

- The Tribe shall implement procedures to allow for voluntary self-exclusion, enabling gamblers to ban themselves from a gambling establishment for a specific period of time.
- The Tribe will enter into an agreement with Sonoma County for an annual contribution from the Tribe to local organizations that address problem gamblers in Sonoma County. Based on the previous calculation of the expected increase in problem gamblers in Sonoma County and trends in treatment of problem gamblers, the Tribe would compensate the county social services for a minimum of equivalent to 1.4 licensed counselor positions. If the County does not have a mechanism to provide these services then the Tribe shall contribute an equivalent amount to problem gambling treatment and prevention programs which serve Sonoma County.

## 5.8 Transportation

It is recommended that the Tribe pay a full share or fair share for implementation of the following improvements. In cases where improvements would require an environmental study and design, the full share or fair share contribution shall also apply to the environmental study. A summary table of mitigation measures is provided as **Table 5-1**. The table summarizes the mitigation measures required for each alternative and the residual significance after mitigation which are discussed in detail below.

The following measures are recommended to mitigate project impacts under 2015 short-term conditions and/or cumulative conditions, as described in **Sections 4.8 and 4.16**, respectively:

**Measure 5.8-1:** (Alternatives A and B for near term and cumulative, Alternative C for cumulative only). The project sponsor would pay 100% of the costs to install traffic signals at one central main entrance to the project site on Asti Road, and to construct a northbound right-turn lane and southbound left-turn lane on Asti Road at the site entrance. Supplementary driveways to the north and south of this signalized access would be configured to limit access to right-turn in/right-turn out only.

Implementation of Mitigation Measure 5.8-1 would result in acceptable levels of service at the intersection of Asti Road / Project Access.

**Measure 5.8-2:** (All Project Alternatives for near term and cumulative). The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of U.S. 101 Northbound Ramps / South Interchange.

Implementation of Mitigation Measure 5.8-2 would result in acceptable levels of service at the intersection of U.S. 101 Northbound Ramps / South Interchange in the near-term, but associated queuing between the U.S. 101 northbound ramps and Asti Road, and between the northbound and southbound ramps, would exceed storage capacity. Road widening to incorporate additional turn lanes would be infeasible because it would require widening of the overpass structure over U.S. 101. In the cumulative scenario, Mitigation Measure 5.8-2 would not result in acceptable levels of service at this intersection. For acceptable traffic LOS and/or no excessive queuing, construction of a dual-lane roundabout with a 160-foot diameter is recommended instead of installation of traffic signals (see Mitigation Measure 5.8-4). The proximity of the intersection of U.S. 101 Northbound Ramps / South Interchange to the Asti Road / South Interchange intersection dictates consolidation of the two intersections into a single roundabout.

**TABLE 5-1  
SUMMARY OF TRAFFIC MITIGATION MEASURES**

Mitigation Measure	Near-Term (and Cumulative)	Cumulative Only	Significance after Mitigation	
<b>Measure 5.8-1:</b> The project sponsor would pay 100% of the costs to install traffic signals at one central main entrance to the project site on Asti Road, and to construct a northbound right-turn lane and southbound left-turn lane on Asti Road at the site entrance. Supplementary driveways to the north and south of this signalized access would be configured to limit access to right-turn in/right-turn out only.	A, B	C	LTS	
<b>Measure 5.8-2:</b> The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of U.S. 101 Northbound Ramps / South Interchange.	A, B, C, D, E		LTS (near-term) / SU (cumulative)	If Mitigation Measure 5.8-2 and 5.8-3 are selected, then Mitigation Measure 5.8-4 would not be required and vice versa. Either signalization of both intersections or a roundabout would be implemented.
<b>Measure 5.8-3:</b> The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of Asti Road / South Interchange.	A, B, C	D,E	LTS (near-term) / SU (cumulative)	
<b>Measure 5.8-4:</b> The project sponsor would pay their fair share contribution towards the construction of a roundabout that encompasses the intersections of U.S. 101 Northbound Ramps / South Interchange and Asti Road / South Interchange.	A, B, C, D, E		LTS	
<b>Measure 5.8-5:</b> The project would install either an off-street path or sidewalk along Asti Road between the SMART track/multi-use trail crossing of Asti Road and the project site entrance.	A, B, C, D, E		LTS	
<b>Measure 5.8-6:</b> Prior to construction, the project applicant shall redesign the parking plan to provide an additional 135 parking spaces. These additional spaces shall be added so as not to substantially change the proposed site layout.	D			LTS
<b>Measure 5.8-7:</b> The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of Cloverdale Boulevard / South Interchange.		A, B, C, D, E	SU	If Mitigation Measure 5.8-7 and 5.8-8 are selected, then Mitigation Measure 5.8-9 would not be required and vice versa. Either signalization of both intersections or a roundabout would be implemented.
<b>Measure 5.8-8:</b> The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of U.S. 101 Southbound Ramps / South Interchange.		A, B, C, D, E	LTS	
<b>Measure 5.8-9:</b> The project sponsor would pay their fair share contribution towards the construction of a roundabout that encompasses the intersections of Cloverdale Boulevard / South Interchange and the U.S. 101 Southbound Ramps / South Interchange.		A, B, C, D, E	LTS	
<b>Measure 5.8-10:</b> The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of U.S. 101 Northbound Ramps / Citrus Fair Drive.		E		LTS

**Measure 5.8-3:** (Alternatives A, B and C in near term and cumulative, Alternatives D and E in cumulative scenario only). The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of Asti Road / South Interchange.

Implementation of Mitigation Measure 5.8-3 would result in acceptable levels of service at the intersection of Asti Road / South Interchange in the near term, but associated queuing between the U.S. 101 northbound ramps and Asti Road, and between the northbound and southbound ramps, would exceed storage capacity. Road widening to incorporate additional turn lanes would be infeasible because it would require widening of the overpass structure over U.S. 101. In the cumulative scenario, Mitigation Measure 5.8-3 would not result in acceptable levels of service at this intersection. For acceptable traffic LOS and/or no excessive queuing, construction of a dual-lane roundabout with a 160-foot diameter is recommended instead of installation of traffic signals (see Mitigation Measure 5.8-4). The proximity of the intersection of U.S. 101 Northbound Ramps / South Interchange to the Asti Road / South Interchange intersection dictates consolidation of the two intersections into a single roundabout.

**Measure 5.8-4:** (All Project Alternatives for near term and cumulative). The project sponsor would pay their fair share contribution towards the construction of a roundabout that encompasses the intersections of U.S. 101 Northbound Ramps / South Interchange and Asti Road / South Interchange.

Implementation of Mitigation Measure 5.8-4 (roundabout) instead of Mitigation Measures 5.8-2 and 5.8-3 (traffic signals) would eliminate excessive queuing between adjacent intersections, and also would result in acceptable levels of service.

**Measure 5.8-5:** (All Project Alternatives in near term and cumulative scenario). The project would install either an off-street path or sidewalk along Asti Road between the SMART track/multi-use trail crossing of Asti Road and the project site entrance.

**Measure 5.8-6:** (Alternative D in near term and cumulative scenario). Prior to construction, the project applicant shall redesign the parking plan to provide an additional 135 parking spaces. These additional spaces shall be added so as not to substantially change the proposed site layout.

**Measure 5.8-7:** (All Project Alternatives in the cumulative scenario only). The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of Cloverdale Boulevard / South Interchange.

Implementation of Mitigation Measure 5.8-7, by itself, would not result in acceptable levels of service at the intersection of Cloverdale Boulevard / South Interchange, and in addition, queuing between this intersection and the U.S. 101 Southbound Ramps would exceed storage capacity. For acceptable traffic LOS and no excessive queuing, a partial multi-lane roundabout with a 160-foot diameter is recommended (see Mitigation Measure 5.8-9). The proximity of the intersection of Cloverdale Boulevard / South Interchange to the U.S. 101 Southbound Ramps / South Interchange intersection dictates consolidation of the two intersections into a single roundabout.

**Measure 5.8-8:** (All Project Alternatives in the cumulative scenario only). The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of U.S. 101 Southbound Ramps / South Interchange.

Implementation of Mitigation Measure 5.8-8 would result in acceptable levels of service at the intersection of U.S. 101 Southbound Ramps / South Interchange, but associated queuing between the U.S. 101 southbound ramps and Cloverdale Boulevard would exceed storage capacity. For acceptable operation (i.e., no excessive queuing), a partial multi-lane roundabout with a 160-foot diameter is recommended (see Mitigation Measure 5.8-9). The proximity of the intersection of Cloverdale Boulevard / South Interchange to the U.S. 101 Southbound Ramps / South Interchange intersection dictates consolidation of the two intersections into a single roundabout.

**Measure 5.8-9:** (All Project Alternatives in the cumulative scenario only). The project sponsor would pay their fair share contribution towards the construction of a roundabout that encompasses the intersections of Cloverdale Boulevard / South Interchange and the U.S. 101 Southbound Ramps / South Interchange.

Implementation of Mitigation Measure 5.8-9 (roundabout) instead of Mitigation Measures 5.8-7 and 5.8-8 (traffic signals) would eliminate excessive queuing between adjacent intersections, and also would result in an acceptable levels of service.

**Measure 5.8-10:** (Alternative E in the cumulative scenario only). The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of U.S. 101 Northbound Ramps / Citrus Fair Drive.

Implementation of Mitigation Measure 5.8-10 would result in acceptable levels of service at the intersection of U.S. 101 Northbound Ramps / Citrus Fair Drive.

## 5.9 Land Use and Agriculture

The following mitigation measures are recommended for Alternatives A, B, C, D, and E:

**Measure 5.9-1:** In accordance with FAR Part 77.17 the project Applicant will submit FAA form SF 7460-1, "Notice of Proposed Construction or Alteration" for FAA review. Pertinent information about the alteration and appropriate attachments showing the type and location of the alteration must also be submitted. The Applicant will also submit details regarding proposed lighting for review.

**Measure 5.9-2:** To ensure that the proposed wastewater ponds do not become an attractant to hazardous wildlife (such as ducks, geese, and other birds), the pond shall be monitored for one year following construction by a qualified biologist on a monthly basis to determine if hazardous wildlife are being attracted to it. Should it be determined that the pond is an attractant, it shall be covered to eliminate wildlife access. Acceptable materials that could be used to cover the pond include solid covers, grids, mesh, or netting. In addition, all lighting, storm water drainage, and landscaping plans at the WWTP site shall be designed to reduce or negate wildlife attractants. A wildlife hazard biologist shall review all plans.