

# CHAPTER 1.0

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## INTRODUCTION

### 1.1 OVERVIEW

The Draft Tribal Environmental Impact Report (TEIR) for the proposed Thunder Valley Casino Expansion dated February 2008 (SCH #2007062072) was submitted to the State Clearinghouse and released for public and agency review for a 45-day comment period beginning on February 25, 2008 and ending on April 10, 2008. A public meeting to receive comments on the Draft TEIR was held on March 26, 2008. This Final TEIR includes responses to comments received on the Draft TEIR. All changes to the Draft TEIR are indicated in this document by showing text in underline/strikeout format. These same changes are shown in the Revised Draft TEIR dated May 2008, which is incorporated by reference.

This Final TEIR was prepared in compliance with the Memorandum of Understanding (MOU) between Placer County and United Auburn Indian Community (UAIC), executed in January 2000 and amended in July 2003 as well as the Tribal-State Gaming Compact between the UAIC and the State of California, executed in September 1999 and amended in June 2004. The content and format of this Final TEIR generally adhere to the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14) and Placer County's CEQA compliance standards, although the project features located on Tribal trust lands are not subject to CEQA. The TEIR will be presented to the Placer County Planning Department Director to determine if the environmental review process has been carried out consistent with the requirements of the UAIC-Placer County MOU.

### 1.2 ORGANIZATION OF THE DOCUMENT

The Final TEIR contains a total of six chapters:

**Chapter 1.0 Introduction.** This chapter provides information on the contents and organization of the Final TEIR. It also includes a revised version of **Table 1-1** from the Draft TEIR, which summarizes all project impacts and mitigation measures.

**Chapter 2.0 Comments.** This chapter includes a list of commenters, copies of written comments, and the public meeting transcript. All comments are bracketed and annotated with individual comment numbers.

**Chapter 3.0 Responses to Comments.** This chapter provides responses to all comments included in **Chapter 2.0**. Responses generally provide clarification of the Draft TEIR, and

occasionally include changes in, or additions to, the text of that document. All revisions to the Draft TEIR are shown in underline/strikeout format to make them easily discernible.

**Chapter 4.0 Mitigation Monitoring and Reporting Program.** The Mitigation Monitoring and Reporting Program (MMRP) is included in this chapter.

**Chapter 5.0 Report Authors and Persons Consulted.** This chapter provides a list of individuals involved in the preparation of the Final TEIR.

**Chapter 6.0 References.** A list of references for the Final TEIR is provided in this chapter.

### **1.3 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

**Table 1-1** presents a summary of project impacts and mitigation measures that would avoid or minimize potential impacts. In the table, the level of significance of each environmental impact is indicated both before and after implementation of the recommended mitigation measure(s). **Table 1-1** was included in the Draft TEIR and has been revised based on comments included in **Chapter 2.0** of this document. Any additions to the table are underlined. Any deletions from the table are noted by strikethrough text. No new significant impacts that could not be mitigated to a less than significant level or substantial increases in the severity of environmental impacts were identified as a result of comments received on the Draft TEIR.

**TABLE 1-1  
SUMMARY OF PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES**

Impact	Level of Significance	TEIR-Identified Mitigation			Residual Significance
		Mitigation Measure	Timing	Responsibility	
<b>4.0 Land Use</b>					
<b>4.1</b> The proposed project could negatively impact designated prime, important, or unique farmland as defined by Placer County, state, or the federal government.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>4.2</b> Development of the proposed project could be inconsistent with the Placer County General Plan, Sunset Industrial Area (SIA) Plan, and/or the Placer County Zoning Ordinance.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>4.3</b> The proposed project may not be compatible with existing and proposed uses adjacent and in the near vicinity of the proposed project.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>4.4</b> The proposed project may not be compatible with sensitive uses such as residential uses, schools and parks in the project vicinity.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>4.5</b> The proposed project could impact the navigable airspace of the nearby Lincoln Airport.	<b>PS</b>	<p><b>4.1</b> The Tribe shall submit a “Notice of Actual Construction or Alteration” (FAA Form 7460-2) to the FAA. The notice shall be submitted to the FAA within five days of construction reaching its greatest height.</p> <p>Further conditions of the FAA’s determination of no obstruction or hazard include compliance with FAA Advisory Circular 70/7460-1 K Change 2, Obstruction Marking and Lighting.</p>	Within five days of construction reaching its greatest height.	UAIC	<b>LS</b>

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		This circular describes the requirements for blinking red lights atop the high point(s) of the hotel tower. Additional coordination with the FAA may also be required during construction for the use and lighting of cranes that may exceed the height of the finished building.			
<b>4.6</b> Directional and identification signage for the proposed casino complex may be inconsistent with the Placer County Sign Ordinance.	<b>PS</b>	<b>4.2</b> A comprehensive signage plan, including preliminary designs, text, and measurements, will be prepared and submitted to Placer County for review and approval. The signage plan will show the proposed locations of all signs, and include details on illumination, colors and materials, and any necessary setbacks or clearance. Because some of the proposed directional signs would be located within Placer County right of way, an encroachment permit may be required from the County prior to installation. <u>Placement of signs within various jurisdictions will require compliance with applicable sign ordinances, including permits or other approvals.</u>	Prior to construction.	UAIC	<b>LS</b>
<b>5.0 Population, Employment, and Housing</b>					
<b>5.1</b> The proposed project could induce substantial offsite population growth.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>5.2</b> Development of the proposed project could create an imbalance in affordable housing with the increase of employees.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>6.0 Biological Resources</b>					

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Impact	Level of Significance	TEIR-Identified Mitigation			Residual Significance
		Mitigation Measure	Timing	Responsibility	
<p><b>6.1</b> Development of the proposed project may result in disturbance of cliff swallow nests on the project site.</p>	<b>S</b>	<p><b>6.1</b> Since swallows are strongly attracted to old nests or to the remnants of deteriorated nests, all traces of mud shall be removed from all exterior wall surfaces of the casino, at the end of each nesting season. Deterrence of nesting can be conducted through the application of fabric or netting to the overhangs and ledges along the exterior walls of the casino. Netting provides a physical barrier between the birds and the potential nesting site. The mesh size of the netting should be from ½-inch to no greater than 1-inch. When hung, the netting should be taut and void of any pockets, wrinkles, holes or openings that may trap and cause harm to birds. The netting should be maintained and repaired, as needed, to avoid any potential harm to birds. It may be left up permanently or taken down each year after nesting season. Deterrents such as metal projectors, fiberglass panels or modification of the potential nesting surface and building structure may be used, but have been proven less effective than netting.</p> <p>Cliff swallow nesting sites include the north, west, and south sides, with the highest density occurring at the northwest corner of the casino. Proposed construction is to occur along the entire west and partially along the south sides of the existing casino. No new construction is proposed along the north and east sides of the existing building. If construction activities begin before the start of the nesting season, most suitable habitat will be eliminated along the west and south sides of the casino. Nesting may still occur along the north or east sides of the casino. If nesting occurs along the north and/or east walls, then nests shall not be destroyed and a 250-foot buffer from all</p>	Ongoing	UAIC	<b>LS</b>

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		<p>construction activities within the project site shall be established and maintained until the end of nesting season. This buffer shall be maintained every nesting season thereafter, until the end of construction.</p> <p>If construction activities are slated to begin after the cliff swallow nesting season has begun, then preventative and/or deterrent measures shall be taken to ensure that nests do not become established along the west or south walls of the casino and up to 250 feet from the end of the proposed construction. Preventing the birds from nesting by preventing nests from being established on a daily basis shall be conducted in consultation with regulatory agencies. The initial nesting mud may generally be removed using a high-pressure hose. In addition, daily monitoring by a qualified biologist shall be conducted to ensure that no construction occurs within 250 feet of active nests. Mitigation Measures 6.2 and 6.3 (see below) also apply to Impact 6.1.</p>			
		<p><b>6.2</b> To compensate for potential reduction of cliff swallow nesting habitat, a suitable structure for cliff swallow nesting habitat shall be constructed on the eastern end of the project site. The structure shall include vertical surfaces with overhangs composed of porous and rough substrate, such as stucco, ideal for nest building. The structure shall be designed, in consultation with a qualified biologist, to accommodate from 300-1,000 nests. Once the proposed alternative swallow nesting structure has been erected, man-made swallow nest boxes will be sporadically placed every five to ten feet along the structure to mimic actual</p>	<p>Prior to construction of expanded casino facilities.</p>	<p>UAIC</p>	

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		nests and promote nesting.			
<b>6.2</b> The proposed project and offsite improvements may result in impacts to nesting migratory birds and birds of prey.	<b>S</b>	<b>6.3</b> A qualified biologist shall conduct pre-construction surveys for nesting migratory birds and birds of prey including, but not limited to, killdeer and cliff swallows, within the project site and offsite improvement area during the nesting season. These surveys will occur no more than 30 days prior to the onset of construction within the project site and the offsite improvement area. If construction activities are delayed or suspended for more than 30 days after the pre-construction survey, the project site or the offsite improvement area shall be resurveyed. Any nests built within either the project site or the offsite improvement area, during nesting season, cannot be disturbed without approval from the USFWS or CDFG, as appropriate. Should an active nest be established, construction activities shall not continue within a 250-foot buffer around the nest without prior approval from USFWS or CDFG, as appropriate. Mitigation Measure 6.3 also applies to Impact 6.1.	No more than 30 days prior to construction.	UAIC	<b>LS</b>
		<b>6.4</b> To mitigate for potential impacts to nesting Western burrowing owl (WBO), a qualified biologist shall conduct pre-construction surveys during both the wintering and nesting seasons (unless the species is detected during the first survey) within 0.25 miles of the offsite improvement area. These surveys will occur no more than 30 days prior to the onset of construction within the offsite improvement areas and will be in accordance with CDFG's "Staff Report on Burrowing Owl Mitigation" (Staff Report) (CDFG, 1995). If ground-disturbing activities are delayed or suspended	No more than 30 days prior to construction.	UAIC	

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		<p>for more than 30 days after the pre-construction survey, the site shall be resurveyed.</p> <ol style="list-style-type: none"> <li>1. If no active burrows or burrowing owls are detected within the offsite improvement areas during the surveys no additional mitigation is required.</li> <li>2. If burrowing owls are detected along Athens Avenue in the offsite improvement area, the CDFG shall be consulted before initiation of any construction activities and the following measures shall be implemented: <ul style="list-style-type: none"> <li>• Active burrows shall be avoided. No disturbance should occur within 160 feet of occupied burrows during the non-breeding season (September 1 through January 31) or within 250 feet during the breeding season of (February 1 through August 31). The avoidance areas will be established around occupied burrows by orange construction fencing. Properly executed avoidance also requires that a minimum of 6.5 acres of foraging habitat be permanently preserved contiguous with occupied burrow sites for each pair of breeding burrowing owls (with or without dependant young) or a single unpaired resident bird. The configuration of the protected habitat must be approved by CDFG to qualify.</li> <li>• A burrowing owl sensitivity training program will be established. This program will be designed to educate construction personnel about the mitigation measures required for the execution of the project</li> </ul> </li> </ol>			

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		<p>and will outline the construction protocols for burrowing owl mitigation. All construction personnel will attend the burrowing owl sensitivity training. The training will provide instruction on burrowing owl field identification and will include a detailed protocol of the actions personnel should take in the event that a burrowing owl is encountered in the offsite improvement areas during construction activities.</p> <ul style="list-style-type: none"> <li>• If destruction of occupied burrows is unavoidable, existing unsuitable burrows should be enhanced (i.e., enlarged or cleared of debris) or new burrows created (by installing artificial burrows) at a ratio of 2:1 on protected lands near the project site.</li> <li>• If loss of foraging and burrow habitat is unavoidable and suitable burrow creation and/or enhancement is not feasible within the improvement areas; a minimum of 6.5 acres of foraging habitat per pair or unpaired resident bird should be acquired and permanently protected. The protected lands should be adjacent to occupied burrowing owl habitat and at a location acceptable to CDFG. Consultation and approval would be required for this measure.</li> <li>• If burrowing owls must be relocated out of the disturbance area, passive location techniques as outlined in the Staff Report are to be used. Such relocation should only take place during the non-breeding season, and the burrows shall be monitored daily until the owls have relocated to burrows created outside the</li> </ul>			

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		<p>impact area. A minimum of one or more weeks is necessary to accomplish the relocation and acclimation of the owls to alternate burrows.</p> <ul style="list-style-type: none"> <li>The project sponsor must provide funding for long-term management and monitoring of the protected lands. The monitoring plan must include success criteria, remedial measures, and an annual report to CDFG.</li> </ul>			
<b>6.3</b> Offsite improvements may result in impacts to Swainson's hawk foraging habitat.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>6.4</b> Offsite improvements may result in impacts to special-status plants.	<b>S</b>	<p><b>6.5</b> The Tribe shall obtain a 404 Permit from the USACE, and a Section 401 Water Quality Certification from the RWQCB for impacts to wetlands and other waters of the U.S. along Athens Avenue in the offsite improvement area.</p> <p>Mitigation credits for temporary and permanent direct impacts and indirect impacts to vernal pool branchiopod habitat shall be purchased from a USFWS-approved habitat mitigation bank. Current USFWS mitigation compensation guidelines within USFWS-approved offsite conservation banks include a 2:1 ratio for preservation for direct or indirect impacts to vernal pool species and a 1:1 ratio for habitat creation for direct impacts to vernal pool species (USFWS, 1996). The purchase of wetland credits will fully compensate for any impacts to vernal pools and seasonal wetlands and impacts to potential federal listed vernal pool branchiopods, vernal pool dependent special-status plant species, and Western spadefoot toad (WST), a species of concern.</p>	Prior to and during construction.	UAIC	<b>LS</b>

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		<p>Evidence of the purchase of wetland mitigation credits shall be provided to the USACE prior to wetland impacts.</p> <p>In addition to the proposed mitigation described above, the following measures will be taken to minimize impacts to potential jurisdictional wetlands and other waters of the U.S. in the vicinity of the offsite improvement area:</p> <ul style="list-style-type: none"> <li>• Temporary high-visibility construction fencing shall be installed around wetlands and any drainage features outside of the construction area. Fencing shall be located as far as feasible from the edge of wetlands and riparian habitats and installed prior to any construction. The fencing shall remain in place until all construction activities within the improvement area have been completed.</li> <li>• Staging areas shall be located away from the fenced wetland habitat. Temporary stockpiling of excavated or imported material shall occur only in approved construction staging areas. Excess excavated soil shall be used onsite or disposed of at a regional landfill or other appropriate facility.</li> <li>• Standard precautions shall be employed by the construction contractor to prevent the accidental release of fuel, oil, lubricant, or other hazardous materials associated with construction activities into jurisdictional features.</li> </ul>			
<b>6.5</b> Offsite improvements may result in impacts to potential	<b>S</b>	<b>6.5</b> Mitigation Measure 6.5 (see above) also applies to Impact 6.5.	Prior to and during	UAIC	<b>LS</b>

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and verified jurisdictional wetlands and waters of the U.S., federal listed vernal pool branchiopods, and WST, a species of concern.			construction.		
<b>6.6</b> Expansion of the onsite wastewater treatment plant could cause impacts to biological resources associated with Orchard Creek.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>7.0 Cultural Resources</b>					
<b>7.1</b> Grading and earthmoving activities could impact previously unknown cultural or paleontological resources.	<b>PS</b>	<p><b>7.1</b> The following requirements will be included in construction contract specifications for construction activities associated with the proposed project:</p> <ul style="list-style-type: none"> <li>In the event that any prehistoric, historic, or paleontological resources are discovered during construction-related earth-moving activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist or paleontologist shall be consulted to assess the significance of the find. If any find is determined to be significant by the qualified professional, then appropriate agency and project representatives and the qualified archaeologist and/or paleontologist will meet to determine the appropriate course for action. The UAIC will be notified upon discovery of any prehistoric cultural resources. All significant cultural or paleontological materials recovered shall be subject to scientific analysis, professional museum curation, and a</li> </ul>	Prior to and during construction.	UAIC	<b>LS</b>

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		Mitigation Measure	Timing	Responsibility	
		<p>report prepared by the qualified archaeologist or paleontologist according to current professional standards.</p> <ul style="list-style-type: none"> <li>If human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the Placer County Coroner and the UAIC shall be contacted immediately. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission who shall notify the person it believes to be the most likely descendant. The most likely descendant shall work with the contractor to develop a program for re-interment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have been implemented.</li> </ul>			
<b>8.0 Visual Resources</b>					
<b>8.1</b> The proposed project would result in changed views from local roads, residential areas, and public buildings, and contribute to the urbanization of the area.	<b>PS</b>	<b>8.1</b> <del>None warranted</del> <u>Trees shall be planted along the nature trail and behind homes within the Lincoln Crossing development that would experience the greatest visual impact from the proposed project. Representatives of the Tribe shall meet with the Lincoln Crossing Community Association to determine the appropriate number and types of trees. The Tribe shall either purchase the trees directly, or contribute an appropriate amount to the Community Association for the purchase of the trees.</u>	<del>N/A</del> <u>Prior to and during construction.</u>	<del>N/A</del> <u>UAIC</u>	<b>LS</b>
<b>8.2</b> Construction of the hotel,	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>

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parking garage, and performing arts center would add buildings to the landscape that would exceed 50 feet in height.					
<b>8.3</b> Outdoor lighting associated with the proposed project would generate nighttime illumination.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>9.0 Transportation and Circulation</b>					
<b>9.1</b> Construction activity related to the proposed project could cause traffic delays and hazards.	<b>PS</b>	<b>9.1</b> Improvement Plans, specifications, and cost estimates shall be prepared and submitted to the Placer County Engineering and Surveying Department (ESD) for review and approval for all offsite roadway and utility construction, per the requirements of Section II of the Placer County Land Development Manual (LDM) that are in effect at the time of submittal. The Plans shall show all conditions for the project as well as pertinent topographical features both on- and offsite. All existing and proposed utilities and easements, onsite and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right of way or easements (including landscaping within sight distance areas at intersections) shall be included in the Improvement Plans. The Tribe shall pay plan check and inspection fees (note: prior to plan approval, all applicable recording and reproduction cost shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. An Encroachment	Prior to construction.	UAIC	<b>LS</b>

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		Permit and any other required signatures or agency reviews or approvals shall be obtained by the Tribe prior to final County review and approval of the Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the Tribe's expense, and submitted to the Placer County ESD prior to acceptance by the County of the offsite improvements.			
		<b>9.2</b> A construction plan shall be prepared and submitted for review and approval with the Improvement Plans to the ESD to detail specific construction information; haul routes; signing for closures or detours; and public notification identifying location, scheduling, and duration of construction activities. Construction plans shall note that work on roadways and intersections shall be conducted during off-peak traffic periods whenever possible to alleviate traffic delays. Construction within a major intersection will be restricted to only half the intersection at any one time whenever possible, in order to maintain traffic flows. Stockpiling and/or staging areas shall be identified on the construction plans and located as far as practical from existing dwellings and protected resources in the area. Information regarding the schedule and duration of construction activities will be shared with local law enforcement, fire departments, and emergency medical service providers.	Prior to construction.	UAIC	
		<b>9.3</b> Traffic routing plans shall be prepared and submitted for review and approval with the Improvement Plans to the ESD for any locations that may be affected by construction.	Prior to and during construction.	UAIC	

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		The traffic routing plan will address the specific requirements for traffic control, including construction timing for specific areas and traffic detours. Where improvements are to be constructed within the Athens Avenue right of way, road or lane closures will not be allowed unless approved by the Placer County Director of Public Works. Trenching within the right of way may require temporary lane shifts, to be demarcated by cones and/or barricades, in order to maintain at least one lane of travel in each direction. All routing plans will be approved by the Director of Public Works prior to Improvement Plan approval. Alternative routes for fire, police, and emergency medical service vehicles will be identified to avoid construction areas.			
		<b>9.4</b> Submit, for review and approval, a striping and signing plan with the project Improvement Plans. The plan shall include all onsite and offsite traffic control devices and shall be reviewed by the County Traffic Engineer. Temporary (during construction) and permanent traffic movements and control devices shall be identified on the plans. All signage, striping, signal controls, and other traffic management systems will conform to the 2006 MUTCD standards and usage, as well as Placer County's standards.	Prior to construction.	UAIC	
<b>9.2</b> The proposed project will generate a significant traffic increase during the weekday and Saturday PM peak hour, resulting in a decrease in LOS at intersections <u>and roadway segments</u> in the vicinity of the	<b>S</b>	<b>9.5</b> The intersection of Industrial Boulevard/Twelve Bridges Drive is expected to operate at LOS F during both the weekday and Saturday PM peak hours under Existing Plus Project conditions. Implementation of the following improvements will result in LOS B (delay = 10 seconds/vehicle) at this intersection during both	Prior to the opening of the expanded casino facilities to the general public, unless	UAIC	<b>LS</b>

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project site.		<p>peak hours:</p> <ul style="list-style-type: none"> <li>Signalize the intersection. The addition of project-generated traffic causes this intersection to meet the “Peak Hour Volume” signal warrant documented in “Part 4-Highway Traffic Signals” of the California MUTCD (2006). <u>The signal at this intersection shall be coordinated with the signal at the SR 65 Southbound Ramps/Twelve Bridges Drive intersection;</u></li> <li>Modify the northbound approach from the current shared through/right turn configuration to separate the through and right-turn lanes; and</li> <li>Provide right-turn overlap signal phasing for the northbound right-turn movement.</li> </ul>	<p>circumstances beyond the control of the Tribe delay construction.</p>		
		<p><b>9.6</b> During the Saturday PM peak hour under Existing Plus Project conditions, this intersection (Athens Avenue/Foothills Boulevard North) is expected to operate at LOS D. By modifying the lane configuration as follows, operations could be improved to LOS C (delay = 20 seconds/vehicle): Modify the striping on the west leg of the intersection to provide a two-way central left-turn lane for a minimum distance of 200 feet. This may also require re-striping the edge line/shoulder stripe adjacent to the westbound through lane. The two-way left-turn lane will provide a refuge for drivers making a northbound left turn from Foothills Boulevard North to westbound Athens Avenue, allowing a space to wait for westbound traffic to clear before completing the turn. The striping modification shall be completed to the specifications of the Placer County ESD.</p>	<p>Prior to the opening of the expanded casino facilities to the general public, unless circumstances beyond the control of the Tribe delay construction.</p>	<p>UAIC</p>	

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		<p><b>9.7</b> As currently configured, this intersection (Athens Avenue/Industrial Avenue) is anticipated to operate at LOS F during the Saturday PM peak hour under Existing Plus Project conditions. The following modifications would improve operations to LOS C (V/C = 0.77) during this time period:</p> <ul style="list-style-type: none"> <li>• Construct a second southbound right turn lane;</li> <li>• Construct a second eastbound left turn lane;</li> <li>• Widen the north leg of the intersection to contain two northbound receiving lanes; and</li> <li>• Widen the at grade UPRR crossing on the west leg of the intersection to accommodate the additional left turn lane (some of the needed width may be acquired from the median) and modify the railroad crossing gate arms. Widening of the at grade crossing will require approval from the California Public Utility Commission (PUC) and coordination with UPRR.</li> </ul> <p>These measures would likely provide interim mitigation at this intersection pending the approval of designs and funding for a grade-separated interchange of Athens Avenue and the UPRR tracks.</p>	<p>Prior to the opening of the expanded casino facilities to the general public, unless circumstances beyond the control of the Tribe delay construction.</p>	<p>UAIC</p>	
		<p><b>9.8</b> The intersection of Industrial Avenue/Placer Corporate Drive is predicted to operate at LOS F during both the weekday and Saturday PM peak hours under Existing Plus Project conditions. Construction of a "free-flow" right-turn lane on the westbound approach, with a</p>	<p>Prior to the opening of the expanded casino facilities to the general public,</p>	<p>UAIC</p>	

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		receiving lane and the appropriate length merge/taper on the north leg of the Industrial Avenue/Placer Corporate Drive intersection, would result in LOS B (V/C = 0.70) during the weekday PM peak hour, and LOS C (V/C = 0.74) in the Saturday PM peak hour. <u>The design for Mitigation Measure 9.8 shall be combined with the design for Mitigation Measure 9.21.</u>	unless circumstances beyond the control of the Tribe delay construction.		
		<b>9.9</b> Under the current configuration, this intersection (Sunset Boulevard/Placer Corporate Drive/South Loop Road) is expected to operate at LOS F during both the weekday and Saturday PM peak hours. However, a new signalized configuration is already planned for this intersection and may be constructed based on adjacent land uses. With this new planned configuration, operations would be expected to improve to LOS B during both PM peak hours. If the proposed signalization is implemented with the development of the adjacent parcel as planned, no other mitigation is required. If the adjacent lot is not developed with an appropriate use, the signal would be installed by the Tribe to mitigate project-related impacts at this intersection.	Prior to the opening of the expanded casino facilities to the general public, unless circumstances beyond the control of the Tribe delay construction.	UAIC	
		<b>9.10</b> This intersection (Sunset Boulevard/Stanford Ranch Road) is expected to operate at LOS D during the weekday PM peak hour under Existing Plus Project conditions. Providing a second northbound left-turn lane on Stanford Ranch Road would result in LOS C in the weekday PM peak hour and LOS A during the Saturday PM peak hour. The number of weekday PM peak hour trips contributed by the project would increase the existing number of	To be determined by the City of Rocklin.	City of Rocklin would construct improvements. UAIC would contribute fair share.	

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		trips by approximately 1.3 percent; during Saturday PM peak hour, the addition of project trips would increase the existing volume by 3.3 percent. The Tribe would contribute a fair-share amount toward the cost of constructing these improvements.			
		<p><b>9.11</b> The intersection at Baseline Road and Foothills Boulevard currently functions at LOS D during the weekday PM peak hour; this LOS is also expected with the addition of project-generated traffic. An adjustment to the signal phasing could improve the anticipated LOS operations. By providing an eastbound right-turn overlap phase, and prohibiting northbound U-turn movements, an operation of LOS C could be expected for the weekday PM peak hour under Existing Plus Project conditions. The number of weekday PM peak hour trips contributed by the project would increase the existing number of trips by approximately 0.8 percent; during Saturday PM peak hour, the addition of project trips would increase the existing volume by 1.8 percent. The Tribe would contribute a fair-share amount toward the cost of constructing these improvements.</p>	To be determined by the City of Roseville.	City of Roseville would construct improvements. UAIC would contribute fair share.	
		<p><b>9.12</b> This intersection (Baseline Road/Fiddymont Road/Walerga Road) currently operates at LOS D during the weekday PM peak hour (V/C = 0.82), and is expected to continue to function at this level with the addition of project-generated traffic (V/C = 0.86). Converting the southbound right-turn lane to a shared through/right-turn lane will improve the Existing Plus Project V/C ratio to 0.81 during the weekday PM peak hour. Although this still represents a LOS D, it demonstrates an improvement over existing</p>	To be determined by Placer County and/or City of Roseville. See Mitigation Measure 9.13.	Placer County and/or City of Roseville would construct improvements. UAIC would contribute fair share. Improvements to this intersection are	

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		conditions, with all project-related impacts offset. The number of weekday PM peak hour trips contributed by the project would increase the existing number of trips by approximately 3.3 percent; during Saturday PM peak hour, the addition of project trips would increase the existing volume by 3.4 percent. The Tribe would contribute a fair-share amount toward the cost of constructing these improvements.		included in the <u>County/City fee program, and would be covered by payment of these fees as per Mitigation Measure 9.13.</u>	
		<b>9.13</b> The Tribe shall contribute to the Placer County traffic mitigation fee program to fund the appropriate share of offsite improvements or area-wide improvements that are beyond the scope of the proposed project. These offsite or area-wide improvements will be determined in discussions with Placer County. To the extent that any of the costs of mitigation measures implemented in connection with the proposed project are included in the CIP for the SIA or any other community plan approved by Placer County, those costs would represent a credit against the amount stated in the fee program for the relevant improvement.	<u>To be determined. Prior to the opening of the expanded casino facilities to the general public.</u>	UAIC	
		<b>9.14</b> A Transportation Plan shall be prepared in compliance with the County Trip Reduction Ordinance (Article 10.20, formerly Chapter 16, Article XIII, Section 16.900 <i>et seq.</i> of the Placer County Code). This plan shall be submitted to the Placer County ESD for review and approval prior to Improvement Plan approval.	<u>Prior to construction the opening of the expanded casino facilities to the general public.</u>	UAIC	
		<b>9.21</b> <u>The segment of Industrial Avenue between Athens Avenue and South Loop Road is expected to operate at LOS F with the addition of project traffic. To mitigate this impact, this segment of Industrial Avenue should be</u>	<u>Prior to the opening of the expanded casino facilities to the</u>	<u>UAIC</u>	

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		widened from two lanes to four lanes (i.e., two in each direction). The design for Mitigation Measure 9.21 shall be combined with the design for Mitigation Measure 9.8. Based on the Placer County General Plan daily LOS thresholds for a four-lane arterial with moderate access control, this measure should result in LOS A (v/c=0.54) on this study roadway segment, thereby fully offsetting the project's impact.	general public, unless circumstances beyond the control of the Tribe delay construction.		
		<b>16.17</b> See Mitigation Measure 16.17 below.			
<b>9.3</b> The proposed project will result in increased traffic at the three signal-controlled driveways to the casino parcel, possibly exceeding queue capacity and creating safety hazards.	<b>PS</b>	<b>9.15</b> To reduce queuing along Athens Avenue at the three signal-controlled project driveways, the traffic signals at Driveway 1, Driveway 2, and Thunder Valley Court/Driveway 3 shall be interconnected and their operation coordinated. This coordination shall extend to the existing signal at the Athens Avenue/Industrial Avenue intersection and the future proposed signal at the Athens Avenue/ Foothills Boulevard North intersection. The signal coordination system shall include appropriately located queue detectors, designed to force a green signal indication at the downstream traffic signal when queues reach a designated length. The signal coordination software and hardware should include a link to County offices in Auburn, allowing for real-time monitoring/ troubleshooting of operations. The specific approach to implementing the signal coordination system, including hardware requirements, locations of queue detectors, etc., shall be determined by the Tribe with review and approval by Placer County DPW prior to Improvement Plan approval. If required by UPRR, PUC, and Placer County, specialized	Prior to the opening of the expanded casino facilities to the general public, unless circumstances beyond the control of the Tribe delay construction.	UAIC	<b>LS</b>

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		software/hardware shall be used (such as LA DOT/ Metrolink) that allows interface and communications between railroad equipment and traffic signal controls during railroad preemption sequence.			
<b>9.4</b> The proposed project will result in increased volume/capacity ratio on area freeway mainline segments, degrading LOS.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>9.5</b> The proposed project will result in increased traffic density on freeway ramp interchanges, affecting ease of “merge-diverge” operations.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>9.6</b> The proposed project will result in increased use of alternative transportation facilities, including transit systems, bikeways and pedestrian routes.	<b>PS</b>	<b>9.16</b> The Tribe shall continue to coordinate with Placer County DPW in monitoring PCT ridership at the facility. At such time as the number of casino-oriented riders, in addition to other riders, exceeds the capacity of the PCT service (based on passenger boarding and alighting data), the Tribe shall work with PCT to provide enhanced transit service, either through the provision of larger vehicles, more frequent service, a modified route, or expanded span of service (hours of operation). The Tribe shall pay a fair share of the service expansion consistent with the methods of the existing transit agreement with the Placer County DPW. Additionally, Thunder Valley Casino shall <del>make</del> <u>subsidize</u> PCT passes and <u>make</u> schedule information available to employees at the place of employment.	Ongoing	UAIC	<b>LS</b>
<b>9.7</b> The proposed project will increase the potential for	<b>S</b>	<b>9.17</b> <del>To mitigate project-related impacts at the Athens Avenue at grade railroad crossing, the</del>	Prior to the opening of the	UAIC	<b>LS</b>

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conflicts between vehicles and trains at the at-grade UPRR crossing along Athens Avenue.		<p>following improvements to the Athens Avenue/Industrial Avenue are recommended as an interim measure: Extend the existing dual northbound left turn lanes from 350 feet to 500 feet each, to provide additional full width vehicle storage in each lane; and (in conjunction with Mitigation Measure 9.7, above) extend the length of the southbound right turn lanes to provide 725 feet of full width vehicle storage in each lane. These modifications will ensure that adequate storage space is available for vehicles waiting to turn while a train passes and the crossing arms are in the "down" position. A demand responsive queue detector should be installed within westbound Athens Avenue to force a green signal at the Driveway 3/Thunder Valley Court intersection, to ensure that vehicle queues do not extend onto the UPRR tracks. In pavement lights should be installed within the stop bar on eastbound Athens Avenue. These red lights would flash to notify drivers of an oncoming train. Casino patrons should be notified, via the Thunder Valley Casino website, signs, and printed materials at the casino, that the Foothills Boulevard North connector road is available as an alternative to the Athens Avenue/Industrial Avenue route across the UPRR tracks.</p> <p>Additional changes to traffic movements would likely be required during the various phases of construction of the grade-separation described in Mitigation Measure 16.17; traffic engineers and Thunder Valley Casino representatives shall continue to consult with Placer County, UPRR, and the Public Utilities Commission (PUC) regarding needed alterations.</p>	expanded casino facilities to the general public, unless circumstances beyond the control of the Tribe delay construction.		

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		<b>9.18</b> A feasibility study and preliminary designs for a grade separation at the Athens Avenue/UPRR crossing.	Prior to construction.	UAIC	
		<b>9.19</b> See Mitigation Measure 9.19 below.			
<b>9.8</b> Special events at the proposed performing arts center will increase traffic volumes in the immediate project vicinity.	<b>PS</b>	<p><b>9.19</b> Site access and traffic information shall be provided on the Thunder Valley Casino website and at convenient locations within the casino and associated facilities. Information will include maps and directions encouraging event patrons from southern locations to utilize Sunset Avenue to Foothills Boulevard North (rather than Industrial Avenue) to arrive at and depart from the facility. Notification of peak traffic hours will be provided to patrons, along with suggestions that patrons plan their trips outside of these hours in order to minimize the concentration of traffic.</p> <p><u>Pending approval by the appropriate jurisdiction(s), Permanent directional signs shall be provided along high-volume routes such as Interstate 80, SR 65, and along County Roads, notifying drivers who may be unfamiliar with the area of the preferred route to Thunder Valley. This would reduce the number of drivers using local routes and surface streets, minimizing lost casino-bound drivers and increasing safety for local traffic as well as patrons. In addition, manual flaggers, California Highway Patrol officers, and/or electronic changeable message signs, barricades or cones will also be used to direct traffic along Athens Avenue before and after events, and signals at the three primary driveways will include a manual "override"</u></p>	Prior to the inaugural event at the performing arts center, <u>unless circumstances beyond the control of the Tribe delay approval or installation of directional signs.</u>	UAIC	<b>LS</b>

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		setting that can be controlled directly by event personnel. The interconnected traffic signals at these driveways, the Athens Avenue/Industrial Avenue intersection, and the Athens Avenue/Foothills Boulevard North intersection will be reprogrammed (with the UPRR-interfaced signal control equipment, if applicable) for special events. Traffic control personnel and devices shall be provided by the Tribe. During construction at the Sunset Boulevard/ SR 65 intersection, preferred traffic travel directions in the area may be revised in consultation with Placer County and Caltrans. <u>Mitigation Measure 9.19 also applies to Impact 9.7.</u>			
<b>9.9</b> Implementation of offsite traffic improvements could have an adverse effect on the environment.	<b>PS</b>	<p><b>9.20</b> To avoid or mitigate impacts resulting from offsite traffic improvements, all work conducted within the Placer County right of way (or other jurisdiction, as applicable) will require the following:</p> <ul style="list-style-type: none"> <li>• Proposed changes to roadway facilities must be designed to current Placer County (or other jurisdiction, as applicable) standards and specifications.</li> <li>• Plans must be reviewed and approved by the Placer County ESD and DPW prior to beginning work.</li> <li>• Engineering calculations, plans and reports submitted for review and approval must bear the seal and original signature of a professional engineer.</li> <li>• Standard construction Best Management Practices (BMPs) for erosion prevention, dust control and stormwater pollution prevention will be enforced.</li> </ul>	Prior to and during construction.	UAIC/Placer County	LS

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		<ul style="list-style-type: none"> <li>• Signals, signs, striping, and other traffic control devices must be implemented in accordance with the current Caltrans MUTCD manual.</li> <li>• Construction inspection will be performed by Placer County (or other jurisdiction, as applicable) at the Tribe's expense.</li> <li>• Wetlands or other Waters of the U.S., if present, shall either be avoided or an appropriate permit obtained from the U.S. Army Corps of Engineers.</li> </ul>			
<b>10.0 Air Quality</b>					
<b>10.1</b> Construction activity could result in significant emissions of PM <sub>10</sub> , ROG and NO <sub>x</sub> on a temporary basis.	<b>PS</b>	<p><b>10.1</b> Specific dust and emission control measures shall be included with Improvement Plans and distributed to all contractors. These measures shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> <li>• Water all active construction areas at least twice daily.</li> <li>• Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.</li> <li>• Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.</li> <li>• Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.</li> <li>• Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.</li> <li>• Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).</li> </ul>	<u>Prior to and During</u> construction.	UAIC	<b>LS</b>

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		<ul style="list-style-type: none"> <li>Limit traffic speeds on unpaved roads to 15 mph.</li> <li>The Tribe shall not burn removed vegetation during infrastructure improvements.</li> <li>Construction equipment exhaust emissions shall not exceed PCAPCD Rule 202. If construction equipment is found to exceed opacity limits set forth in Rule 202, the responsible party will immediately be notified and the equipment must be repaired within 72 hours.</li> <li>The Tribe shall control emissions of ROG and NO<sub>x</sub> where ever feasible and cost-effective by requiring all diesel-powered equipment be properly maintained and minimizing idling time to five minutes when construction equipment is not in use, unless per engine manufacturer's specifications or for safety reasons more time is required. Machinery engines shall be kept in good mechanical condition and use diesel-oxidizing catalysts to minimize exhaust emissions. Inclusion of this mitigation measure will insure a 20 percent NO<sub>x</sub> and 45 percent PM reductions in the fleet average.</li> <li>The prime contractor shall submit to the PCAPCD a list of heavy-duty-off-road equipment that will be used.</li> <li>The prime contractor shall submit to the PCAPCD a timeline of construction.</li> <li><u>The Tribe shall prepare a Construction Emission/Dust Control Plan, and submit it to the PCAPCD prior to groundbreaking.</u></li> <li><u>Grading operations shall be suspended if fugitive dust exceeds District Rule 228, Fugitive Dust Limitations. A project</u></li> </ul>			

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		<p><u>representative, CARB-certified to perform Visible Emissions Evaluations (VEEs), shall routinely evaluate compliance with Rule 228. Fugitive dust is not to exceed 40% opacity and shall not go significantly beyond the property boundary to the extent feasible.</u></p> <ul style="list-style-type: none"> <li><u>Earth-moving contractors shall not operate pre-1996 heavy-duty diesel equipment on forecast 'Spare the Air' days.</u></li> <li><u>Contractors shall use low-emission models of onsite stationary equipment to the maximum extent feasible.</u></li> <li><u>Contractors shall use existing power sources (e.g. power poles) or clean fuel generators rather than temporary diesel power generators whenever feasible.</u></li> </ul>			
<b>10.2</b> Construction could result in odor emissions on a temporary basis.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>10.3</b> Operational emissions could result in significant quantities of ROG, NO <sub>x</sub> , and PM <sub>10</sub> . The project includes the following environmental commitments to reduce operational emissions: <ul style="list-style-type: none"> <li>The Tribe shall ensure that bus service is provided hourly, 6:10 a.m. to 7:10 p.m. Monday through Friday and 8:10 a.m to 5:10 p.m. Saturday and the Tribe shall provide safe and convenient transit stops (i.e. shelters, route information, benches, and</li> </ul>	<b>LS PS</b>	<p><b>10.3</b> <u>None-warranted</u> <u>In addition to the environmental commitments listed under Impact 10.3, the Tribe shall fund the PCAPCD's Offsite Mitigation Program, to offset ROG and NO<sub>x</sub> emissions that exceed the District's thresholds. The fees have been calculated in consultation with the PCAPCD, according to the annual exceedance of thresholds for ozone precursors from 2012 through 2015, by which date the project's estimated operational emissions would be below the PCAPCD thresholds for ROG and NO<sub>x</sub>. The total amount of this contribution is \$75,634.</u></p> <p><u>The Tribe shall also pay a contribution of</u></p>	N/A <u>Prior to the opening of the expanded casino facilities to the general public.</u>	N/A	<b>LS</b>

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<p>lighting) with direct access to the project site.</p> <ul style="list-style-type: none"> <li>• The Tribe shall place a minimum of 50 percent of the casino parking under cover. This will reduce hot vehicle starts, which reduces vehicles' emissions during startup.</li> <li>• Buses shall not idle for more than 10 minutes at any location, except in the case of passenger boarding.</li> <li>• <u>High water-demand plants shall be minimized in landscaping plans. Native and drought-tolerant plant species (trees, shrubs, and ground cover) shall be emphasized.</u></li> <li>• <u>New construction will use low-VOC coatings on interior and exterior surfaces per State of California requirements and District Rule 218 Architectural Coatings.</u></li> <li>• <u>Occupant sensors will be installed in hotel rooms to automatically turn off lights and reset temperature controls to default settings to reduce energy consumption.</u></li> <li>• <u>Truck loading and unloading docks will be equipped with 110/208 volt</u></li> </ul>		<p><u>\$42,648 to the PCAPCD's Woodstove Replacement Program to offset the exceedance of the District's PM<sub>10</sub> threshold. This program offers incentive vouchers for the replacement of wood stoves that contribute, on average, 60 grams of particulate matter per hour of operation (g/hr), with more efficient units that contribute an average of 5 g/hr, a reduction of approximately 1.45 lbs/day of PM<sub>10</sub> per stove</u></p>			

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<p>power outlets. Diesel trucks shall be prohibited from idling more than five minutes and will be required to connect to the 110/208 volt power to run auxiliary equipment. Signage stating these requirements will be provided.</p> <ul style="list-style-type: none"> <li>• <u>Two sets of conductive/inductive electric vehicle charging stations will be provided in the parking garage, and signage prohibiting parking for non-electric vehicles will be installed.</u></li> <li>• <u>Deliveries will be scheduled for off-peak traffic hours whenever feasible.</u></li> <li>• <u>All flat roofs with parapets will be covered with a white or silver cap sheet to reduce energy demands.</u></li> <li>• <u>Preferential parking spaces on the top floor of the parking garage will be reserved for vanpool use (one vehicle with six or more employees).</u></li> <li>• <u>Improvements to Athens Avenue, project driveway intersections, and surface parking facilities will all be designed for bus access (both public transit and</u></li> </ul>					

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<ul style="list-style-type: none"> <li>charter buses).</li> <li><u>Schedules and subsidized transit passes will be made available for employees who wish to use public transit.</u></li> <li><u>Lockers and changing rooms will be provided to employees who choose to bicycle to/from work.</u></li> </ul>					
<b>10.4</b> Operation of the proposed project could cause high concentrations of CO due to idling vehicles on surrounding roadways.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>10.5</b> Operation of the proposed project could increase exposure to toxic air contaminants.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>10.6</b> Operation of the proposed project could increase emissions of greenhouse gases associated with global climate change.	<b>S</b>	<p><b>10.2</b> The following measures would reduce the proposed project's indirect GHG emissions associated with global climate change:</p> <ul style="list-style-type: none"> <li>The Tribe shall install a photovoltaic cell array on the roof of the proposed parking garage <u>or in the surface parking lot on the eastern end of the Casino property.</u> The array would allow for shaded parking of <del>555 cars on the ninth level of the garage,</del> while producing approximately 1 megawatt (mW) of solar power. The installation of the photovoltaic cell array would reduce the demand on external electricity sources for the proposed project by approximately 1.4 million kilowatt hours (kWh) annually.</li> </ul>	Prior to the opening of the expanded casino facilities to the general public, unless circumstances beyond the control of the Tribe delay construction.	UAIC	<b>LS</b>

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		<p>External electricity could come in part from sources that emit GHGs, therefore, the installation of the photovoltaic array would substantially reduce the indirect GHG emissions from the proposed project.</p> <ul style="list-style-type: none"> <li>• The Tribe shall enroll in PG&amp;E’s ClimateSmart program, which would reduce the proposed project’s indirect GHG emissions.</li> <li>• The Tribe shall implement applicable water conservation measures, including use of low-flow faucets, toilets and showerheads, use of pressure washers and brooms instead of hoses for cleaning, and service of water to customers on request in restaurants. These water conservation measures indirectly conserve energy, through a reduction of electricity and fuels used to transport water from its source to the place of use. Voluntary towel re-use by guests in the hotel, use of garbage disposal on-demand, re-circulating cooling loop for water-cooled refrigeration and ice machines where possible, checking steam traps and ensuring return of steam condensate for boiler reuse, and limitation of boiler blow down in the central plant, would also result in both direct and indirect reductions in electricity and fuel usage.</li> <li>• The Tribe shall use energy-efficient appliances wherever feasible. This would result in a direct reduction in electricity and fuel use.</li> <li>• The Tribe shall plant trees and vegetation on the project site. The addition of photosynthesizing plants would reduce atmospheric CO<sub>2</sub>, because plants use CO<sub>2</sub> for elemental carbon and energy</li> </ul>			

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SUMMARY OF PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES**

Impact	Level of Significance	TEIR-Identified Mitigation			Residual Significance
		Mitigation Measure	Timing	Responsibility	
		<p>production. Trees planted near buildings would provide shade to the building, thus reducing heat absorption, reducing air conditioning needs and saving energy.</p> <ul style="list-style-type: none"> <li>Recycling of appropriate materials shall be ensured by routing solid waste disposal through the Western Placer Waste Management Authority Materials Recovery Facility. Recycling waste materials conserves energy indirectly by reducing the processing of raw materials and reducing the energy needed for managing waste materials in landfills.</li> <li><u>Charging stations for electric vehicles will be installed in preferential spaces within the parking garage. A total of four spaces shall be provided, including three standard spaces and one handicapped-restricted space. Signs will also be installed reserving these spaces for electric vehicle use.</u></li> <li><u>The proposed project will include tinted dual-pane windows with thermal breaks to minimize heat gain and reduce use of air conditioning.</u></li> <li><u>The gas-fired boilers in the central plant will be 15 parts per million (ppm) low-NOx boilers compliant with local code.</u></li> </ul>			
<b>10.7</b> Operation of the expanded WWTP could generate odors.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>11.0 Noise</b>					
<b>11.1</b> Construction noise can create significant intermediate and temporary noise impacts to sensitive receptors such as	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>

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residential uses. The nearest sensitive receptors are approximately 0.85 miles north of the project site.					
<b>11.2</b> Construction of the proposed project could expose offsite sensitive receptors to groundborne vibration or groundborne noise.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>11.3</b> Operation of the proposed project would attract vehicle traffic to and from the project site. Noise generated from traffic could create significant impacts to sensitive receptors.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>11.4</b> Onsite noise generated from the operation of the proposed project could impact offsite sensitive receptors.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>12.0 Soils, Geology, and Seismicity</b>					
<b>12.1</b> The proposed project could result in erosion or unstable slopes.	<b>PS</b>	<b>12.1</b> The Tribe shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the ESD for review and approval of each project phase. The plans shall show all conditions for the project as well as pertinent topographical features within and adjacent to the Offsite Improvement Area. All existing and proposed utilities and easements, within and adjacent to the Offsite Improvement Area, which may be	Prior to construction.	UAIC	<b>LS</b>

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		<p>affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right of way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. The Tribe shall pay plan check and inspection fees (NOTE: prior to plan approval, all applicable recording and reproduction costs shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the Tribe's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or DRC review is required, as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the Tribe's expense and shall be submitted to the ESD prior to acceptance by the County of the offsite improvements.</p>			
		<p><b>12.2</b> All proposed grading, drainage improvements, vegetation, tree impacts, and tree removal shall be shown on the Improvement Plans and all work shall be consistent with the County Grading Ordinance (Section 15.48, Placer County Code) and the Placer County Flood Control District's Stormwater Management Manual. The applicant shall pay applicable plan check fees and inspection fees. No grading, clearing, or tree disturbance shall occur on non-trust land until the Improvement Plans are approved and any required temporary construction fencing has been</p>	<p>Prior to and during construction.</p>	<p>UAIC</p>	

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		<p>installed and inspected. All cut/fill slopes shall be at 2:1 (horizontal: vertical) unless a soils report supports a steeper slope.</p> <p>All facilities and/or easements dedicated or offered for dedication to Placer County or to other public agencies which encroach on the project site or within any area to be disturbed by project construction shall be accurately located on the Improvement Plans.</p> <p>All disturbed areas shall be revegetated. Revegetation undertaken from April 1 to October 1 shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. Erosion control/winterization measures shall be properly installed and maintained during project construction.</p> <p>For offsite improvements, a letter of credit or cash deposit in the amount of 110% of an approved engineer's estimate for winterization and permanent erosion control work shall be submitted to the County Engineering &amp; Surveying Department (ESD) prior to improvement plan approval. Upon the County's acceptance of offsite improvements, and satisfactory completion of a one-year maintenance period, unused portions of said deposit shall be refunded.</p> <p>If, at any time during construction, a field review of offsite improvements by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree</p>			

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		<p>disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the Development Review Committee (DRC)/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body.</p> <p>Any work affecting facilities maintained by, or easements dedicated or offered for dedication, to Placer County or other public agency may require the submittal and review of appropriate Improvement Plans by ESD or the other agency.</p>			
		<p><b>12.3</b> A geotechnical engineering report for the offsite improvement area produced by a California Registered Civil Engineer or Geotechnical Engineer shall be submitted to the County Engineering and Surveying Department (ESD) for review. The report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> <li>• Road, pavement, and parking area design</li> <li>• Structural foundations, including retaining wall design (if applicable)</li> <li>• Grading practices</li> <li>• Erosion/winterization</li> <li>• Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.)</li> <li>• Slope stability</li> </ul>	Prior to construction.	UAIC	
<b>12.2</b> Soil conditions within the proposed project area could	<b>PS</b>	<b>12.4</b> Use of appropriate coated pipelines and other corrosivity-resistant building materials shall be	Prior to construction.	UAIC	<b>LS</b>

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include unstable, corrosive, or critically expansive soils.		incorporated into the project design.			
		<b>12.5</b> Imported soils and construction materials shall be determined to be suitable for the specified application by a licensed professional employing geotechnical/soils laboratory testing standards according to standard engineering practices and the California Building Code.	Prior to construction.	UAIC	
<b>12.3</b> Ground shaking, fault rupture, liquefaction, and other seismic effects from an earthquake could present a hazard to people or structures.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>12.4</b> Construction of the proposed project would prevent recovery of significant mineral resources.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>13.0 Hydrology and Water Quality</b>					
<b>13.1</b> Construction of the proposed project could violate surface water quality standards or waste discharge requirements, or otherwise significantly impact surface water quality.	<b>PS</b>	<b>13.1</b> Prior to construction on the project site, the Tribe shall obtain an NPDES permit from the U.S. EPA. Prior to construction associated with offsite improvements, the Tribe shall obtain an NPDES construction permit from the Central Valley RWQCB and shall provide to the Placer County Engineering and Surveying Department (ESD) evidence of a state-issued WDID number or filing of a Notice of Intent and fees.  A SWPPP shall be prepared and implemented for all construction that would occur as a result of approval for the proposed project, including offsite improvements. The SWPPP shall identify pollutant sources that may affect the	Prior to and during construction.	UAIC	<b>LS</b>

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		<p>quality of stormwater discharge or potentially affect groundwater quality. The SWPPP shall identify BMPs to reduce these pollutants and their potential release into natural surface or ground waters. BMPs and other measures will be implemented to promote infiltration and retention of stormwater flows in order to channel them away from areas of open soil and other features subject to erosion and flooding. The plan shall include an evaluation of the effectiveness of potential temporary (during construction) and permanent (operational) BMPs, including BMP locations and sizing on site/grading plans. BMPs shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• If excavation occurs during the rainy season, storm runoff from the construction area shall be regulated through temporary onsite silt traps and/or basins with multiple discharge points to natural drainages and energy dissipaters. Stockpiles of loose material shall be covered and runoff diverted away from exposed soil material. If work stops due to rain, a positive grading away from slopes shall be provided to carry the surface runoff to areas where flow would be controlled, such as the temporary silt basins. Sediment basins/traps shall be located and operated to minimize the amount of offsite sediment transport. Any trapped sediment shall be removed from the basin or trap and placed at a suitable location onsite, away from concentrated flows, or removed to an approved disposal site.</li> <li>• Temporary erosion control measures (such as fiber rolls, staked straw bales, detention</li> </ul>			

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		<p>basins, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) shall be provided until perennial revegetation or landscaping is established and can minimize discharge of sediment into nearby waterways. For construction within 500 feet of a water body, appropriate erosion control measures shall be placed upstream adjacent to the water body.</p> <ul style="list-style-type: none"> <li>• No disturbed surfaces will be left without erosion control measures in place during the spring and winter months.</li> <li>• Erosion protection shall be provided on all cut-and-fill slopes. Revegetation shall be facilitated by mulching, hydroseeding, or other methods and shall be initiated as soon as possible after completion of grading and prior to the onset of the rainy season (by October 15).</li> <li>• BMPs selected and implemented for the project shall be in place and operational prior to the onset of major earthwork on the site. The construction phase facilities shall be maintained regularly and cleared of accumulated sediment as necessary. Effective permanent (operational) mechanical and structural BMPs that will be implemented include the following: <ul style="list-style-type: none"> <li>□ Mechanical stormwater filtration measures, including oil and sediment separators or absorbent filter systems shall be installed within the storm drainage system to provide filtration of stormwater prior to discharge.</li> <li>□ Vegetative strips, high infiltration substrates, and grassy swales shall be used where feasible throughout the</li> </ul> </li> </ul>			

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		<p>development to reduce runoff and provide initial stormwater treatment.</p> <ul style="list-style-type: none"> <li>□ Roof drains shall discharge to natural surfaces or swales where possible to avoid excessive concentration and channelizing stormwater.</li> <li>□ Permanent energy dissipaters shall be included for drainage outlets.</li> <li>□ The existing stormwater detention basins on the project site and temporary overflow parking lot are designed and maintained to provide effective water quality control measures including the following: <ul style="list-style-type: none"> <li>▪ Maximum detention time for settling of fine particles;</li> <li>▪ established maintenance schedules for periodic removal of sedimentation, excessive vegetation, and debris that may clog basin inlets and outlets; and</li> <li>▪ maximum detention basin elevation to allow the highest amount of infiltration and settling prior to discharge.</li> </ul> </li> <li>• Manufacturer's information for mechanical and structural BMPs will be included, along with appropriate discussion of existing soil properties and/or water table information.</li> <li>• Hazardous materials such as fuels and solvents used on the construction sites shall be stored in covered containers and protected from rainfall, runoff, vandalism, and accidental release to the environment. All stored fuels and solvents will be contained in an area of impervious surface with containment capacity equal to the total volume of materials stored.</li> </ul>			

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		<ul style="list-style-type: none"> <li>A stockpile of spill cleanup materials shall be readily available at all construction sites. Employees shall be trained in spill prevention and cleanup, and individuals shall be designated as responsible for prevention and cleanup activities.</li> <li>Equipment shall be properly maintained in designated areas with runoff and erosion control measures to minimize accidental release of pollutants.</li> <li>All storm drain inlets and catch basins shall be permanently marked with prohibitive graphics and/or language such as "No Dumping! Flows to Creek," or other language.</li> <li>All stormwater runoff shall be diverted around trash storage areas to minimize contact with pollutants. Trash container areas shall be walled or screened to prevent offsite transport of trash by water or wind. Trash containers shall remain covered when not in use, and shall not be allowed to leak.</li> <li>Loading dock areas shall be covered and run-on and runoff of stormwater to the dock area shall be minimized. Direct connections to storm drains from depressed loading docks (truck wells or sumps) are prohibited.</li> </ul>			
<b>13.2</b> Groundwater levels could be affected by construction of the proposed project.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>13.3</b> Construction of the proposed project could alter existing drainage patterns, resulting in changes to hydrology and	<b>PS</b>	<b>13.2</b> A comprehensive Drainage Report shall be prepared and submitted with the project Improvement Plans, in conformance with the requirements of Section 5 of the Placer County	Prior to construction.	UAIC	<b>LS</b>

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increased risk of flooding in the vicinity of the project area.		<p>Land Development Manual (LDM) and the Placer County Storm Water Management Manual that are in effect at the time of submittal, to the ESD for review and approval. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a watershed map, increases in downstream flows, proposed on- and offsite improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used both during construction and for long-term post-construction water quality protection. "Best Management Practice" (BMP) measures shall be provided to reduce erosion, water quality degradation, and prevent the discharge of pollutants to stormwater to the maximum extent practicable.</p> <p>Stormwater runoff shall be reduced to 90% of pre-project conditions through the installation of retention/detention facilities. Retention/detention facilities shall be designed in accordance with the requirements of the Placer County Storm Water Management Manual that are in effect at the time of submittal, and to the satisfaction of the ESD. Maintenance of these facilities shall be provided by the Tribe unless, and until, a County Service Area is created and said facilities are accepted by the County for Maintenance. The ESD may, after review of the project drainage report, delete this requirement if it is determined that drainage conditions do not warrant installation of this type of facility. In the event onsite detention</p>			

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		<p>requirements are waived, this project may be subject to payment of any in-lieu fees prescribed by County Ordinance. No retention/detention facility construction shall be permitted within any identified wetlands area, floodplain, or right of way, except as authorized by project approvals.</p> <p>Water quality BMPs shall be designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and/or for Industrial and Commercial, and/or other similar source as approved by the ESD.</p> <p>Construction (temporary) BMPs for the project include, but are not limited to: Fiber Rolls (SE-5), Straw Bale Barrier (SE-9), Straw Wattles, Storm Drain Inlet Protection (SE-10), Velocity Dissipation Devices (EC-10), Hydroseeding (EC-4), Silt Fence (SE-1), Stabilized Construction Entrance (TC-1), and revegetation techniques. Storm drainage from on- and offsite impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the ESD. BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection.</p> <p>Post-development (permanent) BMPs for the</p>			

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		<p>project include, but are not limited to: Water Quality Inlets (TC-50), etc. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right of way, except as authorized by project approvals. All BMPs shall be maintained as required to insure effectiveness. The Tribe shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Proof of ongoing maintenance, such as contractual evidence, shall be provided to ESD upon request. Maintenance of these facilities shall be provided by the Tribe unless, and until, a County Service Area is created and said facilities are excepted by the County for maintenance. Prior to Improvement Plan approval, easements shall be created and offered for dedication to the County for maintenance and access to these facilities in anticipation of possible County maintenance.</p> <p>This project is located within the area covered by Placer County's municipal stormwater quality permit, pursuant to the NPDES Phase II program. Project-related stormwater discharges are subject to all applicable requirements of said permit. BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff in accordance with "Attachment 4" of Placer County's NPDES Municipal Stormwater Permit (State Water Resources Control Board NPDES General Permit No. CAS000004).</p>			
<b>13.4</b> Groundwater levels could be affected by operation of the	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>

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proposed project.					
<b>13.5</b> Operation of the proposed project could cause violations of water discharge requirements, which may significantly impact surface water quality.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>14.0 Public Services and Utilities</b>					
<b>14.1</b> The proposed project could require the construction of new water facilities or exceed the existing water supply capacity of a municipal water supplier. Environmental commitments by the Tribe include implementation of water conservation measures and use of recycled water whenever possible to reduce consumption of public water supply.	<b>S</b>	<b>14.1</b> Unless onsite groundwater is used to meet increased demands, the Tribe shall enter into a water service agreement with PCWA or the City of Lincoln. The water service agreement would include terms for payment of connection fees and commitment for water service.	Prior to opening of expanded casino facilities.	UAIC	<b>LS</b>
<b>14.2</b> The proposed project could require the construction of new sewer facilities or exceed the existing sewer capacity of a municipal wastewater supplier.	<b>S</b>	<b>14.2</b> Unless the Tribe opts to expand its onsite WWTP, it shall contract with an applicable public agency for sewer service. The Tribe shall pay fees for connection to a WWTP and needed conveyance improvements based on the agency's fee structure or through another agreed-upon method. The Tribe would enter into applicable operations and maintenance agreements prior to acceptance of wastewater flows. <del>If the City of Roseville option is selected, approval by the SPWA would be required for an expansion of the service area boundary for the Roseville Wastewater Treatment System.</del>	Prior to opening of expanded casino facilities.	UAIC	<b>LS</b>

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<b>14.3</b> The proposed project could require additional supply of reclaimed water, or result in the need for new reclaimed water facilities.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>14.4</b> The proposed project could result in generation of significant quantities of solid waste, which could impact landfill and other solid waste facilities.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>14.5</b> The proposed project could require relocation of or construction of energy infrastructure in order to meet demands of the proposed project.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>14.6</b> The proposed project could alter use patterns or increase demand for parks and recreation facilities.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>14.7</b> The proposed project could require expansion of, or lead to additional demand for, schools and school facilities.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>14.8</b> The proposed project could result in the need for additional fire protection and emergency medical services. The following environmental commitments regarding fire protection and emergency	<b>S</b>	<p><b>14.3</b> The Tribe shall provide full reimbursement of the costs associated with:</p> <ul style="list-style-type: none"> <li>Staffing of a three person engine company during construction, which shall be phased to a four person ALS truck company by January 2009;</li> </ul>	Prior to opening of expanded casino facilities.	UAIC	<b>LS</b>

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<p>medical services have been incorporated into the project description:</p> <ul style="list-style-type: none"> <li>Measures incorporated into the hotel design from the California Building Code and the amendments for high-rise buildings in Section 15.100 of the Sacramento Municipal Code. These measures include fire alarms, fire communication systems, enclosed stairway pressurization system, fire department breathing air system, fire apparatus access roadways, smoke evacuation and control systems, sprinkler systems, fire-resistant construction, and fire hydrant systems.</li> <li>A helicopter landing platform is proposed for the top of the hotel tower. This landing pad would be used solely for emergency purposes. The proposed project would include an elevator stop and enclosed stairway to the roof level.</li> <li>The hotel would be equipped with emergency air stations and fire equipment cache rooms</li> </ul>		<ul style="list-style-type: none"> <li>Increased operations and maintenance funding;</li> <li>Station expansion to accommodate additional staffing needs;</li> <li>Type IV ALS equipped truck for access to the proposed parking structure.</li> </ul> <p>The Tribe shall provide <u>fifty percent of the funding for a fair share</u> of the costs associated with purchase and maintenance of a ladder truck. In addition, the Tribe shall continue the funding outlined in the MOU and MOU amendment between the Tribe and Placer County, including annual payments for three person staffing of a fire station and \$83,000 for operation and maintenance costs, subject to an annual consumer price index adjustment.</p>			

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		Mitigation Measure	Timing	Responsibility	
<p>that are planned no more than five floors apart.</p> <ul style="list-style-type: none"> <li>• A fire control center would be constructed adjacent to the existing fire station which, in the event of an emergency, would be staffed by fire and building/maintenance personnel.</li> <li>• Fire monitoring equipment would be linked to an approved offsite monitoring station and a subpanel that would be located in the fire control room.</li> <li>• 24-hour surveillance in and throughout the property.</li> <li>• Adequate water supply will be provided for fire flows.</li> <li>• Onsite fire and life safety devices, including defibrillators.</li> </ul>					
<p><b>14.9</b> The proposed project could result in the need for additional law enforcement services.</p>	<p><b>PS</b></p>	<p><b>14.4</b> The Tribe shall continue to fund the Sheriff's Department through the MOU between the Tribe and Placer County. As stated in Section 4 of the MOU, the sum paid to the Sheriff's Department "shall be subject to annual review for appropriate adjustments based on the experience of the parties at the Tribe's gaming facility and consistent with the current costs of the County of Placer to provide these services." Additionally, the Tribe shall continue its reimbursable contract with the CHP to provide</p>	<p>Ongoing</p>	<p>UAIC</p>	<p><b>LS</b></p>

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**TABLE 1-1  
SUMMARY OF PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES**

Impact	Level of Significance	TEIR-Identified Mitigation			Residual Significance
		Mitigation Measure	Timing	Responsibility	
		increased support during weekends and special events.			
<b>14.10</b> The proposed project could result in the need for new or physical alteration of existing library facilities.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>14.11</b> The proposed project could impact the operations of existing telecommunication facilities.	<b>PS</b>	<b>14.5</b> The Tribe shall retain a qualified firm to monitor changes in the KFIA transmission pattern as the proposed hotel is being constructed. If the proposed project disturbs the KFIA pattern to the extent that it would deviate from FCC-licensed limits, the Tribe shall assist KFIA with one or more of the following measures: (1) obtaining an FCC-granted Special Temporary Authority to operate with parameters at variance during hotel construction; (2) post-construction adjustments to the KFIA nighttime phasing system; (3) partial proof measurements; (4) re-licensing of daytime and nighttime operations under the soon-to-be released FCC MoM AM licensing rules discussed under <b>Chapter 14.1.11</b> ; and (5) relocation of the three-tower directional array for daytime operation.	During and after construction.	UAIC	<b>LS</b>
<b>15.0 Hazardous Materials and Hazards</b>					
<b>15.1</b> Use and storage of hazardous materials during construction.	<b>PS</b>	<b>15.1</b> Any hazardous materials or fuels used on the project site will be properly containerized and stored in hazardous material cabinets. The Tribe shall ensure, through the enforcement of contractual obligations, that all contractors transport, store and handle construction related hazardous materials in a manner consistent with applicable regulations and guidelines.	During construction.	UAIC	<b>LS</b>

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		Mitigation Measure	Timing	Responsibility	
		Recommendations may include, but are not limited to, transporting and storing materials in appropriate and approved containers, maintaining required clearances, and handling materials in accordance with the applicable federal, state and/or local regulatory agency protocols. In addition, all precautions required by the U.S. EPA and/or Regional Water Quality Control Board (RWQCB) General Permit for construction activity will be taken to ensure that hazardous materials, including visible (sediment) and non-visible pollutants, do not enter any nearby waterways or that significant erosion does not occur that could impact surface water quality either onsite or offsite.			
		<b>15.2</b> The Tribe shall ensure through the enforcement of contractual obligations, that all contractors immediately control the source of any leak and immediately contain any spill utilizing appropriate spill containment and countermeasures. If necessary, contaminated media shall be collected and disposed of at an offsite facility approved to accept such media.	During construction.	UAIC	
<b>15.2</b> Fire hazard associated with construction activities.	<b>PS</b>	<b>15.3</b> During construction, staging areas, welding areas, or areas slated for development using spark-producing equipment shall be cleared of dried vegetation or other materials that could serve as fire fuel. To the extent feasible, the contractor shall keep surrounding areas clear of combustible materials in order to maintain a firebreak.	During construction.	UAIC	<b>LS</b>
		<b>15.4</b> Any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order. This includes, but is not limited to, vehicles, heavy	During construction.	UAIC	

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		Mitigation Measure	Timing	Responsibility	
			equipment, and chainsaws.		
<b>15.3</b> Disturbance of contaminated soil and/or groundwater.	<b>PS</b>	<b>15.5</b> If contaminated soil and/or groundwater is encountered or if suspected contamination is encountered during project construction, work shall be halted in the area, and the type and extent of the contamination shall be identified. Contaminated soil and groundwater, if discovered, shall be disposed of in accordance with applicable state and federal laws.	During construction.	UAIC	<b>LS</b>
<b>15.4</b> Damage to underground utilities in the offsite improvement area.	<b>PS</b>	<b>15.6</b> The project applicant shall ensure, through the enforcement of contractual obligations, that prior to any excavation activities, Underground Service Alert (USA) will be contacted and utility locations within the offsite improvement area on Athens Avenue and Thunder Valley Court will be marked with clearly visible paint. USA provides a free "Dig Alert" service to all excavators (contractors, homeowners and others) in northern California. The excavator's call to USA will automatically notify all USA Members (utility service providers) who may have underground facilities in the project vicinity. In response, the USA Members will mark or stake the horizontal path of their underground facilities, provide information about the utility location, or give clearance to dig.	During construction.	UAIC	<b>LS</b>
<b>15.5</b> Use and storage of hazardous materials at the WWTP and for casino maintenance operations.	<b>PS</b>	<b>15.7</b> The existing hazardous materials business plan shall be reviewed and updated accordingly. The plan shall contain an inventory of hazardous materials stored and used on site, maintain an emergency response plan in the event of an accidental release, and provide provisions specifying employee training in safety and emergency response procedures.	Prior to construction.	UAIC	<b>LS</b>

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		Mitigation Measure	Timing	Responsibility	
		<p><b>15.8</b> As part of the expanded WWTP design, sodium hypochlorite, sodium hydroxide, and sodium bisulfate shall be stored in the chemical room of the operations building. The storage and chemical metering facilities shall be located inside a chemical spill containment area, sized to contain 150 percent of the storage volume in case of an unintentional release. All chemicals shall be stored as dry material in sealed containers, and then in a 50-gallon mixing tank when needed.</p> <p>Any hazardous materials or fuels used on the project site will be properly containerized and stored in hazardous material cabinets or lockers. The hazardous materials cabinets/lockers shall be labeled accordingly with brightly colored placards that identify flammable contents within the cabinets/lockers.</p>	Ongoing	UAIC	
<b>15.6</b> Fire hazards associated with operation of the proposed project.	<b>PS</b>	<p><b>15.9</b> As stated in <b>Chapter 14.3</b>, discussions with the Placer County Fire Department and PCWA have confirmed that the proposed water supply infrastructure improvements will ensure adequate fire flows of at least 3,000 gallons per minute (gpm) at 20 pounds per square inch (psi). The existing 1,000,000-gallon water storage tank will be used to buffer peak water demands. Additional details regarding proposed water supply infrastructure improvements and fire protection requirements are provided in <b>Chapters 3.0</b> and <b>14.0</b> of this TEIR.</p>	Ongoing	UAIC	<b>LS</b>
		<p><b>15.10</b> The project designs include several features to reduce potential fire impacts associated with operation of the expanded casino and hotel</p>	Ongoing	UAIC	

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		Mitigation Measure	Timing	Responsibility	
		<p><b>(Chapter 14.0).</b> In addition to these design-related commitments, the Tribe will continue to collaborate with Placer County regarding fire prevention measures including:</p> <ul style="list-style-type: none"> <li>Regular onsite maintenance and inspection of all fire sprinklers and extinguishers throughout the property.</li> <li>Maintenance of the existing firebreak around the perimeter of the casino property.</li> <li>In portions of the property where smoking is permitted, ashtrays and receptacles filled with non-combustible material shall be provided and cleaned regularly.</li> </ul>			
<b>15.7</b> Hazardous materials release by future industrial land uses or transportation accidents.	<b>PS</b>	<b>15.11</b> The Tribe will coordinate with neighboring industrial facilities, transportation authorities, Placer County, and other emergency service providers to prepare/update an emergency response plan. This plan shall include provisions for notification of hazardous materials releases, a strategy for assessing the risks posed to casino patrons and employees from such a release, and an evacuation plan in the event of an acute hazard. This plan will be updated as needed to account for the opening of new industrial facilities within the SIA.	Ongoing	UAIC	<b>LS</b>
<b>15.8</b> Transmission of food- and water-borne illnesses through dining facilities.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>16.0</b> <b>Other Considerations (Cumulative Impacts)</b>					
<b>16.1</b> The proposed project would cause an increase in traffic in	<b>S</b>	<b>16.1</b> Athens Avenue/Fiddymont Road intersection improvements: At the time of traffic	At the time of improvement	UAIC	<b>SU</b> at, Sunset Boulevard/

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Impact	Level of Significance	TEIR-Identified Mitigation			Residual Significance
		Mitigation Measure	Timing	Responsibility	
the weekday PM Peak Hour, which has the potential to decrease the LOS at area intersections <u>and roadway segments</u> .		<p><del>improvement construction project development</del>, the Tribe shall provide a fair share contribution (4.9 percent) toward the following improvements, to raise the predicted LOS F to LOS C:</p> <ul style="list-style-type: none"> <li>• Install a traffic signal</li> <li>• Northbound approach: Increase from a single left/thru/right lane to two left-turn lanes, two through lanes, and one right-turn lane</li> <li>• Southbound approach: Increase from a single left/thru/right lane to one left-turn lane, three through lanes, and one right-turn lane</li> <li>• Eastbound approach: Increase from a single left/thru/right lane to one left-turn lane, two through lanes, and one free-flow right-turn lane</li> <li>• Westbound approach: Increase from a single left/thru/right lane to one left-turn lane, three through lanes, and one free-flow right-turn lane</li> </ul>	<del>construction project development</del> .		Cincinnati Avenue intersection due to lack of feasible mitigation (impact is <b>LS</b> at all other intersections).
		<p><b>16.2</b> Athens Avenue/Foothills Boulevard North intersection improvements: At the time of <del>traffic improvement construction project development</del>, the Tribe shall provide a fair share contribution (15.2 percent) toward the following improvements, to raise the predicted LOS D to LOS C:</p> <ul style="list-style-type: none"> <li>• Install a traffic signal</li> <li>• Northbound approach: Add a third lane, so the lane configuration on this approach would be one left-turn lane, one shared left/right-turn lane, and one right-turn lane</li> </ul>	At the time of <del>improvement construction project development</del> .	UAIC	

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Impact	Level of Significance	TEIR-Identified Mitigation			Residual Significance
		Mitigation Measure	Timing	Responsibility	
		<ul style="list-style-type: none"> <li>Eastbound approach: Provide right-turn overlap signal phasing</li> <li>Widen Athens Avenue east and west of the intersection to provide receiving lanes for the additional turn lane on the northbound approach. This widening shall be to the satisfaction of the Placer County Engineering and Surveying Department (ESD).</li> </ul>			
		<p><b>16.3</b> Industrial Avenue/Ace Hardware intersection improvements: At the time of <del>traffic improvement construction project development</del>, the Tribe shall provide a fair share contribution (39.0 percent) toward the following improvements, to raise the predicted LOS F to LOS C:</p> <ul style="list-style-type: none"> <li>Northbound approach: Widen to provide two through lanes</li> <li>Southbound approach: Widen to provide two through lanes</li> </ul> <p><u>The design for these intersection improvements shall be combined with the design for Mitigation Measure 9.21.</u></p>	At the time of <del>improvement construction project development</del> .	UAIC	
		<p><b>16.4</b> Industrial Avenue/Placer Corporate Drive intersection improvements: At the time of <del>traffic improvement construction project development</del>, the Tribe shall provide a fair share contribution (38.9 percent) toward the following improvements, to raise the predicted LOS F to LOS C:</p> <ul style="list-style-type: none"> <li>Northbound approach: Widen to provide a second through lane</li> </ul>	At the time of <del>improvement construction project development</del> .	UAIC	

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		Mitigation Measure	Timing	Responsibility	
		<ul style="list-style-type: none"> <li>Southbound approach: Widen to provide a second through lane</li> <li>Westbound approach: Provide right-turn overlap signal phasing</li> </ul> <p><u>The design for these intersection improvements shall be combined with the design for Mitigation Measure 9.21.</u></p>			
		<p><b>16.5</b> Industrial Avenue/South Loop Road intersection improvements: At the time of <del>traffic improvement construction project development</del>, the Tribe shall provide a fair share contribution (22.0 percent) toward the following improvements, to raise the predicted LOS F to LOS C:</p> <ul style="list-style-type: none"> <li>Northbound approach: Widen to provide a second through lane and provide right-turn overlap signal phasing</li> <li>Southbound approach: Provide a second left-turn lane</li> <li>Widen South Loop Road to accommodate the second southbound left-turn lane. This widening shall be to the satisfaction of the Placer County ESD.</li> </ul>	At the time of <del>improvement construction project development</del> .	UAIC	
		<p><b>16.6</b> Industrial Avenue/Packard Drive intersection improvements: At the time of <del>traffic improvement construction project development</del>, the Tribe shall provide a fair share contribution (0.8 percent) toward the following improvement:</p> <ul style="list-style-type: none"> <li>Westbound approach: Provide separate left- and right-turn lanes</li> </ul> <p>Although this improvement would not provide operation at LOS C or better, it fully mitigates the project-specific impact at this location,</p>	At the time of <del>improvement construction project development</del> .	UAIC	

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		Mitigation Measure	Timing	Responsibility	
		resulting in a less than significant impact. It should be noted that the proposed project is expected to add only 13 vehicles per hour to the intersection.			
		<p><b>16.7</b> Industrial Avenue/Washington Boulevard intersection improvements: At the time of <del>traffic improvement construction project development</del>, the Tribe shall provide a fair share contribution (0.5 percent) toward the following improvement:</p> <ul style="list-style-type: none"> <li>• Eastbound approach: Provide right-turn overlap signal phasing</li> </ul> <p>Although this improvement would not provide operation at LOS C or better, it fully mitigates the project-specific impact at this location, resulting in a less than significant impact. It should be noted that the proposed project is expected to add only 13 vehicles per hour to the intersection.</p>	At the time of <del>improvement construction project development</del> .	UAIC	
		<p><b>16.8</b> Sunset Boulevard/Cincinnati Avenue intersection improvements: The Tribe shall provide a fair share contribution (4.7 percent) toward the following improvements, which would raise the predicted LOS F to LOS C:</p> <ul style="list-style-type: none"> <li>• Northbound approach: Convert the existing shared through/right-turn lane to separate through and right-turn lanes (with the right-turn configured to allow free-flow turns)</li> <li>• Southbound approach: Add a second left-turn lane and convert the existing shared through/right-turn lane to separate through and right-turn lanes and provide right-turn</li> </ul>	<del>To be determined.</del> <u>At the time of project development.</u>	UAIC	

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Impact	Level of Significance	TEIR-Identified Mitigation			Residual Significance
		Mitigation Measure	Timing	Responsibility	
		overlap signal phasing <ul style="list-style-type: none"> <li>• Eastbound approach: Add two through lanes (for a total approach configuration of one left-turn lane, two through lanes, and a shared through/right-turn lane)</li> <li>• Westbound approach: Add two through lanes (for a total approach configuration of one left-turn lane, two through lanes, and a shared through/right-turn lane)</li> </ul> However, due to the lack of available right-of-way on the northbound and southbound approaches, this mitigation measure is not feasible. As such, the project-related impact will be significant and unavoidable.			
		<b>16.9</b> Sunset Boulevard/Placer Corporate Drive/South Loop Road intersection improvements: At the time of <del>traffic improvement construction project development</del> , the Tribe shall provide a fair share contribution (15.6 percent) toward the following improvements, to raise the predicted LOS F to LOS D: <ul style="list-style-type: none"> <li>• Northbound approach: Add a second right-turn lane</li> <li>• Eastbound approach: Add two through lanes (for a total of four)</li> <li>• Westbound approach: Add a second left-turn lane and a through lane (for a total of three through lanes)</li> </ul>	At the time of <del>improvement construction project development</del> .	UAIC	
		<b>16.10</b> Sunset Boulevard/Park Drive intersection improvements: At the time of <del>traffic improvement construction project development</del> , the Tribe shall provide a fair share contribution (1.4 percent) toward the following improvements:	At the time of <del>improvement construction project development</del> .	UAIC	

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		Mitigation Measure	Timing	Responsibility	
		<ul style="list-style-type: none"> <li>Northbound approach: Convert a through lane to a left-turn lane</li> </ul> <p>Although this improvement would not provide operation at LOS C or better, it fully mitigates the project-specific impact at this location, resulting in a less than significant impact.</p>			
		<p><b>16.11</b> Sunset Boulevard/Stanford Ranch Road intersection improvements: At the time of <del>traffic improvement construction project development</del>, the Tribe shall provide a fair share contribution (1.7 percent) toward the following improvements:</p> <ul style="list-style-type: none"> <li>Northbound approach: Construct a second left-turn lane</li> </ul> <p>Although this improvement would not provide operation at LOS C or better, it fully mitigates the project-specific impact at this location, resulting in a less than significant impact.</p>	At the time of <del>improvement construction project development</del> .	UAIC	
		<p><b>16.12</b> Blue Oaks Boulevard/Foothills Boulevard intersection improvements: At the time of <del>traffic improvement construction project development</del>, the Tribe shall provide a fair share contribution (0.7 percent) toward the following improvements:</p> <ul style="list-style-type: none"> <li>Southbound approach: Convert a through lane to a third left-turn lane (with a resulting intersection approach configuration of three left-turn lanes, two through lanes, and one right-turn lane).</li> </ul> <p>Although this improvement would not provide</p>	At the time of <del>improvement construction project development</del> .	UAIC	

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		Mitigation Measure	Timing	Responsibility	
		operation at LOS C or better, it fully mitigates the project-specific impact at this location, resulting in a less than significant impact.			
		<p><b>16.13</b> Baseline Road/Fiddymont Road/Walerga Road intersection improvements: At the time of <del>traffic improvement construction</del> project development, the Tribe shall provide a fair share contribution (1.8 percent) toward the following improvement:</p> <ul style="list-style-type: none"> <li>Northbound approach: Provide right-turn overlap signal phasing.</li> </ul> <p>Although this improvement would not provide operation at LOS C or better, it fully mitigates the project-specific impact at this location, resulting in a less than significant impact.</p>	<p><del>At the time of improvement construction.</del> See Mitigation Measures <u>9.13 and 16.14.</u></p>	<p><u>UAIC Improvements to this intersection are included in the County/City fee program, and would be covered by payment of these fees as per Mitigation Measures 9.13 and 16.14.</u></p>	
		<p><b>16.14</b> The Tribe shall contribute to the Placer County traffic mitigation fee program to fund the appropriate share of offsite improvements or area-wide improvements that are beyond the scope of the proposed project. These offsite or area-wide improvements will be determined in discussions with Placer County. To the extent that any of the costs of mitigation measures implemented in connection with the proposed project are included in the CIP for the SIA or any other community plan approved by Placer County, those costs would represent a credit against the amount stated in the fee program for the relevant improvement.</p>	<p><del>To be determined.</del> <u>Prior to the opening of the expanded casino facilities to the general public.</u></p>	<p>UAIC</p>	
		<p><b>16.18</b> <u>Athens Avenue west of Industrial Avenue roadway improvements: At the time of project development, the Tribe shall provide a fair share contribution (41.8 percent) toward the</u></p>	<p><u>At the time of project development.</u></p>	<p><u>UAIC</u></p>	

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Impact	Level of Significance	TEIR-Identified Mitigation			Residual Significance
		Mitigation Measure	Timing	Responsibility	
		<u>following improvements:</u>  <u>Widen the roadway segment from four lanes to six lanes.</u>			
		<b>16.19</b> <u>Athens Avenue east of Foothills Boulevard North roadway improvements: At the time of project development, the Tribe shall provide a fair share contribution (22.7 percent) toward the following improvements:</u>  <u>Widen the roadway segment to four lanes.</u>	<u>At the time of project development.</u>	<u>UAIC</u>	
		<b>16.20</b> <u>Athens Avenue between Foothills Boulevard North and Fiddymment Road roadway improvements: At the time of project development, the Tribe shall provide a fair share contribution (13.2 percent) toward the following improvements:</u>  <u>Widen the roadway segment to four lanes.</u>	<u>At the time of project development.</u>	<u>UAIC</u>	
		<b>16.21</b> <u>Fiddymment Road north of Athens Avenue roadway improvements: At the time of project development, the Tribe shall provide a fair share contribution (3.4 percent) toward the following improvements:</u>  <u>Widen the roadway segment from two to four lanes.</u>	<u>At the time of project development.</u>	<u>UAIC</u>	
		<b>16.22</b> <u>Fiddymment Road south of Athens Avenue roadway improvements: At the time of project development, the Tribe shall provide a fair share contribution (4.0 percent) toward the following improvements:</u>  <u>Widen the roadway segment from two to four</u>	<u>At the time of project development.</u>	<u>UAIC</u>	

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		Mitigation Measure	Timing	Responsibility	
		<u>lanes.</u>			
		<p><b>16.23</b> <u>Foothills Boulevard North between Athens Avenue and Sunset Boulevard roadway improvements: At the time of project development, the Tribe shall provide a fair share contribution (10.8 percent) toward the following improvements:</u></p> <p><u>Widen the roadway segment from two to four lanes.</u></p>	<u>At the time of project development.</u>	<u>UAIC</u>	
		<p><b>16.24</b> <u>Sunset Boulevard between Foothills Boulevard North and Cincinnati Avenue roadway improvements: At the time of project development, the Tribe shall provide a fair share contribution (5.4 percent) toward the following improvements:</u></p> <p><u>Widen the roadway segment from two to six lanes.</u></p>	<u>At the time of project development.</u>	<u>UAIC</u>	
		<p><b>16.25</b> <u>Sunset Boulevard between Cincinnati Avenue and Placer Corporate Drive/South Loop Road roadway improvements: At the time of project development, the Tribe shall provide a fair share contribution (4.5 percent) toward the following improvements:</u></p> <p><u>Widen the roadway segment from four to six lanes. The fair share contribution would apply to the two outside lanes. The other two lanes are included in the Capital Improvement Program.</u></p>	<u>At the time of project development.</u>	<u>UAIC</u>	
		<p><b>16.26</b> <u>Industrial Avenue between Athens Avenue and South Loop Road roadway improvements: At the time of project development, the Tribe shall</u></p>	<u>At the time of project development.</u>	<u>UAIC</u>	

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		Mitigation Measure	Timing	Responsibility	
		<p><u>provide a fair share contribution (41.7 percent) toward the following improvements:</u></p> <p><u>Widen the roadway segment from two to four lanes.</u></p>			
		<p><b>16.27</b> <u>Industrial Avenue between Athens Avenue and Twelve Bridges Road roadway improvements: At the time of project development, the Tribe shall provide a fair share contribution (15.0 percent) toward the following improvements:</u></p> <p><u>Widen the roadway segment from two to four lanes.</u></p>	<p><u>At the time of project development.</u></p>	<p><u>UAIC</u></p>	
<p><b>16.2</b> The proposed project would result in increased traffic at the three signal-controlled driveways to the casino parcel, possibly exceeding queue capacity and creating safety hazards.</p>	<p><b>PS</b></p>	<p><b>16.15</b> In order to reduce queuing along Athens Avenue at the three signal-controlled project driveways, the traffic signals at Driveway 1, Driveway 2, and Thunder Valley Court/Driveway 3 shall be interconnected and their operation coordinated, so as to minimize operational issues along the project frontage on Athens Avenue. This coordination shall extend to the existing signal at the Athens Avenue/Industrial Avenue intersection and the future proposed signal at the Athens Avenue/Foothills Boulevard North intersection.</p> <p>To reduce or eliminate the presence of excessive queues of vehicles on Athens Avenue, the signal coordination system shall incorporate appropriately located queue detectors. These queue detectors will be designed to force a green signal at the downstream traffic signal when queues reach a designated length. The signal coordination software and hardware should include a link to County offices in Auburn, allowing for real-time</p>	<p>Prior to the opening of the expanded casino facilities to the general public, unless circumstances beyond the control of the Tribe delay construction.</p>	<p>UAIC</p>	<p><b>LS</b></p>

LS= Less than Significant

PS= Potentially Significant

S= Significant

SU= Significant &amp; Unavoidable

N/A=Not Applicable

**TABLE 1-1  
SUMMARY OF PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES**

Impact	Level of Significance	TEIR-Identified Mitigation			Residual Significance
		Mitigation Measure	Timing	Responsibility	
		monitoring/ troubleshooting of operations. The specific approach to implementing the signal coordination system, including hardware requirements, locations of queue detectors, etc., shall be determined by the Tribe with review and approval by the Placer County Department of Public Works (DPW) prior to Improvement Plan approval. If required by UPRR, PUC, and Placer County, specialized software/hardware shall be used (such as LA DOT/Metrolink) that allows interface and communications between railroad equipment and traffic signal controls during railroad preemption sequence.			
<b>16.3</b> The proposed project would cause an increase in traffic in the PM peak hour, which has the potential to decrease the level of service along area freeway mainline segments.	<b>S</b>	<b>16.16</b> The Tribe shall provide a fair-share contribution (7.7 percent) toward the cost to widen SR 65 to a six-lane freeway (three lanes in each direction) from Blue Oaks Boulevard to Industrial Avenue. With the implementation of this mitigation, operations along most of the study freeway mainline segments and ramp junctions would improve to an acceptable LOS. Although the northbound SR 65 on-ramp at the Whitney Ranch Parkway interchange would continue to operate at LOS F, all project-specific impacts would be fully mitigated. However, the northbound SR 65 mainline north of Twelve Bridges Drive and the northbound SR 65 mainline between Whitney Ranch Parkway and Twelve Bridges Drive would continue to operate at LOS F, with exacerbation of a preexisting unacceptable LOS. Residual impacts at these two locations are significant and unavoidable.	At the time of <del>improvement</del> <u>construction project development</u> .	UAIC	<b>SU</b>
<b>16.4</b> The proposed project would cause an increase in traffic in	<b>S</b>	<b>16.16</b> Mitigation Measure 16.16 (see above) also applies to Impact 16.4.	At the time of <del>improvement</del>	UAIC	<b>LS</b>

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**TABLE 1-1  
SUMMARY OF PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES**

Impact	Level of Significance	TEIR-Identified Mitigation			Residual Significance
		Mitigation Measure	Timing	Responsibility	
the PM peak hour, which has the potential to decrease the level of service at local freeway ramp junctions.			<u>construction project development.</u>		
<b>16.5</b> The proposed project would result in increased use of alternative transportation facilities, including transit systems, bikeways and pedestrian routes.	<b>PS</b>	<b>9.16</b> Mitigation Measure 9.16 from Transportation and Circulation Chapter (see above) also applies to Impact 16.5.	Ongoing	UAIC	<b>LS</b>
<b>16.6</b> The proposed project would increase the potential for conflicts between vehicles and trains at the at-grade UPRR crossing along Athens Avenue.	<b>S</b>	<b>16.17</b> The Tribe shall provide a <del>its</del> fair-share contribution toward the planning, design, and construction of one of the UPRR grade-separation structure alternatives presented in the Feasibility Study ( <b>Appendix G</b> ). The Tribe's fair share responsibility has been preliminarily calculated to be 34.5 percent of the total. <u>The Tribe shall pay the full cost of the planning, design, and environmental review for the grade separation when requested by the County and this cost shall be applied toward the Tribe's fair share contribution. The remainder of the fair share shall be paid when the project is ready to advertise for construction.</u> The remaining costs would be shared by other planned local developments that would benefit from the grade separation. An Assessment District or other financing mechanism will be established for funding the construction of the improvements. Construction of this structure would require approval from the California Public Utility Commission and coordination with the Union Pacific Railroad. <u>Mitigation Measure 16.17 also applies to Impact 9.2.</u>	<del>To be determined.</del> <u>The Tribe shall pay the full cost of the planning, design, and environmental review for the grade separation when requested by the County and this cost shall be applied toward the Tribe's fair share contribution. The remainder of the fair share shall be paid when the project is ready to</u>	UAIC	<b>LS</b>

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**TABLE 1-1  
SUMMARY OF PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES**

Impact	Level of Significance	TEIR-Identified Mitigation			Residual Significance
		Mitigation Measure	Timing	Responsibility	
			advertise for construction..		
<b>16.7</b> The proposed project has the potential to decrease LOS at signalized intersections in the City of Roseville sphere of influence.	<b>LS</b>	None warranted	N/A	N/A	<b>LS</b>
<b>16.8</b> <u>The proposed project would cause an exceedance of PCAPCD cumulative thresholds for ROG and NO<sub>x</sub>.</u>	<b>S</b>	<b>16.28</b> <u>A one-time contribution of \$189,446 shall be paid to the PCAPCD's Offsite Mitigation Program. Because Mitigation Measure 10.3 would offset the amount of criteria pollutants in excess of 82 lbs/day, Mitigation Measure 16.28 is recommended to mitigate the remaining impact resulting from the 72 lbs/day of each criteria pollutant in excess of the cumulative threshold (10 lbs/day) up to the operational threshold (82 lbs/day). Despite this contribution, the project's cumulative air quality impact will remain significant and avoidable.</u>	<u>Prior to the opening of the expanded casino facilities to the general public.</u>	<u>UAIC</u>	<b>SU</b>

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