

# Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613  
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

<b>SCH #</b>
--------------

**Project Title:** Morgan Hill Technology Center Mixed Use Project

Lead Agency: City of Morgan Hill Contact Person: Adam Paszkowski  
 Mailing Address: 17575 Peak Avenue Phone: 408-310-4635  
 City: Morgan Hill Zip: 95037 County: Santa Clara County

**Project Location:** County: Santa Clara County City/Nearest Community: Morgan Hill  
 Cross Streets: Cochrane Road and DePaul Drive; Mission View Drive and Half Road Zip Code: 95037

Longitude/Latitude (degrees, minutes and seconds): 37 ° 08 ' 59.95 " N / 121 ° 38 ' 50.62 " W Total Acres: \_\_\_\_\_

Assessor's Parcel No.: 728-30-001 through -004; 728-30-006, -008, -009; 728-31- 014 through 016 Section: \_\_\_\_\_ Twp.: \_\_\_\_\_ Range: \_\_\_\_\_ Base: \_\_\_\_\_

Within 2 Miles: State Hwy #: US 101 Waterways: Coyote Creek  
 Airports: San Martin Airport Railways: U.P.R.R. Schools: Live Oak High School

**Document Type:**

CEQA:  NOP  Draft EIR NEPA:  NOI Other:  Joint Document  
 Early Cons  Supplement/Subsequent EIR  EA  Final Document  
 Neg Dec (Prior SCH No.) \_\_\_\_\_  Draft EIS  Other: \_\_\_\_\_  
 Mit Neg Dec Other: \_\_\_\_\_  FONSI

Governor's Office of Planning & Research

MAY 15 2020

**Local Action Type:**

General Plan Update  Specific Plan  Rezone  Annexation  
 General Plan Amendment  Master Plan  Prezone  Redevelopment  
 General Plan Element  Planned Unit Development  Use Permit  Coastal Permit  
 Community Plan  Site Plan  Land Division (Subdivision, etc.)  Other: Zoning Amendment

STATE CLEARINGHOUSE

**Development Type:**

Residential: Units 319 Acres \_\_\_\_\_  
 Office: Sq.ft. 45,000 Acres \_\_\_\_\_ Employees \_\_\_\_\_  Transportation: Type \_\_\_\_\_  
 Commercial: Sq.ft. 50,000 Acres \_\_\_\_\_ Employees \_\_\_\_\_  Mining: Mineral \_\_\_\_\_  
 Industrial: Sq.ft. 1,044,600 Acres \_\_\_\_\_ Employees \_\_\_\_\_  Power: Type \_\_\_\_\_ MW \_\_\_\_\_  
 Educational: \_\_\_\_\_  Waste Treatment: Type \_\_\_\_\_ MGD \_\_\_\_\_  
 Recreational: \_\_\_\_\_  Hazardous Waste: Type \_\_\_\_\_  
 Water Facilities: Type \_\_\_\_\_ MGD \_\_\_\_\_  Other: \_\_\_\_\_

**Project Issues Discussed in Document:**

<input checked="" type="checkbox"/> Aesthetic/Visual	<input type="checkbox"/> Fiscal	<input checked="" type="checkbox"/> Recreation/Parks	<input checked="" type="checkbox"/> Vegetation
<input checked="" type="checkbox"/> Agricultural Land	<input checked="" type="checkbox"/> Flood Plain/Flooding	<input checked="" type="checkbox"/> Schools/Universities	<input checked="" type="checkbox"/> Water Quality
<input checked="" type="checkbox"/> Air Quality	<input checked="" type="checkbox"/> Forest Land/Fire Hazard	<input checked="" type="checkbox"/> Septic Systems	<input checked="" type="checkbox"/> Water Supply/Groundwater
<input checked="" type="checkbox"/> Archeological/Historical	<input checked="" type="checkbox"/> Geologic/Seismic	<input checked="" type="checkbox"/> Sewer Capacity	<input checked="" type="checkbox"/> Wetland/Riparian
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Minerals	<input checked="" type="checkbox"/> Soil Erosion/Compaction/Grading	<input type="checkbox"/> Growth Inducement
<input type="checkbox"/> Coastal Zone	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Solid Waste	<input checked="" type="checkbox"/> Land Use
<input checked="" type="checkbox"/> Drainage/Absorption	<input checked="" type="checkbox"/> Population/Housing Balance	<input checked="" type="checkbox"/> Toxic/Hazardous	<input checked="" type="checkbox"/> Cumulative Effects
<input type="checkbox"/> Economic/Jobs	<input checked="" type="checkbox"/> Public Services/Facilities	<input checked="" type="checkbox"/> Traffic/Circulation	<input checked="" type="checkbox"/> Other: <u>Greenhouse Gas</u>

**Present Land Use/Zoning/General Plan Designation:**

Commercial and Commercial/Industrial General Plan designations; Zoning Districts: PUD Highway Commercial (CH), Administrative Office (CO), and PUD Light Industrial (IL)

**Project Description:** (please use a separate page if necessary)

Please refer to the attached project description.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

## **SECTION 1.0 PROJECT INFORMATION AND DESCRIPTION**

---

### **1.1 PROJECT LOCATION**

The approximately 89-acre site is located west of Mission View Drive, south of Cochrane Road, east of US 101, and north of Half Road (APN: 728-30-001 through -004; 728-30-006, -008, -009; 728-31-014 through 016). See Figures 2.1-1, 2.1-2, and 2.1-3 on the following pages.

### **1.2 PROJECT DESCRIPTION**

#### **2.2.1 Overview**

The commercial and industrial components of the project are currently configured in six parcels totaling approximately 61 acres, with Commercial and Commercial/Industrial General Plan designations, and located within three zoning districts: PUD Highway Commercial (CH), Administrative Office (CO), and PUD Light Industrial (IL). The applicant proposes to reconfigure the property into eight legal lots (one commercial, six commercial/industrial parcels controlled by the applicant, and one existing commercial/industrial parcel not controlled by the applicant); reduce the Commercial General Plan designation area and increase the Commercial/Industrial General Plan designation area through a General Plan Amendment (File No. GPA2019-0002); and establish a Planned Development (PD) Combining District over the commercial and industrial project area through a Zoning Amendment (File No. ZA2019-0005). Figure 2.2-1 shows the existing and proposed general plan designations at the project site. Figure 2.2-2 shows the proposed build-out of the project with General Plan Amendment and Zoning Amendment areas.

The residential component of the project is approximately 28 acres with an existing General Plan designation of Residential Attached Low (6-16 du/ac). No formal land use entitlement applications are currently on file, and this portion of the project is being evaluated at a programmatic level for a maximum of 319 single-family detached and attached units. The future development of this land is reasonably foreseeable given the existing land use designation and zoning, and the proposed roadway and other infrastructure improvements discussed below would be available to serve this property, and therefore this EIR analyzes and discloses the effects of the whole project (i.e. industrial, commercial, and residential). As further discussed in Section 2.2.2.3, only preliminary plans and no formal development applications were on file with the City at the time the EIR was prepared. The residential component is, therefore, analyzed at a programmatic rather than project level.

#### **2.2.2 Project Description**

##### **2.2.2.1 *Commercial***

The property immediately fronting Cochrane Road would be reconfigured to one legal lot of approximately 2.92 acres. The proposed rezoning will reduce the existing Commercial zoned acreage from +/-30 acres to 2.92 acres for uses consistent with the traditional CH - Highway Commercial Zoning District, allowing a range of retail, administrative, professional services and functions supporting freeway access at major intersections. The maximum FAR is 0.6. While no specific development project application is currently pending with the City, the development of this portion

of the site is reasonably foreseeable, and this EIR evaluates a development scenario with 50,000 square feet of commercial uses at a project-level. There is no current site plan, however, this parcel is anticipated to be developed ultimately with several commercial structures, most likely single-story. The proposed uses are anticipated to be retail, administrative and professional services, with parking and landscaping provided on-site. The proposed zoning would allow for buildings up to four stories of 55 feet in height, whichever is less.

The east bound frontage of Cochrane Road would be improved for the benefit of the commercial property. Access off Cochrane Road would be provided via a right-turn in only driveway, with a full access driveway entry/exit at the southwest corner of the property off DePaul Drive.

#### **2.2.2.2        *Industrial***

This portion of the property would be reconfigured into seven legal lots designated for flexible industrial and commercial uses, including advanced manufacturing, warehouse distribution, supporting office, and similar light industrial and commercial uses totaling up to 1.04 million square feet on approximately 58 acres. The Industrial designation allows for a maximum FAR of 0.6. The current proposal shows a FAR below 0.45. The proposed site plan for the industrial and commercial portion of the project is shown on Figure 2.2-3. If additional development is proposed in the future up to the allowed 0.6 FAR, the City would conduct supplemental environmental review, as appropriate.

The industrial component of the project is comprised of six buildings (Buildings A through F on Figure 2.0-6) located on the western half of the project site adjacent to U.S. 101. The proposed buildings would have maximum heights of 50 feet. The industrial building elevations are shown on Figures 2.2-4 through 2.2-9. The proposed industrial buildings will include emergency generators powered by diesel engines to provide backup power for fire pumps located within each building. The engines would be operated for testing and maintenance purposes, with a maximum of 50 hours per year of non-emergency operation under normal conditions. The industrial buildings will include a total of 124 loading dock doors; the dock doors will be distributed between the six buildings, with a minimum of nine dock doors per building (Building C) and a maximum of 25 doors per building (Building B). Under the proposed zoning, the six industrial buildings would be permitted to be built to a maximum of 50 feet in height.

The remainder of the project site would be parking and landscaping/stormwater treatment as common open space for the benefit of employees and visitors. The industrial component of the project would provide 1,435 standard vehicle parking stalls. Access to the Industrial zoned property would be provided exclusively via full-access driveways off the west side of DePaul Drive.

A 2.31-acre parcel, under separate private ownership, that is depicted as 'Not a Part' on Figure 2.2-3 would be evaluated at a programmatic level for future industrial uses, although no specific development application is proposed at this time. This DEIR will evaluate for potential future industrial/warehouse uses based on the proposed PD Combining District, assuming 45,000 square feet of industrial office, which results in a FAR of 0.51.

**2.2.2.3 Residential Component East of DePaul Drive**

This DEIR will evaluate a residential scenario of up to 319 units between DePaul Drive and Mission View Drive, north of Half Road, which is approximately 75 percent of the maximum development allowed under the General Plan (i.e., 16 dwelling units/acre).<sup>1</sup> Properties do not typically develop at the maximum allowable density due to site constraints, land dedication, and other factors, and the City does not assume 100 percent of the allowed density when identifying anticipated residential yield for purposes of demonstrating Regional Housing Needs Allocation compliance, for instance. For these reasons, assuming future development at 75 percent of the allowed density is a reasonable assumption. Residential development would occur on a 28-acre area of the site. No formal land use entitlement applications are currently on file, and this portion of the project is being evaluated at a programmatic level. The future development of this land is reasonably foreseeable given the existing land use designation and zoning, and the proposed roadway and other infrastructure improvements discussed below would be available to serve this property, and therefore this EIR discloses the combined effects of the various components of future development on the three distinct areas, i.e. industrial, commercial, and residential.

The residential project’s proposed site improvements could include visitor and on-street parking, small neighborhood park areas, sidewalks or pedestrian paths, landscape areas, drive aisles, screen walls, lighting, BBQ/picnic area, and common park areas.

The site plan for the entirety of the site, showing the proposed General Plan and Zoning Amendments and including the residential portion, is shown on Figure 2.2-2. The site plan for the Morgan Hill Technology Center<sup>2</sup> is shown on Figure 2.2-3. A summary of the various project components is included below in Table 2.2-1.

<b>Table 2.2-1: Development Summary</b>			
Land Use	Size (square feet)	Site Area (acres)	Construction Interval
Industrial <sup>1</sup>			
General Light Industrial – Proposed Project			
Building A	212,100	12.19	January 2021 to April 2022
Building B	219,600	10.89	
Building C	79,900	4.80	

<sup>1</sup> This EIR is evaluating 319 single-family residential units (239 single-family attached and 80 single-family detached units) based on preliminary plans provided to the City. Subsequent updated preliminary residential plans now show 56 courtyard style single family detached units, 64 duets and 149 townhouse style condominiums for a total of 269 dwelling units. The 319 residential analyzed in EIR is more conservative compared to the 269 dwellings.

<sup>2</sup> When referred to throughout this DEIR, the “Morgan Hill Technology Center” only includes the six industrial buildings and associated improvements shown in Figure 2.2-3.

<b>Table 2.2-1: Development Summary</b>			
Land Use	Size (square feet)	Site Area (acres)	Construction Interval
Building D	193,000	9.16	
Building E	173,000	8.53	
Building F	167,000	9.16	
“Not a Part” Parcel (Industrial Office)	45,000	2.31	
<b>Commercial</b>			
Commercial	50,000	127,195	March 2021 to August 2021
<b>Residential</b>			
Residential	319 units	28 acres	October 2021 to April 2027
<u>Notes</u>			
<sup>1</sup> The defined portion of the project consists of Building A through F. No development applications have been received for any other project components.			

**2.2.2.4 Site Access**

**Commercial:** The east bound frontage of Cochrane Road would be improved for the benefit of the Commercial zoned property. Access off Cochrane Road would be provided via a right-turn in only driveway, with a full access driveway entry/exit at the southwest corner of the property off DePaul Drive. The Cochrane Road access points would not provide access to the industrial buildings and would not be used by trucks that are bound for the industrial buildings.

**Industrial:** Access to the Industrial zoned property would be provided exclusively via full-access driveways off the west side of DePaul Drive. The three northernmost access points along DePaul Drive would provide shared access to two industrial buildings (Buildings A and B shown on Figure 2.0-5) and the commercial site. The two remaining access points along DePaul Drive would provide access to four industrial buildings (Buildings C through F on Figure 2.2-3).

**Residential:** Although there is no current site plan for the residential portion of the project, site access is assumed to be provided from Mission View Drive, from Half Road, and from DePaul Drive, which would be widened and extended from Cochrane Road to Half Road (see the discussion below).

**Project Improvements:** As part of the development of the proposed project, DePaul Drive is proposed to be extended by approximately 2,280 feet south along the project site’s eastern frontage to provide direct access to the industrial uses of the project via full access driveways. The extension will also provide access to the future residential component of the project. As proposed to support the

industrial development on the west side of DePaul Drive, DePaul Drive will terminate as a cul-de-sac just north of Half Road.

A full access intersection from the planned De Paul Drive extension to Half Road would be constructed as a part of the residential component of the project. This extension would be fully designed and evaluated at the time of specific development of the residential component.

Pedestrian and bicycle (and County Parks trail maintenance) access is established on the western boundary of the industrial portion of the project from Cochrane Road on the north to Half Road on the south via the unpaved Madrone Channel Trail. The commercial component of the project would provide a sidewalk along its entire Cochrane Road frontage and result in a continuous connection to the existing sidewalk along the south side of Cochrane Road. The industrial project would provide a sidewalk along its frontage along DePaul Drive.

#### **2.2.2.5            *Parking***

**Commercial:** The project would provide the required parking for the future commercial development per Table 18.72-2 of the Zoning Code. Retail uses and personal services are generally parked at one space per 250 square feet. Restaurants are generally parked at one space per 100 square feet.

**Industrial:** The industrial component of the project (Buildings A through F) will provide a total of 1,435 auto spaces. In addition, the 2.31-acre parcel shown as 'Not a Part' on Figure 2.0-6 would be required to provide parking at the rates shown in Table 18.72-2 of the Zoning Code.

**Residential:** The proposed residential portion of the project has a General Plan designation of Residential Attached Low and is zoned Residential Attached Low Density. This portion of the project would be required to provide two covered parking spaces per residential unit as shown in Table 18.72-2 of the Zoning Code.

#### **2.2.2.6            *Grading and Construction***

**Mass Excavation/Soil displacement:** The non-residential portions of the mixed-use project would include demolishing the existing residential and storage structures on the Cochrane Road frontage, constructing the six new industrial buildings (Industrial Buildings A through F), and future development on the Commercial property and the 2.31-acre Industrial parcel that is not part of the current application (Dr. Lee parcel, referred to as 'Not a Part' throughout this DEIR). The subject development would include general rough grading and underground utility installation for the planned Commercial and Industrial building sites and associated parking and driveway areas. Site grading would include the over-excavation and re-compaction of the near-surface fill at select locations identified by the soils engineer. Site grading would include relocation and compaction of existing stockpiled soil mixed with serpentine rock to areas beneath the planned industrial building locations in accordance with project Soil Management Plan to provide suitable support for the planned building footings and slab-on-grade floors, as well as to encapsulate the existing serpentine rock to prevent public exposure to material.

Cuts and fills for the planned Industrial portion of project are estimated to be up to 165,000 cubic yards, mass-graded to achieve a balanced site. The average depth of excavation at new footing locations is estimated to be 3.5 feet below the final pad elevation. Maximum depth of cut for mass grading would be approximately four feet below existing grade, with cut up to 13 feet for sanitary sewer utility trenching at existing Cochrane Road tie-in. Excavations for utility trenches are expected to represent less than one half of one percent of the total excavations. After site grading is completed, conventional building footings and concrete floor slabs would be constructed; followed by the construction of conventional asphalt-concrete and Portland cement concrete driveways and parking areas. The final site improvement would include new landscaping and pedestrian sidewalks/pathways; and the construction of new stormwater treatment/detention basins.

The proposed Residential portion of the project is located on relatively level ground. Future residential development on the 28-acre portion of the site would likely require shallow grading for utilities, positive drainage, and roads and building foundations.

#### **2.2.2.7            *Soil Management Plan***

A Soil Management Plan (SMP) would be prepared by an environmental professional - describing procedures to be implemented by the Industrial/Commercial projects' grading contractor when handling and managing soil, both onsite and, if necessary, imported material. The SMP will include procedures for onsite stockpiling, dust control and mitigation, and offsite transportation and disposal/reuse. The SMP will also identify mitigation measures and required notifications should suspect environmental concerns be encountered during the grading activities. The SMP will reference the Storm Water Pollution Prevention Plan (SWPPP) required for this construction project in accordance with the Construction General Permit Order issued by the California State Water Resources Control Board.

The Industrial/Commercial portion of the site contains an approximately 81,000 cubic yard stockpile of soil mixed with serpentine rock, which is a locally mined aggregate material with naturally occurring asbestos (NOA). The stockpile is located in the northwest corner of the site, adjacent to the approximate locations of the proposed commercial building on Cochrane Road and the industrial Buildings A and B. In accordance with Bay Area Air Quality Management District (BAAQMD) regulations, an Asbestos Dust Mitigation Plan (ADMP) will be prepared for BAAQMD review and approved prior to initiating the grading activities. The ADMP will include an air monitoring plan to be implemented when handling the stockpiled serpentine rock material. The Industrial project's construction plans specify the onsite burial of this material for encapsulation beneath permanent site improvements or at depths not to be encountered by future construction activities (i.e. construction of the commercial property fronting Cochrane Road or the industrial office building on the 'Not a Part' parcel). The final disposition of the serpentine rock material will be documented and recorded with BAAQMD. Specially trained and state-certified workers will perform and monitor all construction activities involving this material.

### **2.2.2.8**            *Storm Drainage Improvements*

All runoff from the site would ultimately be directed into the existing Santa Clara Valley Water District's Madrone Channel on the west boundary of the project site. The Industrial portion of the project would convey stormwater to on-site treatment and detention areas on the perimeter of the site and to the Madrone Channel via three existing outfalls. The Commercial development on Cochrane Road would utilize existing storm drain lines in the Cochrane Road right-of-way to convey stormwater to the Madrone Channel and would be required to treat or capture on-site stormwater runoff from building rooftops, hardscapes, and parking areas. The Residential development would likely convey stormwater to the Madrone Channel via public storm drains and lines in Half Road. The proposed storm drainage system for future residential development will be detailed at the time of a specific development proposal for this area of the site and would be required to conform to the City's Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements.

### **2.2.2.9**            *Utilities*

**Sanitary Sewer:** There is an existing eight-inch sanitary sewer stub south of Cochrane Road that is at a depth sufficient to provide service to the proposed industrial/commercial portion of the project. This alignment would provide public sewer easement through the south edge of the Commercial site on Cochrane Road as well as through the drive aisles of the Industrial sites. An alternate design would be to extend sanitary sewer from East Main Ave northerly along Condit Road and Half Road if the needs of the residential development dictate a main extension coming from the south. The alternate design would be subject to supplemental environmental review at the time the residential development receives entitlements.

**Water Service:** The existing water main will be extended along DePaul Drive, with private domestic water and fire protection services extended into the site to serve the proposed Industrial buildings. Existing 12-inch water mains in Cochrane Road would be available to serve the Commercial building on Cochrane Road. The industrial office building ('Not a Part' parcel) would connect to the water main in DePaul Drive. The Residential portion of the project would connect to 10- and 12-inch diameter pipes in Half Road and/or eight- and 10-inch pipes in Mission View Drive.

**Dry Utilities:** Gas and electric utilities will be extended along with DePaul Drive in coordination with PG&E. Electrical will loop into existing electrical lines along Half Road. Other utilities such as fiber optic, telephone, and cable will also be extended along Half Road and into the site to service the industrial buildings. Similarly, existing gas, electric, telephone, cable, and fiber optic utilities in the project area will be extended to the Residential portion of the project.

### **2.2.2.11**          *Construction Interval*

The anticipated construction duration for the Industrial site and shell improvements is 15 months. The initial mass grading & site preparation phase for the Industrial will last one month. Rough grading and building pad construction will immediately follow the mass grading phase for a three-month interval. After completion of rough grading, wet utility improvement work and miscellaneous



site preparation work will begin and run 3.5 months. Fine grading and hardscape improvements will begin thereafter and run for four months. The final site improvement phase of landscape and miscellaneous site finish improvements will then run for 3.5 months. It is anticipated that construction of the Industrial portion of the project would begin in January 2021 and be complete by April 2022.

Construction of the Commercial portion of the project is anticipated to begin in March 2021 and be completed by August 2021. Construction of the Residential portion of the project is anticipated to begin in October/November 2021 and be completed by April 2027.

### **2.3 PROJECT OBJECTIVES**

Pursuant to CEQA Guidelines Section 15124, an EIR must identify the objectives sought by the proposed project.

Project objectives as proposed by the applicant include:

- To efficiently cluster large-scale development allowing for:
  - Efficient use of existing infrastructure (including roads, utility lines, transit, etc.);
- Add approximately 1,300 needed jobs to Morgan Hill;
- Create buildings sizeable enough to attract large-company tenants to Morgan Hill;
- Attract companies to contribute to the City's tax and job base and provide flexibility to support companies to grow;
- Meet CALGreen standards optimizing efficient use of energy, water, and building materials;
- Locate the project near existing transit corridors, bicycle infrastructure, and traffic arterials;
- Ensure a sustainable demolition and construction operation;
- Establish pedestrian- and bicycle-oriented connections within the area;
- Utilize on-site amenities to minimize impact on community infrastructure and provide flexibility of work environment.

Project objectives as proposed by the City include:

- To develop an industrial business center on the site in conformance with the applicable goals, objectives and policies of the City's General Plan;
- To develop a business center that will accommodate light manufacturing/ warehouse/ distribution tenants with access to freeways and regional transportation corridors, thereby minimizing truck traffic on local streets and reducing vehicles miles traveled in the region;
- Create opportunities for business-to-business interaction between various on-site tenants, promoting economic development;
- To develop a business center on the site in a manner that is economically viable and provides long term fiscal benefits to the property owner and City;
- To attract new businesses and jobs to the City, thereby improving the jobs/housing balance both in the City and the region;

- Attract high-quality businesses by providing a development with a range of facility options, such as varying structure sizes and building configurations;
- To develop a high-quality business center on the site with architectural design, landscaping, signage, and operational characteristics that are compatible with existing and planned development in the immediate vicinity;
- To construct a business center that incorporates energy efficiency and low water use principles in order to promote the City's environmental goals
- Implement a comprehensive and cohesive plan for the physical and economic development of the project site.

## **2.4 USES OF THE EIR**

- General Plan Amendments
- Rezoning
- Tentative Maps
- Use Permit(s)
- Architectural Design Review
- Development Agreement
- Tree Removal Permits
- Grading Permits

## Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".  
If you have already sent your document to the agency please denote that with an "S".

<input checked="" type="checkbox"/> Air Resources Board	<input type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input checked="" type="checkbox"/> Caltrans District # <u>4</u>	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input checked="" type="checkbox"/> Regional WQCB # <u>2 &amp; 3</u>
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input type="checkbox"/> Fish & Game Region # _____	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Housing & Community Development	
<input checked="" type="checkbox"/> Native American Heritage Commission	

### Local Public Review Period (to be filled in by lead agency)

Starting Date May 15, 2020 Ending Date July 14, 2020

### Lead Agency (Complete if applicable):

Consulting Firm: <u>David J. Powers &amp; Associates, Inc.</u>	Applicant: <u>Trammel Crow Company</u>
Address: <u>1871 The Alameda, Suite 200</u>	Address: <u>415 Mission Street, 45th Floor</u>
City/State/Zip: <u>San Jose, CA 95126</u>	City/State/Zip: <u>San Francisco, CA 94705</u>
Contact: <u>Amber Sharpe</u>	Phone: <u>415-772-0399</u>
Phone: <u>510-813-6384</u>	

Signature of Lead Agency Representative: Amber Sharpe  Date: May 13, 2020

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.