

3 REVISIONS TO THE DRAFT SEIR

This chapter presents specific text changes made to the Draft EIR since its publication and public review. The changes are presented in the order in which they appear in the original Draft EIR and are identified by the Draft EIR page number. Text deletions are shown in ~~strike through~~, and text additions are shown in underline.

In addition to revisions to the Draft EIR from responding to comments received during the public review period this chapter presents text changes made to the Draft EIR as a result of changes to the Project proposed by the City that have occurred after the 45 day review period. Revisions to the Project include:

- ▶ Clarification for potential phased construction of B Drive;
- ▶ Clarification for potential of phased construction of pedestrian and bicycle facilities on Classical Way;
- ▶ Addition of an amendment to the Bicycle, Pedestrian, and Trails Master Plan; and
- ▶ Addition of a Tentative Subdivision Map.

Revisions to the Draft EIR from updated to the Project description are minor, as shown throughout this chapter and would not result in new significant impacts in the Draft EIR. Therefore, there would not be a change to the significance findings included throughout the Draft EIR.

The information contained within this chapter clarifies and expands on information in the Draft EIR and does not constitute “significant new information” requiring recirculation. (See Public Resources Code Section 21092.1; CEQA Guidelines Section 15088.5.)

Revisions to the Executive Summary

To address minor revisions to mitigation measures Table ES-1 of the Executive Summary is revised as follows:

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Biological Resources			
<p>Impact 3.3-1: Result in Disturbance to or Loss of Special-Status Wildlife Species and Habitat Project implementation would include development activities, such as ground disturbance and construction of new buildings, that could result in disturbance to several special-status bird species if they are present. Implementing the Project may result in injury, mortality, reduced breeding productivity, and loss of species habitat for special-status birds. Implementation of Mitigation Measures 3.3-1a through 3.3-1c would reduce the significant impact on Swainson’s hawk, white-tailed kite, other raptors, tricolored blackbird, loggerhead shrike, common native nesting birds, burrowing owl, greater sandhill crane, and lesser sandhill crane related to construction and off-site improvement activities because it would require preconstruction surveys and implementation of avoidance measures (e.g., no-disturbance buffers) to prevent injury or mortality, disturbance, and nest abandonment if active nests are determined to be present on or near the Project site or in off-site</p>	PS	<p>Mitigation Measure 3.3-1a: Conduct Take Avoidance Survey for Burrowing Owl, Implement Avoidance Measures, and Compensate for Loss of Occupied Burrows The New Zoo shall implement the following measures to reduce impacts on burrowing owl:</p> <ul style="list-style-type: none"> ▶ A qualified biologist shall conduct focused breeding and nonbreeding season surveys for burrowing owls in areas of suitable habitat on and within 500 feet of the Project site. To ensure accuracy and the most up-to-date information, surveys shall be conducted before the start of construction activities and in accordance with Appendix D of the Staff Report on Burrowing Owl Mitigation (CDFG 2012), which recommends at least three surveys conducted at least 3 weeks apart. ▶ If no occupied burrows are found, the qualified biologist shall submit a report documenting the survey methods and 	LTS

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>improvement areas. These mitigation measures would reduce the impacts to a less-than-significant level</p>		<p>results to the City, and no further mitigation shall be required.</p> <ul style="list-style-type: none"> ▶ If an active burrow is found during the nonbreeding season (September 1 through January 31), the applicant shall consult with CDFW regarding protective buffers to be established around the occupied burrow and maintained throughout construction. The buffer shall be a minimum of 450 <u>164</u> feet around the active, nonbreeding burrow but may be reduced in consultation with CDFW. <u>The protective buffer zone shall be clearly marked with flagging or other highly visible materials. If after all applicable avoidance and minimization measures are implemented, it is determined that</u> occupied burrows are present that cannot be avoided or adequately protected with a no-disturbance buffer, <u>passive relocation will be allowed as a last resort in consultation with CDFW.</u> The burrowing owl exclusion plan shall be developed, as described in Appendix E of the Staff Report. Burrowing owls shall not be excluded from occupied burrows until the Project burrowing owl exclusion plan is approved by CDFW and only during the nonbreeding season. The exclusion plan shall include methods for determining burrow vacancy, type and timing for scoping burrows, what will determine excavation timing, a monitoring plan for determining exclusion has been successful, remedial measures to prevent owl reuse and avoid take, and a burrowing owl mitigation and management plan (see below). ▶ If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a protective buffer at a minimum of 650 feet unless a qualified biologist verifies through noninvasive means that either (1) the birds have not begun egg laying or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer may be adjusted depending on the time of year and level of disturbance as outlined in the Staff Report (CDFG 2012: 9). The size of the buffer may be reduced if a broad-scale, long-term monitoring program acceptable to CDFW is implemented so that burrowing owls are not adversely affected. After the 	

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>fledglings are capable of independent survival, the owls can be evicted, and the burrow can be destroyed in accordance with the terms of a CDFW-approved burrowing owl exclusion plan developed in accordance with Appendix E of the Staff Report.</p> <ul style="list-style-type: none"> ▶ If burrowing owls are excluded from burrows and the burrows are destroyed as a result of Project construction activities, the applicant shall mitigate the loss of occupied habitat such that habitat acreage and the number of burrows are replaced through permanent conservation of comparable or better habitat at a 1:1 mitigation ratio with similar vegetation communities and burrowing mammals (e.g., ground squirrels) present to provide for nesting, foraging, wintering, and dispersal. The applicant shall retain a qualified biologist to develop a burrowing owl mitigation and management plan that incorporates the following goals and standards, among others: <ul style="list-style-type: none"> ▶ Mitigation lands shall be selected based on comparison of the habitat lost to the compensatory habitat, including type and structure of habitat; disturbance levels; potential for conflicts with humans, pets, and other wildlife; density of burrowing owls; and relative importance of the habitat to the species throughout its range. ▶ Where available, mitigation lands shall be provided adjacent or proximate to the development area so that displaced owls can relocate with reduced risk of injury or mortality, depending on the availability of habitat sufficient to support displaced owls that may be preserved in perpetuity. ▶ If habitat suitable for burrowing owl is not available for conservation adjacent or proximate to the development area, mitigation lands shall be secured off-site and shall aim to consolidate and enlarge conservation areas outside of planned development areas and within foraging distance of other conservation lands. Alternatively, mitigation may be accomplished through purchase of mitigation credits at a CDFW-approved mitigation bank, if available. Alternative mitigation sites and acreages may also be determined in consultation with CDFW. If burrowing owl habitat mitigation is completed through permittee-responsible 	

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>conservation lands, the mitigation plan shall include mitigation objectives, site selection factors, site management roles and responsibilities, vegetation management goals, financial assurances and funding mechanisms, performance standards and success criteria, monitoring and reporting protocols, and adaptive management measures. Success shall be based on the number of adult burrowing owls and pairs using the site and whether the numbers are maintained over time. Measures of success, as suggested in the Staff Report, shall include site tenacity, the number of adult owls present and reproducing, colonization by burrowing owls from elsewhere, changes in distribution, and trends in stressors.</p> <p>Mitigation Measure 3.3-1b: Conduct Focused Surveys for Swainson’s Hawk, White-Tailed Kite, Northern Harrier, Tricolored Blackbird, Loggerhead Shrike, and Other Nesting Birds</p> <p>The Project applicant shall implement the following measures to reduce impacts on special-status and other tree-nesting birds:</p> <ul style="list-style-type: none"> ▶ To minimize the potential for loss of nesting birds protected under the Migratory Bird Treaty Act or California Fish and Game Code Section 3503, Project construction activities (e.g., tree removal, vegetation clearing, ground disturbance, staging) shall be conducted during the nonbreeding season (approximately September 1 through January 31, as determined by a qualified biologist), when possible. If Project construction activities are conducted during the nonbreeding season, no further mitigation shall be required. ▶ Within 14 days before the onset of Project construction activities during the breeding season (approximately February 1 through August 31, as determined by a qualified biologist), a qualified biologist familiar with birds of California and with experience conducting nesting bird surveys shall conduct focused surveys for Swainson’s hawk, white-tailed kite, tricolored blackbird, northern harrier, loggerhead shrike, and other nesting birds protected under the Migratory Bird Treaty Act or California Fish and Game Code Section 3503. Surveys shall be conducted in accessible areas (i.e., not including private property) within 1,000-foot buffer of the Project site for Swainson’s hawk 	

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>and white-tailed kite, within 500 feet of the Project site for nonraptor native bird nests and within 0.5-mile for raptor nests.</p> <ul style="list-style-type: none"> ▶ <u>Surveys for Swainson’s hawk shall be conducted within a 0.5-mile radius of the Project site in areas accessible to Project biologists. Surveys shall be conducted according to <i>Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in California’s Central Valley</i> (SHTAC 2000), which includes the following five-period schedule:</u> <ul style="list-style-type: none"> ▪ <u>January to March 20: One all-day survey</u> ▪ <u>March 20 to April 5: Three surveys, sunrise to 1000/1600 to sunset</u> ▪ <u>April 5 to April 20: Three surveys, sunrise to 1200/1630 to sunset</u> ▪ <u>April 21 to June 10: Monitoring</u> ▪ <u>June 10 to July 30: Three surveys, sunrise to 1200/1600 to sunset</u> ▶ <u>If an active Swainson’s hawk nest is found during surveys, the City shall consult with CDFW to demonstrate compliance with CESA and determine appropriate no-disturbance buffers around active nests to avoid take. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined by a qualified biologist. No Project activity shall commence in the buffer areas until a qualified biologist has determined, in consultation with CDFW, that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. CDFW guidelines recommend implementation of 0.5-mile-wide buffer for Swainson’s hawk.</u> ▶ <u>If no nests are found, the qualified biologist shall submit a report documenting the survey methods and results to the City, and no further mitigation shall be required.</u> ▶ <u>For Project activities that begin between March 1 and September 15, the qualified biologists shall conduct additional preconstruction surveys for nesting raptors and birds no more than 40 <u>7</u> days before implementation of Project activities to identify active nests on and within a 1,000 <u>500</u>-foot buffer of the Project site. The surveys shall be conducted within 14 days before the beginning of any construction activities between March 1 and September</u> 	

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>15. If a lapse in Project work of 7 days or longer occurs, the qualified biologist shall conduct another focused survey for nesting birds before work can resume.</p> <ul style="list-style-type: none"> ▶ Impacts on nesting Swainson’s hawk, white-tailed kite, and other raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined by a qualified biologist. No Project activity shall commence in the buffer areas until a qualified biologist has determined, in consultation with CDFW, that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. CDFW guidelines recommend implementation of 0.5-mile-wide buffer for Swainson’s hawk and 500-foot-wide buffer for other raptors, <u>other than Swainson’s hawk</u>, but the size of the buffer may be adjusted if a qualified biologist, in consultation with CDFW, determines that such an adjustment would not be likely to adversely affect the nest. The appropriate no-disturbance buffer for other nesting birds (i.e., species other than Swainson’s hawk and burrowing owl) shall be determined by a qualified biologist based on site-specific conditions, the species of nesting bird, the nature of the Project activity, visibility of the disturbance from the nest site, and other relevant circumstances. ▶ Monitoring of all active nests by a qualified biologist during construction activities shall be required if the <u>for any</u> activity that has potential to adversely affect the nest. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance buffer shall be increased until the agitated behavior ceases. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined appropriate by a qualified biologist to avoid adverse effects on the nest(s). <u>Monitoring of potential nesting activities in the Project area shall continue, at a minimum, until the end of the avian nesting season (September 1).</u> ▶ Trees containing white-tailed kite or other raptor (excluding Swainson’s hawk) nests 	

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>that must be removed as a result of Project implementation shall be removed during the non-breeding season (September 1–January 1) unless otherwise authorized by CDFW. <u>No trees supporting active Swainson’s hawk nests shall be removed without seeking an incidental take permit from CDFW.</u></p> <ul style="list-style-type: none"> ▶ <u>If any active raptor nest trees discovered during nesting bird surveys would be removed by Project activities, the City of Elk Grove shall replace the lost trees with locally appropriate native tree plantings at a ratio of 3 to 1 at or near the Project area or in another area that will be protected in perpetuity.</u> <p>Mitigation Measure 3.3-1c: Mitigate Loss of Swainson’s Hawk Foraging Habitat in Accordance with the City of Elk Grove Swainson’s Hawk Impact Mitigation Fee Program</p> <p>The Project applicant shall implement the following measures to mitigate the potential loss of Swainson’s hawk foraging habitat:</p> <ul style="list-style-type: none"> ▶ The Project applicant shall acquire conservation easements or other instruments to preserve suitable foraging habitat for Swainson’s hawk. The location of the mitigation parcels, as well as the conservation instruments protecting them, shall be approved by the City. ▶ The amount of land preserved shall be at a ratio provided in Chapter 16.130, Swainson’s Hawk Mitigation Fees of the Elk Grove Municipal Code, for each acre developed at the Project site. In deciding whether to approve the land proposed for preservation, the City shall consider the benefits of preserving lands in proximity to other protected lands. The preservation of land shall be secured before any site disturbance, such as clearing or grubbing, or the issuance of any permits for grading, building, or other site improvements, whichever occurs first. ▶ The Project applicant shall implement the following minimum conservation easement content standards, or such other requirements as may be updated by the City Council from time to time and as provided in Chapter 16.130: ▶ The land to be preserved must be found to be suitable Swainson’s hawk foraging habitat as determined by the City based on substantial evidence. 	

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> ▶ The land shall be protected through either fee title or a conservation easement ("legal agreement") acceptable to the City. ▶ The legal agreement shall be recordable and contain an accurate legal description of the mitigation land. ▶ The legal agreement shall prohibit any activity that in the sole discretion of the City substantially impairs or diminishes the land's capacity as suitable Swainson's hawk foraging habitat. ▶ If the land's suitability as foraging habitat is related to existing agricultural uses on the land, the legal agreement shall protect any existing water rights necessary to maintain such agricultural uses on the land covered by the document and retain such water rights for ongoing use on the mitigation land. ▶ Mitigation monitoring fees shall be paid to cover the costs of administering, monitoring, and enforcing the document in an amount determined by the City or a third-party receiving entity approved by the City, not to exceed 10 percent of the easement price or a different amount approved by the City Council. ▶ Interests in mitigation land shall be held in trust by an entity acceptable to the City and/or the City in perpetuity. The entity shall not sell, lease, or convey any interest in mitigation land without the prior written approval of the City. ▶ The City shall be named a beneficiary under any legal agreement conveying the interest in the mitigation land to an entity acceptable to the City, and the City shall receive indemnification and defense, and in any legal agreement. ▶ If any qualifying entity owning an interest in mitigation land ceases to exist, the duty to hold, administer, monitor, and enforce the interest shall be transferred to another entity acceptable to the City or to the City. ▶ Before committing to the preservation of any land, the applicant shall obtain approval of the land proposed for preservation. This mitigation measure may be fulfilled in combination with a mitigation measure imposed on the Project requiring the preservation of agricultural land as long as the agricultural land is suitable Swainson's hawk habitat as determined by the City in its sole discretion. 	

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Transportation			
<p>Impact 3.13-3: Substantially Increase Hazards Due to a Geometric Design Feature or Incompatible Uses</p> <p>The Project would involve the construction and operation of a zoological park and associated off-site roadway and circulation improvements. It would be subject to, and constructed in accordance with, applicable roadway design and safety guidelines. Because the Project could increase safety hazards related to increased queueing and vehicular activity during the Project’s opening month, implementation of Mitigation Measure 3.13-3 would require the Project applicant to develop and implement a traffic management plan to address increased queueing anticipated during the New Zoo’s opening month and special events and to optimize safe and efficient travel for pedestrians, bicyclists, and vehicles. Implementation of this mitigation measure would reduce this impact to less than significant.</p>	<p>PS</p>	<p>Mitigation Measure 3.13-3: Prepare and Implement Traffic Management Plans for the Opening Month and Special Events</p> <p>The New Zoo shall be responsible for preparing a traffic management plan (TMP) and providing it to the City for approval by the Public Works Director (or their designee) <u>and SacRT for review and coordination, as applicable</u>, before opening day/weekend or other special events occurring at the New Zoo that may result in queueing spillover. The TMP shall include specific interventions for traffic conditions associated with the New Zoo opening and any other special events determined to warrant a TMP. The New Zoo shall be responsible for implementing the interventions to which the Public Works Director has agreed. All traffic controls shall be installed in accordance with the California Manual on Uniform Traffic Control Devices and applicable City regulations. At a minimum, the TMP shall include the following strategies:</p> <ul style="list-style-type: none"> ▶ Flaggers shall be provided to control traffic when necessary or requested by the City in compliance with Section 6-13.06 of the City’s Standard Construction Specifications 2022 or latest equivalent (City of Elk Grove 2022b: 52). ▶ Changeable Message Signs shall display one or more alternating messages along likely patron access routes to broadcast up-to-date information regarding desired routing. The signs shall be in place no less than 72 hours before the date of the event or 5 business days in advance of a detour and shall remain in place for the duration of the event in compliance with Section 12-3.02 of the City’s Standard Construction Specifications 2022 or latest equivalent (City of Elk Grove 2022b: 103). ▶ Wayfinding strategies, including permanent and temporary signs, shall be implemented to provide directions on access to the New Zoo for pedestrians, bicyclists, and vehicles. ▶ Emergency access shall be maintained at all times, and emergency apparatus routes during the opening month and special events shall be reviewed by the City’s emergency service department for approval. 	<p>LTS</p>

Revisions to the Project Description

To address the addition of the Tentative Subdivision Map to the Project page 2-4 of the Draft EIR is revised as follows:

The Project would include a Tentative Subdivision Map with 7 lots and the set aside of public right-of-way for public street and other utilities, as well as dedication of easements for public utilities. Lot 1 would include the zoological park within the fence, from the back of curb of the drop-off area as well as the landscape corridor along Lotz Parkway and B Drive. Lot 2 would encompass the northern parking lot, including landscaped corridors, and Lot 3 would encompass the southern parking lot, including landscaped corridors. Lot 4 would consist of the drainage basin and Lot 5 the portion of the channel that is inside the bank-to-bank area. Lots 6 and 7 would include portions west of B Drive that are not part of the public right-of-way or Lot 4.

To add clarification to the number of parking spaces for the Project Table 2-1 on page 2-7 of the Draft EIR has been revised as follows:

Table 2-1 Project Summary

Phase/Timing	Planning Area	Description	Proposed Facilities	Proposed Exhibits ¹
Phase 1A: Near Term (30 months)				
	2-1	<ul style="list-style-type: none"> ▶ Two guest parking lots – North Lot and South Lot ▶ On- and off-site employee parking 	<ul style="list-style-type: none"> ▶ Paved north lot: 500 spaces ▶ Gravel south lot: 1,100 700 spaces 	NA

To add clarification regarding proposed bicycle and pedestrian facilities on Classical Way Project page 2-29 of the Draft EIR is revised as follows:

Classical Way is an east-west road within the Sterling Meadows subdivision to the east of the Project site. As part of the Project, Classical Way would be extended west as a four-lane facility to B Drive (Figure 2-13). This road would be constructed in phases, with Phase 1 as a two-lane facility and future widening to four lanes. Future development, as described in the City’s Livable Employment Area Community Plan, would extend this roadway further to the west. Along Classical Way, three roundabout intersections would be constructed (see Figure 2-13). The first would be at Lotz Parkway as previously described. The next two would be at the public entry into the Project site and at the intersection with B Drive. As part of the initial development of the Project these roundabouts would be sized based upon the roadway segment sizing (e.g., two lanes) and widened in future phases as Classical Way is widened to four lanes. Bicycle and pedestrian facilities proposed west of the Project driveway on Classical Way may be phased as part of Project construction.

To provide clarifications regarding the construction of B Drive page 2-40 of the Draft EIR is revised as follows:

B Drive is a future 2-lane roadway that extends south from the Souza Dairy project across Shed C towards Kammerer Road. Construction of the culvert across B Drive is under the responsibility of the Souza Dairy project pursuant to their Development Agreement, described earlier. The Project would extend these improvements from the Shed C channel south along the western frontage of the Project site. Improvements would include, but are not limited to, one travel lane in each direction, pedestrian and bicycle facilities paralleling the roadway, and landscaping along the Project frontage. Partial intersection improvements at the intersection of B Drive and Kammerer Road are also included in the Project, allowing for right turn access from and onto Kammerer Road. No left turn access would be provided. Construction of B Drive and the proposed pedestrian and bicycle facilities paralleling the roadway may be phased relative to the timing of the culvert construction.

To provide clarifications regarding transit stops page 2-40 of the Draft EIR is further revised as follows:

One or more of the pedestrian crossings at the intersection of Classical Way and the guest parking lot entrances may be grade separated. This improvement would require increasing the height of the finish grade of the roundabout approximately 14 feet to provide enough vertical clearance for pedestrian and bicycle

users. In addition to pedestrian improvements the Project would include one or more transit stops at locations to be determined in coordination with Sacramento Regional Transit District. Transit stops would be determined and developed consistent with City and Sacramento Regional Transit District standards.

To address the addition of the Tentative Parcel Map to the Project page 2-42 of the Draft EIR is revised as follows:

The following other local and regional permits and approvals would be required for the Project:

- ▶ City’s approval of Zoning Amendment to include the New Zoo Special Planning Area;
- ▶ City’s approval of amendments to the Bicycle, Pedestrian, and Trails Master Plan;
- ▶ City’s approval of the site development permits for the Project, including Conditional Use Permits, a District Development Plan (e.g., site plan), and Design Review (e.g., building architecture);
- ▶ City’s approval of a License and Management and Operations Agreement between the City and the Sacramento Zoological Society;
- ▶ City’s approval of a Tentative Subdivision Map for the Project;
- ▶ Sacramento County Water Agency approval of water supply distribution facility connections;
- ▶ Sacramento Area Sewer District approval of wastewater conveyance facility connections;
- ▶ Sacramento Municipal Utility District (SMUD) approval of electrical conveyance facility connections;
- ▶ Central Valley Regional Water Quality Control Board: Waste Discharge Requirements; and
- ▶ Sacramento Metropolitan Air Quality Management District: Clean Air Act compliance, approval of an Authority to Construct and Permit to Operate.

Revisions to the Section 3.5, Energy

To reflect revisions to Table 3.5-1, “Construction-Related Fuel Consumption” page 3.5-8 of the Draft EIR is revised as follows:

An estimated ~~17,002~~37,518 gallons of gasoline (worker trips) and ~~636,720~~635,177 gallons of diesel fuel (off-road equipment, hauling trips) may be used during Project construction.

To reflect minor miscalculations for the total Project energy consumption Table 3.5-1 on page 3.5-8 of the Draft EIR is revised as follows:

Table 3.5-1 Construction-Related Fuel Consumption

Year	Diesel (Gallons)	Gasoline (Gallons)
2025	<u>89,595,48,898</u>	<u>2,5352,829</u>
2026	<u>64,81478,574</u>	<u>5,1586,196</u>
2027	<u>64,65478,106</u>	<u>5,0596,088</u>
2028	<u>28,40340,499</u>	<u>1,6041,661</u>
2029	<u>38,50138,492</u>	<u>1,4611,506</u>
2030	<u>34,86834,492</u>	<u>1,1851,241</u>
2031	<u>34,80934,799</u>	<u>1,1731,219</u>
2032	<u>22,27722,271</u>	<u>1,3841,412</u>
2033	<u>37,48337,414</u>	<u>2,2672,175</u>
2034	<u>29,12129,072</u>	<u>2,0882,006</u>
2035	18,862	569
2036	18,731	479

Year	Diesel (Gallons)	Gasoline (Gallons)
2037	18,714	473
2038	18,698	469
2039	13,386	810
2040	41,136	2,859
2041	36,317	3,132
2042	26,350	2,394
Total	636,720	635,177
		17,002
		37,518

Revisions to the Section 3.13, Transportation

The below reflects revised Mitigation Measure 3.13-3, page 3.13-23 of the Draft EIR that now reads as follows based on minor text changes to for the mitigation measure:

Mitigation Measure 3.13-3: Prepare and Implement Traffic Management Plans for the Opening Month and Special Events

The New Zoo shall be responsible for preparing a traffic management plan (TMP) and providing it to the City for approval by the Public Works Director (or their designee) and SacRT for review and coordination, as applicable, before opening day/weekend or other special events occurring at the New Zoo that may result in queuing spillover. The TMP shall include specific interventions for traffic conditions associated with the New Zoo opening and any other special events determined to warrant a TMP. The New Zoo shall be responsible for implementing the interventions to which the Public Works Director has agreed. All traffic controls shall be installed in accordance with the California Manual on Uniform Traffic Control Devices and applicable City regulations. At a minimum, the TMP shall include the following strategies:

- ▶ Flaggers shall be provided to control traffic when necessary or requested by the City in compliance with Section 6-13.06 of the City's Standard Construction Specifications 2022 or latest equivalent (City of Elk Grove 2022b: 52).
- ▶ Changeable Message Signs shall display one or more alternating messages along likely patron access routes to broadcast up-to-date information regarding desired routing. The signs shall be in place no less than 72 hours before the date of the event or 5 business days in advance of a detour and shall remain in place for the duration of the event in compliance with Section 12-3.02 of the City's Standard Construction Specifications 2022 or latest equivalent (City of Elk Grove 2022b: 103).
- ▶ Wayfinding strategies, including permanent and temporary signs, shall be implemented to provide directions on access to the New Zoo for pedestrians, bicyclists, and vehicles.
- ▶ Emergency access shall be maintained at all times, and emergency apparatus routes during the opening month and special events shall be reviewed by the City's emergency service department for approval.

To reflect revisions based on public comment page 3.13-22 of the Draft EIR is revised as follows:

The Project is anticipated to result in peak visitation during the opening month and large events. Modest amounts of queuing are anticipated during these times. Spillback beyond the provided queuing storage during opening weekend and opening month is anticipated and may increase safety hazards for guests navigating in and around the Project site (Kimley-Horn 2023a: 36). Queuing at the State Route 99 ramps is not anticipated to reach the mainline segment of State Route 99 and would not adversely affect freeway traffic conditions. However, queuing impacts are anticipated to include spillback from the main entrance gates onto Classical Way and from Classical Way through the adjacent Lotz Parkway intersections (Kimley-Horn 2023a: 38). Queuing that extends into surrounding intersections would disrupt pedestrian, bicycle, and vehicular movement and potentially increase conflicts between vehicles, bicyclists, and pedestrians. Additionally, drivers may use nearby residential

streets for parking and alternative circulation routes, increasing the opportunity for transportation conflicts in the neighborhoods surrounding the Project site.

Revisions to the Revisions to Chapter 4, Cumulative Impacts

The below reflects an addition to Table 4-2 on Page 4-3 of the Draft EIR the table has been revised as follows:

Table 4-2 Related Projects

#	Project	Location	Description	Status
21	Tegan Estate	5201 Tegan Road	Request to subdivide 3 existing parcels totaling 11.6 acres into 41 parcels and one remainder lot for residential development	Approved
<u>22</u>	<u>Blue Line Light Rail Extension and/or Bus Rapid Transit Project</u>	<u>City of Sacramento to City of Elk Grove</u>	<u>The project would extend the Blue Light line rail and/or bus rapid transit from the City of Sacramento to City of Elk Grove in the Big Horn/Kammerer Road area.</u>	<u>Conceptual Design</u>

Note: sq. ft. = square feet.

Sources: Compiled by Ascent Environmental in July 2023 based on review of City of Elk Grove 2023 and Sacramento County 2023.

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