

Appendix O

Cumulative Projects

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This appendix provides a description of other past, present, and reasonably foreseeable probable future projects (or actions) as required by National Environmental Policy Act (NEPA) implementing regulations (40 CFR 1508.1(g)(3)) and California Environmental Quality Act (CEQA) Guidelines (Title 14, Division 6, Chapter 3 of the California Code of Regulations). The reasonably foreseeable probable future actions considered in this cumulative effects analysis are actions located within the project area that have been identified as potentially having an effect on resources that also may be affected by the Proposed Action. This analysis follows applicable guidance provided by the Council on Environmental Quality in *Considering Cumulative Effects under the National Environmental Policy Act* (1997) and *Guidance on the Consideration of Past Actions in Cumulative Effects Analysis* (2005).

O.1 Cumulative Projects

Reasonably foreseeable probable future actions considered in this cumulative effects analysis are actions located within the study area that have been identified as potentially having an effect on resources that also may be affected by the proposed action. In addition, reasonably foreseeable probable future actions are projects where necessary environmental compliance evaluations have been completed and any associated decisions on the final project identified for implementation has been made. The following sections present brief descriptions for each of the projects and plans considered for the cumulative analysis.

O.1.1 B.F. Sisk Dam Raise and Reservoir Expansion Project

As a connected action to the B.F. Sisk Safety of Dams (SOD) Modification Project, the Bureau of Reclamation (Reclamation) and the San Luis & Delta-Mendota Water Authority (SLDMWA) are proposing to raise the B.F. Sisk Dam embankment by 10 feet above the level proposed for dam safety purposes to increase the storage capacity of the San Luis Reservoir. This 10-foot dam embankment raise could add approximately 130,000 AF of water storage to the San Luis Reservoir. SLDMWA, in coordination with Reclamation, is conducting a feasibility study to evaluate the Proposed Action. The Final Supplemental Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) was published in December 2020 (Reclamation 2020a).

Construction of the additional 10-foot embankment and associated modifications would initiate during the final stages of the construction of the B.F. Sisk Dam SOD Modification Project. Construction of the Proposed Action is scheduled to begin in September 2025 and be completed within eight years. Preconstruction and design activities are planned to begin in 2022 (Reclamation 2020a).

O.1.2 California Aqueduct – San Luis Canal Embankment and Liner Raise Project

Subsidence has caused reduced flow capacity in the California Aqueduct (Aqueduct) throughout the Central Valley, which limits the ability of the aqueduct to deliver water to Southern California. The California Aqueduct – San Luis Canal Embankment and Liner Raise Project aims to raise the embankments, concrete liner, and structures in Pools 17, 18, 20, and 21 to regain lost flow capacity to design levels. The Project is in the design stage, with the California Department of Water Resources (DWR) and Reclamation assessing the environmental impacts of raising 38 miles of the

embankment up to six feet on both sides of the Aqueduct, raising the concrete liner up to three feet on both sides, raising Check 17 up to 15 feet, raising eight bridges, rebuilding turnouts and turn-ins, and installing new irrigation under-crossings. A geotechnical investigation has been proposed by DWR in support of the design phase. The Final Environmental Assessment (EA)/Finding of No Significant Impact (FONSI) for the geotechnical investigation was released in September 2021 (Reclamation 2021a). An EA/Initial Study (IS) is in its beginning stages with a draft expected to be released for public comment in Fall 2022. Construction is tentatively scheduled to begin in 2024 and is expected to last three years (DWR 2022a).

O.1.3 Central Valley Project Improvement Act (CVPIA)

The CVPIA mandates certain management actions related to the protection, restoration, and enhancement of fish and wildlife. Major areas of management actions called for by the CVPIA include: 800,000 acre-feet (AF) of water dedicated to fish and wildlife annually; tiered water pricing applicable to new and renewed contracts; water transfers provision, including sale of water to users outside the Central Valley Project (CVP) service area; special efforts to restore anadromous fish population by 2002; restoration fund financed by water and power users for habitat restoration and enhancement and water and land acquisitions; no new water contracts until fish and wildlife goals achieved; no contract renewals until completion of a Programmatic EIS (which was done in 1999 and a Record of Decision [ROD] issued January 2001); terms of contracts reduced from 40 to 25 years with renewal at the discretion of the Secretary of the Interior; installation of the temperature control device at Shasta Dam; implementation of fish passage measures at Red Bluff Diversion Dam; firm water supplies for Central Valley wildlife refuges; and development of a plan to increase CVP yield (Reclamation 2021b).

O.1.4 Central Valley Salinity Alternatives for Long-term Sustainability

The Central Valley Salinity Alternatives for Long-term Sustainability (CV-SALTS) is a collaborative stakeholder driven and managed program to develop sustainable salinity and nitrate management planning for the Central Valley. CV-SALTS developed a Salt and Nitrate Management Plan (SNMP) for the entirety of the Central Valley Regional Water Quality Control Board's jurisdictional area (also referred to as the "Central Valley" or "Region Five"). The Central Valley SNMP builds on a range of water quality management policies and mechanisms already in existence, proposes additional policies and tools needed to provide the Central Valley Water Board with flexibility in addressing legacy and ongoing loading of salt and nitrate in the diverse region, and presents a comprehensive regulatory and programmatic approach for the sustainable management of salt and nitrate (Central Valley Salinity Coalition 2016).

O.1.5 Del Puerto Canyon Reservoir

Del Puerto Water District (DPWD) and the San Joaquin River Exchange Contractors Water Authority (Exchange Contractors) supply CVP water to highly productive farmlands in Stanislaus, San Joaquin, Merced, Fresno, and Madera counties. CVP water is pumped south from the Sacramento-San Joaquin River Delta (Delta) through the Delta-Mendota Canal (DMC). For more than two decades, droughts and pumping restrictions imposed to protect fish habitat and water quality have caused shortages and volatility in water deliveries exported from the Delta. As a result, regional economic stability has been impacted and the environment compromised.

DPWD and the Exchange Contractors are partnering to construct and operate the Del Puerto Canyon Reservoir. The proposed Del Puerto Canyon Reservoir would be located in Del Puerto

Canyon in the Coast Range foothills west of Patterson and south of the Sacramento-San Joaquin Delta, just west of I-5. The Del Puerto Canyon Reservoir Project would deliver water from the DMC into the new reservoir, where it would be stored and released on a managed basis (Del Puerto Canyon Reservoir Project 2022). The reservoir would allow water to be delivered into storage during wetter periods until it is needed in drier periods for irrigation, groundwater recharge, or wildlife beneficial uses.

DPWD released the Final EIR in October 2020 (DPWD 2020). The Final EIR was challenged in the Stanislaus County Superior Court of California (*Friant Water Supply Protection Association v. Del Puerto Water District et al.*). On October 31, 2022, the court issued a ruling in the case, vacating Del Puerto Water District's decision to approve the Del Puerto Canyon Final EIR. The court found the Final EIR to be deficient as it did not adequately address the planned relocation of Del Puerto Canyon Road

O.1.6 Delta Conveyance Project

The Delta Conveyance Project is currently being analyzed by DWR and several State Water Contractors.

The Delta Conveyance Project planning process began in 2006, when Reclamation and DWR, along with several state and federal water contractors (collectively referred to as Potential Authorized Entities), initially proposed the Bay-Delta Conservation Plan (BDCP). The BDCP envisioned updating the State Water Project (SWP) and CVP by adding new points of diversion in the north Delta and by providing for large-scale species conservation through a 50-year habitat conservation plan (HCP)/natural communities conservation plan (NCCP). The HCP/NCCP was intended to comply with Section 10 of the federal Endangered Species Act and to achieve compliance with the California Endangered Species Act through the California Natural Community Conservation Planning Act. A EIS/EIR was released in December 2013.

Following release of the Draft EIS/EIR, Reclamation and DWR issued a Supplemental Draft EIS/Partially Recirculated Draft EIR that included for consideration three additional alternatives that would update SWP and CVP without the large-scale conservation efforts in an HCP/NCCP. The Lead Agencies proposed that one of these non-HCP alternatives, known as California WaterFix Alternative 4A, be identified as the preferred alternative in replacement of the BDCP alternative (DWR and Reclamation 2015). The preferred WaterFix alternative (4A) consisted of three new diversion points in the north Delta, tunnel conveyance and ancillary facilities, operational elements, restoration measures, and an adaptive management program (DWR and Reclamation 2015). The Supplemental Draft EIS/Partially Recirculated Draft EIR also included updates to the BDCP alternative and other revisions and updates to the 2013 Draft EIR/EIS analyses. In addition, the state proposed as a separate program, California EcoRestore, to provide restoration efforts for species conservation independent of the SWP and CVP facility upgrades. The Final EIS/EIR for the BDCP/California WaterFix that identified the California WaterFix for implementation was released in December 2016. Biological opinions for the California WaterFix were released in June 2017. However, in May 2019, DWR rescinded all permits, permit applications, bond authorizations, and CEQA documentation for California WaterFix and announced that it was working with public water agencies on a new environmental review process for a single tunnel project.

In January 2020, DWR initiated a new CEQA process for the Delta Conveyance Project with a Notice of Preparation of an EIR. DWR released the Draft EIR in July 2022 for public review and

comment. The Draft EIR evaluates eight conveyance alternatives that include constructing (DWR 2022b):

- One, two, or three new intakes in the north Delta
- Four capacity options ranging from 3,000 cubic feet per second (cfs)–7,500 cfs
- One new tunnel following the Central or Eastern Alignment
- New facilities in the south Delta at the Southern Complex near Clifton Court Forebay

DWR expects the NEPA/ CEQA process and other environmental permitting to be complete in mid-2024 (DWR 2020).

The U.S. Army Corps of Engineers (USACE) published their Notice of Intent to prepare an EIS in August of 2020. Their fact sheet dated March 7, 2022, states the Project is sized for the SWP only and that Reclamation does not have a federal action. The USACE Sacramento District is serving as the lead agency and preparing a stand-alone EIS with cooperation of National Marine Fisheries Service, the U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, and Reclamation. The draft EIS was to be released for public review in early Summer of 2022 but is still pending at this time (USACE 2022).

O.1.7 Friant-Kern Canal Middle Reach Capacity Correction Project

The Friant-Kern Canal (FKC) Middle Reach has lost over 50 percent of its original design capacity because of regional land subsidence and a design deficiency, which has resulted in water delivery impacts on Friant Contractors, a reduced ability of the FKC to convey flood waters during wet years, and more impacts. Reclamation and Friant Water Authority proposed to restore the capacity of a 33-mile-long section of the FKC located within Tulare and Kern Counties by widening and/or raising approximately 10 miles of the existing canal and realigning approximately 23 miles of the canal corridor to newly constructed canal segments. An EIS/EIR evaluating two action alternatives was published in September 2020, and a ROD was signed in November 2020 confirming Reclamation's selection of the preferred action alternative (described above). The realigned canal is planned to be constructed immediately east of the existing FKC and will serve as the exclusive water conveyance and delivery mechanism through its length (Reclamation 2020b).

Construction for Phase One of this multi-phased project began in January 2022. Phase One includes constructing 10 miles of new concrete-lined canal to replace one of the worst pinch points of the canal's subsiding middle reach. Phase One is anticipated to take around three years and be completed and fully operational by January 2024 (Reclamation 2022).

O.1.8 Kern Fan Groundwater Storage Project

Rosedale-Rio Bravo Water Storage District and Irvine Ranch Water District (known as the Groundwater Banking Joint Powers Authority [GBJPA]) propose to construct up to 1,300 acres of recharge basin facilities and up to 12 recovery wells on the Kern Fan Project Properties. The Kern Fan Conveyance Facilities include canals and/or pipelines, pump stations, and a new turnout at the Aqueduct to convey water between the Project facilities and the Aqueduct. Water stored by the Kern Fan Groundwater Storage Project would be recovered when needed to provide ecosystem and water supply benefits (GBJPA 2022).

The proposed project would be operated so that surplus surface water from the SWP, CVP, Kern River and other available water sources would be recharged and stored for subsequent recovery. It is

estimated that the Project would be able to recharge and store upward of 100,000 AF per year (GBJPA 2022).

The Groundwater Banking Joint Powers Authority released the Final EIR in December 2020. Construction was scheduled to begin late 2021 (GBJPA 2020).

O.1.9 Los Vaqueros Reservoir Expansion Project

Los Vaqueros Reservoir is an off-stream reservoir in the Kellogg Creek watershed to the west of the Delta. The Los Vaqueros Reservoir initial construction was completed in 1997 as a 100,000 AF off-stream storage reservoir owned and operated by Contra Costa Water District (CCWD) to improve delivered water quality and emergency storage reliability to their customers. In 2012, the Los Vaqueros Reservoir was expanded to a total storage capacity of 160,000 AF (Phase One) to provide additional water quality and supply reliability benefits, and to adjust the timing of its Delta water diversions to accommodate the life cycles of Delta aquatic species, thus reducing species impact and providing a net benefit to the Delta environment. As part of the Storage Investigation Program described in the California and Federal government (CALFED) Bay Delta Program ROD, additional expansion up to 275,000 AF (Phase Two) is being evaluated by CCWD, DWR, and Reclamation. The alternatives considered in the evaluation also consider methods to convey water from Los Vaqueros Reservoir to the South Bay Aqueduct to provide water to Zone Seven Water Agency, Alameda County Water District, and Santa Clara Valley Water District (Valley Water). The Final EIS/EIR was released by Reclamation and CCWD in March 2010. Reclamation approved and released the ROD in March 2011.

Since the Final EIS/EIR was certified, refinements have been made to elements of the previously analyzed facilities, revisions to water sources and destinations have been made, and operational assumptions have been updated, primarily to reflect current and projected drought conditions, updated Delta hydrology models, and water quality monitoring. There is now more information about water supply demand and operational preferences from the local water agencies and south-of-Delta wildlife refuges that have been identified as potential partners in the Phase 2 Expansion Project. In addition, the regulatory and environmental conditions in which the Project would be operated have been modified over the past seven years. Because of these reasons, a Draft Supplement to the EIS/EIR was released in June of 2017 (Reclamation and CCWD 2017). The Final Supplement to the EIS/EIR was released in February of 2020. As of April 2022, construction is planned for 2023 through 2030 (CCWD 2022).

O.1.10 San Luis Low Point Improvement Project

Reclamation and Valley Water are proposing to address water supply reliability and service interruption issues associated with low water levels in San Luis Reservoir. The Draft EIS/EIR was released in July 2019 and identified four action alternatives: Lower San Felipe Intake Alternative, Treatment Alternative, San Luis Reservoir Expansion Alternative, and Pacheco Reservoir Expansion Alternative. Valley Water identified the Pacheco Reservoir Expansion Alternative as the CEQA Proposed Project. The Pacheco Reservoir Expansion Alternative includes removal of the existing dam, development of a new reservoir (located 0.5 mile upstream of the existing North Fork Dam along Pacheco Creek), a new earthen dam and spillway, new pipelines and tunnels, a new pump station, and associated channel modifications, a new regulating tank at Pacheco Pumping Plant, and access improvements. The pending Final EIS/EIR will identify a NEPA preferred alternative. Construction is planned to start in 2024 (Reclamation and Valley Water 2019).

O.1.11 Pacheco Reservoir Expansion Project

Valley Water, San Benito County Water District, and Pacheco Pass Water District are proposing to increase Pacheco Reservoir's operational capacity from 5,500 AF to up to 140,000 AF, to reduce the frequency and severity of water shortages during droughts (Valley Water 2020). The Project would construct new conveyance infrastructure to segments of the CVP San Felipe Division in Merced and Santa Clara counties and deliver water supply to up to eight south-of-Delta wildlife refuges in Merced County. (California Water Commission 2020). The Draft EIR was released in November 2021 and the public comment period ended February 2022 (Valley Water 2021a; Valley Water 2021b). Construction is planned to begin mid-2027 (California Water Commission 2020). If the Pacheco Expansion Alternative is implemented under the San Luis Low Point Improvement Project (described above in Section O.1.10), then the Pacheco Reservoir Expansion Project will no longer be analyzed or implemented.

O.1.12 Reach 2B and Mendota Pool Bypass

To create a passable San Joaquin River for salmonids between Mendota Dam and the confluence with Merced River, a critical component for the San Joaquin River Restoration Program (SJRRP), Reclamation is proposing to create a river-like channel over a half-mile around Mendota Pool. The Reach 2B and Mendota Pool Bypass Project includes construction, operation, and maintenance of the Mendota Pool Bypass and improvements in the San Joaquin River channel in Reach 2B. In October 2016, Reclamation signed a ROD, which identified Alternative B as the preferred alternative for the Reach 2B Project (Reclamation 2016). Alternative B includes construction of setback levees capable of conveying flows up to 4,500 cfs, restoring floodplain habitat with an average width of approximately 4,200 feet. This alternative would also construct the Compact Bypass bifurcation structure capable of conveying up to 2,500 cfs from Reach 2B to the Mendota Pool (Reclamation 2016).

In September 2021, the SJRRP replaced the Mowry Bridge spanning the Fresno Slough at the upstream end of the Mendota Pool, the first component of the Reach 2B construction Project. This Project serves several purposes including providing a haul route during Project construction and the primary operation and maintenance access point for Reach 2B control structures and the Mendota Pool Bypass (SJRRP 2022).

O.2 Relevant Infrastructure Projects

O.2.1 College Park at Mountain House

The *Mountain House Specific Plan III* (2005, amended 2019) is the detailed plan for the development of approximately 816 acres within the 4,784-acre Mountain House Master Plan community northwest of Tracy, California. The Specific Plan III provides for approximately 2,240 residential units, approximately 1,500,000 square feet of limited industrial uses and 250,000 square feet of commercial uses, two K-8 schools, approximately 42 acres of neighborhood and community parks, and an approximately 107.9-acre community college with a planned capacity of 12,000 students. The plan area is located within the southern third of the Master Plan area. It is generally bounded by Mountain House Parkway to the east, I-205 to the south, the Alameda County line to the west and Grant Line Road to the north, except for a small portion that extends north of Grant Line Road adjacent to Mountain House Parkway. The DMC runs along the southwest corner of the plan area for approximately 0.30 miles (Mile Post [MP] 7.33 to MP 7.63), with the site approximately 1.82

miles from the DMC at its furthest point. Development for Phase II is ongoing with construction scheduled to end in 2025 (San Joaquin County 2005).

O.2.2 Cordes Ranch Specific Plan

The *Cordes Ranch Specific Plan* (2013, amended 2018) established land use, zoning, development standards and regulations for approximately 1,780 acres located in the northwest region of the City of Tracy. The area is bordered by I-205 to the north, Old Schulte Road to the south, a portion of Mountain House Parkway to the west, and then extends northwest, north of the DMC to I-205. The specific plan covers the development of 1,462 net acres of the plan area with commercial, office, manufacturing, warehouse, and distribution uses. The remaining acres fall under park zones and are limited to open space areas, park facilities, detention basins, and flood control improvements (City of Tracy 2013). The DMC is adjacent to the specific plan area for approximately 2.6 miles (MP 7.6 to MP 10.25), with approximately one mile of the DMC running through the southwest corner of the area (MP 9.25 to MP 10.25). The plan area is 1.5 miles from the DMC at its furthest point. Construction of the plan area is in phase one, with seven approved project sites under construction or soon to start (City of Tracy 2022a). The *Cordes Ranch Specific Plan* (2013a), its development projects, and associated impacts are evaluated in the *Cordes Ranch Specific Plan EIR* (2013b).

The Prologis International Park of Commerce (IPC) Building Two was approved for construction in April 2021 and is currently in progress. The site will host an approximately 375,369 square foot (sq ft) industrial building and associated parking and landscape improvements. The site is bordered on the northern side by approximately 0.24 miles of the DMC (MP 9.54 to MP 9.78), with a drainage easement to the east and Schulte Road to the south (City of Tracy 2021a). The DMC is approximately 0.29 miles away from the site at its furthest point.

The Prologis IPC Building Eight was approved for construction in April 2021. Building Eight will be an electric vehicle and battery facility consisting of a 6,000 sq ft office building, autonomous vehicle research and development, auto and trailer parking and storage, and associated site area improvements on an approximately 56.5-acre site located between the DMC to the south and southwest and Hopkins Road to the northeast. A drainage channel runs along the southeast side (City of Tracy 2021b). The site runs along approximately 0.5 miles of the DMC (MP 9.29 to MP 9.79) and is approximately 0.20 miles from the DMC its furthest point.

Prologis IPC Building 16 was approved for construction in April 2021. The 66.7-acre site will have a 1,120,082 sq ft industrial building along with parking and landscape improvements. The site is approximately one mile away from the DMC at its closest point and 1.5 miles at its furthest point. The site will be bordered by the future Capital Parks Drive to the north, Pavilion Parkway to the west, and Promontory Parkway to the south (City of Tracy 2021c).

The Cordes Ranch Central Green was approved in January 2022 and consists of passive use open space areas, and a joint use park/stormwater detention facility. The Central Green will be approximately 35 acres between the future Capital Parks Drive to the north and Promontory Parkway to the south, the industrial building to its east, and Road F and a future office building to the west. The pending construction site sits at the intersection of PG&E power and gas easements and a drainage easement (City of Tracy 2022a; City of Tracy 2013a). The site is approximately 0.43 miles away from the DMC at its closest point and approximately 0.77 miles away at its furthest point.

A gas station and convenience store with a self-service car wash tunnel was approved by the City of Tracy in June 2021 for construction on the southwest corner of International Parkway and Daylight

Road, parcel eight of the planned West Parkway Village. The convenience store will be 4,028 sq ft, the carwash would be 1,449 sq ft, and the fueling canopy of the gas station would be 4,675 sq ft (City of Tracy 2021d). The site is approximately 0.42 miles from the DMC at its closest point and 0.47 miles at its furthest point.

The Tracy Courtyard by Marriott was approved for construction in September 2021. The site is a two-acre lot on the southeast corner of the planned West Parkway Village where a four-story, 60,074 sq ft hotel with an outdoor pool, patio, and parking will be constructed (City of Tracy 2021e). It is approximately 0.51 miles from the DMC at its closest point and 0.57 miles at its furthest point.

The Promontory Station was approved for construction in March 2022. The site sits between Promontory Parkway and International Parkway, bordered by Daylight Road to the north and Capital Parks Drive to the south. The proposal for phase one of Promontory Station is to build two multi-tenant commercial buildings, an outdoor plaza, and 235 parking spaces. The 3,968 sq ft multi-tenant commercial building consists of a 1,500 sq ft. restaurant and two 1,200 sq ft. retail spaces. The 8,160 sq. ft. multi-tenant commercial building consists of a 2,300 sq ft. and 1,900 sq ft restaurant and three 1,300 sq ft. retail spaces. In between the two multi-tenant commercial buildings is a plaza with public outdoor seating (City of Tracy 2022b). The site is approximately 0.23 miles from the DMC at its closest point, and approximately 0.34 miles at its furthest point.

O.2.3 Costco Wholesale Trailer Storage Facility

The San Joaquin County approved the Costco Wholesale Trailer Storage Facility site plan on August 30, 2022 (San Joaquin County 2022a). The site is approximately 7.9 acres, bordered by the Aqueduct to the north, I-508 to the southeast, and Hansen Road to the east. Construction will expand an existing unmanned trailer parking and storage facility from 200 trailers to a total of 439 trailers. The Project proposes utilizing an existing onsite well and a new onsite stormwater retention pond and bioswale (San Joaquin County 2022b). A mitigated negative declaration was approved July 8, 2022; the conditions of approval for the site expire in March of 2024 (San Joaquin County 2022b; San Joaquin County 2022a).

O.2.4 Crows Landing Industrial Business Park & Airfield

Stanislaus County is proposing to transform 1,528 acres of the former Crows Landing Naval Air facility into a regional employment and business center, called Crows Landing Industrial Business Park and Airfield (CLIBP), that capitalizes on existing transportation infrastructure. CLIBP is planned to be located on Fink Road in western Stanislaus County, two miles east of the Fink Road/Interstate-5 (I-5) interchange, at the current Naval Auxiliary Landing Field (Stanislaus County 2020a). The site is around 0.02 mile from the DMC at its closest point and around 1.3 miles from the DMC at its furthest point. The Stanislaus County Board of Supervisors certified an EIR in 2018 and adopted a Specific Plan to support CLIBP development for a variety of uses including light industrial, office, public facilities, open space, airport, and aviation-compatible uses. Stanislaus County is pursuing the development of the initial site infrastructure (roads, water supply, and drainage).

Construction on the multiphase Project was anticipated to begin in 2021, with completion of the first phase anticipated in 2028. The last phase of the Project is anticipated to be completed by 2048, if not sooner (Stanislaus County 2020b).

O.2.5 Edgewood Commercial Center

The Edgewood Commercial Center is under construction on the 10.92-acre southeast corner lot of Corral Hollow Road and Middlefield Drive in Tracy, California. The commercial center is approximately 0.3 acres from the DMC at its closest point, and 0.4 acres at its furthest point. The center will have a 3,884 square foot (sf) convenience store building, an automotive service station with six dispensers and a 2,880-sf canopy, an electric vehicle charging station containing 7 chargers, and associated parking area and landscaping improvements on the 2.44-acre northwestern portion of the site. The commercial center project is consistent with the *Tracy General Plan Environmental Impact Report*, certified by the City of Tracy on February 1, 2011. In accordance with CEQA Guidelines Section 15183, no further environmental assessment was required (Tracy Press 2020; Tracy City Planning Commission 2020).

O.2.6 Ellis and Avenues Specific Plan

The *Ellis Specific Plan* (2013, amended 2021) serves as the land use development plan for 321 acres in Tracy, California. The Ellis neighborhood is located alongside approximately 0.42 miles of the DMC (MP 13.23 to MP 13.65), bordered by South Lammers Road and Corral Hollow Road and the Union Pacific Railroad Line. The DMC is approximately 0.7 miles from the site at its furthest point. The Ellis neighborhood includes a mix of residential housing types and densities with a maximum of 2,250 units, neighborhood parks, a Village Center, a storage facility, a water park, and an elementary school. The neighborhood is divided into three sub neighborhoods that correspond with the construction phases: phase one- village neighborhood, phase two- garden neighborhood, and phase three- town and country neighborhood (City of Tracy 2013c). Phases two and three (approximately 171 acres) are currently under construction (City of Tracy 2022c).

The *Avenues Specific Plan* was added to the *Ellis Specific Plan* in the May 2021 amendment. The amended Ellis Specific Plan area consists of the 341 acres of the Ellis Neighborhood and the 95 acres of the Avenues Neighborhood. The neighborhood is bordered by Valpico Road to the north, agricultural fields to the east, southeast and west, and will connect to the Ellis Neighborhood to the south (City of Tracy 2013). The DMC is located approximately 0.64 miles southwest of the Avenues Neighborhood at its closest point and 1.13 miles away at its furthest point. The Avenues Neighborhood had a subdivision map for 480 residential lots, a park, and associated roads approved by the City of Tracy in March 2022 and is not yet under construction (City of Tracy 2022d).

O.2.7 Interstate 205 and Interstate 580 - International Parkway Interchange Projects

The City of Tracy and the California Department of Transportation (Caltrans) are working cooperatively to examine and analyze feasible alternatives for two interchange projects within 1 mile of the DMC and within the City of Tracy's limits: I-205 at Mountain House Parkway/International Parkway Interchange and I-580 and International Parkway/Patterson Pass Road Interchange.

Caltrans, the CEQA and NEPA lead agency for the I-205/International Parkway Interchange Project, circulated the Project Draft Environmental Document (DED) for public review in July 2020. Caltrans has received public comments and is now preparing the Final Environmental Document.

In March 2021, the I-580/International Parkway Interchange Project completed the environmental phase during which the proposed build alternative was analyzed for potential environmental impacts as required by the NEPA and CEQA. The I-580/International Parkway Interchange Project is

currently in the final design phase which involves detailed design of the proposed improvements, right of way acquisition, utility relocation, and stage construction definition, as defined in the approved Final Environmental Document. The I-580 /International Parkway Interchange Project final design phase is expected to be completed by February 2023 (City of Tracy and Caltrans 2022).

O.2.8 Tracy Hills Specific Plan

The *Tracy Hills Specific Plan* (2016, amended 2019) is the detailed plan and regulatory document for the development of the plan area, encompassing approximately 2,731.6 acres within the southern portion of the City of Tracy surrounding the existing interchange at Corral Hollow Road and the proposed Lammers Road interchange on I-580. Tracy Hills includes 1,117 acres of residential land, 59 acres of parks, 258 acres of commercial, retail, office and industrial land, 42 acres of school sites, 337 acres of greenways and on-site open space incorporated into the land plan, 63 acres of infrastructure and 3,535 acres of open space and conservation land. The plan area can be further divided into three areas: the northern portion, the central portion, and the southern portion (City of Tracy 2016).

The northern portion of the Specific Plan is between the DMC and the Aqueduct and zoned for medium density residential and light industrial uses. The central portion of the Specific Plan, south of the Aqueduct and north of I-580, is planned predominately for single-family homes, open space conservation easements, mixed use business park, and commercial retail areas. Multiuse trails will connect residential neighborhoods, integrated with public park amenities that are within walking distance. Additionally, an elementary school site is planned in this area. The southern portion of the Specific Plan area, with rolling and steeper slopes on the southern side of I-580, will be primarily residential neighborhoods with parks and school sites. Consistent with the General Plan, 180 to 185 acres of open space, will be integrated into the low-density residential areas. A mixed-use business park area will be located southwest of the planned Lammers interchange and a commercial retail area will be located along the southeasterly project boundary at Corral Hollow Road. This area abuts approximately 3,500 acres of open space under a conservation easement (City of Tracy 2016).

According to the September *City of Tracy Residential Development Pipeline Report* (2022), Tracy Hills Phase 1A, 1B, and the Tracy Hills KT Project (Hillview) are currently under construction.

Phase 1A includes the development of the residential neighborhood with three neighborhood parks, open space easements, and an elementary school between I-580 and the Aqueduct, between Corral Hollow Road and Lammers Road. Also planned for development is the Mixed-Use Business Park adjacent to Corral Hollow Road (City of Tracy 2016). The area is approximately 419 acres, bounded by the Aqueduct to the north, I-580 to the south, and Corral Hollow Road to the east. The area is approximately 0.39 miles from the DMC at its closest point and approximately 1.0 miles away at its furthest point.

On August 31st, 2022, Tracy Hills and the Jefferson School District School broke ground at the site of the future Corral Hollow Elementary School. The school is anticipated to open in August 2024 (Tracy Press 2022). The site is approximately 15 acres, bounded by Coriander Street to the south, Fargo Street to the west, Corral Hollow Road to the east, and the Aqueduct to the north. It is approximately 0.55 miles from the DMC at its closest point and 0.70 miles at its furthest point.

Phase 1B is a continuation of residential development in the areas between I-580 and the Aqueduct. Mixed Use Business Park development along the I-580 corridor is planned along with commercial development along Lammers Road. Parks, and open space corridor improvements will also be

constructed (City of Tracy 2016). The area is approximately 307 acres, bounded by the Union Pacific Railroad to the north, the Aqueduct to the northeast, and I-580 to the southwest.

The Hillview Project is the construction of approximately 200 homes, a park, and a neighborhood pool (Lennar 2022). The site is approximately 31 acres and is 1.0 miles away from the DMC at its furthest point, and 0.48 miles away at its closest point. It is bounded by the Aqueduct to the north and northeast, and Corral Hollow Road to the west.

Future development phases will include residential, mixed use business park, and general highway commercial development southwest of I-580 and west of Corral Hollow Road, and industrial park and residential development north of the Aqueduct, as individual landowners submit development applications (City of Tracy 2016).

O.2.9 Tracy Village Specific Plan

The *Tracy Village Specific Plan* (2018a) is the detailed plan for the development of approximately 135 acres into an age-qualified, gated, residential community of 594 homes, organized around a lake and open space system. Located on the southeast of Valpico Road and Corral Hollow Road, the site is bordered by existing residences to the west, south, and east, and Valpico road to the north. The site of Tracy Village is approximately 0.79 miles from the DMC at its closest point and approximately 1.36 miles away at its furthest point. As of the September *City of Tracy Residential Development Pipeline Report* (2022), the site has been approved and is not yet under construction. Construction impacts have been evaluated under the *Tracy Village Specific Plan EIR* (2018b).

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