

**Proposed Pinnacle Casino Development Plan
Army Corps of Engineers Open Comment Period**

Members of the public have the ability to communicate their concerns over the proposed location of a riverboat at mile 216.4 of the Mississippi River in East Baton Rouge Parish.

Letters must be received by the Corps of Engineers, via mail, by **Sunday, May 17, 2009**.

Letters should be addressed to:

U.S. Army Corps of Engineers – New Orleans District
Regulatory Branch
P.O. Box 60267
New Orleans, LA 70160-0267
ATTENTION: REGULATORY BRANCH (Cathy T. Slumber)

RE: PNK (Baton Rouge) Partnership, Permit No.: MVN-2009-927-CT

The letters must reference the applicant and permit application number: PNK (Baton Rouge) Partnership, Permit Application #: MVN 2009-927 CT. A copy of the mailed letter should be sent in PDF format to this email: Cathy.T.Slumber@usace.army.mil

The open comment period is in place for interested parties to voice their concerns on the following issues as it relates to the project:

- Aesthetics of the project
- Wetlands protection
- Levee integrity
- Historic properties/preservation
- Fish and wildlife
- Recreation
- General welfare of the community
- Flood hazards
- Water supply/conservation
- Safety
- Shoreline erosion
- General environmental concerns
- Traffic patterns

For concerns related to water quality, the State of Louisiana needs to be contacted as well:

Louisiana Department of Environmental Quality
Office of Environmental Services
P.O. Box 4313
Baton Rouge, LA 70821-4313
ATTENTION: JAMIE PHILLIPPE

RE: PNK (Baton Rouge) Partnership, WQC No.: Permit No. 090416-01 (AI #:164454)

A copy of the letter should be sent in PDF format to: jamie.phillippe@la.gov

Basic elements of the proposed Pinnacle Casino:

- The river side of the levee will be cleared, graded, excavated and filled to construct a boat basin
- Approximately 15,000 cubic yards of material will be excavated for the boat basin and re-deposited in non-wetland areas
- About 2,000 yards of material will be deposited into the wetlands to build a berm around the boat basin
- Steel pilings will be installed on the river side of the levee: approximately 150 cubic yards of steel pilings.
- The area of this proposed site is 575 feet long and 385 feet wide
- 3 acres of wetlands will be permanently impacted and 8 acres will be temporarily impacted during construction
- The proposed site will result in the destruction or alteration of red drum and panfried shrimp populations.
- There are two historic properties located near the project: Longwood Plantation (which is listed on the National Register of Historic Places) and Chatsworth Plantation which is eligible for listing on the Register
 - For concerns related to the proximate historical sites, a copy of your letter should be shared with the State Historic Preservation Officer [Need to find the address]
- In addition to the riverboat on the river side of the levee, a paved driveway will be built on top of the existing levee.
- A pedestrian bridge is also proposed, allowing pedestrians to cross over an area that is currently over River Road, over the levee and onto the riverboat
- The project proposal would require River Road to be moved northwards to the north side of the hotel. This current plan requires travelers on River Road to pass through Pinnacle's property and must travel through a roundabout at the entrance of the proposed resort

Key Points to include in communications:

- Request a public hearing (since one was not held) by the Corps of Engineers
- Request an extension of comment period
- There is no evidence that a small animal study has been done, it should be requested by a member of the community
- There is no evidence that an archaeological study has been done, it should be requested by a member of the community
- The application does not address flood hazards and only accounts for a mean water level of 34'.
- Wetland mitigation... where are they purchasing their credits to replace the wetlands they are going to destroy?
- The Levee Board letter: references two other letters of "no objection" from the Army Corps of Engineers and the Louisiana Department of Transportation. Copies of these letters need to be requested, public hearings were not held