

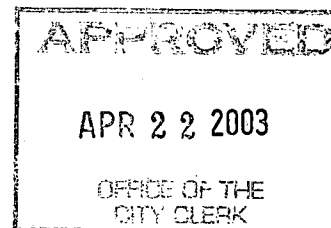


## SACRAMENTO ZOOLOGICAL SOCIETY

3930 West Land Park Drive • Sacramento, CA 95822-1123 • Phone (916) 264-5166 FAX: (916) 264-5886

11.1

April 2, 2003



City Council  
Sacramento, California

Honorable Members in Session

**SUBJECT: Sacramento Zoo 2003 Concept/Vision Plan**

**LOCATION AND COUNCIL DISTRICT:** Sacramento Zoo, William Land Park,  
District 4

### RECOMMENDATION:

It is recommended that the City Council, by resolution: 1) Certify the Environmental Impact Report (EIR) adopting the Findings of Fact and Statement of Overriding considerations and Mitigation Monitoring Plan; and 2) Approve the Sacramento Zoo's 2003 Concept/Vision Plan.

**CONTACT PERSON:** Mary Healy, Zoo Executive Director, 264-5886

**FOR COUNCIL MEETING OF:** April 22, 2003

### SUMMARY:

This report provides information relating to the Sacramento Zoo's development of a 2003 Concept/Vision Plan that addresses all the facilities and services on the 14-acre site within the existing fence line. The City Council, as lead agency, is also responsible for approving the plan, certifying the EIR, and adopting the findings of fact and overriding considerations and the mitigation monitoring plan.

California Association of



Zoos and Aquariums



American Zoo and Aquarium  
Association



world association of zoos and aquariums  
UNITED FOR CONSERVATION

*"...To inspire appreciation, understanding and respect for all living things  
through stimulating education, wholesome recreation, and innovative species management."*

**COMMITTEE/COMMISSION ACTION:**

This information was presented to the Parks & Recreation Citizen's Advisory Committee on August 3 and September 7, 2000. No action was requested or taken. However, the Background Information Section details the outreach and public meetings held.

**BACKGROUND INFORMATION:**

Annually, over 475,000 people visit the Sacramento Zoo where they enjoy the various animal exhibits, and hopefully, are able to appreciate and reflect on the wonderful world we all live in. In order for the Zoo to remain the cherished regional asset that generations of Sacramento residents have enjoyed, the 2003 Concept/Vision Plan was developed. In fact, in order to remain accredited by the prestigious American Zoo and Aquarium Association ("AZA"), this is a requirement.

A zoo should reflect nature as closely as possible and unfold the drama of discovering animals. Approximately 80,000 children and adults participated in the Education Program. After much research, the Society choose The Portico Group of Seattle to develop a Concept/Vision Plan for the Sacramento Zoo with input from the zoo staff, board of directors, and residents. The 2003 Concept/ Vision Plan envisions that a zoo experience should include many different senses – sounds, smells, and touch, as well as sight. This vision, coupled with the site's space restrictions, has resulted in a plan that will ensure the importance of the Zoo's role in the community for many years. The Concept/Vision Plan contains a list of potential projects to improve the Zoo with an estimated cost of almost \$60 million. Extraordinary effort has been taken to preserve the park and neighborhood settings, while improving the care and keeping of the animals and services to the public.

December 6, 1988, the City Council approved a Master Plan for the Zoo. Since then, portions of the plan were implemented but the animal exhibit plans became out of date and needed to be revisited based on current zoo management practices.

On February 25, 1997, Council approved a partnership agreement between the City and the Sacramento Zoological Society ("Society") for the operation and management of the Sacramento Zoo, effective July 1, 1997.

In 1999, the Society began the process of updating the 1988 Master Plan as required in the 1997 City/Zoo Partnership Agreement. A current Master Plan is also a requirement for accreditation by the American Zoo & Aquarium Association. The Portico Group was hired for this task and the 2003 Concept/ Vision Plan was approved by the Society.

In order to fully address the interests of the residents most directly impacted by the zoo, a working group of Land Park residents, Zoo representatives and a City representative was formed. Additionally, extensive community and regional outreach efforts were

undertaken with numerous public forums being held. The issues raised and information shared form an integral part of the final Concept/Vision Plan.

As a member of the American Zoo and Aquarium Association, the Sacramento Zoo participates in many cooperative animal management programs. The staff at the zoo works closely with these advisory groups to identify priority species on a regular basis. As such, it is very difficult to accurately predict future species that will be included in the Sacramento Zoo collection but the Concept/Vision Plan outlines representative animal groups that are currently being considered. Council will be updated on a regular basis with the current status of the plan.

The following provides a timeline and detail of the planning process and outreach undertaken:

July 2000 – Zoo staff mailed a visitor comment survey to Society members, issued a press release on the survey, and placed the survey on their website. Zoo staff also contacted the city managers and council members of all cities within the regional area. Four public forums were also held to gather additional public comments and input.

August 16, 2000 – Zoo staff presented an informational overview to the Land Park Community Association ("LPCA") Board.

August 29, 2000 – Zoo staff presented an informational overview to the City Council.

August and September, 2000 - Two presentations were made to the Parks and Recreation Citizen's Advisory Committee.

October 5, 2000 – Conducted a walk through at the Zoo with LPCA representatives.

January 2001 – Draft Vision Plan and Site Map completed.

January - April, 2001 - Five meetings were held with the Land Park Working Group ("LPWG") that was formed to address concerns.

April 18, 2001 - Presentation of LPWG findings to LPCA.

June 21, 2001 - City Council approved the Concept/Vision Plan as the proposed project for environmental review.

July – August 2001 - Requests for Proposals to prepare the CEQA document were sent out and Analytical Environmental Services was hired.

October 10, 2001 – Public meeting was held to receive comments on the Notice of Preparation for an EIR for the Zoo

June 21, 2002 - The Draft EIR was distributed.

July – October 2002 – Zoo management participated in several meetings held by the City with LPCA representatives to study parking concerns.

August 5, 2002 – The public comment period for Draft EIR ends.

March 7, 2003 – Final Environmental Impact Report distributed.

### **FINANCIAL CONSIDERATIONS:**

Originally owned and operated by the City of Sacramento, the Zoo went under the management of the non-profit Sacramento Zoological Society on July 1, 1997.

The 2003 Concept/Vision Plan and Environmental Review were funded by the Sacramento Zoological Society. The estimated cost of implementing the Concept/Vision Plan is \$60 million. Much of the funding for the first phase, the animal hospital, has already been raised by the Society.

### **ENVIRONMENTAL CONSIDERATIONS:**

A Draft Environmental Impact Report (DEIR) was prepared for this project and was circulated for a 45-day public review period from June 21, 2002 to August 5, 2002. Significant impacts analyzed in the EIR included parking, air quality, noise, tree resources, and visual resources.

Mitigation measures were identified to reduce most of the significant impacts to a less than significant level and are included in the Mitigation Monitoring Plan (MMP). Significant unavoidable impacts to parking are identified in the Statement of Findings of Fact and Overriding Considerations.

Staff recommends that the City Council adopt the attached resolution certifying the EIR, approving and adopting the Findings of Fact and Statement of Overriding Considerations (see Exhibit A), and the proposed Mitigation Monitoring Plan (see Exhibit B). The Final Environmental Impact Report is on file in the City Clerk's Office.

### **POLICY CONSIDERATIONS:**

The development of the 2003 Concept/Vision Plan for the Sacramento Zoo described herein is consistent with the City's policy to ensure the opportunity for public involvement in formulating policies and direction for regional amenities. The Concept/Vision Plan is also consistent with the City's policy to promote long-term

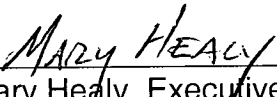


planning whenever possible. The recommended action is consistent with the City's Strategic Goal policy to establish and strengthen community and regional partnerships to enhance the quality of life, to preserve and expand arts and cultural opportunities, and enhance educational opportunities for the entire community.


**ESBD CONSIDERATIONS:**

This action does not authorize the purchase of any goods or supplies. As such, Emerging and Small Business Development program guidelines are not applicable.

Respectfully submitted,

  
\_\_\_\_\_  
Mary Healy, Executive Director  
Sacramento Zoo

APPROVED:

  
\_\_\_\_\_  
Barbara E. Bonebrake, Director  
Convention, Culture and Leisure Department

RECOMMENDATION APPROVED:

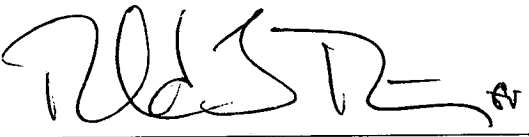
  
\_\_\_\_\_  
Robert P. Thomas, City Manager

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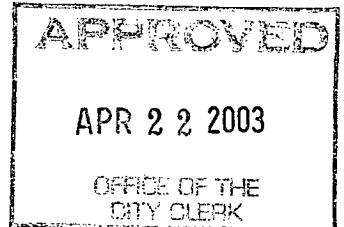
Resolution Certifying EIR, Adopting Findings of Fact and MMP	pages 6-7
Exhibit A: Findings of Fact /Statement of Overriding Considerations	pages 8-29
Exhibit B: Mitigation Monitoring Plan	pages 30-40
Resolution Approving the Zoo's 2003 Concept/Vision Plan	page 41
Exhibit 1: Addendum to Sacramento Zoo Vision Plan (June 7, 2002 )	pages 42-43
Exhibit 2: 2003 Concept/Vision Plan	pages 44-85

As Amended (page 34)

**RESOLUTION NO. 2003-267**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_



**RESOLUTION CERTIFYING THE FINAL ENVIRONMENTAL IMPACT  
REPORT; ADOPTING THE FINDINGS OF FACT AND THE MITIGATION  
MONITORING PLAN FOR THE SACRAMENTO ZOO'S 2003  
CONCEPT/VISION PLAN PROJECT**

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

The City Council hereby finds and certifies the Final Environmental Impact Report (FEIR) for the Sacramento Zoo's 2003 Concept/Vision Plan Project, which consists of the Draft Environmental Impact Report (DEIR), Responses to comments (including comments received on the DEIR), minor revisions and edits included in the FEIR, have been completed in accordance with the requirements of the California Environmental Quality Act (CEQA).

The City Council hereby finds and certifies that the FEIR was prepared, published, circulated, reviewed and presented to the City Council in accordance with the requirements of CEQA, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in accordance with the requirements of CEQA.

The City Council hereby finds and certifies that it has reviewed and considered information contained in the FEIR and that the FEIR reflects the independent judgment and analysis of the City of Sacramento.

The City Council hereby approves and adopts the Findings of Fact and Statement of Overriding Considerations for the Sacramento Zoo's 2003 Concept/Vision Plan Project (See Exhibit A).

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**RESOLUTION NO.:** \_\_\_\_\_

**DATE ADOPTED:** \_\_\_\_\_

The City Council hereby approves and adopts the Mitigation Monitoring Plan and Reporting Program for the Sacramento Zoo's 2003 Concept/Vision Plan Project (See Exhibit B).

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

\_\_\_\_\_  
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**EXHIBIT A**  
**Findings of Fact and Statement of Overriding Considerations**

**CEQA FINDINGS OF FACT  
AND  
STATEMENT OF OVERRIDING CONSIDERATIONS**

**FOR**

**Sacramento Zoo Concept and Vision Plan EIR**  
(State Clearinghouse Number 2001102033)

Prepared By:

City of Sacramento Planning and Building Department  
April 2003

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FINDINGS OF FACT  
CITY OF SACRAMENTO  
SACRAMENTO ZOO CONCEPT AND VISION PLAN PROJECT

**I. DESCRIPTION OF PROJECT**

The Proposed Project consists of the proposed Concept and Vision Plan (Plan) for the Sacramento Zoo. If adopted, the Plan will replace the existing master plan ***Zoo – 2002: Master Plan for the Sacramento Zoo and Surrounding Area***, which was adopted in 1988. The Plan will update and reconfigure the Zoo's exhibits and facilities within the existing 14.7± acre footprint. The Plan envisions the update of the Zoo with the concept of a "sensory zoo" as a central interpretive theme. The plan that has been developed will focus on creating a zoo that will teach visitors to use their senses as they walk through the Zoo. The proposed Plan is focused on creating eight zones within the zoo that define the exhibits, visitor services, and zoo operations. The eight zones include the following: Sensory Exhibit Center, Sensory Reptile Center, Discovery Lake, Asian Transect, African Savanna, African Forest, Visitor Services and Amenities, and Zoo Operations and Maintenance. The eight zones will incorporate a number of existing features and facilities. These include: Victoria Lake, an artificial lake and animal exhibit; Kampala food service, a cafeteria serving Zoo patrons; a picnic area, which includes a number of mature oak trees; the gift shop; reptile house; amphitheater; jaguar exhibit; and red panda exhibit.

A significant new feature of the Zoo is the "sensory zoo" exhibit. The sensory approach is achieved through three to five primary "anchor" exhibits. These are exhibit complexes that will lead visitors through sensory zones of: awareness, hearing and smell, sight and touch, interaction and behavior enrichment, and demonstration. The Plan also envisions the construction of several new facilities for staffing and visitors. Facilities to be replaced or improved include the animal hospital, animal kitchen, administration building, education center, maintenance/shop facilities, and front entrance to the zoo.

These Findings are prepared pursuant to the California Environmental Quality Act ("CEQA") (Pub. Resources Code, §21000 et seq.). (See Pub. Resources Code, § 21081, 21081.5 and 21081.6, and CEQA Guidelines 15091 through 15093).

**II. DEFINITIONS**

"CEQA" means the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.).

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“CEQA Guidelines” means CEQA’s implementing guidelines (14 Cal. Code Regs. § 15000 et seq.).

“City” means City of Sacramento.

“City Council” means City Council of the City of Sacramento.

“Draft EIR” means the Draft EIR for the Project (June 2002), including all appendices.

“EIR” means environmental impact report.

“Final EIR” means the Final EIR for the Project (March 2003), which includes the Draft EIR, comments received on the Draft EIR, responses to the comments received, and changes to the Draft EIR text.

“Findings” means these Findings of Fact for the Project.

“MMRP” means the Mitigation Monitoring and Reporting Program for the Project.

“NOP” means the Notice of Preparation for the Project, dated October 4, 2001.

“Project” means the Sacramento Zoo Vision and Concept Plan.

### **III. RECORD OF PROCEEDINGS**

For purposes of CEQA and the Findings set forth herein, the record of proceedings for the City’s decision on the Project consists of the following documents:

1. The NOP;
2. The Draft EIR, including all appendices;
3. All comments submitted by agencies or members of the public during the public comment period on the Draft EIR, and responses to those comments;
4. The Final EIR;
5. The MMRP;

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6. All documents, analysis, modeling data and other materials referenced in the Draft EIR or Final EIR are available for review at the City of Sacramento Planning and Building Department at the address provided below; and
7. All staff reports and other evidence and testimony submitted to, and all resolutions adopted by, the City Council relating to the Project, the Final EIR, the MMRP or these Findings.

The materials identified in items 1 through 7, above, are in the custody of the City of Sacramento Planning and Building Department, located at 1231 I Street, Sacramento, CA 95814.

#### **IV. FINDINGS REQUIRED UNDER CEQA**

To the extent that a project is subject to CEQA, a public agency may not approve the project as proposed if feasible mitigation measures or feasible alternatives are available that would substantially lessen the project's significant environmental effects. (Pub. Resources Code, § 21002.) Based on section 21002, both the California Resources Agency and the State's courts have recognized that, in approving projects with significant environmental effects, public agencies have an obligation to modify projects, or employ alternatives to the extent feasible, to substantially lessen or avoid such effects. (CEQA Guidelines, §15002, subd. (a)(3), 15021, subd. (a)(2); Sierra Club v. Gilroy City Council (1990) 222 Cal App.3d 3041 [271 Cal.Rptr. 393].)

Public Resources Code section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." CEQA Guidelines section 15364 adds another factor: legal considerations. (See also Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553, 565 [276 Cal.Rptr. 410].) An agency may reject mitigation measures or environmentally superior alternatives as being infeasible if they frustrate an agency's ability to meet the objectives of a proposed project. (See City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 401, 416-417 [183 Cal.Rptr. 898]; Sequoiah Hills Homeowners Association v. City of Oakland (1993) 23 Cal.App.4<sup>th</sup> 704, 715 [29 Cap.Rptr.2d 182].)

The obligation to substantially lessen or avoid significant effects, where feasible, is implemented, in part, through the adoption of CEQA findings, as mandated by Public Resources Code section 21081. The parallel section in the CEQA Guidelines is section 15091, which provides that, before an agency can approve a project for which an EIR has identified significant environmental effects, the agency must first adopt "one or more

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written findings for each of these significant effects, accompanied by a brief explanation of the rationale for each finding." For each effect, the agency's findings must reach one or more of three permissible conclusions.

The first possible finding is that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines, § 15091, subd. (a)(1).)

The second permissible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (CEQA Guidelines, § 15091, subd. (a)(2).)

The third permissible finding is that "[s]pecific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (CEQA Guidelines, § 15091, subd. (a)(3).) When mitigation measures adopted in the agency's CEQA findings will reduce all potentially significant impacts identified in the EIR to a less-than-significant level, no findings concerning the feasibility of project alternatives are required. (See Rio Vista Farm Bureau Center v. County of Solano (1992) 5 Cal.App.4<sup>th</sup> 351, 379 [7 Cal.Rptr.2d 307].)

## **V. MITIGATION MONITORING AND REPORTING PROGRAM**

As required by Public Resources Code section 21081.6, subdivision (a)(1), in addition to adopting these Findings, the City Council is adopting a MMRP to ensure that, during implementation of the Project, the mitigation adopted and incorporated into the Project by these Findings is implemented, monitored, and enforced.

## **VI. POTENTIALLY SIGNIFICANT IMPACTS IDENTIFIED IN THE FINAL EIR THAT ARE REDUCED TO A LEVEL OF "NOT SIGNIFICANT" OR "LESS THAN SIGNIFICANT" BY MITIGATION MEASURES INCORPORATED INTO THE PROJECT**

The Draft EIR identified the following potentially significant impacts associated with the Project. The City finds; however, that mitigation measures identified in the Final EIR avoid each of these potentially significant impacts or reduce them to a less-than-significant level. These mitigation measures are presented below.

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A. IMPACT 6.3-1: MASTER PLAN – GENERATION OF CONSTRUCTION-RELATED EMISSIONS

Summary of Facts and Mitigation Measures: The City finds that the Implementation of the overall master plan would result in the generation of construction-related emissions. The City Council further finds that the generation of construction related emissions would depend upon the amount and type of construction planned under each phase. The City Council finds that the construction emissions may exceed significance thresholds for ROG, NO<sub>x</sub> and PM<sub>10</sub>, which may result in a significant impact. The following mitigation measures have been incorporated into the Project to ensure potential impacts are less than significant:

- a. Prior to construction of any future phase of the project, a project specific analysis of construction emissions shall be conducted and additional project specific mitigation measures may be employed.
- b. Based on the project-specific analysis, the size and schedule of facilities developed at a single time may be limited. Mitigation measures, such as the following, shall be employed to reduce emission impacts to a less than significant threshold.

If PM<sub>10</sub> thresholds are exceeded, the following mitigation measures shall be considered:

- Enclose, cover, or water twice daily all soil piles,
- Install automatic sprinkler system on all soil piles,
- Water all exposed soil twice daily
- Water all exposed soil with adequate frequency to keep soil moist at all times,
- Water all haul roads twice daily
- Pave all haul roads,
- Maintain at least two feet of freeboard,
- Cover load of all haul/dump trucks securely,
- Apply nontoxic soil stabilizer to all inactive construction areas,
- Replace groundcover in disturbed areas quickly,
- Reduce speeds on all unpaved roads to 15 miles per hour or less,

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- Properly maintain equipment,
- Use methanol, natural gas, propane, or butane powered equipment instead of diesel,
- Develop and implement trip reduction plans.

If ROG thresholds are exceeded, the following mitigation measures shall be considered:

- Properly maintain equipment,
- Use methanol, natural gas, propane, or butane powered equipment instead of diesel,
- Develop and implement trip reduction plans,
- Use asphalt with a VOC content less than compliance levels,
- Use architectural coatings with VOC content less than compliance levels.

If NO<sub>x</sub> thresholds are exceeded, the following mitigation measures shall be considered:

- Properly maintain equipment,
- Develop and implement trip reduction plans,
- Use NO<sub>x</sub>-reducing alternative fuels in construction equipment engines.

Findings: The City Council hereby finds that the above stated mitigation measures are feasible and will reduce the impact to a less than significant level. The mitigation measures are hereby adopted and incorporated into the project.

B. IMPACT 6.3-2: MASTER PLAN – OPERATION OF PARKING FACILITIES

Findings Regarding Significant Impacts:

The City Council finds that the construction and operation of the parking facility at the northwestern corner of the project site adjacent to the Holy Spirit School property could potentially expose staff and nearby sensitive receptors to concentrated levels of auto emissions. The City Council finds that it is unlikely

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that the use of this parking garage will result in a significant CO impact on adjoining uses; however, this will not be known until site plans can be evaluated. Therefore, the City Council finds that this is a potentially significant impact. The following mitigation measure has been incorporated into the Project to ensure the potential impact is less than significant.

- a. Prior to construction of the parking facilities, a project specific analysis of operational emissions shall be conducted and project specific mitigation measures, such as mechanical ventilation or flow-through design may be employed. With adequate ventilation and dispersal, the impacts would be less than significant.

Findings: The City Council hereby finds that the above stated mitigation measure is feasible and will reduce the impact to a less than significant level. The mitigation measure is hereby adopted and incorporated into the project.

C. IMPACT 6.4.4 PHASE I – MUSIC NOISE LEVELS

Summary of Facts and Mitigation Measures: The City Council finds that the proposed Picnic Pavilion would result in a permanent facility to be used for various functions including events that use amplified sound. The City Council finds that the anecdotal information presented in Section 6.4.2 of the Draft EIR is representative of the community response due, in part, to amplified noise occurring at the Zoo for special events. The City Council finds that there is no way of knowing with certainty how many events utilizing amplified sound will occur each year under the proposed Master Plan. The City Council finds that, regardless of the assumptions applied to the predicted noise level, the condition is an existing condition not resulting from the proposed Master Plan. The City Council finds that a significant impact could result if the placement of the sound system on the new Picnic Pavilion directs noise different than that assumed in Figures 6.4.4 and 6.4.5 of the Draft EIR. The City Council further finds that a new system with greater amplification could also result in a noise impact on neighboring land uses, which would be considered a significant impact. The following mitigation measures have been incorporated into the Project to ensure potential impacts are less-than-significant:

- a. Restrict hours of music: music should not extend past 10:00 p.m.
- b. Restrict music noise levels: music should not exceed a maximum noise level of 85 dBA at a distance of 150 feet from the stage area. Music

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noise levels must be monitored with a hand held noise meter to assure that noise levels do not exceed a maximum noise level of 85 dB.

- c. The sound system on the new picnic pavilion must be directed toward the interior of the Zoo to minimize noise impacts on neighboring land uses.

Findings: The City Council hereby finds that the above stated mitigation measures are feasible and will reduce the impact to a less than significant level. The mitigation measures are hereby adopted and incorporated into the project.

D. IMPACT 6.5-2: MASTER PLAN – IMPACTS TO HERITAGE TREES

Summary of Facts and Mitigation Measures: The City Council finds that the Proposed Project includes extensive exhibit facility developments that may either directly or indirectly impact City Heritage Trees. The City Council finds that detailed construction plans have not been developed for programmed exhibit facility developments; however, significant impacts could result from the construction and operation of these facilities. The City Council finds that the development of programmed exhibit facilities must comply with the provisions of Sacramento City Codes Chapter 12.64. Sections 12.64.040 and 12.64.050 specifically prohibit activities that may result in damage to Heritage Trees, “unless the express written permission of the Director of the Parks and Recreation Department is first obtained.” The City Council finds that the failure to consult with the City Arborist early on in the planning stages for future Zoo phases may result in a significant impact to heritage trees. The following mitigation measures have been incorporated into the Project to ensure potential impacts are less than significant:

- a. Each phase of Zoo redevelopment proposed in an area containing a Heritage Tree shall be forwarded to the City Arborist for review and comment prior to commencement of construction activities. The plans shall be forwarded to the City Arborist early enough in the design process to assure that suggested changes can be incorporated into the final design. Suggested changes could include recommendations regarding permanent structures in relation to the driplines of heritage trees, pruning recommendations, treatment of soil within and around the dripline of heritage trees, etc.

Findings: The City Council hereby finds that the above stated mitigation measure is feasible and will reduce the impact to a less than significant level. The mitigation measure is hereby adopted and incorporated into the project.

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E. IMPACT 6.5.4 PHASE 1 – IMPACTS TO CITY HERITAGE TREES FROM DEVELOPMENT OF THE PROPOSED MULTI-USE PAVILLION (NORTH LAWN)

Summary of Facts and Mitigation Measures: The City Council finds that the Proposed Project includes the construction of a 38-foot wide by 80-foot long multi-use pavilion that will be located on the upper lawn at the northern portion of the Zoo in an area that is currently used for hosting events. The City Council finds that this area has three large valley oak trees that qualify as Heritage Trees. The City Council finds that the proposed pavilion will be a permanent structure to replace the temporary use of the tent within the same location. The City Council finds that the pavilion will be located outside of the drip line of all three of the valley oak trees, but will be located immediately adjacent to two of the three tree's drip lines. The City Council finds that the City Arborist has stated that impacts to the two valley oaks may result from construction of the proposed pavilion. The following mitigation measures have been incorporated into the Project to ensure potential impacts are less-than-significant:

- a. An ISA (International Society of Arboriculture) certified arborist shall perform a root collar examination on the 168-inch circumference tree to inspect for any disease or root structure problems. Final recommendations resulting from this examination shall be implemented by the Proposed Project.
- b. Prior to construction, protective fencing shall be installed around the drip line of the three valley oaks. Orange plastic environmental fence will be permitted for this project. However, if the orange plastic fence is not properly maintained, then a 6-foot chain link fence will be required. Within the fenced area there shall be no storage of materials or equipment, no parking of vehicles, and no trenching or grade changes.
- c. All roots shall be cut clean. Any roots greater than 2-inches in diameter require an inspection by an ISA certified arborist prior to severing.
- d. Any pruning required for building or equipment clearance shall be carried out or supervised by an ISA certified arborist.
- e. The contractor shall be held liable for any damage to existing trees (e.g. trunk wounds, broken limbs, pouring of any deleterious materials or washing out concrete under the drip line of the tree). Damages will

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be assessed using the "Guide to Plant Appraisal" ninth edition published by the ISA. The contractor will hire an ISA certified arborist to do the appraisal and submit a report for review by the City Arborist.

Additionally, one of the following measures shall be undertaken for the Proposed Project:

- f. Install a raised foundation for the pavilion that would allow oxygen exchange between the atmosphere and the soil.

or

- g. Improve the aeration and soil conditions under the drip line of the trees. This would require the drip line to be fenced off to eliminate foot traffic and to allow the natural accumulation of oak duff (leaves and small twigs). This would enhance the population of earthworms and mycorrhizae, beneficial fungi that assist the tree in absorption of water and nutrients. Once the health of the oaks improves then the fencing could be removed and a wood chip mulch installed to a depth of 3-4 inches to prevent compaction from foot traffic.

Findings: The City Council hereby finds that the above stated mitigation measures are feasible and will reduce the impact to a less than significant level. The mitigation measure is hereby adopted and incorporated into the project.

## **VII. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS AND RELATED MITIGATION MEASURES**

The Draft EIR identified the following potentially significant unavoidable impacts associated with the Project. The City makes findings regarding each impact and adopts partial mitigation measures to reduce the magnitude of the impacts. These partial mitigation measures are presented below.

### **A. IMPACT 6.2.1: MASTER PLAN – PARKING IMPACT**

Summary of Facts and Partial Mitigation Measures: The City Council finds that there is no unutilized parking capacity that could serve the demand generated by the Proposed Project. The City Council finds that the full buildout of the Concept/Vision Plan would have a significant impact in that it would generate a demand for 151 parking places that cannot be accommodated by existing facilities

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during high season days. The following partial mitigation measures have been incorporated into the Project to ensure potential impacts are less-than-significant:

- a. Eliminate the current ban on weekend parking within Land Park. This would make 100-200 additional spaces available to Zoo patrons, depending on where the ban was lifted.
- b. Remove the blockage at the eastern end of 15<sup>th</sup> Avenue. This would add approximately 50 spaces to the parking areas available to Zoo patrons. Removing the blockage would work best in combination with measure a, h, and/or i, because most Zoo patrons begin their search for a parking place on 15<sup>th</sup> Avenue, and are unlikely to make use of parking areas on the eastern side of the Park unless these sites are directly accessible from 15<sup>th</sup> Avenue.
- c. In conjunction with measure a., make 15<sup>th</sup> Avenue one-way eastbound, with angled parking on both sides. Approximately 40 parallel spaces could be replaced by 80 angled spaces, for a net gain of 40 parking spaces. This would also improve safety by directing exiting traffic away from the concentration of pedestrians on Land Park Drive.
- d. Re-stripe the 15<sup>th</sup> Avenue parking lot so that the northernmost and possibly the 3<sup>rd</sup>, aisles are westbound. Improved circulation would add approximately five percent (the equivalent of 11 parking spaces) to the capacity of this lot.
- e. Re-stripe the 17<sup>th</sup> Avenue parking lot. Alternatively, reserve all of the spaces on one side of each aisle for compact cars only. By improving circulation, these measures would add approximately five percent (9 parking spaces) to the capacity of this lot. This would also reduce the number of parking accidents.
- f. Construct a speed hump on 15<sup>th</sup> Avenue approaching the curve around Fairytale Town. This would slow cars enough so that they can respond to vehicles pulling out from parking slots. This would add the equivalent of 1-2 parking spaces by allowing vehicles to leave faster thus freeing up spaces for new arrivals. However, the principal reason for doing this would be to improve safety for drivers and pedestrians alike.
- g. Many curbs need red or blue paint to enable the police to enforce fire and ADA codes. The main reason for doing this would be to allow a quicker response time in the event of an emergency. It may also allow drivers to make better use of legal on-street parking by removing the existing ambiguities regarding which spaces are legal and which are not.

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These potential mitigation measures are summarized in the table below:

SUMMARY OF POTENTIAL MITIGATION MEASURES

Measure	Action By	Approximate Number of Spaces Created
a. Lift ban on weekend on-street parking	City	100-200 (depends on area)
b. Remove blockage of 15 <sup>th</sup> Ave.	City	50
c. Make 15 <sup>th</sup> Ave. 1-way, add angled spaces	City	40
d. Stripe 15 <sup>th</sup> Ave. lot	City	11
e. Re-stripe 17 <sup>th</sup> Ave. lot	City	9
f. Speed hump on 15 <sup>th</sup> Ave.	City	1-2
g. Re-paint curb restrictions	City	Unknown

SOURCE: Fehr & Peers, 2002.

In addition, there are two other measures which would significantly ease the parking space shortage in William Land Park. However, they are considered less feasible than the measures listed in the table above because they require the cooperation of SCC:

- h. Encourage Sacramento City College to eliminate the charge for on-campus parking. By shifting approximately 200-400 SCC-related cars out of the Park, this would make 100-200 additional spaces available to Zoo patrons<sup>1</sup>.
- i. Install a pedestrian signal to allow use of SCC's new parking lots. By shifting approximately 350 SCC-related cars out of the Park, this would make approximately 175 additional spaces available to Zoo patrons.

Partial Mitigation Findings: The City Council finds that specific considerations make infeasible mitigation measures for the identified impact. The City Council finds that the parking issue within Land Park is one that involves many entities including the Sacramento Zoo, Land Park Golf Course, Funderland, Fairytale Town, Sacramento City College, Land Park Community, and the other

<sup>1</sup> There would not be a 1-to-1 relationship between spaces freed up and spaces available to Zoo patrons because of the indirect relationship between SCC parking on the eastern side of the Park and Zoo visitors on the western side of the Park.

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passive/active uses associated with the regional park. The City Council finds that surface parking demand within the park can and does reach capacity during high season days. The City Council finds that parking demand within the park is the result of the various entities mentioned above. The City Council further finds that Zoo's Concept and Vision Plan will increase parking demand within Land Park as identified in the EIR. The City Council finds that it is the goal of the City to maintain greenery within Land Park and not to eliminate this greenery for additional parking pavement. The City Council finds that many of the measures listed above could be taken at relatively low cost and without paving over any existing green space. However, the dual patronage issue shown in Table 6.2-4 of the Draft EIR makes attribution of parking demand between the Zoo and other facilities problematic, even when individual Zoo patrons can be identified. That is, the mitigation measures identified above would benefit other groups besides the Zoo and it is impossible to say exactly which spaces would be used by Zoo patrons, and which would be used by other park or SCC patrons. In addition, the suppressed demand described within Section 6.2 of the Draft EIR reveals that supplying additional parking spaces within the park may be used by existing demand. The City Council finds that a significant parking impact will occur even when considering the implementation of the above mitigation measures. Therefore, the above mitigation constitutes partial mitigation for a significant unavoidable impact. The above listed partial mitigation measures are hereby adopted for the Sacramento Zoo Concept and Vision Plan EIR.

The City Council further finds that several of the measures listed above are within the responsibility and jurisdiction of the SCC and can be adopted by the College.

B. IMPACT 6.2.2: PHASE 1– PARKING IMPACT

Summary of Facts and Partial Mitigation Measures: The City Council finds that anecdotal evidence from a variety of observers indicates that the parking demand within Land Park already exceeds the available supply of spaces on typical summer weekend days. The City Council finds that this anecdotal evidence is supported by the survey data presented in Table 6.2-5 of the Draft EIR, which shows that parking capacity is almost entirely utilized even during off-season periods. The City Council further finds that Phase I of the Proposed Project would result in a significant parking impact within Land Park in that it would generate a demand for 73 parking places that cannot be accommodated by existing facilities during high season days. The following mitigation measures have been incorporated into the Project to reduce the magnitude of the impact:

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The measures listed under Master Plan Mitigation 6.2-1 are recommended to reduce the significance of the Phase I impacts of the Proposed Project. The choice of measures should be made in conjunction with the City and Sacramento City College, based on cost and practicality. The distribution of costs should be proportionate to the benefit received by the different groups, with the Zoo contributing its fair share.

Partial Mitigation Findings: The City Council finds that specific considerations make infeasible mitigation measures for the identified impact. Specifically, the City Council finds that the parking issue within Land Park is one that involves many entities including the Sacramento Zoo, Land Park Golf Course, Funderland, Fairytale Town, Sacramento City College, Land Park Community, and the other passive/active uses associated with the regional park. The City Council finds that surface parking demand within the park can and does reach capacity during high season days. The City Council finds that parking demand within the park is the result of the various entities mentioned above. The City Council further finds that Zoo's Concept and Vision Plan will increase parking demand within Land Park as identified in the EIR. The City Council finds that it is the goal of the City to maintain greenery within Land Park and not to eliminate this greenery for additional parking pavement. The City Council finds that many of the measures listed above could be taken at relatively low cost and without paving over any existing green space. However, the dual patronage issue shown in Table 6.2-4 of the Draft EIR makes attribution of parking demand between the Zoo and other facilities problematic, even when individual Zoo patrons can be identified. That is, the mitigation measures identified above would benefit other groups besides the Zoo and it is impossible to say exactly which spaces would be used by Zoo patrons, and which would be used by other park or SCC patrons. In addition, the suppressed demand described within Section 6.2 of the Draft EIR reveals that supplying additional parking spaces within the park may be used by existing demand. The City Council finds that a significant parking impact will occur even when considering the implementation of the above mitigation measures. Therefore, the above mitigation constitutes partial mitigation for a significant unavoidable impact. The above listed partial mitigation measures are hereby adopted for the Sacramento Zoo Concept and Vision Plan EIR.

The City Council further finds that several of the measures listed above are within the responsibility and jurisdiction of the SCC and can be adopted by the College.

#### **VIII. CUMULATIVE IMPACTS**

Summary of Facts and Partial Mitigation Measures: The CEQA Guidelines require that a Final EIR evaluate the potential cumulative effects of a project in

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combination with other existing and future projects when these effects are “cumulatively considerable” (CEQA Guidelines 14130(a)). Cumulative impacts consist of impacts created as a result of the combination of the project together with other projects causing related impacts. A project need not discuss impacts that do not result impact from the project evaluated in the Final EIR (CEQA Guidelines 15130 (a)(1)). An adequate discussion of cumulative impacts should either provide (i) a list of past, present, and probable future projects producing related or cumulative impacts, or (ii) a summary of the projections contained in an adopted general plan or related planning document (CEQA Guidelines 15130(b)(1)).

Cumulative impact analyses were conducted for parking supply, air quality, noise, tree resources, and visual resources. The Final EIR found that cumulative impacts to parking supply would be significant. The implementation of Mitigation Measures 6.2-1 will reduce the magnitude of the impact but not to a less than significant level.

Partial Mitigation Findings: The City Council finds that specific considerations make infeasible mitigation measures for the identified cumulative impact. Specifically, the City Council finds that the parking issue within Land Park is one that involves many entities including the Sacramento Zoo, Land Park Golf Course, Funderland, Fairytale Town, Sacramento City College, Land Park Community, and the other passive/active uses associated with the regional park. The City Council finds that surface parking demand within the park can and does reach capacity during high season days. The City Council finds that parking demand within the park is the result of the various entities mentioned above. The City Council further finds that Zoo’s Concept and Vision Plan will increase parking demand within Land Park as identified in the EIR. The City Council finds that it is the goal of the City to maintain greenery within Land Park and not to eliminate this greenery for additional parking pavement. The City Council finds that many of the measures listed above could be taken at relatively low cost and without paving over any existing green space. However, the dual patronage issue shown in Table 6.2-4 of the Draft EIR makes attribution of parking demand between the Zoo and other facilities problematic, even when individual Zoo patrons can be identified. That is, the mitigation measures identified above would benefit other groups besides the Zoo and it is impossible to say exactly which spaces would be used by Zoo patrons, and which would be used by other park or SCC patrons. In addition, the suppressed demand described within Section 6.2 of the Draft EIR reveals that supplying additional parking spaces within the park may be used by existing demand. The City Council finds that a significant cumulative parking impact will occur even when considering the implementation of the above mitigation measures. Therefore, the above mitigation constitutes

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partial mitigation for a significant unavoidable cumulative impact. The above listed partial mitigation measures are hereby adopted for the Sacramento Zoo Concept and Vision Plan EIR.

The City Council further finds that several of the measures listed above are within the responsibility and jurisdiction of the SCC and can be adopted by the College.

#### **IX. PROJECT ALTERNATIVES**

CEQA mandates that every EIR evaluate a no-project alternative, plus a range of alternatives, which might reduce or avoid the significant impacts of a proposed project. Alternatives provide a basis of comparison to the Proposed Project in terms of beneficial, significant, and unavoidable significant impacts. This comparative analysis is used to determine reasonable feasible options for minimizing environmental consequences of implementation of a proposed project. For reasons summarized below, the City finds that approval and implementation of the project as amended and as approved is appropriate, and rejects each of the alternatives.

##### Alternative A: No Project Alternative (AA)

As required by Section 15126.6(e) of the CEQA *Guidelines*, the No Project Alternative must be evaluated as part of the EIR. The purpose in addressing the No Project Alternative is to allow decision makers the ability to compare the impacts of the Proposed Project versus no project. The No Project Alternative describes the environmental conditions that exist at the time that the environmental analysis is commenced (CEQA *Guidelines*, 15126.6(e)(2)).

The existing condition portion of the No Project Alternative includes the environmental conditions that exist at the time that the environmental analysis is commenced (CEQA *Guidelines*, 15126.6(e)(2)). The No Project Alternative assumes no development for existing plus project conditions. The medical/service complex, multi-use pavilion north of Victoria Lake, additions to the Kampala Center, and picnic pavilion assumed under Phase I of the Proposed Project are not assumed to be constructed under the No Project Alternative.

According to the CEQA Guidelines, the No Project Alternative shall discuss what would reasonably be expected to occur in the *foreseeable future* if the project were not approved (15126.6(e)(2)). Future improvements assumed for the No Project Alternative include a proposed 5,300 square foot health care facility that would contain space for surgery, x-rays, quarantine, storage and office space. The proposed facility, as identified in *Zoo – 2002* (pg. 117), would be located directly southeast of the current administration building. This facility would likely be constructed under the No Project Alternative as a

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response to current AZA requests for the development of veterinary and quarantine facilities.

Findings:

- The No Project Alternative would not establish the Zoo as a premier visitor attraction in the Sacramento region focused on the quality of visitor experience and managed attendance by encouraging year round use of the Zoo.
- The No project alternative would not improve off-peak season visitation by providing more weather protection to encourage year round visitation.
- The No Project Alternative would not increase Zoo membership and community support.
- The No Project Alternative would not provide engaging educational programs for visitors of all ages.

Alternative B: Reduced Intensity Alternative (AB)

The Reduced Intensity Alternative would be located within the existing Zoo grounds. Under this alternative, improvements to the Zoo would consist primarily of those required to assure AZA and USDA standards are maintained; however, other improvements to zoo facilities would not be undertaken.

As the Zoo will be subject to AZA and USDA reviews in the future, all specific improvements cannot be determined at this time. For purposes of this analysis, initial (*Phase I* or *short-term*) developments consist of the medical/service center improvements assumed under the Proposed Project. The other Phase I improvements identified for the Proposed Project (i.e., Kampala Center and north lawn improvements) will not be constructed under this Alternative.

Other long term, programmatic improvements assumed under this alternative include replacing or renovating dilapidated exhibits and holding areas to assure animal health, and providing adequate facilities to provide for the care and maintenance of the Zoo's animal collection. An administration building would also be included in this alternative to provide additional staff office space and education classrooms (within the medical/service area of the Zoo). However, a number of long term, programmatic improvements included in the Proposed Project would not be included under this alternative. Notably, the multi-use pavilion (north lawn), new entrance building, below grade parking garage, and eight new theme exhibit centers would not be constructed.

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Findings:

- The City Council finds that, Under Alternative B, the maintenance of exhibits and development of facilities required to assure continued accreditation would not result in the establishment of the theme centers that are considered necessary to maximize the establishment of the Zoo as a premier visitor attraction in the Sacramento region focused on the quality of visitor experience and managed attendance by encouraging year round use of the Zoo.
- The City Council finds that, Under Alternative B, the maintenance of exhibits and development of facilities required to assure continued accreditation would not result in the establishment of the theme centers that are considered necessary to maximize off-peak season visitation by providing more weather protection to encourage year round visitation.
- The City Council finds that, Under Alternative B, the maintenance of exhibits and development of facilities required to assure continued accreditation would not result in the establishment of the theme centers that are considered necessary to maximize the increase of Zoo membership and community support.
- The City Council finds that, Under Alternative B, the maintenance of exhibits and development of facilities required to assure continued accreditation would not result in the establishment of the theme centers that are considered necessary to maximize the establishment of engaging educational programs for visitors of all ages.

Alternatives Eliminated from Consideration:

As discussed and analyzed in Section 4.0 of the EIR, the City considered several alternatives to the Proposed Project. These alternatives included the following:

*Research Zoo Alternative.* The Research Zoo Alternative would be located on the existing Zoo grounds. Instead of focusing on the Zoo as a public attraction, the focus would shift to the research and wildlife conservation potential of the Zoo. The Zoo's involvement in conservation programs such as Species Survival Plans would increase, as would the Zoo's involvement with the UC Davis veterinary program. Improvements to the existing Zoo facilities would focus on these activities and maintaining AZA and USDA standards, a requirement of the Partnership Agreement (Section 3(A)). Improvements would include a veterinary clinic, additional holding/quarantine areas, kitchen, food storage and shop buildings. Current animal exhibits/enclosures would be

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updated on an as-needed basis with a focus on accommodating AZA and USDA standards, rather than a focus on providing a public attraction. Improvements that are orientated to the public, including a new entrance building, the sensory exhibit, and multi-use pavilion would not be constructed. The Zoo would continue to be open to the public as stipulated by the Partnership Agreement (Section. 3(B)).

While the Research Zoo Alternative was considered, it has been eliminated from consideration due to feasibility concerns. The ability of the Zoological Society to operate the Zoo as a research facility is not considered feasible due to the stipulations of the Partnership Agreement and the reliance of the Zoo's operations on entrance fee revenue.

*Expanded Zoo.* The Expanded Zoo Alternative would occupy the existing Zoo grounds as well as two adjacent areas of William Land Park. The Zoo boundaries would expand north to 15<sup>th</sup> Avenue replacing the currently existing formal gardens with animal exhibits. The Zoo would also expand to the southeast to include approximately 4 acres at the corner of Land Park Drive and Sutterville Road. This alternative would include all of the elements of the Proposed Project as well as provide additional space for exhibits and facilities, a parking garage and a pedestrian bridge. A partially below grade, two-level parking garage would be constructed on 16<sup>th</sup> Avenue directly north of Funderland to provide 124 off-street spaces. A pedestrian bridge would be constructed from the entrance building across Land Park Drive to provide safer access from the parking garage, Funderland and Fairytale Town. Exhibits and facilities would be designed to incorporate and preserve existing vegetation to the greatest extent that is feasible. The parking garage would be largely screened by vegetation and animal enclosures. The pedestrian bridge would provide an architecturally pleasing gateway to the park. In general, the Zoo would maintain its current visual character; all existing City Street and Heritage Trees would be retained.

This Alternative has been eliminated from consideration due to land use consistency feasibility, and additional environmental concerns. The expansion of the Zoo would impact other uses of William Land Park. Additionally, the Partnership Agreement stipulates that the master plan revision focus on improving Zoo operations within the existing Zoo boundaries. The expanded zoo would also result in greater construction (air quality and noise) and operation (parking, transportation, and visual) impacts than the Proposed Project.

#### **X. STATEMENT OF OVERRIDING CONSIDERATIONS**

Notwithstanding disclosure of the significant impacts and the accompanying mitigation, the City has determined pursuant to Section 15093 of the CEQA Guidelines that the

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benefits of the project as revised outweigh the adverse impacts, and the proposed project shall be approved.

With reference to the above findings and in recognition of those facts which are included in the record, the City has determined that the proposed project would contribute to environmental impacts which are considered significant and adverse, as disclosed in the EIR prepared for the proposed project and as identified below:

- Master Plan Impacts to available parking within Land Park,
- Phase 1 Impacts to available parking within Land Park,
- Cumulative impacts to available parking within Land Park.

The Sacramento Zoo Concept and Vision Plan EIR evaluated four alternatives, two of which were eliminated from further consideration and two that were carried through the EIR. Based on this examination, the City has determined that none of these alternatives meet the project objectives to the extent of the Proposed Project. The alternatives analyzed and carried through the EIR are:

- Alternative A: No Project Alternative
- Alternative B: Reduced Intensity Alternative

In addition to the above alternatives, the City evaluated and eliminated from consideration two alternatives that either did not meet the project objectives, were infeasible, or created a higher level of environmental impacts than the proposed project. These alternatives are:

- Research Zoo Alternative
- Expanded Zoo Alternative

The City specifically finds, and therefore makes this Statement of Overriding Considerations, that as part of the process of obtaining project approval, all significant effects on the environment with implementation of the Proposed Project have been eliminated or substantially lessened where feasible. The City finds that there are no additional feasible mitigation measures or alternatives that the City could adopt at this time which would reduce these impacts to a less-than-significant level. Furthermore, the City has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the overriding considerations described herein.

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Benefits of the project that outweigh the significant impacts of the project include the achievement of the following goals of the project:

1. The sensory exhibits proposed together with weather protection features designed into the proposed facilities will encourage patronage on more of a year round basis than currently exists. This will enable the Sacramento Zoo to maintain its national recognition as one of the best small Zoos in America.
2. The weather protection features designed into the proposed facilities will encourage off-peak season visitation.
3. The new facilities proposed are necessary to maintain and increase Zoo membership and community support, and to provide engaging educational programs for visitors of all ages. This supports the goal for the Sacramento Zoo to be a premiere visitor attraction in the Sacramento region.
4. The updated facilities proposed in the Master Plan are necessary for continued accreditation with the American Zoo and Aquarium Association (AZA).
5. The proposed facilities are necessary to increase the educational partnership with the UC Davis Veterinary Residency program.
6. The proposed Concept and Vision Plan is consistent with the City's Strategic Goal policy to establish and strengthen community and regional partnerships; to enhance the quality of life; to preserve and expand arts and cultural opportunities; and to enhance educational opportunities for the entire community.

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**EXHIBIT B**  
**Mitigation Monitoring Plan**

**SACRAMENTO ZOO CONCEPT/VISION  
PLAN EIR**

**MITIGATION MONITORING AND REPORTING PLAN**

*Prepared by:*

City of Sacramento  
Planning and Building Department  
1231 I Street, Ste. 300  
Sacramento, CA 95814

*April, 2003*

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## **SACRAMENTO ZOO CONCEPT AND VISION PLAN**

### **MITIGATION MONITORING AND REPORTING PLAN**

This Mitigation Monitoring and Reporting Plan (MMRP) has been required by and prepared for the City of Sacramento Planning and Building Department, Environmental Planning Services, 1231 I Street, Room 300, Sacramento, CA 95814, pursuant to CEQA Section 21081.6.

#### **PROJECT DESCRIPTION**

Project Name: Sacramento Zoo Concept and Vision Plan

Contact Person: Lezley Buford, Principal Planner  
Colleen Laubinger, Project Manager

Planning and Building Department  
1231 I Street, Suite 300  
Sacramento, CA 95814  
(916) 264-2857

#### **Project Location**

The project site is located south of Downtown Sacramento on 14.7± acres in the southwesterly corner of William Land Park (corner of Land Park Drive and Sutterville Road) within the Land Park Community area. The project site is contained within the boundaries of the existing Zoo grounds.

#### **Project Description**

The Proposed Project consists of the proposed Concept and Vision Plan (Plan) for the Sacramento Zoo. If adopted, the Plan will replace the existing master plan *Zoo – 2002: Master Plan for the Sacramento Zoo and Surrounding Area*, which was adopted in 1988. The Plan will update and reconfigure the Zoo's exhibits and facilities within the existing 14.7± acre footprint. The Plan envisions the update of the Zoo with the concept of a "sensory zoo" as a central interpretive theme. The plan that has been developed will focus on creating a zoo that will teach visitors to use their senses as they walk through the Zoo. The proposed Plan is focused on creating eight zones within the zoo that define the exhibits, visitor services, and zoo operations. The eight zones include the following: Sensory Exhibit Center, Sensory Reptile Center, Discovery Lake, Asian Transect, African Savanna, African Forest, Visitor Services and Amenities, and Zoo Operations and Maintenance. The eight zones will incorporate a number of existing features and facilities. These include: Victoria Lake, an artificial lake and animal exhibit; Kampala food

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service, a cafeteria serving Zoo patrons; a picnic area, which includes a number of mature oak trees; the gift shop; reptile house; amphitheater; jaguar exhibit; and red panda exhibit.

A significant new feature of the Zoo is the "sensory zoo" exhibit. The sensory approach is achieved through three to five primary "anchor" exhibits. These are exhibit complexes that will lead visitors through sensory zones of: awareness, hearing and smell, sight and touch, interaction and behavior enrichment, and demonstration. The Plan also envisions the construction of several new facilities for staffing and visitors. Facilities to be replaced or improved include the animal hospital, animal kitchen, administration building, education center, maintenance/shop facilities, and front entrance to the zoo.

## ***MITIGATION MONITORING AND REPORTING PLAN***

### **Introduction**

The California Environmental Quality Act (CEQA) requires review of any plan or project that could have significant adverse effects on the environment. In 1988, CEQA was amended to require reporting on and monitoring of mitigation measures adopted as part of the environmental review process. This Mitigation Reporting Plan (MMRP) is designed to aid the City of Sacramento in its implementation and monitoring of mitigation measures adopted for the Proposed Project.

### **Mitigation Measures**

The mitigation measures are reproduced from the Environmental Impact Report (EIR) and are assigned the same number they have in the document. The MMRP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

### **MMRP Components**

The components of each monitoring form are addressed briefly, below.

Mitigation Measure: All mitigation measures that were identified in the EIR are presented, and numbered accordingly. The mitigation measures are presented by topic (e.g., Air Quality, Noise, etc.).

Implementing Responsibility: This item identifies the entity that will undertake the required action.

Monitoring Responsibility: This item identifies the entity that will monitor the required action.

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Compliance Standards: This item identifies the specific actions that are required in each mitigation measure.

Timing: Each action must take place prior to the time at which a threshold could be exceeded. Implementation of the action must occur prior to or during some part of approval, project design or construction, or on an ongoing basis. The timing for each measure is identified.

Verification of Compliance: The individual assigned to assure compliance with identified mitigation measures will initial the form when the measure has been successfully implemented. The individual assigned to assure compliance will date the form when the measure has been successfully implemented.

Remarks: The individual assigned to assure compliance can include remarks concerning the implementation of the mitigation measure. At no time is it acceptable to remark that the implementation of the mitigation measure is/was unsuccessful.

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# MITIGATION REPORTING PLAN

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
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## 6.2 PARKING SUPPLY (6.2.1 MASTER PLAN – PARKING IMPACT)

The choice of measures should be made in conjunction with the City and Sacramento City College, based on cost and practicality. The distribution of costs should be proportionate to the benefit received by the different groups, with the Zoo contributing its fair share.

A minimum of 151 parking spaces would be needed to mitigate the impact of the Proposed Project.

The range of possible measures includes:

- Eliminate the current ban on weekend parking within Land Park. This would make 100-200 additional spaces available to Zoo patrons, depending on where the ban was lifted.
- Remove the blockage at the eastern end of 15<sup>th</sup> Avenue. This would add approximately 50 spaces to the parking areas available to Zoo patrons. Removing the blockage would work best in combination with measure a, h, and/or i, because most Zoo patrons begin their search for a parking place on 15<sup>th</sup> Avenue, and are unlikely to make use of parking areas on the eastern side of the Park unless these sites are directly accessible from 15<sup>th</sup> Avenue.
- In conjunction with measure a., make 15<sup>th</sup> Avenue one-way eastbound, with angled parking on both sides. Approximately 40 parallel spaces could be replaced by 80 angled spaces, for a net gain of 40 parking spaces. This would also improve safety by directing exiting traffic away from the concentration of pedestrians on Land Park Drive.
- Re-stripe the 15<sup>th</sup> Avenue parking lot so that the northernmost and possibly the 3<sup>rd</sup>, aisles are westbound. Improved circulation would add approximately five percent (the equivalent of 11 parking spaces) to the capacity of this lot.
- Re-stripe the 17<sup>th</sup> Avenue parking lot. Alternatively, reserve all of the spaces on one side of each aisle for compact cars only. By improving circulation, these measures would add approximately five percent (9 parking spaces) to the capacity of this lot. This would also reduce the number of parking accidents.
- Construct a speed hump on 15<sup>th</sup> Avenue approaching the curve around Fairytale Town. This would slow cars enough so that they can respond to vehicles pulling out from parking slots. This would add the equivalent of 1-2 parking spaces by allowing vehicles to leave faster thus freeing up spaces for new arrivals. However, the principal reason for doing this would be to improve safety for drivers and pedestrians alike.
- Many curbs need red or blue paint to enable the police to enforce fire and ADA codes. The main reason for doing this would be to allow a quicker response time in the event of an emergency. It may also allow drivers to make better use of legal on-street parking by removing the existing ambiguities regarding which spaces are legal and which are not.

City of Sacramento and Sacramento Zoological Society

City of Sacramento – Public Works Department

Representatives from the Sacramento Zoological Society, City of Sacramento, and City College shall meet prior to approval of Phase I construction activities to determine: (1) which of the mitigation measures identified will be implemented, (2) timing for implementation of individual measures, and (3) financial responsibilities for implementing agreed upon measures. This Mitigation Reporting Plan shall be amended by the City Council prior to Phase I construction activities to include those measures that will be implemented and the timing for implementing the agreed upon measures.

The list of measures shall be identified prior to the approval of Phase 1 construction.

The implementation of the measures shall be identified and amended into this MMP prior to the commencement of Phase I construction activities.

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# MITIGATION REPORTING PLAN

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
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In addition, there are two other measures which would significantly ease the parking space shortage in William Land Park. However, they are considered less feasible than the measures listed in Table 6.2-12 because they require the cooperation of SCC:

- h. Encourage Sacramento City College to eliminate the charge for on-campus parking. By shifting approximately 200-400 SCC-related cars out of the Park, this would make 100-200 additional spaces available to Zoo patrons<sup>1</sup>.
- i. Install a pedestrian signal to allow use of SCC's new parking lots. By shifting approximately 350 SCC-related cars out of the Park, this would make approximately 175 additional spaces available to Zoo patrons.

Many of these actions could be taken at relatively low cost and without paving over any existing green space. However, it is not possible for the Zoo to take unilateral action on any of these items<sup>2</sup>. Moreover, the mitigation measures identified above would benefit other groups besides the Zoo.

## 6.2 PARKING SUPPLY (6.2.2 PHASE 1 – PARKING IMPACTS)

The measures listed under Master Plan Mitigation 6.2-1 are recommended to reduce the significance of the Phase I impacts of the Proposed Project. The choice of measures should be made in conjunction with the City and Sacramento City College, based on cost and practicality. The distribution of costs should be proportionate to the benefit received by the different groups, with the Zoo contributing its fair share.

A minimum of 73 parking spaces would be needed to mitigate the impact of the Proposed Project.

City of Sacramento and Sacramento Zoological Society

City of Sacramento – Public Works Department

Representatives from the Sacramento Zoological Society, City of Sacramento, and City College shall meet prior to approval of Phase I construction activities to determine: (1) which of the mitigation measures identified will be implemented, (2) timing for implementation of individual measures, and (3) financial responsibilities for implementing agreed upon measures. This Mitigation Reporting Plan shall be amended by the City Council prior to Phase I construction activities to include those measures that will be implemented and the timing for implementing the agreed upon measures.

The list of measures shall be identified prior to the approval of Phase 1 construction.

The implementation of the measures shall be identified and amended into this MMP prior to the commencement of Phase I construction activities.

## 6.3 AIR QUALITY (6.3.1 MASTER PLAN – GENERATION OF CONSTRUCTION RELATED EMISSIONS)

- a. Prior to construction of any future phase of the project, a project specific analysis of construction emissions shall be conducted and additional project specific mitigation measures may be employed.
- b. Based on the project-specific analysis, the size and schedule of facilities developed at a single time may be limited. Mitigation measures, such as the following, shall be employed to reduce emission impacts to a less than significant threshold.

If PM<sub>10</sub> thresholds are exceeded, the following mitigation measures shall be considered:

City of Sacramento and Sacramento Zoological Society

City of Sacramento – Planning and Building Department

The Sacramento Zoological Society shall submit an air quality study for each future phase of Master Plan implementation that will quantify the construction related emissions. The future studies shall focus on PM 10, ROG, and NOx emissions. The City's Planning and Building

The air quality study shall be developed and specific measures shall be identified and approved by the appropriate City decision maker (e.g., Planning Director, CPC, or CC) prior to finalization and approval of construction plans.

<sup>1</sup> There would not be a 1-to-1 relationship between spaces freed up and spaces available to Zoo patrons because of the indirect relationship between SCC parking on the eastern side of the Park and Zoo visitors on the western side of the Park.  
<sup>2</sup> Moreover, the dual patronage issue shown in Table 6.2-4 makes attribution of parking demand between the Zoo and other facilities problematic, even when individual Zoo patrons can be identified.

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# MITIGATION REPORTING PLAN

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
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- Enclose, cover, or water twice daily all soil piles,
- Install automatic sprinkler system on all soil piles,
- Water all exposed soil twice daily
- Water all exposed soil with adequate frequency to keep soil moist at all times,
- Water all haul roads twice daily
- Pave all haul roads,
- Maintain at least two feet of freeboard,
- Cover load of all haul/dump trucks securely,
- Apply nontoxic soil stabilizer to all inactive construction areas,
- Replace groundcover in disturbed areas quickly,
- Reduce speeds on all unpaved roads to 15 miles per hour or less,
- Properly maintain equipment,
- Use methanol, natural gas, propane, or butane powered equipment instead of diesel,
- Develop and implement trip reduction plans.

Department shall assure that adequate measures are identified to reduce the effects to a less than significant level as determined by the SAQMD.

The necessary measures shall be incorporated into final design plans for implementation during construction activities.

The approved measures shall be placed on the final construction plans prior to plan approval by the City's Building Department.

The measures shall be implemented during construction activities.

If ROG thresholds are exceeded, the following mitigation measures shall be considered:

- Properly maintain equipment,
- Use methanol, natural gas, propane, or butane powered equipment instead of diesel,
- Develop and implement trip reduction plans,
- Use asphalt with a VOC content less than compliance levels,
- Use architectural coatings with VOC content less than compliance levels.

If NO<sub>x</sub> thresholds are exceeded, the following mitigation measures shall be considered:

- Properly maintain equipment,
- Develop and implement trip reduction plans,
- Use NO<sub>x</sub>-reducing alternative fuels in construction equipment engines.

## 6.3 AIR QUALITY (6.3.2 MASTER PLAN – OPERATION OF PARKING FACILITIES)

- Prior to construction of the parking facilities, a project specific analysis of operational emissions shall be conducted and project specific mitigation measures, such as mechanical ventilation or flow-through design may be employed. With adequate ventilation and dispersal, the impacts would be less than significant.

City of Sacramento and Sacramento Zoological Society

City of Sacramento – Planning and Building Department

The Sacramento Zoological Society shall submit an air quality study for the future parking facilities that will assess vehicular emissions associated with use of the parking facilities. This study shall be developed and submitted

The air quality study shall be developed and specific measures shall be identified and approved by the appropriate City decision maker (e.g., Planning Director, CPC, or CC) prior

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# MITIGATION REPORTING PLAN

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
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to the City's Planning and Building Department prior to the approval of final construction plans. The City's Planning and Building Department shall assure that adequate ventilation measures, as identified in the study, are incorporated into the final construction plans.

to finalization and approval of construction plans.

The approved measures shall be placed on the final construction plans prior to plan approval by the City's Building Department.

The measures shall be implemented during construction of the parking facilities.

## 6.4 NOISE AND VIBRATION (6.4.1 MASTER PLAN – CONSTRUCTION NOISE)

The measures below are recommended to reduce the potential annoyance of Zoo visitors and nearby residences caused by construction activities. Failure to implement the recommendations will not result in a significant environmental effect.

- Shutting Down of Idle Equipment: The applicant shall require contractors to turn off powered construction equipment when not in use.
- Use of "Quiet" Equipment: The applicant shall require contractors to use "quiet" models of any conventionally noisy construction equipment such as air compressors, jack hammers and other impact tools.

City of Sacramento and Sacramento Zoological Society

City of Sacramento – Planning and Building Department

Measures a and b shall be placed on each construction plan developed for future phases of the Zoo Master Plan.

The measures shall be placed on, and approved as part of, each construction plan.

## 6.4 NOISE AND VIBRATION (6.4.3 PHASE 1 – CONSTRUCTION NOISE)

The measures below are recommended to reduce the potential annoyance of Zoo visitors and nearby residences caused by construction activities. Failure to implement the recommendations will not result in a significant environmental effect.

- Shutting Down of Idle Equipment: The applicant shall require contractors to turn off powered construction equipment when not in use.
- Use of "Quiet" Equipment: The applicant shall require contractors to use "quiet" models of any conventionally noisy construction equipment such as air compressors, jack hammers and other impact tools.

City of Sacramento and Sacramento Zoological Society

City of Sacramento – Planning and Building Department

Measures a and b shall be placed on the Phase 1 construction plans.

The measures shall be placed on, and approved as part of, the Phase 1 construction plans.

## 6.4 NOISE AND VIBRATION (6.4.4 PHASE 1 – MUSIC NOISE LEVELS)

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MITIGATION REPORTING PLAN

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
<p>a. Restrict hours of music: music should not extend past 10:00 p.m.</p> <p>b. Restrict music noise levels: music should not exceed a maximum noise level of 85 dBA at a distance of 150 feet from the stage area. Music noise levels must be monitored with a hand held noise meter to assure that noise levels do not exceed a maximum noise level of 85 dB.</p> <p>c. The sound system on the new picnic pavilion must be directed toward the interior of the Zoo to minimize noise impacts on neighboring land uses.</p>	<p>City of Sacramento and Sacramento Zoological Society</p>	<p>City of Sacramento and Sacramento Zoological Society</p>	<p>Compliance with City Code will assure that music will not extend past 10:00 p.m. The Zoological Society shall include a "time of activity" provision on each performance agreement.</p> <p>The Zoological study shall acquire a hand held noise meter (type to be recommended by a qualified acoustical assessor as determined by the City's Planning and Building Department) to be used prior to, and during each performance. The noise meter shall be calibrated and maintained as recommended by the qualified acoustical assessor.</p> <p>A noise monitor within the Zoological Society shall be identified and responsible for assuring that maximum noise levels are not exceeded during each event. The noise monitor shall receive training in the proper use of the noise meter prior to his or her first assignment.</p> <p>The Zoological Society shall make available the name and phone number of the noise monitor so that this individual can respond to calls during entertainment activities.</p> <p>The noise monitor shall keep a log of noise measurements taken before and during each event. This log shall be made available for review upon request.</p> <p>The design of the sound system shall be clearly identified on the final construction plans and shall be directed toward the interior of the Zoo to minimize noise impacts on neighboring land uses.</p>	<p>The noise monitor shall be identified, trained, and in possession of a noise meter prior to the first event scheduled at the new facility.</p> <p>All other monitoring measures (noise log, contact name and phone number) shall be implemented prior to the first event scheduled at the new facility.</p> <p>The noise shall be monitored at least one time during warm-ups activities, and twice during the actual event. The noise monitor shall have the authority to modify the sound system as necessary to assure that the maximum noise level is not exceeded during warm-ups or the actual event.</p> <p>The design of the sound system shall be clearly identified on the final construction plans prior to plan approval.</p>	

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MITIGATION REPORTING PLAN

Mitigation Measure	Implementing Responsibility	Monitoring Responsibility	Compliance Standards	Timing	Verification of Compliance (Initials and Date)
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6.5 TREE RESOURCES (6.5.2 MASTER PLAN – IMPACTS TO HERITAGE TREES)

- a. Each phase of Zoo redevelopment proposed in an area containing a Heritage Tree shall be forwarded to the City Arborist for review and comment prior to commencement of construction activities. The plans shall be forwarded to the City Arborist early enough in the design process to assure that suggested changes can be incorporated into the final design. Suggested changes could include recommendations regarding permanent structures in relation to the driplines of heritage trees, pruning recommendations, treatment of soil within and around the dripline of heritage trees, etc.

City of Sacramento and  
Sacramento Zoological  
Society

City of Sacramento Planning and  
Building Department and City  
Arborist

The Sacramento Zoological Society shall submit the plans for each phase of construction to the City Arborist for review. Plans submitted to the City's Building Division shall contain a letter from the City Arborist concluding that the plans will not impact heritage trees, or identifying measures that will reduce potential impacts to trees. The final plans shall include specified measures.

The measures shall be implemented in the field as specified by the approved construction plans.

The City Arborist shall confirm that the measures were adequately implemented.

Prior to final plan approval.

The City Arborist shall confirm that identified measures were adequately implemented within 1-week following construction activities. Remedial measures, if necessary, shall be implemented within a time specified by the City Arborist.

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# MITIGATION REPORTING PLAN

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## 6.5 TREE RESOURCES (6.5.4 PHASE 1 – IMPACTS TO CITY HERITAGE TREES FROM DEVELOPMENT OF THE PROPOSED MULTI-USE PAVILION (NORTH LAWN))

a. An ISA (International Society of Arboriculture) certified arborist shall perform a root collar examination on the 168-inch circumference tree to inspect for any disease or root structure problems. Final recommendations resulting from this examination shall be implemented	City of Sacramento and Sacramento Zoological Society	City of Sacramento Planning and Building Department and City Arborist	The root collar examination shall be submitted to the City Arborist for review and comment.  Measures b, c, d, and e shall be included on the construction plans.  The draft plans containing either measure f or g shall be reviewed by the City Arborist. Measure f or g, and any changes resulting from City Arborist review, shall be reflected on the final plans.	The root collar examination report shall be completed prior to approval of final construction plans.  Measures b, c, d, and e shall be reflected on the construction plans prior to final plan approval.  Measure f or g, with applicable City Arborist changes, shall be reflected on the construction plans prior to plan approval.  The City Arborist shall confirm adequate implementation of measures by conducting at least one site visit during construction activities. Final verification from the City Arborist is required to adequately comply with these measures.	
b. Prior to construction, protective fencing shall be installed around the drip line of the three valley oaks. Orange plastic environmental fence will be permitted for this project. However, if the orange plastic fence is not properly maintained, then a 6-foot chain link fence will be required. Within the fenced area there shall be no storage of materials or equipment, no parking of vehicles, and no trenching or grade changes.					
c. All roots shall be cut clean. Any roots greater than 2-inches in diameter require an inspection by an ISA certified arborist prior to severing.					
d. Any pruning required for building or equipment clearance shall be carried out or supervised by an ISA certified arborist.					
e. The contractor shall be held liable for any damage to existing trees (e.g. trunk wounds, broken limbs, pouring of any deleterious materials or washing out concrete under the drip line of the tree). Damages will be assessed using the "Guide to Plant Appraisal" ninth edition published by the ISA. The contractor will hire an ISA certified arborist to do the appraisal and submit a report for review by the City Arborist.					
Additionally, one of the following measures shall be undertaken for the Proposed Project:					
f. Install a raised foundation for the pavilion that would allow oxygen exchange between the atmosphere and the soil.					
g. Improve the aeration and soil conditions under the drip line of the trees. This would require the drip line to be fenced off to eliminate foot traffic and to allow the natural accumulation of oak duff (leaves and small twigs). This would enhance the population of earthworms and mycorrhizae, beneficial fungi that assist the tree in absorption of water and nutrients. Once the health of the oaks improves then the fencing could be removed and a wood chip mulch installed to a depth of 3-4 inches to prevent compaction from foot traffic.					

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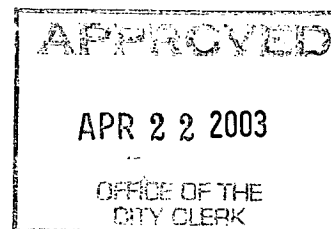
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**RESOLUTION NO. 2003 - 208**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_



**RESOLUTION APPROVING THE SACRAMENTO ZOO'S 2003  
CONCEPT/VISION PLAN**

**BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:**

**WHEREAS**, in order for the Sacramento Zoo to remain the cherished regional asset that generations of Sacramento residents have enjoyed, and;

**WHEREAS**, the concept/vision plan is a requirement to remain accredited by the prestigious American Zoo and Aquarium Association, and;

**WHEREAS**, over 475,000 people annually visit the Sacramento Zoo.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Sacramento:

The City Council hereby approves the attached Sacramento Zoo's 2003 Concept/Vision Plan (Exhibits 1 and 2).

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

\_\_\_\_\_  
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Addendum to Sacramento Zoo Vision Plan  
June 7, 2002

The Sacramento Vision plan was developed by Portico Group of Seattle to serve as the framework for the future of the Sacramento Zoo. The following changes and additional details should be considered part of the final Vision Plan.

As a member of the American Zoo and Aquarium Association, the Sacramento Zoo participates in many cooperative animal management programs. The staff at the zoo works closely with these advisory groups to identify priority species on a regular basis. As such, it is very difficult to accurately predict future species that will be included in the Sacramento Zoo collection but the Vision Plan outlines representative animal groups that are currently being considered.

Addendum to Vision Plan – Paragraph 1, page 5  
Originally submitted May 17, 2001

The proposed picnic pavilion in the Zoo's new Vision Plan will be 38' x 80' to fit on the Reptile House lawn outside the drip line of the heritage oak trees.

The height of the pavilion will be determined by the engineering and design of the structure but will not exceed a 6:12 pitch, 21' 3/8" high. The goal will be to design a 4:12 pitch for a height of 17' or possibly a 3:12 pitch for a height of 15'. Factors include the roofing materials that can be used, the appearance of the structure and the maintenance of the roof. A flatter roof may collect more leaves and debris and require more maintenance. Proposed eave height is 10' but may be able to be 9' high.

The Land Park Working Group will be invited to participate in the planning and design of this structure.

Two Improvements will occur to the Kampala Center (pages 4-5) located in the center of the zoo near Lake Victoria. A 40 x 60 foot covered deck will be located immediately across from the existing Kampala Center. The 2,400 square foot structure, which will overlook the lake, will provide a shaded area for up to 240 seated guests, or 750 standing guests. The structure will have a wood planking floor, wood railings a wooden pergola – type shading. A metal standing seam roof to match the existing Kampala Center will cover part of the deck.

In addition, further discussions with local architects provided more detail on the proposed veterinary clinic (page 5). This building will have a 5,670 square foot footprint, with a 2,790 square foot second floor for a total of 8,460 square foot building. Additionally, the clinic will have an attached 1,500 square foot fenced in holding area. The clinic will be of concrete block construction, or of standard frame construction finished with natural wood

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siding. The clinic will be finished and/or trimmed with selected earth tones. The building will have a finished height of 26 feet above grade.

This building will include treatment rooms, sterile surgery room, animal holding, office space for veterinarian staff, storage rooms, lab, pharmacy, staff bathroom and shower. The building will feature an opportunity for guests to observe some of the treatments and procedures through select viewing windows.

This animal hospital will be exclusively for the animals in the zoo's collection.

The plan calls for a below grade parking structure for 52 vehicles. Without engineering, it is uncertain if 52 spaces can be created but it is the goal to develop up to 52 spaces.

The new Vision Plan will incorporate many features to encourage year-round visitation. As other improvements and new exhibits are designed, they will include weather moderating features as much as possible. Misters, shade structures, heaters, and fans will all be considered as plans are developed. Plans are also underway to make improvements to the Reptile House that will enhance the largest animal building currently on site. The meeting and conference room space in Kampala is being evaluated for daytime events such as videos, crafts, animal encounters, classes, and indoor seating in inclement weather.

As a marketing strategy, whenever possible, significant exhibit openings will be scheduled for August – November to encourage attendance in shoulder months.

Staffing: The proposed Vision Plan does not require a significant increase in staffing. Animal exhibits are replacing antiquated exhibits and efficiencies gained should offset changes in the routines for the keepers. The hospital is the most significant support building but with a full time veterinarian on site since fall 2000, the zoo has already been hosting one or two veterinarian students daily. Combined with the full time Veterinarian Technician already on staff, it is anticipated that there may be a net increase of one person over the seven-day workweek.

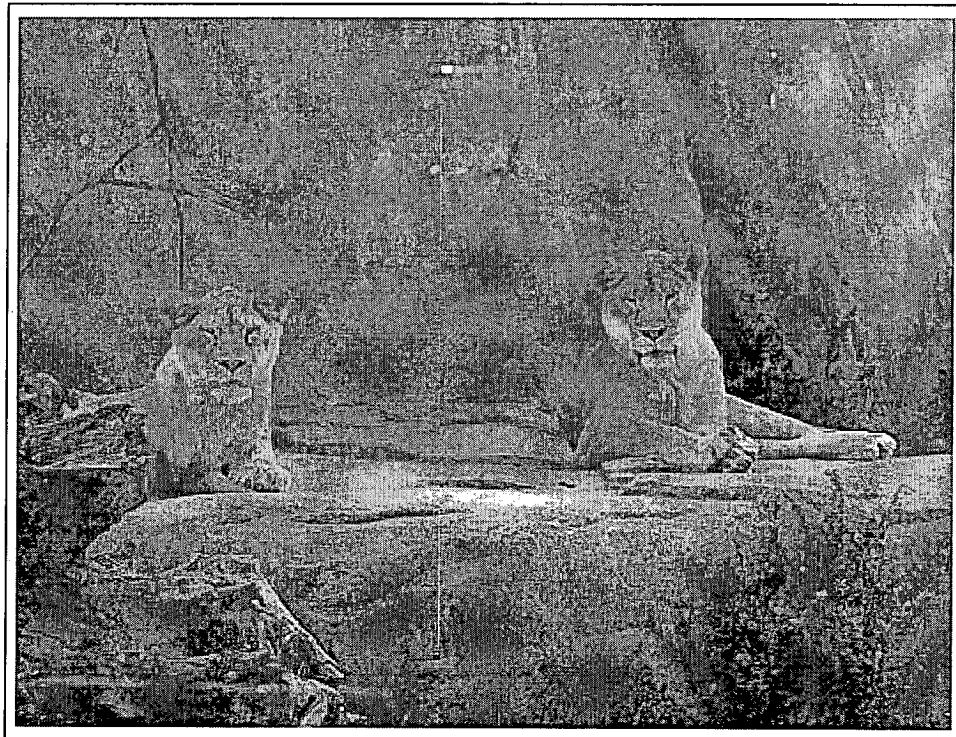
It is anticipated that administrative support may increase by two or three individuals once the new offices are complete. These additions would help support Marketing and Reception positions.

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# The Sacramento Zoo



25 May 2001

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Date Adopted: \_\_\_\_\_



a  
Concept  
Plan

Prepared by:

The  
Portico  
Group

for

# The Sacramento Zoo

William Land Park  
Sacramento, California

Ms. Mary Healy  
Director

25 May 2001

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## **The Sacramento Zoo Mission Statement**

The mission of the Sacramento Zoological Society is to inspire appreciation, understanding and respect for all living things through stimulating education, wholesome recreation and innovative species management.

## **The Portico Mission Statement**

...to create special places which inspire awareness of nature and our place within it.

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## Introduction

The Sacramento Zoo has come a long way since its days as the "little zoo in the park". Nationally recognized as one of the best small zoos in America, the zoo is renowned for its innovative new animal exhibits, creative education programs, and for its work with endangered and threatened species.

Prior to 1997, the zoo faced some challenging times as the City of Sacramento felt the impact from years of recession. Unable to adequately fund the City-owned zoo to levels necessary for continued operation, the City and the nonprofit zoological society created a new management structure that allowed the zoo to move forward. As of July 1, 1997, the zoological society assumed the daily and financial management of the zoo. This new structure has created a bright future for the zoo.

Much of the zoo's growth through the years can be attributed to the support of local and regional corporate and individual donors. Today, the zoo's sponsors continue to play prominent roles in shaping its future. By joining with the zoo to fund education programs, new exhibits, animal care programs and special events, sponsors are helping to provide all the ingredients for a successful and responsible zoo.

One of the top visitor attractions in the area, the zoo attains an annual attendance of about 475,000 visitors due to strong community support. The zoo opened a new habitat for a pair of snow leopards, added Sumatran tigers, and created the Bug Zone, a temporary exhibition which ran through June of 1999. The newest habitat, the Claire Mower Red Panda Forest, opened in the spring of 2000.

Demographically the top visitor group continues to be families with children. These are individuals who care about the environment and are interested in giving their children a unique and valuable educational experience. The zoo's goal is to give them an experience that touches them and encourages them to want to learn more about the world's wildlife and natural resources -- and how they can play a part in providing a more secure future for all.

The Sacramento Zoo is moving forward. Its aim is to be a premiere visitor attraction in the Sacramento region. The vision described in the following pages outlines a plan that, with the full support of the community, will accomplish this worthy goal.

The Zoological Society

## Charge to the Planning Team: Considerations for the Future Plan

The Sacramento Zoo is made up of several entities: animal habitats; animal care; education; marketing; development; concessions (retail, food and beverage and catering); maintenance (grounds, facilities, and equipment) and administration. In today's economical environment, all must work well as a unit to achieve the goal of being a prestigious zoo. The mission statement should guide the planning process. This "charge to the planning team" represents input from all departments as to their needs and concerns regarding their ability to take the Sacramento Zoo into the future. With a facility of about 15 acres space is at a premium, and how it is utilized to its maximum will take great creativity. The

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primary physical concern deals with space: office, storage and workspace for all departments; space for recreational family picnics and catering events (large and small); space to meet the growing need for classrooms, meeting areas and conference facilities; and space to provide an adequate number of restrooms for the staff and public. And most importantly, sufficient space to maximize the care, keeping and exhibition of the animals in the zoo's collection.

Following is a summary of facility needs:

#### Front Entrance

The front entrance needs redesign and reconstruction. It should be attractive and inviting to guests, and be consistent with the current gift shop design. Circulation needs to be evaluated and exits and entrances redesigned to take advantage of gift shop and other visitor services. The entrance / exit must be highly visible while considering the following: ticket sales; membership purchases; membership entrance gate; school and group event access; and architectural "fit" within the William Land Park neighborhood. Inside the zoo entrance, the arrival should be more green with less asphalt -- more inviting and welcoming. A small food and beverage or snackbar and information booth also may be considered at the front area.

#### Education

At the present time, the education department utilizes three buildings: Interpretive Center; Discovery Room; and their main office / classroom trailer. A new education building is needed to incorporate Discovery Room, offices, classrooms, conference room, docent office / workroom, restrooms for staff and program guests and storage. There should be space to deal with a variety of educational programs and a good support system for computer and data lines.

The Interpretive Center needs easy access to

the facility for Zoomobile, possibly from the street or some type of short term parking space inside the zoo to load education animals for transport. An outside holding / exercise yard next to the center needs to be incorporated for the outreach animals. A series of staffed interpretive points should be blended throughout the zoo to enable educational talks to be given. There should be a number of interactive programs, not staffed, in conjunction with exhibit graphics.

#### Exhibits

The Sacramento Zoo is ready for ideas "outside the box". The present theme must be re-evaluated and the design of zoo-exhibits must fit the concept of creating "the finest 15 Acre Zoo in the United States." This will call for a total re-design of the zoo, which may result in the elimination of some species from the current collection in order to focus on species which can be exhibited well. Exhibits need to be the primary focus of the new concept plan that will create excitement and adventure and that will immerse the visitor. Design ideas which draw children closer to the animals should be central to the design. The exhibits should provide for an interactive experience.

#### Catering / Group Facility or Space

The zoo is developing into a facility to cater to large and small groups, both during the day and after hours. To implement a continuous revenue source, certain considerations must be addressed. An area needs to be developed that can cater to group affairs -- able to be used in various weather conditions and for night events. It should include a food preparation area with utilities (water, electricity, etc.), storage for tables and chairs, etc. and be close to restroom facilities. It may also be used to house temporary traveling exhibits. This is important for stabilizing / growing our audience in the off-peak season.

Currently the zoo uses the Kampala Room for

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indoor entertaining. The Sacramento Zoological Society also owns a 40' x 80' tent which has been used for large dining events and traveling exhibits and has been placed on the upper lawn area west of the reptile house and amphitheater. A more permanent structure should be evaluated to also provide multi-use space for changing exhibits as well.

#### Marketing and Public Relations

This requires a facility for adequate office space, a conference room, storage for event needs / props, restrooms and the technical equipment to support the operation ( computer and data lines). Conference room(s) are needed to meet with potential donors, sponsors and for presentations.

#### Administration

The administration building should be the hub for all departments -- serving similar needs in an efficient manner (phone, and computer lines, reception area, copy machines, mail room, restrooms, conference rooms, volunteer work space, office supply area, postage and fax machines, etc.). Administration should be easily accessible to the public, as well as secure and separate from the animal care areas. (If attached, separate air flow system, should be installed.) Animal areas should not be easily accessible to zoo guests or administration employees, nor should animal care staff circulate through reception or work space areas.

The administration building could replace current office trailers and house human resources, accounting, marketing and community relations, some education staff, zoo curator, zoo director, and receptionist.

#### Animal Clinic

The zoo is now at the point where an animal clinic will need to be constructed to support an in-house veterinary program. Additionally, current quarantine holdings are grossly inadequate per American Zoo and Aquarium Asso-

ciation (AZA) inspection. Thus, new quarantine facilities will be necessary in connection with the clinic. Currently the zoo has an examination room in which surgeries and routine exams have been conducted on small animals. Two other holding rooms exist -- both are for animals in isolation.

#### Maintenance

Now that the Zoological Society is responsible for the maintenance of the grounds, facilities, vehicles and equipment, space must be provided for work areas and storage. Currently work space is located behind the Rare Feline area. Storage there is supplemented by the larger storage barn. Space is needed for horticulture endeavors, for gas, oil, and toxic / flammable supplies.

#### Animal Care

Animal care requires areas for storage of dry food, cold storage, supplies and equipment, crates, etc. Exhibit areas should include some storage for items needed for particular exhibit needs. Some food items could be stored in certain animal areas. A warehouse situation should be evaluated. A larger kitchen is needed.

An on-site hay barn will be required. Current hay storage is located in the Land Park Corporation Yard, but the zoo has been asked to have hay storage on site.

An off-exhibit bird holding facility is required to house endangered species and species being held temporarily. In addition, it should function as a reproductive center and include incubators and hatchling rooms.

#### Retail / Food and Beverage

Both operations require storage and office space. The current gift shop is considered too large for the size of the zoo facility -- not meeting per cap financials. This should be evaluated. Food and beverage require more storage for day-to-day operations and for

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catering needs. Both operations require a warehouse. Both operations create problems with access for delivery trucks. This is also true for other operations of the zoo.

Re-design of the current gift shop and the addition of a potential gift kiosk should be evaluated.

## **The Sacramento Zoo Planning Process**

Based on the mission and previously outlined "charge" to the planning team, The Portico Group worked with the Sacramento Zoo to establish a comprehensive program. This was accomplished through a series of workshops with the zoo staff to gain familiarization with their goals and to build a sensitivity to the attitudes each staff member held regarding the role that the Sacramento Zoo should have in the community. The first workshop dealt with "the experience of zoos"; the second on brainstorming the new zoo of the 21st century; the third on potential themes and organizing principals of the zoo; a fourth on an exhibit model; a fifth on creating an animal collection plan and the stories bonded to each animal; and a sixth and seventh on space requirements of all exhibits and services at the zoo. These workshops were followed by numerous refinement discussions with the intent of creating a master plan that was based on the consensus of the team -- a plan for which each member of the team could feel ownership and strong support.

To open the lines of communication, Portico prepared a list of questions for discussion and documented each person's comments. While questions addressed factual information as background upon which Portico could build, such as existing collection, programs and space requirements, more thought provoking questions led to meaningful dialogue about the future of the zoo and the vision that each participant had. To the first question, "What is

(are) the most memorable experience(s) you have had with animals at the zoo or in nature?", three key observations were offered: 1) having up-close (almost startling) encounters with animals; 2) being part (or sharing) of the adventure with the animal; 3) being transported to someplace else.

To our second question, the answers were as informative. "What made the experience above memorable?" These answers included: 1) emotional "eye-to-eye" contact; 2) an understanding why they (animals) do what they do; and 3) a celebration of life and the joy of knowing that we're sharing the planet with these animals.

We asked the zoo team to envision the completed zoo in 2010 and to describe what it would be like. While the list was long and detailed, the summary was that it would:

- 1) be an incredible wildlife resource for the region;
- 2) emphasize the interconnectedness of all living things;
- 3) be entertaining and educational; and
- 4) demonstrate the zoo's commitment to wildlife conservation locally and throughout the world, while encouraging public participation.

Finally we asked two closing questions: 1) "What drives the choice of determining the animal collection for this new Zoo?" and 2) "How will you measure success?" To the first question the following answers were given in no particular order of priority:

1. Staff Expertise;
2. Animal Availability;
3. SSP & AZA Recommendations;
4. Public Appeal; and
5. Conservation and Educational Interpretation opportunities.

To the final question, the following list was generated:

1. Improved year round visitation and

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- managed growth;
2. Observed increased respect for the animals at the zoo;
  3. Increase in the length of stay at the zoo;
  4. Greater participation in and support for local and global conservation and education programs and organizations;
  5. Increased Zoo memberships, representing a community more bonded to the zoo;
  6. Broader donor base.

The concept plan requires a thorough understanding of functional needs and space requirements for each animal enclosure, as well as all visitor and staff needs. The documentation of this information creates a program upon which the plan is developed and is the result of lengthy discussion with the staff relating to all the functions and activities that need to take place at the Sacramento Zoo. In addition, we discussed the amount of space needed for each staff member to perform his/her job most effectively. Along with our experience in other such facilities, the planning team established an initial program of all the activities, functions and spatial requirements associated with the Zoo. In addition, the relationship between each function/activity was also discussed to clearly define adjacencies, links to other needs and an efficient circulation system. In a facility such as the Sacramento Zoo, this is a complex organization. However, through working with groups of activities, we were able to isolate movement systems and assess which functions needed to be in proximity to one another. This program matrix can be found in the appendix of this report.

With the arrival of Mary Healy as the new director in December of 1999, a zoo staff brainstorming workshop was organized to further define the direction of the zoo under her leadership. These sessions sought to define the identity of the zoo: "What are we all about? What are our attributes? What

messages do we want our guests to leave with? How does the zoo tie all this together in a new zoo for a new century?

To summarize lengthy discussions, three main themes evolved to guide the direction of the new, more provocative zoo, that addressed the idea of thinking "out-of-the box." The first three are:

1. Connections
  - People/Animals are connected
  - Pieces of the puzzle
  - Dominos in nature -- what we do affects everything
2. Diversity
  - How can we communicate with people of all backgrounds
  - What is a universal language
  - We all have different roles in our lives, our families and in nature
3. Web of Life
  - Plants+people+habitats+animals
  - Fabric, threads
  - Animal coverings
  - Weaving ideas

Perhaps the most intriguing idea or theme to emerge, however, was the fourth point -- a point that would later become the guiding principal of the new plan. It generated the idea of a SENSORY ZOO, and with it topics such as:

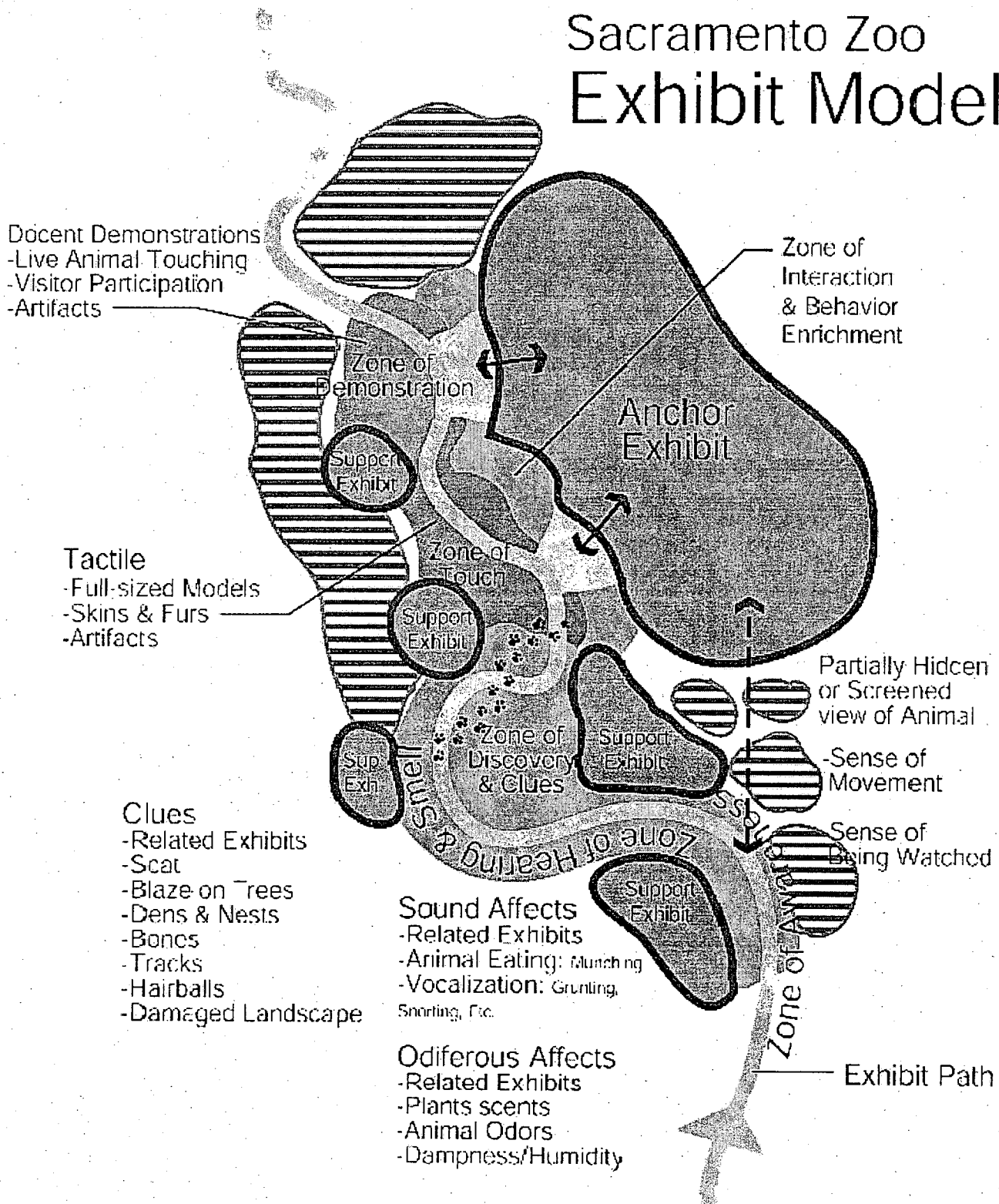
- What do smells mean?
- Human perception of ugly vs. pretty
- Comparing animal and human senses
- Motion detectors at exhibits -- mist, sounds, wind bursts, smells, movement
- Discovering secrets, exploring
- Ask questions, don't just inform!
- Keep closeness to animals for sensory experience
- Hidden surprises, hidden views
- Experience a journey or "treasure" hunt
- Explorers (real people) past, present and future

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# Sacramento Zoo Exhibit Model





- Guide map: scratch and sniff, missing pieces
- Collectable cards, pins, stamps, coins that would change every few months
- Passport stamps
- Universal experience.

## An Emerging Exhibit Concept

From the ideas and discussions, a design exhibit model emerged based on the premise that the zoo should reflect nature as closely as possible and unfold the drama of discovering animals, much like a hiker encounters animals in the wild. To be most realistic, most encounters with animals in the wild are unpredictable, but with experience and knowledge, one can piece together clues that will aid us in our discoveries. These clues provide information to make intelligent guesses of the animals one may see. Clues such as scat, sounds, tracks, nests, smells, broken branches, blazes on trees and other such signs, can greatly aid us in our discoveries. In short, we each use our senses and our innate curiosity to unravel the dynamic mysteries of nature.

Our exhibit model for the Sacramento Zoo is very similar to this approach. The idea focuses around three to five "anchor" exhibits for the Sacramento Zoo of about 2 acres each. These are really exhibit complexes with many species of smaller animals and one or more large animals. Since large animals, such as giraffes, can be seen from great distances, other animals and clues along the path, through "zones of the senses," will heighten the experience. It recognizes the disabilities and innate sensitivities in each of us and seeks to create a means by which our senses can be heightened and used more fully to discover the unique characteristics and behaviors of the animals and their environment. Unfolded through a sequence of "Sensory Zones" and aided by clues along the way (smell, scat, sounds, etc.) and the use of scopes, micro-

phones, recordings, video, fans, misters, and the like, this approach will amplify the visitor's perception and encourage each to search for clues to the animals that reside within.

In the diagram to the left, sensory zones have been identified and organized into a sequential experience along the visitor's path. The first zone the visitor encounters is the Zone of Awareness. This is a zone that builds on one's emotions -- the sense that one is being watched or stalked as the tiger stripes blend with the vertical lines of bamboo or as the eyes of a jaguar pierce through the tree canopy.

The second zone is that of Hearing and Smell. While the animal may not yet be seen, one can guess by the smells and sounds made which animal may likely be encountered. But, this zone may draw out more subtle and unusual sounds as well. Have you ever heard termites scurrying about in a termite mound? Or the sound of ungulates ruminating? Microphones hung in strategic places can amplify these sounds informing us the way other animals may hear or communicate. And likewise garden smells may be introduced to attract or repel creatures. Fragrances can also be released along the trail as visitors bump up against vegetation.

The Zone of Sight and Touch (Recognition) follows and may accompany the first views of the animal. But, for the unsighted, touching or brushing up against a full-sized model(s) -- perhaps 3 or 4 wildebeasts crossing the path may allow discovery in another way of the animals in that habitat.

The Zone of Interaction and Behavior Enrichment is the zone of animal encounters. This is a two-way encounter -- people to animals and animals to people -- the moment when each is aware of the other. What if a chimpanzee could pass a straw through a small hole in the glass to a visitor -- both could feel the tug! (53)

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Finally, the Zone of Demonstration enables discussion and touching, feeling, smelling, and seeing live animals held by docents and experiencing artifacts up-close.

In summary, this exhibit model is envisioned to alert the visitor to use all their senses in the discovery of animals at the zoo and in so doing it is hoped that the zoo will pique the interest and curiosity of all who attend. In this way we may all become better citizens and managers of our natural world.

## The Sacramento Zoo Plan

With the exhibit model in mind and along with developed animal lists, sensory interpretive stories and the function and space requirement programs found in the back of this report, the team developed a plan. It is important to note that this plan does not increase the footprint of the present zoo. The entrance remains in its present location and is redesigned to better "fit" with the gift shop and neighborhood character and to meet the many needs of the arriving visitors. The picnic area which protects the magnificent oaks remains, along with Kampala food service and an improved filtration system for the remodelled lake. Space for service, medical, administration and other support services will be increased in size in its present location, to better accommodate the care and keeping of the animals and service to the public.

Care has been taken to preserve the park setting, currently achieved by the peripheral plantings. These will continue to screen the zoo activities from the surrounding neighbors, much like they do today.

The organizational diagram on the adjacent page arranges the zoo into eight zones. These define the exhibit zones, the visitor services zones and the zoo operations zone as follows:

1. Sensory Exhibit Center	28,000sf
2. Sensory Reptile Center	8,000sf
3. Discovery Lake	59,000sf
4. Asian Transect: Tiger Complex	98,000sf
5. African Savanna: Giraffe Complex	102,000sf
6. African Forest: Chimpanzee Complex	107,000sf
7. Visitor Services and Amenities	88,000sf
a. Entry ticketing and Information	
b. Gift shop	
c. Multi-use & Catering Facilities	
d. Kampala & Other Food Service	
3. Zoo Operations and Maintenance	160,000sf
a. Administration	
b. Medical & Recovery Holding	
c. Education	
d. Food Preparation	
e. Marketing & Community Relations	
f. Maintenance & Storage	

640,000sf  
= 14.7 Acres

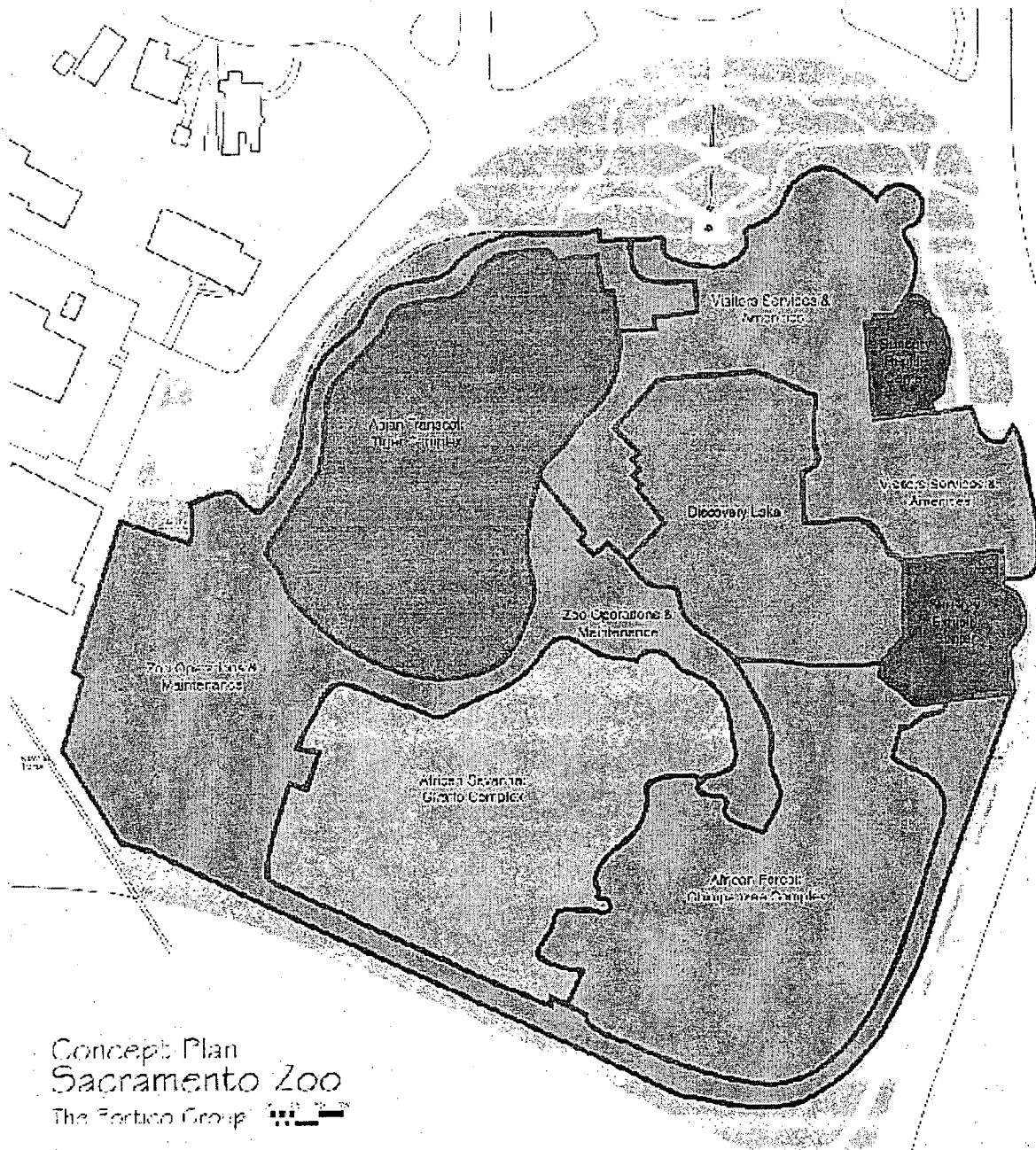
## The Sensory Exhibits

The concept of a "sensory zoo," as described in the exhibit model, is the central interpretive theme of the zoo. To prepare visitors for this new type of visitor-involved zoo, this sensory concept is presented to the visitor at the entry. Two exhibit halls flank the entry -- the new sensory center and a refurbished reptile house. These halls will be filled with interactive and live exhibits chosen to encourage and teach visitors how to effectively use their senses and to learn the many unusual and fascinating ways that the senses aid all living creatures. The techniques learned here will be used to help visitors discover clues throughout the zoo that will greatly broaden their day's outing at the zoo and their knowledge of plants and animals in nature.

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Concept Plan  
Sacramento Zoo  
The Portico Group

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The center will have sections on each of the senses: Hearing, Seeing, Touching, Smelling and Tasting. Included in the tactile (touching) section, for instance, are plans for the underwater viewing of river otters, and in the taste section, animals that survive because they taste bad. Humboldt penquins may also be featured with their underwater acrobatics and keen sense of vision.

### Discovery Lake

The central water feature at the zoo will remain, but will be redesigned to enable visitors to be immersed in the marsh experience. It will also be mesh-enclosed to enable it to become a very large free-flight walk-through aviary. Large birds like flamingos will no longer need to be pinioned, but will be able to fly. Flocks of smaller birds will sail overhead and multiple South American species will define and work out many of their own territories. While walking along marsh boardwalks, visitors will see crocodiles, cottontop tamarins or sifaka monkeys and jaguars, seemingly without barriers.

But this exhibit carries with it another challenge as well. It is also a testing area for visitors -- an opportunity to try out the discovery techniques learned in the "sensory center" in preparation for their journeys through the remaining animal environments. As with all exhibit zones, but perhaps more so here, docents will be stationed to point out clues and to answer questions, and to help engage each visitor to the zoo in developing his or her curiosity for exploring the world around us.

### The Asian Transect: Tiger Complex

There are really two zones in this complex, one dealing with tropical forest animals such as the orangutan, gibbon, sun bear and tiger, and the other with Himalayan animals such as snow leopard, red panda and pheasants. A discovery trail winds its way through the complex drawing the visitor into a cave and to

a surprise encounter with a tiger, separated only by the transparency of glass. Numerous caves line this backdrop to the exhibit, some occupied by bats. As the trail begins to descend, orangutans can be seen eye-to-eye in nests at treeline, along with hornbills. But it is the sound of gibbons that lead the visitor on. These extremely vocal primates are also amazing acrobatic artists as their long limbs enable them to rhythmically brachiate through the branches. Sun bears are next with their visual displays -- also great climbers -- and then onto the well-camouflaged and secretive snow leopards occupying high altitude niches far above treeline.

Exiting through this zone, the visitor passes by the recently completed red panda exhibit set in a bamboo forest and joined by the multi-colors of a variety of pheasant species.

### African Savanna: Giraffe Complex

Large hoofed stock have always been a trademark of the Sacramento Zoo, and this new plan will be no exception. In fact a number of species (both large and small animals) will be added to the plan.

The gateway to the savanna will glimpse the towering heads of giraffe, but the visitor might actually be walking among a herd of life-sized bronzed wildebeasts or other such impressively scaled animals. From a closer vantage point, lions will be seen stalking prey -- perhaps with a zebra in view, but just out of reach.

But, while the savanna is rich in large animals, small animals also abound. Many of these smaller animals and their sensory stories will be seen in the foreground to the large animals -- meerkats, porcupines, bat-eared fox, hornbills and eagle backed by wild dog and kudu. And all along the trail, animal footprints, nests etc. give clues to other animals that may have passed through.

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Concept Plan  
Sacramento Zoo  
The Portico Group

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### African Forest: Chimpanzee Complex

When pygmy hippopotamus flee from predators they run through a maze of foliage tunnels. These will form the entry into this forest zone -- some for children to crawl through, others more suited to unadventurous adults. From in this setting, swamp monkeys, red river hog and the bizarre okapi can be found, along with turacos and other bird species. But the real anchor exhibit within this zone is the chimpanzee. The Sacramento Zoo has had much success with chimpanzees and the new plan will expand their quarters creating a more lush environment and improved viewing opportunities and situations for the public. Interactions aimed at engaging people in the activities of these primates will be explored.

### Visitor Services and Amenities

The entry will bring a new image to the Sacramento Zoo -- one that takes its character from the materials and scale of the surrounding residential style. It will be inviting to the daily needs of zoo-goers and designed to accommodate ticketing, information, membership, first-aid and restroom services, while providing access to the gift shop, sensory exhibit center and central exhibit plaza.

But most importantly, the entry serves as a gateway through which zoo visitors pass to leave the city, the park and their normal routines behind and enter a world that allows each of us to be transported to another place and another country; to imagine the lives of animals in their place in nature and to "suspend our own disbelief" of our location.

To enable this type of experience, large public gathering areas are sited away from exhibit zones as much as possible. For the most part they are concentrated at the upper zoo plateau and surrounding the lake. These include, along with the entry: the Kampala food service; the multi-use space to accommodate changing exhibits, catering, and after hours functions; and picnic areas and amphitheater in

their present locations. And in addition to these services, a new restaurant with a covered food court will be located with an over-view of the Okapi Forest.

### Zoo Operations and Maintenance

A zoo the size of Sacramento's requires careful planning for circulation to minimize the overlap between visitors and service vehicles. Thus, the plan has been organized around an improved service yard behind the existing Kampala and radially connected to the service core and perimeter exhibit areas of the zoo.

The service core provides all program requirements for administration, education, medical, food preparation, marketing, public relations, development and primary maintenance and storage. For a small zoo, this is a tall order and requires that several of the buildings be planned as two-storied buildings. The topography, with the railroad viaduct behind, allows these taller structures to be absorbed into the landscape with little impact to the neighbors.

The plan also accommodates parking for zoo staff that currently is off-site. The plan provides for a below grade parking structure for 52 cars and at least an additional 8 surface parked cars. All administrative, education and marketing and community relation functions can be accommodated on the parking deck in one and two story structures. Each of these functions are publicly accessed by vehicle on a turn-around without entering the animal service area. This includes deliveries and bus drop-off with minimal parking for short-term guest users.

From this turn-around, a security gate provides access to food preparation, commons and storage, medical and necropsy, bird recovery, shop storage, garages and dumpster.

Three service roads radiate inside the zoo

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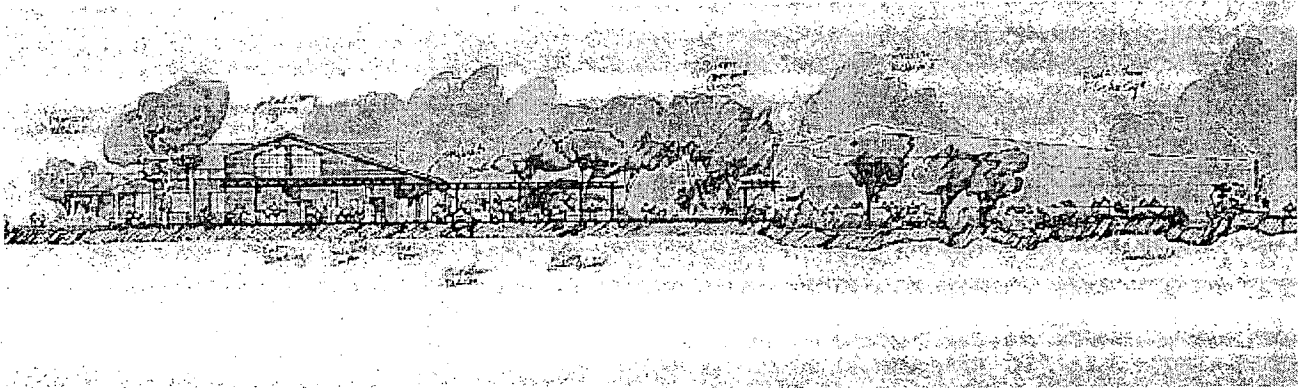
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from this central core area: one along the backside of the savanna to the sensory exhibit center where a secondary exit is recommended; another to a central service area behind the Kampala Center; and a third along the perimeter to the backside of the orangutan exhibit. (Note that these latter two both share a portion of the path with pedestrians. The intent is that these routes be used by trucks prior to and after zoo hours and by cart only as needed during zoo hours.)

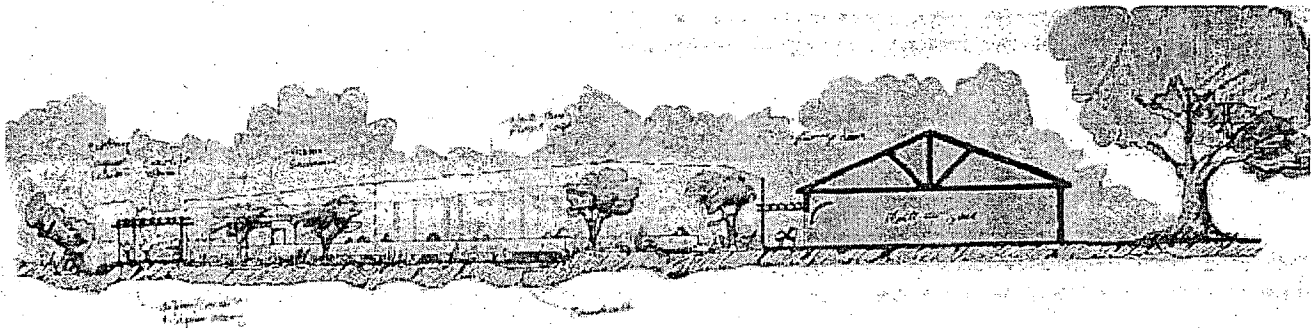
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## Entry Ticketing & Orientation Plaza / Aviary



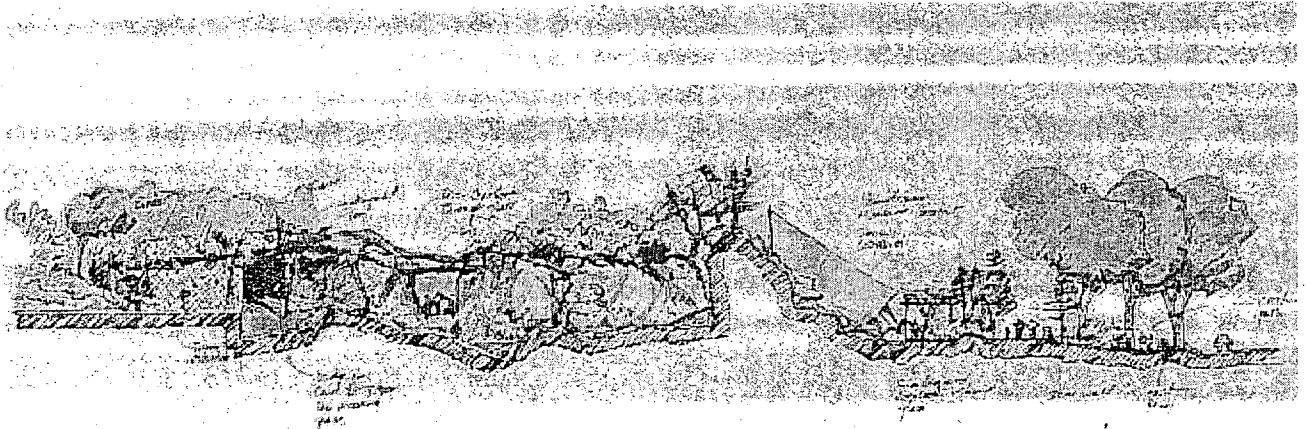
## Aviary / Multi-Use Shelter

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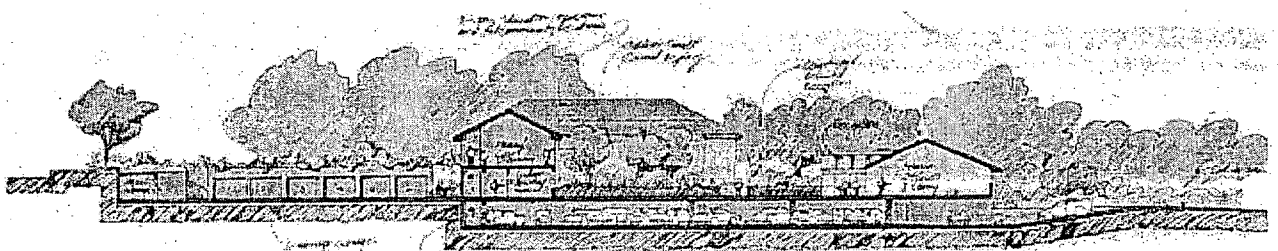
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## Asian Tiger / Snow Leopard Exhibits



## Service / Staff Parking Structure

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## **Sacramento Zoo Vision Plan Addendum**

### **Summary for City Council**

The Portico Group of Seattle developed the Vision Plan for the Sacramento Zoo with input from the zoo staff, board of directors, and residents. In order to fully address the interests of the residents most directly impacted by the zoo, a working group of Land Park residents, zoo representatives and a city representative was formed. The issues raised and information shared are an integral part of the Vision Plan and are outlined in this addendum to the Sacramento Zoo Vision Plan.

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Roster of LPWG Members

Summary of Minutes from January 2001 - April 2001 Meetings

Sacramento Zoo Admission Plan

Proposed Language on Issues from 1988 Master Plan

Proposed Picnic Pavilion Description

#### Additional information

Vision Plan Public Input Timeline

Hospital Project Description

Budget Summary

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## Sacramento Zoo Vision Plan

### Background on Land Park Working Group

January 11, 2001

**Purpose:** The Land Park Working Group (LPWG) concept was proposed after the October 18, 2000 Public Forum about the Zoo. At that time it was clear there were still some unresolved issues and questions that were difficult to address in a large group. The LPWG consists of three representatives of the Land Park Community Association, three Land Park residents at the invitation of the zoo, one project management advisor, the president of the Zoological Society, the director of the zoo, and a representative of the city.

**History:** The last Master Plan was completed in 1988. In the 1997 agreement with the City, the Zoological Society was directed to "update the Zoo 2002 Master Plan within two years of the execution of (this) agreement." The agreement went on to state, "It is the intention of the parties that the Master Plan revision focus on improving Zoo operations within the existing Zoo boundaries." (Partnership Agreement, 1997, page 17) In addition, the 1988 Master Plan was considered out of date by zoo staff because of the restrictions to the collection defined by the previous theme of "Rivers of the World." It also included elephants as a major feature and current elephant management recommendations have changed so significantly that it is no longer feasible to include elephants in a park of our size. The old plan did not include a hospital because UC Davis was providing veterinary services. The old plan also included an education building across the street by Fairytale Town, which is not believed to be practical.

**Proposed Vision Plan:** The development of the new Vision Plan started in January 2000 with input from zoo staff, zoo board and Portico, a design firm from Seattle that specializes in zoos. When preliminary drawings were available, the zoo staff held a Public Forum in July to outline the plan and solicit comments. An informational overview of the process was presented to City Council in August. Informational updates and meetings were conducted with LPCA and the Citizen's Advisory Committee in August, September and early October. A second Public Forum was held October 18, 2000.

The key elements of the proposed Vision Plan are as follows:

- The zoo will remain on the existing site and will not expand beyond the current fence line.
- The main guest entrance will remain on West Land Park Drive.
- A new entrance will showcase the new theme of the zoo. A tiered, two-story building is proposed for this area. Further public comment will be invited on the design of this facility since it will be visible from the park.
- The theme of the new zoo will explore the world of animal senses in the context of a zoogeographic, natural setting.
- Administration, Education and Marketing offices will be constructed near the current administration offices. A full-scale exotic animal hospital is also being proposed to house on-site veterinary care for the first time in the Sacramento Zoo's history. This hospital is the top priority at this time.

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- Partial underground parking under offices to supplement staff parking while maximizing use of space is being proposed. The new plan does not eliminate any existing staff parking.
- Every effort will be made to spread visitor attendance throughout the year by employing features such as indoor exhibits, water mister systems, outdoor heaters and covered viewing areas. Marketing efforts will also support this goal through advertising and attendance generating offers off-season.
- The zoo staff, using a number of criteria that will include public interest but will be driven by the best current practices in animal management, will develop the animal collection plan.
- All physical development will adhere to city guidelines and regulations that relate to the protection and preservation of trees.

#### Goals

- Identify concerns that were not resolved at the Public Forums.
- Identify any new concerns or questions.
- Answer above or determine who can answer.
- Agree on a Vision Plan that can be presented to City Council as the designated project for environmental review.
- Set up process for ongoing meetings of the LPWG to update and involve neighbors in zoo projects.

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## LAND PARK WORKING GROUP

**Steve Belzer**  
Land Park Community Association

**Barbara Bonebrake**  
Director  
Convention, Culture & Leisure Dept.  
City of Sacramento

**Anne Cavanagh**  
Zoo Docent  
(project management experience)

**Virginia Chadwick**  
Land Park resident

**Lois Chappell**  
President, Sacramento Zoological Society

**Dale Claypoole**  
Land Park Community Association

**Paul Frame**  
Land Park resident

**Mary Healy**  
Director, Sacramento Zoological Society

**Carl Otto**  
Land Park resident

**Stephanie Papas**  
Principal, Holy Spirit School

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Land Park Working Group  
Summary of Minutes  
January 2001 – April 2001

January 11, 2001

The LPWG identified key issues:

Attendance at the Zoo and impact on neighborhood, including parking  
Proposed Pavilion and impact on trees and sight line from Land Park  
Understanding the City process for scheduling events in Land Park  
Reviewing the Mitigation Measures from 1988 Master Plan

Tasks:

Zoo Staff to Develop Admissions/Marketing Plan for the Zoo  
Zoo Staff to provide concepts for Pavilion

February 21, 2001

Admissions/Marketing Plan was reviewed

The plan was accepted with minor changes

Parking

A parking shuttle service was discussed. It was determined that the goal of the zoo and the neighbors is to spread attendance throughout the year, not increase attendance at the zoo on already busy weekends. A shuttle would not help this effort. Attendance at the zoo on busy park days is actually self-limiting because of the parking. No further resolution was proposed.

Pavilion

A concept based on the Bannon Creek Pavilion was shared. This was built very close to large oak trees. The LPWG decided to invite a representative of the City Tree Services to walk the proposed area.

March 19, 2001

Mitigation Measures

The 1988 Mitigation Measures were reviewed and the LPWG developed language that would go in the new Vision Plan. (see attached).

Pavilion

The Pavilion was discussed in depth but resolution postponed pending meeting with city Tree Services.

March 28, 2001

Pavilion

Martin Fitch, City Tree Services, determined that the 38' x 80' footprint as laid out in the picnic area adjacent to the oak trees was outside the drip line and would comply with city code.

A subset of the LPWG continued to discuss the visual impact of the roofline and ways to hide it.

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April 4, 2001

Pavilion

The proposed pavilion and the sightline from Land Park was further discussed. It was suggested that some kind of vine growing on the fence would be the best supplement to the landscaping. The LPWG suggested a digital photo showing concept. The LPWG also asked that the Vision Plan map clearly show that no structures or paved surfaces would be under the drip line of the heritage oaks.

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Date Adopted: \_\_\_\_\_

# Sacramento Zoological Society

## Admissions Marketing Plan February 2001

### Background

The Sacramento Zoological Society is a 501(c)3 nonprofit organization dedicated to “inspiring appreciation, understanding and respect for all living things through stimulating education, wholesome recreation and innovative species management programs.”

The Sacramento Zoo opened on June 2, 1927. The nonprofit Sacramento Zoological Society was started in 1956 by a group of zoo lovers who recognized the need for wildlife education in our community. Understanding that education is the key to making a difference in the community’s attitudes about animals and the environment, the newly formed society initiated public education programs. Since then, the organization has expanded in both programming and services to benefit a larger and more diverse audience. The society assumed daily and financial management of the zoo from the City of Sacramento in July 1997.

The Sacramento Zoo’s collection consists of over 400 animals, representing 138 exotic and native species, 32 of which are endangered or threatened. The zoo is involved in 19 Species Survival Plans (SSP) that maintain a rich genetic pool for animals endangered or threatened in the wild. The zoo manages national breeding programs for two endangered species: thick-billed parrot and golden-bellied mangabey.

Educational programs at the Sacramento Zoo are integral to the Sacramento Zoological Society’s mission of “inspiring appreciation, understanding and respect for all living things.” The zoo offers a wide variety of education programs for all ages that are designed to foster an appreciation of our world’s wildlife and to encourage responsible behaviors that enhance the quality of life in the Sacramento community and will ensure a healthy, biologically diverse planet for the future.

The Sacramento Zoo is committed to providing the best care possible for the animals in the collection by continually monitoring accepted standards for exotic animals. Towards that end, in January 2000, the zoo embarked on a plan to update the current Master Plan that was adopted in 1988.

To prepare for the upcoming changes, the Zoo will develop a Strategic Business Plan to guide the Zoo’s financial and operational activities over the next five years. Evaluation of past attendance and financial performance; identification of benchmarks; and projection of future building impacts will be considered.

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A major fund raising campaign will engage the Sacramento Zoological Society Board of Directors, corporations, local foundations, and in fact, the entire community. The Zoo will maximize revenues with carefully managed attendance, aggressive marketing, new and enhanced membership and education programs, improved guest services, and additional grant solicitations.

In order to implement the proposed Vision Plan, the staff identified the following primary business planning goals:

- Maximize revenue sources and expense efficiency while maintaining a high-quality visitor experience.
- Create funds to provide the Zoo not only with an operating contingency, but also the resources to re-invest in itself.
- Implement and guide a major capital campaign dedicated to the Vision Plan.

### Value of Zoos

Understanding why zoos are so popular and how they generate the public's interest and support helps focus the planning process. Zoological parks are important to their communities for many reasons, some of which include:

- Zoos provide safe, affordable, recreation and education for families.
- Zoos help people understand and appreciate wildlife, thus fostering support for conservation efforts that have worldwide implications.
- Zoos provide employment for local citizens, markets for area vendors, and generate collateral visitor spending at local establishments, thus positively impacting the local economy.
- Zoos enhance the quality of life for the residents of the local community, making the community an attractive place to live and work.

People love zoos, as evidenced by the fact that more people visit zoos annually than attend major sports events. As a fundamental source of pride, zoos are central to the strength and vitality of the communities they serve. Zoos in some cities have served as the foundation for community renaissance and revitalization. Historically, communities rally around these institutions, because in terms of both economic value and community pride, they are too important to lose.

### General Zoo Demographics

According to surveys and research consolidated by the American Zoo and Aquarium Association (AZA), zoos and aquariums are the leading attractions for families across the nation. A recent poll showed the number of individuals visiting AZA accredited zoos in 1998 reached 123 million. The numbers are impressive, and it's important that we understand what motivates their visits so we may better manage our attendance potential.

(69)

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In an AZA survey conducted in 1997, nearly three of every ten American adults visited a zoo the previous year and 74% of these visitors brought children with them. More than 3 million Americans are members of a zoo or aquarium, and 93% of all Americans consider themselves animal lovers. Zoo visitors, like those who visit museums, aquariums, and nature conservatories, tend to have higher levels of education and income than the average American. Parents with young children represent the average visitors (family groups of 3-4 are the most common), and 65-70% of all adult visitors are between the ages of 25-44.

Visitor profiles at different zoos are generally indicative of the racial and ethnic composition of the community. Several studies have indicated that large proportions of zoo visitors are first-time or infrequent visitors. Adult visitors are more likely to be female than male, especially on weekdays. Two-thirds of visitors purchase food or drinks and one-half visit the gift shop. Half of all zoo visitors come in the months of May through August, with weekends and holidays the busiest visitation days. Zoos in mild winter climates have higher attendance in winter months than cold climate zoos.

Although many zoos consider education a key part of their mission, most visitors do not come primarily to learn about animals or conservation. Most come for a fun family outing and to enjoy the animals in their naturalistic exhibits. In the process, they may explore some new ideas and concepts, but this is not their primary motivation. Visitors to a zoo typically want to spend quality time with their families or friends in an interesting, comfortable, and safe environment. Frequent zoo visitors or zoological society members do seem to attach a higher rating to the educational aspects of the visit than do casual visitors.

The typical stay at a zoo ranges from 1.5 hours for a small zoo to 3.0 hours for a larger zoo. Length of visits at the Sacramento Zoo fall within that range. The ability of a specific exhibit within the zoo to hold a visitor's attention is directly related to any sort of motion within the exhibit (feeding, running, etc.) and to the size and weight of the animal (or the perceived size and weight as in a small animal highlighted in a small environment). Animals that are sleeping or hard to see frequently lead to visitor frustration, disappointment and the unlikelihood of repeat visits. Visitor participation opportunities, the perception that an animal is "dangerous," and the presence of an animal infant also increase the holding power of exhibits.

#### Sacramento Zoo Demographics

The Sacramento Zoological Society's mission statement pinpoints its commitment to the conservation of wildlife and to the enjoyment and education of all visitors. The statement reads:

- The mission of the Sacramento Zoological Society is to inspire appreciation for all living things through innovative education, recreation and species management.

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Just as we must be knowledgeable about wildlife in order to address husbandry and animal welfare issues, we must also understand the diversity of Sacramento so that we may relate to the expectations and needs of the zoo visitors.

Sacramento's population of 1,585,000<sup>1</sup> provides a solid base on which to draw Zoo attendance. According to a recent study by the Sacramento Convention and Visitors Bureau, over 36% fall into the target 20-44 age group, the group most likely to visit zoos.

A Sacramento Zoo survey in July 1999 showed that 50% of the zoo's visitors were from outside Sacramento County.

Other local attractions create a competitive entertainment environment in Sacramento for both visitor and resident leisure dollars. Among the visitor and resident destinations in Sacramento, the Zoo ranks second in attendance behind the California State Railroad Museum. In 2000, the zoo was voted "Best Attraction for Kids" by Sacramento Magazine and "Best Family Outing" by Sacramento News & Review.

Other key attractions are the Crocker Art Museum, Discovery Museum, Fairytale Town and the Capitol Building.

The Sacramento Zoo is located within Land Park, a 166 acre regional park that also includes a nine-hole city golf course, Fairytale Town, Funderland, pony rides and numerous recreational fields and picnic areas. It is a well-utilized, beautifully landscaped park that provides a natural setting for the zoo but does present some challenges. Parking and traffic access is limited and, combined with the size of the zoo, attendance growth at the zoo is not limitless.

#### History of Attendance

To help understand the Zoo's attendance projections, it is important to compare the Zoo with other similar zoological institutions. It is true that no two zoos are alike in location, size, gate fees and exhibit offerings but it is helpful to compare zoos of similar size and metropolitan population.

Monthly attendance records have been kept since 1972. In 2000, 496,500 visitors came to the 14-acre site. Of the 187 zoos and aquariums accredited by the American Zoo and Aquarium Association, 27 zoos have less than 20 acres. Of those 27, only two have an annual attendance greater than the Sacramento Zoo. One of those two is a free facility that estimates attendance at their 12-acre zoo to be 750,000. The other is an 11-acre native species park that had an attendance of 551,149 in 1999. Of the remaining zoos, one zoo's attendance ranges between 400,000 – 500,000 and six zoos range between 300,000 – 400,000 visitors. Simply put, the Sacramento Zoo is very well attended for its size,

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<sup>1</sup> California Department of Finance, E2 County Population Estimates and Components of Change with Historical Estimates, January 1999; and E1 City/County Population Estimates, May 1999.

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further supporting the ability to increase fees once improvements are made. (See Attachment A)

Over the last five years, the Zoo's attendance has increased from 371,842 to 496,466 as a result of marketing efforts, special events, temporary exhibits, and weather patterns. Studying attendance over the last twenty-seven years, however, reveals some interesting statistics. The zoo has not enjoyed a steady increase in attendance. Overall, it has been relatively flat, despite a 14.7% growth in the metropolitan area over the past ten years.<sup>2</sup> The highest annual attendance was 590,438 in 1987 but attendance generally declined until 1997. The upswing in 1997 was not attributed to any special events but rather a new emphasis on improved marketing. The Zoo started offering a temporary spring exhibit in 1998, 1999 and 2000. This is not being planned for 2001 or 2002 at this time.

Five-Year Averages:

1986 - 1990 554,748

1991 - 1995 416,744

1996 - 2000 444,483

Long Range Marketing Strategy

The last Master Plan for the Sacramento Zoo adopted a weekend differential for admission fees in an attempt to encourage more weekday visitation. Weekends continue to attract more visitors and it is not believed that this differential makes a significant difference. If a resident is visiting on a regular basis, they are probably a zoo member and may attend for free any day. An infrequent visitor or tourist would not be aware of the price differential until arriving at the zoo and it is not very practical to market this strategy.

The zoo has been fairly aggressive in increasing admission fees with four increases in the past seven years (see chart). The goal is to increase revenue while attempting to manage attendance, which will improve the experience of our guests by reducing crowding. Future marketing proposals will evaluate the use of "peak vs. off-peak" pricing. For example, to encourage more year round visitation, an increase in fees may be considered from President's Day weekend in February through Labor Day. This will encourage local residents to enjoy the zoo more during the shoulder seasons. This can be marketed more easily than a weekend differential by starting promotions in the fall. This pricing differential will be evaluated annually to determine the most effective plan.

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2

California Department of Finance, E2 County Population Estimates and Components of Change with Historical Estimates, January 1999; and E1 City/County Population Estimates, May 1999.

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	Adult Week End	Child Week End	Adult Week Day	Child Week Day	School Child
1993 – 1996	\$4.50	\$3.00	\$4.00	\$2.50	.75
1996 – 1999	\$5.00	\$3.50	\$4.50	\$3.00	\$1.00
1999 – 2000	\$6.00	\$4.25	\$5.50	\$3.75	\$1.50
2001 – 2003*	\$6.75	\$4.50	\$6.25	\$4.00	\$2.00

\*2003 is next proposed increase

As the zoo moves forward with the Vision Plan, improvements to the zoo will generate more interest. At a retreat in 2000, the Board of Directors of the Sacramento Zoological Society developed the following statement of purpose: "Our purpose is to assist management to create and maintain the most unique zoo for its size." This commitment recognizes the fact that this will always be a small zoo. However, the Sacramento Zoo does have significant impact in the community through educational programs and throughout the world through conservation partnerships. The impact of the zoo reaches far beyond the 14 acres. The commitment on site is to provide a quality experience for the guests. With that purpose in mind, as the zoo improves, marketing efforts will focus on providing more value for the price of admission and less discounts during peak times. This will continue to be balanced with opportunities for disadvantaged children, but with personal income up 25.7 % over the last ten years,<sup>3</sup> the zoo can comfortably increase admission fees for general admission if the experience is worth the price.

As the zoo improves, memberships will become an even more valuable commodity. Members will enjoy previews of exhibits, early admission and other special events to allow them access at times separate from the general admission and at times that can be managed by invitation. Members currently represent 17.5% of the total annual attendance.

The Zoo's annual attendance penetration rate into the metropolitan population is comparable to the other zoological institutions. However, the number of household members (approximately 10,000 households) as a percentage of the metropolitan population is below the average of comparable zoos. The implementation of the Vision Plan with new, compelling exhibits and programs, along with enhancements to the membership renewal and sales processes, will have a positive impact on the number of household memberships. In addition, growth in the number of household memberships will allow the zoo to market to repeat visitors that will be more willing to take advantage of special events that are offered at non-peak days and times.

<sup>3</sup> 4 State Board of Equalization, Taxable Sales in California, 1990, 1998, and 1999. 1998 data reflect final 1997 figures. 1999 data based on the last four quarters of data available; 1st, 2nd, 3rd, and 4th quarters 1998.

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It is also important to note that school groups represent another 17.5%. Over half of these students and chaperones come in April and May. Although bus transportation reduces the impact these groups have on parking, it is still desirable to spread this attendance more evenly. The Zoo's Education Department will evaluate pricing structures that make other months more attractive to schools.

Long Range Exhibit/Promotions Plan:

The new Vision Plan will incorporate many features to encourage year-round visitation. The proposed entrance building will include the first major enclosed animal exhibit at the Sacramento Zoo. Penguins will be exhibited along with other smaller species. River Otters will also be visible from inside the building, although they will be in an outdoor habitat. As other improvements and new exhibits are designed, they will include weather moderating features as much as possible. Misters, shade structures, heaters, and fans will all be considered as plans are developed. Plans are also underway to make improvements to the Reptile House that will enhance the largest animal building currently on site. The meeting and conference room space in Kampala is being evaluated for daytime events such as videos, crafts, animal encounters, classes, and indoor seating in inclement weather. The old concessions building in the front of the zoo was renovated into a classroom that serves as a "Discovery Room" for families during inclement weather.

As a marketing strategy, whenever possible, significant exhibit openings will be scheduled for August – November to encourage attendance in shoulder months.

Fiscal Year	Exhibit	Attendance	% Change
2001	Enhanced Amphitheater Show	496,466	0
2002	Replacement Aviaries, Reptile Building Enhancements	501,431	+1
2003	Animal Hospital	506,445	+1
2004	Front Entrance/Penguins	526,703	+4
2005	River Otters	537,237	+2
2006	Orangutans	558,726	+4
2007	Gibbons & Tigers	581,075	+4

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Fiscal Year	Exhibit	Attendance	% Change
2008	Sun Bears	604,318	+4
2009	Snow Leopard	616,405	+2

### Staffing

The proposed Vision Plan does not require a significant increase in staffing. Animal exhibits are replacing antiquated exhibits and efficiencies gained should offset changes in the routines for the keepers. The hospital is the most significant support building but with a full time veterinarian on site since fall 2000, the zoo has already been hosting one or two veterinarian students daily. Combined with the full time Veterinarian Technician already on staff, it is anticipated that there may be a net increase of one person over the seven-day workweek.

It is anticipated that administrative support may increase by two or three individuals once the new offices are complete. These additions would help support Marketing and Reception positions.

### Conclusion

The Sacramento Zoological Society has never been so well positioned to embark on a monumental building campaign. Its financial stability since the 1997 partnership with the City is well documented. Operating revenues, both earned and contributed, continue to increase. Attendance is stable. Area residents maintain their support of the Zoo with increased membership purchases and generous donations. In 2000, the zoo was the recipient of over \$535,000 in bequests.

The Zoo's Board of Directors is active, interested, and committed. It has taken a leadership role in the policies and activities of the Society since assuming full responsibility in 1997 and is ready to assume the responsibility of managing a major fund-raising campaign.

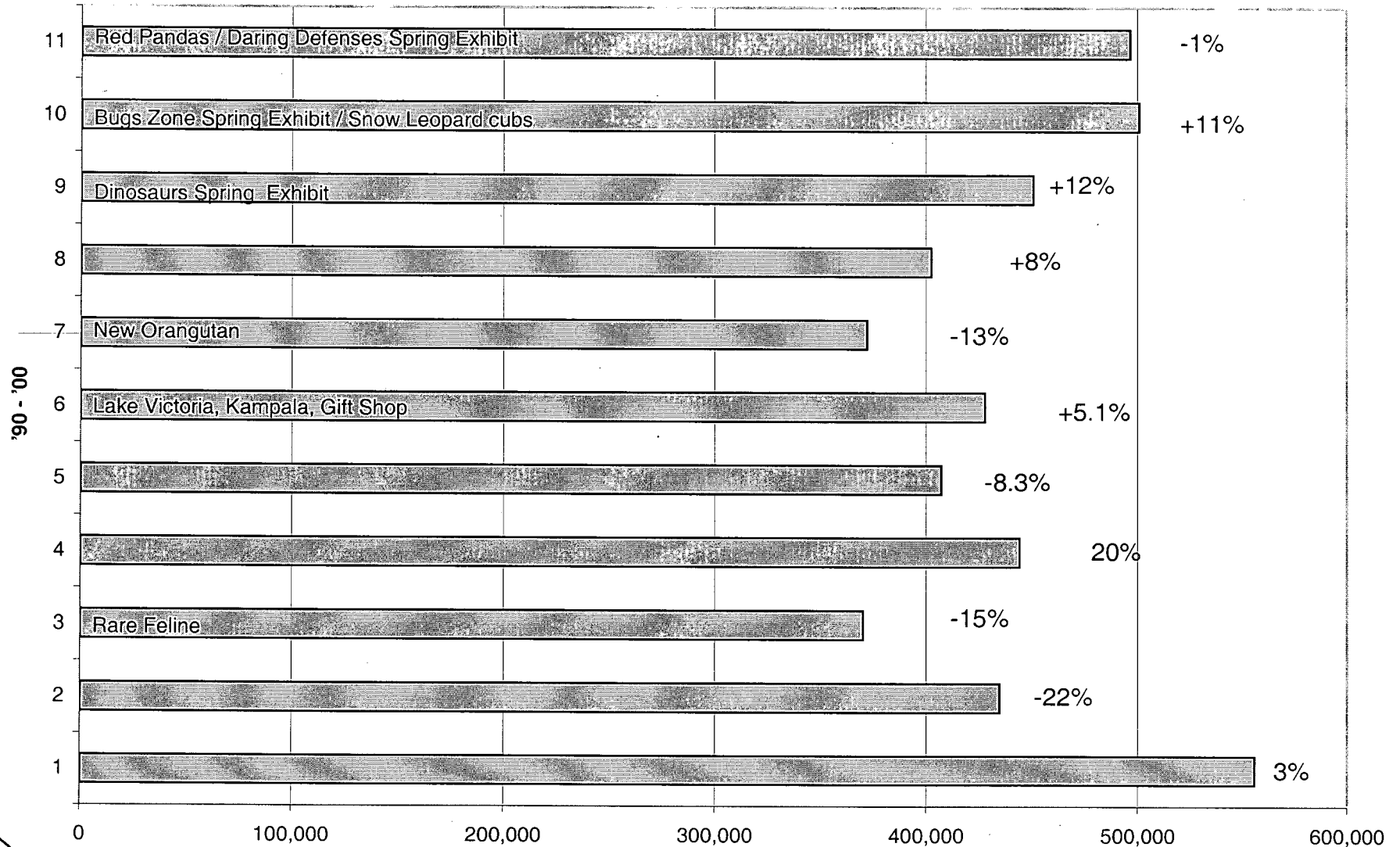
Sacramento is the 8<sup>th</sup> largest city in California and the capital city of the world's 7<sup>th</sup> largest economy. The city's profile is expanding as a desirable community and visitor destination. The zoo must plan for new visitor amenities, improved animal facilities, and innovative exhibits if we are to remain competitive within the region. With careful planning of exhibits, marketing and admissions, the zoo can meet these needs and still be sensitive to the impact on surrounding neighborhoods.

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## Zoo Attendance 1990- 2000



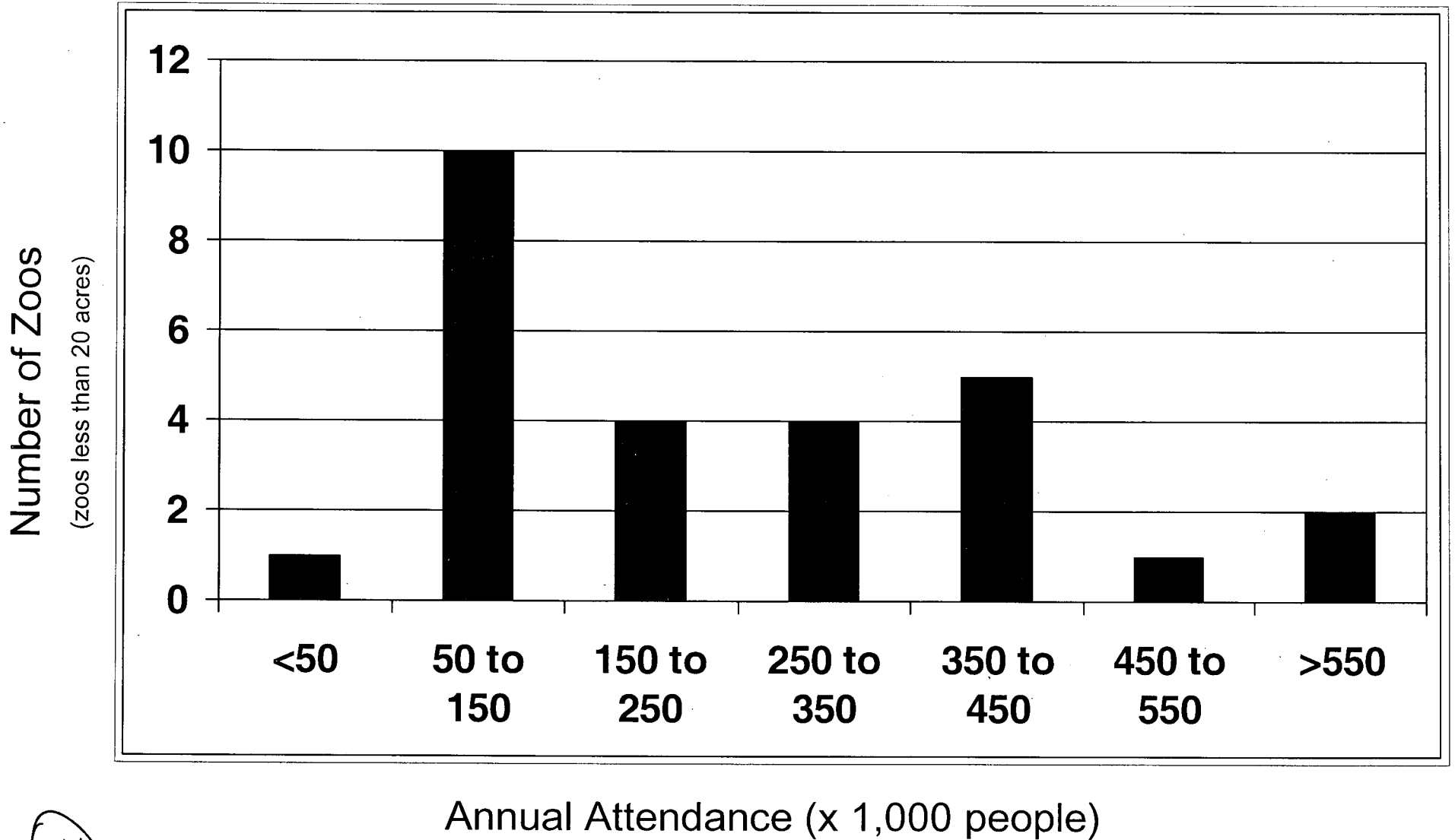
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# Zoo Visitors



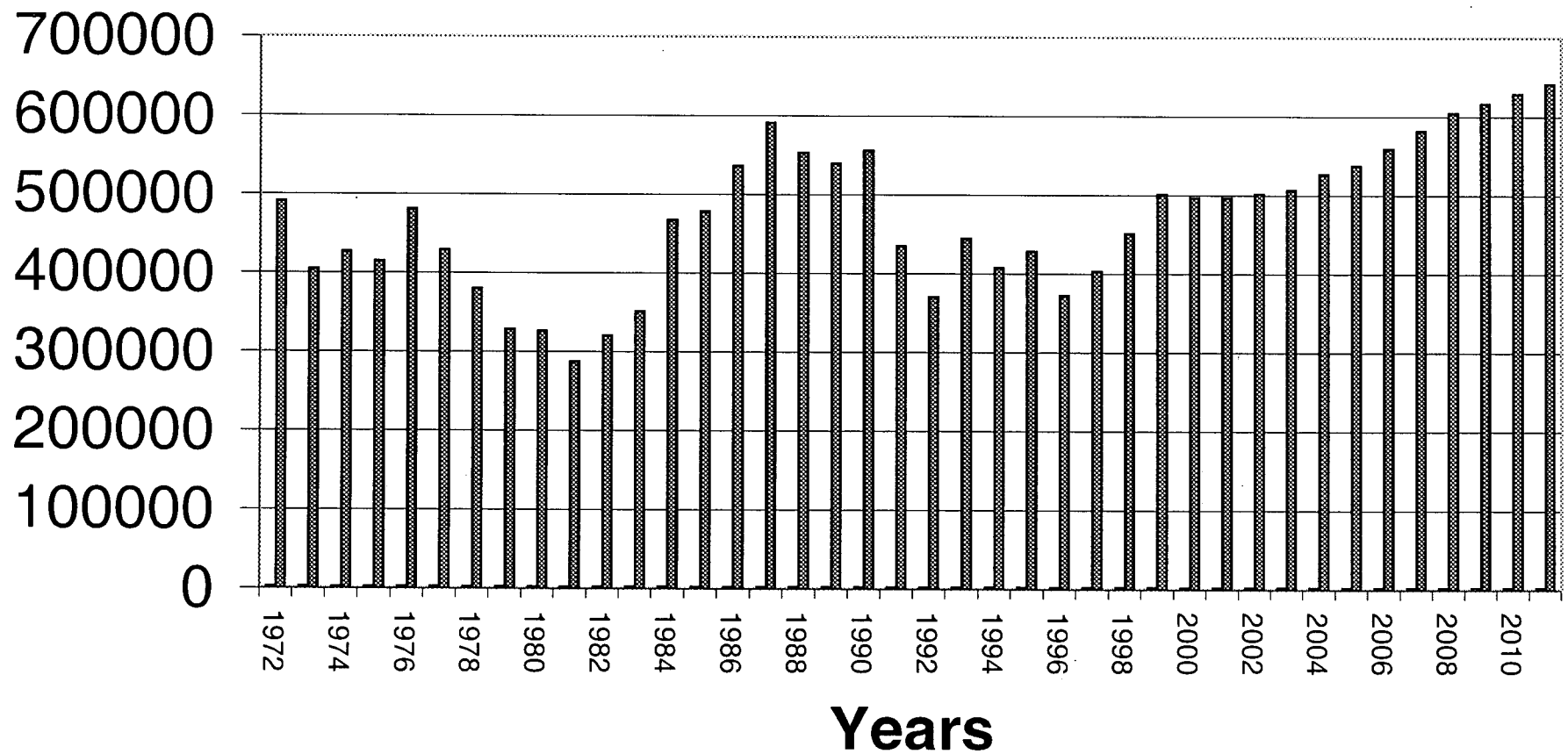
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# Sacramento Zoo Attendance

1972-2000 actual / 2001 - 2011 projected



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Date Adopted: \_\_\_\_\_

## Sacramento Zoo Vision Plan

### Proposed Language on Issues from 1988 Master Plan (June 13, 2001)

The following mitigation measures and related items from the 1988 adoption of the Zoo 2002 Master Plan are proposed for continuation in the new Zoo Master Plan/Vision Plan. Many that are complete or no longer relevant have been dropped; some have been consolidated into one topic. The phrasing of some has been updated to be consistent with the current situation. The item on excursion trains is new.

- 1) **Zoo Boundaries.** The final boundaries for the Zoo shall be land Park Drive on the east and the fence line on the north. The formal gardens at the north of the Zoo as well as the slope to the west of the formal gardens shall be maintained outside the fence line for public use. Any further expansion of the Sacramento Zoo or construction of ancillary facilities for the zoo shall take place elsewhere than in William Land Park.
- 2) **Coordinating Activities.** The City will endeavor to coordinate activities to avoid conflicting uses of the park and scheduling of large events at the same time. A master schedule for Land Park activities will be developed and maintained by the City. The City will develop, maintain and distribute this annually to major stakeholders in the Park. (The Zoo, Land Park Community Association, Fairytale Town Board, Golf Advisory Committee, the Land Park soccer clubs.)
- 3) **Trees.**
  - All construction plans will be prepared in consultation with the City Arborist.
  - Whenever possible, all construction will avoid areas within the drip line of the tree canopy (there are special conditions for heritage oaks-see below)
  - The zoo will comply with the provisions of the City's tree ordinance relating to heritage trees, Chapter 12.64 of the Sacramento City Code. There will be no new, permanent exhibits, on the north side of the zoo, which contains the three large heritage oak trees.
  - Tree removal will be minimized but where the removal of any large tree is unavoidable, the zoo will plant trees of the same species or variety elsewhere on the site, space permitting, or elsewhere in William Land Park.
  - No motor vehicles may be parked within the drip line of heritage oak trees, and to the maximum feasible extent, motor vehicles shall not be operated within the drip line of heritage oak trees.
- 4) **Lights and Sound.**

The zoo will at all times comply with any applicable City code including Sacramento City Code section 8.68.160 regarding outdoor sound and amplified music. In addition, it is the zoo's policy to end amplified sound by 9:00pm on

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weekdays and 10:00pm on weekends (one hour earlier than city code). During special events, any speakers for amplified sound will be directed inside the zoo. A phone number will be provided for residents to immediately report any perceived violations or concerns. (Currently: during the event: 264-5167, after the event: 264-5166.)

Additional low-level permanent lighting will be added where necessary along sidewalks for guest safety.

- 5) **Spreading Attendance.** – The zoo will continue efforts to spread attendance throughout the year and reduce impact on peak weekends. The zoo will consider establishing a reasonable maximum daily capacity beyond which admittance would be restricted.
- 6) **Parking** – To the extent feasible, parking for zoo employees shall be provided on-site.
- 7) **Excursion Train** – The excursion train from Old Sacramento is not a part of this master plan.

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## Sacramento Zoo Proposed Picnic Pavilion

The proposed picnic pavilion in the Zoo's new Vision Plan will be 38' x 80' to fit on the Reptile House lawn without negatively impacting the heritage oak trees.

The height of the pavilion will be determined by the engineering and design of the structure but will not exceed a 6:12 pitch, 21' high. The goal will be to design a 4:12 pitch for a height of 17' or possibly a 3:12 pitch for a height of 15'. Factors include the roofing materials that can be used, the appearance of the structure and the maintenance of the roof. A flatter roof may collect more leaves and debris and require more maintenance. Proposed eave height is 10' but may be able to be 9' high.

The Land Park Working Group will be invited to participate in the planning and design of this structure.

Addendum to Vision Plan  
May 17, 2001

(81)

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Date Adopted: \_\_\_\_\_

## **Sacramento Zoo Vision Plan**

### **Public Input Timeline**

*Updated March, 2003*

**Week of July 3, 2000** – mailed visitor comment survey and send out press release about survey and public forum. Put survey on zoo website (**saczoo.com**). Requested return by July 24<sup>th</sup>.

**July 10, 2000**– Update with Betty Masuoka, Rich Ramirez with Mary & Barbara Bonebrake

**July 11, 2000** – Update with Don Murphy, Kelly Montgomery with Mary & Barbara Bonebrake

**Week of July 10, 2000** - Contacted City Managers and Council for

Elk Grove

Citrus Heights

Galt

Folsom

Isleton

Invited to Public Forum and offered presentation at their council meetings

**July 18, 2000** am - Mayor Jimmie Yee with Mary & Barbara

pm - Councilmember Joe Yee with Mary & Barbara

**Week of July 18** - Letter to Councilmembers with update on process

**July 24/25** - Workshop with Portico

**July 24, 2000** - Open Public forum with Portico

(Notes published on zoo website)

**July 25, 2000** - Incorporated input from meeting with Portico into Vision Plan

**August 3, 2000** - Presentation to Parks & Rec Citizen Advisory Committee (CAC) - informational update, not for approval

**August 16, 10:15am** - City Manager Cabinet review

**7:00pm** - LPCA Board Meeting, informational overview

**August 22, 2000** - update for Councilmember Joseph Yee

**August 29, 2000** - City Council - informational overview, not approval

**September 7, 2000** - CAC for informational update

**October 5, 2000**- Walk through at zoo with LPCA representatives

**October 18, 2000** - Second Public Forum (notes published on zoo website)

**January 2001** - Vision Plan Draft and Site Map obtained from Portico

**January 11, 2001** - Land Park Working Group (LPWG) 1st meeting at zoo

**February 21, March 19, March 28, April 4** - LPWG meetings

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**March 28, 2001** – Meeting with Martin Fitch, City Tree Services and subset of LPWG to discuss tree issues and the proposed pavilion

**April 17, 2001** - Update for Councilmember Jimmie Yee with Barbara Bonebrake

**April 18, 2001** - Presentation of LPWG findings to Land Park Community Association

**May 17, 2001** - Meeting with Planning Dept. to discuss CEQA process

**June 4 , 2001** - Third Public Forum at Holy Spirit

**June 12, 2001** - Presentation to City Council to designate Vision Plan as the proposed project for environmental review. Resolution No. 2001 – 398 approved.

**July 13, 2001** – Request for Proposals to prepare CEQA document sent out

**August 15, 2001** – Analytical Environmental Services chosen to prepare CEQA documents

**August 29, 2001** – Vision Plan kick off meeting with City Planning, Public Works and AES

**October 3, 2001** – Memo from Public Works (Bob Jones) – Traffic study not required

**October 10, 2001** – Public Meeting to receive comments on the Notice of Preparation for an EIR for the Zoo

**November 29, 2001** – Meeting with Jimmie Yee to discuss Traffic Study

**January 8, 2002** – Memo from Gwen Owens regarding Traffic Study and why it is not needed

**March 2002** – Fehr & Peers contracted to undergo Parking study

**June 21, 2002** – Notice of availability of the Draft EIR

**July 3, 2002** – Meeting with Kearse McGill, President , LPCA, to discuss concerns over Zoo Mobile parking space on city street.

**July 23, July 31, 2002** – Meeting with Neighborhood Services, Land Park representatives, City Parking to discuss changes in City College parking

**August 5, 2002** – Public comment period for Draft EIR ends

**March 7, 2003** – City distribution of FEIR

**April 22, 2003** – City Council report

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Date Adopted: \_\_\_\_\_

## Sacramento Zoo

### Proposed Animal Hospital

The 2001 proposed Vision Plan for the Sacramento Zoo includes a 6,000 sq. ft. two-story animal hospital on a site at the back of the zoo adjacent to the existing administration building. This building is critical to the proper care of the animals in the zoo's collection and essential to maintain accreditation in the American Zoo and Aquarium Association.

This building will include treatment rooms, sterile surgery room, animal holding, office space for veterinarian staff, storage rooms, lab, pharmacy, staff bathroom and shower. The building will feature an opportunity for guests to observe some of the treatments and procedures through select viewing windows.

This animal hospital will be exclusively for the animals in the zoo's collection.

The zoo hospital will be named in honor of veterinarian Dr. Murray Fowler. While at the University of California in Davis, Dr. Fowler pioneered many techniques for treating exotic animals utilizing the animal collection at the Sacramento Zoo. Dr. Fowler is a legend in zoo animal medicine and is still active on the board of the Sacramento Zoological Society.

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Date Adopted: \_\_\_\_\_



## Sacramento Zoo Vision Plan

### Proposed Budget Summary

The proposed Vision Plan is a comprehensive plan that outlines new construction for much of the 14.7-acre site.

The Portico Group, architects for the Sacramento Zoo's 2001 Vision Plan, have estimated the total construction costs in today's dollars to be approximately \$20 million for the phases planned over the next ten years and an additional \$20 million in ten to twenty years to complete the plan.

The Zoological Society has made the animal hospital the top priority for Phase 1. This facility is critical to the basic core of the zoo's business, the animals. It is also an essential component to retain accreditation from the American Zoo and Aquarium Association.

It is estimated that the hospital and other animal support facilities in the back of the zoo will be approximately \$2 million. The Zoological Society Board has raised \$750,000 towards this vital project.

The next phase of the project will include the front entry redesign and exhibits for river otters and penguins. This is estimated between \$7 and \$10 million. New administration, marketing and education offices will be done concurrently if possible.

The next phases will focus on enhancements to the large entrance lake including a boardwalk over the lake and an enclosure for Sifakas, a rare Madagascar lemur. This will be followed by improvements to the north half of the zoo.

The second ten years will focus on improvements to the existing African exhibits and finally eliminating the old series of moated exhibits in the south center of the zoo.

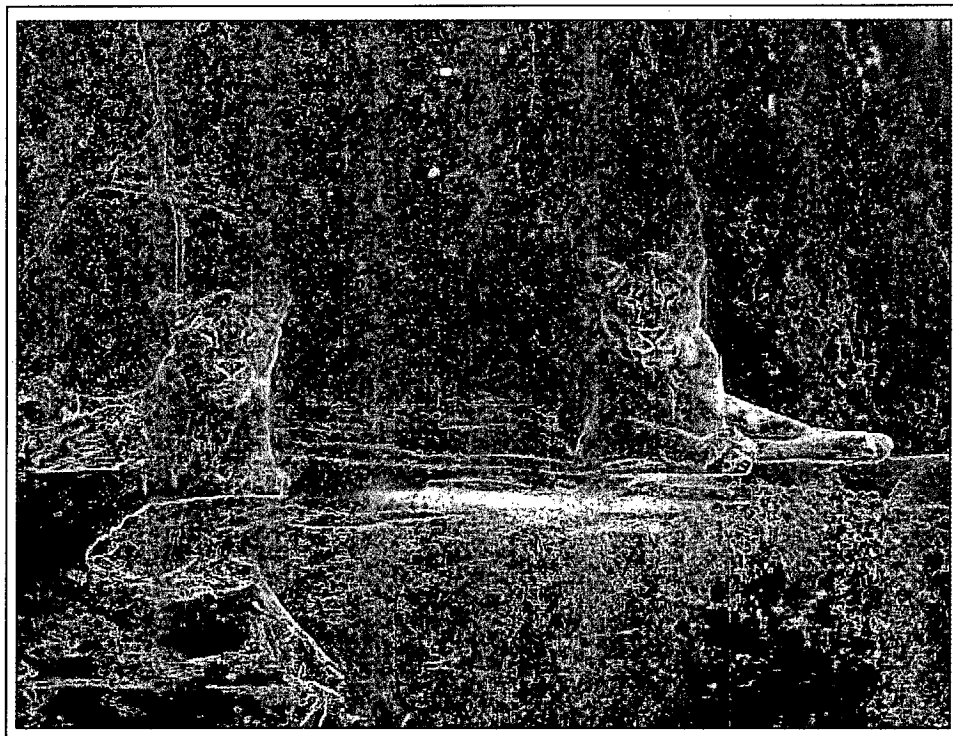
Timing on all construction is contingent on the completion of the environmental review and funding.

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Date Adopted: \_\_\_\_\_

# The Sacramento Zoo



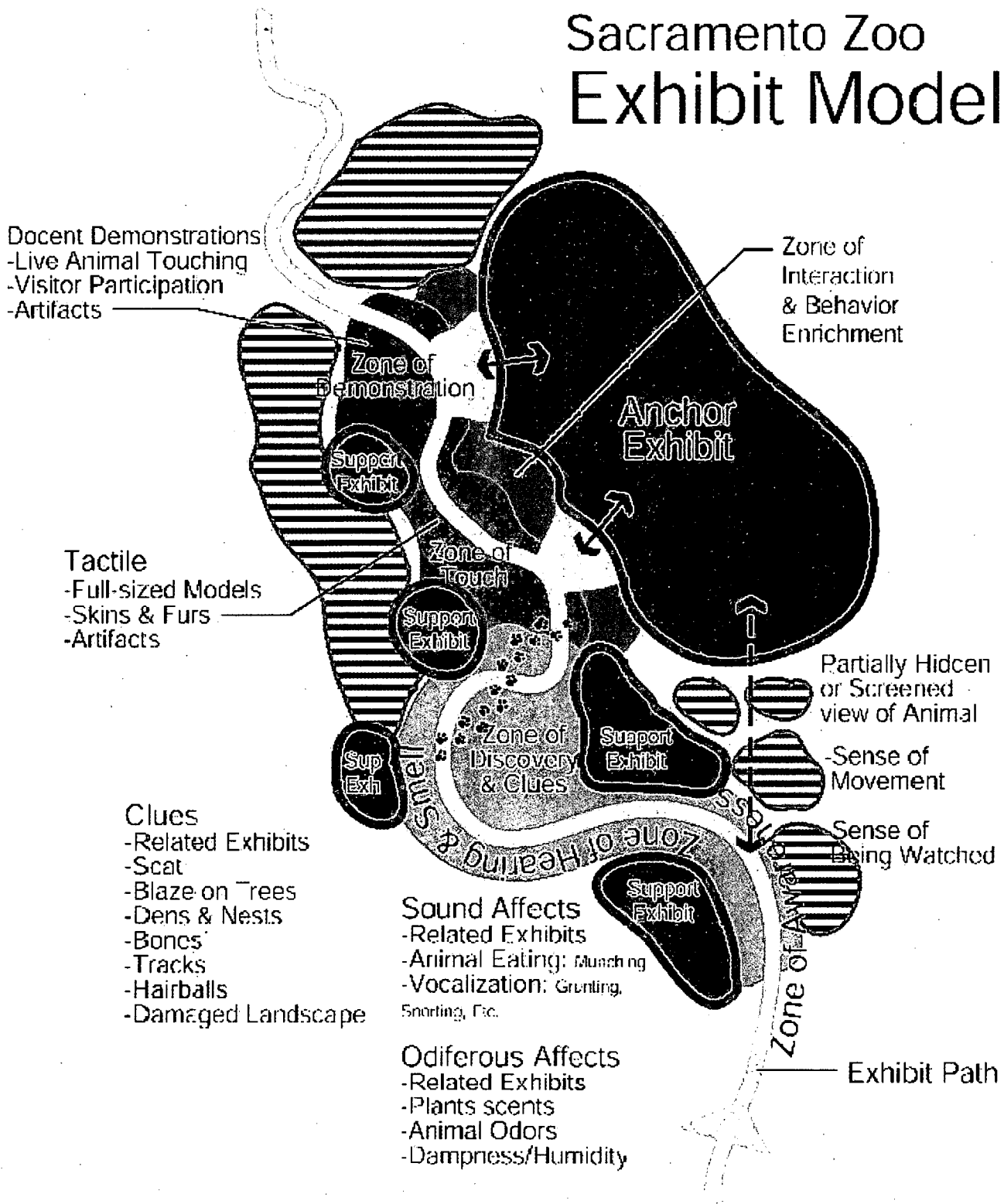
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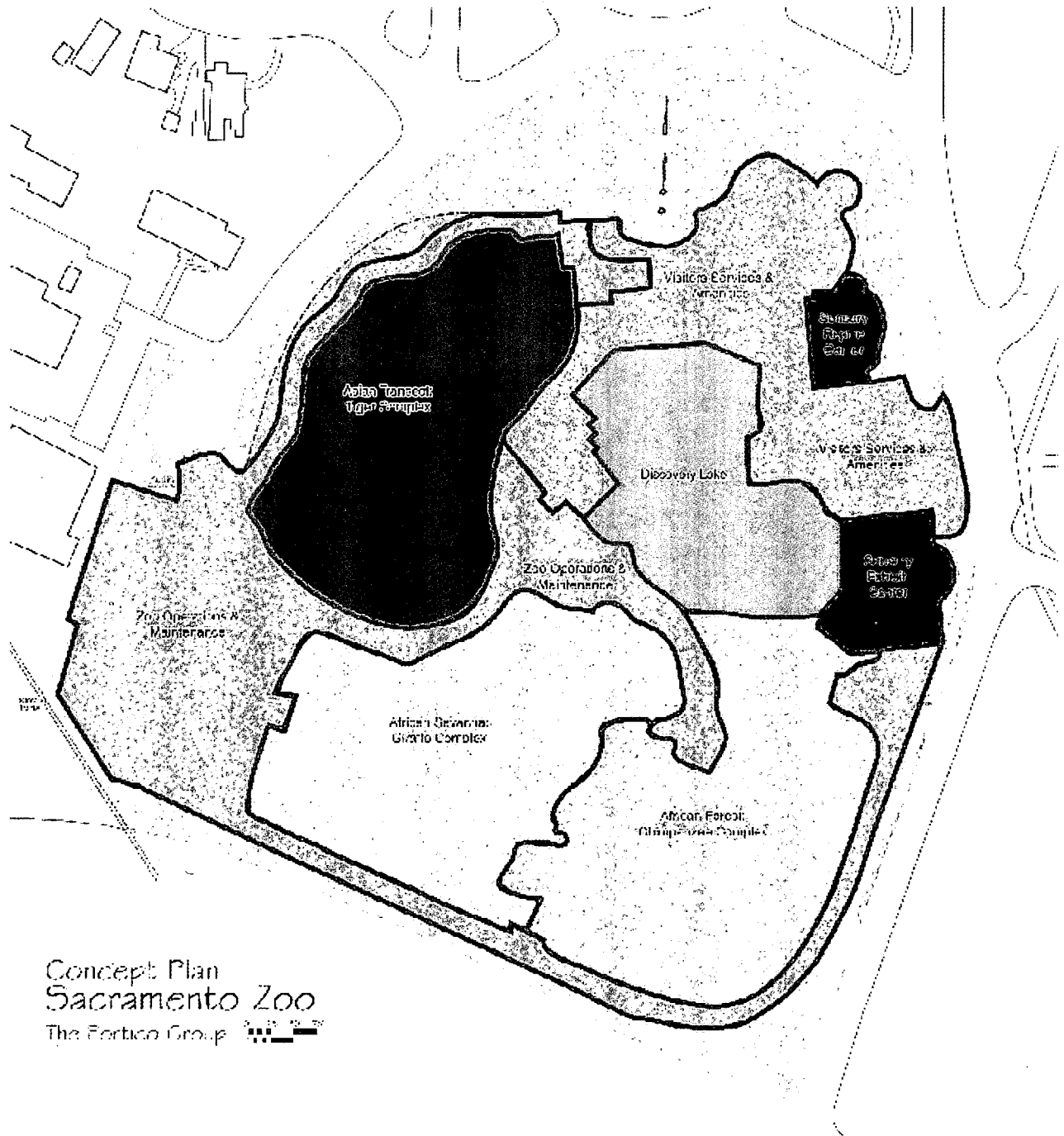
# Sacramento Zoo Exhibit Model



Resolution No: \_\_\_\_\_

Date Adopted: \_\_\_\_\_

... to inspire appreciation for all living things.



Concept Plan  
Sacramento Zoo  
The Portico Group

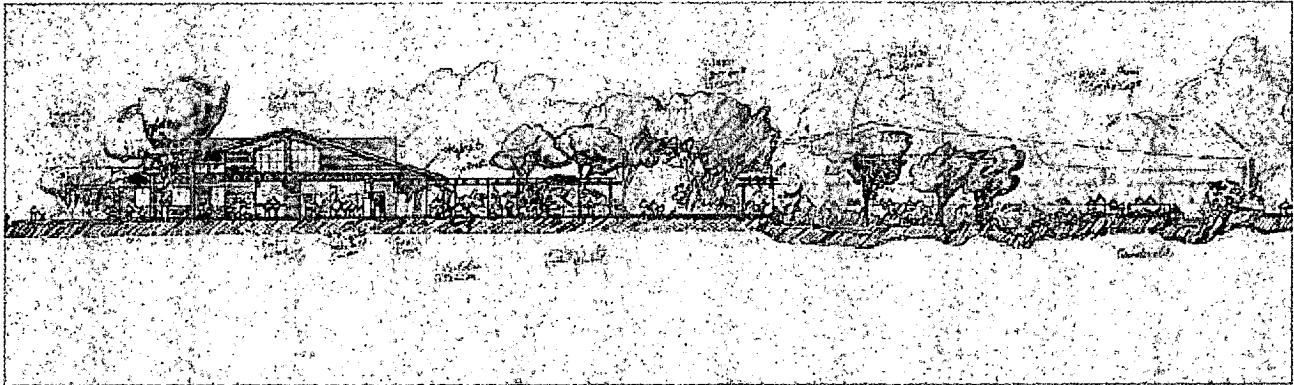
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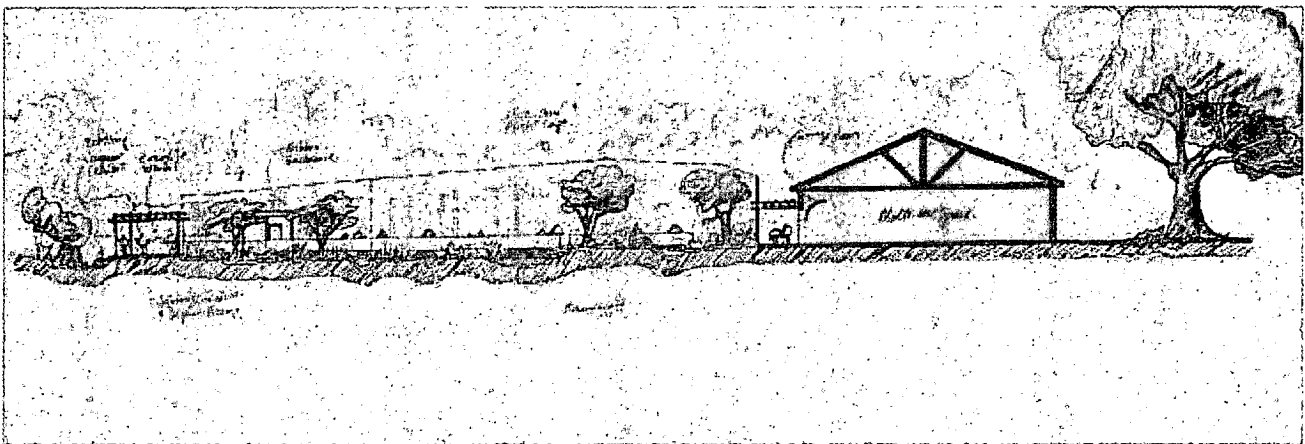
... to inspire appreciation for all living things.

... to inspire appreciation for all living things.

Date Adopted: \_\_\_\_\_



## Entry Ticketing & Orientation Plaza / Aviary



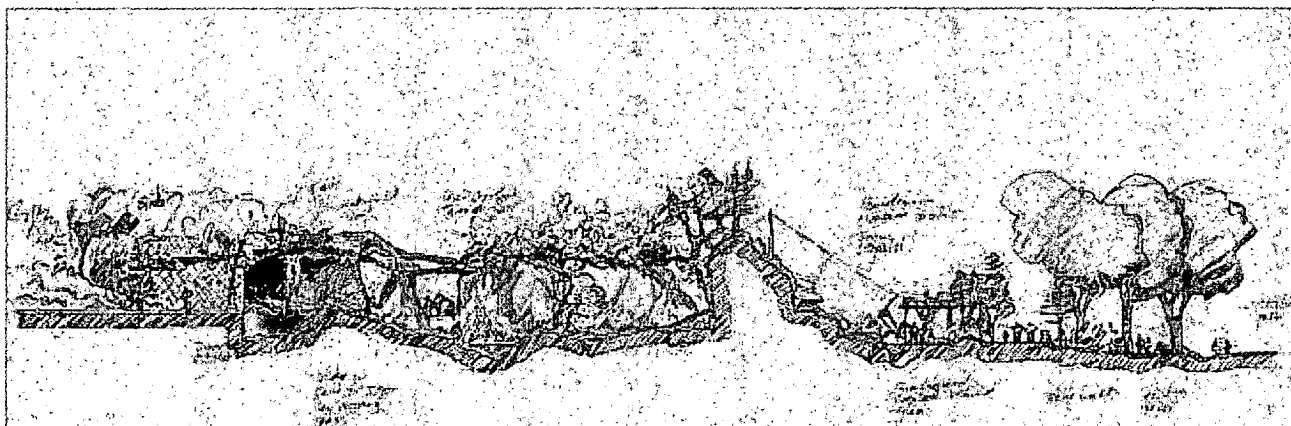
## Aviary / Multi-Use Shelter

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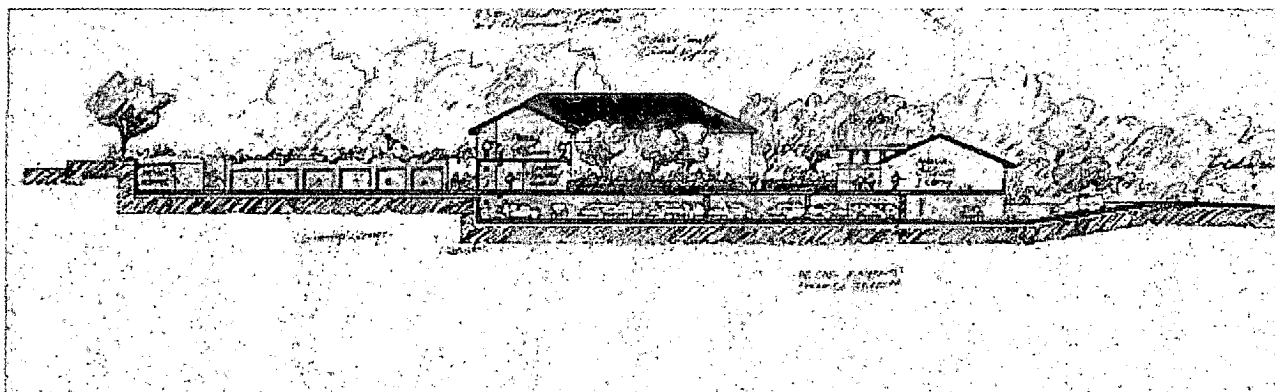
Date Adopted: \_\_\_\_\_

... to inspire appreciation for all living things.

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## Asian Tiger / Snow Leopard Exhibits



## Service / Staff Parking Structure

... to inspire appreciation for all living things.

Resolution No: \_\_\_\_\_

Date Adopted: \_\_\_\_\_

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11.1

April 22, 2003

RECEIVED  
FOR/COUNCIL OFFICE  
CITY OF SACRAMENTO

2003 APR 22 A 9:28

Copied  
sme

Honorable Heather Fargo, Mayor  
Members of the City Council  
City of Sacramento  
Interim City Hall  
730 I Street  
Sacramento, CA 95814-2671

## AGENDA MATERIAL

Dear Mayor Fargo and Members of the City Council,

As former director and CEO of the Sacramento Zoo and Zoological Society, I am familiar with the professional goals of modern zoos and the expectations of an informed public toward the care and presentation of animal collections in zoos. Tonight, as was done in December, 1989, you and the council will once again be deciding the future of the Sacramento Zoo. Please think of zoos as "living" institutions. Institutions made up of living species, which continually acquires knowledge which benefits the conservation of those species.

Over the 10 years I served as director, we were able to make significant changes to the zoo for the betterment of the animals and for the public based on the 1989 Master plan. That plan provided a clear direction of how the zoo would develop from a 1960's facility into a zoo of the future, with naturalistic exhibits of the highest professional standards and exceptional visitor amenities. Old cages came down and were replaced by modern exhibits which provided a healthy environment for the animals and a true educational experience for the public. But much more is still in need of change.

Today, several of the 1960 cages still remain. Cages which not only are inappropriate for the animals, but not entirely safe for the staff, nor pleasant or educational for the public. These cages are a grim reminder of the time in which animals were strictly for public display, with little consideration given to them. These structures must be replaced. Because the zoo profession and its many accredited institutions work together to preserve species, each institution must update their facility plan on a regular basis (every 5-10 years) in order to focus on an animal collection which will not only be appropriate to any given zoo and its community, but also address the need for housing specific species and meeting the needs of breeding certain species. A species which may have been considered for the Sacramento Zoo in 1989 (such as elephants) may not longer be appropriate to house in 2003. Federal and state regulations, professional standards, level of staffing, and exhibit requirements, all may be cause for change in any given plan for a zoo. Thus, it is critical that plans be updated – for the sake of the animals, the goals of the profession and for the public.

In 1989, the Master plan for the Sacramento Zoo was approved in total by an EIR study, by the City Council and, with some mitigation measures, by the Land Park



Community Association (LPCA). The updated plan being considered tonight does not include expanding the zoo (as it did in the 1989 plan), deletes a major exhibit (elephants), nor discusses any programs outside the fence line in the Land Park area. Instead, it only addresses the continual development of animal exhibits, bringing to the zoo new species for the public to become acquainted with, a veterinary hospital (required for accredited zoos today), and improved facilities for the staff (zoo staff still are in a building constructed in 1964, with exposure to animals in quarantine, poor heating and air, poor air circulation and poor lighting). Thus, this plan presents nothing more than the proposals of the 1989 plan for the animals and staff. Only the type of species has changed and the rearrangement of exhibits.

I realize that there is a fear in further improvements to the zoo by the LPCA in that it may increase attendance and traffic to the zoo. Please note that over the 13 years since the 1989 Master plan was approved (1990-2002) the average attendance was 444,590 per year. It is interesting to note that between 1990 and 2002, several significant exhibits were constructed as well as new visitor facilities. The zoo made great strides in upgrading the zoo to meet the expectations of the public in modernizing exhibits, introducing new and exciting species, and increasing educational opportunities for children and adults, and enabling the zoo and zoological society to expand their financial opportunities in creating a catering operation and improved food and gift concessions. **Yet the average attendance only increased 3.5% over the previous 13 years (average of 429,472 per year from 1977-89).** The large increase in attendance which was assumed to take place when the zoo began the many changes in 1990 was held to this very moderate increase, I believe, due to increase in fees (which was one of the mitigating measures requested by the LPCA – now at \$6.75 for Adults and \$4.50 for children during the week, and with weekend and holiday increases), variations in weather and lengthy construction projects. All of which are situations which would occur in the future.

Thus, it is my opinion, that by approving a very exciting, updated exhibit plan for the zoo, the fear of an uncontrollable attendance increase is not realistic. The zoo remains 15 acres, the parking availability remains the same, the zoo staff continues to coordinate their events with the Park and Recreation staff, which was an extremely positive action in the past, thus eliminating multiple activities in the park, and continues to inform the residents of the area of upcoming activities. It is my belief that the maximum general attendance to the zoo will remain the same as it has over the past 10-13 years, despite the continuation of zoo improvements.

The Sacramento Zoo has been a significant landmark in the area for 75 years, creating one of the most valuable educational and recreational facilities in the region. It has been supported by a host of enthusiastic visitors, donors, teachers, volunteers, board members, city personnel and staff. It has been recognized by the profession as one of the finest small zoos in the country – a facility which all the city council members can be

proud. I urge you to vote in favor of this exciting update to the master plan, thus enabling the zoo to continue it's goal of not only being the finest small zoo in the country, but "a jewel in the city's crown" (as stated by the council in 1996/97). This is your regional zoo. You have incredible leadership in the zoological society, a highly professional director and a dedicated zoo staff and volunteer force. The zoo is not in a position to take steps backward, only forward. With the promise of a bright future, comes the potential for new and exciting projects in the future. I urge you to give the zoo the future it deserves.

Sincerely,

A handwritten signature in cursive script, appearing to read "Maria".

Maria Baker (Retired Zoo Director)

Please know that I would present this support in person, but I am currently in Southern California (unfortunately in "Laker" territory) to care for my mother who recently has had a back operation. It is my hope to check the Sacramento Bee online on Wednesday, April 23<sup>rd</sup> and read of the zoo's exciting future.

cc: Mary Healy, Director  
Sacramento Zoo

Item # 11.1

Council Date: April 22, 2003

# CITY OF SACRAMENTO

## SACRAMENTO ZOO CONCEPT / VISION PLAN

FEIR

SCH# 2001102033

March 2003

Prepared for

City of Sacramento  
1231 I Street, Room 300  
Sacramento, CA 95814



# CITY OF SACRAMENTO

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# ***CHAPTER 1.0***

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## ***INTRODUCTION***

# CHAPTER 1.0

## INTRODUCTION

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### 1.1 OVERVIEW

The Draft Environmental Impact Report (Draft EIR) on the proposed Sacramento Zoo Concept/Vision Plan (SCH # 2001102033) was submitted to the State Clearinghouse and released for public and agency review for a 45-day review and comment period on June 21, 2002 and closed on August 5, 2002. This document includes comments and responses to comments on the Draft EIR for the proposed Concept/Vision Plan and comprises the Final EIR. The Final EIR is an informational document that will be considered by the City of Sacramento (the lead agency) before the Sacramento City Council approves or rejects the Proposed Project. The California Environmental Quality Act (CEQA) *Guidelines* (Section 15132) specify that:

*The Final EIR shall consist of:*

- (a) *The Draft EIR or a revision of that draft.*
- (b) *Comments and recommendations received on the Draft EIR either verbatim or in summary.*
- (c) *A list of persons, organizations, and public agencies commenting on the Draft EIR.*
- (d) *The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
- (e) *Any other information added by the Lead Agency.*

In addition to consideration of the Final EIR, the City Council is required to make findings of fact regarding the significant environmental impacts identified in the Final EIR and project alternatives, as well as a statement of overriding considerations for significant impacts, which cannot be mitigated. The findings, and any statement of overriding considerations, are made after the City Council has considered the Final EIR and are included in the public record. Likewise, the mitigation monitoring and reporting program (MMRP) is adopted at the same time as the findings and is also included in the public record. However, the findings of fact, the statement of overriding considerations, and the MMRP are separate documents and are not included in the Final EIR.

## 1.2 ORGANIZATION OF THE DOCUMENT

The Final EIR is organized into six chapters. Chapter 2.0, Executive Summary, provides a brief project description and presents a summary table of project environmental effects. Chapter 3.0, Written Comments, provides a list of commentors and copies of written comments (coded for reference). Chapter 4.0, Responses to Written Comments, provides the lead agency responses to the written comments in Chapter 3.0 and summarizes corrections made to the Draft EIR. Chapter 5.0, Minor Changes and Edits to the Draft EIR, includes corrections and additions to Draft EIR text as a result of comments made on the Draft EIR. Any changes to the Draft EIR are indicated by revision marks (underline/strikeout). Chapter 6.0, Report Preparation, provides a list of individuals involved in the preparation of the Final EIR.

Comments received on the Draft EIR do not indicate new significant impacts for the project or significant new information that would require recirculation of the Draft EIR pursuant to CEQA *Guidelines* Section 15088.5.



# **CHAPTER 2.0**

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## ***EXECUTIVE SUMMARY***

## **CHAPTER 2.0**

### **EXECUTIVE SUMMARY**

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#### **2.1 INTRODUCTION**

##### **PROJECT LOCATION**

The project site is located south of Downtown Sacramento on 14.7± acres in the southwesterly corner of William Land Park within the Land Park Community area. The project site is contained within the boundaries of the existing Zoo grounds. The Zoo is bordered by Sutterville Road to the south, Land Park Drive to the east, 15<sup>th</sup> Avenue and William Land Park Drive to the north, the Holy Spirit School (3290 West Land Park Drive) and the Sacramento Southern rail line to the west.

##### **PROJECT DESCRIPTION**

The Proposed Project consists of the proposed Concept and Vision Plan (Plan) for the Sacramento Zoo. If adopted, the Plan will replace the existing master plan, *Zoo – 2002: Master Plan for the Sacramento Zoo and Surrounding Area*, which was adopted in 1988. The Plan will update and reconfigure the Zoo's exhibits and facilities within the existing 14.7± acre footprint. The Plan envisions the update of the Zoo with the concept of a "sensory zoo" as a central interpretive theme encouraging visitors to use their senses as they walk through the Zoo. The proposed Plan is focused on creating eight zones within the zoo that define the exhibits, visitor services, and zoo operations. The eight zones include the following: Sensory Exhibit Center, Sensory Reptile Center, Discovery Lake, Asian Transect, African Savanna, African Forest, Visitor Services and Amenities, and Zoo Operations and Maintenance. The eight zones will incorporate a number of existing features and facilities. These include: Victoria Lake, an artificial lake and animal exhibit; Kampala food service, a cafeteria serving Zoo patrons; a picnic area, which includes a number of mature oak trees; the gift shop; reptile house; amphitheater; jaguar exhibit; and red panda exhibit. The Plan also envisions the construction of several new facilities for staffing and visitors. Facilities to be replaced or improved include the animal hospital, animal kitchen, administration building, education center, maintenance/shop facilities, and front entrance to the zoo.

The following are objectives of the Proposed Project.

- Establish the Zoo as a premier visitor attraction in the Sacramento region focused on the quality of visitor experience and managed attendance by encouraging year round use of the Zoo.

- Create opportunities to raise visitor awareness and concern for the world's wildlife and natural resources. Emphasize interconnectedness of all living things.
- Provide updated facilities necessary for continued accreditation with the American Zoo and Aquarium Association (AZA).
- Improving off-peak season visitation by providing more weather protection to encourage year round visitation.
- Provide a resource for wildlife conservation regionally and globally.
- Increase Zoo membership and community support.
- Provide engaging educational programs for visitors of all ages.
- Provide an on-site animal hospital for the enhanced care of the animal collection and to partner with the UC Davis Veterinary Residency program.

## 2.2 ENVIRONMENTAL PROCESS AND ISSUES

In accordance with Section 15082 of the CEQA *Guidelines*, the City circulated a Notice of Preparation (NOP) for this EIR in October 2001, for a 30-day review period. These notices were circulated to the public, local, state, and federal agencies, and other interested parties to inform responsible agencies and the public that the Proposed Project could have significant effects on the environment and to solicit their comments. The NOP and comments received in response to the NOP are presented in Appendix C of the Draft EIR. An Initial Study, which is included in Appendix B of the Draft EIR, was prepared for the Proposed Project in accordance with CEQA Section 15063. The issues discussed within the EIR are those that have been identified within the Initial Study as having potentially significant impacts. The following environmental resources were found to have the potential of being significantly affected by the Proposed Project and have been addressed in greater detail in the Draft EIR.

1. Land Use Consistency and Compatibility
2. Parking Supply
3. Air Quality
4. Noise/Vibration
5. Tree Resources
6. Visual Resources

Issues addressed in the Initial Study (Appendix B of the Draft EIR) that were found to be less-than-significant are not carried through the detailed analysis within the EIR. Issues that are not analyzed within the EIR are as follows:

1. Seismicity, Soils and Geology
2. Population / Housing
3. Water
4. Energy
5. Public Services (communication systems)
6. Cultural Resources

7. Hazards
8. Utilities
9. Recreation
10. Transportation and Circulation

These issues were dismissed for one of three reasons: (1) existing regulations will ensure that any impacts will be reduced to a less than significant level, (2) the issue is social or economic and not a physical environmental impact, or (3) the issue does not apply to the project site or alternative sites evaluated in the EIR. The initial study documents provide the justification for considering issues potentially significant, or less-than-significant. Please refer to the Initial Study for a discussion of why the issues were identified as less-than-significant, and are not evaluated in the EIR.

### **2.3 ALTERNATIVES TO THE PROPOSED PROJECT**

CEQA *Guidelines* (Sections 15126(f) and 15126.6) requires an EIR to consider a range of alternatives that could feasibly attain the basic objectives of the Proposed Project. This EIR fully evaluates two alternatives to the Proposed Project. Descriptions for each of the alternatives are provided below. Chapter 4.0, Alternatives to the Proposed Project, provides additional information on each of the project alternatives.

#### **ALTERNATIVE A: NO PROJECT ALTERNATIVE (AA)**

The No Project Alternative consists of continuation of existing conditions in the short term, while future improvements assumed for the No Project Alternative include a proposed 5,300 square foot health care facility that would contain space for surgery, x-rays, quarantine, storage and office space. The proposed facility, as identified in *Zoo – 2002*, would be located directly southeast of the current administration building. This facility would likely be constructed under the No Project Alternative as a response to current AZA requests for the development of veterinary and quarantine facilities.

#### **ALTERNATIVE B: REDUCED INTENSITY ALTERNATIVE (AB)**

The Reduced Intensity Alternative would be located within the existing Zoo grounds. Under this alternative, improvements to the Zoo would consist primarily of those required to assure American Zoological and Aquarium Association (AZA) and United States Department of Agriculture (USDA) standards are maintained. Currently, improvements that are required consist of the creation of a veterinary clinic, additional quarantine areas, and an improved kitchen and food storage space. Future improvements include replacing or renovating dilapidated exhibits and holding areas to assure animal health, and providing adequate facilities to provide for the care and maintenance of the Zoo's animal collection. An administration building would be included in this alternative to provide additional staff office space and education classrooms. However, a number of improvements included in the Proposed Project would not be included under the reduced intensity alternative. Notably, the picnic pavilion, new entrance building, below grade

parking garage, and sensory exhibit center would not be constructed.

## 2.4 SUMMARY OF ENVIRONMENTAL IMPACTS

**Table 2-1** presents a summary of project impacts and proposed mitigation measures that would avoid or minimize potential impacts. In the table, the level of significance of each environmental impact is indicated both before and after the application of the recommended mitigation measure(s). Edits made to the table as a result of comments on the Draft EIR are demarcated by revision marks (underline and strikeout marks).

For detailed discussions of all project impacts and mitigation measures, the reader is referred to environmental analysis sections in Chapter 6.0 of the Draft EIR, and to Chapter 4.0 of this FEIR.

**TABLE 2-1**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT		LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>6.2</b>	<b>PARKING SUPPLY</b>			
<b>6.2.1</b>	<b>Master Plan – Parking Impact</b>			
PP	The Proposed Project would generate a demand for 151 parking places that cannot be accommodated by existing facilities during high season days.	S	<p>a. Eliminate the current ban on weekend parking within Land Park. This would make 100-200 additional spaces available to Zoo patrons, depending on where the ban was lifted.</p> <p>b. Remove the blockage at the eastern end of 15<sup>th</sup> Avenue. This would add approximately 50 spaces to the parking areas available to Zoo patrons. Removing the blockage would work best in combination with measure a, h, and/or i, because most Zoo patrons begin their search for a parking place on 15<sup>th</sup> Avenue, and are unlikely to make use of parking areas on the eastern side of the Park unless these sites are directly accessible from 15<sup>th</sup> Avenue.</p> <p>c. In conjunction with measure a., make 15<sup>th</sup> Avenue one-way eastbound, with angled parking on both sides. Approximately 40 parallel spaces could be replaced by 80 angled spaces, for a net gain of 40 parking spaces. This would also improve safety by directing exiting traffic away from the concentration of pedestrians on Land Park Drive.</p> <p>d. Re-stripe the 15<sup>th</sup> Avenue parking lot so that the northernmost and possibly the 3<sup>rd</sup>, aisles are westbound. Improved circulation would add approximately five percent (the equivalent of 11 parking spaces) to the capacity of this lot.</p> <p>e. Re-stripe the 17<sup>th</sup> Avenue parking lot. Alternatively, reserve all of the spaces on one side of each aisle for compact cars only. By improving circulation, these measures would add</p>	SU
Less than Significant = LTS		Significant = S	Significant and Unavoidable = SU	NI = No Impact

**TABLE 2-1**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	
		<p>approximately five percent (9 parking spaces) to the capacity of this lot. This would also reduce the number of parking accidents.</p> <p>f. Construct a speed hump on 15<sup>th</sup> Avenue approaching the curve around Fairytale Town. This would slow cars enough so that they can respond to vehicles pulling out from parking slots. This would add the equivalent of 1-2 parking spaces by allowing vehicles to leave faster thus freeing up spaces for new arrivals. However, the principal reason for doing this would be to improve safety for drivers and pedestrians alike.</p> <p>g. Many curbs need red or blue paint to enable the police to enforce fire and ADA codes. The main reason for doing this would be to allow a quicker response time in the event of an emergency. It may also allow drivers to make better use of legal on-street parking by removing the existing ambiguities regarding which spaces are legal and which are not.</p> <p>h. Encourage Sacramento City College to eliminate the charge for on-campus parking. By shifting approximately 200-400 SCC-related cars out of the Park, this would make 100-200 additional spaces available to Zoo patrons.</p> <p>i. Install a pedestrian signal to allow use of SCC's new parking lots. By shifting approximately 350 SCC-related cars out of the Park, this would make approximately 175 additional spaces available to Zoo patrons.</p>		
AA	A single new staff member would be added requiring one additional parking space, which can be accommodated on-site.	LTS	None required.	LTS
<div>Less than Significant = LTS</div> <div>Significant = S</div> <div>Significant and Unavoidable = SU</div>				

**TABLE 2-1**  
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT		LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
AB	The Reduced Intensity Alternative would generate a demand for three staff parking places that cannot be accommodated by existing facilities during high season days.	S	Same as PP.	SU
<b>6.2-2</b>	<b>Phase I – Parking Impacts</b>			
PP	The Proposed Project would generate a demand for 73 parking places that cannot be accommodated by existing facilities during high season days.	S	Mitigation 6.2-1	SU
AA	No new parking demand or supply will be generated by this alternative.	LTS	None Required.	LTS
AB	The Reduced Intensity Alternative generate a demand for two staff parking places that cannot be accommodated by existing facilities during high season days.	S	Mitigation 6.2-1	SU
<b>6.3</b>	<b>AIR QUALITY</b>			
<b>6.3.1</b>	<b>Master Plan - Generation Of Construction-Related Emissions</b>			
PP	Construction emissions may exceed significance thresholds for ROG, NO <sub>x</sub> and PM <sub>10</sub> .	S	Undertake project specific analysis. Implement various construction practices to mitigate potential air quality impacts. If NO <sub>x</sub> thresholds are exceeded, the following mitigation will be considered: properly maintain equipment; use late model vehicles, low-emission diesel products, or other options; off-road diesel powered equipment shall not exceed 40% opacity for more than three minutes in any one hour; develop and implement trip reduction plans; and, use NO <sub>x</sub> reducing alternative fuels in construction equipment engines.	LTS
AA	Same as PP.	S	Same as PP.	LTS
Less than Significant = LTS		Significant = S	Significant and Unavoidable = SU	



**TABLE 2-1**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT		LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
AB	Same as PP.	S	Same as PP.	LTS
<b>6.3.2</b>	<b>Master Plan - Operation Of Parking Facilities</b>			
PP	The operation of vehicles in the parking facilities could potentially expose staff and nearby sensitive receptors to concentrated levels of auto emissions.	S	Prior to construction of the parking facilities, a project specific analysis of operational emissions shall be conducted and project specific mitigation measures, such as mechanical ventilation or flow-through design may be employed.	LTS
AA	This alternative would result in no impacts.	NI	None required.	NI
AB	This alternative would result in no impacts.	NI	None required.	NI
<b>6.3.3</b>	<b>Master Plan - Generation Of Operations-Related Emissions</b>			
PP	Pollutants would not exceed the individual significance thresholds set by SMAQMD.	LTS	None required.	LTS
AA	Same as PP.	LTS	None required.	LTS
AB	Same as PP.	LTS	None required.	LTS
<b>6.3.4</b>	<b>Master Plan - Generation Of Operations-Related Odors</b>			
PP	Implementation of the overall master plan would not significantly increase the number of animals housed at the Zoo; therefore odors are not expected to significantly increase.	LTS	None required.	LTS
AA	Same as PP.	LTS	None required.	LTS
Less than Significant = LTS		Significant = S	Significant and Unavoidable = SU	

**TABLE 2-1**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT		LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
AB	Same as PP.	LTS	None required.	LTS
<b>6.3.5</b>	<b>Master Plan - CO Operations-Related Emission</b>			
PP	The operation of the Proposed Project would not generate enough new traffic to cause an increase of 5% or more of surrounding traffic volumes. Therefore, CO levels are not expected to increase enough to cause a significant impact.	LTS	None required.	LTS
AA	Same as PP.	LTS	None required.	LTS
AB	Same as PP.	LTS	None required.	LTS
<b>6.3.6</b>	<b>Phase I - Generation Of Site Grading And Paving Construction-Related Emissions</b>			
PP	Pollutants would not exceed the individual significance thresholds set by SMAQMD.	LTS	None required.	LTS
AA	Same as PP.	LTS	None required.	LTS
AB	Same as PP.	LTS	None required.	LTS
<b>6.3.7</b>	<b>Phase I - Generation Of No<sub>x</sub> And Pm<sub>10</sub> During Construction Of Structure</b>			
PP	Pollutants would not exceed the individual significance thresholds set by SMAQMD.	LTS	None required.	LTS
AA	Same as PP.	LTS	None required.	LTS
AB	Same as PP.	LTS	None required.	LTS
Less than Significant = LTS		Significant = S	Significant and Unavoidable = SU	

**TABLE 2-1**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT		LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>6.3.8</b>	<b>Phase I - Generation Of Odors From Construction-Related Emissions</b>			
PP	The generation of odors would be temporary, and would not be expected to be of a substantial magnitude.	LTS	None required.	LTS
AA	Same as PP.	LTS	None required.	LTS
AB	Same as PP.	LTS	None required.	LTS
<b>6.3.9</b>	<b>Phase I - Generation Of Operations-Related Emissions</b>			
PP	Pollutants would not exceed the individual significance thresholds set by SMAQMD.	LTS	None required.	LTS
AA	Same as PP.	LTS	None required.	LTS
AB	Same as PP.	LTS	None required.	LTS
<b>6.4</b>	<b>NOISE AND VIBRATION</b>			
<b>6.4.1</b>	<b>Master Plan - Construction Noise</b>			
PP	Certain construction activities may result in an annoyance to visitors within the Zoo and nearby park.	LTS	Implement noise mitigation measures including shutting down idle equipment and using "quiet equipment"	LTS
AA	Same as PP.	LTS	Same as PP.	LTS
AB	Same as PP.	LTS	Same as PP.	LTS
<b>6.4.2</b>	<b>Master Plan - Construction Vibration</b>			
Less than Significant = LTS		Significant = S	Significant and Unavoidable = SU	

**TABLE 2-1**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT		LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
PP	There may be some noticeable vibration levels from equipment such as vibratory compactors, but they are not expected to produce vibration levels that may cause annoyance.	LTS	None Required.	LTS
AA	Same as PP.	LTS	None Required.	LTS
AB	Same as PP.	LTS	None Required.	LTS
<b>6.4.3</b>	<b>Phase I - Construction Noise</b>			
PP	Certain construction activities may result in an annoyance to visitors within the Zoo and nearby park.	LTS	Implement noise mitigation measures including shutting down idle equipment and using "quiet equipment"	LTS
AA	This alternative would result in no impacts.	NI	None Required.	NI
AB	Same as PP.	LTS	Same as PP.	LTS
<b>6.4.4</b>	<b>Phase I - Music Noise Levels</b>			
PP	A new system with greater amplification could also result in a noise impact on neighboring land uses	S	Implement noise mitigation measures including prohibiting use after 10:00 pm, and keeping noise levels below 85 dBA at a distance of 150 feet from the stage area. Music noise levels must be monitored with a hand held noise meter to assure that noise levels do not exceed a maximum noise level of 85 dB.	LTS
AA	Existing system would be used.	LTS	None Required.	LTS
AB	Existing system would be used.	LTS	None Required.	LTS
<b>6.5</b>	<b>TREE RESOURCES</b>			
Less than Significant = LTS		Significant = S	Significant and Unavoidable = SU	

**TABLE 2-1**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT		LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<b>6.5.1</b>	<b>Master Plan – Impacts to City Street Trees</b>			
PP	Construction activities may impact City Street Trees.	LTS	None Required.	
AA	Same as PP.	LTS	None Required.	LTS
AB	Same as PP.	LTS	None Required.	LTS
<b>6.5.2</b>	<b>Master Plan – Impacts to Heritage Trees</b>			
PP	The Proposed Project includes extensive exhibit facility developments that may either directly or indirectly impact City Heritage Trees.	S	a. Each phase of zoo redevelopment proposed in an area containing a heritage tree shall be forwarded to the City Arborist for review and comment prior to commencement of construction activities. The plans shall be forwarded to the City Arborist early enough in the design process to assure that suggested changes can be incorporated into the final design. Suggested changes could include recommendations regarding permanent structures in relation to the driplines of heritage trees, pruning recommendations, treatment of soil within and around the dripline of heritage trees, etc.	LTS
AA	The construction of this facility will necessitate the removal of several large eucalyptus trees. Same as PP.	LTS	None required.	LTS
AB	The Reduced Intensity Alternative will remove several large eucalyptus trees near the administrative building. The Reduced Intensity Alternative also provides for improvements to dilapidated exhibits and holding areas that may result in an impact to heritage trees.	S	Same as PP.	LTS
<b>6.5.3</b>	<b>Phase 1– Impacts to City Heritage Trees - Medical/Service Complex Components.</b>			
Less than Significant = LTS      Significant = S      Significant and Unavoidable = SU				

**TABLE 2-1**  
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT		LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
PP	The Proposed Project includes the construction of a veterinary clinic, kitchen, offices and storage buildings in the southwest corner of the Zoo grounds which will necessitate the removal of several large eucalyptus trees.	LTS	None required.	LTS
AA	This alternative would result in no impacts.	NI	None required.	NI
AB	Same as PP.	LTS	None required.	LTS
6.5.4	<b>Phase 1– Impacts to City Heritage Trees from development of the proposed Multi-Use Pavilion (North Lawn).</b>			
PP	The Proposed Project also includes the construction of a 38-foot wide by 80-foot long multi-use pavilion. The pavilion will be located on the upper lawn at the northern portion of the Zoo in an area that is currently used for hosting events. This area has three large valley oak trees that qualify as Heritage Trees.	S	<ul style="list-style-type: none"> <li>a. An ISA (International Society of Arboriculture) certified arborist shall perform a root collar examination on the 168-inch circumference tree to inspect for any disease or root structure problems. (PP, AA, and AB). The final recommendations of the examination shall be implemented by the PP, AA, and AB.</li> <li>b. Prior to construction, protective fencing shall be installed around the drip line of the three valley oaks. Orange plastic environmental fence will be permitted for this project. However, if the orange plastic fence is not properly maintained, then a 6-foot chain link fence will be required. Within the fenced area there shall be no storage of materials or equipment, no parking of vehicles, and no trenching or grade changes (PP).</li> <li>c. All roots shall be cut clean. Any roots greater than 2-inches in diameter require an inspection by an ISA (International Society of Arboriculture) certified arborist prior to severing (PP).</li> <li>d. Any pruning required for building or equipment clearance shall</li> </ul>	LTS
Less than Significant = LTS		Significant = S	Significant and Unavoidable = SU	

**TABLE 2-1**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		<p>be carried out or supervised by an ISA certified arborist (PP).</p> <p>e. The contractor shall be held liable for any damage to existing trees (e.g. trunk wounds, broken limbs, pouring of any deleterious materials or washing out concrete under the drip line of the tree). Damages will be assessed using the "Guide to Plant Appraisal" ninth edition published by the ISA. The contractor will hire an ISA certified arborist to do the appraisal and submit a report for review by the City Arborist (PP).</p> <p>Additionally, one of the following measures shall be undertaken for the Proposed Project:</p> <p>f. Install a raised foundation for the pavilion that would allow oxygen exchange between the atmosphere and the soil.</p> <p>or</p> <p>g. Improve the aeration and soil conditions under the drip line of the trees. This would require the drip line to be fenced off to eliminate foot traffic and to allow the natural accumulation of oak duff (leaves and small twigs). This would enhance the population of earthworms and mycorrhizae, beneficial fungi that assist the tree in absorption of water and nutrients. Once the health of the oaks improves then the fencing could be removed and wood chip mulch installed to a depth of 3-4 inches to prevent compaction from foot traffic.</p>	
AA	NI	None Required.	NI
The No Project Alternative would maintain the current use of the tent for large dining events and traveling exhibits; therefore, this alternative would not generate an increased impact beyond what currently exists.			
Less than Significant = LTS	Significant = S	Significant and Unavoidable = SU	

**TABLE 2-1**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT		LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
AB	The Reduced Intensity Alternative does not include the construction of the multi-use pavilion. The current use of the Zoological Society's 40 x 80 foot tent for large dining events and traveling exhibits would therefore be maintained.	NI	None Required	NI
<b>6.6</b>	<b>VISUAL RESOURCES</b>			
<b>6.6-1</b>	<b>Master Plan – Visual Character</b>			
PP	Development of the various elements of the Proposed Project will be noticeable to visitors and residents of Land Park.	LTS	None Required.	LTS
AA	Same as PP.	LTS	None Required.	LTS
AB	Same as PP.	LTS	None Required.	LTS
<b>6.6.2</b>	<b>Master Plan – Light Impacts</b>			
PP	Security lighting will be relocated or improved in the areas of the new entry building and the new administration office complex.	LTS	None Required.	LTS
AA	Same as PP.	LTS	None Required.	LTS
AB	Same as PP.	LTS	None Required.	LTS
<b>6.6.3</b>	<b>Phase 1 - Multi-use Pavilion – Visual Character</b>			
PP	Development of the Proposed Project will include the construction of a multi-use pavilion on the lawn area in the northern portion of the Zoo grounds. The proposed	LTS	None required.	LTS
Less than Significant = LTS		Significant = S	Significant and Unavoidable = SU	



**TABLE 2-1**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES**

ENVIRONMENTAL IMPACT		LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	structure would be visible from the upper level of the formal garden and from the section of 15 <sup>th</sup> Avenue directly north of the formal gardens.			
AA	The multi-use pavilion would not be constructed under this alternative.	NI	None required.	NI
AB	The multi-use pavilion would not be constructed under this alternative.	NI	None required.	NI
<b>6.6.4</b>	<b>Phase 1 – Light Impacts</b>			
PP	The proposed multi-use pavilion located on the lawn area in the northern portion of the Zoo grounds would be equipped with interior lighting.	LTS	None Required.	LTS
AA	The occasional use of the Zoo's 40 x 80 foot tent will be maintained. The tent is provided with interior lighting during events that continue after dusk. This lighting does not cast direct light to areas outside the Zoo.	NI	None Required.	NI
AB	The occasional use of the Zoo's 40 x 80 foot tent will be maintained. The tent is provided with interior lighting during events that continue after dusk. This lighting does not cast direct light to areas outside the Zoo.	LTS	None Required.	LTS
Less than Significant = LTS		Significant = S	Significant and Unavoidable = SU	

# ***CHAPTER 3.0***

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## ***WRITTEN COMMENT LETTERS***

## CHAPTER 3.0

### WRITTEN COMMENT LETTERS

#### LIST OF COMMENTORS

Letter	Individual or Signatory	Affiliation	Date
1	Jan Davis	None	July 11, 2002 (e-mail)
2	Lucia Churches	None	July 11, 2002 (e-mail)
3	Brenna Day	None	July 15, 2002 (e-mail)
4	Ray Wack	None	August 4, 2002 (e-mail)
5	Anita Clevenger	None	August 4, 2002 (e-mail)
6	Patricia French	None	August 4, 2002 (e-mail)
7	Lorna Cunningham	None	July 29, 2002 (e-mail)
8	Steve O'Brian	None	July 29, 2002 (e-mail)
9	Joe Hayes	None	July 20, 2002 (e-mail)
10	Trent L. Meyer	None	July 29, 2002 (e-mail)
11	Carrie Cornwell	Land Park Community Association	August 6, 2002 (Letter)
12	Laurie Hensley	None	July 30, 2002 (Letter)
13	Don Gordon	None	July 29, 2002 (Letter)
14	Lois Chappell	None	July 13, 2002 (Letter)
15	Phil Stafford	Sacramento Metropolitan Air Quality Management District	July 18, 2002 (Letter)
16	Jane Eichner Hartmire	None	July 18, 2002 (Letter)
17	Terry Roberts	State Office of Planning and Research	August 6, 2002 (Letter)

## COMMENT LETTER #1

**From:** <Hatyai@aol.com>  
**To:** <claubinger@cityofsacramento.org>  
**Date:** 7/11/02 10:53AM  
**Subject:** Zoo environmental impact study

1-1

Dear Claudia, As a member of the community who is proud of Sacramento, I feel it is important to encourage such a wonderful resource as the zoo. These changes will help the animals and make the zoo even nicer than it already is. We are the 7th largest economy in the World, but our capital city is considered by many to be uninteresting. This image is dispelled when people visit and see the wonderful assets we have. The zoo is one of the best of these assets. The number of school children who come is staggering. These come on buses so they don't impact on the parking. I hope you can help the zoo in any way possible. Thanks, Jan Davis

**COMMENT LETTER #2**

**From:** Lucia Churches <lucia@wardassoc.com>  
**To:** <claubinger@cityofsacramento.org>  
**Date:** 7/11/02 12:59PM  
**Subject:** Sacramento Zoo Vision Plan Project

I am writing in response to the Draft Environmental Impact Report issued for the Sacramento Zoo Vision Plan Project.

2-1

I have been a resident of the Sacramento area all my life. Over the years, my family and I have enjoyed many happy memories at the Sacramento Zoo. Currently, the Zoo is in need of major habitat renovation and on-site services expansion. These improvements will better serve the animals and create new educational outreach opportunities for more than 80,000 children in our community each year. The Zoo must stay current and competitive with other entertainment venues in the region. New habitats, improved parking and contemporary on-site amenities will attract more people to the Zoo.

I fully support the Sacramento Zoo Vision Plan Project and urge you to consider the plan in its entirety. The EIR describes two Alternatives that will potentially limit the impact on parking in Land Park. Please consider that the Zoo is one of many traffic sources in the area. Restricting the Zoo to either alternative will dramatically limit the potential for future growth.

The Zoo is a treasure in our community. Please allow future generations to enjoy the Sacramento Zoo for years to come.

Sincerely,

Lucia Churches  
Vice President  
Ward Associates  
8880 Cal Center Drive, Suite 260  
Sacramento, CA 95826  
(916) 369-2505

## COMMENT LETTER #3

**From:** "Brenna Day" <bmday@deanunger.com>  
**To:** <claubinger@cityofsacramento.org>  
**Date:** 7/15/02 2:30PM  
**Subject:** Sacramento Zoo

Ms. Colleen Laubinger,

3-1

I am writing regarding the Draft Environmental Impact Report for the Sacramento Zoo Vision Plan Project. As a child, I made frequent family trips to the Sacramento Zoo; consequently, the Zoo has played an important part in my perception of the City of Sacramento as an interesting and exciting place to live and raise a family.

I strongly support the Sacramento Zoo's Proposed Project. Neither alternative allows the Zoo to make the improvements it needs to make in order to remain such a source of pride for the City of Sacramento. Parking issues in the area stem from the many activities available in Land Park, and not only from the Zoo. The Zoo's improvement should not be restricted because the park is well-used. It is my hope that the City of Sacramento will consider many of the suggestions in the EIR to cope with potential parking issues.

The Sacramento Zoo is an important resource for our city, and I hope to see their exhibits and facilities continually updated and improved for the city's use.

Sincerely,

Brenna Day

## COMMENT LETTER #4

**From:** Ray Wack <raywack@earthlink.net>  
**To:** <claubinger@cityofsacramento.org>  
**Date:** 8/4/02 4:34PM  
**Subject:** Sac Zoo EIR Comments

Dear Ms Laubinger,

4-1

I am writing you at this time to comment on the Zoo's Draft EIR. The draft describes improvements within the current boundaries of the zoo that are critically needed. Over the last several years, the Zoo has made significant improvements for the benefit of the animals and the visitors. There are still many areas which need further improvements to bring the zoo up to contemporary standards. The Proposed Project addresses many of these needed improvements. In my opinion, the Proposed Project should be fully supported by the City, anything less will cause the Zoo to fail to become a jewel of the City. The only significant impact of the Proposed Project in my opinion is the parking issue. This is a problem throughout the park and is not limited to Zoo traffic. I would urge the City to approve the draft EIR as well as appoint a committee to explore and IMPLEMENT solutions to reduce the parking problems for all of the users of the park facilities and the area home owners. But, as this issue involves a number of different groups (university, fairytale town, funderland, golf course, ball field users etc..) and the marginal impact of the Proposed Plan, this issue should not hold up approval of the draft EIR.

4-2

The Sacramento Zoo is a great asset to the City of Sacramento. It is repeatedly voted as the #1 Best Attraction for Kids. Its education department reaches a large number of school children and adults. The Zoo has been a safe, fun place to bring our family and significantly improves our quality of life. At 75 years of age, the Zoo needs some renovation and the Proposed Project addresses some of those needs. Without these improvements, the zoo will not be able to keep up with the needs of the animals and provide world class experiences. With these improvements, we will have a zoo that we can continue to be proud of, a zoo that provides safe family friendly fun and a strong conservation message. The Zoo has been sensitive to the protection of the beautiful oaks on the grounds and the need to blend into the area landscape. The EIR appears to have been comprehensive in the scope of potential impact. Just as the City needs to periodically improve and upgrade its facilities, the Zoo needs to keep pace with contemporary standards. I do not see anything in the draft EIR for the Proposed Project which should prevent the improvements from occurring in an environmentally sensitive manner.

Again, I fully support the approval of the EIR for the Proposed Project - the "Vision Plan" for the Sac Zoo. Anything less would prohibit the zoo from modernizing and upgrading facilities. I feel that the benefits of this project far outweigh the minimal impact identified by the draft EIR.

Sincerely,

Ray Wack

## COMMENT LETTER #5

**From:** Anita Clevenger <clevenan@pacbell.net>  
**To:** <claubinger@cityofsacramento.org>  
**Date:** 8/4/02 12:30PM  
**Subject:** Sacramento Zoo EIR Comments

Dear Mr. Laubinger,

I am writing in response to the Draft Environmental Impact Report for the Sacramento Zoo Vision Plan project.

5-1 [ I am in full support of the Proposed Project. The EIR describes two Alternatives that are suggested to limit the impact on parking in Land Park but the zoo is not the only source of vehicles looking for parking. Restricting the zoo to either alternative would severely limit the future potential of the zoo.

5-2 [ The Zoo is an important resource in the community. I have been associated with Boy Scouts of America Troop 136, which is chartered by the Sacramento Zoological Society, for the past five years. In the fifteen years of Troop 136's existence, we have provided leadership training, character growth and adventure opportunities for several hundred Sacramento city area boys, most of which live in the Land Park area. We are currently chartered with 80 Scouts, and attribute the growth of our Troop to the fine facilities and programs which are available to a member of the Zoo Troop. We support the Zoo's efforts to continue improving the service it provides to the animals and visitors.

Sincerely,

Anita Clevenger

Troop Committee Chairman, Troop 136



## COMMENT LETTER #6

**From:** "PATRICIA FRENCH" <zoolady2000@hotmail.com>  
**To:** <claubinger@cityofsacramento.org>  
**Date:** 8/4/02 10:09AM  
**Subject:** SUPPORT of EIR for Zoo!!

I am writing in response to the publication of the Draft Environmental Impact Report for the Sacramento Zoo Vision Plan project.

6-1 I have been a Docent with the Zoo since 1981. I have been a member of the Board of Director's since 1996. I am also very committed and active on various fundraising projects that the Zoo presents.

I am in FULL support of the Proposed Project. The alternatives that are offered would really restrict improvements WITHIN, AGAIN I SAY WITHIN the already restricting existing boundaries of the Zoo. It would make it very hard to create the type of habitat so needed by our animals as well as our Zoo guests.

6-2 We are constantly blamed for the parking problems around the Zoo. Does anyone ever look at the functions at the ball diamonds after the Zoo has closed? Or at the many family and business gatherings in the park?

6-3 The City needs to realize what an educational gem the Zoo is. What we offer to the public is invaluable. We are one of the city's finest resources.

The city really needs to be open to the suggestions of the EIR. It needs to also be open to the wishes of the Zoo and not the whims of Land Park.

Sincerely,

Patricia French  
1355 44th Street  
Sacramento 95819

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Send and receive Hotmail on your mobile device: <http://mobile.msn.com>

## COMMENT LETTER #7

**From:** Lorna Cunningham <lcunning72@yahoo.com>  
**To:** <claubinger@cityofsacramento.org>  
**Date:** 7/29/02 11:20AM  
**Subject:** Sacramento Zoo EIR Comment

Dear Officials:

7-1

I am writing regarding the Draft Environmental Impact Report for the Sacramento Zoo Vision Plan project. My position is in full support of the Proposed Project. Necessary improvements to the zoo would be greatly restricted if either of the alternatives were approved. As a neighbor of the zoo and a citizen of Sacramento, I find that the Proposed Project would benefit both the frequent visitors of the zoo and the animals.

I am tired of hearing how other zoos around the state are much better than our own treasure and anchor of the community. It is time that our Sacramento Zoo develops into a viable destination spot.

With the issue of parking, the EIR is full of suggestions that I hope the City will be open to!

Thank you,

Lorna Cunningham

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## COMMENT LETTER #8

**From:** Steve O'Brien <sobrien@counties.org>  
**To:** "claubinger@cityofsacramento.org" <claubinger@cityofsacramento.org>  
**Date:** 7/29/02 1:34PM  
**Subject:** Sacramento Zoo EIR

8-1

Then purpose of this E-mail is to voice my support for the Sacramento Zoo and their latest Master Plan.

I believe the Zoo is integral to the education of our youth and to assist in educating the public on the conservation of our animal resources.

8-2

Parking and traffic seem to be two primary issues. I know the Land Park Association is adamant in not allowing more congestion and not approving more space for parking. I believe their stance is short sighted. The population is growing and it is essential we accommodate that fact. Penalizing the zoo and potential visitors is not the answer.

8-3

I believe the zoo should be able to go forward with their Master Plan and I also think the city should carve out a few more acres of Land Park and provide some parking.

Steve O'Brien  
Controller - California State Association of Counties  
1100 K Street  
Sacramento, CA 95814  
(916)327-7500 x543  
(916)321-5058 Fax

## COMMENT LETTER #9

**From:** joseph hayes <josephhayes@sbcglobal.net>  
**To:** <claubinger@cityofsacramento.org>  
**Date:** 7/30/02 11:32AM  
**Subject:** Zoo Vision Plan

Ms. Laubinger,

I am writing to voice my support for the Sacramento Zoo's Vision Plan (the Plan).

9-1 Our family frequently enjoys Land Park and we live in the area (Curtis Park). My wife and our children have thoroughly enjoyed the Zoo over the years and believe the time is right for the Plan. For many years, going back to my childhood in the late 60's the zoo has been a tremendous learning and recreation experience to children in the city and beyond - I grew up in Fair Oaks and still enjoyed the Zoo. The time is right for the Plan. Moreover, I believe the plan would not materially impact other uses of Land Park, nor would it add to the parking issues already in play in the area. I urge your agency to support the Zoo's Vision.

Please contact me if you have any questions. Thank you

Joe Hayes  
2948 25th Street  
Sacramento, CA 95818  
916-731-5625

## COMMENT LETTER #10

**From:** Trent Meyer <trentmeyer@jps.net>  
**To:** <claubinger@cityofsacramento.org>  
**Date:** 7/29/02 12:27PM  
**Subject:** Draft Environmental Impact Report

Dear Ms. Laubinger,

I am writing in response to the publication of the Draft Environmental Impact Report for the Sacramento Zoo Vision Plan Project.

As a long time supporter of the Sacramento Zoo, in-kind donator of bronze sculptured tactiles for the sight impaired as well as a parent, the Zoo is a vital entity in our region.

10-1

I am in support of the Zoo's "Proposed Project". The alternatives that are offered would restrict improvements within the Zoo's existing boundaries and make it difficult for them to provide the type of zoo that would meet the required needs of the animals as well as those of use that visit.

I moved to Elk Grove in the Spring of 1990 and became involved with the Sacramento Zoo. By 1991 I became a member of the Development Advisor Task Force. By the end of 1992 it was clear the the Sacramento Zoo had three major issues that have never been considered by the Land Park Community or the City of Sacramento and look as if they never would be considered.

The issues we had then are still an issue today; 1) parking, 2) zoo's boundaries and 3) the safety of pedestrians on Land Park Drive.

1) Parking: The Zoo is just one entity using parking in Land Park. Others: Sacramento City College, Land Park Visitors, Fairy Tale Land, Golf Course and Residents.

2) Boundaries: The Golf Course and general park area hold the majority of land. Do they generate the most use? The residents of Land Park are not in favor of enlarging the Sacramento Zoo, but that is not a legitimate argument for land use. Good planning is the key to a successful community. Looking at usage, using the space available to it's greatest potential for all and dollars spent should be considered.

3) Pedestrian Safety: The solution for pedestrian safety is two fold. Traffic flow is important in the area as the congestion is already a problem with or without the traffic light. The solution which I brought up many times while sitting on the Task Force was to build a walk way above Land Park Drive. This alleviates the traffic flow issue and addresses pedestrian safety as well.

As I am in full support of the Proposed Project.

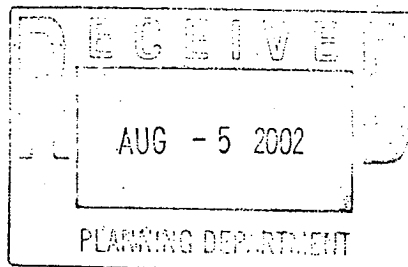
Sincerely,  
Trent L. Meyer



## LAND PARK COMMUNITY ASSOCIATION

August 5, 2002

City of Sacramento  
Planning and Building Department  
Attn: Colleen Laubinger, CEQA Project Manager  
1231 I Street, Suite 300  
Sacramento, CA 95814



## LPCA COMMENTS ON SACRAMENTO ZOO CONCEPT/VISION PLAN DRAFT EIR

Dear Ms. Laubinger:

Land Park Community Association submits the following comments on the Sacramento Zoo Concept/Vision Plan Draft Environmental Impact Report, June 2002, and requests that the lead agency respond to each comment in the Final EIR.

## 1.3 EIR ASSUMPTIONS

11-1

The paragraph beginning, "The final boundaries for the Zoo" and ending, "elsewhere than in William Land Park" should be incorporated into the EIR as a required mitigation measure.

11-2

The paragraph beginning, "The Zoo will comply" and ending, "any perceived violations or concerns" should be corrected and incorporated into the EIR as required mitigation measures. As written, this assumption would permit the SZS to violate or disregard terms of its partnership agreement with the City of Sacramento, dated July 1997, which provides in Section 7, "All facility use for special events and private events shall abide by the Large Events policy of the Neighborhood Services Department and other City policies as they may be established by the Manager from time to time. Amplified sound shall not be permitted on the Zoo grounds after 9:00 p.m." (emphasis added). In addition, Sacramento City Code, §12.72.110 requires lower sound levels and contains more restrictive times than does 8.68.160 cited in the assumption. Therefore, the assumption does not provide a proper basis for analysis of noise impacts.

11-3

"There will be no reduction in on-site parking for zoo employees, volunteers or equipment." must be added to the last assumption so as not to exacerbate adverse parking impacts to Holy Spirit School, neighbors northwest of the zoo and park users caused by zoo activities and increased zoo attendance.

## 1.7 INCORPORATION BY REFERENCE

- 11-4 [The Partnership Agreement between the Sacramento Zoological Society and the City of Sacramento is not incorporated despite it being the primary operational document under which the SZS operates the Zoo. Although the Partnership Agreement is referred to in the document, *passim*, it is not listed as a reference. Since this agreement is a legally enforceable document, any proposed changes that are contrary to the provisions of the agreement must be considered, analyzed and mitigated.
- 11-5 [LPCA incorporates and restates the comments regarding the initial study made by Steven Belzer at the Public Meeting held on October 10, 2001, a transcript of which meeting is appended to the DEIR as a portion of Appendix C and the comments of LPCA and Steven Kahn.

## 2. EXECUTIVE SUMMARY

- 11-6 [Figure 2-2 contains errors in the boundaries of the zoo and misnames West Land Park Drive as "William Land Park Drive."

### 2.2.2 PROJECT DESCRIPTION

- 11-7 [Although the project description does include the construction of a pavilion of 3,040 square feet which will replace that amount of open space within the zoo, and the addition of 2,400 square feet of covered deck which will replace open space within the zoo, the project description does not incorporate the late-filed "Addendum to Sacramento Zoo Vision Plan" dated June 7, 2002 attached in Appendix A. It is inappropriate to include an addendum that revises the project description at the last moment before release of the DEIR when all environmental analysis has already been completed for the DEIR. (*Sacramento Old City Assn. v. City Council* (1991) 229 Cal.App.3d 1011, 1023.) The addendum appears to add detail to elements that was not included in the project description incorporated into the Initial Study, nor included in the Sacramento Zoo Concept Plan that formed the basis of the project description. Thus despite the inclusion of analysis of the proposed structures, it is wrong to add new material after the fact.

### 2.2.3 ISSUES

#### Recreation

- 11-8 [Failure to consider impacts on recreation is improper. Parking impacts of the plan will adversely affect recreation in the vicinity of the zoo and elsewhere in the park. The more parking that is consumed in the area of the zoo by zoo patrons, the less parking is available for other park users who will be discouraged from using other park facilities because they are shunted away from parking near those facilities by zoo patrons, or alternatively will be displaced into surrounding residential neighborhoods for parking.

## Cultural Resources

11-9

The EIR fails to disclose that there is a historic rock wall in the zoo near the northwest fence. It must be discussed in the EIR and preserved as well or better than the granite curbs in the park, per Page 4-56 of Land Park Sewer Relief Project Initial Study/Negative Declaration, March 6, 2000.

## Transportation and Circulation

11-10

CEQA requires that analysis of impacts must be based upon substantial evidence. The EIR must measure increase in traffic caused by project as compared to existing traffic levels, and also future traffic caused by project along with other background growth. At a minimum, the EIR must explain why no significant impact or violation of the City's LOS standards will occur. This analysis must focus on a relevant time period. See, e.g., *Save our Peninsula Committee v. County of Monterey* (2001) 87 Cal.App.4th 99; *Napa Citizens for Honest Government v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342; *Citizen Action to Serve All Students v. Thornley* (1990) 222 Cal.App.3d 748. The DEIR, and attached comments from the city address only the issue of traffic impacts during a.m. and p.m. peak hours on weekdays when the zoo is usually closed to the public. It should be obvious that a study of traffic during these time periods is irrelevant to the operation of the zoo, since the great majority of zoo traffic is usually generated on weekends. The DEIR ignores traffic impacts during this time period, and is therefore deficient.

11-11

A traffic study is needed for Sutterville Road, Land Park Drive and other streets. The justification for not doing such a traffic study in Initial Study Section 4.6.3 is flawed for at least two reasons. Karen M. Grehm, in her February 4, 1994 memorandum, reported LOS D for the Sutterville/Land Park/Del Rio intersection and observation of 1000-foot backups to the west on weekends. Currently, the Shell Station operator has complained to the City about vehicles from Sutterville Road cutting through his station and making left turns to enter the park (Dennis Murphy, personal communication July 2002). The City is in the process of installing a signal at the intersection to lessen the congestion, but Grehm predicted that the LOS will remain at D. Second, traffic from the Tuesday 6 PM summer concerts and future events planned to spread attendance and lessen parking demands near the zoo and other park venues were not considered in making the decision to dispense with a traffic study. Several hundred people arrive at the zoo for the concerts before the end of the City's defined p.m. peak hours, more than enough traffic to increase delays at Sutterville/Land Park/Del Rio by more than 5 seconds at the LOS D intersection, and thereby cause a significant impact per IS Section 4.6.2.

11-12

Traffic impacts also need to be studied in the West Land Park Drive cul-de-sac to assess the impacts of the planned "reception area for bus drops and deliveries", "turning circle". A large number of school buses bring students to the zoo while Holy Spirit School is in session. The cul-de-sac is already over crowded with traffic and parking spilling over into adjacent areas of the park and neighborhood. The need for such a traffic study is



(cont)

- 11-12 clearly indicated by the consultant, on Page 4-18 of the revised initial study under Local Vehicular Circulation.

## 2.3 ALTERNATIVES ANALYSIS

- 11-13 Alternative A, the No Project Alternative (see also, Section 4.3) is flawed. The analysis assumes that some of the improvements provided for in the Zoo 2002 master plan and EIR constitute part of the no project alternative even though they were not actually built. Although CEQA Guidelines permit consideration of reasonably foreseeable future conditions, the EIR is not permitted to selectively assume that some facilities contemplated in the prior plan will be developed, while other mitigation measures, required in the previous plan and EIR will not. An example is mitigations that were required to alleviate traffic and parking impacts. For this reason, the No Project Alternative is based upon erroneous assumptions, and improper selective exclusion of approved, but unexecuted sub-projects and mitigation measures prescribed in the Zoo 2002 Master Plan. The Alternatives Analysis, must therefore be redone using appropriate assumptions.

## FIGURE 3-2 PROPOSED PLAN

- 11-14 Pedestrian and delivery truck access to the pavilion is not shown and needs to be in order to assess impacts to the oak trees. See the 3<sup>rd</sup> page of LPCA's Nov. 2, 2001 letter, in Appendix C
- 11-15 In zoo access to the amphitheater area for the zoomobile is no shown and must be. The new parking place for the vehicle on 15<sup>th</sup> Avenue is unacceptable. It exacerbates zoo caused parking impacts on park users, neighbors and Holy Spirit School. The timing of the installation of the reserved parking place is a violation of the CEQA process. It must be removed immediately.
- 11-16 The proposed turning circle for buses and deliveries in the administrative area is not identified and must be, so that its impacts can be assessed.
- 11-17 3.2.1 Background, Zoo Modifications – 1988-2001 (p 3-3) The end of the first paragraph must be revised to disclose that the 1989 expansion allowed construction the amphitheater in the zoo, in order to put the present project in prospective.

## 3.3.1 PROJECT CHARACTERISTICS

- 11-18 Zoo Operation and Maintenance (P. 3-12)
- Access for buses and deliveries is said to be from 15<sup>th</sup> Avenue, not West Land Park Drive, as it should. Access to the proposed employee parking garage is said to be "directly from 15<sup>th</sup> Avenue". These misstatements could lead to the false conclusion that the Holy Spirit School children being loaded and unloaded in the cul-de-sac would not be impacted. The description must be revised to reflect the true state of facts.

### 5.2.1 EXISTING LAND USES

- 11-19 [ Figure 5-1 erroneously identifies soccer fields as a part of the golf course. (Item 4 on the figure) This error should be corrected to avoid confusion.

### 5.2.2 APPLICABLE LAND USE DESIGNATIONS, GOALS, AND POLICIES

- 11-20 [ Draft Master Plan for Park Facilities and Recreation Services (P. 5-8) The entire section on the draft park master plan should be deleted as the plan has no force until it is formally approved by the City Council. The draft document cannot be used as a basis for gauging the significance of impacts of this project. Further, Policy 1.28 on night use and lighting, if ever adopted, would only apply to new parks, not existing ones like William Land Park.

### 5.3 LAND USE ANALYSIS

- 11-21 [ Compatibility of Land Uses (p 5-10) In the middle of the page, there is a sentence "However, two of the three key areas of intense intensity described above would be located in such a manner as to reduce impacts to surrounding land uses.". Nothing in this project "reduces" any existing impacts. This section must be rewritten to avoid confusing members of the City Council.

### 6.2 PARKING SUPPLY

- 11-22 [ The DEIR fails to accurately analyze the existing parking situation. The notion that moving City College students' cars out of the park would meet the needs of the proposed project is based upon an assumption that is impossible to attain according to years of experience. The DEIR in fact recognizes this impossibility, yet bases its conclusions in large part on the faulty assumption that SCC students can be induced to park in pay facilities outside the park that are admittedly inadequate. In actuality the project would have significant impact on surrounding neighborhoods and use up parking spaces currently used by other park users, thereby diverting more parking into neighborhood residential streets more often. These erroneous and inadequate assumptions and omissions, described below, render the conclusions of the DEIR invalid.

- 11-23 [ 6.2.2 Setting, Study Area Parking Facilities (P. 6.2-1 to 3): The first paragraph mentions zoo users park "in adjacent neighborhoods" and Table 6.2-3 (P 6.2-6) states that 45, or 17.5% do so, yet the location of that parking is not shown on Figure 6.2-1, nor is it described on Page 6.2-3. The Zoo-2002 DEIR on Page 3-27 recognizes that zoo users park in "the residential areas to the west" while the DEIR ignores that fact.

- 11-24 [ Parking Availability Survey (P. 6.2-10) Table 6.2-5 is misleading by not reporting parking on Bartley and West Land Park Drives. As noted in the paragraph above, responding zoo patrons did not say where they parked outside the park. Showing only the parking outside the park only along Sutterville Road infers they were parked there

(cont)  
11-24 and fails to recognize any impact to West Land Park and Bartley Drive residents despite clear evidence to the contrary.

11-25 6.2.2 Setting, Study Area Parking Facilities Page 6.2-3 and Figure 6.2-1 incorrectly indicate that there are 53 parallel parking places "available" along Land Park Drive in the park. Parking has been prohibited along Land Park Drive for many years, and there is no evidence that parking will be permitted there at any time in the future during the Zoo Vision Plan's planning period. This assumption is in error and skews the conclusions of the DEIR.

Existing Conditions, Parking Demand for City College (P. 6.2-9)

11-26 The statement that "On-street parking on the eastern side of William Land Park is heavily used by Sacramento City College (SCC) students. SCC runs a full course load on weekends and evenings, so this demand occurs everyday except major holidays.", is grossly misleading and must be corrected. Weekend attendance at SCC is far less than weekday and weekday evening attendance. The statements lack any factual or statistical support in the DEIR or elsewhere. Rather, they conflict with data given on Page 8-3. There is simply no competition for parking places between college students and zoo users, especially on weekends.

11-27 The statement, "Because it is the largest generator of parking demand in the area, SCC student parking exerts a powerful but indirect influence on the Zoo. By filling the spaces on the Park's eastern side, student parkers force picnickers and sports-related parkers to park further west, where they displace potential Zoo patrons.", is extremely misleading and must be corrected. Students do not typically park their cars in the park on weekend afternoons when the demand for picnic areas is greatest. There are no sports fields in the eastern part of the park, so the statement that "sport-related parkers" are displaced lacks any factual support.

11-28 Table 6.2.6 (P. 6.2-14) is misleading in at least 2 entries and must be corrected. There is no data available to support the statement that there were 75, or will be 91, students cars parked in the areas near the zoo shown on Figure 6.2-1, on weekends when the zoo and other park uses peak. The conclusion that 25 or 30 parking spaces accommodate and will accommodate all the picnickers and people fishing, attending events in the amphitheater, strolling in the rock garden, attending weddings, etc., from Sutterville Road and Mead Avenue; past Funderland, Fairytale Town, the amphitheater, large duck pond and small duck pond and the baseball diamond area; all the way to 13<sup>th</sup> Avenue and 13<sup>th</sup> Street, in late April thru October, is unsupported by any data, and is ridiculous.

11-29 On-site Parking (P. 6.2-11) The paragraph is misleading and must be corrected. There are currently 20 parking places in the zoo. There is no factual support for the assumption that all 82 zoo employees are onsite simultaneously. Thus, the impact of building a garage would be to reduce the need for on street parking by something significantly less than 62 spaces.

11-30 The DEIR, and many of the assumptions upon which it is based, contains an erroneous and misleading definition of "peak season." The month of May, as well as the second half of April and probably September are wrongly classified as off-season. Data demonstrate heavy park use and zoo attendance during these periods. In this same vein, the footnote on the bottom of P. 6.2-15 is wrong. Zoo 2002, Page 17, states: "The following summarizes the estimated peak period parking demand developed by each of the activity generators in Land Park. Based on analysis of visitation data and staff and consultant input, "peak period" can be defined as a month of May weekend day between 1:00 - 3:00 p.m.". It is irrational to say the peak of the year is May and to classify the whole month of April as off peak, therefore at least the second half of April should also have been included in the definition of the zoo's peak season. It is not clear if "to September" means that September was included in the peak season, as it should be. This error, in defining the off-peak season, invalidates the figures in Tables 6.2-8 Distribution of Zoo Patronage, 6.2-9 Calculation of Additional Parking Spaces Needed for Sensory Zoo Patrons, 6.2-10 Estimated Parking Demand by Project Component, and 6.2-11 Estimated Parking Demand by Project Alternatives and the sections Master Plan Impacts 6.2-1 Parking Impacts and Master Plan Mitigation 6.2-1 Parking. Each table and sections must be corrected.

11-31 Analysis Methodology (top of P, 6.2-16) Another result of understating the extent of the peak season is illustrated by data in the DEIR that incorrectly concludes there are 8 days when the zoo generates more than 750 vehicles per day in the off peak season. This needs to be corrected.

11-32 Similarly, the assumption that the zoo and other park uses have different peak hours, is incorrect. See Parking Duration and Time (Page 6.2-7) Attendance at other attractions in the vicinity of the zoo, such as Fairytale Town and Funderland, peak at the same time, according to the zoo's own survey which demonstrates that more than 60% use both the zoo and other attractions in the park during a visit. (Table 6.2-4.)

11-33 Figure 6.2.3 showing peak zoo parking at noon. Again this conflicts with Zoo 2002 Page 17, which says: "weekend day between 1:00 - 3:00 p.m.". Figure 6.2.3 is apparently based on a single day survey, which is statistically inadequate and therefore misstates facts and forms an erroneous basis upon which to draw conclusions about the significance of impacts. Furthermore, there is no factual basis given for the conclusion that other park uses peak after the zoo peak or that the zoo is responsible for only 24% of the demand at 2 PM as stated in the last paragraph of Parking Availability Survey (P. 6.2-11). A factual basis must be given or the statement deleted.

Lengthening the length of zoo visits is falsely denied.

11-34 The Zoo 2002 plan and EIR concluded that the developments proposed therein would lengthen the stays in the zoo. The nature of most features of this project (They would provide places to sit.) would lengthen stays even more, resulting in lower multiple use of parking places by zoo users. The parking survey data in Parking Duration and Profile (P. 6.2-7) indicates zoo users parked 987 cars in 818 spaces, yielding a 0.83 factor, which

(cont)  
11-34

was used in Table 6.2-9 (P. 6.2-18) to convert "Cars Per Day" to "Spaces Needed" for "sensory zoo patrons". The 0.83-factor, however, assumes that zoo visitors will spend less time in the zoo than they did in April 2002. That conclusion is unreasonable and unsupported, and must be corrected to avoid false conclusions.

11-35

The projected use of the proposed Kampala Center Enclosure of 20 times per year, the Kampala Center Deck of 20 times per year (10 of those in the bad weather "off-season") and "North Lawn" of an additional 10 days per year, given in Forecasts (P. 6.2-16) and summarized in Table 6.2-10 are either extremely low, which leads to an under evaluation of parking demands or demonstrates that these facilities would be underutilized and therefore should not be included as part of the plan. Assuming that they will not be eliminated, the projected uses must be corrected. The claim that replacing a tent occasionally used on the north lawn with an extremely expensive pavilion would only produce 10 additional days use, and those days would all be in the off-season, is not rational and is inconsistent with past use of the tent. The forecasts for such scanty use of such a structure for 10 days per year are clearly understated when the tent was up and in use for more than 6 months at one time for a revenue producing special exhibit. The same uses are suggested for the permanent structure and a fair argument dictates that the zoo would use the pavilion for a wide range of revenue producing events for however long they are profitable. The underutilization forecast must be corrected, and to the extent that other data depends upon such use, it must be adjusted to reflect the correction, including those in Table 6.2-10 Estimated Parking Demand by Project Component, Master Plan Impacts 6.2-1 Parking Impacts, and 6.2-11 Estimated Parking Demand by Project Alternatives. Each table and section must be corrected.

Proposed Mitigation Measures a, b, c, f, g, h and i in Master Plan Mitigation 6.2-1

Parking Impacts Mitigation measures suggested in the DEIR for parking impacts do not address the errors pointed out above, nor are they reasonably feasible, and should be removed and other mitigation measures, supported by solid factual data, should be formulated.

11-36

- a. There is no information given to support the statement that removing parking restrictions within the park would provide 100 to 200 parking places for zoo users. The restricted parking places are farther from the zoo than the business parking lots south of Sutterville Road or the residential streets south, including Sutterville Road, and northwest of the zoo.
- b. 18<sup>th</sup> Street is at least a 10-minute walk from the zoo and there is no need to either lift parking restrictions or move students' cars. There are no parking restrictions on one side of 18<sup>th</sup> Street and there is not data to support the assumption that there are students' cars in that area at peak zoo/park attendance times.
- c. Making 15<sup>th</sup> Avenue one-way would be highly disruptive to other park uses and unsafe in that it would increase traffic speeds. In addition, historic traffic patterns have demonstrated that one-way streets in the park encourage cruising and other

activities generally disruptive to the public's use of the park in areas other than the zoo.

- (cont)  
11-36
- f. Installing a speed hump in 15<sup>th</sup> Avenue would change the historic character of the park and is considered unsafe by the City. The City Department of Public Works has stated that it never puts in single speed humps, because their installation increases speeds on either side of the hump.
  - g. Painting of curbs and striping street parking spaces is out of historic character in the park and would have a significant impact in many areas on a cultural resource which is not analyzed in the DEIR.
  - h. As noted previously there are no conflicts between students parking in the park and peak parking demands for the zoo and other park venues.
  - i. Same comment as on "h".

11-37

Contrary to the statements in Phase I Impact 6.2-2 Parking Impacts and Phase I Mitigation 6.2-2 Parking Impacts, the DEIR does not demonstrate that the project would generate the demand for only 73 parking spaces. The number of additional spaces cannot be determined because the assumptions underlying the analysis in the DEIR are so flawed. Further, the location of additional parking places that zoo users are likely to use is not identified. Consequently, these sections must be rewritten to provide the public and decision makers the information they need to reasonably assess the impacts they are being asked to approve.

### 6.3 AIR QUALITY

11-38

Consistent with previous comments, the air quality analysis must be rerun, and this section rewritten, after a traffic study is conducted and the amount of congestion determined. Sutterville Road, at and near, its intersection with Land Park Drive, Del Rio Road and South Land Park Drive, must be studied for CO operations-related emissions, rather than free flowing Land Park Drive between 14<sup>th</sup> and 15<sup>th</sup> Avenues.

### 6.4 NOISE AND VIBRATION

11-39

There are indications that the author of this section may never have been to the park. She/he incorrectly describes William Land Park and Fairytale Town as east across Land Park Drive and may think the zoo is in a hole in the ground and that the granite curbs are 6 to 8 feet, not inches, high.

11-40

Existing Land Uses in the Project Vicinity (P. 6.4-3) The misstatement that William Land Park and Fairytale Town as east across Land Park Drive must be corrected because, as is noted in the next comment, there are special City Code sections dealing with noise in parks.

11-41 Regulatory Setting (P.6.4-6) and Significance Criteria (P. 6.4-10) The noise impacts on park users were not considered and must be in accordance with our comments on SECTION 1.3 EIR ASSUMPTIONS. This subsection must be rewritten using the most restrictive criteria from the correct code sections and the Partnership Agreement to assess impacts on park users and neighbors.

11-42 Noise Assessment Methodology (P. 6.4-12) The sound assessment appears to be seriously flawed and must be rerun and this section rewritten. The statements "... it was assumed that the maximum noise levels due to music would not exceed 90 dBA at a distance of 150 feet from the stage area." and "... this analysis also assumed that the maximum noise levels would represent the mean hourly noise levels (levels not to exceeded 30 minutes of the hour, or hourly L<sub>50</sub>)."

appear inconsistent with the sound contours on Figure 6.4-4 North Lawn/ Pavilion Concert Noise Contour Locations. The 65 dBA contour on the figure is only about 100 feet from the sound source. The statements indicate the noise would be about 100 dBA at 100 feet from the source. This would lead to a gross underestimation of sound impacts on park users and neighbors.

11-43 There are two remarkable phenomena portrayed on Figure 6.4-4. The 50 dBA contour to the northwest follows the 6 to 9-inch high granite curb along the west side of 13<sup>th</sup> Street. If this is really happens, Caltrans should use granite curbs rather than sound walls to protect neighborhoods from freeway noise. The sound is shown to dissipate remarkably fast to the north, which is down slope. If this really happens, Caltrans should elevate its freeways to abate sound impacts. The analysis should be rerun to correct these flaws.

## 6.5 TREE RESOURCES

11-44 Arborist report indicates the 168" circumference tree is in fair to poor health possibly as a result of soil compaction. Soil compaction can occur because of foot and other traffic over time. No project and reduced project alternative suggest no significant impact. The addition of the new covered structure will encourage even more compaction. Also, if the current uses of the zoo are causing or contributing to compaction, then none of the alternatives correctly states that there are no significant impacts – there are. The only mitigation measure sufficient to alleviate harm to the tree in question is to eliminate all sources of compaction of soil and irrigation in the area of the tree. The EIR should be revised to accurately analyze this impact, and additional mitigation measures be added, including restriction of pedestrian traffic in the area of the drip lines of the heritage trees, relocation of the proposed pavilion elsewhere in the zoo, and any other measures necessary to mitigate significant adverse impacts likely to result from continued and increased attendance.

11-45 Earlier versions of the "vision" showed a paved access road the pavilion and a turnaround, both under the heritage oak trees. As noted earlier, access to the proposed pavilion must be disclosed and potential adverse impacts identified and avoided.

## 6.6 VISUAL RESOURCES

11-46

This is a woefully inadequate section, especially considering all the effort the public has spent in meetings expressing concerns about the appearance of the project. There have been numerous commitments for outside reviews of the design of the entrance and other points on the zoo periphery, yet they not are provided for in the DEIR. Repeated public comments that the zoo is part of the park, and not just the residential neighborhood, are not acknowledged, or accommodated in the design concepts. Reviews of the design project elements visible outside the zoo, by individuals with no connection to the zoo, must be provided as mitigation measures.

11-47

6.6.2 Setting, View Corridor (6.6-1) The view corridor is only described for viewers traveling on some streets. The zoo is most visible to westbound travelers on 15<sup>th</sup> and 16<sup>th</sup> Avenues. The section must be revised to describe impacts on travelers on those streets, park users, including visitors in the rock garden area, those at the small duck pond and those on the baseball fields and at the nearby picnic areas. Views of residents northwest of the zoo as well as those of the students, faculty and visitors to Holy Spirit School must be described. Views with and without leaves on trees and shrubs must be described and illustrated.

11-48

Only the visual impacts of the front entrance, the pavilion and the rear entrance area have been assessed and disclosed, yet Figure 3-2 shows that the project includes a new service road along northwest fence, that would be visible from outside the zoo unless mitigation measures are provided. See our comments on Cultural Resources; there is an historic rock wall on the access road route that must be protected. The section must be rewritten to cover the omission and road relocated or viable mitigation provided.

11-49

6.64 Impacts and Mitigation Measures (P.6.6-3) The middle of the next to last paragraph on P. 6.6-3 contains a statement that Figure 6.6-1 displays a cross-section view of the proposed zoo entrance building. Figure 6.6-1 covers the rear of the zoo, not the front. A street view of the front entrance is required so that its visual impacts can assessed.

11-50

Phase 1 Impact 6.6-3 Multi-use Pavilion – Visual Character (P. 6.6-6) Figures 6.6-2 and 3 are grossly misleading and must be replaced and supplement by other photographs. They are too dark. 6.6-3 was taken from about 4 feet off the ground at the position in the entire park where the pavilion would be least visible; it is misleading in portraying the visual impact of the massive structure. Councilmember Yee objected to its use at a 2001 City Council meeting. Most of the trees in the photograph do not have leaves 4 or 5 months of the year. Photographs must be included to demonstrate the visual impact at that time of the year. The park has many visitors 365 days a year.

11-51

The text must be rewritten to cover the leafless time of year, including saying that the dark green roof of the pavilion would be in stark contrast to the bare trees and create a severe negative visual impact from as far away as nearly 11<sup>th</sup> Avenue. The tent has been clearly visible from there.



11-52 In any reasonable person's view, the measures proposed to mitigate the negative visual impacts of the large pavilion would be ineffective and given its proposed location in the abutting the heritage oaks and a few feet from the historic Swanston Pioneer Statue, no viable mitigation will likely be developed. Therefore, the pavilion should not be constructed at the proposed location.

11-53 Phase 1 Impact 6.6-4 Light Impacts (P. 6.6-9) The statement in the first paragraph that most use of the pavilion will occur during day light hours conflicts with a key assumption of the parking analysis. This section of the parking analysis must be corrected.

## 7.0 GROWTH INDUCING IMPACTS

11-54 The next to last paragraph of the chapter incorrectly asserts that the project "will replace and update the Zoo's facilities". The misstatement must be corrected to disclose that the project, particularly Phase I, would change the character of the zoo by adding several large non-animal exhibit features: the pavilion, expansion of the restaurant and large administrative structures.

## 9.2. UNAVOIDABLE IMPACTS

11-55 See discussion of parking issues, above. The DEIR does not provide the City Council with substantial evidence necessary to support a statement of overriding considerations that significant impacts cannot be mitigated to a level of insignificance. The DEIR analysis of parking impacts includes numerous faults, wrong assumptions and errors. They are summarized as follows:

### Faulty Attendance and Parking Need Projections

Project Objectives, page 3-6, includes two objectives that make it clear that the zoo intends to increase zoo attendance. There are also objectives that note that the zoo intends to better manage the attendance by "encouraging year round use of the Zoo" and "Improving off-peak season visitation by providing more weather protection to encourage year round visitation." The EIR assumes that the Zoo will be successful in managing the attendance but does not demonstrate how that would be accomplished, nor is there any discussion about efforts that have been tried and been successful. Page 6.2-16 notes that the Kampala Center will be enclosed to provide heating and air conditioning and that the wood pavilion will provide better protection from the rain and sun than the tent now in use, without specifying how that will be done. The only reference in the document is a statement that the zoo will try to better utilize "mistifiers" in the hot summer months. This cursory statement does not explain how such a measure would serve to spread attendance. To the contrary, installing "mistifiers" to increase attendance in hot summer months would tend to increase competition for parking spaces between zoo visitors and picnicker using the well shaded areas around the zoo.

Page 6.2-17 notes that, "The later phases of the Concept/Vision Plan involve a shift in theme to a "sensory zoo". The Zoo believes this could result in an increase in patronage

(cont)  
11-55

from 496,466 in 2000 to 650,000 in 2010, a total increase of 153,534". The projection appears to be based solely on the lure of new facilities but does not take into account the substantial "suppressed demand" noted on page 6.2-8. Based on responses to the parking survey, 76.6% of respondents responded affirmatively to the question, "If it was easier to find a parking place, would you visit the Zoo more often? Simply applying this response to the 2000 attendance figures, and assuming that "more often" would be only once a year, results in an additional 377,000 patrons that should be taken into consideration in the projections of parking need. The DEIR utterly fails to analyze its own data and to reach a conclusion that such dramatic increased attendance would have very significant impacts on the park and surrounding neighborhoods. Therefore, the DEIR contains data that not only supplies no substantial evidence to support a statement of overriding considerations, correct analysis of the data would provide evidence that such a finding should not be made.

Page 6.2-15, Analysis Methodology, states that "Project-related parking demand will only create a significant impact if it cannot be accommodated by vacancies in the existing parking facilities. Consequently, it is crucial to determine whether the demand generated by the Proposed Project will occur during off-season, when vacant parking spaces are available or during heavy-demand times....".

The definition of "off-season" is critical to the parking need projection as is the Zoo's ability to successfully shift patronage to off-season. Lack of valid proposals on this later point are noted above. There is no clear definition in the DEIR of what is considered "off-season". The zoo's highest attendance is in the Spring and late Summer to early Fall. The DEIR makes an implicit assumption that at least part of the Zoo's high-season is during the Park's "off-season" (see footnote 7, "The survey of Zoo patrons that was reported in earlier (sic) was done on April 6<sup>th</sup>, when Zoo attendance totaled 3,262. This is an example of a peak day for the Zoo occurring during the off-peak season for Land Park as a whole). There is no factual support for the assumption that April 6 was a peak day for the Zoo but "off-season" for the Park as a whole. Attendance of other park attractions and amenities have been observed over many years to follow the same trends as the zoo---spring is popular for baseball, picnics, golf, Funderland, Fairytale Town, etc. In the Fall, soccer is added to the mix.

Table 6.2-9 attempts to summarize demand for additional parking needed to accommodate additional patrons, but is unsupported by any data. The absence of the Fehr & Peers study data as an appendix to the DEIR makes the validity of the projections doubtful and meaningless. In addition, the table contains headers that are incorrect (% of days should be # of days, etc) and confusing. The lack of analysis renders the data insubstantial for purposes of supporting a statement of overriding considerations.

The data upon which the analysis is based is also insubstantial. Basing the data on a survey conducted on one day's attendance is not a statistically reliable approach.

## Faulty Parking Mitigation Assumptions

(cont)

11-55

Table 2-1, page 2-9, indicates that the Proposed Project would generate a demand for 151 parking places that cannot be accommodated by existing facilities during high season days. Page 6.2-24 indicates that a minimum of 73 parking spaces would be needed to mitigate the impact of the Proposed Project. Both sections go on to "identify" a series of possible mitigation measures. Most of these are completely impractical and/or unattainable, and therefore cannot support a statement of overriding considerations. Two alternatives call for the reopening of sections currently closed by the police for weekend parking (the 18<sup>th</sup> Street loop and the closure of 15<sup>th</sup> Avenue). Even if these were opened, it is very unlikely that Zoo patrons would want to walk all the way from the far east end of the park to the Zoo. The study of existing parking facilities, page 6.2-1, the DEIR recognizes that patrons will not walk that far, "On-street parking along 18<sup>th</sup> and 19<sup>th</sup> Streets and in the residential area south of the park is not routinely used by visitors to the Zoo because of the long walking distance (especially problematic for children). Therefore, it was not included in the survey." Nevertheless, the DEIR includes those long distances as a possible mitigation measure. The same criticism applies to the suggested mitigation of relocating Sacramento City College students' cars to parking facilities outside the park. It is important to note that although the DEIR concludes that patrons will not park far from the zoo, the survey failed to inquire about how far patrons were willing to walk from a parking space to the Zoo. Without this information, there is no factual basis upon which to make a conclusion on that subject.

Mitigation measures that are suggested wrongly assume that any new parking spaces opened up in the park will be used for the sole purpose of the Zoo. This assumption fails to recognize that William Land Park is a multi-interest, multi-function park with a variety of amenities, and that the other competing interests are also over-subscribed relative to parking. Competition for the same parking spaces would, in all likelihood not change, rendering the assumption invalid that more parking to accommodate greater attendance would mitigate significant impacts. This error would also negate support for a statement of overriding considerations.

### Impacts of the Proposed Pavilion

If the statements in the parking analysis about the extremely limited use expect of the pavilion, are anywhere close to correct, the large structure should not be built because of the waste in environmental resources, parkland and money. If those statements are erroneous, the structure still should not be built because its visual impacts and possibly impacts to the heritage oak trees cannot be mitigated.

### LACK OF A MITIGATION MONITORING PLAN

11-56

CEQA and the CEQA Guidelines require that the lead agency adopt, in connection with a project approved under a certified EIR, a mitigation monitoring plan when specified required findings are made.

11-57

The DEIR concludes that increased parking demand will result in a significant and unavoidable impact in 8.3 Summary of Cumulative Impacts Parking Supply (page 8-4). We point out other such impacts. These conclusions result in the necessity for the City Council to adopt a statement of overriding considerations and to require, to the maximum extent possible, such mitigation measures as are necessary to mitigate the effects. As stated above, the data upon which the analysis of parking shortages, visual impacts, noise and other impacts are based is substantially flawed. LPCA believes that it is necessary for entities other than the lead agency or the Sacramento Zoological Society, which is the proponent of the project, to be designated as the agency to monitor mitigation measures that are ultimately prescribed by the FEIR and the approval of the project.

11-58

Neither the EIR nor the Zoo Vision Plan specify anything about the formulation or necessity for a mitigation monitoring plan, nor designate what agency should be responsible for monitoring mitigation measures required by the EIR. Contrary to statements in the DEIR, experience has shown that the Sacramento Zoological Society and the zoo administrative staff did not carry into effect even the minimal mitigation measures for alleviating parking and traffic impacts identified in and required by the Zoo 2002 EIR. The poor quality of the analysis of parking impacts, and lack of an adequate analysis of traffic impacts in the current EIR coupled with the SZS and zoo staff's priorities to maintain AZA accreditation, draw more patrons, and engage in aggressive marketing programs raises concerns about whether mitigation monitoring will again fall by the wayside.

#### CLOSING

11-59

As these 15 pages indicate, we are extremely disappointed in this DEIR, particularly considering the hundreds of hours we have invested in the last three years trying to help the City and the SZS develop a viable vision plan for the zoo. The Land Park community has been one of the strongest supporters of the zoo since it was founded 75 years ago, so this has been a very difficult letter to write.

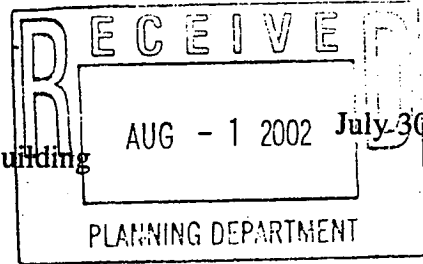
LAND PARK COMMUNITY ASSOCIATION

By



Carrie Cornwell, LPCA Board Member

Colleen Laubinger  
 City of Sacramento, Department of Planning & Building  
 Environmental Planning Services  
 1231 I Street, Room 300  
 Sacramento, CA 95814



Dear Ms. Laubinger:

12-1

I am writing to comment on the Draft Environmental Impact Report for the Sacramento Zoo Vision Plan project. I am both a zoo supporter and a Land Park resident, and will address my comments from both perspectives.  
 In both cases, I am in full support of the Proposed Project.

First, as a zoo supporter I served on the Board of Directors of the Zoological Society for six years, two as president. I currently serve as chair of an event committee. I have seen the improvements the zoo has made over the past decade, and believe strongly that the proposed master plan project will allow those improvements to continue. Our entire community benefits from a thriving, vital zoo. Only by continuing to upgrade exhibits, increase educational experiences, and fully maintain the facility will we achieve that goal. A zoo in disrepair, with outdated exhibits and poor facilities, would be a severe detriment to the neighborhood, and to the city.

12-2

I have lived in Land Park for nearly forty years, just south of the zoo off Del Rio Road. My experiences with the zoo as a neighbor have been completely positive and, again, will continue to be as long as the zoo is a first rate, fully functional facility—which this project will allow it to be.

12-3

Parking concerns are, I feel, addressed more than adequately by the two alternatives that are suggested in the EIR. Obviously the zoo is not the only source for cars coming into Land Park. My observation over many years is that neighborhood parking problems occur when picnickers, birthday parties, and other groups use the park tables and lawns on weekends.

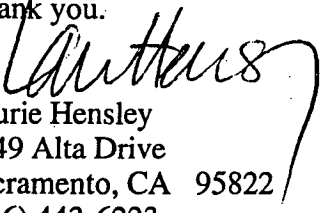
12-4

Perhaps more important, the park is a resource for the entire community, even the region, and not just Land Park residents. Decisions made need to reflect the best interest of all the people, not just those who choose to live close by.

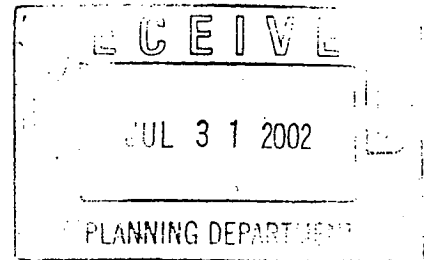
12-5

The Zoo is an important resource in the community, and will continue to enhance our city as long as we allow it to prosper. To do that, I urge full support of the Proposed Project and all its elements, without restriction.

Thank you.

  
 Laurie Hensley  
 4949 Alta Drive  
 Sacramento, CA 95822  
 (916) 443-6223

July 29, 2002



Colleen Laubinger  
City of Sacramento  
Dept. of Planning & Building  
Environmental Planning Services  
1231 "I" Street, #300  
Sacramento, CA 95814

RE: The Sacramento Zoo

Dear Ms. Laubinger:

13-1

This letter is in response to publication of the draft "Environmental Impact Report" for the Sacramento Zoo's Vision Plan Project.

13-2

I am a Zoo supporter and believe it is an important resource in our community. The educational programs are a valuable asset for the school system.

13-2

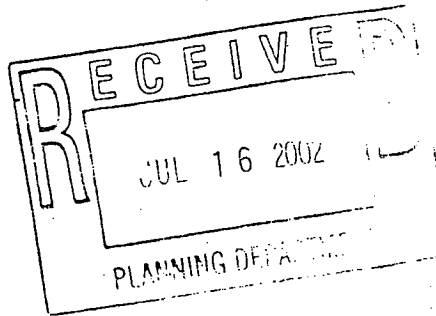
I fully support the proposed Project, as the alternatives offered thus far, restrict improvements within the narrow boundaries of the Zoo. It would be difficult for the Zoo to provide the type of facility that meets the many needs of all the animals as well as the many visitors.

13-3

The Zoo is not the only responsible party for parking issues in the Park. I am hopeful that the City of Sacramento will consider many of the suggestions in the Environmental Impact Report that would assist the parking issue.

Very truly yours,

Don Gorden  
9922 Palm Grove Drive  
Sacramento, CA 95827



July 13, 2002

Colleen Laubinger  
City of Sacramento, Department of Planning and Building  
Environmental Planning Services  
1231 I Street, Room 300  
Sacramento, CA 95814

Dear Ms. Laubinger,

14-1 I am writing in response to the Draft Environmental Impact Report for the Sacramento Zoo Vision Plan project. I am very much in favor of the Sacramento Zoo's proposed project.

The Zoo's proposed project is responsive to the requirement in the City's Agreement with the Zoo for a new Master Plan (Vision Plan) while at the same time, meeting Land Park's restriction of staying within our current boundaries.

14-2 As a volunteer at the zoo for 12 years, I can certainly address the need for updated facilities. The education classrooms leak, the administration building is grossly inadequate, and that's just the space for the human component of the zoo. Many of the animal exhibits are out of date, also crumbling, and do have neither the aesthetics nor the comfort that good animal husbandry requires. This year the zoo underwent its 5 year accreditation process by our professional organization, the Association of Zoo and Aquariums (AZA), and the accreditation team had some serious concerns about the physical plant. One problem that must be immediately addressed is construction of a vet hospital as currently we do not have an on-site facility. We passed this year, but in 5 years the AZA will need to see progress in the areas of concern.

14-3 Also in my capacity as a volunteer, I can attest to the quality of our education program and to the scope. We meet the California Educational guidelines for science curricula and each year approximately 80,000 school children attend the zoo.

14-4 As for the traffic issue, there are many components contributing to traffic in Land Park, and I am hopeful that the City will recognize this and will be open to suggestions in the EIR that can mitigate the traffic problems.

Thank you for your attention to this matter,

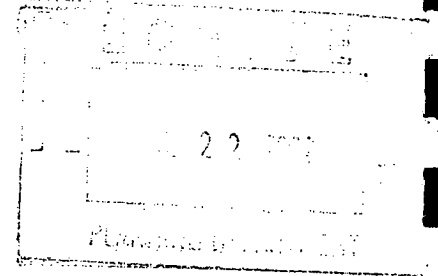
Sincerely,

  
Lois Chappell

AIR QUALITY  
MANAGEMENT DISTRICTNorm Covell  
AIR POLLUTION CONTROL OFFICER

July 18, 2002

Ms. Colleen Laubinger, CEQA Project Manager  
City of Sacramento  
Planning and Building Department  
1231 "I" Street, Suite 300  
Sacramento, CA 95814

**RE: DRAFT EIR - SACRAMENTO ZOO CONCEPT/VISION PLAN**

Dear Ms. Laubinger:

Thank you for the opportunity to review and comment on this Draft EIR. Staff of the Sacramento Metropolitan Air Quality Management District (District) has the following comments for your consideration, and we recommend that they be included as conditions of project approval.

15-1 If future construction elements of the project will exceed the District's emission thresholds, we recommend that the following mitigation measures be required.

1. In order to reduce emissions from construction equipment, the District staff is recommending the following mitigation measures:

*Category 1: Reducing NOx emissions from off-road diesel powered equipment*

The project shall provide a plan for approval by the City of Sacramento and SMAQMD demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction<sup>1</sup> compared to the most recent CARB fleet average; and

The project representative shall submit to the City of Sacramento and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

and:



*Category 2: Controlling visible emissions from off-road diesel powered equipment*

(cont)  
15-1

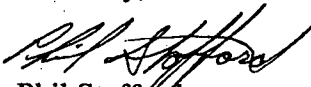
The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity shall be repaired immediately, and the City of Sacramento and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.

<sup>1</sup> Acceptable options for reducing emissions may include use of late model vehicles, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

2. The use of "Lubrizol" as a fuel for diesel-powered equipment is also recommended, and could be used to help comply with Category 1 (above). This alternative fuel is certified by the California Air Resources Board, and is commercially available. Use of this fuel in a diesel engine will reduce NOx emissions by 14% and PM<sub>10</sub> emissions by 63%. Questions regarding the use of Lubrizol should be directed to Mr. Tom Swenson, at the District Offices, by calling (916) 874-4889.
3. During the construction phase(s) of this project, the provisions of District Rule 403 – Fugitive Dust will apply. A copy of this Rule is available at the District web site, [www.airquality.org](http://www.airquality.org).

Should you have any questions regarding these comments, please feel free to contact me at (916) 874-4885 or [pstafford@airquality.org](mailto:pstafford@airquality.org).

Sincerely,



Phil Stafford  
Associate Air Quality Planner

cc: Mr. Ron Maertz, SMAQMD

Jane Eichner Hartmire  
5210 Helen Way  
Sacramento, California 95822

July 18, 2002

Dear Friends in Environmental  
Planning Services,

This letter is in response  
to the Draft Environmental Impact  
Report for our Sacramento Zoo  
Vision Plan Project. I am a  
devout & supporter of our zoo. It  
provides many happy hours of  
fun & educational opportunities for  
us & our extended family. I am  
in total support of the Proposed  
Building Project. To consider the

16-1

(cont)  
16-1

alternatives would severely restrict all future improvements that our God needs to initiate to keep up with the increasing needs of its animals. These improvements will also enhance public attendance and appreciation of one of our city's great treasures. Our educational programs reach thousands of school age children annually.

Thank you for your attention to these considerations.

Sincerely,  
Javne Hartman



Gray Davis  
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research  
State Clearinghouse



AUG - 7 2002 Tal Finney  
INTERIM DIRECTOR

August 6, 2002

Collen Laubinger  
City of Sacramento  
1231 I Street, Room 300  
Sacramento, CA 95814

Subject: Sacramento Zoo Concept/Vision Plan Q074  
SCH#: 2001102033

Dear Collen Laubinger:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on August 5, 2002, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts  
Director, State Clearinghouse

## ***CHAPTER 4.0***

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### ***RESPONSES TO WRITTEN COMMENT LETTERS***

## COMMENT LETTER #1 – JAN DAVIS

- 1-1 The commenter writes in support of the Proposed Project noting that the zoo is one of the best assets of the Capital City, and that the changes will make the zoo nicer than it already is. The commenter concludes by stating that the school children come in buses thereby not impacting parking. The comment is noted and made part of the record for consideration by the decision makers. Please note that the parking supply analysis conducted for the Proposed Project (Draft EIR Section 6.2) concludes that the additional parking demand generated by the project would result in a significant impact. The mitigation measures listed on pages 6.2-21 and 22 of the Draft EIR will lessen the parking impact, but not to a less than significant level.

## **COMMENT LETTER #2 – JAN DAVIS**

- 2-1 The commenter writes in support of the Proposed Project noting that the zoo is in need of major habitat renovation and on-site services expansion, which will better serve the animals and community. The commenter concludes by urging support of the Proposed Project and noting that the zoo is one of many traffic sources in Land Park. The comment is noted and made part of the record for consideration by the decision makers.

### **COMMENT LETTER #3 – BRENNA DAY**

- 3-1 The commenter writes in support of the Proposed Project noting that parking issues in the area stem from many activities in the Park – not only the Zoo. The commenter hopes that the City will consider many of the suggestions in the EIR to cope with potential parking issues. The commenter concludes by stating that the Zoo is an important resource to the City, and it is the commenter's hope that the facilities are improved and updated. The comment is noted and made part of the record for consideration by the decision makers.



#### **COMMENT LETTER #4 – RAY WACK**

- 4-1 The commenter writes in support of the Zoo and urges support of the Proposed Project. The commenter notes that improvements to the Zoo have been made in the past, and more improvements are needed. The commenter notes that the parking issue is an issue throughout the park and is not limited to the Zoo. The commenter concludes by encouraging the City to appoint a committee to explore and implement solutions to reduce parking problems of the park, but that the marginal impact of the Proposed Project should not hold up approval of the EIR. The comment is noted and made part of the record for consideration by the decision makers.
- 4-2 The comment focuses on the need to upgrade facilities to keep up with the needs of the animals and “provide world class experience.” The commenter provides support for the EIR analysis and concludes by stating support for approval of the Proposed Project. The comment is noted and made part of the record for consideration by the decision makers.

## **COMMENT LETTER #5 – ANITA CLEVINGER**

- 5-1 The commenter writes in support of the Zoo, and states that the Zoo is not the only source of vehicles in the Park. Please see Responses 2-1 and 3-1. The comment concludes by stating that the alternatives analyzed would limit the future potential of the Zoo. The comment is noted and made part of the record for consideration by the decision makers.
- 5-2 The commenter provides information about the Boy Scouts and their relationship with the Sacramento Zoological Society. The comment concludes by providing support to the Zoo's efforts. The comment is noted and made part of the record for consideration by the decision makers.

## COMMENT LETTER #6 – PATRICIA FRENCH

- 6-1 The commenter provides background detailing her involvement with the Zoo, and provides “full” support for the Proposed Project. The commenter concludes by stating that the alternatives analyzed would restrict what could be done within the confines of the Zoo boundaries. The comment is noted and made part of the record for consideration by the decision makers.
- 6-2 The comment addresses the parking impact issue by focusing on the other uses within the Park. The parking supply analysis conducted for the Proposed Project looked at existing parking conditions in terms of available capacity, and assessed the impact of an incremental increase of demand created by the proposed Zoo improvements. This level of analysis is required for CEQA compliance for the Proposed Project. The parking study was not intended to be a comprehensive parking study of Land Park. The comment is noted and made part of the record for consideration by the decision makers.
- 6-3 The comment stresses the importance of the Zoo resource, and that the City needs to be open to suggestions in the EIR. The City Council will fully consider the EIR analysis contained within the EIR prior to taking action on the Proposed Project. The comment is noted and made part of the record for consideration by the decision makers.

## COMMENT LETTER #7 – LORNA CUNNINGHAM

- 7-1 The commenter writes in support of the Proposed Project noting that the alternatives are restrictive to necessary improvements. The commenter concludes by expressing hope that the City will be open to the parking related suggestions in the EIR. The comment is noted and made part of the record for consideration by the decision makers.

## **COMMENT LETTER #8 – STEVE O'BRIAN**

- 8-1 The commenter writes in support of the Proposed Project stating that the Zoo is important for educational purposes. The comment is noted and made part of the record for consideration by the decision makers.
- 8-2 The commenter states that parking and traffic "seem to be two primary issues", and he goes on to provide opinions regarding the Land Park Association. The comment is noted and made part of the record for consideration by the decision makers.
- 8-3 The commenter provides support for the Zoo moving forward with the Master Plan, and that the City "carve out a few more acres" for parking. The comment is noted and made part of the record for consideration by the decision makers.

#### **COMMENT LETTER #9 – JOE HAYES**

- 9-1 The commenter writes in support of the Proposed Project, and claims that the project would not “materially impact” other uses in Land Park. Please see Responses to Comment 1-1 and 6-2. The comment is noted and made part of the record for consideration by the decision makers.

## **COMMENT LETTER #10 – TRENT MEYER**

- 10-1 The commenter writes in support of the Proposed Project noting that three issues of the past are still present today: (1) Parking, (2) Boundaries, and (3) Pedestrian Safety. The comment is noted and made part of the record for consideration by the decision makers.

## COMMENT LETTER #11 – LAND PARK COMMUNITY ASSOCIATION

11-1 The LPCA notes that the EIR assumption referring to the zoo boundaries listed in Section 1.3 of the DEIR should be incorporated into the EIR as required mitigation. The boundary was included within the EIR assumptions to clarify that the improvements identified within the draft Vision and Concept Report would occur within the existing confines of the zoo as defined by the boundaries identified in the EIR assumptions. The commenter does not provide rationale for why the assumption should be a mitigation measure. Therefore, the comment is noted and will be included in the record for consideration by the decision-makers prior to a final decision on the project.

11-2 The LPCA would like to have the noise assumptions listed in Section 1.3 of the Draft EIR incorporated into the required mitigation for the Proposed Project. These assumptions are based on provisions of the City Code and, as such, need not be included as a mitigation measure as they are enforceable regardless of treatment within the Draft EIR. The current proposal for the Vision and Concept Plan includes amplified sound until 9:00 p.m. on weekdays and 10:00 p.m. on weekends, which is inconsistent with the current Partnership Agreement between the City and Zoological Society. The project is evaluated as proposed and impacts are identified based upon the current proposal. Mitigation has been provided based upon this current proposal.

The commenter concludes by stating that the noise assumption in Section 1.3 of the Draft EIR does not provide a proper basis for analysis of noise impacts. These are existing, enforceable standards with or without confirmation from the Draft EIR. Nothing stated in the Draft EIR invalidates, or eliminates provisions of the Partnership Agreement or City Code. The amplified music is a current condition that will continue into the future with the proposed pavilion. Nevertheless, the Draft EIR found that there is the potential for a significant noise impact result from amplified noise. This certainly is considered a worst-case analysis. The measures provided in 6.4-4 will need to be implemented by the SZS in order to assure compliance with the existing City Code standards. Failure to implement these measures would result in a violation of the existing City Code.

11-3 The LPCA would like to revise the last EIR Assumption to be more definitive regarding the issue of on-site parking for zoo employees, volunteers or equipment. The existing assumption reads "To the extent feasible, parking for Zoo employees will be provided on-site." The assumption is one made at the beginning of the environmental review process that serves as a basis for the impact analysis. The project description states that there are ..... parking spaces on the zoo grounds for employees, and there will be ..... spaces on the grounds after full buildout. Thus it is a correct assumption that "(t)here will be no reduction in on-site parking for zoo employees, volunteers or equipment"; however, this is already clearly stated in the Project Description. Therefore, no change to Section 1.3 is required.

11-4 The LPCA states that the Partnership Agreement between the Zoological Society and the City is not listed as a reference nor incorporated by reference. Section 1.3 EIR Assumptions state that "(t)he requirements of the Partnership Agreement will remain in place as currently worded between the City of Sacramento and the Sacramento Zoological Society" (DEIR page 1-3). The current Vision and Concept Plan is not consistent with the current Partnership Agreement as it relates to amplified sound; however, the Zoological Society is not currently proposing any amendments to the



Partnership Agreement. Therefore, the EIR evaluates the proposed project and provides mitigation based upon impact of the proposed project.

- 11-5 The LPCA "incorporates and restates" previous comments provided on the Proposed Project. Comment noted.
- 11-6 The commenter correctly notes that the Vicinity Map (Figure 2-2) incorrectly labeled "West Land Park Drive" as "William Land Park Drive." Please see the errata section of this FEIR for a corrected Vicinity Map.
- 11-7 The commenter claims that the elements of the June 7, 2002 Addendum to Sacramento Zoo Vision Plan was not incorporated within the project description. The commenter does not specify which features of the Addendum were not addressed. The two-page text and 1-page graphic Addendum was included both within Chapter 3 and Appendix A of the DEIR. The addendum addressed the following elements that were included in the DEIR project description and analysis:

Addendum Project Element	DEIR Project Description Location
1. Picnic Pavilion	Page 3-14 and Figure 3-9
2. Kampala Center Improvements	Page 3-14 and Figure 3-8
3. Veterinary Clinic	Page 3-14 and Figure 3-6
4. Below grade parking structure	Page 3-12
5. Misc. features such as misters, shade structures, etc.	Pages 3-11 and 3-12

The DEIR disclosed and addressed the project features included both within the draft Vision and Concept Plan, as well as the June 7<sup>th</sup> Addendum.

The commenter also claims that these features were not included within the Initial Study that was circulated for public review and comment. As noted within the EIR, and the date of the Addendum, these project modifications resulted following the circulation of the Initial Study. The Sacramento Old City Association v. City Council case cited in the comment does not apply because the environmental analysis in the DEIR does includes elements identified in the June 7<sup>th</sup> Addendum.

- 11-8 The commenter claims that an increased parking demand resulting from the implementation of the proposed Zoo Vision and Concept Plan will negatively impact other recreational uses because they will "be shunted away from parking near those facilities by Zoo patrons, or alternatively will be displaced into surrounding residential neighborhoods for parking." The impact that the commenter addresses is a parking impact within Land Park. As noted on pages 6.2-20 through 6.2-22 of the Draft EIR, the parking impact created by the Proposed Project is considered a significant impact to the Park.
- 11-9 The LPCA comments that the "historic" rock wall in the zoo near the northwest fence must be preserved to the extent that the granite curbs were preserved as part of the Land Park Sewer Relief Project. Based on current information, there is no indication that this wall is historic (Attachment 4). Additionally, Phase I of the Vision and Concept Plan does not propose any improvements at the Zoo which would impact the wall, nor does it

proposed to remove the wall. Future developments at the Zoo that could potentially impact the wall would be revisited in the future with the project specific evaluation.

11-10 Through 11-12

The use of the area as a park, with its component activities including the Zoo and Land Park Golf Course, were developed for the purpose of attracting City residents. Congestion was predictable, inevitable and foreseen. Measures could be taken during special events in the park to decrease automobile use into the park, such as a shuttle from a remote lot, are also discussed. The counts are included in the FEIR as **Attachment 3** and provide additional information to enable the public and decision-makers to assess the impacts of the project, including increased traffic.

The EIR correctly identified the weekday a.m. and p.m. peak hour as the standard because there are relevant goals stated in the General Plan with regard to standards for these time periods. The General Plan recognizes that as a community it is important that we get people to and from work. These time periods usually present the worst-case scenario.

The General Plan does not establish standards for traffic impacts on weekends. To the extent the increased traffic or congestion would have other impacts, those impacts are addressed in the EIR. In the deliberate absence of General Plan standards, such as those exist for weekday a.m. and p.m. peak hours, traffic congestion in and of itself does not exceed any established City threshold.

The City has not established definitive standards for identifying those projects for which a traffic study will be required. The standard followed is whether the document provides reliable information on which the public and decision-makers can assess the project impacts, and the Draft EIR does that. The Draft EIR does not attempt to identify the exact magnitude of traffic that would be generated by the proposed project, but such a process would require speculation, and is not required by CEQA. For example, the Zoo is hoping that attendance increases but that the increase is spread out during the week and year, and includes events and features that support a substantial expansion in cold weather, rainy day use when traffic levels are at a minimum. This project differs from the typical trip generation that can be computed, for example, for retail or professional office uses. Given these considerations, the qualitative analysis is sufficient to identify the general level of impact and the steps that could be taken to mitigate impacts.

The commentor's focus on the impact of increased traffic and congestion raises issues relating to the City's General Plan and general policies relating to weekend traffic levels. The General Plan may recognize, for example LOS expectations are different on the weekends. Residents may expect it to take longer to get to the Arden Fair Mall on Saturday at noon than during the week, and that events such as concerts, baseball games, and farmers' markets may create congestion for various periods of time during the weekend. The City could consider general public policy in this regard, but that is a General Plan compliance issue, and not an issue that generates a potentially significant impact under CEQA.

- 11-13 The LPCA claims that the No Project Alternative is flawed because it did not consider construction of previously approved mitigation measures. In this case, the LPCA claims that the previously approved traffic mitigation including were not assumed as part of the

No Project Alternative. The No Project Alternative consists of the environmental conditions that exist at the time the environmental analysis is commenced (CEQA Guidelines, 15126.6(e)(2)) plus what would reasonably be expected to occur in the foreseeable future if the project were not approved (CEQA Guidelines, 15126.6(e)(2)). The reasonably foreseeable future improvements were identified through consultation with the City of Sacramento and Zoological Society. These improvements included those elements identified in Section 4.3 of the Draft EIR (page 4-7).

As noted on Pages 3-2 and 3-3 of the Draft EIR, several mitigation measures from the previous EIR have not been undertaken. These include discounted admission to public transit users, and a shuttle system for parking at Sacramento City College. For purposes of this response, we assume the LPCA is referring to these mitigation measures. These measures were identified and approved to mitigate the impacts of increased attendance envisioned at the time by the 2002 Master Plan. However, actual attendance expectations never materialized. The attendance in 1988 (when the Zoo 2002 Master Plan was developed) was approximately 550,000. The 1988 plan envisioned an increase to 800,000 in 2002-2003; however, actual attendance decreased approximately 15% to an estimated 468,086 in 2001. Therefore, the increased attendance that served as the basis for the mitigation measures in question never materialized. The foreseeable future improvement (health care facility) is not expected to increase visitors to the zoo.

- 11-14 The LPCA notes that pedestrian and delivery truck routes need to be identified and disclosed in order to assess the impacts to the zoo oak trees. Pedestrian and truck routes have not been identified and developed for the Proposed Project. Based on information available at the time of document development, the EIR concluded that the exhibit and pavilion activities would have a significant impact on heritage oaks (see Impacts 6.5-2 and 6.5-2 and 6.5-4). As noted within Impact 6.5-2, the development of facilities must comply with the provisions of Sacramento City Code Chapter 12.64. Sections 12.64.040 and 12.64.050 specifically prohibit activities that may result in damage to Heritage Trees "unless the express written permission of the Director of the Parks and Recreation Department is first obtained." The EIR identified a significant impact if there is a failure to comply with the provisions or the intent and purpose of Sacramento City Code 12.56 or Chapter 12.64.

The first phase of development includes the construction of the Multi-Use Pavilion on the north lawn. The City Arborist was consulted on the topic of the potential of the proposed pavilion to impact the existing oaks. The discussions with the arborist and two site visits conducted with the City Arborist resulted in a conclusion that the project would significantly impact the on-site oak trees. The mitigation included in Section 6.5 of the EIR was drafted in consultation with the City Arborist and includes a measure for raising the foundation of the pavilion allowing for oxygen exchange between the atmosphere and soil (Mitigation 6.5-4(f)). Alternatively, the Zoological Society can improve the aeration of the soil (and reduce the impact) by fencing off the drip line around the oaks to eliminate foot traffic and allow the natural accumulation of oak duff (Mitigation 6.5-4(g)). Implementation of the Sacramento City Code provisions and the mitigation measures identified in Section 6.5 of the Draft EIR are adequate to mitigate the effects of the Proposed Project.

- 11-15 The LPCA claims that the current parking place for the "zoomobile" violates the CEQA process. Administrative decisions concerning the parking location for the existing zoomobile does not violate the CEQA process. The location of parking for the

zoomobile is part of the current ongoing zoo operation and is not an element of the Proposed Project. A violation of City parking standards and/or requirements (as is assumed by the comment) should be brought to the City's Public Works Department for consideration and potential action against the perceived violation. The comment is noted and will be forwarded to the City Council for consideration and possible action.

- 11-16 The LPCA claims that proposed turning circle for buses and deliveries in the administrative area is not identified and must be shown in order for impacts to be assessed. The commenter does not state what potential environmental impacts could be associated with the turning circle for buses and deliveries. The parking area within the administration facility will be designed to accommodate the necessary deliveries and bus drop offs within the interior of the zoo. As shown in Figure 3-2 of the Draft EIR, the drop off/delivery area is located within a planned surface parking area adjacent to the main administration complex. The planned turn around within the interior of the zoo will not impact local roadways.
- 11-17 The LPCA requests information to be included in the EIR that "discloses" that the 1989 expansion allowed construction of the amphitheatre. The Draft EIR notes that the Zoo was expanded in 1989 to include the lawn area to the north of the Zoo (page 3-3), and that the amphitheatre was built in 1995. As shown in Figure 3-1 of the Draft EIR (page 3-5), the 1989 expansion to the north did include the area that currently has the amphitheatre.
- 11-18 The LPCA states that buses and deliveries will be from West Land Park Drive, as opposed to 15<sup>th</sup> Avenue as stated in the Draft EIR. Deliveries will be routed through Land Park Drive to 15<sup>th</sup> Avenue to West Land Park Drive. The commenter is correct that a portion of West Land Park Drive will be used. Please see Section 5 for the corrected text.
- 11-19 The LPCA notes that the golf course identifier on Figure 5-1 is incorrectly located on the graphic. Comment noted. Please see Errata Section 5 for a corrected figure.
- 11-20 The LPCA states that the discussion regarding the Draft Master Plan for Park Facilities and Recreation Services (Master Plan) should be deleted from the Draft EIR because it has no force until it is adopted. The Draft EIR identifies the Master Plan as a draft document that is subject to further refinement. The Draft EIR states that the Master Plan has not been formally adopted, but has received input from the Citizens Advisory Committee and has been reviewed by the City Council. This Draft Document was included as part of the full disclosure effort on the part of the City.
- 11-21 The LPCA does not agree with a statement in Chapter 5 of the EIR that addresses the increased intensity resulting from the Proposed Project. The statement in question is from the Land Use discussion in Section 5.3: "However, two of the three key areas of increased intensity described above would be located in such a manner as to reduce impacts to surrounding land uses" (Draft EIR, page 5-10). The LPCA states that "(n)othing in this project 'reduces' any existing impacts." The statement was not referring to "existing" impacts, rather, it was referring to the locational aspects of proposed uses.

The context of the above referenced statement was that there will be three key increased intensity areas resulting from the Proposed Project: (1) southwest corner of the Zoo, (2)

lawn area in the northern portion of the Zoo, and (3) Kampala Center in the interior of the Zoo. Recreation and residential land uses surrounding the Zoo are considered to be sensitive land uses to visual, noise and other impacts. However, the location of increased intensity areas will have minimal impacts on the sensitive receptors. Increased intensity area #1 is adjacent to a raised railroad line and the Holy Spirit School Auditorium (28 foot high structure). The discussion does disclose that increased intensity area #2 has the potential to generate noise on the neighboring uses. In fact, Section 6.4 does identify music noise as a potential noise impact on surrounding residents (Impact 6.4-4). Increased intensity area #3 will have a less-than-significant impact on surrounding sensitive receptors.

- 11-22 LPCA believes that the DEIR "bases its conclusion on the faulty assumption that SCC students can be induced to park in pay facilities outside the park." The DEIR reaches no such conclusion. To the contrary, the DEIR states that the primary reason SCC students park in the Park is that they are charged for on-campus parking (page 6.2-9, paragraph 5). We suggest that SCC should eliminate this charge (page 6.2-22, sub-section h). However, we consider this and another suggestion involving SCC on-campus facilities "less feasible than the other measures listed in Table 6.2-12 because they require the cooperation of SCC" (page 6.2-22, paragraph h).
- 11-23 LPCA states the DEIR "ignores the fact" that some zoo patrons park in residential areas, while citing several places in the study where this issue is discussed. The DEIR does not ignore this issue, as the citations given by the LPCA itself demonstrate. Seventeen percent, or about one in six zoo patrons, uses on-street parking outside the Park (Table 6.2-3 of the DEIR). The DEIR discusses this, but correctly concentrates on conditions inside the Park where 5 of 6 zoo patrons park and where any additional parking capacity should be sought.
- 11-24 LPCA specifically questions why the DEIR did not discuss zoo patrons parking on Bartley and West Land Park Drive. See response for comment 11-23. It would be unreasonable to evaluate every residential street that might have some zoo parking.
- 11-25 The LPCA claims that the DEIR incorrectly states that parking is available on Land Park Drive. The error stems from the word "South" being omitted from "South Land Park Drive" on page 6.2-3. This does not affect the conclusions of the study, as the recommendations do not depend in any way on the availability of parking on Land Park Drive.
- 11-26 The LPCA does not believe that SCC runs significant course loads on weekends and that SCC students compete with zoo patrons for parking. The DEIR section on SCC parking is based upon field observations and on interviews with SCC officials, SCC students, the Park Safety Patrol, all of whom stated that students park within the Park on Saturdays. Moreover, the staff of the golf course specifically cited the problems of students walking across their fairways when traveling between their cars and SCC. This could only occur if the students were parking in the central part of the Park, which is also heavily used by zoo patrons and other Park users.
- 11-27 The LPCA dismisses the suggestion that SCC students displace other Park users. Please see Response to Comment 11-26.

- 11-28 The LPCA states that there is “no data” to support Table 6.2-6 and that twenty-five or thirty spaces could not possibly accommodate all of the picnickers and other miscellaneous users of the park. Table 6.2-6 of the DEIR is based on field observations made of mid-day operations of the various institutions listed, as noted at the bottom of the table.

The report never makes the suggestion that twenty-five or thirty spaces could accommodate all of the picnickers and other miscellaneous users of the park. The paragraph explaining Table 6.2-6 clearly states the exact opposite, that “the forecast is useful in showing that the cumulative demand will be far in excess of the existing parking capacity (1066 spaces), so that no reserve capacity will be available to accommodate demand from the Proposed Project.”

Also, note that the exact composition of the non-Zoo parkers does not affect the conclusion that the existing demand for parking spaces exceeds the existing supply, and that the unmet demand is likely to grow over time.

- 11-29 The LPCA believes that the paragraph on on-site parking is misleading because “There is no factual support for the assumption that all 82 zoo employees are onsite simultaneously.”

The report does not suggest that all 82 employees are onsite simultaneously. The final sentence of the cited paragraph reads, “However, the actual number of employees using on-street parking on any given day is expected to be less than 82 employees due to the fact that not all employees are scheduled to work on every day of the seven day work week.”

- 11-30 The LPCA believes that the peak season for William Land Park is late-April to September, not June to September as stated in the DEIR. The term “peak season” is inherently subjective<sup>1</sup>, so it is quite possible for LPCA and the Consultants to have differing views on whether or not late-April and May are in the peak season. The only practical significance in terms of the report is on the number of days during the peak season when the Zoo experiences a high-attendance day. Using LPCA’s definition, there would be 37 such days as opposed to the 35 days given in the report. The two additional days would be Earth Day (April 22<sup>nd</sup>) and Migratory Bird Day (May 13<sup>th</sup>).

- 11-31 Related to the previous comment, LPCA believes that the Zoo has fewer than eight high attendance days during the off-season for the Park as a whole. Please see Response to Comment 11-30. Using LPCA’s definition of peak season there would be 6 such days as opposed to the 8 days given in the report because Earth Day (late April) and Migratory Bird Day (mid-May) would be re-defined as occurring in the peak season.

- 11-32 The LPCA believes that the DEIR is incorrect in stating that the Zoo and other Park users have different peak hours. The peak time for Zoo patrons is 12:00, as was determined through exit interviews with Zoo patrons (Figure 6.2-3). The overall peak time for parking in William Land Park is 2:00, as was found through a parking utilization survey (Table 6.2-5).

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<sup>1</sup> Beyond the fact that demand must be higher than in any month termed “off-peak”

- 11-33 The LPCA believes that a single day survey is inadequate. They also state that the peak hours shown in the DEIR are different from those found in *Zoo 2002*. They also believe that “there is no factual basis given for the conclusion that other park users peak after the zoo peak or that the zoo is responsible for on 24% of the demand at 2 PM”.

For the parking section of the DEIR we conducted a parking lot utilization study, an exit survey of Zoo patrons, telephone interviews with the staff of various Land Park institutions (Zoo, Golf course, Fairytale Town, etc.) and with other relevant institutions (SCC, Regional Transit), and on-site interviews with SCC students and the Park Safety Patrol. These surveys meet or exceed the standards set by the City. Moreover, a distinction should be made between data gathered on a particular day and the analysis, which covered then entire year.

*Zoo 2002* was based on the best information available at the time that it was written, which was more than a decade ago. The DEIR is based on recent surveys that supercede some of the data from *Zoo 2002*

The factual basis for concluding that the Zoo peaks earlier than the Park as a whole is found by comparing Figure 6.2-3, which shows the Zoo peaking at 12:00, to Table 6.2-5, which shows the Park as a whole peaking at 2:00.

Comparing the Zoo patronage at 2:00 shown in Figure 6.2-3 (approximately 240 vehicles) to the total number of parked vehicles at 2:00 shown in Table 6.2-5 (1,032), shows that the Zoo is responsible for 23%-24% of parking demand at the 2:00 peak.

- 11-34 The LPCA believes that the DEIR calculation for “Spaces Needed” assumes “that zoo visitors will spend less time in the zoo than they did in April 2002.” (original emphasis). The calculation for “Spaces Needed” was based on the ratio of total cars used by Zoo patrons during the entire day by the total used during the peak hour only, as explained on page 6.2-7 paragraph 3. This reflects the time spent by Zoo patrons at the Zoo as of April 2002, which is the best data currently available. The DEIR did not assume a reduction in visitation time as stated by LPCA.
- 11-35 The LPCA believes that the 20 times/year usage of the Kampala Center Enclosure given in Table 6.2-10 is an under-estimate, given that the existing tent was up more than six months per year. Table 6.2-10 is showing the *maximum* net demand, as is stated in boldface on the table, not the average demand. The maximum demand is for the extreme case of simultaneous functions at the Kampala Center Enclosure, Kampala Center deck, and the North Lawn (page 6.2-18 paragraph 3).
- 11-36 The LPCA believes that the parking mitigation measures listed in the DEIR are not “reasonably feasible” and should be removed. There are two different issues involved in this comment. The first is the physical feasibility of the measures, which will be discussed below. The second and more fundamental issue is whether, physical feasibility aside, the Zoo could implement any of these measures. The Zoo has no authority to alter the portion of William Land Park that is outside the Zoo boundaries, or to alter public roads inside or outside the Park, or to change the facilities or policies of SCC. That is why the closing paragraph of the parking section (page 6.2-24) states that, “While

mitigation measures have been identified that can reduce the significance of the impact, the Zoo lacks the ability to implement the measures by itself, and it is uncertain whether these measures can be solely carried out on behalf of the Zoo. Therefore, the impact is considered significant and unavoidable.” In other words, the DEIR is based on the worst-case assumption that none of the mitigation measures can be implemented by the Zoo.

Regarding the individual measures, all are “reasonably feasible”, as described below:

- a. Removing parking restrictions is physically feasible, and would clearly result in additional parking space.
- b. Removing parking restrictions is physically feasible, and would clearly result in additional parking space. 18<sup>th</sup> Street is quite close to the parking lot most used by Zoo patrons<sup>2</sup>, so it is highly likely that some Zoo patrons would park there if the restriction was lifted, and if the road blockage separating the two were removed.
- c. Making 15<sup>th</sup> Avenue one-way is physically feasible. It would encourage those who cannot find parking space in the 15<sup>th</sup> Avenue lot to seek parking along 18<sup>th</sup> Street (see previous paragraph) and would direct traffic away from the crowds of young pedestrians near the entrances of Fairytale Town and the Zoo. The cruising problem alluded to in the LPCA letter occurred over a decade ago, before the Park Safety Patrol was instituted.
- f. Installing a speed hump is physically feasible and would improve safety for the reasons stated in the report. LPCA’s assertion that the City Department of Public Works “never puts in single speed humps” is incorrect.
- g. Painting the curbs is physically feasible. The requirement to mark fire lanes reflects the community’s long-standing tradition that public safety should have a higher priority than aesthetics.
- h. See response for comment 11-26.

11-37 The LPCA objects that “the location of additional parking places that the zoo users are likely to use is not identified.” The location of additional parking places for zoo users was not identified because: 1) the DEIR assumes that the Zoo will be unable to provide additional parking places by itself, and 2) in the event that improvements were made to the parking situation in William Land Park, by the City or some other entity, the location of the additional parking would depend on which measures were implemented.

11-38 The LPCA states that the air quality analysis needs to be redone to address the result of the traffic study. As mentioned in Responses to Comments #11-10 through 11-12, a traffic study for the Proposed Project is not required.

Section 6.3 (Draft EIR Impact 6.3-5, page 6.3-15) of the Draft EIR does address carbon monoxide (CO) emissions. The Transportation Project-Level Carbon Monoxide Protocol (UC Davis Institute of Transportation Studies, 1977) and SMAQMD Air Quality

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<sup>2</sup> The 15<sup>th</sup> Avenue parking lot, as shown in Table 6.2-3



Thresholds for CO we used to determine significance. Projects that significantly increase traffic volumes by an excess of 5% should be considered for CO analysis. The operation of the Proposed Project (with its additional 342 daily trips) would not generate enough new traffic to cause an increase of 5% or more of surrounding traffic volumes. Therefore, CO levels are not expected to increase enough to cause a significant impact.

- 11-39 The LPCA indicates that the author of the noise section may never have been to the park. In fact, the noise consultant made several site visits to the project site and vicinity in December 2001 and January 2002 for purposes of this EIR. The commenter goes on to point out that the author incorrectly identified William Land Park as being east across Land Park Drive. In fact, park uses do exist east of Land Park Drive. Please see Errata Section 5 of this document for rewording of the EIR text. Lastly, the commenter states that the author "...may think the zoo is a hole in the ground and that the granite curbs are 6- to 8-feet, not inches, high." The commenter provides no justification for the statement, nor does the commenter state where in the document this is described.
- 11-40 The LPCA states that the misstatement that William Land Park is east across Land Park Drive must be corrected. Please see Response to Comment 11-39.
- 11-41 The LPCA states that noise impacts need to use more restrictive noise thresholds identified in the Partnership Agreement. Please see Responses to Comments 11-2. Also, please note that the Draft EIR did identify a significant noise impact resulting from the use of the pavilion.
- 11-42 The LPCA states that the graphic underestimates noise impact on park users and residents given text language re: noise and distance from source. Upon review of the analysis, it has been determined that the noise level data inputs to the Environmental Noise Model (ENM) were based upon linear sound levels and not A-weighted sound levels. Therefore, the noise level contours represented in 6.4-4 and 6.4-5 were underestimated. The analysis has been modified to reflect the correct contours. The location of the revised 80 dBA contour is actually approximately 320 feet from the noise source. The DEIR concluded that music noise levels would result in a significant noise impact on sensitive receptors. The revised analysis does not change this conclusion.
- 11-43 Need to provide clarifying language as to why contours are represented as they are. The Environmental Noise Model (ENM) develops noise level contours and propagates noise levels based upon the overall noise source and frequency content, topography, the ground type and atmospheric conditions. It is assumed that in this case, the model recognized a change in ground type, which went from an absorptive ground to a reflective ground type. The model does recognize changes in topography. Therefore, a receiver or individual which is approximately 5-feet above the ground will receive some shielding of noise levels from an elevated noise source.
- 11-44 The LPCA states that the impact to the 168-inch circumference oak tree is an impact for the No Project Alternative and Reduced Intensity Alternative. The health condition of the valley oak identified in this comment is the result of existing conditions. As stated on pages 6.5-8 and 6.5-9 of the Draft EIR, ... "the decline...may be the result of either soil compaction or root disease." The No Project Alternative would result in the removal of several eucalyptus trees as stated on page 6.5-6 of the Draft EIR. It can be assumed that a

continuation of existing conditions could result in the continued declined health of the 168-inch circumference oak tree if the problem is the result of soil compaction. Please see Errata Section 5.0 for changes to the Draft EIR text.

- 11-45 The LPCA state that an earlier version of the Vision Plan showed a paved access road and turn-around under the oak tree. Consultation between the SZS, Land Park Community Association and City Arborist has resulted in the elimination of these paved surfaces from the proposed Vision Plan. As shown in Figure 3-2 of the Draft EIR, the paved access road and turn-around under the oak tree is no longer proposed.
- 11-46 The LPCA expresses displeasure with the process of project design and the lack of review by "individuals with no connection to the zoo." The comment is noted and forwarded to the City Council for consideration. The commenter also states that there have been commitments for outside review of the design, yet none provided in the DEIR. The authors of the EIR are not aware of these purported commitments, and they were not included as elements of the project description. The commenter also stated that outside review of project design elements visible to the outside community is required mitigation. The analysis concluded that the change in visual character is a less-than-significant impact; therefore, no mitigation is required.
- 11-47 The LPCA states that the views of the Zoo from various points around the facility must be added to the discussion. The Draft EIR presents a description of view-corridors from several roadways leading up to and surrounding the Zoo. The discussion included views from Land Park Drive (eastern border), 15<sup>th</sup> Avenue and West Land Park Drive (northern and northwestern border), and Sutterville Road (southern border). The railroad currently occupies the western border, which is not considered a significant view-corridor.
- The commenter wants a discussion of the view from the rock garden area, small duck pond, baseball fields, picnic areas, residential areas northwest of the zoo, and Holy Spirit School. In addition, the commenter wants a description from these areas with and without leaves on park trees. The intent was to provide a discussion of the visual character of the area leading up to the Zoo from traveled roadways. The intent of the view corridor discussion was not to include a discussion of every possible view of the Zoo from the adjacent park.
- 11-48 The LPCA state that Figure 3-2 shows a new service road along the northwest fence that would be visible unless mitigated. The significance criteria for visual character, as stated on page 6.6-3 of the Draft EIR, identifies a significant impact when the Proposed Project or alternatives introduce a new predominating height, scale, or bulk into the existing setting. A service road along the perimeter of the northwest portion of the Zoo does not meet this significance criteria.
- 11-49 The LPCA states that the figure reference on page 6.6-3 of the Draft EIR is incorrect. Figure 6.6-1, as referenced on page 6.6-3, does contain the proposed entrance building (see top half of figure).
- 11-50 The LPCA states that Figures 6.6-2 and 6.6-3 are misleading and must be replaced. Additionally, the commenter claims that the photograph in Figure 6.6-3 was taken from 4-feet off of the ground and at a location where the pavilion would be least visible. The Draft EIR provides two photo simulations from different locations, one near the north boundary of the Zoo and one near 15<sup>th</sup> Avenue. The photo simulations were developed

by EM Kado Associates AIA, Inc. Ed Kado, President of EM Kado, states that the photos were taken from a standing position and were not manipulated or altered in any way (Ed Kado, pers. comm.).

The commenter also claims that the photo simulations must be developed when the leaves are off of the trees. The two large oaks do lose their leaves during the winter; however, there are several trees, tree-like shrubs and shrubs within this view-corridor that do not lose their leaves during the winter. The canopy of the proposed pavilion will appear to be lower than the evergreen trees and tree-like shrubs from the public viewing points outside of the Zoo. The canopy of the proposed pavilion will, in effect, add to the "understory" between the two oaks. Even though the large oaks that frame this view corridor are dormant during the winter, the dense branches make these trees visually dominate during the summer or winter seasons. The trees and tree-like shrubs provide the predominate height, scale and massing within this view corridor. It should be noted that this view corridor is the most direct visual route to the proposed pavilion from the outside looking in. Existing trees, tree-like shrubs, and shrubs quickly obscure the view of the proposed pavilion location as one travels east or west along the walking path outside of the Zoo. It should also be noted that these views are from relatively close distances to the northern boundary of the Zoo. Vegetation within the park quickly blocks the view of the northern boundary as one moves to the interior of the park. Therefore, the view of the proposed pavilion described above is limited to a very narrow area within the park. The proposed pavilion will not result in a "new predominating height, scale, or bulk into the existing setting"; therefore, a less than significant impact will result.

- 11-51 The LPCA states that the analysis must be rewritten to reflect the leafless time of year. The commenter also states that the proposed pavilion will create a visual impact as faraway as 11<sup>th</sup> Avenue to the north. Please see Response to Comment #50. Attachment 1 of this document provides four photos of the existing environment looking south towards the northern boundary of the Zoo where the pavilion is proposed. The photos were taken during the noon hour on February 4, 2003. The first photo is taken from 11<sup>th</sup> Avenue looking southward. The second photo represents the southward view from 13<sup>th</sup> Avenue. The third photo represents the southward view from the left-field line of the one of the ballfields north of the pond. The fourth photo represents the view looking south from immediately north of the pond. As one can see from the various photos, very little of the northern Zoo boundary can be seen until one is essentially on at the pond location. This view only exists if one is directly north of the formal gardens. The pictures also show that park vegetation will obscure the view corridor as one travels either east or west from the various vantage points presented. Even if the proposed pavilion were visible from 11<sup>th</sup> Avenue (which is arguable given the winter photos shown), the structure would not constitute a "new predominating height, scale or massing"; therefore, a less than significant impact will result.

Photos were also taken from the residential area off of West Land Park Drive looking southeasterly towards the northern boundary of the Zoo. Please note the dense vegetative cover that exists even during the winter months (photos were taken on February 3, 2003). The location of the northern boundary of the zoo is difficult, if not impossible, to detect from these vantage points. As is the case from the view corridor directly north of the Zoo (described above), the proposed picnic pavilion would not introduce "new predominating height, scale or massing" into the existing environment. Therefore, a less than significant would occur from these sensitive receptors.

- 11-52 The commenter claims that in any reasonable person's view, the measures proposed to mitigate the negative visual impacts of the multi-use pavilion would be ineffective. Please see Responses to Comments 11-50 and 11-51. Additionally, the claim is made that given its proposed location to heritage oak trees and the historic Swanston Pioneer Statue, no viable mitigation would likely be developed.

The DEIR, Section 6.6, Phase I Impact 6.6-3 (p 6.6-6-9) does not identify any significant negative visual impacts created by the multi-use pavilion, nor does it include mitigation measures to reduce impacts. The DEIR does identify several features of the proposed project that reduce visual impacts of the pavilion.

Mitigation measures for potential impacts to heritage oak trees are found in the DEIR, Section 6.5 (p 6.5-10). With the inclusion of these mitigation measures impacts to tree resources are reduced to a less-than-significant level.

The Charles Swanston Memorial Fountain, located in the formal garden area of William Land Park, on the north side of the Zoo, was sculpted by Ralph Stackpole in 1925. Ralph Stackpole was a leader of Bay Area artists in the early 1900's. He was one of the artists commissioned by the Public Works of Art Project painting murals inside the Coit Tower on Telegraph Hill, San Francisco. Born in Williams, Oregon, Ralph Stackpole came to San Francisco in 1902 seeking a career in art. After the San Francisco earthquake, Stackpole went to Paris and Mexico to study art (fresco murals and murals of Diego Rivera). Upon his return to San Francisco, he began his professional career as sculptor, painter, and teacher (taught at the California School of Fine Arts in the 1920's). Stackpole's works are locally found in Plaza Park (William A. Coleman fountain), and Sacramento City College Auditorium (mural).

In 1922, the City of Sacramento purchased 236 acres of land from the Swanston family with gift funds from the former Mayor of Sacramento, William Land. In 1923, William Land Park development began. In 1925, the Swanston family hired Ralph Stackpole to sculpt a fountain honoring the pioneer Sacramento cattleman and rancher, Charles Swanston, to be located within the park. In 1927, the Zoo (consisting of approximately 5.6 acres) was established within William Land Park (south of the fountain location). In 1958, the Zoo was expanded by approximately 10 acres to its current acreage.

In accordance with CEQA Guidelines (15064.5,3A,B,C), the fountain meets the criteria for consideration as a historical resource. It is associated with events that have made a significant contribution to the patterns of history and cultural heritage (history of development of William Land Park); it is associated with the lives of persons important in our past (William Land, Charles Swanston); and it represents the work of an important creative individual (Ralph Stackpole).

A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. Although the multi-use pavilion will be visible from the upper level of the formal gardens (location of the Charles Swanston Memorial Fountain) and from the section of 15<sup>th</sup> Avenue directly north of the formal gardens, based upon criteria for consideration of the fountain as a historical resource, the visibility of the proposed multi-use pavilion at this location does not cause a substantial adverse change in the significance of the historical resource (historical significance was not based upon visual surroundings of the formal garden area). No construction or changes are proposed outside of the Zoo boundaries.

Resources used:

(Attachment 2): Golden Notes Vol 40, Number 3 Fall, 1994 , Sacramento County Historical Society "Taxpayer Support for Art? The Federal Arts Projects in Sacramento" 1937-1941 by William E. Mahan

Department of Neighborhood Services – Park Files – Land Park, City Archives

- 11-53 The LPCA states that the statement made in page 6.6-9 re: most use of the pavilion to occur during daylight hours conflicts with "key" parking assumptions. The commenter does not point out where the conflict occurs and the document preparers were not able to find the conflict upon review of the material. The parking supply analysis conducted for the Draft EIR concludes that increased parking demand will result in a significant impact (please see Impacts 6.2-1 and 6.2-2).
- 11-54 The LPCA states that the next to last paragraph of the Growth Inducement Chapter (Chapter 7) incorrectly asserts that the project will "replace and update the Zoo's facilities." The commenter fails to note the statement provided on the preceding page (page 7-1) "The Proposed Project consists of a plan to *redevelop* the existing Zoo in phases over the course of approximately 10 years" (emphasis added). The use of the word "update" within the Growth Inducement chapter was in the context of updating the Zoo's facilities to maintain and augment the Zoo's function as a community entertainment and recreation venue.
- 11-55 LPCA believes that the suppressed demand mentioned on page 6.2-8 of the DEIR would result in 377,000 additional patrons if the project were implemented. The demand is suppressed because of the shortage of parking. Since the proposed project will not relieve the existing shortage of parking places, this demand will continue to be suppressed.

LPCA repeats its question regarding the DEIR's definition of "off-season." Please see response for 11-30.

LPCA repeats its suggestion that a single day's survey is not adequate. Please see response for 11-33.

LPCA believes that Table 6.2-9 of the DEIR is "unsupported by any data". It also points out that the column entitled "Percent of days" should have been labeled "Number of days". The data and assumptions behind Table 6.2-9 are presented on the previous page. The column is indeed mis-titled. However, its meaning is not difficult to discern; LPCA itself was able to correctly state the columns meaning in its letter.

LPCA repeats its earlier comment that the possible mitigation measures identified starting on page 6.2-21 are impractical and/or unattainable, and therefore cannot support a statement of overriding considerations. Please see response for 11-36.

LPCA repeats its earlier comment that the possible mitigation measures identified starting on page 6.2-21 are impractical and/or unattainable, and therefore cannot support a statement of overriding considerations. Please see response for 11-36.

LPCA states that the DEIR is based on the assumption that any new parking spaces created as a mitigation measure would be used solely by zoo patrons, and that such an assumption would be incorrect. The DEIR makes no such assumption. Where parking is shared, the standard approach is for new parking generators to contribute a "fair share" to the general pool of available parking based on the amount of new demand being generated. This approach is based on both efficiency and practicality.

- 11-56 The LPCA states that a Mitigation Monitoring Plan (MMP) is needed pursuant to CEQA. The City concurs with this statement. The MMP is developed separate from the development of the Draft EIR. The MMP will be forwarded to the City Council for consideration and adoption prior to final action on the Proposed Project.
- 11-57 The LPCA states that the Proposed Project would result in cumulative impacts to parking shortages, visual impacts, and noise. The additions and changes made as a result of the responses to comments contained within this document do not result in the generation of additional cumulative impacts. The responses to the parking shortage comments can be found primarily in Responses #11-22 through #11-35. The responses to visual impacts can be found primarily in Responses #11-46 through #11-53. The responses to noise can be found primarily in Responses #11-39 through #11-43.

The commenter also believes that it is necessary for entities other than the lead agency or the SZS to monitor implementation of the mitigation measures. Section 15097(a) of the CEQA Guidelines states, in part, the following:

A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring implementation of the mitigation measures occurs in accordance with the program.

The comment is noted and made part of the record for consideration by the decision makers.

- 11-58 The LPCA states that neither the Concept/Vision Plan nor the Draft EIR specify anything about the necessity for a MMP, nor designate which agency will be responsible for mitigation monitoring. Section 1.4.7 of the Draft EIR presents an overview of the MMP process. The MMP is not included within the Draft EIR; however, it will be developed and made available for public review prior to the final action on the Proposed Project. The MMP will identify the responsible parties for implementing and for monitoring each mitigation measure.
- 11-59 The LPCA provides a comment regarding their disappointment in the DEIR. The comment is noted and made part of the record for consideration by the decision makers.

## **COMMENT LETTER #12 – LAURIE HENSLEY**

- 12-1 The commenter is in “full” support of the project noting that she is currently involved with the Zoological Society service as chair of an event committee. The commenter believes that the improvements are necessary, and that a zoo in disrepair would be a detriment to the neighborhood and City. The comment is noted and made part of the record for consideration by the decision makers.
- 12-2 The commenter states that she has lived south of the Zoo for nearly 40 years and has positive experiences. The comment is noted and made part of the record for consideration by the decision makers.
- 12-3 The commenter believes that the parking comments are addressed by the alternatives presented in the Draft EIR. The commenter also provides her opinion about the current parking conditions within the Zoo. Please see Response to Comment #6-2. The comment is noted and made part of the record for consideration by the decision makers.
- 12-4 The commenter states that the park is a resource for the entire community and region and that decisions should be made with their interest in mind. The comment is noted and made part of the record for consideration by the decision makers.
- 12-5 The commenter concludes by urging “full” support for the Proposed Project. The comment is noted and made part of the record for consideration by the decision makers.

### **COMMENT LETTER #13 – DON GORDON**

- 13-1 The commenter supports the Zoo and states that the educational programs are a valuable asset for the school system. The comment is noted and made part of the record for consideration by the decision makers.
- 13-2 The commenter provides his support for the Proposed Project stating that the alternatives presented are too restrictive. The comment is noted and made part of the record for consideration by the decision makers.
- 13-3 The commenter concludes by stating that the Zoo is not the only responsible party for parking issues in the park. Please see Responses to Comment #1-1 and #6-2. The comment is noted and made part of the record for consideration by the decision makers.



#### **COMMENT LETTER #14 – LOIS CHAPPELL**

- 14-1 The commenter is in favor of the proposed Zoo project stating that the proposal is responsive to the Partnership Agreement. The comment is noted and made part of the record for consideration by the decision makers.
- 14-2 The commenter stated that she is a volunteer at the Zoo and, as such, has witnessed first hand the need for repairs at the Zoo. The comment is noted and made part of the record for consideration by the decision makers.
- 14-3 The commenter provides a statement about the value of the Zoo's educational program. The comment is noted and made part of the record for consideration by the decision makers.
- 14-4 The commenter concludes by stating that there are many components contributing to traffic in Land Park. Please see Responses to Comment #1-1 and #6-2. The comment is noted and made part of the record for consideration by the decision makers.

**COMMENT LETTER #15 – PHIL STAFFORD (SMAQMD)**

- 15-1 The SMAQMD recommended the use of several mitigation measures that could be used to reduce construction related emissions should the thresholds be exceeded with future phases (Phase I of the Proposed Project does not result in significant construction emissions). The recommended measures are hereby included into the list of measures that can be used if future phases result in significant construction related impacts. Please see Errata Section 5 of this document.

## **COMMENT LETTER #16 – JANE EICHNER HARTMIRE**

- 16-1 The commenter is a docent of the Zoo and supports the Proposed Project over the evaluated alternatives. The commenter believes the EIR alternatives would be too restrictive when considering the needs of the animals. The comment is noted and made part of the record for consideration by the decision makers.

**COMMENT LETTER #17 – TERRY ROBERTS (OPR)**

- 17-1 The commenter notes that no state agencies submitted comments on the Draft EIR during the comment period. Comment noted.

## ***CHAPTER 5.0***

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### ***MINOR CHANGES AND EDITS TO THE DRAFT***

## CHAPTER 5.0

### MINOR CHANGES AND EDITS TO THE DRAFT

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#### 5.1 OVERVIEW

Changes to the text of the Draft Environmental Impact Report (EIR) have been identified in the responses to comments (Chapter 4.0) with strikeout and underline revision marks. None of these changes constitute new significant information or result in any new significant impacts of the proposed project.

#### 5.2 CHANGES AND EDITS TO THE DRAFT EIR

##### CHAPTER 1.0 INTRODUCTION

The following additions and changes have been made to Section 1.3:

- The Zoo will comply with the Sacramento City Code section 8.68.160 – Outdoor Recreation Activities with regards to outdoor noise. In addition, ~~it is the Zoo's policy to the Zoo will end amplified sound by 9:00 pm on weekdays and 10:00 pm on weekends (one hour earlier than City Code requirements).~~ consistent with the Partnership Agreement between the City and Sacramento Zoological Society, the current proposal for the Vision Concept Plan proposes to end amplified sound by 9:00 pm. on weekdays and 10:00 p.m. on weekends (one hour earlier than City Code requirements). This is not consistent with the Partnership Agreement between the City and Sacramento Zoological Society. During special events, any speakers for amplified sound will be directed inside the Zoo. A phone number will be provided for residents to immediately report any perceived violations or concerns.

##### CHAPTER 3.0 PROJECT DESCRIPTION

The following additions and changes have been made to Section 3.3.1 of the Draft EIR (page 3-12):

The first area will consist of an office complex containing space for administration, marketing, public relations, graphics, and education classrooms. The complex will include a reception area for bus drops and deliveries accessed by vehicles entering from 15<sup>th</sup> Avenue. Four parking spaces will be provided within a turning circle directly east of the reception area. Six garages will be provided south of the marketing building, and will be constructed with a planting area above. Other features of the complex include a courtyard, an outdoor animal space and a covered entry court. A below grade parking structure will be located below the office complex and will provide up to 52 parking spaces for staff. The parking structure will be accessed directly from West Land Park Drive via 15<sup>th</sup> Avenue by a separate gated driveway.

## CHAPTER 6.0 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### Section 6.3 Air Quality

The following additions have been made to Master Plan Mitigation 6.3-1 (page 6.3-9):

If NO<sub>x</sub> thresholds are exceeded, the following mitigation measures shall be considered:

- Properly maintain equipment,
- Achieve necessary NO<sub>x</sub> reductions in off-road construction vehicles through use of late model vehicles, low-emission diesel products, alternative fuel vehicles, engine retrofit technology, after-treatment products, and other options as they become available.
- Emissions from all off-road diesel powered equipment shall not exceed 40% opacity for more than three minutes in any one hour.
- Develop and implement trip reduction plans,
- Use NO<sub>x</sub>-reducing alternative fuels (e.g., "Lubrizol") in construction equipment engines.

### Section 6.4 Noise and Vibration

The following additions and changes have been made to Section 6.4 of the Draft EIR (page 6.4-4):

#### EXISTING LAND USES IN THE PROJECT VICINITY

The project site is bordered by Sutterville Road to the south, Land Park Drive to the east, and a Union Pacific Railroad track to the west. Existing land uses in the project vicinity include residential uses to the west, southwest and northwest. ~~William Land Park uses and Fairytale Town, and Funderland~~ are located to the east across Land Park Drive. The Holy Spirit School is located adjacent to the northwest portion of the site. Park uses are located north of the project site. Commercial uses and a day care facility are located to the south across Sutterville Road from the project site.

Changes were made to Figures 6.4-4 and 6.4-5 of the Draft EIR (pages 6.4-14 and 6.4-15 of the Draft EIR). The revised figures are presented on pages 5-3 and 5-4 of this section.

The following additions and changes have been made to Phase I Impact 6.4-4 (page 6.4-19)

- PP      The proposed Picnic Pavilion would result in a permanent facility to be used for various functions including events that use amplified sound. These activities currently exist at the north lawn area of the project site. Therefore, the predicted music noise contours identified in the beginning of this Section are more representative of the conditions that currently exist, rather than what will occur under the Proposed Project. In addition, the anecdotal information presented in

Section 6.4.2 is also representative of the community response due, in part, to amplified noise occurring at the Zoo for special events.

There is no way of knowing with certainty how many events utilizing amplified sound will occur each year under the proposed Master Plan. The assumption at this time is that the sound system, volume, and sound orientation currently used will continue to be used in the future. Under this assumption, the predicted music noise levels will ~~not~~ exceed the City of Sacramento daytime noise level criteria at the closest nearby residential areas. As can be seen from the noise contours, the ~~50-65~~ dBA noise contour ~~does not extend to the residences west, southwest, and northwest of the noise source outside of the project site and encroaches on the residential neighborhoods~~ under either the North Lawn/Pavilion or Kampala Center options. This conclusion is appropriate provided that maximum noise levels due to music do not exceed 90 dBA at a distance of 150 feet from the stage area. Regardless of the assumptions applied to the predicted noise level, the condition is an existing condition not resulting from the proposed Master Plan. However, a significant impact could result if the placement of the sound system on the new Picnic Pavilion directs noise different than that assumed in Figures 6.4.4 and 6.4.5. Also, a new system with greater amplification could also result in a noise impact on neighboring land uses. This would be considered a **significant impact**.

The following additions and changes have been made to Mitigation 6.4-4(b) (page 6.4-19):

- b. Restrict music noise levels: music should not exceed a maximum noise level of 90 ~~85~~ dBA at a distance of 150 feet from the stage area. Music noise levels must be monitored with a hand held noise meter to assure that noise levels do not exceed a maximum noise level of ~~90-85~~ dB.

## Section 6.5 Tree Resources

The following additions and changes have been made to Phase I Impact 6.5-4 (page 6.5-10):

- AA The No Project Alternative would maintain the current use of the Zoological Society's 40 x 80 foot tent for large dining events and traveling exhibits; therefore, this alternative would not generate an increased impact beyond what currently exists. However, the continuation of existing conditions may result in a continued decline of the 168-inch circumference valley oak tree if the current health conditions are the result of soil compaction. Assuming soil compaction is the cause of the decline, the continuation of these practices would constitute a significant impact for the No Project Alternative ~~Therefore, a less-than-significant impact will result.~~
- AB The Reduced Intensity Alternative does not include the construction of the multi-use pavilion. The current use of the Zoological Society's 40 x 80 foot tent for large dining events and traveling exhibits would therefore be maintained. However, the continuation of existing conditions may result in a continued decline of the 168-inch circumference valley oak tree if the current health conditions are the result of soil compaction. Assuming soil compaction is the cause of the decline, the continuation of these practices would constitute a significant impact for the Reduced Intensity Alternative ~~A less-than-significant impact will occur because an additional impact, resulting from construction of a permanent pavilion, would not occur.~~



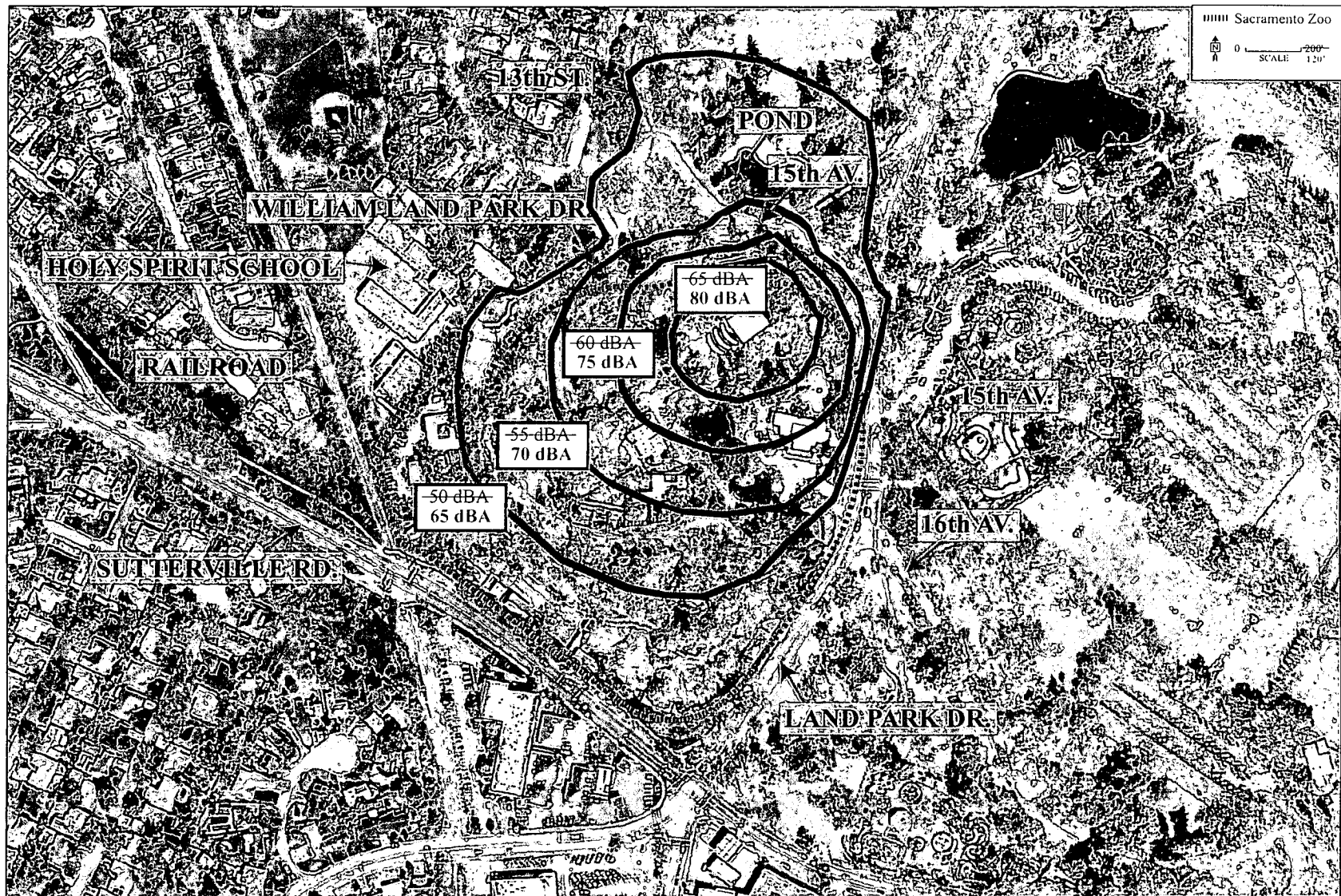
The following additions and changes have been made to Phase I Mitigation 6.5-4 (page 6:5-10):

The following mitigation measures are recommended to reduce the impact associated with implementing the Proposed Project and Alternatives.

- a. An ISA (International Society of Arboriculture) certified arborist shall perform a root collar examination on the 168-inch circumference tree to inspect for any disease or root structure problems (PP, AA, and AB). Final recommendations resulting from this examination shall be implemented by the PP, AA, and AB.
- b. Prior to construction, protective fencing shall be installed around the drip line of the three valley oaks. Orange plastic environmental fence will be permitted for this project. However, if the orange plastic fence is not properly maintained, then a 6-foot chain link fence will be required. Within the fenced area there shall be no storage of materials or equipment, no parking of vehicles, and no trenching or grade changes (PP).
- c. All roots shall be cut clean. Any roots greater than 2-inches in diameter require an inspection by an ISA certified arborist prior to severing (PP).
- d. Any pruning required for building or equipment clearance shall be carried out or supervised by an ISA certified arborist (PP).
- e. The contractor shall be held liable for any damage to existing trees (e.g. trunk wounds, broken limbs, pouring of any deleterious materials or washing out concrete under the drip line of the tree). Damages will be assessed using the "Guide to Plant Appraisal" ninth edition published by the ISA. The contractor will hire an ISA certified arborist to do the appraisal and submit a report for review by the City Arborist (PP).

Additionally, one of the following measures shall be undertaken for the Proposed Project:

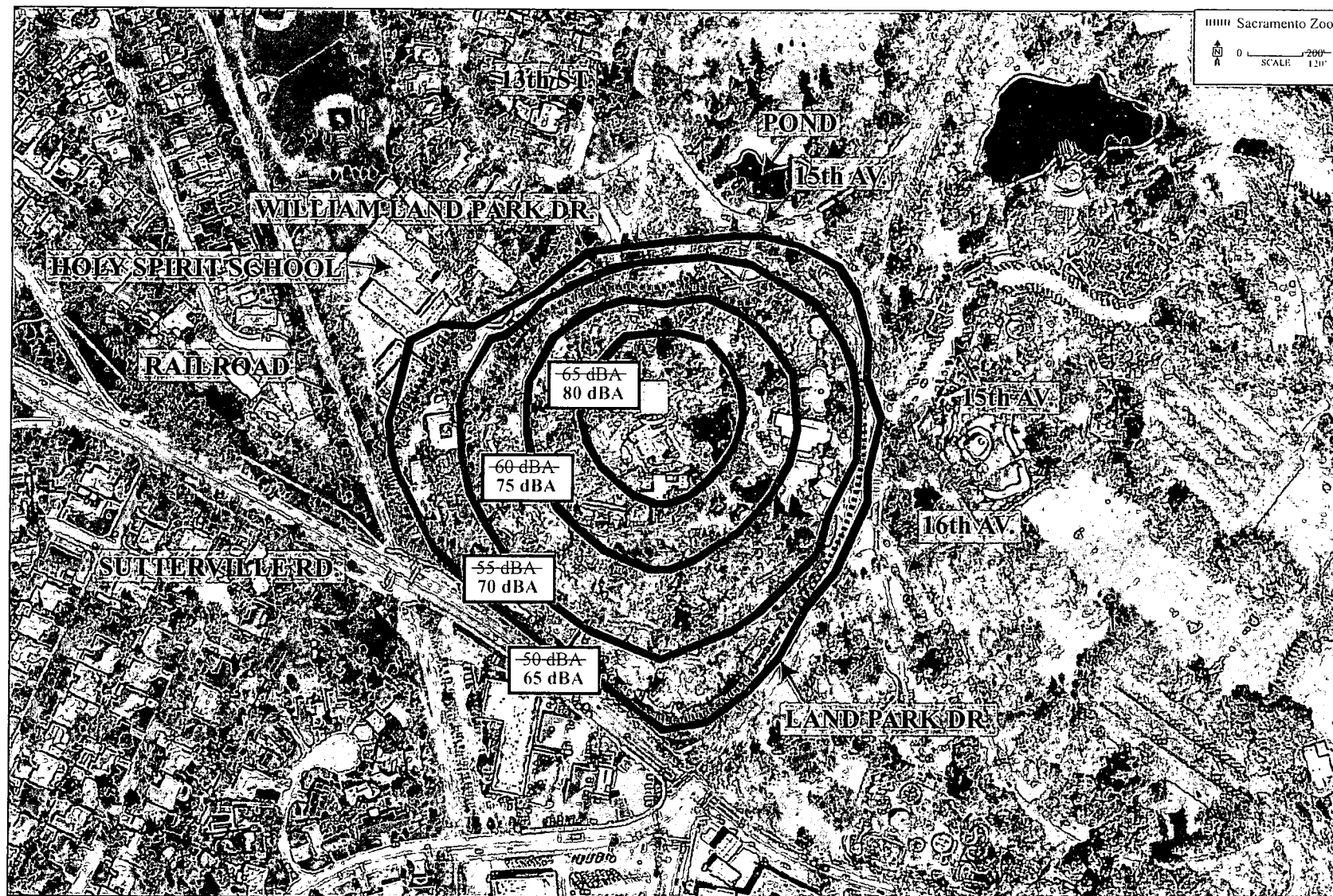
- f. Install a raised foundation for the pavilion that would allow oxygen exchange between the atmosphere and the soil.
- or
- g. Improve the aeration and soil conditions under the drip line of the trees. This would require the drip line to be fenced off to eliminate foot traffic and to allow the natural accumulation of oak duff (leaves and small twigs). This would enhance the population of earthworms and mycorrhizae, beneficial fungi that assist the tree in absorption of water and nutrients. Once the health of the oaks improves then the fencing could be removed and a wood chip mulch installed to a depth of 3-4 inches to prevent compaction from foot traffic.



SOURCE: City of Sacramento, 2001 : Bollard & Brennan, 2002 : AES, 2002

Sacramento Zoo Concept / Vision Plan EIR / 201549 ■

**Figure 6.4-4**  
North Lawn/Pavilion Concert Noise Contour Locations



SOURCE: City of Sacramento, 2001 : Bollard & Brennan, 2002 : AES, 2002

Sacramento Zoo Concept / Vision Plan EIR / 201549 ■

**Figure 6.4-5**  
Kampala Center Concert Noise Contour Locations

# ***CHAPTER 6.0***

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## ***REPORT PREPARATION***

# **CHAPTER 6.0**

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## **REPORT PREPARATION**

### **CITY OF SACRAMENTO:**

Lezley Buford, Environmental Services Manager  
Colleen Laubinger, Senior Planner  
Bob Jones, Public Works Department  
Marty Hanneman, Public Works Department  
Hector Barron, Public Works Department  
Barbara Bonebrake, Convention, Culture & Leisure Department

### **SACRAMENTO ZOOLOGICAL SOCIETY:**

Mary Healy, Director Sacramento Zoological Society

### **EIR CONSULTANTS:**

#### **Analytical Environmental Services:**

Joe Broadhead  
Josh Ferris  
Mark Wuestehube  
Debbie Williams

#### **Bollard and Brennan:**

Jim Brennan

#### **Fehr and Peers:**

Steve Brown  
Donald Hubbard

## ***ATTACHMENT 1: PROJECT AREA PHOTOGRAPHS***



View looking south towards northern Zoo boundary from 11th Avenue. Please note the many evergreen trees within the park.



View looking south towards northern Zoo boundary from 13th Avenue. The evergreen vegetation becoming a more dominant visual feature from this vantage point.





View looking south towards northern Zoo boundary from ball field. The view corridor quickly becomes obscured with vegetation as one travels either east or west.



View looking south towards northern Zoo boundary from pond. The formal gardens and statue becomes visible from this vantage point. Evergreen shrubbery predominates east and west of this view corridor.



View southeasterly towards northern boundary of Zoo from Bartley Drive and West Lane Park Drive intersection. Note dense vegetation virtually obscuring view to south.



View southeasterly from residential (3838 West Land Park Drive) area towards northern boundary of Zoo. Again, dense vegetation blocks view of Zoo.

***ATTACHMENT 2: GOLDEN NOTES***

It was Chairman Matthew's Art Balls that first brought the Federal Art Project to Sacramento. In 1937, the College's new auditorium, a Public Works Administration project, was nearly complete. In the lobby was a vast, empty wall. College President Jeremiah B. Lillard decided to use the Federal Art Project to paint a mural on that wall. The FAP would pay the artist's salary and the Art Ball funds would be used as the local contribution for materials and expenses.<sup>28</sup> As Matthew later recalled, "... one day the President called me and said, 'John, we're going to put in a mural by Ralph Stackpole at the entrance to the auditorium,' and said, 'Your art crew are going to pay for it.' and so I said, 'Okay. Sure.'"<sup>29</sup>

The Federal Art Project used murals to employ artists, but the murals had a broader purpose. A mural could "... catch whatever spirit of progress there was in the community and celebrate that. In other words, to take the optimistic side and celebrate it with a monumental work of art."<sup>30</sup> The subject matter would have local relevance, and focus on positive aspects of local history and the local economy. Murals could then "... reflect the confidence of the New Deal in a democracy sorely battered by the Depression," and, for the American people, "restore confidence in the American system."<sup>31</sup> The Federal Art Project's responsibility was to find a building, wall space in that building and a local sponsor to pick up all non-labor costs.<sup>32</sup> In Sacramento, the building was the new PWA auditorium, a large vacant wall beckoned in the lobby and, thanks to the Art Ball, the college had money available to pay for non-labor costs.

San Francisco artist Ralph Stackpole was an ideal choice to do the mural. He had been one of the artists commissioned by the Public Works of Art Project to paint murals inside the Coit Tower on Telegraph Hill. His 322 square-foot mural, "Industries of California", was awarded the best location in the Tower, on the ground floor wall where entering visitors see it first. But Mr. Stackpole was more than a muralist; he was a leader of Bay Area artists, and a "coordinating personality in Federal Art Projects that have done civic mural decorations."<sup>33</sup>

Ralph Stackpole was born in 1885 in Williams, Oregon, to a poor working class family. He came to San Francisco in 1901 determined to seek a career in art. He worked as a dance hall bouncer, railroad laborer, office boy and mine worker to pay for courses at the Mark Hopkins Institute of Art. After the San Francisco earthquake, Stackpole used contributions from other artists to study in Paris, where he first met the Mexican muralist, Diego Rivera. When he returned to San Francisco, he began a successful professional career as sculptor, painter and teacher. In 1917, he studied fresco murals in Italy. In 1926, he traveled to Mexico to see the famous Rivera murals at first hand. He was so impressed that he began a crusade to bring Diego Rivera to the United States, despite the Mexican's political radicalism and open membership in the Communist Party.<sup>34</sup>

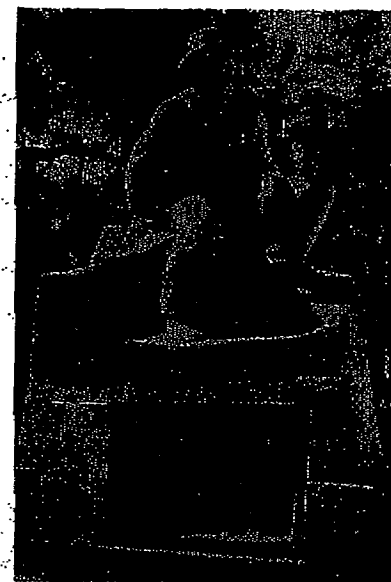


*Ralph Stackpole at work on a sculpture in his San Francisco studio. (Photo by Peter Stackpole, Sacramento City College Collection.)*

Furthermore, Stackpole had strong Sacramento connections. The native Sacramentan, artist Otis Oldfield, after studying in France, had come to San Francisco and worked closely with Mr. Stackpole. They both taught at the California School of Fine Arts in the 1920s and Ralph Stackpole was best man at Oldfield's wedding. Oldfield returned to Sacramento often to lecture, teach and visit friends.<sup>35</sup> Perhaps with Otis Oldfield's help, Stackpole won important Sacramento commissions. In 1925, the Swanston family hired Stackpole to sculpt a fountain honoring the pioneer Sacramento cattleman and rancher, Charles Swanston. That fountain still graces the highest point in William Land Park.<sup>36</sup> While he was working on the Swanston fountain at his "Stoneyard" studio at 716 Montgomery Street in San Francisco, Stackpole won another Sacramento commission: the William A. Coleman fountain, now something of a Sacramento landmark, in Plaza Park. In 1936, The Sacramento Bee hired him to do a limestone frieze on the paper's 915 7th Street headquarters.<sup>37</sup>

Mr. Stackpole's Sacramento mural was heavily influenced by his respect for Diego Rivera. "I was so impressed that I thought that if we could only get fresco decoration started [in the U. S.] it would add color and life to the grayness of our [public] buildings."<sup>38</sup> Stackpole's influence was critical in convincing American immigration authorities to admit Rivera to America. When they arrived, Rivera and his wife, Frida Kahlo, lived with Stackpole in San Francisco while the Mexican artist painted several Bay Area murals.<sup>39</sup> Stackpole's own murals included the key elements of Rivera's style: rounded human forms, intense earthen colors and "convoluted plastic forms for non-humans."<sup>40</sup> Also, like Rivera, Stackpole turned his back on European modernism to emphasize American workers, scenes and optimism.

He chose local subjects. "Art is a tool to record things. It is up to the artist to find out what are the most vital things around him and to devote his energies to recording them."<sup>41</sup> In the City College auditorium mural, Stackpole included "elements from the school, some from the Valley and surroundings."<sup>42</sup> His theme reflected the

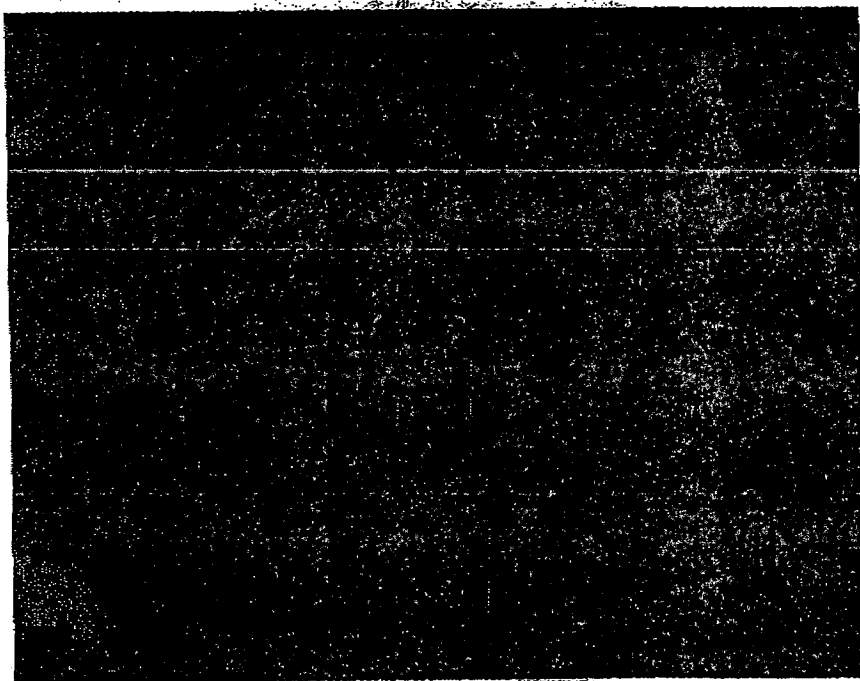


*Charles Swanston Memorial Fountain in William Land Park, by Ralph Stackpole in 1925. (Photo by Penny Harding, Sacramento City College Collection.)*



*William Coleman Memorial Fountain in Plaza Park, by Ralph Stackpole in 1926. (Photo by Penny Harding, Sacramento City College Collection.)*

optimism of New Deal leadership; a teacher is shown demonstrating principles that the students will take into the Sacramento community, thereby bringing progress and prosperity to the arts, sciences and local enterprises. The mural was painted in true fresco style, directly on wet lime plaster. The paints were pure ground pigment mixed with water. "Each morning a segment of the area which [Stackpole] has designated receives a coating of plaster. That segment must be painted before the plaster has become dry."<sup>43</sup> The pigment is thus imbedded in the wet plaster, dries and becomes a permanent part of the wall. Stackpole used City College employees and construction workers as his models. Local artists who knew his reputation watched him work.<sup>44</sup>



*Portion of the Federal Arts Project mural in the Sacramento City College Auditorium lobby, by Ralph Stackpole in 1937. (Photo by Terry Hajek, Sacramento City College Collection.)*

In addition to murals, the Federal Arts Project employed artists to produce easel paintings and prints. Before the Project ended, it had produced over 100,000 paintings and 200,000 prints.<sup>45</sup> At various times the FAP employed world famous artists like Jackson Pollock and Ben Shahn. Although no formal easel project existed in the Sacramento area,<sup>46</sup> at least one Sacramento area artist participated, local galleries frequently exhibited Project work, and local public agencies purchased some of the best prints and paintings.

The Federal Arts Project employed only "needy" artists to produce paintings and prints.<sup>47</sup> Kathryn Uhl Ball qualified during the Depression as both "needy" and as an artist. Born in Sacramento in 1910, Ms. Ball graduated from Sacramento High School, Sacramento Junior College and earned her degree in art from Mills College. Unfortunately, the Depression was at its worst when she began looking for jobs, and she had to return to Sacramento and live at home. She did a few editorial cartoons for the Sacramento Union and was briefly employed as an eligibility worker for the Federal Emergency Relief Administration. One of the Federal Art Projects, known as the Index of American Design, had been created to preserve practical examples of American art. In the basement of the old Post Office building at Seventh and K Streets, a group of photographers was at work on architectural details of Old Sacramento buildings. Ms. Ball was hired to supplement their work with drawings and water colors in late 1936.<sup>48</sup>

The Federal Arts Project established a graphic arts center in San Francisco. Artists throughout northern California were supplied with etching plates, lithographic stones, woodblocks and appropriate tools. From each resulting image twenty to fifty copies were printed in the San Francisco workshop headed by Ray Bertrand.<sup>49</sup> In 1937, Ms. Ball did at least three lithographs in the old Post Office basement from stones supplied by San Francisco.<sup>50</sup>

Sacramento area art galleries have been exhibiting Federal Art Project prints and paintings since 1937. Ronald D. Scofield, the Sacramento



***ATTACHMENT 3: TRAFFIC COUNTS***

CITY OF SACRAMENTO

All Traffic Data  
 5098 Foothills Blvd, 3-302  
 Roseville, CA. 95678  
 (916)771-8700

Site Code : 00000000  
 Start Date: 10/05/02  
 File I.D. : 15TH LP  
 Page : 1

Start Time	LANDPARK DR. Southbound				15TH AVE. Westbound				Northbound				Eastbound				
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
11:00am	10	70	0	80	10	0	5	15	0	90	27	117	0	0	0	0	212
11:15	5	83	0	89	7	0	6	13	0	101	29	130	0	0	0	0	232
11:30	6	107	0	113	5	0	6	11	0	93	27	120	0	0	0	0	244
11:45	11	83	0	94	15	0	1	16	0	96	19	115	0	0	0	0	225
Hour Total	33	343	0	376	37	0	18	55	0	380	102	482	0	0	0	0	913
Grand	33	343	0	376	37	0	18	55	0	380	102	482	0	0	0	0	913
% of Total	3.6%	37.6%	0.0%		4.1%	0.0%	2.0%		0.0%	41.6%	11.2%		0.0%	0.0%	0.0%		
Approch %				41.2%				6.0%				52.8%					
% of Approach	8.8%	91.2%	0.0%		67.3%	0.0%	32.7%		0.0%	78.8%	21.2%		0.0%	0.0%	0.0%		

Peak Hour Analysis By Entire Intersection for the Period: 11:00am to 11:45am on 10/05/02

Direction	Street Name	Start	Peak Hr	Volumes				Percentages		
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right
Southbound	LANDPARK DR.	11:00am	.832	33	343	0	376	8.7	91.2	.0
Westbound	15TH AVE.		.859	37	0	18	55	67.2	.0	32.7
Northbound			.927	0	380	102	482	.0	78.8	21.1
Eastbound			.0	0	0	0	0	0.0	0.0	0.0

CITY OF SACRAMENTO

All Traffic Data  
 5098 Foothills Blvd. 3-302  
 Roseville, CA. 95678  
 (916)771-8700

Site Code : 00000000  
 Start Date: 10/05/02  
 File I.D. : 15TH-LP  
 Page : 2

LANDPARK DR.

0	343	33	0
			380
			18
			=====
			398
Inbound		376	
Outbound		398	
Total		774	

18

0 0  
 0 0  
 0 0

0

0

Inbound	0
Outbound	0
Total	0

Inbound	55
Outbound	135 37
Total	190

0

33  
 0 135  
 102  
 15TH AVE.

Inbound	482
Outbound	380
Total	862

37	0	380	102
343			
0			
=====			
380			

CITY OF SACRAMENTO

ALL Traffic Data  
 5098 Foothills Blvd. 3-302  
 Roseville, CA. 95678  
 (916)771-8700

Site Code : 00000000  
 Start Date: 10/05/02  
 File I.D. : 15TH-LP  
 Page : 1

	LANDPARK DR. Southbound				15TH AVE. Westbound				Northbound				Eastbound				
Time	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
01:00pm	8	90	0	98	16	0	18	34	0	79	33	112	0	0	0	0	244
01:15	10	86	0	96	25	0	12	37	0	77	26	103	0	0	0	0	236
01:30	3	104	0	107	22	0	12	34	0	79	14	93	0	0	0	0	231
01:45	6	80	0	86	30	0	10	40	0	72	25	97	0	0	0	0	223
Hour Total	27	360	0	387	93	0	52	145	0	307	98	405	0	0	0	0	937
Grand	27	360	0	387	93	0	52	145	0	307	98	405	0	0	0	0	937
% of Total	2.9%	38.4%	0.0%		9.9%	0.0%	5.5%		0.0%	32.8%	10.5%		0.0%	0.0%	0.0%		
Approch %				41.3%				15.5%				43.2%					
% of Approach	7.0%	93.0%	0.0%		64.1%	0.0%	35.9%		0.0%	75.8%	24.2%		0.0%	0.0%	0.0%		

Peak Hour Analysis: By Entire Intersection for the Period: 01:00pm to 01:45pm on 10/05/02

Direction	Street Name	Start	Peak Hr	..... Volumes .....				..... Percentages .....		
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right
Southbound	LANDPARK DR.	01:00pm	.904	27	360	0	387	6.9	93.0	.0
Westbound	15TH AVE.		.906	93	0	52	145	64.1	.0	35.8
Northbound			.904	0	307	98	405	.0	75.8	24.1
Eastbound			.0	0	0	0	0	0.0	0.0	0.0

CITY OF SACRAMENTO

All Traffic Data  
 5098 Foothills Blvd. 3-302  
 Roseville, CA. 95678  
 (916)771-8700

Site Code : 00000000  
 Start Date: 10/05/02  
 File I.D. : 15TH-LP  
 Page : 2

LANDPARK DR.

0	360	27	0
			307
			52
			=====
			359
Inbound		387	
Outbound		359	
Total		746	

52

0 0  
 0 0  
 0 0

0

Inbound 0  
 Outbound 0  
 Total 0

Inbound 145  
 Outbound 125 93  
 Total 270

0

27  
 0 125  
 98  
 15TH AVE.

Inbound 405  
 Outbound 453  
 Total 858

93 0 307  
 360  
 0  
 =====  
 453

98

CITY OF SACRAMENTO

ALL Traffic Data  
 5098 Foothills Blvd. 3-302  
 Roseville, CA. 95678  
 (916)771-8700

Site Code : 00000000  
 Start Date: 10/05/02  
 File I.D. : 14TH-LP  
 Page : 1

	LAND PARK DR. Southbound				14TH AVE. Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
11:00am	6	54	1	61	5	5	10	20	5	62	4	71	1	11	6	18	170
11:15	4	84	5	93	3	13	10	26	5	96	7	108	0	7	7	14	241
11:30	12	85	1	98	5	10	5	20	5	64	4	73	2	4	7	13	204
11:45	11	71	0	82	9	6	5	20	4	78	5	87	1	4	4	9	198
Hour Total	33	294	7	334	22	34	30	86	19	300	20	339	4	26	24	54	813
Grand	33	294	7	334	22	34	30	86	19	300	20	339	4	26	24	54	813
% of Total	4.1%	36.2%	.9%		2.7%	4.2%	3.7%		2.3%	36.9%	2.5%		.5%	3.2%	3.0%		
Approch %			41.1%				10.6%				41.7%					6.6%	
% of Approch	9.9%	88.0%	2.1%		25.6%	39.5%	34.9%		5.6%	88.5%	5.9%		7.4%	48.1%	44.4%		

Peak Hour Analysis By Entire Intersection for the Period: 11:00am to 11:45am on 10/05/02

Direction	Street Name	Start	Peak Hr	..... Volumes .....				..... Percentages .....		
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right
Southbound	LAND PARK DR.	11:00am	.852	33	294	7	334	9.8	88.0	2.0
Westbound	14TH AVE.		.827	22	34	30	86	25.5	39.5	34.8
Northbound			.785	19	300	20	339	5.6	88.4	5.8
Eastbound			.750	4	26	24	54	7.4	48.1	44.4

CITY OF SACRAMENTO

ALL Traffic Data  
 5098 Foothills Blvd. 3-302  
 Roseville, CA. 95678  
 (916)771-8700

Site Code : 00000000  
 Start Date: 10/05/02  
 File I.D. : 14TH-I.P  
 Page : 2

LAND	PARK DR.	
7	294	33
		4
		300
		30
		=====
		334
Inbound		334
Outbound		334
Total		668

		30

	19
60	34
	7
	=====
	4

	Inbound	54
	Outbound	60
26	Total	114

	Inbound	86
	Outbound	79
	Total	165

	24
--	----

	Inbound	339
	Outbound	340
	Total	679
22		19
294		300
24		
=====		
340		

	33
	26
	20
	79
	14TH AVE.

20

CITY OF SACRAMENTO

All Traffic Data  
5098 Foothills Blvd. 3-302  
Roseville, CA. 95678  
(916)771-8700

Site Code : 00000000  
Start Date: 10/05/02  
File I.D. : 14TH-LP  
Page : 1

	LAND PARK DR. Southbound				14TH AVE. Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
01:00pm	7	77	0	84	11	9	5	25	5	60	9	74	4	12	5	21	204
01:15	9	63	2	74	9	12	9	30	6	53	4	63	1	12	7	20	187
01:30	0	66	2	68	2	10	12	24	8	63	6	77	3	32	12	47	216
01:45	10	64	1	75	5	14	7	26	8	56	9	73	1	8	7	16	190
Hour Total	26	270	5	301	27	45	33	105	27	232	28	287	9	64	31	104	797
Grand	26	270	5	301	27	45	33	105	27	232	28	287	9	64	31	104	797
% of Total	3.3%	33.9%	.6%		3.4%	5.6%	4.1%		3.4%	29.1%	3.5%		1.1%	8.0%	3.9%		
Approach %				37.8%				13.2%				36.0%				13.0%	
% of Approach	8.6%	89.7%	1.7%		25.7%	42.9%	31.4%		9.4%	80.8%	9.8%		8.7%	61.5%	29.8%		

Peak Hour Analysis: By Entire Intersection for the Period: 01:00pm to 01:45pm on 10/05/02

Direction	Street Name	Start	Peak Hr	..... Volumes .....				..... Percentages .....		
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right
Southbound	LAND PARK DR.	01:00pm	.896	26	270	5	301	8.6	89.7	1.6
Westbound	14TH AVE.		.875	27	45	33	105	25.7	42.8	31.4
Northbound			.932	27	232	28	287	9.4	80.8	9.7
Eastbound			.553	9	64	31	104	8.6	61.5	29.8



CITY OF SACRAMENTO

All Traffic Data  
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 Roseville, CA. 95678  
 (916)771-8700

Site Code : 00000000  
 Start Date: 10/05/02  
 File I.D. : 14TH-LP  
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LAND PARK DR.

5	270	26	9
			232
			33
			=====
			274
Inbound		301	
Outbound		274	
Total		575	

33

77 27  
 45  
 5

9

Inbound	104
Outbound	77
Total	181

64

Inbound	105
Outbound	118
Total	223

45

27

31

Inbound	287
Outbound	328
Total	615

27	27	232
270		
31		
=====		
328		

26

64 118

28

14TH AVE.

28

CITY OF SACRAMENTO

ALL Traffic Data  
5098 Foothills Blvd. 3-302  
Roseville, CA. 95678  
(916)771-8700

Site Code : 00000000  
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File I.D. : SUTLP-F  
Page : 1

	LAND PARK DR. Southbound					SUTTERVILLE RD. Westbound					S. LAND PARK DR. Northbound					SUTTERVILLE RD. Eastbound							
Start Time	Left	Thru	Right	D.R.	Totl	Left	Thru	Right	D.R.	Totl	Left	Thru	Right	D.R.	Totl	Left	Thru	Right	D.R.	Totl	Total-	D.R.=	
11:00am	24	24	12	8	68	16	62	18	3	99	7	35	23	3	68	47	65	7	12	131	366	26	340
11:15	24	45	13	9	91	18	71	20	0	109	5	33	14	4	56	45	83	10	7	145	401	20	381
11:30	29	31	26	16	102	15	72	26	3	116	15	38	11	0	64	37	95	11	14	157	439	33	406
11:45	29	30	20	19	98	23	88	26	3	140	11	28	9	2	50	34	95	14	6	149	437	30	407
Hour Total	106	130	71	52	359	72	293	90	9	464	38	134	57	9	238	163	338	42	39	582	1643	109	1534
Grand	106	130	71	52	359	72	293	90	9	464	38	134	57	9	238	163	338	42	39	582	1643	109	1534
% of Total	6.5	7.9	4.3	3.2%		4.4	17.8	5.5	.5%		2.3	8.2	3.5	.5%		9.9	20.6	2.6	2.4%			6.6%	93.4%
Approch %				21.9%					28.2%					14.5%					35.4%				
% of Appro	29.5	36.2	19.8	14.5%		15.5	63.1	19.4	1.9%		16.0	56.3	23.9	3.8%		28.0	58.1	7.2	6.7%				

Peak Hour Analysis: By Entire Intersection for the Period: 11:00am to 11:45am on 10/05/02

Direction	Street Name	Start Peak Hour	Peak Hr Factor	..... Volumes .....				..... Percentages .....		
				Left	Thru	Right	Total	Left	Thru	Right
Southbound	LAND PARK DR.	11:00am	.892	106	130	71	307	34.5	42.3	23.1
Westbound	SUTTERVILLE RD.		.830	72	293	90	455	15.8	64.3	19.7
Northbound	S. LAND PARK DR.		.881	38	134	57	229	16.5	58.5	24.8
Eastbound	SUTTERVILLE RD.		.949	163	338	42	543	30.0	62.2	7.7

ITY OF SACRAMENTO

All Traffic Data  
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 Roseville, CA. 95678  
 (916)771-8700

Site Code : 00000000  
 Start Date: 10/05/02  
 File I.D. : SUTLP-F  
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	52	LAND PARK DR.	71	130	106	163
						134
						90
						=====
						387
		Inbound			359	
		Outbound			387	
		Total			746	

SUTTERVILLE RD.

38  
 402 293  
 71

163

Inbound	582
Outbound	402
338 Total	984

42

39

Inbound	238
Outbound	244
Total	482
72	38
130	134
42	
=====	
244	

S. LAND PARK DR.

	9
	90

293

Inbound	464
Outbound	501
Total	965

106  
 338 501  
 57

SUTTERVILLE RD.

57 9

CITY OF SACRAMENTO

All Traffic Data  
5098 Foothills Blvd. 3-302  
Roseville, CA. 95678  
(916)771-8700

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	LAND PARK DR. Southbound					SUTTERVILLE RD. Westbound					S. LAND PARK DR. Northbound					SUTTERVILLE RD. Eastbound					Total- D.R.=		
Start Time	Left	Thru	Right	D.R.	Total	Left	Thru	Right	D.R.	Total	Left	Thru	Right	D.R.	Total	Left	Thru	Right	D.R.	Total			
1:00pm	25	24	35	12	96	12	56	18	1	87	10	25	25	3	63	42	88	22	5	157	403	21	382
1:15	33	31	43	9	116	18	75	29	3	125	9	28	28	1	66	31	72	12	10	125	432	23	409
1:30	23	31	45	10	109	20	61	20	1	102	10	27	27	4	68	28	79	13	14	134	413	29	384
1:45	25	26	45	9	105	18	60	13	1	92	4	28	28	1	61	38	77	15	5	135	393	16	377
Hour Total	106	112	168	40	426	68	252	80	6	406	33	108	108	9	258	139	316	62	34	551	1641	89	1552
Grand	106	112	168	40	426	68	252	80	6	406	33	108	108	9	258	139	316	62	34	551	1641	89	1552
% of Total	6.5	6.8	10.2	2.4%		4.1	15.4	4.9	.4%		2.0	6.6	6.6	.5%		8.5	19.3	3.8	2.1%		5.4%	94.6%	
Approach %	26.0%					24.7%					15.7%					33.6%							
% of Apprc	24.9	26.3	39.4	9.4%		16.7	62.1	19.7	1.5%		12.8	41.9	41.9	3.5%		25.2	57.4	11.3	6.2%				

Peak Hour Analysis: By Entire Intersection for the Period: 01:00pm to 01:45pm on 10/05/02

Direction	Street Name	Start	Peak Hr	..... Volumes .....				..... Percentages .....		
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right
Southbound	LAND PARK DR.	01:00pm	.902	106	112	168	386	27.4	29.0	43.5
Westbound	SUTTERVILLE RD.		.820	68	252	80	400	17.0	63.0	20.0
Northbound	S. LAND PARK DR.		.958	33	108	108	249	13.2	43.3	43.3
Eastbound	SUTTERVILLE RD.		.850	139	316	62	517	26.8	61.1	11.9

CITY OF SACRAMENTO

All Traffic Data  
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1-2

40		LAND PARK DR.			
	168	112	106	139	
				108	
				80	
				====	
				327	
		Inbound	426		
		Outbound	327		
		Total	753		
SUTTERVILLE RD.					6
	33				
453	252				
	168				
139					80
					252
	Inbound	551		Inbound	406
	Outbound	453		Outbound	530
316	Total	1004		Total	936
62					106
					316
					108
					530
					SUTTERVILLE RD.
34		Inbound	258		
		Outbound	242		
		Total	500		
	68	33	108	108	9
	112				
	62				
	====				
	242				
	S. LAND PARK DR.				

CITY OF SACRAMENTO

All Traffic Data  
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DEL RIO RD.  
Northbound

Start

Time	Left	Thru	Right	L.P.	Total	Total	L.P.	=
11:00am	16	19	8	2	45	45	2	43
11:15	14	22	4	2	42	42	2	40
11:30	19	11	4	2	36	36	2	34
11:45	19	18	5	4	46	46	4	42
Hour Total	68	70	21	10	169	169	10	159

Grand 68 70 21 10 169 169 10 159  
 % of Total 40.2 41.4 12.4 5.9% 5.9% 94.1%  
 Approach % 00.0%  
 % of Approach 40.2 41.4 12.4 5.9%

Peak Hour Analysis By Entire Intersection for the Period: 11:00am to 11:45am on 10/05/02

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes				Percentages		
				Left	Thru	Right	Total	Left	Thru	Right
Southbound	LAND PARK DR.	11:00am	.0	0	0	0	0	0.0	0.0	0.0
Westbound	SUTTERVILLE RD.		.0	0	0	0	0	0.0	0.0	0.0
Northbound	DEL RIO RD.		.924	68	70	21	159	42.7	44.0	13.2
Eastbound			.0	0	0	0	0	0.0	0.0	0.0

CITY OF SACRAMENTO

All Traffic Data  
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Roseville, CA. 95678  
(916)771-8700

Site Code : 00000000  
Start Date: 10/05/02  
File I.D. : SUTLP-DR  
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Inbound	10	
Outbound	0	
Total	10	
=====		
0		
DEL RIO RD.		

10

CITY OF SACRAMENTO

All Traffic Data  
5098 Foothills Blvd. 3-302  
Roseville, CA. 95678  
(916)771-8700

Site Code : 00000000  
Start Date: 10/05/02  
File I.D. : SUTLP-DR  
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DEL RIO RD.  
Northbound

Hours

Time	Left	Thru	Right	L.P.	Total	Total	L.P.	=
1:00pm	24	16	4	0	44	44	0	44
1:15	8	14	11	2	35	35	2	33
1:30	20	13	6	1	40	40	1	39
1:45	16	10	8	3	37	37	3	34
Hour Total	68	53	29	6	156	156	6	150
Grand	68	53	29	6	156	156	6	150
% of Total	43.6	34.0	18.6	3.8%			3.8%	96.2%
Apprch %				00.0%				
% of Apprch	43.6	34.0	18.6	3.8%				

Peak Hour Analysis By Entire Intersection for the Period: 01:00pm to 01:45pm on 10/05/02

Direction	Street Name	Start	Peak Hr	Volumes				Percentages		
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right
Southbound	LAND PARK DR.	01:00pm	.0	0	0	0	0	0.0	0.0	0.0
Westbound	SUTTERVILLE RD.		.0	0	0	0	0	0.0	0.0	0.0
Northbound	DEL RIO RD.		.852	68	53	29	150	45.3	35.3	19.3
Eastbound			.0	0	0	0	0	0.0	0.0	0.0



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Roseville, CA. 95678  
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File I.D. : SUTLP-DR  
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Inbound	6
Outbound	0
Total	6

=====

0

DEL RIO RD.

6

N ↓

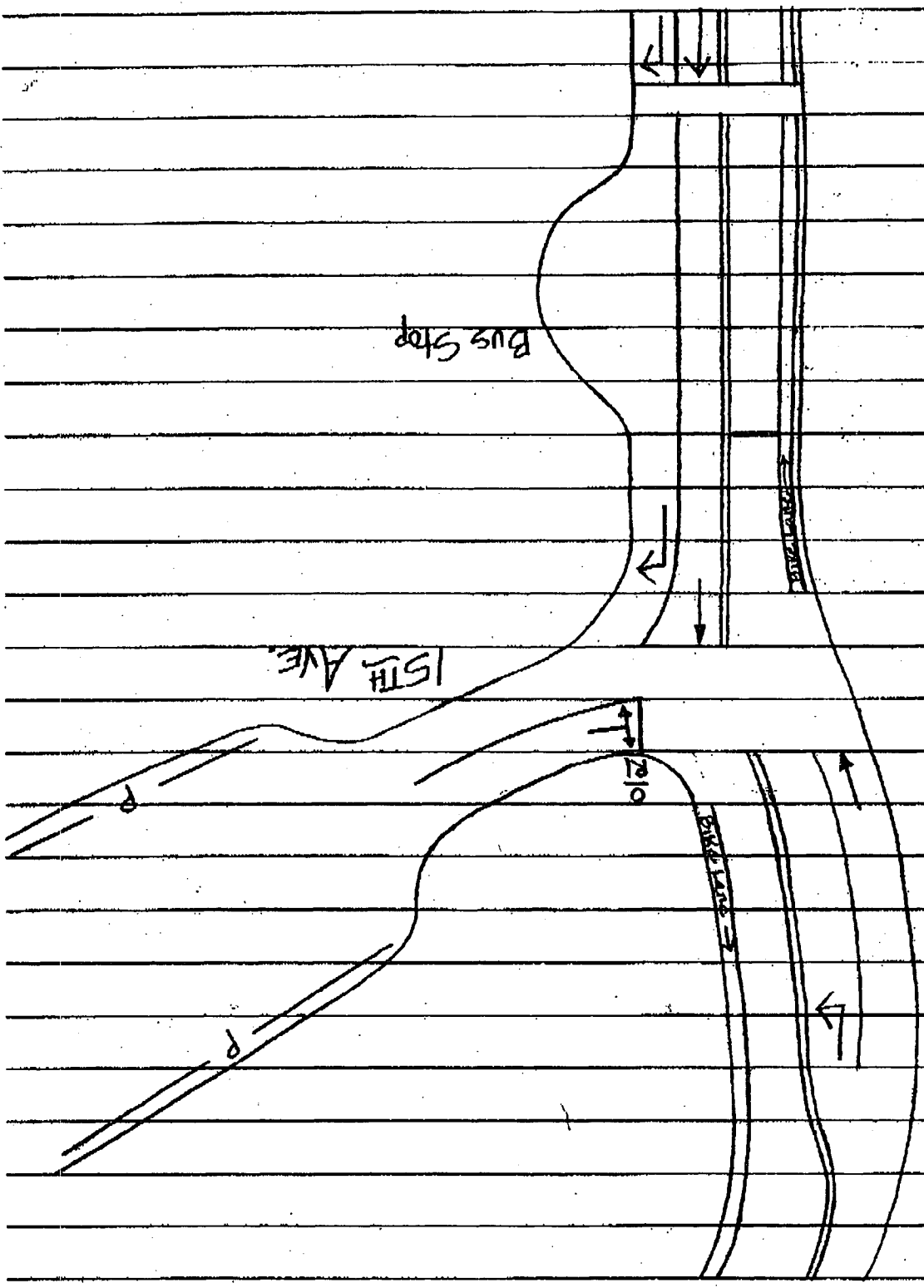
LAND PARK DR.

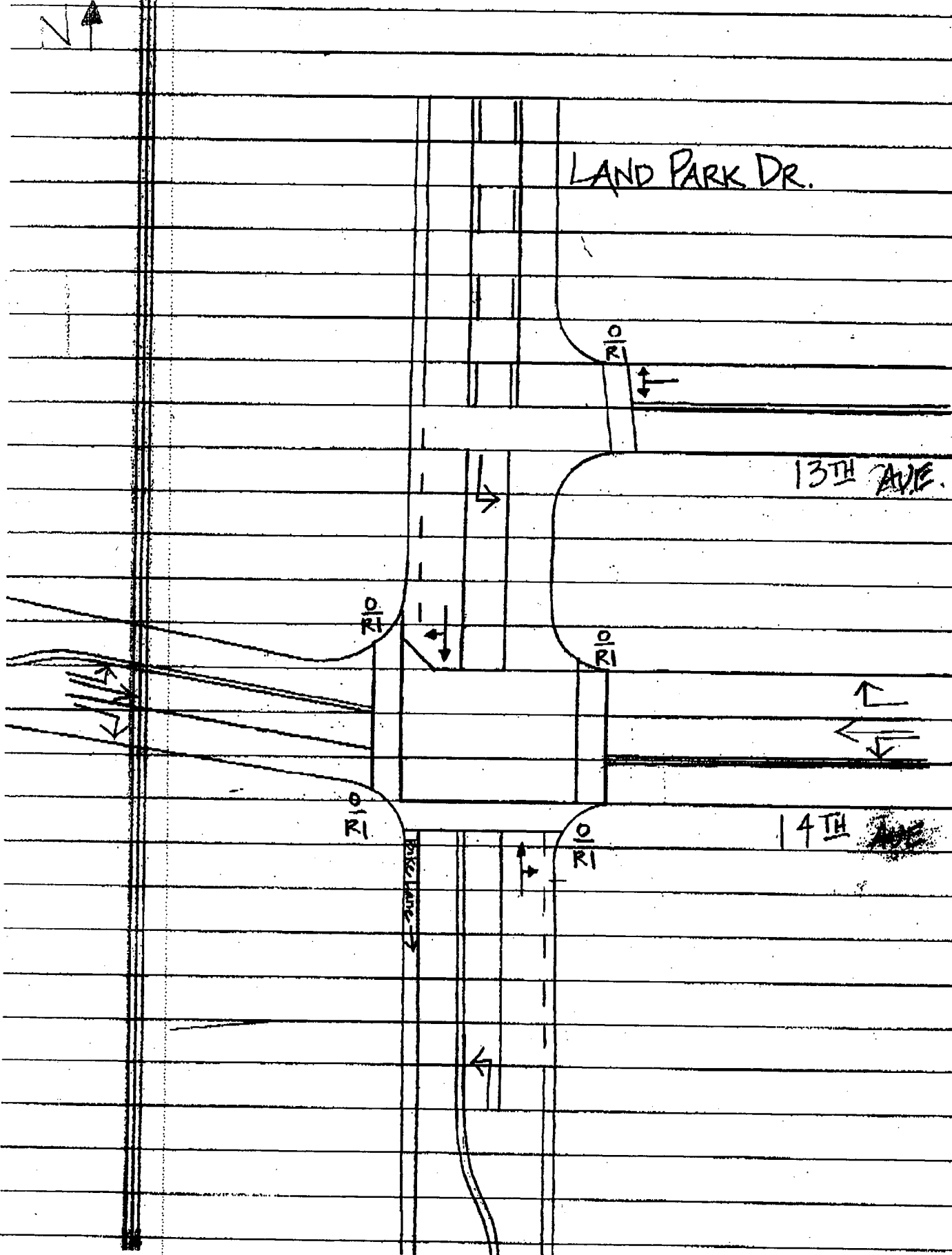
Bike Lane →

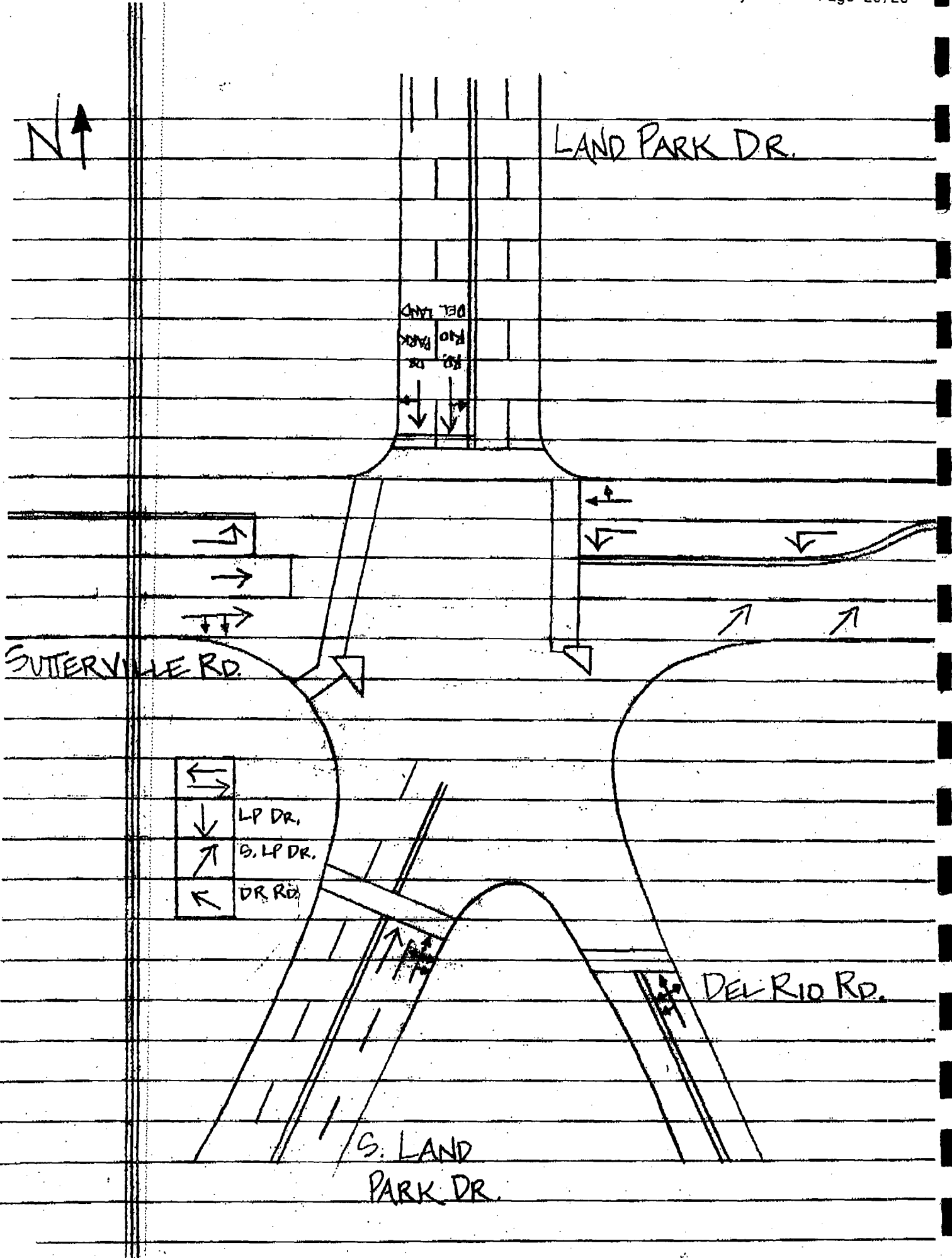
RT/O

15TH AVE.

Bus Stop







***ATTACHMENT 4: HISTORIC RECORDS SEARCH***

California  
Historical  
Resources  
Information  
System

NORTH CENTRAL  
INFORMATION  
CENTER



AMADOR  
EL DORADO  
NEVADA  
PLACER  
SACRAMENTO  
YUBA

Department of Anthropology  
California State University, Sacramento  
8000 J Street, Sacramento, CA 95819-6106  
(916) 278-6217  
FAX (916) 278-5162

December 24, 1999

Peter Jensen  
Archeological Services, Inc.  
9726 Lott Road  
Durham, CA 95938-9742

IC# SAC-99-85

RE: RECORD SEARCH FOR THE LAND PARK SEWER RELIEF PROJECT  
IN SACRAMENTO COUNTY.

Dear Peter:

In response to your request, received on Dec. 21, 1999, a record search for the above location (USGS Sacramento East and West 7.5' Quads. T8N R4E Unsectioned New Helvetia land grant) has been completed with the following results:

**PREHISTORIC RESOURCES:** Our records indicated that no previously recorded sites of this type are known to be located within or adjacent to this project. The closest such site, CA-SAC-167 (possible camp site with one pestle and marginal mortar), is about 1/4 mile to the southwest (see map).

**HISTORIC RESOURCES:** According to our records the nearest previously recorded historic site is a structure called Pumping Station 2, located just north of the northern terminus of the project. Pumping Station 2 is a stormwater pumping plant built in 1914 (see copy of record).

Our office copy of the 1866 GLO Plat for the New Helvetia grant shows a Ferry and Road and Goulds Mill at the general project location. See map copy.

A review of the listed historic references indicated that two State Historic Landmarks (Nos. 593 and 666) are close to the project. A local bridge (No. 24C0300) and at least two I-5 State Bridges (No. 24-0255 and 0256) are within a 1/4 mile or so. A few buildings on Riverside Ave. have been inventoried but I do not know how close they are to your project (see attached sheet). Finally some general information on the New Helvetia grant and the town of Sutterville is included (see map and attachments).

**PREVIOUS ARCHEOLOGICAL INVESTIGATIONS:** Our records show that no portion of the project area has been previously surveyed. There have been several nearby studies however, including Report Nos.

December 24, 1999  
P. Jensen  
Pg. 2

55 and 2029; Maniery (1991)\*, Bouey with Herbert (1990) and Snyder and Snyder (1997A and B).


\*This report is an evaluation study (rather than a field survey) of the railroad which is just west of your project.

**LITERATURE SEARCH:** In addition to the official records and maps for archeological sites and surveys in Sacramento County, the following historic references were also reviewed: the National Register of Historic Places - Listed properties (1996) and Determinations of Eligibility (Oct. 1999), the California Inventory of Historic Resources (1976), California Historical Landmarks (1996 and updates), California Points of Historical Interest (1992 and updates), Directory of Properties in the Historical Resources Inventory (HRI) (Sept. 1999), Caltrans Local Bridge Survey (1989), Caltrans State Bridge Survey (1987) and Historic Spots in California (1966 and 1990).

As indicated on the attached agreement form the charge for this record search is \$154.95. Payment instructions are included at the bottom of the form. Please sign where indicated and return the YELLOW copy with your payment. Thank you.

If you have any questions please do not hesitate to call.

Sincerely,



Marianne L. Russo  
Assistant Coordinator