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RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT

City of Tracy, Holly Sugar Sports Park. SCH# 2008122103

Subject: Holly Sugar Sports Park Project: The proposed project consists of the construction and operation of an approximately 298-acre park, which would include an approximately 166-acre active sports park facility, approximately 86 acres of land south of the proposed sports park for passive recreational uses, and an approximately 46-acre area to the northwest of the active sports park site as a future expansion area.

Introduction

In accordance with Section 15088.5 of the CEQA Guidelines, portions of Section 3.12, Transportation and Circulation, of the Draft Environmental Impact Report (EIR) for the Holly Sugar Sports Park Project is being recirculated for public review. A lead agency is required to recirculate an EIR when significant new information is added to the EIR after it is circulated for public review but before its certification.

"Significant new information" requiring recirculation includes a disclosure that a new significant environmental impact would result from the project. Section 3.12 of this Recirculated Draft EIR contains new conclusions regarding the significance of the project's impacts on the Westbound I-205 offramp intersection with Tracy Boulevard under near-term (2015) and the Westbound and Eastbound 1-205 offramp intersections with Tracy Boulevard under cumulative (2030) conditions. As described in the attached sections, the Draft EIR now concludes in Section 3.12 that the project would have significant and unavoidable impacts on the Westbound I-205 offramp intersection with Tracy Boulevard under near-term (2015) and the Westbound and Eastbound 1-205 offramp intersections with Tracy Boulevard under cumulative (2030) conditions.

The above referenced changes to Section 3.12 have also triggered minor text changes to the Executive Summary (pages ES-22 – ES-24) of the Draft EIR and Section 4.0, Other CEQA Required Topics (pages 4.0-10, 4.0-11, and 4.0-16), of the Draft EIR. The revised portions of these sections would include only minor text changes to reflect the revised analysis and impact significance conclusions in Section 3.12, which are included in this Recirculated Draft EIR. The revised pages to the Executive Summary and Section 4.0 will be shown in the Final EIR.

Responses to Comments

In accordance with Section 15088.5(f)(2) of the CEQA Guidelines, *"When an EIR is revised only in part and the lead agency is recirculating only the revised chapters or portions of the EIR, the lead agency may request that reviewers limit their comments to the revised chapters or portions of the recirculated EIR.*

The lead agency need only respond to (i) comments received during the initial circulation period that relate to chapters or portions of the document that were not revised and recirculated, and (ii) comments received during the recirculation period that relate to the chapters or portions of the earlier EIR that were revised and recirculated."

The Holly Sugar Sports Park Draft EIR was originally circulated for a 45-day public review and comment period between August 21, 2009 and October 15, 2009. The City of Tracy, acting as the lead agency for the project, formally requests that reviewers of the Recirculated Draft EIR limit their comments to the revised portions of the Recirculated Draft EIR. The Final EIR, which will be prepared after the public review period for the Recirculated Draft EIR, will include responses to comments received on all sections of the original Draft EIR, and responses to comments received on the Recirculated Draft EIR that relate to the portions that were revised.

Document Availability

The recirculated portion of the Draft EIR, the previously-circulated Draft EIR, and supporting documents may be purchased for the cost of reproduction or reviewed at the City of Tracy's Department of Development and Engineering Services, 333 Civic Center Plaza, Tracy, CA 95376. Documents may be viewed online through the City of Tracy's website at: www.ci.tracy.ca.us/departments/des/planning/.

Summary of Changes

The analysis in Section 3.12 of the original Draft EIR for the Holly Sugar Sports Park project incorrectly identified the existing lane configuration of the Westbound (WB) I-205 offramp at Tracy Boulevard. This error resulted in an incorrect significance determination at the intersections of the Westbound I-205 offramp at Tracy Boulevard under Near-Term (2015) and the Westbound and Eastbound 1-205 offramp intersections with Tracy Boulevard under Cumulative (2030) conditions. The revised analysis determines that the proposed project would result in Significant and Unavoidable impacts to these intersections. This change in impact determination resulted in the need for minor changes to the Executive Summary, and Section 4.0, Other CEQA Required Topics, of the Draft EIR. The Recirculated Draft EIR also includes Revised Synchro calculation worksheets from the Traffic Study (Appendix H of the original Draft EIR). The revised Synchro calculation worksheets are attached as an electronic CD appendix to this Recirculated Draft EIR.

The following pages include new text, which is shown in underline format. Deleted text is shown in ~~strikethrough~~ format.

Scott C Claar

Scott Claar, Associate Planner
City of Tracy Department of Development
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December 16, 2009
Date of Draft Report

Table 3.12-4
Existing Peak Hour Intersection Levels of Service

	Intersection	Control[1]	Peak Hour	Delay (in seconds)[2]	LOS	LOS Standard
1.	Larch Road/Corral Hollow Road	SSSC	PM SAT	7 (14) 6 (11)	A (B) A (B)	D
2.	West Valley Mall/Corral Hollow Road	Signal	PM SAT	13 16	B B	D
3.	Grant Line Road/Corral Hollow Road	Signal	PM SAT	48 29	D C	D
4.	Larch Road/Tracy Boulevard	AWS	PM SAT	12 10	B B	D
5.	I-205 Westbound Ramps/Tracy Boulevard	Signal	PM SAT	2016 2118	B CB	D
6.	I-205 Eastbound Ramps/Tracy Boulevard	Signal	PM SAT	1210 1320	BA B	D
7.	Grant Line Road/Tracy Boulevard	Signal	PM SAT	**38** **36**	**D** **D**	C
8.	Larch Road/Holly Drive	SSSC	PM SAT	6 (11) 6 (10)	A (B) A (A)	D
9.	Grant Line Road/Holly Drive	Signal	PM SAT	18 16	B B	C
10.	Eleventh Street/Corral Hollow Road	Signal	PM SAT	**40** **38**	**D** **D**	C
11.	Eleventh Street/Tracy Boulevard	Signal	PM SAT	**36** 24	**D** C	C
12.	Eleventh Street/Holly Drive	Signal	PM SAT	26 16	C B	C

Note: Results in **bold** represent unacceptable levels of service.
1. Signal = signalized intersection, SSSC = side street stop controlled intersection, AWSC = all-way stop-controlled intersection
2. For side-street stop-controlled intersections, delay is reported as: Intersection average (worst case approach).

Source: Fehr & Peers, 2009.

EXISTING PEAK HOUR TRAFFIC SIGNAL WARRANTS

To assess consideration for signalization of stop-controlled intersections, the *Manual of Uniform Traffic Control Devices* (MUTCD) (Federal Highway Administration, 2000), presents eight signal warrants. Generally, meeting one of the signal warrants could justify signalization of an intersection. However, an evaluation of all applicable warrants should be conducted and additional factors (e.g., congestion, approach conditions, driver confusion) should be considered before the decision to install a signal is made. The peak hour volume warrant (Warrant 3) for rural conditions was evaluated using the available data. The results of the traffic signal warrant analysis

Based on the trip generation and distribution assumptions, trips expected to be generated by the Project under Near-term Conditions were assigned through the study intersections. The near-term project peak hour trip assignment for each study intersection is shown on Figure 3.12-7. Near-Term Plus Project peak hour traffic forecasts were developed by adding the assigned project trips at each study intersection to the Near-Term No Project forecasts. Near-Term Plus Project peak hour traffic forecasts are shown on Figure 3.12-10

Analysis of Near-Term (2015) Conditions

The Near-Term (2015) Conditions analysis was performed using the same methodologies discussed previously.

INTERSECTION OPERATIONS

The Near-Term intersection analysis results are presented in Table 3.12-10. As shown, all study intersections are projected to operate at acceptable service levels under the near-term no project scenario except the following:

- Grant Line Road/Tracy Boulevard operates at LOS D during the PM and Saturday peak hours
- Eleventh Street/Corral Hollow Road operates at LOS D during the PM and Saturday peak hours
- Eleventh Street/Tracy Boulevard operates at LOS D during the PM peak hour

With the addition of project traffic, the following intersections operate unacceptably in addition to the three intersections mentioned above:

- Larch Road/Corral Hollow Road operates unacceptably with 43 seconds of average delay (LOS E) on the westbound approach during the Saturday peak hour
- Larch Road/Tracy Boulevard operates at LOS F during the Saturday peak hour
- I-205 Westbound Ramps/Tracy Boulevard operates at LOS F during the Saturday peak hour

The project driveways are projected to operate at good levels with stop sign control under Near-term Conditions. The LOS calculation worksheets for the Near-Term No Project and Plus Project scenarios are provided in Appendix H.

Table 3.12-10
Near-Term (2015) Peak Hour Intersection Levels of Service

Intersection		Control[1]	Peak Hour	No Project		Plus Project	
				Delay [2] (in seconds)	LOS	Delay [2] (in seconds)	LOS
1.	Larch Road/Corral Hollow Road	SSSC	PM SAT	8 (15) 7 (12)	A (C) A (B)	8 (18) 22 **(43)**	A (C) C **(E)**
2.	West Valley Mall/Corral Hollow Road	Signal	PM SAT	13 17	B B	14 18	B B
3.	Grant Line Road/Corral Hollow Road	Signal	PM SAT	52 31	D C	52 32	D C
4.	Larch Road/Tracy Boulevard	AWS	PM SAT	13 11	B B	17 **>50**	C **F**
5.	I-205 Westbound Ramps/Tracy Boulevard	Signal	PM SAT	21~~0~~17 21~~1~~7	C~~B~~ C~~B~~	21~~1~~7 **>100**~~53~~	C~~B~~ **F**~~D~~
6.	I-205 Eastbound Ramps/Tracy Boulevard	Signal	PM SAT	12~~1~~0 13~~2~~0	B~~A~~ B	12~~0~~ 37~~2~~5	B D~~C~~
7.	Grant Line Road/Tracy Boulevard	Signal	PM SAT	**39** **37**	**D** **D**	**40** **37**	**D** **D**
8.	Larch Road/Holly Drive	SSSC	PM SAT	7 (11) 6 (10)	A (B) A (B)	7 (12) 7 (11)	A (B) A (B)
9.	Grant Line Road/Holly Drive	Signal	PM SAT	19 16	B B	20 17	C B
10.	Eleventh Street/Corral Hollow Road	Signal	PM SAT	**41** **43**	**D** **D**	**41** **45**	**D** **D**
11.	Eleventh Street/Tracy Boulevard	Signal	PM SAT	**36** 24	**D** C	**36** 25	**D** C
12.	Eleventh Street/Holly Drive	Signal	PM SAT	27 17	C B	27 19	C B
13.	Project Driveway/Tracy Boulevard	SSSC	PM SAT	n/a	--	4 (9) 10 (12)	A (A) A (B)
14.	Project Driveway/Corral Hollow Road	SSSC	PM SAT	n/a	--	1 (10) 3 (14)	A (B) A (B)

Note: Results in **bold** represent unacceptable levels of service.

1. Signal = signalized intersection, SSSC = side street stop controlled intersection, AWSC = all-way stop-controlled intersection
2. For side-street stop-controlled intersections, delay is reported as: Intersection average (worst case approach).

Source: Fehr & Peers, 2009.

measures is beyond the control of the City of Tracy, this impact is considered to be **significant and unavoidable**.

Impact 3.12-3: Project implementation would result in unacceptable levels of service at the intersection of I-205 Westbound Ramps/Tracy Boulevard (Intersection #5) (Significant and Unavoidable)

The addition of project traffic would cause the intersection of I-205 Westbound Ramps/Tracy Boulevard to degrade from LOS C to LOS F during the Saturday peak hour. This is a **significant impact.**

MITIGATION MEASURES

***Mitigation Measure 3.12-3**: The following mitigation measures would improve operations at the I-205 westbound Ramps/Tracy Boulevard intersection to an acceptable level:*

- *Widen westbound approach to provide one shared through/right-turn/left-turn lane and one right-turn lane.*
- *Optimize signal timings.*

SIGNIFICANCE AFTER MITIGATION

The study intersection is under the exclusive jurisdiction of Caltrans (Streets and Highways Code, Section 90). As such, the City intends on making a finding that these mitigation measures can and should be adopted by Caltrans. Additionally, the City is not aware of any plan, enforceable by the City, that would insure funding of these mitigation measures. Therefore, this impact is considered to be significant and unavoidable.

previously in this section were used to assign the trips generated by 11 soccer fields (or 11 baseball/softball fields) throughout the study intersections.

Table 3.12-13
Phasing Analysis Trip Generation

Individual Use	Amount	Saturday[1]		
		In	Out	Total
Soccer Season	11 Fields	352	352	704
Baseball/Softball Season	11 Fields	352	352	704
Football Season	4 Fields	256	256	512

Notes:
1. Refer to Appendix E for trip generation rates and assumptions

Source: *Trip Generation (8th Edition),* ITE, 2008; and Fehr & Peers, 2009.

Intersection LOS results for the project trips generated by building up to 11 soccer fields, 11 baseball and softball fields, and 4 football fields are shown in Table 3.12-13.

Table 3.12-14
Phasing Analysis Peak Hour Intersection Levels of Service

Intersection		Control[1]	Peak Hour	Delay[2] (in seconds)	LOS
1.	Larch Road/Corral Hollow Road	SSSC	SAT	7 (14)	A (B)
2.	West Valley Mall/Corral Hollow Road	Signal	SAT	18	B
3.	Grant Line Road/Corral Hollow Road	Signal	SAT	32	C
4.	Larch Road/Tracy Boulevard	AWS	SAT	28	D
5.	I-205 Westbound Ramps/Tracy Boulevard	Signal	SAT	~~20~~32	D~~B~~
6.	I-205 Eastbound Ramps/Tracy Boulevard	Signal	SAT	20~~15~~	B~~B~~
7.	Grant Line Road/Tracy Boulevard	Signal	SAT	**37**	**D**
8.	Larch Road/Holly Drive	SSSC	SAT	6 (11)	A (B)
9.	Grant Line Road/Holly Drive	Signal	SAT	17	B
10.	Eleventh Street/Corral Hollow Road	Signal	SAT	**44**	**D**
11.	Eleventh Street/Tracy Boulevard	Signal	SAT	25	C
12.	Eleventh Street/Holly Drive	Signal	SAT	18	B
13.	Project Driveway/Tracy Boulevard	SSSC	SAT	7 (12)	A (B)

Note: Results in **bold** represent unacceptable levels of service.
1. Signal = signalized intersection, SSSC = side street stop controlled intersection, AWSC = all-way stop-controlled intersection
2. For side-street stop-controlled intersections, delay is reported as: Intersection average (worst case approach).

Source: Fehr & Peers, 2009.

turning movement and freeway volumes were developed using the three-step process used for the Near-Term No Project forecasts. Cumulative No Project forecasts are shown on Figure 3.12-12.

CUMULATIVE PLUS PROJECT TRAFFIC

Based on the trip generation and distribution assumptions, trips expected to be generated by the Project under Cumulative Conditions were assigned through the study intersections. The cumulative project peak hour trip assignment for each study intersection is shown on Figure 3.12-8. Cumulative Plus Project peak hour traffic forecasts were developed by adding the assigned project trips at each study intersection to the Cumulative No Project forecasts. Cumulative Plus Project peak hour traffic forecasts are shown on Figure 3.12-13.

Analysis of Cumulative (2030) Conditions

The intersection and freeway segment operation analyses for Cumulative (2030) Conditions were performed using the same methodologies discussed previously.

INTERSECTION OPERATIONS

Cumulative intersection operations were evaluated using the lane configurations and traffic controls shown on Figure 3.12-11. The cumulative intersection analysis results are presented in Table 3.12-16. As shown, all study intersections are projected to operate at acceptable service levels under Cumulative No Project Conditions except the following:

- Larch Road/Corral Hollow Road operates at LOS F during the PM and Saturday peak hours
- Larch Road/Tracy Boulevard operates at LOS F during the PM and Saturday peak hours
- I-205 Westbound Ramps/Tracy Boulevard operates at LOS F~~E~~ during the PM and Saturday peak hours
- I-205 Eastbound Ramps/Tracy Boulevard operates at LOS F during the PM and Saturday peak hours
- Grant Line Road/Tracy Boulevard operates at LOS D during the PM and Saturday peak hours
- Eleventh Street/Corral Hollow Road operates at LOS E during the PM and Saturday peak hours
- Eleventh Street/Tracy Boulevard operates at LOS E during the PM peak hour

With the addition of project traffic, the intersection of Larch Road/Holly Drive operates unacceptably in addition to the seven intersections mentioned above. Under Cumulative Plus Project Conditions, this intersection operates at an overall LOS E (and the eastbound approach operates at LOS F) during the PM and Saturday peak hours. The project driveways are projected to operate at good levels with stop sign control under Cumulative Conditions. The LOS calculation

worksheets for the Cumulative No Project and Cumulative Plus Project scenarios are provided in Appendix H.

Table 3.12-16
Cumulative (2030) Peak Hour Intersection Levels of Service

Intersection		Control[1]	Peak Hour	No Project		Plus Project	
				Delay [2] (in seconds)	LOS	Delay [2] (in seconds)	LOS
1.	Larch Road/Corral Hollow Road	SSSC	PM SAT	**>50 (>50)** **>50 (>50)**	**F (F)** **F (F)**	**>50 (>50)** **>50 (>50)**	**F (F)** **F (F)**
2.	West Valley Mall/Corral Hollow Road	Signal	PM SAT	20 29	B C	21 33	C C
3.	Grant Line Road/Corral Hollow Road	Signal	PM SAT	33 32	C C	33 34	C C
4.	Larch Road/Tracy Boulevard	AWS	PM SAT	**>50** **>50**	**F** **F**	**>50** **>50**	**F** **F**
5.	I-205 Westbound Ramps/Tracy Boulevard	Signal	PM SAT	**>100** **>100~~55~~** **~~64~~**	**F** **F~~E~~** **~~E~~**	**~~71~~>100** **>100**	**F~~E~~** **F**
6.	I-205 Eastbound Ramps/Tracy Boulevard	Signal	PM SAT	**>100** **>100**	**F** **F**	**>100** **>100**	**F** **F**
7.	Grant Line Road/Tracy Boulevard	Signal	PM SAT	**47** **44**	**D** **D**	**51** **46**	**D** **D**
8.	Larch Road/Holly Drive	SSSC	PM SAT	22 (28) 16 (20)	C (D) C (C)	**38 (>50)** **38 (>50)**	**E (F)** **E (F)**
9.	Grant Line Road/Holly Drive	Signal	PM SAT	26 22	C C	27 23	C C
10.	Eleventh Street/Corral Hollow Road	Signal	PM SAT	**59** **61**	**E** **E**	**60** **65**	**E** **E**
11.	Eleventh Street/Tracy Boulevard	Signal	PM SAT	**56** 32	**E** C	**58** 33	**E** C
12.	Eleventh Street/Holly Drive	Signal	PM SAT	29 21	C C	30 22	C C
13.	Project Driveway/Tracy Boulevard	SSSC	PM SAT	n/a	--	5 (10) 11 (14)	A (B) B (B)
14.	Project Driveway/Corral Hollow Road	SSSC	PM SAT	n/a	--	2 (11) 5 (21)	A (B) A (C)

Note: Results in **bold** represent unacceptable levels of service.

1. Signal = signalized intersection, SSSC = side street stop controlled intersection, AWSC = all-way stop-controlled intersection
2. For side-street stop-controlled intersections, delay is reported as: Intersection average (worst case approach).

Source: Fehr & Peers, 2009.

Table 3.12-18
Intersection Improvements to Support Cumulative Traffic Growth

Study Intersection	Added Signal?	Lane Geometry and Traffic Control Changes[1]
1. Larch Road/Corral Hollow Road	Yes	• • Widen EB approach to provide 1 LT, 2 Thru, & 1 RT lane • Widen WB approach to provide 1 LT, 1 Thru, & 1 TR lane • Widen NB approach to provide 2 LT, 1 Thru, & 1 RT lane • Widen SB approach to provide 1 LT & 1 TR lane • Optimize signal timings
4. Larch Road/Tracy Boulevard	Yes	• Widen EB approach to provide 1 LT, 1 Thru, & 1 free RT • Widen WB approach to provide 1 LT and 1 TR lane • Widen NB approach to add a second LT lane • Optimize signal timings
5. I-205 WB Ramps/Tracy Boulevard	No (already signalized)	• Widen NB approach to add second LT lane • Widen WB approach to provide ~~1 LT,~~ 1 LTR~~,~~ & 1 RT lane • Optimize signal timings
6. I-205 EB Ramps/Tracy Boulevard	No (already signalized)	• Widen EB approach to provide 1 TL and 1 RT lane • Widen SB approach to add second LT lane • Optimize signal timings
7. Grant Line Rd/Tracy Boulevard	No (already signalized)	• Widen NB approach to add second LT lane • Widen SB approach to add second LT lane • Widen EB approach to provide 1 LT, 2 Thru, & 1 free RT lane
11. Eleventh Street/Tracy Boulevard[2]	No (already signalized)	• Convert SB RT lane from permitted to free • Convert EB RT lane from permitted to free • Optimize signal timings

Notes:
1. EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound LT = Left-turn; RT = Right-turn; TR = Through-Right; TL = Through-Left; LTR = Left-Through-Right
2. Improvements listed only achieve LOS D operations. At-grade intersection improvements resulting in LOS C operations are not feasible due to physical constraints that preclude it from further widening. The required Cumulative configuration of this intersection to operate at an acceptable LOS C is a grade-separated urban interchange.

Source: Fehr & Peers, 2009

However, the County of San Joaquin would need to approve the design and construction of proposed intersection improvements.

If the County approves the proposed improvements identified above, then this would be a less than significant impact. The intersection would operate at LOS C with 28 seconds of average delay during the PM peak hour and at LOS D with 51 seconds of average delay during the Saturday peak hour. However, at the time of preparation of this EIR, it is not known if the County would approve the intersection improvements identified above. Due to the fact that implementation of these measures is beyond the control of the City of Tracy, this impact is considered to be **significant and unavoidable**.

Impact 3.12-8~~7~~: Under cumulative conditions project implementation would contribute to unacceptable levels of service at the intersection of I-205 Westbound Ramps/Tracy Boulevard (Intersection #5) (~~Less than Significant with Mitigation~~Significant and Unavoidable)

The intersection of I-205 westbound Ramps/Tracy Boulevard would operate at LOS F~~E~~ during the PM and Saturday peak hour under Cumulative No Project ~~Conditions. With the addition of project traffic, the intersection would continue to operate at LOS E during the PM peak hour and would degrade to LOS F during th Saturday peak hour.~~ and Cumulative Plus Project Conditions. This is a **significant impact** because the project would increase the average intersection control delay by more than four seconds during the PM and Saturday peak hours.

MITIGATION MEASURES

Mitigation Measure 3.12-8~~7~~: *The following mitigation measures would improve operations at the I-205 westbound Ramps/Tracy Boulevard intersection to an acceptable level:*

- *Widen northbound approach to provide a second left-turn lane.*
- *Widen westbound approach to provide ~~one left-turn lane,~~ one shared through/left-turn lane~~,~~ and one free right-turn lane with a receiving/acceleration lane greater than 100 feet in length on northbound Tracy Boulevard.*
- *Optimize signal timings.*

SIGNIFICANCE AFTER MITIGATION

The study intersection is under the exclusive jurisdiction of Caltrans (Streets and Highways Code, Section 90). As such, the City intends on making a finding that these mitigation measures can and should be adopted by Caltrans. Additionally, the City is not aware of any plan, enforceable by the City, that would insure funding of these mitigation measures. Therefore, this impact is considered to be significant and unavoidable.

Impact 3.12-98: Under cumulative conditions project implementation would contribute to unacceptable levels of service at the I-205 Eastbound Ramps/Tracy Boulevard (Intersection #6) (~~Less than Significant with Mitigation~~Significant and Unavoidable)

The intersection of I-205 eastbound Ramps/Tracy Boulevard would operate would operate at LOS F during the PM and Saturday peak hours under Cumulative No Project and Cumulative Plus Project Conditions. This is a **significant** impact because the project would increase the average intersection control delay by more than four seconds during the PM and Saturday peak hours.

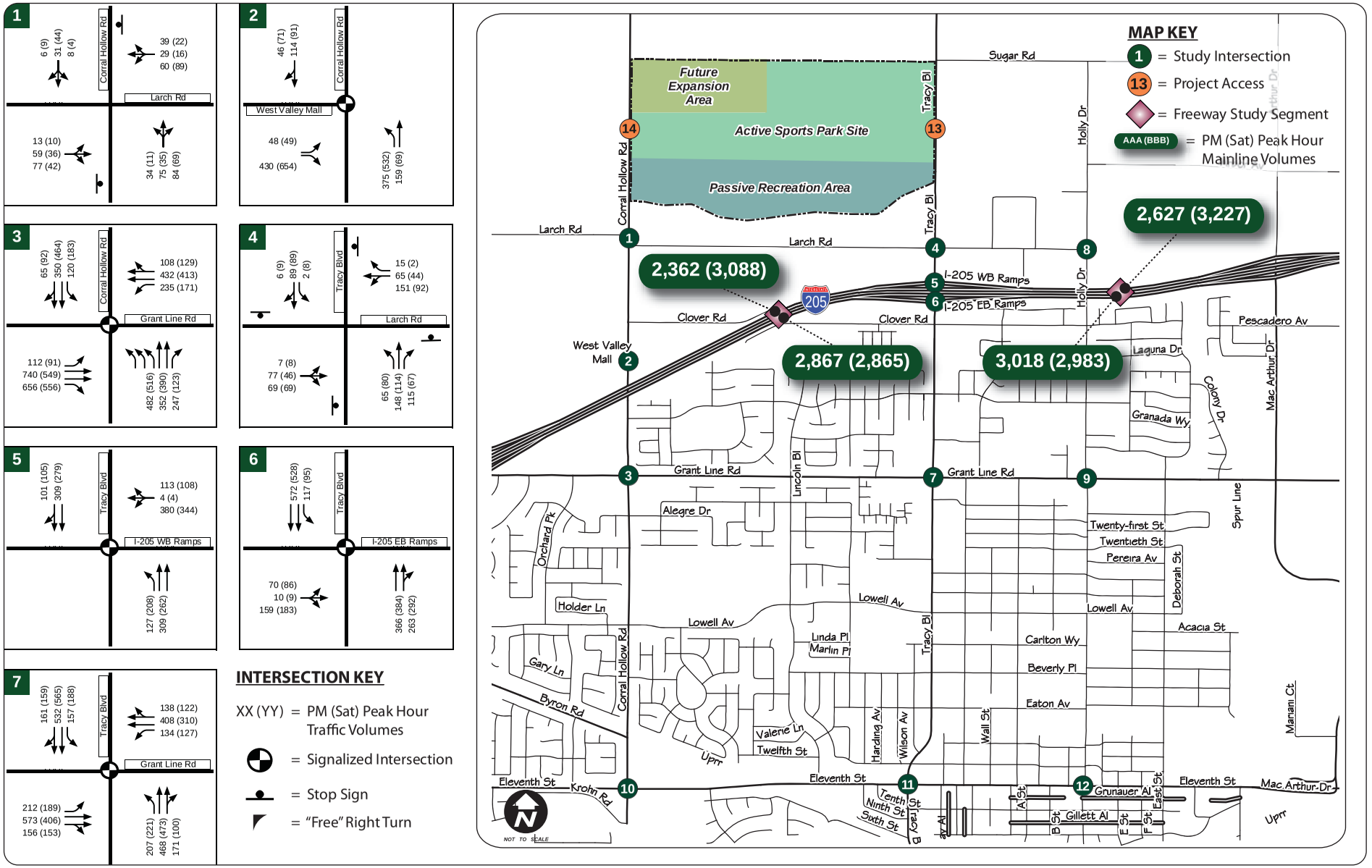
MITIGATION MEASURES

Mitigation Measure 3.12-98*: The following mitigation measures would improve operations at the I-205 eastbound Ramps/Tracy Boulevard intersection to an acceptable level:*

- *Widen northbound approach to provide two through lanes and a right-turn lane.*
- *Widen southbound approach to provide two through lanes and two left-turn lanes.*
- *Widen eastbound approach to provide one left-turn lane, one shared right-through lane, and one right-turn lane.*
- *Optimize signal timings.*

SIGNIFICANCE AFTER MITIGATION

The study intersection is under the exclusive jurisdiction of Caltrans (Streets and Highways Code, Section 90). As such, the City intends on making a finding that these mitigation measures can and should be adopted by Caltrans. Additionally, the City is not aware of any plan, enforceable by the City, that would insure funding of these mitigation measures. Therefore, this impact is considered to be significant and unavoidable.



Holly Sugar Sports Park EIR

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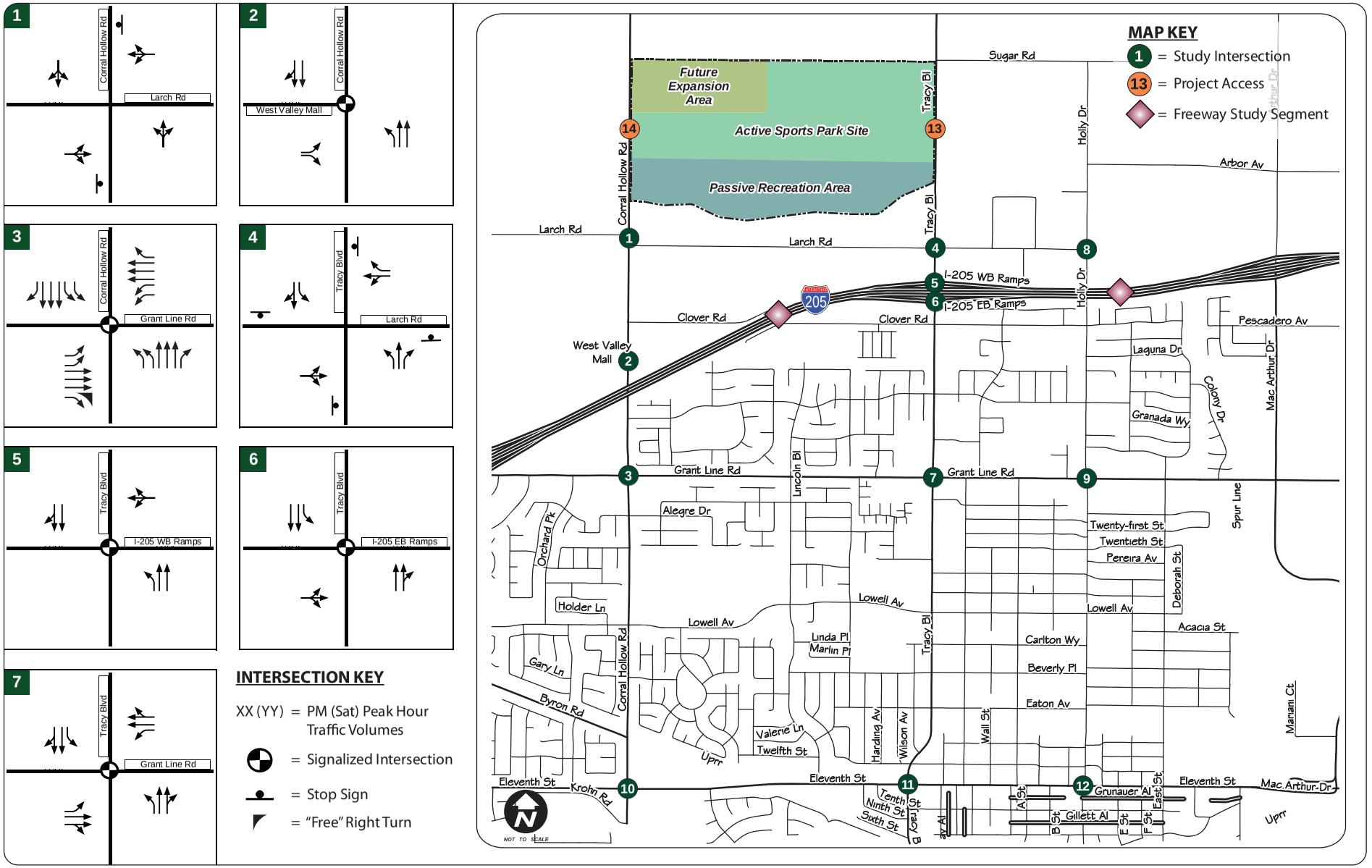
EXISTING PEAK HOUR TRAFFIC VOLUMES AND INTERSECTION LANE CONFIGURATIONS

FIGURE 3.12-1B



Holly Sugar Sports Park EIR

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December 2009
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CUMULATIVE (2030)
INTERSECTION LANE CONFIGURATIONS AND TRAFFIC CONTROLS

FIGURE 3.12-11A