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Sent via Email
June 23, 2022

Amy Dutschke, Regional Director
Bureau of Indian Affairs, Pacific Region
2800 Cottage Way
Sacramento, CA 95825

**SUBJECT: Koi Nation Shiloh Resort and Casino Project
Town of Windsor Comments on Notice of Preparation of an
Environmental Assessment/Tribal Environmental Impact Report**

Dear Ms. Dutschke:

The Town of Windsor hereby submits comments in response to the Koi Nation Shiloh Resort and Casino Project Notice of Preparation of an Environmental Assessment/Tribal Environmental Impact Report (NOP). The comments that follow are organized according to the resource areas described for analysis in the NOP. It should be noted that the scope of the Environmental Assessment does not include analysis for potential environmental effects associated with paleontological resources. Additionally, if any part of the project is subject to the California Environmental Quality Act (CEQA), then analysis for wildfire and for energy impacts will be required.

Water Resources

- The Project proposes to construct wells on the property for potable water use. Be advised that the Town of Windsor has two wells at Esposti Park, north and across the street from the Project property. The Town is preparing a Groundwater Master Plan where one well may be permitted as a municipal well with an arsenic and manganese treatment system. The Project wells and Project wastewater treatment plant should not be constructed within the protection zone around the Town well. A well interference study should be completed as part of the Project to ensure proper placement in the southeastern portion of the Project property, the farthest location away from the Town wells. Hydrogeologic testing should be completed to ensure Project wells will not adversely affect the radius of influence nor the water quality of the Town well.
- Pruitt Creek recycled water discharges, and any storm drain system discharges, could cause erosion and increased sediment discharge into the creek that already appears to be showing signs of erosion. The discharge location should be designed to be protective of the creek and not cause any additional downstream erosion.
- Use of recycled water on landscaping should not be allowed within the protection zone of the Town well.
- The use of a detention basin should not be constructed within the protection zone of the Town well.
- With the proposed commercial activity, trash removal should be addressed along the creek corridor and storm drain system to keep trash from flowing

downstream and into the Town of Windsor, where compliance with the State Trash Amendment will be required. Mitigation should be added to keep the creek and drainage system free of trash.

- The subject property is not within the Town of Windsor or the Windsor Water District boundaries and is therefore not available to be served by the Town of Windsor or Windsor Water District services (supply or reclamation).
- The Town of Windsor completed a Storm Drainage Master Plan where the 100-year flood zones were mapped. The Project location shows potential flooding during the 100-year floods. The Project will need to consider flood mitigations, so it does not affect the downstream neighborhoods with additional flooding or sediment transport.

Biological Resources

- Potential impacts to terrestrial biological resources, including wildlife habitat and wildlife corridors along Pruitt Creek should be analyzed.

Cultural Resources

- Cultural resources, including tribal cultural resources are often found along creeks and waterways throughout Sonoma County. Because archaeological resources have been recorded within ½ to ¼ mile of the site and because of the presence of Pruitt Creek through the site, impacts to cultural resources may not necessarily be minimal as described in the scope of the Environmental Assessment.

Transportation and Circulation

US 101/Shiloh Road Interchange

- Determine the roadway improvements that the project will be responsible for constructing in order to maintain traffic flow at the interchange and maintain consistency with the Town's LOS D traffic operation standard. Include a queueing analysis and identify the infrastructure improvements needed to ensure that traffic does not routinely back up into adjacent intersections (such as Shiloh Road/Hembree Lane) or onto the US 101 mainline.
- Analyze pedestrian and bicycle circulation in the interchange area, identifying infrastructure improvements needed to ensure that these non-auto users can traverse the interchange easily, safely, and conveniently.

Shiloh Road Corridor

- Analyze traffic operation along the Shiloh Road corridor between US 101 and the project site during weekday and weekend peak hours and identify improvements needed not only to maintain traffic flow, but to provide critical east-west connectivity for bicyclists, pedestrians, and transit along this corridor, the core of which is envisioned to become a mixed-use, pedestrian-oriented neighborhood.
- If casino operations have different peak hours due to the nature of their operations, those peak hours should also be analyzed along the Shiloh Road corridor.
- Establish a mechanism for the project to acquire land from individual property owners along the Shiloh Road corridor in order to accommodate the necessary

vehicle, bicycle, and pedestrian facilities needed to support the project within the public right of way.

- Determine the intersection modifications that the project will be responsible for constructing at Old Redwood Highway/Shiloh Road both under signalized and roundabout control options, including provisions to ensure convenient and safe access for pedestrians, bicyclists, and transit users. Confirm that these improvements will also be sufficient to accommodate traffic with the project under year 2040 conditions.
- Identify the infrastructure improvements necessary to maintain moderate-speed traffic flow that is compatible with non-auto modes, including arterial traffic calming strategies. Ensure that roadway design modifications do not encourage high vehicle speeds at any point along Shiloh Road between US 101 and the project site.
- Determine access and safety impacts to local streets and driveways on Shiloh Road near the project site and identify countermeasures that the project will implement to address these impacts.

Old Redwood Highway Corridor

- Analyze traffic operation and the project's contribution to traffic impacts at the Old Redwood Highway/US 101 interchange (near downtown Windsor).
- If an access to the project is to be established on Old Redwood Highway, determine the intersection geometry and control needed to both maintain acceptable traffic operation and ensure that adjacent intersections (including Old Redwood Highway/Shiloh Road) continue to function acceptably.
- Determine physical improvements to be made by the project that are needed to accommodate vehicle, pedestrian, bicycle, and transit modes along Old Redwood Highway within one-half mile in either direction of the proposed project's access point.

Vehicle Miles Traveled

- Determine the project's total increase in regional vehicle miles traveled (VMT) generated by both guests and employees, as well as the corresponding home-based VMT per employee performance metric.
- If subject to CEQA and in accordance with CEQA requirements, identify and implement strategies that will result in no net increase to total regional VMT, and that will allow the project to comply with employment VMT per employee significance thresholds.

Evacuation Routes

- Shiloh Road, East Shiloh Road, Old Redwood Highway and Highway 101 are all designated evacuation routes during an emergency event. The impact of casino customers and employees evacuating the project site at the same time as Town residents should be analyzed along the evacuation routes.

Transportation Demand Management

- Identify rigorous and comprehensive strategies that the project will implement to reduce auto-generated travel. Extensive Transportation Demand

Management (TDM) measures should be identified to address both employee and visitor travel, reducing local and regional impact to both traffic operation and VMT. Identify and implement measures that will maximize the use of transit, including both public transit and private buses/shuttles.

General Plan

- Project traffic impacts should be compared to the policies in the Windsor 2040 General Plan. The casino project was not a consideration when recommendations were developed for the General Plan. Shiloh Road, Old Redwood Highway and the Highway 101/Shiloh Road interchange were all analyzed for the General Plan and recommendations were developed absent this project as a major factor to be included in the analysis.

Land Use

- The town limits are immediately north of the project site, across Shiloh Road. Additionally, the properties to the west of the Project Site, across Old Redwood Highway are within the Town's sphere of influence and have therefore been assigned land use designations in the Town of Windsor General Plan. The Project Site is primarily accessed by Shiloh Road and Old Redwood Highway, portions of which are located wholly within the Town of Windsor. Potential environmental impacts that were not addressed in the Windsor General Plan Environmental Impact Report should be identified.
- The proposed project is outside and adjacent to the Town of Windsor Urban Growth Boundary. The Environmental Assessment/Tribal Environmental Impact Report should determine whether the proposed project could have growth-inducing impacts.
- The Town of Windsor General Plan land use diagram designates the properties to the north and west of the Project Site for Very Low Density Residential (three to six dwelling units per acre) development with Boulevard Mixed-Use (16 – 32 dwelling units per acre) to the west, fronting Shiloh Road. Additionally, the Town has adopted the Shiloh Road Vision Plan for the Shiloh Road Corridor west of the Project Site. The Shiloh Road Vision Plan envisions mixed use development that encourages walking and biking. The planning for the density and intensity of these land use designations and for Town infrastructure in the area was done with the assumption that the Project Site would continue to be used for agriculture. Impacts to the long-range vision of these planning documents should be analyzed.
- The land use designation for the Project Site in the Sonoma County General Plan is Land Intensive Agriculture, the stated purpose of which is to “enhance and protect lands best suited for permanent agricultural use and capable of relatively high production per acre of land.” Permitted land uses include keeping of livestock, indoor or outdoor crop production, daycare facilities, telecommunications facilities, and seasonal farmworker housing. Hotels, restaurants, and gaming facilities are not listed as permitted uses with this designation. Potential environmental impacts that were not addressed in the Sonoma County General Plan Environmental Impact Report should be identified.

- The Project Site is part of the Windsor/Larkfield/Santa Rosa Community Separator. The purpose of community separators is to maintain greenbelt areas around and between Sonoma County's cities, towns, and more densely developed communities. The Project Site is currently developed with vineyards, meeting the spirit of the community separator designation. Potential impacts to the Windsor/Larkfield/Santa Rosa Community Separator should be analyzed.

Public Services

- The NOP does not include specific information on which jurisdiction will be providing public services. Information should be provided regarding whether services will be coming from Sonoma County, the Town of Windsor, or elsewhere.
- An analysis of the impact to response times, staffing, and equipment needs for public safety services, including Fire, Police, and Medical should be included in the Environmental Assessment.

If you have questions or need additional information, please contact me: Patrick Streeter, Community Development Director, at pstreeter@townofwindsor.com or at (707) 838-5313.

Sincerely,



Patrick N. Streeter, AICP
Community Development Director

cc: Chad Broussard, Environmental Protection Specialist
Mark Linder, Interim Town Manager