

County of Santa Clara
Office of the County Clerk-Recorder
Business Division

County Government Center
70 West Hedding Street, E. Wing, 1st Floor
San Jose, California 95110 (408) 299-5688



Santa Clara County Clerk – Recorder's Office
State of California



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CEQA DOCUMENT DECLARATION

REGINA ALCOMENDRAS, County Clerk – Recorder
by Mike Louie, Clerk – Recorder Office Spe, *[Signature]*

ENVIRONMENTAL FILING FEE RECEIPT

PLEASE COMPLETE THE FOLLOWING:

1. LEAD AGENCY: City of Sunnyvale
2. PROJECT TITLE: East Weddell Drive GPA, Rezone and Summit School Use Permit Project
3. APPLICANT NAME: Sunnyvale International Church and Summit Public Schools PHONE: 925-997-3896
4. APPLICANT ADDRESS: 521 E. Weddell Drive, Sunnyvale, CA 94089
5. PROJECT APPLICANT IS A: Local Public Agency School District Other Special District State Agency Private Entity
6. NOTICE TO BE POSTED FOR 20 DAYS.

7. CLASSIFICATION OF ENVIRONMENTAL DOCUMENT

a. PROJECTS THAT ARE SUBJECT TO DFG FEES

- | | | |
|---|-------------|----------------|
| <input type="checkbox"/> 1. <u>ENVIRONMENTAL IMPACT REPORT</u> (PUBLIC RESOURCES CODE §21152) | \$ 3,069.75 | \$ <u>0.00</u> |
| <input type="checkbox"/> 2. <u>NEGATIVE DECLARATION</u> (PUBLIC RESOURCES CODE §21080(C)) | \$ 2,210.00 | \$ <u>0.00</u> |
| <input type="checkbox"/> 3. <u>APPLICATION FEE WATER DIVERSION</u> (STATE WATER RESOURCES CONTROL BOARD ONLY) | \$ 850.00 | \$ <u>0.00</u> |
| <input type="checkbox"/> 4. <u>PROJECTS SUBJECT TO CERTIFIED REGULATORY PROGRAMS</u> | \$ 1,043.75 | \$ <u>0.00</u> |
| <input type="checkbox"/> 5. <u>COUNTY ADMINISTRATIVE FEE</u> (REQUIRED FOR a-1 THROUGH a-4 ABOVE)
Fish & Game Code §711.4(e) | \$ 50.00 | \$ <u>0.00</u> |

b. PROJECTS THAT ARE EXEMPT FROM DFG FEES

- | | | |
|---|----------|----------------|
| <input type="checkbox"/> 1. NOTICE OF EXEMPTION (\$50.00 COUNTY ADMINISTRATIVE FEE REQUIRED) | \$ 50.00 | \$ <u>0.00</u> |
| <input type="checkbox"/> 2. A COMPLETED "CEQA FILING FEE NO EFFECT DETERMINATION FORM" FROM THE DEPARTMENT OF FISH & GAME, DOCUMENTING THE DFG'S DETERMINATION THAT THE PROJECT WILL HAVE NO EFFECT ON FISH, WILDLIFE AND HABITAT, OR AN OFFICIAL, DATED RECEIPT / PROOF OF PAYMENT SHOWING PREVIOUS PAYMENT OF THE DFG FILING FEE FOR THE *SAME PROJECT IS ATTACHED (\$50.00 COUNTY ADMINISTRATIVE FEE REQUIRED) | | |
| DOCUMENT TYPE: <input type="checkbox"/> ENVIRONMENTAL IMPACT REPORT <input type="checkbox"/> NEGATIVE DECLARATION | \$ 50.00 | \$ <u>0.00</u> |

c. NOTICES THAT ARE NOT SUBJECT TO DFG FEES OR COUNTY ADMINISTRATIVE FEES

- | | | | |
|--|--|--------|------------------|
| <input type="checkbox"/> NOTICE OF PREPARATION | <input checked="" type="checkbox"/> NOTICE OF INTENT | NO FEE | \$ <u>NO FEE</u> |
|--|--|--------|------------------|

8. OTHER: _____ FEE (IF APPLICABLE): \$ _____
9. TOTAL RECEIVED..... \$ 0.00

*NOTE: "**SAME PROJECT**" MEANS **NO** CHANGES. IF THE DOCUMENT SUBMITTED IS NOT THE SAME (OTHER THAN DATES), A "NO EFFECT DETERMINATION" LETTER FROM THE DEPARTMENT OF FISH AND GAME FOR THE **SUBSEQUENT** FILING OR THE APPROPRIATE FEES ARE REQUIRED.

THIS FORM MUST BE COMPLETED AND ATTACHED TO THE FRONT OF ALL CEQA DOCUMENTS LISTED ABOVE (INCLUDING COPIES) SUBMITTED FOR FILING. WE WILL NEED AN ORIGINAL (WET SIGNATURE) AND THREE COPIES. (YOUR ORIGINAL WILL BE RETURNED TO YOU AT THE TIME OF FILING.)

CHECKS FOR ALL FEES SHOULD BE MADE PAYABLE TO: SANTA CLARA COUNTY CLERK-RECORDER

PLEASE NOTE: FEES ARE ANNUALLY ADJUSTED (Fish & Game Code §711.4(b)); PLEASE CHECK WITH THIS OFFICE AND THE DEPARTMENT OF FISH AND GAME FOR THE LATEST FEE INFORMATION.

"... NO PROJECT SHALL BE OPERATIVE, VESTED, OR FINAL, NOR SHALL LOCAL GOVERNMENT PERMITS FOR THE PROJECT BE VALID, UNTIL THE FILING FEES REQUIRED PURSUANT TO THIS SECTION ARE PAID." Fish & Game Code §711.4(c)(3)



PLANNING DIVISION
CITY OF SUNNYVALE
P.O. BOX 3707
SUNNYVALE, CALIFORNIA 94088-3707

File Number: 2015-7303
and 2015-7936
No.

**NOTICE OF INTENT TO ADOPT
NEGATIVE DECLARATION**

This form is provided as a notification of an intent to adopt a Negative Declaration which has been prepared in compliance with the provisions of the California Environmental Quality Act of 1970, as amended, and Resolution #193-86.

PROJECT TITLE: East Weddell Drive GPA, Rezone and Summit School Use Permit Project

PROJECT DESCRIPTION AND LOCATION (APN):

FILE #: 2015-7530 and 2015-7936
Location: 521 E. Weddell Dr. (APN: 110-14-196)
531 E. Weddell Dr. (APN: 110-14-186)
539 E. Weddell Dr. (APN: 110-14-158)
1010 Morse Ave. (APN: 110-14-202)
Hetch Hetchy ROW (APN: 110-14-189)
Proposed Project: **General Plan Amendment** from Industrial to School on 3 parcels (521, 531 and 539 E. Weddell Dr.), and from Industrial-to-Residential/Medium-to-High Density to Park designation on 1 parcel (1010 Morse Ave.), and from Industrial to Park on 1 parcel (Hetch Hetchy ROW); **Rezoning** from MS-POA (Industrial to Service/Places of Assembly) to PF (Public Facilities) on 3 parcels (521, 531 and 539 E. Weddell Dr.), and MS-ITR-R3-PD (Industrial and Service – Industrial to Residential/Medium Density Residential/Planned Development) to PF (Public Facilities) on 1 parcel (1010 Morse Ave.), and from MS (Industrial and Service) to PF (Public Facilities) on 1 parcel (Hetch Hetchy ROW); and, **Use Permit** for the use of an existing building (539 E. Weddell Dr.) for a public charter middle school of up to 400 students.
Applicant / Owner: **Applicants:** Sunnyvale International Church and Summit Public Schools
Owners: New Hope International Ch Assemblies God (521 and 539 E. Weddell Dr.), First Morning Light Chinese (531 E. Weddell Dr.), City of Sunnyvale (1010 Morse Ave.), City and County of San Francisco (Hetch Hetchy ROW)

Environmental Review: Negative Declaration

WHERE TO VIEW THIS DOCUMENT:

The **Negative Declaration**, its supporting documentation and details relating to the project are on file and available for review and comment in the Office of the Secretary of the Planning Commission, City Hall, 456 West Olive Avenue, Sunnyvale.

This **Negative Declaration** may be protested in writing by any person prior to 5:00 p.m. on Tuesday, May 17, 2016. Protest shall be filed in the Department of Community Development, 456 W. Olive Avenue, Sunnyvale and shall include a written statement specifying anticipated environmental effects which may be significant. A protest of a **Negative Declaration** will be considered by the adopting authority, whose action on the protest may be appealed.

HEARING INFORMATION:

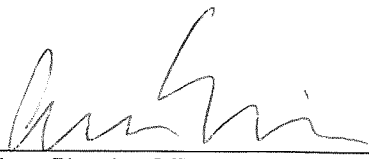
A public hearing on the project is scheduled for:

CITY COUNCIL HEARING ON Tuesday, May 17, 2016 AT 7:00 P.M., COUNCIL CHAMBERS.

TOXIC SITE INFORMATION:

(No) listed toxic sites are present at the project location.

Circulated On April 27, 2016

Signed: 
Andrew Miner, Planning Officer

Project Title	East Weddell Drive GPA, Rezone and Use Permit Project
Lead Agency Name and Address	City of Sunnyvale P.O. Box 3707, Sunnyvale, CA 94088-3707
Contact Person	Momoko Ishijima, Associate Planner
Phone Number	(408) 730-7532
Project Location	521 E. Weddell Dr. (APN: 110-14-196) 531 E. Weddell Dr. (APN: 110-14-186) 539 E. Weddell Dr. (APN: 110-14-158) 1010 Morse Ave. (APN: 110-14-202) Hetch Hetchy Right-of-Way (APN: 110-14-189) Sunnyvale, CA 94089
Applicant's Name	Applicants: Sunnyvale International Church and Summit Public Schools Owners: New Hope International Ch Assemblies God (521 and 539 E. Weddell Dr.) First Morning Light Chinese (531 E. Weddell Dr.) City of Sunnyvale (1010 Morse Ave.) City and County of San Francisco (San Francisco Public Utilities Commission - Hetch Hetchy Right-of-Way)
Zoning	MS-POA – Industrial and Service / Places of Assembly (521, 531 and 539 E. Weddell Dr.) MS-ITR-R3-PD – Industrial and Service – Industrial to Residential/Medium Density Residential/Planned Development (1010 Morse Ave – Seven Seas Park) MS – Industrial and Service (Hetch Hetchy Right-of-Way)
General Plan	Industrial (521, 531 and 539 E. Weddell Dr. and Hetch Hetchy Right-of-Way) Industrial-to-Residential / Medium-to-High Density (1010 Morse Ave.)
Other Public Agencies whose approval is required	None

BRIEF PROJECT DESCRIPTION

The proposed project includes the following related applications:

General Plan Amendment

- From Industrial designation to School designation on 3 parcels (521, 531 and 539 E. Weddell Dr.),
- From Industrial-to-Residential / Medium-to-High Density designation to Park designation on 1 parcel (1010 Morse Ave.); and.
- From Industrial designation to Park designation on 1 parcel (Hetch Hetchy ROW)

Rezoning

- From MS-POA (Industrial to Service / Places of Assembly) to PF (Public Facilities) zoning on 3 parcels (521, 531 and 539 E. Weddell Dr.),
- From MS-ITR-R3-PD (Industrial and Service – Industrial to Residential/Medium Density Residential/Planned Development) to PF (Public Facilities) zoning on 1 parcel (1010 Morse Ave.); and,
- From MS (Industrial and Service) to PF (Public Facilities) zoning on 1 parcel (Hetch Hetchy ROW).

Use Permit for the use of an existing building (539 E. Weddell Dr.) for a public charter middle school of up to 400 students.

DETAILED PROJECT DESCRIPTION

Surrounding Uses and Setting: The project site is located in the northern part of the City and is bordered by a multi-family residential development to the north, US Highway 101 to the south, East Weddell Drive to the east, and Morse Avenue to the west. A parcel, owned by the City and County of San Francisco for the Hetch Hetchy Right of Way (ROW), transverses between the City of Sunnyvale property on Morse Avenue and the other three parcels on East Weddell Drive.

The surrounding uses are multi-family residential and industrial to the north, a freeway to the south, multi-family residential to the east, and multi-family residential, hotel, and industrial to the west. The General Plan land use designations of the surrounding area are “Industrial-to-Residential/Medium-to-High Density” to the north, “Industrial-to-Residential/Medium-to-High Density” and “Residential High Density” to the east, and “Residential Medium Density” and “Industrial” to the west.

The zoning designations of the surrounding area are MS-ITR-R3-PD (Industrial and Service – Industrial to Residential/Medium Density Residential/Planned Development) to the north, MS-ITR-R3-PD (Industrial and Service – Industrial to Residential/Medium Density Residential/Planned Development) and R4 (High Density Residential) to the east, and R3 (Medium Density Residential) and MS-POA (Industrial to Service / Places of Assembly) to the west.

Uses:

521 E. Weddell Dr. (APN: 110-14-196): The 34,948-square foot building on 2.3 acres is owned by the Sunnyvale International Church for worship activities. No changes to use or construction is proposed for this site with this project. The church is considering offering daycare and preschool services; however, it is not part of this project. Daycare and preschool uses would be permitted under the proposed zoning with a Use Permit, and additional environmental would be required if the church pursues those uses in the future.

531 E. Weddell Dr. (APN: 110-14-186): The 21,100-square foot building on 1.2 acres is owned by the First Morning Light Chinese Christ Church for worship activities. No changes to use or construction is proposed for this site with this project.

539 E. Weddell Dr. (APN: 110-14-158): The 19,402-square foot building on 1.4 acres is owned by the Sunnyvale International Church for overflow worship activities. Summit Public Schools, a

public charter school, proposes to lease the site and open a middle school of up to 400 students the first year (Grade 6 through 9) and 300 students in subsequent years (Grade 6 through 8), which requires a Use Permit under the proposed PF (Public Facilities) zoning. The project proposes the use of two modular classroom buildings, approximately 960 square feet in size, to be located in the south parking area for one year.

1010 Morse Ave. (APN: 110-14-202): The 5.3-acre Seven Seas Park is a City of Sunnyvale public park. No changes to use or construction is proposed for this site with this project.

Hetch Hetchy Right-of-Way ((ROW): The 2.4-acre parcel serves as the Right-of-Way (ROW) for the San Francisco Public Utilities Commission Hetch Hetchy water pipeline for the City and County of San Francisco. The John W. Christian Greenbelt, a green space, is designated on the ROW and extends across the City of Sunnyvale in an east-west direction. Part of the parcel is improved with approximately 90 parking spaces and leased to the First Morning Light Chinese Christ Church. No changes to use or construction is proposed for this site with this project.

Construction Activities and Schedule: With the exception of 539 E. Weddell Dr., no physical changes are proposed in connection with the project. The Summit Public Schools construction would involve interior tenant improvements to the existing building and the temporary placement and use of two modular classroom buildings in the south parking lot area. Tenant improvement construction at the school site is expected to take 3 to 4 months.

Off-site Improvements: No offsite improvements are proposed under this project except as related to the Use Permit for Summit School at 539 E. Weddell Dr. The improvements to increase transportation, bicycle, and pedestrian safety as related to the school and recommended in the Transportation Impact Analysis, prepared by Kimley Horn, dated March 2016, include:

- Implement school speed limit zone
- Install school crosswalks
- Install rectangular rapid flashing beacon crosswalks
- Install sidewalks
- Install pedestrian ramps
- Install School Signs and Striping
- Install No Stopping Signs
- Replace No Parking Signs
- Intersection Improvements
- Modify south driveway
- On-site striping and signage

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, “Earlier Analysis,” may be cross-referenced).
5. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (d). In this case, a brief discussion should identify the following:
6. Earlier Analysis Used. Identify and state where they are available for review.
7. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
8. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project
9. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | |

MANDATORY FINDINGS OF SIGNIFICANCE (see checklist for further information):

Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? Yes
 No

Mandatory Findings of Significance? Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)? Yes
 No

Mandatory Findings of Significance? Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Yes
 No

DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potential significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Checklist Prepared By: Momoko Ishijima

Date: 4/27/2016

Title: Associate Planner

City of Sunnyvale

Signature: 

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
1. Aesthetics - Substantially damage scenic resources, including, but not limited to trees, historic buildings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale General Plan Map, Land Use and Transportation Chapter 3, and Community Character Chapter 4 of the Sunnyvale General Plan www.sunnyvaleplanning.com
2. Aesthetics - Substantially degrade the existing visual character or quality of the site and its surroundings including significant adverse visual changes to neighborhood character	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sunnyvale General Plan Map, Land Use and Transportation Chapter 3, and Community Character Chapter 4 of the Sunnyvale General Plan www.sunnyvaleplanning.com
3. Aesthetics - Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale General Plan Map, Land Use and Transportation Chapter 3, and Community Character Chapter 4 of the Sunnyvale General Plan www.sunnyvaleplanning.com
4. Population and Housing - Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) in a way that is inconsistent with the Sunnyvale General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale General Plan Map, and Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com
5. Population and Housing - Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3, and Housing Chapter 5 of the Sunnyvale General Plan and General Plan Map www.sunnyvaleplanning.com
6. Population and Housing - Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Housing Chapter 5 of the Sunnyvale General Plan and General Plan Map www.sunnyvaleplanning.com
7. Land Use Planning - Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale General Plan Map www.sunnyvaleplanning.com
8. Land Use Planning conflict - With the Sunnyvale General Plan, Zoning Ordinance, San Francisco Bay Conservation and Development Commission (BCDC) area or related specific plan adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan, Title 19 (Zoning) of the Sunnyvale Municipal Code http://qcode.us/codes/sunnyvale/view.php?topic=19&frames=off Project Description
9. Transportation and Traffic - Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Parking Requirements (Section 19.46) in the Sunnyvale Municipal Code http://qcode.us/codes/sunnyvale/view.php?topic=19-4-19_46&frames=off

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
10. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Moffett Field AICUZ , Sunnyvale Zoning Map, Sunnyvale General Plan Map www.sunnyvaleplanning.com
11. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There are no private airstrips in or in the vicinity of Sunnyvale
12. For a project within the vicinity of Moffett Federal Airfield, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Moffett Field AICUZ
13. Agricultural Resources - Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale Zoning Map www.sunnyvaleplanning.com
14. Noise - Exposure of persons to or generation of noise levels in excess of standards established in the Noise Sub-Element, Noise limits in the Sunnyvale Municipal Code, or applicable standards of the California Building Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan, SMC www.sunnyvaleplanning.com 19.42 Noise Ordinance http://qcode.us/codes/sunnyvale/view.php?topic=19&frames=off Noise Assessment by Illingworth & Rodkin, Inc., dated 12/2/15
15. Noise - Exposure of persons to or generation of excessive ground borne vibration?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com Project Description Noise Assessment by Illingworth & Rodkin, Inc., dated 12/2/15
16. Noise - A substantial permanent or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com Project Description Noise Assessment by Illingworth & Rodkin, Inc., dated 12/2/15
17. Biological Resources - Have a substantially adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
18. Biological Resources - Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Project Description
19. Biological Resources - Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Project Description
20. Biological Resources - Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	SMC 19.90 Tree Preservation Ordinance Sunnyvale Inventory of Heritage Trees
21. Biological Resources - Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan and General Plan Map www.sunnyvaleplanning.com
22. Historic and Cultural Resources - Cause a substantial adverse change in the significance of a historical resource or a substantial adverse change in an archeological resource?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Community Character Chapter 4 of the Sunnyvale General Plan, Sunnyvale Inventory of Heritage Resources The United States Secretary of the Interior's "Guidelines for Rehabilitation" Criteria of the National Register of Historic Places
23. Historic and Cultural Resources - Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	California Health and Safety Code Section 7050.5(b), CEQA Guidelines Section 15064.5(e) Project description California Historical Resource
24. Public Services - Would the project result in substantial adverse physical impacts associated with the provision of new or expanded public schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The following public school districts are located in the City of Sunnyvale: Fremont Union High School District, Sunnyvale Elementary School District, Cupertino Union School District and Santa Clara Unified School District.

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
25. Air Quality - Conflict with or obstruct implementation of the <u>BAAQMD</u> air quality plan? How close is the use to a major road, hwy. or freeway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 1999 Thresholds Sunnyvale General Plan Map Sunnyvale Air Quality Sub-Element www.sunnyvaleplanning.com Air Quality Assessment by Illingworth & Rodkin, Inc., dated 12/2/15
26. Air Quality - Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 1999 Thresholds AB 32 Project Climate Action Plan CEQA Checklist Air Quality Assessment by Illingworth & Rodkin, Inc., dated 12/2/15
27. Air Quality - Would the project conflict with any applicable plan, policy or regulation of any agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 1999 Thresholds Sunnyvale Climate Action Plan 2014 AB 32 Project Climate Action Plan CEQA Checklist Air Quality Assessment by Illingworth & Rodkin, Inc., dated 12/2/15
28. Air Quality - Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 1999 Thresholds Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Air Quality Assessment by Illingworth & Rodkin, Inc., dated 12/2/15
29. Air Quality - Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 1999 Thresholds Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Air Quality Assessment by Illingworth & Rodkin, Inc., dated 12/2/15
30. Air Quality - Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 1999 Thresholds Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Air Quality Assessment by Illingworth & Rodkin, Inc., dated 12/2/15
31. Seismic Safety - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
Geologist for the area or based on other substantial evidence of a known fault?					
32. Seismic Safety - Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com
33. Seismic Safety - Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com
34. Seismic Safety - Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com

Further Discussion if “Less Than Significant” with or without mitigation:

2. Aesthetics – *Substantially degrade the existing visual character or quality of the site and its surroundings including significant adverse visual changes to neighborhood character. (Less Than Significant)*

The project does not propose construction that would alter the visual character or quality of the site and its surroundings. Construction related to the school at 539 E. Weddell Dr. includes tenant improvement, which is inside the building, and restriping of the parking area to accommodate a drop-off and pick-up loop on site. There are no exterior changes that would impact the visual character. There will be two modular units placed at the front of the building for one year. These units are temporary and will not impact the visual character of the site long term. There is no construction or changes proposed on the other parcels in the project site. Therefore, there would be less than significant impact to aesthetics.

8. Land Use Planning Conflict – *With the Sunnyvale General Plan, Zoning Ordinance, San Francisco Bay Conservation and Development Commission (BCDC) area or related specific plan adopted for the purpose of avoiding or mitigating an environmental effect? (Less Than Significant)*

Seven Seas Park and Hetch Hetchy ROW: The existing land use designation for the Seven Seas Park at 1010 Morse Avenue is Industrial-to-Residential/Medium-to-High Density in the General Plan with a zoning designation of MS-ITR-R3-PD (Industrial and Service – Industrial to Residential/Medium Density Residential/Planned Development). The existing land use designation for the Hetch Hetchy Right-of-Way (ROW) is Industrial in the General Plan with a zoning designation of MS (Industrial and Service). The proposed General Plan land use designation for both parcels is Park with a zoning designation of PF (Public Facility). There are no use changes or construction proposed for these parcels and the changes in the land use designations would accurately reflect the existing open space use at Seven Seas Park and public facility/utility corridor use of the Hetch Hetchy ROW. Other than the project, there are no plans to redevelop or repurpose any of the existing uses, and the open space and public utility corridor uses are expected to remain in place for the foreseeable future. The project site is not within the BCDC area. Therefore, impacts would be less than significant.

East Weddell Drive Parcels: For the three parcels on East Weddell Drive (521, 531 and 539 E. Weddell Dr.), the current General Plan land use designation for the three parcels is Industrial and the zoning is MS-POA (Industrial and Service/Places of Assembly). The project site is adjacent to an area that has transitioned from

industrial uses to medium to high density residential uses as well as a City park. The project site has been utilized for community servicing worship facilities for over 15 years. The project proposes to expand services to the community to be able to provide child care and school uses, which is currently not permitted under the Industrial designation. The project site is not within the BCDC area.

The project proposes the three parcels on E. Weddell Dr. to be designated School in the General Plan and the companion zoning to be PF (Public Facility). The land use designation would allow for worship facilities, child care, and school uses with a Use Permit, as well as public service and public utility type of uses.

The land use designations of the proposed project would not be out of character in the area, which has been transitioning from industrial use to residential use, and reflects the existing community serving uses at the site. With approval of the potential General Plan Amendments to School and rezonings to PF, the existing uses will comply with applicable land use policies.

The project's proposed land use designations are intended to enable the operation of the school and to otherwise reflect the existing church land uses and ownerships at the site. Other than the project, there are no plans to redevelop or repurpose any of the existing uses, and the church uses are expected to remain in place for the foreseeable future. Future uses that have been informally discussed, such as childcare facilities, would require a discretionary Use Permit and would require additional environmental review prior to approval. Therefore, impacts would be less than significant.

Summit School Use Permit: The project proposes a land use designation change to PF (Public Facility) that would permit child care or a school with a Use Permit. Summit School proposes a middle school for grades 6 through 8 (grades 6 through 9 for the first year). There are no schools in this area within ½ mile north of Highway 101 and would provide an additional educational facility in the community. With approval of the proposed land use amendments and the Use Permit, the proposed use would comply with applicable land use policies. Therefore, impacts would be less than significant.

9. Transportation and Traffic – Result in inadequate parking capacity? (Less Than Significant)

The Sunnyvale Municipal Code (SMC) requires 3 parking spaces per classroom (Educational Use Standards). The Summit Public Schools project proposes a maximum of 400 students and 13 classrooms. The number of students will be reduced to 300 students and 11 classrooms after the first year. The required parking is 39 parking spaces on-site and the project proposes five additional spaces in the student drop-off zone. The Traffic Impact Analysis (TIA) prepared by Kimley Horn (dated March 2016) analyzed parking demands and onsite queuing during peak drop-off and pick-up hours at the school. The TIA concluded that there would be sufficient parking and queuing available onsite for parents dropping off and picking up their children. With implementation of a parking management plan including during special school events, a supervised drop-off and pick-up plan, and proper signage, staff finds that parking on-site will be adequate and impacts would be less than significant.

The uses on the other parcels of the project area are not proposed to change. Seven Seas Park and the Hetch Hetchy ROW will remain open space and public utility corridor uses. The churches at 521 and 531 E. Weddell Dr. have Use Permits with capacity and parking requirements enumerated that are not proposed for modification with this project. The church at 531 E. Weddell Dr. also has an agreement to utilize 90 parking spaces available on the Hetch Hetchy ROW property. Any future change in uses would require compliance with the parking requirements of the Sunnyvale Municipal Code before the commencement of the use. Therefore, parking will be adequate and impacts would be less than significant.

14. Noise – Exposure of persons to or generation of noise levels in excess of standards established in the Noise Sub-Element, Noise limits in the Sunnyvale Municipal Code, or applicable standards of the California Building Code? (Less Than Significant)

15. Noise – *Exposure of persons to or generation of excessive ground borne vibration? (Less Than Significant)*

16. Noise – *A substantial permanent or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Less Than Significant)*

A Noise Assessment was completed for the project site in November, 2015 by Illingworth and Rodkin, Inc. The primary noise source in the area was the vehicle traffic along US Highway 101, which calculates to 71 dBA DNL. Vehicular traffic on East Weddell Drive and construction noise from the multi-family residential development to the east also contributed to the noise sources. No construction is proposed with the proposed project other than tenant improvement at 539 E. Weddell Dr. A typical office structure provides about 30 dBA of noise reduction with the windows in the closed position. The interior noise levels of the structures at 521, 531 and 539 E. Weddell Dr., which includes the proposed school site, would be day-night average noise level of less than 45 dBA DNL and hourly average noise levels would range from 39 to 40 dBA Leq, which is less than significant impact.

During the first year of operation, Summit Public School proposes a portion of the parking lot and driveway to be utilized for physical education and outdoor activities. After school recreation and sports would be conducted at other recreation or school sites offsite. After the first year and when the mobile classrooms are removed, the south parking area may be reclaimed for mobile basketball hoop or informal recreation use. The closest existing residences are located north of the site along Jena Terrace, approximately 350 feet from this area. These residences are exposed to existing traffic noise of 56 dBA Leq. The future residential uses across East Weddell Drive would be exposed to noise levels of 72 to 75 dBA Leq. A significant impact would occur if operational noise impacts from the school exceeded 60 dBA Leq. Outdoor recreational noise is expected to be 54 to 58 dBA Leq for the residences across East Weddell Drive, which is at least 14 dBA less than the traffic noise levels from US Highway 101. For the residences on Jena Lane, the operational noise is expected to be 33 to 37 dBA Leq which is 19 dBA less than the traffic noise from US Highway 101 and the surrounding streets. Vehicular traffic from the drop off and pick up cause a noticeable increase as it is during a concentrated period of time and most of the vehicles would be moving slowly. Therefore, the noise impact generated by the school use would be less than significant.

The Seven Seas Park is located approximately 550 feet from the center of US Highway 101. The estimated day-night average noise level at the southernmost boundary of the park is calculated to range from 59 to 60 dBA DNL, which is below the City of Sunnyvale's "normally acceptable" threshold (65 dBA DNL) for neighborhood parks and playgrounds. This is less than significant.

The project site is located outside of the 60 dBA CNEL noise contour established for Moffett Federal Airfield and the impact from aircraft noise exposure is considered less than significant.

25. Air Quality – *Conflict with or obstruct implementation of the BAAQMD air quality plan? How close is the use to a major road, highway, or freeway? (Less than Significant)*

27. Air Quality – *Would the project conflict with any applicable plan, policy or regulation of any agency adopted for the purpose of reducing the emissions of greenhouse gases? (Less than Significant)*

30. Air Quality – *Expose sensitive receptors to substantial pollutant concentrations? (Less than Significant)*

An Air Quality Assessment was completed for the project site in December, 2015. No construction is proposed with the proposed project other than tenant improvements at 539 E. Weddell Dr. The proposed project would not conflict with the Clean Air planning efforts since the project is consistent with existing uses and not cause changes in population. The school project is too small to exceed any significance thresholds and not required to incorporate project-specific transportation control measures of the Clean Air Plan. A review of the project area concluded that the traffic on US Highway 101 and North Fair Oaks Drive are considered sources of toxic air contaminants (TACs). There is one stationary source emitting TACs within 1,000 feet of the project site, a data center, permitted by BAAQMD (Bay Area Air Quality Management District). The assessment concludes

that no single source would pose a significant cancer risk, annual particulate matter concentration or non-cancer Hazard Index that exceeds the thresholds. The combination of all TAC sources also would not exceed the significance threshold and would be a less than significant impact.

A Sunnyvale "Climate Action Plan CEQA Checklist" was completed for the project, which provides further analysis related to project greenhouse gas emissions. The land use changes of the proposed project would not conflict with the Climate Action Plan in reducing the emissions of greenhouse gases. All of the uses are existing, except for the proposed school, and are expected to remain for the probable future by the owners of the properties. The Air Quality Assessment, prepared by Illingworth & Rodkin, Inc., dated December, 2015, found that the proposed school use would have emissions below the BAAQMD significance threshold. The Checklist demonstrates conformance with the City's adopted Climate Action Plan; therefore, the project is not expected to have an impact on greenhouse gas emissions.

Responsible Division: Planning Division

Completed by: Momoko Ishijima

Date: 4/27/2016

Transportation	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
35. Exceeds the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all modes of transportation including nonmotorized travel and all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian walkways, bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/ Transportation Impact Analysis by Kimley Horn, dated March 2016. ITE Trip General Manual 9 th Edition
36. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measurements, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/ Transportation Impact Analysis by Kimley Horn, dated March 2016.
37. Results in a change in air traffic patterns, including either an increase in air traffic levels or a change in flight patterns or location that results in substantial safety risks to vehicles, bicycles, or pedestrians?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com Project Description
38. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com Project Description

Transportation	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
					Transportation Impact Analysis by Kimley Horn, dated March 2016.
39. Conflict with adopted policies, plans, or programs regarding public transit or nonmotorized transportation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com</p> <p>Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/</p> <p>Transportation Impact Analysis by Kimley Horn, dated March 2016.</p>
40. Affect the multi-modal performance of the highway and/or street and/or rail and/or off road nonmotorized trail transportation facilities, in terms of structural, operational, or perception-based measures of effectiveness (e.g. quality of service for nonmotorized and transit modes)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com</p> <p>Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/</p> <p>Transportation Impact Analysis by Kimley Horn, dated March 2016.</p>
41. Reduce, sever, or eliminate pedestrian or bicycle circulation or access, or preclude future planned and approved bicycle or pedestrian circulation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com</p> <p>Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/</p> <p>Transportation Impact Analysis by Kimley Horn, dated March 2016.</p>
42. Cause a degradation of the performance or availability of all transit including buses, light or heavy rail for people or goods movement?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com</p> <p>Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/</p>

Transportation	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
					Transportation Impact Analysis by Kimley Horn, dated March 2016.

Further Discussion if “Less Than Significant” with or without mitigation:

35. Transportation – Exceeds the capacity of the existing circulation system based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all modes of transportation including nonmotorized travel and all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian walkways, bicycle paths, and mass transit? **(Less Than Significant)**

36. Transportation – Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measurements, or other standards established by the county congestion management agency for designated roads or highways? **(Less Than Significant)**

38. Transportation – Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? **(Less Than Significant)**

A Transportation Impact Analysis (TIA) has been prepared for the project by Kimley Horn, dated March 2016. The changes in the land use designations for Seven Seas Park, the Hetch Hetchy ROW, and the three parcels on East Weddell Drive (521, 531 and 539 E. Weddell Dr.) would simply make the designations conform to the existing land uses on the project site and would not result in any change to the existing traffic patterns, and therefore, they would result in no impact. However the Use Permit to enable operation for Summit School would result in an increase in trips as compared to the project site's existing conditions. Specifically, the report notes that the number of net new project trips anticipated to be added to the roadway system surrounding the project site, based on data published in the Institute of Transportation Engineer's (ITE) Trip Generation 9th Edition, are 205 net trips in the AM peak hour, 120 net trips in the PM School hour, and 61 net trips in the PM peak hour. The study analyzed the traffic impacts of the proposed school at 15 intersections in the vicinity of the project site during the AM and PM peak hour as well as School PM (2:00 to 4:00 PM) traffic conditions. The analysis indicates, measured against the City of Sunnyvale standards, all of the study intersections currently operate at acceptable levels of service and would continue to do so under background plus project and cumulative plus project conditions.

Although not required under CEQA, the TIA also included operational vehicle queuing analysis at intersections. An operational deficiency was assumed to occur if the queue increases by one or more vehicles and the vehicle queue exceeds the turn pocket length. There are pre-existing deficiencies at three intersections which would remain. However, these pre-existing operational deficiencies are not considered environmental impacts pursuant to the City's thresholds of significance unless overall intersection Level of Service (LOS) thresholds are exceeded. The operational deficiencies are expected to remain at the three intersections at the project level (#2 N Fair Oaks Ave/E Weddell Dr – northbound left turn, #6 N Fair Oaks Ave/E Duane Ave – eastbound left turn), and #8 N Fair Oaks Ave/Maude Ave – eastbound left turn), but no LOS thresholds would be exceeded.

The frontage of E. Weddell Dr. is designated as a Class II bicycle lane and the proposed school is on a corner lot with two driveways exiting onto E. Weddell Dr. As part of the safety assessment for the school site access and circulation, the TIA recommends the following operational improvements:

1. Relocate Main Entrance for school
2. Implement School Speed Limit Zone
3. Install School Crosswalks

4. Install Rectangular Rapid Flashing Beacon Crosswalk
5. Install Sidewalk
6. Install Pedestrian Ramps
7. Install School Signs and Striping
8. Install No Stopping Signs
9. Replace No Parking Signs
10. Crossing Guard
11. Intersection Improvements
12. Develop Walking and Bicycle Plan
13. Develop Pick-Up and Drop off Procedures
14. Modify South Driveway
15. On-Site striping and signage
16. Driveway and corner sight distance

With the implementation of these safety improvements as conditions of approval for the project, transportation modes such as bicycling and walking would be encouraged and therefore, impacts of implementing these operational improvements are less than significant. It is anticipated that the existing roadway system can accommodate the incremental increase in trips. Traffic impacts are anticipated to be less than significant.

The project has been reviewed by the City Fire Department and Transportation Division and does not contain design features that will substantially increase hazards or result in inadequate emergency access. The project will not result in a change to air traffic patterns. Therefore, no impacts are anticipated.

Responsible Division: Planning Division

Completed by: Momoko Ishijima

Date: 4/27/2016

Building	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
43. Hydrology and Water Quality - Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	FEMA Flood Insurance Rate Map Effective 5/18/09 www.sunnyvaleplanning.com , California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code
44. Hydrology and Water Quality - Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	FEMA Flood Insurance Rate Map Effective 5/18/09 www.sunnyvaleplanning.com , California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code
45. Hydrology and Water Quality - Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1995 ABAG Dam Inundation Map www.abag.ca.gov , California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code
46. Geology and Soils - Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale Municipal Code 12.60, City of Sunnyvale Storm Water Quality Best Management Practices Guideline Manual

47. Geology and Soils - Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan, www.sunnyvaleplanning.com California Plumbing, Mechanical, and Electrical Codes and Title 16 (Building) of the Sunnyvale Municipal Code
48. Geology and Soils - Be located on expansive soil, as defined by the current building code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	California Plumbing, Mechanical, and Electrical Codes and Title 16 (Building) of the Sunnyvale Municipal Code

Further Discussion if “Less Than Significant” with or without mitigation: None required.

Responsible Division: Planning Division

Completed by: Momoko Ishijima Date: 4/27/2016

Engineering	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
49. Utilities and Service Systems - Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
50. Utilities and Service Systems - Require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
51. Utilities and Service Systems - Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
52. Utilities and Service Systems - Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
53. Utilities and Service Systems - Result in a determination by the wastewater treatment provider which services or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com

Engineering	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
54. Utilities and Service Systems - Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
55. Hydrology and Water Quality - Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit http://www.waterboards.ca.gov/
56. Hydrology and Water Quality - Substantially degrade groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	RWQCB, Region 2 Municipal Regional Permit http://www.waterboards.ca.gov/ City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects www.sunnyvaleplanning.com
57. Hydrology and Water Quality - Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Santa Clara Valley Water District Groundwater Protection Ordinance www.valleywater.org
58. Hydrology and Water Quality - Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems in a manner which could create flooding or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	RWQCB, Region 2 Municipal Regional Permit http://www.waterboards.ca.gov/ City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects www.sunnyvaleplanning.com
59. Hydrology and Water Quality - Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	RWQCB, Region 2 Municipal Regional Permit http://www.waterboards.ca.gov/ City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects www.sunnyvaleplanning.com
60. Utilities and Service Systems - Comply with federal, state, and local statues and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com

Engineering	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
61. Public Services Infrastructure - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com

Further Discussion if “Less Than Significant” with or without mitigation: None required.

Responsible Division: Planning Division

Completed by: Momoko Ishijima

Date: 4/27/2016

Public Safety	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
62. Public Services Police and Fire protection - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com
63. Public Services Police and Fire protection - Would the project result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	California Building Code SMC Section 16.52 Fire Code

Further Discussion if “Less Than Significant” with or without mitigation: None required.

Responsible Division: Planning Division

Completed by: Momoko Ishijima

Date: 4/27/2016

Public Safety – Hazardous Materials	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
64. Hazards and Hazardous Materials - Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan, www.sunnyvaleplanning.com
65. Hazards and Hazardous Materials - Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan, www.sunnyvaleplanning.com Title 20 of the City of Sunnyvale Municipal Code
66. Hazards and Hazardous Materials - Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale Zoning Map www.sunnyvaleplanning.com
67. Hazards and Hazardous Materials - Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	State of California Hazardous Waste and Substances Site List (Cortese List), Department of Toxic Substance Control
68. Hazards and Hazardous Materials - Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com

Further Discussion if “Less Than Significant” with or without mitigation: None required.

Responsible Division: Planning Division

Completed by: Momoko Ishijima

Date: 4/27/2016

Community Services	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
69. Public Services Parks - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com

Community Services	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?					
70. Recreation - Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com
71. Recreation - Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com

Further Discussion if “Less Than Significant” with or without mitigation: None required.

Responsible Division: Planning Division

Completed by: Momoko Ishijima

Date: 4/27/2016

City of Sunnyvale General Plan:

Sunnyvale General Plan Consolidated in (2011)
generalplan.InSunnyvale.com

- Community Vision
- Land Use and Transportation
- Community Character
- Housing
- Safety and Noise
- Environmental Management
- Appendix A: Implementation Plans

City of Sunnyvale Climate Action Plan 2014

City of Sunnyvale Municipal Code:

- Title 8 Health and Sanitation
- Title 9 Public Peace, Safety or Welfare
- Title 10 Vehicles and Traffic
- Title 12 Water and Sewers
- Chapter 12.60 Storm Water Management
- Title 13 Streets and Sidewalks
- Title 16 Buildings and Construction
 - Chapter 16.52 Fire Code
 - Chapter 16.54 Building Standards for Buildings Exceeding Seventy –Five Feet in Height
- Title 18 Subdivisions
- Title 19 Zoning
 - Chapter 19.28 Downtown Specific Plan District
 - Chapter 19.29 Moffett Park Specific plan District
 - Chapter 19.39 Green Building Regulations
 - Chapter 19.42 Operating Standards
 - Chapter 19.54 Wireless Telecommunication Facilities
 - Chapter 19.81 Streamside Development Review
 - Chapter 19.96 Heritage Preservation
- Title 20 Hazardous Materials

Specific Plans:

- Downtown Specific Plan
- El Camino Real Precise Plan
- Lockheed Site Master Use Permit
- Moffett Park Specific Plan
- 101 & Lawrence Site Specific Plan
- Southern Pacific Corridor Plan
- Lakeside Specific Plan
- Arques Campus Specific Plan

Environmental Impact Reports:

- Futures Study Environmental Impact Report
- Lockheed Site Master Use Permit Environmental Impact Report

- Tasman Corridor LRT Environmental Impact Study (supplemental)
- Kaiser Permanente Medical Center Replacement Center Environmental Impact Report (City of Santa Clara)
- Downtown Development Program Environmental Impact Report
- Caribbean-Moffett Park Environmental Impact Report
- Southern Pacific Corridor Plan Environmental Impact Report
- East Sunnyvale ITR General Plan Amendment EIR
- Palo Alto Medical Foundation Medical Clinic Project EIR
- Luminaire (Lawrence Station Road/Hwy 237 residential) EIR
- NASA Ames Development Plan Programmatic EIS
- Mary Avenue Overpass EIR
- Mathilda Avenue Bridge EIR

Maps:

- General Plan Map
- Zoning Map
- City of Sunnyvale Aerial Maps
- Flood Insurance Rate Maps (FEMA)
- Santa Clara County Assessor's Parcel
- Utility Maps
- Air Installations Compatible Use Zones (AICUZ) Study Map
- 2010 Noise Conditions Map

Legislation / Acts / Bills / Resource Agency Codes and Permits:

- Subdivision Map Act
- Municipal Regional Stormwater NPDES Permit
- Santa Clara County Valley Water District Groundwater Protection Ordinance
- Section 404 of Clean Water Act

Lists / Inventories:

- Sunnyvale Cultural Resources Inventory List
- Heritage Landmark Designation List
- Santa Clara County Heritage Resource Inventory
- Hazardous Waste & Substances Sites List (State of California)
- List of Known Contaminants in Sunnyvale
- USFWS / CA Dept. F&G Endangered and Threatened Animals of California
<http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/TEAnimals.pdf>
- The Leaking Underground Petroleum Storage Tank List www.geotracker.waterboards.ca.gov

- The Federal EPA Superfund List
www.epa.gov/region9/cleanup/california.html
- The Hazardous Waste and Substance Site List
www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm

Guidelines and Best Management Practices

- Storm Water Quality Best Management Practices Guidelines Manual 2007
- Sunnyvale Citywide Design Guidelines
- Sunnyvale Industrial Guidelines
- Sunnyvale Single-Family Design Techniques
- Sunnyvale Eichler Guidelines
- Blueprint for a Clean Bay
- Santa Clara Valley Water District (SCVWD) Guidelines and Standards for Land Use Near Streams
- The United States Secretary of the Interior 's Guidelines for Rehabilitation
- Criteria of the National Register of Historic Places

Transportation:

- California Department of Transportation Highway Design Manual
- California Department of Transportation Traffic Manual
- California Department of Transportation Standard Plans & Standard Specifications
- Highway Capacity Manual
- Institute of Transportation Engineers - Trip Generation Manual & Trip Generation Handbook
- Institute of Transportation Engineers - Traffic Engineering Handbook
- Institute of Transportation Engineers - Manual of Traffic Engineering Studies
- Institute of Transportation Engineers - Transportation Planning Handbook
- Institute of Transportation Engineers - Manual of Traffic Signal Design
- Institute of Transportation Engineers - Transportation and Land Development
- U.S. Dept. of Transportation Federal Highway Administration Manual on Uniform Traffic Control Devices for Street and Highways & CA Supplements
- California Vehicle Code
- Santa Clara County Congestion Management Program and Technical Guidelines
- Santa Clara County Transportation Agency Short Range Transit Plan
- Santa Clara County Transportation Plan
- Traffic Volume Studies, City of Sunnyvale Public works Department of Traffic Engineering Division

- Statewide Integrated Traffic Records System
- Sunnyvale Zoning Ordinance – including Titles 10 & 13
- City of Sunnyvale General Plan – land Use and Transportation Element
- City of Sunnyvale Bicycle Plan
- City of Sunnyvale Neighborhood Traffic Calming Program
- Valley Transportation Authority Bicycle Technical Guidelines
- Valley Transportation Authority Community Design & Transportation – Manual of Best Practices for Integrating Transportation and Land Use
- Santa Clara County Sub-Regional Deficiency Plan
- City of Sunnyvale Deficiency Plan
- AASHTO: A Policy on Geometric Design of Highways and Streets

Public Works:

- Standard Specifications and Details of the Department of Public Works
- Storm Drain Master Plan
- Sanitary Sewer Master Plan
- Water Master Plan
- Solid Waste Management Plan of Santa Clara County
- Geotechnical Investigation Reports
- Engineering Division Project Files
- Subdivision and Parcel Map Files

Miscellaneous Agency Plans:

- ABAG Projections 2013
- Bay Area Clean Air Plan
- BAAQMD CEQA Guidelines 1999 Thresholds

Building Safety:

- California Building Code,
- California Energy Code
- California Plumbing Code,
- California Mechanical Code,
- California Electrical Code
- California Fire Code
- Title 16.52 Sunnyvale Municipal Code
- Title 16.53 Sunnyvale Municipal Code
- Title 16.54 Sunnyvale Municipal Code
- Title 19 California Code of Regulations
- National Fire Protection Association (NFPA) standards

OTHER :

Project Specific Information

- Project Description
- Project Noise Assessment by Illingworth & Rodkin, Inc., dated December 2, 2015
- Project Air Quality Assessment by Illingworth & Rodkin, Inc., dated December 2, 2015.
- Project Transportation Impact Analysis by Kimley Horn, dated March, 2016.
- Project Transportation Impact Analysis, On-site Queuing Analysis by Kimley Horn, dated April 20, 2016
- Project Climate Action Plan CEQA Checklist

Summary

This checklist identifies the minimum criteria a project must demonstrate to use the City's Climate Action Plan ("CAP") for purposes of streamlining the analysis of greenhouse gas emissions under CEQA. Minimum criteria outlined below includes: 1) consistency with CAP forecasts, and 2) incorporation of applicable Near-Term (prior to 2016) strategies and measures from the CAP as binding and enforceable components of the project.

Section 1: Consistency with CAP Forecasts

The CAP's achievement of the 15% reduction below 2008 target is based on growth assumptions in the City's General Plan and regional growth forecasts. For eligibility to streamline from the CAP for purposes of an environmental analysis, projects must demonstrate consistency with CAP forecast assumptions using the criteria listed below. As appropriate, these criteria should be cited as evidence in any subsequent environmental document.

1A. Does the project include large stationary emissions sources that would be regulated by the Air District?

Yes

No

If no, then the project may be eligible to claim consistency with growth assumptions that were used for CAP modeling. Skip to question 1C to determine consistency with CAP forecasts.

If yes, the project may trigger additional changes to the physical environment that were not considered in the CAP and would otherwise be regulated by the Bay Area Air Quality Management District. Complete 1B.

1B. If this project is a stationary source emitter as outlined under 1A, does it also include any of the following emissions sources?

Residential uses	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Commercial uses	<input type="checkbox"/> Yes	<input type="checkbox"/> No

If no, the project does not include any emissions sources that were assumed in CAP growth forecasts. Therefore, the project may trigger additional changes to the physical environment that were not considered in the CAP. CAP measures may be used to mitigate GHG emissions, but project-level analysis of GHG emissions using the California Emissions Estimator Model (CALEEMod) or another method must be prepared by a qualified air quality consultant.

If **yes**, the project may include emissions sources mitigated by the CAP. Therefore, any sources identified in 1B may be eligible to claim consistency with the CAP. All stationary sources regulated by the Bay Area Air Quality Management District shall be analyzed separately. Other sources that were analyzed in the CAP may still qualify for streamlining, should the project demonstrate consistency with the CAP as outlined in 1C and following sections below.

1C. Does the project trigger an amendment to or adoption of any of the following planning documents?

General Plan	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Specific Plan	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Precise Plan for El Camino Real	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Please describe any amendments or adoption of new specific plans or special planning areas, as applicable:

<p>General Plan Amendment:</p> <ul style="list-style-type: none"> from Industrial to School designation on 3 parcels (521, 531 and 539 E. Weddell Dr.) from Industrial to Residential/Medium-to-High Density to Park designation on 1 parcel (1010 Morse Ave.); and from Industrial to Park designation on 1 parcel (Hetch Hetchy ROW) <p>Rezoning:</p> <ul style="list-style-type: none"> from MS-POA (Industrial and Service/Places of Assembly) to PF (Public Facilities) on 3 parcels (521, 531 and 539 E. Weddell Dr.) from MS-ITR-R3-PD (Industrial and Service – Industrial to Residential/Medium Density Residential/Planned Development) to PF (Public Facilities) on 1 parcel (1010 Morse Ave.); and from MS (Industrial and Service) to PF (Public Facilities) on 1 parcel (Hetch Hetchy ROW).

If **no**, then the project is eligible to claim consistency with growth assumptions that were used for CAP forecasts.

If **yes**, the project would trigger an amendment to or adoption of one or more of the documents list above, complete 1D below.

1D. If the project triggers an amendment to the General Plan, specific plans, and/or special planning areas, complete the following table:

	Existing & Proposed Project			Proposed Project's Net Effect on Citywide Forecasts		
	Existing or Allowed Under Existing Zoning (A)	Proposed Project (B)	Net Change from Existing Zoning (C=B-A)	2020 CAP Forecast (D)	Proposed Project's Net Effect on Citywide 2020 Forecast (E = D+C)	Would Net Effect of Project Exceed the Citywide 2020 CAP Forecast?
Population	N/A	N/A	N/A	145,020	N/A	No

Jobs	See assumption below				89,750	
Households / Dwelling Units	N/A	N/A	N/A	59,660	N/A	No

Please describe any assumptions used to calculate existing, allowed, or proposed conditions:

The current land use designations would allow job generation at the Industrial rate, which generates significantly higher jobs than the existing uses at the project site (worship facilities and public park) or the proposed land use designations of School or Park. The project does not propose physical changes or construction other than tenant improvements for the school. The existing uses would remain along with the new school, and the proposed General Plan land use designation and zoning is intended to permit the operation of a school and to bring the existing uses into conformity with the City's land use regulations. Although the project represents an increase in jobs as compared to the existing conditions, it is still significantly less than the jobs permitted under the existing zoning and forecasted under the CAP.

*If **no for all indicators above**, then the project may be eligible to claim consistency with CAP growth assumptions. The project's assumed residents, employees, and households would not create a net increase on community-wide growth assumed in the CAP. The CAP uses these community-wide growth indicators to forecast community-wide emissions from residential energy use, nonresidential energy use, water-related emissions, and waste. Because the CAP uses these comparable indicators to forecast non-transportation related emissions, and the project would not exceed the CAP's assumed 2020 residents, employees, and dwelling units, the project's non-transportation emissions are therefore consistent with CAP growth assumptions and captured within the CAP's emissions forecast. Complete **1E** below.*

*If **yes to one or more indicators above**, the proposed project's net effect on citywide 2020 forecasts would exceed the 2020 CAP forecast assumptions. Therefore, the project may trigger additional emissions not assumed in CAP growth forecasts. Any projects that exceed the 2020 forecasts may still rely on the CAP for identification of measures and standards for mitigation. However, since such projects exceed the assumptions of the CAP forecast, it is recommended that the project demonstrate anticipated project-level GHG emissions estimates using CALEEMod or another tool. (estimates prepared by consultant).*

1E. If the project is consistent with CAP growth forecasts as identified in 1D above, provide the following information.

Would the project have a potentially significant impact after mitigation on any of the following standards of significance identified in the State CEQA Guidelines, Appendix G?

a) Conflict with an applicable plan, program, or policy establishing measures of effectiveness for the performance of the circulation system,	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
c) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

*If **yes to one or more standards above**, the proposed project's net effect on citywide 2020 forecasts is inconsistent with plans, programs, or policies that informed the assumptions for the 2020 transportation forecast. Therefore, the project is inconsistent with transportation emissions forecasts and is not eligible to claim consistency with the CAP for purposes of GHG emissions and impacts on climate change.*

*If **no for all standards above**, then the project is consistent with the plans, programs, policies, or ordinances that informed the travel demand model for the 2020 transportation forecast of the CAP. Therefore, the project is consistent with CAP growth assumptions for transportation emissions in the CAP and is eligible to claim consistency with CAP transportation forecasts.*

Section 2: Consistency with CAP Measures

The CAP provides measures that achieve a 15% reduction below 2008 emissions levels by 2020. Each of the measures contains a bulleted list of action items/project standards that help projects achieve that goal. Projects that wish to demonstrate consistency with the CAP must demonstrate consistency with all applicable measures and action items/project standards from the CAP. Consistency with all applicable measures should be cited as evidence to support tiering from the CAP.

2A. Using the action items/project standards identified on the following pages, identify all measures and action items/project standards that are applicable to the project. Identify applicability and project compliance with each action item/project standard.

If a project demonstrates all applicable mandatory standards, the project is eligible to claim consistency with CAP measures and is eligible for CAP streamlining.

If a project does not integrate all applicable mandatory standards, the project is ineligible to claim consistency with CAP measures and is not eligible for CAP streamlining.

Additional voluntary measures may also be recommended. Projects inconsistent with growth forecasts should consider integrating all feasible voluntary and mandatory CAP measures.

Standards for Climate Action Plan Consistency/Private Development

(Includes Near-Term Action Items and Action Items Already Implemented by the City)

Applicable? (Yes or No)	Measure	Action Item/Project Standard	Describe whether standards are applicable and how the project demonstrates consistency with applicable standards
No	OS-2	Provide availability and access to outdoor space for recreation or social purposes, including access to public open spaces on privately owned property such as retail shopping centers	Not applicable. The project does not propose any permanent physical changes other than interior tenant improvements to accommodate a school use. The project would preserve existing outdoor space for recreation purposes and rezone this space as a Public Facility to make the park compatible with the applicable land use regulations.
Yes	OS-3.1	Continue to implement the City's Tree Preservation requirements.	All properties will be required to comply with the City's Tree Preservation requirements.
No	EC-2.2	Continue to require energy-efficient siting of buildings. Buildings should be oriented and landscape material should be selected to provide maximum energy efficiency for the buildings	Not applicable. The project does not propose any permanent physical changes to the existing site or building exteriors.
No	WC-2.3	Require new open space and street trees to be drought-tolerant	Not applicable. The project does not propose any permanent physical changes to the existing site or building exteriors.
No	LW-2.1	Require multi-family homes to participate in the City's Multi-family Recycling Program	Not a residential project.
Yes	LW-2.2	Select materials to be targeted for diversion methods, services or technologies based on the results of the Zero Waste Strategic Plan	Select materials recovered from the tenant improvement for the Summit Public School will be required to be targeted for diversion methods, services or technologies. No other construction is proposed for the other sites in the project area.
Yes	CA-1.7	Actively promote the use of alternative modes of transportation as safe modes of travel. When applicable, promote viable programs sponsored by 511.org, the BAAQMD and other recognized agencies on the City's website and publications	The students and employees of the proposed Summit Public Schools will promote alternative modes of transportation. No other construction is proposed for the other sites in the project area.
No	CTO-1.1	Incorporate the provisions of AB 1358, the California Complete Streets Act of 2008, into roadway design, construction and maintenance activities	Not applicable. The project does not propose any roadway construction.
No	CTO-1.2	Implement the street space allocation policy (RTC 8-085, April 28, 2009) in coordination with road reconstruction or	Not applicable. The project does not propose any roadway construction.

		resurfacing projects to provide road configurations that accommodate all travel modes.	
Yes	CTO-1.3	Require new development to provide cross-parcel access and linkages from the development entrance to the public sidewalk system, transit stops, nearby employment and shopping centers, schools, parks and other parcels for ease of pedestrian and cyclist access	Summit Public Schools will implement improvements to increase transportation, bicycle, and pedestrian safety as recommended in the Transportation Impact Analysis, prepared by Kimley Horn, dated March 2016, including but not limited to the installation of school crosswalks, school speed limit zones, school and no stopping signs. No other construction is proposed for the other sites in the project area.
Yes	CTO-1.4	Improve pedestrian safety and comfort through design elements such as landscaped medians, pedestrian-level amenities, sidewalk improvements and compliance with ADA design standards, particularly for areas serving high volumes of traffic.	Summit Public Schools will implement improvements to increase transportation, bicycle, and pedestrian safety as recommended in the Transportation Impact Analysis, prepared by Kimley Horn, dated March 2016, including but not limited to the installation of school crosswalks, pedestrian ramps and sidewalk improvements. No other construction is proposed for the other sites in the project area.
Yes	CTO-1.5	Improve bicycle facilities and perceptions of comfort through pavement marking/coloring, physical separation, specialized signs and markings and other design elements.	Summit Public Schools will be required to provide bicycle parking onsite for the students and employees. E. Weddell Dr. is designated class II bicycle lane No other construction is proposed for the other sites in the project area.
Yes	CTO-1.6	Require sidewalks to be a minimum of 6 feet wide in order to allow side-by-side walking at identified locations that currently serve high pedestrian traffic volumes or locations planned to serve high volumes of pedestrian traffic.	Summit Public Schools will implement improvements to increase transportation, bicycle, and pedestrian safety as recommended in the Transportation Impact Analysis, prepared by Kimley Horn, dated March 2016, including but not limited to the installation of school crosswalks, pedestrian ramps and sidewalk improvements. No other construction is proposed for the other sites in the project area.
Yes	CTO-2.1	Require public areas and new development to provide bicycle parking consistent with the VTA Bicycle Technical Guidelines, as amended.	Summit Public Schools will be required to provide bicycle parking onsite for the students and employees. E. Weddell Dr. is designated class II bicycle lane No other construction is proposed for the other sites in the project area.
No	CTO-3.1	Continue sponsoring projects to provide transit rider amenities at bus stops and rail stations.	Not applicable.
No	CTO-4.1	Require existing and future major employers to utilize a variety of transportation demand management	Not applicable.

		measures such as flexible work schedules, telecommuting, guaranteed rides home, low or no cost transit passes, parking "cash-out" incentives and other programs that provide employees with alternatives to single-occupant commutes.	
No	EP-2.3	Prevent buildings and additions from shading more than 10% of roofs of other structures.	Not applicable. The project does not propose any permanent physical changes to the existing site or building exteriors.
No	EP-2.3	Continue to allow and encourage solar facilities above paved parking areas.	Not applicable. The project does not propose any permanent physical changes to the existing site or building exteriors.
No	OR-1.3	In project review, encourage the replacement of high-maintenance landscapes (like grass turf) with native vegetation to reduce the need for gas-powered lawn and garden equipment.	Not applicable. The project does not propose any permanent physical changes to the existing site or building exteriors.
Yes	OR-2.1	Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]) or less. Clear signage will be provided at all access points to remind construction workers of idling restrictions.	The project would be subject to conditions of approval imposed by the City, which would likely include standard Bay Area Air Quality Management District (BAAQMD) recommended Best Management Practices for construction projects; these measures will also be included in the Conditions of Approval for the project.
Yes	OR-2.2	Construction equipment must be maintained per manufacturer's specifications	This requirement will be included in the Conditions of Approval for the project.
Yes	OR-2.3	Planning and Building staff will work with project applicants to limit GHG emissions from construction equipment by selecting one of the following measures, at a minimum, as appropriate to the construction project:	This requirement will be included in the Conditions of Approval for the project.
		a. Substitute electrified or hybrid equipment for diesel and gasoline powered equipment where practical	

		<p>b. Use alternatively fueled construction equipment on-site, where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.</p>	
		<p>c. Avoid the use of on-site generators by connecting to grid electricity or utilizing solar-powered equipment.</p>	
		<p>d. Limit heavy-duty equipment idling time to a period of three minutes or less, exceeding CARB regulation minimum requirements of five minutes.</p>	