



ERRATA
To the Draft Environmental Impact Report
(DEIR)
EI Camino Real Specific Plan

Sunnyvale Planning Project no. 2014-7432
State Clearinghouse #2017102082

An earlier draft of Appendix D, Transportation Impact Analysis (TIA) dated January 27, 2020, was inadvertently attached to the Draft Environmental Impact Report (DEIR) released for public comment on March 11, 2022. The correct version of the TIA is dated January 21, 2022. The differences between the versions are indicated on the attached document in **underlined** and **~~strikeout~~** text.

This Errata documents a change to the Draft EIR. As demonstrated by the following discussion, this modification does not result in new significant impacts and does not warrant recirculation of the EIR.

CEQA Guidelines Section 15088.5 requires that an EIR that has been made available for public review, but not yet certified, be recirculated only if significant new information has been added to the EIR. Pursuant to CEQA Guidelines section 15088.5(c), the entire document need not be circulated if revisions are limited to specific portions of the document. The relevant portions of CEQA Guidelines section 15088.5 read as follows:

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:
- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
 - (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
 - (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
 - (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish & Game Com.*(1989) 214 Cal.App.3d 1043).
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The TIA attached to as Appendix D to the EIR contains an analysis of the proposed El Camino Real Specific Plan (ECRSP) for the purpose of identifying the potential long-term traffic impacts using a Level of Service (LOS) method of analysis. As of July 1, 2020, level of service [or delay] is no longer an environmental consideration under CEQA. As explained on page 3.15-3 of the DEIR The City of Sunnyvale uses LOS as an operational measure of intersection efficiency. The LOS analysis in Appendix D is provided only for informational purposes and is not analyzed in the EIR.

The changes to Appendix D contained in this Errata merely clarify, amplify, or make insignificant changes to the information that was presented in the earlier TIA draft and do not change the DEIR in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project. These changes do not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the DEIR. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met, and recirculation is not required.

Attachment:

Appendix D, El Camino Real Corridor Specific Plan Transportation Impact Analysis by Hexagon Transportation Consultants dated January 21, 2022, showing changes as compared to the Draft Transportation Impact Analysis dated January 27, 2020.