

May 10, 2007

National Indian Gaming Commission  
Attention: Brad Mehaffy  
1441 L Street NW  
Suite 9100  
Washington, DC 20005

*City Council*

Vicki Vidak-Martinez  
*Mayor*

Jake Mackenzie  
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*Council Members*

**Subject:** City of Rohnert Park Comments on Draft Environmental Impact Statement (DEIS) for the Graton Rancheria Casino and Hotel

Mr. Mehaffy:

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Thank you for providing the City of Rohnert Park ("City") with a copy of the DEIS for the above-referenced project. At its May 8, 2007 meeting, the City Council reviewed and approved the following comments prepared by City staff. These comments are based on the City's existing development standards that the City applies to all projects. The City acknowledges this project is not subject to its codes; however, this is the only objective measurement available to the City to formulate its comments.

Foremost, the Council wishes to draw your attention to Page 2-83, section 2.10. The text in this section states that an additional Alternative H will be considered but will not be added to the analysis in the DEIS. This alternative should be added to the analysis in the DEIS and the document recirculated for comment.

The Council believes the following comments to be of the utmost concern:

- The DEIS proposes that facilities be located in the 100-Year floodplain. The current flood elevation information from FEMA is known to be less than conservative, as flooding occurs above the 100-year flood plain elevation at intervals much less than 100 years. In fact, the extent of flooding as a result of the December 30-31, 2005 storm approximated the 500-year floodplain depicted in Figure 3.3.-2. At a minimum, the proposed project should avoid all filling of

or development within the 100-year floodplain and minimize any filling or development within the 500-year floodplain. Any filling of the 500-year floodplain should be offset with an equivalent volume of excavation near the project site to replace the lost flood storage.

- Page ES-55, Table ES-1: The text states that “The City of Rohnert Park can expect a large fiscal surplus after the implementation of Alternative A...” The City will be entering the upcoming fiscal year with a projected deficit of \$4.7 million. In addition, the City currently has an unfunded retiree medical benefit balance of more than \$50 million. This statement should be adjusted to reflect the casino’s financial impact rather than to provide any view of the City’s financial condition.
- Figure 2-2: The proposed height of the hotel building is taller than what would be allowed by the City’s Municipal Code (i.e. the City allows a maximum height of 65 feet), and would not be in keeping with the lower-scale buildings in the area. A building of the height proposed would also not provide an appropriate visual transition from urban development to the east and rural uses to the west.
- Page 2-11, section 2.2.7: The first paragraph states that the City “expressed an interest in connecting the project to the City’s sewer main that crosses the Wilfred site.” This is an inaccurate statement. A more accurate characterization is included on page 4.9-3 where it states: “The second conveyance scenario would be to pump directly to the City’s sewer force main. Although possible, the City has indicated that this would not be permitted.” This statement should be included here and emphasized elsewhere in the document.
- Page 4.7-8, third paragraph: The Rohnert Park Department of Public Safety (RPDPS) cannot assume law enforcement responsibility for the project. *(Note: Throughout the DEIS there are statements that the existing MOU covers the cost of the City’s provision of law enforcement services to the casino. These statements are inaccurate and need to be corrected. Also, the impacts of this to the City have not been analyzed in the DEIS.)*
- Page 4.7-14: The first full paragraph references Table 4.7-4, but should reference Table 4.7-11. Also, it would be helpful to know which casinos included in Table 4.7-11 are near urban areas so that there is a better comparison with the proposed casino near the City. Furthermore, a more comprehensive analysis of the impacts on casinos to the communities near them should be included in the DEIS.
- Table 4.8-3: The following changes should be made to the column regarding Alternative A, and further analysis should be provided regarding the impacts related to these items, with appropriate mitigation offered to address the impacts:
  - Policy LU-3c – This assumes that City water and sewer would be available to the project, which is inaccurate;

- Objective LU-5.1 and Policy LU-5c– The project would remove the community separator in this area without mitigation being offered, which is not consistent with the County General Plan;
  - Goal LU-8 – Explain how the project is consistent with this goal;
  - Goal LU-9 – The project as proposed is not consistent with this goal and would have a significant effect on scenic features in the area;
  - Goal OS-1– Explain how the project is consistent with this goal;
  - Objectives OS-1.1 and OS-1.4 and Policy OS-1b - The project would remove the community separator in this area without mitigation being offered, which is not consistent with the County General Plan;
  - Policy OS-4A - The project would remove the community separator in this area. The project should comply with the existing agreement between the City and the County regarding mitigation;
- Page 4.8-5: The DEIS states “Planned Caltrans improvements to the roadway network...that are expected to occur in 2008 include the addition of high occupancy vehicle lanes (HOV) to the US-101 freeway from SR-37 through Santa Rosa...” Only small portions of that corridor are fully funded. There exists a funding gap on the order of \$500 million for the remaining segments. To assume the improvements are in place by 2008 is inaccurate. The reconstruction of the US 101/Wilfred Avenue interchange won't be completed until 2011. The DEIS should provide an analysis of what impacts could be expected on US-101 until the HOV lanes are added and appropriate mitigation is offered to address them.
  - Page 4.9-8, third paragraph: The assumption that the Tribe will contract with RPDPS for primary law enforcement services is incorrect and, at this point, cannot be done (Public Law 280).
  - Page 4.9-9, second paragraph: The text discusses an expectation that RPDPS will provide public safety services to the project, and the listed funds will not cover this expectation. This portion of the text should be reanalyzed and mitigation for any impacts related to public safety should be offered to address impacts.
  - Page 4.12-18: Reference to Page 4.6-19 of Santa Rosa's EIR Addendum indicates that the Casino project will need to show that discharge will be less than one percent of the Laguna's flow, yet elsewhere in the DEIS this flow limitation is not mentioned or seemingly contemplated.
  - Note: Some intersection improvements offered as mitigations are inconsistent with the Rohnert Park General Plan. Some intersection

improvements are unrealistic given right-of-way and structural constraints. For instance, eight through lanes on Rohnert Park Expressway over US 101 cannot be accommodated on the existing bridges and it is extremely unlikely that further widening of the bridges will take place. The DEIS should be realistic about what intersection improvements will actually be in place in 2020 and the Casino project should be sized so that levels of service are maintained.

The Council also requests your consideration of the following comments:

- Page ES-5, first full paragraph: “Rohnert Park Safety Department” should read “Rohnert Park Department of Public Safety.”
- Page 2-3, the last sentence in the first paragraph states that “Access...would be gained from access points on Business Park Drive and Wilfred Avenue.” An access point on Business Park Drive was never contemplated with the original project; therefore there is no mitigation in the existing MOU between the City and the Tribe to address any impacts related to this.
- Page 2-3, the third bullet point should include sewage and air quality as additional standards that the Tribal Government would adopt and comply with.
- Figure 2-1: Additional structure parking should be considered to better allow use of surface areas (e.g. landscaping, storm water detention).
- Page 2-8, section 2.2.3: See above comment regarding the proposed height of the hotel building.
- Page 2-8, section 2.2.5: The project’s inclusion of green building and energy efficiency measures should be elaborated here.
- Page 2-8, section 2.2.6: This section proposes discharging storm water to Labath Creek. Currently there is significant flooding along and downstream of Labath Creek. Adding storm water to Labath Creek should be avoided. Project drainage should be sent to the Bellevue-Wilfred Flood Control Channel.
- Figure 2-3: The proposed site plan would result in an unattractive view of the project from the south, particularly the wastewater treatment plant element. Also, the retaining walls shown in Section C and elsewhere should be landscaped with plants to soften their appearance from outside the site and discourage graffiti.
- Page 2-14: The third bullet from the top suggests that sewage can be pumped directly into the sewer force main. As noted above, this will not be permitted.

- Page 2-14: The last bullet states that “The operation will not produce noxious odors.” The method of ensuring that this is the case should be explained.
- Page 2-20: The DEIS should explain how the use of the spray fields could affect the quality of water pumped from on-site wells. The locations of the proposed wells should also be indicated.
- Page 2-21: The use of waterless urinals should be considered as a water conservation measure.
- Figure 2-18: The setback from the “irrigated pasture land” on the east side of the site to the existing uses beyond should be identified.
- Page 2-53: Alternative E – Business Park should be considered on the Northwest Specific Plan (NWSP) site, where it is allowed by the City’s General Plan, instead of at the more remote location shown.
- Figure 2-24 is a very rough sketch and does not give an adequate representation of how this option could appear.
- Page 2-58: If Alternative E were developed within the City on the NWSP site, then it would be eligible for City water and sewer service, eliminating the need for Options 1 and 2.
- Page 2-61, section 2.6.7: If Alternative E were developed on the NWSP site, the fuel storage may be unnecessary.
- Page 2-69, section 2.8.1: The text assumes that the “Southern Specific Plan” for the NWSP has been adopted. This is not the case, as the application for that Plan was withdrawn at the time the Tribe purchased the Wilfred site. The “Southern Specific Plan” should, therefore, not be used for comparison with the casino development. The DEIS should instead use the existing General Plan designations for the NWSP. (Note: The General Plan shows the NWSP (North and South) as earmarked for 800-900 high-density residential units, 40-50 acres of commercial uses, 15-25 acres of office uses, 55-65 acres of industrial uses, and 2-4 acres of parks.)
- Figure 2-32: As noted above, there is not a current distinction between the NWSP North and South, so this graphic is inaccurate.
- Figure 2-33: As noted above, there is no adopted Specific Plan for the NWSP, so this graphic is inaccurate. The existing land use designations from the General Plan should alternatively be shown.
- Page 2-72: All of this information is no longer current, as the application for the NWSP was withdrawn before the Plan could be adopted. Use the General Plan land use information instead.
- Page 2-73, final paragraph: The interceptor line has been completed and is not currently in construction, so this statement is inaccurate and should be amended.

- Page 2-74: The section on “Water Supply” uses the withdrawn “Southern Specific Plan” as its basis, which is incorrect. The General Plan land use designations for this area should be alternatively used.
- Page 2-78: The “Cotati Alternative” notes that “the site is located outside of the urban growth boundary of the City of Cotati.” If location within an urban growth boundary is a factor that was used in selecting an alternative site for analysis, then the Stony Point site alternative used throughout the document could also be considered inappropriate, as it is also outside of an urban growth boundary.
- Page 2-86, section 2.10.6: The first paragraph in this section states that “Runoff would be conveyed by an underground drainage system to the detention basin, and, after filtration, to the Bellevue-Wilfred Channel...” This should also be considered for Alternative A.
- Page 3.3-7, section 3.3.2: The last sentence is misleading. The City’s well logs show water levels at depths varying from as little as 9 feet from the surface as recently as April 2006. The average depth to water of the City’s wells in April, May and June of 2006 was 30 feet.
- Page 3.3-13: The second paragraph should note that the City has appealed the court’s decision.
- Page 3.4-21: The third paragraph should acknowledge that secondhand smoke would be a major indoor air pollutant and will be harmful to those employees who must be in that environment.
- Figure 3.5-1: The red lines representing “Drainage Ditches” are difficult to make out and should be given greater prominence.
- Page 3.5-16, Wilfred Site: The Figure referenced (3.5-5) does not show the Wilfred site, rather it shows the Stony Point site. This should be corrected.
- Figure 3.5-5: The graphic does not show the correct site. Also, the text noted above and on Page 3.5-18 regarding the Stony Point site states that “Sonoma sunshine” and “Lobb’s aquatic buttercup” were found on the sites; however, the locations of the buttercup are not indicated on Figure 3.5-5.
- Page 3.5-23 should include a discussion of Lobb’s aquatic buttercup, as it is present in the area.
- Page 3.7-1, Table 3.7-1: The actual 2004 DOF population estimate for the City is 42,445, not 42,150.
- Figure 3.8-2 (and other similar traffic diagrams) is produced at such a scale as to render it unreadable.
- Page 3.8-4: Stony Point Road is not shown as a “Minor Arterial” in the Rohnert Park General Plan, as it is not within the City’s Sphere

of Influence (SOI). The County of Sonoma designation should be used.

- Page 3.8-4: Dowdell Avenue is shown as a future “Minor Collector” only for that portion of the roadway within the City’s SOI.
- Page 3.8-4: The County of Sonoma General Plan should be used to provide the roadway classification for Langner Avenue.
- Page 3.8-5: The County of Sonoma General Plan should be used to provide the roadway classification for Primrose Avenue.
- Page 3.8-5: The County of Sonoma General Plan should be used to provide the roadway classification for Whistler Avenue.
- Page 3.8-5: The City of Cotati and County of Sonoma General Plans should be used to provide the roadway classification(s) for State Route 116.
- Page 3.8-5: “Rhonert Park” should be changed to “Rohnert Park.”
- Page 3.8-6, third full paragraph: The text indicates that the EIR for the SMART project is underway, however it has been completed.
- Figure 3.8-3: The intersection of State Farm Drive and Commerce Boulevard should be analyzed to assess traffic impacts at this location.
- Figure 3.8-4: The information presented is very small in scale and difficult to read.
- Note: All roadway configurations proposed in the DEIS should be in conformance with the City’s General Plan designations for these roadways.
- Page 3.8-32: There should be a bullet point added regarding the City’s agreement with the County regarding Community Separator mitigation.
- Figure 3.8-12 is inaccurate and should be updated (see attached Zoning Map).
- Page 3.8-36: The section referencing the “City of Rohnert Park, Northwest Specific Plan, Southern Area (Part “B”) is incorrect, as it references a plan that was never adopted. The text should be rewritten to acknowledge that the current General Plan is in effect for this area.
- Page 3.9-4, last paragraph: The Eleventh Amended Agreement for Water Supply was replaced in 2006 by the Restructured Agreement.
- Page 3.9-5, first paragraph: The City’s estimated water demand of 6,926 acre feet per year included 450 AFY of recycled water, and this should be noted. Also, the date of the letter sent by Rohnert Park to SCWA should be noted, which is March 2004.

- Page 3.9-5, second paragraph: This section notes that the City “uses approximately 10 million gallons of recycled water per month in summer months,” however it goes on to state that “Recycled water offsets over 3 mgd of potable city water.” These statements appear to conflict with one another because 10 million gallons per month is only 0.3 mgd. This should be corrected.
- Figure 3.9-3 incorrectly indicates the City’s fire station locations and should be corrected.
- Page 3.9-12; third paragraph: The text shows that there are 12 officers and this should be at least 45. The total agency has 78 sworn personnel and 115 total employees which includes support personnel
- Page 3.9-12; third paragraph: PSOs are certified as first responders and also many are EMTs.
- Page 3.9-13; third paragraph: There are no remaining funds for SEU.
- Page 3.9-14; third paragraph: The area discussed is actually within the Rincon Valley Fire District.
- Page 3.9-15; fourth paragraph: This should indicate that there are at least 59 PSOs; there is no longer a Fire Commander; fire inspectors are sworn officers; a Lieutenant manages this division; and the division is allotted 3 fire sergeants
- Page 3.9-16; first paragraph: It should be noted that officers will respond “if available”.
- Page 3.9-16: The station address should show City “Center” Drive
- Page 3.19-17: Station Three: Type I Engine with 1250 GPM pump and 500 gallon tank; air rescue capacity of 6,000 pounds per square inch; no longer in possession of the hazardous materials response trailer.
- Page 3.19-17: Station Four – Type I Engine with 1500 GPM pump.
- Page 3.19-17: third paragraph – 2 Expeditions, 3 Explorers, 0 Crown Victoria,
- Page 4.2-1, second paragraph: The text indicates that the geotechnical study for a portion of the Wilfred site was conducted by “Blackman Consulting” in 2005; however, this company was the project proponent for the NWSP (south) and not the preparer of the study. This is inaccurate and should be corrected.
- Page 4.2.11, section 4.2.7: This assumes that there is an existing Specific Plan for the NWSP area and its own environmental documentation. This is incorrect, and any discussion of this area should be based on the existing General Plan and not on a Specific Plan that has been withdrawn.

- Page 4.2-12, under “Seismicity”: See above comment regarding use of General Plan rather than withdrawn Specific Plan.
- Page 4.3-1, under “Flooding”: Due to observed flooding of the Wilfred site On December 31, 2005, it seems that the 100-year flood boundary is not accurate. The 500-year flood boundary seems to more accurately indicate the true extent of the 100-year flood plain. Flood storage to replace loss of the 500-year flood plain should be included in the project.
- Page 4.3-2: The use of additional structure parking would allow additional land for runoff treatment, which is preferred. This should be analyzed in the DEIS and added as a mitigation measure where appropriate.
- Page 4.3-3: A discussion of the biosolids generated by the wastewater treatment plant should be included in the DEIS and, where necessary, mitigation offered to address any impacts.
- Page 4.3-5: The first paragraph states that the “net average impact to groundwater...would be 140 gpm for Alternative A over and above that required for the build out of the Northwest specific plan.” It should be clarified whether this is based on the withdrawn Specific Plan application, which would be incorrect, or the General Plan, which would be correct.
- Page 4.3-16: If the business park alternative were relocated to the NWSP, perceived impacts would be reduced.
- Page 4.3-21: The text assumes that a Specific Plan for the NWSP (South) has been adopted, however this application was withdrawn and the General Plan assumptions should be used instead. Also, mitigation measures would be offered by any environmental documentation for a new Specific Plan application, so the text’s references to mitigation measures in Section 5.2.2 are premature.
- Page 4.3-22, under “Wastewater”: The interceptor line project has been completed.
- Page 4.4-13: Alternative A has to be compared with the existing General Plan and not with the withdrawn Specific Plan application (see comment above regarding Page 2-69, section 2.8.1.)
- Page 4.4-25: The first sentence references “mixed-use development,” which typically includes a mix of residential and commercial uses together; however, the General Plan’s vision for the NWSP does not contemplate this.
- Page 4.4-28, section 4.4.8: The text assumes that a Specific Plan for the NWSP (South) has been adopted; however, this application was withdrawn and the General Plan assumptions should alternatively be used. Also, mitigation measures would be offered by any environmental documentation for a new Specific Plan

application, so the text's references to mitigation measures in Section 5.2.3 are premature.

- Page 4.4-29: Same comment as above.
- Page 4.5-2, under "Special Status Species": "affect" should be changed to "effect." Also, there should be some discussion of "Lobb's aquatic buttercup."
- Page 4.5-37: The text assumes that a Specific Plan for the NWSP (South) has been adopted, however this application was withdrawn and the General Plan assumptions should alternatively be used. Also, mitigation measures would be offered by any environmental documentation for a new Specific Plan application, so the text's references to mitigation measures in Section 5.2.4 are premature.
- Page 4.6-2: "effect" should be changed to "affect."
- Page 4.6-6: The text assumes that a Specific Plan for the NWSP (South) has been adopted, however this application was withdrawn and the General Plan assumptions should alternatively be used. Also, mitigation measures would be offered by any environmental documentation for a new Specific Plan application, so the text's references to mitigation measures in Section 5.2.5 are premature.
- Pages 4.7-6 to 4.7-27: The text assumes that a Specific Plan for the NWSP (South) has been adopted, however this application was withdrawn and the General Plan assumptions should alternatively be used. This would affect the estimated costs/economic benefits presented on the top of Page 4.7-27.
- Page 4.7-9, third paragraph: If RPDPS were to provide some type of public safety service to the project, Sonoma County would not be the dispatcher for RPDPS.
- Page 4.7-9, first and third paragraphs: Again, the assumption that RPDPS will provide public safety services to the project is incorrect.
- Page 4.7.10, second paragraph: Same comment as above.
- Page 4.7-18, first paragraph: The current MOU does not provide for this impact or necessary mitigation to address it.
- Page 4.7-19, first paragraph: An estimate of "problem and pathological gamblers" within the City is offered, however, this does not include an estimate of those within the general area of the proposed casino and not just within the City.
- Page 4.7-28, first paragraph: The text states that "No minority or low-income communities were identified...in the vicinity of the Wilfred and Stony Point sites." The area defining "the vicinity" should be indicated and the justification for this conclusion should be given.
- Figures 4.8-1 and 4.8-2 are difficult to read.

- Figure 4.8-4: The graphic assumes that 25 percent of casino traffic will arrive via Labath Avenue, which is a circuitous route. This percentage should be lowered and the traffic study should be revised to reflect this, with appropriate mitigation offered to address these impacts.
- Figure 4.8-5: The graphic assumes that 30 percent of casino traffic will exit via Labath Avenue, which is a circuitous route. This percentage should be lowered.
- Page 4.8-28, second paragraph: The City's agreement with the County regarding Community Separator mitigation should be discussed.
- Page 4.8-72: It should be noted that the Land Use and Agriculture impacts would be lessened if the business park alternative were developed on the NWSP site, rather than the remote Stony Point site. A revised analysis using this alternative business park site should be prepared and appropriate mitigation offered to address impacts
- Pages 4.8-84 to 4.8-85: The text assumes that a Specific Plan for the NWSP (South) has been adopted, however this application was withdrawn and the General Plan assumptions should alternatively be used. This analysis should be revised to reflect this. Also, mitigation measures would be offered by any environmental documentation for a new Specific Plan application, so the text's references to mitigation measures in Section 5.2.7 are premature.
- Page 4.9-3, first full paragraph: The third sentence should be changed to read "From the pump station wastewater would flow through an existing 30-inch force main or an existing 24-inch force main to the Laguna WWTP." Also, the basis for the assumption that the available capacity of this trunk sewer varies between 650 and 1,800 gpm should be indicated. Lastly, the following statement needs to receive more prominence earlier in the DEIS: "The second conveyance scenario would be to pump directly to the City's sewer force main. Although possible, the City has indicated that this would not be permitted."
- Page 4.9-29, first paragraph: it states that Alternative E - Business Park would have its water needs met by on-site wells and storage, and that there would not be a connection to the regional wastewater treatment plant. City services would be available if this alternative were moved to the NWSP, which is within the SOI and Urban Growth Boundary and designated by the General Plan for such development. A revised analysis using this alternative business park site should be prepared and appropriate mitigation offered to address impacts
- Page 4.9-33, last paragraph: The text assumes that the existing labor pool would fill the jobs created by Alternative E. A business park would likely draw its labor force from a larger regional area,

rather than just from the closest cities, so this statement appears misleading.

- Pages 4.9-37 to 4.9-40: The text on these pages assumes that a Specific Plan for the NWSP (South) has been adopted; however, this application was withdrawn and the General Plan assumptions should alternatively be used. Also, the NWSP per the General Plan allows for residential and commercial uses, as stated, but also includes an industrial component that is not recognized in the DEIS. The DEIS should be revised to reflect this and mitigation offered to address any impacts identified.
- Page 4.10-2, last paragraph: It is noted that noise levels for the residential properties close to the parking areas for Alternative A would be in the range of 54 dB to 59 dB, and that this would be “lower than normally acceptable levels...” The Municipal Code requires that noise be less than 60 dB for residential uses in the daytime and be less than 50 dB between 7:00 PM and 7:00 AM, so this statement is inaccurate. The DEIS should be revised to reflect this and mitigation offered to address any impacts identified.
- Page 4.10-3, third paragraph: The DEIS states that the maximum noise levels from truck movements at the loading docks would be in the range of 48 to 53 dBA, and that this would be less than significant in terms of ambient noise levels. Again, the Municipal Code requires that noise levels for residential properties be less than 50 dB between 7:00 PM and 7:00 AM, so this statement is also inaccurate.
- Page 4.10-5, Table 4.10-2: This table shows the Millbrae noise levels going from an existing of 59.8 dB to 59.7 dB with the project. It seems unlikely that the project will result in a reduction of noise levels along this segment. This should be reanalyzed and corrected in the DEIS.
- Page 4.10-9, first paragraph: It is stated that “visual impacts in terms of the land use planning would be less than significant.” This would not be true, as the project would be much larger than any other buildings in the area, as well as larger than anything that would be allowed in the NWSP, as anticipated in the City’s General Plan. Furthermore, the project as proposed would not allow for a logical visual transition between the City’s developed areas and the open space to the west. An alternative design should be offered, the DEIS should be revised to reflect this, and mitigation should be offered to address any impacts identified.
- Page 4.10-9, under “Regional Impacts”: The DEIS states that the new construction would be “consistent with the clustered regional commerce already in place along US-101 at and in the vicinity of Wilfred Avenue and Business Park Drive,” so the visual impacts would be less than significant. As noted above, the project would be a good deal larger than anything existing or anticipated in the area,

so this conclusion is incorrect. An alternative design should be offered, the DEIS should be revised to reflect this and mitigation should be offered to address any impacts identified.

- Page 4.10-9, under “Impacts to Wilfred Site Viewshed”: As noted above, the proposed facilities would not be consistent regional commercial element envisioned for the NWSP area per the General Plan, so there would be a significant visual impact from the project. Furthermore, the Municipal Code would not allow a structure over 65 feet in this area, so the project is not consistent with City standards. The DEIS should be revised to reflect this and appropriate mitigation offered to address impacts.
- Page 4.10-9, last paragraph: The NWSP application was never adopted, so there is no specific plan in place to guide the visual development of the Wilfred site, other than the General Plan. The DEIS should, therefore, not state that the project would be visually consistent with the NWSP. Furthermore, the DEIS should be revised to reflect this and appropriate mitigation offered to address impacts.
- Figures 4.10-1 and 4.10-5: These photo simulations emphasize the fact that the proposed project would have a large visual impact, and this should be recognized in the DEIS. An alternative design should be offered, the DEIS should be revised to reflect this and mitigation should be offered to address any impacts identified.
- Page 4.10-47, under “Operational Noise Impacts”: The impacts stated could be further reduced by moving Alternative E to the Wilfred site, as this type of business park development is anticipated in the General Plan for this site.
- Pages 4.10-49 to 4.10-50, under “Visual Resources”: See comment above regarding relocating Alternative E to Wilfred site.
- Page 4.10-60, last paragraph: The text assumes that the NWSP has been adopted. Since it has not, the assumptions of the General Plan for this area prevail.
- Page 4.10-65, table 4.10-6: The assumptions in this table should be based on the General Plan and not the NWSP, which was withdrawn.
- Page 4.10-66, last paragraph: There is no environmental document for the NWSP other than the general Plan EIR, so the statement regarding mitigation measures in the NWSP EIR cannot be made.
- Page 4.10-68: All of the references on this page to the NWSP are inaccurate, as this plan was never adopted. The General Plan assumptions for this site should be alternatively used.
- Page 4.11-3, end of first paragraph: The text states that “the existing housing stock would continue to serve the existing labor pool, resulting in no housing growth caused by the alternatives.”

The basis for this conclusion should be presented. The composition of the jobs within the project would help determine this; however, no information regarding this is presented. There will realistically be a need for additional affordable housing to serve lesser-paid employees, and this burden would fall upon local jurisdictions, so this statement may not be correct.

- Page 4.12-1, bottom: the last full sentence states that the 2020 timeframe corresponds to the future planning period for the Sonoma County General Plan, but it should be noted that this also corresponds to the City's current General Plan.
- Page 4.12-4, last paragraph: It should be noted that the "Luther Burbank Center" is now the "Wells Fargo Center."
- Figure 4.12-3: This graphic inaccurately represents the planned developments in the area and should be updated to reflect the existing plans and the current General Plan (see attached).
- Pages 4.12-8 and 4.12-9, Table 4.12-1: This table should be substantially revised to reflect the following:
  - The Northeast Area Specific Plan's hearings did not occur in 2004 and will likely occur in 2007-2008;
  - The numbers shown for the NWSP are incorrect and are based on the withdrawn plan. This should be amended to reflect the assumptions in the City's General Plan for this area;
  - The University District Specific Plan and its EIR were adopted by the City Council in 2006, and this project includes 1,645 units and 175,000 square feet of commercial space. Also, the entire area is 297.20 acres, not just the commercial component;
  - The Wilfred/Dowdell Specific Plan is still in process and hearings will likely take place in 2007. The project allows up to 302,114 square feet of commercial space;
  - The Stadium Area plan is in review and an EIR is being prepared. Hearings will likely take place in 2007. This project also shows the potential for 338 residential units;
  - All of the projects listed as "Approved Projects (Under or Soon to Be Under Construction)" have been completed;
  - Under "Projects Approved but Awaiting Building Permits," the Arbors and Vineyards projects have been completed, the Circuit City project was withdrawn, the City Center Townhomes project is nearing completion, the School District warehouse is not being further pursued, and the Expressway Marketplace, Park Gardens Apartments, and Radius development projects are under construction;

- A “Status Report of Current Approved/Proposed Projects” is attached for clarification.
- Page 4.12-14: A listing of current projects within the County of Sonoma is needed.
- Page 4.12-15, under “Wilfred-Dowdell Specific Plan Area”: It should be noted that the City is not in the early stages of preparing an EIR, rather a draft is expected to be released for comment in the near future.
- Page 4.12-15, under “NWSPA”: The Draft Specific Plan is not being reviewed, rather it was withdrawn after the sale of the site to the Tribe and Stations Casinos.
- Page 4.12-16: The “Santa Rosa Kaiser Expansion project is included in the discussion, but other major projects within Santa Rosa are not and should be (e.g. the Railroad Square project.)
- Page 4.12-17, under “Treated Effluent Discharge”: The Subregional System’s EIR does indicate that there are significant impacts related to the project even after mitigation, so the statement that a connection to the system would be less than significant may not be accurate. The DEIS should be revised to further study this issue and appropriate mitigation offered to address impacts.
- Page 4.12-29, first full paragraph: The text states that the Sonoma County Economic Development Board predicts that permits for residential units will cause substantial growth in housing units to serve the expected increase in employment caused by the project. There is no assurance that these units will be developed in the immediate vicinity of the project, nor is it assured that these units would be affordable enough to meet the needs of casino workers. This needs to be further analyzed in the DEIS and appropriate mitigation offered to address impacts.
- Page 4.12-30, last paragraph: The inclusion of childcare facilities within the casino should be explored to meet the needs of casino workers.
- Page 4.12-35, second paragraph: It is stated that the Redwood/Commerce intersection was not analyzed as it would not be retained after the interchange improvements. This is not accurate, as the intersection will remain after the interchange improvements are made. The traffic study should be revised to reflect this fact and mitigation offered to address any impacts.
- Page 4.12-47, Table 4.12-9: The noise impacts should be presented for both daytime and nighttime situations, as this would allow for a better assessment of these impacts. Also, it should be noted that any noise exceeding 60 dB is considered a significant impact to residential properties by the Municipal Code, so levels exceeding this should be bolded in the table. The noise analysis

should be revised to reflect this and appropriate mitigation offered to address impacts.

- Page 4.12-47, last paragraph: The proposed project would constitute a significant cumulative visual effect and should be represented as such. It is proposed to be at a much larger scale than existing or planned development in the area, but impacts could be lessened by reducing the height in the structure.
- Page 4.12-48, Table 4.12-10: The noise impacts should be presented for both daytime and nighttime situations, as this would allow for a better assessment of these impacts.
- Page 4.12-70, under “Alternative E – Business Park”: As stated previously, the relocation of this alternative to the Wilfred site would provide a meaningful analysis of this alternative, as such a development would be allowed by the City’s General Plan for this area.
- Page 4.12-90, under “Alternative G – No Action”: The analysis should be based on the General Plan’s assumptions for the NWSP and not the withdrawn plan.
- Page 4.12-95, under “Public Services”: The analysis should be based on the General Plan’s assumptions for the NWSP and not the withdrawn plan. Furthermore, it should be noted that industrial development is shown in this area per the General Plan.
- Page 4.12-99, under “Hazardous Materials”: The analysis should be based on the General Plan’s assumptions for the NWSP and not the withdrawn plan. Furthermore, it should be noted that industrial development is shown in this area per the General Plan.
- Page 5-3: A potential mitigation measure would be to reduce the amount of impervious surfacing by increasing the use of structure parking, thereby allowing additional room for on-site storm water treatment.
- Page 5-4: The use of xeriscape to reduce irrigation water consumption should be included as a mitigation measure.
- Page 5-5: See above comment.
- Page 5-6, mitigation measure T states: “As part of the Tribe’s Memorandum of Understanding with the City of Rohnert Park, the Tribe will contribute to help establish or support ongoing water conservation measures city-wide in Rohnert Park.” This is a good mitigation measure, but does not seem to be included in the 2003 MOU with the Tribe. Please provide reference to where in the MOU it discusses provisions of funds for this purpose or clarify the intent of the statements.
- Page 5-8, item c: Using the formula provided and calculating the annual payment for a 250 gallons-per-day well, a decline of 20 feet, and a cost of electricity of \$0.18 per kwh, it seems to indicate a

payment of \$0.20 per year. While this may be a technically accurate way to calculate impacts, it may not be well received by those impacted.

- Page 5-11, under “Operational Emissions”: Sonoma County Transit and Golden Gate Transit should be listed as regional transit providers that the Tribe will work with to ensure that there is adequate transit to the project. Also, specifics should be provided regarding mitigation measures D.b and D.e. Lastly, the text should acknowledge the potential for the SMART rail to provide transit to the casino and the Tribe’s willingness to work with this agency.
- Page 5-12: The use of a photovoltaic system should be explored as a mitigation measure.
- Page 5-12, regarding Alternative G: There is currently no environmental document for the NWSP, other than the General Plan EIR, so mitigation measures for this Alternative that are based on the withdrawn plan should not be offered.
- Page 5-16, under “Indoor Air Quality”: The prohibition of smoking within the facility should be offered as a mitigation measure.
- Page 5-17, regarding Alternative G: There is currently no environmental document for the NWSP, other than the General Plan EIR, so mitigation measures for this Alternative that are based on the withdrawn plan should not be offered.
- Page 5-22, Mitigation Measures E and F: The person/agency that will monitor these measures should be identified.
- Page 5-29, Table 5-4: The Alternative A column should be checked for the Langner/Wilfred rows “Signalize” and “Widen Wilfred to 3 lanes (add EB left and WB left).” Also, the rows marked P for proportionate cost of mitigation measure should be changed to F for full cost of mitigation measure. The reality of the situation is that there are no other sources of funding to fund improvements to these intersections.
- Page 5-30, Table 5-4: it is not clear under intersection 6 Dowdell/Wilfred that what is proposed for Alternative A is actually five lanes wide at the intersection – per Figure A9 of Appendix O. This will require significant right-of-way acquisition including potential condemnation of one house. Because this intersection is in unincorporated Sonoma County, presumably the Board of Supervisors would be the authority to condemn property to accommodate the Casino project. More discussion of this needs to be included in the DEIS including the likelihood of the Board taking such action and the impacts of the project if they don’t. The case is also similar at intersection 5 Wilfred/Labath where potentially 5-6 houses could be subject to condemnation.
- The DEIS seems to assume that Wilfred Avenue is widened by 2008. It should be noted that widening Wilfred Avenue will take at

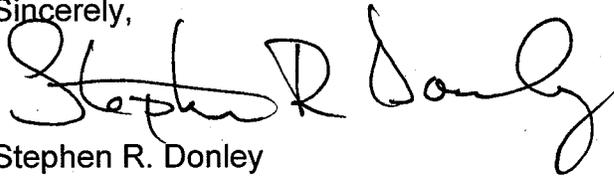
least two years because of the CEQA review process, right-of-way acquisition, wetland impacts and tiger salamander habitat impacts. A more realistic time frame to use in the DEIS would be two years after groundbreaking of the casino project.

- Page 5-44, Table 5-7 is presented as “Intersection LOS After Mitigation – Alternatives A-E (2020)” but the Signal Control Column does not reflect the intersection improvements shown in Table 5-4 on page 5-29. For instance, one intersection improvement for Wilfred/Stony Point is signalization under all scenarios yet Table 5-7 shows Signal Control as Two Way Stop Control for that intersection. The same is true for Labath/Wilfred and Dowdell/Wilfred. Intersections with varying control under different scenarios should be noted as such on Table 5-7.
- Intersection numbering used in the DEIS needs to match the intersection numbering of Appendix O Traffic Impact Studies.
- The intersection of Labath and Business Park Drive is not included in Table 5-4 but it should be shown as an intersection improvement because it would be a new intersection. The proposed signal control should be shown in Table 5-7 (one-way stop control per Appendix O). The eastbound left to northbound Labath should be dedicated and not combined with the eastbound through on Business Park Drive as is currently proposed in the Traffic Impact Studies.
- Page 5-53: The use of a photovoltaic system for power and the use of solar heating of the swimming pool(s) should be offered as mitigation measures.
- Page 5-55, center page, item Y: There is a discussion of how prior to the project’s operation, the Tribe will contract with “a” law enforcement service provider for primary law enforcement services. The party intended to provide this service should be identified in the DEIS. Furthermore, the DEIS should be revised to reflect this and any additional mitigation needed to address impacts should be offered.
- Page 5-56, center page, item FF: There is a discussion of how prior to the project’s operation, the Tribe will enter into an agreement with “a” fire service provider for primary fire protection. The party intended to provide this service should be identified in the DEIS. Furthermore, the DEIS should be revised to reflect this and any additional mitigation needed to address impacts should be offered.
- Page 5-57: The following mitigation measures should be amended as follows:
  - D. The use of concrete block walls to buffer noise is not allowed by the City’s General Plan within this area;
  - E. Idling should not be allowed between 7:00 PM and 7:00 AM, per the Municipal Code;

- G. Project construction should not exceed the hours permitted by the Municipal Code (i.e. 8:00 AM to 6:00 PM);
  - I. This measure is only offered for Alternative F, but appears to be appropriate for all of the alternatives;
  - J. Project construction should not exceed the hours permitted by the Municipal Code (i.e. 8:00 AM to 6:00 PM).
- Page 5-59: There are two Mitigation Measures lettered "T" and should be reordered. The second of these should include the lowering of the building's height to 65 feet or under to help mitigate visual impacts.
  - Page 6-3: The City of Rohnert Park staff contacts should be updated. Also, the Department of Public Safety contacts should be listed.

Again, thank you for this opportunity to comment. If you should have any questions, please feel free to contact me at (707) 588-2226.

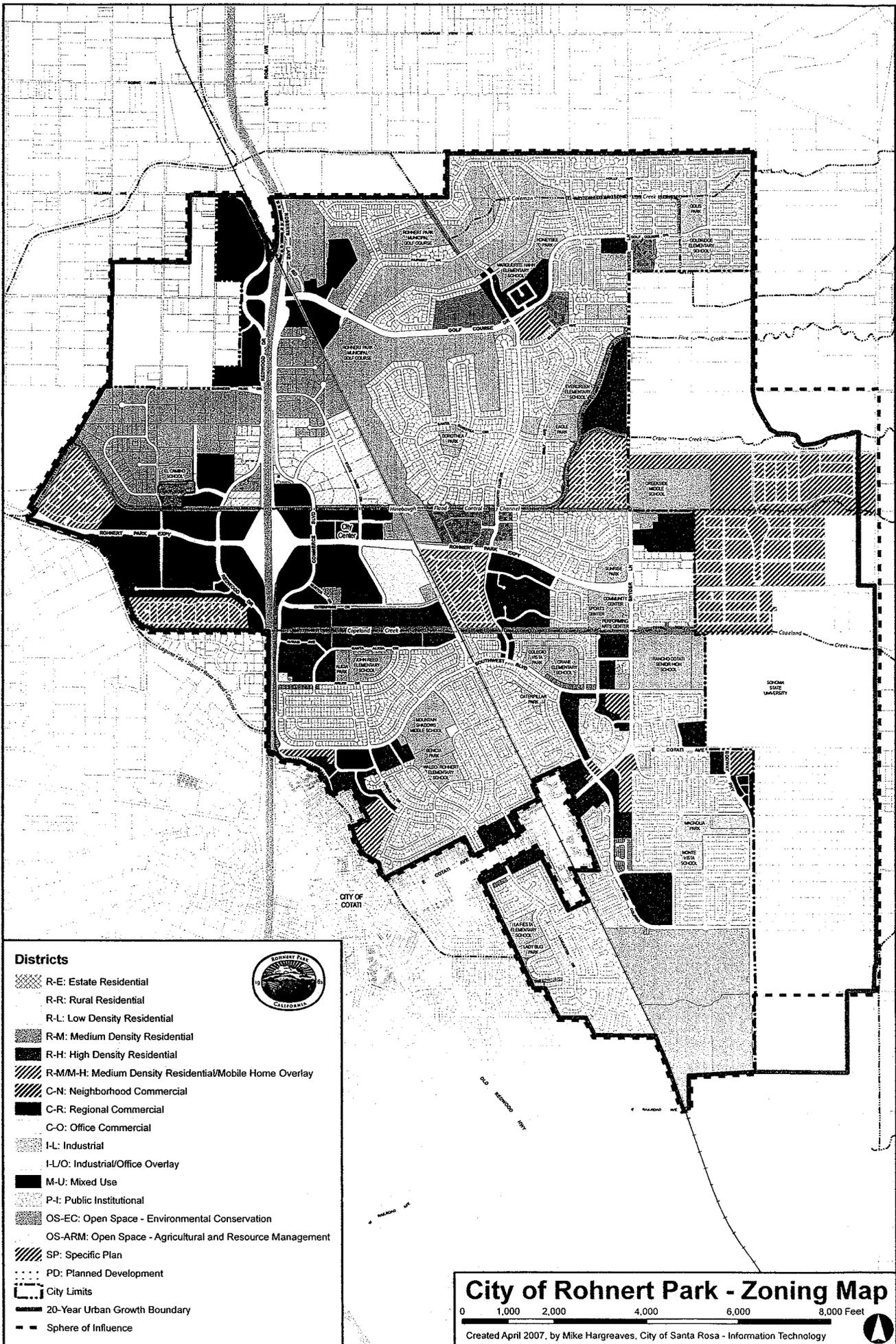
Sincerely,

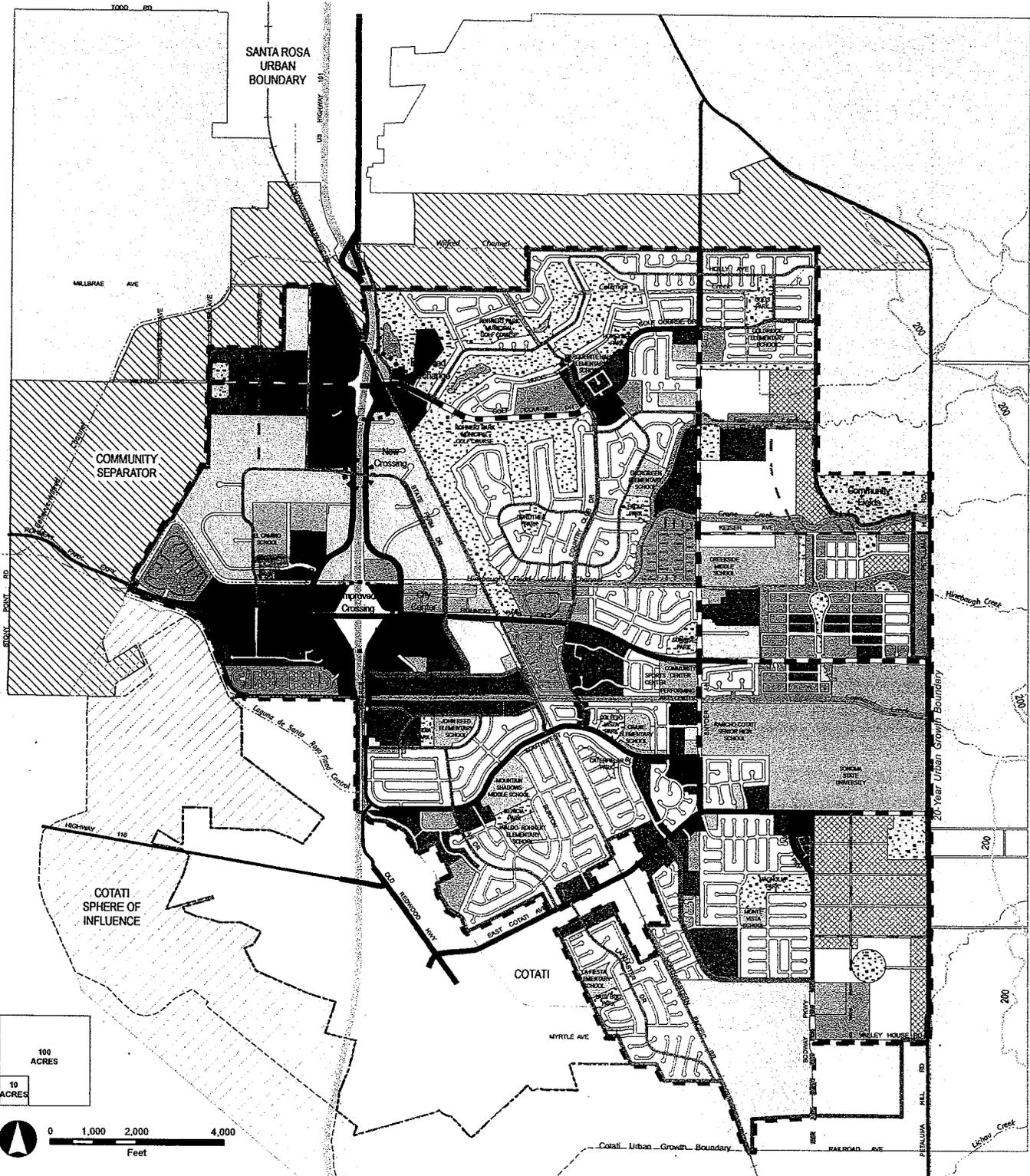


Stephen R. Donley  
City Manager

Attachments

Cc: City Councilmembers (5)  
Planning Commissioners (5)  
Michelle Marchetta Kenyon, City Attorney  
Gabrielle P. Whelan, Assistant City Attorney  
Daniel Schwarz, Assistant City Manager  
Darrin W. Jenkins, Public Works Director/City Engineer  
Thomas R. Bullard, Director of Public Safety  
Ron Bendorff, Director of Community Development





- |  |  |                               |
|--|--|-------------------------------|
| Rural Estate Residential (up to 2 un/ac) | Mixed Use  | Sphere of Influence           |
| Low Density Residential (4-6 un/ac)      | Office   | 20-Year Urban Growth Boundary |
| Medium Density Residential (6-12 un/ac)  | Public/Institutional                             | <b>EXISTING/PROPOSED</b>      |
| High Density Residential (12-24 un/ac)   | Parks/Recreation                                 | Major Arterial (4-6 lanes)    |
| Industrial                               | Open Space - Environmental Conservation          | Minor Arterial (2 lanes)      |
| Commercial                               | Open Space - Agriculture and Resource Management | Major Collector (4 lanes)     |
| N Neighborhood Commercial                | Community Separator                              | Minor Collector (2 lanes)     |
| R Regional Commercial                    |  |                               |

All maps are intended to be consistent with the General Plan Diagram. Additional adjustments to the other maps may be made for consistency.

**MIKE HARGREAVES**  
City of Santa Rosa, Information Technology

**Figure 2.2-1**  
**General Plan Diagram**  
Adopted July 2000  
(Rev. 4/07)

## **Status Report of Current Approved/Proposed Projects**

### **Specific Plans**

1. Northeast Area: Draft Specific Plan is being updated. Copies of the revised plan will be submitted to the Commission when received. The Administrative Draft EIR has been received and reviewed and will be amended per changes to plan. Hearings are projected for Commission/Council late in 2007.
2. Southeast Area: Draft Specific Plan currently being reviewed. Draft EIR released for 45-day review period on December 14, 2005, and review period ended January 27, 2006. The Administrative Draft Final EIR review is nearing completion. Projected for Commission/Council hearings in the summer, 2007.
3. University District: Specific Plan approved in May, 2006. Annexation approved by LAFCO in April, 2007.
4. Wilfred-Dowdell: Draft Specific Plan has been rewritten and a Supplemental EIR is being prepared. Projected for Commission/Council hearings in the summer, 2007.

### **Projects Approved/Under (Soon-to-be Under) Construction**

1. Agilent Facility Retrofit (aka Sonoma Mountain Village) (1400 Valley House Drive) Building Permit issued 11/22/05 for 13,000 ft<sup>2</sup> tenant improvement of Agilent Building 1. Codding Enterprises moved into these offices in June of 2006. In addition, on March 23, 2006, the Planning Commission approved the remodel of Buildings 1 and 4. Codding received a final inspection of their 1.1 MW PV system in October of 2006.
2. City Center Townhomes/CentreVille (Northwest corner State Farm Drive/Padre Parkway): 76 units (live/work, townhouse, condominium) with accessory commercial space at corner. 12 units will be affordable for sale to low- and moderate-income households. A number of the units have been sold and are now occupied. Nearing completion.
3. Creekwood Apartments/Self-Storage (Commerce Boulevard at Professional Center Drive): 96 apartment units (minimum 14 affordable) and self-storage facility. Self-storage portion of project is completed; permit for apartments not yet applied for.
4. Mountain Shadows Plaza: Permit issued 6/1/06 for addition to retail space. Under construction.
5. Park Gardens Apartments Addition (1400 East Cotati Avenue): 20-unit multi-family project to be constructed to rear of existing Park Gardens Apartment complex (minimum 3 affordable). Building permits issued 5/18/05. Underground and site work has been completed. Under construction.

### **Projects Approved/Awaiting Building Permits**

1. Expressway Marketplace Pad Building (565 Rohnert Park Expressway): 4,704 square foot standalone commercial building to be constructed within the parking lot of the Expressway Marketplace

- shopping center. Project approved by Planning Commission on July 22, 2004. Building permits issued and project under construction.
2. Hampton Inn & Suites (6258 Redwood Drive): Site Plan and Architectural Review approved in December 2005 to allow construction of a 60,201 square foot hotel (“Hampton Inn and Suites”) containing 102 rooms. Building permit issued and project under construction.
  3. Jiffy Lube (5195 Redwood Drive): 3,450 square foot retail building with a drive-through window and an approximately 2,090 square foot auto repair building on a vacant parcel in front of the “Levitz” furniture showroom. Permit ready to issue.
  4. Kokalis Retail Building (6603 Redwood Drive): Approximately 5,500 s.f. retail building approved by Planning Commission on November 14, 2006. Building permits not yet applied for.
  5. Radius Development Group Project (Northwest Corner of Commerce Boulevard and Rohnert Park Expressway): Two commercial buildings totaling 26,302 square feet of floor area with potential drive-through window for one of the buildings. Permits issued 7/27/05. Applicant resubmitted plans for review of revisions on 10/11/05. Sign program approved by Planning Commission in February, 2006. Under construction. The redevelopment of the adjacent “Wendy’s” site with a small commercial building with a drive-through and an amendment to the sign program to include this building was approved by the Planning Commission on December 14, 2006. First building is under construction.
  6. Rohnert Park Mall (6595 Commerce Boulevard) On May 11, 2006, the Planning Commission approved Site Plan and Architectural Review for the exterior remodel of the 50,000 square-foot building and Sign Program. Planet Fitness and Super Pets are operating. Toob Town and Paradise Pizza have decided not to renew their lease. The space is currently unoccupied and no tenant has been proposed.
  7. Vida Nueva (705 Rohnert Park Expressway) On May 25, 2006, the Planning Commission approved Site Plan Architectural Review and Conditional Use Permit for a 24-unit supportive housing project for previously homeless individuals on a 1.9 acre site. On June 13, 2006, the City Council approved an amendment of the General Plan land use designation from Open Space to High Density Residential and introduced an Ordinance to rezone the site to the “R-H” (High Density Residential) zoning district.

### **Projects Under Consideration**

1. Stadium Area Master Plan (Area Generally Bordered by Labath Avenue to the West, by properties fronting on Business Park Drive to the North, by properties fronting on Redwood Drive to the East, and by the Hinebaugh Creek channel to the South): A Preliminary Development Plan for this area was reviewed by the Planning Commission on May 13, 2004, and comments provided to the applicant. The plan shows regional commercial development for the south portion of the site, with a mix of residential and commercial to the north. A Final Development Plan has been submitted. A scoping session for the required EIR was held at the June 23, 2005

Commission meeting. Because of changes in the Plan, the EIR has had to undergo revisions but should be available to the public in the spring/summer, 2007.

2. Sonoma Mountain Village Preliminary Development Plan (Southwest Corner of Camino Collegio and Bodway Parkway): On May 11, 2006, the Planning Commission reviewed and provided comments to the applicant regarding a proposal to develop the 175-acre Agilent site with a mixed-use type development consisting of approximately 1,900 residences (single family attached and detached, multifamily, and live/work) and roughly 850,000 square feet of commercial and public/institutional. The Final Development Plan was submitted and deemed complete in December, 2006. On April 10, 2007, the City Council authorized staff to initiate a contract with EIP for the preparation of an EIR. The scoping session should be conducted in June, 2007.