



COMPREHENSIVE TRANSPORTATION AND MASTER PLAN
ELK VALLEY RANCHERIA, CALIFORNIA

JANUARY 2014

Elk Valley Rancheria, California
2332 Howland Hill Road
Crescent City, CA 95531



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PREPARED FOR:

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ELK VALLEY RANCHERIA, CALIFORNIA COMPREHENSIVE TRANSPORTATION AND MASTER PLAN

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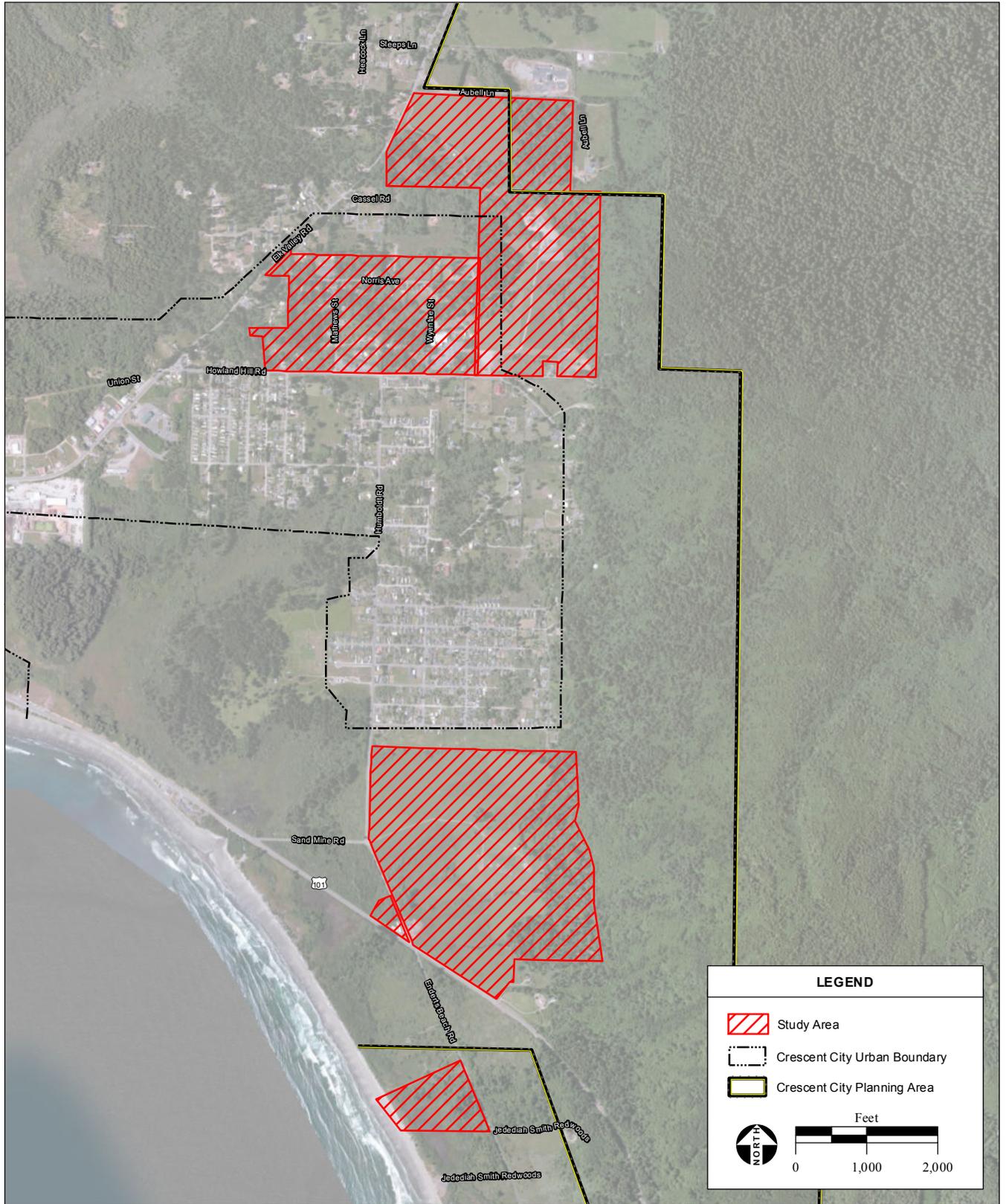
1.0 INTRODUCTION

The Elk Valley Rancheria, California (“Tribe”) initiated the process of developing a Comprehensive Transportation and Master Plan (“CTMP”) for the Tribe. The parcels in the study area (hereinafter referred to as the “Rancheria”) include Tribal trust land and Tribally-owned fee land. Prior to the development of this CTMP, a baseline report of existing conditions, community surveys, and a review of the regulatory requirements and policies of the different jurisdictions surrounding the Rancheria, including Del Norte County (“County”), the City of Crescent City (“City”) and their related policies was produced. This CTMP is a result of collaboration by the CTMP Project Team which includes: the Tribal Council, Tribal Staff, AES, and Linscott Law and Greenspan Traffic Engineers (“LLG”).

1.1 SITE VICINITY AND CHARACTERISTICS

The study area addressed in the CTMP, shown in **Figure 1-1**, was identified based on funding opportunities, potential opportunities for economic and sustainable development, and areas of influence that could affect future Tribal planning. The majority of the Rancheria is located in the City Planning Area, adjacent to the Pacific Ocean. The Rancheria and the surrounding region consist of a diverse geography that includes inland mountain conifer forests and coastal rainforests as well as sandy beaches. The main portion of the Rancheria east of the City has slightly rolling terrain and open space. The Rancheria is located adjacent to the Redwood National and State Parks, home to some of the world’s tallest trees: old-growth coast redwoods. Three California state parks and the National Park Service unit represent a cooperative management effort of the National Park Service and California Department of Parks and Recreation. The parks in the vicinity of the Rancheria include Prairie Creek Redwoods State Park, Del Norte Coast Redwoods State Park, Jedediah Smith Redwoods State Park, and Redwood National Park; these parks comprise 45 percent of all old-growth redwood forest remaining in California. Together these parks are a World Heritage Site and International Biosphere Reserve, protecting resources cherished by citizens of many nations.

Two major corridors serve as access for the Rancheria. The first is U.S. Highway 101 (“US-101”), a two-lane conventional highway located in the southern part of the study area. US-101 is the primary north-south transportation corridor for the region. This route is designated as a High Emphasis Focus Route in the State Interregional Transportation Strategic Plan, is used for the transportation of intercity/interstate commerce, and is the lifeline of the north coast connecting rural areas to and through urban centers. The second is U.S. Route 199 (“US-199”), a two-lane conventional highway that serves the Del Norte Coast and Southern Oregon. It is a principal arterial serving both interregional and interstate traffic. It is used primarily for interstate travel, recreational purposes, and the movement of goods. US-199 is part of the National Highway System, linking US-101 north of the City with Interstate 5 (“I-5”) at Grants Pass, Oregon. US-199 traverses Hiouchi, Jedediah Smith Redwoods State Park, and portions of the Redwood National and State Park system. Much of the route follows the wild and scenic Smith River. The County has several roads that provide access to the various portions of the Rancheria, particularly in the area east of the City. The main roadways providing access to the Rancheria are Elk Valley Road, Howland Hill



SOURCE: Microsoft aerial photograph, 6/3/2010; AES, 2014

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Figure 1-1
Comprehensive Plan Study Area

Road, Humboldt Road, and Sand Mine Road. These two-lane roads are the primary roads that residents in this area utilize to get to US-101 and the City.

There are currently four Tribally-owned roads within the study area: 1) an unpaved road located on the Martin Ranch with access from Humboldt Road; 2) an unpaved road located on Stary Ranch with access from Elk Valley Road; 3) an unpaved road located on Stary Ranch with access from Howland Hill Road; and 4) an access road to parcel 112-73-08 (within the Reservation) off Mathews Street. The Tribe currently does not have any roads within the Bureau of Indian Affairs road maintenance system.

1.2 SUSTAINABLE DEVELOPMENT

This CTMP incorporates sustainable development principles. Sustainable development was defined by the Brundtland Commission of the United Nations on March 20, 1987 as: "...development that meets the needs of the present without compromising the ability of future generations to meet their own needs." (United Nations, 2007)

The sustainable development concept of "smart growth" emerged in 1992 from the United Nation's adoption of Agenda 21 at the UN Conference on Environment and Development held in Rio de Janeiro, Brazil. Smart growth is transportation and planning theory with goals that emphasize concentrated growth in compact, walkable, and bikable communities. One important and relevant element of smart growth is the complete streets concept. Complete streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations (Smart Growth, 2013a; 2013b).

1.3 PURPOSE OF A COMPREHENSIVE PLAN

A comprehensive plan is an orderly planning of a governing body's future improvement program. It is an initial planning step outlining where specific efforts to promote sustainability concepts should be focused. Specifically, this Tribal CTMP identifies present and future needs and provides direction for developing Tribal Enterprises.

The CTMP provides a guide for the Tribe as it seeks to maintain and, where necessary, increase a desirable quality of life for present and future generations while balancing the issues of land development and resource management. It will also promote the general health, safety, and welfare of the Elk Valley Rancheria community, exercise the sovereign rights of the Tribe, provide a general vision to guide physical growth, ensure adequate infrastructure and services are provided, ensure social needs are met, and provide continuity.

The Transportation element of the CTMP is included to create a planning connection between Tribal resources, pedestrian access, and an efficient transportation network. This element will support and enhance: mobility and accessibility, safety, movement of goods/services, effective use of the existing transportation network, and community involvement on multi-modal transportation planning.

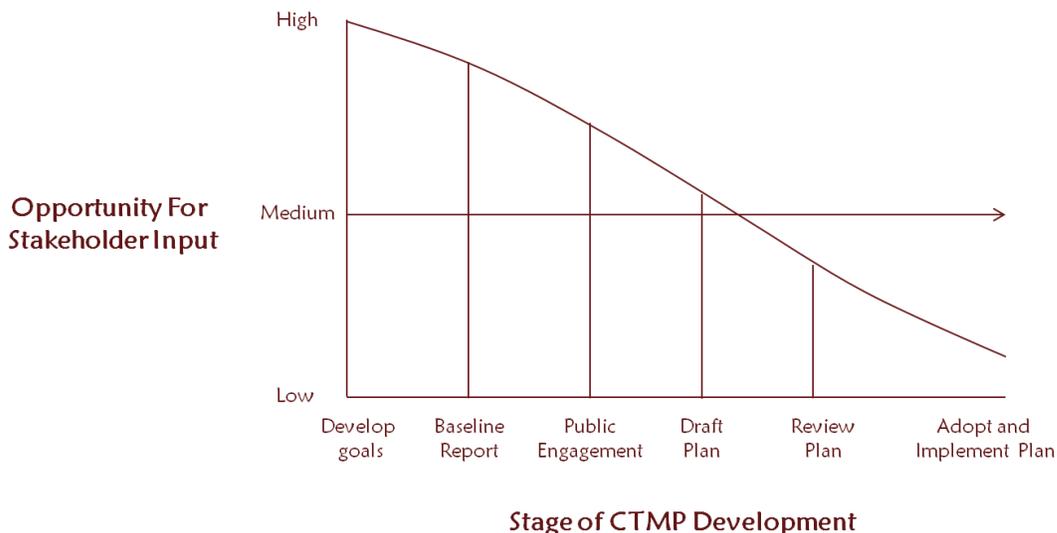
This CTMP will assist in the development of a vision on how comprehensive, multimodal transportation and land use planning can be integrated to support community livability, sustainability, and cultural values.

1.4 MEANINGFUL COMMUNITY PARTICIPATION PROCESS

Ensuring Tribal and non-Tribal stakeholders are engaged in a meaningful way is a vital part of the planning process. Tribal members possess invaluable, first-hand knowledge and understanding of the needs of the Tribe. Their experiences, preferences, and opinions will enable the development of a CTMP that best supports and satisfies the needs of the people it will serve. Involving non-Tribal organizations is also important to facilitate a widespread consultation process to gather as much local information and input as possible. Widespread consultation is important to reduce misinformation and resistance during development and implementation of the CTMP.

Some of the benefits of stakeholder involvement include: encouraging ownership of the CTMP goals, objectives, and policies; facilitation of the sharing of different and unique perspectives on Tribal development ideas and impacts; improving relationships with the community; and increasing the quality and quantity of input received for incorporation into the CTMP.

The opportunity curve for meaningful stakeholder input illustrates the importance of involving stakeholders early in the planning process.



Stakeholder Engagement Meetings

In August and September 2013, the CTMP Project Team organized two stakeholder meetings and a Technical Advisory Committee (“TAC”) meeting at the Tribal Administration Building to provide and receive comments and concerns regarding the CTMP. The CTMP Project Team used a combination of group exercises, small breakout sessions, and individual brainstorming for discussion activities. The meetings were participant-driven and engaging.

During the first stakeholder meeting, the CTMP Project Team provided participants with the opportunity to brainstorm individually and to collaborate with each other using visual aids of the different planning areas. During the second stakeholder meeting, participants worked in small focus groups. In these groups, stakeholders were presented with the opportunity to list ideas for sustainable growth while reflecting on community values, environmental and cultural assets, and connectivity to the Tribe’s current and future land use and transportation systems. During the meetings, the CTMP Project Team guided the stakeholders in the development of long-term land use and design guidance for the Tribe.

The CTMP Project Team worked with the Tribe to develop a TAC for the project. The TAC includes the Tribal Council, Tribal Executive Staff, other key Tribal leaders, a representative from Caltrans, and a representative from the Del Norte Local Transportation Commission. A key role of the TAC is to act as a clearing house on the CTMP Project Team approach to data collection, analytical concepts, and conclusions based. Another key role is for the TAC to assist the CTMP Project Team in determining if all issues are covered for the various stakeholders associated with the project.

Under direction of the Tribe and the TAC, the CTMP Project Team initiated a multimedia campaign to advertise each of the stakeholder meetings. A multi-level outreach program was created that successfully engaged the broad spectrum of Tribal residents and local governmental agencies with interest in the development of the Rancheria. The campaign included flyers for distribution to stakeholders identified in consultation with the Tribe.

The CTMP Project Team developed an overall brand for the project carried through all materials, the survey website, and all media relations in an effort to distinguish this effort from others in the minds of the public and stakeholders. For use at the stakeholder meetings, the CTMP Project Team prepared interactive presentation materials. An interactive “Town Hall” concept was utilized to allow participants to weigh in on topics. Materials were visually-based and designed to stimulate conversation, creativity, and collaboration. Each meeting included physical analysis maps that permitted stakeholders to participate in analysis and development of concepts. The CTMP Project Team facilitated all the stakeholder and TAC meetings.

Key Community Collaborators

Continued coordination with stakeholders is important for the successful implementation of the outlined programs to meet goals and objectives. The following are partners and collaborators who are key participants in the development of the CTMP:

- National Park Service
- California State Parks
- Public and Private Education Centers
- Del Norte Local Transportation Commission
- Del Norte County Board of Supervisors
- City of Crescent City Community Development
- County of Del Norte Community Development
- Coastal Commission, North Coast District
- Smith River Alliance
- Caltrans
- Redwood Coast Transit
- Crescent City Police Department
- Crescent City Fire Department
- Del Norte County Sheriff Department
- Elk Valley Rancheria Enterprises
- City of Crescent/Del Norte County Chamber of Commerce
- City Council of Crescent City
- Del Norte County Economic Development Corporation
- City of Crescent City Housing Authority
- U.S. Housing and Urban Development
- Bureau of Indian Affairs

1.5 HISTORY OF THE ELK VALLEY RANCHERIA, CALIFORNIA

The Tolowa Indians of the Elk Valley Rancheria negotiated a treaty with the United States in 1852. The U.S. Senate never ratified this treaty or any of the 18 treaties negotiated with other tribes at the time, but treaties need not be consummated to evidence recognition (Department of the Interior, 2007). Pursuant to the 1906 Indian Office Appropriation Act of 1906, the United States purchased 100 acres for "homeless Indians of Del Norte County," formally establishing the original Reservation at its present location. Pursuant to this 1906 authorization the United States purchased what is now known as the Elk Valley Rancheria for the Elk Valley Tolowa. The United States held the property in trust for the benefit of the Elk Valley Tolowa but legal title to the land remained with the United States. The initial Tribal members, consisting of displaced Indian people of both Tolowa and Yurok ancestry, organized a Tribal government pursuant to the Indian Reorganization Act of 1934. With the California Rancheria Act of 1958, Congress initiated a policy of terminating the Federal supervision of Indian tribes and established a process of terminating the Federal trust relationship with the Tribe thereby terminating their status as individual

Indians and as a Tribe. The Elk Valley Rancheria, California was terminated in 1962. In addition to revoking the Tribe's right to self-governance and other measures, the termination policy divided and transferred Reservation properties to individual members, requiring the payment of property taxes. As a result, Tribal members sold most of the property within the Reservation to non-Indians to avoid forced tax sales and few parcels remained in Tribal or even Indian ownership. In the 1970s, the Tribe joined other Indian community groups to legally challenge the 1958 California Rancheria Act and associated terminations of Tribal status (known as the "*Tillie Hardwick*" case). On March 2, 1987 the District Court ordered the Secretary of the Interior to publish notice that the United States maintained a government-to-government relationship with the Tribe re-establishing their Federal recognition status. In addition, the Court held that the Reservation had never been lawfully terminated, and the boundaries legally remained in existence. Accordingly, the Court established a process for the Secretary of the Interior to take trust title to any property still owned by any Indian on the Reservation; however, few parcels remained in Indian Ownership. The Tribe reorganized and, on December 27, 1994, formed a new government under a Constitution approved by the Secretary of the Interior.

1.6 BACKGROUND DATA

Population

Population is an indicator of how the development and growth of a community is determined. Historical population data is used as a tool to project area growth and recommend appropriate development goals within the CTMP. **Table 1-1** shows the American Indian Population and Labor Force estimates for the Tribe published by the Bureau of Indian Affairs ("BIA") beginning in 1987 when the United States established the Tribe's federal recognition status. The BIA Labor Force estimates are only available until 2005; therefore, the 2011 statistics were taken from the US Census Bureau ("US Census").

Economy

The Tribe offers various governmental services to its members and operates several local businesses, including the Tsunami Lanes Bowling Alley, Del Norte Golf Course, Hiouchi RV Resort, and the Elk Valley Casino. The Tribe also owns Elk Valley Rancheria Economic Development Corporation and Elk Valley Rock. On March 18, 2008, the U.S. Department of the Interior, BIA accepted the Tribe's Martin Ranch property in trust for gaming purposes. The 203.5 acre parcel will be the future site of the Elk Valley Resort and Casino. The Tribe currently employs nearly 200 people in the County (Del Norte Triplicate, 2012). **Table 1-1** shows the historic unemployment rate for the Tribe between 79 and 80 percent in the most recent recorded years between 1999 and 2005. In 2011, the US Census recorded a decrease in the unemployment rate of 43 percent for Tribal members.

TABLE 1-1: ELK VALLEY RANCHERIA HISTORICAL POPULATION AND LABOR FORCE

Year	Total Population	Total Employed	Percent Unemployment
2011*	104	45	43%
2005	98	21	79%
2003	100	19	81%
2001	100	19	81%
1999	87	17	80%
1997	79	38	52%
1995	38	16	58%
1993	188	47	75%
1991	250	38	85%
1989	260	43	83%
1987	92	8	91%
Source: BIA, 2013; *US Census, 2011			

Land

The original Reservation consisted of 100 acres and is currently primarily a residential area. Prior to gaming, the Tribe had only been able to acquire 15 of the original 100 acres of the Reservation. Between the years of 1987 and 1997 the Tribe acquired six parcels of land that were within or contiguous to the Reservation boundaries (**Table 1-2**). Even after the commencement of gaming activities, the Tribe has only been able to acquire trust status for 12 parcels of land within the original Reservation boundaries totaling 40.56 acres. Five of the 12 trust parcels are discussed in **Section 2.1**.

Both on and off the original Reservation, the Tribe has acquired a total of 16 parcels in trust. In April 2001, the Tribe applied to have seven parcels taken into trust and in August 2003 four of the parcels were taken into trust. The two Stary Ranch parcels were taken into trust in April 2004 and the Martin Ranch parcel was taken into trust in March 2008. The Tribal Administration Building and the Ocean Way parcels were applied for separately and taken into trust in December 2005 and February 2013, respectively. The remaining parcels in **Table 1-2** are located on Tribally-owned fee land.

This CTMP promotes the incorporation of sustainable land use practices by designating concentrated planning areas throughout the Rancheria. These include residential, commercial, and recreational uses.

TABLE 1-2: ELK VALLEY RANCHERIA LAND ACQUISITIONS

Parcel Name	APN	Acreage	Parcel Location	Status	Date Acquired	Applied for Fee-to-Trust	Date in Trust	
William Green Residence	112-071-06	3.62	On-Reservation	Trust	N/A	N/A	N/A	
Norris Residence	112-071-08	2.32	On-Reservation	Trust	N/A	N/A	N/A	
Betty Green Residence	112-071-10	4.77	On-Reservation	Trust	N/A	N/A	N/A	
Betty Green (Casino)	112-071-11	2.42	On-Reservation	Trust	N/A	N/A	N/A	
Butrick (mostly undeveloped)	112-072-02	5.03	On-Reservation	Trust	N/A	N/A	N/A	
Kenneth Green Residence	112-073-13	3.37	On-Reservation	Trust	N/A	N/A	N/A	
Lopez Residence	112-073-17	0.75	On-Reservation	Trust	N/A	N/A	N/A	
Tribal Housing	112-072-06	1.1	On-Reservation	Trust	1-26-87	April 2001	August 2003	
Green Residence	112-073-08	3.69	On-Reservation	Trust	10-12-93	April 2001	August 2003	
Community Center	112-071-01	4.75	On-Reservation	Trust	5-4-95	April 2001	August 2003	
Casino-Parking Lot	112-071-16	5.1	On-Reservation	Trust	6-7-95	April 2001	August 2003	
Reservation Fee Land	Various	53.79	On-Reservation	Fee	Various	N/A	N/A	
Stary Ranch I	112-020-69	73.41	Contiguous	Trust	9-5-96	April 2001	April 2004	
Stary Ranch II	112-020-68	105.58	Contiguous	Trust	9-26-97	April 2001	April 2004	
Martin Ranch	115-020-28	203.5	1 mile south of Reservation	Trust	6-24-98	April 2001	March 2008	
Tribal Administration Building	112-073-21	3.64	On-Reservation	Trust	8-29-01	N/A	December 2005	
Enderts Beach	112-020-35	21.72	1.9 miles south of Reservation	Fee	6-1-01	N/A	N/A	
Ocean Way	115-020-20	2.01	1 mile south of Reservation	Trust	7-14-04	August 2009	February 2013	
EVR West	112-222-01 112-222-02 112-222-03 112-180-35	0.37 0.44 0.27 5.02	Contiguous	Fee	N/A	N/A	N/A	
TOTAL ACREAGE		506.67						
Source: Elk Valley Rancheria, 2002, 2012, 2013a, 2013b								

1.7 DECLARATION OF SOVEREIGNTY

The Tribe is a sovereign governmental entity that enjoys sovereign immunity from suit. The Tribe, as a governmental entity, can only act through its authorized elected officials, officers, and employees. Except as otherwise provided by a duly enacted Ordinance of the Elk Valley Tribal Council or a Resolution of the Elk Valley Tribal Council adopted pursuant to such authorizing Ordinance, explicitly waiving the Tribe's sovereign immunity from unconsented suit, the Elk Valley Rancheria:

- a. Does not consent to be sued and is not subject to suit in any administrative or court proceeding;
 - b. Is not liable for any act or omission of any Tribal officer, elected official, Tribal employee, or any other person, organization, or entity owned or operated by the Tribe.
- (Elk Valley Rancheria, 1999, Ordinance No 99-32).

The Tribe's Constitution was approved in 1994, stating that the governing body of the Tribe shall be the Elk Valley Tribal Council. It shall be the duty of the Tribal Council to govern all the people, resources, land, and water reserved to the Tribe in accordance with this Constitution, and under such laws as may hereinafter be adopted by the Tribal Council (Elk Valley Rancheria, 1994).

1.8 DEFINITION OF LAND OWNERSHIP STATUS

It is important to consider land ownership when determining the applicable federal, local, or Tribal laws and regulations. Land ownership within the Rancheria falls into one of two categories:

Tribal trust lands are held in trust by the United States government for the benefit and use of a Tribe. The United States holds the legal title and the Tribe holds the beneficial interest. Tribal trust land is held communally by the Tribe and is managed by the Tribal government. The Tribe may not convey or sell trust land without the consent of the federal government. Tribes may acquire additional land and have it placed in trust with the approval of the federal government. Tribal trust lands can be located off the Reservation.

Tribally-owned fee lands are private, fee lands held by the Tribe. These lands are governed and taxed by the County.

1.9 OVERALL VISION

Building Blocks Concept

The principal methods and strategy for the CTMP revolve around the creation of "building blocks" based on collection and mapping of environmental, land use, transportation, and economic data for Rancheria lands. The concept of building blocks is based on identifying and developing distinct residential and commercial neighborhoods whereby each neighborhood is compact with gathering centers that are within walking or biking distance. These building blocks will be the foundation for the Tribe's land use and

transportation pattern incorporated into the CTMP. Data has been compiled into an Environmental, Land Use, and Transportation Baseline Study (“Baseline Study”) and Geographic Information Systems (“GIS”) mapping has been used as the basis for both future planning and utilization in the stakeholder outreach program. The CTMP Project Team has previously completed numerous studies on the Rancheria in association with past projects and accordingly much of the data within this CTMP has been drawn from archived data. The data collection also includes a synthesis of information from the County of Del Norte and City of Crescent City General Plans, Local Transportation Plans, Community Service District’s Plans and Ordinances, existing Tribal Plans or Ordinances, Solid Waste Management Plans, Resource Management Plans, Forest Management Plans, and any other materials relevant to the CTMP.

The Baseline Study and GIS mapping were utilized in an organized and creative stakeholder outreach program designed to: verify the constraints and opportunities for the CTMP and region, develop a vision for the integrated CTMP for land use and transportation, and build consensus from the stakeholders. The stakeholder outreach program was also a key element in developing “building blocks” and included surveys to assure that the CTMP not only reflects land use and transportation values but also rural design issues for the region.

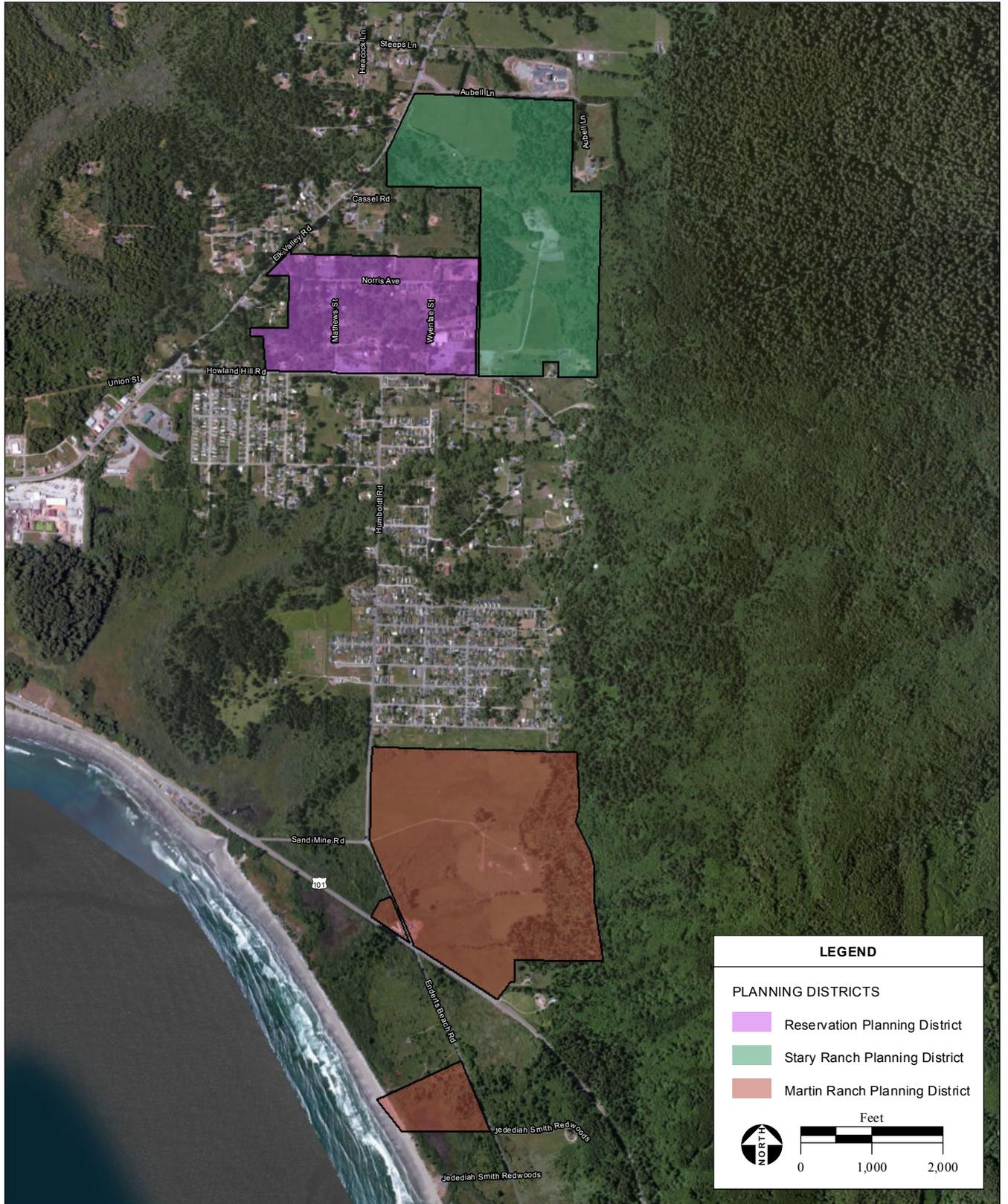
The CTMP development is based on the Baseline Study, the development of key land use and multimodal transportation linkages, and the stakeholder engagement process to develop “building blocks” policies that allow for the Tribe and the surrounding community members to develop a program that encourages economic development while reducing vehicle trips by offering transportation alternatives.

Finally, this ‘building block’ concept allows the Tribe to develop a truly sustainable CTMP that is based on the creation of a healthy environment, strong economy, and the social well-being for Tribal residents. This includes the development of a CTMP that reduces greenhouse gas (“GHG”) emissions and creates the concentration of land uses to allow for a diversification of transportation choices.

Policies and programs in the CTMP that help improve the quality of life for Tribal members, visitors, and workers are a key element of the plan. The CTMP also focuses future land use, development, and conservation concepts on multimodal access, green building and neighborhood design standards, environmental justice, and GHG emission reduction strategies.

Planning Districts

For the purpose of this analysis and in consideration of the “building block” concept, the Rancheria has been broken into three planning districts. The three planning districts are shown in **Figure 1-2** and described below:



SOURCE: Microsoft aerial photograph, 6/3/2010; AES, 2014

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Figure 1-2
Planning Districts

Reservation Planning District (“RPD”), consisting of the Reservation which contains the Community Center, Tribal Housing, Green Residence, Tribal Administration Building, and Casino-Parking Lot trust parcels.

Stary Ranch Planning District (“SRPD”), consisting of overflow casino parking, an aggregate mine, grazing lands, and Tribal cemetery within the boundaries of the Stary Ranch trust parcels.

Martin Ranch Planning District (“MRPD”), consisting of the Martin Ranch and Ocean Way trust parcels and the Enderts Beach Tribally-owned fee parcel.

These districts were formed by 1) identifying existing land uses that could be directly related to each other; for example, the RPD was formed around the entertainment and administrative centers of the Tribe’s lands; and 2) identifying the physical separation between planning areas such as the physical separation between the Martin Ranch and the Reservation parcels.

The concept of using districts to define a CTMP for the Rancheria is based on identifying associated planning elements that can relate to each other to develop land use and circulation programs. These associated planning elements can interrelate for both economic purposes and long-term sustainability. This technique of dividing Tribal properties into planning districts is very effective in creating interrelated programs, and it also promotes a cost effective approach by focusing on concentrated infrastructure, pedestrian activity, etc., within each district rather than the Rancheria as a whole.

The planning, infrastructure, and environmental resources summarized in the following sections have provided a basis for determining opportunities and constraints for potential development within the Rancheria (**Figure 1-2**).

This CTMP has been prepared consistent with the mission of the Tribe to serve the economic development needs of the Tribe and the larger community by improving access to development resources and realizing new opportunities to expand the Tribe’s collective land base and jurisdiction.

1.10 COMMUNITY VISION

During the first community meeting the CTMP Project Team prepared interactive exhibit boards of the three defined planning districts and the Rancheria roads. The stakeholders in attendance developed a list of strengths, weaknesses, opportunities, and constraints for the Rancheria. The asterisks (*) represent consensus from more than one stakeholder.

Strengths

- The natural beauty and integrity of region. *
- The mutual benefits of harbor development, regional visitors, and Tribal enterprises.

Weaknesses

- Lack of sufficient public transit (for example the lack of service on Sundays or in the evening).

Opportunities

- Job creation for Tribal and community members. *
- Partnering opportunities with local agencies and organizations. *
- Integration of local transit services into Tribal planning considerations. *
- Trail systems with multi-modal capacity. *
- Community gardens in the RPD. *
- Composting in the RPD. *
- Sidewalks in the RPD. *
- Pedestrian/safety lighting in the RPD.
- Health clinic in the RPD. *
- Sidewalks and bus shelters at public transit stops on and adjacent to the Rancheria. *
- Green building and sustainable principles – incorporating use for construction projects. *
- Shuttle service to trail heads and other recreation venues to reduce need for parking facilities and reduce traffic. *
- Identify and promote tourism uses emphasizing interconnectedness of the Tribe to other community facilities and services. *
- Cultural center in the SRPD. *
- National park lodge/resort in the SRPD. *
- Connector trailhead from Aubell Ranch Road to Hatton Trail, Boy Scout Tree trail and Howland Hill Road. *
- Youth education center in the SRPD. *
- Destination Casino Resort in the MRPD.*
- Disc golf in the MRPD. *
- Housing in the MRPD.
- Coast to Crest Trail – crossing from Enderts Beach (Mill Creek trail and Hobbs Trail). *
- Traffic calming for pedestrians and bicyclists in the Elk Valley community. *
- Golf course in the MRPD. *
- Brewery in the MRPD. *
- Youth Hostel in the MRPD. *
- Safe crossing of US-101 that incorporate trail connections. *
- Cost effective US-101 crossing alternatives. *
- Bike lanes interconnecting the Tribal and non-Tribal communities within the Rancheria. *
- Interconnected bike trails throughout the Rancheria. *
- Signage for natural and historic resources. *
- Better presentation of roadway leading to Stout Grove beautification (end of Howland Hill Rd).
- Safe intersections at Sand Mine & US-101 and Sand Mine & Humboldt.
- Traffic calming and pedestrian crossing on US-101.

Constraints

- No housing in natural areas (Enderts Beach). *
- Tsunami evacuation zone (Enderts Beach and western portion of the Martin Ranch). *

- Limit motorized access to Enderts Beach area and limit land uses to nature/open space, horseback riding (beach), stables, and camping. *
- Incorporate seismic and tsunami hazards into planning considerations.
- Restrict industrial developments adjacent to state or national park.
- Restrict disc golf near forested areas.

Group Consensus Results

The community vision was further detailed in the second community meeting in which the stakeholders were divided into three small groups and given maps and interactive materials that allowed participants to weigh in on topics and generate specific recommendations for development to help guide the goals and objectives of this CTMP. The format was visually-based and designed to stimulate conversation, creativity, and collaboration.

Group One

- Sports Complex and Rifle Range in the northernmost portion of the SRPD.
- Speed bump and covered bus stop in front of the Head Start building in RPD.
- Covered bus stop in front of Tribal Administration building in RPD.
- Covered bus stop on Mathews Street in RPD.
- Bike lane along Humboldt Road between Howland Hill Road and Sand Mine Road.
- Community garden in the MRPD.
- Visitor center in old smoke shop building.
- Westernmost portion of the Martin Ranch parcel, all of Ocean Way parcel, and all of Enderts Beach parcel are located within the Tsunami Evacuation Zone.
- Add traffic calming measures at intersection of US-101 and Humboldt Road
- In the vicinity of the MRPD:
 - Add a multi-use lane for bikes and pedestrians along Humboldt Road
 - Add street lighting along Humboldt Road
 - Between the Martin Ranch and Ocean Way parcels add a gas station/convenience store.

Group Two

- Bus stop and protective shelter in front of the Tribal Administration building.
- Public wifi capabilities in and around the Tribal Administration building.
- Trails connecting:
 - SRPD and MRPD.
 - The Rancheria to the adjacent National Park.
 - Martin Ranch and the Enderts Beach parcel via an eastern perimeter trail.
- Transportation within the Rancheria to be provided by shuttle service:
 - Connect with Redwood Coast Transit or contract with Redwood Coast Transit.
 - Reopen all trails and ensure safe connections to existing trails.
- Community garden planted behind Head Start building.

- Recommendations may include endangered plant nursery, individual plots, or general use.
- Safety cross walk in the vicinity of MRPD – automatic lights on Humboldt Road
- Joint cooperation for forest trails.
- Disc Golf to promote community health.
 - Utilize wooded area on Martin Ranch parcel.

Group Three

- Mixed income residential condos in northernmost portion of the SRPD.
- Horse stables near the eastern border of the SRPD.
- Trail connection near horse stables.
 - State Park Trail Plan includes such a trail as well as a trail to Simpson Reed Grove.
- National Park Lodge/Resort in the SRPD with a consistent architectural theme to the Rancheria.
- Contact and coordinate disaster preparedness with Emergency Services Manager for Del Norte County.
- Cultural Center in the RPD.
- Medical Center in the RPD.
- Bike rentals at the Enderts Beach parcel and additional bike paths near the beach.
- Trail connection to the National Park on the eastern border of the MRPD.
- Destination Casino/Resort in MRPD.
 - Event Center for information.
 - Convention/meeting space.
 - Sponsor surfing contests.

Technical Advisory Committee Consensus Results

Reservation Planning District

- Important to build traffic control measures in front of the Head Start building.
- Consensus reached about constructing covered bus stops around current bus stops on the Rancheria (Casino, Tribal Administration, Head Start).
 - The City's unmet transit needs document lists the bus shelters in order of priority for replacement.
 - Private funds will be required do to the low priority rating of Tribal bus stops on the City's unmet transit needs rating list.
 - Potential funding source is through the US DOT Public Transportation ("DOT") on Indian Reservations [5311(c)] Grant.
 - Tribe will work with the City to work on increased ranking of Tribal facilities in City planning documents.

- Consensus to build a community garden and compost area on the Head Start parcel on Norris Avenue because of the central location, ability to build upon the existing garden, and use of the existing water source.
 - The Tribe needs to decide if it prefers for people to have shared or separate garden plots.
 - Safe Neighborhoods programs can help initiate a community garden project.
- Discussion incorporating sidewalk maintenance into the CTMP as well as improvements because it is costly to replace or install new sidewalks.
- Community wide way finding, i.e., signage.
- Del Norte Local Transport Commission Short Range Transportation Plan.
 - Discusses trailheads (US-199, Newton B. Drury Scenic Parkway).

Stary Ranch Planning District

- Consensus for a horse facility.
 - The state has pulled 100% of its funding to the 41st District Agricultural Association – Randy Hatfield (current director of the District).
 - This may move up in priority if the fairgrounds facility loses all funding.
- Consensus about developing uses complimentary to the adjacent State and National Parks.
- Sports park.
- Beach Front Park 20 year plan may include an amphitheater.
- Wells on Stary Ranch can be used to irrigate and maintain the property.
- Two TAC members were against the idea of a National Park Lodge.
 - Could be an Elk Valley Rancheria Lodge with National Park amenities instead.

Martin Ranch Planning District

- Divided consensus for full length championship disc golf course.
 - There is currently a standard course on Front Street, less than a mile from the Rancheria.
 - There are 300 members in Humboldt County, many of which would use a championship course.
 - 160 acres of land is required for a championship golf course, the Martin Ranch property is 204 acres total with 48 acres of wetlands.
- Opportunity to coordinate with the National Park Service regarding development a youth hostel.
 - There are potential safety concerns for a left turn off US-101 if it is located near Enderts Beach.
- Establish access, signage, or gateway to the Coast to Crest Trail (links the California West Coast Trail and the Pacific Crest Trail) with possible links to Mill Creek Trail and Hobbs Wall Trail
- Consensus to develop a brewery on this property.
 - Possible location includes the current Elk Valley Tobacco Shop footprint or attached to the proposed casino.
 - Opportunities to review existing facilities such as the Feather Falls Casino Brewing Co. (Oroville, CA).

- Assess a business model starting on a microbrewery scale to assess the demand for such a service and expand according to the feedback.
 - For example, the brewery formerly on Front Street failed because the enterprise was larger the regional demand resulting in the operating taking on too much debt without adequate profit to pay it down.

Study Area Roads

- Consensus about the importance and significance of Tribal trailhead signage to educate the community on the cultural resources.
- As of 2011, the Del Norte Regional Transportation Plan lists the Humboldt Road Safety Improvement Project as a top priority.
 - This will improve the safety along Humboldt Road (from US-101 to Roy Avenue) making the road safer and more accessible for drivers, pedestrians and cyclists.
 - The improvements will include a roundabout, sidewalks, paved shoulders, bicycle/pedestrian trail, street lighting, signage and an improved intersection at Humboldt and Sand Mine Roads.
- One of the larger concerns for residents in the area is the lack of non-emergency medical services for residents.

Tsunami Evacuation

- The Elk Valley Casino is a Tsunami Evacuation gathering point per an agreement with the City.
 - An evacuation walking path from the Harbor area is up Elk Valley Road and increase multi-modal access should be a priority.
- Pedestrian Evacuation Time Analysis.
 - Important to create basic education and awareness in local businesses and to the local population.

Hydrology and Flood Zones

- Development around or near the seasonal Elk Creek tributary in the SRPD will need to consider the environmental regulations that protect the creek and its ecosystems.

Transportation

- Del Norte Local Transportation Commission US-101 Crescent City Gateway Traffic Calming Project could have an effect on the future development in the vicinity of the US-101.
- Caltrans “approved” the undercrossing at Humboldt Road and US-101 although adequate funding is currently unavailable.

2.0 LAND USE

The CTMP is the Tribe's first comprehensive land use plan that synthesizes and integrates key planning attributes, such as land use, transportation, housing, environmental issues, and economic opportunities.

The land use element of this CTMP integrates and promotes the sustainable land use goals derived from the community meetings and community surveys. The common themes from these sources were evaluated and used in the formulation of the land use element goals, objectives and policies (**Section 2.5**). This section defines the existing Tribal land uses on trust land and the County land uses for the parcels located on Tribally-owned fee land.

2.1 EXISTING CONDITIONS AND HISTORY OF TRIBAL LANDS

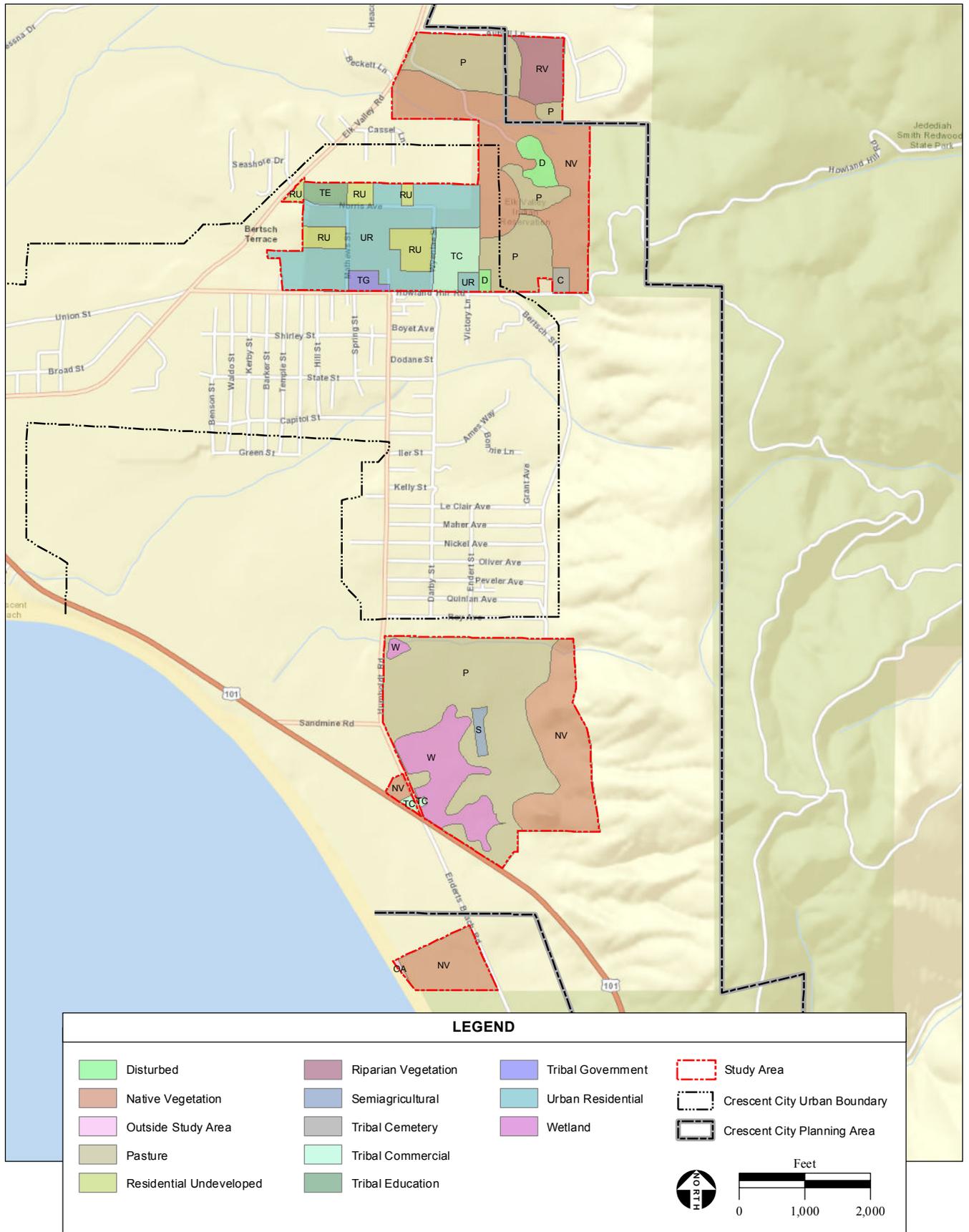
The history of the Tribe is described in **Sections 1.4 and 1.5**. At the time of the reorganization of the Tribe in 1994, it had limited financial means to purchase land. To finance Tribal land acquisitions and administrative functions, the Tribe signed a seven-year lease agreement for gaming with a Tribal member that had maintained one of the few Indian-owned parcels within the original Reservation boundaries. To date, the Tribe has been able to acquire trust status for 12 parcels of land totaling 40.56 acres within the original Reservation boundaries. Five of the 12 trust parcels are discussed below. The remaining seven parcels are Tribal residences (Elk Valley Rancheria, 2002; 2013a).

Reservation Planning District

The RPD consists of residential parcels, Tribal government land, and commercial uses where the Elk Valley Casino is currently located. **Figure 2-1** shows the existing Tribal land use designations.

Elk Valley Rancheria Community Center/Head Start

The Community Center parcel is located off Norris Avenue, east of the intersection of Norris Avenue and Mathews Street (**Figure 2-1**). The Community Center/Head Start parcel contains a public building that houses a Head Start educational program, which serves the Rancheria and the entire community; a small community center, a library, and Indian Health Services offices. All utilities are underground. The parcel is served by Elk Valley Road and Norris Avenue. The front (south side) of the parcel contains a row of small landscaping trees lining the street, pole-mounted lights, paved driveways and encroachments onto Norris Avenue, and approximately 30 paved parking spaces. The back of the parcel contains lawn areas and playground equipment surrounded by cyclone fencing. Surrounding land uses include single-family residences to the south, scattered single-family residences and open space to the north, open space to the east, and residential and open space to the west. The parcel is served by community water and sewer systems and paved County maintained roads (Elk Valley Rancheria, 2013a).



SOURCE: City of Crescent City General Plan, 5/21/2001;
Del Norte County General Plan Coastal Policies, 2003; AES, 2014

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Figure 2-1
Existing Tribal Land Use Designations

Tribal Housing (Former Gaming Office)

This is currently a parcel being used for Tribal Housing, located south of the Community Center parcel across Norris Avenue and contains three existing homes plus the former gaming office which is being rented as residential. The parcel is surrounded by landscaping, lawn areas, and wood perimeter fencing on the west.

Access is primarily via Mathews Street, but is also provided from Norris Avenue. Overhead utilities exist on four poles along Mathews Street. The parcel slopes gently to the south and west, and concrete and metal culverts are located under the driveways along Mathews Street and Norris Avenue. The site contains 17 paved parking spaces and one handicapped space, which drain towards Mathews Street. No natural vegetation exists, with the exception of four native Sitka spruce trees in one yard. Surrounding land uses include single-family residential to the south, east, and west, and the Tribe's Head Start/Small Community Center to the north. The parcel is served by community water and sewer systems and paved County maintained roads (Elk Valley Rancheria, 2013a).

Green Residence

The Green Residence parcel contains four single-family residences on a relatively wooded 3.68-acre parcel. The parcel is served by Mathews Street and is bounded by hog wire perimeter fencing. A cleared area, with some small trees and shrubs emerging, exists south of the residence. This area is used for grazing. Surrounding land uses are residential, agricultural, commercial, and undeveloped (Elk Valley Rancheria, 2013a).

Elk Valley Casino-Parking Lot

The Elk Valley Casino-Parking Lot parcel is bounded by Howland Hill Road to the south, Wyentae Street to the west, residential trust parcels to the north, and the Stary Ranch to the east. The Elk Valley Casino-Parking Lot parcel currently consists of the Elk Valley Casino and associated parking lot. Surrounding land uses include the overflow casino parking lot, residential to the north and a maintenance building, residential development to the west, and agricultural/mining to the east (Elk Valley Rancheria, 2013a).

Tribal Administration Building

The Tribal Administration Building Parcel is located on Howland Hill Road, east of Elk Valley Road and is the current location of the Tribal Office Building, a propane tank, and a Tribally-owned residence. Private residences border the parcel to the north and to the east. The southern boundary is Howland Hill Road, and to western boundary is Mathews Street. There is a small maintenance building located adjacent to the Tribal Office Building. The building houses an emergency generator and maintenance equipment. A Tribally-owned residence is located on the property. The parcel is served by community water and sewer systems and paved County maintained roads (Elk Valley Rancheria, 2013a).

Stary Ranch Planning District

The mix of existing land uses in the SRPD include: general agricultural, prime agricultural, timberland, and Tribal cemetery (**Figure 2-1**). The RPD borders the SRPD to the west. A majority of the SRPD is located within the City Planning Area. Agricultural, commercial, and residential land uses are present to the north and south. Recreational and related open space uses are present to the east. The Stary Ranch has historically been used for livestock grazing, hard rock mining, coffin manufacturing, timber production (i.e., a logging camp), and residential purposes. The site was the location of a historic ranch house complex that contained a residence, barn, shed, and wooden corral/cattle chute. At one time, this same area contained more recent residential development including a mobile home, garage, animal shed, garden, and numerous parked cars (as identified by a cultural resource survey in 1986) (AES, 2003). Currently, the site is utilized for livestock grazing, casino overflow parking, hard rock mining, residential purposes, and as a cemetery.

Livestock grazing is limited to a northern portion of the SRPD and is adjacent to the over-flow parking of the adjacent casino. The cattle are located within a pen; however, cattle also graze outside the pen. The rock quarry is located in the center of the property with access from the south via an unpaved road originating at the casino over-flow parking lot and from the west from an access gate and unpaved road leading from Elk Valley Road, south of the intersection of Elk Valley Road and Aubell Lane. Surrounding the rock quarry are various storage piles of excavated soils and rock. Adjacent and east of the rock quarry are piles of cement for processing as part of the quarry. A Tribal cemetery is located within the southeastern corner of SRPD, adjacent to Howland Hill Road. The cemetery includes a paved parking area located north of the cemetery. A majority of the land use on the SRPD is open space.

Martin Ranch Planning District

Martin Ranch

The Martin Ranch site lies within the City's Planning Area but outside of the Urban Boundary (**Figure 2-1**). The existing land uses within the Martin Ranch are general agriculture, resource conservation area, timberland, and commercial. Surrounding land uses are governed by the County and consist primarily of grazing lands, parklands, open space, and residential housing. To the north of the Martin Ranch site is a residential neighborhood served by public sewer and water facilities. To the east are the forested lands of the Redwood National Park and the Mill Creek Acquisition owned by the California Department of Parks and Recreation. South of the Martin Ranch site, there are lands owned by the California Department of Fish and Wildlife. To the west are state lands managed by the California Department of Fish and Wildlife, including the Crescent City Marsh Wildlife Area. The Ocean Way Motel is also located immediately west of the Martin Ranch parcel and is included in this planning district. US-101 is located adjacent to the southern portion of this parcel.

A gravel driveway provides access to the interior of the Martin Ranch from Humboldt Road and travels east to the center of this parcel. This driveway is approximately one-third of a mile in length. A single-

family residence that was previously located on the property included a septic tank and leach field and all associated facilities have been removed. A storage shed still remains standing. Cattle grazing occurs throughout this parcel (AES, 2006).

Ocean Way Site

The Ocean Way site, known locally as the Ocean Way Motel, is located approximately one mile southeast of the City on the east side of US-101 at the intersection with Humboldt Road. Nearly half of the approximately 2-acre site is developed and contains seven standing structures (all related to the Ocean Way Motel), landscape plantings, and paved parking areas. Natural vegetation within the undeveloped portion (northern half) is primarily composed of coastal riparian species. South of the Ocean Way site where Humboldt Road crosses US-101, the name of the road changes to Enderts Beach Road and leads to forested coastline and several beaches managed by Redwood National Park. Immediately east of this parcel is Martin Ranch. The bulk of land uses surrounding this site are open space, recreation, diffuse residential, and low-intensity agriculture (dairy) (Elk Valley Rancheria, 2013a).

Enderts Beach Site

The Enderts Beach site consists of 22 acres adjacent to the Pacific Ocean off Enderts Beach Road, located outside of the City Planning Area. The property is currently undeveloped and designated as a resource conservation area.

2.2 EXISTING PLANS AND DOCUMENTS

Table 2-1 outlines relevant plans and documents completed for Tribe. A review of these plans and documents has been conducted as a part of this CTMP.

Land use goals and objectives from existing documents were combined with input from the community engagement meetings. Themes were established as they applied to the creation of element goals, objectives, and policies.

2.3 COMMUNITY PARTICIPATION

Community Engagement Meetings

During the community engagement meetings the specific land use topics were discussed among the stakeholders. These are provided below. The asterisks (*) represent consensus from more than one stakeholder.

Meeting One

- Maintaining natural beauty and integrity of land. *
- Community garden in Tribal Planning District. *
- Composting in Tribal Planning District. *

TABLE 2-1: ELK VALLEY RANCHERIA PLANS AND DOCUMENTS

Document Name	Document Type	Date	Prepared By
Humboldt Road Staff Report Coastal Grading Permit for Pedestrian and Safety Improvements	Staff Report	May 2012	Winzler and Kelly
Elk Valley Rancheria Energy Efficiency and Alternatives Analysis	Energy and Alternatives Analysis	November 2011	Frank Zaino & Assoc.
Drug Task Force MOU between Elk Valley Rancheria, the County, and the County Sheriff	Memorandum of Understanding	November 2010	Del Norte County
Long Range Tribal Transportation Plan	Transportation Plan	March 2009	Nelson/Nygaard Consulting Assoc.
Elk Valley Rancheria Martin Ranch Property EIS	Environmental Impact Statement	September 2006	AES
Elk Valley Casino Relocation Traffic Study	Traffic Study	March 2006	Whitlock and Weinberger Transportation, Inc.
Drainage Study and Preliminary Grading Plan Elk Valley Rancheria Fee-to-Trust Project	Drainage and Grading Plan	August 2005	SHN Engineers & Geologists, Inc.
Delineation of Waters of the United States Martin Ranch Fee-to-Trust	Delineation of Waters of the U.S.	August 2005	AES
Gaming, Hotel, Entertainment Facility, and RV Park Market Assessments	Market Assessment	April 2004	The Innovation Group*
Cross Deputization MOU between Elk Valley Rancheria, the County, and the County Sheriff	Memorandum of Understanding	July 2004	Del Norte County
Socio-Economic Impacts on Del Norte County from the Proposed Elk Valley Casino Resort	Socioeconomic Report	July 2004	M.Cubed
Elk Valley Rancheria Wastewater Treatment Alternative Evaluation	Wastewater Alternative Study	July 2004	MWH America, Inc.
Elk Valley Rancheria Water Supply Study Final Report	Water Supply Study	November 2004	MWH America, Inc.
Biological Resources Assessment: Elk Valley Rancheria Martin Ranch Fee-to-Trust Project	Biological Resources Assessment	May 2006	AES
Elk Valley Rancheria Stary Ranch Property EA	Environmental Assessment	June 2003	AES
Elk Valley Casino Relocation Traffic Study	Traffic Study	2003	Whitlock and Weinberger Transportation, Inc.
Elk Valley Rancheria Martin Ranch Property Phase I	Phase I Environmental Site	2003	AES
Development MOU between Elk Valley Rancheria and the County	Memorandum of Understanding	January 2002	Del Norte County
Martin Ranch Public Utilities and Services Report	Utilities and Services Report	April 2002	White Shield, Inc.
Elk Valley Casino Complex Programming	Programming Report	August 2002	Group West Assoc, LLC*

Document Name	Document Type	Date	Prepared By
Archaeological Survey of Martin Ranch	Cultural Resources Report	October 2002	Leslie S. Heald
Source: AES, 2013 *This report is confidential for Tribal use only			

- Health clinic in Tribal Planning District. *
- Cultural center in Stary Ranch Planning District. *
- Youth education in Stary Ranch Planning District. *
- Acknowledge seismic potential and tsunami run-up before planning large expensive developments.
- No industry adjacent to state or national park.
- Tsunami evacuation zone (Enderts Beach and western portion of the Martin Ranch parcel). *

Meeting Two

- Community garden in the MRPD.
- Visitor center in old smoke shop building.
- Tsunami Evacuation Zone and planning considerations.
- Public wifi capabilities in and around the Tribal Administration building.
- Community garden planted behind Head Start building.
- Joint cooperation for forest trails.
- Horse stables near the eastern border of the SRPD.
- Cultural Center in the RPD.
- Medical Center in the RPD.

Community Survey Results

The production and distribution of surveys to the Tribal members, employees, and community members in the vicinity of the Rancheria was an important part of the stakeholder engagement process. Approximately 100 responses were received. The compiled results of the surveys provide insight as to the demographics, travel patterns, preferences, and challenges to basic needs, transportation, housing, and economic development within and surrounding the Rancheria (**Appendix A**). Approximately 60 percent of the respondents were between the ages of 26 and 45. Tribal members comprised 28 percent of the total respondents, while 85 percent of the respondents live or work on or adjacent to Tribal lands. Approximately 44 percent of the respondents have lived in the area between 1 and 5 years, and 40 percent have lived in the area between 6 and 10 years. Some of the most notable results of each of the surveys are summarized below.

Basic Needs and Quality of Life Survey

Overall the survey respondents were satisfied living or working on or adjacent to Tribal land. More than 90 percent of respondents believe that a safe place to live is important or very important and that a clean and attractive community is important or very important.

- 86 percent believe that a hometown atmosphere is important or very important.
- 90 percent believe that adequate medical facilities are important or very important.
- 95 percent believe that the quality of schools is important or very important.
- 96 percent believe that the environmental quality of water and open space is important or very important.
- 100 percent believe that new Tribal facilities bringing pride to the community and attractive development alternatives is important or very important.
- 90 percent believe that sustainability is important in the construction of new facilities.

A majority of respondents (79 percent) believe that there is a high need for youth centers in the community. Approximately 85 percent have a high concern for employment in the community and approximately 80 percent would like to see more entertainment and attractions in the community. Approximately 74 percent would like to see more starter homes (\$75,000 to \$150,000) in the area.

Technical Advisory Committee Consensus on Land Use

Reservation Planning District

Consensus was reached to build a community garden and compost area on the Head Start parcel on Norris Avenue because of the central location, ability to build upon the existing garden, and use of the existing water source.

- The Tribe needs to decide if they prefer for people to have shared or separate garden plots
- Safe Neighborhoods programs can help initiate a community garden project

Stary Ranch Planning District

Consensus was reached about ensuring future development compliments the adjacent State and National Parks.

Consensus for youth education and youth centers were reached in the community meetings and through the community surveys.

Martin Ranch Planning District

Consensus was reached about creating basic education and awareness in the community concerning the pedestrian evacuation time analysis and the walking path from the harbor area up Elk Valley Road, and from Martin Ranch up Humboldt Road to the Tribal Administration Building.

2.4 SUSTAINABLE STRATEGIES

Preservation of Open Space

The Tribe has a strong relationship with the National Park Service with a history of working together and offering mutual support. This CTMP has a goal of preserving the Rancheria's natural/cultural resources by focusing development in disturbed areas with adequate utilities and accessibility. This strategy also reduces overall cost of infrastructure to the Tribe.

Define and Regulate Compatible Land Uses

An important element of an effective land use plan is defining and regulating compatible land uses which helps to minimize impacts to existing land uses. A mix of low, medium, and higher densities in every community conserves land and fiscal resources by maximizing use of infrastructure and contributing to a vibrant community. Compatible land uses also reduce or eliminate negative impacts on the road system including sidewalks, bicycle routes, parkland, and other public facilities.

Smart Growth Principles

The undeveloped parcels within the RPD could be considered for infill and mixed-use developments. The RPD is the mostly densely populated area of the Rancheria and provides development opportunities without further disturbing the natural environment. Both infill and mixed-use can promote a healthy, safe, and walkable community. Developments within this planning district are accessible by multiple transportation choices including bus stops, bicycle, and pedestrian paths. Infill strategies can also support recreational options to improve the quality of life for residents and employees. If these elements are properly designed, these practices will address Smart Growth issues: housing, environment, community design and development, public health, transportation, and local government.

The 10 Principles of Smart Growth are:

1. Mix land uses
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable neighborhoods
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty, and critical environmental areas
7. Strengthen and direct development towards existing communities
8. Provide a variety of transportation choices
9. Make development decisions predictable, fair, and cost effective
10. Encourage community and stakeholder collaboration in development decisions

(Smart Growth, 2013a)

2.5 FUTURE TRIBAL LAND USES

Figure 2-2 represents the potential future Tribal land uses. The land uses were identified using Smart Growth and Complete Streets principles, as well as information compiled from the community meetings, surveys, and the TAC consensus. Some of these proposed future developments may include: a hotel, casino, and conference center on Martin Ranch; minimally invasive development complimentary to the sensitive nature of the habitats on the Enderts Beach property; and mixed uses in the SRPD that take advantage of the proximity to the National Park. This figure is intended to be a base plan for the CTMP Project Team to refine to accurately represent the future land use goals of the Tribe.

2.6 GOALS, OBJECTIVES, AND POLICIES

The purpose of the goals, objectives, and policies is to provide guidance for decision making and planning. They indicate how the community and the Tribe would like future development to occur and how it may be achieved. A *goal* is a desired or ideal future state. An *objective* is an outcome that can be measured. It is one step or component of goal completion. A *policy* is a plan of action to implement the objectives in meeting goals.

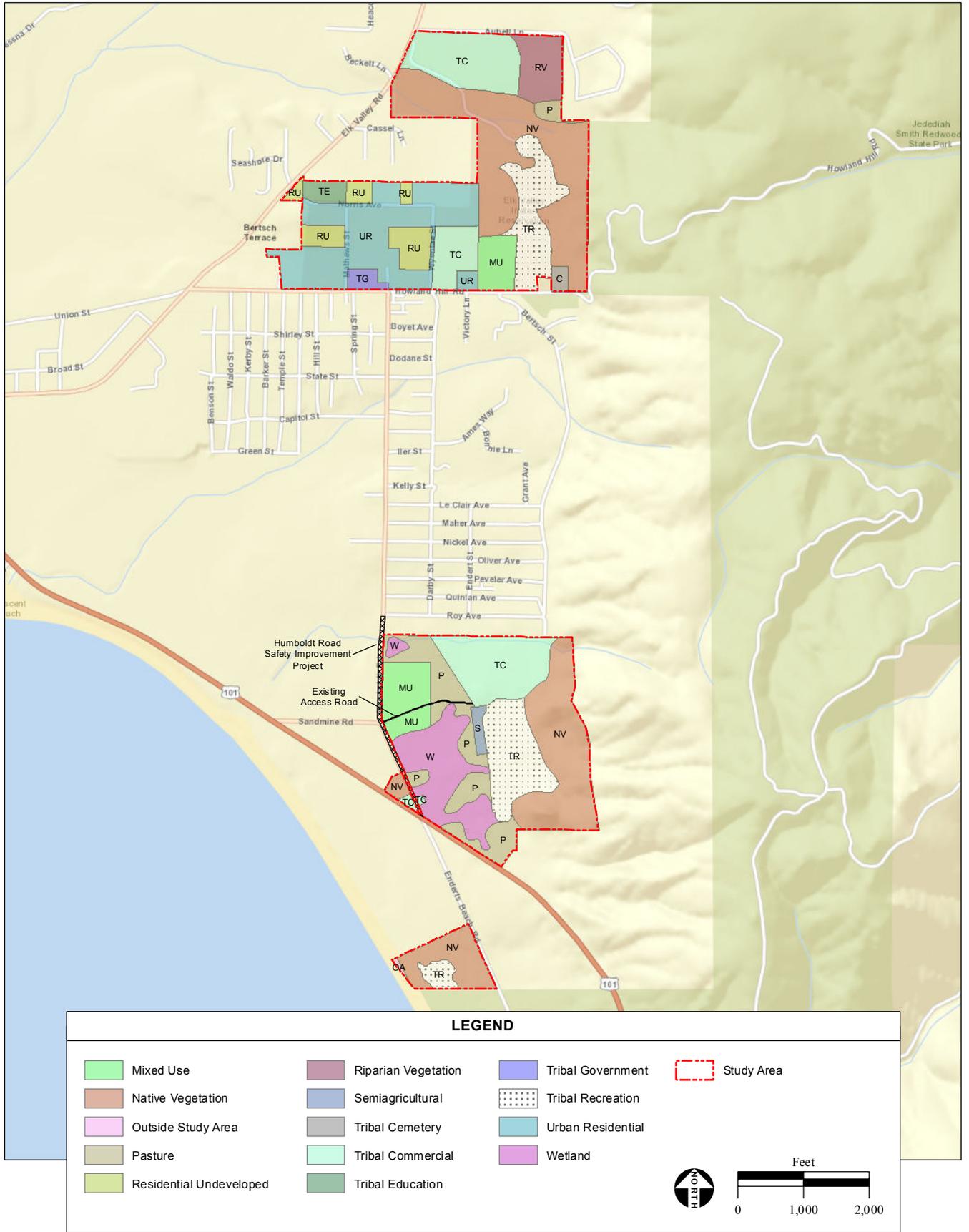
LU Goal 1: Provide appropriate land for sustainable future development sites for recreation, housing, transportation, economic development, cultural uses, and utilities.

- Objective 1.1: Plan future development to utilize current transportation infrastructure.
 - Policy 1.2.1: Collaborate with Caltrans and the Del Norte Local Transportation Commission to develop policies and funding options.
- Objective 1.2: Locate economic development centers in areas in the vicinity of housing areas.
 - Policy 1.2.1: Prepare a market analysis to determine the nature and extent potential commercial enterprises that would be viable.
- Objective 1.3: Purchase land to expand trust land to meet Tribal needs.
- Objective 1.4: Locate a suitable site for the community garden and compost area.
 - Policy 1.2.1: Collaborate with Safe Neighborhoods to initiate this community garden project and explore funding options.

LU Goal 2: Preserve existing open space, national and state parks.

- Objective 2.1: Create compatible land uses adjacent to open space and parkland.
- Policy 1.1.1: Collaborate with National Park Service and California State Parks in future planning and exploring potential funding opportunities.
- Objective 2.2: Utilize infill strategies to maximize land use efficiency
 - Policy 2.2.1: Implement Smart Growth strategies.
 - Policy 2.2.2: Have a water/wastewater analysis prepared to determine the demands of selected developments and what is necessary to meet those demands.

LU Goal 3: Provide youth education areas and programs.



SOURCE: City of Crescent City General Plan, 5/21/2001;
 Del Norte County General Plan Coastal Policies, 2003; AES, 2014

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Figure 2-2
 Future Tribal Land Use Designations

- Objective 3.1: Create and maintain a plan to set aside land and objectives to fulfill this goal.
 - Policy 3.1.1: Conduct a feasibility study to develop youth programs.
 - Policy 3.1.2: Research local and federal agencies that support youth programs for funding opportunities.

LU Goal 4: Inform community of the Tsunami Evacuation Route and Gathering Point.

- Objective 4.1: Create basic education and awareness to inform the community.
 - Policy 4.1.1: Conduct marketing plan to outline the pedestrian evacuation time analysis, the walking path from the harbor to the Elk Valley Casino.
 - Policy 4.1.2: Coordinate education and awareness with the Del Norte Local Transportation Commission Emergency Preparedness Plan.

LU Goal 5: Continued coordination with land use related stakeholders.

- Objective 5.1: Encouraging ownership of the CTMP goals, policies, and objectives.

2.7 FURTHER PLANNING STEPS

- Follow-up discussion needed with partners including Tribal Council and Elk Valley Rancheria Enterprises to consider implementation of Land Use Goals.
- Plan for future public involvement activities.
- Analyze and approve the Existing Tribal Land Use Map and Future Tribal Land Use Map (**Figures 2-1 and 2-2**).
- Discuss potential health issues to people and wildlife associated with placing residential or any development in hazardous areas.
- Address National Environmental Policy Act of 1969 and State Environmental Policy Act for funding purposes.

3.0 TRANSPORTATION

The Transportation element of the CTMP serves to provide mobility and accessibility, safety, movement of goods/services, effective use of the existing transportation network, and community involvement on multi-modal transportation planning. Including transportation as the leading element of the CTMP creates a connection between Tribal resources, pedestrian access, and a transportation network.

Transportation is required by community members in the vicinity of the Rancheria for travel to medical appointments, school, employment, and shopping. Based on the community input, a majority of respondents own a vehicle or have access to reliable transportation. Community members would like to see improvement of the quality of roadways and the creation of pedestrian friendly options. The integration and connectivity of transportation with housing and economic development needs further exploration. Complete Streets policies are outlined in **Section 3.4** as a method to create a transportation element that addresses a range of sustainable strategies.

3.1 EXISTING CONDITIONS AND HISTORY OF TRIBAL TRANSPORTATION

This section summarizes the existing transportation system in the vicinity of the Rancheria. Automobiles are the primary travel in the study area. A brief description of the key roadway facilities in the area is provided below. Existing transportation conditions are further detailed in the Transportation Conditions Assessment prepared by LLG in **Appendix B**.

US-101, under the jurisdiction of the California Department of Transportation (“Caltrans”), provides primary regional access to the Crescent City area and the Rancheria. This rural highway consists of one through lane in each direction with paved shoulders and a posted speed limit of 55 miles per hour (“mph”). The terrain in this area is flat and is free from major horizontal and vertical curves between Elk Valley Road and Humboldt Road. US-101 intersects three County roads near the MRPD. Descriptions of each intersection are provided below:

- US-101/Elk Valley Road is a four-legged, signalized intersection.
- US-101/Sand Mine Road is an unsignalized, T-intersection. Existing storage for the southbound left-turn lane was measured at 125 feet. Assuming 25 feet per vehicle, this is storage for approximately 5 vehicles.
- US-101/Humboldt Road is a four-legged, unsignalized intersection.

Humboldt Road is a minor, two-lane County road that runs in a north-south direction alongside the Rancheria and has a posted speed limit of 45 mph. This rural road is a designated bicycle route. The sight distance onto US-101 exceeds 1,000 feet in each direction.

Sand Mine Road is a short, one-half mile long County road that connects US-101 to Humboldt Road. This road cuts the corner that is created by the alignment of US-101 and Humboldt Road. Most of the motorists in the area use Sand Mine Road to access the segment of US-101 north of the Rancheria.

Elk Valley Road is a prominent County road, which is perpendicular until Howland Hill Road then runs parallel to US-101 northeast of Crescent City. It is classified as an Urban Arterial road from the Crescent City limits to Howland Hill Road, an Urban Collector from Howland Hill Road to Norris Avenue, and a Rural Collector from Norris to US-199.

Howland Hill Road is a two-lane, paved County road that connects to Elk Valley Road west of the RPD and SRPD near Crescent City. It runs east-west and provides access to Jedediah Smith State and Redwood National Park. It is classified by the County as an Urban Collector from Elk Valley Road to Wyentae Street and a Rural Collector from Wyentae to the state and national park boundaries, where it turns to dirt and begins to climb into the park. This road also connects to US-199.

Enderts Beach Road is a minor two-lane undivided roadway aligned opposite Humboldt Road, south of US-101. Enderts Beach Road runs north-south, and terminates at a parking lot/staging area approximately 1.75 miles south of US-101. The posted speed limit is 45 mph, and no sidewalks, curb, gutter or bike lanes are provided, although marked crosswalks are present at intervals to serve trail users. Enderts Beach Road provides access to several recreation areas, as well as to Tribal property located along the coast.

Norris Avenue is a minor east-west two-lane undivided roadway that provides access to the Tribe's Community Center and other Tribal properties. The posted speed limit is 25 mph, and no curb, gutter, sidewalk or bike lanes are provided. Norris Avenue intersects with Elk Valley Road.

Mathews Street is a minor north-south two-lane undivided roadway that provides access between Norris Avenue and to the Tribe's Community Center and other Tribal properties. The posted speed limit is 25 mph, and no curb, gutter, sidewalk or bike lanes are provided.

Wyentae Street is minor, undivided two-lane roadway that runs north-south between Norris Avenue and Howland Hill Road. There is no posted speed limit on Wyentae Street, nor are there bike lanes, sidewalks or curb/gutter improvements. Wyentae Street provides access to several tribal properties within the Reservation Planning District.

Existing Bicycle and Pedestrian System

The Rancheria is located in a rural setting, with negligible pedestrian activity; thus, there are no sidewalks along vicinity roadways, but there is one paved bike path along Howland Hill Road from Humboldt Road to Bertsch Street. US-101 has paved shoulders and is scenic in nature. Humboldt Road is a designated

bicycle route. The Pacific Coast Bike Route, the California Coastal Trail, and the Coast to Crest Trail are each located in the vicinity of the Rancheria.

Transit Service

Fixed-route transit service is available in the vicinity of the Rancheria. Currently, the RPD and Elk Valley Casino are accessible via public transit provided by Redwood Coast Transit, which provides services with five stops per day, seven days a week at the Rancheria, and along Humboldt Road, Howland Hill Road, Mathews Street, and Norris Avenue.

Traffic studies were completed for the Martin Ranch EIS in 2003, and 2006 (Whitlock and Weinberger). A Long Range Tribal Transportation Plan was completed in March 2009 (Nelson/Nygaard). There are also various other documents in **Table 2-1** which include transportation elements.

3.2 EXISTING PLANS AND DOCUMENTS

Table 2-1 outlines plans and documents related to transportation completed for Tribe. A review of these plans and documents has been conducted as a part of this CTMP.

3.3 COMMUNITY PARTICIPATION

Community Engagement Meetings

During the community engagement meetings the specific transportation topics were discussed among the stakeholders. These are provided below. The asterisks (*) represent consensus from more than one stakeholder.

Meeting One

- Insufficient public transit options (no service on Sundays or in the evening).
- Integration of local transit services into Tribal planning considerations. *
- Trail systems with multi-modal capacity.*
- Sidewalks in RPD. *
- Sidewalks and bus shelters where buses stop on the Rancheria. *
- Street lighting in RPD.
- Shuttle service to trail heads and other recreation venues to reduce need for parking facilities and reduce traffic. *
- Connector trailhead from Aubell Ranch Road to Hatton Trail, Boy Scout Tree trail and Howland Hill Road. *
- Coast to Crest Trail – crossing from Enderts Beach (Mill Creek trail and Hobbs Trail). *
- Traffic calming for pedestrians and bicyclists in the Elk Valley community. *
- Safe crossing of US-101 that incorporate trail connections. *
- Cost effective US-101 crossing alternatives. *
- Create bike lanes to connect the community. *
- Bike trails throughout study area. *

- Signage for natural and historic resources. *
- Better presentation of roadway leading to Stout Grove beautification (end of Howland Hill Rd).
- Consider safe intersections at Sandmine & US-101 and Sandmine & Humboldt.
- Traffic calming and pedestrian crossing on US-101.

Meeting Two

- Speed bump and covered bus stop in front of the Head Start building in RPD.
- Bus stop and protective shelter in front of Tribal Administration building in RPD.
- Covered bus stop on Mathews Street in RPD.
- Bike lane along Humboldt Road between Howland Hill Road and Sand Mine Road.
- Add traffic calming measures at intersection of US-101 and Humboldt Road.
- In the vicinity of the MRPD:
 - Add a multi-use lane for bikes and pedestrians along Humboldt Road.
 - Add street lighting along Humboldt Road.
- Trails connecting:
 - SRPD and MRPD to each other.
 - The Rancheria to the adjacent National Park.
 - Martin Ranch and the Enderts Beach parcel via an eastern perimeter trail.
- Transportation within Rancheria to be provided by shuttle service:
 - Connect/contract with Redwood Coast Transit.
 - Reopen all trails facilitating connection to existing trails.
- Safety cross walk in the vicinity of MRPD – automatic lights on Humboldt Road.
- Trail connection near horse stables.
 - State Park Trail Plan includes trail here with trail to Simpson Reed Grove.

Transportation Needs Survey

The transportation needs of the community were surveyed to assess transportation accessibility and efficiency and the condition of the roads in the Rancheria. The surveys also included opportunities for the community to suggest improvements. According to the results, a majority of Tribal members (86 percent) own a vehicle and all of Tribal members who responded have access to reliable transportation if they do not own a vehicle. All of the Tribal members responded that they are able to get to appointments or activities when necessary.

- 57 percent of Tribal members own a bike and 75 percent of those members do not use it for transportation. 86 percent responded that they are able to obtain transportation in an emergency.
- 75 percent believe that Humboldt Road should be widened.
- 59 percent believe there is a high need for new sidewalks on or adjacent to Tribal lands.
- Approximately 50 percent of respondents would like to see the intersection of Elk Valley Road and Howland Hill Road improved.
- 24 percent of survey respondents would like to see sidewalk improvements.

- 18 percent would like to see additional trees, landscape, and additional bike lanes.

Technical Advisory Committee Consensus on Transportation

Reservation Planning District

Consensus reached about covering existing bus stops serving the Rancheria (Casino, Tribal Administration, Head Start).

- Tribal bus stops are ranked low priority in City's unmet transit needs planning documents.
 - The City suggested private funding due to the lack of priority ranking with the City.
 - Potential funding source is through the DOT Public Transportation on Indian Reservations [5311(c)] Grant.
 - Tribe will work with the City to work on increased ranking of Tribal facilities in City planning documents.

Martin Ranch Planning District

As of 2011, the Del Norte Regional Transportation Plan lists the Humboldt Road Safety Improvement Project as a top priority.

- This will improve the safety along Humboldt Road (from US-101 to Roy Avenue) making the road safer and more accessible for drivers, pedestrians and cyclists.
- The improvements will include a roundabout, sidewalks, paved shoulders, bicycle/pedestrian trail, street lighting, signage and an improved intersection at Humboldt and Sand Mine Roads.
- The following funding sources have been secured for the implementation of this project:
 - The DOT had awarded \$1.4 million for the project.
 - The BIA awarded \$1 million from High Priority Project Funds and from the BIA Indian Reservation Roads funds.

The Del Norte Local Transportation Commission US-101 Crescent City Gateway Traffic Calming Project (June 2010) could have an effect on the future development of the MRPD and other properties in the vicinity of the US-101.

- The proposed Traffic Calming Improvements South Segment begins approximately 1.4 miles north of the MRPD on US-101 and ends at US-101 and Elk Valley Road, approximately 1.3 miles from the RPD.
 - The proposed project will include: improvements to pedestrian facilities, addition of trails, addition of crosswalks and crosswalk signalization, raised medians, landscaping, art, and gateway signage.
 - These traffic calming measures could potentially correlate with the proposed uses and trails in and around the MRPD.

Caltrans "approved" the undercrossing at Humboldt Road and US-101 although adequate funding is currently unavailable.

- The Caltrans approval process happens throughout a series of project development and programming.
- It is anticipated that this project would be a local-agency sponsored project.

Consensus reached about the importance and significance of tribal trailhead signage to educate the community on the cultural resources.

3.4 SUSTAINABLE STRATEGIES

Transportation is closely related to land use, economic development, and commercial activity. The sustainable strategies within this CTMP synthesize these elements to create successful and realistic goals.

Economical

Access to employment, commercial areas, education, and recreation areas currently requires Tribal members to drive off the Rancheria. Creating a multi-modal transportation system provides a range of options that reduces the need for single-occupancy vehicles and strengthens the Tribe's economy by reducing costs of fuel and vehicle maintenance.

Complete Streets Principles

- Includes a vision for how and why the community wants to complete its streets.
- Directs planning considerations to apply to 'all users' including: pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
- Ensures complete streets principles are applied during implementation of both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.

(Smart Growth, 2013b)

Accessible and Affordable Transportation

Building bus shelters, increasing Redwood Coast Transit frequency, and creating awareness of these accessible and affordable transportation improvements would accommodate the needs of the Tribe's community members.

Non-motorized Transportation

Improving bicycling and walking conditions can create significant community benefits, including the promotion of compact or mixed land use development patterns, improved quality of life, and increased community cohesion. The positive interactions among neighbors due to more people walking and bicycling, tends to unite communities and increase local security.

3.5 GOALS, OBJECTIVES, AND POLICIES

The purpose of goals, objectives, and policies is to provide guidance for decision making and planning. They indicate how the community and the Tribe would like future development to occur and how it may be achieved. A *goal* is a desired or ideal future state. An *objective* is an outcome that can be measured. It is one step or component of goal completion. A *policy* is a plan of action to implement the objectives in meeting goals.

TR Goal 1: Improve existing transportation.

- Objective 1.1: Assess funding mechanisms to implement the following transportation improvements:
 - RPD 1. – Widen Humboldt Road.
 - RPD 2. – Provide sidewalks on or adjacent to Tribal lands.
 - RPD 3. – Improve Elk Valley Road/ Howland Hill Road Intersection.
 - SRPD 1. – Provide sidewalks on or adjacent to Tribal lands.
 - MRPD 1. – Provide sidewalks on or adjacent to Tribal lands.
- Objective 1.2: Develop patterns that support multi-modal forms of transportation.
 - Policy 1.2.1: Implement the Humboldt Road Safety Improvement Project.
 - Policy 1.2.2: Implement comprehensive, integrated, and connected networks defined in Complete Streets principles.
 - Policy 1.2.3: Apply for funds from agencies like DOT and BIA which previously funded the Humboldt Road Safety Improvement Project, including but not limited to: the Highway Safety Improvement Program, the Active Transportation Program, and the Transportation Investment Generating Economy Recovery (“TIGER”) Program.
 - Policy 1.2.4: Provide “gateway treatment” to Elk Valley Road in vicinity of RPD.
 - Policy 1.2.5: Provide pedestrian-friendly circulation when new planning new development or significant renovation within the Planning Districts.

TR Goal 2: Provide public/non-automobile transportation options that meet the needs and expectations of Tribal residents and employees.

- Objective 2.1: Evaluate the current Redwood Coast Transit schedule and bus stops for meeting the needs of the community members.
 - Policy 2.1.1: Identify funding sources and build bus shelters, including: DOT, the Regional Transportation Planning Agency Regional Surface Transportation Program, and the Federal Transit Administration Sections 5304, 5339, and 5311(c).
 - Policy 2.1.2: Coordinate Tribal transit needs with the Del Norte Local Transportation Commission at the annual public hearing for the Unmet Needs process.
- Objective 2.2: Create awareness of current transportation services and options to Tribal residents and employees.
 - Policy 2.2.1: Design and implement a promotional campaign.
- Objective 2.3: Incorporate non-automobile means of transportation to complement resort or other Tribal development.
 - Policy 2.3.1: Connect the Tribal trails and bike routes with the established Pacific Coast Bike Route, the California Coastal Trail, and the Coast to Crest Trail.

TR Goal 3: Create multi-use options for pedestrians and bicyclists.

- Objective 3.1: Evaluate the current multi-use trails and paths.
 - Policy 3.1.1: Collaborate with National Park Service and California State Parks in future planning.
 - Policy 3.1.2: Explore potential funding opportunities, including: the Active Transportation Program, and the Federal Lands and Tribal Transportation Program.

TR Goal 4: Continued coordination with transportation related stakeholders.

- Objective 5.1: Encouraging ownership of the CTMP goals, policies, and objectives.

3.6 FURTHER PLANNING STEPS

- Follow-up discussion needed with Transportation partners to consider implementation of Transportation Goals.
- Plan for future public involvement activities.
- Collect all public comments for preparation of final edits.
- Identify needed transportation improvements including transit shelter sites.
- Develop a comprehensive non-motorized transportation plan and implementation strategy.
- Integration of transportation, housing and economic development policy.
- Public-transportation and non-motorized transportation promotional campaign.
- Bicycle and pedestrian path priority.

4.0 ECONOMIC DEVELOPMENT

Tribal economic development involves creating a balance between maintaining community values, traditions, and the need for a prosperous economy. **Section 1.6** describes the historic BIA Labor Force Market and the US Census unemployment rates for the Tribe. The most current statistics were from the US Census in 2011, recording a 43 percent unemployment rate. Although this is a significant decrease from the 79 percent unemployment rate recorded in 2005, the 2011 rate is still a magnitude higher than the state average at the time (which was approximately 12 percent). The community has expressed a desire for more jobs with better pay and increased benefits.

4.1 TRIBAL ECONOMIC DEVELOPMENT HISTORY

The Indian Economic and Community Development (“IECD”) Program was established in 2007 by Humboldt State University (“HSU”) and works to support responsiveness to the needs of Northern California tribes and Indian entrepreneurs. In 2008, IECD hosted a Tribal Economic Development Summit to facilitate the formation of the Northern California Tribal Economic Development Network (“TED-Net”). The Tribe is a member of TED-Net which is a diverse network that encourages the partnering of HSU, tribal governments, and local economic development agencies seeking to build economic prosperity. TED-Net is intended to promote tribal sovereignty and self-determination while facilitating inter-agency responsiveness to tribal needs. In June 2011, TED-Net developed a Strategic Plan for all the tribes involved. In 2004, a market assessment was produced for a proposed hotel, RV Park, gaming, and entertainment facility on the Martin Ranch site (Innovation Group). A socioeconomic report for the proposed casino resort was produced in July 2004 (M.Cubed). There are also various other documents in **Table 2-1**, which include economic development elements. The Tribe’s existing business enterprises and real estate include the Elk Valley Casino, Tsunami Lanes Bowling Center, Del Norte Golf Course, Hiouchi RV Park and apartments, and other properties within the County.

4.2 EXISTING PLANS AND DOCUMENTS

Table 2-1 outlines plans and documents related to economic development completed for Tribe. A review of these plans and documents has been conducted as a part of this CTMP.

4.3 COMMUNITY PARTICIPATION

Community Engagement Meetings

During community engagement meetings, specific economic development topics were discussed among the stakeholders. These are provided below. The asterisks (*) represent consensus from more than one stakeholder.

Meeting One

- The mutual benefits of harbor development, regional visitors, and Tribal enterprises.

- Job creation for Tribal and community members. *
- National park lodge/resort in the SRD.*
- Actively seek partnerships with local agencies and organizations for Tribal project. *
- Restrict industrial development adjacent to state or national parks.
- Destination Casino Resort in MRPD.*
- Golf course in MRPD. *
- Disc golf in the MRPD. *
- No disc golf near forested areas to prevent tree damage.
- Brewery in MRPD. *

Meeting Two

- Sports Complex and Rifle Range in the northernmost portion of the SRPD.
- Develop a gas station/convenience store between the Martin Ranch and Ocean Way parcels.
- Disc Golf to promote community health.
 - Utilize wooded area on Martin Ranch parcel.
- Destination Casino/Resort in MRPD.
 - Event Center for info.
 - Convention/meeting space.
 - Sponsor surfing contests.

Economic Development Survey

The economic development surveys yielded the most responses for change from the existing economic model of the Rancheria.

- 96 percent of respondents spend less than 25 percent of their monthly spending on Tribal businesses.
- 93 percent believe that employment is a problem on or adjacent to Tribal lands.
- 80 percent of respondents believe that there are not enough childcare facilities accessible to low income parents or near employment and educational opportunities.
- Approximately 29 percent of respondents believe that a conference center would best support businesses on Tribal lands.
- 26 percent believe that a mixed use commercial district would support Tribal business.
- Approximately 26 percent of respondents believe that an increase in commercial activity would support economic development.
- 18 percent believe that better architectural quality and/or landscaping in commercial corridors would support the Tribal economy.

Technical Advisory Committee Consensus on Economic Development

Stary Ranch Planning District

Consensus was reached about this location for an equestrian facility because it is a great use for the property and it is close to many trails.

- The state has pulled 100% of its funding to the 41st District Agricultural Association.
- This may move up in priority if the fairgrounds facility loses funding from all other sources.

Discussion about the development of a National Park Lodge resulted in divided opinions.

- Suggestion to create an Elk Valley Rancheria Lodge with National Park amenities instead

Discussion about developing a sports park on Stary Ranch resulted in divided opinions.

Martin Ranch Planning District

Consensus was reached about coordinating with the National Park Service regarding the feasibility of developing a youth hostel on a portion of Martin Ranch or Enderts Beach.

- There are potential safety concerns regarding a left turn off US-101 if it is located near Enderts Beach.

Consensus was reached about developing a brewery on the Martin Ranch site in association with the casino/resort.

- Located in the current Elk Valley Tobacco Shop footprint or attached to the proposed casino
- Look at Feather Falls Casino Brewing Co (Oroville, CA).
- Important to start on a microbrewery scale to test demand, and then expand according to the feedback.
 - The brewery formerly on Front Street failed because of its debt to profit ratio was too high preventing viability.

Divided opinions about developing of a full length championship disc golf course, discussed in greater detail in **Section 1.10**.

4.4 SUSTAINABLE STRATEGIES

Poverty Reduction Through Social Equity

Social equity is defined as “fair access to livelihood, education, and resources; full participation in the political and cultural life of the community; and self-determination in meeting fundamental needs” (Reliable Prosperity, 2013).

Improve Local Business

By identifying and creating economic or commercial zones within the Rancheria, walkability and the redevelopment and reuse of existing facilities would improve. Small business training and support for entrepreneurs within the Tribal community facilitates local economic growth.

Tourism

Tourism is an important part of economic development. For Indian tribes, developing a tourist industry can facilitate sustainable economic development. Tribal tourism offers travelers an opportunity to experience the culture, landscape, and history of a region. Tourism is also a significant part of the local economic development plan.

4.5 GOALS, OBJECTIVES, AND POLICIES

The purpose of the goals, objectives, and policies is to provide guidance for decision making and planning. They indicate how the community and the Tribe would like future development to occur and how it may be achieved. A *goal* is a desired or ideal future state. An *objective* is an outcome that can be measured. It is one step or component of goal completion. A *policy* is a plan of action to implement the objectives in meeting goals.

ED Goal 1: Tribal self-sufficiency.

- Objective 1.1: Develop and expand Tribal businesses.
 - Policy 1.1.1: Conduct feasibility study for developing a brewery, lodge, horse facility, youth hostel, disc golf course, etc.
 - Policy 1.1.2: Identify private funding options for development of Tribal businesses.

ED Goal 2: Improve internal infrastructure and create land use priorities that promote economic development.

- Objective 2.1: Improve public roads, utilities, and trails to support economic goals.
 - Policy 2.1.1: Connect the Tribal trails and bike routes with the established Pacific Coast Bike Route, the California Coastal Trail, and the Coast to Crest Trail for potential tourism and economic benefits.

ED Goal 3: Create an Economic Development plan that honors the Tribal mission, cultural values, and goals established by this CTMP.

- Objective 3.1: Assess current operations to determine whether policies represent these values.
 - Policy 3.1.1: Develop and implement plans to address improvements if necessary.

ED Goal 4: Continued coordination with economic development related stakeholders.

- Objective 5.1: Encouraging ownership of the CTMP goals, policies, and objectives.

4.6 FURTHER PLANNING STEPS

- Follow-up discussion needed with partners including the Tribal Council and Elk Valley Rancheria Enterprises to consider implementation of Economic Development Goals.
- Plan for future public involvement activities.
- Collect all public comments for preparation of final edits.
- Further research and promotion of industries based on community Goals, Feedback, and Values.
- Provide a checklist for the Tribal Council in which to base decisions. (eg. environmental and social/cultural concerns).
- Identify a Mixed-Use center.
- Identify Mixed-Use options in housing clusters.
- Identify local private Economic Development alternatives.

- Identify Tribal Economic Development alternatives.
- Research and create a market analysis to determine the nature and extent potential commercial enterprises that would be viable.

5.0 HOUSING

Data compiled from the community has identified that housing is important and that there is a need for more affordable housing, single family housing, and senior housing. Concentrating housing into existing or proposed developed areas promotes the overall goal of protecting and preserving the Tribe's natural resources.

5.1 EXISTING CONDITIONS AND HISTORY OF TRIBAL HOUSING

Tribal housing consists of mostly single-family homes. There are currently no multi-family housing developments on the Rancheria. **Table 2-1** outlines plans and documents related to housing completed for the Tribe. A review of these plans and documents has been conducted as a part of this CTMP.

5.2 COMMUNITY PARTICIPATION

Community Engagement Meetings

During the community engagement meetings the specific housing needs topics were discussed among the stakeholders. These are provided below. The asterisks (*) represent consensus from more than one stakeholder.

Meeting One

- Housing in the MRPD.
- Youth Hostel in the MRPD. *
- No housing in natural areas (Enderts Beach). *
- No RVs in Enderts Beach area – keep uses to nature, horseback riding on beach, stables, camping.

Meeting Two

- Mixed income residential condos in northernmost portion of the SRPD.

Housing Needs Survey

A majority of respondents (85 percent) work on or adjacent but do not live on Tribal land.

- 62 percent of the Tribal members rank Tribal housing as extremely important.
- 89 percent of all respondents agree or strongly agree that it is important for the Tribe to provide affordable housing.
- 67 percent of all respondents disagree that there is enough affordable housing in the area.
- 74 percent of all respondents would like to see more single family housing on or adjacent to Tribal lands.
- 72 percent of all respondents would like to see more senior housing on or adjacent to Tribal lands.
- Approximately 28 percent of respondents believe the top housing needs are for working professionals and for seniors and retirees.

Community Consensus on Housing

Consensus was reached that there is not enough affordable housing in the study area and vicinity. Also, consensus was reached regarding more single-family housing and senior housing on or adjacent to Tribal lands.

5.3 SUSTAINABLE STRATEGIES

Energy and Environmental Design

The benefits of establishing Leadership in Energy and Environmental Design (“LEED”) principles for new construction and major renovations on the Rancheria are resource preservation, water efficiency, energy saving capability, carbon dioxide emissions, and indoor environmental quality. These building standards are put into place during the entire building phase from design, construction, and operations to tenant fit, maintenance, and significant retrofit. Aside from these aspects, LEED certification also promotes whole-building and integrated design practices, environmental building industry leadership, green building consumer awareness, construction market modification, and green competition. LEED principles are established, tried, and tested standards that the Tribe may base its own green building standards on.

Mixed-Income Developments

An alternative to traditional affordable housing developments is mixed-income housing. This would incorporate a mix of housing types, number of units, and scale of subsidies offered. The benefits include reducing concentrations of poverty and combining neighborhoods for an increased quality of life. This concept supports Smart Growth principles and potentially attracts private investment and development.

Housing Land Demand

To support the goals identified by the community and desires to preserve the natural resources surrounding the Rancheria, there are areas within the three planning districts that are better suited for housing. These are sites that promote infill and mixed-use development under the assumption that good water quality and extensions for potential or current wastewater systems are available. These sites are located in the SRPD and the MRPD. Sustainable housing strategies will also aid in the reduction of infrastructure costs, reduce reliance on cars, and contribute to the development of walkable communities near services and employment opportunities.

5.4 GOALS, OBJECTIVES, AND POLICIES

The purpose of the goals, objectives, and policies is to provide guidance for decision making and planning. They indicate how the community and the Tribe would like future development to occur and how it may be achieved. A *goal* is a desired or ideal future state. An *objective* is an outcome that can be

measured. It is one step or component of goal completion. A *policy* is a plan of action to implement the objectives in meeting goals.

H Goal 1: Provide housing opportunities for all Tribal members on or adjacent to Tribal lands.

- Objective 1.1: Provide affordable housing to community members.
 - Policy 1.1.1: Complete a needs assessment to determine if affordable housing is feasible and how to better serve low-income community members.
 - Policy 1.1.2: Research funding options through HUD and the BIA.
- Objective 1.2: Provide senior housing to community members.
 - Policy 1.2.1: Complete a needs assessment to determine if senior housing is feasible.
 - Policy 1.2.2: Research funding options through HUD and the BIA.
- Objective 1.3: Provide more single family housing to community members.
 - Policy 1.3.1: Complete a needs assessment to determine if more single family housing is feasible.

H Goal 2: Promote the use of energy efficiency in housing and building construction.

- Objective 2.1: Research energy and environmental design opportunities for existing homes on the Reservation.
 - Policy 2.1.1: Reduce, reuse, and recycle materials whenever possible.
 - Policy 2.1.2: Develop alternative energy opportunities assessment for existing and future Tribal operations.

H Goal 3: Implement home maintenance strategies to minimize new construction.

- Objective 3.1: Work with Tribe to create a plan for assessing maintenance to homes.

H Goal 4: Continued coordination with housing related stakeholders.

- Objective 5.1: Encouraging ownership of the CTMP goals, policies, and objectives.

5.5 FURTHER PLANNING STEPS

- Follow-up discussion needed with housing partners, including the Crescent City Housing Authority, to consider implementation of Housing goals.
- Plan for future public involvement activities.
- Collect all public comments for preparation of final edits.
- Identify current housing need based on demographic trends. To include size/configuration of units, location, and environmental carrying capacity.
- Incorporate culturally appropriate and relevant architectural design.
- Buildable area analysis. Based on designated open-space and other constraints.
- Study and recommend projects based on housing needs, buildable area analysis, and available project funding as well as strategic implementation.
- Implementation of green Tribal building principles.

6.0 CAPITAL FACILITIES AND UTILITIES

Capital facilities can include parks and open space facilities, transportation facilities, and utilities including wastewater and water supply facilities. Operations of these facilities may be the responsibility of the Tribal government, BIA, Indian Health Service, the U.S. Housing and Urban Development, or the Crescent City Housing Authority. Pacific Power provides electrical service and Charter provides internet services to the Rancheria. An inventory and needs assessment will assist the Tribe and CTMP Project Team in properly addressing facility and utility needs.

6.1 COMMUNITY PARTICIPATION

Through the community engagement meetings and the community surveys the specific capital facilities and services were discussed among the stakeholders. These are provided below. The asterisks (*) represent consensus more than one stakeholder.

Capital Facilities/Services

- Senior housing.
- Health clinic.*
- Signage for roads, communities, and warnings.
- New landmark signs for natural and historic resources.
- Cultural center.*
- Youth education center.*
- Community garden.*

Utilities

- More street lighting around neighborhoods and housing areas.
- Public Wi-Fi capabilities.

6.2 SUSTAINABLE STRATEGIES

With community input and by planning ahead, the CTMP Project Team can define community needs and will be able to:

- Prioritize projects.
- Coordinate related projects.
- Apply for and submit successful grant, tax credit, and loan opportunities.
- Link capital facilities with CTMP policies
- Determine project costs.
- Identify revenues.
- Identify ways to reduce construction and maintenance energy costs.

6.3 PARKS AND RECREATION

Parks and recreation opportunities on the Rancheria can range from RV Parks to playgrounds. Recreation opportunities may include sports fields, golf courses, horse facilities, and picnic areas. The community has indicated that it would like to see more youth activities, a cultural center, and multi-use trails.

6.4 GOALS, OBJECTIVES, AND POLICIES

The purpose of the goals, objectives, and policies is to provide guidance for decision making and planning. They indicate how the community and the Tribe would like future development to occur and how it may be achieved. A *goal* is a desired or ideal future state. An *objective* is an outcome that can be measured. It is one step or component of goal completion. A *policy* is a plan of action to implement the objectives in meeting goals.

CFU Goal 1: Provision of capital facilities to community members.

- Objective 1.1: Compliment Tribal operations by partnering with the BIA, Indian Health Services, and local and federal housing authorities.
 - Policy 1.1.1: When developing a plan for these facilities, the Tribe will assess the Capital and Utility impacts to determine if adequate infrastructure is present to meet such development.

CFU Goal 2: Access to capital utilities for community members.

- Objective 2.1: Expand connectivity for community members.
 - Policy 2.1.1: Create a plan and explore funding options with Charter to provide expanded Wi-Fi capabilities.

CFU Goal 3: Continued coordination with capital facilities and utilities related stakeholders.

- Objective 5.1: Encouraging ownership of the CTMP goals, policies, and objectives.

7.0 PLAN ADOPTION, MONITORING, AND EVALUATION

7.1 STRATEGIES

Plan Adoption

The Tribe may choose to adopt the CTMP as an official statement of policy. If accepted by the Tribal Council, it will become a statement of policy in regard to future development. The specifics of the CTMP adoption will be determined by the Tribal Council.

Plan Updating

The CTMP is not a permanent document. It can and should be amended over time as needed. For some fast growing communities, it may be necessary to revise or update a CTMP every 5 to 10 years. In order for the CTMP to be relevant to the community it must remain current. The method for updating the CTMP through ordinance, policy, or departmental directive will be determined by the Tribal Council.

Monitoring and Evaluation

The success of the CTMP will be evaluated in terms of the degree that community and TAC goals have been accomplished. The Tribal Council will determine the monitoring and evaluation method to be used for this CTMP. Potential monitoring and evaluation methods are outlined below:

Performance Indicators and Benchmarks

This method is a good way to identify quantifiable targets that provide realistic milestones and long term steps in which to meet goals. Some examples of benchmarks include the number of housing units constructed using sustainable strategies and number of community members using alternative transportation methods. Baseline benchmarks are established to measure progress. Once these baseline benchmarks are established, the Tribe can determine how aggressive they wish to be in accomplishing the outlined goals.

Performance is then measured and compared with the targeted goals set by the Tribe. This shows the results of implementation strategies and if the strategies are meeting CTMP goals. These performance measures may be different from typical indicators of performance. For example, the Tribe may be measure transportation performance in relation to the Complete Streets policies rather than typical transportation models such as Level of Service (“LOS”), which only measures automobile congestion. These Complete Streets performance measures include assessing the miles of on-street bicycle routes created and/or new linear feet of pedestrian accommodation.

Sustainability Indicators

The Office of Sustainable Housing and Communities (“OSHC”) of U.S. Housing and Urban Development (“HUD”) developed a framework for tracking the progress of sustainable community plans.

By calculating the sustainability outcomes, the Tribe has the opportunity to evaluate how successful it is in incorporating sustainability into policies. Sustainability outcome and indicators are described below and in **Table 7-1**.

- **Transportation Choice:** Livable communities feature multiple, safe and convenient options for more people to walk, bike, or ride transit in addition to driving in their cars. Less driving means less congestion and less air pollution. Using alternative modes of transportation also leads to better public health outcomes as people naturally get more exercise.
- **Housing Affordability:** Housing is typically the single biggest cost for American households, and the share of household income it has claimed has been increasing for decades. Reducing families’ housing costs is the way to make the biggest impact on people’s quality of life and financial sustainability.
- **Equitable Development:** New growth and development should extend benefits to all community members. This includes creating more economic opportunities for low income residents as well as proactively addressing the potential for the displacement of low-income households that can result from neighborhood revitalization efforts.
- **Economic Resilience:** A community’s ability to weather economic shocks depends on the stability, efficiency, and diversity of its economy. Regions can become more resilient by diversifying industry and employment bases and increasing economic productivity per unit of energy consumption, which makes them more economically competitive and resilient to energy prices rises.
- **Growth through Reinvestment:** Focusing new housing and commercial growth in areas that have already been urbanized helps to “recycle” vacant or underutilized land while increasing the vitality of existing communities and safeguarding rural landscapes. It also makes better use of existing public infrastructure while avoiding the expense of expanding infrastructure to new areas (HUD, 2012).

TABLE 7-1: SUMMARY OF SUSTAINABILITY INDICATORS

Sustainability Outcome	Sustainability Indicators
Transportation Choice	Total percentage of workers commuting via walking, bicycling, transit, or rideshare.
Housing Affordability	Percentage of renter units and owner units affordable to households earning 80 percent of HUD Area median family income.
Equitable Development	-Housing and Transportation affordability: proportion of household income spent on housing and transportation costs. -Access to healthy food choices. -Access to open space.
Economic Resistance	-Economic Diversification Index. -General local government debt to revenue ratio.
Growth through Reinvestment	Net acres of agricultural and natural resource land lost annually to development per new resident.
Source: HUD, 2012	

Through consistent and frequent monitoring, the Tribe has the opportunity to assess the effectiveness of implementation strategies outlined in the CTMP. Through this evaluation, both Tribal leadership and the community will be able to review the results and if necessary make adjustments to better reflect goals and values.

8.0 IMPLEMENTATION STRATEGIES

To successfully meet the goals and objectives and to implement the policies identified in each element of this CTMP, a tiered implementation strategy may be employed by the Tribe, incorporating efforts by a CTMP Implementation Team, Tribal Council, and the Tribal Departments. The Tribal government will ultimately be responsible for the CTMP implementation while also identifying partnering opportunities with Tribal Agencies and community members.

8.1 CTMP IMPLEMENTATION TEAM

The creation of a CTMP Implementation Team, consisting of Tribal employees, will allow for comprehensive management and integration of the CTMP. While the ultimate approvals related to the implementation of the objectives and policies within the CTMP lie with the Tribal Council, the CTMP Implementation Team will be vital to integrating master planning within on-going and future Tribal operations.

Implementation Strategy I – Convene CTMP Implementation Team

The Tribal Council should approve the convening of the CTMP Implementation Team. The team should consist of Tribal employees with specialties in at least one of the CTMP elements (transportation, economic development, housing, etc.) and CTMP Project Team members.

Implementation Strategy II – CTMP Integration

The CTMP Integration Team should focus efforts to integrate the objectives and policies of the CTMP into existing Tribal operations. The team should also assess methods to incorporate CTMP objectives and policies into plans for future operations and Tribal development.

8.2 TRIBAL COUNCIL

Implementation of the CTMP will require Tribal Council approval for the allocation of funds, approval of funding agreements/grants, approval of implementation plans, and all other actions requiring discretionary approval by the Tribal Council as defined by the Tribal Constitution. The CTMP implementation strategies for the Tribal Council are outlined below:

Implementation Strategy III – Approval of Tribal Ordinances and Resolutions

Elk Valley Rancheria Ordinance 99-36, Chapter 1 outlines the provisions for adopting and enacting a Tribal Code. Resolutions and ordinances will be used to express decisions of the Tribal Council of a permanent or lasting nature and shall be introduced, seconded, and adopted by a roll call vote. Resolutions may be used to transfer appropriate funds within the budget or to appropriate funds. Tribal Council resolutions will be utilized to guide the CTMP development through such actions as approval of

land use plans that would lay the foundations for implementing the objectives and policies outlined in the CTMP.

Implementation Strategy IV – Appropriation of Funds

Where funding is available and implementation feasible, the Tribal Council may approve funding for policies outlined within the CTMP.

8.3 TRIBAL DEPARTMENTS

Implementation of the objectives and policies outlined within the CTMP begins with the individual Tribal departments carrying out the day-to-day governmental responsibilities of the Elk Valley Rancheria, California. As government duties are performed, opportunities may arise for incorporation of CTMP objectives and policies.

Implementation Strategy V - Departmental Policies and Procedures

The Tribal Council should promote the adoption of departmental policies and procedures that implement the goals, objectives, and policies of the CTMP. If so directed by the Tribal Council, each department head will assess CTMP objective and policy integration opportunities into departmental policies and procedures. Assistance may be provided by the CTMP Implementation Team.

Implementation Strategy VI – Intergovernmental Agreements

Each department should assess the potential for development of Intergovernmental Agreements for cost sharing to implement policies outlined within the CTMP. Such agreements may entail costs associated with infrastructure and transportation improvements.

Implementation Strategy VII - Regulatory Compliance

Tribal Agencies should assess the potential for implementation of CTMP objectives and goals when conducting activities or assessments in compliance with regulatory requirements. For example, during required environmental review process, Complete Streets concepts may be integrated as mitigation for transportation impacts.

Implementation Strategy VIII – Community Interaction

Tribal departments and employees should be encouraged to obtain community involvement in Tribal operations when implementing objectives and policies of the CTMP. This will assist implementing projects that will receive community support while reducing the potential for friction with the surrounding community.

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APPENDICES

APPENDIX A

COMMUNITY SURVEYS AND RESULTS

Basic Needs & Quality of Life Assessment



The Elk Valley Rancheria, California (Tribe) and Analytical Environmental Services are working on the Tribe's Comprehensive Transportation and Master Plan (Plan). We need your assistance in answering the questions below. Some of these questions may not be applicable if you are not a Tribal member or do not live or work within or adjacent to Tribal lands; however, your input of local knowledge regarding issues that face the community at large can assist the Tribe in guiding their Plan. Please review all the potential responses before marking your selected response, or provide a written response where indicated, to those questions that apply to your familiarity with the Tribe.

Please fax, email, or return to the Tribal Administration Building (details at bottom of page) by **September 15, 2013**.

1) What is your gender? (please select one)

- Male
- Female

2) What is your age? (please select one)

- 18-25
- 26-35
- 36-45
- 46-55
- 56-65
- 66+

3) Are you a Tribal member? (please select one)

- Yes
- No

4) Do you live or work on or adjacent to Tribal lands? (please select one)

- Yes
- No

If no, skip to #12 on page 5.

If yes, for how long? (please write in)

Basic Needs & Quality of Life Assessment



5) How satisfied are you living/working on or adjacent to Tribal lands?

(please select one)

- Very satisfied
- Satisfied
- Dissatisfied
- Very dissatisfied
- No opinion

6) What do you most enjoy about living/working on or adjacent to Tribal lands?

(please select one)

- Small community convenience
- Cost of living
- Knowing everyone
- Family atmosphere
- Caring community
- Peaceful neighborhood

7) How would you categorize the quality of life on or adjacent to Tribal lands?

(please select one)

- Best in the Del Norte County
- Best in Crescent City
- Generally good
- Has been deteriorating
- Below average
- Poor
- No opinion

Survey continues on the next page

Basic Needs & Quality of Life Assessment



8) What do you least enjoy about living/working on or adjacent to Tribal lands?

(please select one)

- Slow population growth
- Limited activities for youth/adults
- Lack of diversity of stores
- Lack of housing
- Poor streets/roads
- Only one grocery store

9) How important are the following factors to the quality of life on or adjacent to Tribal lands? *(please check one box for each item)*

	Very Important	Important	Somewhat Important	Not at All Important	Not Applicable
Safe place to live					
Clean and attractive Hometown atmosphere					
Adequate medical facilities					
Vibrant 'downtown' area					
Selection of housing					
Quality of schools					
Shopping opportunities					
Environmental quality of water and open space					
Parks and recreation facilities					
Public services					
Proximity to employment					
Transportation system with easy access throughout the community					
Easily accessible via walking					

Survey continues on the next page

Basic Needs & Quality of Life Assessment



10) In constructing future Tribal facilities, how important or unimportant are the following issues? *(please check one box for each item)*

	Very Important	Important	Somewhat Important	Not at All Important	Not Applicable
Brings pride to the community					
Attractive					
Cutting edge					
Large landscaped areas					
Sustainable					
Economical					
Other (write in):					
Other (write in):					

11) How would you rate your satisfaction with the following community programs on or adjacent to Tribal lands: *(please check one box for each item)*

	Strongly Satisfied	Satisfied	Not Satisfied	Strongly Not Satisfied	Not Applicable
Public safety					
Tribal government priorities					
Housing					
Accessibility to services					
Employment					
Retail businesses					
Tribal governance					
Community cleanup					

Survey continues on the next page

Basic Needs & Quality of Life Assessment



12) Over the past five years, do you believe the quality of life of the community (Tribal and non-Tribal) has improved, stayed the same, or declined? (please select one)

- Improved
- Stayed the same
- Declined
- Unsure
- Not applicable, I am not a Tribal member

If improved, why do you believe the community has improved? (please write in)

If declined, why do you believe the community has declined? (please write in)

13) Within the community, how much is there a need for: (please check one box for each item)

	High Need	Low Need	No Need	Do Not Know
More commercial uses				
Open space				
Culturally preserved land				
Recreational areas				
Head start centers				
Senior centers				
Youth centers				
Neighborhood community facilities				
Parking				
Other (write in):				
Other (write in):				

Survey continues on the next page

Basic Needs & Quality of Life Assessment



14) How much concern do you have for the following community issues: *(please check one box for each item)*

	High Concern	Low Concern	No Concern	Do Not Know
Public safety				
Government priorities				
Housing				
Employment				
Lack of retail businesses				
Poor governing				
Community cleanup				
Lack of cooperation between the Tribe and the City/County				

15) Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community? *(please check one box for each item)*

	More	Same	Fewer	No Opinion
Office buildings				
Retail centers				
Neighborhood service retail				
Mixed-use developments (live/work)				
Restaurants				
Entertainment/attractions				
Grocery stores				
Hotels/motels				
Industry				
Business parks				
Apartments				
Townhomes				
Condominiums				
Starter homes (\$75-150K)				
Moderate homes (\$150-300K)				
Luxury homes (+\$300K)				
Retirement/assisted living housing				
Mobile homes				
Low-income/public housing				
Other (write in):				
Other (write in):				

Basic Needs & Quality of Life Assessment



16) Presently, how satisfied or dissatisfied are you with the following aspects of the community? (please check one box for each item)

	Strongly Satisfied	Satisfied	Not Satisfied	Strongly Not Satisfied	Not Applicable
Number of retail businesses					
Overall appearance of neighborhood					
Overall appearance					
Appearance of medians/right-of-ways					
Appearance of community buildings					
Number of parks & recreation areas					
Quality of parks & recreation areas					
Level of safety					
Availability of well-paying, diverse jobs					
Distance of community and residential area					
Quality of streets, water, sewer, & infrastructure					
Code enforcement					
Vitality of aging neighborhoods					

17) What form of communication do you prefer to be notified regarding the development status of the Plan? (please select all that apply)

- Newspaper
- Tribe's website
- Signs

18) Any other comments? (please write in)

Thank you for your time!

BASIC NEEDS and QUALITY OF LIFE SURVEY RESULTS

		Totals	%
What is your gender?	Male	13	50%
	Female	13	50%
What is your age?	18-25	2	8%
	26-35	7	27%
	36-45	7	27%
	46-55	1	3%
	56-65	9	35%
Are you a Tribal member?	Yes	8	31%
	No	18	69%
Do you live or work on or adjacent to Tribal lands?	Yes	22	85%
	No	4	15%
If yes, for how long?	1-5 years	9	47%
	6-10 years	6	32%
	11-15 years	1	5%
	16 years or more	3	16%
How satisfied are you living/working on or adjacent to Tribal lands?	Very Satisfied	6	33%
	Satisfied	10	56%
	Dissatisfied	2	11%
What do you most enjoy about living/working on or adjacent to Tribal lands?	Small Community	6	30%
	Cost of Living	1	5%
	Peaceful	2	10%
	Knowing	5	25%
	Family	4	20%
	Caring Community	2	10%
How would you categorize the quality of life on or adjacent to Tribal lands?	Deteriorating	8	40%
	Generally Good	10	50%
	Below Average	1	5%
	Best in County	1	5%
What do you least enjoy about living/working on or adjacent to Tribal lands?	Lack of housing	2	10%
	Limited activities for youth/adults	11	55%
	Poor streets or roads	3	15%
	Lack of diversity of stores	3	15%
	Slow population growth	1	5%
How important are the following factor to the quality of life on or adjacent to Tribal lands?			
Safe place to live	Very Important	15	71%
	Important	5	24%
	Somewhat Imp	1	5%
	Not at all	0	
How important are the following factors to the quality of life on or adjacent to Tribal lands?			
Clean and attractive	Very Important	12	57%
	Important	7	33%

BASIC NEEDS and QUALITY OF LIFE SURVEY RESULTS

	Totals	%
Somewhat Imp	2	10%
Not at all	0	

How important are the following factors to the quality of life on or adjacent to Tribal lands?

Hometown Atmosphere	Very Important	9	43%
	Important	9	43%
	Somewhat Imp	3	14%
	Not at all	0	

How important are the following factors to the quality of life on or adjacent to Tribal lands?

Adequate medical facilities	Very Important	13	62%
	Important	6	28%
	Somewhat Imp	1	5%
	Not at all	1	5%

How important are the following factors to the quality of life on or adjacent to Tribal lands?

Vibrant "downtown" area	Very Important	2	10%
	Important	7	33%
	Somewhat Imp	7	33%
	Not at all	5	24%

How important are the following factors to the quality of life on or adjacent to Tribal lands?

Selection of housing	Very Important	7	35%
	Important	10	5%
	Somewhat Imp	3	15%
	Not at all	0	

How important are the following factors to the quality of life on or adjacent to Tribal lands?

Quality of schools	Very Important	12	57%
	Important	8	38%
	Somewhat Imp	1	5%
	Not at all	0	

How important are the following factors to the quality of life on or adjacent to Tribal lands?

Shopping opportunities	Very Important	4	20%
	Important	5	25%
	Somewhat Imp	8	40%
	Not at all	3	15%

How important are the following factors to the quality of life on or adjacent to Tribal lands?

Environmental quality of water and open space	Very Important	14	67%
	Important	6	29%
	Somewhat Imp	1	4%
	Not at all	0	

How important are the following factors to the quality of life on or adjacent to Tribal lands?

Parks and recreation facilities	Very Important	8	38%
	Important	7	33%
	Somewhat Imp	6	29%

BASIC NEEDS and QUALITY OF LIFE SURVEY RESULTS

	Totals	%
Not at all	0	

How important are the following factors to the quality of life on or adjacent to Tribal lands?

Public services	Very Important	4	21%
	Important	11	58%
	Somewhat Imp	4	21%
	Not at all	0	

How important are the following factors to the quality of life on or adjacent to Tribal lands?

Proximity to employment	Very Important	10	48%
	Important	5	24%
	Somewhat Imp	6	28%
	Not at all	0	

How important are the following factors to the quality of life on or adjacent to Tribal lands?

Transportation system with easy access throughout the community	Very Important	6	29%
	Important	7	33%
	Somewhat Imp	8	38%
	Not at all	0	

How important are the following factors to the quality of life on or adjacent to Tribal lands?

Easily accessible via walking	Very Important	2	10%
	Important	8	40%
	Somewhat Imp	7	35%
	Not at all	3	15%

In constructing future Tribal facilities, how important or unimportant are the following issues?

Brings pride to the community	Very Important	12	60%
	Important	8	40%
	Somewhat Imp	0	
	Not at all	0	

In constructing future Tribal facilities, how important or unimportant are the following issues?

Attractive	Very Important	15	71%
	Important	6	29%
	Somewhat Imp	0	
	Not at all	0	

In constructing future Tribal facilities, how important or unimportant are the following issues?

Cutting edge	Very Important	6	29%
	Important	5	24%
	Somewhat Imp	7	33%
	Not at all	3	14%

In constructing future Tribal facilities, how important or unimportant are the following issues?

Large landscaped areas	Very Important	3	14%
	Important	5	24%
	Somewhat Imp	10	48%

BASIC NEEDS and QUALITY OF LIFE SURVEY RESULTS

	Totals	%
Not at all	3	14%

In constructing future Tribal facilities, how important or unimportant are the following issues?

Sustainable	Very Important	10	48%
	Important	9	42%
	Somewhat Imp	1	5%
	Not at all	1	5%

In constructing future Tribal facilities, how important or unimportant are the following issues?

Economical	Very Important	9	45%
	Important	8	40%
	Somewhat Imp	2	10%
	Not at all	1	5%

How would you rate your satisfaction with the following community programs on or adjacent to Tribal lands?

Public safety	Satisfied	12	60%
	Not Satisfied	5	25%
	Strongly Not	3	15%

How would you rate your satisfaction with the following community programs on or adjacent to Tribal lands?

Tribal government priorities	Satisfied	12	71%
	Not Satisfied	4	23%
	Strongly Not	1	6%

How would you rate your satisfaction with the following community programs on or adjacent to Tribal lands?

Housing	Satisfied	7	44%
	Not Satisfied	8	50%
	Strongly Not	1	6%

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How would you rate your satisfaction with the following community programs on or adjacent to Tribal lands?

Accessibility to services	Satisfied	14	70%
	Not Satisfied	5	25%
	Strongly Not	1	5%

How would you rate your satisfaction with the following community programs on or adjacent to Tribal lands?

Employment	Satisfied	11	55%
	Not Satisfied	6	30%
	Strongly Not	3	15%

How would you rate your satisfaction with the following community programs on or adjacent to Tribal lands?

Retail businesses	Satisfied	11	61%
	Not Satisfied	6	33%
	Strongly Not	1	6%

How would you rate your satisfaction with the following community programs on or adjacent to Tribal lands?

Tribal governance	Satisfied	12	71%
	Not Satisfied	3	18%
	Strongly Not	2	11%

BASIC NEEDS and QUALITY OF LIFE SURVEY RESULTS

Totals	%
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How would you rate your satisfaction with the following community programs on or adjacent to Tribal lands?

Community cleanup			
Satisfied	11	55%	
Not Satisfied	8	40%	
Strongly Not	1	5%	

Over the past five years, do you believe the quality of life of the community (Tribal and non-Tribal) has improved, stayed the same, or declined?

Stayed the same	8	32%
Improved	1	4%
Declined	7	28%
Unsure	2	8%
N/A, I'm not a Tribal member	7	28%

Over the past five years, do you believe the quality of life of the community (Tribal and non-Tribal) has improved, stayed the same, or declined?

If declined, why do you believe the community has declined?

Lack of caring and respect for community and surroundings.
Economy
Prison
Economic decline and increase in drug use has brought a general decline to quality of life in Del Norte County as a whole, not just within the tribal community. More job opportunities, better cost of living pay for those who do work and more
Because Crescent City hasn't been able to grow. Nobody wants to live in a city that is going nowhere.
Pelican Bay Prison does not attract desirable residents who come in the community to be close to inmates. Illegal drugs, primarily methamphetamine and large-scale marijuana grows, are creating a serious public safety problem.

Within the community, how much is there a need for?

More commercial uses			
High Need	9	43%	
Low Need	7	33%	
Do Not Know	5	24%	

Within the community, how much is there a need for?

Open space			
High Need	3	15%	
Low Need	13	65%	
Do Not Know	4	20%	

20

Within the community, how much is there a need for?

Culturally preserved land			
High Need	10	44%	
Low Need	9	39%	

BASIC NEEDS and QUALITY OF LIFE SURVEY RESULTS

	Totals	%
Do Not Know	4	17%

Within the community, how much is there a need for?

Recreational areas	High Need	11	55%
	Low Need	7	35%
	Do Not Know	2	10%

Within the community, how much is there a need for?

Head start centers	High Need	9	0.45
	Low Need	5	0.25
	Do Not Know	6	0.3
		20	

Within the community, how much is there a need for?

Senior centers	High Need	7	29%
	Low Need	12	50%
	Do Not Know	5	21%

Within the community, how much is there a need for?

Youth centers	High Need	19	79%
	Low Need	3	13%
	Do Not Know	2	8%

Within the community, how much is there a need for?

Neighborhood community facilities	High Need	14	58%
	Low Need	6	25%
	Do Not Know	4	17%

Within the community, how much is there a need for?

Parking	High Need	0	
	Low Need	14	74%
	Do Not Know	5	26%

How much concern do you have for the following community issues?

Public safety	High Concern	18	82%
	Low Concern	4	18%
	Do Not Know	0	

How much concern do you have for the following community issues?

Government priorities	High Concern	12	57%
	Low Concern	7	33%
	Do Not Know	2	10%

How much concern do you have for the following community issues?

Housing	High Concern	9	45%
	Low Concern	9	45%
	Do Not Know	2	10%

How much concern do you have for the following community issues?

Employment	High Concern	17	85%
	Low Concern	2	10%
	Do Not Know	1	5%

BASIC NEEDS and QUALITY OF LIFE SURVEY RESULTS

Totals	%
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How much concern do you have for the following community issues?

Lack of retail businesses			
	High Concern	11	58%
	Low Concern	8	42%
	Do Not Know	0	

How much concern do you have for the following community issues?

Poor governing			
	High Concern	13	59%
	Low Concern	6	27%
	Do Not Know	3	14%

How much concern do you have for the following community issues?

Community cleanup			
	High Concern	13	59%
	Low Concern	8	36%
	Do Not Know	1	5%

How much concern do you have for the following community issues?

Lack of cooperation between the Tribe and the City/County			
	High Concern	11	50%
	Low Concern	3	13%
	Do Not Know	8	37%

Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Office buildings			
	Same	13	57%
	More	4	17%
	Fewer	6	26%

Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Retail centers			
	Same	7	29%
	More	16	67%
	Fewer	1	4%

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Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Neighborhood service retail			
	Same	10	44%
	More	12	52%
	Fewer	1	4%

Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Mixed-use developments (live/work)			
	Same	11	48%
	More	12	52%
	Fewer	0	

Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Restaurants			
	Same	10	42%
	More	12	50%
	Fewer	2	8%

BASIC NEEDS and QUALITY OF LIFE SURVEY RESULTS

Totals	%
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Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Entertainment/attractions	Same	4	16%
	More	20	80%
	Fewer	1	4%

Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Grocery stores	Same	16	64%
	More	9	36%
	Fewer	0	

Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Hotels/motels	Same	14	56%
	More	5	20%
	Fewer	6	24%

Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Industry	Same	7	29%
	More	15	63%
	Fewer	2	8%

Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Business parks	Same	9	38%
	More	11	46%
	Fewer	4	16%

Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Apartments	Same	13	59%
	More	6	27%
	Fewer	3	14%

Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Townhomes	Same	11	52%
	More	8	38%
	Fewer	2	10%

Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Condominiums	Same	7	37%
	More	7	37%
	Fewer	5	26%

BASIC NEEDS and QUALITY OF LIFE SURVEY RESULTS

Totals	%
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Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Starter homes (\$75-150K)	Same	6	26%
	More	17	74%
	Fewer	0	

Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Moderate homes (\$150-300K)	Same	10	44%
	More	11	48%
	Fewer	2	8%

Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Luxury homes (+\$300K)	Same	12	55%
	More	2	9%
	Fewer	8	36%

Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Retirement/assisted living housing	Same	6	28%
	More	15	68%
	Fewer	1	4%

Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Mobile homes	Same	8	35%
	More	0	
	Fewer	15	65%

Which of the following types of developments would you like to see more of, kept at the same level, or see fewer of within the community?

Low-income/public housing	Same	9	41%
	More	8	36%
	Fewer	5	23%

Presently, how satisfied or dissatisfied are you with the following aspects of the community?

Number of retail businesses	Satisfied	10	42%
	Not Satisfied	10	42%
	Strongly Not	4	16%

Presently, how satisfied or dissatisfied are you with the following aspects of the community?

Overall appearance of neighborhood	Satisfied	8	32%
	Not Satisfied	11	44%
	Strongly Not	6	24%

Presently, how satisfied or dissatisfied are you with the following aspects of the community?

Overall appearance	Satisfied	8	33%
	Not Satisfied	10	42%
	Strongly Not	6	25%

BASIC NEEDS and QUALITY OF LIFE SURVEY RESULTS

Totals	%
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Presently, how satisfied or dissatisfied are you with the following aspects of the community?			
Appearance of medians/right-of-ways	Satisfied	12	52%
	Not Satisfied	11	48%
	Strongly Not	0	
Presently, how satisfied or dissatisfied are you with the following aspects of the community?			
Appearance of community buildings	Satisfied	11	48%
	Not Satisfied	10	43%
	Strongly Not	2	9%
Presently, how satisfied or dissatisfied are you with the following aspects of the community?			
Number of parks & recreation areas	Satisfied	7	29%
	Not Satisfied	12	50%
	Strongly Not	5	21%
Presently, how satisfied or dissatisfied are you with the following aspects of the community?			
Quality of parks & recreation areas	Satisfied	13	54%
	Not Satisfied	9	38%
	Strongly Not	2	8%
Presently, how satisfied or dissatisfied are you with the following aspects of the community?			
Level of safety	Satisfied	11	48%
	Not Satisfied	10	43%
	Strongly Not	2	9%
Presently, how satisfied or dissatisfied are you with the following aspects of the community?			
Availability of well-paying, diverse jobs	Satisfied	4	17%
	Not Satisfied	10	43%
	Strongly Not	9	39%
Presently, how satisfied or dissatisfied are you with the following aspects of the community?			
Distance of community and residential area	Satisfied	17	74%
	Not Satisfied	4	17%
	Strongly Not	2	9%
Presently, how satisfied or dissatisfied are you with the following aspects of the community?			
Quality of streets, water, sewer, & infrastructure	Satisfied	12	57%
	Not Satisfied	7	33%
	Strongly Not	2	10%
Presently, how satisfied or dissatisfied are you with the following aspects of the community?			
Code enforcement	Satisfied	7	41%
	Not Satisfied	7	41%
	Strongly Not	3	18%
Presently, how satisfied or dissatisfied are you with the following aspects of the community?			
Vitality of aging neighborhoods	Satisfied	8	35%

BASIC NEEDS and QUALITY OF LIFE SURVEY RESULTS

	Totals	%
Not Satisfied	11	48%
Strongly Not	4	17%

What form of communication do you prefer to be notified regarding the development status of the Plan?		
Tribe's website	14	33%
Newspaper	20	48%
Signs	8	19%

Any other comments?	Some areas near the tribal facilities are dirty and very unappealing to the eye. Looks like a slum area near the casino.
	Community is defined as Crescent City in general rather than just Tribal lands.

Transportation Needs Survey



The Elk Valley Rancheria, California (Tribe) and Analytical Environmental Services are working on the Transportation Element for the Tribe's Comprehensive Transportation and Master Plan (Plan). We need your assistance in answering the questions below. Some of these questions may not be applicable if you are not a Tribal member or do not live or work within or adjacent to Tribal lands; however, your input of local knowledge regarding issues that face the community at large can assist the Tribe in guiding their Plan. Please review all the potential responses before marking your selected response, or provide a written response where indicated, to those questions that apply to your familiarity with the Tribe.

Please fax, email, or return to the Tribal Administration Building (details at bottom of page) by **September 15, 2013**.

1) What is your gender? *(please select one)*

- Male
- Female

2) What is your age? *(please select one)*

- 18-25
- 26-35
- 36-45
- 46-55
- 56-65
- 66+

3) Do you live or work on Tribal lands? *(please select one)*

- Yes
- No

If yes, for how long? *(please write in)*

4) Are you a Tribal member? *(please select one)*

- Yes
- No

If no, skip to #13 on page 4.

Transportation Needs Survey



5) Tribal Members: Do you own a vehicle? *(please select one)*

Yes

No

If no, do you have access to reliable transportation? *(please select one)*

Yes

No

6) Tribal Members: Do you own a bicycle? *(please select one)*

Yes

No

If yes, do you use it for transportation? *(please select one)*

Yes

No

If you do not use it for transportation, why not? *(please write in)*

7) Tribal Members: Have you been unable to get to an appointment, meeting, or activity due to the inability to afford transportation? *(please select one)*

Yes

No

8) Tribal Members: To what extent are you able to obtain transportation to the nearest town or commercial center during business hours when you need to? *(Please rank on a scale of 1-10, 1 being "never" and 10 being "always")*

NEVER	SOMETIMES				MOST OF THE TIME				ALWAYS
1	2	3	4	5	6	7	8	9	10

Survey continues on the next page

Transportation Needs Survey



9) Tribal Members: To what extent are you able to obtain transportation to the nearest town or commercial center to participate in recreational, social, or cultural activities?
(Please rank on a scale of 1-10, 1 being "never" and 10 being "always")

NEVER		SOMETIMES				MOST OF THE TIME		ALWAYS	
1	2	3	4	5	6	7	8	9	10

10) Tribal Members: To what extent are you able to obtain transportation in an emergency?
(Please rank on a scale of 1-10, 1 being "never" and 10 being "always")

NEVER		SOMETIMES				MOST OF THE TIME		ALWAYS	
1	2	3	4	5	6	7	8	9	10

11) Tribal Members: To what extent do public transportation routes cover Tribal lands?
(Please rank on a scale of 1-10, 1 being "no coverage" and 10 being "complete coverage")

NO COVERAGE		SOME COVERAGE				MOSTLY COVERED		COMPLETE COVERAGE	
1	2	3	4	5	6	7	8	9	10

12) Tribal Members: Are your transportation needs being met? *(please select one)*

- Yes
- No

If no, why and how can they be met? *(please write in)*

Survey continues on the next page

Transportation Needs Survey



13) What is the general condition of local roads on or adjacent to Tribal lands?

(please select one)

- Excellent
- Very good
- Good
- Fair
- Poor
- No opinion
- I do not know

14) Are there roads on or adjacent to Tribal lands that should have any of the following improvements? *(please provide street names and nearest intersection)*

Roadway shoulders_____

Intersections_____

Reconstruction to straighten curves_____

Widening_____

Turn lanes_____

Guard rails_____

Signage_____

Resurfacing_____

Unpaved to paved_____

Paved to unpaved_____

Transportation Needs Survey



15) Are any of the following traffic conditions a problem on roads on or adjacent to Tribal lands? (please select all that apply)

- Truck traffic
- Traffic speed
- Pedestrian safety markers (crosswalks, signals, signs, etc.)
- Traffic noise
- Exits and entrances
- Street lighting
- None
- I do not know
- Other (*write in*): _____

16) Are there any areas on or adjacent to Tribal lands where parking is inadequate? (please write in)

17) Are there areas on or adjacent to Tribal lands where handicapped parking is inadequate? (please write in)

Survey continues on the next page

Transportation Needs Survey



18) Transportation is a problem in the vicinity of Tribal lands because of: (please select up to three)

- Lack of knowledge on how to purchase a vehicle
 - Cost of buying/leasing a vehicle
 - Lack of credit to buy a vehicle
 - Cost of maintaining a vehicle
 - Cost of vehicle repairs
 - Cost of gasoline
 - Lack of assistance in learning to drive or obtaining a license
 - Limited public transportation
 - There are no problems
 - I do not know
 - Other (*write in*):
-

19) Which changes to the transportation system should occur within or adjacent to Tribal lands? (please select up to three)

- Intersection improvements
 - More available parking near businesses
 - Pedestrian safety markers (crosswalks, signals, signs, etc.)
 - Sidewalk improvements
 - Additional bicycle lane infrastructure
 - Trees and landscaping along roadways
 - Limiting cut-through traffic in neighborhoods
 - No changes are needed
 - I do not know
 - Other (*write in*):
-

Survey continues on the next page

Transportation Needs Survey



20) What type of transportation service would meet the needs of the Tribe and surrounding community now? (please select up to three)

- Taxi
- Bus
- Carpool
- Rental
- None
- I do not know
- Other (write in):

21) Within/adjacent to Tribal lands, how much is there a need for: (please check one box for each item)

	High Need	Low Need	No Need	Do Not Know
Bicycle trails				
New sidewalks				
Road improvements				
Handicap accessibility				
Other (write in):				
Other (write in):				

22) To what extent are bus stops on or adjacent to Tribal lands located in well-lit and safe areas? (Please rank on a scale of 1-10, 1 being "none" and 10 being "all")

NONE	SOME				MOST OF THEM				ALL
1	2	3	4	5	6	7	8	9	10

.....

Thank you for your time!

TRANSPORTATION NEEDS SURVEY RESULTS

		Totals	%
What is your gender?	Male	16	52%
	Female	15	48%
What is your age?	18-25	4	13%
	26-35	10	32%
	36-45	6	19%
	46-55	2	7%
	56-65	9	29%
Are you a Tribal member?	Yes	8	26%
	No	23	74%
Do you live or work on or adjacent to Tribal lands?	Yes	23	74%
	No	8	26%
If yes, for how long?	1-5 years	9	41%
	6-10 years	10	45%
	11-15 years	1	5%
	16 years or more	2	9%
Tribal Members: Do you own a vehicle?	Yes	6	86%
	No	1	14%
Tribal Members: Do you own a vehicle?			
If no, do you have access to reliable transportation?	Yes	1	100%
Tribal Members, do you own a bicycle?	Yes	4	57%
	No	3	43%
Tribal Members, do you own a bicycle?			
If yes, do you use it for transportation	Yes	1	25%
	No	3	75%
Tribal Members, have you been unable to get to an appointment, meeting, or activity due to the inability to afford transportation?	No	7	100%
Tribal Members, to what extent are you able to obtain transportation to the nearest town or commercial center during business hours when you need to? (1=never and 10=always)	10	6	86%
	8	1	14%
Tribal Members, to what extent are you able to obtain transportation to the nearest town or commercial center to participate in recreational, social, or cultural activities? (1=never and 10=always)	10	6	86%
	7	1	14%
Tribal Members, to what extent are you able to obtain transportation in an emergency? (1=never and 10=always)	10	6	86%
	5	1	14%

TRANSPORTATION NEEDS SURVEY RESULTS

		Totals	%
Tribal Members, to what extent do public transportation routes cover Tribal lands? (1=no coverage and 10=complete coverage)	6	1	17%
	8	1	17%
	3	1	17%
	5	2	32%
	9	1	17%

Tribal Members, are your transportation needs being met?	Yes	7	100%
	No	0	

What is the general condition of local roads on or adjacent to Tribal lands?	Very good	3	10%
	Good	13	43%
	Fair	11	37%
	Poor	2	7%
	Don't know	1	3%

Are there roads on or adjacent to Tribal lands that should have any of the following improvements? Roadway shoulders	Humboldt Road	4	33%
	Elk Valley Road	3	25%
	All surrounding	5	42%

Are there roads on or adjacent to Tribal lands that should have any of the following improvements? Intersections	Humboldt Rd & Sand Mine	2	25%
	Elk Valley Rd. & Howland Hill Rd.	4	50%
	Wyentae St. & Howland Hill Rd.	1	13%
	Humboldt Rd & US 101	1	13%

Are there roads on or adjacent to Tribal lands that should have any of the following improvements? Reconstruction to straighten curves	Humboldt Road	2	67%
	Hwy 101 and Hwy 199	1	33%

Are there roads on or adjacent to Tribal lands that should have any of the following improvements? Widening	Humboldt Road	3	75%
	Curbs	1	25%

Are there roads on or adjacent to Tribal lands that should have any of the following improvements? Turn lanes	Humboldt Road		
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Are there roads on or adjacent to Tribal lands that should have any of the following improvements? Guard rails	Humboldt Road		
---	---------------	--	--

Are there roads on or adjacent to Tribal lands that should have any of the following improvements? Signage	Howland Hill Road	1	33%
	Humboldt Road	1	33%
	Sand Mine Road	1	33%

Are there roads on or adjacent to Tribal lands that should have any of the following improvements? Resurfacing	Humboldt Road	2	40%
	Elk	2	40%
	Wyentae	1	20%

TRANSPORTATION NEEDS SURVEY RESULTS

Totals	%
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Are any of the following traffic conditions a problem on roads on or adjacent to Tribal lands?			
Street lighting	15	34%	
Exits/Entrance	2	4%	
Pedestrian safety markers (crosswalks, signals, signs)	10	22%	
Traffic speed	10	22%	
Truck traffic	2	4%	
None	6	14%	

Are any of the following traffic conditions a problem on roads on or adjacent to Tribal lands?			
Speed bump in front of Head Start			

Are there any areas on or adjacent to Tribal lands where parking is inadequate?			
By the Tribal Offices when large events are held.			

Are there areas on or adjacent to Tribal lands where handicapped parking is inadequate?			
No	5	100%	

Transportation is a problem in the vicinity of Tribal lands because of			
Vehicle Cost	11	18%	
Lack of Credit	10	17%	
Limited public transport	10	17%	
No Problems	1	2%	
Lack of Knowledge	2	3%	
Gas Cost	11	18%	
Cost of maintenance	8	13%	
Cost of repairs	7	12%	

Which changes to the transportation system should occur within or adjacent to Tribal lands?			
Sidewalk Improvements	15	24%	
Trees and landscape	11	18%	
Intersection Improvements	7	11%	
Additional Bike lane	11	18%	
Pedestrian markers	8	13%	
Limiting cut-through parking near businesses	4	7%	
No change	1	2%	
	4	7%	

What type of transportation service would meet the needs of the Tribe and surrounding community now?			
Bus	16	40%	
Taxi	9	23%	
Carpool	6	14%	
Don't Know	9	23%	

Within/adjacent to Tribal lands, how much is there a need for			
Bicycle trails			
High Need	10	34%	
Low Need	11	38%	
No Need	5	18%	
Don't Know	3	10%	

Within/adjacent to Tribal lands, how much is there a need for			
New sidewalks			
High Need	16	59%	
Low Need	6	22%	
No Need	5	19%	

TRANSPORTATION NEEDS SURVEY RESULTS

Totals	%
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Within/adjacent to Tribal lands, how much is there a need for			
Road improvements	High Need	13	48%
	Low Need	10	37%
	No Need	3	11%
	Don't Know	1	4%

Within/adjacent to Tribal lands, how much is there a need for			
Handicap accessibility	High Need	4	15%
	Low Need	10	38%
	No Need	3	12%
	Don't Know	9	35%

Within/adjacent to Tribal lands, how much is there a need for			
Other	<p>If EVR used Enderts Beach parcel which is unbuildable because it is in the tsunami run-up zone as a wetland mitigation bank, the Coastal Commission, Caltrans, and DNL County would probably support reconstructing the 101/Humboldt Road intersection to be a right angle to improve xing and turning safety, and adding bike lanes between 101, Sandmine Rd, and Bertsch tract. Without mitigation for wetland impacts along the road, EVR will never be able to improve pedestrian/bike safety at that intersection.</p>		

To what extent are bus stops on or adjacent to Tribal lands located in well-lit and safe areas? (1=none and 10=all)			
3		5	22%
4		2	9%
5		7	32%
6		1	5%
7		2	9%
8		4	18%
10		1	5%

Economic Development Survey



The Elk Valley Rancheria, California (Tribe) and Analytical Environmental Services are working on the Economic Development Element for the Tribe's Comprehensive Transportation and Master Plan (Plan). We need your assistance in answering the questions below. Some of these questions may not be applicable if you are not a Tribal member or do not live or work within or adjacent to Tribal lands; however, your input of local knowledge regarding issues that face the community at large can assist the Tribe in guiding their Plan. Please review all the potential responses before marking your selected response, or provide a written response where indicated, to those questions that apply to your familiarity with the Tribe.

Please fax, email, or return to the Tribal Administration Building (details at bottom of page) by **September 15, 2013**.

1) What is your gender? (please select one)

- Male
- Female

2) What is your age? (please select one)

- 18-25
- 26-35
- 36-45
- 46-55
- 56-65
- 66+

3) Are you a Tribal member? (please select one)

- Yes
- No

4) Do you live or work on or adjacent to Tribal lands? (please select one)

- Yes
- No

If yes, for how long? (please write in)

Economic Development Survey



5) What percentage of your monthly spending for shopping, dining, and services for yourself and members of your household is allocated towards Tribal businesses?

(please select one)

- Less than 25%
- 26-49%
- 50% or more

6) What businesses or services would you like to see, or see more of, on Tribal lands?

(please select up to three)

- Arts and crafts
 - Automotive service
 - Major clothing store chain
 - Eating establishments
 - Major grocery store chain
 - Health practices (doctors, dentists, etc.)
 - Lodging (bed and breakfasts, motels, hotels)
 - Tourism-based businesses (guided hikes, amusements)
 - Personal services (barber, hairdresser, laundry/dry cleaning, etc.)
 - None
 - I do not know
 - Other (*write in*):
-

Survey continues on the next page

Economic Development Survey



7) What policies do you think the Tribe could implement that would have the greatest impact on supporting and encouraging local business growth and development? *(please select up to three)*

- Improve infrastructure
 - More mixed-use development with housing
 - More restaurants
 - More retail stores
 - More office parks
 - More parking facilities
 - Streetscape improvements
 - Accessibility to jobs/services
 - New commercial development
 - None
 - I do not know
 - Other (*write in*):
-

8) When it comes to growth and development, what is/are the Tribe's greatest challenge(s): *(please select up to three)*

- Protecting Tribal culture
 - Providing job opportunities
 - Providing a range of housing options
 - Protecting scenery and natural resources
 - Providing for utilities and services
 - Providing amenities (parks, education, public services, etc.)
 - Obtaining additional lands
 - None
 - I do not know
 - Other (*write in*):
-

Economic Development Survey



9) What kind of “commercial development districts” would best support the retention, growth, or attraction of businesses on Tribal lands? *(please select up to three)*

- Mixed-use “Main Street” of shops and services
 - Professional office park
 - Retail cluster/shopping outlets
 - Light industrial park (light manufacturing)
 - Professional conference center with tourism/recreation features
 - Big box stores
 - None
 - I do not know
 - Other (*write in*):
-

10) What changes should occur to support economic development on or adjacent to Tribal lands? *(please select up to three)*

- Increase commercial uses
 - More housing opportunities near jobs
 - Reserving a “Main Street” for retail and businesses
 - More opportunities for new residential neighborhoods
 - More opportunities for small scale offices and businesses
 - Better architectural quality and/or landscaping in commercial corridors
 - None
 - I do not know
 - Other (*write in*):
-

Survey continues on the next page

Economic Development Survey



11) Where should future development occur? (please select up to three)

- In mixed-use neighborhoods
 - In current forested areas
 - Along city roads
 - In new subdivisions
 - On current farmlands
 - Along creeks or ponds
 - Along state roads
 - None should occur
 - I do not know
 - Other (*write in*):
-

12) To what extent do you feel there are opportunities for economic and community development within the Tribal community? (Please rank on a scale of 1-10, 1 being “none available” and 10 being “significant number available”)

NONE AVAILABLE				MODERATE NUMBER AVAILABLE				SIGNIFICANT NUMBER AVAILABLE	
1	2	3	4	5	6	7	8	9	10

13) To what extent are child care facilities and providers located on and adjacent to Tribal lands accessible to low income parents? (Please rank on a scale of 1-10, 1 being “none available” and 10 being “significant number available”)

NONE AVAILABLE				MODERATE NUMBER AVAILABLE				SIGNIFICANT NUMBER AVAILABLE	
1	2	3	4	5	6	7	8	9	10

Survey continues on the next page

Economic Development Survey



14) To what extent are child care facilities located near Tribal employment and educational opportunities for low income persons? (Please rank on a scale of 1-10, 1 being “none available” and 10 being “significant number available”)

NONE AVAILABLE				MODERATE NUMBER AVAILABLE				SIGNIFICANT NUMBER AVAILABLE	
1	2	3	4	5	6	7	8	9	10

15) Do you believe that employment is a problem on or adjacent to Tribal lands? (please select one)

- Yes
- No

If yes, why: (please select up to three)

- People lack education to obtain a job
- People lack general skills to obtain a job
- People lack computer skills to obtain a job
- Unable to find jobs in the area
- Few jobs for people without skills
- Lack of good paying jobs with benefits
- Lack of child care during the hours needed
- Cost of child care
- Current jobs are low paying
- Long commute to jobs
- Cost of transportation
- Lack of transportation
- Employers leaving the area
- None
- I do not know
- Other (*write in*):

Economic Development Survey



16) If you could improve your current employment, what areas would you focus on?

(please select up to three)

- Not applicable, I am not currently employed
- More hours
- Better pay
- Increase benefits
- Increase responsibilities
- Reduce overtime
- Change career or position
- Job stability
- Location of job
- Flexible working hours
- I do not know
- Other (*write in*):

.....

Thank you for your time!

ECONOMIC DEVELOPMENT SURVEY RESULTS

		Totals	%
What is your gender?	Male	14	52%
	Female	13	48%
What is your age?	18-25	1	4%
	26-35	11	41%
	36-45	6	22%
	46-55	2	7%
	56-65	7	26%
Are you a Tribal member?	Yes	6	22%
	No	21	78%
Do you live or work on or adjacent to Tribal lands?	Yes	24	89%
	No	3	11%
If yes, for how long?	1-5 years	7	44%
	6-10 years	7	44%
	11-15 years	1	6%
	16 years or more	1	6%
What percentage of your monthly spending for shopping, dining, and services for yourself and members of your household is allocated towards Tribal businesses?	Less than 25%	26	96%
	26-49%	1	4%
What businesses or services would you like to see, or see more of, on Tribal lands?	Health	13	20%
	Eating	7	11%
	Automotive service	1	1%
	Major Clothing Chain	5	8%
	Arts Crafts	7	11%
	Tourism	15	22%
	Major Grocery	1	1%
	Personal Services	2	3%
	Lodging	10	15%
	Don't know	5	8%
What policies do you think the Tribe could implement that would have the greatest impact on supporting and encouraging local business growth and development?	Infrastructure	9	16%
	Commercial	13	23%
	Restaurants	6	10%
	Office Parks	1	2%
	Streetscape	7	13%
	Retail Stores	5	9%
	Jobs / Services	11	20%
	Don't know	4	7%
When it comes to growth and development, what is/are the Tribe's greatest challenge(s)?	Protecting Culture	11	20%
	Obtaining Lands	8	15%
	Utilities / Service	8	15%
	Jobs	0	
	Natural Resources	9	17%
	Amenities / Parks	9	17%
	Housing Options	5	9%
	Don't Know	4	7%

ECONOMIC DEVELOPMENT SURVEY RESULTS

	Totals	%
What kind of “commercial development districts” would best support the retention, growth, or attraction of businesses on Tribal lands?		
Mixed Use	11	26%
Light Industrial	6	14%
Conf Center	12	29%
Retail	6	14%
Don’t Know	7	17%

What changes should occur to support economic development on or adjacent to Tribal lands?		
Main Street	7	14%
Small Business	5	10%
Architecture / Landscape	9	18%
Increase Commercial	13	26%
Housing near jobs	7	14%
New Residential	4	8%
Don’t Know	5	10%

Where should future development occur?		
Mixed Use	5	9%
City Roads	17	32%
State Roads	10	19%
Farmlands	4	8%
New Subdivisions	4	8%
Creeks	4	8%
Forested	3	5%
Don’t Know	6	11%

To what extent do you feel there are opportunities for economic and community development within the Tribal community? (1=none available and 10=significant number available)		
1	4	45%
3	3	33%
5	2	22%

To what extent are child care facilities and providers located on and adjacent to Tribal lands accessible to low income parents? (1=none available and 10=significant number available)		
1	5	50%
2	3	30%
3	1	10%
6	1	10%

To what extent are child care facilities located near Tribal employment and educational opportunities for low income persons? (1=none available and 10=significant number available)		
1	3	33%
2	4	45%
4	1	11%
6	1	11%

Do you believe that employment is a problem on or adjacent to Tribal lands?		
Yes	25	93%
No	2	7%

Do you believe that employment is a problem on or adjacent to Tribal lands?		
Cost of Child Care	9	12%
Employers Leaving	3	4%
People Lack Skills	13	17%
No Jobs in Area	4	5%
Few Jobs for Unskilled Labor	10	14%
Lack of Jobs w/ Benefits	11	15%

ECONOMIC DEVELOPMENT SURVEY RESULTS

	Totals	%
Jobs are Low Paying	13	17%
Cost of Transportation	6	8%
Lack Computer Skills	6	8%

If you could improve your current employment, what areas would you focus on?		
Better Pay	19	31%
Increase Benefits	13	21%
More Hours	2	3%
Job Stability	9	16%
Increase Responsibilities	7	11%
Career Change	3	5%
Flexible Hours	5	8%
Job Location	1	2%
Don't Know	2	3%

Housing Needs Survey



The Elk Valley Rancheria, California (Tribe) and Analytical Environmental Services are working on the Housing Element for the Tribe's Comprehensive Transportation and Master Plan (Plan). We need your assistance in answering the questions below. Some of these questions may not be applicable if you are not a Tribal member or do not live or work within or adjacent to Tribal lands; however, your input of local knowledge regarding issues that face the community at large can assist the Tribe in guiding their Plan. Please review all the potential responses before marking your selected response, or provide a written response where indicated, to those questions that apply to your familiarity with the Tribe.

Please fax, email, or return to the Tribal Administration Building (details at bottom of page) by **September 15, 2013**.

1) What is your gender? (please select one)

- Male
- Female

2) What is your age? (please select one)

- 18-25
- 26-35
- 36-45
- 46-55
- 56-65
- 66+

3) Are you a Tribal member? (please select one)

- Yes
- No

4) Do you live or work on or adjacent to Tribal lands? (please select one)

- Yes
- No

If yes, for how long? (please write in)

Housing Needs Survey



5) If you live on or adjacent to Tribal lands, do you rent or own your home?

(please select one)

- Rent
- Own
- Not applicable, I do not live on or adjacent to Tribal lands

If you live on or adjacent to Tribal lands, how many years at current residence?

(please write in)

6) Tribal Members: Please rank the importance of Tribal housing needs on a scale of 1-5

(1 being "not important" and 5 being "extremely important"):

NOT IMPORTANT					EXTREMELY IMPORTANT
1	2	3	4	5	

7) Please indicate your agreement or disagreement with the following statements: *(please*

check one box for each item)

	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Applicable
The Tribe is managing housing development well					
Some land should be protected from housing					
It is important to provide affordable housing					
Encouraging housing growth will stimulate the economy					
There is excessive housing development					
There are enough apartments					
There is enough affordable housing					
There is enough senior housing					

Survey continues on the next page

Housing Needs Survey



8) What are the top housing needs on or adjacent to Tribal lands?

(please select up to three)

- Quality housing that is attainable for working professionals
- Rental housing for service workers
- Short-term and seasonal rental housing
- Housing for seniors and retirees
- Assisted living, extended care, and nursing facilities
- Manufactured housing
- Luxury and vacation housing
- Other *(write in)*:

9) Would you like to see more or less of the following types of housing on or adjacent to Tribal lands: *(please check one box for each item)*

	More	Same	Fewer	No Opinion
Single family				
Two-family/duplexes				
Multi-unit (3-4 units)				
Townhomes/Condos				
Apartment buildings				
Senior Housing				
Accessory apartments (i.e. in-law unit)				
Manufactured/mobile home parks				
Affordable housing				
Seasonal boarding housing/extended stay hotels				
Other <i>(write in)</i> :				
Other <i>(write in)</i> :				

Survey continues on the next page

Housing Needs Survey



10) Do you support the following methods for guiding growth and development on or adjacent to Tribal lands? (please check one box for each item)

	Yes	No	No Opinion
Encourage new residential subdivisions to be clustered			
Limit the number of new residences constructed			
Encourage higher density in existing developed areas to preserve rural character			

11) If you live on or adjacent to Tribal lands, does your home have the appropriate number of bedrooms? (please select one)

- Yes
- No

12) If you live on or adjacent to Tribal lands, does your family receive subsidized housing? (please select one)

- Yes
- No

13) Does the Tribe offer housing and services to allow you to retire in residence if you choose to do so? (please select one)

- Yes
- No
- Not applicable, I am not a Tribal member

Survey continues on the next page

Housing Needs Survey



14) Housing within or adjacent to Tribal lands is a problem because: (please select up to three)

- Cost of rent/house payment
- Cost of utility/rent deposit
- Housing size does not meet family needs
- Lack of temporary emergency housing
- Affordable housing not available
- Need weatherization
- Need repairs (roof, foundation, plumbing, etc)
- Where housing is available, neighborhood conditions are not acceptable
- Lack of shelters for emergency situations (domestic violence)
- Lack of shelters for emergency situations (natural disaster)
- Other (write in):

15) To what extent is there affordable housing on or adjacent to Tribal lands? (Please rank on a scale of 1-10, 1 being "none available" and 10 being "significant number available")

NONE AVAILABLE		SOME AVAILABLE			SEVERAL AVAILABLE			SIGNIFICANT NUMBER AVAILABLE	
1	2	3	4	5	6	7	8	9	10

16) To what extent are you able to find affordable housing suitable for your family size on or adjacent to Tribal lands? (Please rank on a scale of 1-10, 1 being "none available" and 10 being "significant number available")

NONE AVAILABLE		MODERATE NUMBER AVAILABLE			SIGNIFICANT NUMBER AVAILABLE				
1	2	3	4	5	6	7	8	9	10

Housing Needs Survey



17) To what extent do you feel you would lose your housing on or adjacent to Tribal lands if you were unexpectedly unemployed? *(Please rank on a scale of 1-10, 1 being “not concerned” and 10 being “extremely concerned”)*

NOT CONCERNED					MODERATELY CONCERNED					EXTREMELY CONCERNED
1	2	3	4	5	6	7	8	9	10	

18) To what extent do you feel you have options in terms of the price you pay for living on or adjacent to Tribal lands? *(Please rank on a scale of 1-10, 1 being “no options” and 10 being “significant number of options”)*

No OPTIONS					MODERATE NUMBER OF OPTIONS					SIGNIFICANT NUMBER OF OPTIONS
1	2	3	4	5	6	7	8	9	10	

19) To what extent are you able to stay in the same dwelling from year to year on or adjacent to Tribal lands (e.g. you are not forced to move every year due to rising rental costs)? *(Please rank on a scale of 1-10, 1 being “never able to stay” and 10 being “always able to stay”)*

NEVER			SOMETIMES				MOST OF THE TIME			ALWAYS
1	2	3	4	5	6	7	8	9	10	

20) If you need to find temporary shelter, to what extent would you be able to find someplace within the vicinity of Tribal lands? *(Please rank on a scale of 1-10, 1 being “none” and 10 being “significant number available”)*

NONE AVAILABLE					MODERATE NUMBER AVAILABLE					SIGNIFICANT NUMBER AVAILABLE
1	2	3	4	5	6	7	8	9	10	

Thank you for your time!

HOUSING NEEDS SURVEY RESULTS

		Totals	%
What is your gender?	Male	10	50%
	Female	10	50%

What is your age?	18-25	0	
	26-35	8	40%
	36-45	6	30%
	46-55	1	5%
	56-65	5	25%

Are you a Tribal member?	Yes	6	32%
	No	13	68%

Do you live or work on or adjacent to Tribal lands?	Yes	18	90%
	No	2	10%

If you live on or adjacent to Tribal lands, do you rent or own your home?	Rent	2	11%
	Own	1	5%
	N/A, I don't live on or adjacent to Tribal land	16	84%

Tribal Members, please rank the importance of Tribal housing needs on a scale of 1-5 (1=not important and 5=extremely important)	3	1	13%
	4	2	25%
	5	5	62%

Please indicate your agreement or disagreement with the following statements			
The Tribe is managing housing development well	Strongly Agree	0	
	Agree	6	33%
	Disagree	4	22%
	Strongly Disagree	3	17%
	Not Applicable	5	28%

Please indicate your agreement or disagreement with the following statements			
Some land should be protected from housing	Strongly Agree	6	33%
	Agree	7	39%
	Disagree	2	11%
	Strongly Disagree	0	0
	Not Applicable	3	17%

Please indicate your agreement or disagreement with the following statements			
It is important to provide affordable housing	Strongly Agree	5	28%
	Agree	11	61%
	Disagree	0	
	Strongly Disagree	0	
	Not Applicable	2	11%

Please indicate your agreement or disagreement with the following statements			
Encouraging housing growth will stimulate the economy	Strongly Agree	3	17%
	Agree	10	56%
	Disagree	2	11%
	Strongly Disagree	0	
	Not Applicable	3	17%

HOUSING NEEDS SURVEY RESULTS

Totals	%
--------	---

Please indicate your agreement or disagreement with the following statements

There is excessive housing development	Strongly Agree	0	
	Agree	0	
	Disagree	13	72%
	Strongly Disagree	2	11%
	Not Applicable	3	17%

Please indicate your agreement or disagreement with the following statements

There are enough apartments	Strongly Agree	0	
	Agree	3	17%
	Disagree	9	50%
	Strongly Disagree	1	6%
	Not Applicable	5	27%

Please indicate your agreement or disagreement with the following statements

There is enough affordable housing	Strongly Agree	0	
	Agree	2	11%
	Disagree	12	67%
	Strongly Disagree	2	11%
	Not Applicable	2	11%

Please indicate your agreement or disagreement with the following statements

There is enough senior housing	Strongly Agree	0	
	Agree	2	11%
	Disagree	11	61%
	Strongly Disagree	2	11%
	Not Applicable	3	17%

What are the top housing needs on or adjacent to Tribal lands?

Quality housing attainable for working professionals	12	28%
Housing for seniors and retirees	12	28%
Rental housing for service workers	6	14%
Assisted living, extended care & nursing facilities	6	14%
Short-term and seasonal rental housing	2	5%
Manufactured housing	4	9%
Luxury and vacation housing	1	2%

Would you like to see more or less of the following types of housing on or adjacent to Tribal lands?

Single family	Same	2	11%
	More	14	74%
	Fewer	0	
	No Opinion	3	15%

Would you like to see more or less of the following types of housing on or adjacent to Tribal lands?

Two-family/duplexes	Same	5	29%
	More	5	29%
	Fewer	3	18%
	No Opinion	4	24%

HOUSING NEEDS SURVEY RESULTS

Totals	%
--------	---

Would you like to see more or less of the following types of housing on or adjacent to Tribal lands?

Multi-unit (3-4 units)	Same	4	24%
	More	4	24%
	Fewer	3	18%
	No Opinion	6	35%

Would you like to see more or less of the following types of housing on or adjacent to Tribal lands?

Townhomes/Condos	Same	5	29%
	More	6	35%
	Fewer	2	12%
	No Opinion	4	24%

Would you like to see more or less of the following types of housing on or adjacent to Tribal lands?

Apartment buildings	Same	4	24%
	More	7	41%
	Fewer	2	11%
	No Opinion	4	24%

Would you like to see more or less of the following types of housing on or adjacent to Tribal lands?

Senior Housing	Same	1	6%
	More	13	72%
	Fewer	1	6%
	No Opinion	3	16%

Would you like to see more or less of the following types of housing on or adjacent to Tribal lands?

Accessory apartments (i.e. in-law unit)	Same	4	24%
	More	2	12%
	Fewer	1	6%
	No Opinion	10	58%

Would you like to see more or less of the following types of housing on or adjacent to Tribal lands?

Manufactured/mobile home parks	Same	2	12%
	More	2	12%
	Fewer	9	53%
	No Opinion	4	23%

Would you like to see more or less of the following types of housing on or adjacent to Tribal lands?

Affordable housing	Same	3	16%
	More	14	74%
	Fewer	0	
	No Opinion	2	10%

Would you like to see more or less of the following types of housing on or adjacent to Tribal lands?

Seasonal boarding housing/extended stay hotels	Same	4	24%
	More	2	11%
	Fewer	4	24%
	No Opinion	7	41%

Do you support the following methods for guiding growth and development on or adjacent to Tribal lands?

Encourage new residential subdivisions to be clustered	Yes	8	44%
	No	5	28%
	No Opinion	5	28%

HOUSING NEEDS SURVEY RESULTS

Totals	%
--------	---

Do you support the following methods for guiding growth and development on or adjacent to Tribal lands?			
Limit the number of new residences constructed	Yes	9	50%
	No	5	28%
	No Opinion	4	22%

Do you support the following methods for guiding growth and development on or adjacent to Tribal lands?			
Encourage higher density in existing developed areas to preserve rural character	Yes	9	50%
	No	4	22%
	No Opinion	5	28%

If you live on or adjacent to Tribal lands, does your home have the appropriate number of bedrooms?	Yes	4	40%
	No	6	60%
	No Opinion	0	

If you live on or adjacent to Tribal lands, does your family receive subsidized housing?	Yes	1	17%
	No	5	83%
	No Opinion	0	

Does the Tribe offer housing and services to allow you to retire in residence if you choose to do so?	Yes	1	17%
	No	5	83%
	No Opinion	0	

Housing within or adjacent to Tribal lands is a problem because?			
Cost of rent/house payment	11	21%	
Cost of utility/rent deposit	9	17%	
Where housing is available	3	6%	
Neighborhood conditions are not acceptable	2	4%	
Need weatherization	7	13%	
Need repairs (rood, foundation, plumbing, etc)	8	15%	
Affordable housing not available	6	12%	
Housing size does not meet family need	4	8%	
Lack of temporary emergency housing	1	2%	
Lack of shelters for emergency situations (domestic violence)	1	2%	

To what extent is there affordable housing on or adjacent to Tribal lands? (1=none available and 10=significant number available)	1	4	25%
	2	2	13%
	3	3	19%
	4	1	6%
	5	4	25%
	7	1	6%
	8	1	6%

To what extent are you able to find affordable housing suitable for your family size on or adjacent to Tribal lands? (1=none available and 10=significant number available)	1	3	20%
	2	5	33%

HOUSING NEEDS SURVEY RESULTS

	Totals	%
3	3	20%
5	3	20%
7	1	7%

To what extent do you feel you would lose your housing on or adjacent to Tribal lands if you were unexpectedly unemployed? (1=not concerned and 10=extremely concerned)		
5	2	15%
8	3	23%
9	1	8%
10	7	54%

To what extent do you feel you have options in terms of the price you pay for living on or adjacent to Tribal lands? (1=no options and 10=significant number of options)		
1	5	46%
2	1	9%
3	2	18%
4	1	9%
5	2	18%

To what extent are you able to stay in the same dwelling from year to year on or adjacent to Tribal lands? (1=never able to stay and 10=always able to stay)		
1	1	10%
4	1	10%
5	2	20%
7	1	10%
8	4	40%
10	1	10%

If you need to find temporary shelter, to what extent would you be able to find someplace within the vicinity of Tribal lands? (1=none available and 10=significant number available)		
1	7	47%
2	2	13%
3	3	20%
4	1	7%
7	2	13%

APPENDIX B

TRANSPORTATION CONDITIONS ASSESSMENT

TRANSPORTATION CONDITIONS ASSESSMENT
ELK VALLEY RANCHERIA
COMPREHENSIVE TRANSPORTATION &
MASTER PLAN
Del Norte County, California
January 30, 2014

LLG Ref. 3-13-2209

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TRANSPORTATION CONDITIONS ASSESSMENT
ELK VALLEY RANCHERIA
COMPREHENSIVE TRANSPORTATION &
MASTER PLAN

Del Norte County, California
January 30, 2014

1.0 INTRODUCTION

Linscott, Law & Greenspan, Engineers has prepared the following Transportation Conditions Assessment in support of the Comprehensive Transportation & Master Plan (CTMP) being prepared on behalf of the Elk Valley Rancheria (Tribe) located in Del Norte County (County), California. The purpose of this assessment is to evaluate present and future roadway needs and conditions of the Reservation and surrounding land of the Tribe (Rancheria). This document identifies Tribal needs in the context of local and regional transportation plans and policies. This report provides a discussion of the existing roadway network conditions within the three identified planning districts within the Rancheria. It also restates opportunities and constraints related to potential future development, along with Tribal needs obtained from surveys, and compares this information with Tribal, local and regional plans.

Figure 1 shows a vicinity map of the Elk Valley Rancheria location in Del Norte County, California.



2.0 COMPREHENSIVE TRANSPORTATION & MASTER PLAN

The CTMP is a comprehensive planning document that includes information on the status of various transportation modes (both motorized and non-motorized) that affect members of the Tribe in the vicinity of the Rancheria. These may include:

- Private automobile
- Public transportation (bus/taxi/shuttle/rental cars)
- Air travel
- Harbor
- Pedestrian/bicycle

The CTMP is intended to coordinate Tribal transportation needs and projects along with regional transportation projects in Crescent City (City) and the County, as well as with the State of California Department of Transportation (Caltrans). The CTMP reflects proposed Tribal initiatives derived from previous plans as well as recent surveys. It also accounts for Capital Improvements (CIPs) identified in the County's Regional Transportation Plan (RTP).

2.1 Site and Vicinity Characteristics

The Rancheria land can be summarized as five parcels:

1. Reservation
2. Stary Ranch
3. Martin Ranch
4. Ocean Way
5. Enderts Beach

These parcels total approximately 507 acres located within the City's Planning Area in the Pacific Coast in section of the County. Two major corridors serve the Rancheria: U.S. Highway 101 (US-101) and U.S. Highway 199 (US-199). US-101 is the primary north-south transportation corridor for the region, and provides access to communities from San Diego to Oregon. US-199 links US-101 north of the City with Interstate 5 (I-5) at Grants Pass, Oregon. **Figure 2** shows the study area.

The County has several roads that provide access to various parts of the Rancheria, particularly in the area east of the City. These County roadways are Elk Valley Road, Howland Hill Road, Mathews Street, Norris Avenue, Wyentae Street, Humboldt Road and Sand Mine Road.

There are four Tribally-owned roads within the study area: 1) a dirt road located in the Martin Ranch with access from Humboldt Road; 2) a dirt road located in Stary Ranch with access from Elk Valley Road; 3) a dirt road located in Stary Ranch with access from Howland Hill Road; and 4) an access road to parcel 112-73-08 (within the reservation) from Mathews Street. The tribe currently does not have any roads in the Bureau of Indian Affairs road maintenance system.

2.2 Planning Districts

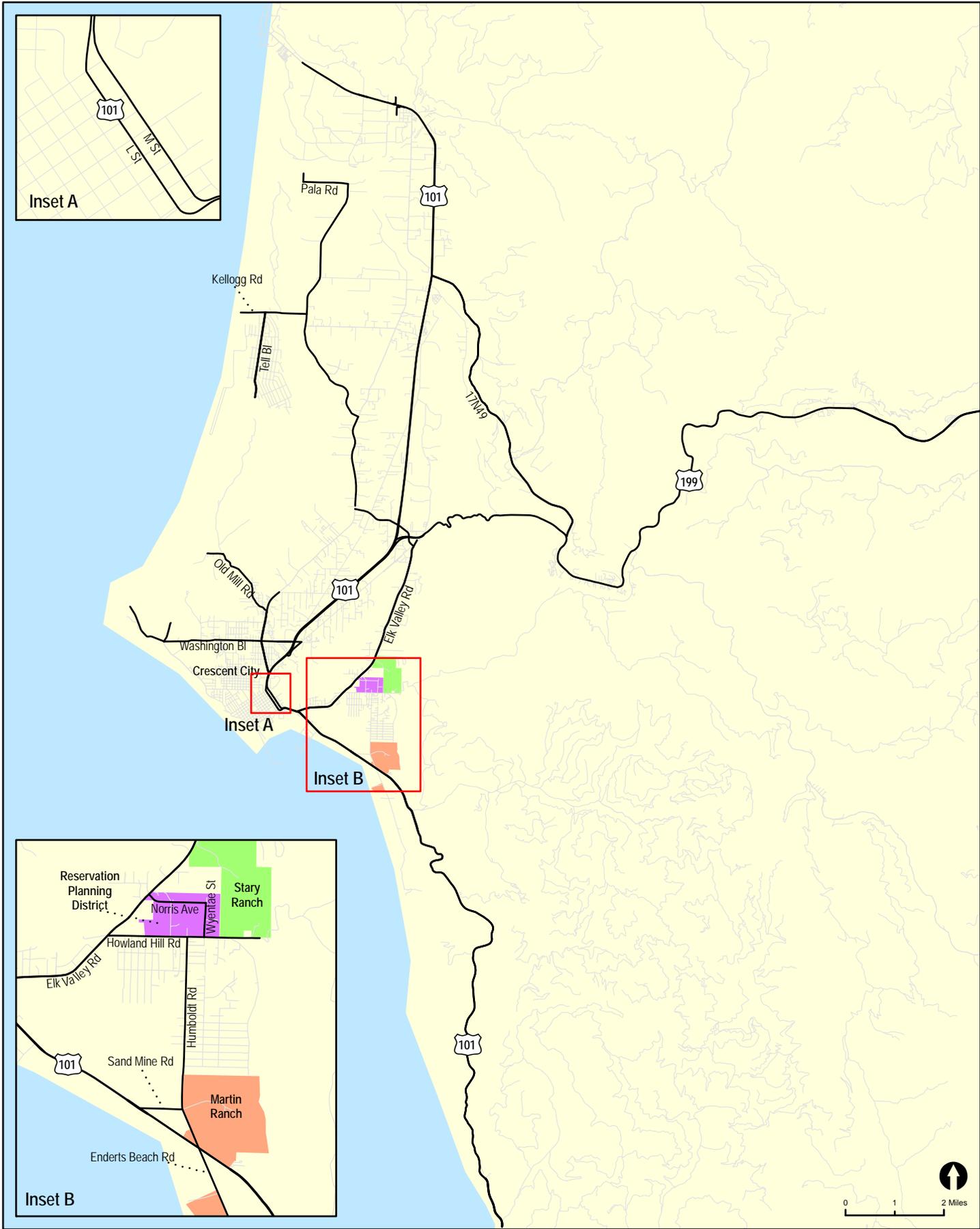
For the purposes of this analysis, the Rancheria has been divided into three planning districts, described below.

Reservation Planning District (RPD), consisting of the reservation which contains the Community Center, Tribal Housing, Green Residence, Tribal Administration Building, and Casino-Parking lot trust parcels. The RPD is accessed via Norris Avenue, Howland Hill Road and Humboldt Road.

Stary Ranch Planning District (SRPD), consisting of overflow casino parking, an inactive aggregate mine, grazing lands, and Tribal cemetery within the boundaries of the Stary Ranch trust parcels. The SRPD is accessed via Aubell Lane, Elk Valley Road and Howland Hill Road.

Martin Ranch Planning District (MRPD), consisting of Martin Ranch and Ocean Way trust parcels and the Enderts Beach Tribally-owned fee parcel. The MRPD is accessed via Humboldt Road, Sand Mine Road and Enderts Beach Road.

Figure 3 shows the three planning districts.



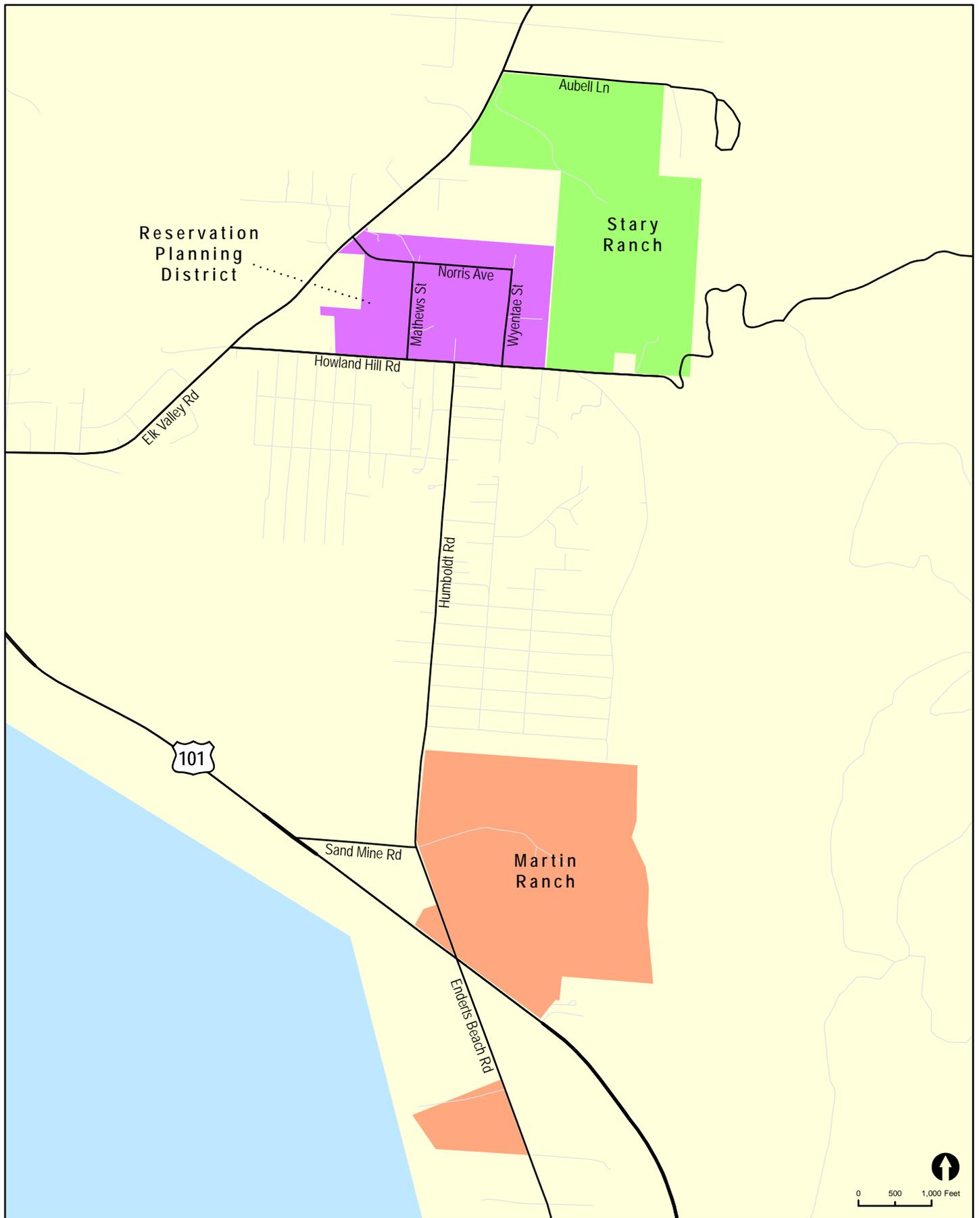


Figure 3

Planning Districts

ELK VALLEY RANCHERIA

3.0 METHODOLOGY

This assessment utilized field reviews, Tribal survey summaries, Tribal transportation plans and local and regional planning studies to determine how Tribal transportation needs may be consistent with, and supported by these plans.

First, the existing land uses were inventoried and described within each planning district. Also, the existing transportation system conditions were summarized for each of the following key elements:

- Roadways
- Bicycle Network
- Pedestrian Facilities
- Transit Network

Second, a summary of the opportunities and constraints for each planning district was prepared based on information provided by Analytical Environmental Services (AES) and summarized in the *Baseline Report (November 2013)*. Overall Tribal transportation needs were also identified via Tribal surveys, and this information is also presented.

Third, a review of the Tribal, local and regional transportation plans was completed in the context of the existing conditions and the potential opportunities for each planning district to determine if and how potential Tribal transportation needs and development might be met by existing plans and policies. The documents reviewed included:

- Elk Valley Rancheria Long Range Tribal Transportation Plan (2009)
- Elk Valley Rancheria Long Range Transportation Needs Survey (2013)
- Del Norte County General Plan – Transportation and Circulation
- Del Norte County Regional Transportation Plan (2011)
- Del Norte County and Crescent City – 2010 Bicycle Facilities Plan Update

A summary and conclusions section is provided at the end of this report that lists the Tribal transportation needs consistent with, and supported by published Tribal, local and regional plans. The list of needs is based on the recent surveys and the *Baseline Report*. Additional needs associated with potential resort development was also provided, although such improvements are not necessarily required without resort traffic.

4.0 EXISTING CONDITIONS

The following is a discussion of the existing transportation conditions in and around the three identified planning districts. The land uses and roadway system are described for each district. The roadway system is further described in terms of existing roadways, bicycle network, pedestrian facilities and transit services.

4.1 Reservation Planning District

The RPD consists of five parcels of land totaling approximately 100 acres, located within the boundaries of the original Reservation boundaries.

4.1.1 *Land Uses*

The majority of Tribal government and welfare services are located on the RPD, as is the Elk Valley Casino. The following is a brief discussion of these land uses:

Elk Valley Rancheria Community Center/Headstart

The Community Center parcel is located off Norris Avenue, east of the intersection of Norris Avenue and Mathews Street. The Community Center/Headstart parcel contains a public building that houses a Headstart educational program, which serves the Rancheria and the entire community; a small community center, a library, and Indian Health Services offices.

Tribal Housing Office (Former Gaming Office)

The Tribal Housing Office parcel is located south of the Community Center parcel across Norris Avenue and contains three Tribal houses and the former gaming office which is being rented as residential. Access is primarily via Mathews Street, but is also provided from Norris Avenue.

Green Residence

The Green Residence parcel contains four single-family residences on a relatively wooded 3.68-acre parcel. The parcel is served by Mathews Street.

Tribal Administration Building

The Tribal Administration Building Parcel is located on Howland Hill Road, east of Elk Valley Road and is the current location of the Tribal Office Building. The parcel is bound to the north by a private residence, to the east by private residences, to the south by Howland Hill Road, and to the west by Mathews Street.

Elk Valley Casino-Parking Lot

The Elk Valley Casino-Parking Lot parcel is bounded by Howland Hill Road to the south, Wyentae Street to the west, residential trust parcels to the north, and Sary Ranch to the east. The Elk Valley Casino-Parking Lot parcel currently consists of the Elk Valley Casino and associated parking lot.

These land uses are all served by paved County maintained roadways.

4.1.2 Existing Roadway System

The roadway system is the summary of improvements that allow for effective transportation of people, goods and services across all modes. The following is a discussion of the roadways, bicycle network, pedestrian conditions and transit conditions in the RPD.

Roadways

The following are the five principal roadways in the RPD:

Norris Avenue is an unclassified two-lane County-maintained roadway that runs east-west from Elk Valley Road to Wyentae Street. Norris Avenue is a paved roadway that provides two twelve-foot lanes. There are no curb, gutter or sidewalk improvements, and no paved shoulder. The speed limit is posted at 25 mph in the vicinity of the Headstart program, near the intersection with Elk Valley Road. In addition to Tribal facilities discussed above, Norris Avenue serves residential parcels along both the north and south sides of the road. Norris Avenue terminates at Wyentae Street.

Howland Hill Road is a two-lane County-maintained roadway that runs east-west from Elk Valley Road to Jedidiah Smith State and Redwood National Park. It is classified on the County's Circulation Element as an Urban Collector from Elk Valley Road to Wyentae Street, and as a Rural Collector from Wyentae Street to the National Park boundaries. The posted speed limit is 40 mph. There are typically no curb, gutter or sidewalk improvements, with the exception of the portion fronting the Tribal Administration Building (approximately 650'). Bicycle lanes are provided in both directions, and a Class I bicycle path is provided on the south side of Howland Hill Road between Humboldt Road and Bertsch Street. An eastbound left-turn pocket is provided at the Tribal Administration Building's main driveway.

Mathews Street is an unclassified two-lane County-maintained roadway that runs north-south from Norris Avenue to Howland Hill Road. Mathews Street is paved, and provides two twelve-foot lanes with a posted speed limit of 25 mph. There are typically no curb, gutter or sidewalk improvements, and no paved shoulder with the exception of the portion fronting the Tribal Administration Building (approximately 275').

Wyentae Street is an unclassified two-lane County-maintained roadway that runs north-south from Norris Avenue to Howland Hill Road. Wyentae Street is paved, and provides two twelve-foot lanes. There is no posted speed limit. There are typically no curb, gutter or sidewalk improvements, and no paved shoulder.

Humboldt Road is an unclassified two-lane County-maintained roadway that runs north-south from Howland Hill Road to US-101. The posted speed limit is 45 mph. There are typically no curb, gutter or sidewalk improvements, with some exceptions in the Bertsch-Oceanview

neighborhood located between Howland Hill Road and US-101. Bicycle lanes are provided in both directions.

Bicycle Network

The Del Norte County and Crescent City – 2010 Bicycle Facilities Plan Update identifies existing bike routes on:

- Howland Hill Road (Elk Valley Road to Humboldt Road)
- Humboldt Road (Howland Hill Road to US-101)

In addition to these existing Class II bike routes, a Class I path is located on Howland Hill Road between Humboldt Road and Bertsch Street. These facilities provide for connectivity and bicycle circulation between the RPD and SRPD.

Pedestrian Conditions

There are generally no dedicated pedestrian facilities (sidewalks, paths or trails) located within the RPD, with the exception of those noted along the Tribal Administration Building's frontage, along the Class I path on Howland Hill Road, and at intervals along Humboldt Road in the vicinity of the Bertsch-Oceanview community. Also, the general lack of paved shoulders and the prevalence of drainage ditches adjacent to the pavement's edgeline compels pedestrians to walk immediately adjacent to, or within the travel way, which is typically twelve feet from the roadway centerline to pavement edge.

Transit Conditions

Transit services within the RPD are provided by Redwood Coast Transit, which maintains fixed-route transit service throughout the vicinity of the Rancheria. Service along Humboldt Road, Howland Hill Road, Mathews Street and Norris Avenue includes five stops per day, seven days a week.

4.2 Stary Ranch Planning District

The SRPD is located north and west of the RPD, and consists of two parcels of land totaling 178.99 acres.

4.2.1 Land Uses

The mix of land uses in the SRPD include: agricultural, residential, commercial, and undisturbed land/open space. A majority of the SRPD is located within the City Planning Area. Agricultural, commercial, and residential land uses are present to the north and south. Recreational and related open space uses are present to the east. Currently, the site is utilized for livestock grazing, casino overflow parking, hard rock mining, residential purposes, and as a cemetery.

Live stock grazing is limited to a northern portion of the SRPD and is adjacent to the over-flow parking of the adjacent casino. The cattle are located within a pen; however, cattle are routinely observed outside the pen. The rock quarry is currently inactive and is located in the center of the property with access from the south via an unpaved road originating at the casino over-flow parking lot and from the west via an access gate and unpaved road leading from Elk Valley Road, south of the intersection of Elk Valley Road and Aubell Lane. A majority of the land use on the SRPD is open space. There is a Tribal cemetery located within the southeastern corner of SRPD, adjacent to Howland Hill Road. The cemetery includes a paved parking area located north of the cemetery.

4.2.2 Existing Roadway System

The roadway system is the summary of improvements that allow for effective transportation of people, goods and services across all modes. The following is a discussion of the roadways, bicycle network, pedestrian conditions and transit conditions in the SRPD.

Roadways

The following are the three principal roadways in the SRPD:

Elk Valley Road is a two-lane County-maintained roadway that runs north-south from US-199 to US-101. It is classified on the County's Circulation Element as a Rural Collector from US-199 to Norris Avenue, and as an Urban Collector from Norris Avenue to Howland Hill Road, and as an Urban Arterial from Howland Hill Road to the Crescent City limits. The posted speed limit is 45 mph, and there are typically no curb, gutter or sidewalk improvements in the vicinity of the SRPD, nor are bicycle lanes provided.

Howland Hill Road is a two-lane County-maintained roadway that runs east-west from Elk Valley Road to Jedidiah Smith State and Redwood National Park. It is classified on the County's Circulation Element as an Urban Collector from Elk Valley Road to Wyentae Street, and as a Rural Collector from Wyentae Street to the National Park boundaries. The posted speed limit is 40 mph. There are typically no curb, gutter or sidewalk improvements, with the exception of the portion fronting the Tribal Administration Building (approximately 650'). Bicycle lanes are provided in both directions, and a Class I bicycle path is provided on the south side of Howland Hill Road between Humboldt Road and Bertsch Street. An

eastbound left-turn pocket is provided at the Tribal Administration Building's main driveway. This road also connects to US-199.

Bicycle Network

There are no existing bicycle facilities identified in the SRPD on the Del Norte County and Crescent City – 2010 Bicycle Facilities Plan Update.

Pedestrian Conditions

There are generally no dedicated pedestrian facilities (sidewalks, paths or trails) located within the SRPD. The general lack of paved shoulders and the prevalence of drainage ditches adjacent to the pavement's edgeline compels pedestrians to walk immediately adjacent to, or within the travel way, which is typically twelve feet from roadway centerline to pavement edge.

Transit Conditions

Transit services within the SRPD are provided by Redwood Coast Transit, which maintains fixed-route transit service throughout the vicinity of the Rancheria. Service along Howland Hill Road includes five stops per day, seven days a week.

4.3 Martin Ranch Planning District

The MRPD is located south of the RPD and SRPD, and consists of three parcels of land totaling 227.23 acres.

4.3.1 Land Uses

Martin Ranch

The Martin Ranch site lies within the City's Planning Area but outside of its City Limits and Urban Boundary. Surrounding land uses consist primarily of grazing lands, parklands, open space, and residential housing. To the north of the Martin Ranch site is a residential neighborhood. To the east are the forested lands of the Redwood National Park and the Mill Creek Acquisition owned by the California Department of Parks and Recreation. South of the Martin Ranch site, there are lands owned by the California Department of Fish and Wildlife. To the west are state lands, including the Crescent City Marsh Wildlife Area. The Ocean Way Motel is also located immediately west of the Martin Ranch parcel and is included in this planning district. US-101 is located adjacent to the southern portion of this parcel. A gravel driveway provides access to the interior of the Martin Ranch from Humboldt Road and travels east to the center of this parcel. This driveway is approximately one-third of a mile in length. Cattle grazing occurs throughout this parcel.

Ocean Way Site

The Ocean Way site, known locally as the Ocean Way Motel, is located approximately one mile southeast of the City on the east side of US-101 at the intersection with Humboldt Road. Nearly half of the approximately 2-acre site is developed and contains seven standing structures (all related to the Ocean Way Motel), landscaped plantings, and paved parking areas. South of the Ocean Way site where Humboldt Road crosses US-101, the name of the road changes to Enderts Beach Road and leads to forested coastline and several beaches managed by Redwood National Park. Immediately east of this parcel is Martin Ranch, which is held in trust for the Tribe with a proposed development of a hotel, casino, and conference center in the future. The bulk of land uses surrounding this site are open space, recreation, diffuse residential, and low intensity agriculture (dairy).

Enderts Beach Site

The Enderts Beach site consists of 22 acres adjacent to the Pacific Ocean off Enderts Beach Road, located outside the City Planning Area. The property is currently undeveloped and designated as a resource conservation area. Due to the proximity to the Pacific Ocean and its sensitive habitats, development on this property will be minimally invasive and complimentary to the sensitive nature of the habitats.

4.3.2 Roadway System

The roadway system is the summary of improvements that allow for effective transportation of people, goods and services across all modes. The following is a discussion of the roadways, bicycle network, pedestrian conditions and transit conditions in the MRPD.

Roadways

The following are the four principal roadways in the MRPD:

Humboldt Road is an unclassified two-lane County-maintained roadway that runs north-south from Howland Hill Road to US-101. The posted speed limit is 45 mph. There are typically no curb, gutter or sidewalk improvements, with some exceptions in the Bertsch-Oceanview neighborhood located between Howland Hill Road and US-101. Bicycle lanes are provided in both directions just south of Roy Avenue in the Bertsch-Oceanview neighborhood north of the MRPD.

Sand Mine Road is an unclassified east-west two-lane roadway between US-101 and Humboldt Road. Sand Mine Road intersects Humboldt Road at a tee-intersection. There is no posted speed limit, and no curb/gutter/sidewalk improvements. Bicycle lanes are not provided, although Sand Mine Road is signed a bike route.

Enderts Beach Road is an unclassified two-lane County-maintained roadway that runs north-south from US-101 to a parking lot staging area approximately 1.75 miles south of US-101. The posted speed limit is 45 mph, and there are no curb, gutter or sidewalk improvements, nor are bicycle lanes provided.

US-101

Highway 101, under the jurisdiction of the California Department of Transportation (Caltrans), provides primary regional access to the Crescent City area and the Rancheria. This rural highway consists of one through lane in each direction with paved shoulders and a posted speed limit of 55 mph. The terrain in this area is flat and is free from major horizontal and vertical curves between Elk Valley Road and Humboldt Road. US-101 intersects two County roads near the MRPD, and descriptions of each intersection are listed below:

- US-101/Sand Mine Road is an unsignalized, T-intersection. The minor street (Sand Mine Road) is stop-controlled. A southbound left-turn pocket is provided on US-101, measured at 125 feet. Assuming 25 feet per vehicle, this would accommodate approximately 5 vehicles.
- US-101/Humboldt Road is an unsignalized intersection with two-way stop control on the minor street approaches (Humboldt Road and Enderts Beach Road). There are no right/left-turn lanes on US-101 at this location; however, the wide paved shoulder allows for deceleration partially out of the travel lane. There are no pedestrian facilities provided at this intersection.

Bicycle Network

The Del Norte County and Crescent City – 2010 Bicycle Facilities Plan Update identifies Humboldt Road as Bike Route. US-101 is also identified as the Pacific Coast Bike Route.

Pedestrian Conditions

There are generally no dedicated pedestrian facilities (sidewalks, paths or trails) located within the MRPD. The general lack of paved shoulders and the prevalence of drainage ditches adjacent to the pavement's edgeline compels pedestrians to walk immediately adjacent to, or within the travel way, which is typically twelve feet from roadway centerline to pavement edge for the County Roadways. There are no striped crosswalks at the intersections of US-101 at Sand Mine Road and Humboldt Road/Enderts Beach Road, although marked crosswalks are present at trail crossings along Enderts Beach Road.

Transit Conditions

There are no transit stops provided in the vicinity of the MRPD.

Figure 4 shows a summary of the existing conditions in the RPD, SRPD and MRPD.

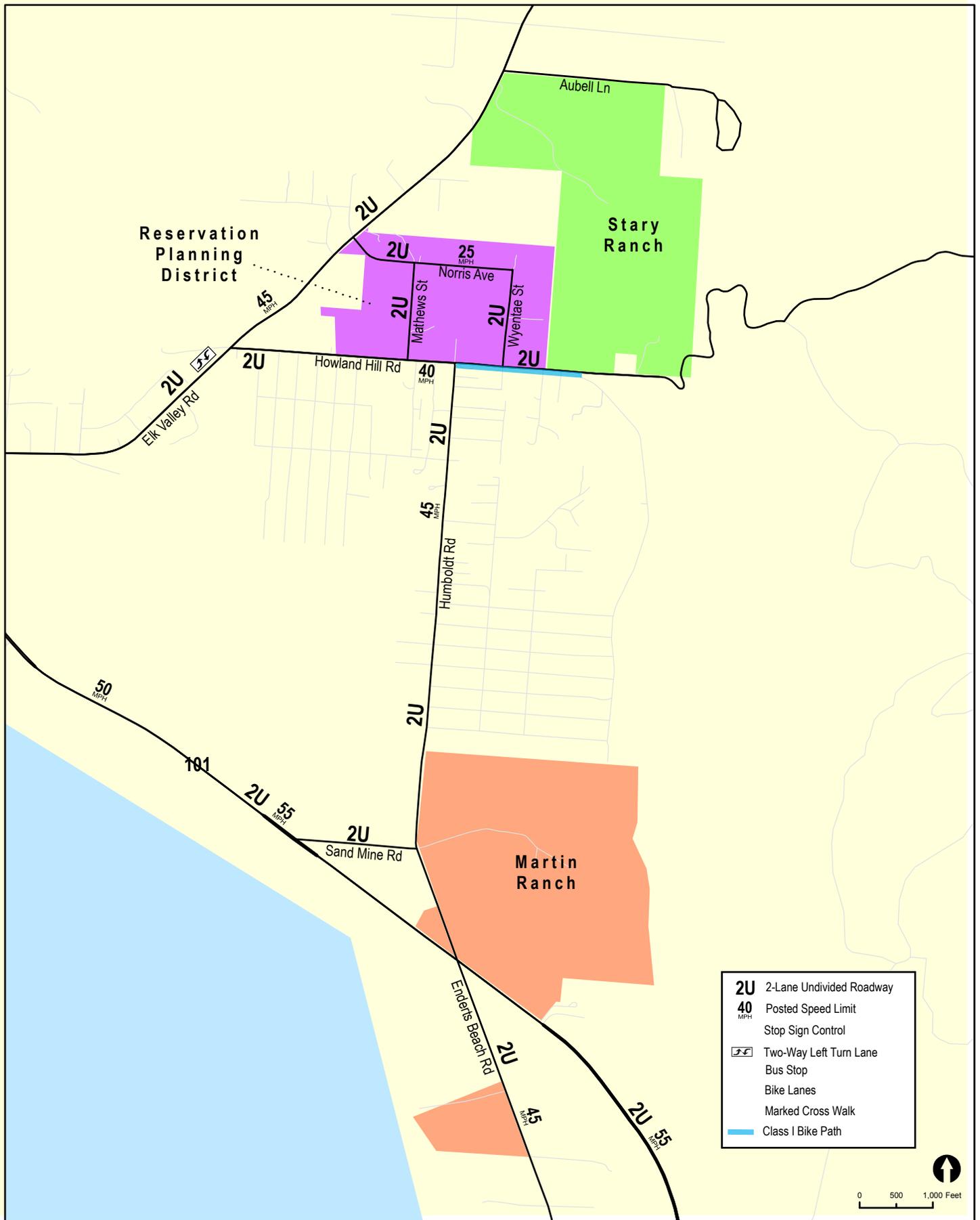


Figure 4

Existing Conditions

5.0 PLANNING DISTRICTS – OPPORTUNITIES & CONSTRAINTS

As discussed in *Section 3.0*, AES prepared a *Baseline Report* as part of the *Elk Valley Rancheria Comprehensive Transportation and Master Plan (November 2013)*. This document defined opportunities and constraints for each of the three Planning Districts, based on land use and circulation network characteristics. The following is a summary of these opportunities/constraints.

5.1 Reservation Planning District

This district is identified as having the “*greatest opportunity for a mixed-use community and the creation of an alternative circulation system.*” Potential improvements within the RPD are:

- Possibility of a gateway treatment on Elk Valley Road leading to future Tribal commercial operations and retail opportunities
- Provision of multiple modes of transportation
- Landscaped, pedestrian-friendly circulation system connecting a variety of land uses within the RPD
- Potential expansion of educational and park opportunities

These opportunities are reliant upon development of retail/commercial land uses that would be served by multi-modal transportation (automobile, bicycle, pedestrian and public transit). Local and regional plans, policies, and goals supporting the development and enhancement of bicycle and trail facilities would most positively affect these opportunities. Secondly, plans, policies and goals supporting transit, ridesharing, and transportation control measures (also known as “Transportation Demand Management, or “TDM”) would encourage and support the desired development in the RPD.

The Tribe should consider a Specific Plan for the RPD area that fully integrates and develops the ideals of the mixed-use community described above. This plan would detail the areas within the RPD where the residential, retail and recreational developments would occur, which would then allow for the development of an accompanying Specific Alignment Plan to design maximize pedestrian/bicycle and non-motorized travel throughout the RPD. This plan could also analyze alternative intersection controls for the Elk Valley Road/Howland Hill Road intersection, which has been identified by Tribal members as in need of operational improvements. Realignment of the existing unsignalized intersection, signalization (if warranted) and roundabout/traffic circle treatments could all be analyzed.

The RPD lies adjacent to the SRPD, adjacent to the State and National Parks. A subtle transition of land uses and infrastructure improvements along Howland Hill Road would be characteristic of the overall shift in future development from the mixed-use RPD to the more bucolic and less dense SRPD. Design queues such as trailblazing (signage) and entry treatments could be included that transition the traveler from RPD to SRPD.

Any plans in the RPD should be coordinated with planning of the Humboldt Road corridor (see *Section 5.3*), as it will become the primary connection between the Tribe's northern and southern developments.

5.2 Stary Ranch Planning District

The agrarian nature of this district is expected to be supported and continued with future development of the Rancheria. The proximity of this district to the State and National Parks to the east, and the Reservation to the west, also create opportunities for mixed-uses, housing and recreation. Uses identified for the SRPD include:

- Local Farms
- Recreation
- Educational and commercial uses
- Mixed use housing

These opportunities are less reliant upon roadway and multi-modal network enhancements/improvements than those contemplated for the neighboring RPD. However, the SRPD's proximity to public lands make it a candidate to be supported by plans, policies and goals that encourage trails and bikeways between the SRPD and the State and National Parks.

Roadway improvements within the SRPD should include consideration of pedestrian, bicycle and equestrian users in the adjacent parks. Where possible, ample, safe and convenient parking and staging areas could be provided to encourage use of the parks. Additional traffic through the RPD and SRPD due to enhanced use of the State and National Parks would be a financial benefit to the business proposed in these districts. The appropriate development of access-related amenities would also serve to maximize the value of residential development proposed in the SRPD.

5.3 Martin Ranch Planning District

The excellent views and proximity to US-101 make future commercial development on the MRPD attractive. Non-automobile means of transportation such as bicycles and even local shuttles would complement resort or other development. Past master planning documents created for the Tribe have identified the MRPD as the logical location for development of a multidimensional resort, which could include uses such as hotel, casino, restaurant and retail shopping among others. Development of these uses would allow the existing casino and parking lot on the RPD to be redeveloped with commercial, retail and recreational uses in support of Master Plan opportunities as previously discussed in *Section 5.1*.

The current County-maintained infrastructure adjacent to the MRPD would require substantive enhancement to accommodate eventual buildout of a resort plan. Specifically, improvements to the two-lane section of Humboldt Road between US-101 and San Mine Road would be required, as would improvements to Sand Mine Road itself. Enhancements to US-101 at Sand Mine Road and Humboldt Road would as be needed to safely and efficiently allow for increased volumes at these intersections with development of a resort. Improvements to the existing Humboldt Road/Sand

Mine Road unsignalized intersection would also be required, as the accident history at this location under existing conditions appears to warrant action. Plans for a roundabout have been developed as part of future resort development, as discussed in *Section 6.1* below.

Future resort development planning should consider an integrated bicycle/pedestrian/shuttle plan for the Humboldt Road corridor. When the RPD and MRPD are both fully developed, there will be an increased travel demand between them. Class I multi-use paths and/or Class II bike lanes along Humboldt Road would facilitate non-automobile trips between planning districts, as well as provide an amenity for the Bertsch-Oceanview community as a whole. Also, resort development with integrated transit facilities for local, regional and interregional carriers would benefit the Tribe by providing attractive and convenient transit access, thereby increasing patronage and revenue.

The Tribe should also contribute to the development of the planned pedestrian undercrossing of US-101 south of Humboldt Road. Future development of resort uses north of US-101 in conjunction with enhanced recreational opportunities south of US-101 will increase non-vehicular trip demand along the Humboldt Road/Enderts Beach Road corridor, and safe and efficient access across US-101 will be paramount.

6.0 TRIBAL, LOCAL AND REGIONAL PLANS

There are currently several planning documents that provide direction for the local and regional transportation and circulation improvements in the vicinity of the Rancheria including roadways, bike routes and trails. Additionally, focused outreach to Tribal members has been prepared to determine what, if any, mobility improvements would be desirable. This document incorporates the applicable local and regional plans in addition to findings from the Tribal surveys, and summarizes recommended improvements to the circulation system.

6.1 Elk Valley Rancheria Long Range Tribal Transportation Plan (2009)

The Tribe has a *Long Range Tribal Transportation Plan (LRTTP)* completed in 2009. This planning document identified the following road and trail improvements:

- Widen and pave the existing dirt road from Humboldt Road to accommodate expected traffic on the future resort on Martin Ranch
- Widen and improve the length of Humboldt Road
- Widen and improve the length of Sand Mine Road
- Improve left-turn channelization for southbound (SB) traffic on US-101 at Sand Mine Road
- Add northbound (NB) deceleration lane to US-101 at Sand Mine Road
- Add SB acceleration lanes to US-101 at Humboldt Road and Sand Mine Road
- Construct a roundabout at the Humboldt Road/Sand Mine Road intersection to accommodate expected traffic on the future resort on Martin Ranch
- Widen the existing dirt road from Elk Valley Road on the SRPD to the sand/gravel site and wastewater treatment facility

- Provide bike lanes/paths connecting to bikeway systems and trail networks
- Support expansion and connectivity projects for pedestrian pathways to Crescent City, Crescent Harbor and Redwood National and State Parks
- Construct a new entrance road from Enderts Beach Road to the 21.72 acre beachfront parcel, which may be developed into a 30-space RV park
- Construct new curbs, gutters, sidewalks and lighting features for Howland Hill Road, Norris Avenue and Mathews Street

The majority of these improvements within the MRPD are specifically associated with the development of the resort project/RV park. Neither that project nor the accompanying improvements have yet been developed. The other general improvements listed (e.g. “Provide bike lanes/paths connecting to bikeway systems and trail networks”) are not tied to a specific development project, and could be implemented at any time. These are also consistent with goals, policies and programs contained within the County General Plan, as discussed in *Section 5.3*.

6.2 Elk Valley Rancheria Long Range Transportation Needs Survey 2013

A survey of Tribal transportation needs was conducted by AES in 2013. The following is a summary of the findings with respect to desired transportation improvements:

- 75 percent of Tribal members believe that Humboldt Road should be widened
- 59 percent believe there is a high need for new sidewalks on or adjacent to Tribal lands
- 50 percent of survey respondents would like to see the intersection of Elk Valley Road/Howland Hill Road improved

These survey findings are consistent with LRTTP projects defined in 2009.

6.3 Del Norte County General Plan – Transportation and Circulation

The Rancheria is located in Del Norte County, and the numerous County roadways that serve the Tribe are subject to the goals, policies and programs outlined in the Del Norte County's General Plan (GP). The stated purpose of these goals, policies and programs is to provide "for the continued enhancement of the County's transportation and circulation system", and are listed in Section 8 (Transportation and Circulation) of the Del Norte County General Plan (January 28, 2003).

6.3.1 Roadway Classification

Goal 8.B of the GP is to "Ensure the safe and efficient movement of people and goods on Del Norte County's local roadway system". Tables 8-2 and 8-3 of the GP designate desired characteristics of Urban and Rural roadways (Table 8-2), and identify specific roadways by a variety of classifications. The following key roadways in the Rancheria are identified in Table 8-3:

1. Urban Collector – *Curb, gutter, sidewalk, storm drain typical standard*
 - a. Elk Valley Road (Howland Hill Road to Norris Avenue)
 - b. Howland Hill Road (Elk Valley Road to Wyentae Street)
2. Rural Collector – *Shoulders, open drainage typical standard*
 - a. Elk Valley Road (Norris Avenue to US-199)
 - b. Howland Hill Road (Wyentae Street to Redwood State and National Park)

Based upon this information, the County should be considered a partner with respect to potential pedestrian improvements (curb/gutter/sidewalk) to Elk Valley Road and Howland Hill Road in the vicinity of the RPD and SRPD.

6.3.2 Level of Service

Policy 8.B.6 states that the "County shall endeavor to manage its roadway system so as to maintain Level of Service C operation, except for intersections with any State Highway, where Level of Service D shall be acceptable."

Any new development by the Rancheria should strive to achieve these Level of Service (LOS) goals. Projects that would potentially affect LOS on County roadways and State Highways would include proposed resort development on the MRPD in the vicinity of US-101, Sand Mine Road and

Humboldt Road. Preliminary plans for improvements to US-101/Humboldt Road and Humboldt Road/Sand Mine Road had been prepared in association with the proposed resort. These improvements should be designed to operate at the appropriate LOS per the stated Policy.

6.3.3 *Transportation Control Measures*

Goal 8.D is to “*Maximize the efficient use of transportation facilities so as to: 1) reduce travel demand on the County’s roadway system; 2) reduce the amount of investment required in new or expanded facilities; 3) reduce the quantity of emissions of pollutants from automobiles.*” Policy 8.D.4 states that the County should encourage major traffic generators to develop and implement trip reduction measures.

As the Tribe continues to plan resort development in the MRPD, it should consider the County a partner in helping to reduce vehicle trips. This may include the provision of enhanced bicycle/pedestrian facilities (e.g. bicycle facilities, sidewalks, pedestrian crosswalks, etc.), carpool/vanpool/rideshare programs and/or shuttles.

6.3.4 *Non-Motorized Transportation*

Goal 8.E is to “*Provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation.*” Generally, the GP seeks to encourage development of pedestrian and bicycle facilities to link recreation, employment and housing areas. Table 8-6 of the GP shows existing and proposed bicycle routes, including several that would affect the RPD, SRPD, and MRPD:

- Enderts Beach Road (US-101 to Lookout) – Class I and II
- Howland Hill Road (Elk Valley Road to Redwood National State Park) – Class II
- Elk Valley Road – Class II and III

The Tribe should consider the County a partner in the pursuit of enhanced non-motorized transportation development in the vicinity of the three planning districts.

6.4 **Del Norte County Regional Transportation Plan**

The County’s 2011 Regional Transportation Plan (RTP) discusses Tribal Issues for several tribes, including the Elk Valley Rancheria. The transportation needs presented in the RTP are based on the LRTTP summary described in *Section 5.1* above, but also include the following:

- Access to Employment – Tribal members working irregular shifts require transportation when Redwood Coast Transit is not operating
- Roadway Maintenance – The Tribe reiterates that safe access to the Rancheria is a priority for residents and guests
- Telecommunications/Teletransportation – A reliable telecommunications network is important to the Tribe
- Access to Medical Facilities – The Tribe sees a need for specialized medical care services in Del Norte County that are now only available in Eureka and Medford, Oregon

- Pedestrian Access – The Tribe reiterates that the creation of a safe environment for pedestrians in and around the Rancheria is important

The RTP also discusses the current unsafe conditions at the Humboldt Road/Sand Mine Road intersection, citing CHP records indicating five accidents in seven years. Improvements to this intersection as well as Humboldt Road are presented in the context of a potential new resort development.

The RTP also discusses the need for Tribal residents, as well as those of neighboring Bertsch-Oceanview, to be able to safely cross US-101 at Humboldt Road/Enderts Beach Road. Currently, this at-grade intersection does not provide pedestrian/bicycle facilities, and future plans for Tribal development in the MRPD would result in the addition of pedestrians to this location. Concurrent with publication of the RTP in 2011, a Project Report was prepared for Del Norte County called the *South Beach Trails Connector Project (July 2011)*. This report evaluated at-grade, below-grade and above-grade alternatives and determined a preferred alternative (below-grade) with conceptual drawings provided.

6.5 Del Norte County and Crescent City – 2010 Bicycle Facilities Plan Update

This planning document identifies designations for two roadways within the RPD/SRPD planning areas:

- Elk Valley Road – Planned Bike Route
- Howland Hill Road – Hobbs Wall Trail (multi-use)

A bike route is also considered a Class III bikeway, and is described as sharing use with pedestrian or motor vehicle traffic. There are typically no additional improvements to the roadway system to accommodate bicycles, although signage is provided to indicate the route itself.

In the vicinity of the RPD/SRPD, the Hobbs Wall Multi-Use Trail would provide a Class II route (designated bike lane) on its east segment along Howland Hill Road.

Potential recreational development in the SPRD would benefit from development of the Hobbs Wall Trail.

7.0 SUMMARY AND CONCLUSIONS

The following sections summarize the Tribe’s transportation needs based on recent surveys as well the CTMP opportunities/constraints analysis. These needs are consistent with, and can be supported by published Tribal, local and regional plans.

7.1 Reservation Planning District

Tribal Needs

- RPD 1. – Widen Humboldt Road
- RPD 2. – Provide sidewalks on or adjacent to Tribal lands
- RPD 3. – Improve Elk Valley Road/ Howland Hill Road Intersection

CTMP Opportunities/ Constraints

- RPD 4. – Provide “gateway treatment” to Elk Valley Road in vicinity of RPD
- RPD 5. – Provide for multiple modes of transportation
- RPD 6. – Provide pedestrian-friendly circulation within RPD
- RPD 7. – Consider preparation of a Specific Plan to guide development in the RPD
- RPD 8. – Consider preparation of a Specific Alignment Plan for Howland Hill Road

7.2 Stary Ranch Planning District

Tribal Needs

- SRPD 1. – Provide sidewalks on or adjacent to Tribal lands

CTMP Opportunities/ Constraints

- SRPD 2. – Encourage trails and bikeways between the SRPD and State and National Parks
- SRPD 3. – Consider preparation of a Roadway Alignment Plan

7.3 Martin Ranch Planning District

Tribal Needs

- MRPD 1. – Provide sidewalks on or adjacent to Tribal lands

CTMP Opportunities/ Constraints

- MRPD 2. – Develop non-automobile means of transportation to complement resort or other development
- MRPD 3. – Consider preparation of an integrated bicycle/pedestrian/shuttle plan for Humboldt Road between the MRPD and the RPD

These needs are consistent with the current Tribal transportation plan (LRTTP), and are supported by various goals, policies and plans within the County GP, RTP and Bicycle Facilities Plan.

7.4 Martin Ranch Planning District – Resort-Specific Development Improvements

In addition to the needs and opportunities/constraints defined above, there are several specific improvements that will be required in the MRPD with the eventual development of the proposed resort project. Many of these improvements have been previously identified in the LRRTP and include:

- Widen and pave the existing dirt road from Humboldt Road to accommodate expected traffic on the future resort on Martin Ranch
- Widen and improve the length of Humboldt Road
- Widen and improve the length of Sand Mine Road
- Improve left turn channelization for SB traffic on US-101 at Sand Mine Road
- Add NB deceleration lane to US-101 at Sand Mine Road
- Add SB acceleration lanes to US-101 at Humboldt Road and Sand Mine Road
- Construct a roundabout at the Humboldt Road/Sand Mine Road intersection to accommodate expected traffic on the future resort on Martin Ranch
- Construct new entrance road from Enderts Beach Road to the 21.72 acre beachfront parcel, which may be developed to a 30-space RV park
- Contribute to the construction of the planned ped/bike undercrossing of US-101
- Consider integrating a local/regional/interregional transit facility within the resort

While these improvements are specified in the LRTTP, they are not specifically identified in other local or regional planning documents, and should be further defined when appropriate development studies for the proposed resort are completed.

End of Report