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

File Number: ENV26362
ENVIRONMENTAL FILING
No. of Pages: 15
Total Fees: $50.00
File Date: 10/29/2026
Expires: 11/28/2026

LOUIS CHIARAMONTE, Clerk-Recorder
By: Mike Louie, Deputy Clerk-Recorder

SANTA CLARA COUNTY CLERK
CEQA FILING COVER SHEET

THIS SPACE FOR CLERK'S USE ONLY

Complete and attach this form to each CEQA Notice filed with the County Clerk

TYPE OR PRINT CLEARLY

Check Document being Filed:

- [x] Environmental Impact Report (EIR)
  - [ ] Filing Fee (new project)
  - [x] Previously Paid F&W **(must attach F&W receipt and project titles must match)**
  - [ ] No Effect Determination **(F&W letter must be attached)**
- [ ] Mitigated Negative Declaration (MND) or Negative Declaration (ND)
  - [ ] Filing Fee (new project)
  - [ ] Previously Paid F&W **(must attach F&W receipt and project titles must match)**
  - [ ] No Effect Determination **(F&W letter must be attached)**
- [ ] Notice of Exemption (NOE)
- [ ] Other (Please fill in type):

1. LEAD AGENCY: City of Mountain View
2. LEAD AGENCY EMAIL: planning.division@mountainview.gov
3. PROJECT TITLE: 700 E Middlefield (LinkedIn) Office Development
4. APPLICANT NAME: Victor Sanchez for LinkedIn PHONE: 559-623-6913
5. APPLICANT EMAIL: vsanchez@linkedin.com
6. APPLICANT ADDRESS: 1000 West Maude Ave, Sunnyvale, CA 94085
7. PROJECT APPLICANT IS A: [ ] Local Public Agency [ ] School District [ ] Other Special District [ ] State Agency [x] Private Entity
8. NOTICE TO BE POSTED FOR 30 DAYS.

Filing fees are due at the time a Notice of Determination/Exemption is filed with our office. For more information on filing fees and No Effect Determinations, please refer to California Code of Regulations, Title 14, section 753.5.

Notice of Determination

To: ☒ Office of Planning and Research
PO Box 3044, Room 113
Sacramento, CA 95812-3044

From: City of Mountain View
500 Castro Street
PO Box 7540
Mountain View, CA
94039-7540

☒ County Clerk-Recorder
County of Santa Clara
110 West Tasman Drive, First Floor
San Jose, CA 95134

State Clearinghouse No.:
2017092025

SUBJECT: Filing of Notice of Determination in Compliance with Section 21108 or 21152 of the Public Resources Code

Project Title: 700 E Middlefield (LinkedIn) Office Development

Project Applicant: LinkedIn Corporation

Project Location (Specific):700-810 East Middlefield Road and 1100-1200 Maude Avenue (APNs: 165-38-001, 165-38-009), at the northeast corner of East Middlefield Road and the State Route (SR) 237 service road, on the eastern edge of the Mountain View city limit, adjacent to the City of Sunnyvale

Project Location (City): City of Mountain View **Project Location (County):** Santa Clara County

Project Description:
Request to amend a previously-approved Development Agreement (Permit No. PL-2017-074) to grant a five-year extension of the term for Phase 2 of a 429,491 square-foot office development project on a 28.7-acre site.

The previous EIR for the campus redevelopment project (State Clearinghouse No. 2017092025) certified on November 27, 2018 concluded that all significant environmental impacts would be reduced to less-than-significant levels with the incorporation of mitigation measures and standard City conditions of approval, except for five significant and unavoidable intersection impacts, for which a Statement of Overriding Considerations and a Mitigation, Monitoring, and Reporting Program (MMRP) was adopted.

The proposed amendment to the DA does not alter the environmental conditions assessed in the certified EIR and would not result in any new environmental impacts beyond those previously evaluated and mitigated with the MMRP. Furthermore, the proposed amendment to the DA does not result in any change the Project and does not require any revisions to the EIR due to the identification of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. There has been no new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete. None of the circumstances in CEQA Guidelines Sections 15162 and 15163 are present; therefore, no further environmental review is required.

This is to advise that the City of Mountain View has approved the above described
(☒ Lead Agency or ☐ Responsible Agency)
project on 10/27/2026 and has made the following determinations regarding the above described project.
(date)

1. The project [☒ will ☐ will not] have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation monitoring and report program [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☒ was ☐ was not] adopted for this project.

6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final ☒ EIR ☐ Negative Declaration with comments and responses and record of project approval is available to the General Public at:
Community Development Department, First Floor, 500 Castro Street, Mountain View, CA 94041

Lead Agency Contact Person: George Schroeder **Title**: Planning Manager

Telephone Number/Extension: 650-903-6156 **City Department:** Community Development

Signature: _____ **Date:** 10/29/2026

PREVIOUSLY PAID FISH AND WILDLIFE FEE

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 Office
State of California

File Number: ENV21887

ENVIRONMENTAL FILING
No. of Pages: 2
Total Fees: $3218.00
File Date: 11/30/2018
Expires: 12/30/2018

REGINA ALCOMENDRAS, Clerk-Recorder
By: Tomas C Santos, Deputy Clerk-Recorder

CEQA DOCUMENT DECLARATION

ENVIRONMENTAL FILING FEE RECEIPT

PLEASE COMPLETE THE FOLLOWING:

1. **LEAD AGENCY:** City of Mountain View
2. **PROJECT TITLE:** 700 E Middelfield Rd (LinkedIn) Office Development
3. **APPLICANT NAME:** LinkedIn Coproation **PHONE:** (408)594-7387
4. **APPLICANT ADDRESS:** 1000 Maude AvenueSunnyvale, CA 94085
5. **PROJECT APPLICANT IS A:** ☐ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☒ Private Entity
6. **NOTICE TO BE POSTED FOR** 30 **DAYS.**
7. **CLASSIFICATION OF ENVIRONMENTAL DOCUMENT**

a. **PROJECTS THAT ARE SUBJECT TO DFG FEES**

☒ 1. ENVIRONMENTAL IMPACT REPORT (PUBLIC RESOURCES CODE §21152)	$ 3,168.00	$ 3,168.00
☐ 2. NEGATIVE DECLARATION (PUBLIC RESOURCES CODE §21080(C)	$ 2,280.75	$ 0.00
☐ 3. APPLICATION FEE WATER DIVERSION (STATE WATER RESOURCES CONTROL BOARD ONLY)	$ 850.00	$ 0.00
☐ 4. PROJECTS SUBJECT TO CERTIFIED REGULATORY PROGRAMS	$ 1,077.00	$ 0.00
☒ 5. COUNTY ADMINISTRATIVE FEE (REQUIRED FOR a-1 THROUGH a-4 ABOVE) Fish & Game Code §711.4(e)	$ 50.00	$ 50.00

b. **PROJECTS THAT ARE EXEMPT FROM DFG FEES**

☐ 1. NOTICE OF EXEMPTION ($50.00 COUNTY ADMINISTRATIVE FEE REQUIRED)	$ 50.00	$ 0.00
☐ 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: ☐ ENVIRONMENTAL IMPACT REPORT ☐ NEGATIVE DECLARATION	$ 50.00	$ 0.00

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

☐ NOTICE OF PREPARATION ☐ NOTICE OF INTENT	NO FEE	$ NO FEE

8. **OTHER:** _____ **FEE** (IF APPLICABLE): $ _____
9. **TOTAL RECEIVED** ..... $ 3,218.00

*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 TWO (2) COPIES. IF THERE ARE ATTACHMENTS, PLEASE PROVIDE THREE (3) SETS OF ATTACHMENTS FOR SUBMISSION. *(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)

(Fees Effective 01-01-2018)

Print Form

Notice of Determination

Appendix D

To:

☐ Office of Planning and Research

U.S. Mail: P.O. Box 3044, Sacramento, CA 95812-3044

Street Address: 1400 Tenth St., Rm 113, Sacramento, CA 95814

☒ County Clerk
County of: Santa Clara
Address: East Wing, First Floor
70 West Heading Street, San Jose, CA-95110

From:
Public Agency: City of Mountain View
Address: 500 Castro Street, P.O.Box 7540
Mountain View, CA-94039-7540
Contact: Diana Pancholi, Senior Planner
Phone: 650-903-6306

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2017092025

Project Title: 700 E Middlefield Road Office Project

Project Applicant: LinkedIn Corporation

Project Location (include county): 700, 800 E Middelfield Road and 1101 W Maude Avenue, Mountain View, CA

Project Description:
The project includes a Zoning Map Amendment from ML (Limited Industrial) to P (Planned Community) to allow 0.86 FAR; a Planned Community Permit and a Development Review Permit to construct three, 6-story office buildings, two 6-level parking structures (with one-level below grade), and retain three existing , 2-story office buildings resulting in 1.08 Million square foot of office at a 28.7 acre project site; a Heritage Tree Removal permit to remove 138 heritage trees, a parcel map to merge three existing parcels into one parcel on a project site located on the northeast corner of Middlefield Road and the SR-237 Frontage Road in the ML (Limited Industrial) zoning district.

This is to advise that the Mountain View City Council (☒ Lead Agency or ☐ Responsible Agency) has approved the above described project on November 27, 2018 (date) and has made the following determinations regarding the above described project.

1. The project [☒ will ☐ will not] have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☐ was ☐ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
Mountain View Planning Division, 500 Castro Street, P.O. Box- 7540, Mountain View, CA-94039-7540

Signature (Public Agency): Pancholi Diana Pancholi Title: Senior Planner

Date: 11/30/18 Date Received for filing at OPR:

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	AIR QUALITY			
Impact AQ-1: Health risks associated with exposure to Toxic Air Contaminants (TACs) during temporary construction activities could significantly impact sensitive receptors.	**MM AQ-3.1:** The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average of at least 81 percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following: • All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days shall meet, at a minimum, United States Environmental Protection Agency (EPA) particulate matter emissions standards for Tier four (4) engines or equivalent. Note that the construction contractor could use other measures to minimize construction period DPM emission to reduce the estimated cancer risk below the thresholds. The use of equipment that includes Tier two (2) engines and CARB-certified Level three (3) Diesel Particulate Filters* or alternatively-fueled equipment (i.e., non-diesel) could meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City	Project applicant and contractors.	All measures will be required as part of development permits. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Oversight of implementation by the City's Community Development Department.	Prior to and during any construction activities, as specified.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	and demonstrated to reduce community risk impacts to less than significant. (*See http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm.) **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**			
	NOISE			
Impact NOISE-2: The impacts of mechanical equipment noise on nearby noise-sensitive uses is conservatively considered a potentially significant impact.	**MM NOISE-2.1**: MECHANICAL EQUIPMENT: Mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the City's 55 dBA daytime threshold and 50 dBA nighttime threshold at the property line of the adjacent residences. A qualified acoustical consultant shall be retained to review mechanical noise as these systems are selected to determine specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers, such as enclosures and parapet walls, to block the line-of-sight between the noise source and the nearest receptors. Alternate measures may include locating equipment in less noise-sensitive areas, such as the rooftop of the buildings away from the building's edge nearest the noise-sensitive receptors, where feasible. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**	Project applicant and contractors.	All measures will be required as part of development permits. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Oversight of implementation by the City's Community Development Department.	Prior to the start of construction, following construction, and during project implementation.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
Impact NOISE-4: Short-term construction activities during implementation of the proposed project could result in significant temporary construction noise impacts.	**MM NOISE-4.1**: While most construction activities will be conducted in accordance with the provisions of the City of Mountain View's General Plan and the Municipal Code, which limits temporary construction work to between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday, and prohibits construction on weekends and holidays, certain shutdowns and work that would interrupt utilities and major roadways may need to be completed outside the allowable hours. A condition of approval from the City must be included as part of the proposed project to allow for work to be conducted outside of these allowable hours. Additionally, the City of Sunnyvale permits construction activities between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and on Saturdays between 8:00 a.m. and 5:00 p.m. **MM NOISE-4.2:** The City shall require the construction crew to adhere to the following construction best management practices to reduce construction noise levels emanating from the site and minimize disruption and annoyance at existing noise-sensitive receptors in the project vicinity. *Construction Best Management Practices* Develop and implement a construction noise control plan, including, but not limited to, the following construction best management controls: • Where construction work along the eastern boundary of	Project applicant and contractors.	All measures will be required as a part of development permits, and the plan must be reviewed and approved prior to issuance of permits.	Prior to and during any construction and demolition activities, as specified.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	the project site would be required outside the City of Mountain View's allowable construction hours, all efforts should be made to conduct the work on Saturdays between the hours of 8:00 a.m. and 5:00 p.m., in accordance with the City of Sunnyvale's allowable hours to minimize annoyance to adjacent residences located in the City of Sunnyvale. • Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment when located within 200 feet of adjoining sensitive land uses. Temporary noise barrier fences would provide a five dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps. • Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Unnecessary idling of internal combustion engines should be strictly prohibited. • Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used. Any enclosure openings or venting shall face away from sensitive receptors. • Utilize "quiet" air compressors and other stationary noise sources where technology exists. • Construction staging areas shall be established at locations that will create the greatest distance between			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. • Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors. • Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site. • The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. • Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule. The implementation of the reasonable and feasible controls outlined above would reduce construction noise levels emanating from the site by five to 10 dBA in order to minimize disruption and annoyance. With the implementation of these measures, the temporary increase in ambient noise levels at the site would result			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	in a less than significant impact. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**			
	TRANSPORTATION			
IMPACT TRANS-2: Implementation of the proposed project would result in significant impacts to two project study intersections under Background With Project Conditions in the AM and PM peak hours. **[Significant Impact]**	**MM TRANS-2.1:** #5: Maude Avenue and SR 237 Ramps: Changing the interchange design would require a comprehensive engineering and environmental analysis involving multiple stakeholders to determine the most appropriate configuration that would best serve the needs of all users. The interchange is part of the state highway system, which is under the jurisdiction of Caltrans. Therefore, for the purposes of this EIR, the impact of the project is considered to be significant and unavoidable. As a partial, near-term mitigation for the Intersection #5: Maude Avenue/SR 237 interchange, a second eastbound through lane between the SR 237 ramps and the City limits is recommended. This mitigation will extend the existing two eastbound lanes on Maude Avenue from their current terminus at the City limit line to the interchange. While this measure will not fully mitigate the impact at this location, it will provide additional capacity for the eastbound movement given the high right-turn volume into and out of the project driveway on Maude Avenue and reduce the potential for queue spillback through the interchange. **[Significant Unavoidable Impact]**	City of Mountain View Community Development and Public Works Departments with financial contribution from Applicant.	Oversight of implementation will be managed by the City's Community Development Department and Public Works Department. The City will coordinate with responsible agencies as necessary for the improvement. These agencies may include the California Department of Transportation, the Santa Clara Valley Transportation Authority, and the Santa Clara County Department of Roads and Airports.	Implementation of improvement and/or contribution of fair share funding shall take place prior to issuance of occupancy permit.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	MM TRANS – 2.2: #20: Central Expressway and North Mary Avenue The following physical improvements could reduce this impact: Contribute fair-share funding toward constructing a third westbound left-turn lane, consistent with the Tier 3 recommendation in Santa Clara County's *Draft Expressway Plan 2040.* Adding a third westbound left-turn lane would not require the acquisition of additional right-of-way, but would require taking some width from the current median. With this mitigation, the impact would be reduced to a less than significant level. The proposed mitigation would require coordination with Santa Clara County. Since it cannot be assured that the County would approve this mitigation measure and the City cannot solely guarantee its implementation, this impact is designated as significant and unavoidable. However, the City and project applicant should diligently pursue measures to fully mitigate the project's impact. **[Significant Unavoidable Impact]**			
IMPACT C-TRANS-1: Implementation of the proposed project would result in significant impacts to five project study intersections under Near-Term Cumulative With Project conditions in the AM and PM peak	**MM C-TRANS-1.1:** #2: Ellis Street / US 101 Northbound Ramps. The following physical improvements could reduce this impact: Contribute fair-share funding toward constructing a dedicated southbound right-turn lane. Adding a dedicated southbound right-turn lane would likely require additional right-of-way, but may be able to shift and/or narrow the existing lane configuration to accommodate a right-turn lane. With this mitigation, the	City of Mountain View Community Development and Public Works Departments with fair-share	Oversight of implementation will be managed by the City's Community Development Department and Public Works Department. The City will coordinate with responsible agencies	Implementation of improvement and/or contribution of fair share funding shall take place prior to

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
hours. **[Significant Impact]**	impact would be reduced to a less than significant level. This interchange, however, is part of the state highway system, which is under the jurisdiction of Caltrans. Therefore, for the purposes of this Draft EIR, the impact of the project is considered to be significant and unavoidable. **[Significant Unavoidable Cumulative Impact]** **MM C-TRANS-1.2:** #3: Ellis Street / US 101 Southbound Ramps. The following physical improvements could reduce this impact: Contribute fair-share funding toward constructing a second eastbound right-turn lane. Adding a second eastbound right-turn lane would likely require the acquisition of additional right-of-way given the close proximity to the freeway overcrossing on one side and a development on the other. With this mitigation, the impact would be reduced to a less than significant level. However, the interchange is part of the state highway system, which is under the jurisdiction of Caltrans. Therefore, for the purposes of this Draft EIR, the impact of the project is considered to be significant and unavoidable. **[Significant Unavoidable Cumulative Impact]** **MM C-TRANS-1.3:** #5: Maude Avenue and SR 237 Ramps. Changing the interchange design would require a comprehensive engineering and environmental analysis involving multiple stakeholders to determine the most appropriate configuration that would best serve the needs of all users. The interchange is part of the state highway system, which is under the jurisdiction of Caltrans. Therefore, for the purposes of this EIR, the impact of the	financial contribution from Applicant.	as necessary for the improvement. These agencies may include the California Department of Transportation, the Santa Clara Valley Transportation Authority, and the Santa Clara County Department of Roads and Airports.	issuance of occupancy permit.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	project is considered to be significant and unavoidable. As a partial, near-term mitigation for the Intersection #5: Maude Avenue/SR 237 interchange, a second eastbound through lane between the SR 237 ramps and the City limits is recommended. This mitigation will extend the existing two eastbound lanes on Maude Avenue from their current terminus at the City limit line to the interchange. While this measure will not fully mitigate the impact at this location, it will provide additional capacity for the eastbound movement given the high right-turn volume into and out of the project driveway on Maude Avenue and reduce the potential for queue spillback through the interchange. **[Significant Unavoidable Cumulative Impact]** **MM C-TRANS-1.4:** #8: Maude Avenue / Mathilda Avenue. This intersection is already configured to provide substantial capacity for vehicles, with free right-turn lanes and dedicated single or dual left-turn lanes on all approaches. No further physical expansion that would reduce the project's traffic impact is considered feasible at this location, and no mitigation is proposed. Therefore, the impact would remain significant and unavoidable. **[Significant Unavoidable Cumulative Impact]** **MM C-TRANS-1.5:** #20: Central Expressway and North Mary Avenue. The following physical improvements could reduce this impact: Contribute fair-share funding toward constructing a third westbound left-turn lane, consistent with the Tier 3 recommendation in Santa Clara County's			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	Draft Expressway Plan 2040. Adding a third westbound left-turn lane would not require the acquisition of additional right-of-way, but would require taking some width from the current median. With this mitigation, the impact would be reduced to a less than significant level. The proposed mitigation would require coordination with Santa Clara County. Since it cannot be assured that the County would approve this mitigation measure and the City cannot solely guarantee its implementation, this impact is designated as significant and unavoidable. However, the City and project applicant should diligently pursue measures to fully mitigate the project's impact. **[Significant Unavoidable Cumulative Impact]**			

SOURCE: City of Mountain View. *700 East Middlefield Road LinkedIn Office Project Draft EIR.* May 2018.