

EXECUTIVE SUMMARY

***IONE BAND OF MIWOK INDIANS
FINAL ENVIRONMENTAL IMPACT STATEMENT***

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INTRODUCTION

The Ione Band of Miwok Indians (hereafter, the “Tribe”) consists of approximately 652 members, of which approximately 350 are voting members. The Tribe is governed by a General Council with the day-to-day governance conducted by a 5-member tribal council, as authorized in the Tribal Constitution, which was adopted by the General Council on August 10, 2002. The Tribal Constitution was approved by the Department of the Interior, Bureau of Indian Affairs (BIA) on September 6, 2002. The Tribe presently has no land in trust and is eligible to acquire land for reservation purposes. In 1972, BIA Commissioner Louis Bruce acknowledged the Tribe’s federal recognition and agreed to accept land into trust on behalf of the Tribe. In 1994, BIA Assistant Secretary Ada Deer reaffirmed the Bureau’s commitment to bring land into trust and declare a reservation for the Tribe. These letters are provided in **Appendix A**.

The Tribe proposes that 228.04 acres of land be taken into trust and that a casino, event center, hotel and other facilities supporting the casino be constructed on the property. The gaming facility will be managed by a professional management company on behalf of the Tribal Government pursuant to the terms of a Development and Management Contract to be approved by the National Indian Gaming Commission (NIGC). The BIA serves as the Lead Agency for National Environmental Policy Act (NEPA) compliance, with the NIGC, U.S. Environmental Protection Agency (USEPA), and City of Plymouth acting as Cooperating Agencies.

This Final Environmental Impact Statement (Final EIS) was prepared to assess the environmental consequences of the Tribe’s application to have the BIA take the land into Federal trust for the purposes set forth in the five alternatives discussed herein (including the alternative to take no action) and to have the NIGC approve a gaming-related Management Contract to develop and operate the proposed alternative. The Final EIS addresses the foreseeable consequences of the Federal actions, including the development and operation of one of four related commercial alternatives. The effects of these development alternatives are analyzed within this Final EIS.

The Tribe would enter into a Tribal-State Compact, as required by the Indian Gaming Regulatory Act (IGRA) to govern the conduct of Class III gaming activities, or comply with procedures established by the Secretary of the Interior (pursuant to IGRA and 25 C.F.R. 291) in the event that the State and the Tribe are unable to agree to a compact.

The project site is located partially within the incorporated City of Plymouth (10.28 acres) and unincorporated Amador County (217.76 acres) on 12 parcels totaling approximately 228.04 acres (the 10.28± acres within the City are zoned commercial and the remaining County lands are zoned agricultural). The project site is located immediately adjacent to State Highway 49 two miles north of the junction of State Route 16 (SR 16) and State Route 49 (SR 49). Surrounding land uses consist of grazing land located east and south of the project site and commercial uses located north and west of the project site.

OVERVIEW OF THE ENVIRONMENTAL REVIEW PROCESS

The BIA published a Notice of Intent (NOI) in the Federal Register on November 7, 2003, describing the Proposed Action and announcing the BIA's intent to prepare an EIS. A 30-day public comment period began with the publication of the NOI. The BIA held a public scoping hearing on November 19, 2003 at the Amador County Fairgrounds in Plymouth to receive comments. On January 20, 2004, the BIA published a supplemental NOI in the *Federal Register* to announce an additional public scoping hearing with the comment period beginning on January 20, 2004 and ending on February 20, 2004. The BIA held a second public scoping hearing on February 4, 2004 at the Amador County Fairgrounds in Plymouth.

The Draft EIS was distributed to the public and federal, tribal, state, and local agencies and other interested parties for a 75-day review and comment period. The review and comment period began after the Notice of Filing with the USEPA in the *Federal Register* on April 18, 2008. A public hearing was held on May 21, 2008 to accept comments on the Draft EIS. Public notice was also published in *Amador Ledger Dispatch* on April 22 and May 20, 2008 (**Appendix W**). Comments on the Draft EIS and subsequent responses can be found in **Appendix Y**.

The BIA will publish this Final EIS and will file it with the USEPA. The USEPA will then publish a Notice of Availability (NOA) for the Final EIS in the *Federal Register* marking the beginning of the 30-day review period that the BIA, upon conclusion of which, may decide on the Proposed Action. At the time the BIA and NIGC makes ~~its~~their decisions, they will prepare a concise public Record of Decision (ROD), which states: what the decision is, identifies all the alternatives considered in reaching the decision, and discusses preferences among alternatives based on relevant factors including economic and technical considerations and the agency's statutory mission (40 C.F.R § 1505.2).

PURPOSE AND NEED

The purpose and need for taking the property into Federal trust, approval of a Development and Management Contract, and subsequent development is to carry out the Federal Government's

trust responsibilities to the Tribe and to allow for the development of uses that will improve the long-term economic condition of the Tribe and its members through the establishment of a stable, sustainable source of employment and revenue. Revenues generated from the proposed land use would be used to support social and educational programs for the elderly, the poor, and younger Tribal members. Additionally, the Tribal Government desires to acquire land that was part of the Tribe's historical territory. The Proposed Action serves the needs of the BIA and NIGC to promote economic development and the self-governance capability of the Tribe through the highest and best use of the Tribe's land.

ALTERNATIVES

This document describes and analyzes four development alternatives, including the Proposed Alternative (Alternative A) and the No Action alternative (Alternative E). Pursuant to NEPA requirements, the alternatives have been designed to meet the Purpose and Need.

ALTERNATIVE A – PROPOSED CASINO AND HOTEL

The Proposed Alternative consists of the development of a 120,000± square foot casino, a 166,500 square foot hotel and a 30,000± square foot event and convention center. The casino components would include 2,000 slot machines, 40 table games, other back of house areas, and food and beverage areas consisting of a buffet, a specialty restaurant, and a coffee bar and sports bar. In addition, the Proposed Alternative includes: surface parking (comprised of patron, employee, RV and bus parking areas), a wastewater treatment plant and disposal facility, two water storage tanks to store well water pumped from wells located on and off the site (preferred water supply alternative) or a connection to the municipal water system, one reclaimed water storage tank, surface water discharge facilities (preferred treated wastewater disposal alternative) or a treated wastewater reservoir, a stormwater detention facility, site landscaping, and a fire station. Construction would occur in two phases. The majority of components would be developed during the first phase with the hotel and event center developed during the second phase.

ALTERNATIVE B – REDUCED CASINO WITH HOTEL DEVELOPMENT

Alternative B includes the development of a 100,750± square foot casino, a 166,500 square foot hotel and a 30,000 square foot event and convention center. The reduced casino would include areas for 1,500 slot machines, 30 table games, other back of house areas, and food and beverage areas consisting of a buffet, a specialty restaurant, and a coffee bar and sports bar. As with Alternative A, Alternative B will include surface parking (comprised of patron, employee, RV and bus parking areas), a wastewater treatment plant and disposal facility, two water storage tanks to store well water pumped from wells located on and off the site (preferred water supply alternative) or a connection to the municipal water system, one reclaimed water storage tank,

surface water discharge facilities (preferred treated wastewater disposal alternative) or a treated wastewater reservoir, a stormwater detention facility, site landscaping, and a fire station. Construction would occur in two phases. The majority of components would be developed during the first phase with the hotel and event center developed during the second phase.

ALTERNATIVE C – REDUCED CASINO/NO HOTEL DEVELOPMENT

Alternative C includes the development of a 79,250± square foot casino and supporting facilities. This alternative does not include the development of a hotel or an event center. The reduced casino components include space for 1,000 slot machines, 20 table games, other back of house areas, and food and beverage areas consisting of a buffet and sports bar. As with Alternative A, Alternative C will include surface parking (comprised of patron, employee, RV and bus parking areas), a wastewater treatment plant and disposal facility, two water storage tanks to store well water pumped from wells located on and off the site (preferred water supply alternative) or a connection to the municipal water system, one reclaimed water storage tank, surface water discharge facilities (preferred treated wastewater disposal alternative) or a treated wastewater reservoir, a stormwater detention facility, site landscaping, and a fire station.

ALTERNATIVE D – REGIONAL SHOPPING DEVELOPMENT

Alternative D consists of the development of a 213,250± square foot regional shopping facility. The retail components include; two anchor stores (at 42,625± square feet) and in-line shops (at 80,625± square feet). Alternative D would also include surface parking, a wastewater treatment plant and disposal facility, a water storage tank to store well water pumped from wells located on and off the site (preferred water supply alternative) and/or a connection to the municipal water system, a stormwater detention facility, site landscaping, and a fire station.

ALTERNATIVE E – NO ACTION

Under the No Action Alternative, the twelve parcels would not be placed into Federal trust for the benefit of the Tribal Government, and would not be developed as described under any of the alternatives identified. Land use jurisdiction of the property would remain with the City of Plymouth and Amador County. The twelve parcels could ultimately be developed consistent with current zoning by the Tribal Government, or sold to a private party for development. For the purposes of the environmental analysis in this Final EIS, it is assumed that the building moratorium would be lifted and the property would be ultimately developed. Based on planned residential projects within the City's sphere of influence that are contingent upon lifting of the moratorium, the site may be developed with either residential communities or corresponding commercial services, or a mixture of both. Under this alternative, the Tribal Government would not attain its basic objective of economic self-sufficiency or regain aboriginal lands.

ALTERNATIVES CONSIDERED BUT ELIMINATED

The Tribe considered an alternative 40-acre site located in an unincorporated area of Amador County outside the City of Ione. The site was not considered further because development of a casino and hotel resort would result in the loss of a substantial amount of trees and other vegetation, displace existing residents, would not have the ability to accommodate any ancillary components, such as a reservoir or wastewater treatment facility, and is partially located within the 100-year floodplain.

AREAS OF CONTROVERSY

The following areas of controversy have been identified through the EIS process based on comments received during scoping and on the DEIS:

- Availability of water
- Problem gambling,
- Crime, and
- Traffic.

ENVIRONMENTAL CONSEQUENCES AND SUMMARY MATRIX

The environmental consequences of the alternatives analyzed within this Final EIS are summarized in **Table ES-1**. Mitigation measures have been identified where feasible to address specific effects regardless of whether such effects are considered “significant.” Mitigation measures identified in the design process have been incorporated into the project description. In addition, measures have been identified to mitigate specific effects identified during the preparation of the Final EIS. The measures identified during the preparation of the Final EIS are summarized in **Table ES-1** below. For a detailed discussion of environmental consequences, refer to **Section 4.0** of this document.

The following abbreviations have been used in **Table ES-1** to identify the alternatives:

AA	Alternative A – Proposed Casino and Hotel
AB	Alternative B – Reduced Casino with Hotel Development
AC	Alternative C – Reduced Casino Development
AD	Alternative D – Retail Development
AE	Alternative E – No Action

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES		
4.2 LAND RESOURCES				
Soils				
AA Under Alternative A, soils may be affected due to erosion during construction, operation, and maintenance activities.	S	<p>A. In compliance with the Clean Water Act, the Tribe shall apply for coverage under the USEPA's National Pollution Discharge Elimination System (NPDES) General Construction Permit (GCP). In compliance with permitting requirements, the Tribe shall develop a Storm Water Pollution Prevention Plan (SWPPP) that shall address water quality impacts associated with construction and operation of the project. Water quality control measures identified in the SWPPP shall include but not be limited to the following list. These measures shall be implemented where feasible.</p> <p>GENERAL CONSTRUCTION ACTIVITIES</p> <ol style="list-style-type: none"> 1. Existing vegetation shall be retained where possible. To the extent feasible, grading activities shall be limited to the immediate area required for construction. 2. Temporary erosion control measures (such as silt fences, fiber rolls, vegetated swales, a velocity dissipation structure, staked straw bales, temporary revegetation, rock bag dams, and sediment traps) shall be employed for disturbed areas. 3. No disturbed surfaces shall be left without erosion control measures in place during the winter and spring months. 4. Construction area entrances and exits shall be stabilized with crushed aggregate. 5. Sediment shall be retained on-site by a system of sediment basins, traps, or other appropriate measures. 6. A spill prevention and countermeasure plan shall be developed, if necessary, which shall identify proper storage, collection, and disposal measures for potential pollutants (such as fuel, fertilizers, pesticides, etc.) used on-site. 7. Petroleum products shall be stored, handled, used, and disposed of properly. 8. Construction materials, including topsoil and chemicals shall 		
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ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES		
		<p>be stored, covered, and isolated to prevent runoff losses and contamination of groundwater.</p> <p>9. Fuel and vehicle maintenance areas shall be established away from all drainage courses and designed to control runoff.</p> <p>10. Sanitary facilities shall be provided for construction workers.</p> <p>11. Disposal facilities shall be provided for soil wastes, including excess asphalt produced during construction.</p> <p>12. The Tribe shall educate all workers in the proper handling, use, cleanup, and disposal of all chemical materials used during construction activities and provide appropriate facilities to store and isolate contaminants.</p> <p>13. The Tribe shall educate all contractors involved in the project on the potential environmental damages resulting from soil erosion prior to development by conducting a pre-construction conference. Copies of the project's erosion control plan shall be distributed at this time. All construction bid packages, contracts, plans, and specifications shall contain language that requires adherence to the plan.</p> <p>14. Construction activities shall be scheduled to minimize land disturbance during peak runoff periods. Soil conservation practices shall be completed during the fall or late winter to reduce erosion during spring runoff.</p> <p>15. Creating construction zones and grading only one part of a construction zone at a time shall minimize exposed areas. If possible, grading on a particular zone shall be delayed until protective cover is restored on the previously graded zone.</p> <p>16. Utility installations shall be coordinated to limit the number of excavations.</p> <p>17. Preserving as much natural cover, topography, and drainage as possible shall protect disturbed soils from rainfall during construction. Trees and shrubs shall not be removed unnecessarily.</p> <p>18. Disturbed areas shall be stabilized as promptly as possible, especially on long or steep slopes. Recommended plant materials and mulches shall be used to establish protective</p>		
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		<p>ground cover. Vegetation such as fast-growing annual and perennial grasses shall be used to shield and bind the soil. Mulches and artificial binders shall be used until vegetation is established. Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment onto State Route (SR) 49.</p> <p>19. Surface water runoff shall be controlled by directing flowing water away from critical areas and by reducing runoff velocity. Diversion structures such as terraces, dikes, and ditches shall collect and direct runoff water around vulnerable areas to prepared drainage outlets. Surface roughening, berms, check dams, hay bales, or similar devices shall be used to reduce runoff velocity and erosion.</p> <p>20. Sediment shall be contained when conditions are too extreme for treatment by surface protection. Temporary sediment traps, filter fabric fences, inlet protectors, vegetative filters and buffers, or settling basins shall be used to detain runoff water long enough for sediment particles to settle out.</p> <p>21. Topsoil removed during construction shall be carefully stored and treated as an important resource. Berms shall be placed around topsoil stockpiles to prevent runoff during storm events.</p> <p>22. An independent storm water inspector would be hired by the Tribe to ensure all NPDES permitting requirements are being implemented. The inspector will have authority to require construction contractors as well as their subcontractors to stop work until all aspects of the NPDES permit are implemented.</p> <p>GENERAL OPERATION MEASURES</p> <p>23. Storm drains shall be equipped with silt and oil traps to remove oils, debris, and other pollutants. Storm drain inlets shall also be labeled "No Dumping—Drains to Streams and Rivers."</p> <p>24. The parking lot shall be designed to allow storm water runoff to be directed to vegetative filter strips to help control sediment and to control non-point source pollution, where possible.</p> <p>25. Permanent energy dissipaters shall be included for drainage outlets.</p> <p>26. The Tribe shall create, utilize, and update as necessary a maintenance plan for all Best Management Practices (BMPs)</p>		
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ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES		
		for erosion and sediment control. BMPs will be selected and installed according to guidelines in the State of California Stormwater Quality Handbook and/or Caltrans Stormwater Quality Handbook.		
AB Under Alternative B, soils will be affected due to erosion during construction, operation, and maintenance activities. Potential impacts would be similar, but less, than those identified for AA.	S	Same as AA.		
AC Under Alternative C, soils will be affected due to erosion during construction, operation, and maintenance activities. Potential impacts would be similar, but less, than those identified for AA.	S	Same as AA.		
AD Potential impacts to soils would be similar, but much less, than those identified for AA. This alternative would not include a large surface parking area. AD would also not require the recycled water storage reservoir, the detention basin or the RV parking.	LTS	Same as AA.		
AE Soils will not be affected under Alternative E.	NE	N/A		
Seismicity				
AA Option 1 for disposal of treated effluent under Alternative A includes the construction of a 37.4-acre foot reclaimed water reservoir contained by a 75-foot tall earthen dam. The earthen dam would be subject to review under the BIA Safety of Dams Program to ensure that dam design is structurally sound.	S	<p data-bbox="1205 1019 1913 1110">B. The recommendations within the geotechnical study (Appendix E) for the treated wastewater reservoir will be incorporated into the project to reduce potential impacts to land resources and from geological and seismic hazards, and include the following:</p> <ol data-bbox="1289 1143 1913 1382" style="list-style-type: none"> <li data-bbox="1289 1143 1913 1300">1. The existing fill, alluvium and residual soils are not considered suitable foundation materials for the embankment dam. Fill materials generally consists of excavated and weathered Mariposa Formation, with fragments that are slightly clayey, silty, sandy angular gravel with cobble-sized, angular rock fragments. The materials shall be completely removed within the footprint of the embankment. <li data-bbox="1289 1333 1913 1382">2. The upper, weathered portion of the Mariposa formation shall be removed to expose sound, slightly weathered to fresh bedrock. 		
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		<ol style="list-style-type: none"> 3. The exposed rock surface shall be cleaned of all loose fragments, including semidetached surface blocks of rock spanning relatively open crevices. Projecting knobs of rock shall be removed to facilitate operation of compaction equipment and to avoid differential settlement. 4. Cracks, joints, and openings shall be filled with mortar or lean concrete according to the width of opening. The treatment of rock defects should not result in layers of grout or gunite that cover surface areas of sound rock since they might crack under subsequent fill placement and compaction operations. 5. Some adverse geologic conditions may be encountered with the foundation and abutment excavations. If these conditions are found, additional pinning and grouting may be necessary. 6. A cut-off trench to control under-seepage may be necessary depending on the design of the dam. The cutoff trench would likely be excavated four to six feet into the slightly weathered to fresh portion of the Mariposa Formation. The width of the cut-off trench will be about half the height of the dam, with a 14-foot minimum. 7. Based on an expected dam height of 75 feet, the top width of the dam shall be between 25 and 45 feet. Narrower top widths may be suitable, if approved by the dam designer. 8. Assuming an earth or rock-fill dam with an impermeable core, the upstream embankment shell shall be inclined at 3:1 (horizontal to vertical) or flatter. The downstream embankment shell may be inclined at 2:1 or flatter. These inclinations are considered conservative estimates for planning purposes. Final inclinations shall be based on reservoir design, operating conditions, material source laboratory test results and detailed slope stability analyses. Other conditions, such as required widths of the core, filter and transition zones may dictate flatter slopes. 9. The Tribe shall submit the final dam design to the BIA for review and approval prior to construction. The BIA shall review the design in cooperation with the Bureau of Reclamation based on the Bureau of Reclamation standard design guidelines.

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ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
<u>AA Option 2 for water supply under Alternative A includes the utilization of an existing water supply pipeline connecting the project wells. Seismic shaking in the region has the potential to damage the existing pipeline.</u>	S	<p>10. A Dam Safety Program would be implemented according to the Indian Dam Safety Program if the reservoir option is selected. The overall program would include incorporation of an Early Warning System (ESW) to warn downstream landowners of potential rising waters in case of dam failure. If required, the Tribe shall enter into a Memorandum of Agreement (MOA) with the BIA to implement an Operation and Maintenance Program for the life of the dam.</p> <p>11. Prior to design and construction, a detailed design-level geotechnical investigation must be completed by the Tribe to determine final design parameters.</p> <p>C. <u>The existing water pipeline connecting the project wells will be evaluated for compliance with the UBC. Sections and components of the existing pipeline that do not meet UBC standard shall be retrofitted with components complying with the UBC, Division IV, which covers earthquake design.</u></p>
AB Option 1 for disposal of treated effluent under Alternative B includes the construction of a 31.6-acre foot reclaimed water reservoir contained by a 75-foot tall earthen dam. The earthen dam would be subject to review under the BIA Safety of Dams Program to ensure that dam design is structurally sound.	S	Same as AA.
<u>AB Option 2 for water supply under Alternative A includes the utilization of an existing water supply pipeline connecting the project wells. Seismic shaking in the region has the potential to damage the existing pipeline.</u>	S	<u>Same as AA.</u>
AC Option 1 for disposal of treated effluent under Alternative C includes the construction of a 19.3-acre foot reclaimed water reservoir contained by a 70-foot tall earthen dam. The earthen dam would be subject to review under the BIA Safety of Dams Program to ensure that dam design is structurally sound.	S	Same as AA.
<u>AC Option 2 for water supply under Alternative A includes the utilization of an existing water supply pipeline connecting the project wells. Seismic shaking in the region has the potential to damage the existing pipeline.</u>	S	<u>Same as AA.</u>
AD Alternative D would not involve the construction of a reservoir and potential earthquake hazards are minimal.	LTS	None recommended.

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AD <u>Option 2 for water supply under Alternative A includes the utilization of an existing water supply pipeline connecting the project wells. Seismic shaking in the region has the potential to damage the existing pipeline.</u>	S	<u>Same as AA.</u>
AE Seismicity will not be affected under Alternative E.	NE	N/A
Mineral Resources		
AA Alteration in the land use will not adversely affect known or recorded mineral resources.	LTS	None recommended.
AB Same as AA.	LTS	Same as AA.
AC Same as AA.	LTS	Same as AA.
AD Same as AA.	LTS	Same as AA.
AE Existing land uses would persist and no mineral resources would be affected.	NE	N/A
 4.3 WATER RESOURCES		
Drainage		
AA Design of Alternative A includes a drainage plan reducing impacts to downstream drainages.	LTS	None recommended
AB Design of Alternative B includes a drainage plan reducing impacts to downstream drainages.	LTS	Same as AA.
AC Design of Alternative C includes a drainage plan reducing impacts to downstream drainages.	LTS	Same as AA.
AD Design of Alternative D includes a drainage plan reducing impacts to downstream drainages.	LTS	Same as AA.

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AE No new development is proposed under AE.	NE	N/A
Surface Water Quality		
AA Potential effects to surface water quality could result from both construction and operational activities of the proposed facilities.	S	A. In compliance with the Clean Water Act, the Tribe shall apply for coverage under the USEPA's NPDES GCP. In compliance with permitting requirements, the Tribe shall develop a SWPPP that shall address water quality impacts associated with construction and operation of the project. These measures are identified above in Mitigation Measure 5.2.2(A)
AA Potential effects to surface water quality could result from discharging treated effluent into the creek.	LTS	B. An NPDES permit shall be obtained for discharge of treated wastewater into the Waters of the United States, including storage within the reservoir.
AA Potential effects to surface water quality could result from discharging treated effluent through sprayfield disposal.	LTS	C. As part of the overall water sampling and monitoring program for the wastewater treatment plant (WWTP) a spray field monitoring plan shall be developed and implemented to ensure potential tail water is being captured and that no tail water is discharged to surface waters. The monitoring plan will include, but not be limited to the following: <ol style="list-style-type: none"> <li data-bbox="1289 919 1906 963">1. Water from spray field drift shall not migrate out of the spray field boundary. <li data-bbox="1289 997 1906 1065">2. All tail water and/or stormwater shall be collected and returned to the WWTP holding pond at all times when water is being applied to the spray disposal field. <li data-bbox="1289 1099 1906 1187">3. The Tribe shall only use the spray fields only during periods of dry weather. The Tribe will not use the spray fields 24 hours prior to a forecasted rain event and will wait 24 hours after the rain event to return to spray field operation. <li data-bbox="1289 1221 1906 1289">4. A tail water capture system will be operated to capture all waste water runoff, as well as stormwater runoff that occurs 24 hours after the last application of wastewater to the spray fields. <li data-bbox="1289 1323 1906 1365">5. The spray fields shall not be operated during periods of high winds exceeding 30 mph.

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		6. A controlled 100-foot buffer shall be maintained around the spray field operating area.
AB Potential effects to surface water quality could result from both construction and operational activities of the proposed facilities. These effects are reduced compared to the effects of AA.	S	Same as AA.
AB Potential effects to surface water quality could result from discharging treated effluent into the creek.	LTS	Same as AA.
AB Potential effects to surface water quality could result from discharging treated effluent through sprayfield disposal.	LTS	Same as AA.
AC Potential effects to surface water quality could result from both construction and operational activities of the proposed facilities. These effects are reduced compared to the effects of AA or AB.	S	Same as AA.
AC Potential effects to surface water quality could result from discharging treated effluent into the creek.	S	Same as AA.
AC Potential effects to surface water quality could result from discharging treated effluent through sprayfield disposal.	LTS	Same as AA.
AD Potential effects to surface water quality could result from both construction and operational activities of the proposed facilities. These effects are reduced compared to the effects of AA, AB, or AC.	S	Same as AA.
AD Potential effects to surface water quality could result from discharging treated effluent into the creek, as discussed in Option 2 for treated effluent disposal.	LTS	Same as AA.
AD Potential effects to surface water quality could result from discharging treated effluent through sprayfield disposal.	LTS	Same as AA.
AE Surface water quality will not be affected under AE.	NE	N/A
Groundwater Use		
AA Under this alternative, there would be an increase in ground water use. Neighboring wells could be impacted.	S	D. If water supply Option 2 is selected, the Tribe shall develop and implement a groundwater-monitoring program, in consultation with the BIA and the USEPA. The purpose of the program shall be to monitor groundwater levels

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SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES		
		<p>to determine if the Tribe's groundwater pumping practices are significantly affecting an off-site user of groundwater. In order to monitor groundwater levels the Tribe shall equip a number of existing wells on the project site as monitoring wells. These wells shall not be used for groundwater supply. The Tribe shall develop additional monitoring wells if it is later determined that the developed monitoring wells are insufficient. <u>Should off-site monitoring wells be developed, the Tribe shall ensure compliance with the State of California Department of Public Health requirements for well development and the California Department of Water Resources Bulletin 74-90: California Well Standards.</u></p> <p>A long term monitoring plan shall be developed and shall include the siting, design and installation of monitoring wells appropriately placed between the Project wells and the nearest off-site wells, taking into consideration the topography, geology, hydrogeology, pump rates of offsite users, and planned future development. The monitoring plan shall identify the number of monitoring wells, the frequency and duration of monitoring, reporting requirements, and the selection of contractors to conduct the monitoring and prepare monitoring reports. Baseline groundwater elevations and water quality data would then be collected. This would be performed during the facility design and construction stage to allow for the monitoring to encompass an entire hydrogeologic cycle. In addition, variances to the baseline values along with "not to exceed" values would be established to ensure there are no significant impacts to offsite well owners.</p> <p>If it is determined that off-site wells are significantly affected by the Tribe's pumping practices, the Tribe shall undertake one or more of the following measures:</p> <ol style="list-style-type: none"> 1. The Tribe may alter its groundwater pumping regime. This may include increasing the resting period or decreasing the pumping rate of individual wells. 2. The Tribe may pay for an off-site user's well to be drilled deeper in order to recover pre-project consumptive use that was reduced or lost as the result of the Tribe's pumping practice. The determination regarding whether the groundwater user's pre-project consumptive use is reasonably determined to have been reduced or lost as the result of the Tribe's groundwater pumping practice shall be made by an engineer retained by the Tribe. 3. The Tribe may pay for a new well to replace an off-site user's existing well that is no longer able to supply pre-project 		
Less than Significant = LTS	Significant = S	No Effect = NE	Beneficial Effect = BE	Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES		
		<p>consumptive use as the result of the Tribe's pumping practice <u>or financially compensate the impacts to the well owner through mutual agreement.</u></p> <p>4. The Tribe may replace the water lost from an off-site user as the result of the Tribe's pumping practice through the import of water via tanker truck or, if practical, through the development of a connection to the municipal system.</p> <p>5. The Tribe may selectively recharge portions of the basin impacted by the Tribe's wells.</p> <p>6. The Tribe may decrease the project's reliance on groundwater and increase the importation of water via tanker truck.</p> <p>E. If water supply Option 2 is selected, the three wells for obtaining groundwater shall be pumped in rotation to allow for recharge of the aquifer.</p> <p>F. The following additional conservation measures are proposed to further reduce water usage (HSE, 2006b):</p> <ol style="list-style-type: none"> 1. Checking steam traps and ensuring return of steam condensate to boiler for reuse. 2. Planting of drought resistant landscaping. 3. Limiting boiler blowdown and adjusting for optimal water usage. 4. Using low flow faucets and/or aerators in casino and hotel. 5. Using low flow showerheads in hotel. 6. Encouraging voluntary towel re-use by hotel guests. 7. Using pressure washers and water brooms instead of hoses for cleaning. 8. Using garbage disposal on-demand in restaurant. 		
Less than Significant = LTS	Significant = S	No Effect = NE	Beneficial Effect = BE	Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		9. Incorporating a re-circulating cooling loop for water cooled refrigeration and ice machines in restaurants.
		10. Serving water to customers on request at restaurant.
AB Under this alternative, there would be an increase in ground water use. Neighboring wells could be impacted.	S	Same as AA.
AC Under this alternative, there would be an increase in ground water use. Neighboring wells could be impacted.	S	Same as AA.
AD Under this alternative, there would be an increase in ground water use. Neighboring wells could be impacted.	S	Same as AA.
AE No effect on ground water use in the project area would occur under Alternative E.	NE	N/A
Groundwater Quality		
AA Effluent from the wastewater treatment plant disposed on-site has potential to affect groundwater quality.	LTS	G. A sampling and monitoring program for the wastewater treatment plant shall be developed and implemented with oversight by USEPA in accordance with the Clean Water Act. Treated effluent shall be monitored to determine the efficacy of the treatment process and to assure compliance with the NPDES permit and Title 22.
AB Effluent from the wastewater treatment plant has potential to affect groundwater quality.	LTS	Same as AA.
AC Effluent from the wastewater treatment plant has potential to affect groundwater quality.	LTS	Same as AA.
AD Effluent from the wastewater treatment plant has potential to affect groundwater quality.	LTS	Same as AA.
AE No effect on ground water quality in the project area would occur under Alternative E.	NE	N/A

4.4 AIR QUALITY

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
AA Construction is estimated to generate ozone precursors.	LTS	<p>A. The Tribe will follow USEPA, Region 9, reporting and operating requirements in compliance with the National Emissions Standard for Hazardous Air Pollutants (NESHAP) for asbestos as regulated under the Federal Clean Air Act.</p> <p>B. The Tribe shall control emissions of volatile organic compounds (VOC), nitrogen oxides (NOx), sulfur oxides (SOx), and carbon monoxide (CO) whenever reasonable and practicable by requiring all diesel-powered equipment be properly maintained and minimize idle time to 5 minutes when construction equipment is not in use, unless per engine manufacturer's specifications or for safety reasons more time is required. Since these emissions would be generated primarily by construction equipment, machinery engines shall be kept in good mechanical condition to minimize exhaust emissions.</p>
	LTS	<p>C. The following mitigation measures <u>shall be implemented where feasible and when reasonable would</u> to reduce particulate matter emission from construction activities of the Proposed Project.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Water all active construction areas at least three times daily during dry weather. <input type="checkbox"/> Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard. <input type="checkbox"/> Pave or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites. <input type="checkbox"/> Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites. <input type="checkbox"/> Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets. <input type="checkbox"/> Hydroseed or apply (non-toxic) soil stabilizes to inactive construction areas (previously graded areas inactive for ten days or more). <input type="checkbox"/> Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).

Less than Significant = LTS

Significant = S

No Effect = NE

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Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
AA Operation of this alternative would result in the generation of ozone		<ul style="list-style-type: none"> <input type="checkbox"/> Limit traffic speeds on unpaved roads to 15 miles per hour. <input type="checkbox"/> Install sandbags or other erosion control measures to prevent silt runoff to public roadways. <input type="checkbox"/> Replant vegetation in disturbed areas as quickly as possible. <input type="checkbox"/> Install windbreaks, or plant trees/vegetative windbreaks at windward side(s) of construction areas. <input type="checkbox"/> Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 miles per hour. <input type="checkbox"/> Limit the area subject to excavation, grading and other construction activity at any one time. <p>D. The Tribe shall ensure through contract requirements that all development contractors locate construction staging areas on the east side of the project site away from residents. This would reduce sensitive receptor exposure to DPM.</p> <p>E. The Tribe shall ensure through contract requirements that development contractors establish activity schedules designed to minimized traffic congestion around the construction site. This mitigation measure would reduce idling; thus, reducing NOx, ROG, and DPM emissions.</p> <p>F. The Tribe shall ensure through contract requirements that all contractors use only construction vehicles and heavy equipment <u>that are equipped with, at a minimum, with</u>-EPA-approved emission control devices. This mitigation measure would reduce NOx, ROG and DPM emissions.</p> <p>G. <u>Outdoor construction activities shall be limited to the hours of 6 am to 6 pm, Monday through Saturday.</u> The Tribe shall limit construction activities at the project site to Monday through Saturday between the hours of 6 am to 6 pm.</p> <p>H. The Tribe shall provide on-site pedestrian facility enhancements <u>where feasible and when reasonable</u> such as walkways, benches, property</p>

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TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES		
precursors to a lesser degree than AA.		<p>lighting, and building access, which are physically separated from parking lot traffic.</p> <p>I. Buses and other commercial diesel-fueled vehicles shall comply with the California Air Resource Board's (CARB) Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling (California Code of Regulations, Title 13, Division 3, Article 1, Chapter 10, Section 2485), which requires that the driver of any diesel bus shall not idle for more than five minutes at any location, except in the case of passenger boarding where a ten minute limit is imposed, or when passengers are onboard. Furthermore, the Tribe shall provide a "Drivers Lounge" for bus and truck drivers to discourage idling.</p> <p>J. The Tribe shall install electrical outlets at the loading dock(s) of the development for refrigeration trucks. By providing electrical outlets to refrigeration trucks they will not need to idle, thus reducing emissions.</p> <p>K. The Tribe shall encourage and facilitate the use of 'carpools' by construction workers, facility employees, and patrons. Encouraging and facilitating carpools would reduce the number of trips to and from the development, which would reduce operational emissions.</p> <p>L. The Tribe shall provide signs that inform patrons that smoking is allowed at the facility and shall provide nonsmoking areas. The Tribe shall also provide pamphlets to employees on the health risk from second hand smoke.</p> <p>M. The Tribe shall ensure the installation of solar, low-emission, central, or tank less water heaters; wall insulation; and energy efficient appliances in the project facilities <u>where feasible and when reasonable</u> that shall exceed California Title 24 energy requirements.</p> <p>N. The Tribe shall require the use of energy efficient lighting <u>where feasible and when reasonable</u>, which would reduce indirect greenhouse gas emissions.</p> <p>O. The Tribe shall install water efficient water heaters, toilets, showers heads, ice machines, and faucets <u>where feasible and when reasonable</u> where applicable.</p> <p>P. The Tribe shall develop an alternative energy plan, which shall include installation of photovoltaic cell arrays <u>where feasible and when reasonable</u>. Potential locations for the photovoltaic cell arrays include the parking</p>		
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TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		structure and other facility rooftops.
AB Construction is estimated to generate ozone precursors, to a lesser degree than AA.	LTS	Same as AA.
AB Operation of this alternative would result in the generation of ozone precursors to a lesser degree than AA.	LTS	Same as AA
AC Construction is estimated to generate ozone precursors, to a lesser degree than AA and AB.	LTS	Same as AA.
AC Operation of this alternative would result in the generation of ozone precursors, to a lesser degree than AA and AB.	LTS	Same as AA
AD Construction is estimated to generate ozone precursors, to a lesser degree than AA and AB.	LTS	Same as AA.
AD Operation of this alternative would result in the generation of ozone precursors, to a lesser degree than AA and AB.	LTS	Same as AA for Measures H through J only.
AE Construction is estimated to generate ozone precursors, potentially to a similar degree as AA.	LTS	N/A
AE Operation of this alternative would result in the generation of ozone precursors, potentially to a similar degree as AA.	LTS	N/A

4.5 BIOLOGY

AA Construction has the potential to impact sensitive habitat.	LTS	<p>A. Project site plans shall be modified to avoid or minimize impacts to oak trees to the extent feasible. During construction, oak trees that are not to be considered impacted shall be enclosed in four-foot-high temporary construction fencing, installed at least one foot outside the dripline of all oak trees located in the vicinity of active construction. Encroachment into fenced areas shall not be permitted until all construction has been completed.</p> <p>B. Removal of oak trees with a diameter at breast height (dbh) of 5 inches or greater, shall be avoided to the extent feasible. If avoidance is not possible, oak trees with a dbh between 5 inches and 24 inches shall be replaced at a 2:1 ratio and oak trees with a dbh greater than 24 inches shall</p>
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TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
AA Construction has the potential to impact waters of the U.S.	S	<p>be replaced at a 3:1 ratio. Replacement plantings shall be monitored for 7 years, as required by Section 21083.4 of the Public Resources Code. Any failed oak tree plantings shall be replaced.</p> <p>C. Project site plans shall be modified to avoid or minimize impacts to riparian woodland habitat to the extent feasible. Temporary fencing shall be installed around riparian woodland habitat outside of construction areas. Fencing shall remain in place until all construction activities within the vicinity of the protected riparian area are complete. Impacted riparian areas shall be either restored or mitigated for by enhancement of riparian habitat within the property at a 1:1 ratio. Restored and/or enhanced riparian woodland habitats shall be monitored for a period of 5 years.</p> <p>D. Invasive plant species of concern for Amador County and the State of California shall not be used for landscaping development of the proposed project. Management of the spray fields for wastewater disposal shall be conducted in a way that will discourage the growth of exotic and invasive plant species. Horticultural species of concern in Amador County and the State of California that shall not be included for use in the landscaping plan include, but are not limited to: iceplant (<i>Carpobrotus edulis</i>), periwinkle (<i>Vinca major</i>), all brooms (<i>Cytisus</i> spp., <i>Spartium</i> spp.), pampasgrass (<i>Cortadaria selloana</i>), cottoncaster (<i>Cotoneaster</i> spp.), scarlet wisteria (<i>Sesbania punicea</i>), English and Algerian Ivy (<i>Hedera</i> spp.), black acacia (<i>Acacia melanoxylon</i>), Russian olive (<i>Elagnus angustifolia</i>), <i>Myoporum laetum</i>, black locust (<i>Robinia pseudoacacia</i>), Chinese tallow tree (<i>Sapium sebiferum</i>), Brazilian and Peruvian pepper tree (<i>Schinus terebinthifolius</i> and <i>S. molle</i>), and fountain grass (<i>Pennisetum setaceum</i>).</p> <p>E. A formal delineation of waters of the U. S. occurring within the proposed project area shall be submitted to the USACE for verification.</p> <p>F. Project site plans shall be modified <u>and parking areas for Alternatives A through C shall be reduced through the development of a parking structure to avoid or minimize impacts to jurisdictional waters of the U. S. and wetland habitats to the extent feasible. Preliminary site plans have been developed for Alternatives A through C, which include the development of a parking structure to reduce the development footprint of the parking lot surrounding jurisdictional wetland habitats. Refer to Figures 5-1 and 5-2 for the preliminary site plans for Phase I and Phase II of Alternative A, respectively. Refer to Figures 5-3 and 5-4 for the preliminary site plans for Phase I and Phase II of Alternative B, respectively. Refer to Figure 5-5 for the preliminary site plan for Alternative C. No changes to Alternative D are required to minimize impacts to waters of the U.S. or wetland habitats.</u></p>

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TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		<p>G. A Department of the Army permit shall be obtained from the USACE prior to the discharge of any dredged or fill material within jurisdictional wetlands and other waters of the U. S. In addition, Water Quality Certification shall be obtained from the USEPA.</p> <p>H. Unavoidable impacts to waters of the U.S., including wetlands and wetland habitat, shall be mitigated by creating or restoring wetland habitats either onsite or at an USACE approved off-site location. Compensatory mitigation shall occur at a minimum of 1:1 ratio and shall be approved by the USACE prior to any fill into jurisdictional features. As required by the 404 permit, a wetland mitigation and restoration plan shall be prepared by a qualified biologist for any wetland habitat to be created or restored on site. This plan will describe the mitigation ratio, location of restoration, size and type of native vegetation to be used, and a monitoring and maintenance schedule consistent with the new EPA and USACE rule, shall include a 5 year monitoring plan that has a 80% success criteria for vegetative cover with native plants. Off site mitigation shall be conducted through the purchase of credits through a USACE approved mitigation bank. These measures will adhere to the USEPA Rule² guidelines which take into account all aquatic resource functions of the impacted wetlands to the watershed as a whole, the likelihood of success and time lag of establishment.</p> <p>I. Construction activities in the vicinity of any jurisdictional wetland features shall be conducted during the dry season (April 15 through October 15) to minimize potential erosion.</p> <p>J. Temporary fencing shall be installed around wetland and intermittent drainage features and associated riparian woodland that is 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 have been completed.</p> <p>K. Staging areas shall be located away from the areas of wetland, intermittent drainage and riparian habitat that are fenced-off. Temporary stockpiling of excavated or imported material shall occur only in approved construction staging areas. Excess excavated soil shall be used on site or disposed of at a regional landfill or other appropriate facility. Stockpiles that are to remain on the site through the wet season shall be protected to prevent erosion (e.g. tarps, silt fences, straw bales).</p> <p>L. BMPs shall be employed by the construction contractor to prevent the</p>

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SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
AA Construction has the potential to impact the California tiger salamander, a special-status listed species.	LTS	<p>accidental release of fuel, oil, lubricant, or other hazardous materials associated with construction activities into jurisdictional features. As part of the project's NPDES permit, a contaminant program shall be developed and implemented in the event of release of hazardous materials.</p> <p>M. While no California red-legged frogs, listed vernal pool branciopods, or California tiger salamanders were found on the project site, these species are subject to the consultation now underway with the FWS. All mitigation measures required by the Biological Opinion shall be implemented..</p> <p>N. While no valley elderberry longhorn beetles were found on the project site, these species are subject to the consultation now underway with the FWS. All mitigation measures required by the Biological Opinion shall be implemented.</p>
AA Construction has the potential to impact nesting migratory birds.	S	<p>O. If tree disturbance or other project-related activities are to occur during the nesting season (approximately March – September), pre-construction surveys for all nesting migratory bird and raptor species shall be conducted within 500 feet of the proposed construction areas by a qualified biologist. If active nests are identified in these areas, the USFWS shall be consulted to develop measures to avoid any “take” of active nests prior to commencing tree removal or project related activities. Avoidance measures may include the establishment of buffers and biological monitoring. If active nests are identified within trees proposed for removal or disturbance, removal or disturbance shall be postponed until after the nesting season or after a qualified biologist had determined that the young have fledged and are independent of the nest site.</p>
AA Construction of off-site mitigation measures to reduce impacts to the existing circulation network could result in impacts to biological resources.	LTS	<p>P. The Tribe shall contribute to the funding of the environmental review and mitigation for traffic improvements identified in Section 5.2.8. The contribution shall be based on the amount of traffic generated by land uses on the 228.04± acre site as a percentage of the overall traffic volume. In the case of improvements that are identified within this document as the sole responsibility of the Tribe, the Tribe's contribution would provide 100 % of the necessary funds. The Tribe's contribution shall include the cost of preparing environmental documents and the cost of mitigation for biological resources, including but not limited to purchases of land, contributions to mitigation banks or programs, and restoration of habitat. The Tribe's contribution shall be provided to the agency undertaking the improvement (e.g. Caltrans, Amador County, City of Plymouth).</p>

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TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
AB Construction has the potential to impact critical habitat, to a lesser extent than AA.	LTS	Same as AA.
AB Construction has the potential to impact waters of the U.S, to a lesser extent than AA.	S	Same as AA.
AB Construction has the potential to impact the California tiger salamander, a special-status listed species, to a lesser extent than AA.	LTS	Same as AA.
AB Construction has the potential to impact nesting migratory birds, to a lesser extent than AA.	S	Same as AA.
AB Construction of off-site mitigation measures to reduce impacts to the existing circulation network could result in impacts to biological resources.	LTS	Same as AA.
AC Construction has the potential to impact critical habitat, to a lesser extent than AA.	LTS	Same as AA.
AC Construction has the potential to impact waters of the U.S, to a lesser extent than AA.	S	Same as AA.
AC Construction has the potential to impact the California tiger salamander, a special-status listed species, to a lesser extent than AA.	LTS	Same as AA.
AC Construction has the potential to impact nesting migratory birds, to a lesser extent than AA.	S	Same as AA.
AC Construction of off-site mitigation measures to reduce impacts to the existing circulation network could result in impacts to biological resources.	LTS	Same as AA.
AD Construction has the potential to impact critical habitat, to a lesser extent than AA.	LTS	Same as AA.
AD Construction has the potential to impact waters of the U.S, to a lesser extent than AA.	S	Same as AA.
AD Construction has the potential to impact the California tiger salamander, a special-status listed species, to a lesser extent than AA.	LTS	Same as AA.

Less than Significant = LTS

Significant = S

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Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
AD Construction has the potential to impact nesting migratory birds, to a lesser extent than AA.	S	Same as AA.
AD Construction of off-site mitigation measures to reduce impacts to the existing circulation network could result in impacts to biological resources.	LTS	Same as AA.
AE Development associated with this alternative could result in similar impacts as described under AA, to a similar extent.	S	Same as AA.
4.6 CULTURAL RESOURCES		
AA Geologic formations that underlie the project site have a low probability of containing paleontological resources. However, there is the possibility of a buried habitation or special activity site within the project area, particularly the portion of the project area that lies in close proximity to the tributaries of Dry Creek.	S	<p>A. In the event of an inadvertent discovery of archaeological resources during construction-related earth-moving activities, all such finds shall be subject to Section 106 of the National Historic Preservation Act as amended (36 CFR 800), the Native American Graves Protection and Repatriation Act (25 USC 3001 et seq.), and the Archaeological Resources Protection Act of 1979 (16 USC 470 aa-mm). Specifically, procedures for post review discoveries without prior planning pursuant to 36 CFR 800.13 shall be followed. The following shall apply to the inadvertent discovery of both archaeological or paleontological resources: All work within 50 feet of the find shall be halted until a professional archaeologist, or paleontologist as appropriate, can assess the significance of the find. If any find is evaluated to be significant by the archaeologist and BIA, or paleontologist, then representatives of the Tribe and BIA shall meet with the archaeologist, or paleontologist, to determine the appropriate course of action.</p> <p>B. If human remains are discovered during ground-disturbing activities on Tribal lands, pursuant to the Native American Graves Protection and Repatriation Act and the implementing regulations found at 43 CFR 10 Section 10.4, <i>Inadvertent Discoveries</i>, the County coroner, the Tribal Official and the BIA representative shall be contacted immediately (on non-Tribal land, the BIA representative does not need to be called). No further disturbance shall occur until the County coroner, Tribal Official, and BIA representative have made the necessary findings as to the origin and disposition (on non-tribal land, no BIA representative is present). If the remains are determined to be of Native American origin, the coroner shall notify the Native American Heritage Commission, which shall notify a Most Likely Descendant (MLD). The MLD is responsible for recommending the appropriate disposition of the remains and any grave goods.</p>
AA Traffic improvements identified with this alternative as the responsibility of the Tribe may impact cultural resources.	S	C. Implementation of Mitigation Measure 5.2.5 (P) will reduce impacts associated with off-site roadway improvements and potential impacts to

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ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES		
		cultural resources%.		
AB Geologic formations that underlie the project site have a low probability of containing paleontological resources. However, there is the possibility of a buried habitation or special activity site within the project area, particularly the portion of the project area that lies in close proximity to the tributaries of Dry Creek.	S	Same as AA.		
AB Traffic improvements identified with this alternative as the responsibility of the Tribe may impact cultural resources.	S	Same as AA.		
AC Geologic formations that underlie the project site have a low probability of containing paleontological resources. However, there is the possibility of a buried habitation or special activity site within the project area, particularly the portion of the project area that lies in close proximity to the tributaries of Dry Creek.	S	Same as AA.		
AC Traffic improvements identified with this alternative as the responsibility of the Tribe may impact cultural resources.	S	Same as AA.		
AD Geologic formations that underlie the project site have a low probability of containing paleontological resources. However, there is the possibility of a buried habitation or special activity site within the project area, particularly the portion of the project area that lies in close proximity to the tributaries of Dry Creek.	S	Same as AA.		
AD Traffic improvements identified with this alternative as the responsibility of the Tribe may impact cultural resources.	S	Same as AA.		
AE Under Alternative E, future development could result in similar impacts as AA, to a similar extent.	S	N/A		
4.7 SOCIOECONOMIC CONDITIONS				
AA Development of a casino could impact social services by increasing demands for assistance with problem gambling.	LTS	A. The Tribe shall pay an annual contribution of \$10,000 to an organization or organizations mutually agreed upon by the Tribe and the BIA to address problem gambling issues		
AA Taking the project site into trust would remove a tax base from the City of	LTS	B. Commencing at the time of the fee-to-trust transfer of the project site, the Tribe shall pay an annual contribution equal to the current tax rate to the		
Less than Significant = LTS	Significant = S	No Effect = NE	Beneficial Effect = BE	Not Applicable=N/A

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SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
Plymouth and County of Amador.		City of Plymouth and Amador County to address lost property tax revenues. The amount of payment shall be subject to annual review.
AA Development of Alternative A may adversely impact the Amador County Unified School District by increasing demands for services.	S	<p>C. The Tribe will develop and implement a housing program to address the availability of affordable housing within Amador County. The housing program would coordinate its activities with Amador County and the City of Plymouth in order to further countywide planning efforts.</p> <p>D The Tribe shall contribute to school impact fee revenues to mitigate potential fiscal effects to the Amador County Unified School District by paying a one-time payment of \$107,610 to the School District.</p>
AB Development of a casino could impact social services by increasing demands for assistance with problem gambling.	LTS	Same as AA.
AB Taking the project site into trust would remove tax base from the City of Plymouth and County of Amador.	LTS	Same as AA.
AB Development of Alternative B may adversely impact the Amador County Unified School District by increasing demands for services, to a lesser degree than AA.	LTS	E. The Tribe shall contribute to school impact fee revenues to mitigate potential fiscal effects to the Amador County Unified School District by paying a one-time payment of \$101,065 to the School District.
AC Development of a casino could impact social services by increasing demands for assistance with problem gambling.	LTS	Same as AA.
AC Taking the project site into trust would remove tax base from the City of Plymouth and County of Amador.	LTS	Same as AA.
AC Development of Alternative C may adversely impact the Amador County Unified School District by increasing demands for services, to a lesser degree than AA and AB.	LTS	F. The Tribe shall contribute to school impact fee revenues to mitigate potential fiscal effects to the Amador County Unified School District by paying a one-time payment of \$26,945 to the School District.
AD Taking the project site into trust would remove tax base from the City of Plymouth and County of Amador.	LTS	Same as AA.
AD Development of Alternative D may adversely impact the Amador County Unified School District by increasing demands for services, to a lesser degree than AA, AB, and AC.	LTS	G. The Tribe shall contribute to school impact fee revenues to mitigate potential fiscal effects to the Amador County Unified School District by paying a one-time payment of \$41,905 to the School District.

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
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AD No casino would be developed thereby demands for assistance with problem gambling will no increase as a result of Alternative D.	NE	N/A
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AE Under Alternative E, no impact would occur on socioeconomic conditions in the short-term. The Tribe would not benefit from the economic development proposed under the other alternatives. The tax base may increase for the City of Plymouth and Amador County through future non-tribal development of the site	NE	N/A
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4.8 RESOURCE USE

Transportation

Access

AA The alternative would result in impacting access to the proposed main access to the project site during special events.	LTS	A. The Tribe shall require at least three Tribal security personnel to be educated in traffic control procedures. These security personnel will perform traffic control at the access roads during special events at the event center to make sure that when fire/emergency vehicles need to leave the site, traffic control is provided at the exit of the service entrance to allow smooth movement of emergency vehicles.
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AB The alternative would result in impacting access to the proposed main access to the project site during special events	LTS	Same as AA
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AC Alternative C does not include an event center.	N/E	N/A
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AD Alternative D does not include an event center.	N/E	N/A
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AE Under the no action alternative the site access outlined in Alternatives A through D would not exist; however, future projects may require access to the site.	N/E	N/A
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Construction

AA. The alternative would generate new vehicle trips during construction that could impact the existing roadway network.	LTS	B. Traffic Management Plan (TMP) shall be prepared to identify which lanes require closure, where night construction is proposed, and other standards set forth in the Manual on Uniform Traffic Control Devices for Streets and Highways (US DOT FHWA, 2003). The TMP shall be submitted to each
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Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES		
		affected local jurisdiction and/or agency.		
		<p>C. Prior to the finalization of construction plans, the Tribe shall work to notify all potentially affected parties in the immediate vicinity of the project site. Notification shall include a construction schedule, exact location of construction activities, duration of construction period, and alternative access provisions.</p> <p>D. Also prior to the finalization of construction plans, the Tribe shall work with emergency service providers to avoid restricting emergency response service. Police, fire, ambulance, and other emergency response providers shall be notified in advance of the construction schedule, exact location of construction activities, duration of construction period, and any access restrictions that could impact emergency response services. Traffic Management Plans shall include details regarding emergency service coordination. Copies of the TMPs shall be provided to all affected emergency service providers.</p>		
AB The alternative would result in impacting access to the proposed main access to the project site during special events	LTS	Same as AA		
AC The alternative would result in impacting access to the proposed main access to the project site during special events	LTS	Same as AA		
AD The alternative would result in impacting access to the proposed main access to the project site during special events	LTS	Same as AA		
AE There would not be any impacts due to construction traffic under the no action alternative. However, if the site were approved for a future project there would be construction traffic impacts.	LTS	Same as AA		
<i>Operation</i>				
AA through AD The alternatives would generate new vehicle trips that would increase traffic volumes on the nearby street network. The traffic added to the study roadway segments by this alternative would contribute to the unacceptable operations of the several roadway segments and intersections. Refer to each mitigation measure for the proportionate impact of each project alternative,	S	Without the jurisdiction to implement off-site mitigation measures, the only feasible mitigation available to the Tribe is to provide funding for recommended roadway improvements. Various study roadway intersections and segments currently operate under unacceptable conditions (according to the corresponding jurisdictional agency) without the project. Therefore, the Tribe would contribute a share of the required funding proportionate to the level of impact associated with the trips added by the project alternatives. Under Caltrans guidelines this proportionate share contribution to recommended roadway improvements are		
Less than Significant = LTS	Significant = S	No Effect = NE	Beneficial Effect = BE	Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
where applicable.		<p>considered appropriate mitigation to reduce the impact of a proposed project. <u>Actual funding mechanisms for impact mitigation shall be determined through negotiations at the time of project implementation.</u></p> <p>Mitigation measures for Phase I (all proposed alternatives), Phase II (Alternative A and B only), and cumulative condition (all proposed alternatives) are summarized below and are provided in the revised TIA (Appendix M). Proportionate share contribution for Alternatives A, B, C, and D are provided were applicable.</p> <p>The following mitigation measures are for Alternatives A (Phase I), B (Phase I), C, and D:</p> <p>SR 49/Main Street – Less than Significant</p> <p>Install a signal. Construct NB WB left-turn lane. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 22% • Alternative B 18% • Alternative C 12% • Alternative D 26% <p>Construct SB left-turn lane. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 100% • Alternative D 100% <p>F. SR 49/Randolph Drive – Less than Significant</p> <p>Install a signal. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 100% • Alternative B 100% • Alternative D 100% <p>G. Latrobe (Amador)/SR 16 – Less than Significant</p>

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES		
		<p>Install a signal. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 100% • Alternative D 100% 		
		<p>H. SR 104 (Preston)/SR 124 – Less than Significant</p> <p>Implement the Lone Bypass as identified in the 2004 Amador County RTP Update. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 21% • Alternative B 16% • Alternative C 12% • Alternative D 25% 		
		<p>I. Preston Avenue/ Main Street – Less than Significant</p> <p>Implement the Lone Bypass as identified in the 2004 Amador County RTP Update. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 22% • Alternative B 18% • Alternative C 12% • Alternative D 27% 		
		<p>J. Main Street / SR 124 (Church)/SR 104 (Main) – Less than Significant</p> <p>Implement the Lone Bypass as identified in the 2004 Amador County RTP Update. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 22% • Alternative B 17% • Alternative C 12% • Alternative D 26% 		
Less than Significant = LTS	Significant = S	No Effect = NE	Beneficial Effect = BE	Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		<p>K. SR 88 / Jackson Valley Road – Less than Significant Install a Signal. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 43% • Alternative B 36% • Alternative C 27% • Alternative D 49%
		<p>L. SR 88 / Liberty Road – Less than Significant Install a Signal and convert NB right-turn lane into shared through/right-turn lane. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 37% • Alternative B 30% • Alternative C 22% • Alternative D 42%
		<p>M. SR 16 / Grant Line Road – Less than Significant Add NB and SB left-turn lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 21% • Alternative B 16% • Alternative C 12% • Alternative D 25%
		<p>N. Sunrise Boulevard/SR 16 – Less than Significant Convert SB right-turn lane into a shared through/right-turn lane. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p>

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		<ul style="list-style-type: none"> • Alternative A 20% • Alternative B 16% • Alternative C 11% • Alternative D 24%
		<p>O. SR 49/Project Access Driveway – Less than Significant Restrict left-turn out of driveway. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 100% • Alternative B 100% • Alternative D 100%
		<p>P. SR 16 between Bradshaw Road and Excelsior Road – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 17% • Alternative B 13% • Alternative D 21%
		<p>Q. SR 16 between Excelsior Road and Sunrise Boulevard – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative D 100%
		<p>R. SR 16 between Sunrise Boulevard and Grant Line Road – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p>

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		<ul style="list-style-type: none"> • Alternative A 20% • Alternative B 16% • Alternative C 11% • Alternative D 25%
		<p>S. SR 16 between Grant Line Road and Dillard Road – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 21% • Alternative B 17 % • Alternative C 12% • Alternative D 25%
		<p>T. SR 16 between Dillard Road and Stonehouse Road – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 20% • Alternative B 16% • Alternative C 11% • Alternative D 24%
		<p>U. SR 16 between Stonehouse Road and Ione Road – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 100% • Alternative D 100%

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES		
		<p>V. SR 16 between Lone Road and Old Sacramento Road – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative D 100% 		
		<p>W. SR 16 between Latrobe Road (Amador) and SR 124 – Less than Significant Widen from two to three lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 74% • Alternative B 68% • Alternative C 59% • Alternative D 79% 		
		<p>X. SR 16 between SR 124 and SR 49 – Less than Significant Widen from two to three lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 97% • Alternative B 96% • Alternative C 94% <p>Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative D 97% 		
		<p>Y. SR 104 between SR 124 and Main Street – Less than Significant Implement the Lone Bypass as identified in the 2004 Amador County RTP Update. Proportionate share calculation of this project impact using</p>		
Less than Significant = LTS	Significant = S	No Effect = NE	Beneficial Effect = BE	Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		<p>Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 22% • Alternative B 17% • Alternative C 12% • Alternative D 26%
		<p>Z. SR 104 between Main Street and Church Street – Less than Significant Implement the Lone Bypass as identified in the 2004 Amador County RTP Update. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 22% • Alternative B 17% • Alternative C 12% • Alternative D 26%
		<p>AA. SR 124 between Main Street and SR 88 – Less than Significant Implement the Lone Bypass as identified in the 2004 Amador County RTP Update. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 31% • Alternative B 25% • Alternative D 37%
		<p>BB. SR 88 between SR 124 and Liberty Road – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 26% • Alternative B 21% • Alternative C 15%

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		<ul style="list-style-type: none"> • Alternative D 31%
		<p>CC. SR 88 between Liberty Road and SR 12 (east) – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 19% • Alternative B 15% • Alternative C 10% • Alternative D 23%
		<p>DD. SR 88 between SR 12 (east) and Tully Road – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 20% • Alternative B 16% • Alternative C 11% • Alternative D 24%
		<p>EE. SR 88 between Tully Road and SR 12 (west) – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 20% • Alternative B 16% • Alternative C 11% • Alternative D 24%
		<p>FF. SR 88 between SR 12 (west) and Kettleman Lane – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p>

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		<ul style="list-style-type: none"> • Alternative A 19% • Alternative B 15% • Alternative C 10% • Alternative D 23%
		<p>Mitigation measures recommended for Phase II of Alternatives A and B, where applicable, are in addition to Phase I mitigation measures. Mitigation measures with applicable Caltrans proportionate shares are summarized below for Phase II of Alternatives A and B.</p>
		<p>GG. SR 16 / Ione Road – Less than Significant Install a Signal. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 100% • Alternative B 100%
		<p>HH. SR 16 / Grantline Road – Less than Significant Add NB and SB left-turn lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 100% • Alternative B 100%
		<p>II. SR 16 / Sunrise Boulevard – Less than Significant Add NB right-turn lane. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 100% • Alternative B 100%
		<p>JJ. SR 49 / Pleasant Valley Road – Less than Significant Install a Signal. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 100%
		<p>KK. SR 49 between Casino Entrance and Main Street – Less than Significant</p>

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		<p>Upgrade to Arterial Class II. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> Alternative A 100%
	LL.	<p>SR 49 between Casino Entrance and Main Street – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> Alternative A 84% Alternative B 80%
		<p>Cumulative</p> <p>The following is a summarization of the mitigation measures for Alternatives A, B, C, and D, where applicable, under Cumulative conditions with applicable Caltrans proportionate shares as discussed above.</p>
	MM.	<p>SR 49/Main Street – Less than Significant Install a signal. Construct NB left-turn and WB right-turn lane. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> Alternative A 33% Alternative B 27% Alternative C 19% Alternative D 37%
	NN.	<p>SR 49/Randolph Drive – Less than Significant Add NB left-turn lane. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> Alternative D 100%
	OO.	<p>SR 49/SR 16 – Less than Significant Add NB left-turn lane. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> Alternative A 100%

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		<ul style="list-style-type: none"> • Alternative D 100%
		<p>PP. SR 124/SR 16 – Less than Significant Install a signal. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 100% • Alternative B 100% • Alternative D 100%
		<p>QQ. SR 104 (Preston)/SR 124 – Less than Significant Implement the lone Bypass as identified in the 2004 Amador County RTP Update. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 55% • Alternative B 48% • Alternative C 36% • Alternative D 59%
		<p>RR. Preston Avenue/ Main Street– Less than Significant Implement the lone Bypass as identified in the 2004 Amador County RTP Update. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 69% • Alternative B 63% • Alternative C 51% • Alternative D 72%
		<p>SS. Main Street / SR 124 (Church)/SR 104 (Main) – Less than Significant Implement the lone Bypass as identified in the 2004 Amador County RTP Update. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p>

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		<ul style="list-style-type: none"> • Alternative A 72% • Alternative B 66% • Alternative C 55% • Alternative D 76%
		<p>TT. SR 88 / Jackson Valley Road – Less than Significant Install a Signal. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 56% • Alternative B 50% • Alternative C 38% • Alternative D 61%
		<p>UU. SR 88 / Liberty Road – Less than Significant Install a Signal and convert NB right-turn lane into shared through/right-turn. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 23% • Alternative B 18% • Alternative C 12% • Alternative D 26% <p>Construct separate WB left-turn lane. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 100% • Alternative D 100%
		<p>VV. SR 88 / Victor (SR 12) – Less than Significant Convert SB right-turn lane into shared through/right-turn lane. Proportionate share calculation of this project impact using Caltrans</p>

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		<p>methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 9% • Alternative B 7% • Alternative C 5% • Alternative D 11%
		<p>WW. SR 88 /Kettleman Lane – Less than Significant Install EB dual left-turn lanes and SB through lane. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 10% • Alternative B 7% • Alternative C 5% • Alternative D 11%
		<p>XX. SR 16 / Dillard Road – Less than Significant Add EB right-turn lane. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative D 100%
		<p>YY. SR 16 / Grant Line Road – Less than Significant Convert EB right-turn lane into shared through/right-turn lane. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 29% • Alternative B 23% • Alternative C 16% • Alternative D 32%
		<p>ZZ. Sunrise Boulevard/SR 16 – Less than Significant Convert EB right-turn lane into a shared through/right-turn lane. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p>

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		<ul style="list-style-type: none"> • Alternative A 31% • Alternative B 25% • Alternative C 17% • Alternative D 35%
		<p>AAA. SR 16/Bradshaw Road – Less than Significant Add NB and SB through lane, an EB left-turn lane, two EB and WB through lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 8% • Alternative B 6% • Alternative C 4% • Alternative D 9% <p>Construct a WB right-turn lane. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 100% • Alternative B 100% • Alternative C 100% • Alternative D 100%
		<p>BBB. SR 49/Pleasant Valley Road – Less than Significant Install a Signal. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 49% • Alternative B 42% • Alternative C 31% • Alternative D 54%

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
<p>CCC. SR 88 (N)/Elliot Road – Less than Significant Widen from two to six lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p>	<ul style="list-style-type: none"> • Alternative A 5% • Alternative B 4% • Alternative C 3% • Alternative D 6% 	
<p>DDD. SR 49 between Casino Entrance and Main Street – Less than Significant Widen from two to three lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p>	<ul style="list-style-type: none"> • Alternative A 55% • Alternative B 44% • Alternative C 32% • Alternative D 55% 	
<p>EEE. SR 16 between Bradshaw Road and Excelsior Road – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p>	<ul style="list-style-type: none"> • Alternative A 21% • Alternative B 17% • Alternative D 24% 	
<p>FFF. SR 16 between Sunrise Boulevard and Grant Line Road – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p>	<ul style="list-style-type: none"> • Alternative A 38% 	

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
 SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		<ul style="list-style-type: none"> • Alternative B 32% • Alternative C 23% • Alternative D 43%
		<p>GGG. SR 16 between Grant Line Road and Dillard Road – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 69% • Alternative B 63% • Alternative C 51% • Alternative D 73%
		<p>HHH. SR 16 between Dillard Road and Stonehouse Road – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 48% • Alternative B 42% • Alternative C 30% • Alternative D 53%
		<p>III. SR 16 between Latrobe Road (Amador) and SR 124 – Less than Significant Widen from two to three lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 60% • Alternative B 54% • Alternative C 42% • Alternative D 65%

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		<p>Widen from three to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative D 100%
		<p>JJJ. SR 16 between SR 124 and SR 49 – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 57% • Alternative B 50% • Alternative C 38% • Alternative D 61%
		<p>KKK. SR 104 between SR 124 and Main Street – Less than Significant Implement the Lone Bypass as identified in the 2004 Amador County RTP Update. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 60% • Alternative B 54% • Alternative C 42% • Alternative D 65%
		<p>LLL. SR 104 between Main Street and Church Street – Less than Significant Implement the Lone Bypass as identified in the 2004 Amador County RTP Update. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 63% • Alternative B 56% • Alternative C 44% • Alternative D 67%

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
 SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
<p>MMM. SR 124 between Main Street and SR 88 – Less than Significant Implement the Lone Bypass as identified in the 2004 Amador County RTP Update. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p>	<ul style="list-style-type: none"> • Alternative A 82% • Alternative B 78% • Alternative C 69% • Alternative D 85% 	
<p>NNN. SR 88 between SR 124 and Liberty Road – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p>	<ul style="list-style-type: none"> • Alternative A 21% • Alternative B 17% • Alternative C 11% • Alternative D 24% 	
<p>Widen from four to six lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p>	<ul style="list-style-type: none"> • Alternative A 100% • Alternative B 100% • Alternative C 100% • Alternative D 100% 	
<p>OOO. SR 88 between Liberty Road and SR 12 (east) – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p>	<ul style="list-style-type: none"> • Alternative A 19% 	

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		<ul style="list-style-type: none"> • Alternative B 15% • Alternative C 10% • Alternative D 22% <p>Widen from four to six lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 100% • Alternative B 100% • Alternative C 100% • Alternative D 100% <p>PPP. SR 88 between SR 12 (east) and Tully Road – Less than Significant Widen from four to six lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 100% • Alternative B 100% • Alternative C 100% • Alternative D 100% <p>QQQ. SR 88 between Tully Road and SR 12 (west) (NB and SB Couplets) – Less than Significant Widen from two to four lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 10% • Alternative B 8% • Alternative C 5% • Alternative D 12% <p>RRR. SR 88 between SR 12 (west) and Kettleman Lane – Less than Significant</p>

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	
		<p>Widen from four to six lanes. Proportionate share calculation of this project impact using Caltrans methodology is as follows:</p> <ul style="list-style-type: none"> • Alternative A 100% • Alternative B 100% • Alternative C 100% • Alternative D 100% 	
Land Use			
<p>AA The City project parcels are designated as Commercial by the City of Plymouth General Plan. The proposed commercial development on these parcels would be consistent with this zone. Four of the eight city parcels are zoned within the scenic combined (SC) zoning district. The proposed commercial development within this zone would be consistent with the SC zone.</p>	LTS	<p>SSS. The Tribe will provide the City of Plymouth with design plans for proposed developments on the project site to solicit input regarding the City's design review guidelines to further the City's goals addressed by the City of Plymouth Zoning Ordinance.</p>	
<p>Development on County parcels would not be consistent with the Residential Suburban designation. Parcels 2, 3 and 12 are zoned Single Family Residential Agricultural District (R1-A) by the County of Amador. Parcel 1 is zoned Special Use (X). Development on Parcel #1 and Parcel #3 would not be consistent with the R1-A Zone. Development on Parcel #1 could be consistent with the X Zone subject to approval by the County. Following approval of the Section 151 Trust Acquisition, the proposed project parcels would be exempt from City and County land use regulations. The only applicable land use regulations on the Reservation are those that are Tribal.</p>			
<p>While the County would not have jurisdiction on tribal land, the County will be provided with the development proposal for comments and review.</p>			
<p>AB The City project parcels are designated as Commercial by the City of Plymouth General Plan. The proposed commercial development on these parcels would be consistent with this zone. Four of the eight city parcels are zoned within the scenic combined (SC) zoning district. The proposed commercial development within this zone would be consistent with the SC zone.</p>	LTS	Same as AA.	
<p>Development on County parcels would not be consistent with the Residential</p>			
Less than Significant = LTS	Significant = S	No Effect = NE	Beneficial Effect = BE
		Not Applicable=N/A	

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES		
<p>Suburban designation. Parcels 2, 3 and 12 are zoned Single Family Residential Agricultural District (R1-A) by the County of Amador. Parcel 1 is zoned Special Use (X). Development on Parcel #1 and Parcel #3 would not be consistent with the R1-A Zone. Development on Parcel #1 could be consistent with the X Zone subject to approval by the County. Following approval of the Section 151 Trust Acquisition, the proposed project parcels would be exempt from City and County land use regulations. The only applicable land use regulations on the Reservation are those that are Tribal.</p>				
<p>While the County would not have jurisdiction on tribal land, the County will be provided with the development proposal for comments and review.</p>				
<p>AC The City project parcels are designated as Commercial by the City of Plymouth General Plan. The proposed commercial development on these parcels would be consistent with this zone. Four of the eight city parcels are zoned within the scenic combined (SC) zoning district. The proposed commercial development within this zone would be consistent with the SC zone.</p>	LTS	Same as AA.		
<p>Development on County parcels would not be consistent with the Residential Suburban designation. Parcels 2, 3 and 12 are zoned Single Family Residential Agricultural District (R1-A) by the County of Amador. Parcel 1 is zoned Special Use (X). Development on Parcel #1 and Parcel #3 would not be consistent with the R1-A Zone. Development on Parcel #1 could be consistent with the X Zone subject to approval by the County. Following approval of the Section 151 Trust Acquisition, the proposed project parcels would be exempt from City and County land use regulations. The only applicable land use regulations on the Reservation are those that are Tribal.</p>				
<p>While the County would not have jurisdiction on tribal land, the County will be provided with the development proposal for comments and review.</p>				
<p>AD The City project parcels are designated as Commercial by the City of Plymouth General Plan. The proposed commercial development on these parcels would be consistent with this zone. Four of the eight city parcels are zoned within the scenic combined (SC) zoning district. The proposed commercial development within this zone would be consistent with the SC zone.</p>	LTS	Same as AA.		
<p>Development on County parcels would not be consistent with the Residential</p>				
Less than Significant = LTS	Significant = S	No Effect = NE	Beneficial Effect = BE	Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
<p>Suburban designation. Parcels 2, 3 and 12 are zoned Single Family Residential Agricultural District (R1-A) by the County of Amador. Parcel 1 is zoned Special Use (X). Development on Parcel #1 and Parcel #3 would not be consistent with the R1-A Zone. Development on Parcel #1 could be consistent with the X Zone subject to approval by the County. Following approval of the Section 151 Trust Acquisition, the proposed project parcels would be exempt from City and County land use regulations. The only applicable land use regulations on the Reservation are those that are Tribal.</p> <p>While the County would not have jurisdiction on tribal land, the County will be provided with the development proposal for comments and review.</p>	NE	N/A
<p>AE All current land uses would be retained. However, future development may result in requested changes to the land use designations on the project site. However, changes in land use would require County/City approval.</p>		
Agriculture		
<p>AA The project site does not contain prime or unique farmlands, or farmland of statewide importance. The City of Plymouth and the County of Amador Planning Department have not issued or identified any Williamson Act contracts.</p>	LTS	None recommended.
<p>AB Same as AA.</p>	LTS	Same as AA.
<p>AC Same as AA.</p>	LTS	Same as AA.
<p>AD Same as AA.</p>	LTS	Same as AA.
<p>AE Land zoned for agricultural uses would not be lost and current land use would continue. Long-term impacts would be similar to AA.</p>	LTS	N/A
4.9 PUBLIC SERVICES		
Water Supply		
<p>AA Alternative A would either connect to the municipal system after completion of the Plymouth Pipeline, which would have sufficient capacity, or develop an on-site water supply system that would not impact the municipal system.</p>	LTS	None Recommended.

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES		
AB Alternative B would either connect to the municipal system after completion of the Plymouth Pipeline, which would have sufficient capacity, or develop an on-site water supply system that would not impact the municipal system.	LTS	Same as AA.		
AC Alternative C would either connect to the municipal system after completion of the Plymouth Pipeline, which would have sufficient capacity, or develop an on-site water supply system that would not impact the municipal system.	LTS	Same as AA.		
AD Alternative D would either connect to the municipal system after completion of the Plymouth Pipeline, which would have sufficient capacity, or develop an on-site water supply system that would not impact the municipal system.	LTS	Same as AA.		
AE Water supply will not be affected under the No Action Alternative in the short-term. In the long-term, non-tribal development would be required to show adequate capacity is available from the city prior to project permitting..	LTS	N/A		
Wastewater				
AA Alternative A will develop an on-site WWTP.	LTS	None Recommended.		
AB Alternative B will develop an on-site WWTP.	LTS	Same as AA.		
AC Alternative C will develop an on-site WWTP..	LTS	Same as AA.		
AD Alternative D will develop an on-site WWTP..	LTS	Same as AA.		
AE Wastewater will not be affected under the No Action Alternative in the short-term. In the long-term, development will require upgrades to the City WWTP, which currently has inadequate capacity to meet peak demands.	NE	N/A		
Solid Waste				
AA Construction of the proposed project would result in temporary increase of solid waste generation.	LTS	A. <u>The Tribe shall create and maintain an aggressive Waste Management Plan which implements recycling strategies to voluntarily meet State recycling and diversion requirements. The Waste Management Plan shall include the installation of a trash compactor for cardboard and paper products, and the placement of recycling bins throughout the facilities for glass, cans and paper products.</u> Construction waste shall be recycled to the fullest extent		
Less than Significant = LTS	Significant = S	No Effect = NE	Beneficial Effect = BE	Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
		practicable by diverting green waste and recyclable building materials from the solid waste stream.
AA Solid waste generation from operational uses is estimated at 6.25 tons per year.	LTS	<p>B. Environmentally preferable materials shall be required to the extent practical for construction of facilities.</p> <p>C. A trash compactor shall be installed for cardboard and paper products.</p> <p>D. Recycling bins shall be installed throughout the facilities for glass, cans and paper products.</p> <p>E. The Tribe shall adopt universal waste recycling requirements similar to California's Universal Waste Rule.</p>
AB Construction of AB would result in temporary increase of solid waste generation.	LTS	Same as AA (A & B).
AB Solid waste generation from operational uses is estimated at 5.3 tons per year.	LTS	Same as AA (C & D).
AC Construction of AC would result in temporary increase of solid waste generation.	LTS	Same as AA (A & B).
AC Solid waste generation from operational uses is estimated at 3.48 tons per year.	LTS	Same as AA (C & D).
AD Construction of AD would result in temporary increase of solid waste generation.	LTS	Same as AA (A & B).
AD Solid waste generation from operational uses is estimated at 0.59 tons per year.	LTS	Same as AA (C & D).
AE No increased development would take place under this alternative. Thus, AE would not result in increased solid waste production.	NE	N/A

Electricity, Natural Gas, and Telecommunications

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES		
AA Demand from the operation of AA would result in the overloading of the existing power line feeding the project site.	S	F. The Tribe will fund the upgrade of the existing lines In accordance with PG&E engineers' recommendations.		
AB Demand from the operation of AB would result overloading of the existing power line feeding the project site.	LTS	Same as AA.		
AC Demand from the operation of AC would result overloading of the existing power line feeding the project site.	LTS	Same as AA.		
AD Demand from the operation of AD would result overloading of the existing power line feeding the project site.	LTS	Same as AA.		
AE No increased development would take place under this alternative in the short-term. Long-term development would be required to upgrade the existing lines, similar to AA through AD.	NE	N/A		
Public Health and Safety				
Law Enforcement				
AA The operation of the gaming facilities may result in an increase in law enforcement demands of the Amador County Sheriff's Office, judicial services, and California Highway Patrol (CHP) services.	S	<p data-bbox="1184 911 1913 995">G. The Tribe shall adopt a Responsible Alcoholic Beverage Policy that shall include, but not be limited to, requesting identification and refusing service to those who have had enough to drink. This policy shall be discussed with the California Highway Patrol (CHP) and the Amador County Sheriff's Office.</p> <p data-bbox="1184 1032 1913 1117">H. All parking areas shall be well lit to prevent areas that would not be visible by patrolling security guards, and monitored by parking staff, and/or roving security guards at all times during operation. This will aid in the prevention of auto theft and other related criminal activity.</p> <p data-bbox="1184 1154 1913 1271">I. <u>Areas Exterior areas</u> surrounding the gaming facilities <u>not designed as patron waiting areas</u> shall have "No Loitering" signs in place, shall be well lit to increase the visibility of security features (cameras and guards), and shall be patrolled regularly by roving security guards. This will aid in the prevention of illegal loitering and all crimes that relate to, or require, illegal loitering.</p> <p data-bbox="1184 1308 1913 1369">J. The Tribe shall provide traffic control with appropriate signage and the presence of <u>peak-hour</u> traffic control staff <u>when appropriate</u>. This will aid in the prevention of off-site parking, which could create possible security issues.</p>		
Less than Significant = LTS	Significant = S	No Effect = NE	Beneficial Effect = BE	Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
AB The operation of the gaming facilities may result in law enforcement demands on the Amador County Sheriff's Office, judicial services, and CHP services.	S	Same as AA.
AC The operation of the gaming facilities may result in law enforcement demands on the Amador County Sheriff's Office, judicial services, and CHP services.	S	Same as AA.
AD The operation of commercial facilities may result in law enforcement demands on the Amador County Sheriff's Office, judicial services, and CHP services.	S	Same as AA
AE No increased development would take place under this alternative during the short. Long-term development would result in increased demand for law enforcement services.	NE	N/A
Fire and Emergency Services		

K. The Tribe shall provide payments to Amador County to mitigate increased costs to the Amador County District Attorney's Office, Probation Department, Public Defenders Office, and Superior Court system as they relate to law enforcement actions generated by the selected project alternative. Prior to commencement of operations, the Tribe shall negotiate in good faith to provide reasonable payment~~the exact amount of compensation~~ for services with Amador County. ~~The amount of payment shall be subject to annual review.~~

L. The Tribe shall make payments to the County to provide for one Amador County Sheriff's Deputy to be based in Plymouth on a 24 hours a day/ 7 days a week basis. This would require the addition of 6.5 officers. Financial compensation shall include the equipment necessary for the full staffed officers. Prior to commencement of operations, the Tribe shall negotiate in good faith to provide reasonable payment~~the exact amount of compensation~~ for services with Amador County. ~~The amount of payment shall be subject to annual review.~~

M. The Tribe shall provide payments to the CHP to mitigate potential impacts to CHP services in the area associated with the operation of the selected project alternative. Prior to commencement of operations, the Tribe shall negotiate in good faith to provide reasonable payment~~the exact amount of compensation~~ for services with the CHP. ~~The amount of payment shall be subject to annual review.~~

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
AA Under this alternative, increased demand for fire protection and emergency medical services may occur during construction and/or operation.	LTS	None Recommended. These facilities have been incorporated into the Proposed Action.
AA Under this alternative, an increase in the volume of call taking and dispatching for fire, emergency medical service and police protection may occur.	S	N. The Tribe shall negotiate in good faith to make a reasonable contribution to Amador County to cover increased operating costs of emergency dispatching in Amador County, including dispatching contracted through the State, that is attributable to the operation of the selected project alternative. The amount of payment shall be subject to annual review.
AB Under this alternative, increased demand for fire protection and emergency medical services may occur during construction and/or operation.	LTS	Same as AA.
AB Under this alternative, an increase in the volume of call taking and dispatching for fire, emergency medical service and police protection may occur.	S	Same as AA.
AC Under this alternative, increased demand for fire protection and emergency medical services may occur during construction and/or operation.	LTS	Same as AA.
AC Under this alternative, an increase in the volume of call taking and dispatching for fire, emergency medical service and police protection may occur.	S	Same as AA.
AD Under this alternative, increased demand for fire protection and emergency medical services may occur during construction and/or operation.	LTS	Same as AA.
AD Under this alternative, an increase in the volume of call taking and dispatching for fire, emergency medical service and police protection may occur.		Same as AA.
AE No increased development would take place under this alternative during the short-term and a fire station would not be constructed on the project site. Long-term development would result in increased demand for public services.	NE	N/A

4.10 OTHER VALUES

Noise

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
AA This alternative has the potential to affect the existing ambient noise environment in the immediate project vicinity. Under this alternative parking areas, loading docks, and mechanical equipment have the potential to increase off-site noise levels and affect nearby residences. Construction activities would result in short-term increases in the local ambient noise environment in excess of the 5 dB threshold of significance.	S	<p>A. Construction <u>Outdoor construction</u> activities shall be limited to the hours of 6 am to 6 pm, Monday through Saturday.</p> <p>B. Earthen berms shall be constructed to reduce the effect of on-site traffic noise on nearby residences to below an average (Leq) of 45 decibels at level A attenuation (dBA). For Alternatives A and B, the earthen berms shall be designed to reduce noise levels from parking lot activities on residences to the northwest by 4 dBA and designed to reduce parking lot noise on residences to the southwest by 8 dBA. For Alternative D, no earthen berm would be needed for residences to the northwest, but residences to the southwest would need attenuation of 14 dBA.</p> <p>C. Earthen berms shall be constructed on the west end of the service court to block the line of site between the loading dock areas and the off-site residences to the west. In combination with the berms identified in Mitigation Measure 4.10 (B), these walls need to reduce loading dock noise below 45 Leq at the nearest off-site residential receptor.</p> <p>D. Roof mounted mechanical equipment shall be designed and installed so that noise levels from the mechanical equipment shall not exceed 45 Leq at existing residential property lines.</p>
AA Traffic improvements identified with this alternative as the responsibility of the Tribe may increase off-site noise levels.	S	E. The Tribe shall contribute to the funding of the environmental review and mitigation for traffic improvements identified in Section 5.2.8 . The contribution shall be based on the amount of traffic generated by land uses on the 228.04± acre site as a percentage of the overall traffic volume. If improvements are identified within this document as the sole responsibility of the Tribe, the Tribe's contribution would provide 100 % of the necessary funds. The Tribe's contribution shall include the cost of preparing environmental documents and the cost of mitigation for traffic noise, including but not limited to the installation of sound walls. The Tribe's contribution shall be provided to the agency undertaking the improvement (e.g. Caltrans, Amador County, City of Plymouth).
AB This alternative has the potential to affect the existing ambient noise environment in the immediate project vicinity.	S	Same as AA.
AB Traffic improvements identified with this alternative as the responsibility of the Tribe may increase off-site noise levels.	S	Same as AA.
AC This alternative has the potential to affect the existing ambient noise environment in the immediate project vicinity.	S	Same as AA.

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
AC Traffic improvements identified with this alternative as the responsibility of the Tribe may increase off-site noise levels.	S	Same as AA.
AD This alternative has the potential to affect the existing ambient noise environment in the immediate project vicinity.	S	Same as AA, except instead of having the earthen berms designed to reduce noise levels from parking lot activities on residences to the northwest by 4 DBA and to the southwest by 8 dBA, Alternative D shall not need noise walls for residences to the northwest, while residences to the southwest would need attenuation of 14dBA.
AD Traffic improvements identified with this alternative as the responsibility of the Tribe may increase off-site noise levels.	S	Same as AA.
AE Under Alternative E, no noise effects would occur.	NE	N/A
Hazards and Hazardous Materials		
AA Construction and operation has the potential to result in the release of hazardous materials to the environment.	S	<p>F. Personnel shall follow written standard operating procedures (SOPs) for filling and servicing construction equipment and vehicles. These SOPs address storage and use of hazardous materials and would be implemented during both construction and operation of the casino. The SOPs, which are designed to reduce the potential for incidents involving the use and storage of hazardous materials, shall include the following <u>where feasible and reasonable</u>:</p> <ol style="list-style-type: none"> 1. Refueling shall be conducted only with approved pumps, hoses, and nozzles. 2. Catch-pans shall be placed under equipment to catch potential spills during servicing. 3. All disconnected hoses shall be placed in containers to collect residual fuel from the hose. 4. Vehicle engines shall be shut down during refueling. 5. No smoking, open flames, or welding shall be allowed in refueling or service areas. 6. Refueling shall be performed away from bodies of water to prevent

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Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A

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ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES		
		contamination of water in the event of a leak or spill.		
		7. Service trucks shall be provided with fire extinguishers and spill containment equipment, such as absorbents.		
		8. Should a spill contaminate soil, the soil shall be put into containers and disposed of in accordance with local, state, and federal regulations.		
		9. All containers used to store hazardous materials shall be inspected at least once per week for signs of leaking or failure. All maintenance and refueling areas shall be inspected monthly. Results of inspections shall be recorded in a logbook that shall be maintained onsite.		
		10. 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 these areas clear of combustible materials in order to maintain a firebreak.		
		11. Any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order.		
		G. The amount of hazardous materials used in project construction and operation shall be consistently kept at the lowest volumes needed.		
		H. During project operation, the least toxic material capable of achieving the intended result will consistently be used. These materials include industrial strength cleansers, detergents, pesticides, and degreasers. All potentially toxic materials would be used as directed according to federal labeling requirements. All materials shall be kept within their original containers and at no time would the labels be removed from the original containers..		
		I. A hazardous materials and hazardous waste minimization program shall be developed, implemented, and reviewed annually by the Tribe to determine if additional opportunities for hazardous materials and hazardous waste minimization are feasible, for both project construction and operation. A copy of the hazardous waste minimization program and a full inventory of flammable and hazardous materials will be provided to the Amador County Fire Department.		
		J. The contractor shall be requested to avoid and minimize the use of		
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SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES		
AB Construction and operation has the potential to result in the release of hazardous materials to the environment.	S	Same as AA.		
AC Construction and operation has the potential to result in the release of	S	Same as AA.		
hazardous materials and petroleum products during the project's construction to the fullest extent practicable.				
		K. The Tribe shall minimize the use of pesticides and toxic chemicals to the greatest extent feasible in landscaping or use less toxic alternatives, such as integrated pest management techniques.		
		L. The existing on-site residences shall be assessed for lead based paint and asbestos containing materials prior to demolition. The assessments will be performed by a licensed inspector. If lead based paint or asbestos containing materials are found, the materials will be removed from the site according to local, state, and federal requirements. All applicable Occupational Safety and Health Administration (OSHA) regulations shall be complied with.		
		M. As part of the WWTP design, hazardous materials used for disinfection of water and treated effluent would be fully stored in the chemical room of the WWTP operations building. The storage and chemical metering facilities shall be located inside a chemical spill containment area, sized to contain 150 % of the storage volume in case of an unintentional release. <u>To the extent feasible</u> , All chemicals shall be stored as dry material in sealed containers, and then in a 50-gallon mixing tank when needed.		
		N. In the event that contaminated soil and/or groundwater are encountered during construction related earth-moving activities, all work shall be halted until a professional hazardous materials specialist or a qualified individual can assess the extent of contamination. If contamination is determined to be significant, representatives of the Tribe shall consult with USEPA to determine the appropriate course of action, including the development of a Sampling Plan and Remediation Plan if necessary.		
		O. The Tribe shall establish a vegetative cover over mine tailings with thick rooted plants prior to public access to the project development. The Tribe will ensure the vegetative cover is maintained providing full coverage of the mine tailings. Additionally, the tailings area shall be fenced off to prevent public access.		
Less than Significant = LTS	Significant = S	No Effect = NE	Beneficial Effect = BE	Not Applicable=N/A

TABLE ES-1
SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES, AND SIGNIFICANCE

ENVIRONMENTAL EFFECT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES
hazardous materials to the environment.		
AD Construction and operation has the potential to result in the release of hazardous materials to the environment.	S	Same as AA.
AE Under Alternative E, no impacts to hazardous materials would occur in the short-term. Long-term development would introduce potential sources of hazardous materials incidents to the project site.	S	N/A
Visual Resources		
AA The proposed structures would be architecturally designed to be complementary to the surrounding through low impact landscaping and lighting design. A majority of the development on the project site would be shielded from the Highway 49 due to existing development and the topography of the site along the highway. This is considered a less than significant effect.	LTS	N/A
AA Operation would impact visual resources from the increase in visitors to the region.		P. The Tribe shall participate in Caltrans' Adopt-A-Highway Program to provide litter removal on one or more highway segments in the vicinity of the project site.
AB Same as AA.	NE	Same as AA.
AB Same as AA.		Same as AA.
AC Same as AA.	NE	Same as AA.
AC Same as AA.		Same as AA.
AD Same as AA.	NE	Same as AA.
AD Same as AA.		Same as AA.
AE Existing land uses would persist and no new impacts to visual resources would occur in the short-term. Long-term development could result in altering the visual character from rural residential/open space to medium density residential.	S	N/A

Less than Significant = LTS

Significant = S

No Effect = NE

Beneficial Effect = BE

Not Applicable=N/A