

# Tribal Environmental Evaluation (TEE) Rolling Hills Casino Renovation and Expansion

Lead Agency:  
Paskenta Band of Nomlaki Indians

Applicant:  
Rolling Hills Casino and Resort



*Prepared in accordance with the Paskenta Environmental Policy Ordinance and the Tribal-State Gaming Compact, Section 10.8.2 (a).*

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**LACO**

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## Appendix A

Paskenta Environmental Policy Ordinance

## Appendix B

Traffic Impact Study

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CalEEMod Air Quality Analysis

## Abbreviations & Acronyms

AADT	Annual Average Daily Traffic
AB	Assembly Bill
ABC	Department of Alcoholic Beverage Control
AF	Acre Feet
APE	Area of Potential Effects
BA	Biological Assessment
BFE	Base Flood Elevations
BMP	Best Management Practice
CAA	Clean Air Act of 1970
CAAQS	California ambient air quality standards
CO <sub>2</sub> e	carbon dioxide equivalent
DOF	California Department of Finance
CalTrans	California Department of Transportation
CARB	California Air Resources Board
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
Cfs	Cubic feet per second
CHP	California Highway Patrol
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CVFD	Corning Volunteer Fire Department
Corps	U.S. Army Corps of Engineers
CVP	Central Valley Project
CWA	Clean Water Act
dB	decibel(s)
dBA	A-weighted decibel(s)
DWR	(California) Department of Water Resources
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FT	federally listed as threatened
Gal	gallon
GAMA	California Groundwater Ambient Monitoring Assessment
GHG	greenhouse gas
HR	Hydrologic Region

mgd	million gallon(s) of water per day
mph	miles per hour
MT	million tons
N <sub>2</sub> O	nitrous oxide
N/A	not applicable
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NCPG	National Center on Problem Gambling
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NSVAB	Northern Sacramento Valley Air Basin
NOI	Notice of Intent
NO <sub>2</sub>	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
O <sub>3</sub>	ozone
OPG	Office of Problem Gaming
PL	Public Law
PM <sub>10</sub>	Respirable particulate matter
PM <sub>2.5</sub>	Fine particulate matter
ppm	parts per million
REC's	recognized environmental conditions
SB	Senate Bill
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO <sub>2</sub>	sulfur dioxide
SO <sub>4</sub>	sulfate
SFHA	Special Flood Hazard Areas
SGMA	Sustainable Groundwater Management Act
SMARA	Surface Mining and Reclamation Act
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
TAC	Regional Transportation Planning Agency Technical Advisory Committee
TEE	Tribal Environmental Evaluation
TCFD	Tehama County Fire Department
TCAPCD	Tehama County Air Pollution Control District
U.S.	United States
U.S.C.	United States Code
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VOCs	Volatile Organic Compounds
WWTP	wastewater treatment plant

**TRIBAL ENVIRONMENTAL EVALUATION  
ROLLING HILLS CASINO EXPANSION  
TEHAMA COUNTY, CALIFORNIA**

## **1. INTRODUCTION, PURPOSE, AND NEED**

This Tribal Environmental Evaluation (TEE) documents the off reservation environmental consequences of the proposed Rolling Hills Casino Expansion (Project). The proposed Project would involve the new construction, remodeling and operation of an expanded casino adding an additional 61,931 square feet to the existing casino, new beverage and food areas, and a new 19,426 square-foot conference facility, and renovating lodging and guest rooms on the Paskenta Indian Reservation, located in Tehama County, California (See Figure 1). The proposed Project would be owned and operated by the Paskenta Band of Nomlaki Indians (Tribe) and would be located on land held in trust by the United States for the benefit of the Tribe.

This proposed action involves property that lies wholly within the boundaries of the Paskenta Indian Reservation and includes portions of Assessor's Parcel Numbers (APNs) 087-280-033-000 and 087-280-029-000 within Section 4, Township 23N, R3W, Mount Diablo Meridian.

The Tribe will use this TEE to determine whether the construction and operation of the proposed Project would result in significant adverse impacts to the off-Reservation human environment and to fulfill other requirements set forth under the Paskenta Environmental Policy Ordinance involving off-Reservation impacts.

### **1.1 Background**

This TEE has been completed in accordance with the Paskenta Environmental Policy Ordinance (See Appendix A), which was created pursuant to the Tribal-State Gaming Compact (Compact) with the State of California. The purpose of the Paskenta Environmental Policy Ordinance (Ordinance) is to comply with Section 10.8 of the Compact with respect to the preparation, circulation, and consideration by the Tribe of an environmental analysis concerning potential off-Reservation environmental impacts of on-reservation projects involving the Tribe's gaming facility and to ensure appropriate public input into the process.

Tribal actions that do not require Bureau of Indian Affairs (BIA) or other Federal approval are not subject to the National Environmental Policy Act (NEPA) process. However, Section 10.8.1 of the Compact states: "In fashioning the environmental protection ordinance, the Tribe will make a good faith effort to incorporate the policies and purposes of the National Environmental Policy Act and the California Environmental Quality Act consistent with the Tribe's governmental interests". Section 10.8.1 of the Compact requires that prior to any development of a gaming facility, or expansion of an existing facility, a Tribe:

" . . . shall adopt an ordinance providing for the preparation, circulation, and consideration by the Tribe of environmental impact reports concerning potential off-Reservation environmental impacts . . . " In fashioning the ordinance, the Tribe is " . . . to make a good faith effort to incorporate the policies and purposes of the National Environmental Policy Act and the California Environmental Quality Act consistent with the Tribe's governmental interests."

The intent of this TEE is to complete the required evaluation of on and off-Reservation impacts that may result because of the proposed Project.

Although the proposed action is not subject to NEPA or the California Environmental Quality Act (CEQA), the Tribe's Ordinance is consistent with the policies and purposes of NEPA and CEQA. The intent of this TEE is to complete the required evaluation of on and off-Reservation impacts that may result because of the proposed

Project in accordance with the Ordinance which meets the requirements of Section 10.8.2 (a) of the Compact which states that Prior to commencement of a Project, the Tribe will do the following:

- Inform the public of the planned Project.
- Take appropriate actions to determine whether the project will have any significant adverse impacts on the off-Reservation environment.
- For the purpose of receiving and responding to comments, submit all environmental impact reports concerning the proposed Project to the State Clearinghouse in the Office of Planning and Research and the county board of supervisors, for distribution to the public.
- Consult with the board of supervisors of the county or counties within which the Tribe's Gaming Facility is located, or is to be located, and, if the Gaming Facility is within a city, with the city council, and if requested by the board or council, as the case may be, meet with them to discuss mitigation of significant adverse off-Reservation environmental impacts.
- Meet with and provide an opportunity for comment by those members of the public residing off-Reservation within the vicinity of the Gaming Facility such as might be adversely affected by proposed Project.
  - (a) During the conduct of a Project, the Tribe shall:
    - (1) Keep the board or council, as the case may be, and potentially affected members of the public apprised of the project's progress; and
    - (2) Make good faith efforts to mitigate any and all such significant adverse off Reservation environmental impacts.
  - (b) As used in Section 10.8.1 and Section 10.8.2, the term "Project" means any expansion or any significant renovation or modification of an existing Gaming Facility, or any significant excavation, construction, or development associated with the Tribe's Gaming Facility or proposed Gaming Facility and the term "environmental impact reports" means any environmental evaluation, environmental assessment, environmental impact report, or environmental impact statement, as the case may be.

Although the Project is not subject to NEPA, the format used for the TEE is based, in part, on the Bureau of Indian Affairs' NEPA handbook, known as 59 IAM 3 (formally 30 BIAM Supplement 1).



*Figure 1 - General Location*

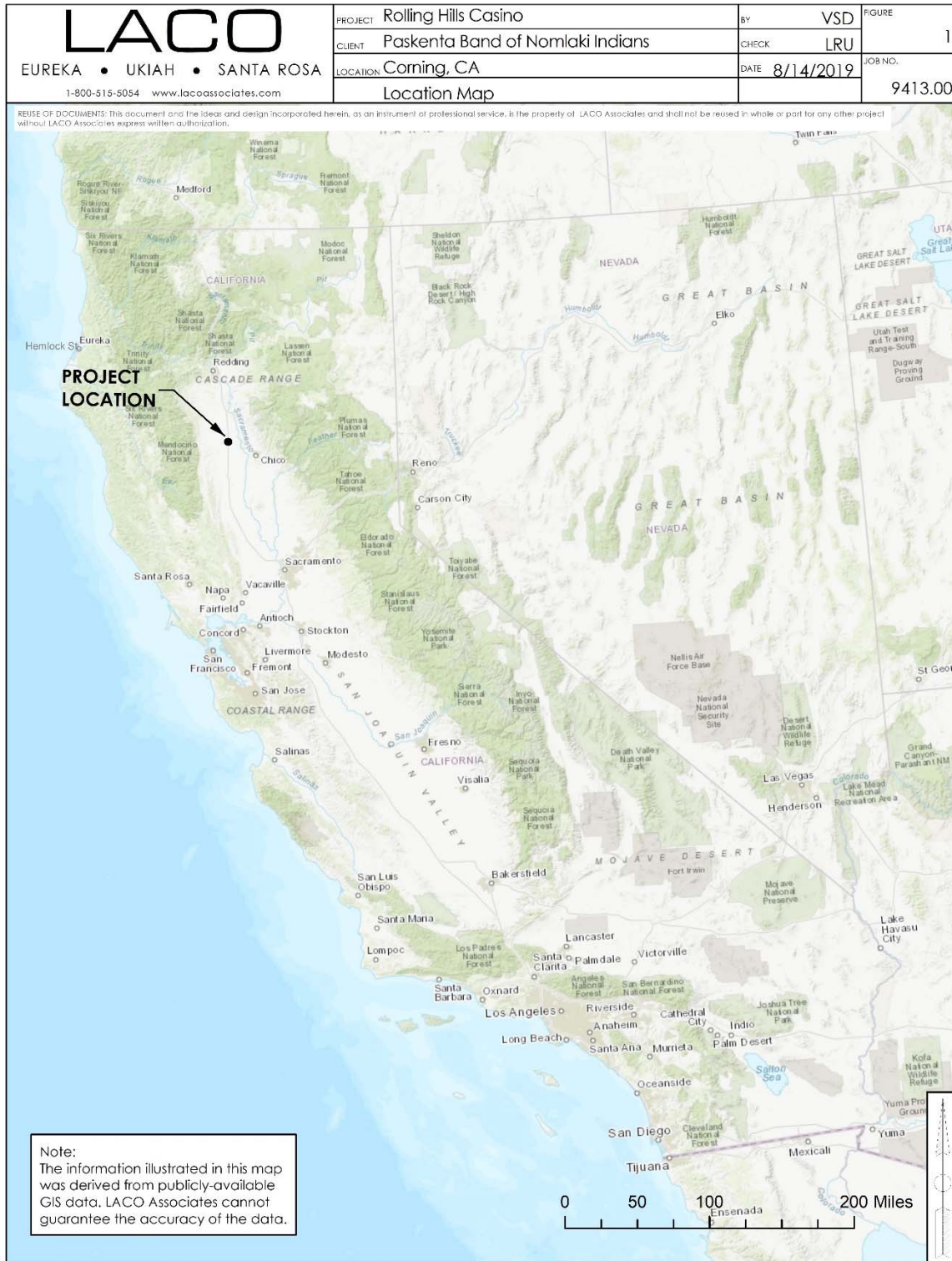
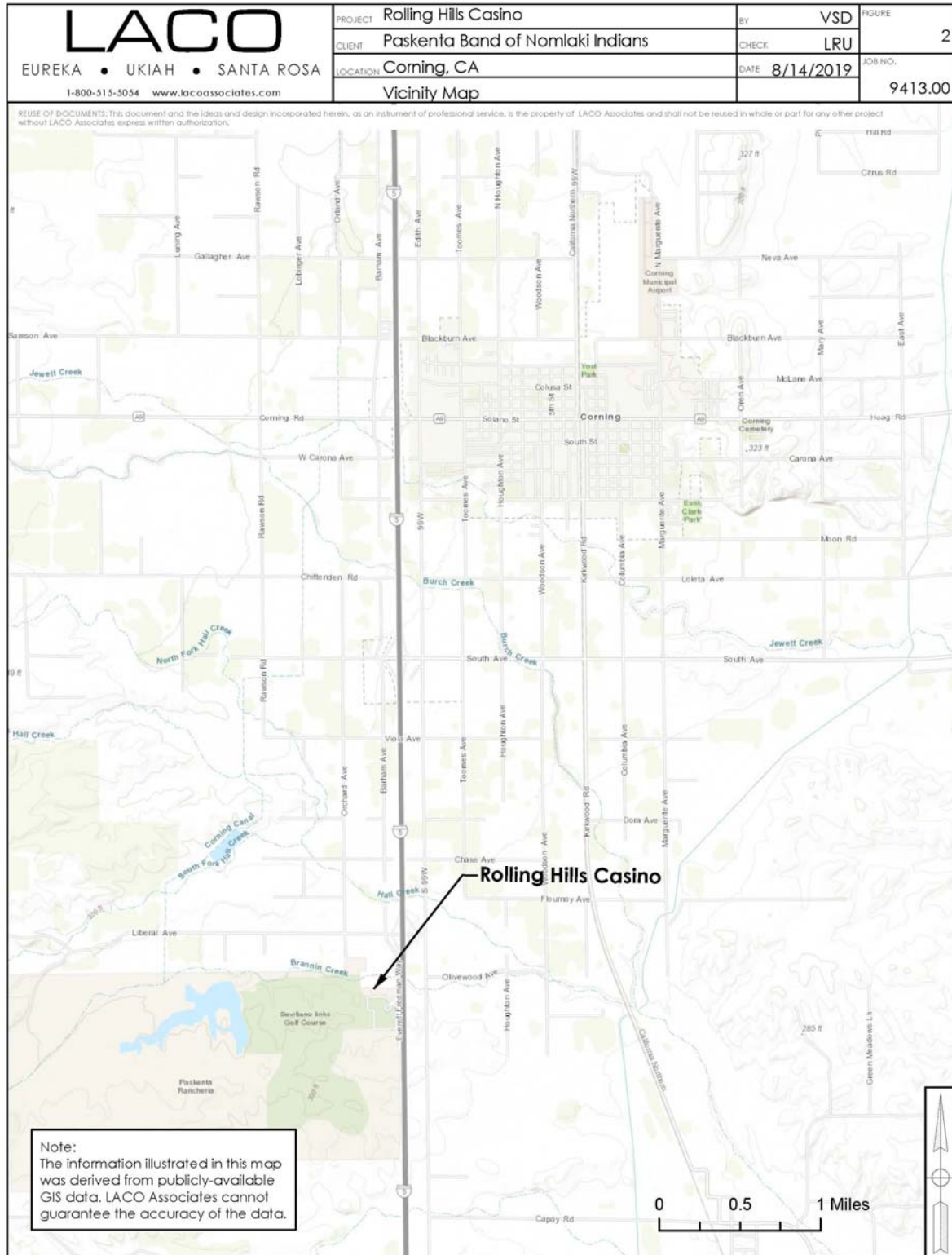




Figure 2 - Location Map



Date: 8/15/2019 Time: 9:33:35 AM  
 Path: P:\9400\9413 Paskenta Band of Nomlaki Indians\9413.00 Environmental Evaluation\12 Figures\_Maps\GIS\9413.00 FIGURE 2.mxd

## 1.2 Project Description

The Rolling Hills Casino and Resort and companion businesses, the Lodge at Rolling Hills, The Inn at Rolling Hills, Sevellano Links Golf Course, Rolling Hills RV Park, Rolling Hills Chevron and Travel Center, the Equestrian Center and the 5,000-seat outdoor Amphitheater are successful enterprises of the Tribe. The Casino operations are overseen by the Paskenta Band of Nomlaki Indians Tribal Gaming Commission. Since its inception in 2002, the Rolling Hills Casino and Resort has been the mainstay for funding Paskenta Tribal Government services and community services. Today, the Rolling Hills Casino and Resort employs over 500 employees and has a monthly payroll of over \$1,000,000. Most of the employees work full time and enjoy health care benefits and 401k options. The multiplier effect from the payroll alone on the local economy is estimated to be \$36 million a year.

The existing facility consists of an approximately 79,079 square-foot casino, offices/support buildings, a surface parking lot with 1,255 spaces, miscellaneous hardscape and landscaping, the Inn at Rolling Hills and the Lodge at Rolling Hills (See Figure 3). The main entry faces the 2-lane porte cochere (guest drop-off and pick-up).

The proposed Project consists of a single-phase of development and would be located within previously developed areas in and around the existing casino site and parking area. As shown in Tables 1 and 2, below, the Project, including new construction and renovation, totals approximately 139,964 square feet. Final design includes a gross building area of 182,217, as shown in Figures 3 and 4. As presently designed, the new construction would wrap around and expand approximately 125 feet to the south of the existing casino. The following are the approximate square footages of the new construction proposed:

*Table 1 - New Construction*

New Construction	Sq. Ft.
Gaming	16,115
Food & Beverage	3,330
Public Areas	4,465
Conference Center	19,426
Exterior Courtyard	12,141
Support / Back of House	10,064
Total	65,541

In addition to the new construction listed above, the Project includes renovation of the existing casino and the Inn at Rolling Hills, and the reconfiguration of the parking areas. The renovation areas include the following:

*Table 2- Proposed Renovation*

Renovation (Existing)	Sq. Ft.
Gaming - Renovation	24,848
Food & Beverage - Renovation	18,289
Public Areas - Renovation	1,332
Lodge Public Spaces - Renovation	5,945
Lodge Support/BOH - Renovation	856
Lodge Guest Rooms - Renovation	23,153
Total	74,423

Figure 3 - Current Casino





Figure 4 - Proposed Renovation



Source: JCJ Architecture

Water demand at Rolling Hills Casino and Resort is variable throughout the year and has increased every year. Currently, water demand is estimated at 100,000 gallons per day (gpd), with summer demand exceeding 200,000 gpd (Chris Payne, Rolling Hills Casino Water Reclamation, pers. comm.). The casino facilities are serviced by a single well, with a second production well used solely for Sevillano Links Golf Course irrigation. The well utilized for the casino has a pumping capacity of approximately 600 gallons per minute (gpm) and pumps potable water into a single water storage tank located in the rear of the site with a holding capacity of 451,000 gallons. This well has been approved by the EPA to provide potable water to the public water system and is serviced by the casino maintenance engineers and treated with liquid chlorine pursuant to the Safe Drinking Water Act. The current water storage tank was installed during the original casino construction. At that time, the only demands on the tank included potable water and fire suppression for the casino, and some landscape irrigation. The water tank level between zero and thirteen feet is allocated for fire suppression. The operating level for domestic potable water and landscape irrigation supply is from 13 to 15 feet. The Project site would be serviced by the on-site well. The existing water system has 150 percent of the capacity needed to provide services to the proposed Project.

The wastewater of the casino is currently being handled by an existing on-site Kubota water treatment system. The Kubota tertiary system is currently capable of treating up to 100,000 gpd. By adding a membrane bioreactor system (MBR) modular unit, the system capacity would increase to 200,000 gpd. Stormwater runoff from the casino stays within the Reservation, as it drains through existing drop inlets located throughout the casino grounds, to the adjacent settling pond located to the south, and subsequently percolates or evaporates from the settling pond.

## **1.3 Purpose and Need for the Proposed Action**

### **1.3.1 Purpose**

The Tribe has limited forms of economic activity for which it has control and a limited economic base. Because of this, the Tribe's ability to create and foster economic development and achieve self-determination is hindered. Without a strong economic base, the Tribe cannot fully enjoy the benefits of its own sovereignty and cannot provide desperately needed jobs and community services to its members and to residents of Tehama County. In sum, the Tribe's ability to maintain the health, safety, and welfare of its people, and to preserve and reclaim its history (culture, language, and art) for future generations is severely hampered by a lack of economic self-sufficiency.

The purpose of the proposed casino expansion is to enhance the Tribe's revenue base and satisfy Tribal needs in the areas of self-determination, economic self-sufficiency, and alleviation of poverty through the operation and management of an expanded gaming enterprise as an adjunct to other businesses operated by the Tribe.

### **1.3.2 Need**

The Tribe has been operating a gaming facility since July 31, 2002. Income from this enterprise has been reinvested by the Tribe for social and economic activities, including the Lodge at Rolling Hills, the Inn at Rolling Hills, Sevillano Links Golf Course, an RV Park, a Chevron station and Travel Center, the Equestrian Center and the Amphitheater. The Tribe sponsors two health clinics; Rolling Hills Clinic in Corning and Rolling Hills Clinic in Red Bluff which provides medical and dental care to all community members.

Culturally, the Tribe has an expressed need to provide services to the community and patrons of the casino. Philanthropic contributions by the Tribe to support community development is a high priority of the Tribe. To date, revenues from Rolling Hills Casino have enabled the Tribe to grant over \$4,500,000 to enhance the

health, safety, and education of Tehama County. Grants to Saint Elizabeth Hospital helped purchase an ambulance and vital lifesaving diagnostic equipment. The Tribe also purchased a 75-foot aerial ladder truck for the Corning Volunteer Fire Department and made major contributions to the District Attorney's office, law enforcement agencies, and the Tehama County general fund. Numerous other organizations have also received sizeable grants through the Paskenta Nomlaki Foundation, including Safe Education & Recreation for Rural Families (SERRF), Veterans of Foreign Wars (VFW), Sacramento Discovery Center, Northern California Child Development and many other philanthropic organizations.

The expansion of the casino has been studied by the Tribe for several years through proprietary feasibility analysis and conceptual architectural plans. The proposed development represents another effort to reinvest funds into the region and is expected to create the following opportunities:

- Creation of approximately 200 new employment opportunities within the tourism and hospitality industries for Reservation and off-Reservation residents of the Corning area.
- Creation of approximately 300 new temporary jobs in the construction trades industry during construction of the Project.
- Expansion and diversification of the Tribe's economic base, allowing for Tribal business development in the tourism and hospitality industries.
- Attraction of tourists and local visitors to the Corning area by expanding dining, entertainment, and recreation opportunities.
- Strengthen the socioeconomic status of Tribe by providing a significant revenue source that will be used to fund the tribal government. A strengthened tribal government would be in a much-enhanced position to assist tribal members in need, hire additional staff, upgrade equipment and facilities and to improve tribal governmental operations.
- Increase funding for housing, health care, senior services, social services, educational support, and cultural preservation. These services will significantly improve the quality of life of tribal members by strengthening families, reducing poverty and providing housing assistance in a state with significantly higher housing costs than the national average.
- Decrease the Tribe's and tribal members' dependence on federal and state grants and assistance programs.
- Provide capital for other tribal economic development and investment opportunities.
- Provide new business and job opportunities, as well as on-the-job training and opportunities for advancement, for unemployed and underemployed tribal members.
- Provide new business and job opportunities for non-tribal members.
- Improve employment and economic development opportunities for employees and businesses in local communities.

## **1.4 Relevant Regulations and Regulating Agencies**

Compliance with statutes and implementing regulations is discussed in [Section 4. Environmental Consequences](#). When appropriate, compliance with regulatory standards is used as the basis for determining that an adverse effect would be avoided. Regulations promulgated by a variety of government agencies at the federal, state, and local level have been reviewed in the preparation of the TEE and are summarized below.



#### **1.4.1 Environmental Protection Agency (EPA)**

This agency is responsible for the enforcement of federal environmental regulations on the Paskenta Indian Reservation. It has primary jurisdiction and responsibility for compliance with the Clean Air Act, Clean Water Act, the Safe Drinking Water Act, and the Resource Conservation and Recovery Act.

The Clean Water Act provides for the National Pollution Discharge Elimination System (NPDES), a national program for regulating and administering permits for all point source discharges to waters. All construction projects encompassing one acre or more on federal land, including Indian lands/reservations, must be covered by the EPA's NPDES General Storm Water Discharge Permit for Construction Activities (Permit Number CAR12000I). Commercial projects in rural areas, including gaming facilities, do not require the EPA's NPDES Storm Water Permit in order to operate; however, the permit is required for construction activities, mainly governing the use of sediment and erosion control measures. A copy of the NPDES permit requirements can be found at FR, Vol. 82, No. 12, January 19, 2017.

Other Federal laws under the jurisdiction of EPA that may apply to the project include, but are not limited to, the following.

- The Resource Conservation and Recovery Act
- The Safe Drinking Water Act

#### **1.4.2 Federal Emergency Management Agency (FEMA)**

Development in floodplains and floodways is regulated by the Federal Emergency Management Administration (FEMA). The proposed property is a "Mapped Community" for the subject Tribal lands. The property falls within FEMA Flood Zone "X" where areas in which flood hazards are minimal ( Panel No.06103C1750H, September 29, 2011).

#### **1.4.3 U.S. Fish and Wildlife Service**

The U.S. Fish and Wildlife Service (USFWS) is responsible for implementation and enforcement of the Endangered Species Act. As a part of the TEE, an assessment was performed to evaluate whether any endangered, threatened or candidate species would be impacted by any off-Reservation impacts of the Project and it was determined that no on or off-Reservation impacts would result in an incidental taking of any listed species. Based on an assessment completed for the project at the site by a qualified biologist, impacts to sensitive, candidate, threatened or endangered species are not expected as the Project will be located in a heavily urbanized area. Further, off-Reservation impacts created by the Project are not expected to impact sensitive species.

#### **1.4.4 Tribal Cultural Committee, Paskenta Band of Nomlaki Indians**

Pursuant to the National Historic Preservation Act (NHPA - 54 U.S.C. 300101 et seq.), Preservation of Historic and Archaeological Data Act (P.L. 93-291), Executive Order 11593, and Protection and Enhancement of the Cultural Environment (36 CFR Part 800 or 801 as amended), federal agencies and Indian tribes are to identify and take into account the adverse effect their proposed project may have on the historic and prehistoric resources in the Area of Potential Effect (APE).

Housed within Tribal Government is the Paskenta Cultural Committee, an advisory group comprising of elders which has the delegated authority and responsibility for implementation of the NHPA including the role previously performed by the State Historic Preservation Office within Tribal lands. For projects on the Reservation, the Paskenta Cultural Committee is the lead agency for consultation purposes pursuant to 36 CFR Part 800. The Tribal Council and the Paskenta Cultural Committee have completed Section 106

consultation.

### **1.4.5 State of California**

#### *1.4.5.1 Office of the Governor*

This TEE evaluates the potential effects the proposed facility would have on off-Reservation resources and has been prepared pursuant to the Paskenta Environmental Policy Ordinance which complies with Section 10.8 of the Compact signed between the State of California and the Tribe on September 10, 1999, as approved by the Assistant Secretary – Indian Affairs on May 11, 2000 (Federal Register/Vol. 65, No 95 May 16, 2000).

#### *1.4.5.2 California Department of Transportation (Caltrans)*

Caltrans maintains jurisdiction over the State's highway system including Interstate 5 which is the major thoroughfare for the Paskenta Indian Reservation. The Tribe has initiated consultation with Caltrans and has provided Caltrans District 2 with a copy of the Traffic Impact Study prepared for the Project.

The Tribe will be working closely with the Caltrans Native American Liaison Branch at District 2 to make good faith efforts to resolve any issues with respect to traffic impacts of the proposed Project, to identify planning and construction funding and to take the steps necessary to make safety improvements to the affected roadways.

#### *1.4.5.3 Central Valley Regional Water Quality Control Board*

The Board is responsible for implementation and enforcement of discharge permits and Tribe would be required to submit an Application/Report of Waste Discharge to the Regional Water Quality Control Board (RWQCB) if stormwater or other waste discharges leave the Reservation.

#### *1.4.5.4 County of Tehama*

The County of Tehama has a very good working relationship with the Tribe. The Tribe has been a participant in an ongoing government-to-government relationship with the County and will work closely with the Tehama County Board of Supervisors, particularly Supervisorial District 4, and any other relevant County departments to apprise them of the proposed development as it progresses.

### **1.4.6 CEQA and the NEPA Process**

As discussed previously, this TEE is being performed in accordance with the Paskenta Environmental Policy Ordinance and in conformity with Section 10.8 of the Compact, which requires that the Tribe *"make a good faith effort to incorporate the policies and purposes of the National Environmental Policy Act and the California Environmental Quality Act, consistent with the Tribe's governmental interests."* While the Ordinance does not require compliance with the specific procedures of either NEPA or CEQA, the Tribe is mindful of the interrelationship between the two and has carefully embodied the policies and purpose of both enabling laws in this TEE.

## **1.5 Summary of Permits and Approvals**

Because the proposed Project covers an area that is larger than one acre, an NPDES General Storm Water Discharge Permit for Construction Activities previously issued by the U.S. EPA will be used to comply with discharge requirements during construction. The Tribe will file an NOI with the EPA under the National NPDES Permit prior to beginning construction. A copy of the NPDES permit requirements can be found at FR. Vol. 82, 12, January 19, 2017.

If necessary, The Tribe and the U.S. Fish and Wildlife Service will complete consultation under the Endangered Species Act (16 U.S.C. 1531, Section 7) and Secretarial Order 3206.

The Tribe's Cultural Committee will work with the Tribe and complete the BMP based mitigation requirements that were outlined during the consultation requirements of Section 106 of the NHPA.

## **1.6 Document Contact Information**

The following contact information is provided to all interested agencies, groups, and persons:

**Lead Agency:** Paskenta Band of Nomlaki Indians  
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## **1.7 Comment Period**

The Tribe will give notice of the preparation of the draft Tribal Environmental Evaluation by publishing a notice thereof in an adjudicated newspaper of general circulation in Tehama County, California; providing copies to the State Clearinghouse in the Governor's Office of Planning and Research and to the Tehama County Board of Supervisors; making copies available at the Corning branch of the Tehama County Library; and having copies available at the reception counter of the Paskenta Tribal Offices. Public agencies and interested members of the public are encouraged to submit written comments within 30 days of the publication of the legal notice.

The Summary of Mitigation or Best Management Practices are presented for the proposed Project in the following Table 3. The Environmental Effect organized by the specific sections of this document, for reference, is presented, along with the Level of Significance, the specific Mitigation Measures or Best Management Practices, and the Level of Significance after Mitigation.

*Table 3 - Summary of Best Management Practices*

Environmental Effect	Level Of Significance Before Mitigation	Mitigation Measures or Best Management Practices	Level Of Significance After Mitigation
Less than Significant = LTS; Significant = S; No Effect = NE; Beneficial Effect = BE			
4.1 Land Resources	LTS	<p><b>4.1.2 Soil Types and Characteristics</b> BMP 1: An erosion and sedimentation control plan for the proposed project shall be prepared by a qualified civil or geotechnical engineer and implemented during the construction of the proposed Project. The erosion and sedimentation control plan shall include best management practices reducing potential erosion and sedimentation impacts.</p> <p><b>4.1.3 Seismic Hazards</b> The proposed area would be subject to ground shaking if a seismic event were to occur. Compliance with the International Building Code and standard engineering design techniques would help to reduce potential impacts related to ground shaking. These site conditions would increase the potential for geotechnical hazards. Therefore, mitigation measures would be required.</p> <p>BMP 2: Prior to construction, a final geotechnical investigation report shall be prepared for the proposed Project. The design of the Project shall incorporate the engineering recommendations from the geotechnical investigation. Recommendations may include (but are not limited to) the export of unstable soils, the use of engineering fill, foundation and retaining wall design requirements, and other related engineering design measures to lessen potential geotechnical hazards at the site.</p>	LTS
4.2 Water Resources	LTS	<p><b>4.2 Water Quality</b> The proposed area would be subject to a General Storm Water Discharge Permit for Construction Activities. It is recommended that the Storm Water Pollution Prevention Plan (SWPPP) contain at least the measures outlined in BMP 3.</p> <p>BMP 3: The following measures shall be implemented during construction to reduce potential water quality impacts.</p> <ul style="list-style-type: none"> <li>• Phase grading operations to reduce disturbed areas and time of exposure. Avoid grading and excavation during wet weather.</li> <li>• Construct diversion dikes and drainage swales to channel runoff around the construction site.</li> <li>• Delineate clearing limits, easements, setbacks, sensitive or critical areas, drainage courses, and buffer zones to prevent excessive or unnecessary disturbances and exposure.</li> <li>• Plant vegetation on exposed slopes or use erosion control blankets (e.g., jute matting, glass fiber or excelsior matting, mulch netting) to reduce the potential for erosion.</li> <li>• Once grading is complete, stabilize the disturbed areas with permanent vegetation as soon as possible.</li> <li>• Cover stockpiled soil and landscaping materials with secured plastic sheeting and divert runoff around them.</li> <li>• Protect drainage courses or catch basins with straw bales, silt fences, and/or temporary drainage swales.</li> <li>• Protect storm drain inlets from sediment laden runoff with sandbags barriers, filter fabric fences, block and gravel filters, and excavated drop inlet sediment traps.</li> </ul>	LTS

Environmental Effect	Level Of Significance Before Mitigation	Mitigation Measures or Best Management Practices	Level Of Significance After Mitigation
Less than Significant = LTS; Significant = S; No Effect = NE; Beneficial Effect = BE			
		<ul style="list-style-type: none"> <li>• Use dry sweep methods to clean sediments from streets, driveways, and paved areas of the construction site.</li> <li>• Maintain all construction vehicles and equipment. Inspect frequently for and repair leaks.</li> <li>• Designate specific areas of the construction site, located well away from hot springs or storm drain inlets, for auto and equipment parking and routine vehicle maintenance.</li> <li>• Perform major maintenance, repair, and vehicle and equipment washing off site or in designated and controlled area. Clean up spills immediately.</li> <li>• When vehicle fluids or materials such as paints, solvents, fertilizers, and other materials are spilled, cleanup immediately. Use dry cleanup techniques whenever possible.</li> <li>• Store wet and dry building materials that have the potential to pollute runoff under cover and/or surrounded by berms when rain is forecast or during wet weather months.</li> <li>• Cover and maintain dumpsters.</li> <li>• Collect and properly dispose of construction debris, plant and organic material, trash, and hazardous materials as soon as possible.</li> <li>• Plan roadwork and pavement construction to avoid stormwater pollution during wet weather months.</li> </ul> <p>BMP 4: The drainage plan for the Preferred Project shall include feasible post-construction stormwater quality control measures. Such measures shall include any combination of the following techniques.</p> <ul style="list-style-type: none"> <li>• Install drop inlets in the paved parking areas that channel stormwater to surface detention pond. Detention systems should be designed to allow sediments and pollutants to settle, to release runoff at pre-development levels, and to filter nutrients in the runoff by including wetland plants.</li> <li>• Install and regularly maintain catch basin or inlet inserts, grease/oil-water separators, or media filters to capture and filter stormwater pollutants.</li> <li>• Assure that stormwater run-off will be contained within the on-site drainage ponds.</li> </ul>	
4.3 Air Quality and Green House Gas Emissions	LTS	<p>BMP 5: Construction emissions will not require any significant mitigation as they are well below the Level A Thresholds; however, the following will be implemented for construction activities:</p> <ul style="list-style-type: none"> <li>• Water shall be applied by means of truck(s), hoses and/or sprinklers as needed prior to any land clearing or earth movement to minimize fugitive dust emission.</li> <li>• Haul vehicles transporting soil into or out of the property shall be covered.</li> <li>• Water shall be applied to disturbed areas a minimum of 2 times per day or more as necessary.</li> <li>• On-site vehicles limited to a speed which minimizes dust emissions on unpaved roads.</li> <li>• Construction equipment idling would be limited to five minutes.</li> <li>• All construction equipment would be maintained in good working condition.</li> </ul> <p>BMP 6: In order to reduce the project's projected operational emissions, the following will be implemented:</p>	LTS

Environmental Effect	Level Of Significance Before Mitigation	Mitigation Measures or Best Management Practices	Level Of Significance After Mitigation
Less than Significant = LTS; Significant = S; No Effect = NE; Beneficial Effect = BE			
		<ul style="list-style-type: none"> <li>Utilize low VOC paints and cleaning supplies</li> <li>Install and utilize water-efficient irrigation systems and landscape</li> <li>Install and utilize high-efficiency lighting and low-flow fixtures</li> <li>Provide shuttles to and from the casino from various locations, including a park-in-ride, for casino employees and patrons.</li> </ul>	
4.4 Living Resources	NE	Based on the biological/botanical survey conducted no mitigation or best management practices are needed.	NE
4.5 Cultural Resources	NE	<p>4.5.1 History and Culture No mitigation or best management practice efforts are needed.</p> <p>4.5.2 Protection of Historic, Cultural, and Religious Properties if sensitive archaeological resources are discovered during excavation and construction activities, they will be evaluated by a qualified archaeologist and the Paskenta Cultural Committee. Work should be suspended in the study area, until such time the archaeologist and the Paskenta Cultural Committee can complete an assessment of the significance of the find and make recommendations regarding the specific mitigations required, if necessary as determined by the Paskenta Cultural Committee.</p>	NE
4.6 Socioeconomic	BE	<p>4.6.1 Employment and Income No mitigation or best practice management efforts are needed.</p> <p>4.6.2 Demographic Trends No mitigation or best management efforts are needed.</p>	BE
4.7 Attitudes, Expectations, Lifestyle, and Cultural Values	NE	No mitigation or best management efforts are needed.	NE
4.8 Community Infrastructure	LTS	<p>4.8.1 Fire Protection The proposed project could increase the demand for fire protection and emergency medical services in the area. Therefore, protective measures would be required:</p> <p>BMP 7: the proposed Project shall be designed in compliance with the following safety standards:</p> <ul style="list-style-type: none"> <li>All structures shall be designed in compliance with the International Fire Code. Compliance with the International Fire Code may require the use of interior sprinklers and fire-safe building materials.</li> <li>Emergency access shall be ensured by a minimum 18-foot road or driveway width with surfaces accommodating conventional vehicles and 40,000-pound loads, grades not exceeding 16 percent, curve radii of at least 50 feet, dead ends meeting maximum length requirements with turnouts and turnarounds, and roadway structures and gate entrances that do not obstruct clear passages of authorized vehicles.</li> <li>Signage and building numbering shall facilitate locating a fire and avoiding potential delays in response time by being sufficiently visible, non-duplicative, and indicative of location and any traffic access limitations. Emergency water sources shall be available and accessible in adequate quantities to combat domestic and wildland wildfire with labeled hydrants meeting uniform specifications.</li> <li>The proposed Project shall be landscaped and maintained to reduce the risk of wildland fire hazards. Flammable vegetation shall not be planted adjacent to any structure or in the general vicinity of the development. Fuel</li> </ul>	LTS



Environmental Effect	Level Of Significance Before Mitigation	Mitigation Measures or Best Management Practices	Level Of Significance After Mitigation
Less than Significant = LTS; Significant = S; No Effect = NE; Beneficial Effect = BE			
		<p>modification practices shall be practiced reducing the volume and density of flammable vegetation at the proposed project site.</p> <ul style="list-style-type: none"> <li>A Safety and Emergency Plan shall outline the protocols that will be applied to ensure fire safety. The primary purpose of fire safety measures will be to permit the safe evacuation of guest and employees in the event of a fire. The Safety and Emergency Plan shall be provided to non-Tribal emergency service providers that benefit the facility.</li> <li>Public Protection Classification (PPC) of Class 5 must include at least one piece of apparatus with a permanently mounted pump. The pump needs a rated capacity of 250 gpm or more at 150 psi and at least a 200-gallon water tank. Local fire departments must deliver a minimum of 500 gallons of water to all reported first-alarm structure fires. The Tribe purchased a ladder truck for the Corning Volunteer Fire Department which has a pumping capacity of 1,000 gpm and has a 500 gallon tank.</li> </ul> <p>4.8.2 Law Enforcement The proposed project could increase the demand for law enforcement services in the area.</p> <p>BMP 8: The proposed Project shall employ full-time trained security staff to act as a deterrent to person(s) who might otherwise present a threat to the public safety or peaceful conduct. The Tribe shall coordinate with the Tehama County Sheriff's Department, Red Bluff unit to prepare a written emergency and safety plan that will outline protocols that will be applied to ensure public safety to the casino and hotel.</p> <p>4.8.3 Schools No mitigation or best practice management efforts are needed.</p> <p>4.8.4 Solid Waste Disposal BMP 9: the proposed Project shall be designed in compliance with the following recycling standards:</p> <ul style="list-style-type: none"> <li>Construction and operational waste shall be recycled to the extent practicable by diverting green waste and recyclable building materials (including, but not limited to, metals, steel, wood, etc.) away from the solid waste stream.</li> <li>Environmentally preferable materials, including recycled materials, shall be used to the extent readily available and economically practicable for the facility.</li> <li>Recycling bins shall be installed throughout the facilities for glass, cans, and paper products.</li> </ul> <p>4.8.5 Gas &amp; Electric No mitigation or best practice management efforts are needed.</p> <p>4.8.6 Communication Service No mitigation or best practice management efforts are needed.</p> <p>4.8.7 Water Service BMP 10: If necessary, the proposed project will install an additional storage tank of 200,000 to 400,000-gallon capacity adjacent to the existing tank.</p>	

Environmental Effect	Level Of Significance Before Mitigation	Mitigation Measures or Best Management Practices	Level Of Significance After Mitigation
Less than Significant = LTS; Significant = S; No Effect = NE; Beneficial Effect = BE			
		<p>4.8.8 Sanitary Sewer Services BMP 11: If deemed necessary by the projects engineers, an additional MBR modular unit will be installed on the Kubota water treatment system to increase the wastewater capacity to 200,000 gpd.</p>	
4.9 Resource Use Patterns	LTS	<p>4.9.1 Hunting, Fishing, Gathering No mitigation or best practice management efforts are needed.</p> <p>4.9.2 Timber No mitigation or best practice management efforts are needed.</p> <p>4.9.3 Agriculture No mitigation or best practice management efforts are needed.</p> <p>4.9.4 Mining No mitigation or best practice management efforts are needed.</p> <p>4.9.5 Recreation No mitigation or best practice management efforts are needed.</p> <p>4.9.6 Transportation Networks No mitigation or best practice management efforts are needed.</p> <p>4.9.7 Land Use Patterns No mitigation or best practice management efforts are needed.</p>	LTS
4.10 Other Values	LTS	<p>4.10.1 Wilderness No mitigation or best practice management efforts are needed.</p> <p>4.10.2 Sound and Noise No mitigation or best practice management efforts are needed.</p> <p>4.10.2.1 Highway 371 Noise No mitigation or best practice management efforts are needed.</p> <p>4.10.2.2 Construction Noise No mitigation or best practice management efforts are needed.</p> <p>4.10.2.3 Operation Noise No mitigation or best practice management efforts are needed.</p> <p>4.10.2.4 Vehicle Noise No mitigation or best practice management efforts are needed.</p> <p>4.10.3 Public Health and Safety No mitigation or best practice management efforts are needed.</p> <p>4.10.4 Aesthetic Value The proposed project would alter the visual characteristics of the site by constructing and expanding the existing casino and parking lot and developing a four-story hotel.</p> <p>BMP 12: Nighttime aesthetic values will be preserved by requiring the installation of low sodium, or LED, light fixtures and light-shielding in the parking lot. In addition, the project will be designed and built so as to control stray lighting that might otherwise impact off-Reservation areas.</p>	LTS

## **2. PROPOSED ACTION AND ALTERNATIVES**

As discussed in Section 1 of this TEE, the format used in the development of the environmental documentation is voluntarily based on BIA guidance documents. The BIA NEPA Handbook suggests that an environmental assessment is to consider alternatives to the proposed action. The Tribe has identified and considered a total of three main alternatives: Proposed Action, Reduced Intensity Alternative, and No Action Alternative.

The inherent intent of the analysis of alternatives in this TEE is to present to Tribal decision-makers a reasonable range of alternatives that are both feasible and sufficiently different from each other in critical aspects. Section 1502.14(a) of the Council of Environmental Quality's (CEQ) Regulations for implementing NEPA requires a brief discussion of alternatives that were eliminated from further study and the reasons for their elimination. Several factors were considered in determining which alternatives should not be subjected to detailed analysis and review. First, alternatives that are not reasonably feasible were not subject to further analysis. Second, alternatives that do not accomplish the purpose of an action were not studied in detail. Third, alternatives that do not significantly differ from other alternatives subjected to detailed analysis were not studied in detail. One of the alternatives discussed below was considered for development but rejected from detailed analysis: (1) because this alternative was determined to be unfeasible and would not fulfill the stated purpose and need; and (2) because this alternative was not sufficiently different from other alternatives analyzed herein. Section 3 of this TEE describes the relevant issues and concerns that apply to the alternative actions.

### **2.1 Proposed Action (Preferred) Alternative**

The Proposed Action Alternative (preferred alternative) would be located on the Paskenta Indian Reservation in Tehama County, California, near the City of Corning (refer to Figure 1). The Project site is located in unincorporated Tehama County, California, approximately 3.5 miles south from the City of Corning. The proposed Project site is located approximately 20 miles south of the City of Red Bluff, the County seat. The Project site is located adjacent to Interstate 5. The physical address of the proposed casino expansion Project site is 2655 Everett Freeman Way, Corning CA 96021. The Project site occupies approximately 55 acres identified as portions of APNs 087-280-033-000 and 087-280-029-000.

The proposed casino conceptual plans were designed by JCJ Architecture and reflect the Proposed Action Alternative. This concept would provide a variety of gaming, entertainment, and dining opportunities for tourists and local residents. The proposed Project would involve the construction and operation of an expanded casino to be owned and operated by the Tribe.

The existing facility consists of an approximately 79,079 square-foot casino, offices/support buildings, a surface parking lot with 1,255 spaces, miscellaneous hardscape and landscaping, the Inn at Rolling Hills and the Lodge at Rolling Hills (See Figure 3). The main entry faces the 2-lane porte cochere (guest drop-off and pick-up).

The proposed Project consists of a single-phase of development and would be located within previously developed areas in and around the existing casino site and parking area. As shown in Tables 1 and 2, below, the Project, including new construction and renovation, totals approximately 139,964 square feet. Final design includes a gross building area of 182,217 square feet, as shown in Figures 3 and 4. As presently designed, the new construction would wrap around and expand approximately 125 feet to the south of the existing casino.. The approximate square footages of the new construction proposed are listed in Table 1. In addition to the

new construction listed above, the Project includes renovation of the existing casino and the Lodge Hotel at Rolling Hills, and the reconfiguration of the parking areas, as described in Table 2.

The Project site is served by an on-site well with a pumping capacity of approximately 600 gpm that is serviced by the casino maintenance engineers and has been approved by the EPA to provide potable water to the public water system. Currently, water demand is in the 100,000 gallons per day range, with summer demand easily exceeding 200,000 gpd. The well pumps potable water into a single water storage tank located in the rear of the site with a holding capacity of 451,000 gallons. The existing water system has the capacity to serve the proposed Project.

The wastewater of the casino is currently being handled by an existing on-site Kubota water treatment system. The Kubota tertiary system is currently capable of treating up to 100,000 gpd. By adding a membrane bioreactor system (MBR) modular unit, the system capacity would increase to 200,000 gpd.

## **2.2 Reduced Intensity Alternative**

The Reduced Intensity Alternative would consist of the construction of a smaller casino-resort facility on the same portion of the current casino site. Under the Reduced Intensity Alternative, the gaming component of the facility would include the same gaming floor surface area described in the Proposed Action Alternative; however, the 19,426 square-foot conference center and ballroom would be eliminated under the Reduced Intensity Alternative. On-site water supplies and wastewater treatment options, site landscaping, and the stormwater detention pond would be the same as outlined in the Proposed Action Alternative.

This alternative was eliminated from further consideration by the Tribe because it removes the proposal of a conference center and ballroom. The gross income stream from a conference facility is forecasted to be \$1.5 million annually which is substantial income for the Tribe and the community. Additionally, the off-Reservation environmental impacts of the Reduced Intensity Alternative would be almost identical to the Proposed Action Alternative. Therefore, by eliminating the conference facility, the Reduced Intensity Alternative eliminates those much-needed jobs and income for the Reservation and the Corning area, without reducing the potential off-Reservation impacts.

## **2.3 No Action Alternative**

The No Action Alternative would be to not construct the proposed casino expansion but instead to continue operating the Rolling Hills Casino from the existing buildings. The existing environmental conditions of the proposed site would be maintained. With this alternative, the economic and social conditions of the Tribe would not be changed or improved, and because the Proposed Action Alternative involves development on a site that is already disturbed with the current Rolling Hills Casino and hotels, there would be negligible environmental benefit to the off-Reservation environment from the No Action Alternative.

The impacts to the proposed Project site as identified in this TEE and the potential impacts to the off-Reservation environment would not occur under the No Action Alternative. However, the No Action Alternative would also result in loss of up to 200 jobs projected to be generated as a result of the proposed project and the 300 estimated temporary construction jobs. The Tribe considers the No Action Alternative unacceptable since it does not further the Tribe's goal of self-sufficiency.

## 3. DESCRIPTION OF AFFECTED ENVIRONMENT

### 3.1 Land Resources

#### 3.1.1 Topography

The Paskenta Indian Reservation is located in the eastern Coast Range and western Great Valley Geologic Provinces of Northern California in Tehama County, California. Comprising an area of 2,251 acres of rolling hills terrain, the Paskenta Indian Reservation is the ancestral home of the Nomlaki Indians. The casino and related infrastructure encompass approximately 320.71 acres on the Paskenta Indian Reservation in Tehama County.

The proposed Project is located entirely on the Paskenta Indian Reservation and the site currently has existing paved roads, structures, and parking lots. Slopes on the Project site range from 0 to 1 percent and are generally flat graded alluviated areas. The project site is approximately 286 feet in elevation. The Project is located in Section 4, Township 23N, R3W, Mount Diablo Meridian. The Tribe and Reservation boundaries are within the United States Geological Survey (USGS) Corning and Kirkwood Quadrangles.

#### 3.1.2 Soil Types and Characteristics

Soils at the Project site consist of Corning-Newville gravelly loams, 3 to 10 percent slopes, eroded (CxB2) (See Table 3.1). This soil is formed in gravelly alluvium weathered from mixed rock sources. Percent slopes for both soil types range from 3 to 10 percent. The surface layer is gravelly loam, until reaching sandy clay loam at an effective depth of 60 inches. At the Project site, the Corning-Newville series dominates. This soil is well or moderately well-drained soils. Runoff is low and hazards of erosion are very small.

The National Resources Conservation Service Web Soil Survey identified the area of the proposed construction as moderately suitable for using the natural surface of the soil for roads and building construction. Meaning, the soil has features that are moderately favorable for the specific kind of roads; one or more soil properties are less than desirable, and fair performance can be expected. Risk of corrosion for this soil type is moderate. The concrete installations that intersect soil boundaries or soil layers are more susceptible to corrosion than the concrete installations that are entirely within one kind of soil within one soil layer.

Occurrences of erosion hazards on the property site differ. The CxB2 soil type with a 3-to 10-percent slope has a moderate rating with a slope/erodibility numeric value of 0.50. With such a high numeric and verbal ratings for the CxB2 soil type, low to moderate erosion is expected.

Table 4 - Soils Present at Project Site

Tehama County, California (CA 645)			
Map Unit Symbol	Map Unit Name	Acres in Area of Interest (AOI)	Percent of AOI
CxB2	Corning-Newville gravelly loams, 3 to 10 percent slopes, eroded	55	100.0%
Totals for Area of Interest (AOI)		55	100.0%

#### 3.1.3 Geologic Setting

The northern Sacramento Valley has a diverse and complex geologic history. Convergence of the Pacific and North American plates have created tectonic stresses that caused the present-day northern Sacramento

Valley to go through many changes. From the Mesozoic era through the mid-Cenozoic era, the present-day northern Sacramento Valley was inundated with Pacific Ocean waters, and the Pacific shoreline oscillated back and forth from the eastern side to the western side of the area. From the mid-Cenozoic era to present, the Pacific shoreline migrated westward to its current position west of the California Coast Ranges, exposing the valley as it looks today.

The Great Valley Geomorphic province includes the area known as the Great Central Valley of California, which extends approximately 400 miles north to south and 50 miles east to west. The Great Central Valley is encompassed by the Coast Ranges (metamorphic), the Klamath Ranges (metamorphic), the Cascade Range (volcanic) and the Sierra Nevada (granitic and metamorphic).

Beneath the alluvium soils at the surface, the bedrock of the Great Valley is comprised of a thick sequence of mostly Mesozoic and Cenozoic sedimentary rocks that are downfolded in a great asymmetrical syncline. These strata are called the Great Valley Sequence, an enormous mass of oceanic sediments approximating 20,000 feet in maximum depth.

A brief description of the general geologic units at the project site follows:

Stream Channel Deposits: The surface of this material typically follows the stream channels within the southern half of the Project site and Brannin Creek, Rice Creek and Burch Creek and their tributaries. This material appears to be a thin veneer of loose to medium dense silt and sand with unknown thickness (possibly less than 10 feet deep)

Tertiary and Quaternary Alluvium: Tertiary and Quaternary fluvial sedimentary deposits unconformably overlie the Great Valley Sequence. The Pliocene Tehama formation is the oldest. It is derived from erosion of the Coast Ranges and Klamath Mountains and consists of pale green to tan, semi-consolidated silt, clay, sand, and gravel. The Nomlaki tuff member occurs near the bottom of the Tehama and has been age-dated at about 3.3 million years. The Nomlaki is a slightly pink to gray dacitic pumice and lapilli tuff outcropping as a single massive bed about 30 feet thick. Along the western margin of the valley, the Tehama is generally thin, discontinuous, and deeply weathered.

### **3.1.4 Seismic Hazards**

Tehama County is exposed to minimal seismic hazards due to its geographic location. Tehama County has been shaped by several earthquake fault zones (California Department of Conservation 2010); however, no displacement has occurred along these faults within the past 200 years and there are no active or potentially active faults within Tehama County. Geologic hazards associated with seismic activity, such as liquefaction and seiche (earthquake-generated waves), also have a low probability of occurring within Tehama County, according to the Tehama County General Plan Safety Element. Although no active faults are mapped in the county, there exists the potential for minor, localized earth-shaking events as precursors to eruptive activity of Mount Lassen.

The inactive Corning fault is near the project site and is not expressed at the surface. Monitoring of the fault is based on gas well data and the overlying deformation, including the Corning domes and the Greenwood anticline. Pleistocene deformation and the association of microearthquakes suggest that the fault could be an active steeply east-dipping reverse fault.

Very large earthquakes that occur closer to the Northern California coast could cause damaging levels of



ground shaking here too. Even moderate shaking can damage seismically vulnerable structures and trigger landslides that could quickly block roads and highways.

### **3.1.5 Mineral & Energy Resources**

Historically, gold mining was largely responsible for the establishment of the County of Tehama. Although some dredge mining and a small amount of panning for gold still takes place, the resource is essentially depleted, and these activities are largely recreational. Gold mining no longer plays a major role in the County's economy.

The majority of Tehama County's mineral wealth is derived from the extraction of non-metallic sand, gravel, and volcanic cinder, which are used primarily by local paving and construction industries. Because of their bulky, heavy character, aggregate resources are expensive to transport and, given increasing transportation costs, the sand and gravel deposits located close to the developing areas of Tehama County are valuable assets. As of May 1981, there were 32 mineral extraction operation permits granted in Tehama County

Other mineral resources found in the County include aragonite, borax, chalcopryite, chromite, copper, cristobalite, galena, garnet, opal, pectolite, penninite, sassolite, and wallstonite. Of these, chromite offers the most possibilities for development. Chromite is an important metal used in steel production, yet almost all of the nation's demand for this metal is currently met by import rather than domestic production. In future years, domestic production of chromite may become a necessity due to rising importation costs and/or decreasing foreign supplies. At such a time, the demand for chromite deposits in Tehama County may increase, resulting in future development of chromite mining operations.

The Office of Mine Reclamation periodically publishes a list of mines regulated under Surface Mining and Reclamation Act (SMARA) that is generally referred to as the AB 3098 List. The Public Contract Code precludes mining operations that are not on the AB 3098 List from selling sand, gravel, aggregates or other mined materials to state or local agencies. The current AB 3098 list (December 27, 2018) indicates that there are 16 mines regulated under SMARA in Tehama County.

## **3.2 Water Resources**

The Project site is located within the Corning Subbasin of the Sacramento Valley Groundwater Basin, located within the Sacramento River Hydrologic Region (HR). The Corning Subbasin, with a surface area of 321 square miles, is located in the northern portion of the Sacramento Valley Groundwater Basin, spans portions of both Tehama and Glenn Counties and is identified in California's Groundwater Bulletin 118 as Groundwater Basin number 5-21.51. The Subbasin is bounded to the west by the Coast Range, to the north by Thomas Creek, to the east by the Sacramento River, and to the south by Stony Creek (DWR, 2006). The Project site is serviced by a single well with a pumping capacity of approximately 600 gpm that pumps potable water into a single water storage tank located in the rear of the site with a holding capacity of 451,000 gallons.

### **3.2.1 Safe Drinking Water Act**

The EPA's Sole Source Aquifer Program was established under Section 1424(e) of the Safe Drinking Water Act. The Sole Source Aquifer program allows for EPA environmental review of any project that is financially assisted by federal grants or federal loan guarantees and is to be implemented in designated sole source aquifer areas. The Project site is not located in or in close vicinity to a designated sole source aquifer area.

### **3.2.2 Flood Disaster Protection Act**

The Flood Disaster Protection Act prohibits federal financial assistance for buildings located in Special Flood

Hazard Areas (SFHAs) within communities that do not participate in the National Flood Insurance Program. Section 102(a) mandates the purchase of flood insurance for buildings located in SFHAs, as a condition of approval for federal financial assistance, such as any improvements to Interstate 5 where it crosses Brannin Creek. According to the Flood Insurance Rate Map (FIRM) Panel 06103C1750H, the Project site and surrounding areas are located within Zone X which is designated as an area of minimal flood hazard. Additionally, the unincorporated areas of Tehama County surrounding the Reservation and the nearby City of Corning are primarily in designated areas of minimal flood hazard.

### **3.2.3 Flooding**

FIRM Panel 06103C1750H, effective September 29, 2011, indicates the Project site and surrounding areas are within Zone X. The Zone X designation (unshaded) is used for areas of minimal flood hazard, which are located outside the Special Flood Hazard Area (SFHA) and are at a higher elevation than the 0.2-percent-annual-chance (or 500-year) flood.

Brannin Creek is shown on the same FIRM Panel, approximately 1,500 feet north of the Project site and is located within the surface water source Zone A. The Zone A designation is used for areas that are subject to inundation by the 1-percent-annual-chance (100-year) flood event. However, the area has not had a detailed hydraulic analysis performed (i.e. Base Flood Elevations [BFEs] or flood depth); therefore, it is unknown whether this area will experience the 100-year flood. There is no development located in close proximity to Brannin Creek. The Proposed project will not impede or contribute to flooding off-Reservation.

### **3.2.4 Hydrology**

Average annual precipitation in the Corning Subbasin ranges from 19 to 25 inches, increasing in average rainfall to the north. Rainfall generally travels as surface water to streams and rivers following each storm, then to water storage or the Pacific Ocean by way of the Sacramento River. Drainage areas in which significant amounts of snowfall occur tend to have more consistent stream water flows throughout the year than watersheds with little or no snowpack (Tehama County, 2008). The Project site is divided by the Brannin Creek Hydrologic Unit to the north and the Rice Creek-Burch Creek to the south, both of which flow to the Sacramento River to the east.

### **3.2.5 Groundwater**

In the early 1900s, Tehama County relied on surface water for its primary water source; however, various factors, including population growth, changing land-use patterns, increased environmental water use, and water supply reliability, have increased the County's reliance on groundwater. In 1935, surface water supplies became available to areas in Tehama County west of the Sacramento River through authorization of the Central Valley Project (CVP) and construction of Shasta Dam and the Corning Canal (CDM, 2003). As of 2003, groundwater sources contribute to the majority of the water supply for the County, followed by local surface water (DWR, 2003). Over 10,000 wells exist in Tehama County, with approximately 78-percent classified as domestic wells (Tehama County, 2008).

According to California's Groundwater Bulletin 118, groundwater in the Sacramento River HR is the main water supply for much of California's urban and agricultural areas and provided approximately 31 percent of the water supply for urban and agricultural uses in the region. Within the Sacramento River HR, the Sacramento Valley is recognized as one of the most notable groundwater basins in the State (DWR 2003). Groundwater in the Sacramento River HR provides all or a portion of domestic and municipal supplies in both incorporated cities and unincorporated areas in the Sacramento Valley. With many communities relying on the groundwater in the Sacramento River HR for water, it is an important resource to discuss in relation to the potential impacts from proposed development.

The Corning Subbasin is divided into four (4) subareas: Sacramento Valley Floodplain, Dissected Uplands, Thomes Creek Floodplain, and Stony Creek Floodplain. The Dissected Uplands, which includes the Paskenta Indian Reservation are comprised of a coarse-grained gravelly conglomerate locally capping the Tehama Formation. Up to 60 feet of coarse deposits are encountered before reaching fine-grained Tehama deposits when during well drilling in this area. According to California's Groundwater Bulletin 118, the shallow gravel does not significantly contribute to groundwater storage, as it is located above the saturated zone (DWR, 2006). In 2012, the Tehama County Flood Control and Water Conservation District prepared an update to the Tehama County Groundwater Management Plan, originally adopted in 1996 as a Coordinated AB 3030 Groundwater Management Plan.

### **3.2.6 Groundwater Basin Boundaries**

The Sacramento Valley Groundwater Basin underlies the Sacramento Valley, spanning portions of Solano, Sacramento, Yolo, Placer, Sutter, Colusa, Yuba, Butte, Glenn, Tehama, and Shasta counties. This is bounded to the east by the Sierra Nevada and southern Cascades, to the west by the Coastal Range and Klamath Mountains, to the north by the Cascade Range, and abuts the San Joaquin Valley and Suisun-Fairfield Valley groundwater basins to the south and the southwest, respectively. In Tehama County, groundwater generally flows from both the Coast Range and the Cascade Range towards the Sacramento River in the east.

The Corning Subbasin is classified as a medium priority subbasin by DWR, based on criteria listed in the California Water Code Section 10933(b), as such is required to be managed under Sustainable Groundwater Management Act (SGMA) by a groundwater sustainability agency. As the subbasin spans both Tehama and Glenn counties, it is managed by both the Tehama County Flood Control & Water Conservation District and the Corning Sub-basin Groundwater Sustainability Agency (GSA).

The Tehama County AB-3030 Groundwater Management Plan divides the Corning subbasin into the Corning West Sub-basin and the Corning East Sub-basin (Tehama County, 2008). The Paskenta Indian Reservation is located within the defined area of the Corning East Sub-basin (Corning East). Groundwater in Corning East is used primarily for irrigation, with a small portion used for municipal and industrial operations.

### **3.2.7 Groundwater Level Trends**

As reported in California's Groundwater Bulletin 118, there does not appear to be an increasing or decreasing trend in the groundwater levels in the Corning Subbasin. Groundwater levels fluctuate seasonally and based the distance from the Sacramento River. The subbasin had an estimated storage capacity to a depth of 200 feet of approximately 2,752,950 acre-feet in 2003 at the date of the report. Widespread climate change may have contributed to a reduction of storage capacity in the years since Bulletin 118 was published; therefore, the 2019 total storage capacity of the subbasin is unknown.

### **3.2.8 Groundwater Quality**

Groundwater in the Corning Subbasin is mainly comprised of calcium-magnesium bicarbonate and magnesium-calcium bicarbonate, with localized areas of calcium bicarbonate waters. Locally high calcium impairs the groundwater in some areas of the subbasin. No public supply wells sampled between 1994 and 2000, as required under the DHS Title 22 program, were recorded as having a concentration of Inorganics, Radiological, Nitrates, Pesticides, VOCs and SVOCs above an MCL (DWR, 2006).

Between 2005 and 2007, the Tehama County Flood Control and Water Conservation District worked with the U.S. Geological Survey, the State Water Resources Control Board, the Department of Water Resources,

Department of Public Health, and the US. Department of Interior to collect groundwater quality data in Tehama County as part of the California Groundwater Ambient Monitoring Assessment (GAMA) Program. The GAMA Program showed that arsenic was the constituent most commonly detected in groundwater in Tehama County. In 29 of 145 water samples, arsenic levels exceeded the public drinking water standard of 10 µg/L; however, most of the wells that exceeded the standards were located in the Los Molinos area and were privately owned domestic wells. Overall, groundwater quality in Tehama County has been high quality and relatively stable over time. Due to generally high quality of groundwater in Tehama County and the high costs of monitoring, groundwater quality monitoring has not been conducted as frequently as groundwater level monitoring (Tehama County, 2012).

### **3.2.9 Surface Water**

Two creeks are located in the vicinity of the Project site: Brannin Creek located approximately 1,300 feet north and an unnamed drainage located approximately 1,200 feet south of the Project site. These drainages convey flows towards the east, to eventually discharge in the Sacramento River, approximately 7.5 miles from the Project site. The Sacramento River is the only river with water quality concerns in Tehama County, due to an unknown toxicity.

The Project site was examined for evidence of wetlands using the U.S. Fish and Wildlife National Wetlands Inventory and a field observation by a qualified wetlands delineator. According to the NWI map, the nearest wetland is located approximately 0.2 miles southeast of the Project site; however existing development is primarily located between the Project site and the listed wetland and no wetlands were observed at or adjacent to the Project site during a site review.

### **3.2.10 Water Supply in Bordering Communities**

The Paskenta Reservation is located within the boundaries of Tehama County, in close proximity to the City of Corning. As mentioned above, in 2012, the Tehama County Flood Control and Water Conservation District (District) prepared an update to the Tehama County Groundwater Management Plan, originally adopted in 1996 as a Coordinated AB 3030 Groundwater Management Plan. The Plan was developed in an effort to promote groundwater management activities that would result in an adequate supply of high-quality water into the future. The Plan outlines three phases for managing groundwater resources in Tehama County: 1) Passive – non-intervening activities to understand groundwater resources; 2) Limited – to investigate feasibility of active recharge projects and promote beneficial use; and 3) Active – to construct and operate an active recharge facility and facilitate water management operations. The primary goal of the Plan is to balance long-term groundwater extraction with replenishment, in order to maintain sustainable groundwater levels such that the existing groundwater well infrastructure in Tehama County remains operational over the long term. The Plan acknowledges that a comprehensive groundwater program must include cooperation with land use planning and other public agencies in the Northern Sacramento Valley that use and rely on the same regional groundwater system (Tehama County, 2012).

## **3.3 Air Quality**

The Clean Air Act of 1970 (CAA) (as amended 1977 and 1990, 42 U.S.C. 7401 et seq.) established national ambient air quality standards (NAAQS) and generally delegates the enforcement of these standards to the states. In California, the California Air Resources Board (CARB) is responsible for enforcing air pollution regulations. The CARB has, in turn, delegated the responsibility of regulating stationary emission sources to local air agencies (i.e. Tehama County Air Pollution Control District). Neither states nor the local air agencies have authority to enforce the CAA on Indian reservations. Tribes may work with the EPA to exercise authority for the management of air quality on their reservations through a variety of administrative processes; however, the EPA maintains primary authority over air quality standards on Inland reservations unless the tribe has an

approved Tribal Implementation Plan.

The Tribe has not applied for “Treatment as a State” (TAS) under the Clean Air Act (CAA) to implement its own air quality protection program nor is it engaged in management of air quality through administrative measures. Thus, federal standards apply on reservations and the EPA has primary jurisdiction and responsibility for CAA compliance. See, e.g., 63 Fed. Reg. 7254, 7262-7265 (Feb. 12, 1998); *U.S. v. Questar Gas Management Co.* (D. Utah 2011) No. 2:08-CV-167 TS, p. 5 (“if the Tribe does not implement CAA programs on the reservation, the authority to do so reverts to the EPA”). This would be the case even if emissions originating on the Paskenta Indian Reservation impacted downwind air quality within the Tehama County Air Pollution Control District. EPA would address the emissions causing those downwind impacts, including perhaps under the 2011 Tribal Federal Implementation Plan, depending on the emission sources. The following are the National and State Ambient Air Quality Standards:

Table 5 - National & State Ambient Air Quality Standards

National and State Ambient Air Quality Standards			
Pollutant	Averaging Time	California Standards a,c	National Standards b,c
		Concentration	
Ozone (O <sub>3</sub> )	1-Hour	0.09 ppm (180 µg/m <sup>3</sup> )	—
	8-Hour	0.070 ppm (137 µg/m <sup>3</sup> )	0.070 ppm (137 µg/m <sup>3</sup> )
Respirable Particulate Matter (PM <sub>10</sub> )	24-Hour	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	—
Fine Particulate Matter (PM <sub>2.5</sub> )	24-Hour	—	35 µg/m <sup>3</sup>
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	12.0 µg/m <sup>3</sup>
Carbon Monoxide (CO)	1-Hour	20 ppm (23 mg/m <sup>3</sup> )	35 ppm (40 mg/m <sup>3</sup> )
	8-Hour	9.0 ppm (10 mg/m <sup>3</sup> )	9 ppm (10 mg/m <sup>3</sup> )
	8-Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )	—
Nitrogen Dioxide (NO <sub>2</sub> )	1-Hour	0.18 ppm (339 µg/m <sup>3</sup> )	100 ppb (188 µg/m <sup>3</sup> )
	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )	0.053 ppm (100 µg/m <sup>3</sup> )
Sulfur Dioxide (SO <sub>2</sub> )	1-Hour	0.25 ppm (655 µg/m <sup>3</sup> )	75 ppb (196 µg/m <sup>3</sup> )
	3-Hour	—	—
	24-Hour	0.04 ppm (105 µg/m <sup>3</sup> )	0.14 ppm (for certain areas) <sup>11</sup>
	Annual Arithmetic Mean	—	0.030 ppm (for certain areas) <sup>11</sup>
Lead	30-Day Average	1.5 µg/m <sup>3</sup>	—
	Calendar Quarter	—	1.5 µg/m <sup>3</sup> (for certain areas) <sup>12</sup>
	Rolling 3-Month Average	—	0.15 µg/m <sup>3</sup>

National and State Ambient Air Quality Standards			
Pollutant	Averaging Time	California Standards a,c	National Standards b,c
		Concentration	
Visibility Reducing Particles <sup>14</sup>	8-Hour		No National Standards (NA)
Sulfates	24-Hour	25 µg/m3	
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m3)	
Vinyl Chloride <sup>12</sup>	24-Hour	0.01 ppm (26 µg/m3)	

a. California standards for ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter (PM-10) are values that are not to be exceeded. All other California standards shown are values not to be equaled or exceeded.

b. National standards, other than for ozone and particulate matter and those based on annual averages, are not to be exceeded more than once per year. For the one-hour ozone standard, the ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one. The eight-hour ozone standard is met at a monitoring site when the three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration is less than or equal to 0.08 ppm.

c. ppm = parts per million by volume; µg/m3 = micrograms per cubic meter.

d. New standards effective May 4, 2016<sup>7</sup> (40 CFR 50.7 and 40 CFR 50.10).  
NA: Not Applicable.

Tehama County is located in a non-attainment area for the state ambient air quality standard for ozone and particulate matter. In February 2018, CARB adopted modifications to attainment/non-attainment designations for several areas in the State. The State Office of Administrative Law granted final approval of the revised designations, and the revised designations went into effect on September 24, 2018.

Air districts within the State that have not attained air quality standards are required to develop and implement attainment plans. To this end, the air districts of the Northern Sacramento Valley Air Basin (NSVAB) have jointly prepared and adopted the Northern Sacramento Valley Planning Area 2015 Triennial Air Quality Attainment Plan. The purpose of the plan is to obtain compliance with State air quality standards. Like preceding plans, the 2015 plan focuses on the adoption and implementation of control measures for stationary sources, area-wide sources, indirect sources, and public information and education programs. The 2015 plan also addresses the effect that pollutant transport has on the NSVABs ability to meet and attain the state standards.

The Tehama County Air Pollution Control District (TCAPCD) is designated by law to adopt and enforce regulations to achieve and maintain ambient air quality standards. In addition, the TCAPCD adopts and enforces controls on stationary sources of air pollutants through its permit and inspection programs, and it regulates agricultural burning.

The TCAPCD adopted air quality emission thresholds shown in Table 6, Thresholds of Significance for Criteria Pollutants of Concern for Reactive Organic Gases (ROG), Oxides of Nitrogen (NOx), and Particulate Matter, 10 microns in size (PM10).



Table 6 - TCAPCD Thresholds of Significance (CEQA)

THRESHOLDS OF SIGNIFICANCE FOR CRITERIA POLLUTANTS OF CONCERN			
Pollutant	Level A	Level B	Level C
NOx	≤ 25 lbs/day	> 25 lbs/day	> 137 lbs/day
ROG	≤ 25 lbs/day	> 25 lbs/day	> 137 lbs/day
PM10	≤ 80 lbs/day	> 80 lbs/day	> 137 lbs/day
Level of Significance	Potentially Significant Impacts	Potentially Significant Impacts	Significant Impacts
Environmental Document	Mitigated Negative Declaration (MND) or ND	Mitigated ND or EIR	EIR

If a project has unmitigated emissions less than the Level "A" threshold, then it is viewed as a minor project (from an air quality perspective) and only application of Standard Mitigation Measures (SMM) is required to try to achieve at least a 20 percent reduction in emissions, or the best reduction feasible otherwise. Land uses that generate unmitigated emissions above Level "A" require application of appropriate Best Available Mitigation Measures (BAMM) in addition to the SMMs in order to achieve a net emission reduction of 20 percent or more. If after applying SMMs and BAMMs a use still exceeds the Level "B" threshold, then a minimum of 25 percent of the unmitigated emissions exceeding 137 pounds per day (Level "C") must be offset by reducing emissions from existing sources of pollution; otherwise, an EIR is required.

### 3.4 Living Resources - Sensitive Species and Habitats

The Project site and adjacent habitats were investigated by LACO Senior biologist Gary Lester on July 15-16, 2019. The project site was transected from the time of 7:00 pm to 11:00 pm, on July 15, 2019. And transected from 6:00 am to 8:00 am on July 16, 2019. All plant species encountered were identified and community types present described. U.S. Fish & Wildlife Service (FWS, 2019) listed species for the project area include Giant Garter Snake (*Thamnophis gigas*), California Red-legged Frog (*Rana draytonii*), Delta Smelt (*Hypomesus transpacificus*), Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*), Conservancy Fairy Shrimp (*Branchinecta conservatio*), Vernal Pool Fairy Shrimp (*Branchinecta lynchi*) and Vernal Pool Tadpole Shrimp (*Lepidurus packardii*). There are no critical habitats associated with this location (FWS, 2019). The entire project area is composed of pre-existing casino structures, landscaping, lawns, and paved parking, therefore no potential habitat for any of the listed species is in the proposed project area. Adjacent habitats consist of valley grasslands dominated by non-native species, an irrigated golf course and scattered riparian (cottonwoods and willows). Common occurring native and non-native bird species are seen in the adjacent habitats.

#### 3.4.1 Migratory Birds

The Migratory Bird Treaty Act (MBTA) of 1918 expressly forbids any party, unless permitted by regulations, to:

*...pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention...for the protection of migratory birds...or any part, nest, or egg of any such bird (16 U.S.C. 703).*



On March 1, 2010, the USFWS revised the MBTA adding additional species to the list. There are now 1,007 bird species listed. Of the 1,007 species listed, the following have been known in and around the Project site based on LACO's Senior Biologist assessment. As shown on Table 7, MBTA species do use the Project area during different life cycles.

Table 7 - List of Migratory Birds Known in and Around Project Site

Species	Season(s)
American Coot ( <i>Fulica americana</i> )	Year-round
American Crow ( <i>Corvus brachyrhynchos</i> )	Year-round
American Kestrel ( <i>Falco sparverius</i> )	Year-round
American White Pelican ( <i>Pelecanus erythrorhynchos</i> )	Migrating
Bald Eagle ( <i>Haliaeetus leucocephalus</i> )	Wintering
Brewer's Blackbird ( <i>Euphagus cyanocephalus</i> )	Year-round
Brown-headed Cowbird ( <i>Molothrus ater</i> )	Year-round
Bufflehead ( <i>Bucephala albeola</i> )	Year-round
California Quail ( <i>Callipepla californica</i> )	Year-round
Caspian Tern ( <i>Hydroprogne caspia</i> )	Migrating
Cliff Swallow ( <i>Petrochelidon pyrrhonota</i> )	Breeding
Common Raven ( <i>Corvus corax</i> )	Year-round
Fox Sparrow ( <i>Passerella iliaca</i> )	Wintering
Great Blue Heron ( <i>Ardea herodias</i> )	Year-round
Great Egret ( <i>Ardea alba</i> )	Year-round
Hooded Merganser ( <i>Lophodytes cucullatus</i> )	Year-round
Horned Lark ( <i>Eremophila alpestris</i> )	Year-round
House Finch ( <i>Haemorhous mexicanus</i> )	Year-round
Killdeer ( <i>Charadrius vociferus</i> )	Year-round
Lark Sparrow ( <i>Chondestes grammacus</i> )	Year-round
Lesser Goldfinch ( <i>Spinus psaltria</i> )	Year-round
Loggerhead Shrike ( <i>Lanius ludovicianus</i> )	Year-round
Mallard ( <i>Anas platyrhynchos</i> )	Year-round
Mourning Dove ( <i>Zenaidura macroura</i> )	Year-round
Nuttall's Woodpecker ( <i>Picoides nuttallii</i> )	Year-round
Oak Titmouse ( <i>Baeolophus inornatus</i> )	Year-round
Osprey ( <i>Pandion haliaetus</i> )	Migrating
Peregrine Falcon ( <i>Falco peregrinus</i> )	Year-round
Pied-billed Grebe ( <i>Podilymbus podiceps</i> )	Year-round
Red-tailed Hawk ( <i>Buteo jamaicensis</i> )	Year-round
Red-winged Blackbird ( <i>Agelaius phoeniceus</i> )	Year-round
Rufous Hummingbird ( <i>Selasphorus rufus</i> )	Migrating
Song Sparrow ( <i>Melospiza melodia</i> )	Wintering
Swainson's Hawk ( <i>Buteo swainsoni</i> )	Breeding
Tree Swallow ( <i>Tachycineta bicolor</i> )	Breeding
Turkey Vulture ( <i>Cathartes aura</i> )	Year-round
Western Grebe ( <i>Aechophorus occidentalis</i> )	Wintering
Western Kingbird ( <i>Tyrannus verticalis</i> )	Breeding
Western Meadowlark ( <i>Sturnella neglecta</i> )	Year-round
Whimbrel ( <i>Numerius phaeopus</i> )	Migrating
Yellow-billed Magpie ( <i>Pica nuttalli</i> )	Year-round

Of the 41 species occurring regionally, 5 would visit the site as transient or migrants only. They include the American White Pelican (*Pelecanus erythrorhynchos*), Caspian Tern (*Hydroprogne caspia*), Osprey (*Pandion haliaetus*), Rufous Hummingbird (*Selasphorus rufus*), and Whimbrel (*Numenius phaeopus*). Therefore, the project will have little or no effect on regional populations of these species, as the proposed Project would be within the current footprint of the casino. Large areas of habitat and open space surround the Project site allowing for transient or migrating species to utilize other areas.

### 3.4.2 Special-Status Natural Communities

Several species of plants and animals within the state of California have low populations, limited distributions, or both. Such species may be considered “rare” and are vulnerable to extirpation as the state’s human population grows and the habitats these species occupy are converted to agricultural and urban uses. A sizable number of native plants and animals have been formally designated as threatened or endangered under state and federal endangered species legislation. Still, others have been designated as “species of special concern” by the California Department of Fish and Wildlife (CDFW). The California Native Plant Society (CNPS) has developed its own lists of native plants considered rare, threatened, or endangered (CNPS, 2017). Collectively, these plants and animals are referred to as “special-status species”.

Special-status plants and wildlife off-Reservation and within the Project site, and their potential for occurrence on the Project site, were not identified during the site visit. No proposed or designated critical habitat for terrestrial species occurs at the proposed sites. Table 8 provides a list of terrestrial animal species of special concern and indicates whether they have been found on the site or within the 7.5-minute quadrangle comprising the project and surrounding area. According to a species list obtained from the United States, Fish and Wildlife Service, Sacramento Fish and Wildlife Office the following federal sensitive species are known to occur in Proposed Project vicinity. Along with listed species are the comments of a LACO biologist that surveyed the area on July 2019.

Table 8 - Sensitive Species & Habitats Both on and off-Reservation

Federal Listed Species	Status	Habitat	Occurrence on or in the Vicinity of Project Site*
Giant Garter Snake ( <i>Thamnophis gigas</i> )	FT	Central Valley marshes and seasonally flooded grasslands.	<b>Absent:</b> Nearly the entire surrounding habitat of the proposed project area is either graded or uplands. There is little likelihood the threatened Giant Garter Snake occurs on-site.
California Red-legged Frog ( <i>Rana draytonii</i> )	FT	Freshwater ponds within the San Francisco Bay watershed	<b>Absent:</b> There is no suitable pond habitat found within 1,000’ of the project site.
Delta Smelt ( <i>Hypomesus transpacificus</i> )	FT	Habitat includes riverine access to San Francisco Bay,	<b>Absent:</b> There is no suitable riverine habitat found on the project site.

Federal Listed Species	Status	Habitat	Occurrence on or in the Vicinity of Project Site*
Valley Elderberry Longhorn Beetle ( <i>Desmocerus californicus dimorphus</i> )	FT	Valley riparian, host plant <i>Sambucus nigra</i> ssp. <i>caerulea</i> .	<b>Absent:</b> Larval host species not present.
Conservancy Fairy Shrimp ( <i>Branchinecta conservatio</i> )	FE	Valley vernal pools	<b>Absent:</b> Vernal pool habitat is not present.
Vernal Pool Fairy Shrimp ( <i>Branchinecta lynchi</i> )	FT	Valley vernal pools	<b>Absent:</b> Vernal pool habitat is not present.
Vernal Pool Tadpole Shrimp ( <i>Lepidurus packardii</i> )	FE	Valley vernal pools	<b>Absent:</b> Vernal pool habitat is not present.
Western Yellow-billed Cuckoo ( <i>Coccyzus americanus occidentalis</i> )	FT	Valley gallery riparian forests	<b>Absent:</b> Riparian forest habitat is not present.
<b>Non-Federal-listed Invertebrates</b>			
California Linderinella ( <i>Linderinella occidentalis</i> )	NL	Vernal pools	<b>Absent:</b> No vernal pool habitat in the project area
<b>Non-Federal-listed Reptiles</b>			
Western Pond Turtle ( <i>Emys marmorata</i> )	CSC	Freshwater ponds	<b>Absent:</b> No suitable habitat within 1,000' of the project area
<b>Non-Federal-listed Birds</b>			
Swainson's Hawk ( <i>Buteo swainsonii</i> )	ST	Woodlands, open country	<b>Absent:</b> No nesting habitat (trees), no foraging habitat at project site
Burrowing Owl ( <i>Athene cunicularia</i> )	CSC	Open country, suitable burrows	<b>Absent:</b> No nesting habitat (open burrows)
<b>Non-Federal-listed Mammals</b>			
North American Porcupine ( <i>Erethizon dorsatum</i> )	CSC	Young coniferous forests	<b>Absent:</b> No suitable habitat in the project area
<b>Non-Federal-listed Plants</b>			
Ahart's paronychia ( <i>Paronychia ahartii</i> )	CNPS 1B.1	Vernal pools, marshy grasslands	<b>Absent:</b> No suitable habitat in the project area
Bogg's Lake hedge-hyssop ( <i>Gratiola heterosepala</i> )	CNPS 1B.2	Vernal pools, marshes	<b>Absent:</b> No suitable habitat in the project area
Depauperate milkvetch ( <i>Astragalus pauperculus</i> )	CNPS 4.3	Chaparral, valley grasslands	<b>Absent:</b> No suitable habitat in the project area
Dwarf downingia ( <i>Downingia pusilla</i> )	CNPS 2B.2	Vernal pools, mesic valley grasslands	<b>Absent:</b> No suitable habitat in the project area
Henderson's bent-grass ( <i>Agrostis hendersonii</i> )	CNPS 3.2	Vernal pools, mesic valley grasslands	<b>Absent:</b> No suitable habitat in the project area
Stony Creek spurge ( <i>Euphorbia ocellate</i> ssp. <i>rattanii</i> )	CNPS 1B.2	Chaparral, riparian stream banks, valley grasslands with sandy to rocky soils	<b>Absent:</b> No suitable habitat in the project area
Tehama navarretia ( <i>Navarretia heterandra</i> )	CNPS 1B.1	Vernal pools, mesic valley grasslands	<b>Absent:</b> No suitable habitat in the project area

**\*OCCURRENCE DESIGNATIONS:**

Present: Species observed on the study area at time of field surveys or during recent past.

Likely: Species not observed on the study area, but it may reasonably be expected to occur there on a regular basis.

Possible: Species not observed on the study area, but it could occur there from time to time.

Unlikely: Species not observed on the study area, and would not be expected to occur there except, perhaps, as a transient

Absent: Species not observed on the study area and precluded from occurring there because habitat requirements not met.

**\*STATUS CODES:**

FE	Federally Endangered	CT	California Threatened
FT	Federally Threatened	CSC	California Species of Special Concern
FC	Federal Candidate		
CNPS	California Native Plant Society Listing		
CR	California Rare		
CE	California Endangered		

**\*Vicinity includes off-Reservation areas up to 1,000 feet from Reservation boundaries**

## 3.5 Cultural Resources

### 3.5.1 History and Culture

The Project is located in the traditional territory of the Nomlaki; more specifically the Nomlaqa Boda of the Hill Nomlaki. Nomlaki is the name of the dialect spoken by the people. Nomlaki is itself a dialect of the Wintuan language and closely related to Wintu and Patwin, dialects/groups that border Nomlaki to the north and south. Almost all ethnographic information on the Nomlaki comes from individuals belonging to the Hill Nomlaki, primarily from the writings of Walter Goldschmidt in "Nomlaki Ethnography" (1951).

The Nomlaki inhabited the foothill area extending from the edge of the river plain westward to the summit of the Coast Range, in the Tehama Country between Stony Creek and Cottonwood Creek, and in the Sacramento River drainage of central California. It is believed that a century ago the Nomlaki may have numbered more than two thousand individuals; today only a remnant survives.

The Nomlaki lived in villages consisting of 25 to 100 individuals, usually related through a male line. Village chiefdoms were generally hereditary but subject to approval by males in the village. The nuclear family was the basic economic unit though resources were shared with other village members. Goods that were often traded included shell beads and furs, especially black bear pelts which were used as funeral shrouds.

The most important Nomlaki foods included acorns, grass seed and tubers, deer, elk, rabbit, and other small game, birds, and fish. The Nomlaki moved to different areas depending on the season. The bow and arrow were used for hunting as were mahogany clubs, nets, snares, slings, and traps. Numerous varieties of acorn were used as were several types of seeds and tubers. Other parts of the diet included mushrooms, manzanita berries, other wild fruits, and pine nuts.

Tools and technology made by the Nomlaki include sinew-backed bows made of imported yew or juniper, arrow points made of flint or obsidian, spears with flint or obsidian points, elk hide armor, harpoons, slings, mahogany throwing sticks, various nets, snares, and deadfalls. Twined and coiled baskets that were used for gathering, cooking, and storage were also made as were rabbit skin blankets. Clothing was made of hide and inner tree bark and sandals of elk hide.

Religious concepts covered the whole of Nomlaki life. Most activities were hedged by one or another formal restriction, and the spiritual ability to perform specific crafts was obtained by initiation into a secret society. There was a girl's puberty ceremony, largely a social gathering, and probably also other formalized dances. Spirits and sacred springs existed and were of great importance to the shaman and other professionals. Although the shaman's primary function was to cure sickness and disease, he also possessed powers of evil

and consequently was much feared.

"In 1848 only about ten white men lived in the Sacramento Valley within the present boundaries of Tehama County. However, by 1849 Tehama was a flourishing boom town destined to be the leading community of the northern Sacramento Valley for many years. The impact of white civilization was tremendous on the Indians of the hill country of the northern Sierra Nevada and Coast Range of California. The Indians were introduced to the worst civilization has to offer; they were exploited as labor and were killed on the slightest provocation, real or imaginary. By 1851, certain settlers requested that the Indians be segregated from the white population on a reservation. Others preferred to keep the Indians available for menial labor. This created difficulty when agents attempted later to move the Indians to reservations."

In 1852, Superintendent Edward F. Beale started the policy of establishing Indian reservations, and in September 1854, his successor, Thomas J. Henley, established the Nome Lackee Reservation on a tract of 25,000 acres in the foothills of western Tehama County between Elder and Thomes creeks. H. L. Ford was later to be made agent in charge of the Nome Lackee Reservation.

The 1856 report of the Indian Commissioner viewed the situation at Nome Lackee with satisfaction. The reservation was caring for Nomlaki, "Nome Cults" (Yuki at Round Valley, which was then considered an extension of this reserve), "Noi Mucks" (Patwin), and "Wye Lackees ( Wailaki) ." The thousand acres of cultivated land produced an estimated fifteen thousand bushels of wheat, as well as corn, pumpkin, melons, turnips, and other vegetables. The labor was done entirely by the Indians with white overseers.

By 1861, the reservation had fallen into desuetude, and, except for a few recommendations for its disposal, no more is heard of it. Indians from the Sacramento Valley were transported to Round Valley. This little valley, so admirably adapted for an Indian Reservation because it is isolated and still fertile enough to accommodate a large population, was discovered by a member of the Nome Lackee agency.

The Nomlaki were reduced in number during this period and for a brief period lived on a reservation in their own territory. Here they learned much of white culture by direct teaching. With the Indians no longer a threat to safety; however, the whites began to covet their valuable land, and the reservation was abandoned in 1859-1860. Three years later the Nomlaki were driven to Round Valley, where they found treatment no better, either at the hands of the whites or, it may be assumed, by their traditional enemies, the Yuki.

The following account of the coming of the whites was given by an informant of Water Goldschmidt who studied the Nomlaki in his Nomlaki Ethnography (1951). This informant was Andrew Freeman the grandfather of Everett Freeman an elder of the Paskenta Band of Nomlaki Indians who led the efforts of the tribe to regain federal re-recognition of the Tribe in 1994.

*"The whites came in at Orland; many of them. When they came in they started shooting. There were thousands of Indians in the hills who went to fighting the whites. The Indian went after them, but they couldn't do anything to them. Finally, they got to Newville, and the man who was telling these fortunes said the whites were going to be there. The Indians were ready for them. The whites came by Oakes' place and down the flat at one o'clock in the morning. They killed the first Indian that showed himself. The captain told the others to stay in the house and get their bows and arrows ready. The captain yelled to the whites that he was ready inside the house. He told his men, "When you get ready, run out and crowd into it." The captain sent them to fight at close range. He said, "We are dead anyway." The whites couldn't load their muzzle-loaders, so they used revolvers. The captain told his men to spear them. They fought from morning till afternoon. The Indians had come all the way from Colusa. They killed all those whites. The Indians were afraid of gray horses. They killed the horses. They examined everything. They*

*divided everything up."*

*"Another group of whites came to Mountain House. They killed many of the Indians. White people hit women and children in the head. One Indian shouted from a rock when the white man started back. The whites came up there, and that Indian went into the rock cave, and they shot one white man from there. But the whites threw fire into the cave and killed all the Indians in there."*

*"Finally, the Indians got smallpox, and the Indian doctor couldn't cure them. They died by the thousands. Gonorrhea came amongst the Indians. That killed a lot of them. My grandfather said that if he had fought he would have been killed too. But he went up to Yolla Bolly Mountain with about six hundred others and stayed three years. On the third winter, there was a heavy snowstorm. The snow was over his head. He said women can stand more starvation than men. They singed the hair off a deer hide shoulder strap and ate it. Men died every day from starvation. That was in Camp of Dark Canyon in the winter. Women would find a little bunch of grass and eat it and would bring a handful back for their husbands. The women would have to chew it for the men. The man was too weak to swallow it. She would take a mouthful of water and pour it into his mouth. That was the way they saved a lot of them."*

In the 1880 census, there were 157 Indians listed in Tehama County, not all of them Nomlaki. Thus, a Tribe that numbered probably 2,000 in 1850 were reduced to less than 157 individuals 30 years later. Today, there are approximately 171 enrolled members of the Tribe.

### 3.5.2 Protection of Historic, Cultural, and Religious Properties

Pursuant to the NHPA (50 U.S.C. 300101 et seq.) agencies and tribes are to identify and consider the adverse effect their proposed project may have on the historic and prehistoric resources in the Area of Potential Effect (APE). The Paskenta Cultural Committee advises the Tribal Council on issues regarding the Nomlaki landscape including cultural resources. The purpose of the committee is to preserve and protect traditional lands, sacred sites, including landscapes and culturally related practices throughout the Paskenta aboriginal territory. The Cultural Committee on behalf of the Tribe carries on consultation with agencies and developers as prescribed by cultural preservation laws and carries out a cultural monitoring program where cultural monitors work alongside Federal, State, County, City agencies in order to ensure the preservation of Paskenta's cultural resources. The cultural monitors play a vital role in preserving culturally sensitive areas by working together with said entities before and during construction and development on traditional lands.

The Project APE is within the (historic) village of *Luiko* and in the close vicinity of the village of *Paskenti*. There was a major village named *Tehemet* east of the project area where Elder Creek joins the Sacramento River. Previous archeological inspections of the area have not disclosed the presence of cultural resources.

## 3.6 Socioeconomic Conditions

### 3.6.1 Tehama County

According to data from the 2010 U.S. Census, Tehama County has a population of 63,463, with 49,743 persons aged 16 years and over. In 2010, 26,562 persons participated in the labor force and 2,656 individuals in the participating labor force were unemployed, for an unemployment rate of 10.1 percent. Households in Tehama County, CA have a median annual income of \$42,512, which is less than the median annual income of \$60,336 across the entire United States. This is in comparison to a median income of \$40,687 in 2016, which represents a 4.49% annual growth. Approximately 20.9% of the population for whom poverty status is



determined in Tehama County (13,000 out of 62,300 people) live below the poverty line, a number that is higher than the national average of 13.4%.

The most common job groups, by number of people living in Tehama County, CA, are Office and administrative Support Occupations (3,202 people), Sales and Related Occupations (2,417 people), and Management Occupations (1,759 people).

### **3.6.2 Paskenta Indian Reservation**

Little printed demographic data exists for the Paskenta Band of Nomlaki and the Paskenta Indian Reservation. The American Community Survey from the U.S. Department of Census listed Paskenta Indian Reservation with no data. The Bureau of Indian Affairs *2013 American Indian Population and Labor Force Report* lists the population of Indians in Tehama County as 3,034 people but it is not broken down by Tribal affiliation. Historically the U.S. Census has limited its data collection to specific geographic areas and therefore the final value does not usually list Tribal members. Indigenous people are the most undercounted and one of the hardest to count populations in the U.S. according to the Census Bureau. In the last decennial census, the indigenous population on reservations was the most undercounted of any group in the U.S., with 4.9% not being tallied, according to the Census Bureau.

### **3.6.3 Demographics**

#### *3.6.3.1 Tehama County*

According to the 2010 U.S. Census, the population of Tehama County was 63,463 persons. As listed in Table 3.6, below, of the Individuals who chose to identify as "One Race," 94.7 percent were classified as White, 0.6 percent as African American or Black, 2.6 percent as American Indian or Alaska Native, 1.0 percent as Asian, 0.1 percent as Native Hawaiian or Other Pacific Islander, and 9.9 percent as Some Other Race. The remaining 4.3 percent chose to identify as "Two or More Races." Of the total population, 21.9 percent was considered Hispanic or Latino. The following tables provide demographic data for Tehama County in 2010.

*Table 9 - US Census, Tehama County*

<b>Race</b>	<b>Estimate</b>	<b>Estimate %</b>
Total Population	63,463	---
One Race	60,761	95.7
White	51,721	81.5
Black or African American	406	0.6
American Indian and Alaska Native	1,644	2.6
Asian	656	1.0
Native Hawaiian & Pacific Islander	76	0.1
Some other race	6,258	9.9
Two or more races	2,702	4.3
Hispanic or Latino (of any race)	13,906	21.9

The California Department of Finance (DOF) projects the population of Tehama County will increase by approximately 0.4 percent, or 284 persons, by the year 2020. In the year 2020, the DOF projects approximately 68.7 percent will be White, 0.27 percent will be African American, 1.94 percent will be American Indian or Alaska Native, 1.03 percent will be Asian, 0.10 percent will be Native Hawaiian or Other Pacific Islander, 2.79 will be classified as Some Other Race, and 24.8 percent will be Hispanic or Latino.

### 3.6.3.2 Paskenta Nomlaki Demographics

This data includes the enrolled membership of the Tribe which may live and work in and outside of the Paskenta Indian Reservation.

Table 10 - Paskenta Band of Nomlaki Population Data

Paskenta Tribe		
Subject	Number	Percent
Total Population	283	100
Adults 18>	158	55
Minors <18	112	40
Seniors	13	5

As shown above, as of August 2019, the tribe has a large number of minors under 18 years of age accounting for 40 percent of the membership, adult members accounted for 55 percent of the membership, and elders of the Tribe comprising only 13 percent of the members.

## 3.7 Attitudes, Expectations, Lifestyle, and Cultural Values

California is the nation's largest Indian casino market, accounting for more than 26 percent of all U.S. tribal gaming revenues. According to gaming economist Alan Meister in his annual *Casino City Indian Gaming Industry Report*, the state's Indian casinos produced \$8.4 billion in 2016, roughly \$2 billion more than the Las Vegas Strip. According to the report, California tribal casinos produced \$965.9 million in non-gaming revenue. There are currently over 114 Indian Reservations or Rancherias in California; 62 of the 114 California Tribes own 64 casinos including 50 Indian casinos, 16 Indian casino resorts, and 3 mini-casinos. These direct expenditures by gaming patrons lead to subsequent rounds of activity in the economy as Indian casinos and other directly affected businesses hire employees, purchase goods and services from local vendors, and undertake construction and maintenance projects. Persons employed directly or indirectly by Tribal gaming facilities earn wages, pay taxes, spend money, and reduce dependency on public assistance or unemployment insurance. These indirect, or "multiplier" effects, increase the total economic impact of Indian gaming in the State.

For the Tribe, the proposed Project is expected to create up to 200 new employment opportunities in the tourism and hospitality industries for Reservation and off-Reservation residents. The proposed Project is forecasted to expand and diversify the Tribe's economic base, allowing for Tribal business development related to businesses that serve the tourism and hospitality industries. Tribal Members are very supportive of the proposed Project and view the proposed Project as a method of expanding the economic base of the Tribe.

## 3.8 Community Infrastructure

### 3.8.1 Fire Protection

The Corning Volunteer Fire Department (CVFD), located at 814 Fifth Street in Corning, has been in operation for 107 years. The Station currently houses three Class A pumpers, two brush engines, and a rescue squad. Response time from the fire station, located at 814 5<sup>th</sup> Street in Corning, to the Rolling Hills Casino, is 5.2 miles equating to approximately 9 minutes. The CVFD would be responsible in the case of structure fire, medical emergency, and onsite vehicle fires. The CVFD is equipped with a latter truck which was donated by the

Paskenta Band of Nomlaki Indians.

The Tehama County Fire Department (TCFD) is administered under contract by California Department of Forestry and Fire Protection (CAL FIRE) and provides fire protection, emergency dispatching, specialized training, equipment repair and maintenance, fire prevention, fire safety education, and emergency medical responses to the unincorporated areas of Tehama County. The TCFD has automatic aid agreements with the Corning City Fire Department. The Tehama/Glenn Unit of CAL FIRE (Engine 112) serves the Project area in the case of wildfire protection. Response time from the fire station, located at 604 Antelope Boulevard in Red Bluff, to the Rolling Hills Casino (a distance of 23 miles), is approximately 24 minutes. The Tribe donated a rescue squad vehicle to CALFIRE Station 12 to assist in helping first responders.

The closest emergency room to the proposed Project area is within St. Elizabeth Community Hospital located 21 miles north of the Project site. The response time for an ambulance to the Reservation is approximately 22 minutes. Response takes less time when the situation is critical, therefore, an individual on the Reservation who needs emergency services will receive medical assistance in approximately 20 minutes. The Tribe donated funding for one new ambulance purchase for St. Elizabeth Hospital.

The proposed Project is designed to include many fire safety features including sprinkler systems, dry standpipes, properly sized hydrants, and other fire safety items. The proposed Project is designed in accordance with the Building Construction and Safety Code of the National Fire Protection Association that includes fire protection systems and equipment, fire-resistive material and construction, means of egress, and design for accessibility.

### **3.8.2 Law Enforcement**

Police protection is provided to the Project area by the Tehama County Sheriff's Department located in Red Bluff. The Tehama County Sheriff's Department provides general patrol services and comprised of 4 sergeants and 16 patrol deputies, as well as law enforcement investigative services to unincorporated areas of Tehama County. The California Highway Patrol (CHP) provides traffic and law enforcement for this area and on public highways and roads leading to the Rolling Hills Casino. The Sheriff's Department is headquartered at 22840 Antelope Boulevard in Red Bluff, which is approximately 23 miles north of the Rolling Hills Casino and results in a drive time of 20 minutes to respond to an emergency.

The Rolling Hills Casino Security Department provides patrons with 24-hour assistance and has an open relationship with the Tehama County Sheriff's Department. The security services at Rolling Hills Casino include customer service, emergency operations, and evacuations, provides first aid, escorts patrons and other protective security services. All security personnel have basic first aid/CPR training and receive an extensive background investigation prior to employment.

### **3.8.3 Schools**

The Rolling Hills Casino is within the Corning Union Elementary and Corning Union High School districts. The public schools that are located near the casino are West Street Elementary School in Corning, Olive View Elementary School in Corning, Woodson Elementary, Rancho Tehama Elementary, Maywood Da Vinci Middle School and Corning Union High School in Corning.

The United States Department of Education awarded grant funds to the Paskenta Band of Nomlaki Indians for the Everett Freeman Promise Neighborhood Initiative. The award is funded annually with federal appropriations for five (5) years in the total amount of \$14,657,240. The vision of the program is that all children

and youth growing up in "Promise Neighborhoods" have access to great schools and strong systems of family and community support that will prepare them to attain an excellent education and successfully transition to college and a career. The Everett Freeman Promise Neighborhood Initiative is open to all youth.

#### **3.8.4 Solid Waste Disposal**

Solid waste from the Rolling Hills Casino is collected by Green Waste of Tehama. The casino recycles cardboard, aluminum, and glass to a local vendor out of Corning, California (per. com. Steve Neely, July 2019).

Solid waste from the Rolling Hills Casino is landfilled at the Tehama County/ Red Bluff Landfill operated by the Solid Waste Management Agency of Tehama County. Tribal Members have the option of taking their solid waste to the Red Bluff Transfer Station located on Plymire Road in Red Bluff. This facility also manages several landfill and recycling programs for the community.

#### **3.8.5 Gas & Electric Services**

Pacific Gas and Electric (PG&E) provides electricity services to the casino and surrounding incorporated (Corning) and unincorporated communities. Suburban Gas provides propane gas services to the casino, including providing propane gas to the surrounding unincorporated areas.

#### **3.8.6 Communications Service**

Fiber optic telephone service, including broadband high-speed internet, is provided to the casino by AT&T. In general, cellular service is provided by Verizon, AT&T, T-Mobile, and Sprint.

#### **3.8.7 Water Service**

The casino facilities are serviced by a single well, with a second production well used solely for Sevillano Links Golf Course irrigation. The well utilized for the casino has a pumping capacity of approximately 600 gallons per minute (gpm) and pumps potable water into a single water storage tank located in the rear of the site with a holding capacity of 451,000 gallons. This well has been approved by the EPA to provide potable water to the public water system and is serviced by the casino maintenance engineers and treated with liquid chlorine pursuant to the Safe Drinking Water Act. The current water storage tank was installed during the original casino construction. At that time, the only demands on the tank included potable water and fire suppression for the casino, and some landscape irrigation. Currently, water demand is in the 100,000 gallons per day range, with summer demand easily exceeding 200,000 gpd. The water tank level between zero and thirteen feet is allocated for fire suppression. The operating level for domestic potable water and landscape irrigation supply is from 13 to 15 feet. The existing water system has 150 percent of the capacity needed to provide services to the proposed Project.

#### **3.8.8 Sanitary Sewer and Storm Water Services**

The wastewater of the casino is currently being handled by an existing on-site Kubota water treatment system. The Kubota tertiary system is currently capable of treating up to 100,000 gpd. By adding a membrane bioreactor system (MBR) modular unit, the system capacity would increase to 200,000 gpd.

Stormwater runoff from the casino stays within the Reservation, as it drains through existing drop inlets located throughout the casino grounds, to the adjacent settling pond located to the south, and subsequently percolates or evaporates from the settling pond.

## **3.9 Resource Use Patterns**

### **3.9.1 Hunting, Fishing, Gathering**

The most important Nomlaki foods included acorns, grass seed and tubers, deer, elk, rabbit, and other small game, birds, and fish. The bow and arrow were used for hunting as were mahogany clubs, nets, snares, slings, and traps. Numerous varieties of acorn were used as were several types of seeds and tubers. Other parts of the diet included mushrooms, manzanita berries, other wild fruits, and pine nuts. Traditional gathering and hunting are not anticipated to be significantly impacted directly or indirectly by the proposed Project.

### **3.9.2 Timber**

Commercial timber harvest is not a land-use activity within the Project area.

### **3.9.3 Agriculture**

Tehama County covers an area of approximately 2,957 square miles or approximately 1,892,500 acres. Of the lands in Tehama County, the Federal Government manages approximately 24 percent. Approximately 71 percent is in private ownership. Much of the land in the County is resource-based, taking the form of cropland, rangeland, pastureland, and woodland.

Agriculture is a major sector of Tehama County's economy. The value of Tehama County agricultural production in 2017 was \$381,714,400 with the top agricultural crops being walnuts, almonds, olives, prunes, field crops, and beef cattle. Agricultural products are not tendered on the Paskenta Reservation, but surrounding areas off-Reservation are in extensive agricultural production with groves of almonds, walnuts, and olives mostly grown.

### **3.9.4 Mining**

The majority of Tehama County's mineral wealth is derived from the extraction of non-metallic sand, gravel, and volcanic cinder, which are used primarily by local paving and construction industries. Because of their bulky, heavy character, aggregate resources are expensive to transport and, given increasing transportation costs, the sand and gravel deposits located close to the developing areas of Tehama County are valuable assets. As of May 1981, there were 32 mineral extraction operation permits granted in Tehama County. Mining is not an economic activity within the Reservation and the nearest gravel operation located at Thomes Creek, 7.5 miles north of the Paskenta Reservation.

### **3.9.5 Recreation**

Recreation areas abound in Tehama County. The Sacramento River National Wildlife Refuge is located 7.5 miles east of the Reservation, the Reservation is handily located between Mendocino National Forest and Lassen National Forest including the Lassen Volcanic National Park. The Sacramento River has several fishing resorts located along its banks.

The Rolling Hills Casino and Resort also is a purveyor of varied recreational activities for visitors of all ages; the Equestrian Center at Rolling Hills; behind the Casino is a 1,400 acre, wildlife oasis with an abundance of pheasant, quail, chukar, dove, turkey, and waterfowl, and wild boars; a sporting clay course is operated by the Tribe; Sevillano Links at Rolling Hills Casino is a John Daly Signature, 18-hole championship golf course; and the newly opened Amphitheatre at Rolling Hills which provides music and performing arts venues.

The Paskenta Band of Nomlaki are supportive of creating new park facilities for the Corning Community and are partially funding the City of Corning Community Recreation Center and Plaza Project. In 2016 the

Paskenta Band of Nomlaki Indians was awarded a U.S. Department of Education Office Innovation & Improvement Promise Neighborhoods grant. The grant funds solutions to improve the educational and developmental outcomes of children and youth in the Corning community, known as the Everett Freeman Promise Neighborhood Initiative (Corning Promise). Corning Promise, rooted in the indigenous concept of interrelatedness, works collaboratively with partners to strengthen the Corning community, its families and schools by building a continuum of cradle-to-college and career solutions that accelerate progress and create opportunities for long-term sustainability. The Paskenta Band of Nomlaki Indian Tribe and the Rolling Hills Community Development Foundation pledged \$300,000 for the efforts.

### **3.9.6 Land Use Plans**

The majority of the reservation land is held in trust for the benefit of the Tribe and is used primarily for economic purposes and governmental offices. The Tribe currently does not have a written land-use plan.

Physically, Tehama County covers a total of approximately 2,951 square miles of land (or 1,892,572 acres). The Tehama County General Plan Planning Area, which is the private land in Tehama County for which the County has jurisdiction, covers approximately 1,394,384 acres. The 2,251 acres that comprise the Paskenta Indian Reservation lands for which the County government has no land-use authority represents 0.10% of the total Tehama County land base. The Tehama County Zoning Ordinance implements the goals and policies of the County's General Plan. It establishes zoning districts that guide the development and use of land within the County by defining allowable land uses within each district. None of the chapters of the Tehama County Zoning Ordinance apply of Paskenta Tribal lands and a special land use designation of "Nomlaki" by the County confirms land use designations as Tribal lands.

### **3.9.7 Transportation Network**

Automobile use is recognized in the 2001 and 2005 Regional Transportation Plan (RTP) as the dominant mode of transportation in Tehama County. According to the 2000 Census, almost 90 percent of all trips from home to work by County residents were made by automobiles, with the mean travel time to work being approximately 22 minutes. The Paskenta Band of Nomlaki Indians has a delegate to the Regional Transportation Planning Agency Technical Advisory Committee (TAC). The TAC reviews and provides input on transportation planning activities, including but not limited to, updating the RTP, recommending projects for the Regional Transportation Improvement Program (RTIP), and other special transportation studies.

Most of the roadways in the County can be characterized as rural. Existing and planned urbanization within portions of the County, as well as growth in Red Bluff and Corning, are resulting in the need to develop higher volume and higher capacity roadways. Interstate 5 and State Highways 99 and 36 are the primary transportation routes through the County and provide access to a large number of the developed urban and rural areas in the County. These roads, along with the various other state routes within the County, are critical to overall circulation and form the backbone of the County's roadway infrastructure. Other county arterial, collector, and local roads, as well as private roads, constitute the remainder of the County's roadway system.

There are two publicly-owned general aviation airports in Tehama County; Red Bluff Municipal Airport and Corning Municipal Airport. Corning Municipal Airport is rated as a "community airport". It has a 2,700-foot runway, 50 feet in width, with 25-foot wide taxiways. Based upon information from the Federal Aviation Administration (FAA), the Corning Municipal Airport has an estimated 8,718 annual operations (take-offs and landings). Approximately 25 aircraft are based at the Corning Municipal Airport.



The Project site is accessed via Everett Freeman Way, a Tehama County road. Patrons traveling to and from the casino turn from Interstate 5 (sometimes known as the Westside Highway), which is administered jointly by Caltrans and the Federal Highway Administration, through an interchange and onto Everett Freeman Way.

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation factors and equations used in the traffic forecasting procedure can be found in the 10th Edition of Trip Generation, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2017]. However, given the uniqueness of the proposed Casino Expansion of the proposed Project, vehicular 24-hour tube counts (ins and outs) at the existing site driveways were conducted every fifteen minutes on Thursday, May 16th, 2019 and Saturday, May 18th, 2019. This empirical data has been utilized to derive existing trip generation rates for the Rolling Hills Casino to be applied to the proposed Project.

Rolling Hills Casino currently generates 3,679 weekday daily trips according to a traffic analysis conducted by Linscott, Law, and Greenspan Engineers (LLG), with 131 trips (81 inbound, 50 outbound) produced in the AM peak hour, and 231 trips (107 inbound, 124 outbound) produced in the PM peak hour on a weekday. Additionally, Rolling Hills Casino currently generates 4,107 Saturday daily trips, with 202 trips (141 inbound, 61 outbound) produced in the PM peak hour on a Saturday according to a traffic analysis completed by Linscott, Law, and Greenspan (LLG) traffic engineers.

According to LLG, the Rolling Hills Casino Expansion is forecast to generate an additional 3,020 weekday daily trips, with 108 trips (66 inbound, 42 outbound) produced in the AM peak hour, and 190 trips (88 inbound, 102 outbound) produced in the PM peak hour on a weekday. Additionally, the Rolling Hills Casino Expansion is forecast to generate an additional 3,372 Saturday daily trips, with 166 trips (116 inbound, 50 outbound) produced in the PM peak hour on a Saturday.

Table 11 - Project Trip Generation Forecast

ITE Land Use Code /Project Description	Weekday							Saturday			
	Daily 2-Way	AM Peak Hour			PM Peak Hour			Daily 2-Way	PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total		Enter	Exit	Total
<b>Generation Factors:</b>											
▪ Rolling Hills Casino	47.70	1.05	0.65	1.70	1.39	1.61	3.00	53.25	1.83	0.79	2.62
<b>Existing Development Generation Forecast:</b>											
▪ Existing Rolling Hills Casino (77,125 SF) [A]	3,679	81	50	131	107	124	231	4,107	141	61	202
<b>Proposed Project Generation Forecast:</b>											
▪ Proposed Rolling Hills Casino Expansion	3,020	66	42	108	88	102	190	3,372	116	50	166
<b>Total Future Rolling Hills Casino Trip Generation Forecast</b>	<b>6,699</b>	<b>147</b>	<b>92</b>	<b>239</b>	<b>195</b>	<b>226</b>	<b>421</b>	<b>7,479</b>	<b>257</b>	<b>111</b>	<b>368</b>

Traffic operations at the intersections listed below have been quantified through the determination of Level of Service (LOS). LOS is a qualitative measure of traffic operating conditions, whereby a letter grade of A through F is assigned to an intersection or roadway segment. LOS A represents stable flow traffic conditions with very slight delay. Progression is very favorable, turning movements are easily made, and nearly all drivers find freedom of operation in LOS A conditions. In contrast, LOS F represents jammed conditions and backups from other locations that restrict or prevent movement and free traffic operations. LOS is calculated for different control types using the methods documented in the Highway Capacity Manual.

Tehama County considers LOS D to be the minimum acceptable LOS for all intersections and roadway segments; Caltrans “endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities”; it does not require that LOS “D” (shall) be maintained. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. The City of Corning considers LOS C to be the minimum acceptable LOS for all intersections and roadway segments. LOS D is permissible based on a case by case review.

Collision information for I-5 was obtained from the California Highway Patrol. The report shows that based on traffic collision data stored in the Statewide Integrated Traffic Records System (SWITRS), there were 15 traffic collisions that occurred within a 10-mile radius of the Rolling Hills Casino between January 1, 2015, and August 31, 2018. One collision resulted in fatality. There was one common factor linking fatal collisions and that is speed. With a posted speed limit of 75mph, it is likely that the collisions were not necessarily attributed to casino traffic. Based on the ten-mile radius provided by SWITRS, there is no indication that the reported collisions were traffic headed to the casino.

## **3.10 Other Values**

### **3.10.1 Wilderness**

The proposed Project site is not located in a natural wilderness area. The Sacramento River National Wildlife Refuge is located 7.5 miles east of the Reservation, the Reservation is handily located between Mendocino National Forest and Lassen National Forest and the Lassen Volcanic National Park.

### **3.10.2 Sound and Noise**

Unlike the EPA and the U.S. Department of Housing and Urban Development (HUD), the Tribe has no specific responsibility to reduce noise problems at the source; however, it does have the responsibility to be aware of potential noise problems and their impact on the off-Reservation environment. HUD finds that noise is a major source of environmental pollution and represents a threat to the serenity and quality of life in population centers and that noise exposure may be a cause of adverse physiological and psychological effects and economic losses. It is HUD's general policy to provide minimum national standards applicable to HUD programs to protect citizens against excessive noise in their communities (HUD, 1979).

Several noise measurement scales are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis; an increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, 30 dB is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10-dB increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Equivalent noise levels ( $L_{eq}$ ) represent an average noise exposure over various periods of time. These exposure ratings often include

weighting factors for annoyance potential in consideration of time of day or other factors. The Day-Night Average Level ( $L_{dn}$ ) is the average noise level over a 24-hour day, with a +10 dB weight applied to noise occurring during the nighttime hours, based on the assumption that nighttime noise has a greater effect on individuals.

The general noise standards of the county of Tehama are detailed in the Noise Element (Section 9) of the Tehama County General Plan (Noise Element), which outlines the legal requirements of Government Section 65302(f). Although the county noise standards do not apply on Reservation lands, the Tribe is acting consistently with the county standards for the purposes of evaluating off-Reservation impacts in this TEE.

Compatibility between noise generated and existing noise looks at: background noise levels, intensity of noise source, character of noise source, frequency of noise, timing of noise (day vs. night), and sensitivity of adjacent land uses. According to the Noise Element, highway and local traffic on county roads, commercial and industrial uses, airports, and railroad operations are the primary noise sources in Tehama County. The Noise Element seeks to prevent the introduction of new noise-producing uses in noise-sensitive areas and prevent encroachment of noise-sensitive uses upon existing noise-producing facilities.

The county has established the following noise standards for new uses, based on time of day and type of activity. Table 3.11 lists noise standards for new uses affected by traffic and railroad noise, while table 3.12 details noise standards for new uses affected by non-transportation noises.

Table 12 - Tehama County Noise Standards for New Users

New Land Use	Outdoor Activity Area - $L_{dn}$	Interior – $L_{dn}$ /Peak Hour $L_{eq}$	Notes
All Residential	60-65	45	2,3,4
Transient Lodging	65	45	5
Hospitals and Nursing Homes	60	45	6
Theaters & Auditoriums	---	35	
Churches, Meeting Halls, Schools, Libraries, etc.	60	40	
Office Buildings	65	45	7
Commercial Buildings	65	50	7
Playgrounds, Parks, etc.	70	---	
Industry	65	50	7

1. For traffic noise within Tehama County,  $L_{dn}$  and peak-hour  $L_{eq}$  values are estimated to be approximately similar. Interior noise level standards are applied within noise sensitive areas of the various land uses, with windows and doors in the closed positions.

2. Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels or residences with no clearly defined outdoor activity area, the standard shall be applicable within a 100-foot radius of the residence.

3. For multi-family residential uses, the exterior noise level standard shall be applied at the common outdoor recreation area, such as at pools, play areas, or tennis courts.

4. Where it is not possible to reduce noise in outdoor activity areas to 60 dB  $L_{dn}$  or less using a practical application of the best available noise reduction measures, an exterior noise level of up to 65 dB  $L_{dn}$  may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

5. Outdoor activity areas of transient lodging facilities include swimming pool and picnic areas.

6. Hospitals are often noise generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.

7. Only the exterior spaces of these uses designated for employee or customer relaxation have any degree of sensitivity to noise.

Table 13 - Tehama County Noise Standards for New Users

New Land Use	Outdoor Activity Area - Leq		Interior -Leq	
	Daytime	Night Time	Day & Night	Notes
All Residential	50	45	35	1,2,7
Transient Lodging	55	---	40	3
Hospitals and Nursing Homes	50	45	35	4
Theaters & Auditoriums	---	---	35	
Churches, Meeting Halls, Schools, Libraries, etc.	55	---	40	
Office Buildings	55	---	45	5,6
Commercial Buildings	55	---	45	5,6
Playgrounds, Parks, etc.	65	---	---	6
Industry	65	65	50	5

1. Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels or residences with no clearly defined outdoor activity area, the standard shall be applicable within a 100-foot radius of the residence.

2. For multi-family residential uses, the exterior noise level standard shall be applied at the common outdoor recreation area, such as at pools, play areas or tennis courts. Where such areas are not provided, the standards shall be applied at individual patios and balconies of the development.

3. Outdoor activity areas of transient lodging facilities include swimming pool and picnic areas and are not commonly used during nighttime hours.

4. Hospitals are often noise-generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.

5. Only the exterior spaces of these uses designated for employee or customer relaxation have any degree of sensitivity to noise.

6. The outdoor activity areas of office, commercial and park uses are not typically utilized during nighttime hours.

7. It may not be possible to achieve compliance with this standard at residential uses located immediately adjacent to loading dock areas of commercial uses while trucks are unloading. The daytime and nighttime noise level standards applicable to loading docks shall be 55 and 50 dB Leq, respectively.

The Noise Element identifies various policies to control, abate, and limit potential impacts due to environmental noise. With the intention to effectively consider noise during the land use planning process, new projects located adjacent to, or near, noise-sensitive land uses and anticipated to generate excessive noise are required, per Policy N-1.1 of the Noise Element, to prepare an acoustical analysis. The Noise Element additionally considers the future development and enforcement of a Countywide Noise Control Ordinance consistent with the standards and policies of the General Plan. As of the date of this TEE, no noise control ordinance has been developed in Tehama County. Potential noise mitigation measures include vegetative and landscaped buffers and incorporation of the State Noise Insulation Standards of Title 24 of the California Administrative Code and measures of the California Building Code into the county Building Codes.

There are several policies to follow for temporary construction periods. According to the California Building Standards and the Uniform Building Code, as implemented through the Tehama County Building Department, the acceptable noise level is between 45-60 Community Noise Level Equivalent (CNEL). Construction noise typically occurs intermittently and varies depending upon the nature or phase (e.g., demolition/land clearing, grading, and excavation, erection) of construction. Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Construction activities should make every effort to minimize the impacts of construction noise on adjacent uses. Potential impacts can be limited by ensuring that the hours of operation for all construction activities are within the approved timeframes.

### 3.10.3 Public Health and Safety

LACO Associates conducted a preliminary Phase 1 Environmental Site Assessment (ESA) of the site for due diligence connected to the expansion of the casino facility. A Phase 1 ESA is designed to identify obvious

recognized environmental conditions (REC's) or historical recognized environmental conditions (HREC's) in connection with the previous and current land uses and ownership of the subject site. Based on a combination of field reconnaissance and database research, no mapped sites were found in the search of reasonably ascertainable government records either on the target property or within a 1-mile search radius of the Project site, nor does the property exhibit any characteristics that indicate the presence of contamination on-site or contamination impacts to properties within a half-mile of the site, off-Reservation.

#### **3.10.4 Aesthetics**

A viewshed comprises one or more viewing corridors or vistas from a specific location or viewpoint. Each vista provides a line-of-sight that can be characterized uniquely from among other vistas within the viewshed. The following constituent elements compose the visual experience within each vista.

- Clarity in Line of Sight—the overall visibility of the object within the viewshed, influenced by such factors as trees, buildings, topography, or any other potential visual obstruction within the viewshed.
- Duration of Visibility—the amount of time the object is exposed to viewers within the viewshed. For example, a passing commuter will experience a shorter period of viewing time than a resident within the viewshed.
- Proximity of the Viewer—the effects of foreshortening due to the distance of the viewer from the object will influence the dominance of the object in the perspective of the viewer within the viewshed.
- Number of Viewers—the number of viewers anticipated to experience the visual character of the object in forward-oriented view (i.e., not through a rear-view mirror). A densely populated residential district or a busy highway within the viewshed of the object would present more viewers than unpopulated areas.

The surrounding terrain is characterized by rolling hills. The Project site comprises a very limited portion of the viewshed. Views in the immediate vicinity are limited in scope due to the elevation of the site, topography, and vegetation adjacent to the roadway.

The building design and landscaping of the proposed Project site will be designed to be consistent with the surrounding current land uses. The current site has been constructed in such a manner that the casino is only seen from a vehicle traveling on Interstate 5 in a short-term nature with a posted speed limit of 75 mph, due to the travel speeds of the motorists. At night the casino may be briefly identifiable from the highway. There is a significant natural buffer of landscaping and vegetation that limits drivers' views of the Casino and other structures. The sign that identifies the casino is viewable from both Interstate 5 and Everett Freeman Road.

The overall views experienced by travelers on Interstate 5 and from areas within the Reservation boundaries would not change substantially. This analysis is sufficient for the purposes of the TEE and additional renderings are not necessary. Toward this end, adequate design measures are included to avoid visual/aesthetic effects to neighboring properties.

#### **3.10.5 Alcoholic Beverages**

The Gaming Compact between the Tribe and the State pursuant to Section 6.3 (b) requires compliance with state law regarding the sale and consumption of alcoholic beverages. The Tribe is required to comply with the requirements of the Department of Alcoholic Beverage Control (ABC) and the California Business and Professions Code (Sections 23000-23047). The casino was issued an off-sale general license by the ABC

in 2002 without operating restrictions. Alcoholic beverages will continue to be served in accordance with the ABC license to individuals over the age of 21.

### **3.10.61 Problem Gaming**

Although tribes have worked to combat problem and compulsive gambling since before enactment of the Indian Gaming Regulatory Act of 1988, efforts have intensified over the years with emergency hotlines and treatment, education and prevention programs, in partnership with state chapters of the nonprofit National Center on Problem Gambling (NCPG).

The 61 California gaming tribes in 2016 paid the state Office of Problem Gaming (OPG) nearly \$8.6 million, far more than the state lottery (\$130,000) and card rooms (\$153,000). The OPG contracts with a nonprofit state council for helpline, treatment and employee training services.

Rolling Hills Casino is actively engaged in identifying and restricting problem gaming within the casino floor. Casino staff are trained to identify and intervene when problem gaming is identified and the Tribe operates two health clinics, one in Corning and one in Red Bluff. The Rolling Hills Clinic in Corning provides free mental health counseling to problem gamblers.



## **4. ENVIRONMENTAL CONSEQUENCES**

This section of the TEE analyzes the effects of the construction and operation of the proposed Project on both the Reservation and the off-Reservation environments.

For the purposes of this analysis, both direct and indirect impacts were reviewed. Direct effects are those caused by the proposed action and occur at the same time and place (i.e. the construction and operation of the expanded casino). Indirect effects are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other related induced changes in the pattern of land use, population density or growth rate, effects and related effects on air and water and other natural systems, including ecosystems (40 CFR 1508.8). For the purposes of analyzing environmental consequences, the Preferred Action (expansion of the existing casino) is considered, along with the No Action Alternative.

### **4.1 Land Resources**

The Preferred Alternative will have limited impacts on topography, soil types and characteristics, seismic hazards, and mineral resources.

#### **4.1.1 Topography**

The proposed casino expansion and renovation will be constructed within the footprint of the existing casino structure, parking areas, and ancillary facilities. The proposed Project would slightly alter the existing topography of the site would be regraded before the area is paved and leveled to accommodate the proposed Project. Final design would regrade the Project site to allow for proper management of stormwater runoff to minimize the impacts to the off-Reservation environment.

The proposed activities for the Project will not affect the topography of the off-Reservation environment as all project activities will be confined to an area of existing development on the Reservation.

#### **4.1.2 Soil Types and Characteristics**

Soils at the Project site consist primarily of Corning-Newville gravelly loams, which are characterized as eroded moderately well to well-draining soils typically found with 3 to 10 percent slopes. This soil is formed in gravelly alluvium weathered from mixed rock sources. Beneath the paving that currently comprises the on-site surface layer is a layer of gravelly loam to a depth of 60 inches, with a layer of sandy clay loam layer beneath. Runoff is low and hazards of erosion are very small.

The National Resources Conservation Service Web Soil Survey identified the area of the proposed construction as moderately suitable for using the natural surface of the soil for roads and building construction, as the soil has features that are moderately favorable for the specific kind of roads or buildings. Risk of corrosion for this soil type is moderate. The concrete installations that intersect soil boundaries or soil layers are more susceptible to corrosion than the concrete installations that are entirely within one kind of soil within one soil layer.

Occurrences of erosion hazards on the property site differ. The CxB2 soil type with a 3 to 10 percent slope has a moderate rating with a slope/erodibility numeric value of 0.50. With such high numeric and verbal ratings for the CxB2 soil type, low to moderate erosion is expected. However, the area proposed for construction of the proposed Project is currently paved and fully encapsulates the soil. This unit of soil has a hydrological group rating of B, which is classified as a soil having a slow rate of water transmission and moderate erosion factor. Therefore, implementation of the BMP would be required.

BMP 1: an erosion and sedimentation control plan for the proposed project shall be prepared by a qualified civil or geotechnical engineer and implemented during the construction of the proposed Project. The erosion and sedimentation control plan shall include best management practices reducing potential erosion and sedimentation impacts.

Through implementation of BMP 1, impacts related to erosion would be reduced to less than significant levels during the construction of the project. Post-construction, any exposed native soils would be covered by impervious surfaces, such as concrete or asphalt, stabilizing soils and reducing the potential for erosion, thus preventing any off-Reservation impacts from the Project.

#### **4.1.3 Seismic Hazards**

The Project site is located within the Great Valley Geomorphic province, which includes the Great Central Valley of California. Primarily, rocks and deposits in this province are sedimentary. The major rock formations in the area include recent alluvial fan deposits from the Sacramento River, and non-marine sedimentary formations from the Pleistocene and Upper Pliocene. The Project site features flat topography and soils that are generally suited for urban development. The proposed Project area is not located within an Alquist-Priolo Special Study Zone. The closest surface fault in the area is the Elder Creek Fault, approximately 11 miles to the west. The Cleveland Hills Fault, most recently active in 1975, lies approximately 50 miles away from the Reservation. The threat of a potentially damaging seismic event in this area is slight. These site conditions do not increase the potential for geotechnical hazards. Therefore, only one BMP may be required.

BMP 2: Prior to construction, a final geotechnical investigation report shall be prepared for the proposed Project. The design of the Project shall incorporate the engineering recommendations from the geotechnical investigation. Recommendations may include (but are not limited to) the export of unstable soils, the use of engineering fill, foundation and retaining wall design requirements, and other related engineering design measures to lessen potential geotechnical hazards at the site.

With the implementation of the above BMP, impacts would be considered less than significant on the Reservation and there would be no impacts to the off-Reservation environment.

#### **4.1.4 Mineral Resources**

There are no known mineral resources of local, regional, or national importance on the proposed Project site. There are no known sources of quality borrow material (construction gravel and sand) in the vicinity of the Project site. Therefore, no impacts to mineral resources on or off the reservation would occur as a result of the proposed Project.

#### **4.1.5 No Action Alternatives**

Under the No Action Alternative, the proposed Project would not see further development and existing topographic, soil, and geographic conditions would remain unchanged. No impacts related to land resources would occur with the No Action Alternative.

### **4.3 Water Quality**

The direct effects on water quality due to urbanization are typical of those for any development. In general, urbanization has a direct impact on water resources and water quality. Urbanization introduces impervious surfaces to the landscape, including concrete, asphalt, and other building materials. This reduces the amount of pervious surfaces, which are vital for groundwater percolation and the recharge of water aquifers. Stormwater often carries pollutants from streets, parking lots, and landscaped areas to

urban drainage systems that flow to natural streams, rivers, and lakes. These pollutants can pose a serious threat to the water quality of the streams, rivers, and hot springs, and can have a negative impact on the ecology.

The Non-Point Pollution Discharge Elimination System (NPDES) program, established pursuant to the Clean Water Act, is a national program for regulating and administering permits for discharges to receiving waters. The United States' EPA is charged with regulating discharges to surface waters. Discharges to receiving waters on Tribal Lands in California are regulated by the EPA. All construction projects encompassing one acre or more on Federal Land, including Tribal Lands/reservations, must be covered by the NPDES General Storm Water Discharge Permit for Construction Activities through the EPA (Permit Number CAR12000I).

The construction and operation of the proposed Project would involve the removal of native vegetation, grading, earth moving activities that could impact the environment. This would expose native soils and increase the potential for erosion and sedimentation, which could have a negative impact on stormwater runoff and off-site water bodies. In addition, construction sites can also introduce water pollutants to stormwater runoff, including paints, solvents, concrete, drywall, pesticides and fertilizers, construction debris and trash, and spilled oil, fuel, and other fluids from construction vehicles. In the case of the Preferred Alternative, coverage under the NPDES would be required. To comply with NPDES, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared and a Notice of Intent (NOI) would be submitted to the EPA by the Tribe prior to commencement of construction.

Therefore, impacts from stormwater run-off would be less than significant. It is recommended that the SWPPP contain at least the measures outlined in BMP 3.

BMP 3: The following measures shall be implemented during the construction of the wastewater treatment plant (WWTP) site to reduce potential water quality impacts.

- Phase grading operations to reduce disturbed areas and time of exposure. Avoid grading and excavation during wet weather.
- Construct diversion dikes and drainage swales to channel runoff around the construction site.
- Delineate clearing limits, easements, setbacks, sensitive or critical areas, drainage courses, and buffer zones to prevent excessive or unnecessary disturbances and exposure.
- Plant vegetation on exposed slopes or use erosion control blankets (e.g., jute matting, glass fiber or excelsior matting, mulch netting) to reduce the potential for erosion.
- Once grading is complete, stabilize the disturbed areas with permanent vegetation as soon as possible.
- Cover stockpiled soil and landscaping materials with secured plastic sheeting and divert runoff around them.
- Protect drainage courses or catch basins with straw bales, silt fences, and/or temporary drainage swales.
- Protect storm drain inlets from sediment-laden runoff with sandbags barriers, filter fabric fences, block, and gravel filters, and excavated drop inlet sediment traps.
- Use dry sweep methods to clean sediments from streets, driveways, and paved areas of the construction site.
- Maintain all construction vehicles and equipment. Inspect frequently for and repair leaks.
- Designate specific areas of the construction site, located well away from hot springs or storm drain inlets, for auto and equipment parking and routine vehicle maintenance.
- Perform major maintenance, repair, and vehicle and equipment washing off-site or in designated and controlled area. Clean up spills immediately.
- When vehicle fluids or materials such as paints, solvents, fertilizers, and other materials are spilled,

- clean up immediately. Use dry cleanup techniques whenever possible.
- Store wet and dry building materials that have the potential to pollute runoff under cover and/or surrounded by berms when rain is forecast or during wet weather months.
- Cover and maintain dumpsters.
- Collect and properly dispose of construction debris, plant and organic material, trash, and hazardous materials as soon as possible.
- Plan roadwork and pavement construction to avoid stormwater pollution during wet weather months.

After construction of the proposed Project, the site would include the expanded casino, hotel improvements, paved surfaces, and landscaping with vegetation and ground cover. This would greatly reduce the potential for water quality impacts related to erosion and sedimentation. However, the plans for the Preferred Alternative indicate the development would increase impervious surfaces at the site. These impervious surfaces would increase the amount and rate of stormwater runoff post-construction. Paved surfaces also typically collect oil, grease, transmission and brake fluid, solvents, heavy metals, and other pollutants. Impacts to the off-Reservation environment will be limited due to the configuration of the current stormwater drainage system. Currently, stormwater runoff from the casino stays within the Reservation, as it drains through existing drop inlets located throughout the casino grounds and parking lot, to the settling pond located adjacent to the south, and subsequently percolates or evaporates from the settling pond.

As the existing stormwater drainage system was installed to contain stormwater runoff from the existing casino, the BMP specific below would be required to limit the potential for adverse impacts to the off-Reservation environment.

BMP 4: The drainage plan for the Preferred Project shall include feasible post-construction stormwater quality control measures. Such measures shall include any combination of the following techniques.

- Install drop inlets in the paved parking areas that channel stormwater to a sedimentation trap and then to an under-grade stormwater detention system or surface detention pond. Detention systems should be designed to allow sediments and pollutants to settle, to release runoff at pre-development levels, and to filter nutrients in the runoff by including wetland plants.
- Install and regularly maintain catch basin or inlet inserts, grease/oil-water separators, or media filters to capture and filter stormwater pollutants.
- Assure that stormwater run-off will be contained within the on-site drainage ponds.

With the implementation of the above mitigation measures, stormwater impacts would be less than significant and there would be no impacts to the off-Reservation environment.

#### **4.2.1 No-Action Alternative**

Under the No Action Alternative, the proposed Project would not be constructed, and the existing Rolling Hills Casino and Resort will continue to operate at current levels. No impacts related to water quality would occur with the No Action Alternative.

### **4.3 Air Quality and Green House Gas Emissions**

The Preferred Alternative would result in the emission of additional pollutants largely due to increased traffic and would, therefore, contribute cumulatively to the regional and local pollutant concentrations. However, for a cumulative impact to be significant, the contribution must be substantial or considerable. If the action is too minor to merit consideration, it's considered de minimis or less than significant.

Using the State of California's **California Emissions Estimator Model** (CalEEMod) Software for screening

potential impacts to air quality, the applicability analysis shows that the total direct and indirect emissions from construction would be less than the applicable de minimis thresholds and would not be regionally significant. Additionally, construction activities for unmitigated emissions are less than the Level "A" threshold under the CEQA Guidelines of the Tehama County Air Pollution Control District (TCAPCD). The unmitigated construction emissions derived from the modeling and the applicable thresholds indicate the following:

Table 14 - Unmitigated Construction Emissions

PROJECTED CONSTRUCTION EMISSIONS						
Thresholds	ROG	NOx	PM10	PM 2.5	CO	SO2
Pounds per Day	1.46	12.96	1.44	0.93	11.05	0.02
Level A Threshold	≤25	≤25	≤80	-	-	-
Level B Threshold	> 25	> 25	> 80	-	-	-
Level C Thresholds	> 137	> 137	> 137	-	-	-

BMP 5: Construction emissions will not require any significant mitigation as they are well below the Level A Thresholds; however, the following will be implemented for construction activities:

- Water shall be applied by means of truck(s), hoses and/or sprinklers as needed prior to any land clearing or earth movement to minimize fugitive dust emission.
- Haul vehicles transporting soil into or out of the property shall be covered.
- Water shall be applied to disturbed areas a minimum of 2 times per day or more as necessary.
- On-site vehicles limited to a speed which minimizes dust emissions on unpaved roads.
- Construction equipment idling would be limited to five minutes.
- All construction equipment would be maintained in good working condition.

With implementation of the measures listed above, the project's constructed related emissions would be reduced, as shown in Table 15, below:

Table 15 - Mitigated Construction Emissions

	ROG	NOx	CO	SO2	PM10 (total)	PM2.5(total)
tons/year	0.27	2.37	2.02	0.00	0.22	0.15
lbs/day	1.46	12.96	11.05	0.02	1.23	0.82
% reduction	0	0	0	0	11.81	9.82

For unmitigated operations of the Project, the estimated emissions were calculated with CalEEMod to be:

Table 16 - Unmitigated Operations Emissions

	ROG	NOx	CO	SO2	PM10 (total)	PM2.5(total)
tons/year	1.60	11.15	8.88	0.04	1.63	0.48
lbs/day	8.77	61.09	48.65	0.19	8.93	2.62

Operational emissions of the Project will exceed the Level "A" threshold under the CEQA Guidelines of the TCAPCD for NOx which are attributed to engine emissions from traffic. The following table provides data on

the thresholds per day:

*Table 17 - Unmitigated Operations Emissions Compared to TCAPCD's Thresholds of Significance*

PROJECTED UN-MITIGATED OPERATION EMISSIONS						
Thresholds	ROG	NOx	PM10	PM 2.5	CO	SO2
Pounds per Day	8.77	61.09	8.93	2.62	48.65	0.19
Level A Threshold	≤25	≤25	≤80	-	-	-
Level B Threshold	> 25	> 25	> 80	-	-	-
Level C Thresholds	> 137	> 137	> 137	-	-	-

As Table 15 above indicates, nitrogen oxide will reach the Level B Threshold and will require mitigation.

BMP 6: In order to reduce the project's projected operational emissions, the following will be implemented:

- Utilize low VOC paints and cleaning supplies
- Install and utilize water-efficient irrigation systems and landscape
- Install and utilize high-efficiency lighting and low-flow fixtures
- Provide shuttles to and from the casino from various locations, including a park-in-ride, for casino employees and patrons.

As shown in Table 18, below, with implementation of the measures listed above, the project's anticipated operation emissions would be reduced as follows:

*Table 18 - Mitigated Operations Emissions*

	ROG	NOx	CO	SO2	PM10 (total)	PM2.5(total)
tons/year	1.56	11.13	8.86	0.04	1.63	0.48
lbs/day	8.56	60.98	48.56	0.19	8.92	2.61
% reduction	2.47	0.17	0.18	0.34	0.09	0.31

The CalEEMod program was also utilized to estimate the project's GHG emissions. Table 19, below, provides a breakdown of anticipated project-related unmitigated GHG emissions. As discussed above, the majority of the project's anticipated GHG emissions would be attributed to vehicle use.

*Table 19 - Unmitigated GHG Emissions*

Emission Category	CO <sub>2</sub> e Emissions (MT/yr.)
Construction	348.24
Operation	3,967.80
Area	0
Energy	614.43
Mobile	3,130.15
Waste	148.00
Water	75.21

With implementation of the measures listed in BMP 5 and 6, the project's anticipated GHG emissions would be reduced by 2.24 percent, to a total of 3,878.99 MT CO<sub>2</sub>e per year. The GHG emissions do not represent 10% or



more of the areas CO<sub>2</sub>e threshold for mobile or stationary sources and are consistent with the local GHG reduction plan. The full copy of the CalEEMod analysis is included in Appendix C.

#### 4.4 Living Resources

Based on a biological/botanical survey conducted at the site by Senior Biologist Gary Lester of LACO Associates, the proposed Project is not expected to impact sensitive species either on or off of the Reservation.

Since the proposed Project does not represent federal agency action, it does not require a lead Federal agency to consult pursuant to Section 7 of the Endangered Species Act. Nor is it a private land development that would require a Habitat Conservation Plan. Per Secretarial Order 3206, as the proposed Project is within the Paskenta Indian Reservation, the Project is not subject to federal public land laws.

*“Indian lands are not federal public lands or part of the public domain and are not subject to federal public land laws. They were retained by tribes or were set aside for tribal use pursuant to treaties, statutes, judicial decisions, executive orders or agreements. These lands are managed by Indian tribes in accordance with tribal goals and objectives, within the framework of applicable laws” (Secretarial Order 3206).*

The Tribe, as the agency involved in the approval of the proposed Project, will engage, if appropriate, in a consultation process with the U.S. Fish and Wildlife Service. Under Secretarial Order 3206, the U.S. Fish and Wildlife Service must concur with the findings set forth by the Tribe or offer practical alternatives for Endangered Species Act compliance.

##### 4.4.1 No Action Alternative

Under the No Action Alternative, the proposed Project site would not be developed beyond existing levels and existing conditions would remain unchanged. No impacts related to vegetation would occur beyond existing conditions with the No Action Alternative.

#### 4.5 Cultural Resources

##### 4.5.1 History and Culture

The Project Area of Potential Effect (APE) is within the historic village of *Luiko* and in the close vicinity of the village of *Paskenti*. There was a major village named *Tehemet* east of the project area where Elder Creek joins the Sacramento River. Previous archeological inspections of the area have not disclosed the presence of cultural resources.

##### 4.5.2 Protection of Historic, Cultural, and Religious Properties

The proposed Project will be developed on the existing footprint of the Rolling Hills Casino, parking areas and ancillary buildings. Therefore, limited ground disturbance may affect archaeological and culturally sensitive resources that ordinarily would be encountered during construction activities. However, if sensitive archaeological resources are discovered during excavation and construction activities, they would be evaluated by a qualified archaeologist and the Paskenta Cultural Committee. Work should be suspended in the study area until such time as a qualified archaeologist and the Paskenta Cultural Committee can complete an assessment of the significance of the find and make recommendations regarding the specific mitigations required, if necessary, as determined by the Paskenta Cultural Committee. No off-Reservation impacts to cultural resources would result from the project.

### **4.5.3 No Action Alternative**

The proposed Project site would remain unchanged and potential cultural resource conditions would remain unchanged. No impacts related to cultural resources would occur beyond existing conditions with the No Action Alternative.

## **4.6 Socioeconomic Impacts**

### **4.6.1 Employment and Income**

The implementation of the proposed Project would result in short and long-term employment opportunities at the Project site. The construction of the proposed Project would generate more than 300 short-term employment opportunities in the construction industry. The operation of the proposed expanded casino and associated development would generate up to 200 long-term employment positions for both members of the Paskenta Band of Nomlaki Indians and off-Reservation residents. A variety of full-time and part-time positions would be created as a result of the Preferred Action, including positions in retail management and sales, maintenance, security, hospitality, and other related positions. These employment opportunities would help to lower the overall unemployment rate of both the Paskenta Indian Reservation and surrounding area. Personal income for Tribal members and families would also be improved as a result of the Project. The Preferred Alternative would help strengthen and diversify the Tribe's economic base and would improve the health, safety, and welfare of its people which leads to the preservation and reclamation of tribal history, culture, language and art for generations. This would result in indirect employment opportunities for off-site locations and will help promote the region and the Corning area as a tourist destination.

The proposed Project would benefit State and Local governments that receive fiscal enhancements from the gaming compact and payments to the California Gaming Control Commission under the Revenue Sharing Trust Fund. The funds received will allow the State to release more money to the City of Corning and Tehama County to make additional improvements to roads, other infrastructure, and other off-Reservation facilities.

The current unemployment rate of 10.1 percent in Tehama County is expected to decrease slightly as the result of the Tribe's efforts to offer employment opportunities at the proposed Project (EDD, 2018). As one of Tehama County's largest employers with over 500 employees, the Project would create up to 200 new full-time employment opportunities and more than 300 temporary construction jobs. Therefore, the preferred alternative's impact on employment and income would be considered beneficial for both the surrounding region and the Paskenta Reservation. Therefore, there will be beneficial impacts to the off-Reservation residents as a result of the Project.

### **4.6.2 Demographic Trends**

The employment opportunities offered by the Preferred Alternative are not significant enough to cause a large population to relocate to the area. Therefore, the Preferred Alternative would not directly result in population growth in the region and little to no impact on housing supply. It is expected that residents already living in the County and in nearby cities such as Corning would fill most of the employment positions created by the Preferred Alternative. Therefore, the population growth indirectly generated by the preferred project would not likely have a significant effect on population and demographic change, but rather could have a beneficial impact on the socio-economic conditions.

### **4.6.3 No Action Alternative**

Under the No Action Alternative, the proposed Project would not see further development, and existing

employment, income and demographic would remain unchanged. No impacts related to the tribe's economic resources would occur with the No Action Alternative.

## **4.8 Attitudes, Expectations, Lifestyle, and Cultural Values**

The proposed Project would not have a negative impact on the attitudes, expectations, lifestyles, and cultural values of the Corning area and the Paskenta Reservation. Conversely, the proposed Project is projected to expand the Tribe's economic base by creating employment opportunities in the hospitality and tourism industries. Employment opportunities would be available for both Reservation and off-Reservation residents, including for both members of the Paskenta Band of Nomlaki Indians and qualified members of the general public. Therefore, impacts on the lifestyle of the Tribe and off-Reservation residents are considered to have a beneficial impact. Further, by expanding the economic outlook for Tribal and community members, the quality of life, in general, has the potential to increase.

## **4.9 Community Infrastructure**

### **4.9.1 Fire Protection**

The proposed project could increase the demand for fire protection and emergency medical services in the area. This increase in demand could have an impact on the Corning Volunteer Fire Department and California Department of Forestry and Fire Protection's ability to provide adequate services in the surrounding area. Therefore, protective measures would be required.

BMP 7: the proposed Project shall be designed in compliance with the following safety standards:

- All structures shall be designed in compliance with the International Fire Code. Compliance with the International Fire Code may require the use of interior sprinklers and fire-safe building materials.
- Emergency access shall be ensured by a minimum 18-foot road or driveway width with surfaces accommodating conventional vehicles and 40,000-pound loads, grades not exceeding 16 percent, curve radii of at least 50 feet, dead ends meeting maximum length requirements with turnouts and turnarounds, and roadway structures and gate entrances that do not obstruct clear passages of authorized vehicles.
- Signage and building numbering shall facilitate locating a fire and avoiding potential delays in response time by being sufficiently visible, non-duplicative, and indicative of location and any traffic access limitations. Emergency water sources shall be available and accessible in adequate quantities to combat domestic and wildland wildfire with labeled hydrants meeting uniform specifications.
- The proposed Project shall be landscaped and maintained to reduce the risk of wildland fire hazards. Flammable vegetation shall not be planted adjacent to any structure or in the general vicinity of the development. Fuel modification practices shall be practiced reducing the volume and density of flammable vegetation at the proposed project site.
- A Safety and Emergency Plan shall outline the protocols that will be applied to ensure fire safety. The primary purpose of fire safety measures would be to permit the safe evacuation of guest and employees in the event of a fire. The Safety and Emergency Plan shall be provided to non-Tribal emergency service providers that benefit the facility.
- Public Protection Classification (PPC) of Class 5 must include at least one piece of apparatus with a permanently mounted pump. The pump needs a rated capacity of 250 gpm or more at 150 psi and at least a 200-gallon water tank. Local fire departments must deliver a minimum of 500 gallons of water to all reported first-alarm structure fires. The Tribe purchased a ladder truck for the Corning Volunteer Fire Department which has a pumping capacity of 1,000 gpm and has a 500 gallon tank.

#### **4.9.2 Law Enforcement**

The proposed Project may increase the demand for law enforcement services in the area. This increase in demand could have an effect on the Tehama County Sheriff's Department, Red Bluff unit, and the California Highway Patrol's ability to provide adequate services in the surrounding area. The anticipated increase is unknown given the variety of activities that would occur on-site under the proposed project (i.e. gaming, recreation, dining, lodging, driving to and from the project site). Therefore, the implementation of the following BMP would be required.

BMP 8: The proposed Project shall employ full-time trained security staff to act as a deterrent to person(s) who might otherwise present a threat to public safety or peaceful conduct. The Tribe shall coordinate with the Tehama County Sheriff's Department, Red Bluff unit, to prepare a written Emergency and Safety Plan that will outline protocols that will be applied to ensure public safety to the casino and hotel.

#### **4.9.3 Schools**

The proposed project would not involve the construction of new housing and is not anticipated to result in an increase in the school-age population of the area. Therefore, no impacts to schools would likely occur as a result of the proposed project.

#### **4.9.4 Solid Waste Disposal**

Construction of the casino and hotel would result in a temporary increase in generation of solid waste. Potential solid waste streams from construction would include paper, wood, glass, aluminum, and plastics from packing materials; waste lumber; insulation; empty non-hazardous chemical containers; concrete; metal, including steel from welding/cutting operations; and electrical wiring. The Project would need to increase the number of dumpsters on-site and/or the number of times Green Waste of Tehama collects the waste during the operations phase of the Project. The casino would continue utilizing Green Waste of Tehama Trash and the waste would continue being disposed at the Tehama County/ Red Bluff Landfill. Recycling of cardboard and glass would continue be processed with the local vendor in Corning, California. Implementation of the measures below would minimize potential impacts related to solid waste.

BMP 9: the proposed Project shall be designed in compliance with the following recycling standards:

- Construction and operational waste shall be recycled to the fullest extent practicable by diverting green waste and recyclable building materials (including, but not limited to, metals, steel, wood, etc.) away from the solid waste stream.
- Environmentally preferable materials, including recycled materials, shall be used to the extent readily available and economically practicable for the facility.
- Recycling bins shall be installed throughout the facilities for glass, cans, and paper products.

#### **4.9.5 Gas & Electric Services**

Pacific Gas and Electric (PG&E) would continue providing electrical services to the proposed project site. The casino has several emergency back-up generators, which would be available in the event of a power outage.

#### **4.9.6 Communication Service**

Fiber optic telephone service, including broadband high-speed internet, is provided to the casino by AT&T. The Rolling Hills Casino and Resort would continue with the internet and phone services provided by AT&T.

#### **4.9.7 Water Service**

The domestic water system of the Tribe has a 600 gpm capacity and the storage capacity 451,000 gallons. According to the Rolling Hills Casino Water Reclamation Manager, the current system has a 150 percent capacity and the ability to serve the proposed expansion. In the unlikely event that the existing capacity is not adequate, an additional storage tank could be installed.

BMP 10: If deemed necessary by the Paskenta Water Reclamation Manager, the proposed project would need to install an additional storage tank of 200,000 to 400,000-gallon capacity adjacent to the existing tank to provide domestic water and for fire protection purposes.

#### **4.9.8 Sanitary Sewer Services**

The site's wastewater is currently being handled by an existing on-site Kubota water treatment system. The Kubota tertiary system is currently capable to treat up to 100,000 gpd with increase capacity to 200,000 gpd by added membrane bioreactor (MBR) system modular units.

BMP 11: If deemed necessary by the projects engineers, an additional MBR modular unit would be installed on the Kubota water treatment system to increase the wastewater capacity to 200,000 gpd.

#### **4.9.9 No Action Alternative**

Under the No Action Alternative, the proposed project would not increase the need of fire protection, law enforcement, solid waste, and water resources. No impacts related to the community infrastructure would occur beyond the existing conditions with the No Action Alternative.

### **4.9 Resource Use Patterns**

#### **4.9.1 Hunting, Fishing, Gathering**

The proposed Project site and off-Reservation areas have already undergone development is not currently utilized for traditional gathering and hunting; nor, has the site previously provided any traditional foods. Therefore, no activities proposed under this project are anticipated to cause significant impacts to hunt, fishing, or gathering resources.

#### **4.9.2 Timber**

The proposed project site does not include merchantable timber stands. Therefore, no activity is proposed under this project are anticipated to cause significant impacts to commercial timber resources.

#### **4.9.3 Agriculture**

Commercial agriculture is not currently occurring on the project site. The site is not considered prime, unique, or regionally important agricultural lands as it has been extensively urbanized. The Reservation land is almost exclusively utilized for economic development and Tribal Governmental uses. Agricultural products are not tendered on the Paskenta Reservation, but surrounding areas off-Reservation are in extensive agricultural production with groves primarily of almonds, walnuts, and olives. Therefore, there will be no anticipated significant impacts to agricultural resources from the proposed Project either off or on the Reservation environment.

#### **4.9.4 Mining**

Commercial mining is not a current land use activity within the vicinity of the project site. There are no known sources of quality borrow material (construction gravel and sand) in the vicinity of the project. No

activity proposed under this Project is anticipated to cause significant negative impacts to the surface mineral resources on or off the reservation.

#### **4.9.5 Recreation**

Popular activities and developed recreation facilities that occur near the project site include the Mendocino National Forest and Lassen National Forest including the Lassen Volcanic National Park. The Rolling Hills Casino and Resort also is a source of varied recreational activities for visitors of all ages; the Equestrian Center at Rolling Hills; behind the Casino is a 1,400 acre, wildlife oasis with an abundance of pheasant, quail, chukar, dove, turkey, and waterfowl, and wild boars; a sporting clay course is operated by the Tribe; Sevillano Links at Rolling Hills Casino is a John Daly Signature, 18-hole championship golf course; and the newly opened Amphitheatre at Rolling Hills. The proposed project would increase recreational and entertainment opportunities to the area. The project would offer gaming, lodging and dining and entertainment opportunities to both tourists and local residents in the Corning area. Therefore, impacts to recreation access would be considered beneficial to both the on and off Reservation environment.

#### **4.9.6 Transportation Networks**

Based on the Traffic Impact Study (TIS) conducted by Linscott, Law and Greenspan (LLG), Seven (7) key study intersections listed below are locations that could potentially be impacted by the Project. The key intersections were selected for evaluation in the TIS and the jurisdictions involved are indicated.

1. I-5 Southbound Ramps at South Avenue [City of Corning, Caltrans]
2. I-5 Northbound Ramps at South Avenue [City of Corning, Caltrans]
3. Old Highway 99 W at South Avenue [City of Corning]
4. Barham Avenue/Everett Freeman Way at Liberal Avenue [Tehama County]
5. I-5 Southbound Ramps at Liberal Avenue [Tehama County, Caltrans]
6. I-5 Northbound Ramps at Liberal Avenue [Tehama County, Caltrans]
7. Old Highway 99 W at Liberal Avenue [Tehama County]

The study roadway segments listed below are locations that could potentially be impacted by the Project. The four (4) roadway segments listed below were selected based on the arterial network within the study area:

1. South Ave, between Old Hwy 99 W and Houghton Ave [Tehama County]
2. Old Highway 99 W, between South Ave and Viola Ave [Tehama County]
3. Old Highway 99 W, north of Liberal Avenue [Tehama County]
4. Everett Freeman Way, south of Liberal Avenue [Tehama County]

The TIS completed by LLG determined that:

- For Existing traffic conditions, all seven (7) key study intersections currently operate at acceptable levels of service during the Weekday AM, Weekday PM and Saturday PM peak hours when compared to the LOS standards defined in the TIS report.
- For the Existing traffic conditions, the four (4) key study roadway segments currently operate at acceptable levels of service LOS C or better on a Weekday daily basis and Saturday daily basis.



- For the Existing With Project traffic conditions, all seven (7) key study intersections are forecast to operate at acceptable levels of service LOS D or better during the Weekday AM, Weekday PM and Saturday PM peak hours when compared to the LOS standards defined in this report.
- For the Existing With Project traffic conditions, the four (4) key study roadway segments are forecast to operate at acceptable levels of service LOS C or better on a Weekday daily basis and Saturday daily basis.

The results of the Existing With Project traffic conditions LOS analyses indicates that the proposed Project will not have a significant impact at any of the seven (7) key study intersections or four (4) roadway segments. All seven (7) key study intersections and four (4) roadway segments are forecast to operate at acceptable levels of service under the Existing With Project traffic conditions. Hence, no mitigation measures are needed nor recommended.

The results of the Year 2021 With Project traffic conditions level of service analyses indicate that the proposed Project will not have a significant impact at any of the seven (7) key study intersections or four (4) roadway segments. All seven (7) key study intersections and four (4) roadway segments are forecast to operate at acceptable levels of service under the Year 2021 With Project traffic conditions. Therefore, no mitigation measures are needed nor recommended.

The seven (7) Project driveways are forecasted to operate at acceptable levels of service LOS B or better during the Weekday AM, Weekday PM and Saturday PM peak hours under the Year 2021 With Project traffic conditions.

The on-site circulation was evaluated in terms of vehicle-vehicle and vehicle-pedestrian conflicts. Based on the review by LLG of the proposed site plan, the overall layout does not create any unsafe vehicle-pedestrian conflict points and the driveway throating is sufficient such that internal vehicle queuing/stacking will not block the adjacent intersections. Curb return radii have also been confirmed and are generally adequate for passenger cars, emergency vehicles and trash/delivery trucks.

Caltrans "endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities"; it does not require that LOS "D" (shall) be maintained. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. For this analysis, LOS D is the target level of service standard and will be utilized to assess the Project impacts at the state-controlled study freeway segments. Based on Caltrans Criteria, a Project's impact is considered significant if the Project causes the LOS to change from an acceptable LOS (i.e., LOS D or better) to a deficient LOS (i.e. LOS E or F) or increase the density on a facility operating at an unacceptable level.

Basic Freeway Segment Analysis for freeway mainline segments was conducted for the following six (6) Caltrans freeway segments for Existing traffic conditions:

1. I-5 Northbound south of Liberal Avenue
2. I-5 Northbound between South Avenue and Liberal Avenue
3. I-5 Northbound north of South Avenue
4. I-5 Southbound north of South Avenue
5. I-5 Southbound between South Avenue and Liberal Avenue

6. I-5 Southbound south of Liberal Avenue

Pursuant to Caltrans guidelines, the following is stated in the Caltrans Guide for the Preparation of Traffic Impact Studies, December 2002:

*"The following criterion is a starting point in determining when a TIS is needed. When a project:*

- 1. Generates over 100 peak hour trips assigned to a State highway facility.....*
- 2. Generates 50 to 100 peak hour trips assigned to a State highway facility and noticeable delay approaching LOS C or D.....*
- 3. Generates 1 to 49 peak hour trips assigned to a State highway facility and noticeable delay approaching LOS E or F....."*

Based on the Caltrans criteria listed above and the results of the basic freeway segment analysis for Existing traffic conditions no additional analysis is needed for the Caltrans facilities since the Project generates between 19 and 52 peak hour trips assigned to a state highway facility and all freeway segments are forecast to operate at an acceptable LOS B or better during the weekday AM, weekday PM and Saturday PM peak hours under Existing traffic conditions.

Although the TIS did not require mitigation of traffic impacts, the Rolling Hills Casino will construct Project-specific improvements as listed below. These improvements are anticipated to be completed in conjunction with the Project development and have been assumed in the Existing With Project and Year 2021 With Project traffic conditions:

- Everett Freeman Way at Project Driveway: Reconfigure existing Project driveway to allow for only one (1) inbound and one (1) outbound lane.
- Everett Freeman Way at Project Driveway: Install new ingress-only unsignalized Project driveway with one inbound lane.
- Everett Freeman Way at Project Driveway: Install new egress-only unsignalized Project driveway with one outbound lane.

Based on the above, traffic impacts with the Project and cumulatively to Year 2021 With Project traffic conditions, are less than significant.

#### **No Action Alternative**

Under the No Action Alternative, the proposed project would not be developed further, and existing traffic conditions would remain unchanged. No impacts related to traffic and circulation would occur beyond existing conditions with the No Action Alternative.

#### **4.9.6 Land Use Patterns**

The proposed operation at the project site is consistent with current land use on the Paskenta Indian Reservation as most of the land uses are commercial. The proposed Project will not cause impacts to land use patterns off the Reservation as those land uses are regulated by the Tehama County General Plan.

#### **4.9.7 No Action Alternatives**

Under the No Action Alternative, the proposed project would not be developed further, and existing resource use patterns would remain unchanged. No impacts related to resource use patterns would occur

beyond existing conditions with the No Action Alternative.

## **4.10 Other Values**

### **4.10.6 Wilderness**

The proposed project is not currently in a natural wilderness area. The proposed project would not have a negative impact on use of wilderness areas off the reservation.

### **4.10.2 Sound and Noise**

The Preferred Alternative will generate both temporary noise due to construction and long-term noise due to operations and vehicle travel; however, the project will not increase noise that would be perceptible off-reservation. The project will have a minimal impact on sound and noise due to the existing noise level of surrounding uses, the location of the project site, and the temporary nature of the construction phase.

#### *4.10.2.1 Construction Noise*

The construction of the proposed project would temporarily increase ambient noise levels on the site due to the use of construction equipment, such as: tractors, trucks, and other heavy equipment. Construction activities would not result in significant off-reservation noise impacts, as there are no noise-sensitive receptors such as schools, hospitals, or municipal buildings in the vicinity of the proposed project site. As explained previously, the Preferred Alternative is proposed within an existing developed area on the Reservation and nearby off-Reservation uses include Interstate 5 and Everett Freeman Way to the east. Therefore, construction noise impacts off-Reservation would be considered less than significant.

To limit potential impacts to on-site visitors and residents, construction noise will be controlled by limiting construction to the hours of 7:00 am to 6:00 pm. The developer is required to submit a construction-related noise mitigation plan to the Tribe for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be limited and mitigated during construction. Examples of potential noise mitigation methods include:

- Temporary noise attenuation fences;
- Preferential location of equipment; and
- Use of current noise suppression technology and equipment.

Further, the Tribe requires that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

#### *4.10.2.2 Operational Noise*

The Preferred Alternative would introduce operational activities on the project site that would generate minimal noise, as the majority of the activities planned for the proposed space would be located indoors and would not affect outdoor ambient noise levels. Outdoor activities would be limited to vehicle traffic, described below, and mechanical equipment, and would not generate significant noise levels that would impact off-Reservation uses. The proposed Project would have mechanical equipment, such as air conditioning and heating systems which would generate noise in isolated areas. However, the equipment would not be loud enough to negatively affect off-Reservation properties and, as previously noted, no noise-sensitive uses are located within the vicinity of the project site. Therefore, operational noise impacts off-Reservation would be less-than-significant.

#### **4.10.2.3 Vehicle Noise**

The primary source of noise at the project site is vehicle traffic from Interstate 5 and Everett Freeman Way, located approximately 450 and 350 feet east of the project site, respectively. The Preferred Alternative would increase the volume of traffic on Interstate 5 and Everett Freeman Way, slightly increasing noise levels along the roadways. According to Caltrans, in 2017 the annual average daily traffic on Interstate 5 at Liberal Avenue was 28,250 vehicle trips. The buildout of the proposed Project is anticipated to generate approximately 3,020 additional daily vehicle trips according to the Traffic Impact Study prepared by Linscott, Law & Greenspan Engineers (LLG) (2019) for the proposed Project. The traffic generated by the proposed Project would increase noise levels along I-5 by approximately 1.1 decibels beyond 2019 conditions based on the following equation:

$$\text{Decibel Increase} = 10 \log_{10} (\text{Future Traffic Volume} / \text{Existing Traffic Volume})$$

$$1.1 \text{ decibels} = 10 \log_{10} (3,020 \text{ vehicle trips} / 28,250 \text{ vehicle trips})$$

In general, a three to five-decibel increase in ambient noise is barely perceptible to the human ear. In addition, there are no major sensitive receptors located off of I-5 near the proposed Project site. Therefore, the vehicle noise increase of 1.1 decibels on I-5 would not be considered a significant off-Reservation impact.

#### **4.10.3 Public Health and Safety**

According to a limited Phase 1 ESA prepared for the subject project site, there are no known environmental health or safety hazards associated with the proposed project site. No impacts related to health and safety would occur as a result of the proposed project. The Proposed project will not generate substantial hazardous waste that could reach the off-Reservation landscape from an accidental release.

For patron health and safety, the Tribe will comply with the Compact provisions set forth under Section 10. Public and Workplace Health, Safety, and Liability. In addition, the casino facility would be constructed according to the 1997 edition of the Uniform Building Code in accordance with the Compact and an interpretive rulemaking issued by the National Indian Gaming Commission regarding the construction and maintenance of gaming facilities operating on Indian lands. It is the intent of the Tribe to incorporate International Building Code that meets or exceeds standards of the Uniform Building Code, that in the public interest, it would provide for adequate protection of the environment, public health, and safety for its patrons that originate from off-Reservation.

#### **4.10.4 Aesthetic Value**

The proposed project would alter the visual characteristics of the site by constructing an expanded the existing casino and the parking lot. This could alter the visual character of the site and could result in adverse impacts related to aesthetics. Therefore, BMP measures would be required.

BMP 12: Nighttime aesthetic values will be preserved by requiring the installation of low sodium, or LED, light fixtures and light-shielding in the parking lot. In addition, the project will be designed and built so as to control stray lighting that might otherwise impact off-Reservation areas.

#### **4.10.5 No Action Alternative**

Under the No Action Alternative, the proposed Project would not undergo development and the existing wilderness, sound and noise, public health and safety and aesthetic conditions would remain unchanged. Therefore, no impacts related to wilderness, sound and noise, public health and safety, and aesthetics would occur with the No Action Alternative.

## **4.11 Environmental Justice**

Environmental justice issues encompass a broad range of impacts usually covered by NEPA, including impacts on the natural and physical environment and related social, cultural, and economic effects. Environmental justice concerns may arise from impacts to such things as human health on minority populations, low-income populations, and Indian Tribes.

Based on the demographics of the area the implementation/development of the proposed Project would not cause a disproportionately high or adverse impact on human health or environmental effects on minority populations, low-income populations, or the Paskenta Band of Nomlaki Indians themselves. There is no indication that either the construction or operation of the proposed Project would impact a higher minority population component or low-income population component than the general population of the surrounding area. The proposed Project would create a net gain in temporary employment, and there is evidence to indicate that the jobs created would be made available to Paskenta tribal members, other Native Americans, and residents of surrounding communities - a significant portion of which could be considered minority and low-income populations and could impact the off-Reservation communities beneficially.

### **4.11.1 No Action Alternative**

Under the no action alternative, the proposed project would not be developed further, and existing conditions would not change resulting in several members of the Tribe and community continuing to remain without gainful employment opportunities and conditions would remain unchanged. The No Action Alternative would not result in beneficial impacts as the result of the proposed Project, which include potential for additional jobs and income for both the on and off-Reservation communities.

## **5. CUMULATIVE IMPACTS**

NEPA and CEQA guidance documents, which the Tribe considers to be instructive, require the evaluation of environmental consequences including cumulative impacts. Cumulative impacts are broadly defined as those that “result from the incremental impacts of an action when added to other past and reasonably foreseeable future actions” (40 CFR 1508.7). Cumulative impacts by their nature can be difficult to identify and quantify. This section accounts for past actions within the Paskenta Band of Nomlaki, and factors in the foreseeable future as well as the direct consequences of a proposed action. The construction of the proposed Project on the subject parcels is contemplated as a future action.

Growth-inducing effects are defined as effects that foster economic or population growth, either directly or indirectly. Direct growth inducement could result, for example, if a project included the construction of a new residential development. Indirect growth inducement could result if a project established substantial new permanent employment opportunities (e.g., new commercial, industrial, or governmental enterprises) or if it removed obstacles to population growth (e.g., expansion of a wastewater treatment plant to increase the service availability).

The following cumulative impacts and the associated mitigation measures are projected to occur because of the proposed undertaking and those in the immediate vicinity. In all cases, no significant impacts to the off-Reservation environment expected.

### **5.1 Air Resources**

The construction of the proposed project will result in the net increase of particulate matter during construction. The project will feature construction specifications designed specifically to limit the creation of particulate emissions. It has been ascertained that the proposed project will comply with the Clean Air Act and as such, no significant cumulative impacts to air quality are anticipated.

### **5.2 Biological Resources**

Impacts to the biological environment occur incrementally through destruction of habitat. Since the site is already developed and disturbed from previous activities, the potential for major impacts is negligible.

### **5.3 Water Resources**

The proposed Project will not result in a cumulative noncompliance of floodplain or water quality regulations. Capacity of water for the project is adequate to meet the drinking water demands.

### **5.4 Water Quality**

The proposed project will represent an increase in the overall quantity of impervious surfaces within the project vicinity. Project features designed to protect water quality include the compliance with an existing NPDES permit. The drainage facilities and drainage pond that are on-site are designed to prevent adverse effects to surface and groundwater quality off the reservation. No significant cumulative impacts to hydrology and water quality are anticipated.

### **5.5 Geology and Soil**

The proposed project is not expected to result in any substantial geotechnical hazards or impacts related to construction of structures and parking facilities. Applicable Federal regulations regarding control of erosion will be adhered to.



## **5.6 Noise**

The proposed project will generate noise mainly in the form of vehicles traveling to and from the casino. There will be some increase, but probably very low or not very measurable. Thus, cumulative impacts to noise will be less than significant.

## **5.7 Cultural Resources**

The proposed Project is not anticipated to impact eligible or listed historic properties off the reservation and thus the cumulative impacts to this impact category are not significant.

## **5.8 Socioeconomic Conditions**

As discussed in Section 4.6, the socioeconomic impacts resulting from the proposed project are expected to be beneficial to both Tribal Members and regional community residents. In addition to the socio-economic benefits, there may be cumulative environmental impacts associated with residential and commercial development spurred by the Preferred Alternative and the infrastructure created by the proposed project. There may also be some cumulative impacts associated with additional Tribal economic development endeavors. The proposed Project is expected to increase Tribal revenues which in turn will fund programs for public health, social services, and infrastructure. The proposed Project will foster the Tribe's goal of self-determination and will reduce the need to rely upon Federal programs.

## **5.9 Land Use**

The construction of the expanded facility at the proposed Project site may induce additional development within the vicinity of the Paskenta Reservation as the proposed facility would complement other recreational features of the area.

## **5.10 Public Services**

The proposed Project will be developed on the existing footprint of the casino and the current location is in close proximity to existing public services. There may be slight increases in the need for police protection, fire suppression, and emergency medical services. These increases will not impact the overall ability of off-Reservation public services to provide continued levels of services at the current site. The Tribe will fund additional personnel, including additional security guards on-site (referenced in BMP 8). The incremental construction of the proposed Project on the demand for public services will not cause the existing capacity to become inadequate.

## **5.11 Utilities**

The gaming facility may increase demand for additional development in the surrounding area which would utilize local utilities. There will be slight increases in utility usage such as water, electricity, gas, and telephone service. These impacts would not be significant as all of the utilities in the area have the capacity to accommodate slight increases. Therefore, no significant cumulative impacts will occur to local utilities.

## **5.12 Hazardous Materials**

There are no significant hazardous materials on the Project site, and it is not anticipated that additional hazardous materials will be used or stored on site. The proposed action will not contribute cumulatively to the demand for hazardous material handling capacity.

## **5.13 Public Health and Safety**

Under the Tribal-State Gaming Compact, building and safety standards, as well as food and beverage handling standards apply to the Tribe and the proposed project. All potential commercial development in

the surrounding area, not just on Tribal lands, will also be subject to these regulations and codes. Therefore, there will be no cumulative impact on health and safety.

## **5.14 Land Resources**

### **5.14.1 Topography**

The proposed Project will be developed on the existing footprint of the casino, lodging, and ancillary buildings. Re-grading and earthmoving activities will be limited, concluding that no mitigation is necessary for the Proposed Action. Therefore, the proposed behavior will not have cumulative impacts on the site's topography.

### **5.14.2 Soil Types and Characteristics**

The soil structure at the proposed Project site has stable soil particles that decrease susceptibility to detachment and transport by water. The soil's hydrological group rating of B has a slow rate of water transmission and moderate erosion factors. Therefore, the implementation of best management practices for the proposed Project will reduce the occurrence of cumulative impacts to the soil type and characteristics.

### **5.14.3 Geologic Setting and Mineral Resources**

The proposed Project site is located in the Peninsular Ranges that have formed fault zones branching from the San Andreas Fault. Although the project site features flat topography and soil type that is generally suited for urban development. There are no mineral resources on or near the project site. No mitigation is necessary for the proposed Project as the employment of best management practices will reduce impacts to a less than significant level. Therefore, there will be no cumulative impacts to the geological settings and mineral resources.

## **5.15 Water Resources**

### **5.15.1 Water Quality**

In general, urbanization has a direct impact on water resources and water quality. To prevent and control waste discharge that could affect waters of the state, the proposed Project will use EPA's NPDES General Storm Water Discharge Permit for Construction Activities (Permit Number CAR120001). FR. Vol. 82, 12, January 19, 2017, to mitigate for any potential impacts to the water quality and stormwater drainage, the implementation of best management practices will reduce the impacts to less than significant. Therefore, there will be no cumulative impacts to the water quality.

## **5.16 Air Quality**

As demonstrated in the Environmental Consequences section of this document, this action is exempt from a conformity determination because the applicability analysis shows that the total direct and indirect emissions from the project would be less than the applicable de minimis thresholds and would not be regionally significant, which is defined as representing 10 percent or more of an area's emissions inventory or budget. Therefore, no mitigation is necessary for the proposed project as the employment of best management practices will reduce impacts to a less than significant level and no cumulative impacts will affect the air quality at the Project site.

### **5.17 Living Resources**

Due to extensive urbanization of the site, potential impacts to living resources are less than significant and will not result in cumulative impacts on the proposed Project.

### **5.18 Socioeconomic Conditions**

No mitigation for cumulative impacts is necessary for the proposed Project as there are no adverse impacts to socioeconomic conditions.

### **5.19 Resource Use Patterns**

#### **5.19.1 Hunting, Fishing, Gathering**

No mitigation for cumulative impacts is necessary for the proposed Project as there are no adverse impacts.

#### **5.19.2 Timber**

No mitigation for cumulative impacts is necessary for the proposed Project as there are no adverse impacts.

#### **5.19.3 Agriculture**

No mitigation for cumulative impacts is necessary for the proposed Project as there are no adverse impacts.

#### **5.19.4 Mining**

No mitigation for cumulative impacts is necessary for the proposed Project as there are no adverse impacts.

#### **5.19.5 Recreation**

No mitigation for cumulative impacts is necessary for the proposed Project as there are no adverse impacts.

#### **5.19.6 Transportation Networks**

The traffic volumes at the proposed Project site do not appear to cause the Level of Service to degrade below LOS D based on the Year 2021 forecast. One (1) cumulative project has been identified within the Project study area. The Tribe is proposing the construction of a Tribal Administration and Community Center at the northeast corner of Old Highway 99 and Olivewood Road. The estimated size of the facility includes a 17,160 sq. ft. Community Center and a 10,111 sq. ft. Administration Building. The cumulative project is expected to generate 593 Weekday daily trips (one half arriving, one half departing), with 42 trips (30 inbound and 12 outbound) forecast during the Weekday AM peak hour and 52 trips (21 inbound and 31 outbound) forecast during the Weekday PM peak hour on a "typical" weekday. The cumulative project is expected to generate 178 Saturday daily trips (one half arriving, one half departing) with 23 trips (13 inbound and 10 outbound) forecast during the Saturday PM peak hour on a "typical" Saturday.

The cumulative impacts with the Project and the proposed Tribal Administration and Community Center are less than significant.

#### **5.19.7 Land Use Plans**

No mitigation for cumulative impacts is necessary for the proposed Project, as the use of best management practices will reduce impacts to a less than significant level.

## **5.20 Other Values**

### **5.20.1 Wilderness**

No mitigation for cumulative impacts is necessary for the proposed Project, as the employment of best management practices will reduce impacts to a less than significant level.

### **5.20.2 Sound and Noise**

Operation of the proposed project will generate noise mainly in the form of vehicles traveling to the casino. As compared to existing noise levels due to surrounding uses any increase in noise due to additional vehicles traveling to the site will be minimal. Thus, cumulative impacts to noise will be less than significant.

### **5.20.3 Public Health and Safety**

No mitigation for cumulative impacts is necessary for the proposed Project, as the employment of best management practices will reduce impacts to a less than significant level.

### **5.20.4 Aesthetic Value**

No mitigation for cumulative impacts is necessary for the proposed action, as the use of best management practices will reduce impacts to a less than significant level.

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APPENDIX A  
Paskenta Band of Nomlaki Indians  
Environmental Protection Ordinance

**RESOLUTION OF THE TRIBAL COUNCIL  
OF THE  
PASKENTA BAND OF NOMLAKI INDIANS**

RESOLUTION #: TC 2019-37

DATE APPROVED: May 2, 2019

SUBJECT: Paskenta Environmental Policy Ordinance

**WHEREAS**, the Paskenta Band of Nomlaki Indians (the “Tribe”) adopted its Tribal Constitution and Bylaws, as amended (the “Constitution”) on April 18, 1998 and the Secretary of the Interior or authorized delegate approved said Constitution and Bylaws on May 15, 1998;

**WHEREAS**, Article III, Section 1 of the Constitution provides that the governing body of the Tribe is the Tribal Council;

**WHEREAS**, the Tribal Council members indicated below have been duly elected by the General Council of the Tribe in accordance with the Constitution;

**WHEREAS**, Article VI, Section 1(b) of the Constitution provides that the Tribal Council is authorized to promote the health, education and general welfare of the Tribal Members and to administer charity and such other services as may contribute to the social and economic advancement of the Tribe and its Members;

**WHEREAS**, Article VI, Section 1(e) of the Constitution provides that the Tribal Council is authorized to manage all economic affairs and enterprises;

**WHEREAS**, Section 10.8.1 of the Tribal-State Gaming Compact Between the Paskenta Band of Nomlaki Indians and the State of California (the “Compact”) requires the Tribe to adopt an environmental policy ordinance prior to the commencement of a project that includes the expansion, significant renovation, construction, or development of a gaming facility owned by the Tribe; and

**WHEREAS**, the Tribal Council wishes to enact the Paskenta Band of Nomlaki Indians Environmental Policy Ordinance, which provides for an environmental review process in compliance with Compact.

**NOW, THEREFORE**, the Tribal Council has passed the following resolutions:

**RESOLVED:** That the Tribal Council approves and authorizes the enactment of the Paskenta Band of Nomlaki Indians Environmental Policy Ordinance attached to these minutes.

# CERTIFICATION

THE PASKENTA BAND OF NOMLAKI INDIANS TRIBAL COUNCIL CERTIFIES THAT THESE RESOLUTIONS WERE ADOPTED ON May 2, 2019 BY A VOTE OF 5 FOR, 0 AGAINST AND 0 ABSTAINING, AND THAT SAID RESOLUTION HAS NOT BEEN RESCINDED OR AMENDED IN ANY WAY SINCE ITS ADOPTION.

  
ANDREW ALEJANDRE, TRIBAL CHAIRPERSON

May 2, 2019  
DATE

  
LATISHA MILLER, VICE CHAIR

May 2, 2019  
DATE

  
AMBROSIA RICO, TREASURER

May 2, 2019  
DATE

  
LUIS DELARA, SECRETARY

May 2, 2019  
DATE

  
NATASHA MAGANA, COUNCIL MEMBER-AT-LARGE

May 2, 2019  
DATE

**ENVIRONMENTAL POLICY ORDINANCE  
OF THE  
PASKENTA BAND  
OF  
NOMLAKI INDIANS**

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## **ARTICLE I. PURPOSE**

The purpose of this Ordinance is to satisfy the Band's obligations under ARTICLE 10.8.1 of the Tribal-State Gaming Compact between the Band and the State of California. By enacting and complying with this Ordinance, the Band establishes a uniform policy for the preparation, circulation, and consideration by the Tribal Council of a document which evaluates potential off-Reservation environmental effects of any and all Projects to be commenced or continued on or after the effective date of the Compact. The goal of the environmental review process established herein is to ensure that, when the Tribal Council makes a final decision as to whether, and under what conditions, to proceed with an on-Reservation Project, it is fully informed regarding the potential off-Reservation environmental effects of that Project in making that decision and in evaluating alternatives, as well as the costs and benefits of the Project and its alternatives.

## **ARTICLE II. STATEMENT OF ENVIRONMENTAL POLICY**

The Tribal Council finds, determines, and declares that:

1. It is the policy of the Band to protect the natural environment, including the land, air, water, minerals, and all living things on the reservation and to take into account in the tribal decision-making process the potential off-Reservation effect of on-Reservation Projects undertaken by the Band.
2. While it is also an important policy of the Band to promote the economic development of the Reservation for the benefit of both the Band and its members, the Tribal Council recognizes that development activities on the Reservation may have a direct impact on the health, welfare, and safety of the Band and its members, including environmental and cultural resources on the reservation, as well as, to a lesser extent, off the reservation.

## **ARTICLE III. AUTHORITY**

The Ordinance is enacted under the inherent sovereign authority of the Paskenta Band of Nomlaki Indians and pursuant to authority previously granted to the Tribal Council by the General Council to take all steps necessary to comply with the requirements of the Compact and to maintain tribal government gaming as a source of income and other benefits for the Band and its members.

## **ARTICLE IV. DEFINITIONS**

For the purpose of this Ordinance, the following words or phrases shall have the following definitions:

Tribal Environmental Policy Ordinance



1. Band: The Paskenta Band of Nomlaki Indians, acting through its duly constituted Tribal Council.
2. Compact: The Tribal-State Compact between the Band and the State of California executed by the Band September 10, 1999, and approved by the Department of Interior on May 5, 2000 and any amendments thereto for the conduct of class III gaming by the Band.
3. Environmental Evaluation: An informational document which (a) identifies all potential, significant off-Reservation environmental impacts of a proposed Project, (b) discusses the nature and seriousness of each such impact, (c) considers alternative means of mitigating each such impact, and (d) to the extent feasible, discusses the views and comments of interested parties and governmental agencies on such impacts and their mitigation.
4. Environmental Impact Reports: Any environmental assessment, environmental impact report, or environmental impact statement; as the case may be.
5. Gaming Facility: Any building in which class III gaming activities or gaming operations occur, or in which the business records, receipts, or other funds of the gaming operation are maintained (but excluding off-site facilities primarily dedicated to storage of those records, and financial institutions,) and all rooms, buildings, and areas, including parking lots and walkways, a principal purpose of which is to serve the activities of the gaming operation.
6. Ordinance: This Tribal Environmental Policy Ordinance.
7. Project: Any expansion or any significant renovation or modification of an existing Gaming Facility, or any significant excavation, construction, or development associated with the Band's Gaming Facility or proposed Gaming Facility.
8. Record of Decision: The record of the Tribal Council's decision with respect to a proposed Project after review and consideration of an Environmental Evaluation and related information.
9. Reservation: All land within the exterior boundaries of the Paskenta Reservation and all additions thereto, under the governmental jurisdiction of the Band.
10. Tribal Council: The Paskenta Band of Nomlaki Indians Council created pursuant to the Band's Constitution.

## ARTICLE V. ENVIRONMENTAL REVIEW PROCESS

1. Lead Agency. The Band shall be the lead agency for the purposes of preparing the environmental evaluations and consultation, and making determinations regarding the

environmental impacts of proposed tribal Projects, issuing findings of no significant impacts, certifying environmental evaluations, and selecting alternatives and mitigation measures deemed most effective to implement the policies set forth in this Ordinance, all in the manner set forth below.

2. *Determinations of Off-Reservation Environmental Impact of Projects:* The procedure for tribal review of the potential off-reservation environmental impacts of Projects will be as follows, in the following order to the extent feasible:

- a. Preparation of Draft Environmental Evaluation.* For every proposed Project, a draft Environmental Evaluation shall be performed and prepared either by the Band itself, using its own staff and resources, or by an outside consultant engaged under contract with the Band. The policies and purposes of the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) consistent with the Band's governmental interests shall be the basis for this evaluation.

- b. Notice of Project and of Preparation of Draft Environmental Evaluation.* Before or at the time of distribution of copies of the draft Environmental Evaluation, the Band or the engaged consultant will cause to be published in at least one local newspaper of general circulation in the vicinity of the Reservation a notice, describing the nature of the Project and the times and places where copies of the draft Environmental Evaluation will be available for public inspection. Each such notice will also invite both interested parties and governmental agencies to submit comments on the draft Environmental Evaluation to a designated tribal official or consultant during a period specified in the notice. Known interested parties and governmental agencies may also receive this notice by mail.

- c. Consultation with Interested Parties and Agencies.* Before finalizing the Environmental Evaluation, Tribal staff or the consultant shall consult with and solicit comments from any federal, state, or local governmental agency, which has jurisdiction by law or special expertise with respect to any potentially involved environmental impact. At a minimum, the Band or consultant must submit copies of all environmental impact reports concerning the proposed project to the State Clearinghouse in the Office of Planning and Research and the Tehama County Board of Supervisors. Additionally, Tribal staff or the consultant will make such copies available for public inspection at the Band's Tribal Office on the Reservation and also at such other locations as may befit the nature of the Project. The Band will consult with the Tehama County Board of Supervisors to discuss off-Reservation environmental impacts identified in the draft Environmental Evaluation or any preliminary draft thereof.

- d. Conclusion of Consultation.* At or after the conclusion of consultation, if the Tribal Council is satisfied that all relevant information is before it in the

forms of the draft Environmental Evaluation and the previously received written comments, the Tribal Council may act on the proposed project as described below in ARTICLE F.2.e. However, in its discretion, if the Tribal Council believes that further studies, information or hearings are desirable, it may direct the preparation of such additional studies, information or hearings.

*e. Actions which the Tribal Council may take on Draft Environmental Evaluation.* When the Tribal Council is satisfied that it is fully informed as to all relevant items from the draft Environmental Evaluation, or the written comments received on that draft Environmental Evaluation, the Tribal Council may conduct its own analysis of all relevant facts so as to balance the costs and benefits of the Project in one of the following ways:

1. Issue a finding of no significant impact and proceed with the Project;
2. Direct either Tribal staff or the engaged consultant to consolidate all comments and views of both affected governmental agencies and the public on the draft Environmental Evaluation, with appropriate responses to all new information and submit the consolidated final Environmental Evaluation to the Tribal Council after which the Tribal Council will perform the analysis and balancing described in this ARTICLE and take one of the actions described herein;
3. Accept the draft Environmental Evaluation as the final Environmental Evaluation and proceed with the Project but subject to a good-faith effort to implement whatever conditions or further mitigation measures that the Tribal Business Council may deem desirable.
4. Accept the draft Environmental Evaluation but not proceed with the Project.
5. Reject the draft Environmental Evaluation and not proceed with the Project;

*h. Form of Tribal Council Action on Draft Environmental Evaluation.* Whichever of the above five actions the Tribal Council may take will be in the form of a written resolution which together with all supporting documentation and information, shall constitute the Band's Record of Decision for the Project in question. There will be no appeal from such action by the Tribal Council whose action is final for the Band. To the extent that such actions are feasible and consistent with the Band's governmental interests, the Band will require good-faith effort to implement all mitigation measures recommended in the Environmental Evaluation in any action to proceed with a Project and deemed desirable by the Tribal Council. Any such resolution by which the Tribal

Council proceeds with a Project will include findings that a good-faith effort shall be made to cause the stated mitigated measures to be implemented, even if some of those mitigation measures are within the responsibility and jurisdiction of another agency.

#### **ARTICLE VI. CONTINUING OBLIGATION DURING CONDUCT OF THE PROJECT**

During the conduct of the Project, the Band shall:

- 1) keep the Tehama County Board of Supervisors and potentially affected members of the public apprised of the Project's progress; and
- 2) make good-faith efforts to mitigate any and all significant adverse off-Reservation environmental impacts deemed appropriate by the Tribal Council.

#### **ARTICLE VII. AMENDMENTS**

This Ordinance may be cancelled, suspended, amended, or modified at any time, by the Tribal Council in its sole discretion.

APPENDIX B  
Traffic Impact Study

TRAFFIC IMPACT ANALYSIS REPORT  
**ROLLING HILLS CASINO RENOVATION &  
EXPANSION PROJECT**

City of Corning, Tehama County, California  
August 20, 2019

*Prepared for:*

**Paskenta Band of Nomlaki Indians**  
2655 Everett Freeman Way, P.O. Box 709  
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LLG Ref. 2-19-4130-1



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# EXECUTIVE SUMMARY

## **Project Description**

- The proposed Project is located at the existing Rolling Hills Casino facility at 2655 Everett Freeman Way in the City of Corning, Tehama County, California. The construction for the Rolling Hills Amphitheater located directly north of the Project is complete and has already hosted the first scheduled concerts. It should be noted that the events at the amphitheater are scheduled outside of peak commuter hours and are not on a regular basis. The existing square footage for the Rolling Hills Casino totals 137,465 square feet (SF). Specifically, the existing casino totals 77,125 SF and the existing hotel totals 60,340 SF. The proposed Project will consist of approximately 63,319 SF expansion of the Rolling Hill Casino, including the expansion of the gaming floor, two new banded F&B venues, a new center bar and the remodeling/expansion of the existing restaurants bars, conference center and BOH operations. The Project is expected to begin in 2019 and be completed in approximately 16 months, thus a near-term cumulative traffic setting of Year 2021 will be utilized to assess the Project's potential traffic impacts at full occupancy/saturation of the Project.

## **Study Area**

- Seven (7) key study intersections listed below are locations that could potentially be impacted by the Project. The key intersections selected for evaluation in this report provide local and regional access to the study area and are listed as follows:
  1. I-5 Southbound Ramps at South Avenue [City of Corning, Caltrans]
  2. I-5 Northbound Ramps at South Avenue [City of Corning, Caltrans]
  3. Old Highway 99 W at South Avenue [City of Corning]
  4. Barham Avenue/Everett Freeman Way at Liberal Avenue [Tehama County]
  5. I-5 Southbound Ramps at Liberal Avenue [Tehama County, Caltrans]
  6. I-5 Northbound Ramps at Liberal Avenue [Tehama County, Caltrans]
  7. Old Highway 99 W at Liberal Avenue [Tehama County]
- The study roadway segments listed below are locations that could potentially be impacted by the Project. The four (4) roadway segments listed below were selected based on the arterial network within the study area:
  1. South Ave, *between* Old Hwy 99 W and Houghton Ave [Tehama County]
  2. Old Highway 99 W, *between* South Ave and Viola Ave [Tehama County]
  3. Old Highway 99 W, *north of* Liberal Avenue [Tehama County]
  4. Everett Freeman Way, *south of* Liberal Avenue [Tehama County]

## **Project Trip Generation**

- The Rolling Hills Casino Expansion is forecast to generate an additional 3,020 weekday daily trips, with 108 trips (66 inbound, 42 outbound) produced in the AM peak hour and 190 trips (88 inbound, 102 outbound) produced in the PM peak hour on a weekday. Additionally, the Rolling Hills Casino Expansion is forecast to generate an additional 3,372 Saturday daily trips, with 166 trips (116 inbound, 50 outbound) produced in the PM peak hour on a Saturday.

## **Cumulative Projects Description**

- The one (1) cumulative project is expected to generate 593 Weekday daily trips (one half arriving, one half departing), with 42 trips (30 inbound and 12 outbound) forecast during the Weekday AM peak hour and 52 trips (21 inbound and 31 outbound) forecast during the Weekday PM peak hour on a “typical” weekday. The cumulative project is expected to generate 178 Saturday daily trips (one half arriving, one half departing) with 23 trips (13 inbound and 10 outbound) forecast during the Saturday PM peak hour on a “typical” Saturday.

## **Traffic Impact Analysis**

### **Existing Traffic Conditions**

- For Existing traffic conditions, all seven (7) key study intersections currently operate at acceptable levels of service during the Weekday AM, Weekday PM and Saturday PM peak hours when compared to the LOS standards defined in this report.
- For the Existing traffic conditions, the four (4) key study roadway segments currently operate at acceptable levels of service LOS C or better on a Weekday daily basis and Saturday daily basis.

### **Existing With Project Traffic Conditions**

- For the Existing With Project traffic conditions, all seven (7) key study intersections are forecast to operate at acceptable levels of service LOS D or better during the Weekday AM, Weekday PM and Saturday PM peak hours when compared to the LOS standards defined in this report.
- For the Existing With Project traffic conditions, the four (4) key study roadway segments are forecast to operate at acceptable levels of service LOS C or better on a Weekday daily basis and Saturday daily basis.

### **Year 2021 With Project Traffic Conditions**

- For the Year 2021 With Project traffic conditions, all seven (7) key study intersections are forecast to operate at acceptable levels of service LOS D or better during the Weekday AM,

Weekday PM and Saturday PM peak hours when compared to the LOS standards defined in this report.

- For the Year 2021 With Project traffic conditions, the four (4) key study roadway segments are forecast to operate at acceptable levels of service LOS C or better on a daily basis.

### **Project-Specific Improvements**

- The Project-specific improvements listed below are anticipated to be completed in conjunction with the Project development and have been assumed in the Existing With Project and Year 2021 With Project traffic conditions:
  - Intersection B. Everett Freeman Way at Project Driveway 2: Reconfigure existing Project driveway to allow for only one (1) inbound and one (1) outbound lane.
  - Intersection C. Everett Freeman Way at Project Driveway 3: Install new ingress-only unsignalized Project driveway with one inbound lane.
  - Intersection D. Everett Freeman Way at Project Driveway 4: Install new egress-only unsignalized Project driveway with one outbound lane.
- There are no Project-Specific improvements for the roadway segments.

### **Recommended Improvements**

#### **Existing With Project Traffic Conditions**

- The results of the Existing With Project traffic conditions level of service analyses indicate that the proposed Project will not have a significant impact at any of the seven (7) key study intersections or four (4) roadway segments. All seven (7) key study intersections and four (4) roadway segments are forecast to operate at acceptable levels of service under the Existing With Project traffic conditions. Hence, no mitigation measures are needed nor recommended.

#### **Year 2021 With Project Traffic Conditions**

- The results of the Year 2021 With Project traffic conditions level of service analyses indicate that the proposed Project will not have a significant impact at any of the seven (7) key study intersections or four (4) roadway segments. All seven (7) key study intersections and four (4) roadway segments are forecast to operate at acceptable levels of service under the Year 2021 With Project traffic conditions. Hence, no mitigation measures are needed nor recommended.

### **Site Access and Internal Circulation Evaluation**

- The seven (7) Project driveways are forecast to operate at acceptable levels of service LOS B or better during the Weekday AM, Weekday PM and Saturday PM peak hours under the Year 2021 With Project traffic conditions.



- The on-site circulation was evaluated in terms of vehicle-vehicle and vehicle-pedestrian conflicts. Based on our review of the proposed site plan, the overall layout does not create any unsafe vehicle-pedestrian conflict points and the driveway throating is sufficient such that internal vehicle queuing/stacking will not block the adjacent intersections. Curb return radii have also been confirmed and are generally adequate for passenger cars, emergency vehicles and trash/delivery trucks.

## **Caltrans Facilities Analysis**

### **Existing Traffic Conditions**

- The six (6) key freeway segments currently operate at LOS B or better during the weekday AM, weekday PM and Saturday PM peak hours.

**TRAFFIC IMPACT ANALYSIS REPORT**  
**ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT**  
City of Corning, Tehama County, California  
August 20, 2019

## **1.0 INTRODUCTION**

This traffic impact analysis evaluates the potential traffic impacts of the proposed Rolling Hills Casino Renovation & Expansion Project (hereinafter referred to as Project) on the area traffic circulation. The Project site is located at 2655 Everett Freeman Way in the City of Corning, Tehama County, California. The construction for the Rolling Hills Amphitheater located directly north of the Project is complete and has already hosted the first scheduled concerts. It should be noted that the events at the amphitheater are scheduled outside of peak commuter hours and are not on a regular basis. The existing square footage for the Rolling Hills Casino totals 137,465 square feet (SF). Specifically, the existing casino totals 77,125 SF and the existing hotel totals 60,340 SF. The proposed Project consists of approximately 63,319 SF casino expansion that is anticipated to begin in 2019 and be completed in approximately 16 months. Year 2021 has been utilized to assess the Project's potential traffic impacts at full occupancy/saturation of the Project.

This report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential traffic impacts that the Project may have on the local and/or regional transportation network in the vicinity of the Project site. The traffic impact analysis evaluates the operating conditions at seven (7) existing key study intersections and four (4) existing key roadway segments within the Project vicinity, estimates the trip generation potential of the Project and forecasts future near-term operating conditions without and with the Project. In addition, this report also includes a Caltrans Facilities Analysis.

The Project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing (i.e. baseline) peak hour and daily traffic information has been collected at seven (7) key study intersections and four (4) key roadway segments, respectively, on a "typical" weekday and "typical" Saturday for use in the preparation of intersection and roadway segment level of service calculations. This traffic report analyzes existing (i.e. baseline) and future near-term Weekday Daily, Saturday Daily, Weekday AM, Weekday PM and Saturday PM peak hour traffic conditions for Existing (i.e. baseline) and Year 2021 traffic conditions without and with the proposed Project. Peak hour and daily traffic forecasts for the Year 2021 traffic conditions have been projected by increasing existing traffic volumes by an annual growth rate of two percent (2%) per year and adding the traffic from one (1) cumulative project.

## 1.1 Study Area

### 1.1.1 Intersections

Seven (7) key study intersections listed below are locations that could potentially be impacted by the Project. The key intersections selected for evaluation in this report provide local and regional access to the study area and are listed as follows (as well as their respective jurisdictions):

1. I-5 Southbound Ramps at South Avenue [City of Corning, Caltrans]
2. I-5 Northbound Ramps at South Avenue [City of Corning, Caltrans]
3. Old Highway 99 W at South Avenue [City of Corning]
4. Barham Avenue/Everett Freeman Way at Liberal Avenue [Tehama County]
5. I-5 Southbound Ramps at Liberal Avenue [Tehama County, Caltrans]
6. I-5 Northbound Ramps at Liberal Avenue [Tehama County, Caltrans]
7. Old Highway 99 W at Liberal Avenue [Tehama County]

### 1.1.2 Roadway Segments

The study roadway segments listed below are locations that could potentially be impacted by the Project. The four (4) roadway segments listed below were selected based on the arterial network within the study area:

- A. South Avenue, *between* Old Highway 99 W and Houghton Ave [Tehama County]
- B. Old Highway 99 W, *between* South Avenue and Viola Avenue [Tehama County]
- C. Old Highway 99 W, *north of* Liberal Avenue [Tehama County]
- D. Everett Freeman Way, *south of* Liberal Avenue [Tehama County]

## 1.2 Traffic Impact Analysis Components

The Highway Capacity Manual (HCM) Delay, Volume to Capacity (V/C) ratio and corresponding Level of Service (LOS) calculations at the key study locations were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the Project. When necessary, this report recommends intersection and/or roadway segment improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service and/or addresses the impact of the Project.

Included in this Traffic Impact Analysis are:

- Existing Traffic Counts,
- Estimated Project traffic generation/distribution/assignment,
- Estimated Cumulative Projects traffic generation/distribution/assignment,
- Weekday Daily, Saturday Daily, Weekday AM, Weekday PM and Saturday PM peak hour LOS analyses for Existing (i.e. Baseline) Conditions,
- Weekday Daily, Saturday Daily, Weekday AM, Weekday PM and Saturday PM peak hour for Existing (i.e. Baseline) Conditions with Project traffic,

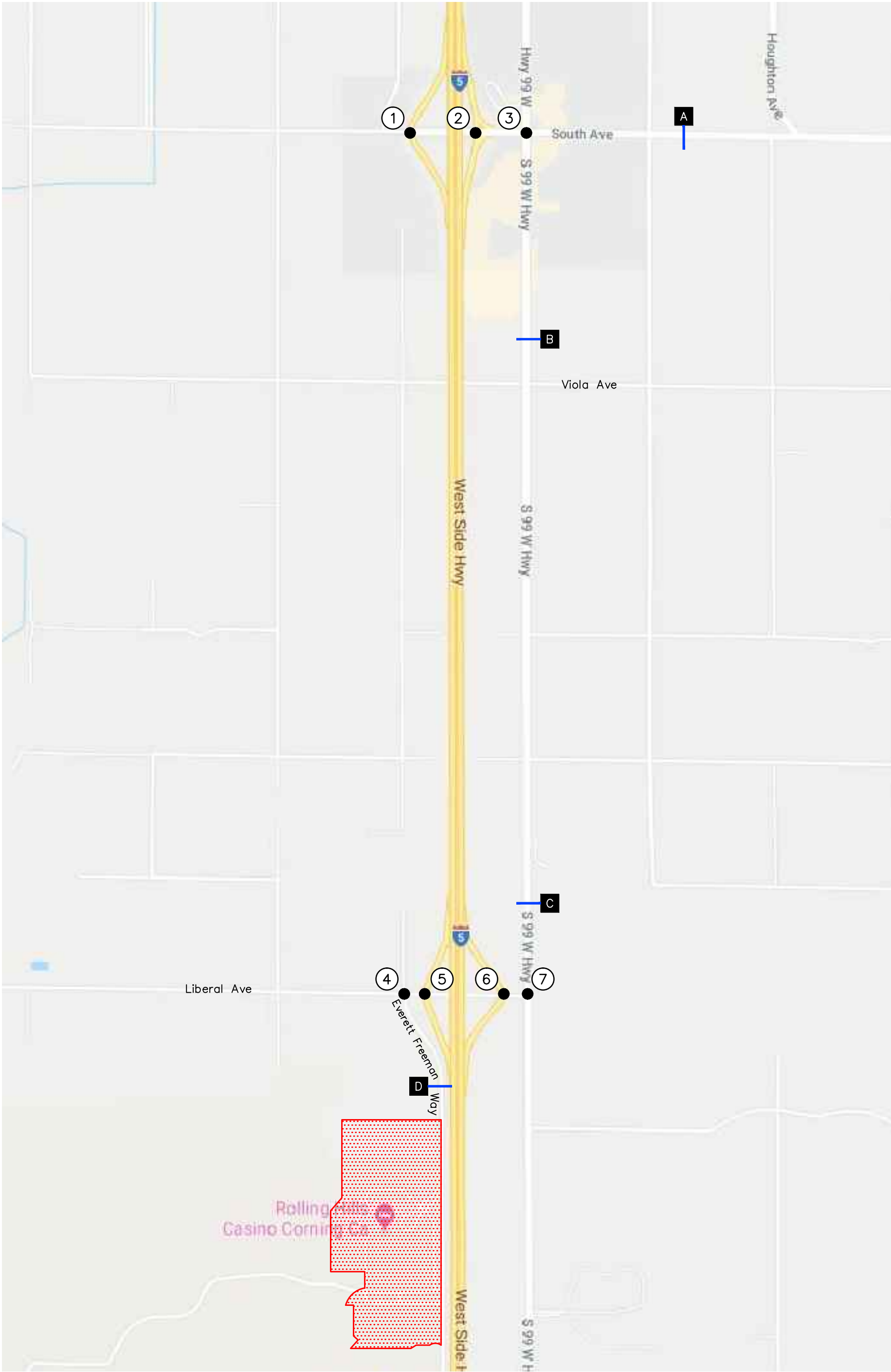
- Weekday Daily, Saturday Daily, Weekday AM, Weekday PM and Saturday PM peak hour LOS analyses for Near-Term (Year 2021) Conditions without and with Project traffic,
- Planned and Recommended Improvements,
- Site Access and Internal Circulation Evaluation and
- Caltrans Facilities Analysis.

**Figure 1-1** presents a Vicinity Map, which illustrates the general location of the Project and depicts the study locations and surrounding street system.

### **1.3 Traffic Impact Analysis Scenarios**

The following traffic impact analysis scenarios are those for which Delay/V/C and corresponding LOS calculations have been performed at the key intersections and key roadway segments for existing and near-term traffic conditions:

1. Existing (i.e. Baseline) Traffic Conditions,
2. Existing (i.e. Baseline) With Project Traffic Conditions,
3. Scenario (2) with Recommended Improvements, if needed,
4. Year 2021 Without Project Traffic Conditions,
5. Year 2021 With Project Traffic Conditions, and
6. Scenario (5) With Recommended Improvements, if needed.



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## 2.0 PROJECT DESCRIPTION AND LOCATION

The proposed Project is located at the existing Rolling Hills Casino facility at 2655 Everett Freeman Way in the City of Corning, Tehama County, California. The construction for the Rolling Hills Amphitheater located directly north of the Project is complete and has already hosted the first scheduled concerts. It should be noted that the events at the amphitheater are scheduled outside of peak commuter hours and are not on a regular basis. The existing square footage for the Rolling Hills Casino totals 137,465 square feet (SF). Specifically, the existing casino totals 77,125 SF and the existing hotel totals 60,340 SF. The proposed Project will consist of approximately 63,319 SF expansion of the Rolling Hill Casino, including the expansion of the gaming floor, two new banded F&B venues, a new center bar and the remodeling/expansion of the existing restaurants bars, conference center and BOH operations. The Project is expected to begin in 2019 and be completed in approximately 16 months, thus a near-term cumulative traffic setting of Year 2021 will be utilized to assess the Project's potential traffic impacts at full occupancy/saturation of the Project.

**Figure 2-1** presents the existing site for the proposed Project. **Figure 2-2** presents the proposed site plans prepared by JCJ Architecture.

### 2.1 Site Access

Vehicular access for the Project is currently provided via five (5) existing, full-access unsignalized driveways along Everett Freeman Way. The one (1) existing driveway north of the Project site (i.e. Project Driveway 1) is exclusive to the amphitheater and the two (2) existing full-access unsignalized driveways south of the Project site (i.e. Project Driveways 6 and 7) are exclusive to the existing gas station and truck lot. The remaining two full-access unsignalized driveways (i.e. Project Driveways 2 and 5) will continue to provide access to the casino property.

One (1) additional proposed unsignalized ingress-only driveway (i.e. Project Driveway 3) and one (1) additional proposed unsignalized egress-only driveway (i.e. Project Driveway 4) will be constructed with the Project increasing the total number of Project driveways to seven (7). **Figure 2-2** illustrates the proposed vehicular access.





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## 3.0 ANALYSIS CONDITIONS AND METHODOLOGY

### 3.1 Existing Street Network

The I-5 Freeway provides regional access to the Project site. The I-5 Freeway is located east of the Project site. The principal local network of streets serving the site consists of Liberal Avenue and Everett Freeman Way. The following discussion provides a brief synopsis of the key area streets.

**Liberal Avenue** is a two-lane, undivided roadway which extends in the east-west direction. Liberal Avenue is located just north of the Project. Parking is generally permitted on either side of the roadway within the vicinity of the Project.

**Everett Freeman Way** is a two-lane, undivided roadway which extends in the north-south direction. Everett Freeman Way borders the Project site to the east. Parking is generally not permitted on either side of the roadway within the vicinity of the Project. The posted speed limit on Everett Freeman Way is 35 mph within the vicinity of the Project.

*Figure 3-1* presents an inventory of the existing roadway conditions within the study area evaluated in this report. The number of travel lanes and intersection controls for the key area study intersections and roadway segments are identified.

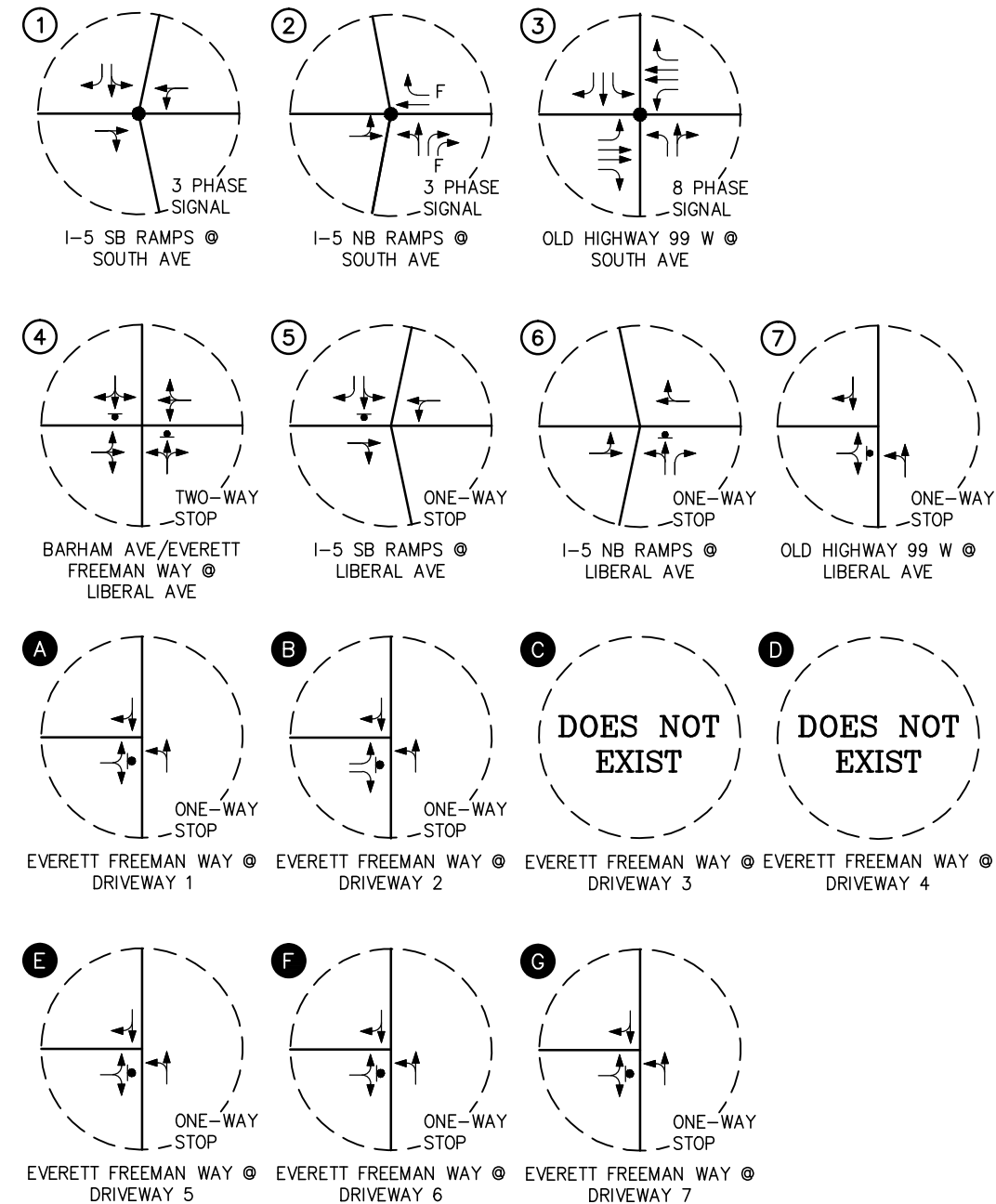
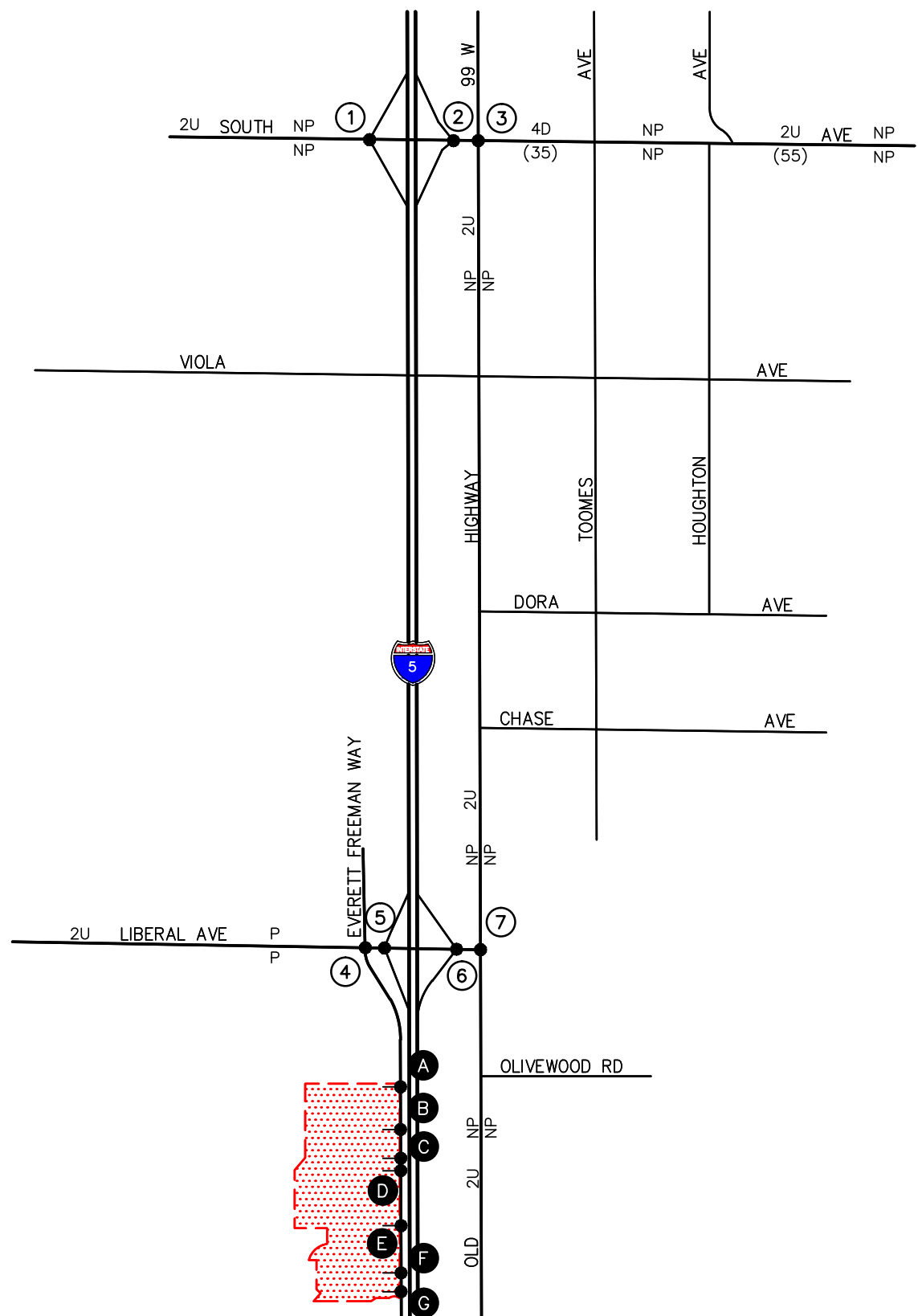
### 3.2 Existing Traffic Volumes

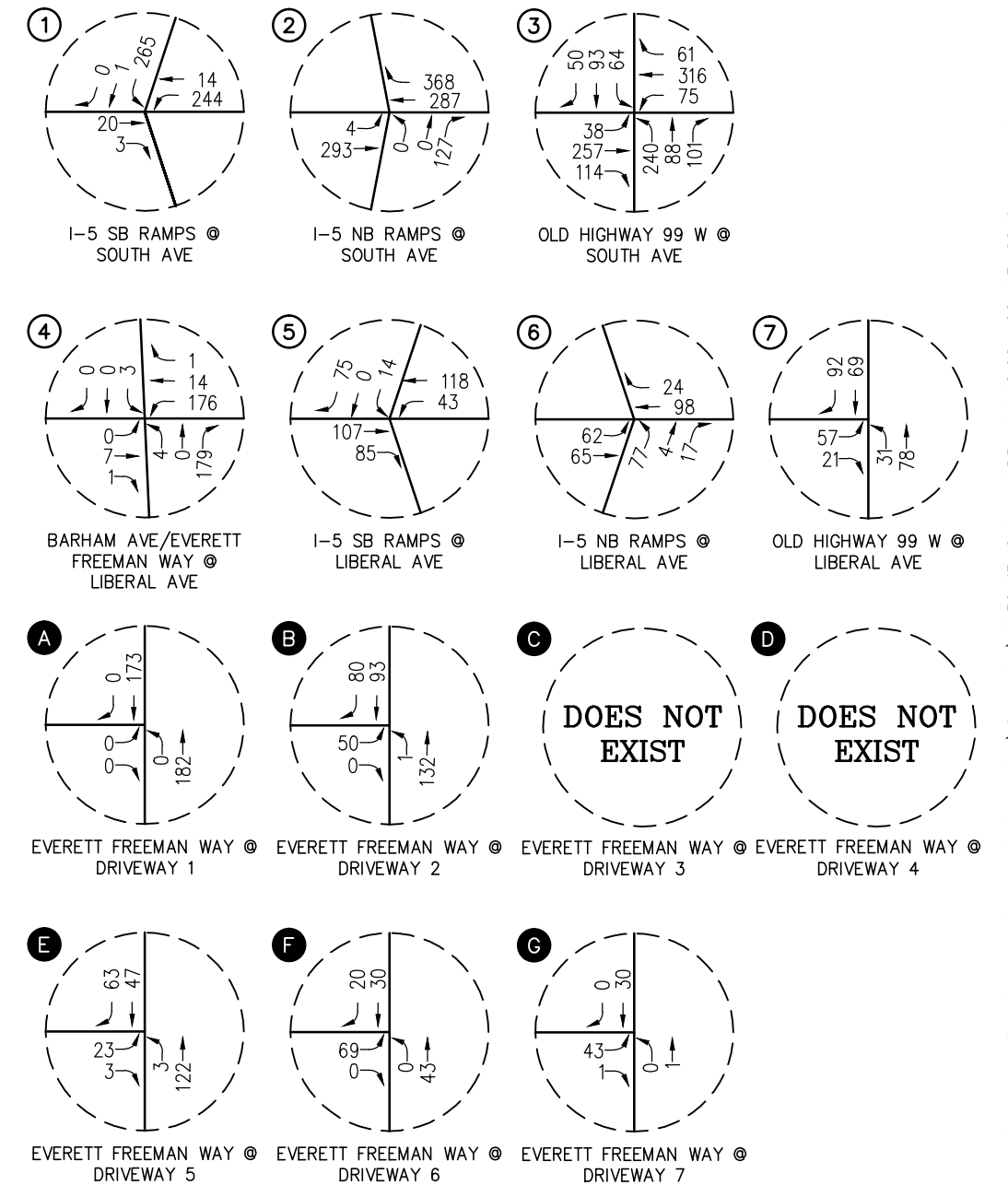
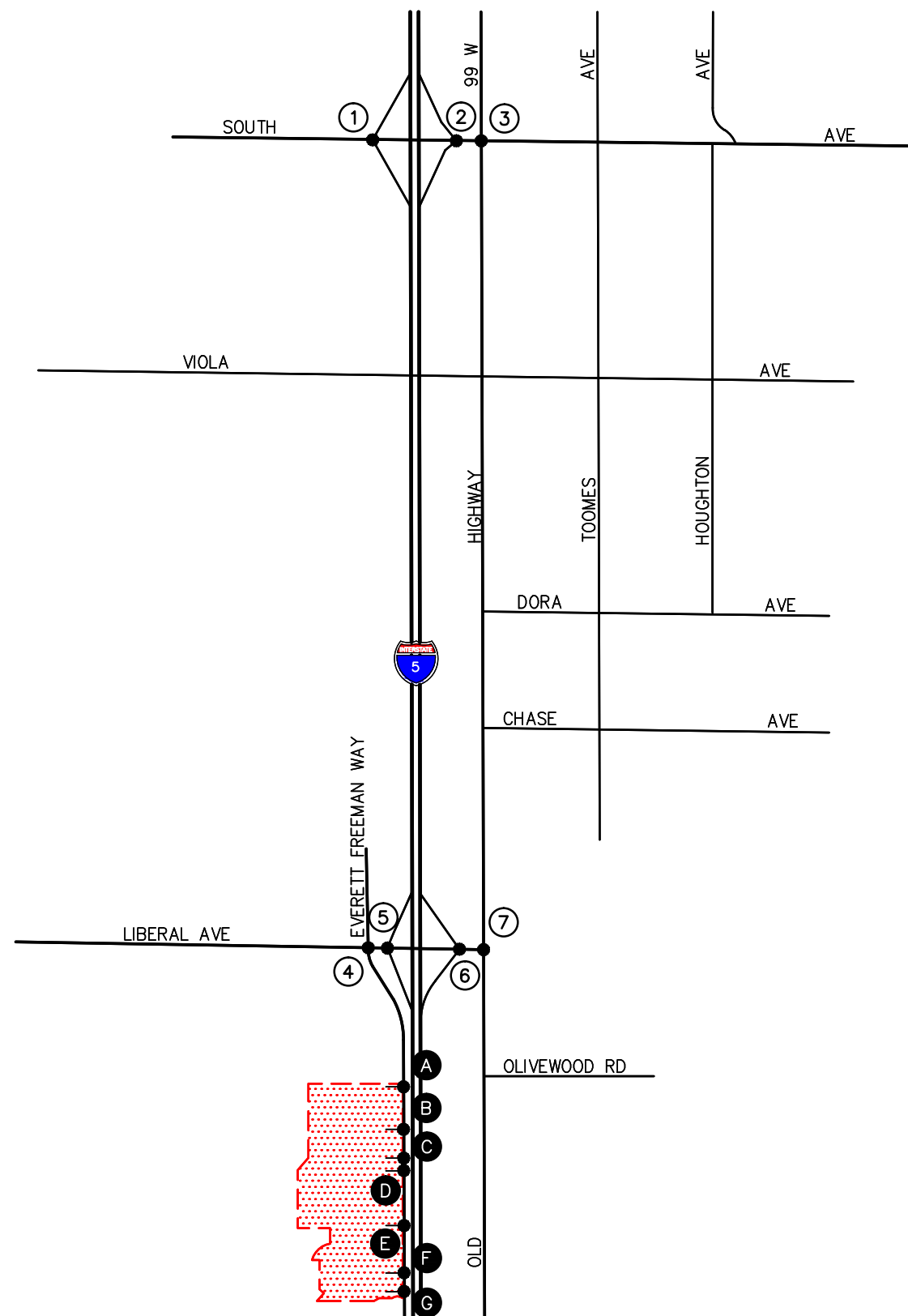
Existing Weekday AM, Weekday PM and Saturday PM peak hour traffic volumes for the seven (7) key study intersections and Weekday daily and Saturday daily two-way traffic volumes for the key four (4) roadway segments evaluated in this report, were collected by *Counts Unlimited* in May 2019. The existing traffic volumes are comprised of passenger vehicles, large 2-axle trucks, 3-axle trucks and 4+-axle trucks. Caltrans and Tehama County do not provide information for passenger car equivalents (PCE.'s), thus the truck traffic volumes have been converted to PCE.'s using San Bernardino County Transportation Authority (SANBAG) approved factors of 1.5, 2.0 and 3.0 for large 2-axle trucks, 3-axle trucks and 4+-axle trucks, respectively, to provide a conservative analysis. *Appendix A* contains the existing intersection turning movement and roadway segment traffic count data.

*Figures 3-2, 3-3 and 3-4* present the existing Weekday AM, Weekday PM and Saturday PM peak hour traffic volumes, respectively, for the seven (7) key study intersections. *Figures 3-3 and 3-4* also present the existing Weekday daily and Saturday daily traffic volumes, respectively, for the four (4) key study roadway segments.

### 3.3 Level Of Service (LOS) Analysis Methodologies

Existing Weekday AM, Weekday PM and Saturday PM peak hour operating conditions for the seven (7) key study intersections were evaluated using the methodology outlined in *Chapter 19 of the Highway Capacity Manual 6 (HCM 6)* for signalized intersections, the methodology outlined in *Chapter 20 of the HCM 6* for two-way stop-controlled intersections and the methodology outlined in *Chapter 21 of the HCM 6* for all-way stop-controlled intersections. Freeway mainline segments and



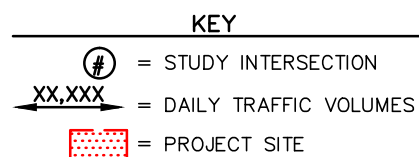
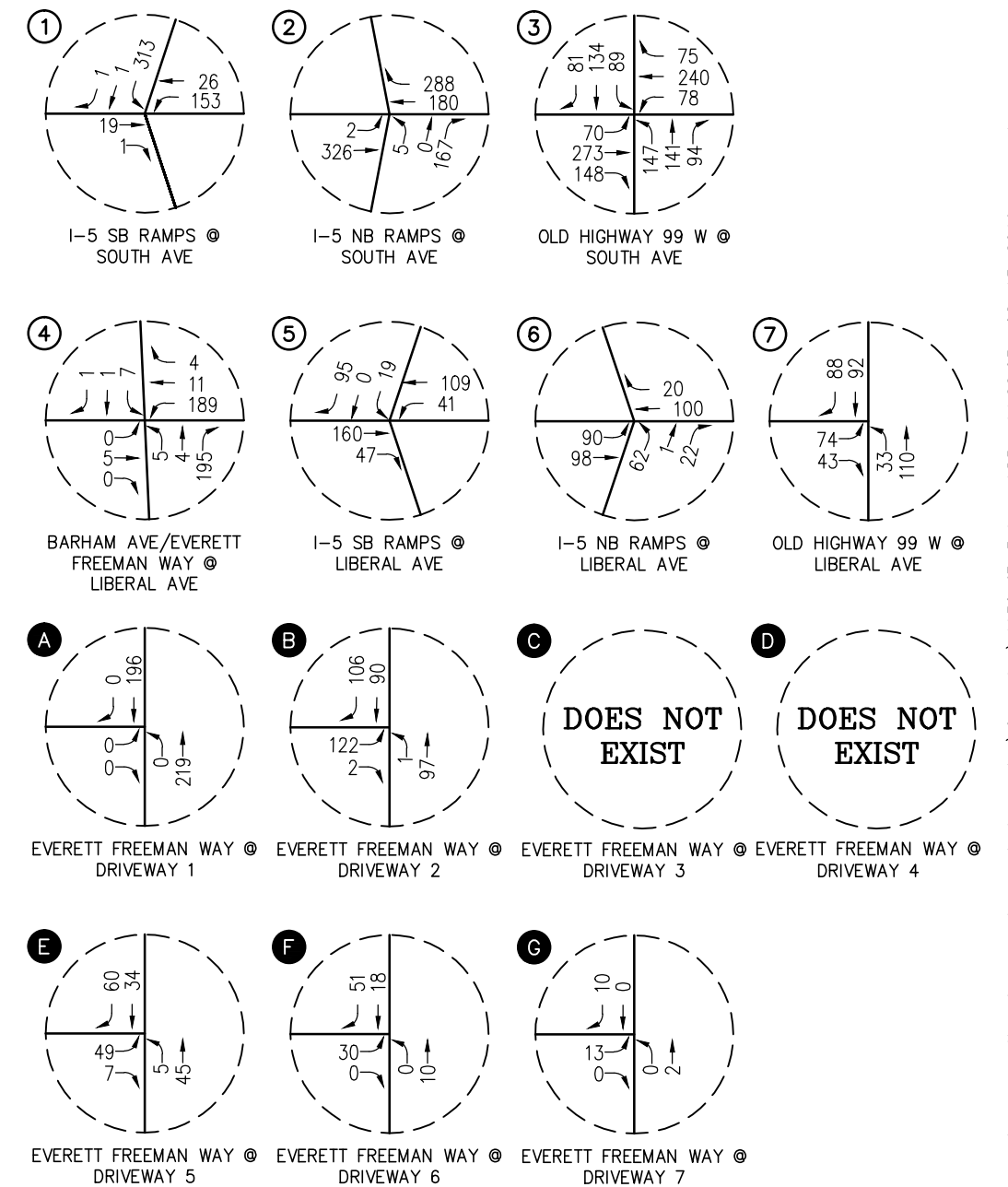
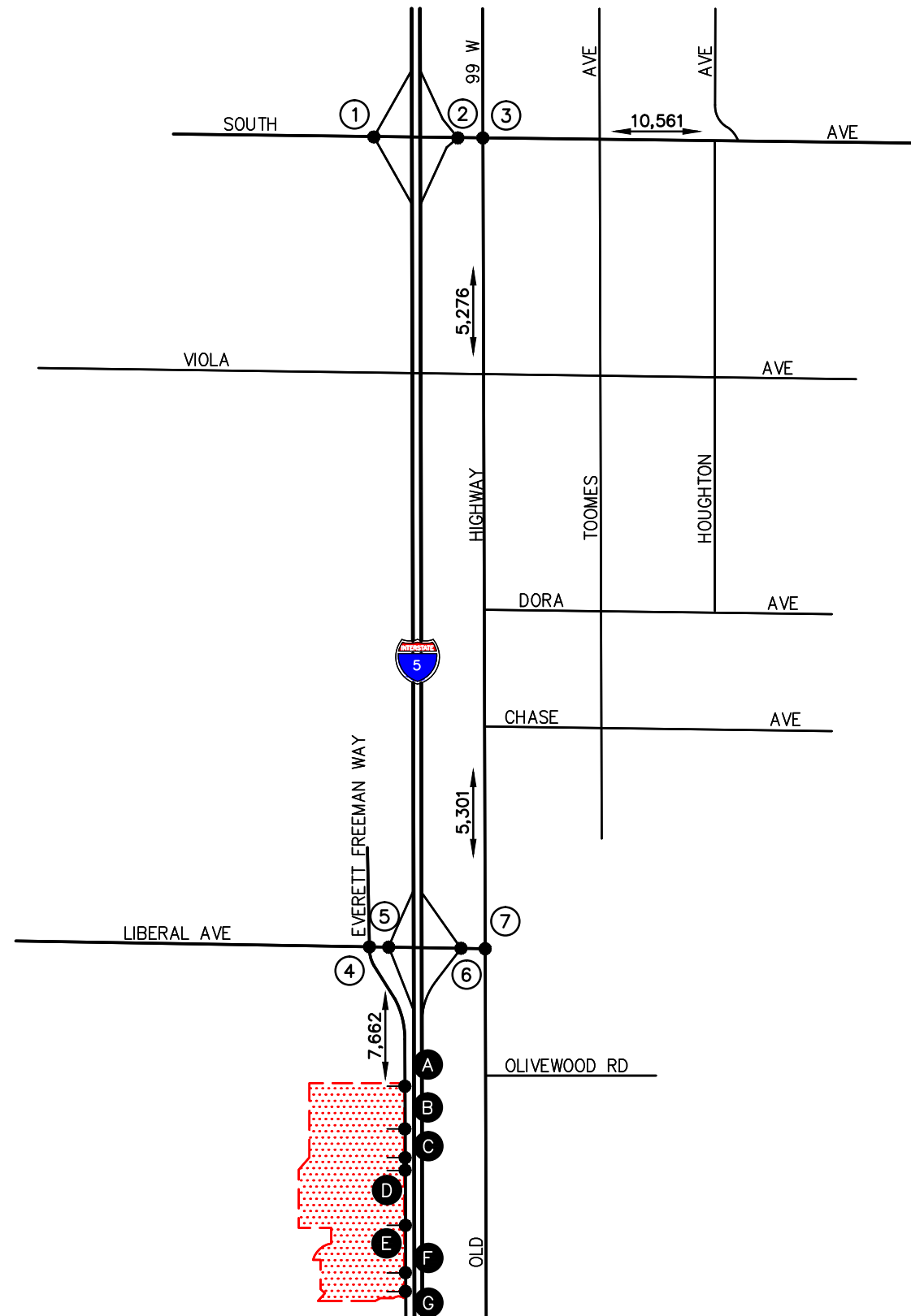


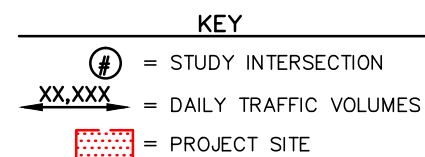
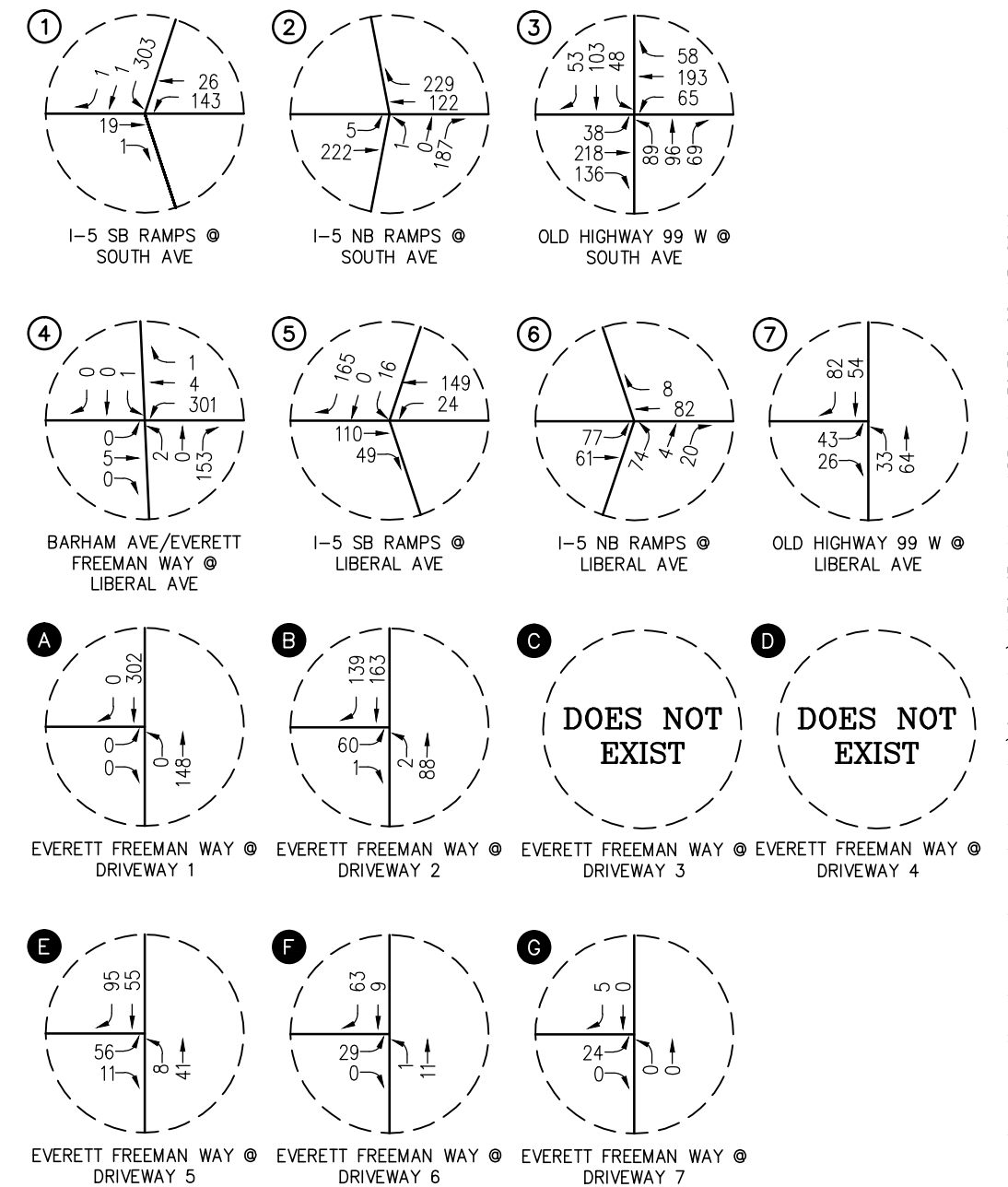
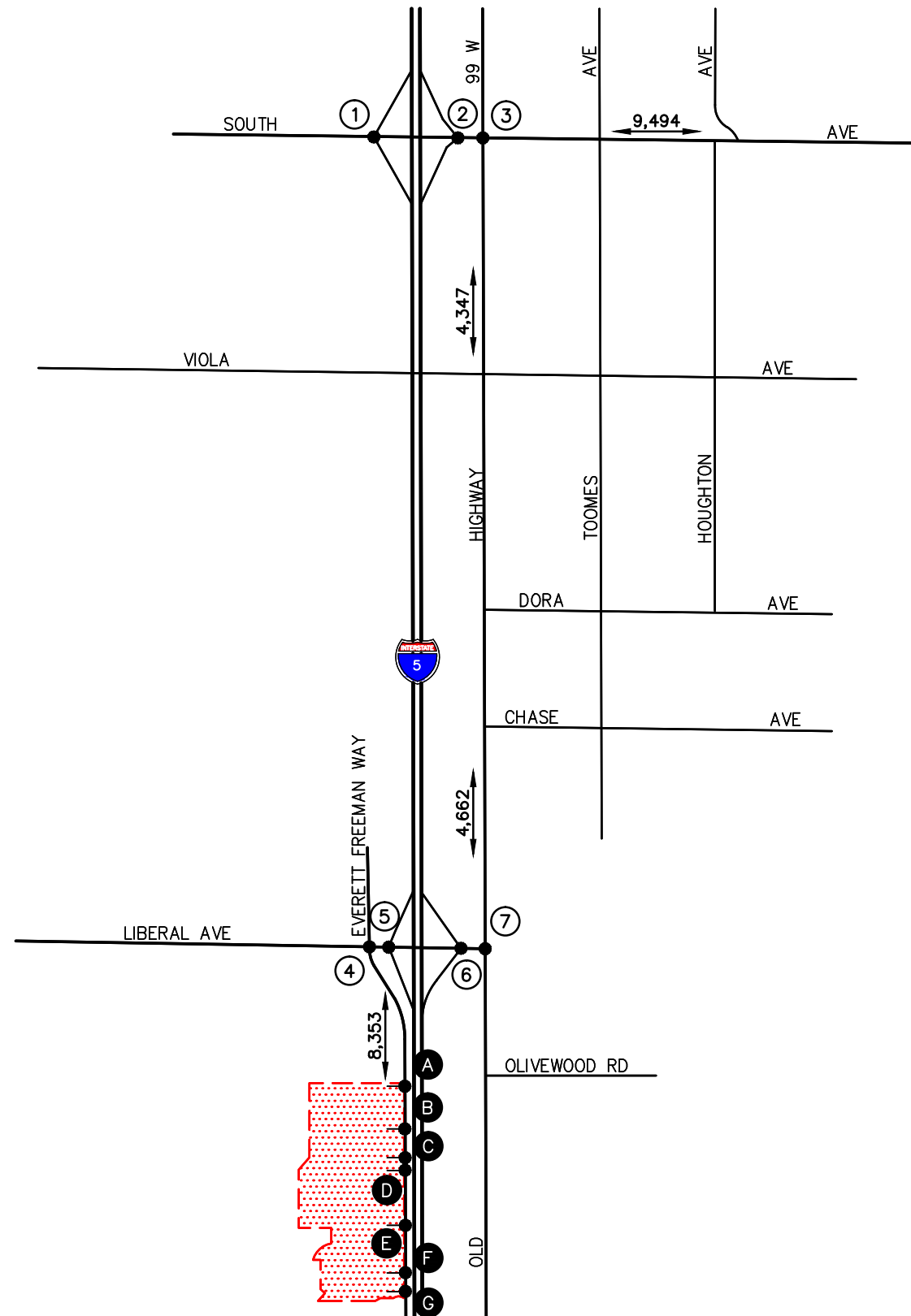
# KEY

- # = STUDY INTERSECTION
- [Red Dotted Area] = PROJECT SITE

FIGURE 3-2

EXISTING WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES  
ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT, CORNING





**EXISTING SATURDAY PM PEAK HOUR AND DAILY TRAFFIC VOLUMES**  
 ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT, CORNING



ramp merge/diverge segments were analyzed using *HCM 6 Chapters 12 and 14, respectively*. Daily operating conditions for the four (4) key study roadway segments were analyzed using the *Volume to Capacity (V/C) Ratio Methodology*.

### **3.3.1 Highway Capacity Manual 6 (HCM 6) Method of Analysis (Signalized Intersections)**

Based on the HCM operations method of analysis, level of service for signalized intersections and approaches is defined in terms of control delay, which is a measure of the increase in travel time due to traffic signal control, driver discomfort and fuel consumption. Control delay includes the delay associated with vehicles slowing in advance of an intersection, the time spent stopped on an intersection approach, the time spent as vehicles move up in the queue and the time needed for vehicles to accelerate to their desired speed. LOS criteria for traffic signals are stated in terms of the control delay in seconds per vehicle. The LOS thresholds established for the automobile mode at a signalized intersection are shown in *Table 3-1*.

### **3.3.2 Highway Capacity Manual 6 (HCM 6) Method of Analysis (Unsignalized Intersections)**

The HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. LOS criteria for unsignalized intersections differ from LOS criteria for signalized intersections as signalized intersections are designed for heavier traffic and therefore a greater delay. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable, which can reduce users' delay tolerance.

#### **3.3.2.1 Two-Way Stop-Controlled Intersections**

Two-way stop-controlled intersections are comprised of a major street, which is uncontrolled and a minor street, which is controlled by stop signs. Level of service for a two-way stop-controlled intersection is determined by the computed or measured control delay. The control delay by movement, by approach and for the intersection as a whole is estimated by the computed capacity for each movement. LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. The worst side street approach delay is reported. LOS is not defined for the intersection as a whole or for major-street approaches, as it is assumed that major-street through vehicles experience zero delay. The HCM control delay value ranges for two-way stop-controlled intersections are shown in *Table 3-2*.

#### **3.3.2.2 All-Way Stop-Controlled Intersections**

All-way stop-controlled intersections require every vehicle to stop at the intersection before proceeding. Because each driver must stop, the decision to proceed into the intersection is a function of traffic conditions on the other approaches. The time between subsequent vehicle departures depends on the degree of conflict that results between the vehicles and vehicles on the other approaches. This methodology determines the control delay for each lane on the approach, computes a weighted average for the whole approach and computes a weighted average for the intersection as a whole. Level of service (LOS) at the approach and intersection levels is based solely on control delay. The HCM control delay value ranges for all-way stop-controlled intersections are shown in *Table 3-2*.



### 3.3.3 *Volume to Capacity (V/C) Ratio Method of Analysis (Roadway Segments)*

Daily operating conditions for the key study roadway segments have been investigated according to the Volume to Capacity (V/C) ratio of each roadway segment. The V/C relationship is used to estimate the LOS of the roadway segment with the volume based on the 24-hour traffic volumes and the capacity based on the City's classification of each roadway. The six qualitative categories of Level of Service have been defined along with the corresponding Volume to Capacity (V/C) value range and are shown in **Table 3-3**.

The roadway segments' daily capacities of each street classification according to the *City of Corning 2014-2034 General Plan Update Draft Table C-2*, dated June 23, 2015, prepared by Diaz Associates are presented in **Table 3-4**.

### 3.3.4 *Basic Freeway Segments*

The basic freeway segment criteria are based on peak hour *HCM 6* density analysis. The capacities are based on information contained in the *HCM 6*. Existing traffic count data for the analyzed freeway segments was obtained from the Caltrans website.

Basic freeway segment levels of service are determined from segment density. **Table 3-5** presents the correlation between LOS and density in terms of passenger cars per mile per lane (pc/mi/ln) for freeway basic freeway segments.

## 3.4 *Impact Criteria and Thresholds*

The City of Corning considers LOS C to be the minimum acceptable LOS for all intersections and roadway segments. LOS D is permissible based on a case by case review. A significant impact criteria is not specified for the City of Corning, therefore, the significance criteria for Tehama County was utilized.

As stated in the *Tehama County General Plan Update 2009 – 2029, prepared by PMC, dated March 2009*, Tehama County considers LOS D to be the minimum acceptable LOS for all intersections and roadway segments during the peak hour (LOS C is considered the minimum acceptable LOS for all intersections and roadway segments outside of the peak hour). An impact is considered significant if the Project causes an intersection to degrade to an unacceptable LOS. Mitigation measures are required to return the intersection to an acceptable LOS.

### 3.4.1 *Caltrans Facilities*

Caltrans "endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities"; it does not require that LOS "D" (shall) be maintained. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. For this analysis, LOS D is the target level of service standard and will be utilized to assess the Project impacts at the state-controlled study intersections.

**TABLE 3-1**  
**LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM 6 METHODOLOGY)<sup>1</sup>**

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	$\leq 10.0$	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	$> 10.0$ and $\leq 20.0$	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	$> 20.0$ and $\leq 35.0$	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	$> 35.0$ and $\leq 55.0$	Long traffic delays At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	$> 55.0$ and $\leq 80.0$	Very long traffic delays This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent occurrences.
F	$\geq 80.0$	Severe congestion This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

<sup>1</sup> Source: *Highway Capacity Manual 6*, Chapter 19: Signalized Intersections.

**TABLE 3-2****LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM 6 METHODOLOGY) <sup>2,3</sup>**

<b>Level of Service (LOS)</b>	<b>Highway Capacity Manual (HCM) Delay Per Vehicle (seconds/vehicle)</b>	<b>Level of Service Description</b>
A	$\leq 10.0$	Little or no delay
B	$> 10.0$ and $\leq 15.0$	Short traffic delays
C	$> 15.0$ and $\leq 25.0$	Average traffic delays
D	$> 25.0$ and $\leq 35.0$	Long traffic delays
E	$> 35.0$ and $\leq 50.0$	Very long traffic delays
F	$> 50.0$	Severe congestion

<sup>2</sup> Source: *Highway Capacity Manual 6*, Chapter 20: Two-Way Stop-Controlled Intersections. The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

<sup>3</sup> Source: *Highway Capacity Manual 6*, Chapter 21: All-Way Stop-Controlled Intersections. For approaches and intersection-wide assessment, LOS is defined solely by control delay.

**TABLE 3-3**  
**LEVEL OF SERVICE CRITERIA FOR ROADWAY SEGMENTS (V/C METHODOLOGY)<sup>4</sup>**

Level of Service (LOS)	Volume to Capacity Ratio (V/C)	Level of Service Description
A	$\leq 0.600$	<b>EXCELLENT.</b> Describes primarily free flow operations at average travel speeds, usually about 90% of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
B	0.601 – 0.700	<b>VERY GOOD.</b> Represents reasonably unimpeded operations at average travel speeds, usually about 70% of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.
C	0.701 – 0.800	<b>GOOD.</b> Represents stable conditions; however, ability to maneuver and change lanes in mid-block location may be more restricted than in LOS B and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50% of the average free flow speed for the arterial class. Motorists will experience appreciable tension while driving.
D	0.801 – 0.900	<b>FAIR.</b> Borders on a range in which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40% of free flow speed.
E	0.901 – 1.000	<b>POOR.</b> Characterized by significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections and inappropriate signal timing.
F	$> 1.000$	<b>FAILURE.</b> Characterizes arterial flow at extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with resultant high approach delays. Adverse progression is frequently a contributor to this condition.

**Note:**

- LOS F applies whenever the flow rate exceeds the segment capacity.

<sup>4</sup> Source: *Transportation Research Board (TRBV) 2000.*

**TABLE 3-4**  
**DAILY ROADWAY SEGMENT CAPACITIES<sup>5</sup>**

<b>Roadway Classification</b>	<b>Maximum Two-Way Traffic Volume (ADT) Level of Service</b>
6-Lane Divided Arterial	54,000
4-Lane Divided Arterial	36,000
4-Lane Undivided Arterial	30,000
3-Lane (One-Way) Arterial	27,000
2-Lane Divided Arterial	18,000
2-Lane Undivided Arterial	15,000
2-Lane Collector	12,000

<sup>5</sup> Source: *City of Corning 2014-2034 General Plan Update Draft*, dated June 23, 2015, prepared by Diaz Associates.

**TABLE 3-5**  
**BASIC FREEWAY SEGMENTS LEVEL OF SERVICE CRITERIA (HCM 6 METHODOLOGY)<sup>6</sup>**

LOS	Basic Freeway Segment Density (pc/mi/ln)
A	$\leq 11.0$
B	$> 11.0 - 18.0$
C	$> 18.0 - 26.0$
D	$> 26.0 - 35.0$
E	$> 35.0 - 45.0$
F	$> 45.0$

<sup>6</sup> Source: *Highway Capacity Manual 6*, Chapter 12: Basic Freeway and Multilane Highway Segments.

## 4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations and/or rates to the Project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound Project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds.

Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway segments and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the Project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast Project traffic. If necessary, the need for site-specific and/or cumulative local area improvements can then be evaluated.



## 5.0 PROJECT TRAFFIC CHARACTERISTICS

### 5.1 Project Trip Generation Forecast

Trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation factors and equations used in the traffic forecasting procedure can be found in the 10<sup>th</sup> Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2017]. However, given the uniqueness of the Casino Expansion of the proposed Project, vehicular 24-hour tube counts (ins and outs) at the existing site driveways have been conducted on Thursday, May 16<sup>th</sup>, 2019 and Saturday, May 18<sup>th</sup>, 2019. This empirical data has been utilized to derive existing trip generation rates for the Rolling Hills Casino to be applied to the proposed Project.

**Table 5-1** presents the trip generation forecast for the Project. The upper portion of **Table 5-1** summarizes the trip generation rates used in forecasting the vehicular trips generated by Rolling Hills Casino. As shown, the empirical trip generation rates for the Rolling Hills Casino Expansion were derived from the traffic counts at Project Driveway No. 2 (main driveway servicing existing casino) conducted on Thursday, May 16<sup>th</sup>, 2019 and Saturday, May 18<sup>th</sup>, 2019.

A review of the middle portion of **Table 5-1** shows that Rolling Hills Casino currently generates 3,679 weekday daily trips, with 131 trips (81 inbound, 50 outbound) produced in the AM peak hour and 231 trips (107 inbound, 124 outbound) produced in the PM peak hour on a weekday. Additionally, Rolling Hills Casino currently generates 4,107 Saturday daily trips, with 202 trips (141 inbound, 61 outbound) produced in the PM peak hour on a Saturday.

A review of the bottom of **Table 5-1** shows that the Rolling Hills Casino Expansion is forecast to generate an additional 3,020 weekday daily trips, with 108 trips (66 inbound, 42 outbound) produced in the AM peak hour and 190 trips (88 inbound, 102 outbound) produced in the PM peak hour on a weekday. Additionally, the Rolling Hills Casino Expansion is forecast to generate an additional 3,372 Saturday daily trips, with 166 trips (116 inbound, 50 outbound) produced in the PM peak hour on a Saturday.

### 5.2 Project Trip Distribution and Assignment

The directional trip distribution pattern for the Project is presented in **Figure 5-1**. Project traffic volumes, both entering and exiting the site, have been distributed and assigned to the adjacent street system based on the following considerations:

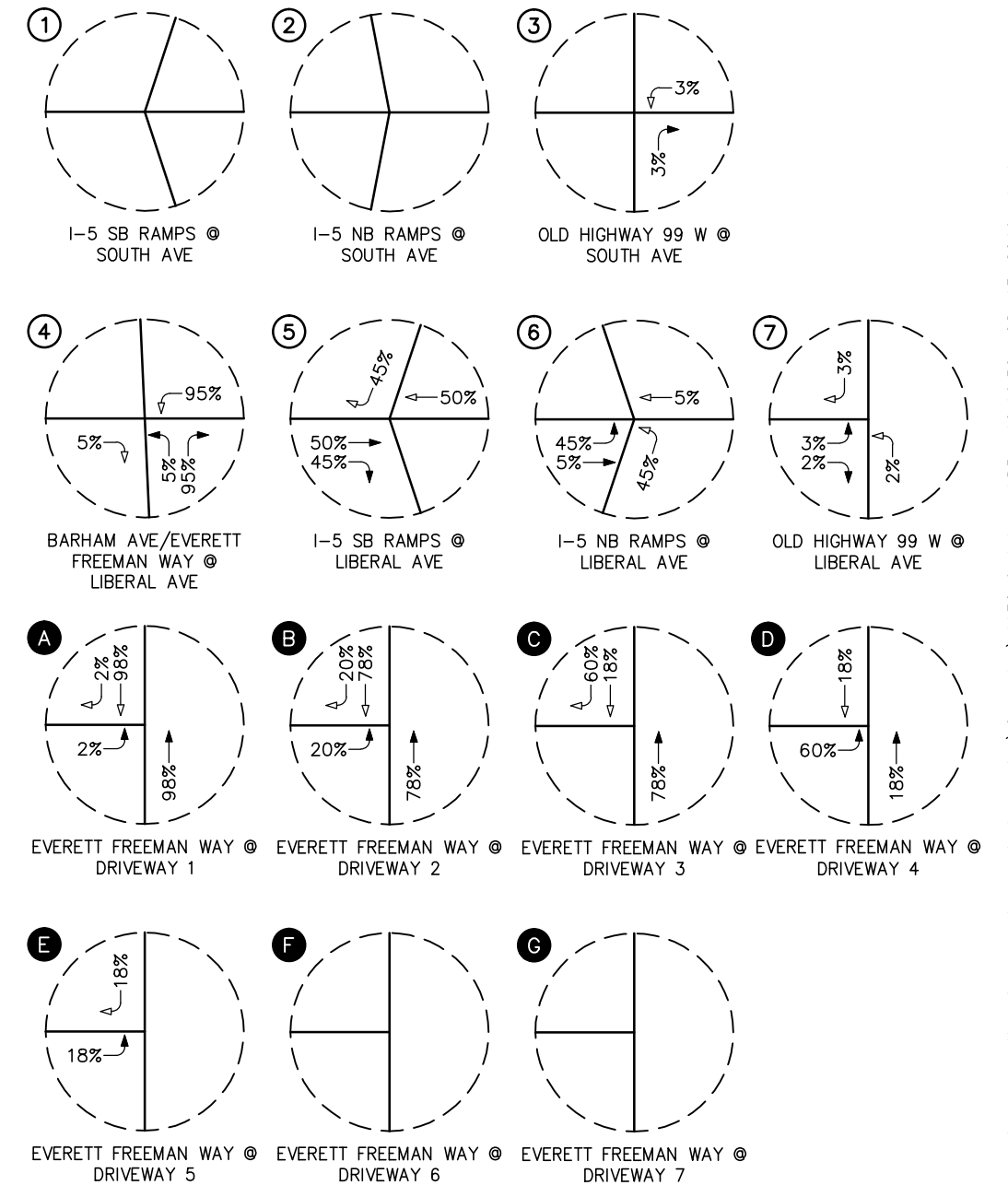
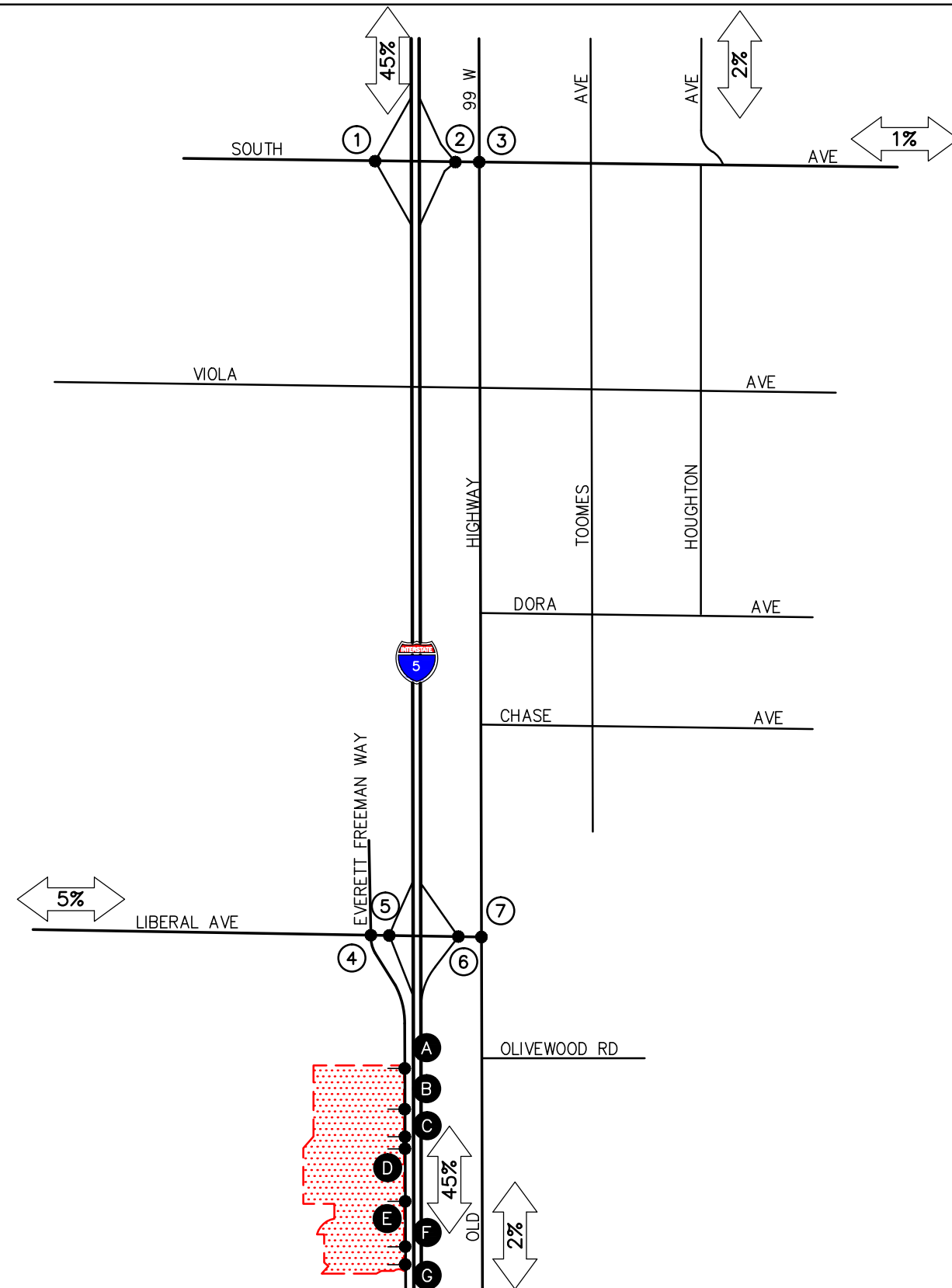
- the site's proximity to major traffic carriers (i.e. I-5 Freeway, etc.),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals,
- the traffic-carrying capacity and travel speed available on roadways serving the Project site,
- existing intersection traffic volumes and
- ingress/egress availability at the Project site.

The anticipated Weekday AM, Weekday PM and Saturday PM peak hour Project traffic volumes at the seven (7) key study intersections are presented in **Figures 5-2, 5-3 and 5-4**, respectively. **Figures 5-3 and 5-4** also present the Weekday daily and Saturday daily Project traffic volumes, respectively, at the four (4) key study roadway segments. The traffic volume assignment presented in the above-mentioned figures reflect the Project trip distribution characteristics shown in *Figure 5-1* and the Project trip generation forecast presented in the *Table 5-1*.

**TABLE 5-1**  
**PROJECT TRIP GENERATION RATES AND FORECAST**

ITE Land Use Code / Project Description	Weekday							Saturday			
	Daily 2-Way	AM Peak Hour			PM Peak Hour			Daily 2-Way	PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total		Enter	Exit	Total
<b><u>Trip Generation Factors:</u></b>											
▪ Rolling Hills Casino <sup>7</sup>	47.70	1.05	0.65	1.70	1.39	1.61	3.00	53.25	1.83	0.79	2.62
<b><u>Existing Development Trip Generation Forecast:</u></b>											
▪ Existing Rolling Hills Casino (77,125 SF) [A]	3,679	81	50	131	107	124	231	4,107	141	61	202
<b><u>Proposed Project Trip Generation Forecast:</u></b>											
▪ Proposed Rolling Hills Casino Expansion (63,319 SF) [B]	3,020	66	42	108	88	102	190	3,372	116	50	166
<b>Total Future Rolling Hills Casino Trip Generation Forecast [A] + [B]</b>	<b>6,699</b>	<b>147</b>	<b>92</b>	<b>239</b>	<b>195</b>	<b>226</b>	<b>421</b>	<b>7,479</b>	<b>257</b>	<b>111</b>	<b>368</b>
<b>Total Proposed Project Trip Generation Forecast [Expansion Only] [B]</b>	<b>3,020</b>	<b>66</b>	<b>42</b>	<b>108</b>	<b>88</b>	<b>102</b>	<b>190</b>	<b>3,372</b>	<b>116</b>	<b>50</b>	<b>166</b>

<sup>7</sup> Empirical trip generation rates for Rolling Hills Casino was based on driveway traffic counts conducted on Thursday, May 16<sup>th</sup>, 2019 and Saturday, May 18<sup>th</sup>, 2019 at Project Driveway No. 2 (main driveway servicing existing casino).

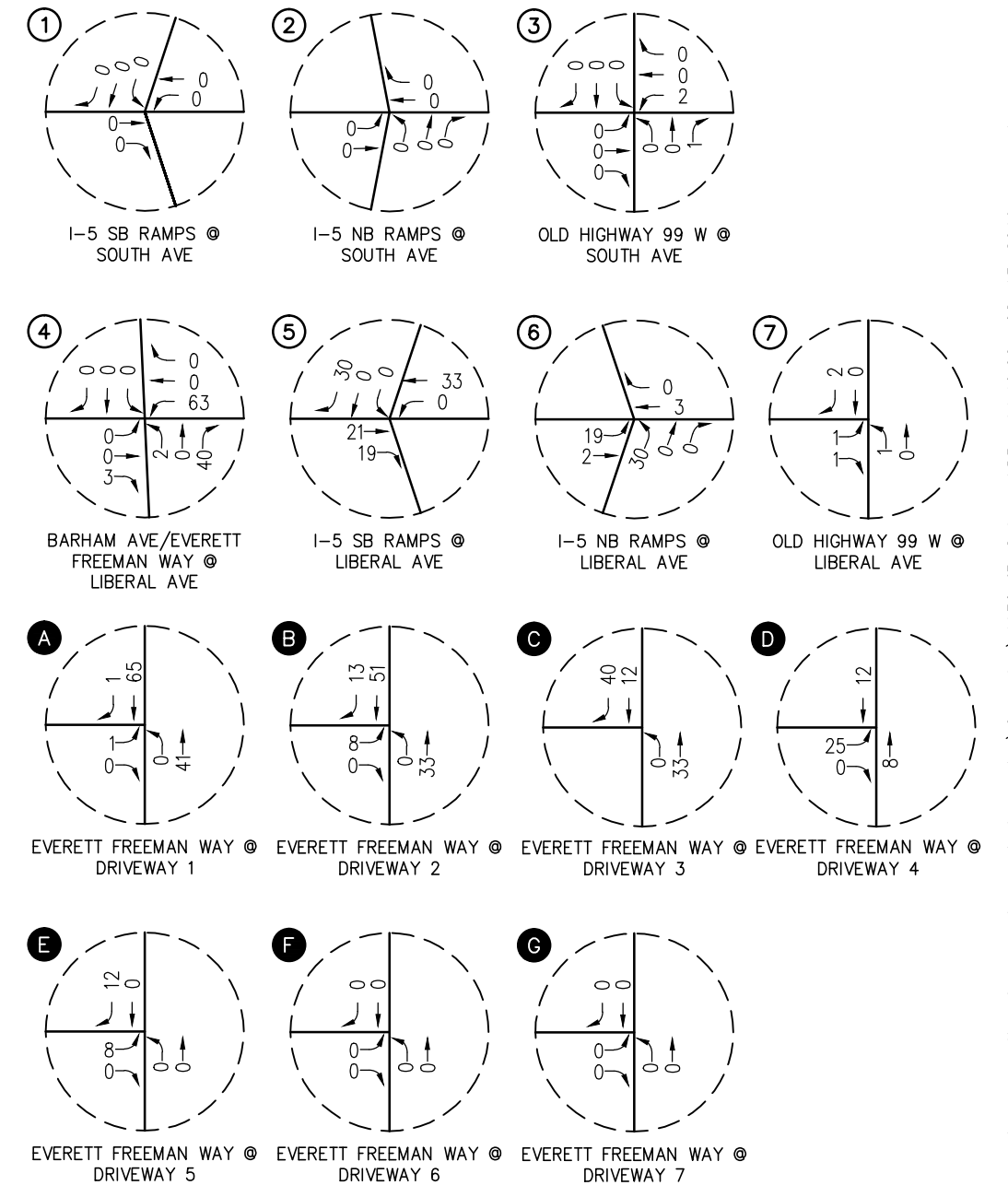
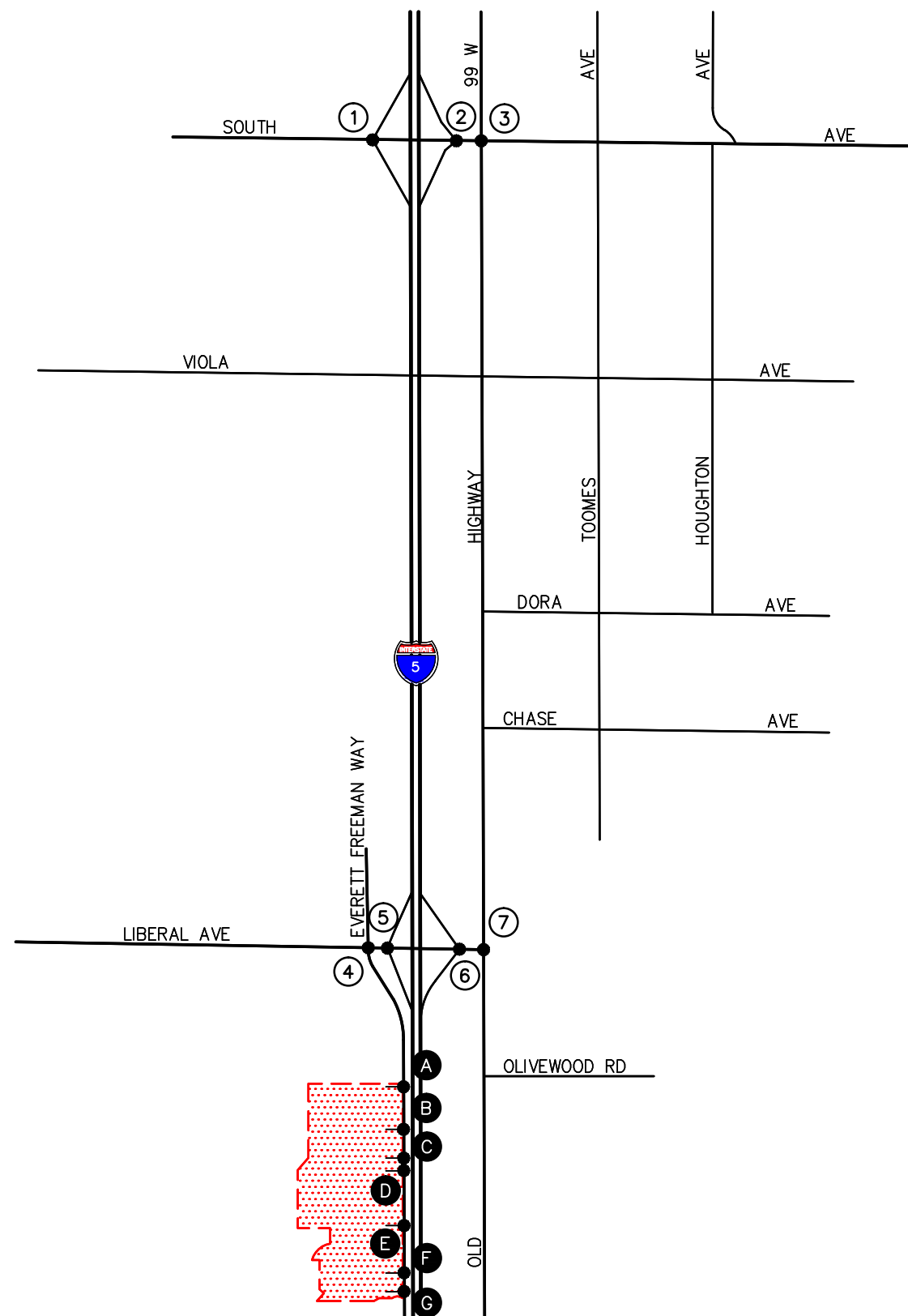


# KEY

- # = STUDY INTERSECTION
- ↔ = INBOUND PERCENTAGE
- ← = OUTBOUND PERCENTAGE
- [Red Hatched Box] = PROJECT SITE

FIGURE 5-1

PROJECT TRIP DISTRIBUTION PATTERN  
ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT, CORNING



# KEY

- ① = STUDY INTERSECTION
- [Red Dotted Area] = PROJECT SITE

FIGURE 5-2

WEEKDAY AM PEAK HOUR PROJECT TRAFFIC VOLUMES  
ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT, CORNING

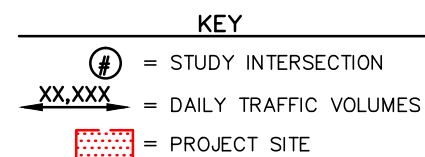
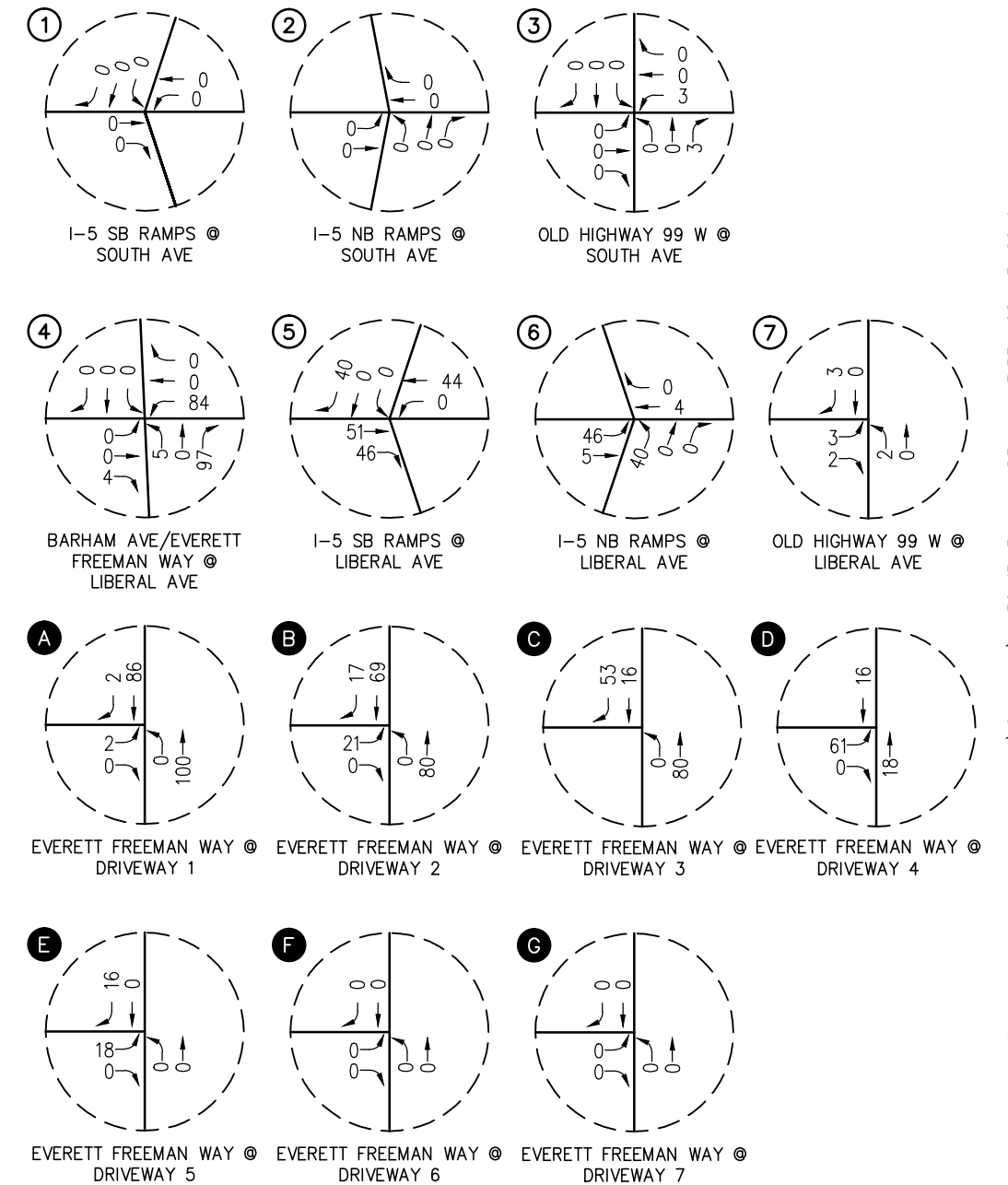
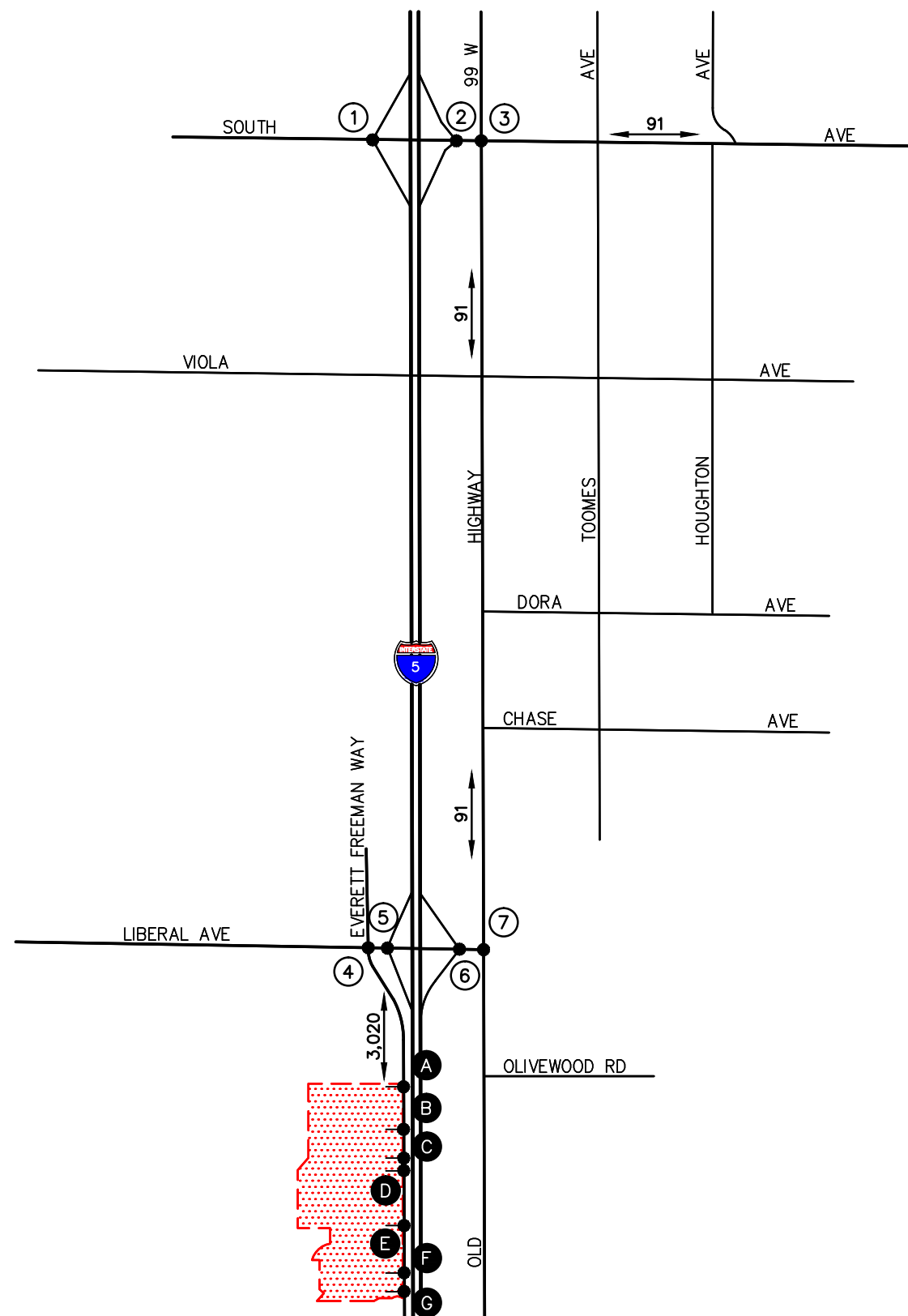
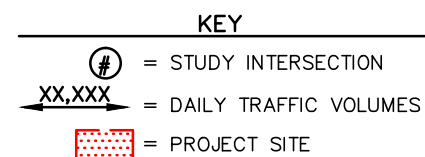
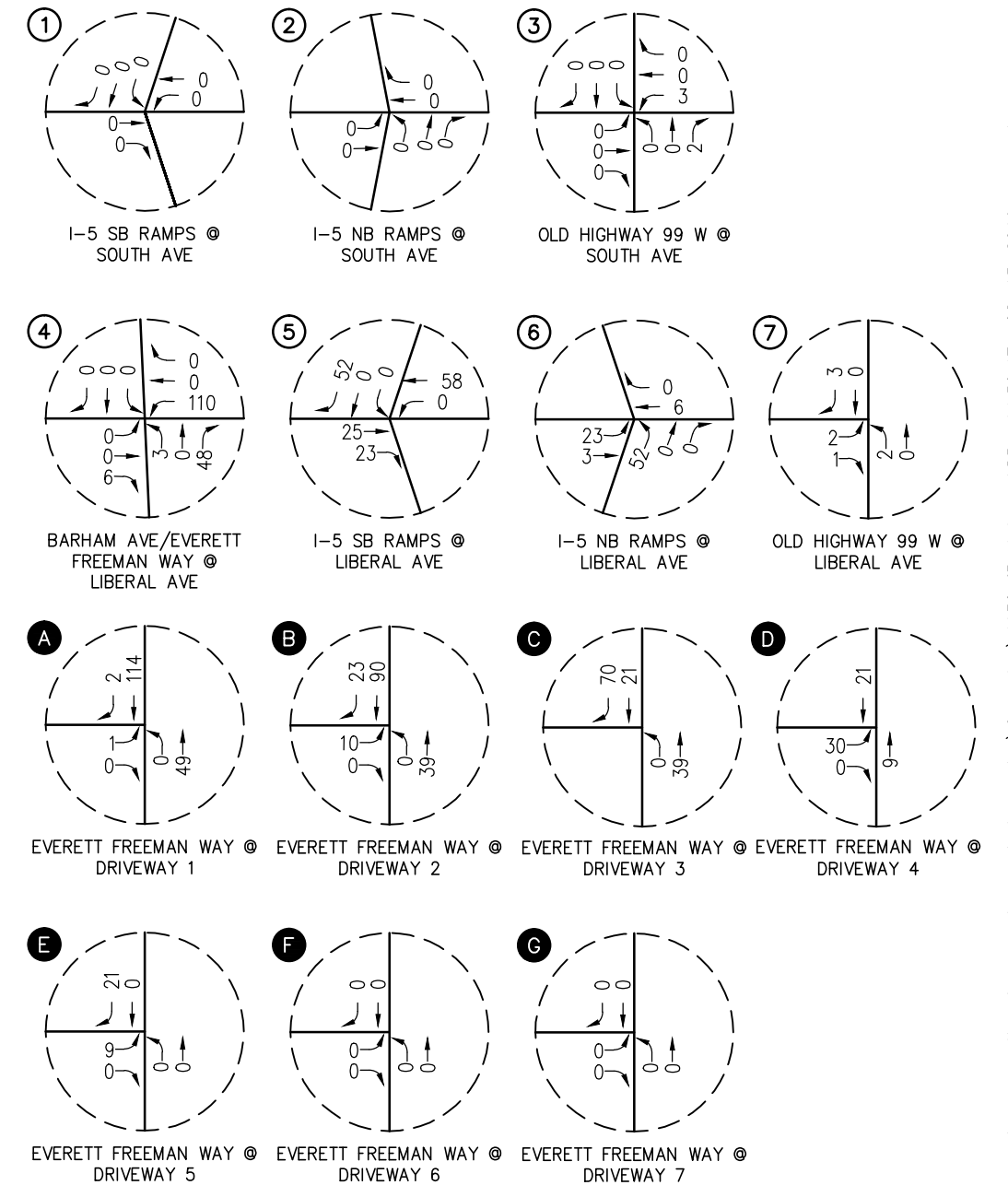
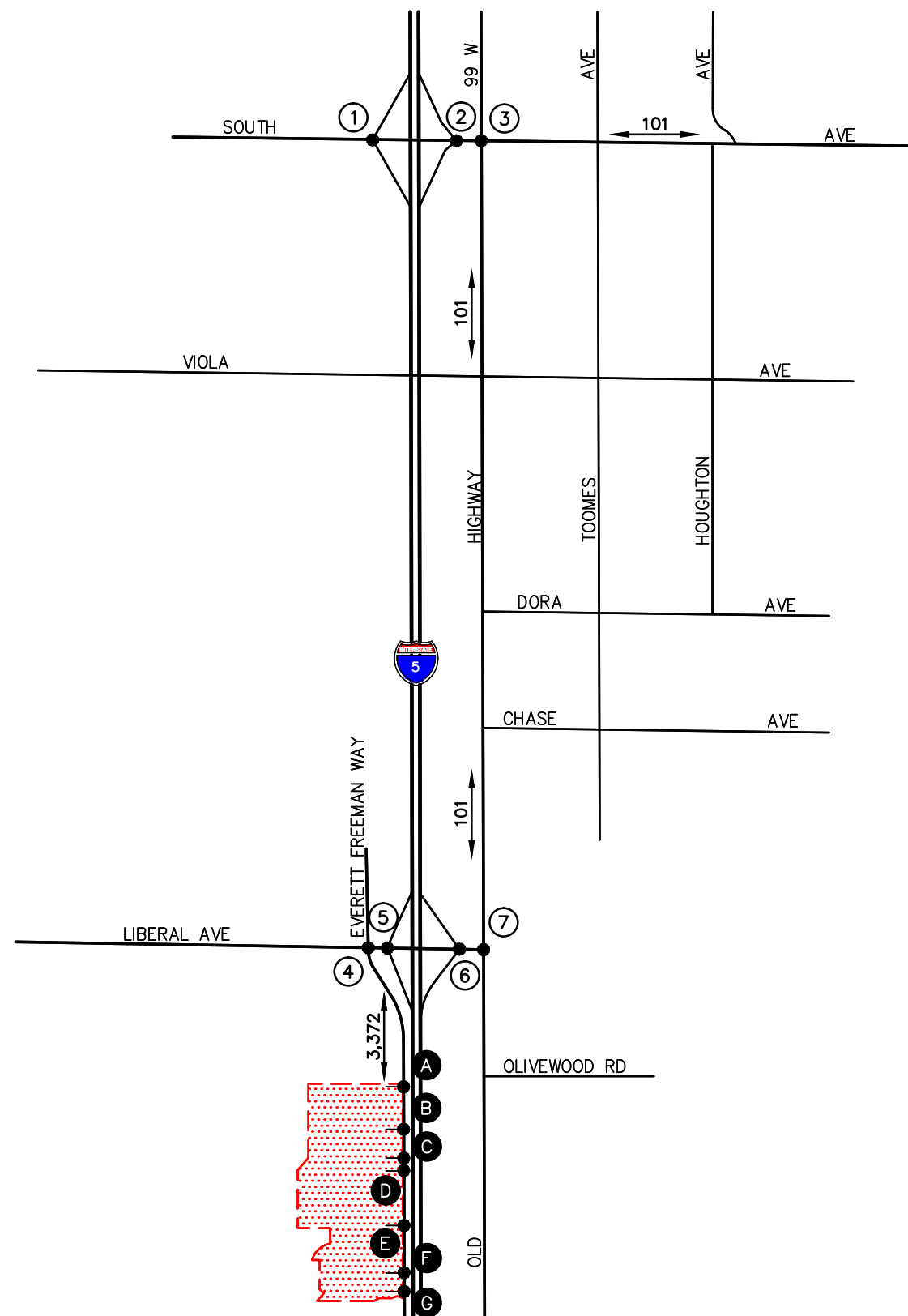


FIGURE 5-3

WEEKDAY PM PEAK HOUR AND DAILY PROJECT TRAFFIC  
 ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT, CORNING



**FIGURE 5-4**  
**SATURDAY PM PEAK HOUR AND DAILY PROJECT TRAFFIC VOLUMES**  
 ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT, CORNING



## 6.0 FUTURE TRAFFIC CONDITIONS

### 6.1 Existing With Project Traffic Volumes

The estimates of Project generated traffic volumes were added to the Existing traffic conditions to develop traffic projections for the Existing With Project traffic conditions. **Figures 6-1, 6-2 and 6-3** present the anticipated Weekday AM, Weekday PM and Saturday PM peak hour Existing With Project traffic volumes, respectively, at the seven (7) key study intersections. **Figures 6-2 and 6-3** also present the Existing With Project Weekday daily and Saturday daily traffic volumes, respectively, for the four (4) key study roadway segments.

It should be noted that the traffic volume forecasts illustrated in **Figures 6-1, 6-2 and 6-3**, as well as the remaining “With Project” scenarios, include the re-routing of a portion of existing traffic volumes from Project Driveway 2 to the proposed future Project Driveways 3 and 4.

### 6.2 Year 2021 Without Project Traffic Volumes

#### 6.2.1 Ambient Growth Traffic

Near-term horizon year, traffic growth estimates have been calculated using an ambient growth factor. The ambient growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The application of the two percent (2%) annual growth rate to baseline traffic volumes results in a four percent (4%) growth in existing Year 2019 volumes at the seven (7) key study intersections and four (4) key roadway segments to horizon Year 2021.

#### 6.2.2 Cumulative Projects Traffic

One (1) cumulative project has been identified within the Project study area. Cumulative projects, as defined by Section 15355 of the CEQA Guidelines, are “closely related past, present and reasonably foreseeable probable future projects”. The Traffic Impact Analysis assumes that these cumulative projects will be developed and operational when the proposed Project is operational. This is the most conservative, worst-case approach, since the exact timing of each cumulative project is uncertain. In addition, impacts for these cumulative projects would likely be, or have been, subject to mitigation measures, which could reduce potential impacts. Under this analysis, however, those mitigation measures are not considered. The location of the one (1) cumulative project is presented in **Figure 6-4**.

**Table 6-1** presents the jurisdiction, description and development totals for the one (1) cumulative project. **Table 6-2** presents the resultant trip generation for the one (1) cumulative project. As shown in **Table 6-2**, the one (1) cumulative project is expected to generate 593 Weekday daily trips (one half arriving, one half departing), with 42 trips (30 inbound and 12 outbound) forecast during the Weekday AM peak hour and 52 trips (21 inbound and 31 outbound) forecast during the Weekday PM peak hour on a “typical” weekday. The cumulative project is expected to generate 178 Saturday daily trips (one half arriving, one half departing) with 23 trips (13 inbound and 10 outbound) forecast during the Saturday PM peak hour on a “typical” Saturday.

The anticipated Weekday AM, Weekday PM and Saturday PM peak hour cumulative project traffic volumes at the seven (7) key study intersections are presented in **Figures 6-5, 6-6 and 6-7**, respectively. **Figures 6-6 and 6-7** also present the daily cumulative project traffic volumes for the four (4) key study roadway segments.

**Figures 6-8, 6-9 and 6-10** present Year 2021 Without Project Weekday AM, Weekday PM and Saturday PM peak hour traffic volumes at the seven (7) key study intersections, respectively. **Figures 6-9 and 6-10** also present the Year 2021 Without Project Weekday daily and Saturday daily traffic volumes, respectively, for the four (4) key study roadway segments.

It should again be emphasized that because this traffic impact analysis utilizes both an ambient growth factor along with a list of cumulative projects approach to analyze cumulative impacts, this traffic impact analysis is highly conservative and would tend to overstate cumulative traffic impacts.

### **6.3 Year 2021 With Project Traffic Volumes**

The estimates of Project generated traffic volumes were added to the Year 2021 Without Project traffic conditions to develop traffic projections for the Year 2021 With Project traffic conditions. **Figures 6-11, 6-12 and 6-13** present the anticipated Weekday AM, Weekday PM and Saturday PM peak hour Year 2021 With Project traffic volumes, respectively, at the seven (7) key study intersections. **Figures 6-12 and 6-13** also present the Weekday daily and Saturday daily Year 2021 With Project traffic volumes, respectively, at the four (4) key study roadway segments.

**TABLE 6-1**  
**LOCATION AND DESCRIPTION OF CUMULATIVE PROJECT**

No.	Cumulative Project	Location/Address	Description
<u><i>City of Corning/Tehama County</i></u> <sup>8</sup>			
1.	Tribal Administration & Community Center	Northeast corner of Old Hwy 99 W and Olivewood Road	17,160 SF Community Center 10,111 SF Administration Building

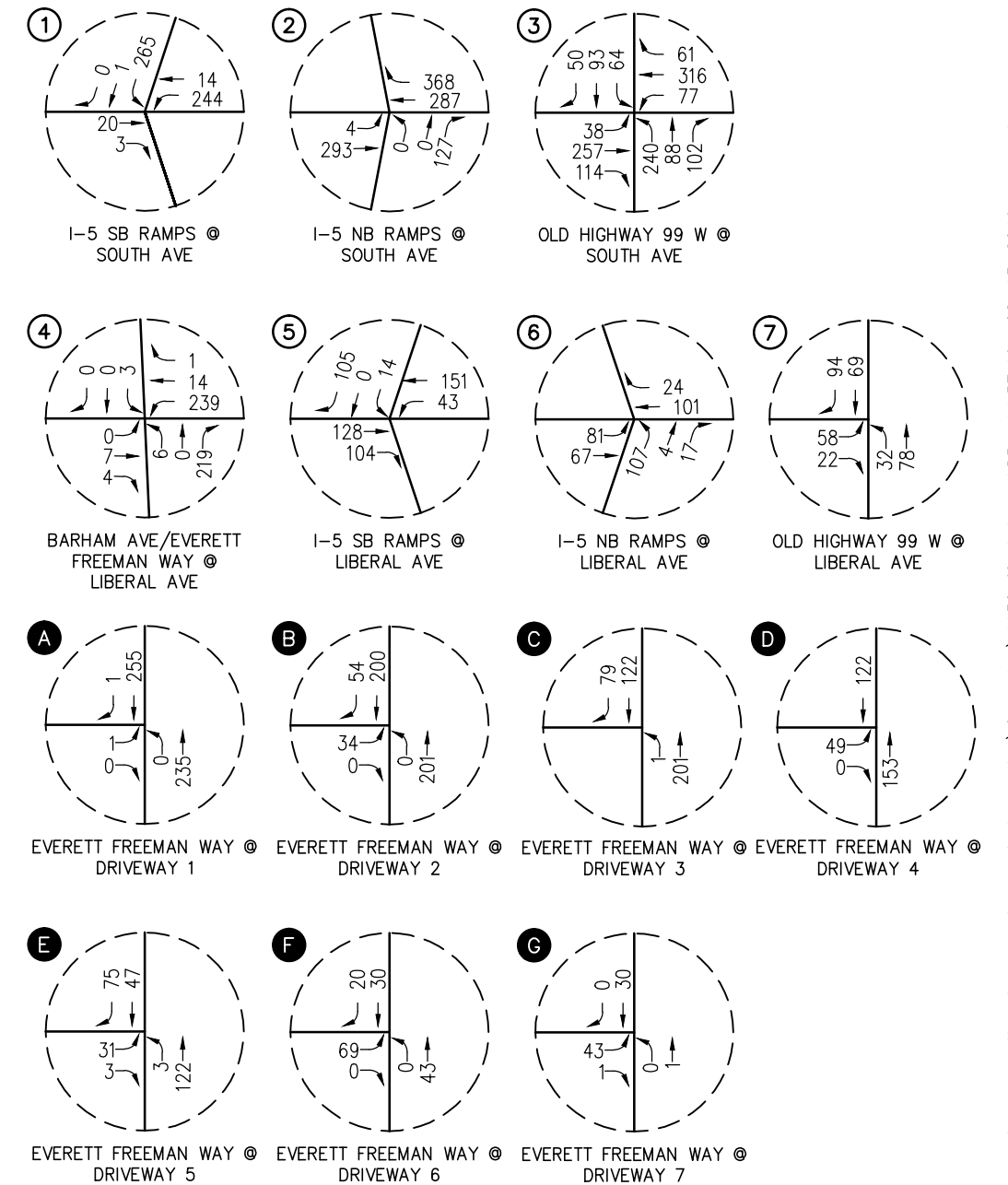
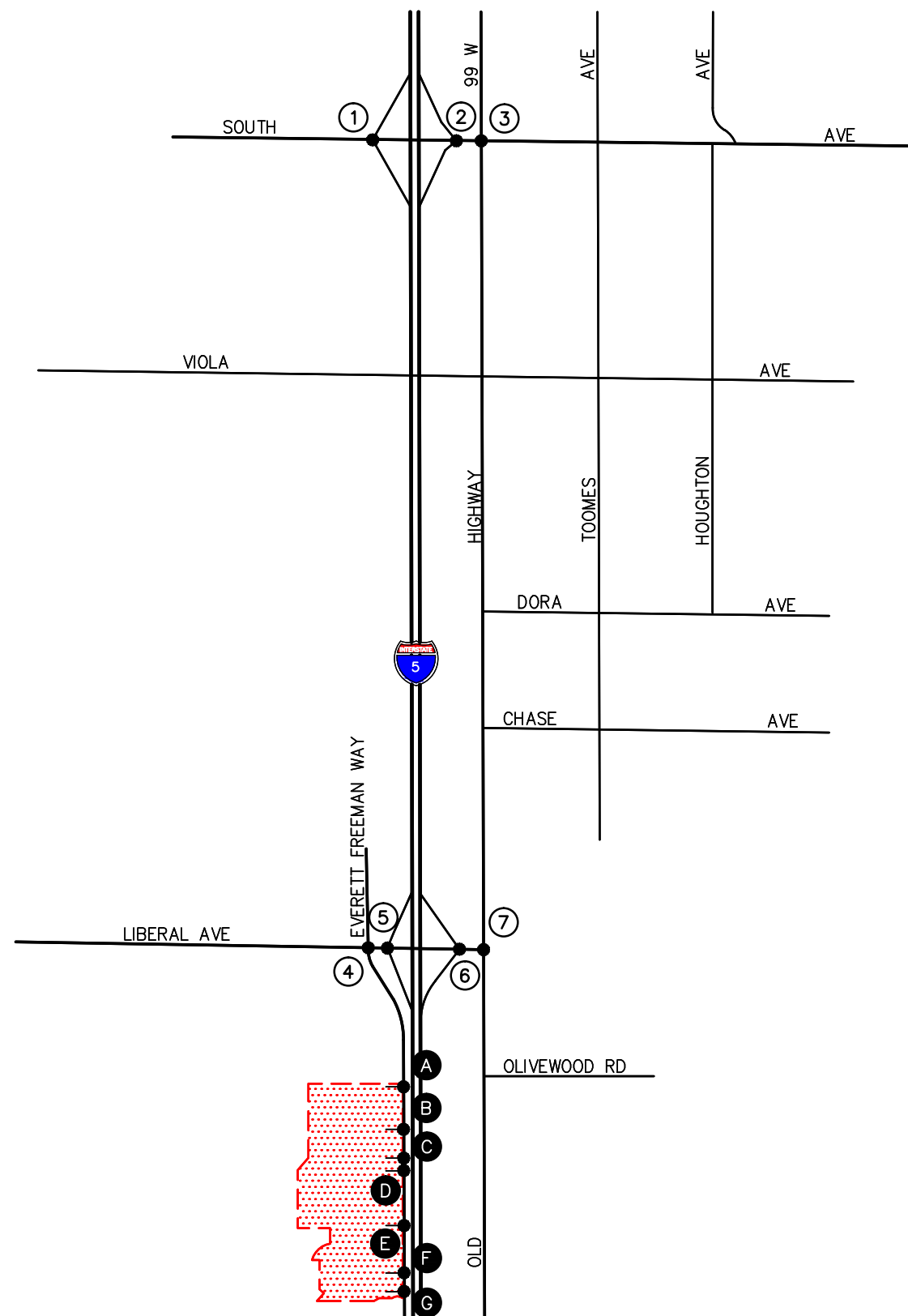
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<sup>8</sup> Source: *County of Tehama*.

**TABLE 6-2**  
**CUMULATIVE PROJECT TRIP GENERATION FORECAST<sup>9</sup>**

Cumulative Project Description	Weekday							Saturday			
	Daily 2-Way	AM Peak Hour			PM Peak Hour			Daily 2-Way	PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total		Enter	Exit	Total
1. Tribal Administration & Community Center	593	30	12	42	21	31	52	178	13	10	23
<b>Cumulative Projects Total Trip Generation Potential</b>	<b>593</b>	<b>30</b>	<b>12</b>	<b>42</b>	<b>21</b>	<b>31</b>	<b>52</b>	<b>178</b>	<b>13</b>	<b>10</b>	<b>23</b>

<sup>9</sup> Source: *Trip Generation*, 10<sup>th</sup> Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017).



# KEY

- # = STUDY INTERSECTION
- [Red Dotted Area] = PROJECT SITE

## FIGURE 6-1

EXISTING WITH PROJECT WEEKDAY  
AM PEAK HOUR TRAFFIC VOLUMES

ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT, CORNING

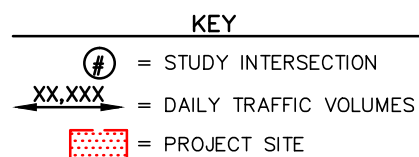
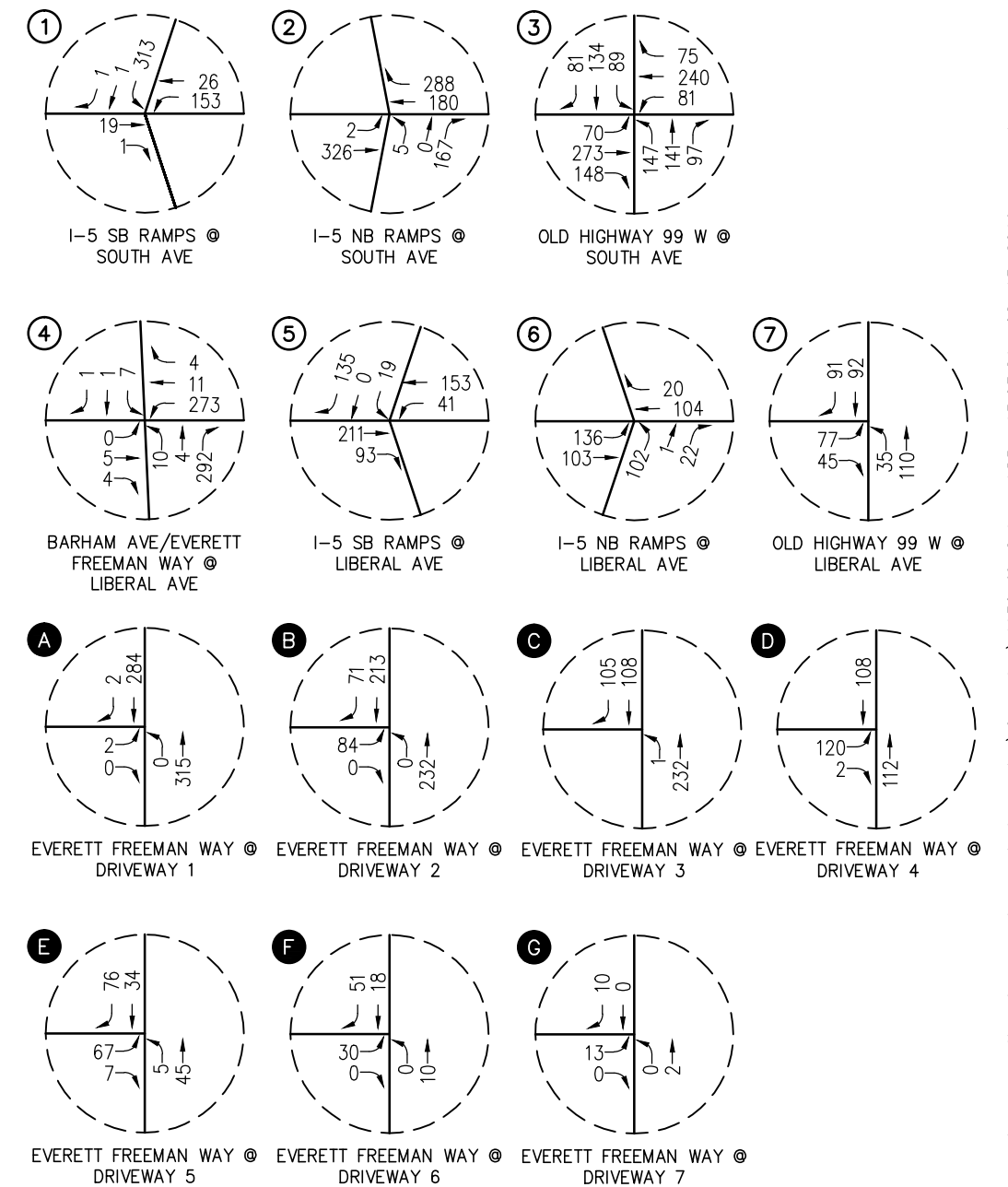
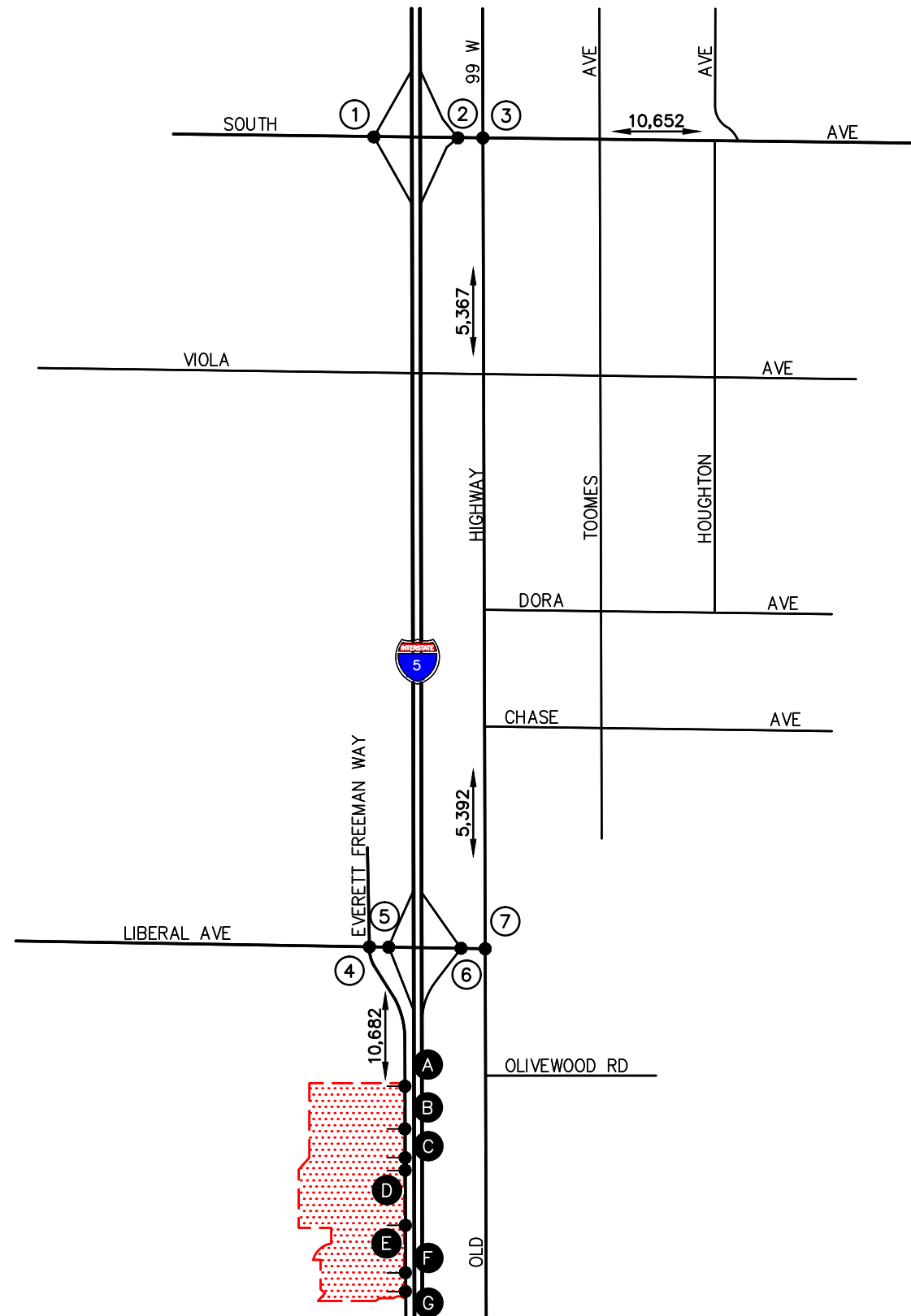


FIGURE 6-2

EXISTING WITH PROJECT WEEKDAY  
PM PEAK HOUR AND DAILY TRAFFIC VOLUMES  
ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT, CORNING

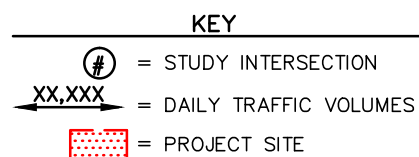
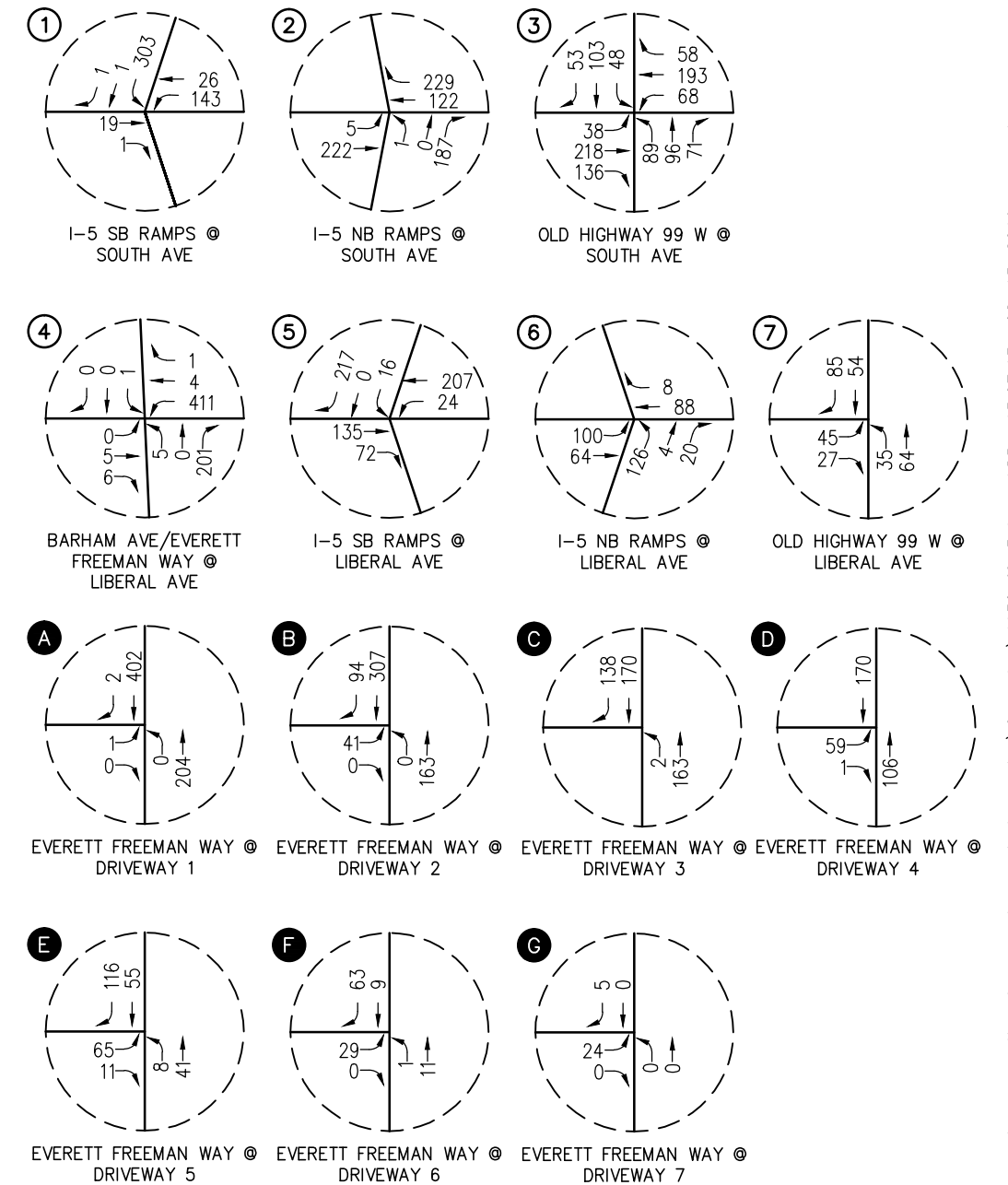
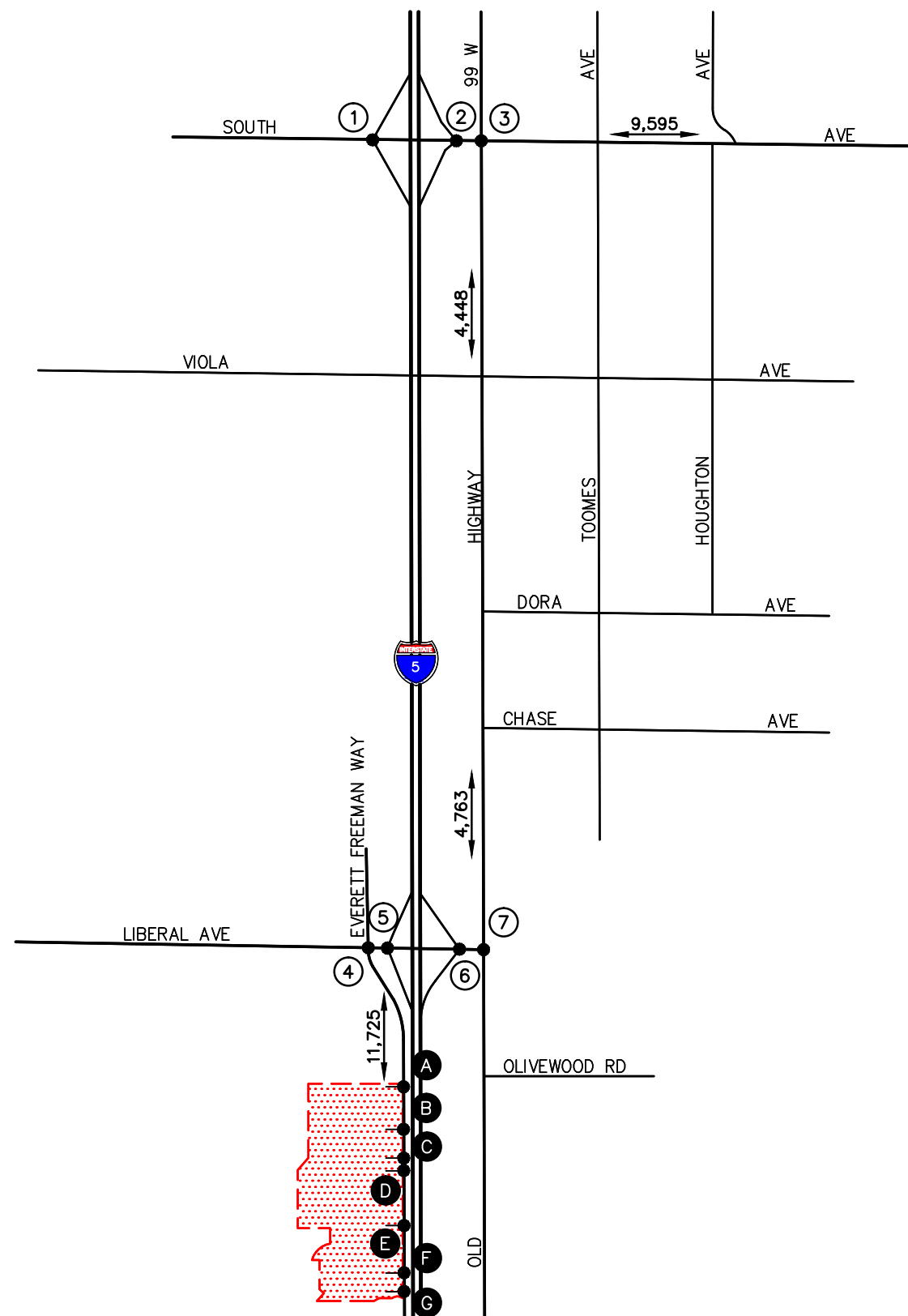


FIGURE 6-3



EXISTING WITH PROJECT SATURDAY PM PEAK HOUR  
AND DAILY TRAFFIC VOLUMES  
ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT, CORNING





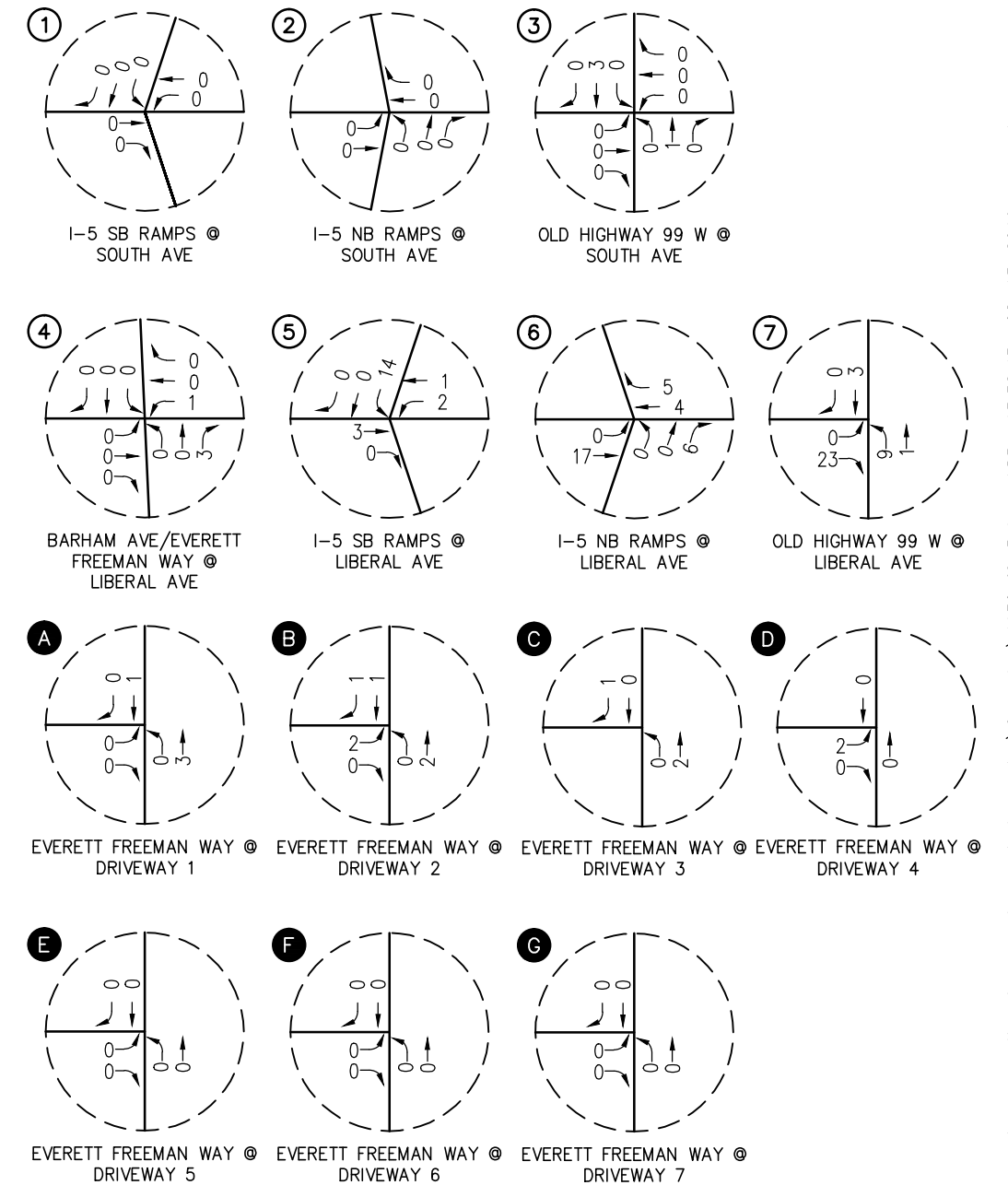
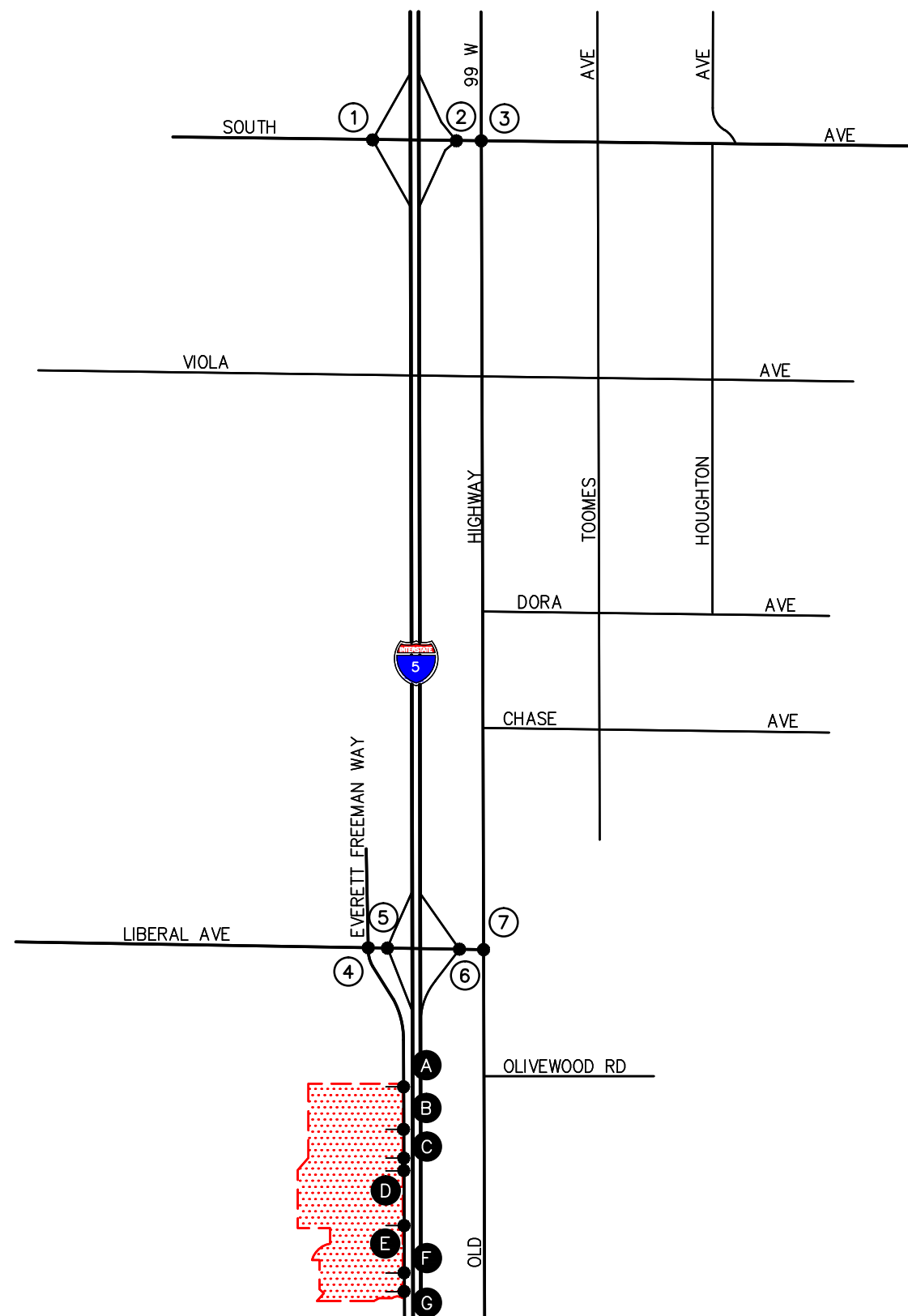
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- KEY**
-  = CUMULATIVE PROJECT LOCATION
  -  = PROJECT SITE

**FIGURE 6-4**

**LOCATION OF CUMULATIVE PROJECTS**  
 ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT, CORNING



# KEY

- # = STUDY INTERSECTION
- [Red Dotted Area] = PROJECT SITE

FIGURE 6-5

WEEKDAY AM PEAK HOUR CUMULATIVE PROJECTS TRAFFIC VOLUMES  
ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT, CORNING

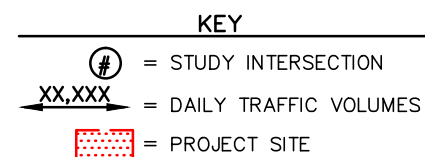
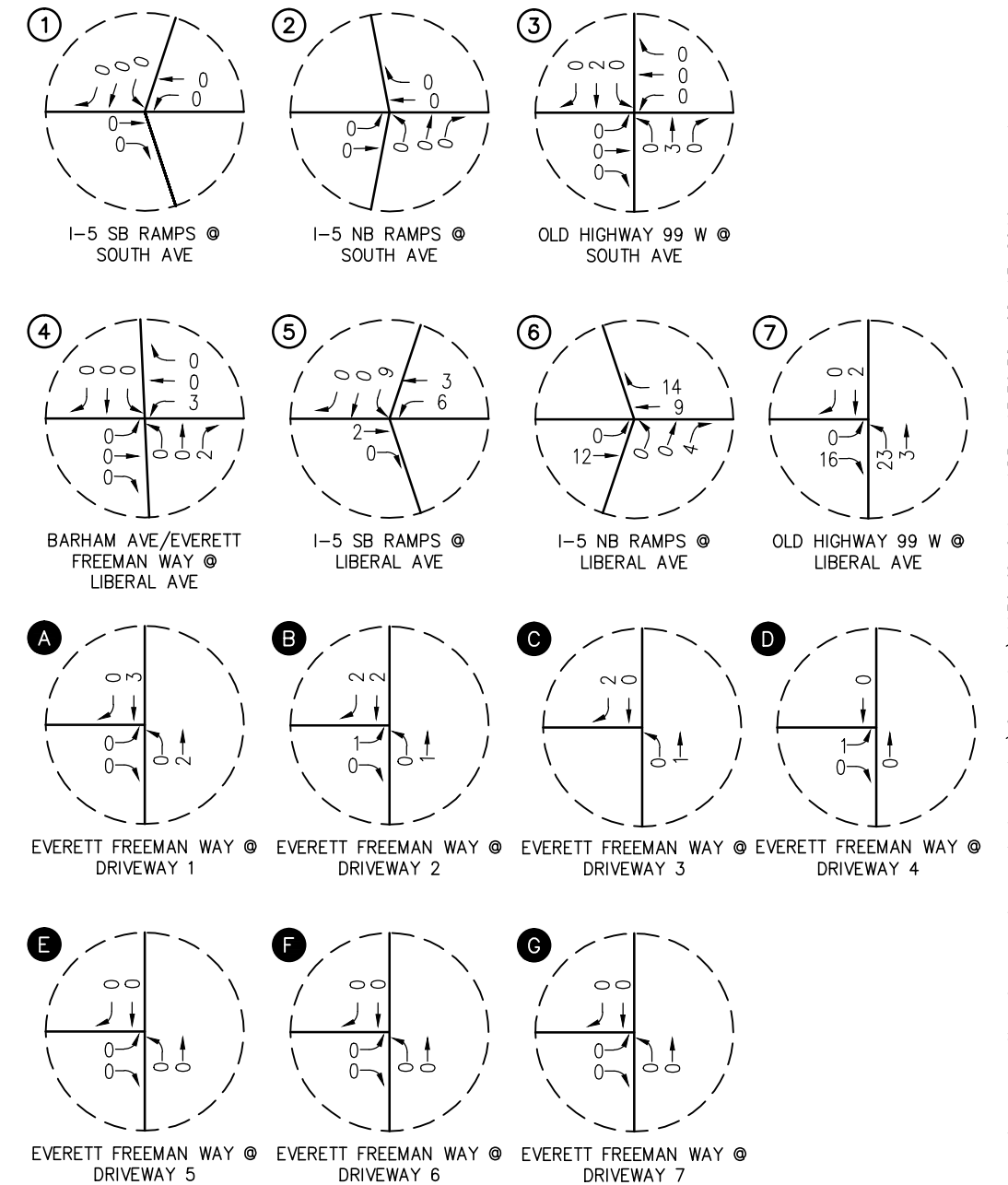
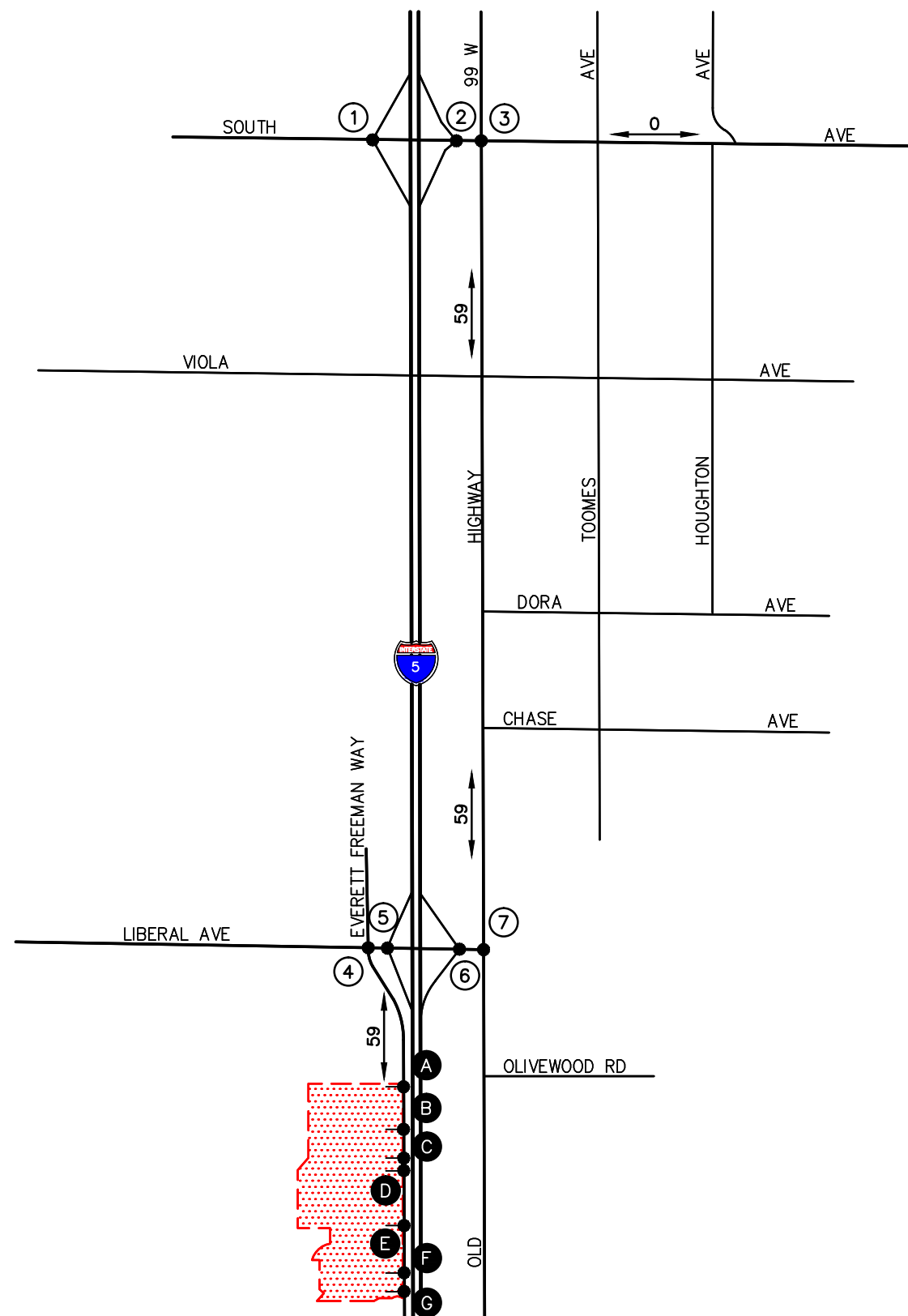
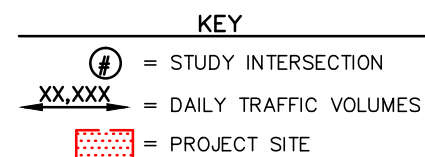
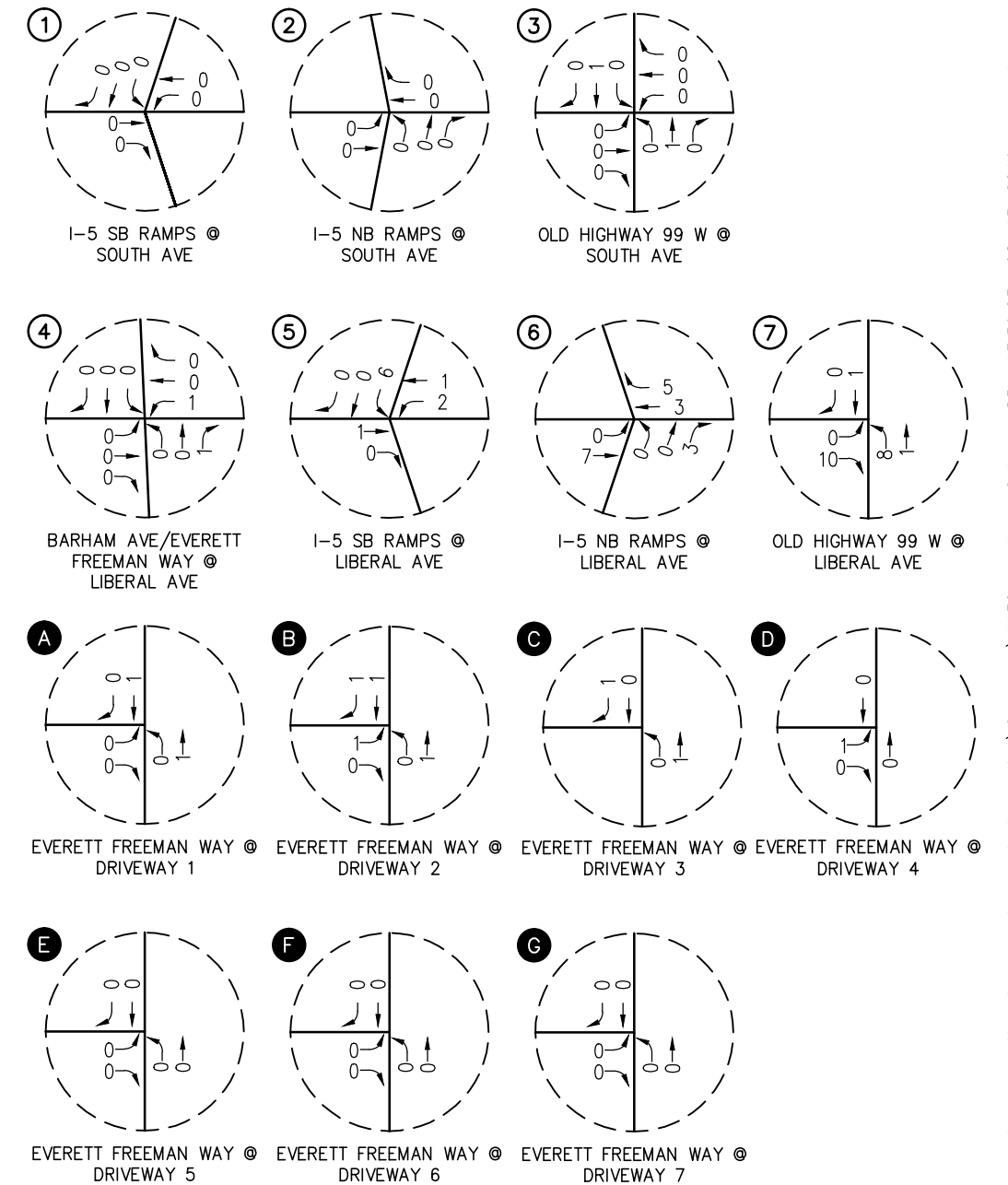
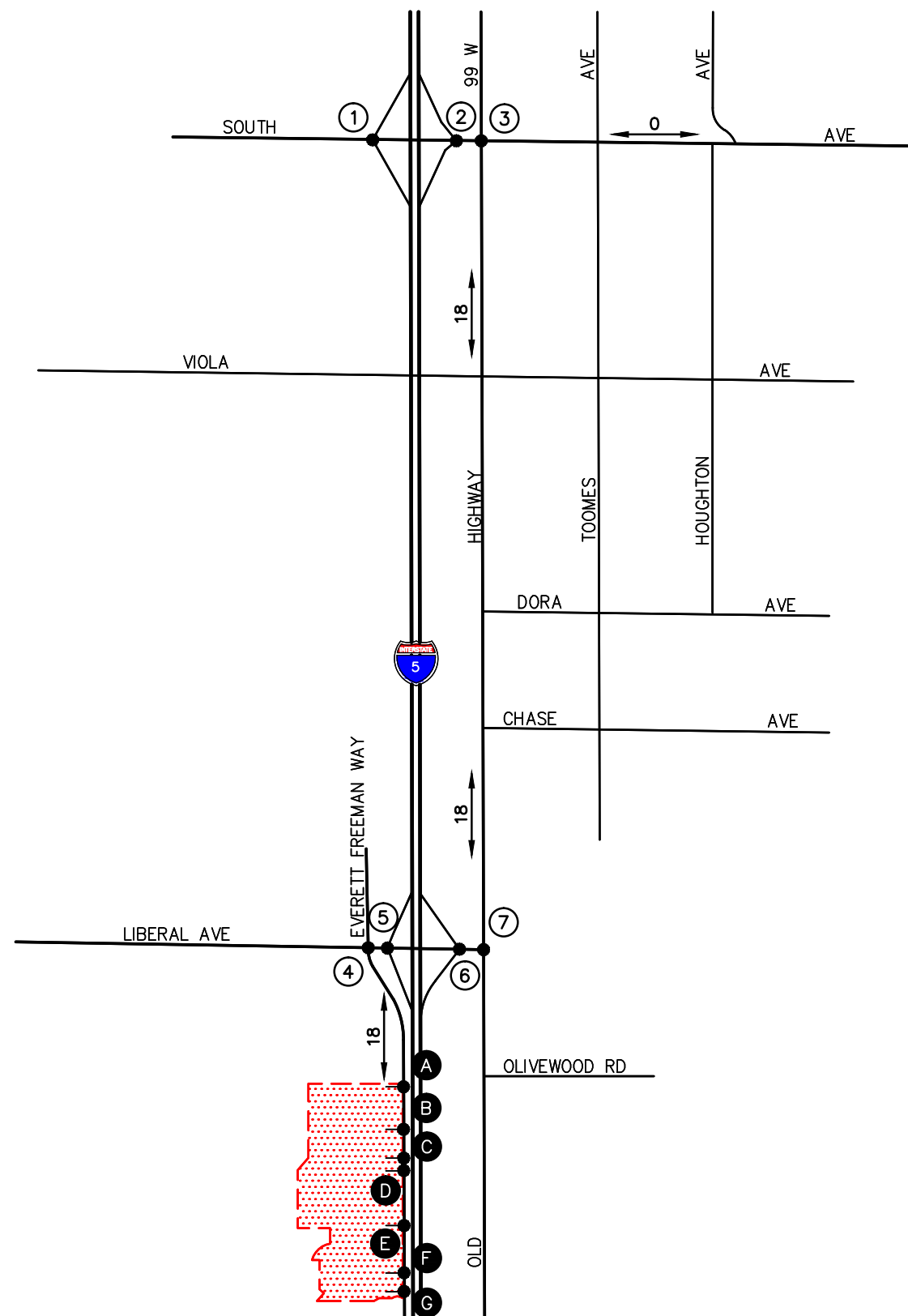


FIGURE 6-6

WEEKDAY PM PEAK HOUR  
AND DAILY CUMULATIVE PROJECTS TRAFFIC VOLUMES  
ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT, CORNING

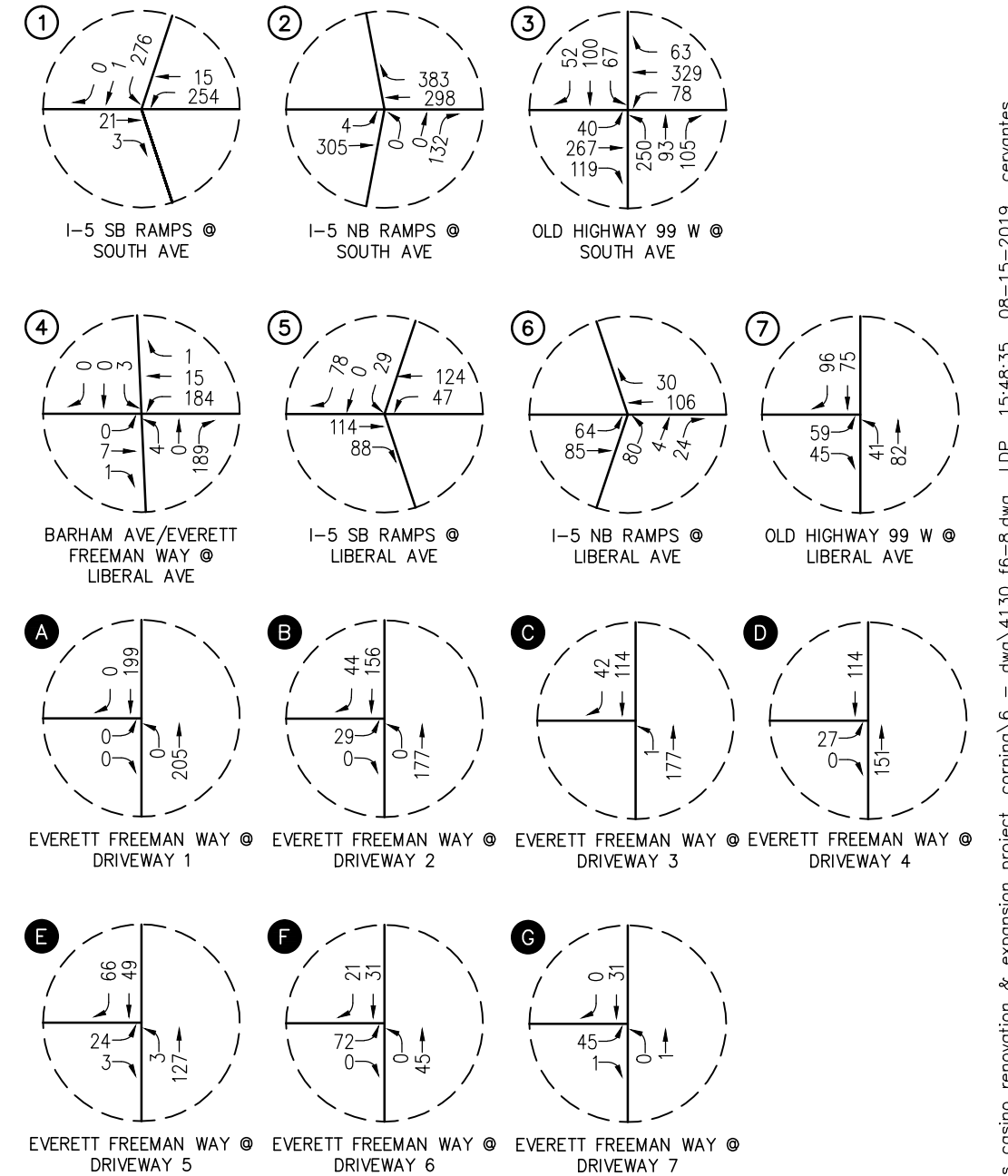
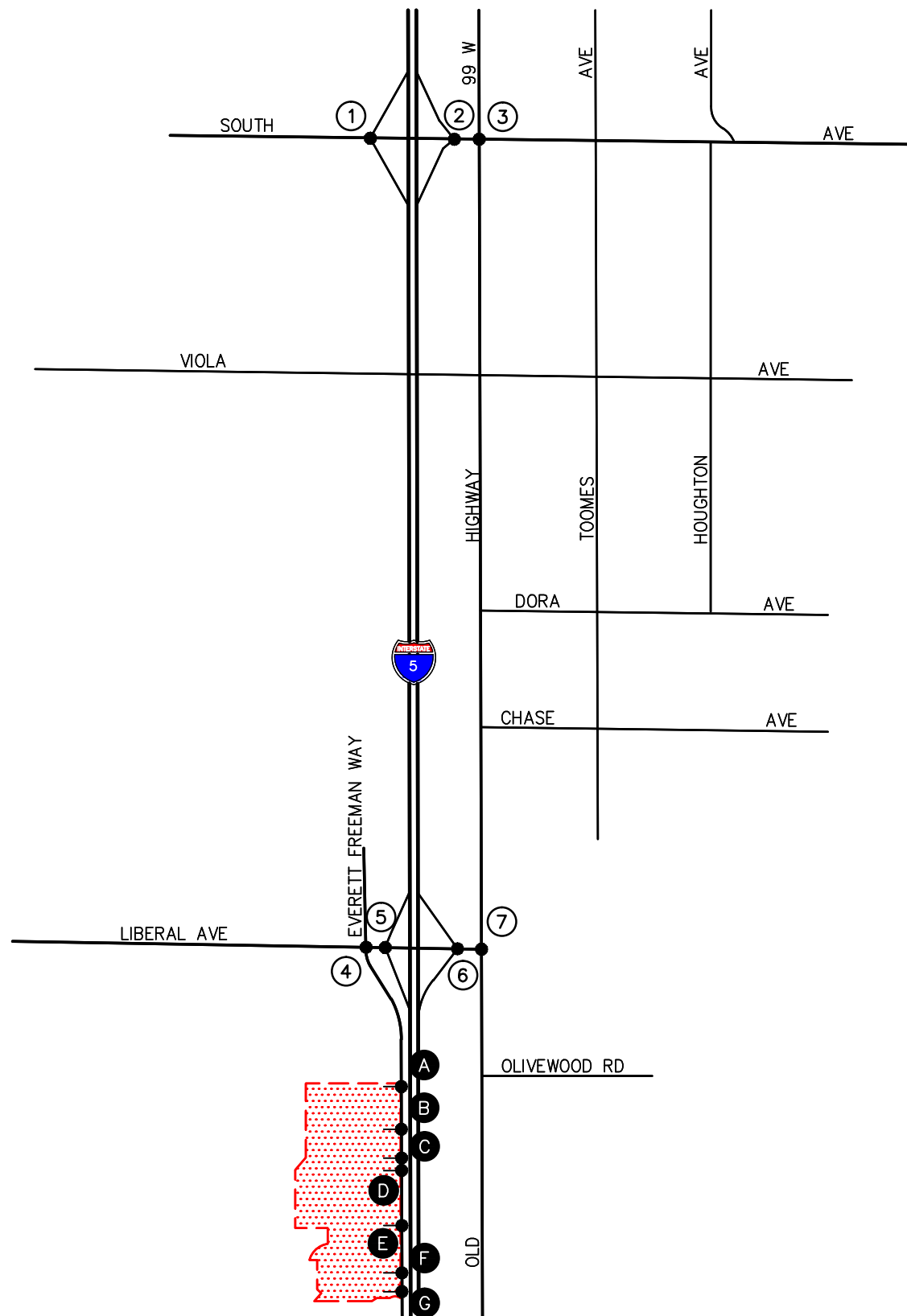


**FIGURE 6-7**

**SATURDAY PM PEAK HOUR**

**AND DAILY CUMULATIVE PROJECTS TRAFFIC VOLUMES**

ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT, CORNING



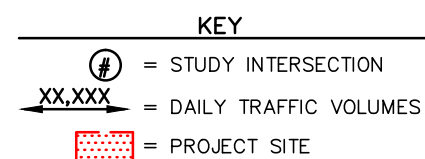
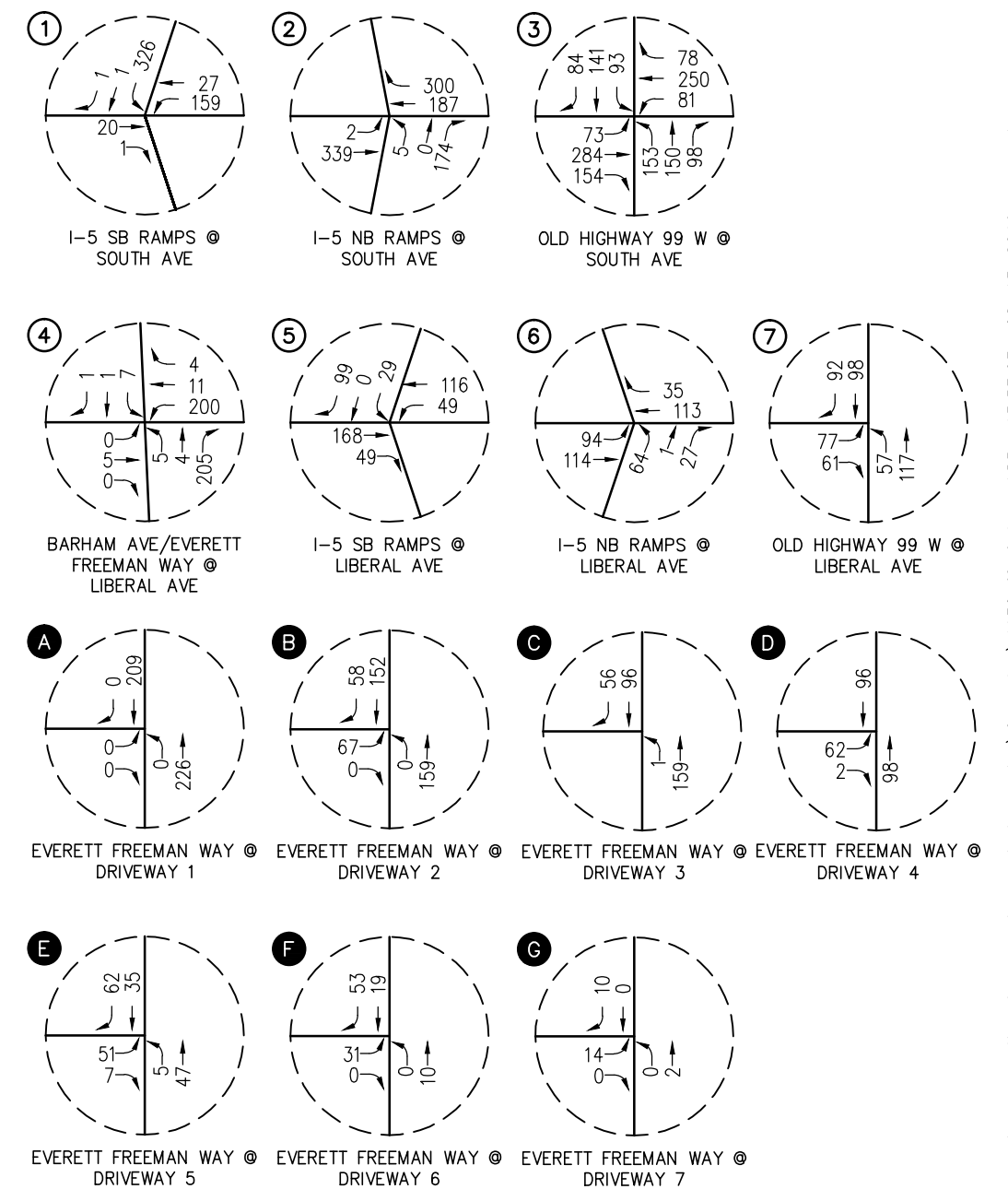
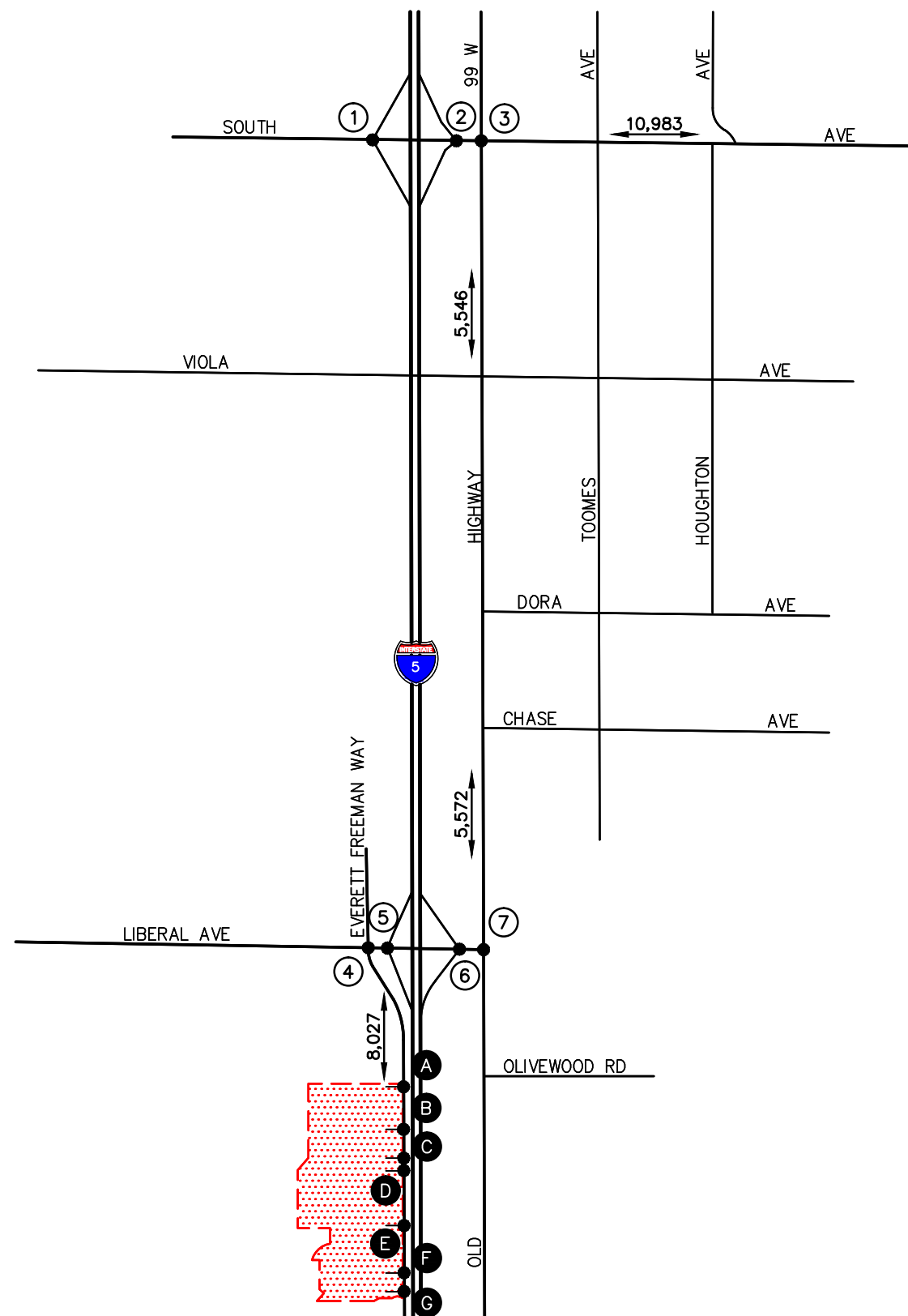
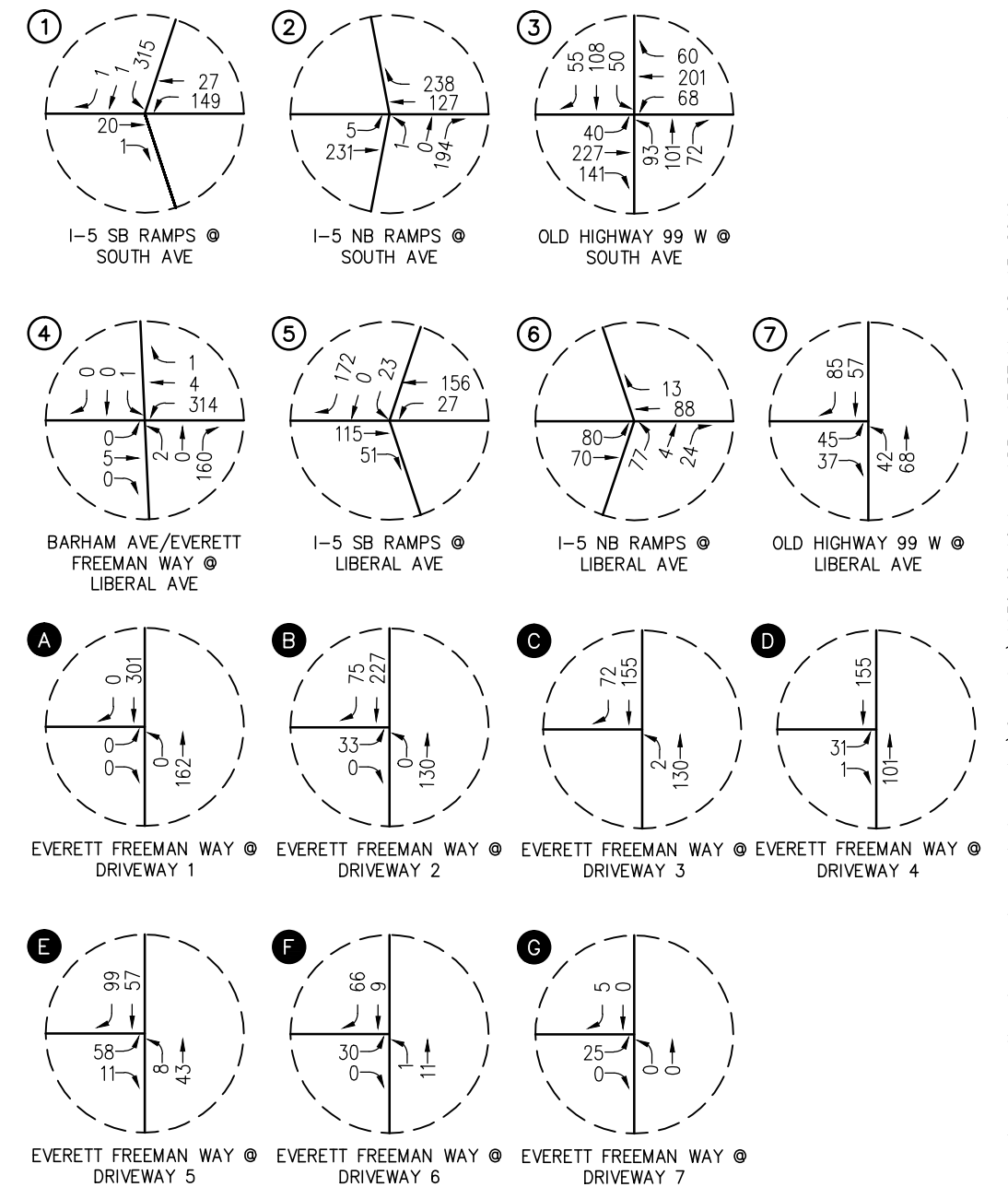
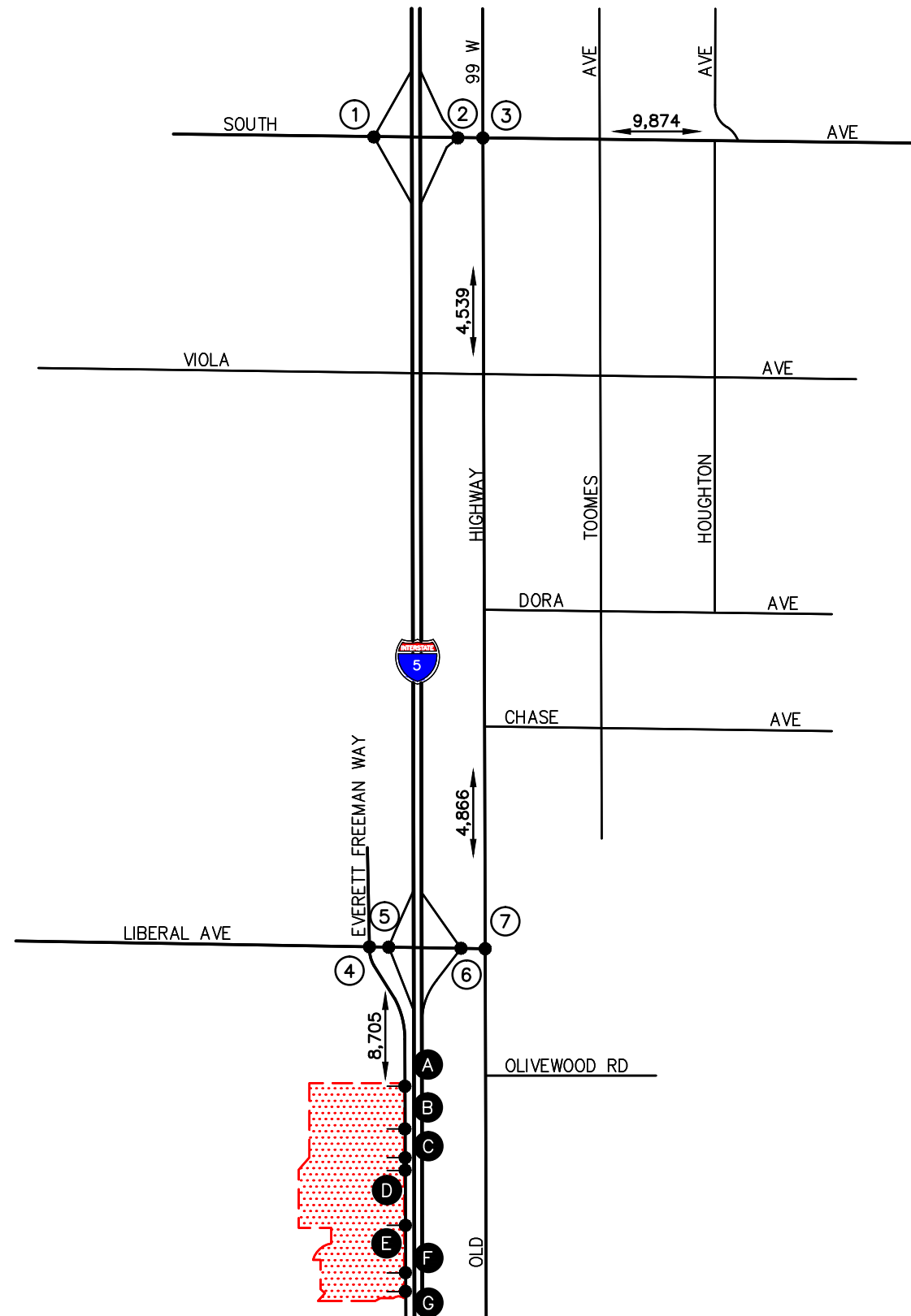


FIGURE 6-9

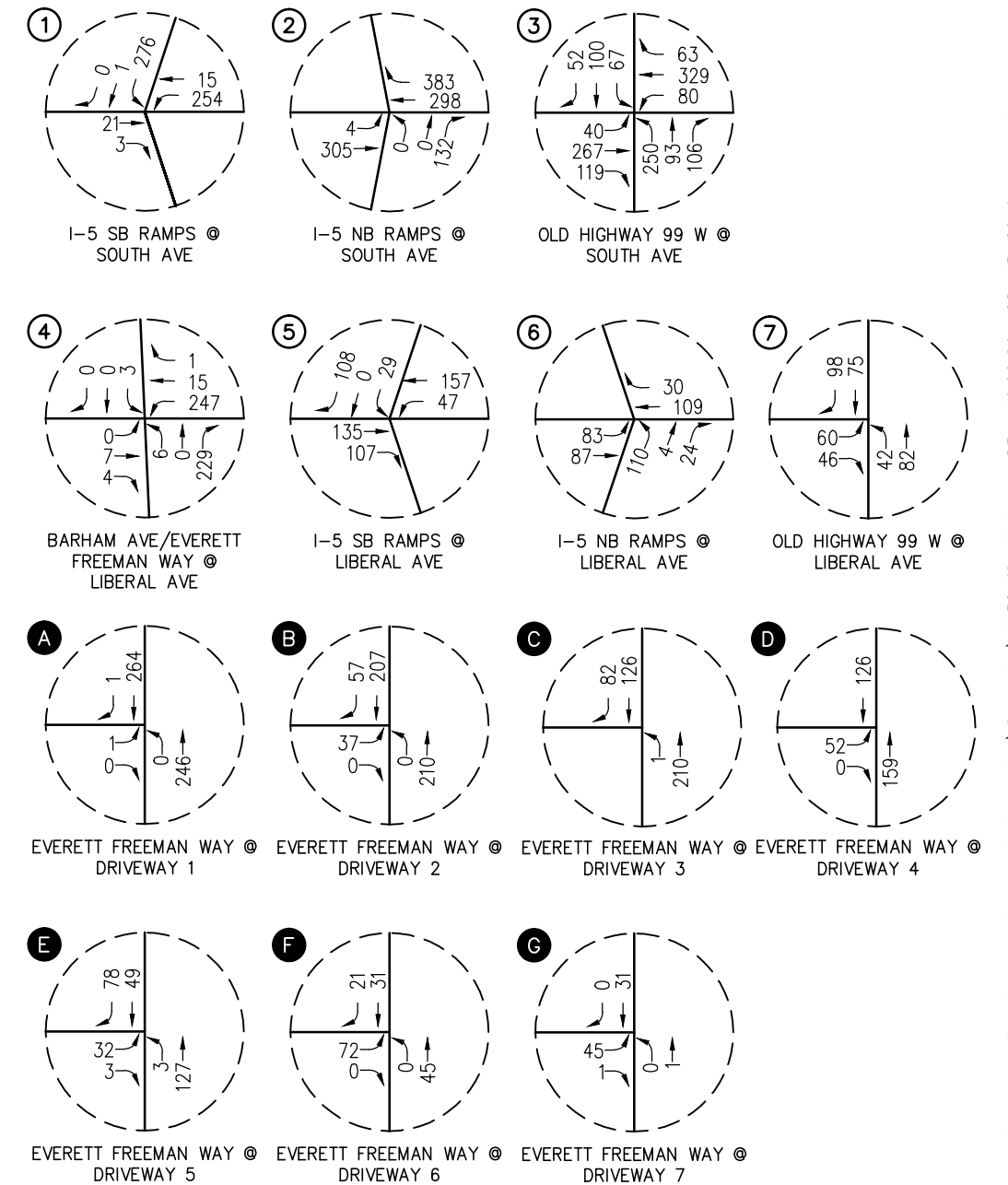
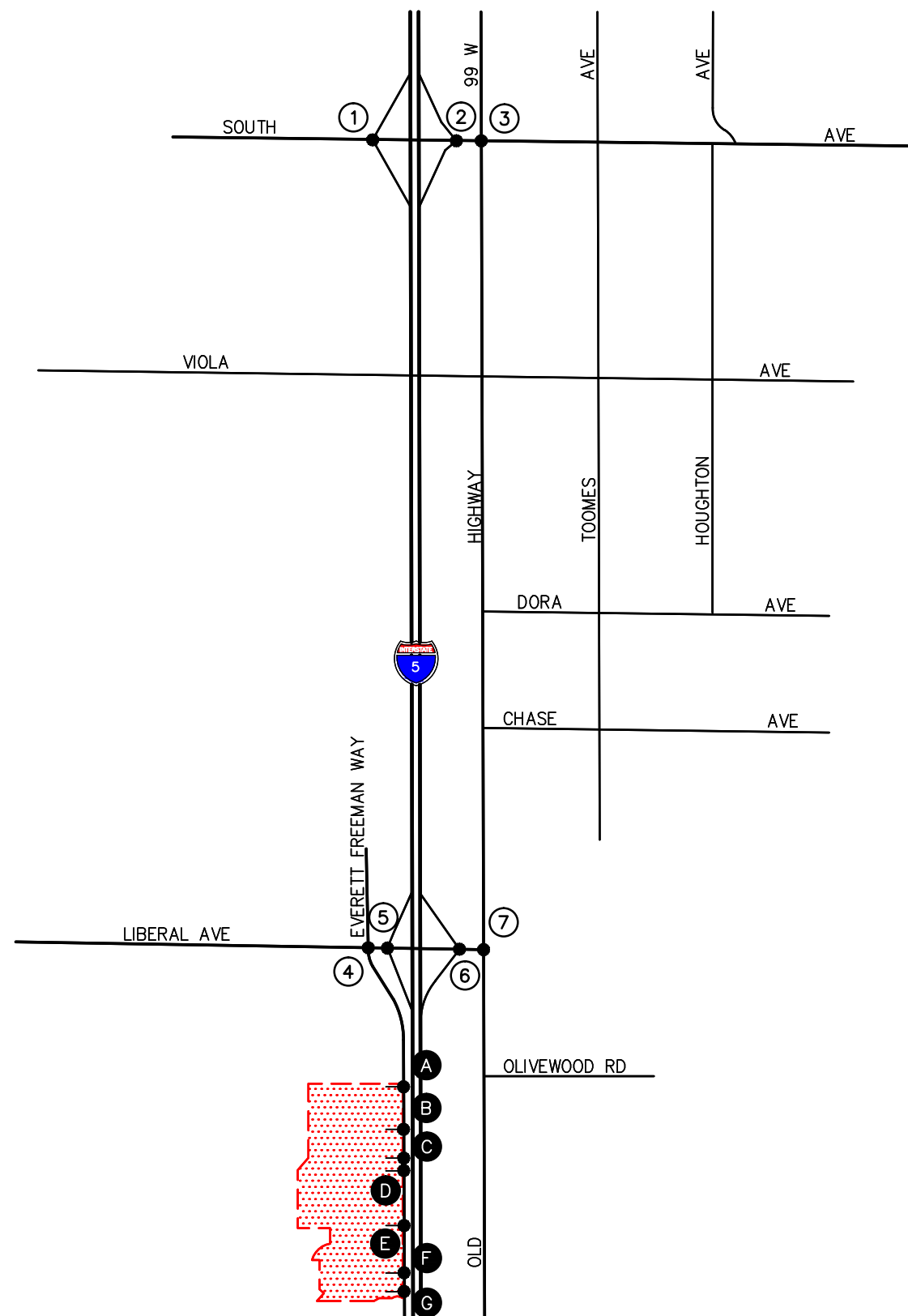
YEAR 2021 WITHOUT PROJECT WEEKDAY PM PEAK HOUR  
AND DAILY TRAFFIC VOLUMES

ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT, CORNING



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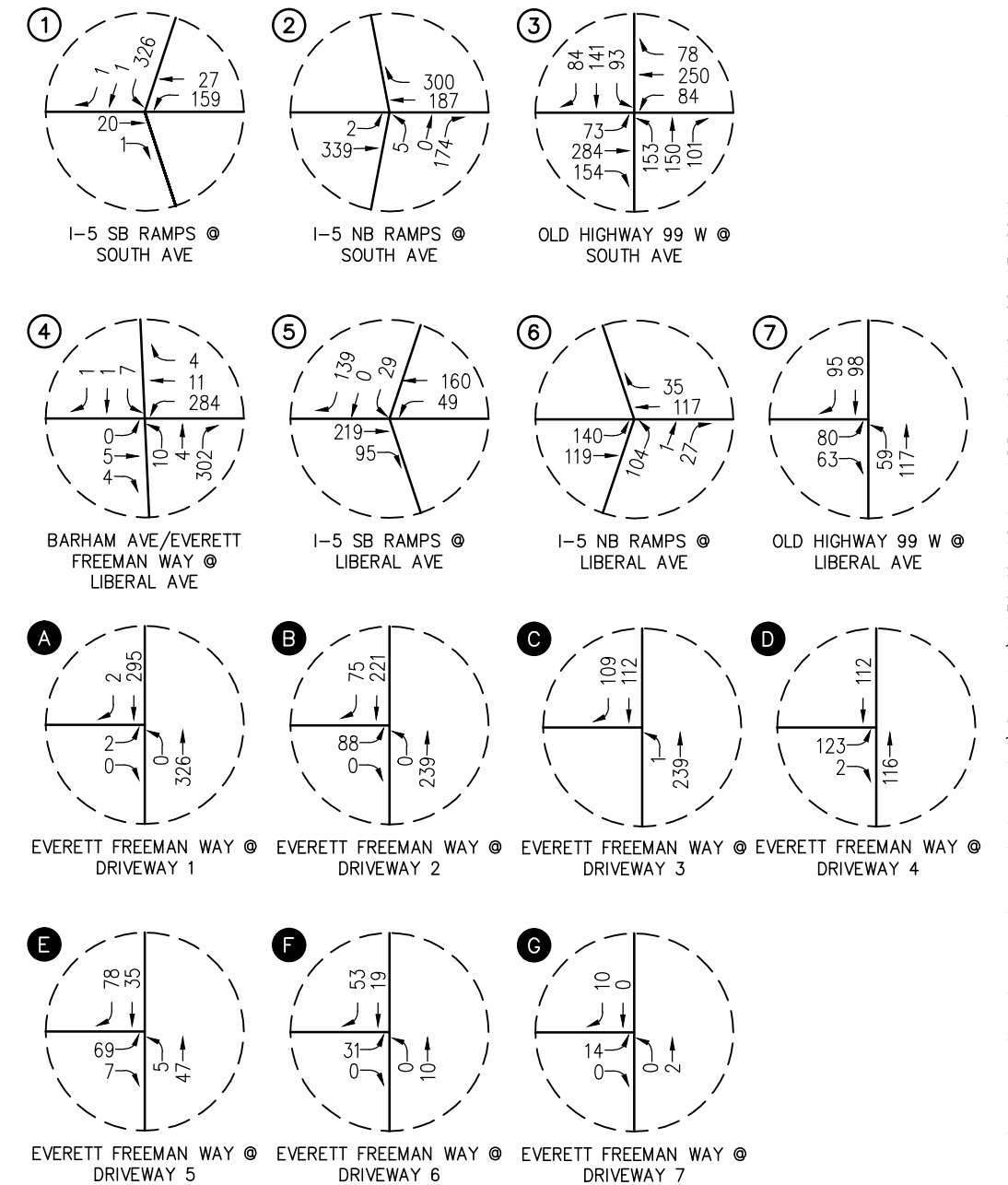
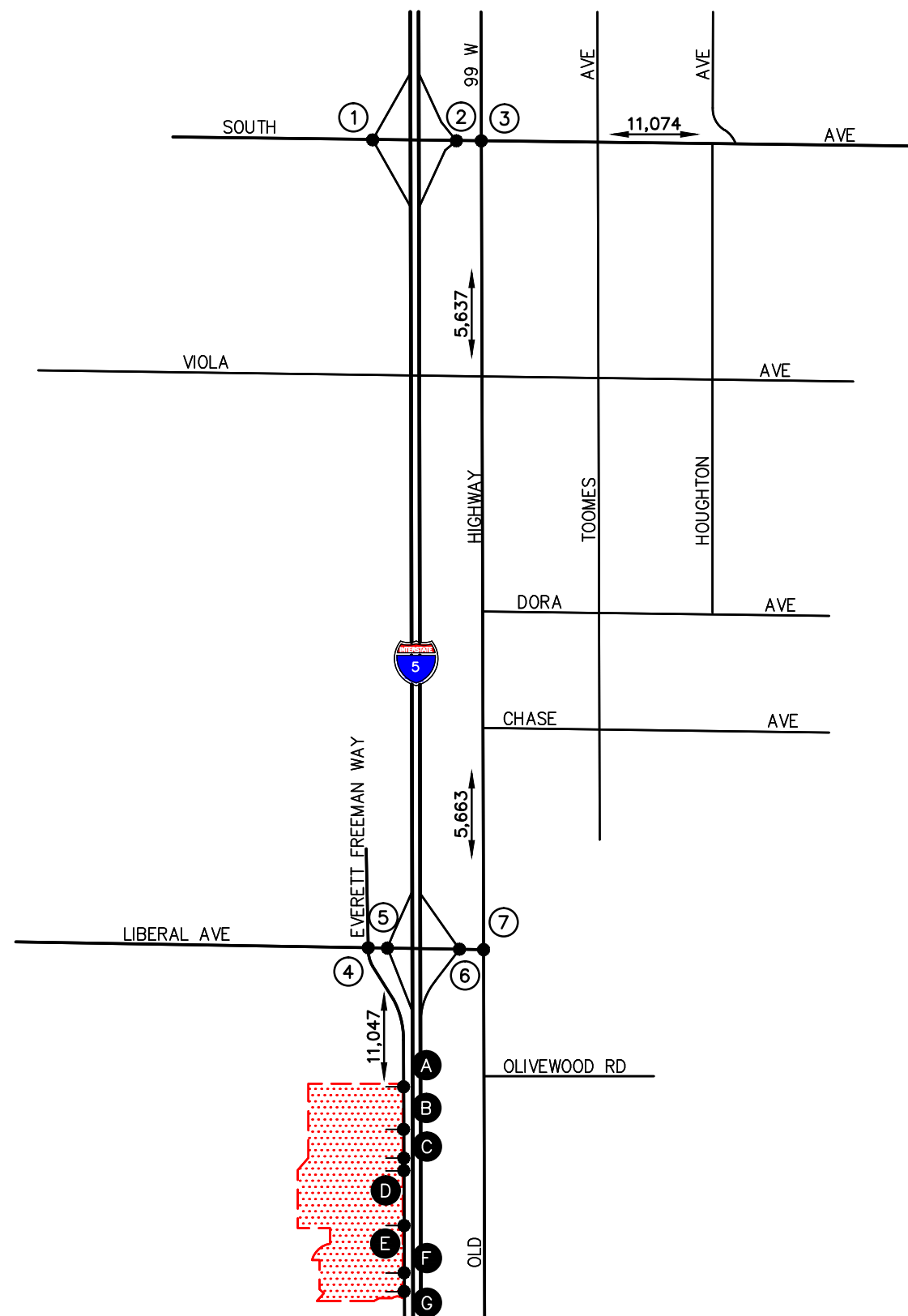


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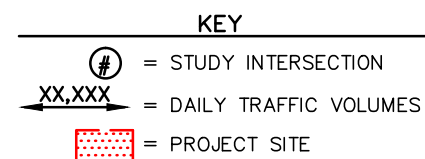
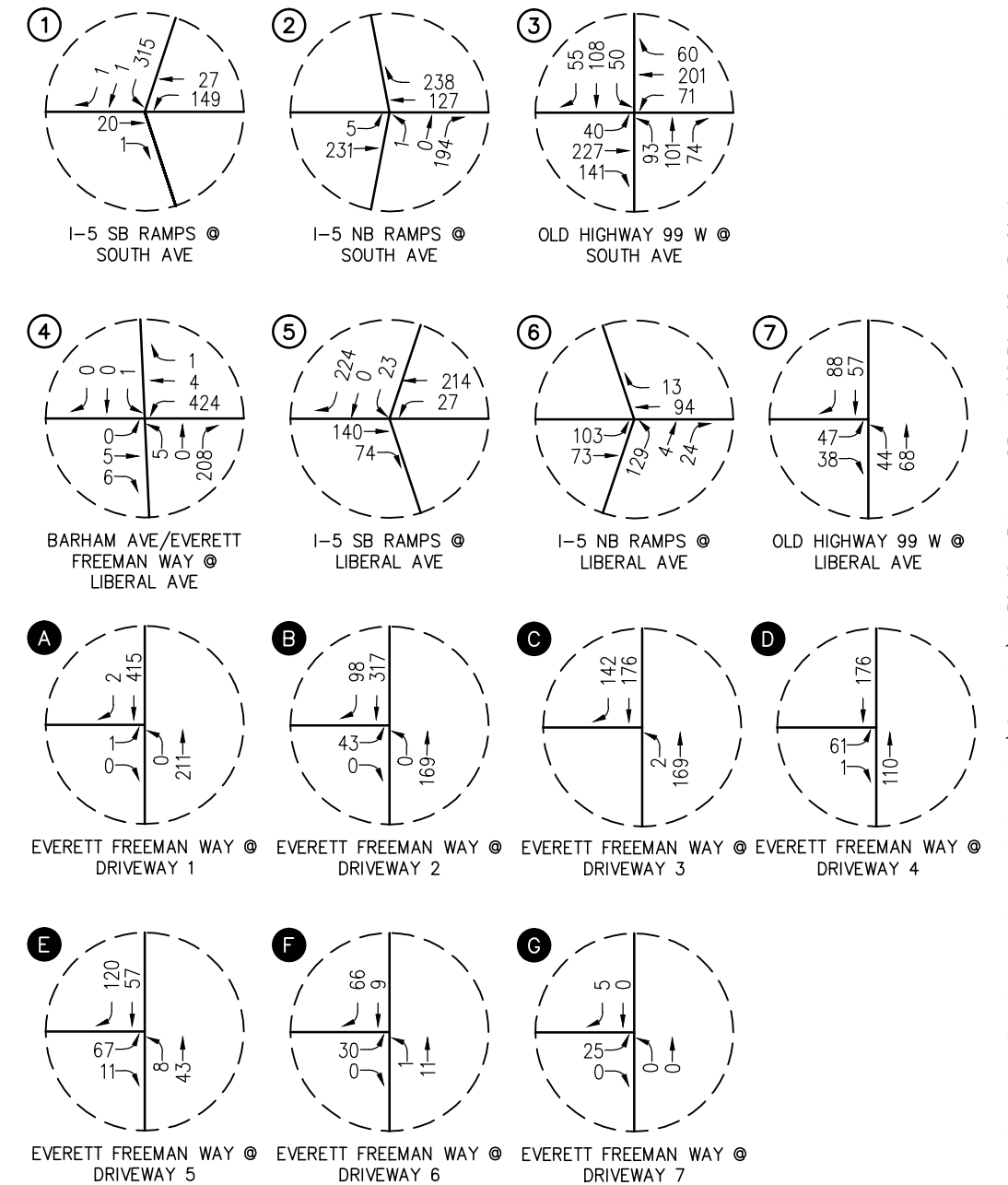
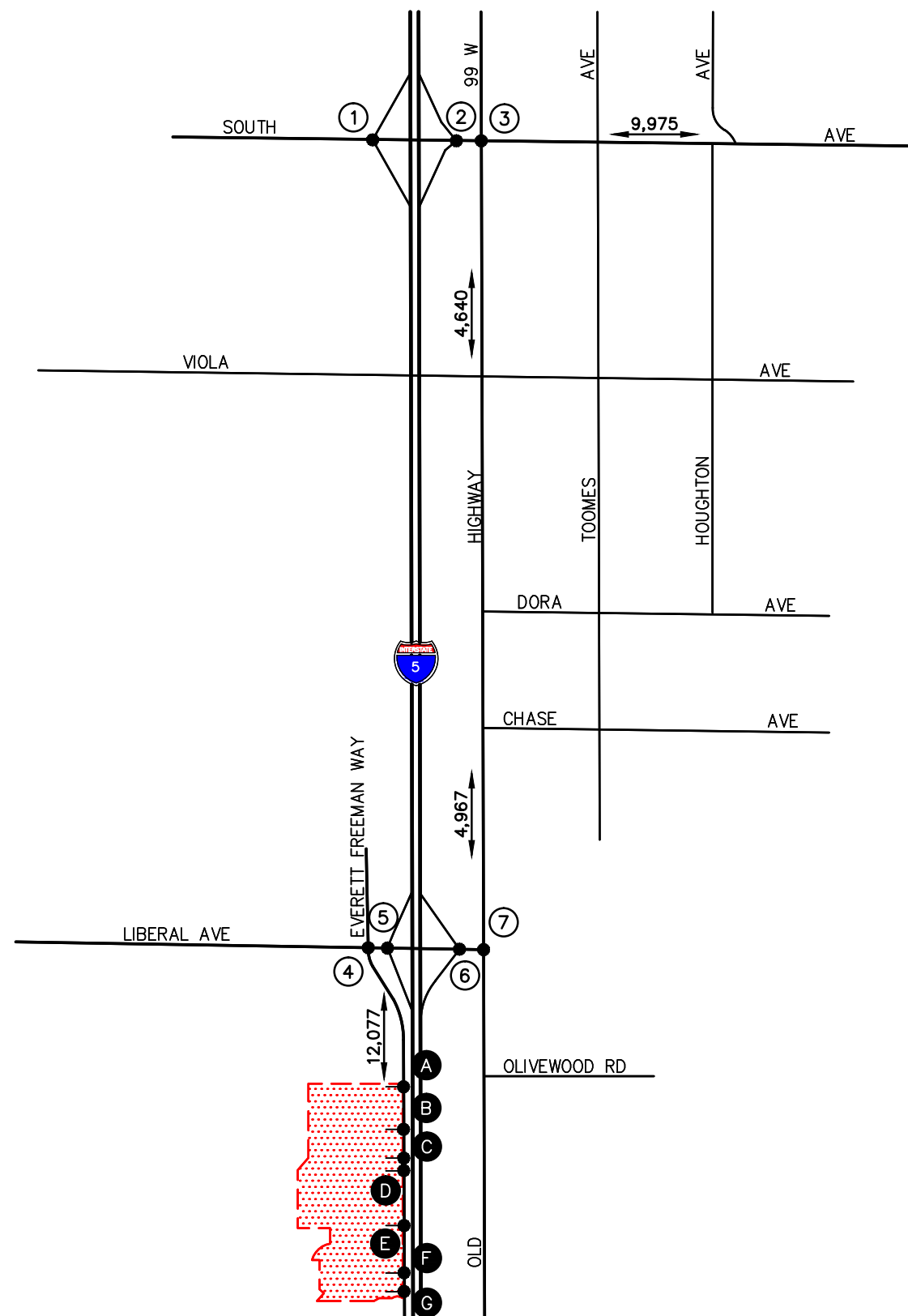
- # = STUDY INTERSECTION
- [Red Dotted Box] = PROJECT SITE

FIGURE 6-11

YEAR 2021 WITH PROJECT WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES  
ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT, CORNING



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**FIGURE 6-13**  
**YEAR 2021 WITH PROJECT SATURDAY PM PEAK HOUR**  
**AND DAILY TRAFFIC VOLUMES**  
ROLLING HILLS CASINO RENOVATION & EXPANSION PROJECT, CORNING

## 7.0 EXISTING CONDITIONS TRAFFIC IMPACT ANALYSIS

The existing conditions traffic analysis establishes the basis for the future forecasts for the Project. This analysis was based on existing intersection and roadway segment counts collected in May 2019. The existing conditions analysis reflects these counts as well as existing lane configurations for all analyzed intersections and roadway segments.

### 7.1 Existing Conditions Intersection Capacity Analysis

**Table 7-1** summarizes the peak hour Level of Service results at the seven (7) key study intersections for existing traffic conditions, with and without the Project. The first column (1) of Delay/LOS values in *Table 7-1* presents a summary of Existing Weekday AM, Weekday PM and Saturday PM peak hour traffic conditions. The second column (2) in *Table 7-1* presents forecast Existing With Project traffic conditions. The third column (3) of *Table 7-1* shows whether the traffic associated with the Project will have a significant impact based on the LOS standards and the significant impact criteria defined in this report. The fourth column (4) of *Table 7-1* presents the Level of Service with the implementation of traffic mitigation improvements, if necessary.

#### 7.1.1 Existing Traffic Conditions

Review of column (1) of *Table 7-1* indicates that for the Existing traffic conditions, all seven (7) key study intersections currently operate at acceptable levels of service during the Weekday AM, Weekday PM and Saturday PM peak hours when compared to the LOS standards defined in this report.

#### 7.1.2 Existing With Project Traffic Conditions

Review of columns (2) and (3) of *Table 7-1* indicate that the Existing With Project traffic conditions will not significantly impact any of the seven (7) key study intersections. All seven (7) key study intersections are forecast to operate at acceptable levels of service during the Weekday AM, Weekday PM and Saturday PM peak hours when compared to the LOS standards defined in this report.

**Appendix C** contains the Delay/LOS calculation worksheets for the Existing Traffic Conditions.

**TABLE 7-1**  
**EXISTING WITH PROJECT CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY<sup>10</sup>**

Key Intersection	Min. Acc. LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Significant Impact	(4) Existing With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
1. I-5 Southbound Ramps at South Avenue	D <sup>11</sup>	Weekday AM	25.4	C	25.4	C	No	--	--
		Weekday PM	20.7	C	20.7	C	No	--	--
		Saturday PM	20.5	C	20.5	C	No	--	--
2. I-5 Northbound Ramps at South Avenue	D <sup>11</sup>	Weekday AM	38.2	D	38.2	D	No	--	--
		Weekday PM	35.1	D	35.1	D	No	--	--
		Saturday PM	31.5	C	31.5	C	No	--	--
3. Old Highway 99 W at South Avenue	D <sup>11</sup>	Weekday AM	41.7	D	41.7	D	No	--	--
		Weekday PM	38.8	D	38.8	D	No	--	--
		Saturday PM	38.1	D	38.1	D	No	--	--
4. Barham Avenue/Everett Freeman Way at Liberal Avenue	D	Weekday AM	15.7	C	20.2	C	No	--	--
		Weekday PM	16.4	C	25.8	D	No	--	--
		Saturday PM	21.4	C	34.3	D	No	--	--
5. I-5 Southbound Ramps at Liberal Avenue	D	Weekday AM	9.6	A	10.0	A	No	--	--
		Weekday PM	10.0	A	10.7	B	No	--	--
		Saturday PM	10.4	B	11.7	B	No	--	--

**Notes:**

- s/v = seconds per vehicle (delay)
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards as defined in this report
- LOS = Level of Service

<sup>10</sup> Appendix C contains the Delay/LOS calculation worksheets for all study intersections.

<sup>11</sup> Although the City of Corning strives to maintain LOS C for all intersections, LOS D is permissible on a case by case review. Further, this intersection also falls within Caltrans' jurisdiction, where LOS D is acceptable. It should be noted that during the peak hours where the intersection is currently operating at LOS D under existing traffic conditions, the Project does not add to the overall delay.

**TABLE 7-1 (CONTINUED)**  
**EXISTING WITH PROJECT CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY<sup>12</sup>**

Key Intersection	Min. Acc. LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Significant Impact	(4) Existing With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
6. I-5 Northbound Ramps at Liberal Avenue	D	Weekday AM	11.9	B	13.4	B	No	--	--
		Weekday PM	12.7	B	17.1	C	No	--	--
		Saturday PM	12.0	B	14.8	B	No	--	--
7. Old Highway 99 W at Liberal Avenue	D	Weekday AM	10.5	B	10.5	B	No	--	--
		Weekday PM	11.3	B	11.5	B	No	--	--
		Saturday PM	10.2	B	10.2	B	No	--	--

**Notes:**

- s/v = seconds per vehicle (delay)
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards as defined in this report
- LOS = Level of Service

<sup>12</sup> Appendix C contains the Delay/LOS calculation worksheets for all study intersections.

## 7.2 Existing Conditions Roadway Segment Analysis

**Table 7-2** summarizes the daily level of service results at the four (4) key study roadway segments during a “typical” weekday and Saturday for the existing traffic conditions with and without the Project. *Table 7-2* presents the type of arterial, the LOS E capacity values from the *City of Corning 2014-2034 General Plan Update Draft*, dated June 23, 2015, prepared by Diaz Associates and the number of travel lanes for each of the four (4) daily roadway segments. The first column (1) indicates the Existing daily traffic volumes, Volume to Capacity (V/C) ratio and Level of Service (LOS). The second column (2) in *Table 7-2* forecasts the Existing With Project traffic conditions. The third column (3) of *Table 7-2* indicates whether the roadway segment operates at an adverse level of service based on the LOS standards and the impact criteria defined in this report.

### 7.2.1 Existing Traffic Conditions

Review of column (1) of *Table 7-2* indicates that for the Existing traffic conditions, the four (4) key study roadway segments currently operate at acceptable levels of service LOS C or better on a Weekday daily basis and Saturday daily basis.

### 7.2.2 Existing With Project Traffic Conditions

Review of column (2) of *Table 7-2* indicates that for the Existing With Project traffic conditions, the four (4) key study roadway segments are forecast to operate at acceptable levels of service LOS C or better on a Weekday daily basis and Saturday daily basis.



**TABLE 7-2**  
**EXISTING WITH PROJECT CONDITIONS DAILY ROADWAY SEGMENT CAPACITY ANALYSIS SUMMARY**

Key Roadway Segment	Time Period	Type of Arterial	LOS E Capacity <sup>13</sup> (VPD)	Lanes	(1) Existing Traffic Conditions			(2) Existing With Project Traffic Conditions			(3) Adverse
					Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Yes/No
A. South Avenue, between Old Highway 99 W and Houghton Avenue	Weekday	Undivided Arterial	15,000	2U	10,561	0.704	C	10,652	0.710	C	No
	Saturday				9,494	0.633	B	9,595	0.640	B	No
B. Old Highway 99 W, between South Avenue and Viola Avenue	Weekday	Undivided Arterial	15,000	2U	5,276	0.352	A	5,367	0.358	A	No
	Saturday				4,347	0.290	A	4,448	0.297	A	No
C. Old Highway 99 W, North of Liberal Avenue	Weekday	Undivided Arterial	15,000	2U	5,301	0.353	A	5,392	0.359	A	No
	Saturday				4,662	0.311	A	4,763	0.318	A	No
D. Everett Freeman Way, South of Liberal Avenue	Weekday	Undivided Arterial	15,000	2U	7,662	0.511	A	10,682	0.712	C	No
	Saturday				8,353	0.557	A	11,725	0.782	C	No

**Notes:**

- VPD = Vehicles Per Day
- D = Divided; U = Undivided
- V/C = Volume to Capacity Ratio
- **Bold “V/C”/LOS values** indicate adverse service levels based on the LOS standards as defined in this report

<sup>13</sup> Source: *City of Corning 2014-2034 General Plan Update Draft*, dated June 23, 2015, prepared by Diaz Associates.

## 8.0 YEAR 2021 CONDITIONS TRAFFIC IMPACT ANALYSIS

The relative impacts of the added Project traffic volumes generated by proposed Project during the peak hour and Daily conditions was evaluated based on analysis of future Year 2021 operating conditions at the seven (7) key study intersections and four (4) key roadway segments, with and without the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future Delay/V/C relationships and service level characteristics at each study intersection and roadway segment. The significance of the potential impacts of the Project at each key intersection and roadway segment was then evaluated using the traffic impact criteria mentioned in this report.

### 8.1 Year 2021 Conditions Intersection Capacity Analysis

*Table 8-1* summarizes the Weekday AM, Weekday PM and Saturday PM peak hour Level of Service results at the seven (7) key study intersections for the Year 2021 traffic conditions. The first column (1) of Delay/LOS values in *Table 8-1* presents a summary of existing Weekday AM, Weekday PM and Saturday PM peak hour traffic conditions (which were also presented in *Table 7-1*). The second column (2) presents forecast Year 2021 Without Project traffic conditions and the third column (3) identifies forecast Year 2021 With Project traffic conditions. The fourth column (4) indicates whether the traffic associated with the Project will have a significant impact based on the significant impact criteria mentioned in this report. The fifth column (5) presents the resultant level of service with the inclusion of recommended improvements, where needed, to achieve an acceptable level of service.

#### 8.1.1 Year 2021 Without Project Traffic Conditions

Review of column (2) of *Table 8-1* indicates that for the Year 2021 Without Project traffic conditions, all seven (7) key study intersections are forecast to operate at an acceptable level of service during the Weekday AM, Weekday PM and Saturday PM peak hour when compared to the LOS standards defined in this report.

#### 8.1.2 Year 2021 With Project Traffic Conditions

Review of columns (3) and (4) of *Table 8-1* indicates that the Year 2021 With Project traffic conditions will not significantly impact any of the seven (7) key study intersections. All seven (7) key study intersections are forecast to operate at acceptable levels of service during the Weekday AM, Weekday PM and Saturday PM peak hours when compared to the LOS standards defined in this report.

*Appendix D* contains the Delay/LOS calculation worksheets for the Year 2021 Traffic Conditions.

**TABLE 8-1**  
**YEAR 2021 WITH PROJECT CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY<sup>14</sup>**

Key Intersection	Min. Acc. LOS	Time Period	(1)  Existing Traffic Conditions		(2)  Year 2021 Without Project Traffic Conditions		(3)  Year 2021 With Project Traffic Conditions		(4)  Significant Impact	(5)  Year 2021 With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
1. I-5 Southbound Ramps at South Avenue	D <sup>15</sup>	Weekday AM	25.4	C	25.4	C	25.4	C	No	--	--
		Weekday PM	20.7	C	20.8	C	20.8	C	No	--	--
		Saturday PM	20.5	C	20.6	C	20.6	C	No	--	--
2. I-5 Northbound Ramps at South Avenue	D <sup>15</sup>	Weekday AM	38.2	D	36.4	D	36.4	D	No	--	--
		Weekday PM	35.1	D	35.2	D	35.2	D	No	--	--
		Saturday PM	31.5	C	31.6	C	31.6	C	No	--	--
3. Old Highway 99 W at South Avenue	D <sup>15</sup>	Weekday AM	41.7	D	41.6	D	41.6	D	No	--	--
		Weekday PM	38.8	D	38.8	D	38.8	D	No	--	--
		Saturday PM	38.1	D	38.0	D	38.0	D	No	--	--
4. Barham Ave/Everett Freeman Wy at Liberal Avenue	D	Weekday AM	15.7	C	15.4	C	19.4	C	No	--	--
		Weekday PM	16.4	C	15.4	C	22.3	C	No	--	--
		Saturday PM	21.4	C	20.7	C	31.7	D	No	--	--
5. I-5 Southbound Ramps at Liberal Avenue	D	Weekday AM	9.6	A	10.1	B	10.4	B	No	--	--
		Weekday PM	10.0	A	10.1	A	10.7	B	No	--	--
		Saturday PM	10.4	B	10.3	B	11.4	B	No	--	--

**Notes:**

- s/v = seconds per vehicle (delay)
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards as defined in this report
- LOS = Level of Service

<sup>14</sup> Appendices C and D contain the Delay/LOS calculation worksheets for all study intersections.

<sup>15</sup> Although the City of Corning strives to maintain LOS C for all intersections, LOS D is permissible on a case by case review. Further, this intersection also falls within Caltrans' jurisdiction, where LOS D is acceptable. It should be noted that during the peak hours where the intersection is forecast to operate at LOS D under Year 2021 traffic conditions, the Project does not add to the overall delay.

**TABLE 8-1 (CONTINUED)**  
**YEAR 2021 WITH PROJECT CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY<sup>16</sup>**

Key Intersection	Min. Acc. LOS	Time Period	(1)  Existing Traffic Conditions		(2)  Year 2021 Without Project Traffic Conditions		(3)  Year 2021 With Project Traffic Conditions		(4)  Significant Impact	(5)  Year 2021 With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
6. I-5 Northbound Ramps at Liberal Avenue	D	Weekday AM	11.9	B	11.6	B	13.0	B	No	--	--
		Weekday PM	12.7	B	12.4	B	16.0	C	No	--	--
		Saturday PM	12.0	B	11.5	B	13.6	B	No	--	--
7. Old Highway 99 W at Liberal Avenue	D	Weekday AM	10.5	B	10.6	B	10.6	B	No	--	--
		Weekday PM	11.3	B	11.6	B	11.8	B	No	--	--
		Saturday PM	10.2	B	10.1	B	10.1	B	No	--	--

**Notes:**

- s/v = seconds per vehicle (delay)
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards as defined in this report
- LOS = Level of Service

<sup>16</sup> Appendices C and D contain the Delay/LOS calculation worksheets for all study intersections.

## 8.2 Year 2021 Conditions Roadway Segment Analysis

**Table 8-2** summarizes the daily level of service results at the four (4) key study roadway segments during a “typical” weekday and Saturday for the Year 2021 traffic conditions. *Table 8-2* presents the type of arterial, the LOS E capacity values from the *City of Corning 2014-2034 General Plan Update Draft*, dated June 23, 2015, prepared by Diaz Associates and the number of travel lanes for each of the four (4) daily roadway segments. The first column (1) indicates the Existing daily traffic volumes, Volume to Capacity (V/C) ratio and Level of Service (LOS) (which were also presented in *Table 7-2*). The second column (2) forecasts Year 2021 Without Project traffic conditions. The third column (3) in *Table 8-2* forecasts the Year 2021 With Project traffic conditions. The fourth column (4) of *Table 8-2* indicates whether the roadway segment operates at an adverse level of service based on the LOS standards and the impact criteria defined in this report.

### 8.2.1 Year 2021 Without Project Traffic Conditions

Review of column (2) of *Table 8-2* indicates that for the Year 2021 Without Project traffic conditions, the four (4) key study roadway segments are forecast to operate at acceptable levels of service LOS C or better on a Weekday daily basis and Saturday daily basis.

### 8.2.2 Year 2021 With Project Traffic Conditions

Review of column (3) of *Table 8-2* indicates that for the Year 2021 With Project traffic conditions, the four (4) key study roadway segments are forecast to operate at acceptable levels of service LOS C or better on a daily basis.

**TABLE 8-2**  
**YEAR 2021 WITH PROJECT CONDITIONS DAILY ROADWAY SEGMENT CAPACITY ANALYSIS SUMMARY**

Key Roadway Segment	Time Period	Type of Arterial	LOS E Capacity <sup>17</sup> (VPD)	Lanes	(1) Existing Traffic Conditions			(2) Year 2021 Without Project Traffic Conditions			(3) Year 2021 With Project Traffic Conditions			(4) Adverse
					Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Daily Volume	V/C Ratio	LOS	Yes/No
A. South Avenue, between Old Highway 99 W and Houghton Avenue	Weekday	Undivided Arterial	15,000	2U	10,561	0.704	C	10,983	0.732	C	11,074	0.738	C	No
	Saturday				9,494	0.633	B	9,874	0.658	B	9,975	0.665	B	No
B. Old Highway 99 W, between South Avenue and Viola Avenue	Weekday	Undivided Arterial	15,000	2U	5,276	0.352	A	5,546	0.370	A	5,637	0.376	A	No
	Saturday				4,347	0.290	A	4,539	0.303	A	4,640	0.309	A	No
C. Old Highway 99 W, North of Liberal Avenue	Weekday	Undivided Arterial	15,000	2U	5,301	0.353	A	5,572	0.371	A	5,663	0.378	A	No
	Saturday				4,662	0.311	A	4,866	0.324	A	4,967	0.331	A	No
D. Everett Freeman Way, South of Liberal Avenue	Weekday	Undivided Arterial	15,000	2U	7,662	0.511	A	8,027	0.535	A	11,047	0.736	C	No
	Saturday				8,353	0.557	A	8,705	0.580	A	12,077	0.805	D	No

**Notes:**

- VPD = Vehicles Per Day
- D = Divided; U = Undivided
- V/C = Volume to Capacity Ratio
- **Bold “V/C”/LOS values** indicate adverse service levels based on the LOS standards as defined in this report

<sup>17</sup> Source: *City of Corning 2014-2034 General Plan Update Draft*, dated June 23, 2015, prepared by Diaz Associates.

## 9.0 PLANNED AND RECOMMENDED IMPROVEMENTS

For those intersections and roadway segments where projected traffic volumes are expected to result in significant impacts, this report recommends improvements that change the intersection and/or roadway segments geometry to increase capacity. These capacity improvements involve roadway widening and/or re-striping to reconfigure (add lanes) roadways to specific approaches of a key intersection and/or roadway segments. The identified improvements are expected to:

- Address the impact of existing traffic, Project traffic and future non-project (ambient traffic growth and cumulative projects) traffic, and
- Improve Levels of Service to an acceptable range and/or to pre-project conditions.

### 9.1 Project-Specific Improvements

#### 9.1.1 Intersections

The Project-specific improvements listed below are anticipated to be completed in conjunction with the Project development and have been assumed in the Existing With Project and Year 2021 With Project traffic conditions:

- Intersection B. Everett Freeman Way at Project Driveway 2: Reconfigure existing Project driveway to allow for only one (1) inbound and one (1) outbound lane.
- Intersection C. Everett Freeman Way at Project Driveway 3: Install new ingress-only unsignalized Project driveway with one inbound lane.
- Intersection D. Everett Freeman Way at Project Driveway 4: Install new egress-only unsignalized Project driveway with one outbound lane.

#### 9.1.2 Roadway Segments

There are no Project-Specific improvements for the roadway segments.

## 9.2 Recommended Improvements

### 9.2.1 Existing With Project Traffic Conditions

The results of the Existing With Project traffic conditions level of service analyses indicate that the proposed Project will not have a significant impact at any of the seven (7) key study intersections or four (4) roadway segments. All seven (7) key study intersections and four (4) roadway segments are forecast to operate at acceptable levels of service under the Existing With Project traffic conditions. Hence, no mitigation measures are needed nor recommended.

### 9.2.2 Year 2021 With Project Traffic Conditions

The results of the Year 2021 With Project traffic conditions level of service analyses indicate that the proposed Project will not have a significant impact at any of the seven (7) key study intersections or four (4) roadway segments. All seven (7) key study intersections and four (4) roadway segments are forecast to operate at acceptable levels of service under the Year 2021 With Project traffic conditions. Hence, no mitigation measures are needed nor recommended.



## 10.0 SITE ACCESS AND INTERNAL CIRCULATION EVALUATION

### 10.1 Site Access

Vehicular access for the Project is currently provided via five (5) existing, full-access unsignalized driveways along Everett Freeman Way. The one (1) existing driveway north of the Project site (i.e. Project Driveway 1) is exclusive to the amphitheater and the two (2) existing full-access unsignalized driveways south of the Project site (i.e. Project Driveways 6 and 7) are exclusive to the existing gas station and truck lot. The remaining two full-access unsignalized driveways (i.e. Project Driveways 2 and 5) will continue to provide access to the casino property.

One (1) additional proposed unsignalized ingress-only driveway (i.e. Project Driveway 3) and one (1) additional proposed unsignalized egress-only driveway (i.e. Project Driveway 4) will be constructed with the Project increasing the total number of Project driveways to seven (7). *Figure 2-2* illustrates the proposed vehicular access.

**Table 10-1** summarizes the levels of service at the seven (7) Project driveways for Year 2021 With Project traffic conditions. The operations analysis for the seven (7) Project driveways is based on the *Highway Capacity Manual 6* (HCM 6) Method of Analysis for unsignalized intersections.

#### 10.1.1 Year 2021 With Project Traffic Conditions

As shown in column (3) of *Table 10-1* the seven (7) Project driveways are forecast to operate at acceptable levels of service LOS B or better during the Weekday AM, Weekday PM and Saturday PM peak hours under the Year 2021 With Project traffic conditions.

**Appendix E** contains the Delay/LOS calculation worksheets for the Year 2021 With Project Traffic Conditions.

### 10.2 Internal Circulation Evaluation

The on-site circulation was evaluated in terms of vehicle-vehicle and vehicle-pedestrian conflicts. Based on our review of the proposed site plan, the overall layout does not create any unsafe vehicle-pedestrian conflict points and the driveway throating is sufficient such that internal vehicle queuing/stacking will not block the adjacent drive aisles. Curb return radii have also been confirmed and are generally adequate for passenger cars, emergency vehicles and trash/delivery trucks.

**TABLE 10-1**  
**PROJECT DRIVEWAY PEAK HOUR LEVELS OF SERVICE SUMMARY<sup>18</sup>**

Key Intersection	Time Period	Intersection Control	Year 2021 With Project Traffic Conditions	
			Delay (s/v)	LOS
A. Everett Freeman Way at Project Driveway 1	Weekday AM	One-Way Stop	12.2	B
	Weekday PM		13.4	B
	Saturday PM		13.4	B
B. Everett Freeman Way at Project Driveway 2	Weekday AM	One-Way Stop	12.0	B
	Weekday PM		13.6	B
	Saturday PM		13.1	B
C. Everett Freeman Way at Project Driveway 3	Weekday AM	One-Way Stop	0.0	A
	Weekday PM		0.0	A
	Saturday PM		0.0	A
D. Everett Freeman Way at Project Driveway 4	Weekday AM	One-Way Stop	10.7	B
	Weekday PM		10.8	B
	Saturday PM		10.7	B
E. Everett Freeman Way at Project Driveway 5	Weekday AM	One-Way Stop	9.9	A
	Weekday PM		9.6	A
	Saturday PM		9.9	A
F. Everett Freeman Way at Project Driveway 6	Weekday AM	One-Way Stop	9.3	A
	Weekday PM		8.9	A
	Saturday PM		8.9	A
G. Everett Freeman Way at Project Driveway 7	Weekday AM	One-Way Stop	8.9	A
	Weekday PM		8.6	A
	Saturday PM		8.6	A

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards as defined in this report

<sup>18</sup> Appendix E contains the Delay/LOS calculation worksheets for the Project driveways.

## 11.0 EXISTING CONDITIONS CALTRANS FACILITIES ANALYSIS

Caltrans “endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities”; it does not require that LOS “D” (shall) be maintained. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. For this analysis, LOS D is the target level of service standard and will be utilized to assess the Project impacts at the state-controlled study freeway segments. Based on Caltrans Criteria, a Project’s impact is considered significant if the Project causes the LOS to change from an acceptable LOS (i.e., LOS D or better) to a deficient LOS (i.e. LOS E or F), or increase the density on a facility operating at an unacceptable level.

Basic Freeway Segment Analysis for freeway mainline segments was conducted for the following six (6) Caltrans freeway segments for Existing traffic conditions:

1. I-5 Northbound *south of* Liberal Avenue
2. I-5 Northbound *between* South Avenue and Liberal Avenue
3. I-5 Northbound *north of* South Avenue
4. I-5 Southbound *north of* South Avenue
5. I-5 Southbound *between* South Avenue and Liberal Avenue
6. I-5 Southbound *south of* Liberal Avenue

### 11.1 Basic Freeway Segment Capacity Analysis

#### 11.1.1 Existing Traffic Conditions

**Table 11-1** summarizes the peak hour level of service results at the aforementioned six (6) key freeway segments for Existing traffic conditions. Review of *Table 11-1* indicates that the six (6) key freeway segments currently operate at LOS B or better during the weekday AM, weekday PM and Saturday PM peak hours.

Per Caltrans guidelines, the following is stated in the *Caltrans Guide for the Preparation of Traffic Impact Studies, December 2002*:

*“The following criterion is a starting point in determining when a TIS is needed. When a project:*

- 1. Generates over 100 peak hour trips assigned to a State highway facility.....*
- 2. Generates 50 to 100 peak hour trips assigned to a State highway facility and noticeable delay approaching LOS C or D.....*
- 3. Generates 1 to 49 peak hour trips assigned to a State highway facility and noticeable delay approaching LOS E or F.....”*

Based on the Caltrans criteria above and the results of the basic freeway segment analysis for Existing traffic conditions as presented in *Table 11-1*, it is determined that no additional analysis is needed for the Caltrans Facilities since the Project generates between 19 and 52 peak hour trips

assigned to a state highway facility and all freeway segments are forecast to operate at an acceptable LOS B or better during the weekday AM, weekday PM and Saturday PM peak hours under Existing traffic conditions.

**Appendix F** contains the Basic Freeway Segments Analysis Calculation Worksheets for the six (6) freeway mainline segments for Existing Traffic Conditions.

**TABLE 11-1**  
**EXISTING PEAK HOUR FREEWAY MAINLINE CAPACITY ANALYSIS SUMMARY<sup>19</sup>**

Key Basic Freeway Segment	Time Period	Lanes	Total Project Trips	(1) Existing Traffic Conditions		
				Peak Hour Volume (pc/h/ln)	Density (pc/mi/ln)	LOS
1. I-5 Northbound <i>south of</i> Liberal Avenue	Weekday AM	2	30	537	7.2	A
	Weekday PM		40	785	10.5	A
	Saturday PM		52	888	11.8	B
2. I-5 Northbound <i>between</i> South Avenue and Liberal Avenue	Weekday AM	2	19	532	7.1	A
	Weekday PM		46	802	10.7	A
	Saturday PM		23	882	11.8	B
3. I-5 Northbound <i>north of</i> South Avenue	Weekday AM	2	19	692	9.2	A
	Weekday PM		46	878	11.7	B
	Saturday PM		23	912	12.2	B
4. I-5 Southbound <i>north of</i> South Avenue	Weekday AM	2	30	639	8.5	A
	Weekday PM		40	844	11.3	B
	Saturday PM		52	966	12.9	B
5. I-5 Southbound <i>between</i> South Avenue and Liberal Avenue	Weekday AM	2	30	627	8.4	A
	Weekday PM		40	740	9.9	A
	Saturday PM		52	861	11.5	B
6. I-5 Southbound <i>south of</i> Liberal Avenue	Weekday AM	2	19	652	8.7	A
	Weekday PM		46	723	9.6	A
	Saturday PM		23	790	10.5	A

**Notes:**

- pc/mi/ln = Passenger cars per mile per lane (density)
- **Bold Volume/Density/LOS values** indicate adverse service levels based on the Caltrans LOS Criteria

<sup>19</sup> Appendix F contains the Basic Freeway Segments Analysis Calculation Worksheets for the freeway mainline segments for Existing Traffic Conditions.

APPENDIX C  
CalEEMod Air Quality Analysis

## **CalEEMod Analysis Assumptions: Rolling Hills Casino Renovation & Expansion**

The proposed project involves both renovation and expansion of the existing Rolling Hills Casino.

The following land use types are assumed for the project:

-Gaming, Public Areas, and Lodge Public Areas (Recreational-User Defined) - 20,580 sf (new) + 32,125 sf (renovation) = 52,705 sf total

-Food & Beverage Areas (Recreational-High Turnover, Sit Down Restaurant) - 3,330 sf (new) + 18,289 sf (renovation) = 21,619 sf total

-Exterior Courtyards (Recreational-City Park) - 14,141 sf (new)

-Conference Center, Support/BOH, Lodge Support/BOH (Commercial-General Office Building) - 29,490 sf (new) + 856 sf (renovation) = 30,346 sf total

-Lodge Guest Rooms (Recreational-Hotel) - 23,153 sf (renovation) - assumes 16 rooms

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

## Rolling Hills Casino Renovation & Expansion

### Tehama County, Annual

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Recreational	52.70	User Defined Unit	1.21	52,705.00	0
High Turnover (Sit Down Restaurant)	21.62	1000sqft	0.50	21,619.00	0
City Park	0.32	Acre	0.32	14,141.00	0
General Office Building	30.35	1000sqft	0.70	30,346.00	0
Hotel	16.00	Room	0.53	23,232.00	0

### 1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	3.1	Precipitation Freq (Days)	68
Climate Zone	3			Operational Year	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The proposed project involves both renovation and expansion of the existing Rolling Hills Casino.

Please see attached CalEEMod Analysis Assumptions write-up regarding land use types assumed for the project.

Construction Phase - Default assumptions

Off-road Equipment - Default assumptions

Grading - Default assumptions



Rolling Hills Casino Renovation & Expansion - Tehama County, Annual

Demolition -

Trips and VMT - Default assumptions

On-road Fugitive Dust - Default assumptions

Architectural Coating - Default assumptions

Vehicle Trips - Default assumptions

Vehicle Emission Factors - Default assumptions

Road Dust - Default assumptions. Assumes vehicle speed reduced to 15 mph on unpaved roads.

Woodstoves - N/A

Consumer Products - Default assumptions

Area Coating - Default assumptions

Landscape Equipment - Default assumptions

Energy Use - Default assumptions

Water And Wastewater - Default assumptions

Solid Waste - Default assumptions

Operational Off-Road Equipment - Default assumptions

Construction Off-road Equipment Mitigation - Assumes exposed areas would be watered two times daily and vehicle on unpaved roads would be reduced to 10 mph.

Mobile Land Use Mitigation - None selected

Mobile Commute Mitigation - Assumes shuttles to and from the casino will be provided.

Area Mitigation - Assumes utilization of low VOC paints and cleaning supplies.

Energy Mitigation - Assumes exceedence of Title 24 standards by 25% and utilization of high efficiency lighting, resulting in a 40% reduction in energy use.

Water Mitigation - Assumes installation of low-flow fixtures and utilization of water-efficient irrigation systems and water-efficient landscape.

Waste Mitigation - None selected

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	10
tblLandUse	LandUseSquareFeet	21,620.00	21,619.00
tblLandUse	LandUseSquareFeet	13,939.20	14,141.00
tblLandUse	LandUseSquareFeet	30,350.00	30,346.00
tblLandUse	LandUseSquareFeet	0.00	52,705.00
tblLandUse	LotAcreage	0.00	1.21
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblRoadDust	MeanVehicleSpeed	40	15

## 2.0 Emissions Summary

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## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.2664	2.3654	2.0171	3.9300e-003	0.1430	0.1203	0.2633	0.0576	0.1127	0.1703	0.0000	346.3963	346.3963	0.0739	0.0000	348.2444
2021	0.0901	0.7790	0.7904	1.5500e-003	0.0310	0.0381	0.0691	8.3500e-003	0.0358	0.0442	0.0000	136.1653	136.1653	0.0277	0.0000	136.8572
Maximum	0.2664	2.3654	2.0171	3.9300e-003	0.1430	0.1203	0.2633	0.0576	0.1127	0.1703	0.0000	346.3963	346.3963	0.0739	0.0000	348.2444

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.2664	2.3654	2.0171	3.9300e-003	0.1037	0.1203	0.2240	0.0365	0.1127	0.1493	0.0000	346.3961	346.3961	0.0739	0.0000	348.2441
2021	0.0901	0.7790	0.7904	1.5500e-003	0.0310	0.0381	0.0691	8.3500e-003	0.0358	0.0442	0.0000	136.1652	136.1652	0.0277	0.0000	136.8571
Maximum	0.2664	2.3654	2.0171	3.9300e-003	0.1037	0.1203	0.2240	0.0365	0.1127	0.1493	0.0000	346.3961	346.3961	0.0739	0.0000	348.2441

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	22.57	0.00	11.81	31.93	0.00	9.82	0.00	0.00	0.00	0.00	0.00	0.00

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-1-2020	6-30-2020	0.9935	0.9935
2	7-1-2020	9-30-2020	0.8125	0.8125
3	10-1-2020	12-31-2020	0.8169	0.8169
4	1-1-2021	3-31-2021	0.7259	0.7259
5	4-1-2021	6-30-2021	0.1462	0.1462
		Highest	0.9935	0.9935

## 2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4998	1.0000e-005	1.1200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1600e-003	2.1600e-003	1.0000e-005	0.0000	2.3100e-003
Energy	0.0298	0.2711	0.2277	1.6300e-003		0.0206	0.0206		0.0206	0.0206	0.0000	611.4403	611.4403	0.0200	8.3700e-003	614.4334
Mobile	1.0712	10.8771	8.6499	0.0335	1.5742	0.0352	1.6094	0.4234	0.0333	0.4567	0.0000	3,112.7224	3,112.7224	0.6970	0.0000	3,130.1477
Waste						0.0000	0.0000		0.0000	0.0000	59.7402	0.0000	59.7402	3.5306	0.0000	148.0039
Water						0.0000	0.0000		0.0000	0.0000	1.4434	23.6870	25.1303	1.8873	9.7300e-003	75.2129
<b>Total</b>	<b>1.6008</b>	<b>11.1482</b>	<b>8.8787</b>	<b>0.0351</b>	<b>1.5742</b>	<b>0.0558</b>	<b>1.6300</b>	<b>0.4234</b>	<b>0.0539</b>	<b>0.4773</b>	<b>61.1836</b>	<b>3,747.8518</b>	<b>3,809.0354</b>	<b>6.1348</b>	<b>0.0181</b>	<b>3,967.8002</b>

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4624	1.0000e-005	1.1200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1600e-003	2.1600e-003	1.0000e-005	0.0000	2.3100e-003
Energy	0.0277	0.2517	0.2114	1.5100e-003		0.0191	0.0191		0.0191	0.0191	0.0000	537.4183	537.4183	0.0172	7.4900e-003	540.0788
Mobile	1.0712	10.8771	8.6499	0.0335	1.5742	0.0352	1.6094	0.4234	0.0333	0.4567	0.0000	3,112.7224	3,112.7224	0.6970	0.0000	3,130.1477
Waste						0.0000	0.0000		0.0000	0.0000	59.7402	0.0000	59.7402	3.5306	0.0000	148.0039
Water						0.0000	0.0000		0.0000	0.0000	1.1547	19.5371	20.6918	1.5099	7.7900e-003	60.7601
<b>Total</b>	<b>1.5613</b>	<b>11.1288</b>	<b>8.8625</b>	<b>0.0350</b>	<b>1.5742</b>	<b>0.0543</b>	<b>1.6286</b>	<b>0.4234</b>	<b>0.0524</b>	<b>0.4758</b>	<b>60.8949</b>	<b>3,669.6800</b>	<b>3,730.5750</b>	<b>5.7546</b>	<b>0.0153</b>	<b>3,878.9929</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>2.47</b>	<b>0.17</b>	<b>0.18</b>	<b>0.34</b>	<b>0.00</b>	<b>2.64</b>	<b>0.09</b>	<b>0.00</b>	<b>2.73</b>	<b>0.31</b>	<b>0.47</b>	<b>2.09</b>	<b>2.06</b>	<b>6.20</b>	<b>15.58</b>	<b>2.24</b>

**3.0 Construction Detail****Construction Phase**

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2020	4/28/2020	5	20	
2	Site Preparation	Site Preparation	4/29/2020	5/5/2020	5	5	
3	Grading	Grading	5/6/2020	5/15/2020	5	8	
4	Building Construction	Building Construction	5/16/2020	4/2/2021	5	230	
5	Paving	Paving	4/3/2021	4/28/2021	5	18	
6	Architectural Coating	Architectural Coating	4/29/2021	5/24/2021	5	18	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 4**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	57.00	23.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	11.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

**3.2 Demolition - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386
<b>Total</b>	<b>0.0331</b>	<b>0.3320</b>	<b>0.2175</b>	<b>3.9000e-004</b>		<b>0.0166</b>	<b>0.0166</b>		<b>0.0154</b>	<b>0.0154</b>	<b>0.0000</b>	<b>33.9986</b>	<b>33.9986</b>	<b>9.6000e-003</b>	<b>0.0000</b>	<b>34.2386</b>



## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

**3.2 Demolition - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-004	8.6000e-004	7.5300e-003	2.0000e-005	1.8400e-003	1.0000e-005	1.8500e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.6577	1.6577	6.0000e-005	0.0000	1.6593
<b>Total</b>	<b>9.6000e-004</b>	<b>8.6000e-004</b>	<b>7.5300e-003</b>	<b>2.0000e-005</b>	<b>1.8400e-003</b>	<b>1.0000e-005</b>	<b>1.8500e-003</b>	<b>4.9000e-004</b>	<b>1.0000e-005</b>	<b>5.0000e-004</b>	<b>0.0000</b>	<b>1.6577</b>	<b>1.6577</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>1.6593</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385
<b>Total</b>	<b>0.0331</b>	<b>0.3320</b>	<b>0.2175</b>	<b>3.9000e-004</b>		<b>0.0166</b>	<b>0.0166</b>		<b>0.0154</b>	<b>0.0154</b>	<b>0.0000</b>	<b>33.9986</b>	<b>33.9986</b>	<b>9.6000e-003</b>	<b>0.0000</b>	<b>34.2385</b>

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

**3.2 Demolition - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-004	8.6000e-004	7.5300e-003	2.0000e-005	1.8400e-003	1.0000e-005	1.8500e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.6577	1.6577	6.0000e-005	0.0000	1.6593
<b>Total</b>	<b>9.6000e-004</b>	<b>8.6000e-004</b>	<b>7.5300e-003</b>	<b>2.0000e-005</b>	<b>1.8400e-003</b>	<b>1.0000e-005</b>	<b>1.8500e-003</b>	<b>4.9000e-004</b>	<b>1.0000e-005</b>	<b>5.0000e-004</b>	<b>0.0000</b>	<b>1.6577</b>	<b>1.6577</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>1.6593</b>

**3.3 Site Preparation - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.1060	0.0538	1.0000e-004		5.4900e-003	5.4900e-003		5.0500e-003	5.0500e-003	0.0000	8.3577	8.3577	2.7000e-003	0.0000	8.4253
<b>Total</b>	<b>0.0102</b>	<b>0.1060</b>	<b>0.0538</b>	<b>1.0000e-004</b>	<b>0.0452</b>	<b>5.4900e-003</b>	<b>0.0507</b>	<b>0.0248</b>	<b>5.0500e-003</b>	<b>0.0299</b>	<b>0.0000</b>	<b>8.3577</b>	<b>8.3577</b>	<b>2.7000e-003</b>	<b>0.0000</b>	<b>8.4253</b>

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

**3.3 Site Preparation - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.6000e-004	2.2600e-003	1.0000e-005	5.5000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4973	0.4973	2.0000e-005	0.0000	0.4978
<b>Total</b>	<b>2.9000e-004</b>	<b>2.6000e-004</b>	<b>2.2600e-003</b>	<b>1.0000e-005</b>	<b>5.5000e-004</b>	<b>0.0000</b>	<b>5.6000e-004</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.4973</b>	<b>0.4973</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.4978</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0203	0.0000	0.0203	0.0112	0.0000	0.0112	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.1060	0.0538	1.0000e-004		5.4900e-003	5.4900e-003		5.0500e-003	5.0500e-003	0.0000	8.3577	8.3577	2.7000e-003	0.0000	8.4252
<b>Total</b>	<b>0.0102</b>	<b>0.1060</b>	<b>0.0538</b>	<b>1.0000e-004</b>	<b>0.0203</b>	<b>5.4900e-003</b>	<b>0.0258</b>	<b>0.0112</b>	<b>5.0500e-003</b>	<b>0.0162</b>	<b>0.0000</b>	<b>8.3577</b>	<b>8.3577</b>	<b>2.7000e-003</b>	<b>0.0000</b>	<b>8.4252</b>

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**3.3 Site Preparation - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.6000e-004	2.2600e-003	1.0000e-005	5.5000e-004	0.0000	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4973	0.4973	2.0000e-005	0.0000	0.4978
<b>Total</b>	<b>2.9000e-004</b>	<b>2.6000e-004</b>	<b>2.2600e-003</b>	<b>1.0000e-005</b>	<b>5.5000e-004</b>	<b>0.0000</b>	<b>5.6000e-004</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.4973</b>	<b>0.4973</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.4978</b>

**3.4 Grading - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7200e-003	0.1055	0.0642	1.2000e-004		5.0900e-003	5.0900e-003		4.6900e-003	4.6900e-003	0.0000	10.4235	10.4235	3.3700e-003	0.0000	10.5078
<b>Total</b>	<b>9.7200e-003</b>	<b>0.1055</b>	<b>0.0642</b>	<b>1.2000e-004</b>	<b>0.0262</b>	<b>5.0900e-003</b>	<b>0.0313</b>	<b>0.0135</b>	<b>4.6900e-003</b>	<b>0.0182</b>	<b>0.0000</b>	<b>10.4235</b>	<b>10.4235</b>	<b>3.3700e-003</b>	<b>0.0000</b>	<b>10.5078</b>

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**3.4 Grading - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	3.4000e-004	3.0100e-003	1.0000e-005	7.4000e-004	1.0000e-005	7.4000e-004	2.0000e-004	1.0000e-005	2.0000e-004	0.0000	0.6631	0.6631	3.0000e-005	0.0000	0.6637
<b>Total</b>	<b>3.8000e-004</b>	<b>3.4000e-004</b>	<b>3.0100e-003</b>	<b>1.0000e-005</b>	<b>7.4000e-004</b>	<b>1.0000e-005</b>	<b>7.4000e-004</b>	<b>2.0000e-004</b>	<b>1.0000e-005</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.6631</b>	<b>0.6631</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.6637</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0118	0.0000	0.0118	6.0600e-003	0.0000	6.0600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7200e-003	0.1055	0.0642	1.2000e-004		5.0900e-003	5.0900e-003		4.6900e-003	4.6900e-003	0.0000	10.4235	10.4235	3.3700e-003	0.0000	10.5078
<b>Total</b>	<b>9.7200e-003</b>	<b>0.1055</b>	<b>0.0642</b>	<b>1.2000e-004</b>	<b>0.0118</b>	<b>5.0900e-003</b>	<b>0.0169</b>	<b>6.0600e-003</b>	<b>4.6900e-003</b>	<b>0.0108</b>	<b>0.0000</b>	<b>10.4235</b>	<b>10.4235</b>	<b>3.3700e-003</b>	<b>0.0000</b>	<b>10.5078</b>

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**3.4 Grading - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	3.4000e-004	3.0100e-003	1.0000e-005	7.4000e-004	1.0000e-005	7.4000e-004	2.0000e-004	1.0000e-005	2.0000e-004	0.0000	0.6631	0.6631	3.0000e-005	0.0000	0.6637
<b>Total</b>	<b>3.8000e-004</b>	<b>3.4000e-004</b>	<b>3.0100e-003</b>	<b>1.0000e-005</b>	<b>7.4000e-004</b>	<b>1.0000e-005</b>	<b>7.4000e-004</b>	<b>2.0000e-004</b>	<b>1.0000e-005</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.6631</b>	<b>0.6631</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.6637</b>

**3.5 Building Construction - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1738	1.5733	1.3816	2.2100e-003		0.0916	0.0916		0.0861	0.0861	0.0000	189.9202	189.9202	0.0463	0.0000	191.0785
<b>Total</b>	<b>0.1738</b>	<b>1.5733</b>	<b>1.3816</b>	<b>2.2100e-003</b>		<b>0.0916</b>	<b>0.0916</b>		<b>0.0861</b>	<b>0.0861</b>	<b>0.0000</b>	<b>189.9202</b>	<b>189.9202</b>	<b>0.0463</b>	<b>0.0000</b>	<b>191.0785</b>

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**3.5 Building Construction - 2020****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.1100e-003	0.2203	0.0527	5.2000e-004	0.0112	1.0500e-003	0.0122	3.2400e-003	1.0100e-003	4.2400e-003	0.0000	49.2254	49.2254	9.8300e-003	0.0000	49.4712
Worker	0.0298	0.0268	0.2345	5.7000e-004	0.0573	4.4000e-004	0.0577	0.0152	4.0000e-004	0.0156	0.0000	51.6529	51.6529	1.9800e-003	0.0000	51.7024
<b>Total</b>	<b>0.0379</b>	<b>0.2470</b>	<b>0.2872</b>	<b>1.0900e-003</b>	<b>0.0685</b>	<b>1.4900e-003</b>	<b>0.0700</b>	<b>0.0185</b>	<b>1.4100e-003</b>	<b>0.0199</b>	<b>0.0000</b>	<b>100.8783</b>	<b>100.8783</b>	<b>0.0118</b>	<b>0.0000</b>	<b>101.1735</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1738	1.5733	1.3816	2.2100e-003		0.0916	0.0916		0.0861	0.0861	0.0000	189.9200	189.9200	0.0463	0.0000	191.0783
<b>Total</b>	<b>0.1738</b>	<b>1.5733</b>	<b>1.3816</b>	<b>2.2100e-003</b>		<b>0.0916</b>	<b>0.0916</b>		<b>0.0861</b>	<b>0.0861</b>	<b>0.0000</b>	<b>189.9200</b>	<b>189.9200</b>	<b>0.0463</b>	<b>0.0000</b>	<b>191.0783</b>

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**3.5 Building Construction - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.1100e-003	0.2203	0.0527	5.2000e-004	0.0112	1.0500e-003	0.0122	3.2400e-003	1.0100e-003	4.2400e-003	0.0000	49.2254	49.2254	9.8300e-003	0.0000	49.4712
Worker	0.0298	0.0268	0.2345	5.7000e-004	0.0573	4.4000e-004	0.0577	0.0152	4.0000e-004	0.0156	0.0000	51.6529	51.6529	1.9800e-003	0.0000	51.7024
<b>Total</b>	<b>0.0379</b>	<b>0.2470</b>	<b>0.2872</b>	<b>1.0900e-003</b>	<b>0.0685</b>	<b>1.4900e-003</b>	<b>0.0700</b>	<b>0.0185</b>	<b>1.4100e-003</b>	<b>0.0199</b>	<b>0.0000</b>	<b>100.8783</b>	<b>100.8783</b>	<b>0.0118</b>	<b>0.0000</b>	<b>101.1735</b>

**3.5 Building Construction - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0627	0.5753	0.5470	8.9000e-004		0.0316	0.0316		0.0297	0.0297	0.0000	76.4403	76.4403	0.0184	0.0000	76.9013
<b>Total</b>	<b>0.0627</b>	<b>0.5753</b>	<b>0.5470</b>	<b>8.9000e-004</b>		<b>0.0316</b>	<b>0.0316</b>		<b>0.0297</b>	<b>0.0297</b>	<b>0.0000</b>	<b>76.4403</b>	<b>76.4403</b>	<b>0.0184</b>	<b>0.0000</b>	<b>76.9013</b>



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**3.5 Building Construction - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.8000e-003	0.0814	0.0188	2.1000e-004	4.5000e-003	2.4000e-004	4.7400e-003	1.3000e-003	2.3000e-004	1.5300e-003	0.0000	19.6453	19.6453	3.6400e-003	0.0000	19.7363
Worker	0.0111	9.5700e-003	0.0852	2.2000e-004	0.0231	1.7000e-004	0.0232	6.1300e-003	1.6000e-004	6.2900e-003	0.0000	20.0711	20.0711	7.0000e-004	0.0000	20.0888
<b>Total</b>	<b>0.0139</b>	<b>0.0910</b>	<b>0.1040</b>	<b>4.3000e-004</b>	<b>0.0276</b>	<b>4.1000e-004</b>	<b>0.0280</b>	<b>7.4300e-003</b>	<b>3.9000e-004</b>	<b>7.8200e-003</b>	<b>0.0000</b>	<b>39.7164</b>	<b>39.7164</b>	<b>4.3400e-003</b>	<b>0.0000</b>	<b>39.8251</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0627	0.5753	0.5470	8.9000e-004		0.0316	0.0316		0.0297	0.0297	0.0000	76.4402	76.4402	0.0184	0.0000	76.9013
<b>Total</b>	<b>0.0627</b>	<b>0.5753</b>	<b>0.5470</b>	<b>8.9000e-004</b>		<b>0.0316</b>	<b>0.0316</b>		<b>0.0297</b>	<b>0.0297</b>	<b>0.0000</b>	<b>76.4402</b>	<b>76.4402</b>	<b>0.0184</b>	<b>0.0000</b>	<b>76.9013</b>

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**3.5 Building Construction - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.8000e-003	0.0814	0.0188	2.1000e-004	4.5000e-003	2.4000e-004	4.7400e-003	1.3000e-003	2.3000e-004	1.5300e-003	0.0000	19.6453	19.6453	3.6400e-003	0.0000	19.7363
Worker	0.0111	9.5700e-003	0.0852	2.2000e-004	0.0231	1.7000e-004	0.0232	6.1300e-003	1.6000e-004	6.2900e-003	0.0000	20.0711	20.0711	7.0000e-004	0.0000	20.0888
<b>Total</b>	<b>0.0139</b>	<b>0.0910</b>	<b>0.1040</b>	<b>4.3000e-004</b>	<b>0.0276</b>	<b>4.1000e-004</b>	<b>0.0280</b>	<b>7.4300e-003</b>	<b>3.9000e-004</b>	<b>7.8200e-003</b>	<b>0.0000</b>	<b>39.7164</b>	<b>39.7164</b>	<b>4.3400e-003</b>	<b>0.0000</b>	<b>39.8251</b>

**3.6 Paving - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8500e-003	0.0976	0.1103	1.7000e-004		5.2100e-003	5.2100e-003		4.8100e-003	4.8100e-003	0.0000	14.7336	14.7336	4.6300e-003	0.0000	14.8493
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>9.8500e-003</b>	<b>0.0976</b>	<b>0.1103</b>	<b>1.7000e-004</b>		<b>5.2100e-003</b>	<b>5.2100e-003</b>		<b>4.8100e-003</b>	<b>4.8100e-003</b>	<b>0.0000</b>	<b>14.7336</b>	<b>14.7336</b>	<b>4.6300e-003</b>	<b>0.0000</b>	<b>14.8493</b>

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**3.6 Paving - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0600e-003	9.2000e-004	8.1500e-003	2.0000e-005	2.2100e-003	2.0000e-005	2.2200e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.9207	1.9207	7.0000e-005	0.0000	1.9224
<b>Total</b>	<b>1.0600e-003</b>	<b>9.2000e-004</b>	<b>8.1500e-003</b>	<b>2.0000e-005</b>	<b>2.2100e-003</b>	<b>2.0000e-005</b>	<b>2.2200e-003</b>	<b>5.9000e-004</b>	<b>1.0000e-005</b>	<b>6.0000e-004</b>	<b>0.0000</b>	<b>1.9207</b>	<b>1.9207</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>1.9224</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8500e-003	0.0976	0.1103	1.7000e-004		5.2100e-003	5.2100e-003		4.8100e-003	4.8100e-003	0.0000	14.7335	14.7335	4.6300e-003	0.0000	14.8493
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>9.8500e-003</b>	<b>0.0976</b>	<b>0.1103</b>	<b>1.7000e-004</b>		<b>5.2100e-003</b>	<b>5.2100e-003</b>		<b>4.8100e-003</b>	<b>4.8100e-003</b>	<b>0.0000</b>	<b>14.7335</b>	<b>14.7335</b>	<b>4.6300e-003</b>	<b>0.0000</b>	<b>14.8493</b>

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

**3.6 Paving - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0600e-003	9.2000e-004	8.1500e-003	2.0000e-005	2.2100e-003	2.0000e-005	2.2200e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.9207	1.9207	7.0000e-005	0.0000	1.9224
<b>Total</b>	<b>1.0600e-003</b>	<b>9.2000e-004</b>	<b>8.1500e-003</b>	<b>2.0000e-005</b>	<b>2.2100e-003</b>	<b>2.0000e-005</b>	<b>2.2200e-003</b>	<b>5.9000e-004</b>	<b>1.0000e-005</b>	<b>6.0000e-004</b>	<b>0.0000</b>	<b>1.9207</b>	<b>1.9207</b>	<b>7.0000e-005</b>	<b>0.0000</b>	<b>1.9224</b>

**3.7 Architectural Coating - 2021****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9700e-003	0.0137	0.0164	3.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	2.2979	2.2979	1.6000e-004	0.0000	2.3019
<b>Total</b>	<b>1.9700e-003</b>	<b>0.0137</b>	<b>0.0164</b>	<b>3.0000e-005</b>		<b>8.5000e-004</b>	<b>8.5000e-004</b>		<b>8.5000e-004</b>	<b>8.5000e-004</b>	<b>0.0000</b>	<b>2.2979</b>	<b>2.2979</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>2.3019</b>

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

**3.7 Architectural Coating - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	5.0000e-004	4.4800e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0564	1.0564	4.0000e-005	0.0000	1.0573
<b>Total</b>	<b>5.8000e-004</b>	<b>5.0000e-004</b>	<b>4.4800e-003</b>	<b>1.0000e-005</b>	<b>1.2100e-003</b>	<b>1.0000e-005</b>	<b>1.2200e-003</b>	<b>3.2000e-004</b>	<b>1.0000e-005</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>1.0564</b>	<b>1.0564</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.0573</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9700e-003	0.0137	0.0164	3.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	2.2979	2.2979	1.6000e-004	0.0000	2.3019
<b>Total</b>	<b>1.9700e-003</b>	<b>0.0137</b>	<b>0.0164</b>	<b>3.0000e-005</b>		<b>8.5000e-004</b>	<b>8.5000e-004</b>		<b>8.5000e-004</b>	<b>8.5000e-004</b>	<b>0.0000</b>	<b>2.2979</b>	<b>2.2979</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>2.3019</b>

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

**3.7 Architectural Coating - 2021****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	5.0000e-004	4.4800e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0564	1.0564	4.0000e-005	0.0000	1.0573
<b>Total</b>	<b>5.8000e-004</b>	<b>5.0000e-004</b>	<b>4.4800e-003</b>	<b>1.0000e-005</b>	<b>1.2100e-003</b>	<b>1.0000e-005</b>	<b>1.2200e-003</b>	<b>3.2000e-004</b>	<b>1.0000e-005</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>1.0564</b>	<b>1.0564</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.0573</b>

**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

Employee Vanpool/Shuttle

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0712	10.8771	8.6499	0.0335	1.5742	0.0352	1.6094	0.4234	0.0333	0.4567	0.0000	3,112.7224	3,112.7224	0.6970	0.0000	3,130.1477
Unmitigated	1.0712	10.8771	8.6499	0.0335	1.5742	0.0352	1.6094	0.4234	0.0333	0.4567	0.0000	3,112.7224	3,112.7224	0.6970	0.0000	3,130.1477

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.60	7.28	5.36	5,518	5,518
General Office Building	334.76	74.66	31.87	702,168	702,168
High Turnover (Sit Down Restaurant)	2,748.98	3,423.96	2850.38	3,231,445	3,231,445
Hotel	130.72	131.04	95.20	252,535	252,535
User Defined Recreational	0.00	0.00	0.00		
Total	3,215.07	3,636.94	2,982.81	4,191,666	4,191,666

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	14.70	6.60	6.60	33.00	48.00	19.00	66	28	6
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down Restaurant)	14.70	6.60	6.60	8.50	72.50	19.00	37	20	43
Hotel	14.70	6.60	6.60	19.40	61.60	19.00	58	38	4
User Defined Recreational	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.532578	0.030101	0.157884	0.106620	0.031330	0.007002	0.008816	0.116203	0.001201	0.001289	0.004951	0.000905	0.001120
General Office Building	0.532578	0.030101	0.157884	0.106620	0.031330	0.007002	0.008816	0.116203	0.001201	0.001289	0.004951	0.000905	0.001120
High Turnover (Sit Down Restaurant)	0.532578	0.030101	0.157884	0.106620	0.031330	0.007002	0.008816	0.116203	0.001201	0.001289	0.004951	0.000905	0.001120
Hotel	0.532578	0.030101	0.157884	0.106620	0.031330	0.007002	0.008816	0.116203	0.001201	0.001289	0.004951	0.000905	0.001120
User Defined Recreational	0.532578	0.030101	0.157884	0.106620	0.031330	0.007002	0.008816	0.116203	0.001201	0.001289	0.004951	0.000905	0.001120

**5.0 Energy Detail**


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Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Exceed Title 24

Install High Efficiency Lighting

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## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	263.3980	263.3980	0.0119	2.4600e-003	264.4301
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	316.3721	316.3721	0.0143	2.9600e-003	317.6117
NaturalGas Mitigated	0.0277	0.2517	0.2114	1.5100e-003		0.0191	0.0191		0.0191	0.0191	0.0000	274.0203	274.0203	5.2500e-003	5.0200e-003	275.6487
NaturalGas Unmitigated	0.0298	0.2711	0.2277	1.6300e-003		0.0206	0.0206		0.0206	0.0206	0.0000	295.0682	295.0682	5.6600e-003	5.4100e-003	296.8217

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	396015	2.1400e-003	0.0194	0.0163	1.2000e-004		1.4800e-003	1.4800e-003		1.4800e-003	1.4800e-003	0.0000	21.1329	21.1329	4.1000e-004	3.9000e-004	21.2585
High Turnover (Sit Down Restaurant)	4.54907e+006	0.0245	0.2230	0.1873	1.3400e-003		0.0170	0.0170		0.0170	0.0170	0.0000	242.7557	242.7557	4.6500e-003	4.4500e-003	244.1983
Hotel	584285	3.1500e-003	0.0286	0.0241	1.7000e-004		2.1800e-003	2.1800e-003		2.1800e-003	2.1800e-003	0.0000	31.1797	31.1797	6.0000e-004	5.7000e-004	31.3650
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0298</b>	<b>0.2710</b>	<b>0.2277</b>	<b>1.6300e-003</b>		<b>0.0206</b>	<b>0.0206</b>		<b>0.0206</b>	<b>0.0206</b>	<b>0.0000</b>	<b>295.0682</b>	<b>295.0682</b>	<b>5.6600e-003</b>	<b>5.4100e-003</b>	<b>296.8217</b>

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	299136	1.6100e-003	0.0147	0.0123	9.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	15.9630	15.9630	3.1000e-004	2.9000e-004	16.0579
High Turnover (Sit Down Restaurant)	4.35601e+006	0.0235	0.2135	0.1794	1.2800e-003		0.0162	0.0162		0.0162	0.0162	0.0000	232.4534	232.4534	4.4600e-003	4.2600e-003	233.8348
Hotel	479799	2.5900e-003	0.0235	0.0198	1.4000e-004		1.7900e-003	1.7900e-003		1.7900e-003	1.7900e-003	0.0000	25.6039	25.6039	4.9000e-004	4.7000e-004	25.7561
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0277</b>	<b>0.2517</b>	<b>0.2115</b>	<b>1.5100e-003</b>		<b>0.0191</b>	<b>0.0191</b>		<b>0.0191</b>	<b>0.0191</b>	<b>0.0000</b>	<b>274.0203</b>	<b>274.0203</b>	<b>5.2600e-003</b>	<b>5.0200e-003</b>	<b>275.6487</b>

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	276756	80.5114	3.6400e-003	7.5000e-004	80.8268
High Turnover (Sit Down Restaurant)	626302	182.1986	8.2400e-003	1.7000e-003	182.9125
Hotel	184462	53.6621	2.4300e-003	5.0000e-004	53.8724
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>316.3720</b>	<b>0.0143</b>	<b>2.9500e-003</b>	<b>317.6117</b>

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	221435	64.4179	2.9100e-003	6.0000e-004	64.6703
High Turnover (Sit Down Restaurant)	537546	156.3782	7.0700e-003	1.4600e-003	156.9909
Hotel	146443	42.6019	1.9300e-003	4.0000e-004	42.7689
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>263.3980</b>	<b>0.0119</b>	<b>2.4600e-003</b>	<b>264.4301</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4624	1.0000e-005	1.1200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1600e-003	2.1600e-003	1.0000e-005	0.0000	2.3100e-003
Unmitigated	0.4998	1.0000e-005	1.1200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1600e-003	2.1600e-003	1.0000e-005	0.0000	2.3100e-003

## 6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4997					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-004	1.0000e-005	1.1200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1600e-003	2.1600e-003	1.0000e-005	0.0000	2.3100e-003
<b>Total</b>	<b>0.4998</b>	<b>1.0000e-005</b>	<b>1.1200e-003</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.1600e-003</b>	<b>2.1600e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.3100e-003</b>

## Rolling Hills Casino Renovation &amp; Expansion - Tehama County, Annual

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4623					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-004	1.0000e-005	1.1200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1600e-003	2.1600e-003	1.0000e-005	0.0000	2.3100e-003
<b>Total</b>	<b>0.4624</b>	<b>1.0000e-005</b>	<b>1.1200e-003</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.1600e-003</b>	<b>2.1600e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.3100e-003</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	20.6918	1.5099	7.7900e-003	60.7601
Unmitigated	25.1303	1.8873	9.7300e-003	75.2129

## 7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.381274	0.3882	2.0000e-005	0.0000	0.3897
General Office Building	5.39422 / 3.30613	12.4872	0.8236	4.2600e-003	34.3461
High Turnover (Sit Down Restaurant)	6.5624 / 0.418877	11.5227	1.0018	5.1500e-003	38.1010
Hotel	0.405868 / 0.0450965	0.7322	0.0620	3.2000e-004	2.3761
User Defined Recreational	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>25.1303</b>	<b>1.8873</b>	<b>9.7300e-003</b>	<b>75.2129</b>



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**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.358016	0.3645	2.0000e-005	0.0000	0.3660
General Office Building	4.31538 / 3.10446	10.4577	0.6589	3.4100e-003	27.9466
High Turnover (Sit Down Restaurant)	5.24992 / 0.393325	9.2774	0.8014	4.1200e-003	30.5403
Hotel	0.324695 / 0.0423456	0.5921	0.0496	2.6000e-004	1.9073
User Defined Recreational	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>20.6918</b>	<b>1.5099</b>	<b>7.7900e-003</b>	<b>60.7601</b>

**8.0 Waste Detail****8.1 Mitigation Measures Waste**

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**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	59.7402	3.5306	0.0000	148.0039
Unmitigated	59.7402	3.5306	0.0000	148.0039

**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.03	6.0900e-003	3.6000e-004	0.0000	0.0151
General Office Building	28.23	5.7304	0.3387	0.0000	14.1969
High Turnover (Sit Down Restaurant)	257.28	52.2255	3.0864	0.0000	129.3865
Hotel	8.76	1.7782	0.1051	0.0000	4.4054
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>59.7402</b>	<b>3.5306</b>	<b>0.0000</b>	<b>148.0039</b>

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**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.03	6.0900e-003	3.6000e-004	0.0000	0.0151
General Office Building	28.23	5.7304	0.3387	0.0000	14.1969
High Turnover (Sit Down Restaurant)	257.28	52.2255	3.0864	0.0000	129.3865
Hotel	8.76	1.7782	0.1051	0.0000	4.4054
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>59.7402</b>	<b>3.5306</b>	<b>0.0000</b>	<b>148.0039</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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