



PLANNING COMMISSION REGULAR MEETING AGENDA

Thursday, March 13, 2025 | 6:00 PM

**CITY COUNCIL CHAMBERS, CITY HALL
7351 ROSANNA STREET, GILROY, CA 95020**

Chair: Manny Bhandal:
manny.bhandal@cityofgilroy.org

Vice Chair: Brian Dauenhauer:
brian.dauenhauer@cityofgilroy.org

Commissioners:

Patricia Bentson:
patricia.bentson@cityofgilroy.org
Annedore Kushner:
annedore.kushner@cityofgilroy.org

Stefanie Elle:
stefanie.elle@cityofgilroy.org
Adriana Leongardt:
adriana.leongardt@cityofgilroy.org

Monica Valdez:
monica.valdez@cityofgilroy.org

Staff Liaison: Sharon Goei, Community Development Director | sharon.goei@cityofgilroy.org

Written comments can be submitted by email to planningdivision@cityofgilroy.org. Please note that written comments will not be read out loud, but will be part of the written record.

Comments by the public will be taken on any agenda item before action is taken by the Planning Commission. Persons speaking on any matter are asked to state their name and address for the record. Public testimony is subject to reasonable regulations, including but not limited to time restrictions on particular issues and for each individual speaker. A minimum of 12 copies of materials should be provided to the Clerk for distribution to the Commission and Staff. Public comments are limited to no more than three-minutes, at the Chair's discretion.

Comments on any agenda item may be emailed to the Planning Division at planningdivision@cityofgilroy.org or mailed to the City of Gilroy, Community Development Department at City Hall, 7351 Rosanna Street, Gilroy, CA 95020. Comments received by the Planning Division by 1:00 pm on the day of a Planning Commission meeting will be distributed to the Planning Commissioners prior to or at the meeting and are available for public inspection at the Planning Division counter at City Hall, 7351 Rosanna Street. Any correspondence received will be incorporated into the meeting record. Items received after the 1:00 pm deadline will be provided to the Planning Commission as soon as practicable.

In compliance with the American Disabilities Act (ADA), the City will make reasonable arrangements to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please contact the City Clerk 72 hours prior to the meeting at (408) 846-0491. A sound enhancement system is available in the City Council Chambers.

If you challenge any planning or land use decision made at this meeting in court, you may be limited to raising only those issues you or someone else raised at the public hearing held at this meeting, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing. Please take notice that the time within which to seek judicial review of any final administrative determination reached at this meeting is governed by Section 1094.6 of the California Code of Civil Procedure.

Persons who wish to speak on matters set for Public Hearing will be heard when the presiding officer calls for comments from those persons who are in support of or in opposition thereto. After persons have spoken, the hearing is closed and brought to the Planning Commission level for discussion and action. There is no further comment permitted from the audience unless requested by the Planning Commission.

A Closed Session may be called during this meeting pursuant to Government Code Section 54956.9(b)(1) if a point has been reached where, in the opinion of the legislative body of the City on the advice of its legal counsel, based on existing facts and circumstances, there is a significant exposure to litigation against the City.

Materials related to an item on this agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection with the agenda packet in the lobby of Administration at City Hall, 7351 Rosanna Street during normal business hours. These materials are also available with the agenda packet on the City website at www.cityofgilroy.org

KNOW YOUR RIGHTS UNDER THE GILROY OPEN GOVERNMENT ORDINANCE.

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, task forces, councils and other agencies of the City exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review.

FOR MORE INFORMATION ON YOUR RIGHTS UNDER THE OPEN GOVERNMENT ORDINANCE, TO RECEIVE A FREE COPY OF THE ORDINANCE OR TO REPORT A VIOLATION OF THE ORDINANCE, CONTACT THE OPEN GOVERNMENT COMMISSION STAFF AT (408) 846-0204 or by email at cityclerk@cityofgilroy.org.

1. **OPENING**
2. **PLEDGE OF ALLEGIANCE**
3. **REPORT ON POSTING THE AGENDA AND ROLL CALL**
4. **PUBLIC COMMENTS**

(Three-minute time limit). This portion of the meeting is reserved for persons desiring to address the Planning Commission on matters not on the agenda. The law does not permit the Planning Commission action or extended discussion of any item not on the agenda except under special circumstances. Comments on any agenda item may be emailed to the Planning Division at planningdivision@cityofgilroy.org or mailed to Community Development Department at City Hall, 7351 Rosanna Street, Gilroy, CA 95020. Comments received by the Planning Division by 1:00pm on the day of a Planning Commission meeting will be distributed to the Planning Commission prior to or at the meeting and available for public inspection with the agenda packet located in the lobby of Planning Division at City Hall, 7351 Rosanna Street prior to the meeting. Any correspondences received will be incorporated into the meeting record. Items received after 1:00pm deadline will be provided to the Planning Commission as

soon as practicable. All statements that require a response will be referred to staff for reply in writing.

PUBLIC HEARINGS FOR RELATED PROJECT APPLICATIONS WILL BE HEARD CONCURRENTLY AND ACTION WILL BE TAKEN INDIVIDUALLY. COMPANION PROJECTS UNDER NEW BUSINESS WILL BE TAKEN UP FOR ACTION PRIOR TO, OR IMMEDIATELY FOLLOWING THE RELATED PUBLIC HEARING. THIS REQUIRES DEVIATION IN THE ORDER OF BUSINESS AS NOTED WITHIN THE AGENDA.

5. CONSENT AGENDA

5.1. February 20, 2025 Planning Commission Meeting Minutes

6. PUBLIC HEARINGS

6.1. Architectural and Site Review and Variance for removal of existing 35-foot monopole and installation of a 65-foot monopole and related equipment located at 401 First Street, Application No. AS 24-14 and V 24-01.

1. Staff Report: Vanessa Sanchez, Planner I
2. Public Hearing:
3. Close Public Hearing:
4. Disclosure of Ex-Parte Communication:
5. Possible Action:

Staff has analyzed the proposed project, and recommends that the Planning Commission:

a) Based on its independent analysis, determine this project is exempt from further environmental review pursuant to State CEQA Guidelines section 15303 (Class 3); and

b) Adopt a resolution approving the Architectural and Site Review permit application AS 24-14; and

c) Adopt a resolution approving the Variance permit application V 24-01.

7. NEW BUSINESS

7.1. VTA Bicycle Superhighway Implementation Plan Update – Presentation by the Santa Clara Valley Transportation Authority

8. INFORMATIONAL ITEMS

8.1. Civic Center Master Plan Community Workshops

8.2. Planning Division Staff Approvals

9. PLANNING DIVISION REPORT

10. ASSISTANT CITY ATTORNEY REPORT

11. ADJOURNMENT To the Next Meeting of April 3, 2025 at 6:00 PM

**City of Gilroy
Planning Commission
Special Meeting Minutes
Thursday, February 20, 2025 | 6:00 PM**

1. OPENING

Tonight's meeting was called to order by the 2024 Chair, Manny Bhandal, at 6:00 p.m.

2. PLEDGE OF ALLEGIANCE

2024 Chair, Manny Bhandal, led the pledge of allegiance.

3. REPORT ON POSTING THE AGENDA AND ROLL CALL

The agenda was posted on Thursday February 13, 2025, at 5:54 p.m.

Attendance	Attendee Name
Present	Patricia Bentson, Commissioner Manny Bhandal, Chair Brian Dauenhauer, Commissioner Annedore Kushner, Vice Chair Adriana Leongardt, Commissioner Monica Valdez, Commissioner
Absent	Stefanie Elle, Commissioner

4. ELECT CHAIR AND VICE CHAIR FOR 2025

A motion was made by Commissioner Valdez; seconded by Commissioner Dauenhauer to elect Commissioner Bhandal as the 2025 Planning Commission Chair.

RESULT: Pass [6 – 0]

MOVER: Chair Bhandal

SECONDER: Commissioner Leongardt

AYES: Commissioner Bentson, Kushner, Leongardt, Valdez, Vice Chair Dauenhauer, and Chair Bhandal

ABSENT: Commissioner Elle

A motion was made by Commissioner Kushner; seconded by Commissioner Leongardt to elect Commissioner Dauenhauer as the 2025 Planning Commission Vice Chair.

RESULT: Pass [6 – 0]

MOVER: Chair Bhandal

SECONDER: Commissioner Leongardt

AYES: Commissioner Bentson, Kushner, Leongardt, Valdez, Vice Chair Dauenhauer, and Chair Bhandal

ABSENT: Commissioner Elle

5. PUBLIC COMMENTS

Chair Bhandal opened public comments for items not on the agenda.

Roy Flowers provided a public comment expressing concerns with the Hoey Ranch development area.

There being no further speakers, Chair Bhandal closed public comment for items not on the agenda.

6. CONSENT AGENDA

6.1. January 16, 2025 Planning Commission Meeting Minutes

A motion was made by Chair Bhandal; seconded by Commissioner Leongardt to approve the consent agenda.

RESULT: Pass [6 – 0]

MOVER: Chair Bhandal

SECONDER: Commissioner Leongardt

AYES: Commissioner Bentson, Kushner, Leongardt, Valdez, Vice Chair Dauenhauer, and Chair Bhandal

ABSENT: Commissioner Elle

7. PUBLIC HEARINGS

7.1. Two Tentative Map applications to subdivide approximately 6.7 acres into 42 single-family duet residential lots (TM 24-02) and approximately 41.36 acres into 84 single-family residential lots (TM 24-03) in the Glen Loma Ranch Specific Plan area

1. Staff Report: Melissa Durkin, Extra Help Planner

2. Public Comment:
Chair Bhandal opened public comment.

Roya Cruz provided a public comment opposing the approval of the applications due to concerns with the projects.

Jeff Heid provided a public comment supporting the approval of the applications.

3. Close Public Hearing:
There being no further speakers, Chair Bhandal closed public comment.

4. Disclosure of Ex-Parte Communication:
None.

5. Possible Action:

Staff has analyzed the proposed project, and recommends that the Planning Commission:

a) Determine that Tentative Map applications TM 24-02 and TM 24-03 do not require independent CEQA review beyond EIR Addendum #2 because

none of the conditions described in CEQA Guidelines Sec. 15162 are present; and

b) Adopt a resolution recommending that the City Council adopt a resolution approving Tentative Map TM 24-02, subject to the findings, conditions, and mitigation measures provided in the draft resolution.

c) Adopt a resolution recommending that the City Council adopt a resolution approving Tentative Map TM 24-03, subject to the findings, conditions, and mitigation measures provided in the draft resolution.

A motion was made by Commissioner Kushner; seconded by Commissioner Valdez to:

Determine that Tentative Map applications TM 24-02 and TM 24-03 do not require independent CEQA review beyond EIR Addendum #2 because none of the conditions described in CEQA Guidelines Sec. 15162 are present.

RESULT: Pass [6 – 0]

MOVER: Commissioner Kushner

SECONDER: Commissioner Valdez

AYES: Commissioner Bentson, Kushner, Leongardt, Valdez, Vice Chair Dauenhauer, and Chair Bhandal

ABSENT: Commissioner Elle

A motion was made by Commissioner Kushner; seconded by Chair Bhandal to:

Adopt a resolution recommending that the City Council adopt a resolution approving Tentative Map TM 24-02, subject to the findings, conditions, and mitigation measures provided in the draft resolution.

RESULT: Pass [6 – 0]

MOVER: Commissioner Kushner

SECONDER: Chair Bhandal

AYES: Commissioner Bentson, Kushner, Leongardt, Valdez, Vice Chair Dauenhauer, and Chair Bhandal

ABSENT: Commissioner Elle

A motion was made by Commissioner Kushner; seconded by Commissioner Bentson to:

Adopt a resolution recommending that the City Council adopt a resolution approving Tentative Map TM 24-03, subject to the findings, conditions, and mitigation measures provided in the draft resolution.

RESULT: Pass [6 – 0]

MOVER: Commissioner Kushner

SECONDER: Commissioner Bentson

AYES: Commissioner Bentson, Kushner, Leongardt, Valdez, and Vice Chair Dauenhauer, and Chair Bhandal

ABSENT: Commissioner Elle

8. NEW BUSINESS

8.1. FY 2025-26 and FY 2026-27 Planning Commission Workplan, Training, and Budget Request

1. Staff Report: Sharon Goei, Community Development Director
2. Public Comment
3. Possible Action:

Staff recommends that the Planning Commission establish and recommend for approval by the City Council the Fiscal Year 2025-26 and Fiscal Year 2026-27 Planning Commission workplan, training, and budget request.

Community Development Director, Sharon Goei. provided the Planning Commission with a presentation discussing the commission's workplan, training, and budgeting. After receiving the presentation, the Planning Commission provided feedback and recommended for approval by the City Council the Fiscal Year 2026-27 Planning Commission workplan, training, and budget request.

9. INFORMATIONAL ITEMS

8.1. Planning Division Staff Approvals

There was one architectural and site review application staff approval.

10. PLANNING DIVISION REPORT

None.

11. ASSISTANT CITY ATTORNEY REPORT

City Attorney Andrew Faber informed the Planning Commission of a legal newspaper article out of Los Angeles on a case where the Planning Commission got the city in trouble through the denial of a housing project where the actions taken were not taken in good faith.

12. ADJOURNMENT To the Next Meeting of March 13, 2025 at 6:00 PM

Chair Bhandal adjourned the meeting at 7:06 p.m.

Ariana Fabian

Ariana Fabian, Planning Technician



Community Development Department

Sharon Goei
DIRECTOR

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Telephone: (408) 846-0451 | Fax: (408) 846-0429
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DATE: March 13, 2025
TO: Planning Commission
FROM: Vanessa Sanchez, Planner I
SUBJECT: Architectural and Site Review and Variance for removal of existing 35-foot monopole and installation of a 65-foot monopole and related equipment located at 401 First Street, Application No. AS 24-14 and V 24-01 .

RECOMMENDATION:

Staff has analyzed the proposed project, and recommends that the Planning Commission:

- a) Based on its independent analysis, determine this project is exempt from further environmental review pursuant to State CEQA Guidelines section 15303 (Class 3); and
- b) Adopt a resolution approving the Architectural and Site Review permit application AS 24-14; and
- c) Adopt a resolution approving the Variance permit application V 24-01.

PROJECT DESCRIPTION:

The applicant, Crown Castle, is requesting an Architectural and Site Review permit and Variance permit for to demolish an existing 35-foot tall monopole and install a new 65-foot tall monopole and related equipment consisting of (1) 6160 cabinet with two RP6651 Units and IXRE router, enclosure Bi60 Cabinet, double tri-sector collar with T-arms, six (6) antennas, two (2) hybrid cables, three (3) 4460 radio units, and three (3) 4480 radio units, located in the C1 Neighborhood Commercial zoning district. Construction shall be contained within the existing leased area consisting of 275 square feet. The leased area shall maintain the existing six (6) bollards and a 6-foot-high wooden fence. The proposed wireless facility will be unstaffed and will be maintained and serviced as needed. The wireless facility will also be implementing the required safety plans and procedures.

The project requires Planning Commission approval because the new monopole is requesting a height and setback variance.

BACKGROUND:

Previous Approvals: The existing wireless facility was issued an approval in 2001 (Building Permit No. 01030203) for the construction of a 35-foot-tall monopole and associated equipment, within a 275 square foot leasing area located behind the existing commercial building at 401 First Street.

Subject Property and Surrounding Land Uses: The subject site (APN 790-32-004) is presently developed with a commercial building, associated parking and landscaping. The property also is developed with a 275 square foot leased fenced area that contains a 35-foot-tall monopole and associated wireless equipment located behind the commercial building. The site and surrounding land uses are as follows:

LOCATION	EXISTING LAND USE	GENERAL PLAN	ZONING
Project Site	Commercial	Mixed Use	Neighborhood Commercial (C1)
North	Commercial	Mixed Use	Neighborhood Commercial (C1)
South	Commercial	Mixed Use	Neighborhood Commercial (C1)
East	Commercial	Mixed Use	Neighborhood Commercial (C1)
West	Commercial	Mixed Use	Neighborhood Commercial (C1)

Environmental Assessment:

Section 15303 (Class 3) of the California Environmental Quality Act (CEQA) Guidelines, categorically exempts from further environmental review, those projects involving “construction and location of limited numbers of new, small facilities or structures.” The proposed 65-foot-tall monopole is considered a small facility as there is no horizontal expansion of the existing leasing area and there is only the replacement of existing monopole and associated equipment involved. Filing of a Notice of Exemption (NOE) is not mandated; however, it reduces the statute of limitations for legal challenges under CEQA, from 180 days to 35 days. No further assessment is necessary for this proposal, and a NOE may be filed for the project.

DISCUSSION AND ANALYSIS:

General Plan Consistency: The City's General Plan designates the subject site for Mixed Use, which supports the proposed project request. As such, the proposal conforms to the goals and policies of the General Plan. Key goals and policies which pertain to the proposed project are discussed below:

POLICY #	TITLE AND SUMMARY	ANALYSIS
PSF 1.8	Provision of Utilities Work with public, quasi-public, and private utility providers as practicable to provide adequate levels of service to city residents.	The new wireless facility would improve telecommunication services to the public and emergency services personnel.

PSF 8.7	Telecommunication Technologies Support the implementation of telecommunication technologies to attract new businesses and meet the changing communication needs of City residents and businesses.	The new wireless facility will improve 5G coverage and fill in a significant coverage gap for the residents of Gilroy.
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Zoning Code Conformance: The proposed wireless facility is located in the C1 Neighborhood Commercial zoning district. In accordance with the Gilroy City Code (GCC) Section 30.35.14, the proposed wireless facility may be permitted with an approved Architectural and Site Review Permit. The Architectural and Site Review Permit may be approved at a staff level if it complies with all zoning regulations. However, because the project is proposing a monopole height greater than the allowed height for the C-1 zoning district and a smaller setback, a Variance Permit application is required. Applicable development standards for the project have been considered for the proposed project, as follows:

STANDARD	REQUIRED	PROPOSED	CONFORMS?
Maximum Height	35 feet	65 feet	No, Variance
Minimum Front Setback	65 feet	81 feet	Yes
Minimum Interior Side Setback	65 feet	53 feet 4 inches	No, Variance
Minimum Street Side Setback	65 feet	48 feet 9 inches	No, Variance
Minimum Rear Setback	65 feet	53 feet 8 inches	No, Variance

Per Gilroy Code section 30.35.19(c)(1), a wireless facility is required to be setback at a minimum of the overall structure height from all property lines and/or a distance consistent with the required yard setbacks of the particular zone district. The C-1 zoning district has a front yard setback of 31 feet, side yard adjacent to street setback of 21 feet, and no minimum rear or interior side yard setback when surrounded by parcels within the same zoning district. The proposed wireless facility meets the minimum setback requirement of the zoning district. However, since the proposed monopole is 65 feet tall, the more restrictive setback is 65 feet from all property lines. This setback requirement is part of the variance request. Due to the size of the property, the 65-foot setback would not be able to be met.

Additionally, per Gilroy Code section 30.35.19(d), wireless facilities proposed in commercial zoning districts shall meet the height limitation for the underlying zoning district unless a variance is obtained. The variance application must provide a written justification for the tower height and analysis for absence of alternatives that would have less of a visual impact. The applicant provided the following justification:

- A height increase is needed to achieve the coverage and capacity of wireless services for the area. The additional height would allow for additional antennas and upgraded technologies. Additionally, emergency services would also benefit from the additional antennas at the new height. The site is an existing wireless facility, which would eliminate the need for a new cellular facility.

For viable alternatives, the applicant provided the following justification for other potential sites:

- Crown Castle owns the existing tower and has a lease in place with the carrier (T-Mobile). The lease is locked in place for a certain number of years; therefore, Crown Castle would not look for another pole (site) to put these antennas on and lose that revenue.

Although other sites were not analyzed, the applicant did provide a coverage map that showed that there are no other existing wireless facilities within 1,000 feet of the site, therefore colocation would not be an option. Additionally, the applicant did analyze the different coverage options at various heights: 32-foot RC placement height, 46-foot RC placement height, and 60-foot RC placement height. RC signifies the placement height of wireless technology equipment. The analysis showed that the 32-foot-tall monopole has a 851 population gain if updated technology was placed on the existing pole. The 46-foot-tall monopole can achieve a 2,016 population gain and the 60-foot-tall monopole is able to achieve 3,266 population gain. The 65-foot-tall monopole (60-foot RC placement) can provide greater coverage for the residential neighborhood south of First Street bordered by Wren Avenue to the West and Miller Avenue to the East.

The applicant has provided a letter signifying their willingness to allow other carriers to co-locate on the facility wherever technically and economically feasible. The applicant provided the required Radio Frequency Compliance Report prepared by Young Km with Site Safe, dated May 2024. The Report deemed the proposed wireless facility to be compliant with FCC Rules and Regulations and outlines actions that the site must take. This includes installing proper signage, ensuring the site remains secure, and implementing proper radio frequency safety awareness training for personnel who need to access the site. Additionally, the monopole will be constructed out of non-flammable metal and shall be painted a flat color. The monopole will be conditioned to provide a color sample for Development Services Director approval.

Technical Advisory Committee (TAC): Project plans were routed to Engineering, Building, Police, and Fire representatives for internal review and comment. There were no concerns raised or conditions provided by TAC members.

PUBLIC NOTICING:

Property owner information (i.e. list, labels, and map) within 500 feet of the subject site were generated by the City of Gilroy using current ownership data. On February 28, 2025 notices of this Planning Commission meeting were mailed to the property owners along with other interested parties and published in the Gilroy Dispatch at least 10 days prior to the meeting. In addition, the property has been posted with on-site signage notifying passersby of pending development, and the Planning Commission public hearing packets are available through the City's webpage.

APPEAL PROCEDURE:

In accordance with Section 30.51.50 of the Gilroy City Code, the Planning Commission's decision may be appealed, in writing, to the City Council within 20 days of adoption of the

resolution. Appeal forms may be obtained from the City Clerk and must be submitted with the appropriate fee before the end of the appeal period.

Attachments:

- A. Draft Resolution of Approval, Architectural and Site Review Permit AS 24-14
- B. Draft Resolution of Approval, Variance Permit V 24-01
- C. Vicinity Map
- D. Project Plans
- E. Photo Simulations
- F. Radio Frequency Report
- G. Coverage Map Analysis

RESOLUTION NO. 2025-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GILROY APPROVING AN ARCHITECTURAL AND SITE REVIEW PERMIT FOR THE DEMOLITION OF AN EXISTING 35-FOOT-TALL MONOPOLE AND INSTALLATION OF A NEW 65-FOOT-TALL MONOPOLE AND RELATED EQUIPMENT ON AN APPROXIMATE 0.22-ACRE SITE LOCATED AT 401 FIRST STREET, APN: 790-32-004 (FILE NUMBER AS 24-14)

WHEREAS, on July 17, 2024, Lisa Elliott, on behalf of Crown Castle, submitted an application requesting an architectural and site review permit for the proposed demolition of an existing 35-foot-tall monopole and installation of a new 65-foot-tall monopole and related equipment located within the C1 Neighborhood Commercial zoning district (APN: 790-32-004); and

WHEREAS, on December 20, 2024, the application submittal was accepted as complete for final processing; and

WHEREAS, the project has been determined to be categorically exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15303 (Class 3) which applies to construction of small facilities; and

WHEREAS, on March 13, 2025, the Planning Commission held a duly noticed public meeting, at which time the Planning Commission received and considered the staff report as well as all evidence received including written and oral public testimony; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings upon which the project approval is based is the Community Development Department, Planning Division.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Gilroy hereby grants approval of the Architectural and Site Review Permit AS 24-14 based on the following findings made pursuant to Gilroy City Code section 30.35.21 (Wireless Telecommunications Facilities) and 30.50.30 subject to the conditions identified in Exhibit A to this Resolution:

- A. That either: (1) the development of the proposed wireless telecommunications facility as conditioned will not significantly affect any visual resources, environmentally sensitive habitat and/or other significant City of Gilroy resources, including agricultural, open space, and community character resources; or (2) there are no other environmentally equivalent and/or superior and technically feasible alternatives to the proposed wireless telecommunications facility as conditioned (including alternative locations and/or designs) with less visual and/or other resource impacts and the proposed facility has been modified by condition and/or project design to minimize and mitigate its visual and other resource impacts. There are no environmentally sensitive habitats or other significant resources that would be

impacted by the wireless facility. Additionally, the monopole will be painted a flat paint color to ensure that the pole blends in with the surrounding neighborhoods. Alternative heights for the proposed monopole were provided and the analysis displayed that the 65-foot-tall monopole would provide greater coverage to the population;

- B. That the site is adequate for the development of the proposed wireless telecommunications facility and, for sites located in residential zoning districts or PUDs with residential uses, that the applicant has demonstrated that there are not environmentally equivalent or superior and technically feasible: (1) alternative sites outside residential zone districts or PUDs with residential uses; and/or (2) alternative designs for the proposed facility as proposed and conditioned. The site is not located in a residential zoning district or within a PUD with residential uses. The site is within the C1 Neighborhood Commercial zoning district, and commercial and industrial zoning districts are the preferred locations for new wireless facilities. Additionally, alternative heights for the monopole were analyzed for the site.
- C. That the subject property upon which the wireless telecommunications facility is to be built is in compliance with all rules and regulations of the City of Gilroy, including, but not limited to, zoning uses, subdivisions and any other applicable provisions of this article, and that all zoning violations have been abated and abatement costs, if any, have been paid. There are no zoning violations that currently exist at the site and the site is in compliance with the allowable uses of the C1 Neighborhood Commercial zoning district;
- D. That the proposed wireless communication facility as conditioned is in compliance with all FCC, FAA and California PUC standards and requirements;
- E. That the proposed use is properly located in relation to the general plan and to the community as a whole and to other land uses and to transportation and service facilities in the vicinity; and
- F. That the proposed use, if it complies with all conditions upon which approval is made contingent, will not adversely affect other property in the vicinity, or cause any damage, hazard, or nuisance to persons or property.

PASSED AND ADOPTED this 13th day of March 2025 by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:

Sharon Goei, Secretary
Community Development Director

Manny Bhandal, Chairperson

Attachment: Exhibit A (Conditions of Approval)

**EXHIBIT A
AS 24-14
401 First Street**

PLANNING CONDITIONS

The following GENERAL conditions authorize specific terms of the project ENTITLEMENT.

- | | |
|----|---|
| 1. | <p>APPROVED PROJECT: The approval for AS 24-14 is granted to demolish an existing 35-foot-tall monopole and install a 65-foot-tall monopole and related equipment as described in the staff report dated March 13, 2025, located at 401 First street (Assessor Parcel No. 790-32-004), as shown on Project Plans received by the Planning Division on December 12, 2024, prepared by Streamline Engineering for T-Mobile, dated January 10, 2024, with revision dates of February 27, 2024, and October 2, 2024, and consisting of 16 sheets.</p> <p>Build-out of the project shall conform to the plans, except as otherwise specified in these conditions. Any future adjustment or modification to the plans, including any changes made at time of building permit submittal, shall be considered by the Community Development Director or designee, may require separate discretionary approval, and shall conform to all City, State, and Federal requirements, including subsequent City Code requirements or policies adopted by City Council.</p> |
| 2. | <p>PERMIT EXPIRATION: The expiration date of this approval to demolish an existing 35-foot-tall monopole and install a new 65-foot-tall monopole is one year from the decision date, March 13, 2025, during which time the applicant shall submit application for building permits and pursue construction diligently to completion. If any development for which architectural and site approval has been granted has not submitted complete application for building permits within one (1) year from the date of notification of approval, pursued issuance of the permit and/or initiated construction within 6 months of the permit issuance, the approval shall be deemed automatically revoked. Once a permit has been issued for construction, work shall be completed within one (1) year.</p> <p>Upon application, an extension of time may be granted by the Community Development Director or designee. Should Developer intend to request an extension to the permit expiration date, Developer must submit to the Planning Division a written application with applicable fees prior to the expiration date. Only timely requests may be considered pursuant to the City Code.</p> |
| 3. | <p>WIRELESS FACILITY EXPIRATION. An approved wireless facility permit is granted for ten (10) years from the date of approval, upon which time this permit shall</p> |

	automatically become null and void. Should Developer desire to continue operation as granted herein, a new application or extension of such application must be requested in a timely manner and prior to the expiration date.
4.	COMPLIANCE WITH CONDITIONS: If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to permit revocation or enforcement actions pursuant to the City Code. All costs associated with any such actions shall be the responsibility of Developer, owner or tenant.
5.	INDEMNIFICATION: Developer agrees, as a condition of permit approval, at Developer's own expense, to defend, indemnify, and hold harmless the City of Gilroy ("the City") and its officers, contractors, consultants, attorneys, employees and agents from any and all claim(s), action(s) or proceeding(s) brought against the City or its officers, contractors, consultants, attorneys, employees, or agents to challenge, attack, set aside, void or annul the approval of this resolution or any condition attached thereto or any proceedings, acts or determinations taken, including actions taken under the California Environmental Quality Act of 1970, as amended, done or made prior to the approval of such resolution that were part of the approval process.
6.	FEDERAL AND UNIFORM CODE COMPLIANCE: Wireless Facility shall comply with all uniform codes, all FCC rules, regulations, and standards, and FAA requirements.
7.	PAINT SAMPLE. Applicant shall provide paint samples for the proposed monopole and pole mounted equipment for Community Development Director consideration and approval. The paint sample must be a flat color.
8.	MODIFICATIONS. Any proposed modifications to the wireless facility and/or this approval may require further review and/or planning entitlements subject to review by the Community Development Director or designee.
<i>The following conditions shall be addressed prior to issuance of any BUILDING PERMIT, GRADING PERMIT or IMPROVEMENT PLAN, whichever is first issued, or as otherwise specified in the condition.</i>	
9.	CONDITIONS OF APPROVAL: Developer shall include a plan sheet(s) that includes a reproduction of all conditions of approval of this permit, as adopted by the decision-maker.
10.	CERTIFICATION OF BUILDING PERMIT PLANS: The project architect/engineer shall certify in writing that the architectural design shown in the building permit plans match the plans approved by the Community Development Director or designee/Planning Commission/City Council. Any changes must be clearly noted. The project architect shall also certify that the structural plans are consistent with the

	architectural plans. In the event of a discrepancy between the structural plans and the architectural plans, the architectural plans shall take precedence, and revised structural drawings shall be submitted to the Building Division.
11.	COLORS AND MATERIALS: Plans submitted for building permit applications shall include all exterior wireless facility materials and colors to be used in construction.
12.	SUBSEQUENT ENTITLEMENTS: Developer shall obtain necessary permits prior to initiating any new construction or modifications authorized under this approval, including but not limited to temporary construction trailers, temporary staging areas, model home sales offices, advertising signs of any kind, exterior and interior modifications. Developer shall pay all requisite fees in effect at the time of plan submittal and/or issuance, as applicable.
13.	FENCES AND WALLS: All fencing and walls are to be shown on construction drawings submitted for building permit review, measured from adjacent grade to the top of the fence or wall. The design and location must comply with all setback requirements.
<i>The following conditions shall be met prior to RELEASE OF UTILITIES, FINAL INSPECTION, or ISSUANCE OF A CERTIFICATE OF OCCUPANCY, whichever occurs first, or as otherwise specified in the condition.</i>	
14.	PLANNING INSPECTION: Inspection by the Planning Division is required for the final completion of the project to ensure that the construction matches the approved plans.
15.	BUSINESS LICENSE: Wireless operator shall obtain a City of Gilroy Business License.
<i>The following conditions shall be complied with AT ALL TIMES DURING THE CONSTRUCTION PHASE OF THE PROJECT, or as otherwise specified in the condition.</i>	
16.	CONSTRUCTION RELATED NOISE: To minimize potential construction-related impacts to noise, Developer shall include the following language on any grading, site work, and construction plans issued for the subject site “During earth-moving, grading, and construction activities, Developer shall implement the following measures at the construction site: a. Limit construction activity to weekdays between 7:00 a.m. and 7:00 p.m., and on Saturdays between 9:00 a.m. and 7:00 p.m. Construction noise is prohibited on Sundays and City-observed holidays; b. Locate stationary noise-generating equipment as far as possible from

	sensitive receptors when sensitive receptors adjoin or are near a construction project area; c. Construct sound walls or other noise reduction measures prior to developing the project site; d. Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment; e. Prohibit all unnecessary idling of internal combustion engines; f. Utilize “quiet” models of air compressors and other stationary noise sources where technology exists; and g. 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.”
17.	CONSTRUCTION RELATED AIR QUALITY: To minimize potential construction-related impacts to air quality, Developer shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) and shall include the following language on any grading, site work, and construction plans issued for the project site “During earth-moving, grading, and construction activities, Developer shall implement the following basic control measures at the construction site: a. All exposed surfaces (e.g. parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day; b. All haul trucks transporting soil, sand, or other loose material onsite or offsite shall be covered; c. All visible mud or dirt tracked out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; d. All vehicle speeds on unpaved roads or pathways shall be limited to 15 miles per hour; e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used; f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points; g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be

	checked by a certified visible emissions evaluator; and h. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations."
<i>The following conditions shall be complied with AT ALL TIMES that the use permitted by this entitlement occupies the premises.</i>	
18.	COLLOCATIONS. The permittee shall be willing to allow other carriers and site operators to collocate transmission equipment with the wireless facility, to the extent such facility or portions thereof are owned or controlled by the permittee, whenever technically feasible and aesthetically desirable in accordance with applicable provisions in the City's Municipal Code.
19.	MAINTENANCE. Wireless telecommunication facility shall comply at all times with the following operation and maintenance standards: a. All facilities and related equipment, including lighting, fences, shields, cabinets, and poles, shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism, and any damage from any cause shall be repaired as soon as reasonably possible so as to minimize occurrences of dangerous conditions or visual blight. Graffiti shall be removed from any facility or equipment as soon as practicable pursuant to Chapter 12.5. b. Facility shall be operated in such a manner so as to minimize any possible disruption caused by noise. Backup generators shall only be operated during periods of power outages, and shall not be tested on weekends or holidays, or between the hours of 6:00 p.m. and 8:00 a.m. At no time shall equipment noise from any source exceed an exterior noise level of sixty (60) dB at the property line. c. Owner or operator of the facility shall routinely and regularly inspect wireless facility and associated equipment to ensure compliance with FCC standards and this approval. d. Owner or operator of the wireless telecommunications facility shall provide signage identifying the name and phone number of a party to contact in event of an emergency. The design, materials, colors, and location of signs shall be subject to design review. The signage shall be attached to the base of any utility pole or light standard to which microcells are affixed.
20.	TRANSFER OF OPERATIONS. Any carrier/service provider authorized by the planning manager or by the planning commission to operate a specific wireless

	telecommunications facility may assign the operation of the facility to another carrier licensed by the FCC for that radio frequency; provided, that such transfer is made known to the director in advance of such operation and all conditions of approval for the subject installation are carried out by the new carrier/service provider. Further planning entitlements/review may be required.
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RESOLUTION NO. 2025-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GILROY APPROVING VARIANCE PERMIT, ALLOWING EXCEPTIONS TO SIDE AND REAR WIRELESS FACILITY SETBACKS AND EXCEPTIONS TO EXCEED THE HEIGHT LIMITATION OF THE C1 NEIGHBORHOOD COMMERCIAL ZONING DISTRICT, FOR THE PROPOSED NEW 65-FOOT-TALL MONOPOLE ON AN APPROXIMATE 0.22-ACRE SITE LOCATED 401 FIRST STREET, APN 790-32-004 (FILE NUMBER V 24-01)

WHEREAS, on July 17, 2024, Lisa Elliot, on behalf of Crown Castle, submitted an application requesting a variance permit to Gilroy City Code section 30.35.19 for exceptions to the wireless facility setbacks requiring wireless facilities to be setback a minimum of the overall height of the structure and to exceed the maximum height requirement of the C1 Neighborhood Commercial zoning district to allow a 65-foot-tall monopole; and

WHEREAS, on December 20, 2024, the application submittal was accepted as complete for final processing; and

WHEREAS, the project has been determined to be categorically exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines section 15303 (Class 3) which applies to construction of small facilities; and

WHEREAS, on March 13, 2025, the Planning Commission held a duly noticed public meeting, at which time the Planning Commission received and considered the staff report as well as all evidence received including written and oral public testimony; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings upon which this project approval is based is the Community Development Department; Planning Division; and

WHEREAS, the Planning Commission of the City of Gilroy has considered the variance application (V 24-01), in accordance with the Gilroy Zoning Ordinance, and other applicable standards and regulations; and

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Gilroy hereby grants approval of the Variance Permit V 24-01 based on the following findings made pursuant to Gilroy City Code section 30.50.20(3) subject to the conditions identified in Exhibit A to this Resolution:

1. There are exceptional or extraordinary circumstances applying to the property arising from the property's size, configuration, and existing structures, that prevent the wireless facility from meeting the minimum 65-foot setback from all property lines. Additionally, the proposed coverage would not be able to be comparably obtained at the maximum allowable height of the C1 Neighborhood Commercial zoning district. Zoning districts that would allow a monopole height of 65 feet are not

located in the general vicinity of the coverage gap;

2. That because of such exceptional or extraordinary circumstances, the literal enforcement of specified provisions of Zoning Ordinance would result in practical difficulty or unnecessary hardship such as to deprive the applicant of a substantial property right possessed by other owners of property in the same class or district. The literal enforcement of the wireless facility setback would cause hardship due to the lot's configuration and existing conditions. Additionally, co-locating on an existing facility would not be possible as there are no other existing wireless facilities within 1,000 feet of the site. There is no zoning district within 1,000 feet of the site that would permit a 65-foot-tall monopole without going through the variance process. Most of the surrounding properties are zoned Neighborhood Commercial or Single Family Residential/Medium Density Residential. Installation of new wireless facilities on residential zoned properties are not preferred as it could impact the character of residential neighbor and has potential to pose a greater impact to public safety and general welfare;
3. The allowance of the variance will not be materially detrimental to the public welfare or materially injurious to persons or property in the vicinity as the proposed wireless facility will comply with all FCC and FAA rules and regulations. Additionally, the wireless facility will be routinely maintained as needed, have all required signage, and implement a security plan to prevent unauthorized personnel from accessing the facility. The increase in telecommunication coverage would benefit the public and enhance the city's emergency response network.
4. That the results of allowing the variances, as specified, will be in harmony with the general intent of the Zoning Ordinance as the commercial and industrial zoned properties are the preferred location for the installation of wireless facilities. There would be no impact on the existing business operations and parking as the work taking place will be within the existing 275 square foot lease area. Additionally, the new wireless facility would allow for future collocation for any interested carriers; and
5. That the granting of a variance will not constitute the granting of a special privilege greater than that provided for by the standard provisions of this chapter for other properties in the vicinity and in the same zoning district given that the proposed wireless facility will provide a necessary service to the public and the coverage could not be comparably obtained at a height lower than 65 feet.

PASSED AND ADOPTED this 13th day of March 2025 by the following roll call vote:

AYES:

NOES:

RECUSAL:

ABSENT:

ATTEST:

APPROVED:

Sharon Goei, Secretary
Community Development Director

Manny Bhandal, Chairperson

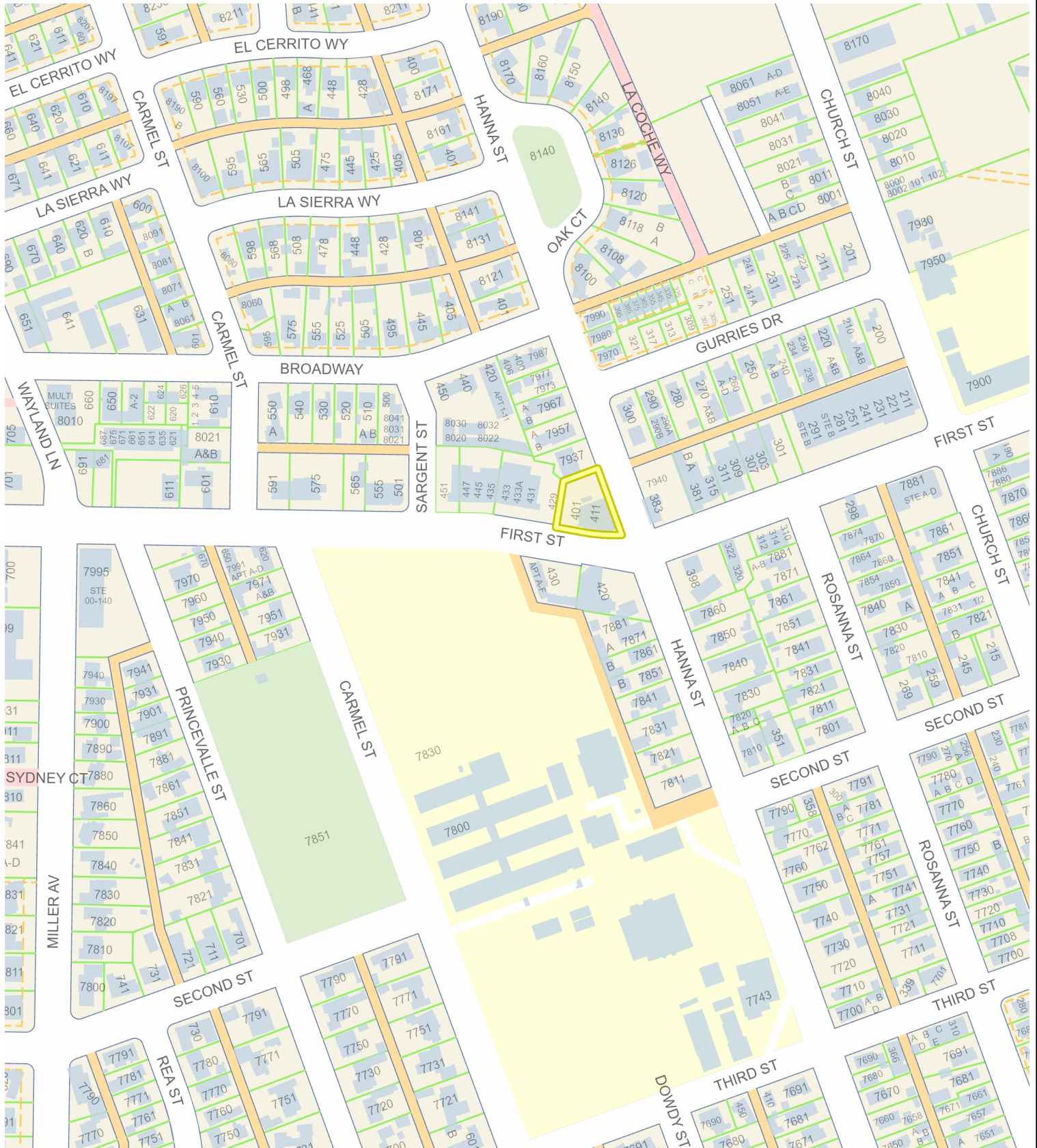
Attachment: Exhibit A (Conditions of Approval)

**EXHIBIT A
V 24-01
401 First Street**

PLANNING CONDITIONS

The following GENERAL conditions authorize specific terms of the project ENTITLEMENT.

- | | |
|----|--|
| 1. | <p>APPROVED PROJECT: The approval for V 24-01 is granted for exemption to the side and rear wireless facility setback and height limitation to allow a 65-foot-tall monopole and associated equipment, located at 401 First Street (Assessor Parcel No 790-32-004), as shown on Project Plans as received by the Planning Division on December 12, 2024 prepared by Streamline Engineering for T-Mobile, dated January 10, 2024, with revision dates of February 27, 2024, and October 2, 2024, and consisting of 16 sheets.</p> <p>Build-out of the project shall conform to the plans, except as otherwise specified in these conditions. Any future adjustment or modification to the plans, including any changes made at time of building permit submittal, shall be considered by the Community Development Director or designee, may require separate discretionary approval, and shall conform to all City, State, and Federal requirements, including subsequent City Code requirements or policies adopted by City Council.</p> |
| 2. | <p>PERMIT EXPIRATION: The expiration date of this approval is one year from the decision date, March 13, 2025. If the applicant does not receive a building permit for the installation of the new 65-foot-tall monopole within one year of this approval, then the variance shall automatically expire and have no further force and effect.</p> <p>Upon application, an extension of time may be granted by the Community Development Director or designee. Should Developer intend to request an extension to the permit expiration date, Developer must submit to the Planning Division a written application with applicable fees prior to the expiration date. Only timely requests may be considered pursuant to the City Code.</p> |
| 3. | <p>RELATED ENTITLEMENTS: This permit is subject to the findings and conditions of approval of concurrent related entitlements AS 24-14 or any subsequent amendments.</p> |

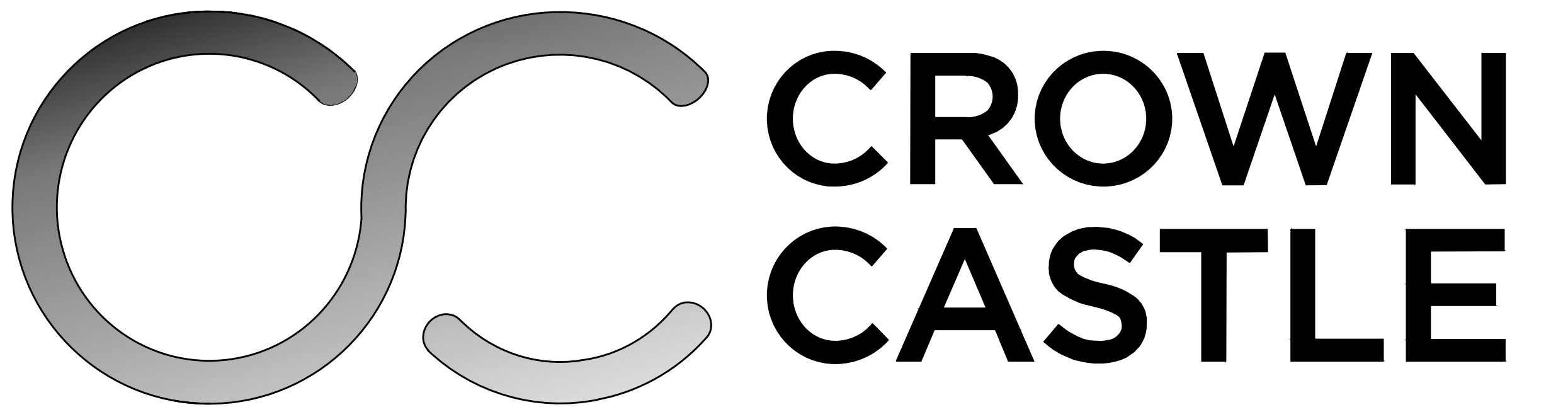


0.1 0 0.07 0.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere
City of Gilroy, GIS Services

1:4,514

Note: Map is for reference purposes only.



GOLDEN HILLS POTTERY

401 FIRST STREET, GILROY, CA 95020

BUN 880511

T-MOBILE WEST LLC



GOLDEN HILLS POTTERY
PROJECT - CELL TOWER REPLACEMENT
& T-MOBILE EQUIPMENT UPGRADE
401 FIRST STREET
GILROY, CA 95020

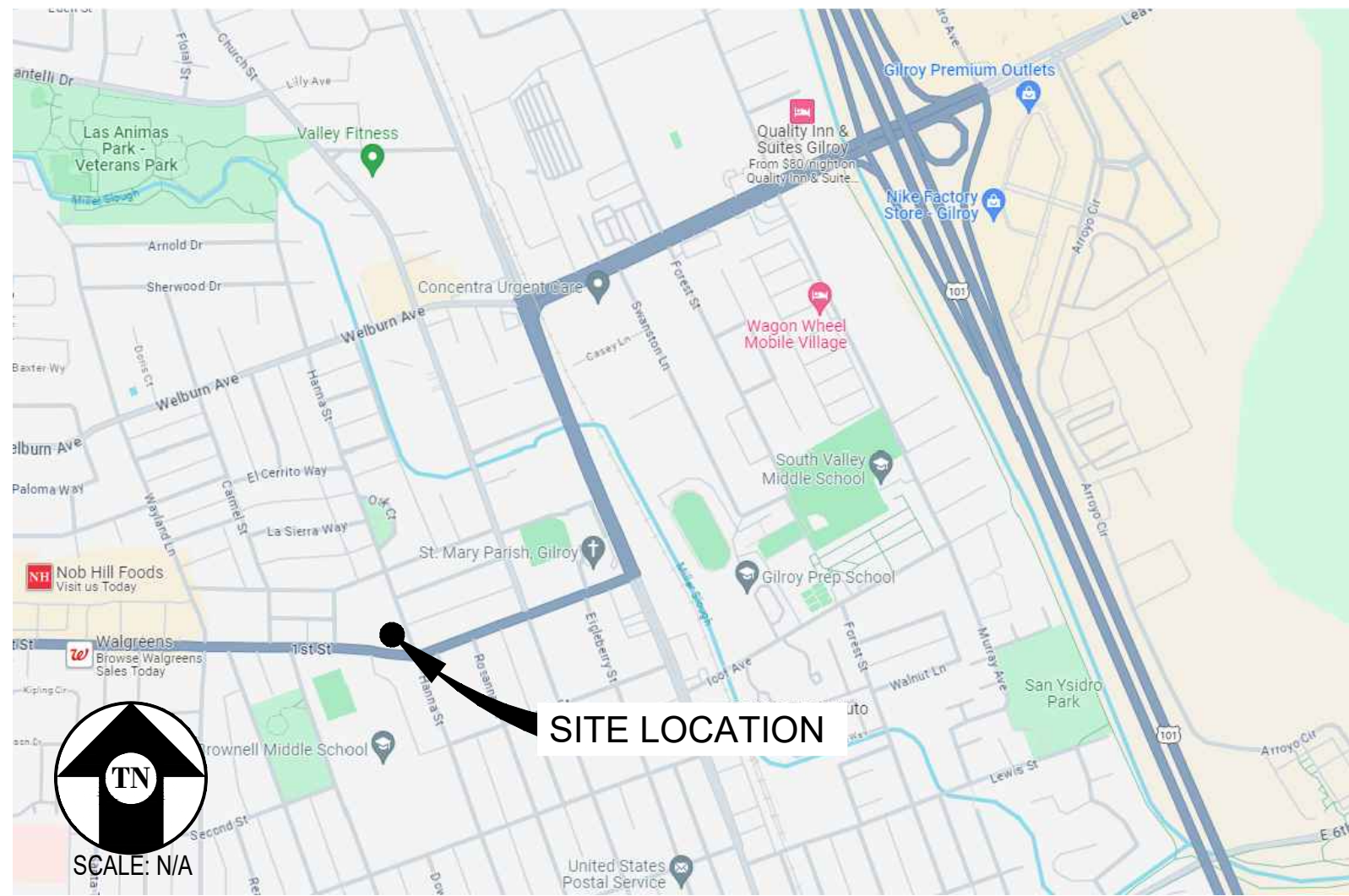
SF54025A

PROJECT DESCRIPTION

A MODIFICATION TO AN (E) UNMANNED CROWN CASTLE TELECOMMUNICATION FACILITY CONSISTING OF:

- REMOVING (E) MONOPOLE
- INSTALLING (N) T-MOBILE ENCLOSURE 6160 CABINET W/ (2) (N) RP6651 UNITS & (1) (N) IXRE ROUTER
- INSTALLING (N) T-MOBILE ENCLOSURE B160 CABINET
- INSTALLING (N) 65'-0" CROWN CASTLE MONOPOLE
- INSTALLING (N) DOUBLE TRI-SECTOR COLLAR W/ T-ARMS
- INSTALLING (6) (N) T-MOBILE ANTENNAS
- INSTALLING (2) (N) 6X24 HYBRID CABLES 200M
- INSTALLING (3) (N) RRUS-4460 RADIO UNITS
- INSTALLING (3) (N) RRUS-4480 RADIO UNITS

VICINITY MAP



DRIVING DIRECTIONS

- FROM: 1200 CONCORD AVE, SUITE 500, CONCORD, CA 94520
TO: 401 FIRST STREET, GILROY, CA 95020
- | | |
|--|---------|
| 1. HEAD EAST TOWARD CONCORD AVE | 177 FT |
| 2. TURN LEFT ONTO NEW DRIVE | 148 FT |
| 3. SHARP LEFT ONTO CONCORD AVE | 0.7 MI |
| 4. TURN RIGHT ONTO CONTRA COSTA BLVD | 0.1 MI |
| 5. TURN RIGHT TO MERGE ONTO I-680 S | 0.1 MI |
| 6. MERGE ONTO I-680 S | 51.1 MI |
| 7. USE THE RIGHT 3 LANES TO TAKE EXIT 1B TO MERGE ONTO US-101 S TOWARD LOS ANGELES | 27.9 MI |
| 8. TAKE EXIT 357 FOR LEAVESLEY RD/CA-152 W TOWARD GILROY | 0.3 MI |
| 9. USE THE RIGHT 2 LANES TO TURN RIGHT ONTO CA-152 W/LEAVESLEY RD | 0.4 MI |
| 10. USE THE LEFT 2 LANES TO TURN LEFT ONTO CA-152 W | 0.4 MI |
| 11. TURN RIGHT ONTO 1ST ST | 0.3 MI |
| 12. TURN RIGHT | 79 FT |
- END AT: 401 FIRST STREET, GILROY, CA 95020
- ESTIMATED TIME: 1 HOUR 24 MINUTES ESTIMATED DISTANCE: 81.5 MILES

CODE COMPLIANCE

ALL WORK & MATERIALS SHALL BE PERFORMED & INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES:

- 2022 CALIFORNIA ADMINISTRATIVE CODE, PART 1, TITLE 24 C.C.R.
2022 CALIFORNIA BUILDING CODE (CBC), PART 2, VOLUME 1&2, TITLE 24 C.C.R.
(2021 INTERNATIONAL BUILDING CODE AND 2022 CALIFORNIA AMENDMENTS)
2022 CALIFORNIA ELECTRICAL CODE (CEC), PART 3, TITLE 24 C.C.R.
(2020 NATIONAL ELECTRICAL CODE AND 2022 CALIFORNIA AMENDMENTS)
2022 CALIFORNIA MECHANICAL CODE (CMC) PART 4, TITLE 24 C.C.R.
(2021 UNIFORM MECHANICAL CODE AND 2022 CALIFORNIA AMENDMENTS)
2022 CALIFORNIA PLUMBING CODE (CPC), PART 5, TITLE 24 C.C.R.
(2021 UNIFORM PLUMBING CODE AND 2022 CALIFORNIA AMENDMENTS)
2022 CALIFORNIA ENERGY CODE (CEC), PART 6, TITLE 24 C.C.R.
2022 CALIFORNIA FIRE CODE, PART 9, TITLE 24 C.C.R.
(2021 INTERNATIONAL FIRE CODE AND 2022 CALIFORNIA AMENDMENTS)
2022 CALIFORNIA GREEN BUILDING STANDARDS CODE, PART 11, TITLE 24 C.C.R.
2022 CALIFORNIA REFERENCED STANDARDS, PART 12, TITLE 24 C.C.R.
ANSI/EIA-TIA-222-H

ALONG WITH ANY OTHER APPLICABLE LOCAL & STATE LAWS AND REGULATIONS

DISABLED ACCESS REQUIREMENTS

THIS FACILITY IS UNMANNED & NOT FOR HUMAN HABITATION. DISABLED ACCESS & REQUIREMENTS ARE NOT REQUIRED IN ACCORDANCE WITH CALIFORNIA STATE BUILDING CODE, TITLE 24 PART 2, SECTION 11B-203.5

SHEET INDEX

SHEET	DESCRIPTION	REV
T-1.1	TITLE SHEET	—
T-1.2	NOTES	—
V-01	AS-BUILT SURVEY	—
V-02	AS-BUILT SURVEY	—
V-03	AS-BUILT SURVEY	—
V-04	AS-BUILT SURVEY	—
V-05	AS-BUILT SURVEY	—
A-1.1	OVERALL SITE PLAN	—
A-1.2	EQUIPMENT PLAN	—
A-2.1	ANTENNA PLAN	—
A-3.1	ELEVATIONS	—
A-4.1	DETAILS	—
A-5.1	CABINET SPECIFICATIONS	—
S-1.1	STRUCTURAL DETAILS	—
E-1.1	ELECTRICAL PLAN	—
E-1.2	GROUNDING PLAN & DETAILS	—

Issued For:

880511
GOLDEN HILLS
POTTERY

401 FIRST STREET
GILROY, CA 95020

PREPARED FOR



1200 CONCORD AVE, SUITE 500
CONCORD, CA 94520

Vendor:



SITE NO: 880511

PROJECT NO: -

DRAWN BY: SEAD

CHECKED BY: N. GEORGE

APPROVED BY: -

ISSUE STATUS

2	10/02/24	PLANNING COMMS	T.T.
1	02/27/24	CLIENT REV	D.H.
0	01/10/24	CD 90%	-
REV	DATE	DESCRIPTION	CAD

Licensee:

PRELIMINARY:
NOT FOR
CONSTRUCTION

KEVIN R. SORENSEN
S4469

IT IS A VIOLATION OF LAW FOR ANY PERSON,
UNLESS THEY ARE ACTING UNDER THE
DIRECTION OF A LICENSED PROFESSIONAL
ENGINEER, TO ALTER THIS DOCUMENT.

ENGINEER:



8445 Sierra College Blvd, Suite E, Granite Bay, CA 95746

Contact: Kevin Sorenson Phone: 916-860-1930

E-Mail: kevin@streamlineeng.com Fax: 916-660-1941

THESE PLANS AND SPECIFICATIONS, AS INSTRUMENTS OF SERVICE, ARE THE PROPERTY OF STREAMLINE ENGINEERING, INC. AND SHALL REMAIN THE PROPERTY OF STREAMLINE ENGINEERING, INC. IF THEY ARE REPRODUCED OR USED IN ANY MANNER WITHOUT THE WRITTEN CONSENT OF STREAMLINE ENGINEERING, INC. ALL RIGHTS RESERVED.

SHEET TITLE:

TITLE SHEET

SHEET NUMBER:

T-1.1

PROJECT GENERAL NOTES

- THIS FACILITY IS AN UNOCCUPIED WIRELESS TELECOMMUNICATION FACILITY.
- PLANS ARE NOT TO BE SCALED AND ARE INTENDED TO BE A DIAGRAMMATIC OUTLINE ONLY, UNLESS NOTED OTHERWISE.
- THE SCOPE OF WORK SHALL INCLUDE FURNISHING MATERIALS, EQUIPMENT, APPURTENANCES AND LABOR NECESSARY TO COMPLETE ALL INSTALLATIONS AS INDICATED ON THE DRAWINGS.
- PRIOR TO THE SUBMISSION OF BIDS, THE CONTRACTORS SHALL VISIT THE JOB SITE AND BE RESPONSIBLE FOR ALL CONTRACT DOCUMENTS, FIELD CONDITIONS AND DIMENSIONS, AND CONFIRM THAT THE WORK MAY BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE CONSTRUCTION MANAGER AND ENGINEER PRIOR TO PROCEEDING WITH THE WORK.
- IT IS THE RESPONSIBULY OF THE CONTRACTOR TO PAY FOR PERMIT FEES, AND TO OBTAIN SAID PERMITS AND TO COORDINATE INSPECTIONS.
- THE CONTRACTOR SHALL RECEIVE, IN WRITING, AUTHORIZATION TO PROCEED BEFORE STARTING WORK ON ANY ITEM NOT CLEARLY DEFINED OR IDENTIFIED BY THE CONTRACT DOCUMENTS.
- CALL BEFORE YOU DIG. CONTRACTOR IS REQUIRED TO CALL 811 (NATIONWIDE "CALL BEFORE YOU DIG" HOTLINE) AT LEAST 72 HOURS BEFORE DIGGING.
- ALL WORK PERFORMED AND MATERIALS INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS, AND ORDINANCES. CONTRACTOR SHALL GIVE ALL NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY REGARDING THE PERFORMANCE OF THE WORK.
- THE GENERAL CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK USING THE BEST SKILLS AND ATTENTION. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES. CONTRACTOR SHALL ALSO COORDINATE ALL PORTIONS OF THE WORK UNDER THE CONTRACT; INCLUDING CONTACT AND COORDINATION WITH THE CONSTRUCTION MANAGER AND WITH THE LANDLORD'S AUTHORIZED REPRESENTATIVE.
- THE CONTRACTOR SHALL MAKE NECESSARY PROVISIONS TO PROTECT EXISTING IMPROVEMENTS, PAVING, CURBS, GALVANIZED SURFACES, ETC., AND UPON COMPLETION OF WORK, REPAIR ANY DAMAGE THAT OCCURRED DURING CONSTRUCTION TO THE SATISFACTION OF THE PROJECT MANAGER.
- KEEP GENERAL AREA CLEAN, HAZARD FREE, AND DISPOSE OF ALL DIRT, DEBRIS AND RUBBISH. REMOVE EQUIPMENT NOT SPECIFIED AS REMAINING ON THE PROPERTY. LEAVE PREMISES IN CLEAN CONDITION AND FREE FROM PAINT SPOTS, DUST, OR SMUDGES OF ANY NATURE.
- ALL EXISTING INACTIVE SEWER, WATER, GAS, ELECTRIC, AND OTHER UTILITIES, WHICH INTERFERE WITH THE EXECUTION OF THE WORK, SHALL BE REMOVED AND/OR CAPPED, PLUGGED, OR OTHERWISE DISCONNECTED AT POINTS WHICH WILL NOT INTERFERE WITH THE EXECUTION OF THE WORK, AS DIRECTED BY THE RESPONSIBLE ENGINEER, AND SUBJECT TO THE APPROVAL OF THE OWNER AND/OR LOCAL UTILITIES.
- ALL EXISTING ACTIVE SEWER, WATER, GAS, ELECTRIC AND ALL OTHER UTILITIES WHERE ENCOUNTERED IN THE WORK SHALL BE PROTECTED AT ALL TIMES.
- DETAILS ARE INTENDED TO SHOW END RESULT OF DESIGN. MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT JOB DIMENSIONS OR CONDITIONS, AND SUCH MODIFICATIONS SHALL BE INCLUDED AS PART OF THE WORK.
- THE CONTRACTOR SHALL PROVIDE A TOILET FACILITY DURING ALL PHASES OF CONSTRUCTION.
- SUFFICIENT MONUMENTATION WAS NOT RECOVERED TO ESTABLISH THE POSITION OF THE BOUNDARY LINES SHOWN HEREON. THE BOUNDARY REPRESENTED ON THIS MAP IS BASED ON COMPILED RECORD DATA AND BEST FIT ONTO EXISTING IMPROVEMENTS. IT IS POSSIBLE FOR THE LOCATION OF THE SUBJECT PROPERTY TO SHIFT FROM THE PLACEMENT SHOWN HEREON WITH ADDITIONAL FIELD WORK AND RESEARCH. THEREFORE ANY SPATIAL REFERENCE MADE OR SHOWN BETWEEN THE RELATIONSHIP OF THE BOUNDARY LINES SHOWN HEREON AND EXISTING GROUND FEATURES, EASEMENTS OR LEASE AREA IS INTENDED TO BE APPROXIMATE AND IS SUBJECT TO VERIFICATION BY RESOLVING THE POSITION OF THE BOUNDARY LINES.
- THE CONTRACTOR TO VERIFY THE LATEST/CURRENT RF DESIGN.
- WHERE APPLICABLE, CONTRACTOR SHALL PROVIDE SEPARATE PLANS, SPECIFICATIONS, FEES AND PERMITS FOR ANY REVISION TO ANY FIRE SPRINKLER AND/OR ALARM SYSTEM ON THE PREMISES AS MAY BE NEEDED TO COMPLETE THE WORK DEPICTED HEREIN, USING A C-10 LICENSED SUBCONTRACTOR FOR ALL SUCH WORK.

CONSTRUCTION NOTES

- EXISTING BUILDING CONSTRUCTION CONDITIONS INDICATED ON THE DRAWINGS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO PROCEEDING WITH CONSTRUCTION OR ORDERING OF MATERIALS. IF EXISTING CONDITIONS DO NOT ALLOW FOR DETAILS OF CONSTRUCTION AS SHOWN ON THESE DRAWINGS, NOTIFY ENGINEER OF RECORD FOR RESOLUTION PRIOR TO PROCEEDING. CONTRACTOR SHALL EXPOSE AND REVIEW EXISTING CONDITIONS IN A TIMELY MANNER SUCH THAT ALTERNATE DESIGNS OR DETAILS, IF REQUIRED, MAY BE GENERATED WITHOUT DELAY TO THE PROJECT.
- DURING CONSTRUCTION, THE CONTRACTOR SHALL NOT ALTER, DAMAGE OR REMOVE ANY PART OF THE EXISTING STRUCTURE UNLESS SPECIFICALLY DETAILED ON THESE DRAWINGS.
- THE INTENT OF THESE DRAWINGS IS THAT THE WORK OF THE ADDITION, ALTERATION, REHABILITATION, OR RECONSTRUCTION IS TO BE IN ACCORDANCE WITH THE 2019 CBC. SHOULD ANY EXISTING CONDITIONS SUCH AS DETERIORATION OR NONCOMPLYING CONSTRUCTION BE DISCOVERED WHICH IS NOT COVERED BY THE CONTRACT DOCUMENTS WHEREIN THE FINISHED WORK WILL NOT COMPLY WITH THE 2019 CBC; A CHANGE ORDER, OR A SEPARATE SET OF PLANS AND SPECIFICATIONS, DETAILING AND SPECIFYING THE REQUIRED WORK SHALL BE PREPARED AND SUBMITTED TO AND APPROVED BY THE BUILDING DEPARTMENT PRIOR TO PROCEEDING WITH THE WORK.
- ALL WORK AND MATERIALS SHOWN ARE NEW UNLESS INDICATED AS EXISTING (E).
- IT MAY BE NECESSARY TO REMOVE ARCHITECTURAL FINISHES, PLUMBING PIPES AND FIXTURES, ELECTRICAL CONDUIT, FIXTURES, PANELS, BOXES, TELEPHONE OR FIRE ALARM WIRING AND FIXTURES OR OTHER NON-STRUCTURAL ITEMS TO INSTALL STRUCTURAL WORK AND MATERIALS SHOWN ON THESE DRAWINGS. SUCH ITEMS SHALL BE REMOVED, REPAIRED AND/OR REPLACED TO MATCH PRE-CONSTRUCTION CONDITIONS AT THE CONTRACTORS EXPENSE.
- ALL WEATHER PROOFING, INCLUDING BUT NOT LIMITED TO TORCH DOWN, CAULKING, Z-FLASHING OR ANY OTHER MATERIAL THAT MAY BE ALTERED DURING INSTALLATION SHALL BE REPAIRED REPLACED AND/OR MODIFIED TO ENSURE THE BUILDING AT THE INSTALLATION SITE IS WEATHER PROOF.
- ANY PROPOSED SUBSTITUTIONS FOR STRUCTURAL MEMBERS, HARDWARE, ANCHOR TYPES, OR DETAILING INDICATED IN THESE DRAWINGS SHALL BE SUBMITTED TO AND REVIEWED BY THE ENGINEER OF RECORD PRIOR TO ORDERING MATERIALS. SUCH REVIEW SHALL BE BILLED ON A TIME AND MATERIALS BASIS TO THE CONTRACTOR WITH NO GUARANTEE THAT THE SUBSTITUTION WILL BE ALLOWED.
- CONTRACTOR SHALL ENSURE ALL ROOF AREAS HAVE POSITIVE SLOPE TO ALL EXISTING ROOF DRAINS. PROVIDE ADDITIONAL CRICKETS OR BUILD UP ROOFING AS REQUIRED TO PROVIDE POSITIVE DRAINAGE AROUND ALL NEW CONSTRUCTION INCLUDING ANY CURBS, SLEEPERS, SUPPORT BASES, ETC.

CONCRETE CORE/DRILLING NOTES

- WHEN INSTALLING DRILLED-IN ANCHORS AND/OR POWDER DRIVEN PINS IN EXISTING NON-PRESTRESSED OR POST-TENSIONED REINFORCED CONCRETE (MILD REINFORCED), USE CARE & CAUTION TO AVOID CUTTING OR DAMAGING THE (E) REINFORCING BARS. WHEN INSTALLING ANCHORS INTO (E) PRE-STRESSED OR POST-TENSIONED CONCRETE LOCATE THE PRE-STRESSED OR POST-TENSIONED TENDONS BY USING A NON-DESTRUCTIVE METHOD, SUCH AS X-RAY, AT POINT OF PENETRATION, PRIOR TO INSTALLATION. EXERCISE EXTREME CARE & CAUTION TO AVOID CUTTING OR DAMAGING THE TENDONS DURING INSTALLATION. MAINTAIN A MINIMUM CLEARANCE OF TWO INCHES BETWEEN REINFORCEMENT AND THE DRILLED-IN ANCHOR AND/OR PIN.
- WHEN CORING EXISTING REINFORCED CONCRETE OF ANY CONSTRUCTION TYPE (PRE-STRESSED, POST-TENSIONED OR MILD REINFORCED), LOCATE THE EXISTING REINFORCING BY USING A NON-DESTRUCTIVE METHOD, SUCH AS X-RAY, PRIOR TO CORING. EXERCISE EXTREME CARE & CAUTION TO AVOID CUTTING OR DAMAGING ANY REINFORCING DURING CORING. MAINTAIN A MINIMUM CLEARANCE OF TWO INCHES BETWEEN REINFORCEMENT AND THE CORE. THE MAXIMUM SIZE OF ANY CORE IS TO BE 6" DIAMETER AND THE MINIMUM SPACING BETWEEN CORES IS TO BE TWICE THE CORE DIAMETER (I.E. 12" SPACING FOR A 6" DIAMETER CORE).
- INSPECTOR IS TO BE PRESENT DURING ALL CORE DRILLING OPERATIONS TO VERIFY THAT NO REINFORCING CABLES, TENDONS, OR REBAR HAVE BEEN CUT. (SEE NOTE 5 BELOW)
- THE INSPECTOR SHALL SUBMIT A WRITTEN REPORT TO THE OWNER.
- THE INSPECTIONS INDICATED IN NOTES 3 AND 4 ABOVE ARE NOT REQUIRED FOR A CONCRETE FILL OVER METAL DECK APPLICATION WHERE INDICATED ON THE CONSTRUCTION DRAWINGS.

STRUCTURAL STEEL NOTES

- ALL STEEL CONSTRUCTION INCLUDING FABRICATION, ERECTION AND MATERIALS SHALL COMPLY WITH ALL REQUIREMENTS OF THE 2016 AISC SPECIFICATION FOR THE DESIGN, FABRICATION, AND ERECTION OF STRUCTURAL STEEL FOR BUILDINGS AND THE 2019 CBC.
- ALL STRUCTURAL STEEL SHALL BE ASTM A36 UNLESS OTHERWISE NOTED. ALL WF (WIDE FLANGE) & WT (TEE) SHAPES TO BE ASTM A992 (F_y=50,000 PSI) UNLESS NOTED OTHERWISE. ALL STRUCTURAL TUBING (TS OR HSS) SHALL BE ASTM A500 GRADE B (F_y=46,000 PSI). ALL STEEL PIPE SHALL BE ASTM A53 (TYPE E OR S, GRADE B (F_y=35,000 PSI)) SCHEDULE 40 WITH OUTSIDE DIAMETERS GIVEN UNLESS OTHERWISE NOTED.
- ALL WELDING SHALL BE PERFORMED USING E70XX ELECTRODES UNLESS OTHERWISE NOTED AND SHALL CONFORM TO AISC & AWS D1.4. WHERE FILLET WELD SIZES ARE NOT SHOWN PROVIDE THE MINIMUM SIZE PER TABLE J2.4 IN THE AISC SPECIFICATION. PAINTED SURFACES SHALL BE TOUCHED UP.
- ALL WELDING SHALL BE PERFORMED BY QUALIFIED, CERTIFIED WELDERS.
- BOLTS SHALL BE GALVANIZED ASTM F3125/F3125M GRADE A325 MINIMUM. BOLTED CONNECTIONS SHALL BE BEARING TYPE. SEE PLANS FOR LOCATION, NUMBER, & SIZE OF BOLTS. SPECIAL INSPECTION IS REQUIRED FOR HIGH STRENGTH BOLTS.
- THREADED RODS SHALL BE ASTM F1554, GR 36 U.O.N. BOLTED CONNECTIONS SHALL BE BEARING TYPE. SEE PLANS FOR LOCATION, NUMBER, & SIZE OF BOLTS.
- ALL HOLES FOR BOLTED CONNECTIONS SHALL BE 1/16" LARGER THAN THE NOMINAL BOLT DIAMETER. USE STANDARD AISC GAGE AND PITCH FOR BOLTS EXCEPT AS NOTED OTHERWISE. HOLES FOR ANCHOR BOLTS IN BASE PLATES MAY BE AISC "OVERSIZE" HOLES WHERE ACCOMPANIED BY OVERSIZED HARDENED HOT DIPPED GALVANIZED WASHERS.
- ALL SHOP FABRICATED STEEL STRUCTURAL MEMBERS FOR EXTERIOR USE SHALL BE HOT DIP GALVANIZED PER ASTM A123 AFTER FABRICATION & PAINTED PER CUSTOMER SPECIFICATIONS AS REQUIRED. STEEL FOR INTERIOR USE SHALL BE SHOP COAT OR GALVANIZED & PAINTED PER PLAN.
- ALL FIELD FABRICATED GALVANIZED STEEL THAT IS CUT, GROUND, DRILLED, WELDED OR DAMAGED SHALL BE TREATED WITH "ZINC RICH" COLD GALVANIZING SPRAY OR COATING. NO RAW STEEL SHALL BE EXPOSED.
- AT ALL WEB STIFFENER PLATES LEAVE ¾"Ø (ØR K, WHICHEVER IS LARGER) HOLE @ WEB/FLANGE INTERSECTION UNLESS NOTED OTHERWISE.
- BOLTS AND NUTS AT ANTENNA & RRU MOUNTS TO BE ASTM F3125/F3125M GRADE A325 WITH A194M NUTS U.O.N.
- ALL NUTS SHALL BE ASTM A563/A563M ALL WASHERS SHALL BE ASTM F436/ F436M.
- ALL STRUT MEMBERS USED IN EXTERIOR APPLICATIONS SHALL BE HOT DIPPED GALVANIZED PER ASTM A123 OR ASTM A153.
- ALL STAINLESS STEEL BOLTED CONNECTIONS SHALL BE ASTM F593-17 ALLOY GROUP 1 OR 2 AND STAINLESS STEEL NUTS SHALL BE ASTM F594-09 (2015).

EXPANSION & EPOXY ANCHORS

- EXPANSION AND EPOXY ANCHORS SHALL BE IN CONFORMANCE WITH ALL REQUIREMENTS OF THE 2019 CALIFORNIA BUILDING CODE (CBC).
- ALL ANCHORS PROVIDED SHALL BE INCLUDED IN EVALUATION REPORTS OF THE INTERNATIONAL CODE COUNCIL (ICC), AND SHALL BE EVALUATED FOR 2018 IBC MINIMUM REQUIREMENTS IN THE ICC REPORT
- CONCRETE EXPANSION ANCHORS SHALL BE KWIK BOLT T22 BY HILTI, INC., TULSA, OKLAHOMA AS PER ICC REPORT NO. ESR-4266 OR APPROVED EQUIVALENT.
- CMU EXPANSION ANCHORS SHALL BE KWIK BOLT T22 BY HILTI, INC., TULSA, OKLAHOMA AS PER ICC REPORT NO. ESR-4561 OR APPROVED EQUIVALENT. ANCHORS SHALL BE INSTALLED A MINIMUM OF 1¾" FROM ANY VERTICAL MORTAR JOINT TYPICAL. ANCHORS TO BE SPACED 8 INCHES ON CENTER MINIMUM AND LIMITED TO ONE ANCHOR PER CELL.
- CONCRETE ADHESIVE EPOXY ANCHORS SHALL BE HIT RE-500 V3 BY HILTI, INC., TULSA, OKLAHOMA AS PER ICC REPORT NO. ESR-3814 OR APPROVED EQUIVALENT.
- GROUT FILLED CMU ADHESIVE EPOXY ANCHORS SHALL BE HIT-HY 200 BY HILTI, INC., TULSA, OKLAHOMA AS PER ICC REPORT NO. ESR-3963 OR APPROVED EQUIVALENT.
- INSTALL EXPANSION AND EPOXY ANCHORS WITH SPECIAL INSPECTION IN ACCORDANCE WITH THE 2019 CBC, TABLE 1705.3, AND ALL REQUIREMENTS OF THE MANUFACTURER, THE MANUFACTURER'S ICC APPROVAL AND THESE DRAWINGS.
- EXPANSION ANCHORS SHALL BE 304/316 STAINLESS STEEL U.O.N. EPOXY ANCHOR THREADED ROD SHALL BE ASTM F593 CW1 (316) (¼" TO ¾") OR F593 CW2 (316) (¾" TO 1½") STAINLESS STEEL U.O.N.
- LOCATE AND AVOID REINFORCEMENT AND OTHER EMBEDDED ITEMS WHEN INSTALLING ANCHORS, TYPICAL. SEE CONCRETE CORE DRILLING NOTES FOR ADDITIONAL INFORMATION.
- THE SPECIAL INSPECTOR MUST MAKE PERIODIC INSPECTIONS DURING ANCHOR INSTALLATION TO VERIFY ANCHOR TYPE AND DIMENSIONS, CONCRETE MEMBER THICKNESS, ANCHOR SPACING, EDGE DISTANCES, TIGHTENING TORQUE, HOLE DIAMETER, DEPTH AND CLEANLINESS, ANCHOR EMBEDMENT AND ADHERENCE TO MANUFACTURER'S INSTALLATION INSTRUCTIONS. SEE NOTE 11 BELOW FOR FREQUENCY OF INSPECTIONS.
- 50% OF ALL ANCHORS, INCLUDING ALTERNATE BOLTS IN A GROUP OF ANCHORS, SHALL BE INSPECTED PER NOTE 10 ABOVE AND TORQUE TESTED PER THE ICC REPORT TEST VALUES NOTED BELOW:

KB T22:
CONCRETE TORQUE TEST VALUES:
¾"=30 FT LB ½"=40 FT LB ⅝"=60 FT LB ¾"=125 FT LB

CMU TORQUE TEST VALUES:
¾"=15 FT LB ½"=25 FT LB ⅝"=35 FT LB ¾"=50 FT LB

EPOXY ANCHOR:
CONCRETE TORQUE TEST VALUES:
½"=30 FT LB
(CONCRETE TENSION TEST VALUES TO BE DETERMINED AS NEEDED. A RFI WILL BE ISSUED IF NEEDED DURING CONSTRUCTION TO ESTABLISH THE REQUIRED TENSION TEST VALUES)

CFC CHAPTER 12 COMPLIANCE				
TOTAL = 12 BATTERIES X 2.28 kWh/BATTERY = 27.36 kWh (SINCE LESS THAN 70kWh OF CAPACITY, CFC CHAPTER 12, SECTIONS 1206.2.1-1206.2.12.6 NOT APPLICABLE)				
BATTERY INFORMATION (BATTERY CAPACITY DATA-12V MONOBLOCKS)				
BATTERY MODEL	TOTAL # OF BATTERY UNITS INSTALLED	AMP HOURS PER UNIT	TOTAL VOLTS PER UNIT	TOTAL kWh # OF BATTERIES x AMP HOURS PER UNIT x VOLTS PER UNIT /1000
NORTHSTAR 210FT	12	210Ah	12V	12 x 210Ah x 12V/1000 = 27.36 kWh < 70kWh
BATTERY DATA CHART				

	ANTENNA SCHEDULE													
	ANTENNA					RADIO UNIT		CABLING						
	SECTOR	TECHNOLOGY	ANTENNA MODEL	CENTERLINE	AZIMUTH	RRU MODEL	NO. OF RRU'S	NO. OF JUMPERS	JUMPER LENGTH	NO. OF HYBRID CABLES	HYBRID CABLE LENGTH	NO. OF COAX CABLES	COAX DIA.	COAX LENGTH
ALPHA SECTOR	A1	L700, N1900, N600, L2100, L1900	RFS-APXVAALL24_43-U-NA20	60'-0"	0°	RRUS-4480 B71/B85 RRUS-4460 B25/B66	2	8	10'	1	80'	-	-	-
	A2	N2500	ERICSSON AIR6419 B41	60'-0"	0°	-	-	-	-	-	-	-	-	-
BETA SECTOR	B1	L700, N1900, N600, L2100, L1900	RFS-APXVAALL24_43-U-NA20	60'-0"	120°	RRUS-4480 B71/B85 RRUS-4460 B25/B66	2	8	10'	-	-	-	-	-
	B2	N2500	ERICSSON AIR6419 B41	60'-0"	120°	-	-	-	-	1	80'	-	-	-
GAMMA SECTOR	C1	L700, N1900, N600, L2100, L1900	RFS-APXVAALL24_43-U-NA20	60'-0"	240°	RRUS-4480 B71/B85 RRUS-4460 B25/B66	2	8	10'	-	-	-	-	-
	C2	N2500	ERICSSON AIR6419 B41	60'-0"	240°	-	-	-	-	-	-	-	-	-

Issued For:

880511

GOLDEN HILLS POTTERY

401 FIRST STREET
GILROY, CA 95020

PREPARED FOR



1200 CONCORD AVE, SUITE 500
CONCORD, CA 94520

Vendor:



SITE NO:	880511
PROJECT NO:	-
DRAWN BY:	SEAD
CHECKED BY:	N. GEORGE
APPROVED BY:	-

ISSUE STATUS			
2	10/02/24	PLANNING COMMS	T.T.
1	02/27/24	CLIENT REV	D.H.
0	01/10/24	CD 90%	-
REV	DATE	DESCRIPTION	CAD

Licensee:

PRELIMINARY:
NOT FOR
CONSTRUCTION

KEVIN R. SORENSEN
S4469

IT IS A VIOLATION OF LAW FOR ANY PERSON,
UNLESS THEY ARE ACTING UNDER THE
DIRECTION OF A LICENSED PROFESSIONAL
ENGINEER, TO ALTER THIS DOCUMENT.

ENGINEER:



8445 Sierra College Blvd, Suite E Granite Bay, CA 95746
Contact: Kevin Sorenson Phone: 916-660-1930
E-Mail: kevin@streamlineeng.com Fax: 916-660-1941
THIS IS A PRELIMINARY DRAWING. IT IS NOT TO BE USED FOR CONSTRUCTION. ANY CHANGES TO THE DESIGN SHALL BE MADE BY THE ENGINEER. ALL RIGHTS RESERVED.

SHEET TITLE:

NOTES

SHEET NUMBER:

T-1.2

AS-BUILT SURVEY

880511

GOLDEN HILL POTTERY

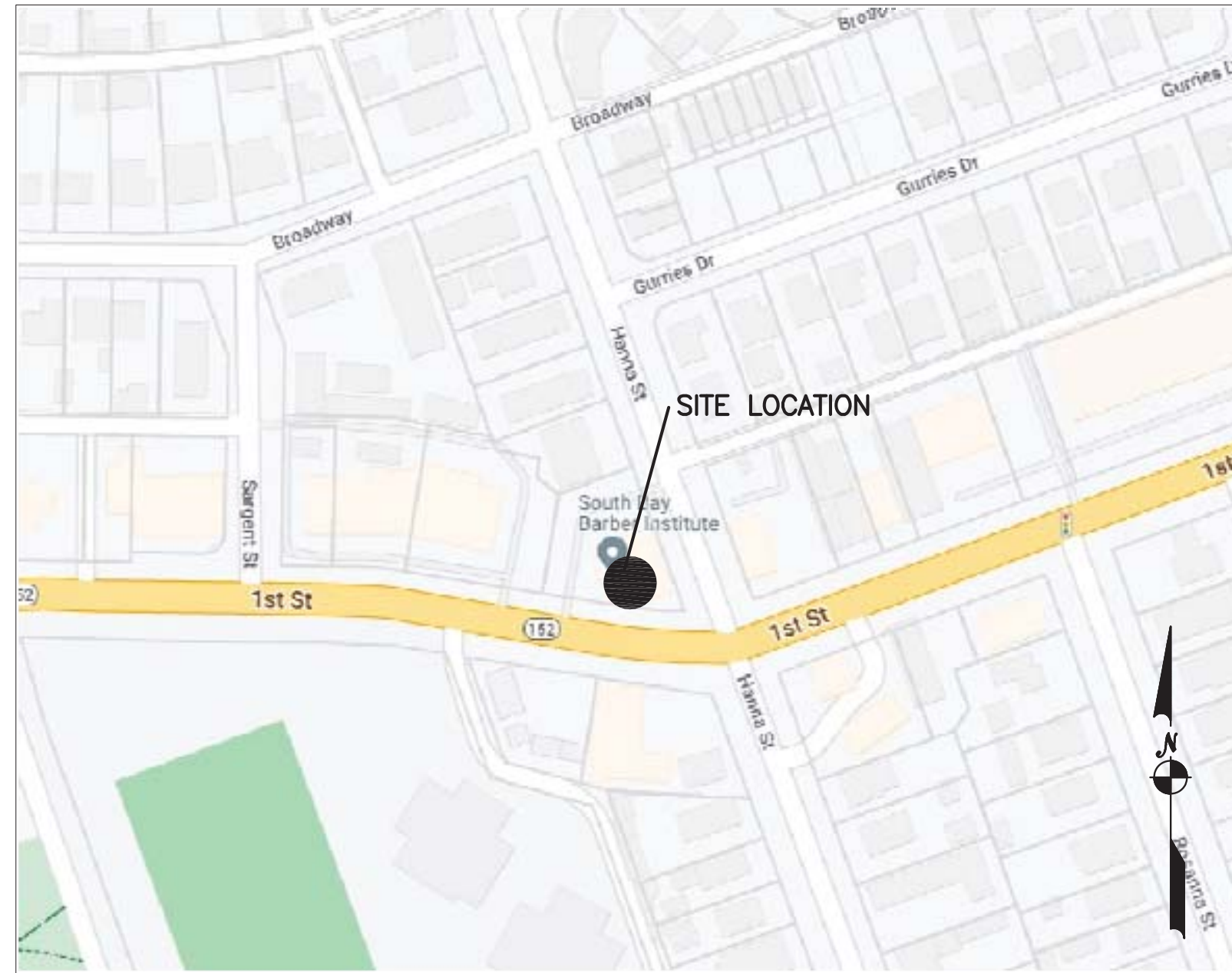
401 FIRST STREET
GILROY, CA 95020
SANTA CLARA COUNTY

LEGEND

Additional Land		IP / Rebar Monu		Transformer	
Building		IP / Rebar Monu- Found		Transformer Pad	
Asphalt Pavement		Cased Monu		Catch Basin	
Contour - Major		Cased Monu - Found		Inlet	
Contour - Minor		Traverse Point		Culvert	
Easement		Survey Point		Utility Vault	
Guiderail		Gravel		Manhole	
Jurisdiction Line		Dirt		Handhole	
Property Line		Concrete		Pull box	
Property Tie		Retaining Wall		Pedestal	
Right of Way		Stairs		Riser	
Setback		Door / Gate		Meter	
Treeline		Double Door / Gate		Valve	
Wetland		Gate - Sliding		Cleanout	
Railroad Tracks		Signs		Junction Box	
Centerline		Mailbox		Pump Station	
Road Centerline		Column		Utility Box	
Stream		Utility Pole		Controller	
Stream (Directional)		Guyed Pole		HVAC	
Ditch		Pole		Generator	
Channel		Bollard			
Fence		Fire Hydrant			
Cable TV		Flag Pole			
Cable Underground		Shrub			
Combined Sewer		Tree - Palm			
Cable TV & Elec		Tree - Coniferous			
Cable, Elec, & TV		Tree - Deciduous			
Electric		Metal Platform			
Electric Underground		Fuel Tanks			
Fiber		Traffic Signal Controller			
Fiber Underground					
Gas					
Sewer					
Storm					
Telephone					
Telephone Underground					
Unknown Utility					
Water					
Topo - High Point					
Topo - Low Point					
Breakline					
Match Line					
Property Tie					

VICINITY MAP

NTS



AREA SUMMARY

AREA	SQ. FT.	ACRES
PARENT PARCEL	±XX,XX	±X.XXX
TOWER LEASE AREA	±275	±0.006
ACCESS & UTILITY EASEMENT	±X,XXX	±X.XXX
UTILITY EASEMENT	±X,XXX	±X.XXX

COORDINATES

LABEL	LAT, LONG
FD. MON.	37° 00' 51.41", -121° 34' 39.19"
FD. MON.	37° 00' 42.19", -121° 34' 35.01"

For internal use.

SURVEY PERFORMED FOR:



1500 Corporate Drive
Canonsburg, PA 15317

SURVEY COORDINATED BY:

GEOLINE SURVEYING, INC.
13430 NW 10th Terrace, Suite A, Alachua, FL 32615
Tele: (386) 418-0500 | Fax: (386) 462-9986

SURVEY PERFORMED BY:

SMITHCO SURVEYING ENGINEERING
2005 AIRPORT DRIVE, BAKERSFIELD, NV93308
Tele: (661) 393-1217 | Fax: (661) 393-1218

DRAWN BY: GB | CHK BY: DA | JOB NO.: 71-1191

SURVEYOR'S CERTIFICATION:

I hereby certify to Global Signal Acquisitions II LLC, Crown Castle USA Inc., including its parents, subsidiaries and affiliated entities, and [Title Company To Be Determined].

SURVEYOR NAME: D'ARTAGNAN ALBA

DATE & SIGNATURE

LEASE AREA ZONING:

C-1: NEIGHBORHOOD COMMERCIAL

LEASE AREA FLOOD NOTE:

THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD RATE MAP FOR COMMUNITY NO. 060340, PANEL NO. 0639H, DATED MAY 18, 2009 SHOWS THAT AREAS ARE OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.

BASIS OF NORTH:

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NOTES:

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- THIS SURVEY DOES NOT REPRESENT A BOUNDARY SURVEY OF THE PARENT PARCEL.

REV	DATE	DESCRIPTION	DRWN
00	12/14/23	PRELIMINARY	GB
02			
03			
04			

SITE INFORMATION:

Name	GOLDEN HILL POTTERY
BUN	880511
Address	401 FIRST STREET GILROY, CA 95020
County	SANTA CLARA COUNTY

SITE LOCATED IN:

NE 1/4 OF THE NE 1/4, SEC. 11, T 20 S, R 61 E, M.D.B. & M.

AS-BUILT SURVEY

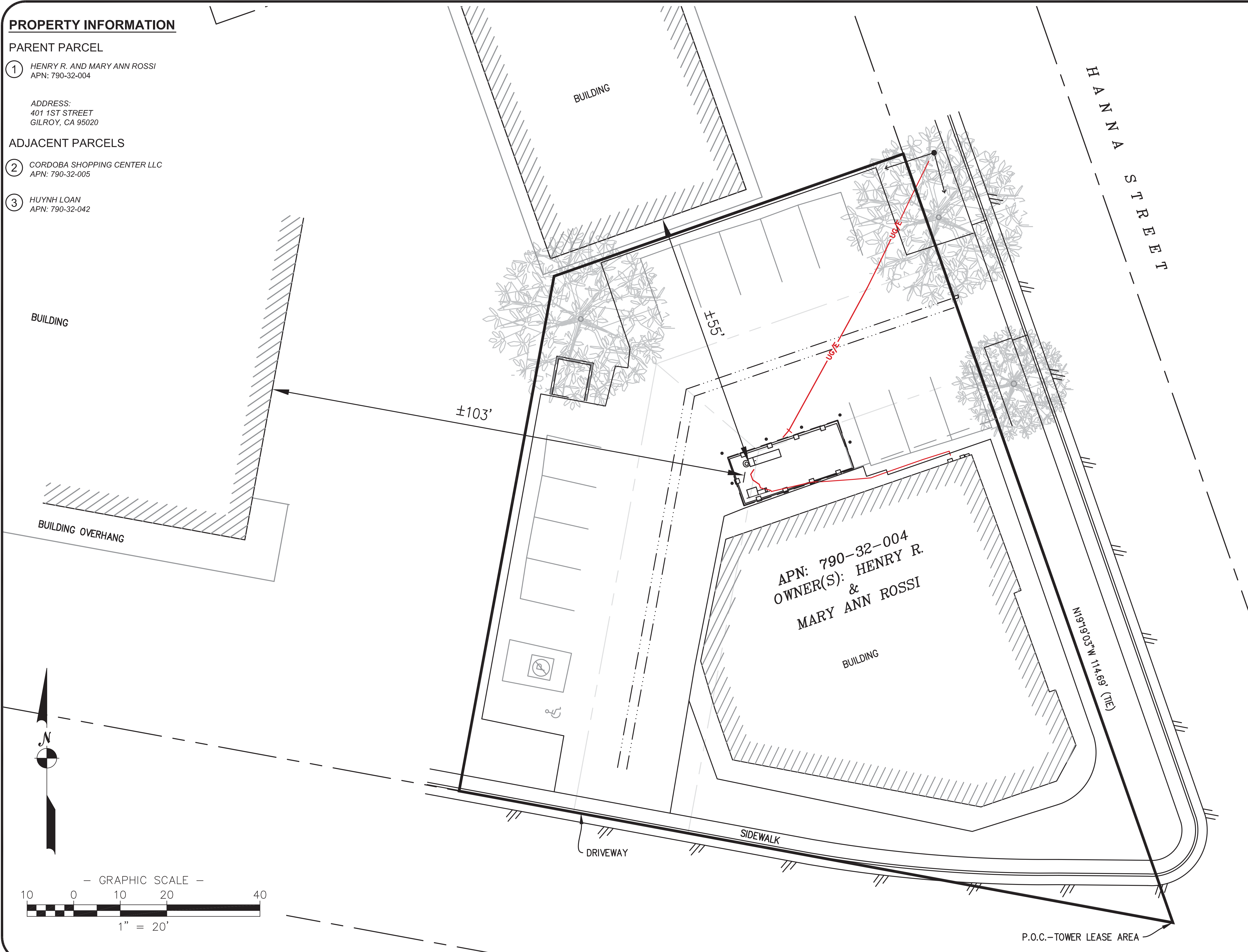
SHEET TITLE: COVER SHEET

SHT NAME: V-01 | SHT NO: 1 | OF 5

PARENT PARCEL

ADDRESS:
401 1ST STREET
GILROY, CA 95020

③ HUYNH LOAN
APN: 790-32-042



DWG NAME:880511_SURVEY_2023_12_19

SURVEY PERFORMED FOR:



1500 Corporate Drive
Canonsburg, PA 15317

SURVEY COORDINATED BY:

GEOLINE SURVEYING, INC.
13430 NW 10th Terrace, Suite A, Alachua, FL 32615
Tele: (386) 418-0500 | Fax: (386) 462-9986

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Tele: (661) 393-1217 | Fax: (661) 393-1218

DRAWN BY: GB	CHK BY: DA	JOB NO.: 71-1191
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REV	DATE	DESCRIPTION	DRWN
00	12/14/23	PRELIMINARY	GB
02			
03			
04			

SITE INFORMATION:

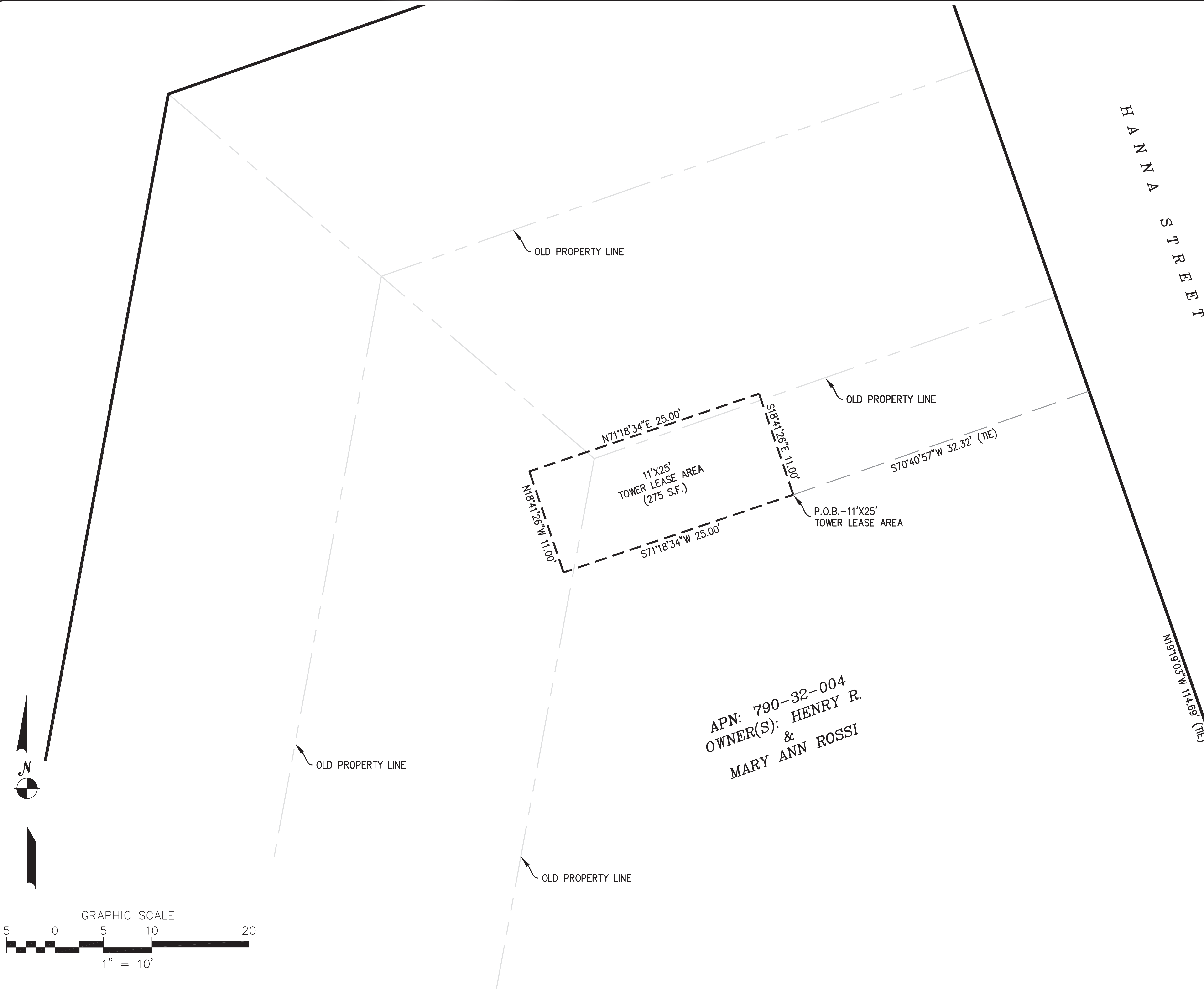
Name	GOLDEN HILL POTTERY
BUN	880511
Address	401 FIRST STREET GILROY, CA 95020
County	SANTA CLARA COUNTY

SITE LOCATED IN:
NE 1/4 OF THE NE 1/4, SEC. 11, T 20 S, R 61 E, M.D.B. & M.

AS-BUILT SURVEY

SHEET TITLE: PROPERTY OVERVIEW

SHT NAME: V-02 SHT NO: 2 OF 5



SURVEY PERFORMED FOR:



1500 Corporate Drive
Canonsburg, PA 15317

SURVEY COORDINATED BY

GEOLINE SURVEYING, INC.
13430 NW 10th Terrace, Suite A, Alachua, FL 32615
Tele: (386) 418-0500 | Fax: (386) 462-9986

SURVEY PERFORMED BY:

SMITHCO SURVEYING ENGINEERING
2005 AIRPORT DRIVE, BAKERSFIELD, NV93308
Tele: (661) 393-1217 | Fax: (661) 393-1218

DRAWN BY: GB	CHK BY: DA	JOB NO.: 71-1191
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00	12/14/23	PRELIMINARY	GB
02			
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BUN	880511
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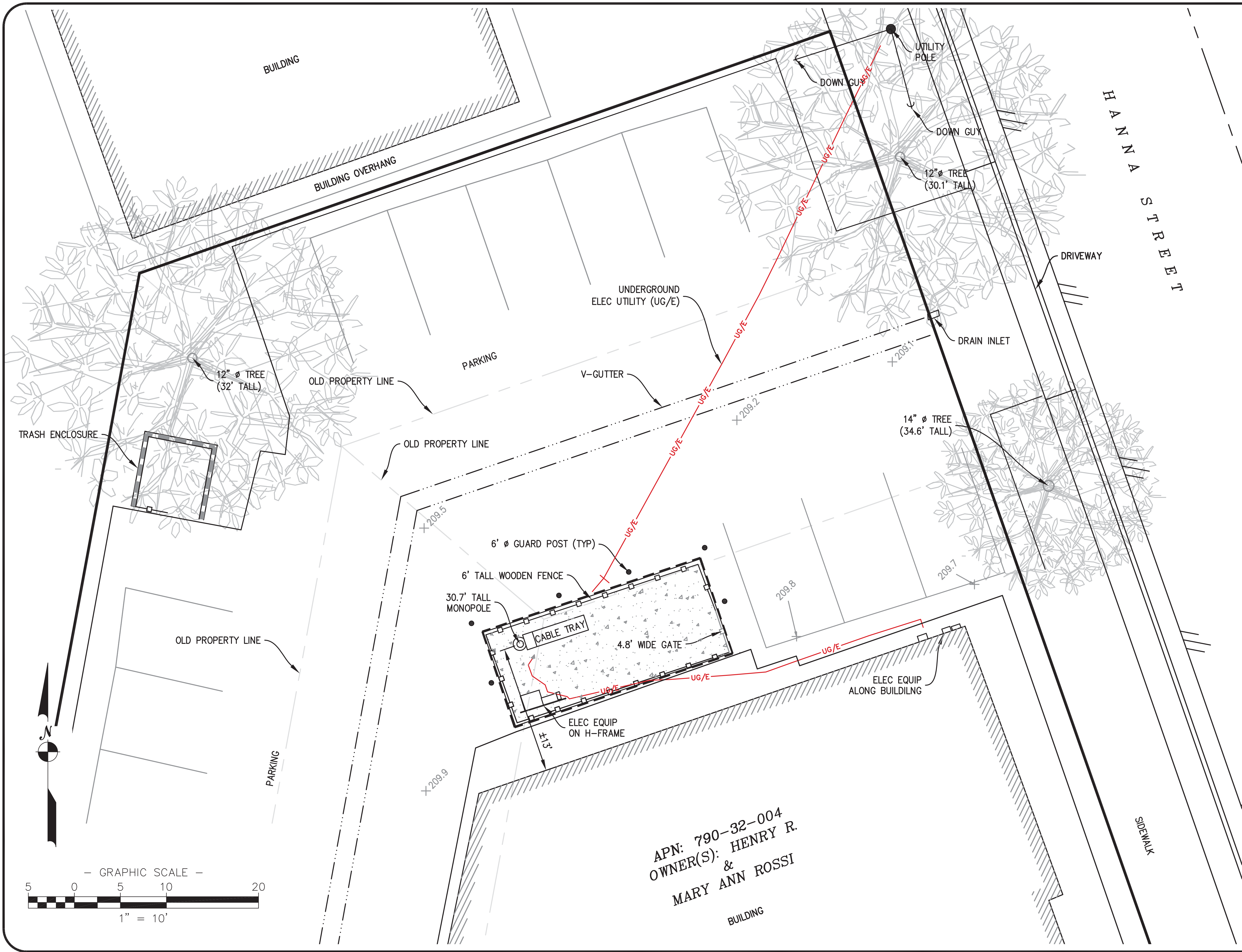
SITE LOCATED IN:
NE 1/4 OF THE NE 1/4, SEC. 11, T 20 S, R 61 E, M.D.B. & M.

AS-BUILT SURVEY

SHEET TITLE: SITE BOUNDARY

SHT NAME: V-03 | SHT NO: 3 OF 5

DWG NAME: 880511_SURVEY_2023_12_19



APN: 790-32-004
OWNER(S): HENRY R.
&
MARY ANN ROSSI

SURVEY PERFORMED FOR:



1500 Corporate Drive
Canonsburg, PA 15317

SURVEY COORDINATED BY:

GEOLINE SURVEYING, INC.
13430 NW 10th Terrace, Suite A, Alachua, FL 32615
Tele: (386) 418-0500 | Fax: (386) 462-9986

SURVEY PERFORMED BY:

SMITHCO SURVEYING ENGINEERING
2005 AIRPORT DRIVE, BAKERSFIELD, NV93308
Tele: (661) 393-1217 | Fax: (661) 393-1218

DRAWN BY: GB | CHK BY: DA | JOB NO.: 71-1191

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ALL BEARINGS SHOWN HEREON ARE GRID BEARINGS BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 ZONE 3.

NOTES:

1. SURVEY PERFORMED ON 12/11/23.
2. HORIZONTAL DATA PROJECTED IN CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83) ZONE 3 (INTERNATIONAL ASSOCIATION OF OIL & GAS PRODUCER'S EPSG CODE:3421) ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
3. THE UNDERGROUND UTILITIES (IF ANY) THAT APPEAR ON THIS MAP HAVE BEEN LOCATED AND MARKED ON THE SURFACE BY AN INDEPENDENT PRIVATE UNDERGROUND LOCATING SERVICE. THESE MARKINGS HAVE BEEN SURVEYED AND SHOWN HEREON.
4. ALL VISIBLE TOWER EQUIPMENT AND IMPROVEMENTS ARE CONTAINED WITHIN THE DESCRIBED AREA.
5. NOT ALL SYMBOLS ARE DEPICTED TO SCALE.
6. THIS SURVEY DOES NOT REPRESENT A BOUNDARY SURVEY OF THE PARENT PARCEL.

REV	DATE	DESCRIPTION	DRWN
00	12/14/23	PRELIMINARY	GB
02			
03			
04			

SITE INFORMATION:

Name	GOLDEN HILL POTTERY
BUN	880511
Address	401 FIRST STREET GILROY, CA 95020
County	SANTA CLARA COUNTY

SITE LOCATED IN:
NE 1/4 OF THE NE 1/4, SEC. 11, T 20 S, R 61 E, M.D.B. & M.

AS-BUILT SURVEY

SHEET TITLE: SITE DETAIL

SHT NAME: V-04 | SHT NO: 4 | OF 5

DWG NAME:880511_SURVEY_2023_12_19

PARENT PARCEL LEGAL DESCRIPTION

PER GRANT DEED, RECORDED XXXX DOCUMENT NO. XXXX, OFFICIAL RECORDS:
XXXX

ADDITIONAL LEASE AREA

PREPARED BY THIS OFFICE
xxx

TOWER LEASE AREA

PREPARED BY THIS OFFICE
xxx

SURVEY PERFORMED FOR:



1500 Corporate Drive
Canonsburg, PA 15317

SURVEY COORDINATED BY:

GEOLINE SURVEYING, INC.
13430 NW 10th Terrace, Suite A, Alachua, FL 32615
Tele: (386) 418-0500 | Fax: (386) 462-9986

SURVEY PERFORMED BY:

SMITHCO SURVEYING ENGINEERING
2005 AIRPORT DRIVE, BAKERSFIELD, NV93308
Tele: (661) 393-1217 | Fax: (661) 393-1218

DRAWN BY: GB	CHK BY: DA	JOB NO.: 71-1191
--------------	------------	------------------

SURVEYOR'S CERTIFICATION:

I hereby certify to Global Signal Acquisitions II LLC, Crown Castle USA Inc., including its parents, subsidiaries and affiliated entities, and [Title Company To Be Determined].
SURVEYOR NAME: D'ARTAGNAN ALBA

DATE & SIGNATURE

LEASE AREA ZONING:

C-1: NEIGHBORHOOD COMMERCIAL

LEASE AREA FLOOD NOTE:

THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD RATE MAP FOR COMMUNITY NO. 060340, PANEL NO. 0639H, DATED MAY 18, 2009 SHOWS THAT AREAS ARE OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.

BASIS OF NORTH:

ALL BEARINGS SHOWN HEREON ARE GRID BEARINGS BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 ZONE 3.

NOTES:

- SURVEY PERFORMED ON 12/11/23.
- HORIZONTAL DATA PROJECTED IN CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83) ZONE 3(INTERNATIONAL ASSOCIATION OF OIL & GAS PRODUCER'S EPSG CODE:3421) ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERITCAL DATUM OF 1988 (NAVD88).
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- THIS SURVEY DOES NOT REPRESENT A BOUNDARY SURVEY OF THE PARENT PARCEL.

REV	DATE	DESCRIPTION	DRWN
00	12/14/23	PRELIMINARY	GB
02			
03			
04			

SITE INFORMATION:

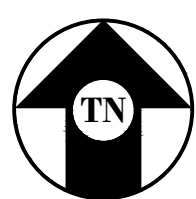
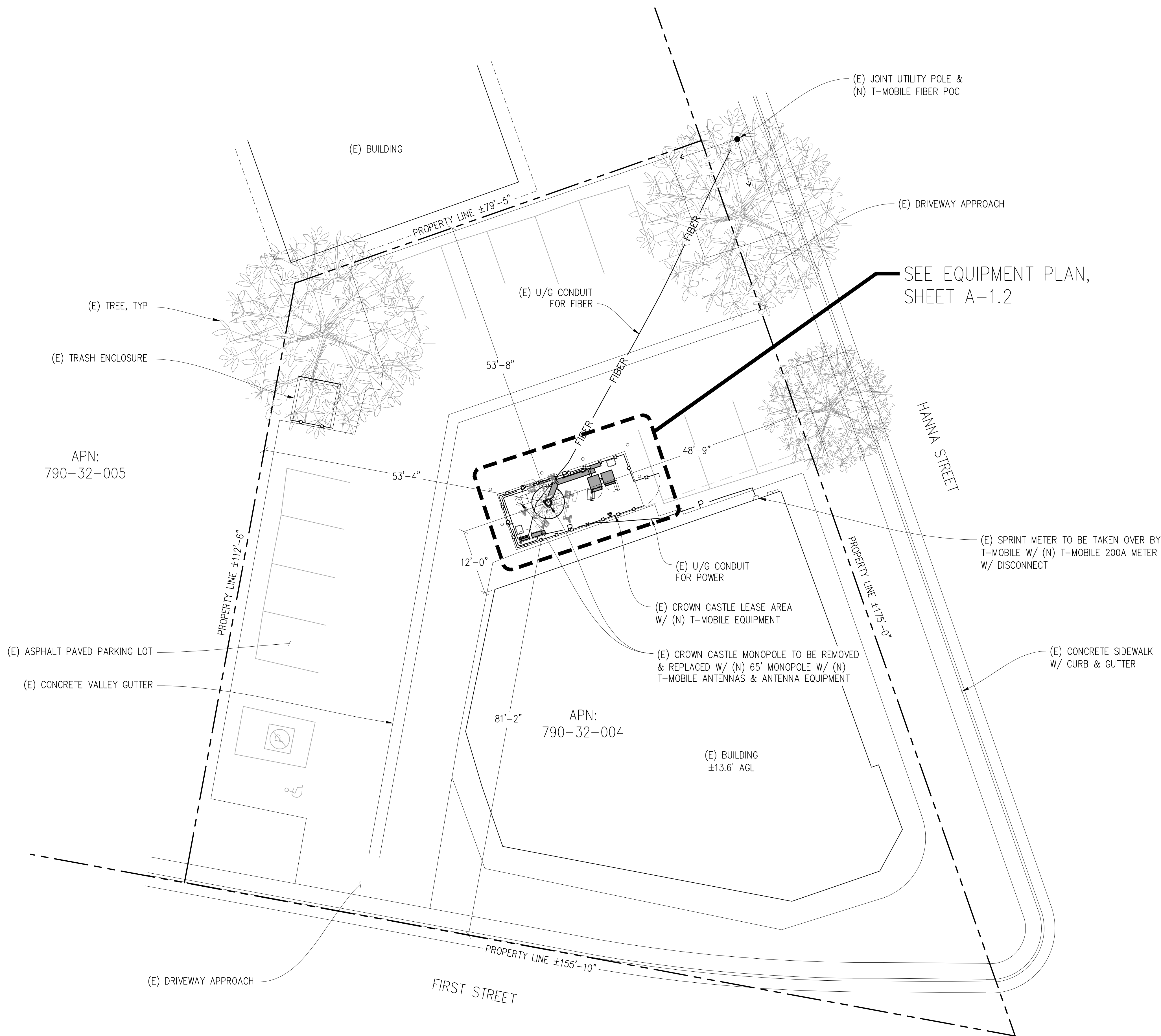
Name	GOLDEN HILL POTTERY
BUN	880511
Address	401 FIRST STREET GILROY, CA 95020
County	SANTA CLARA COUNTY

SITE LOCATED IN:
NE 1/4 OF THE NE 1/4, SEC. 11, T 20 S, R 61 E, M.D.B. & M.

AS-BUILT SURVEY

SHEET TITLE: LEGAL DESCRIPTION

SHT NAME: V-05	SHT NO: 5	OF 5
----------------	-----------	------



OVERALL SITE PLAN

1"=10'-0"



Issued For:

880511
GOLDEN HILLS
POTTERY

401 FIRST STREET
GILROY, CA 95020

PREPARED FOR

T-Mobile

1200 CONCORD AVE, SUITE 500
CONCORD, CA 94520

Vendor:



SITE NO: 880511

PROJECT NO: -

DRAWN BY: SEAD

CHECKED BY: N. GEORGE

APPROVED BY: -

ISSUE STATUS

2	10/02/24	PLANNING COMMS	T.T.	
1	02/27/24	CLIENT REV	D.H.	
0	01/10/24	CD 90%	-	
REV	DATE	DESCRIPTION	CAD	

Licensee:

PRELIMINARY:
NOT FOR
CONSTRUCTION

KEVIN R. SORENSEN
S4469

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ENGINEER, TO ALTER THIS DOCUMENT.

ENGINEER:

Streamline Engineering
an iquest inc.

8445 Sierra College Blvd, Suite E Granite Bay, CA 95746
Contact: Kevin Sorenson Phone: 916-660-1930
E-Mail: kevin@streamlineeng.com Fax: 916-660-1941

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SHEET TITLE:

OVERALL SITE
PLAN

SHEET NUMBER:

A-1.1

880511
GOLDEN HILLS
POTTERY

T-Mobile®

**CROWN
CASTLE**

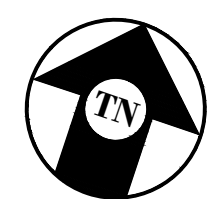
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PRELIMINARY:
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CONSTRUCTION

Streamline Engineering
and Design, Inc.

EQUIPMENT PLAN

A-1.2

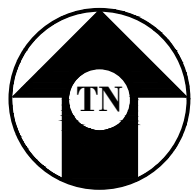
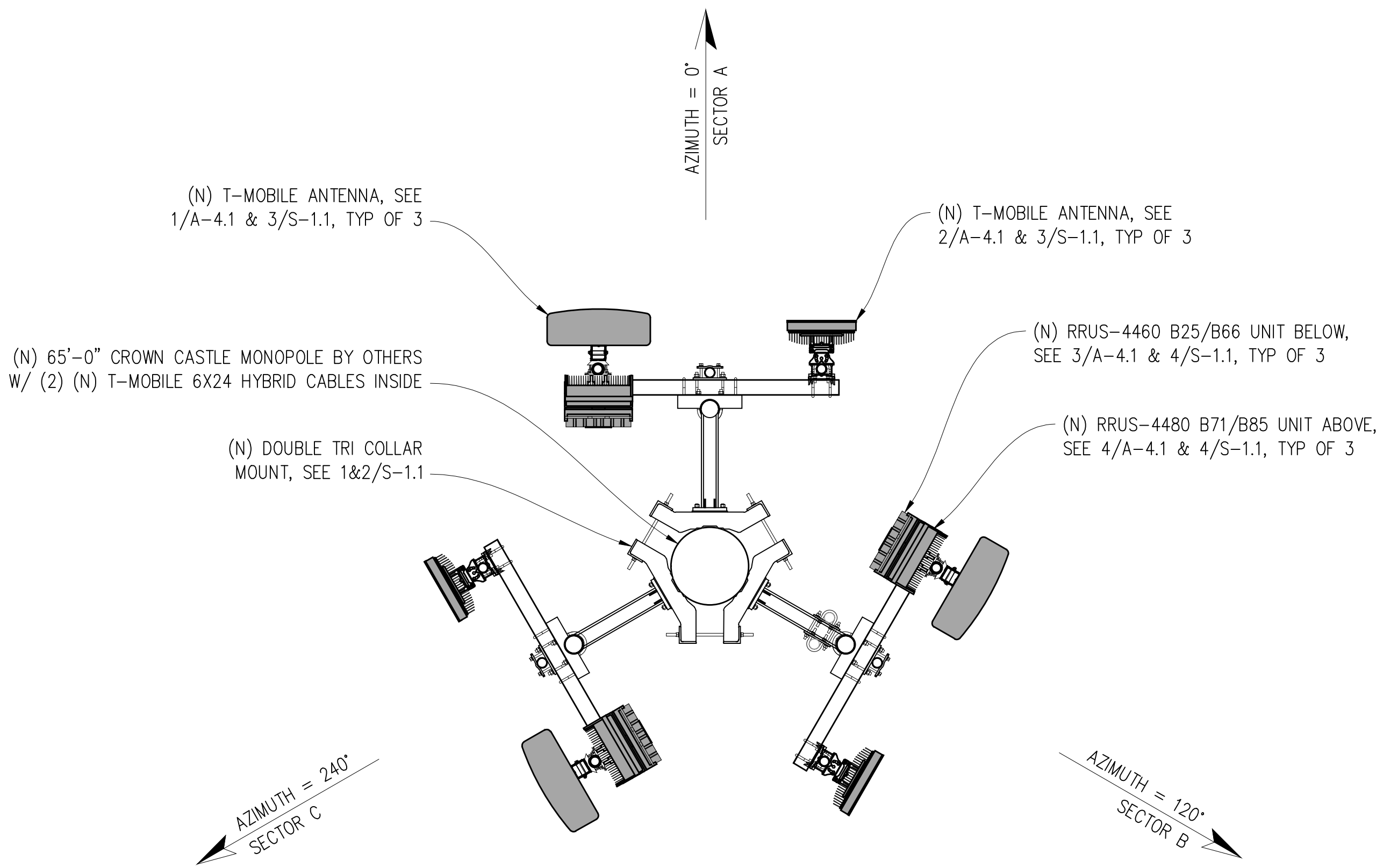


EQUIPMENT PLAN

$$\frac{1}{2}'' = 1' - 0''$$

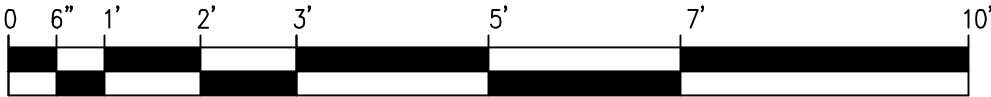

RF NOTES:

1. MATERIALS IN FRONT AND SIDE OF ANTENNAS MUST BE RF TRANSPARENT TO MINIMIZE PIM ISSUES.
2. PLEASE MAKE SURE NO RUST ON COMPONENTS AND NO LOOSE CONNECTIONS.
3. ENSURE THERE ARE NO PIM ISSUES DURING INSTALLATION.
4. ANTENNAS CAN'T SHOOT INTO METAL, OTHER OPERATOR ANTENNAS, ANYTHING THAT CAN CAUSE PIM, ETC.
5. NO SHADOWING/SKEW SHOULD BE THERE ON ANTENNAS.
6. ALL ANTENNAS ARE TO BE CO-PLANAR.
7. IF WE ARE SHOOTING INTO ANY METAL EITHER REPLACE IT WITH FRP IF NOT POSSIBLE COVER THE METAL WITH PIM PAINTS OR PIM TAPE.



ANTENNA PLAN

1/2"=1'-0"



NOTICE

NEW TOWER TO BE ANALYZED BY OTHERS. STREAMLINE ENGINEERING & DESIGN INC. IS NOT RESPONSIBLE FOR THE EVALUATION OF THE NEW TOWER, BASE PLATE, ANCHOR BOLTS, FOUNDATION OR ANTENNA/RRU MOUNT FRAMING & CONNECTIONS FOR NEW LOADING CONDITIONS.

Issued For:

880511
GOLDEN HILLS
POTTERY

401 FIRST STREET
GILROY, CA 95020

PREPARED FOR

T-Mobile

1200 CONCORD AVE, SUITE 500
CONCORD, CA 94520

Vendor:



SITE NO: 880511

PROJECT NO: -

DRAWN BY: SEAD

CHECKED BY: N. GEORGE

APPROVED BY: -

ISSUE STATUS

2	10/02/24	PLANNING COMMS	T.T.	
1	02/27/24	CLIENT REV	D.H.	
0	01/10/24	CD 90%	-	
REV	DATE	DESCRIPTION	CAD	

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ENGINEER:



8445 Sierra College Blvd, Suite E Granite Bay, CA 95746
Contact: Kevin Sorenson Phone: 916-660-1930
E-Mail: kevin@streamlineeng.com Fax: 916-660-1941

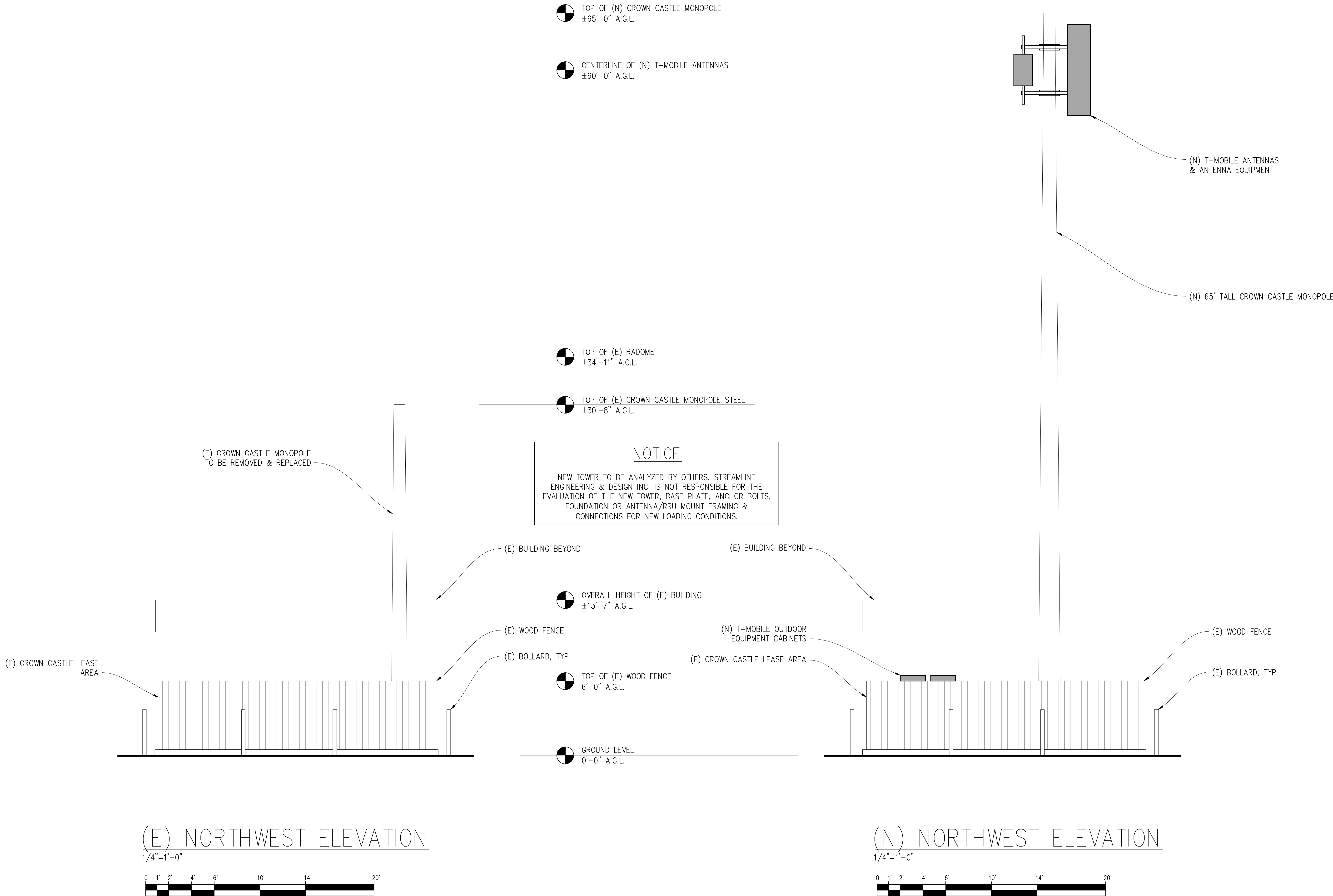
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SHEET TITLE:

ANTENNA PLAN

SHEET NUMBER:

A-2.1



Issued For:

880511
GOLDEN HILLS
POTTERY

401 FIRST STREET
GILROY, CA 95020

PREPARED FOR

T-Mobile

1200 CONCORD AVE, SUITE 500
CONCORD, CA 94520

Vendor:

**CROWN
CASTLE**

SITE NO:	880511
PROJECT NO:	-
DRAWN BY:	SEAD
CHECKED BY:	N. GEORGE
APPROVED BY:	-

ISSUE STATUS			
2	10/02/24	PLANNING COMMS	T.T.
1	02/27/24	CLIENT REV	D.H.
0	01/10/24	CD 90%	-
REV	DATE	DESCRIPTION	CAD

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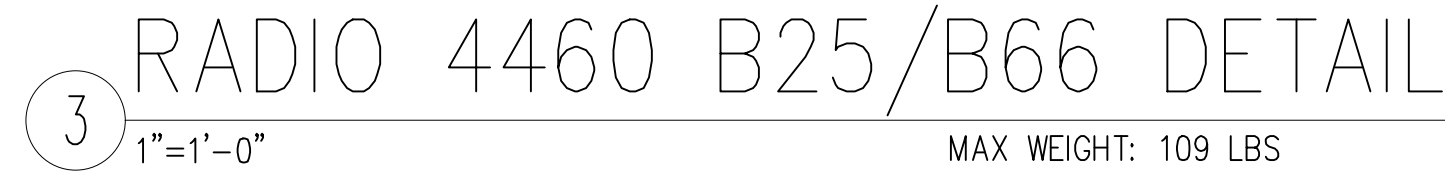
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SHEET TITLE:

ELEVATIONS

SHEET NUMBER:

A-3.1

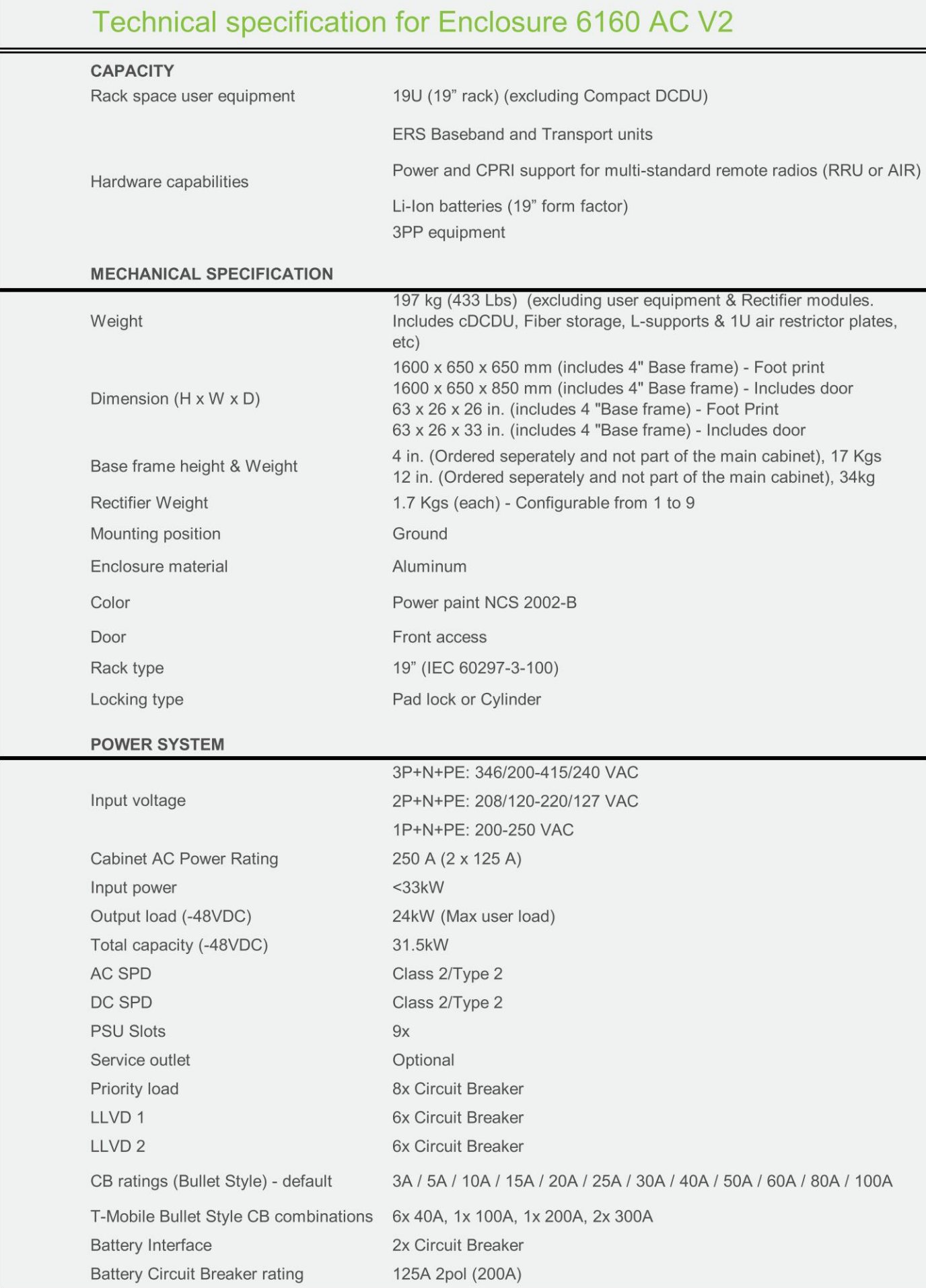


A-4.1



UTE6160_AC_V2

One of the main advantages of the Enclosure 6160 is its default integration with ENM - allowing for advanced remote monitoring and control such as fault management (alarms), inventory management and performance measurements. The cabinet also provides an open O&M interface for integration to 3PP O&M systems.



287 01-FGC 101 1406 Rev C
© Ericsson AB 2018

287 01-FGC 101 1406 Rev C
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880511
GOLDEN HILLS
POTTERY

T-Mobile®

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CASTLE**

APPROVED BY: -

2	10/02/24	PLANNING COMMS	T.T.
1	02/27/24	CLIENT REV	D.H.
0	01/10/24	CD 90%	-
REV	DATE	DESCRIPTION	CAD

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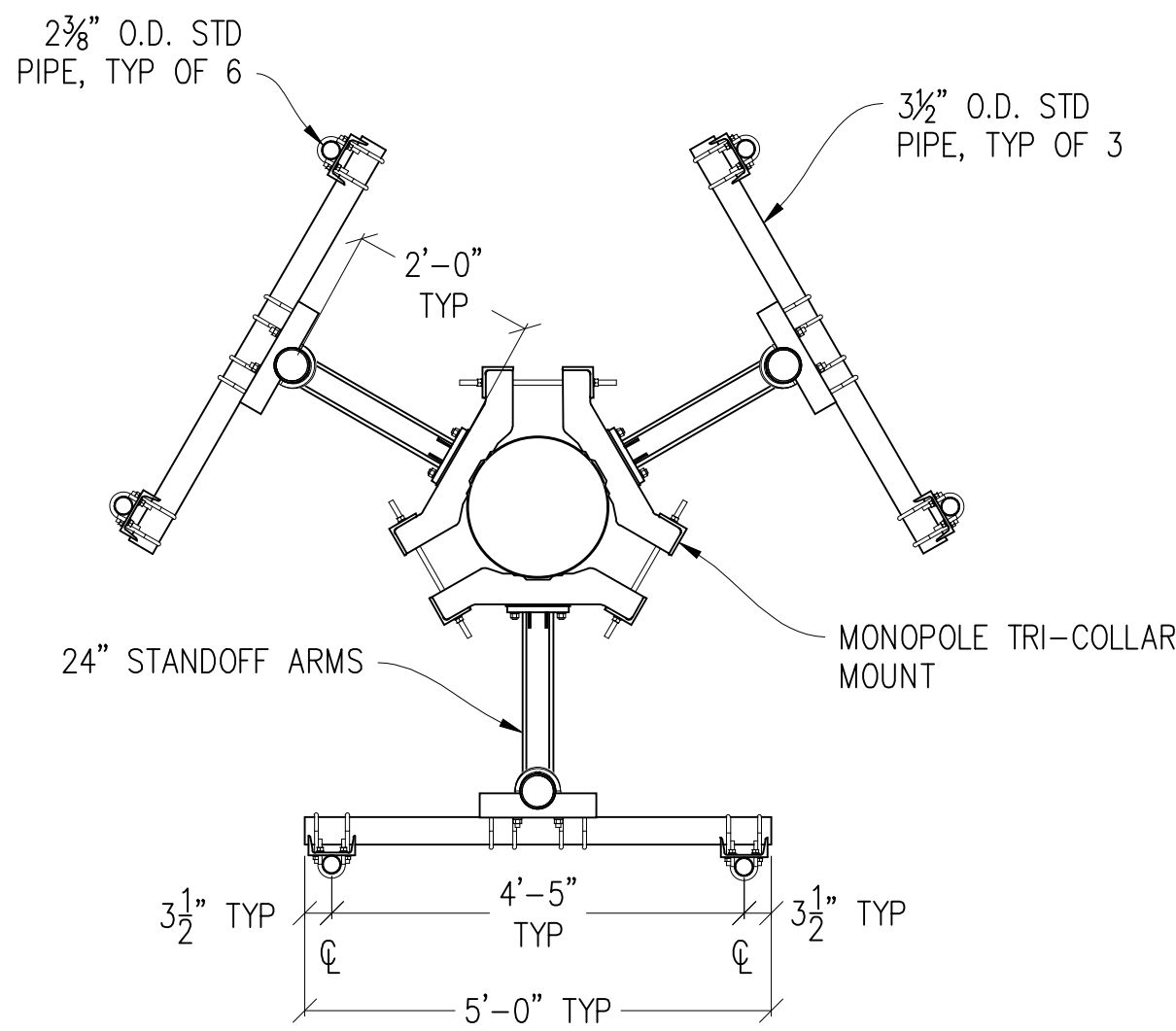
Streamline Engineering
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3445 Sierra College Blvd, Suite E Granite Bay, CA 95746
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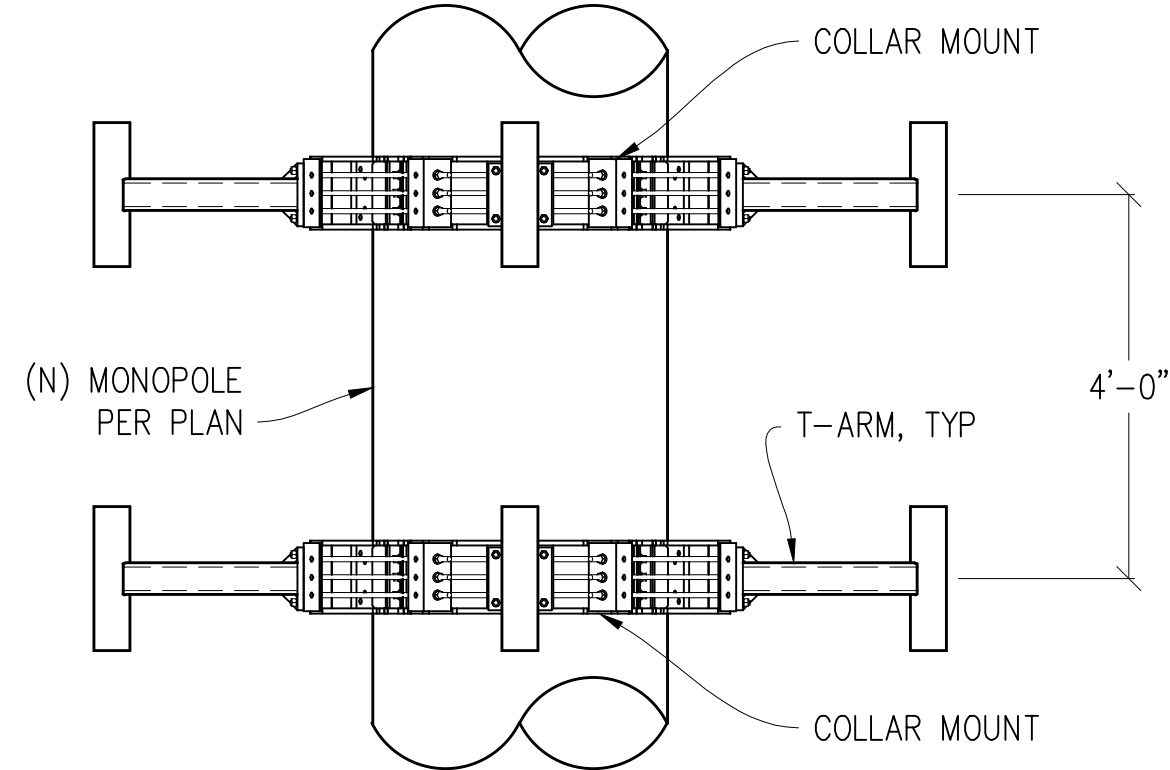
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CABINET SPECIFICATIONS

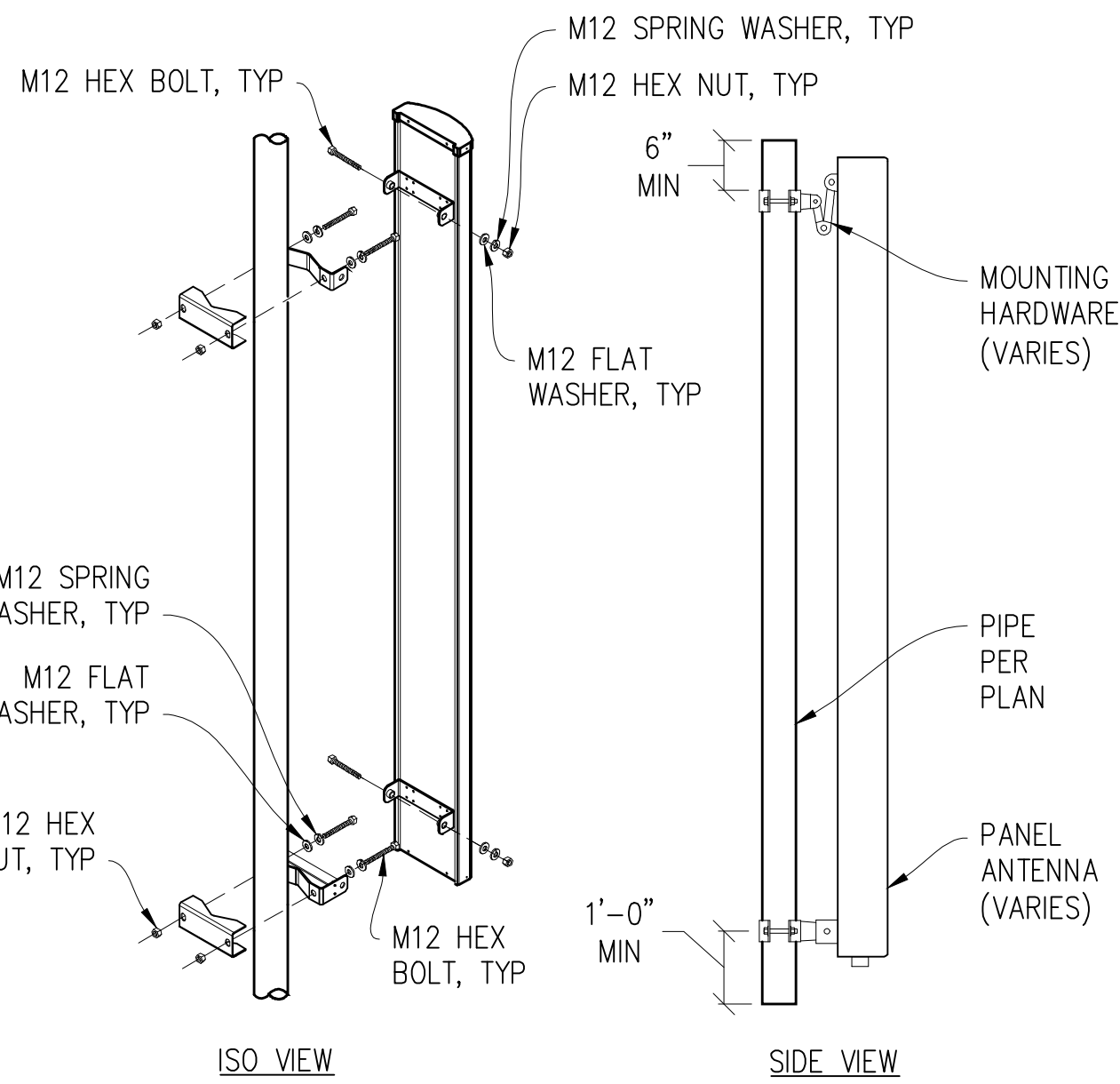
A-5.1



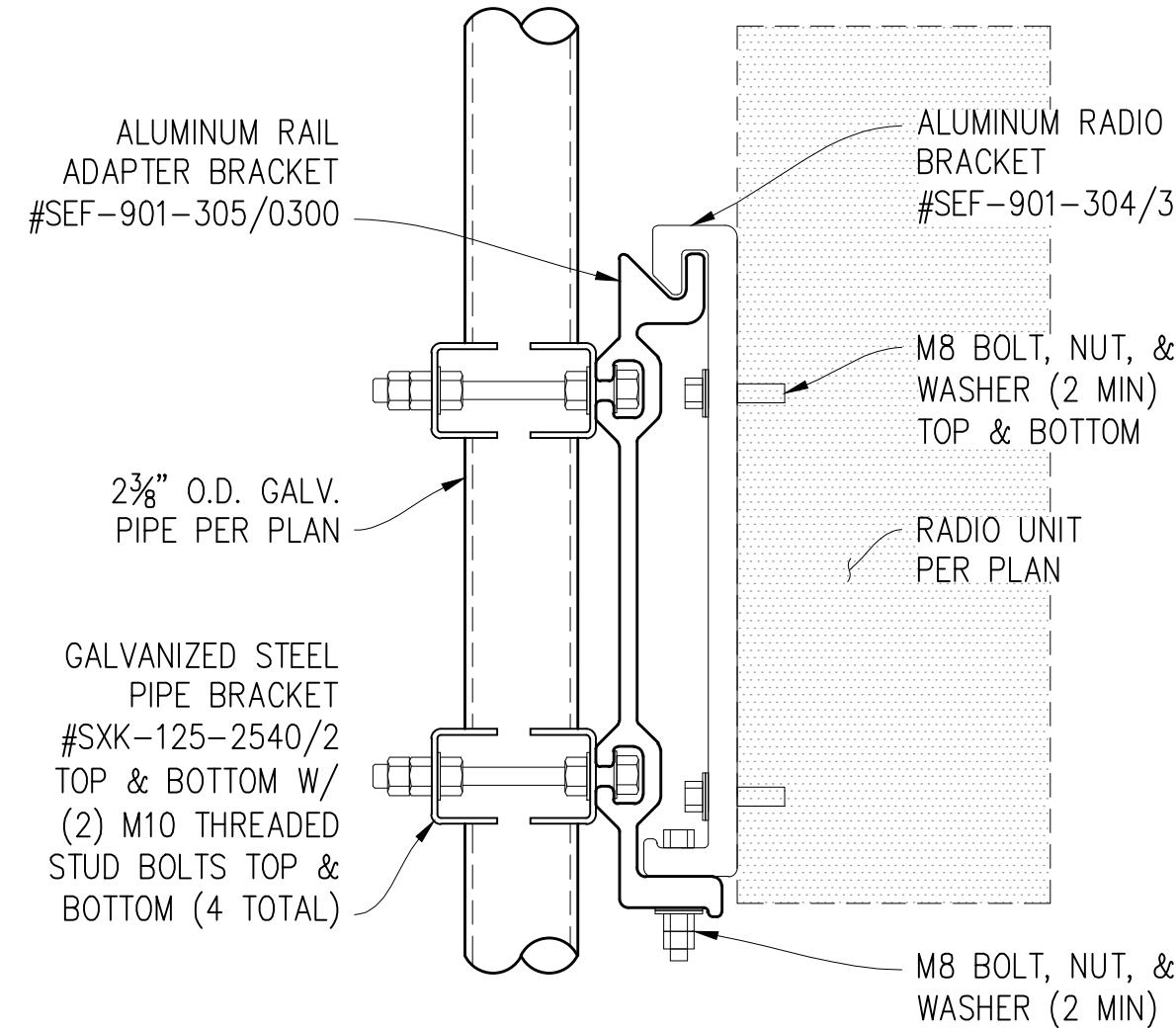
1 ANTENNA MOUNT
1/2"=1'-0"



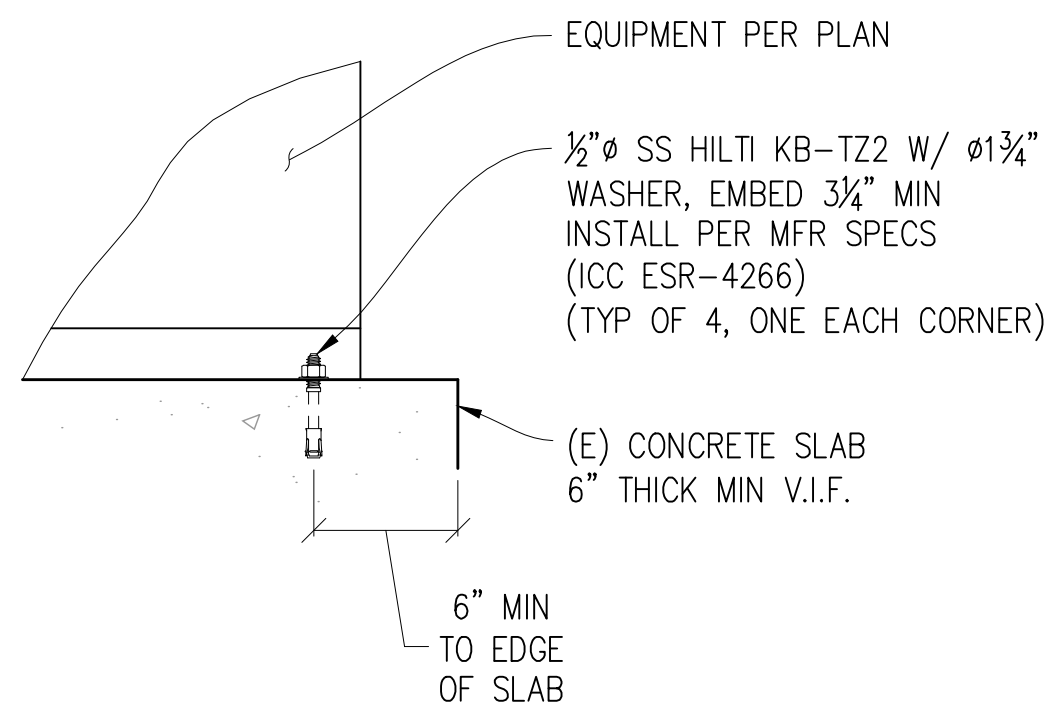
2 DOUBLE TRI-COLLAR MOUNT
1/2"=1'-0"



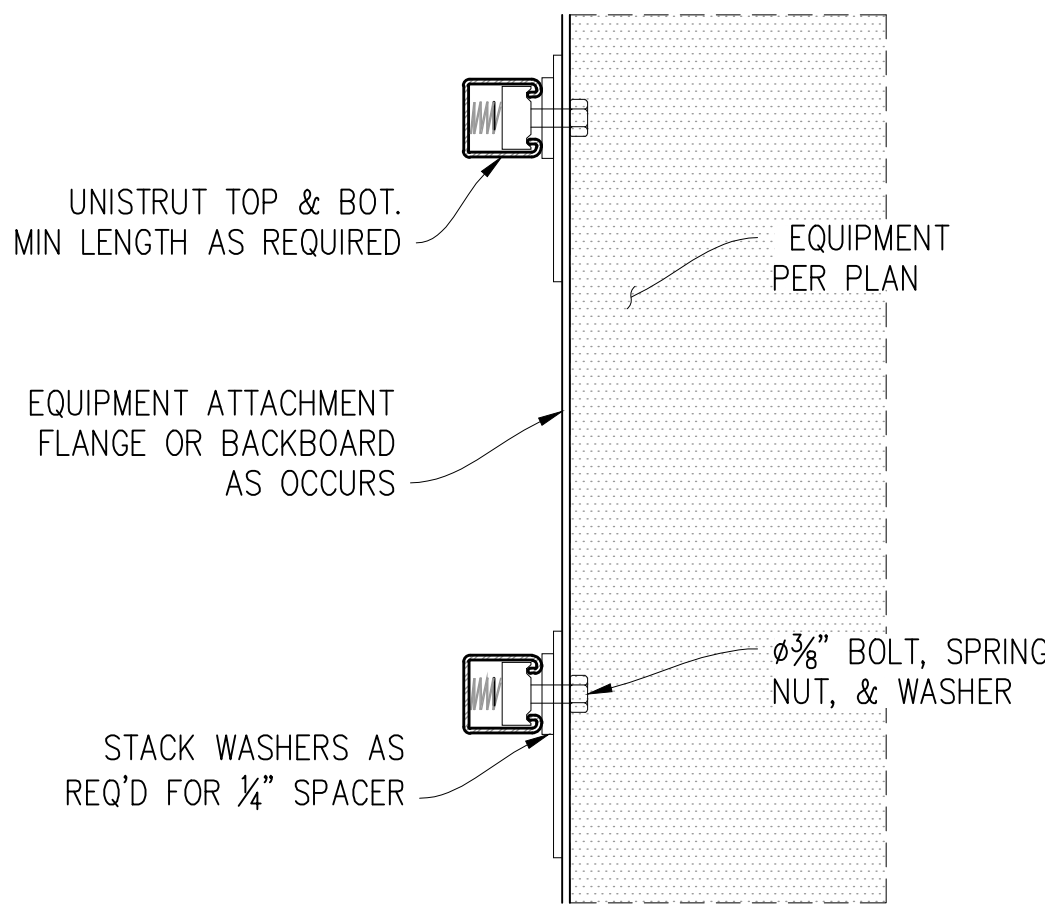
3 ANTENNA MOUNT
1"=1'-0"



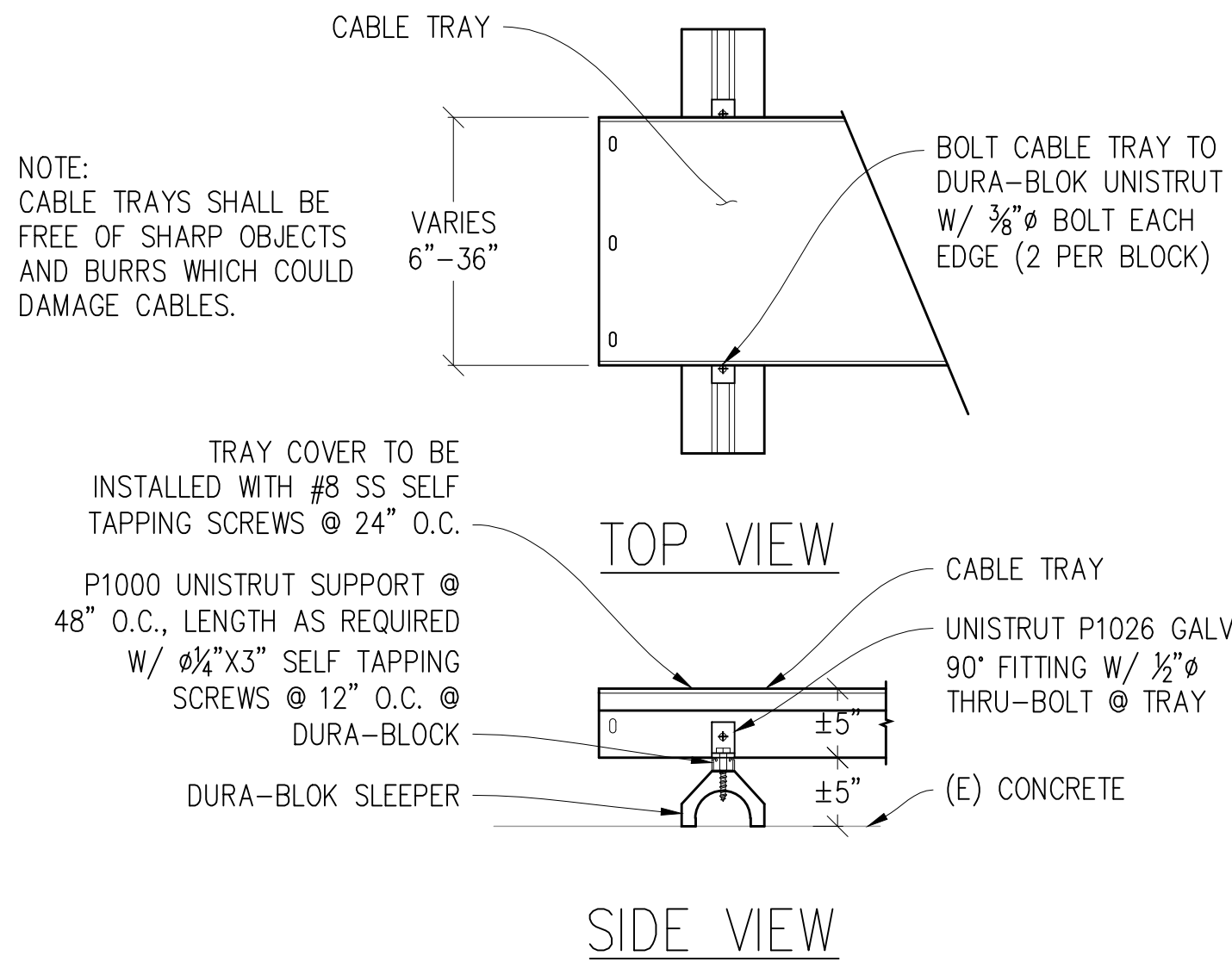
4 RADIO UNIT MOUNTING
3"=1'-0"



5 CABINET TO CONC
1 1/2"=1'-0"



6 EQUIPMENT MOUNTING
3"=1'-0"



7 CABLE TRAY DETAIL
1"=1'-0"

Issued For:

880511
GOLDEN HILLS
POTTERY

401 FIRST STREET
GILROY, CA 95020

PREPARED FOR

T-Mobile

1200 CONCORD AVE, SUITE 500
CONCORD, CA 94520

Vendor:

**CROWN
CASTLE**

SITE NO: 880511

PROJECT NO: -

DRAWN BY: SEAD

CHECKED BY: N. GEORGE

APPROVED BY: -

ISSUE STATUS

REV	DATE	DESCRIPTION	CAD
2	10/02/24	PLANNING COMMS	T.T.
1	02/27/24	CLIENT REV	D.H.
0	01/10/24	CD 90%	-

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KEVIN R. SORENSEN
S4469

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ENGINEER:

Streamline Engineering
8445 Sierra College Blvd, Suite E Granite Bay, CA 95746
Contact: Kevin Sorensen Phone: 916-660-1930
E-Mail: kevin@streamlineeng.com Fax: 916-660-1941
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WRITTEN CONSENT OF STREAMLINE ENGINEERING, INC. IS REQUIRED FOR REUSE OF ANY PARTS
HEREIN FOR ANY OTHER PROJECT.

SHEET TITLE:

STRUCTURAL
DETAILS

SHEET NUMBER:

S-1.1

	MECHANICAL INTERLINK
	METER
	CIRCUIT BREAKER
	SERVICE GROUND
	WIRED CONNECTION
	TIMER SWITCH, WATERPROOF
	OUTDOOR LIGHT
	GFI OUTLET, WATERPROOF

1. ALL ELECTRICAL WORK SHALL CONFORM TO THE 2019 NEC AS WELL AS ALL ADOPTED STANDARDS, APPLICABLE STATE AND LOCAL CODES.
2. CONTRACTOR SHALL FURNISH AND INSTALL ALL CONDUIT, CONDUCTORS, PULL BOXES, TRANSFORMER PADS, POLE RISERS, AND PERFORM ALL TRENCHING AND BACKFILLING REQUIRED IN THE PLANS.
3. ALL ELECTRICAL ITEMS SHALL BE U.L. APPROVED OR LISTED AND PROCURED PER PLAN SPECIFICATIONS.
4. ALL CIRCUIT BREAKERS, FUSES, AND ELECTRICAL EQUIPMENT SHALL HAVE AN INTERRUPTION RATING NOT LESS THAN THE MAXIMUM SHORT CIRCUIT CURRENT TO WHICH THEY MAY BE SUBJECTED WITH A MINIMUM OF 10,000 A.I.C. OR AS REQUIRED.
5. THE ENTIRE ELECTRICAL INSTALLATION SHALL BE GROUNDED AS REQUIRED BY ALL APPLICABLE CODES.
6. ELECTRICAL WIRING SHALL BE COPPER #12 AWG MIN WITH TYPE THHN, THWN-2 OR THW-2, INSULATION RATED FOR 90°C DRY OR 70°C WET.
7. ALL OUTDOOR EQUIPMENT SHALL HAVE NEMA 3R ENCLOSURE.
8. ALL BURIED WIRE SHALL RUN THROUGH SCHEDULE 40 PVC CONDUIT UNLESS OTHERWISE NOTED.
9. A GROUND WIRE IS TO BE PULLED IN ALL CONDUITS.
10. WHERE ELECTRICAL WIRING OCCURS OUTSIDE A STRUCTURE AND HAS THE POTENTIAL FOR EXPOSURE TO WEATHER, WIRING SHALL BE IN WATERTIGHT GALVANIZED RIGID STEEL OR FLEXIBLE CONDUIT.
11. WHERE PLANS CALL FOR A NEW ELECTRICAL SERVICE, PRIOR TO SUBMITTING BID, CONTRACTOR SHALL VERIFY PLAN DETAILS WITH THE UTILITY'S SERVICE PLAN & REQ'TS INCLUDING SERVICE VOLTAGE, METER LOCATION, MAIN DISCONNECTING MEANS, AND AIC REQ'T, AND SHALL OBTAIN CLARIFICATION FROM THE PROJECT ENGINEER ON ANY DEVIATIONS FOUND IN THESE PLANS.
12. WHERE THESE PLANS SHOW A DC POWER PLANT, THE INSTALLATION OPERATING AT LESS THAN 50 VDC UNGROUNDED, 2-WIRE, SHALL COMPLY WITH ARTICLE 720, AS FOLLOWS:
 - A. POWER PLANT SHALL BE SUPPLIED BY THE WIRELESS CARRIER AS A PULL-TAG ITEM AND INSTALLED BY THE CONTRACTOR.
 - B. CONDUCTORS SHALL NOT BE SMALLER THAN #12 AWG COPPER MIN, CONDUCTORS FOR BRANCH CIRCUITS SUPPLYING MORE THAN ONE APPLIANCE SHALL BE 10 AWG CU MIN; CONTRACTOR SHALL SIZE CONDUCTORS BASED ON MFG'R DATA FOR THE APPLIANCES SERVED.
 - C. THERE ARE NO DC RECEPTACLES OR LUMINARIES ALLOWED ON THIS PROJECT. ALL CIRCUITS SHALL ORIGINATE AT AN INTEGRATED DOUBLE LUG TAP OR SOCKET TERMINATION ON AN INTEGRATED DC CIRCUIT BREAKER AT AN INDIVIDUAL RECTIFIER MODULE AND TERMINATE AT THE SPECIALIZED LUG ON THE RESPECTIVE APPLIANCE AS A SINGLE RUN OF WIRE WITHOUT SPLICES. ALL DC WIRING SHALL BE LABELED AT THE DC PLANT WITH THE APPLIANCE SERVED AND THE DC VOLTAGE.
 - D. ALL CABLING SHALL BE INSTALLED IN A NEAT AND WORKMAN LIKE MANNER AND SUPPORTED BY BUILDING STRUCTURE, EG. (N) CABLE TRAY OVERHEAD, IN SUCH A MANNER THAT THE CABLE WILL NOT BE DAMAGED BY NORMAL USE.



NAMEPLATE : PANEL A				SC LEVEL : 22,000				VOLTS: 120V/240V, 1ø			
LOCATION : OUTSIDE								BUS AMPS: 200A			
MOUNTING : H-FRAME								MAIN CB: 200A			
ØA	ØB	LOAD DESCRIPTION	BKR AMP/ POLE	CIRCUIT NO		BKR AMP/ POLE	LOAD DESCRIPTION	ØA	ØB		
LOAD VA	LOAD VA							LOAD VA	LOAD VA		
30		SURGE SUPPRESSION	30/2	1	2	—	BLANK	0			
	30	" "	" "	3	4	—	" "		0		
180		GFI	15/1	5	6	—	" "				
	6500	(N) 6160 CABINET	125/2	7	8	—	" "				
6500		" "	" "	9	10	—	" "				
	300	(N) SERVICE OUTLET	15/1	11	12	—	" "				
		BLANK	—	13	14	—	" "				
		" "	—	15	16	—	" "				
		" "	—	17	18	—	" "				
		" "	—	19	20	—	" "				
		" "	—	21	22	—	" "				
		" "	—	23	24	—	" "				
		" "	—	25	26	—	" "				
		" "	—	27	28	—	" "				
		" "	—	29	30	20/1	" "				
6710	6830	PHASE TOTALS					LIGHT	300			
TOTAL VA =	13840	TOTAL AMPS =	58				PHASE TOTALS	300	0		

NOTE: EXISTING LOADS HAVE NOT BEEN FIELD VERIFIED. THEY ARE APPROXIMATE BASED ON EXISTING CB SIZES. CONTACT THE ENGINEER IF THE LOADS DIFFER FROM THAT WHICH IS SHOWN ON THE PLANS

880511
GOLDEN HILLS
POTTERY
401 FIRST STREET
GILROY, CA 95020

T-Mobile®
1200 CONCORD AVE, SUITE 500
CONCORD, CA 94520



**CROWN
CASTLE**

APPROVED BY: -

2	10/02/24	PLANNING COMMS	T.T.
1	02/27/24	CLIENT REV	D.H.
0	01/10/24	CD 90%	-
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Contact: Kevin Sorensen Phone: 916-660-1930
E-Mail: kevin@streamlineeng.com Fax: 916-660-1941

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ELECTRICAL PLAN

E-1.1

GROUNDING NOTES

- GROUNDING SHALL COMPLY WITH CEC ARTICLE 250.
- USE #2 COPPER STRANDED WIRE WITH GREEN COLOR INSULATION FOR ABOVE GRADE GROUNDING (UNLESS OTHERWISE SPECIFIED) AND #2 SOLID TINNED BARE COPPER WIRE FOR BELOW GRADE GROUNDING AS INDICATED ON THE DRAWING.
- EXOTHERMIC WELDS SHALL BE USED FOR ALL GROUNDING CONNECTIONS BELOW GRADE.
- EXPOSED GROUNDING CONNECTIONS SHALL BE MADE WITH BURNDY HYGROUND COMPRESSION TYPE CONNECTORS OR EXOTHERMIC WELDS AS SPECIFIED IN THE PLANS.
- CONNECTIONS TO EQUIPMENT SHALL BE MADE USING STAINLESS STEEL HARDWARE.
- APPLY BUTYL & ELECTRICAL TAPE OVER COLD SHRINK AT ALL LOCATIONS FOR WEATHER PROOFING OVER COAX GROUND KITS.
- CONNECTIONS TO GROUND BARS SHALL BE MADE WITH TWO HOLE COMPRESSION TYPE COPPER LUGS WITH STAR WASHERS AND NO-OX OR EQUIVALENT PLACED BETWEEN CONNECTOR AND GROUND BAR.

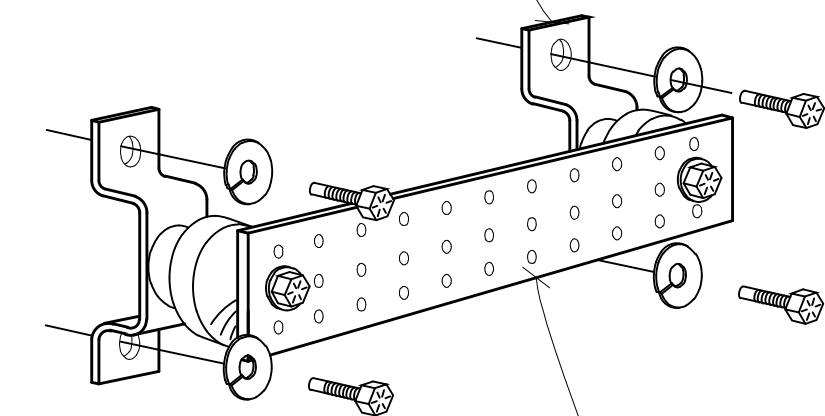
- ROUTE GROUNDING CONDUCTORS ALONG THE SHORTEST AND STRAIGHTEST PATH POSSIBLE, EXCEPT AS OTHERWISE INDICATED. GROUNDING LEADS SHOULD NEVER BE BENT AT RIGHT ANGLES. ALWAYS MAKE A 12" RADIUS BEND, HOWEVER, #6 WIRE CAN BE BENT AT A 6" RADIUS WHEN NECESSARY.
- THE SYSTEM GROUND RESISTANCE MUST BE 10 OHMS OR LESS. TO ACHIEVE THIS LEVEL OF RESISTANCE THE CONTRACTOR SHALL PURSUE ONE OF THE FOLLOWING FOUR OPTIONS:
 - CONNECT TO EXISTING GROUNDING SYSTEMS
 - CONNECT TO BUILDING STEEL COLUMNS
 - INSTALL A NEW GROUNDING SYSTEM

UPON COMPLETION OF THE GROUNDING INSTALLATION THE CONTRACTOR SHALL EMPLOY AN OWNER APPROVED 3RD PARTY TO CONDUCT A "FALL OF POTENTIAL" TEST AND SUBMIT A REPORT OF SUCH TEST FOR APPROVAL TO EITHER THE OWNER OR CONSTRUCTION MANAGER.

GROUNDING LEGEND

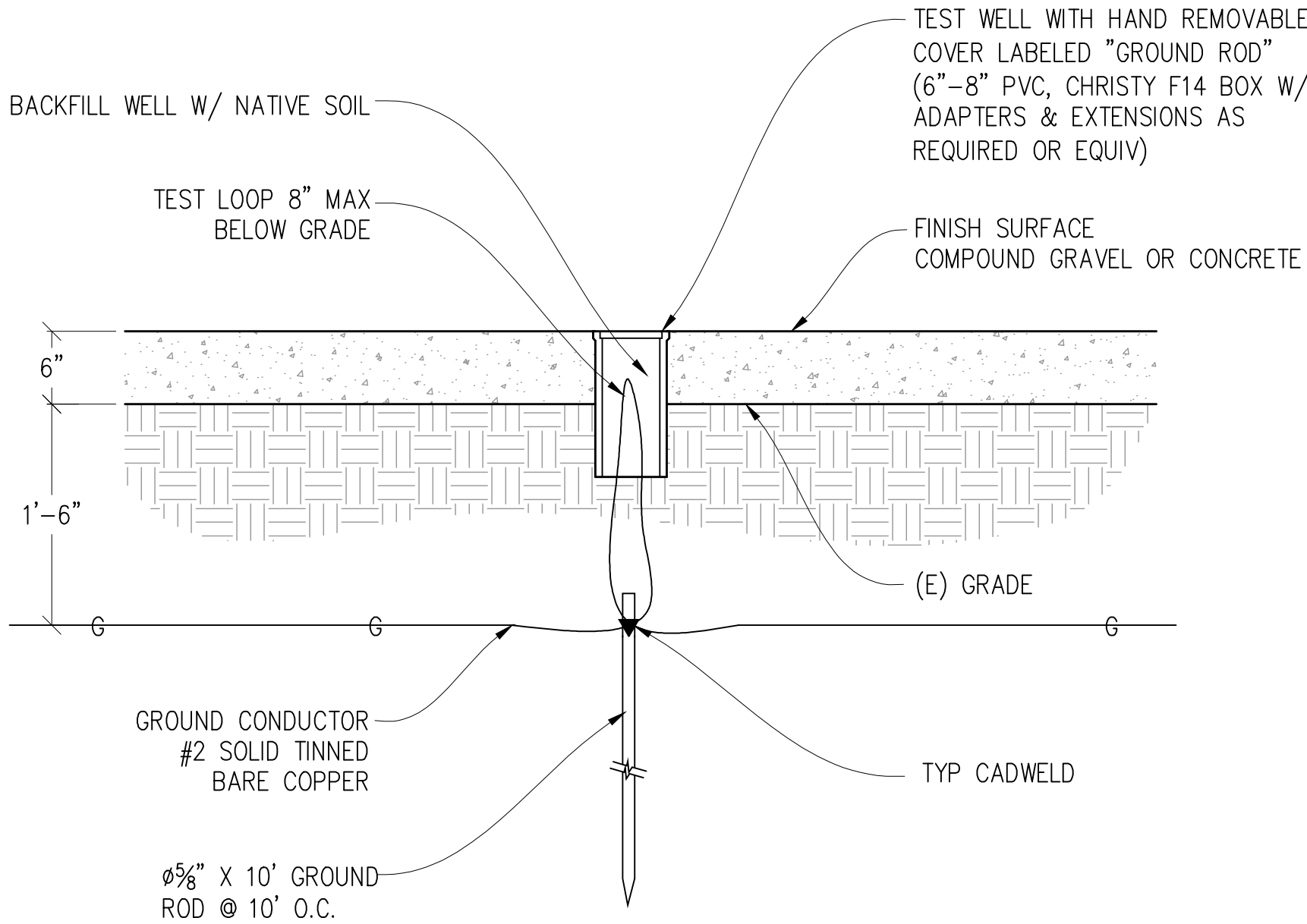
- MECHANICAL CONNECTION
- EXOTHERMIC CADWELD
- TYP. CADWELD INSPECTION WELL
- TYP 8" DIA. X 10'-0" LONG COPPER CLAD GROUND ROD @ 10' O.C. MAX & 18" MIN BELOW FINISH GRADE
- GATE GROUNDING STRAP
- TYP #2 TINNED BCW UNDERGROUND GND RING @ 18" MIN BELOW FINISH GRADE
- GROUND WIRE #2 STRANDED GREEN INSULATED WIRE

WALL MOUNTING BRACKET KIT
VALMONT #B1778 OR EQUAL



COPPER GROUND BUSS 1/2"x4"x24"
VALMONT #B2988 OR EQUAL. HOLE CENTERS TO MATCH NEMA DOUBLE LUG CONFIGURATION.
(ACTUAL GROUND BUSS SIZES WILL VARY BASED ON THE NUMBER OF GROUND CONNECTIONS)

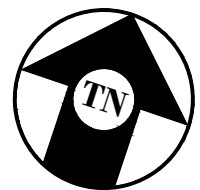
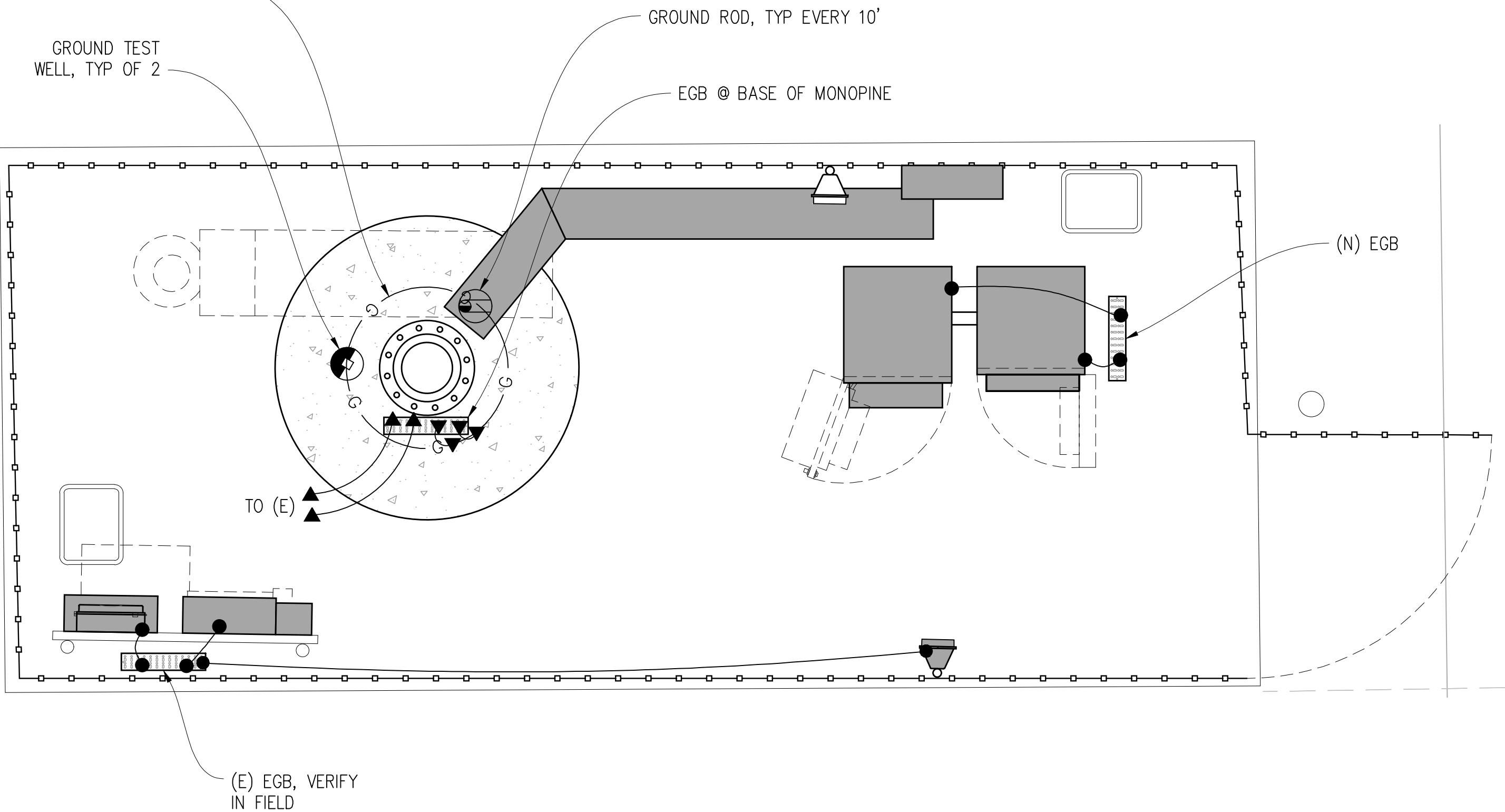
1 GROUND BUSS DETAIL
NOT TO SCALE



2 TEST WELL DETAIL
1"=1'

NOTE: THE GROUND ELECTRODE SYSTEM SHALL CONSIST OF DRIVEN GROUND RODS. THE GROUND RODS SHALL BE 5/8" X 10' COPPER CLAD STEEL SPACED AT 10' INTERVALS MAX. RODS SHALL BE INTERCONNECTED WITH #2 SOLID TINNED BARE COPPER GROUND WIRE BURIED A MINIMUM 18" BELOW GRADE. AN ONSITE INSPECTION BY THE OWNER SHALL BE REQUIRED PRIOR TO ANY BACKFILL.

TYP #2 TINNED BCW UNDERGROUND GND
RING @ 18" MIN BELOW FINISH GRADE



EQUIPMENT GROUNDING PLAN

1/2"=1'-0"



EQUIPMENT
CABINET, TYP

H-FRAME

ANCILLARY
EQUIPMENT TYP

ANTENNA SUPPORT FRAME TYP

RRUS

SGI

SGI

VALMONT GROUNDING BUSS #B2988 OR
EQUIVALENT WITH HOLE PATTERN AND
STANDOFF INSULATORS AND BRACKETS

ELECTRICAL GROUNDING PLAN

Issued For:

880511
GOLDEN HILLS
POTTERY

401 FIRST STREET
GILROY, CA 95020

PREPARED FOR

T-Mobile

1200 CONCORD AVE, SUITE 500
CONCORD, CA 94520

Vendor:

CROWN
CASTLE

SITE NO: 880511

PROJECT NO: -

DRAWN BY: SEAD

CHECKED BY: N. GEORGE

APPROVED BY: -

ISSUE STATUS

REV	DATE	DESCRIPTION	CAD
2	10/02/24	PLANNING COMMS	T.T.
1	02/27/24	CLIENT REV	D.H.
0	01/10/24	CD 90%	-

Licensee:

PRELIMINARY:
NOT FOR
CONSTRUCTION

KEVIN R. SORENSEN
S4469

IT IS A VIOLATION OF LAW FOR ANY PERSON,
UNLESS THEY ARE ACTING UNDER THE
DIRECTION OF A LICENSED PROFESSIONAL
ENGINEER, TO ALTER THIS DOCUMENT.

ENGINEER:

Streamline Engineering
and Design, Inc.

8445 Sierra College Blvd, Suite E Granite Bay, CA 95746
Contact: Kevin Sorenson Phone: 916-660-1930
E-Mail: kevin@streamlineeng.com Fax: 916-660-1941

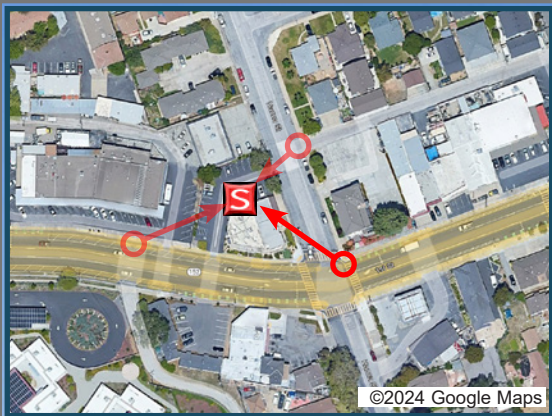
THIS PLAN AND SPECIFICATIONS ARE INSTRUMENTS OF SERVICE. ANY AND ALL SHALL BE
FORWARDED TO THE ENGINEER FOR REVIEW AND APPROVAL. ANY CHANGES TO THE
FORWARDED TO THE ENGINEER FOR REVIEW AND APPROVAL. ANY CHANGES TO THE
WITHIN THE SCOPE OF THE ENGINEERING AND DESIGN SERVICES PROVIDED.
WITHOUT THE CONSENT OF THE ENGINEER. ALL RIGHTS RESERVED.

SHEET TITLE:

GROUNDING PLAN
& DETAILS

SHEET NUMBER:

E-1.2

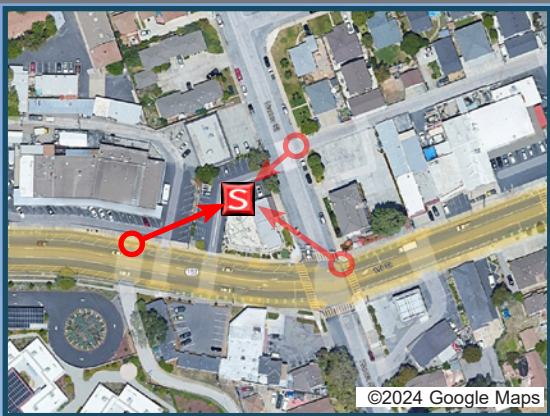


EXISTING



PROPOSED

LOOKING NORTHWEST FROM FIRST STREET



EXISTING



PROPOSED LOOKING NORTHEAST FROM FIRST STREET



EXISTING



PROPOSED LOOKING SOUTHWEST FROM HANNA STREET

**Crown Castle on behalf of T-Mobile
Site ID – 880511
Application ID – 660152
Site Name – GOLDEN HILL POTTERY
Site Compliance Report**

**401 First Street
Gilroy, CA 95020**

Latitude: N37-00-48.99
Longitude: W121-34-39.28
Structure Type: Monopole (Proposed)

Report generated date: May 15, 2024
Report by: Young Kim
Customer Contact: Candice Conger

**T-Mobile is compliant and will remain compliant
upon implementation of the proposed changes.**

© 2024 Site Safe, LLC, Blue Bell, PA



sealed 15may2024

**Crown Castle on behalf of T-Mobile
GOLDEN HILL POTTERY - 880511
Radio Frequency (RF) Site Compliance Report**



401 First Street, Gilroy, CA 95020

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1 Executive Summary

Crown Castle on behalf of T-Mobile has contracted with Site Safe, LLC (Sitesafe), an independent Radio Frequency (RF) regulatory and engineering consulting firm, to determine whether the proposed communications site, 880511 - GOLDEN HILL POTTERY, located at 401 First Street, Gilroy, CA, is in compliance with the Federal Communications Commission (FCC) Rules and Regulations for RF exposure.

This report contains a detailed summary of the RF environment at the site including:

- Diagram of the site
- Inventory of the make / model of all antennas
- Theoretical MPE based on modeling

This report addresses exposure to radio frequency electromagnetic fields in accordance with the FCC Rules and Regulations for all individuals, classified in two groups, “Occupational or Controlled” and “General Public or Uncontrolled.”

T-Mobile is compliant with the FCC Rules and Regulations, as described in OET Bulletin 65, **and will remain compliant upon implementation of the proposed changes.**

T-Mobile proposes to make modifications to an existing site. The proposed antennas are noted as “Proposed” in the antenna table under Section 4.

This document and the conclusions herein are based on the information provided by T-Mobile.

If you have any questions regarding RF safety and regulatory compliance, please do not hesitate to contact Sitesafe’s Customer Support Department at (703) 276-1100.

2 Site Compliance

2.1 Site Compliance Statement

Upon evaluation of the cumulative RF exposure levels from all operators at this site, Sitesafe has determined that:

T-Mobile is compliant with the FCC Rules and Regulations, as described in OET Bulletin 65, **and will remain compliant upon implementation of the proposed changes.**

The compliance determination is based on theoretical modeling, RF signage placement recommendations, proposed antenna inventory and/or the level of restricted access to the antennas at the site. Any deviation from the proposed T-Mobile deployment plan could result in the site being rendered non-compliant upon further evaluation.

2.2 Actions for Site Compliance

Based on common industry practice and our understanding of FCC and OSHA requirements, this section provides a statement of recommendations for site compliance. If required, RF alert signage recommendations have been proposed based on theoretical analysis of MPE levels.

T-Mobile is compliant with the FCC Rules and Regulations **and will remain compliant upon implementation of the proposed changes.**

Note: Ensure all existing signage documented in this report still exists on site.

Note: For overall compliance, access to the site (i.e., access road, gate(s), climbing point(s), etc.) must be locked/restricted.

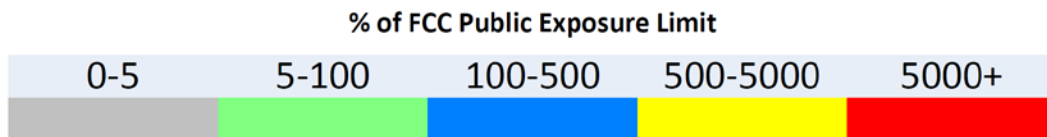
Note: Sitesafe recommends that persons accessing any adjacent trees or properties in excess of 49' above ground level (i.e. landscape and arborist contractors or other maintenance workers) within 111' directly in front of the T-Mobile antennas are informed of areas where RF levels exceed the FCC General Public limit in the airspace 49' above ground level.

3 Analysis

3.1 RF Exposure Diagram

The RF diagram(s) below display theoretical percentage of the Maximum Permissible Exposure for all systems at the site. These diagrams use modeling as prescribed in OET Bulletin 65 and assumptions detailed in Appendix B.

The key at the bottom of each diagram indicates if percentages displayed are referenced to FCC **General Public** Maximum Permissible Exposure (MPE) limits. Color coding on the diagram is as follows:



This table displays the maximum theoretical percentage of the FCC's General Public MPE limits:

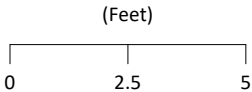
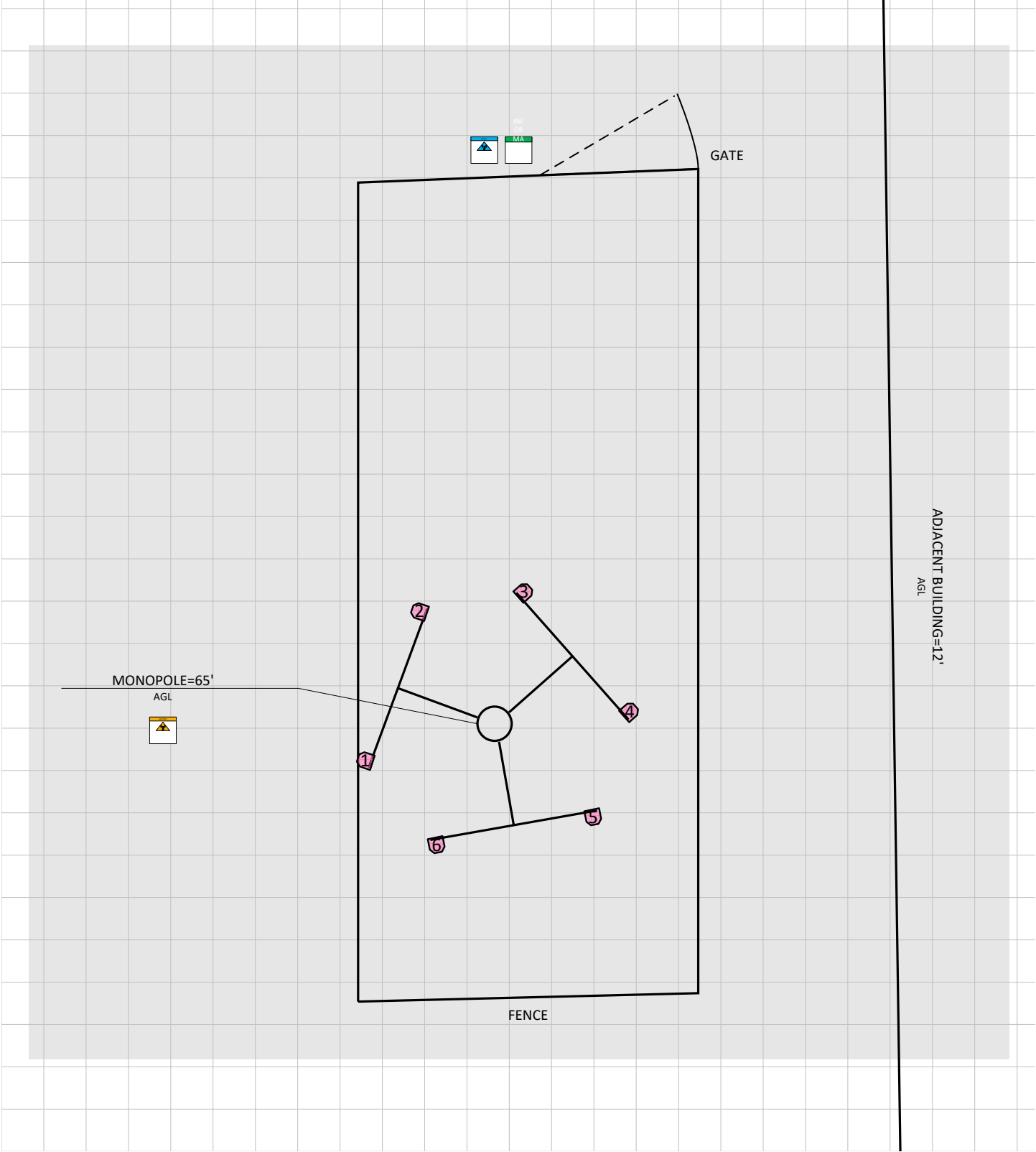
	General Public Levels:	
Exposure Type:	Maximum	Spatial Average
Reference Level:	Antenna	Ground
T-Mobile:	25,239.3%	<1.0%
Composite:	25,239.3%	<1.0%

Note: On the diagrams shown below, each level is marked with a height. For all diagrams that are marked as *Spatially Averaged*, the modeling program will spatially average the exposure within the area six feet above each set level. This provides an accurate spatial average of the percentage of the FCC's MPE limits within an accessible area.

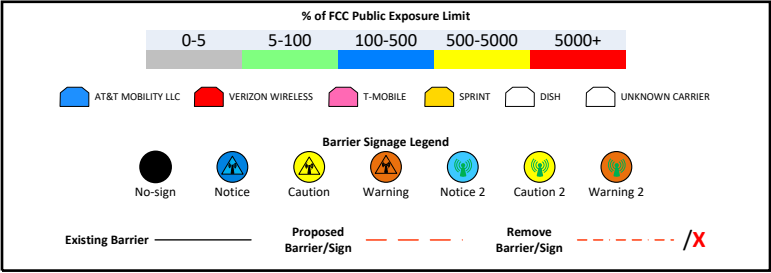
In the RF exposure simulations below, all heights are reflected with respect to ground level. Each different area, rooftop, or platform level is labeled with its height relative to the main site level. Exposure is calculated appropriately based on the relative height and location of that area to all antennas. The analyzed elevations in the RF exposure simulations are as follows:

- GROUND LEVEL = 0'

RF Exposure Simulation For: GOLDEN HILL POTTERY
Composite View

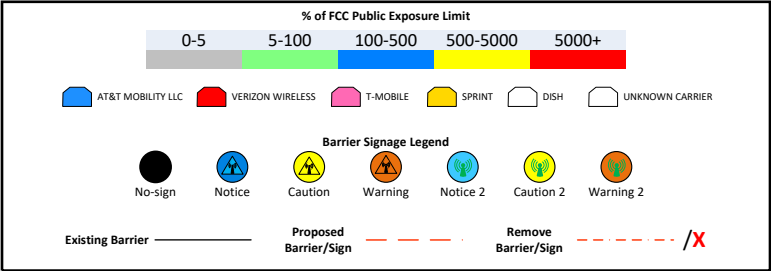
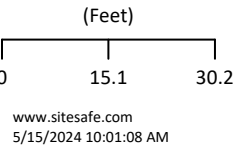
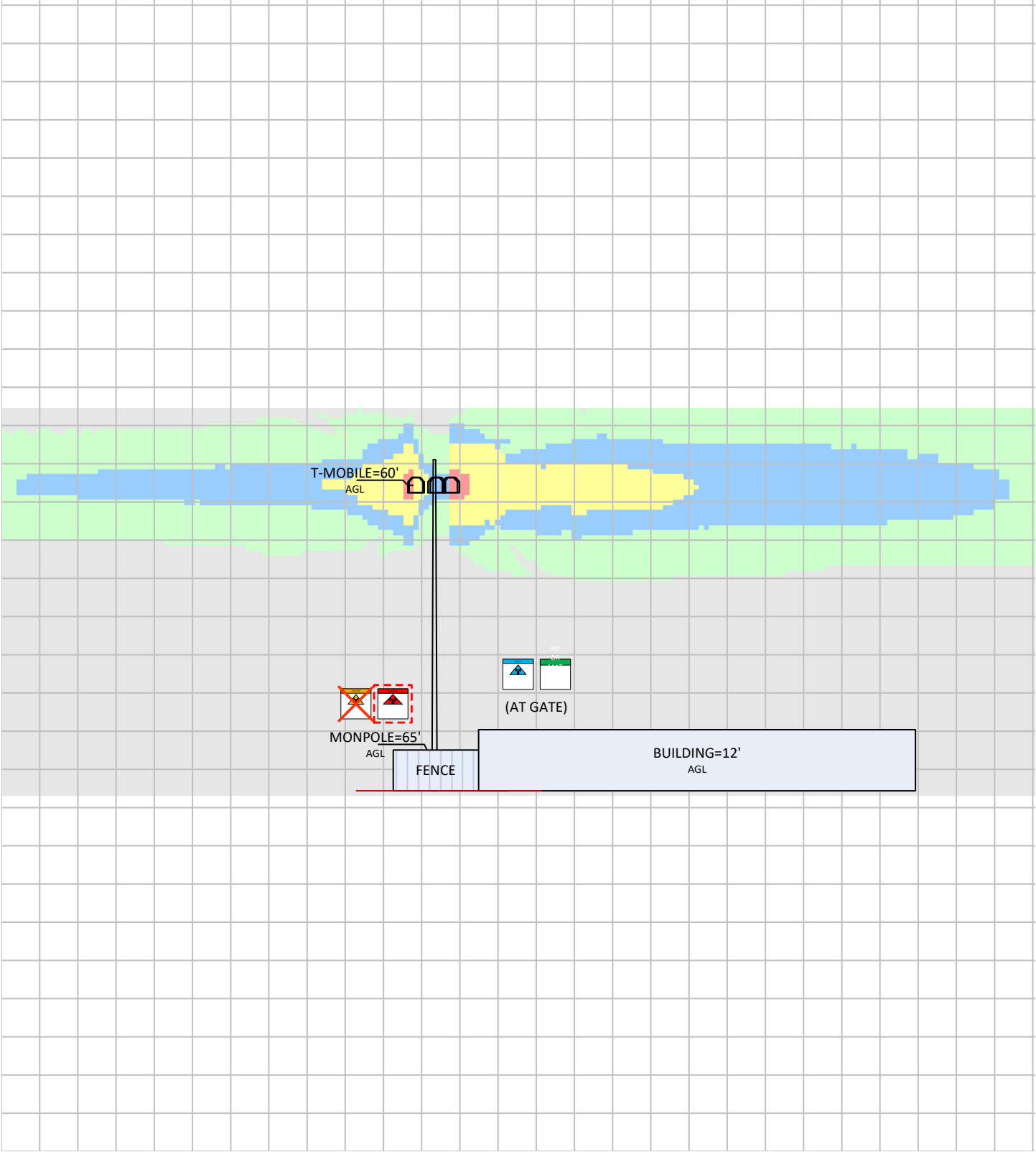


www.sitesafe.com
3/15/2024 4:10:12 PM



Sitesafe OET-65 Model
Near Field Boundary:
1.5 * Aperture
Reflection Factor: 1
Spatially Averaged

RF Exposure Simulation For: GOLDEN HILL POTTERY
Elevation View – Southwest



Sitesafe OET-65 Model
Near Field Boundary:
1.5 * Aperture
Reflection Factor: 1
Single Level (0)

4 Antenna Inventory

The Antenna Inventory shows all transmitting antennas at the site. This inventory was provided by the customer and was utilized by Sitesafe to perform theoretical modeling of RF exposure. The inventory coincides with the site diagrams in this report, identifying each antenna's location at 880511 - GOLDEN HILL POTTERY. The antenna information collected includes the following information:

- Licensee or wireless operator name
- Frequency or frequency band
- Transmitter power – Transmitter Power Output ("TPO"), Effective Radiated Power ("ERP"), or Equivalent Isotropic Radiated Power ("EIRP")
- Antenna manufacturer make, model, and gain



The following antenna inventory was provided by the customer and was utilized to create the site model diagrams:

Ant ID	Operator	Antenna Make and Model	Type	TX Freq (MHz)	Technology	Az (Deg)	Hor BW (Deg)	Ant Len (ft)	Ant Gain (dBd)	Power	Power Type	Power Units	TX Count	Misc Loss	Total ERP (Watts)	Z (ft)	MDT (Deg)	EDT (Deg)
1	T-MOBILE (Proposed)	RFS APXVAALL24_43-U-NA20	Panel	600	5G	0	62.8	8	13.35	200.00	TPO	Watt	1	0.00	4325.44	60	0	0
1	T-MOBILE (Proposed)	RFS APXVAALL24_43-U-NA20	Panel	700	LTE	0	63.7	8	13.75	200.00	TPO	Watt	1	0.00	4742.75	60	0	0
1	T-MOBILE (Proposed)	RFS APXVAALL24_43-U-NA20	Panel	1900	LTE	0	64.9	8	15.25	160.00	TPO	Watt	1	0.00	5359.45	60	0	0
1	T-MOBILE (Proposed)	RFS APXVAALL24_43-U-NA20	Panel	1900	5G	0	64.9	8	15.25	80.00	TPO	Watt	1	0.00	2679.72	60	0	0
1	T-MOBILE (Proposed)	RFS APXVAALL24_43-U-NA20	Panel	2100	LTE/AWS1	0	59.4	8	16.45	160.00	TPO	Watt	1	0.00	7065.13	60	0	0
2	T-MOBILE (Proposed)	Ericsson AIR6419	Panel	2500	5G	0	12.5	2.9	22.35	320.00	TPO	Watt	1	0.00	54973.07	60	0	0
3	T-MOBILE (Proposed)	RFS APXVAALL24_43-U-NA20	Panel	600	5G	120	62.8	8	13.35	200.00	TPO	Watt	1	0.00	4325.44	60	0	0
3	T-MOBILE (Proposed)	RFS APXVAALL24_43-U-NA20	Panel	700	LTE	120	63.7	8	13.75	200.00	TPO	Watt	1	0.00	4742.75	60	0	0
3	T-MOBILE (Proposed)	RFS APXVAALL24_43-U-NA20	Panel	1900	LTE	120	64.9	8	15.25	160.00	TPO	Watt	1	0.00	5359.45	60	0	0
3	T-MOBILE (Proposed)	RFS APXVAALL24_43-U-NA20	Panel	1900	5G	120	64.9	8	15.25	80.00	TPO	Watt	1	0.00	2679.72	60	0	0
3	T-MOBILE (Proposed)	RFS APXVAALL24_43-U-NA20	Panel	2100	LTE/AWS1	120	59.4	8	16.45	160.00	TPO	Watt	1	0.00	7065.13	60	0	0
4	T-MOBILE (Proposed)	Ericsson AIR6419	Panel	2500	5G	120	12.5	2.9	22.35	320.00	TPO	Watt	1	0.00	54973.07	60	0	0
5	T-MOBILE (Proposed)	RFS APXVAALL24_43-U-NA20	Panel	600	5G	240	62.8	8	13.35	200.00	TPO	Watt	1	0.00	4325.44	60	0	0
5	T-MOBILE (Proposed)	RFS APXVAALL24_43-U-NA20	Panel	700	LTE	240	63.7	8	13.75	200.00	TPO	Watt	1	0.00	4742.75	60	0	0
5	T-MOBILE (Proposed)	RFS APXVAALL24_43-U-NA20	Panel	1900	LTE	240	64.9	8	15.25	160.00	TPO	Watt	1	0.00	5359.45	60	0	0
5	T-MOBILE (Proposed)	RFS APXVAALL24_43-U-NA20	Panel	1900	5G	240	64.9	8	15.25	80.00	TPO	Watt	1	0.00	2679.72	60	0	0
5	T-MOBILE (Proposed)	RFS APXVAALL24_43-U-NA20	Panel	2100	LTE/AWS1	240	59.4	8	16.45	160.00	TPO	Watt	1	0.00	7065.13	60	0	0
6	T-MOBILE (Proposed)	Ericsson AIR6419	Panel	2500	5G	240	12.5	2.9	22.35	320.00	TPO	Watt	1	0.00	54973.07	60	0	0

Note: The Z reference indicates antenna height above ground level (AGL). ERP values provided by the client and used in the modeling may be greater than are currently deployed. For additional modeling information, refer to Appendix B. Proposed equipment is tagged as *(Proposed)* under *Operator* or *Antenna Make and Model*.

5 Engineer Certification

The professional engineer whose seal appears on the cover of this document hereby certifies and affirms:

That I am registered as a Professional Engineer in the jurisdiction indicated in the professional engineering stamp on the cover of this document; and

That I, Michael A. McGuire, P.E., am currently and actively licensed to provide (in this state/jurisdiction as indicated within the professional electrical engineering seal on the cover of this document) professional electrical engineering services, as an employee of Hurricane Hill Development Company, PLLC, a duly authorized/registered engineering firm (in this state, as applicable) on behalf of Site Safe, LLC; and

That I am thoroughly familiar with the Rules and Regulations of the Federal Communications Commission (FCC) as well as the regulations of the Occupational Safety and Health Administration (OSHA), both in general and specifically as they apply to the FCC Guidelines for Human Exposure to Radio Frequency Electromagnetic Fields; and

That I have thoroughly reviewed this Site Compliance Report and believe it to be true and accurate to the best of my knowledge as assembled by and attested to by Young Kim.

May 15, 2024

Appendix A – Statement of Limiting Conditions

Sitesafe will not be responsible for matters of a legal nature that affect the site or property.

Due to the complexity of some wireless sites, Sitesafe performed this analysis and created this report utilizing best industry practices and due diligence. Sitesafe cannot be held accountable or responsible for anomalies or discrepancies due to actual site conditions (i.e., mislabeling of antennas or equipment, inaccessible cable runs, inaccessible antennas or equipment, etc.) or information or data supplied by T-Mobile, the site manager, or their affiliates, subcontractors or assigns.

Sitesafe has provided computer generated model(s) in this Site Compliance Report to show approximate dimensions of the site, and the model is included to assist the reader of the compliance report to visualize the site area, and to provide supporting documentation for Sitesafe's recommendations.

Sitesafe may note in the Site Compliance Report any adverse physical conditions, such as needed repairs, observed during the survey of the subject property or that Sitesafe became aware of during the normal research involved in performing this survey. Sitesafe will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because Sitesafe is not an expert in the field of mechanical engineering or building maintenance, the Site Compliance Report must not be considered a structural or physical engineering report.

Sitesafe obtained information used in this Site Compliance Report from sources that Sitesafe considers reliable and believes them to be true and correct. Sitesafe does not assume any responsibility for the accuracy of such items that were furnished by other parties. When conflicts in information occur between data provided by a second party and physical data collected by Sitesafe, the physical data will be used.

Appendix B – Assumptions and Definitions

General Model Assumptions

In this site compliance report, it is assumed that all antennas are operating at **full power at all times**. Software modeling was performed for all transmitting antennas located on the site. Sitesafe has further assumed a 100% duty cycle and maximum radiated power.

The site has been modeled with these assumptions to show the maximum RF energy density. Sitesafe believes this to be a *worst-case* analysis, based on best available data. Areas modeled to predict exposure greater than 100% of the applicable MPE level may not actually occur but are shown as a *worst-case* prediction that could be realized real time. Sitesafe believes these areas to be safe for entry by occupationally trained personnel utilizing appropriate personal protective equipment (in most cases, a personal monitor).

Thus, at any time, if power density measurements were made, we believe the real-time measurements would indicate levels below those depicted in the RF exposure diagram(s) in this report. By modeling in this way, Sitesafe has conservatively shown exclusion areas – areas that should not be entered without the use of a personal monitor, carriers reducing power, or performing real-time measurements to indicate real-time exposure levels.

Definitions

5% Rule – The rules adopted by the FCC specify that, in general, at multiple transmitter sites actions necessary to bring the area into compliance with the guidelines are the shared responsibility of all licensees whose transmitters produce field strengths or power density levels at the area in question in excess of 5% of the exposure limits. In other words, any wireless operator that contributes 5% or greater of the MPE limit in an area that is identified to be greater than 100% of the MPE limit is responsible for taking corrective actions to bring the site into compliance.

Compliance – The determination of whether a site complies with FCC standards with regards to Human Exposure to Radio Frequency Electromagnetic Fields from transmitting antennas.

Decibel (dB) – A unit for measuring power or strength of a signal.

Duty Cycle – The percent of pulse duration to the pulse period of a periodic pulse train. Also, may be a measure of the temporal transmission characteristic of an intermittently transmitting RF source such as a paging antenna by dividing average transmission duration by the average period for transmission. A duty cycle of 100% corresponds to continuous operation.

Effective (or Equivalent) Isotropic Radiated Power (EIRP) – The product of the power supplied to the antenna and the antenna gain in a given direction relative to an isotropic antenna.

Effective Radiated Power (ERP) – The product of the power supplied to the antenna and the antenna gain in a given direction relative to a half-wave dipole antenna.

Gain (of an antenna) – The ratio, usually expressed in decibels, of the power required at the input of a loss-free reference antenna to the power supplied to the input of the given antenna to produce, in a given direction, the same field strength or the same power density at the same distance. When not specified otherwise, the gain refers to the direction of maximum radiation. Gain may be considered for a specified polarization. Gain may be referenced to an isotropic antenna (dBi) or a half-wave dipole (dBd) antenna.

General Population/Uncontrolled Environment – Defined by the FCC as an area where RF exposure may occur to persons who are *unaware* of the potential for exposure and who have no control over their exposure. General Population is also referenced as General Public.

Generic Antenna – For the purposes of this report, the use of “Generic” as an antenna model means the antenna information was not provided and could not be obtained while on site. In the event of unknown information, Sitesafe will use its industry specific knowledge of antenna models to select a worst-case scenario antenna to model the site.

Isotropic Antenna – An antenna that is completely non-directional. In other words, an antenna that radiates energy equally in all directions.



Maximum Measurement – This measurement represents the single largest measurement recorded when performing a spatial average measurement.

Maximum Permissible Exposure (MPE) – The rms and peak electric and magnetic field strength, their squares, or the plane-wave equivalent power densities associated with these fields to which a person may be exposed without harmful effect and with acceptable safety factor.

Occupational/Controlled Environment – Defined by the FCC as an area where RF exposure may occur to persons who are **aware** of the potential for exposure as a condition of employment or specific activity and can exercise control over their exposure.

OET Bulletin 65 – Technical guideline developed by the FCC's Office of Engineering and Technology to determine the impact of RF exposure on humans. The guideline was published in August 1997.

OSHA (Occupational Safety and Health Administration) – Under the Occupational Safety and Health Act of 1970, employers are responsible for providing a safe and healthy workplace for their employees. OSHA's role is to promote the safety and health of America's working men and women by setting and enforcing standards; providing training, outreach and education; establishing partnerships; and encouraging continual process improvement in workplace safety and health. For more information, visit www.osha.gov.

Radio Frequency Exposure or Electromagnetic Fields – Electromagnetic waves that are propagated from antennas through space.

Spatial Average Measurement – A technique used to average a minimum of ten (10) measurements taken in a ten (10) second interval from zero (0) to six (6) feet. This measurement is intended to model the average energy a 6-foot tall human body will absorb while present in an electromagnetic field of energy.

Transmitter Power Output (TPO) – The radio frequency output power of a transmitter's final radio frequency stage as measured at the output terminal while connected to a load.

Appendix C – Rules & Regulations

Explanation of Applicable Rules and Regulations

The FCC has set forth guidelines in OET Bulletin 65 for human exposure to radio frequency electromagnetic fields. Specific regulations regarding this topic are listed in Part 1, Subpart I, of Title 47 in the Code of Federal Regulations. Currently, there are two different levels of MPE - General Public MPE and Occupational MPE. An individual classified as Occupational can be defined as an individual who has received appropriate RF training and meets the conditions outlined below. General Public is defined as anyone who does not meet the conditions of being Occupational. FCC and OSHA Rules and Regulations define compliance in terms of total exposure to total RF energy, regardless of location of or proximity to the sources of energy.

It is the responsibility of all licensees to ensure these guidelines are maintained at all times. It is the ongoing responsibility of all licensees composing the site to maintain ongoing compliance with the FCC Rules and Regulations. Individual licensees that contribute less than 5% MPE to any total area out of compliance are not responsible for corrective actions.

OSHA has adopted and enforces the FCC's exposure guidelines. A building owner or site manager can use this report as part of an overall RF Health and Safety Policy. It is important for building owners/site managers to identify areas in excess of the General Population MPE and ensure that only persons qualified as Occupational are granted access to those areas.

Occupational Environment Explained

The FCC definition of Occupational exposure limits apply to persons who:

- are exposed to RF energy as a consequence of their employment;
- have been made aware of the possibility of exposure; and
- can exercise control over their exposure.

OSHA guidelines go further to state that persons must complete RF Safety Awareness training and must be trained in the use of appropriate personal protective equipment.

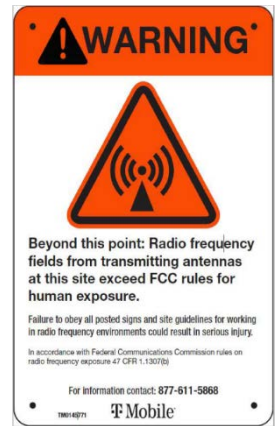
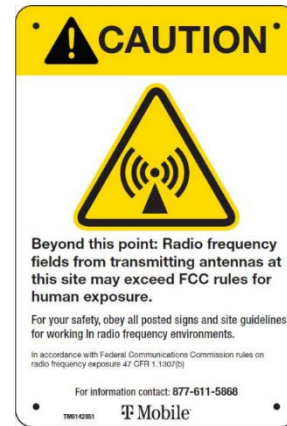
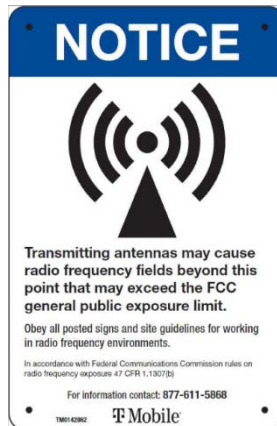
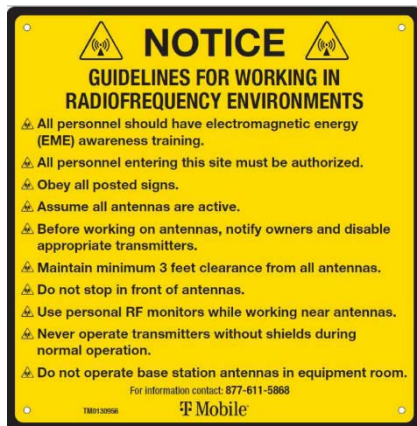
In order to consider this site an Occupational Environment, the site must be controlled to prevent access by any individuals classified as the General Public. Compliance is also maintained when any non-occupational individuals (the General Public) are prevented from accessing areas indicated as Red or Yellow in the attached RF exposure diagram. In addition, a person must be aware of the RF environment into which they are entering. This can be accomplished by an RF Safety Awareness class, and by appropriate written documentation such as this Site Compliance Report.

All T-Mobile employees who require access to this site must complete RF Safety Awareness training and must be trained in the use of appropriate personal protective equipment.

Appendix D – General Safety Recommendations

The following are *general recommendations* appropriate for any site with accessible areas in excess of 100% General Public MPE. These recommendations are not specific to this site. These are safety recommendations appropriate for typical site management, building management, and other tenant operations.

1. All individuals needing access to the main site (or the area indicated to be in excess of General Public MPE) should wear a personal protective monitor (PPM), successfully complete proper RF Safety Awareness training, and have and be trained in the use of appropriate personal protective equipment.
2. All individuals needing access to the main site should be instructed to read and obey all posted placards and signs.
3. The site should be routinely inspected and this or similar report updated with the addition of any antennas or upon any changes to the RF environment including:
 - adding new antennas that may have been located on the site
 - removing of any existing antennas
 - changes in the radiating power or number of RF emitters
4. Post the appropriate **NOTICE**, **CAUTION**, or **WARNING** sign at the main site access point(s) and other locations as required. Note: Please refer to RF Exposure Diagrams in Section 3.1 to inform everyone who has access to this site that beyond posted signs there may be levels in excess of the limits prescribed by the FCC. In addition to RF Advisory Signage, a RF Guideline Signage is recommended to be posted at the main site access point(s). The signs below are examples of signs meeting FCC guidelines.



5. Ensure that the site door remains locked (or appropriately controlled) to deny access to the general public if deemed as policy by the building/site owner.
6. For a General Public environment the five color levels identified in this analysis can be interpreted in the following manner:

- Gray represents areas predicted to be at 5% or less of the General Public MPE limits. *The General Public can access these areas with no restrictions.*
- Green represents areas predicted to be between 5% and 100% of the General Public MPE limits. *The General Public can access these areas with no restrictions.*
- Blue represents areas predicted to be between 100% and 500% of the General Public MPE limits. *The General Public should be restricted from accessing these areas.*
- Yellow represents areas predicted to be between 500% and 5000% of the General Public MPE limits. *The General Public should be restricted from accessing these areas.*
- Red represents areas predicted to be greater than 5000% of the General Public MPE limits. *The General Public should be restricted from accessing these areas.*

7. For an Occupational environment the five color levels identified in this analysis can be interpreted in the following manner:

- Gray represents areas predicted to be at 1% or less of the Occupational MPE limits. *Workers can access these areas with no restrictions.*
- Green represents areas predicted to be between 1% and 20% of the Occupational MPE limits. *Workers can access these areas with no restrictions.*
- Blue represents areas predicted to be between 20% and 100% of the Occupational MPE limits. Workers can access these areas assuming they have basic understanding of EME awareness and RF safety procedures and understand how to limit their exposure.
- Yellow represents areas predicted to be between 100% and 1000% of the Occupational MPE limits. Workers can access these areas assuming they have basic understanding of EME awareness and RF safety procedures and understand how to limit their exposure. Transmitter power reduction and/or time-averaging may be required.
- Red represents areas predicted to be greater than 1000% of the Occupational MPE limits. These areas are not safe for workers to be in for prolonged periods of time. Special procedures must be adhered to, such as lockout/tagout or transmitter power reduction, to minimize worker exposure to EME.

8. Use of a Personal Protective Monitor (PPM): When working around antennas, Sitesafe strongly recommends the use of a PPM. Wearing a PPM will properly forewarn the individual prior to entering an RF exposure area.

Keep a copy of this report available for all persons who must access the site. They should read this report and be aware of the potential hazards with regards to RF and MPE limits.

Additional Information

Additional RF information is available at the following sites:

<https://www.fcc.gov/general/radio-frequency-safety-0>

<https://www.fcc.gov/engineering-technology/electromagnetic-compatibility-division/radio-frequency-safety/faq/rf-safety>

OSHA has additional information available at:

<https://www.osha.gov/SLTC/radiofrequencyradiation/index.html>

Appendix E – Regulatory Basis

FCC Rules and Regulations

In 1996, the Federal Communications Commission (FCC) adopted regulations for evaluating the effects of RF exposure in 47 CFR § 1.1307 and 1.1310. The guideline from the FCC Office of Engineering and Technology is Bulletin 65 (“OET Bulletin 65”), *Evaluating Compliance with FCC Guidelines for Human Exposure to Radio Frequency Electromagnetic Fields*, Edition 97-01, published August 1997. Since 1996 the FCC periodically reviews these rules and regulations as per their congressional mandate. The FCC has reviewed these rules and regulations beginning in 2019 and have finalized their review in May 2021 with the US Court of Appeals.

FCC regulations define two separate tiers of exposure limits: Occupational or “Controlled environment” and General Public or “Uncontrolled environment”. The General Public limits are generally five times more conservative or restrictive than the Occupational limits. The General Public limits apply to *accessible* areas where workers or the general public may be exposed to Radio Frequency (RF) electromagnetic fields.

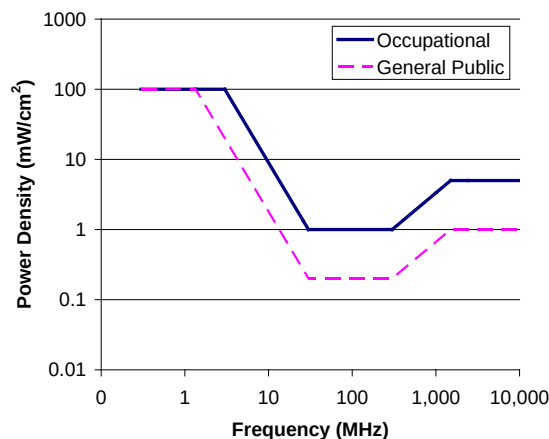
Occupational or Controlled limits apply in situations in which persons are exposed as a consequence of their employment and where those persons exposed have been made fully aware of the potential for exposure and can exercise control over their exposure.

An area is considered a Controlled environment when access is limited to these aware personnel. Typical criteria are restricted access (i.e. locked or alarmed doors, barriers, etc.) to the areas where antennas are located coupled with proper RF hazard signage. A site with Controlled environments is evaluated with Occupational limits.

All other areas are considered Uncontrolled environments. If a site has no access controls or no RF hazard signage it is evaluated with General Public limits.

The theoretical modeling of the RF electromagnetic fields has been performed in accordance with OET Bulletin 65. The Maximum Permissible Exposure (MPE) limits utilized in this analysis are outlined in the following diagram:

FCC Limits for Maximum Permissible Exposure (MPE)
Plane-wave Equivalent Power Density



Limits for Occupational/Controlled Exposure (MPE)

Frequency Range (MHz)	Electric Field Strength (E) (V/m)	Magnetic Field Strength (H) (A/m)	Power Density (S) (mW/cm ²)	Averaging Time E ² , H ² or S (minutes)
0.3-3.0	614	1.63	(100)*	6
3.0-30	1842/f	4.89/f	(900/f ²)*	6
30-300	61.4	0.163	1.0	6
300-1500	--	--	f/300	6
1500-100,000	--	--	5	6

Limits for General Population/Uncontrolled Exposure (MPE)

Frequency Range (MHz)	Electric Field Strength (E) (V/m)	Magnetic Field Strength (H) (A/m)	Power Density (S) (mW/cm ²)	Averaging Time E ² , H ² or S (minutes)
0.3-1.34	614	1.63	(100)*	30
1.34-30	824/f	2.19/f	(180/f ²)*	30
30-300	27.5	0.073	0.2	30
300-1500	--	--	f/1500	30
1500-100,000	--	--	1.0	30

f = frequency in MHz

*Plane-wave equivalent power density

Appendix F – Safety Plan and Procedures

The following items are general safety recommendations that should be administered on a site by site basis as needed by the carrier.

General Maintenance Work: Any maintenance personnel required to work immediately in front of antennas and / or in areas indicated as above 100% of the Occupational MPE limits should coordinate with the wireless operators to disable transmitters during their work activities.

Training and Qualification Verification: All personnel accessing areas indicated as exceeding the General Population MPE limits should have a basic understanding of EME awareness and RF Safety procedures when working around transmitting antennas. Awareness training increases a worker's understanding to potential RF exposure scenarios. Awareness can be achieved in a number of ways (e.g. videos, formal classroom lecture or internet-based courses).

Physical Access Control: Access restrictions to transmitting antennas locations is the primary element in a site safety plan. Examples of access restrictions are as follows:

- Locked door or gate
- Alarmed door
- Locked ladder access
- Restrictive Barrier at antenna (e.g. Chain link with posted RF Sign)

RF Signage: Everyone should obey all posted signs at all times. RF signs play an important role in properly warning a worker prior to entering into a potential RF Exposure area.

Assume all antennas are active: Due to the nature of telecommunications transmissions, an antenna transmits intermittently. Always assume an antenna is transmitting. Never stop in front of an antenna. If you have to pass by an antenna, move through as quickly and safely as possible thereby reducing any exposure to a minimum.

Site RF Exposure Diagram(s): Section 3 of this report contains RF Diagram(s) that outline various theoretical Maximum Permissible Exposure (MPE) areas at the site. The modeling is a worst-case scenario assuming a duty cycle of 100% for each transmitting antenna at full power. This analysis is based on one of two access control criteria: General Public criteria means the access to the site is uncontrolled and anyone can gain access. Occupational criteria means the access is restricted and only properly trained individuals can gain access to the antenna locations.

SF54025A Coverage Plots

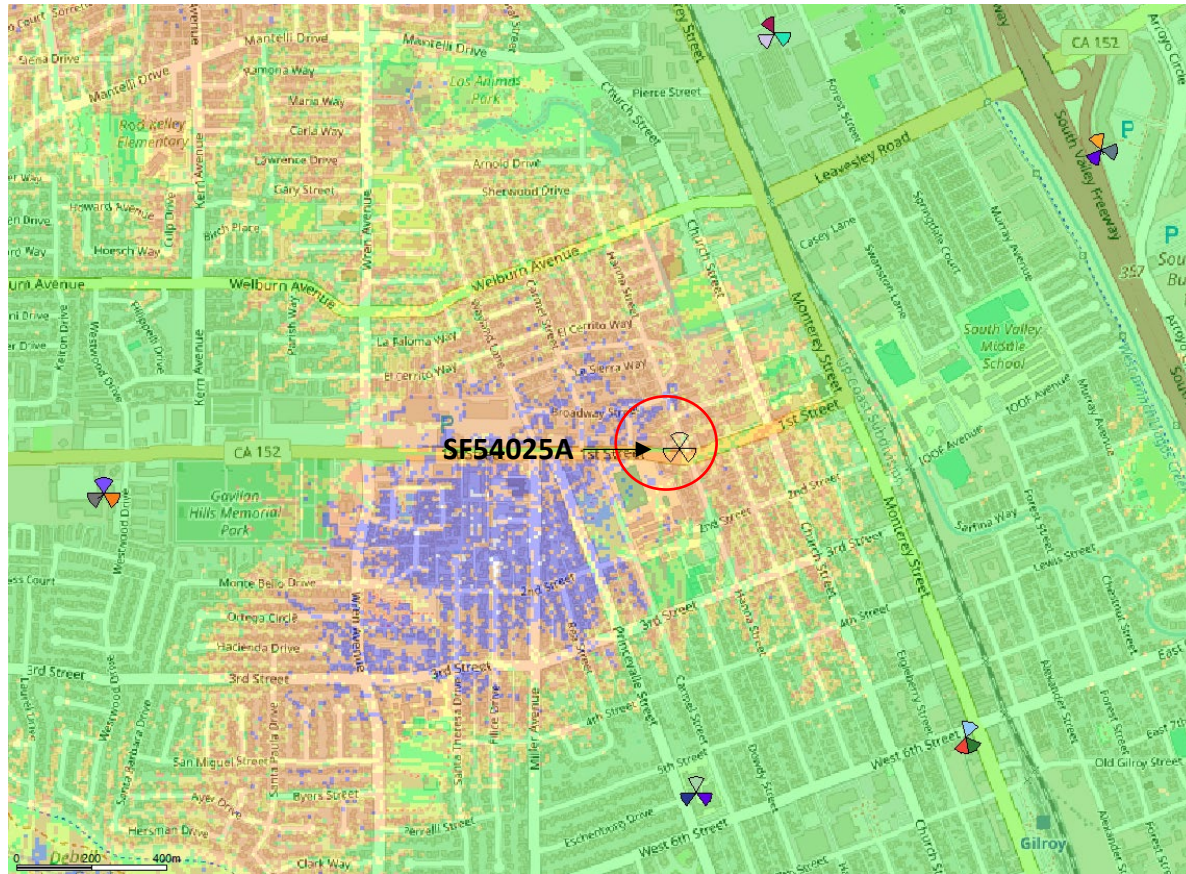
401 1st Street
Gilroy, CA



SF54025A L2100 Coverage – 60'RC



SF54025A L2100 Coverage – WITHOUT THE SITE

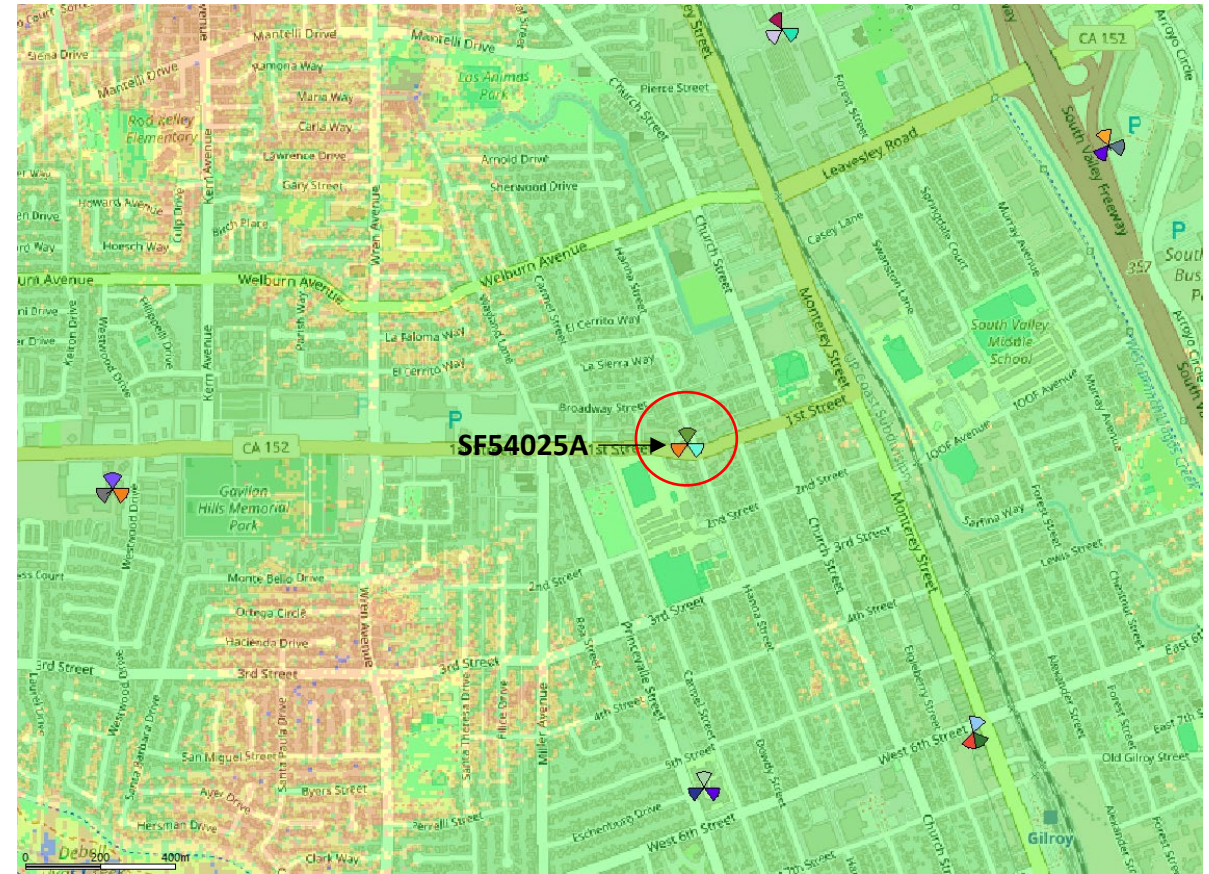


4G/5G: 4G_2100_CBSL_RSRP 0

- IBC: -95dBm < RSRP
- IBR: -100dBm < RSRP < -95dBm
- In-Vehicle: -108dBm < RSRP < -100dBm
- Outdoor: -115dBm < RSRP < -108dBm

Prediction	Legend	Population (Population)
SF54025A Coverage With 60'	IBC: -95dBm < RSRP	22,895
	IBR: -100dBm < RSRP < -95dBm	19,437
	In-Vehicle: -108dBm < RSRP < -100dBm	2,393
	Outdoor: -115dBm < RSRP < -108dBm	1,065
		0e+00

SF54025A L2100 Coverage – WITH THE SITE



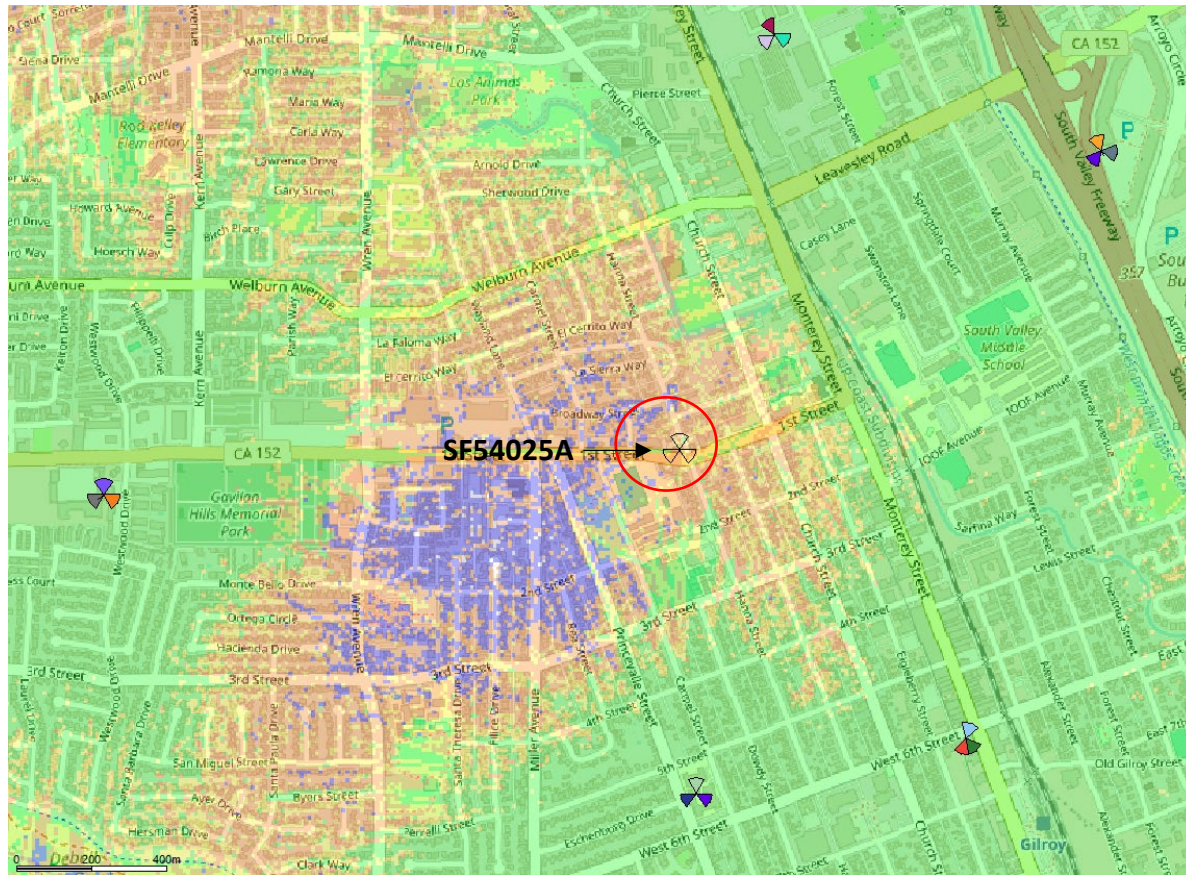
4G/5G: 4G_2100_CBSL_RSRP 1

- IBC: -95dBm < RSRP
- IBR: -100dBm < RSRP < -95dBm
- In-Vehicle: -108dBm < RSRP < -100dBm
- Outdoor: -115dBm < RSRP < -108dBm

SF54025A L2100 Coverage – 46'RC



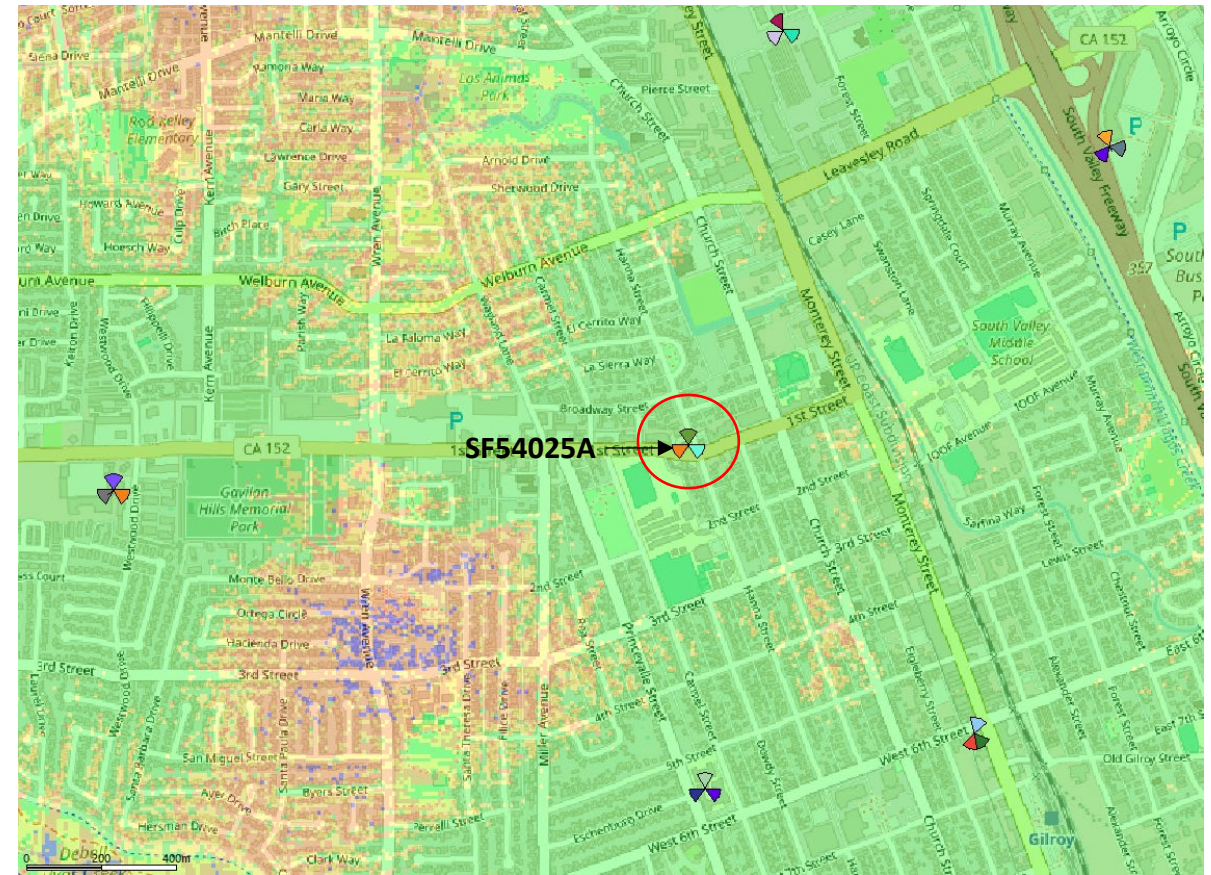
SF54025A L2100 Coverage – WITHOUT THE SITE



4G/5G: 4G_2100_CBSL_RSRP 0

- IBC: -95dBm < RSRP
- IBC: -100dBm < RSRP < -95dBm
- In-Vehicle: -108dBm < RSRP < -100dBm
- Outdoor: -115dBm < RSRP < -108dBm

SF54025A L2100 Coverage – WITH THE SITE



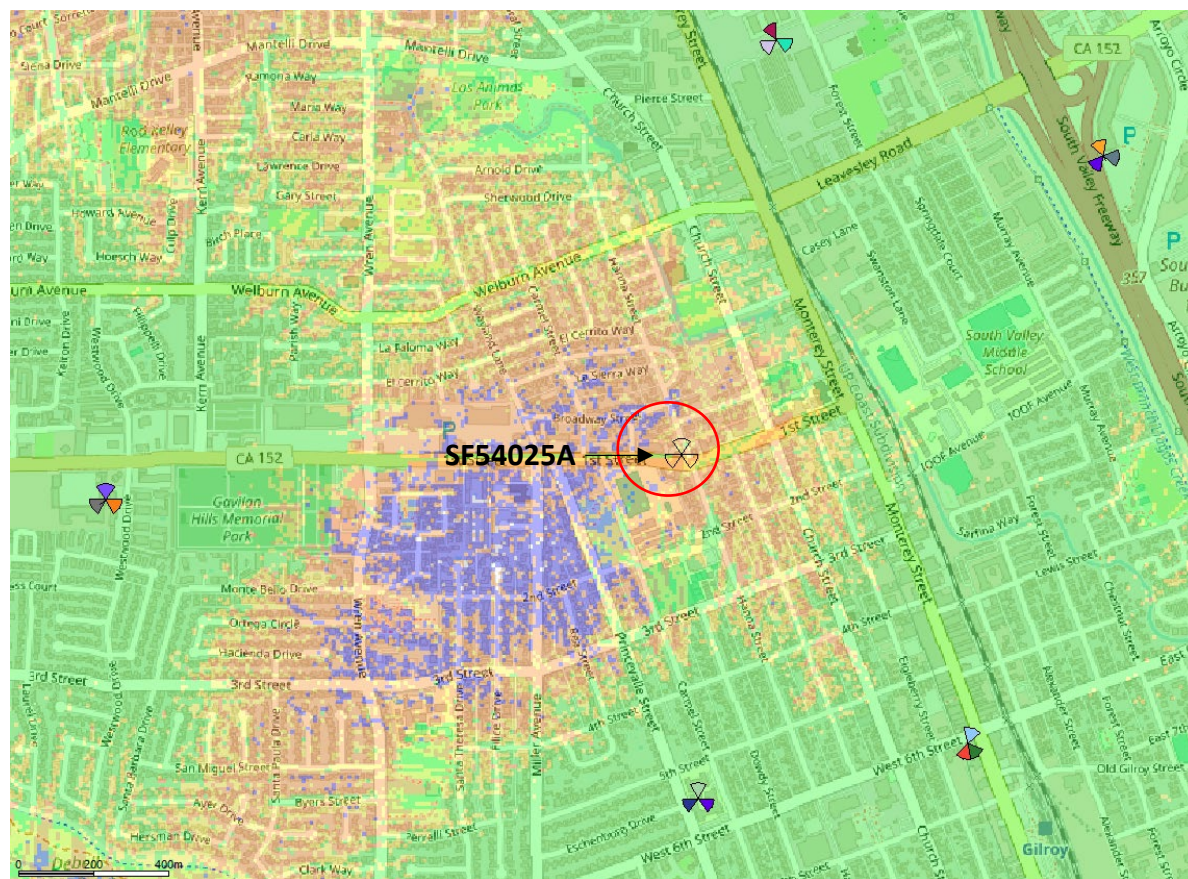
4G/5G: 4G_2100_CBSL_RSRP 1

- IBC: -95dBm < RSRP
- IBC: -100dBm < RSRP < -95dBm
- In-Vehicle: -108dBm < RSRP < -100dBm
- Outdoor: -115dBm < RSRP < -108dBm

SF54025A L2100 Coverage – 32'RC



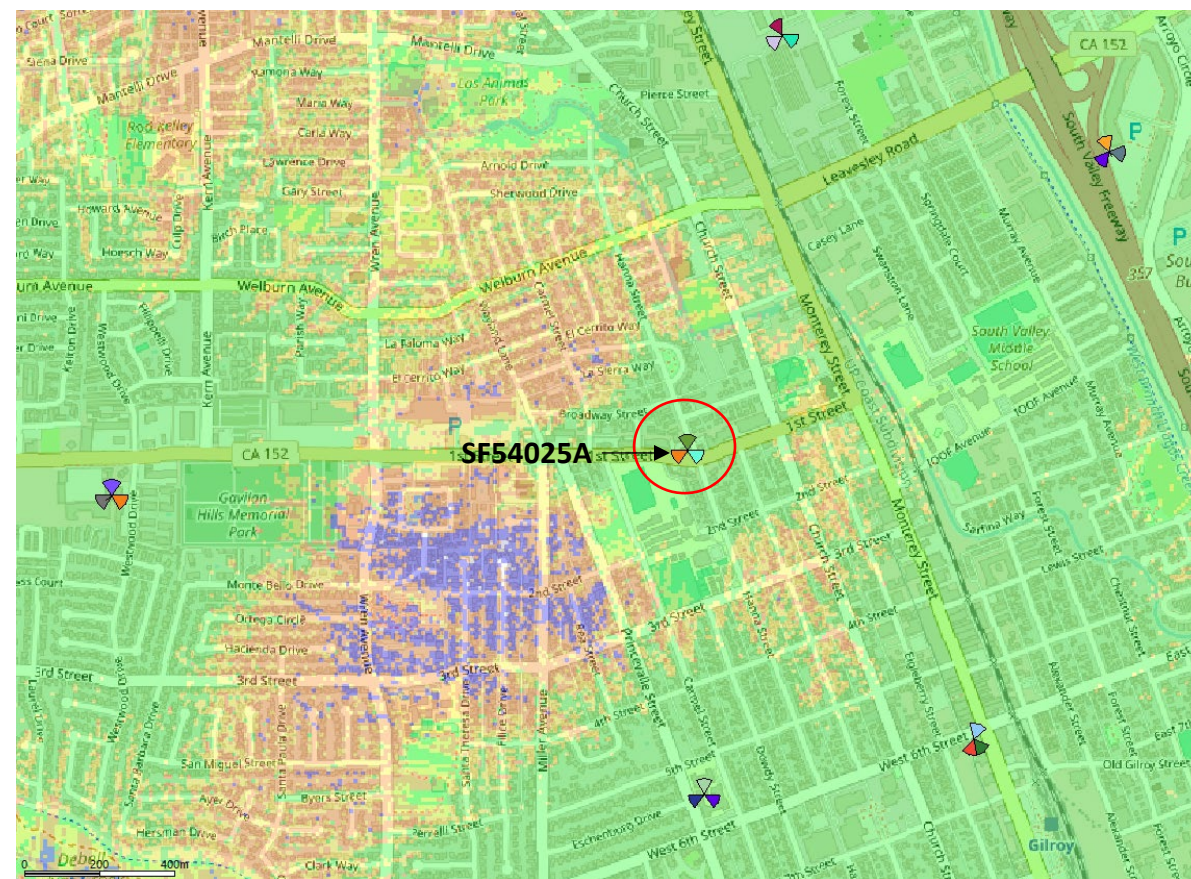
SF54025A L2100 Coverage – WITHOUT THE SITE



4G/5G: 4G_2100_CBSL_RSRP 0

- IBC: -95dBm < RSRP
- IBR: -100dBm < RSRP < -95dBm
- In-Vehicle: -108dBm < RSRP < -100dBm
- Outdoor: -115dBm < RSRP < -108dBm

SF54025A L2100 Coverage – WITH THE SITE



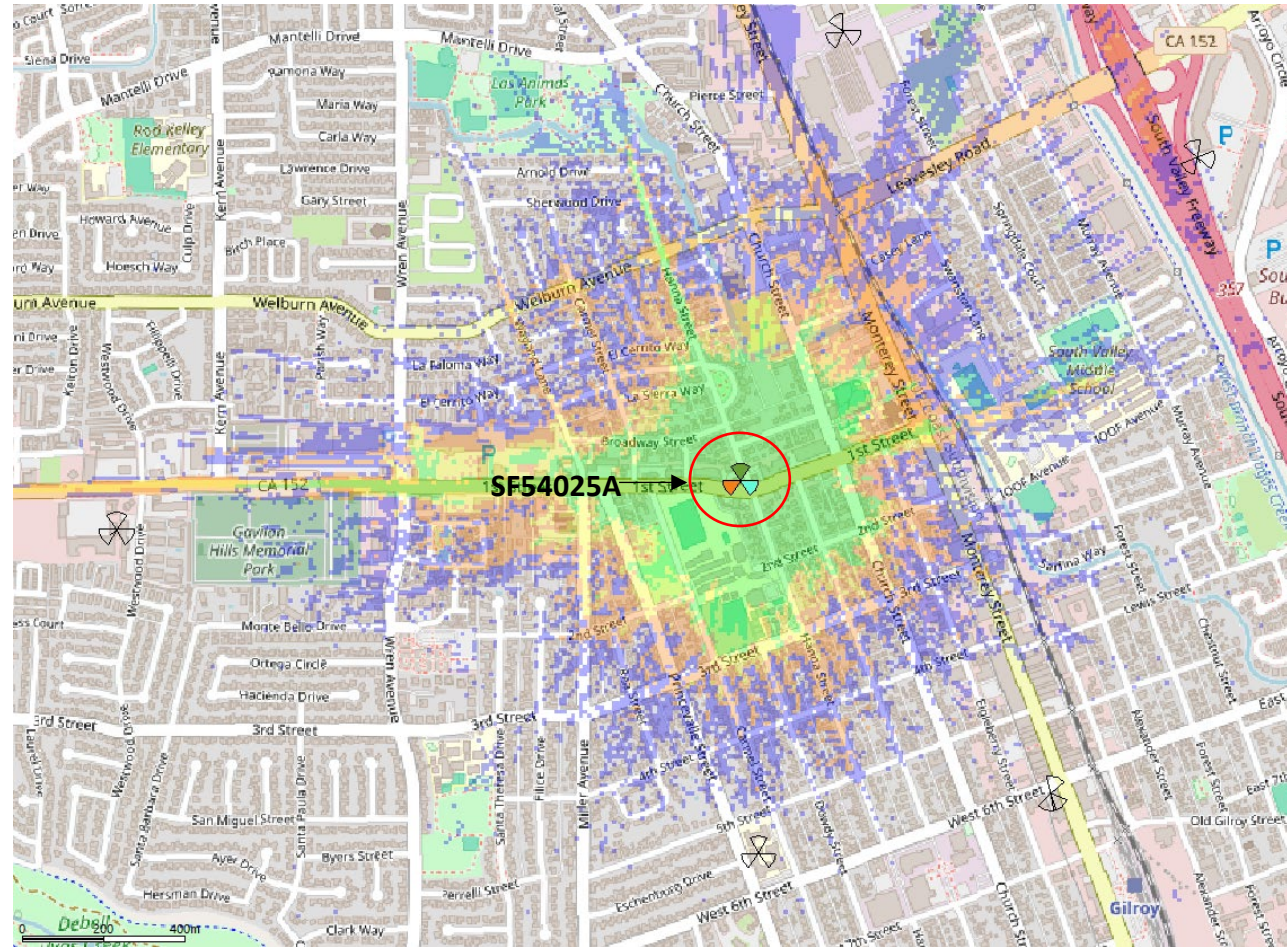
4G/5G: 4G_2100_CBSL_RSRP 1

- IBC: -95dBm < RSRP
- IBR: -100dBm < RSRP < -95dBm
- In-Vehicle: -108dBm < RSRP < -100dBm
- Outdoor: -115dBm < RSRP < -108dBm

SF54025A L2100 Standalone Coverage – 32'RC



SF54025A L2100 Coverage – Standalone



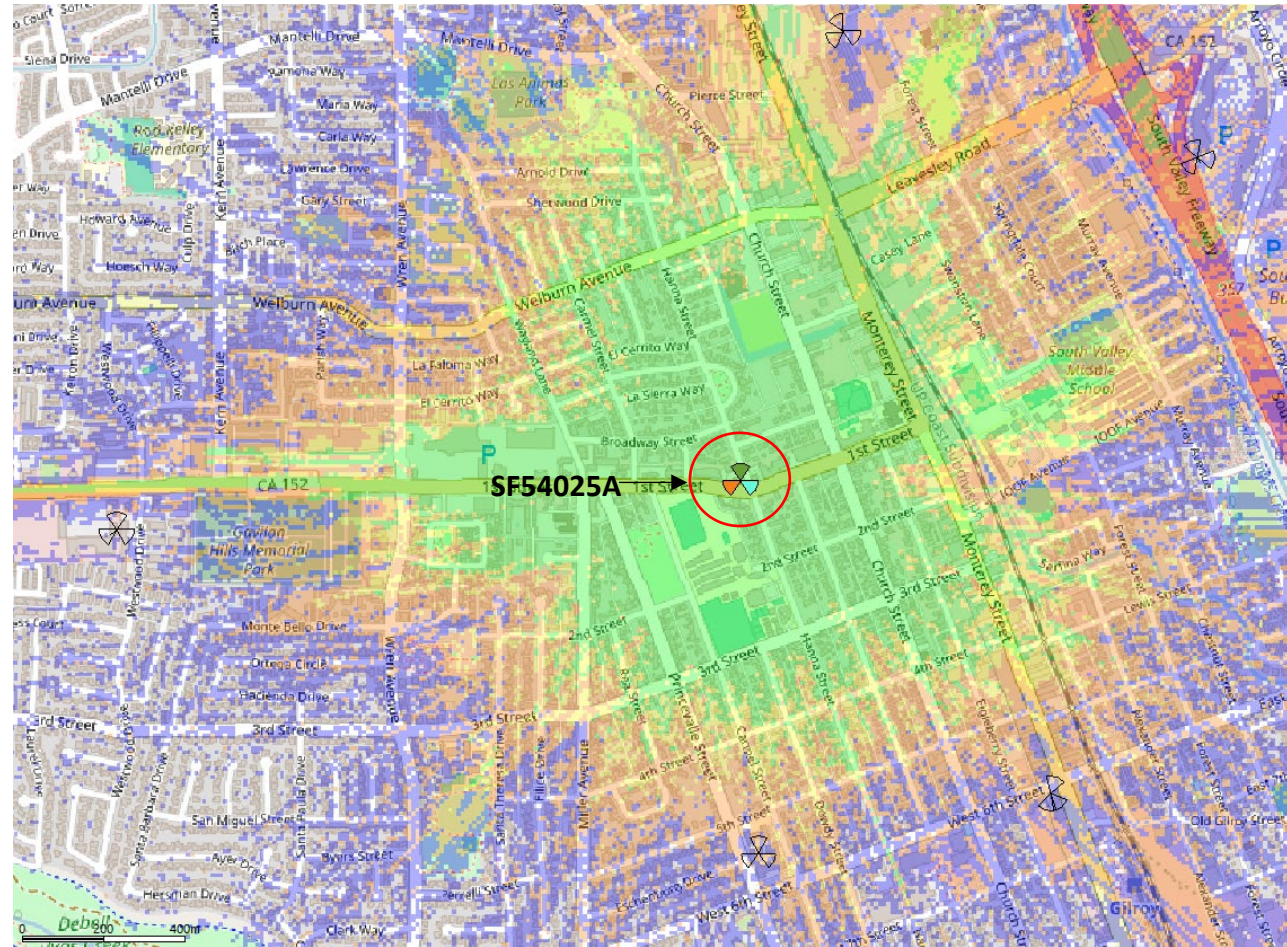
4G/5G: 4G_2100_CBSL_RSRP 2

- IBC: -95dBm < RSRP
- IBR: -100dBm < RSRP < -95dBm
- In-Vehicle: -108dBm < RSRP < -100dBm
- Outdoor: -115dBm < RSRP < -108dBm

SF54025A L2100 Standalone Coverage – 46'RC



SF54025A L2100 Coverage – Standalone



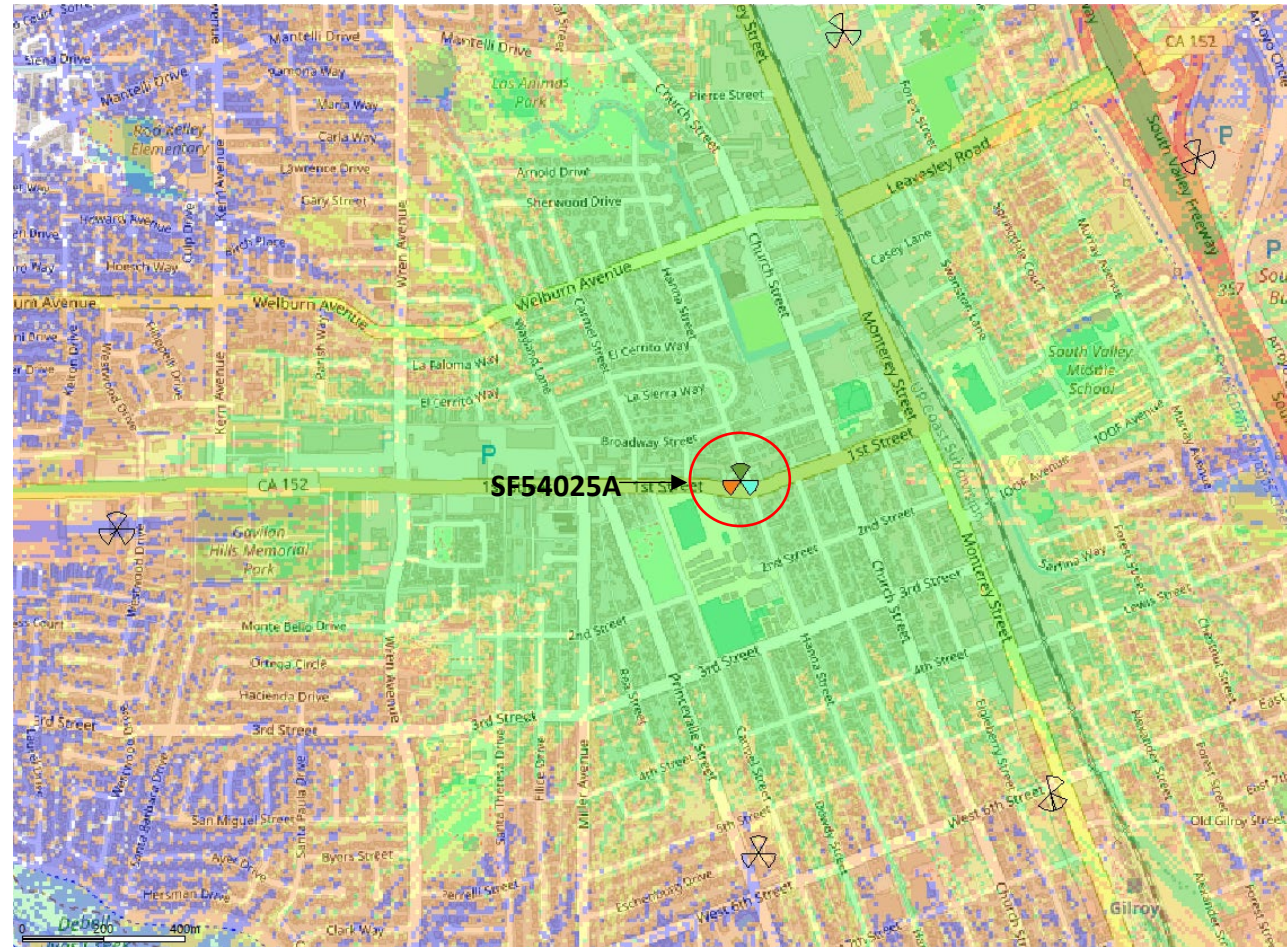
4G/5G: 4G_2100_CBSL_RSRP 2

- IBC: -95dBm < RSRP
- IBR: -100dBm < RSRP < -95dBm
- In-Vehicle: -108dBm < RSRP < -100dBm
- Outdoor: -115dBm < RSRP < -108dBm

SF54025A L2100 Standalone Coverage – 60'RC



SF54025A L2100 Coverage – Standalone



4G/5G: 4G_2100_CBSL_RSRP 2

IBC: -95dBm < RSRP

IBR: -100dBm < RSRP < -95dBm

In-Vehicle: -108dBm < RSRP < -100dBm

Outdoor: -115dBm < RSRP < -108dBm

SF54025A L2100 - Population Count



Legend	Pop Without Site	Pop at 60'RC	Pop at 46'RC	Pop at 32'Rc
Indoor Coverage	18,564	21,830	20,580	19,415

- 3,266 Population gain with the addition of SF54025A at 60' RC
- 2,016 Population gain with the addition of SF54025A at 46' RC
- 851 Population gain with the addition of SF54025A at 32' RC
- At 32' RC there is a reduction of 2,415 indoor pops covered in the city of Gilroy
- **The Proposed height 60 feet provides significantly more consistent coverage to central Gilroy in the vicinity of 1st street (Hwy 152). 32 feet antenna height shows a significant coverage hole in the residential neighborhood south of 1st Street bordered by Wren Ave to the West & Miller Ave to the East. This is clearly shown in slide 4.**

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Bicycle Superhighway Implementation Plan Update

Gilroy Planning Commission
March 2025

Background

- VTA adopted the Countywide Bicycle Plan in 2018. It introduced *bicycle superhighways*.
- Bicycle superhighways: High quality, uninterrupted, long-distance bikeway separated from motor vehicles that traverse across the county.



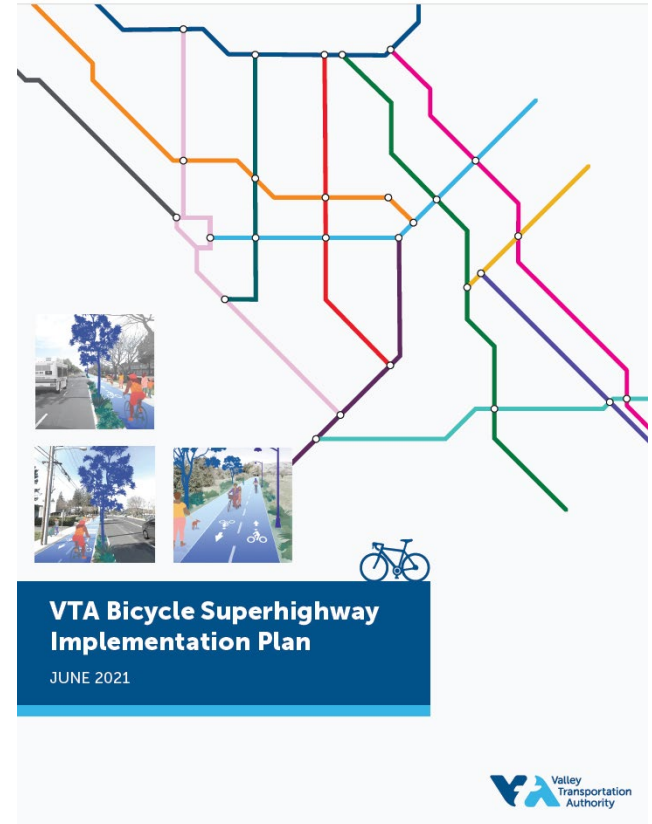
Example Design



2021 Bicycle Superhighway Implementation Plan

The plan positioned Member Agencies to pursue grant funding

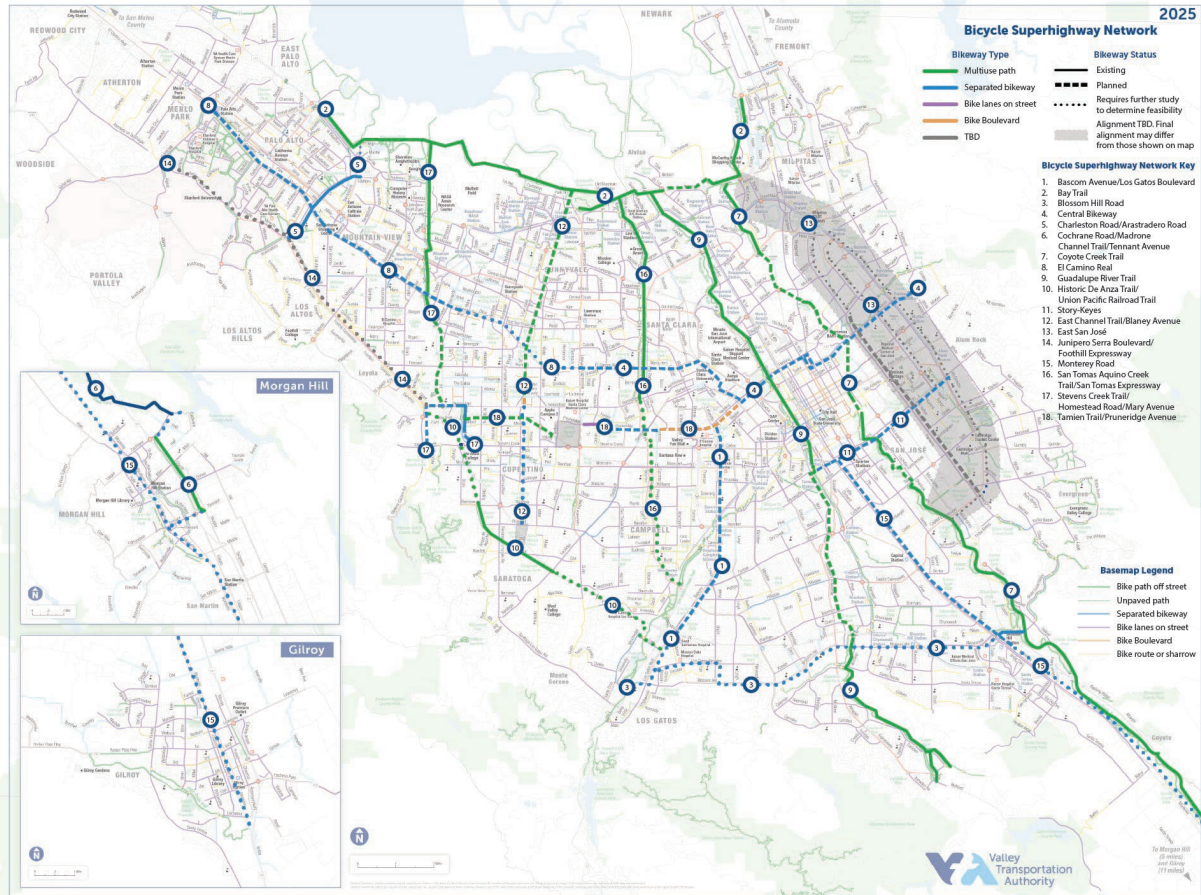
- Map of the existing and proposed network
- Design assumptions
- Planning-level cost estimates by route
- VMT reductions by route
- Operations and maintenance guidance
- Funding opportunities



2025 Bicycle Superhighway Implementation Plan Update

- Updated segment statuses
- Network expansion
 - New addition: Charleston/Arastradero Corridor
- Updated VMT reduction
- Updated costs ranges

2025 Bicycle Superhighway Implementation Plan



Monterey Road

Agencies	San José, County, Morgan Hill, Gilroy
Destinations	Shopping centers; Capitol, Blossom Hill, and Gilroy Caltrain Stations; Edenvale Gardens Regional Park; office parks; Charter School of Morgan Hill; Britton Middle School; Gilroy Sports Park/Sharks Ice Center
VTA Involvement	Lead/Provide planning support to lead agencies
Length	40.7 miles total 0 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-5,500
Planning-Level Cost Range	\$\$\$
Active Implementation Efforts <i>(as of Summer 2024)</i>	• VTA, partnering with the City of San José, is leading the Monterey Road Transit Project. The project will implement Class 4 Protected Bike Lanes and a transit lane with bus boarding islands along Monterey Road, from Keyes Street to Ford Road near the Blossom Hill Caltrain Station. The project has completed the feasibility study phase and is currently in design.



Planning-Level Cost Estimate Ranges

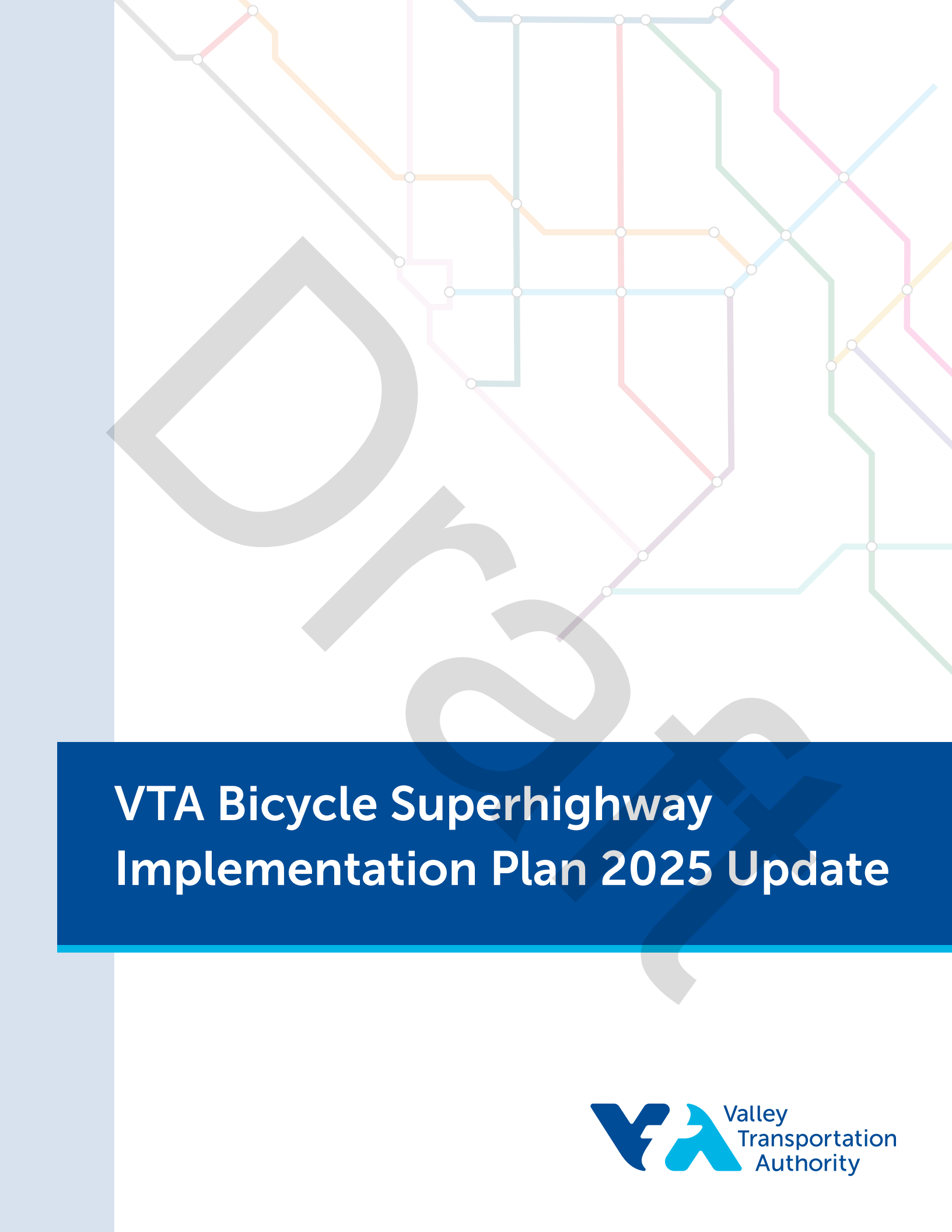
Bike Superhighway Name	Total Cost Range
Bascom Avenue/Los Gatos Boulevard	\$\$\$
Bay Trail	\$
Blossom Hill Road	\$\$\$
Central Bikeway	\$\$\$
Charleston/Arastradero Corridor	TBD
Cochrane Road/Madrone Channel Trail/Tennant Avenue	\$\$
Coyote Creek Trail	\$
El Camino Real	\$\$\$
Guadalupe River Trail	\$
Historic De Anza Trail/Union Pacific Railroad Trail	\$
Story-Keyes	\$\$
East Channel Trail/Blaney Avenue	\$\$
East San José North-South Alignment	TBD
Junipero Serra Boulevard/Foothill Expressway	TBD
Monterey Road	\$\$\$
San Tomas Aquino Creek Trail/San Tomas Expressway	\$
Stevens Creek Trail/ Homestead Road/Mary Avenue	\$\$
Tamien Trail/Pruneridge Avenue	\$\$

VMT Reduction Estimates

Route Name	Total Mileage	Avg VMT Change (by route)
Bascom Avenue/Los Gatos Boulevard	6.8	-1,400
Bay Trail	18.9	-8,600
Blossom Hill Road	11.5	-1,600
Central Bikeway	10.8	-4,200
Charleston / Arastradero Corridor	2.5	-500
Cochrane Road/Madrone Channel Trail/Tennant Avenue	5.4	-200
Coyote Creek Trail	30.7	-10,700
El Camino Real	12.0	-3,400
Guadalupe River Trail	19.3	-12,700
Historic De Anza Trail/Union Pacific Railroad Trail	9.2	-1,300
Story-Keyes	4.3	-1,100
East Channel Trail/Blaney Avenue	8.8	-2,600
Junipero Serra Boulevard/Foothill Expressway	9.3	-1,500
Monterey Road	29.3	-5,500
San Tomas Aquino Creek Trail/San Tomas Expressway	10.8	-5,200
Stevens Creek Trail/ Homestead Road/Mary Avenue	10.9	-2,600
Tamien Trail/Pruneridge Avenue	6.7	-1,900
TOTAL	207	-65,000

Next Steps

- Action item to recommend that the Board approve the Bicycle Superhighway Implementation Plan Update.
- Staff will continue to work with Member Agencies to advance the network.



VTA Bicycle Superhighway Implementation Plan 2025 Update

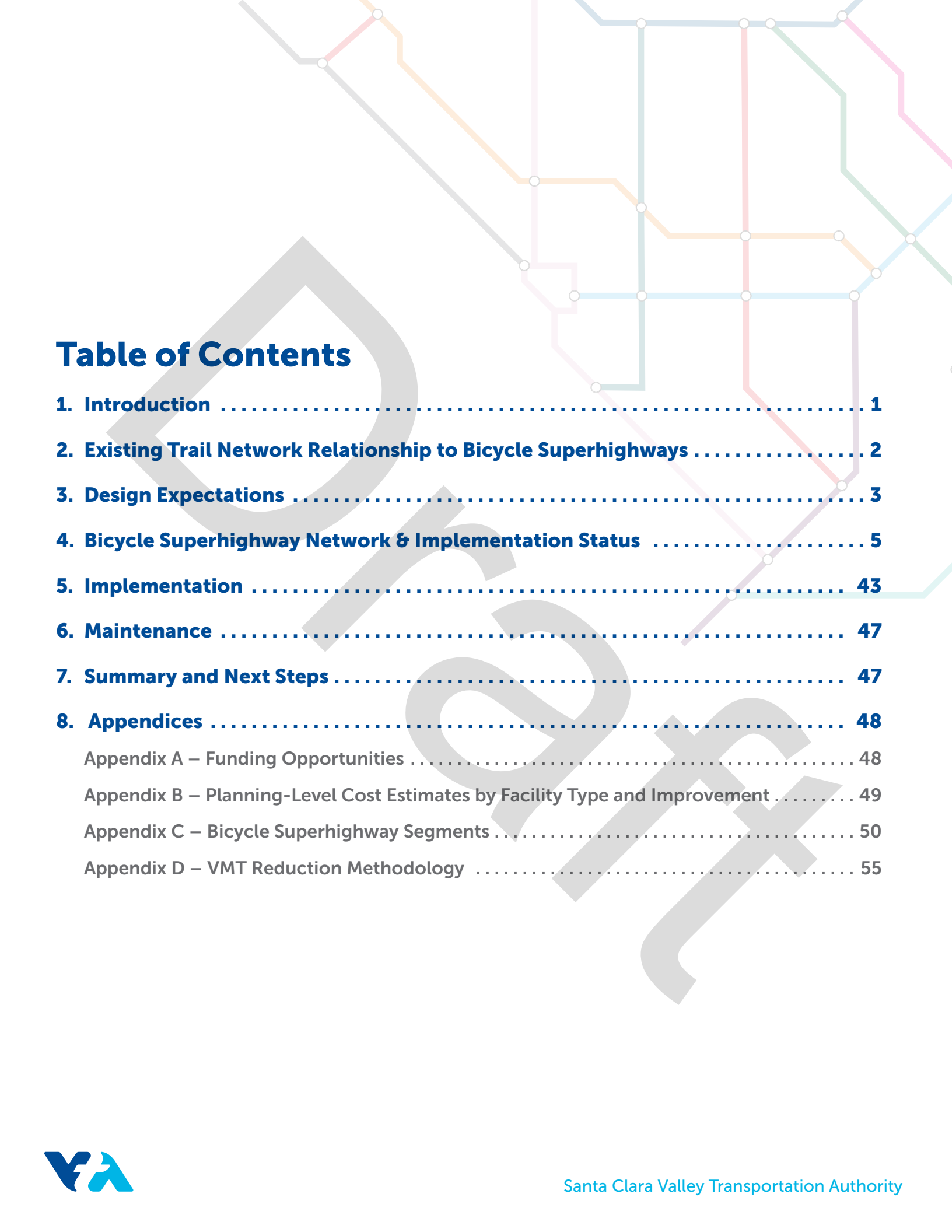


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1. Introduction

Bicycle Superhighways

Over the last decade, Santa Clara County has seen a steady increase in bicycling and strong public support for better bikeways. There are now about 1,250 miles of bikeways in the county, including over 300 miles of bicycle paths that are entirely separated from motor vehicle traffic. Inspired by examples from both the U.S. and internationally, VTA has proposed to develop a network of bicycle superhighways that connect Santa Clara County. The network will enable people to bicycle from Gilroy to Palo Alto, and from East San José to Mountain View, on connected, low-stress bikeways. Ultimately, the bicycle superhighways will form the backbone of the county's bicycle network, becoming integral to people's mental map of Santa Clara County, alongside major roads, freeways, county expressways, and rail. In alignment with state and regional planning efforts, including Caltrans' Bike Highway Plan and Metropolitan Transportation Commission's (MTC) Regional Active Transportation Network, this network aims to establish comprehensive, high-quality bikeways across the county.

Bicycle superhighways are low-stress, accessible, direct, and continuous routes that provide an efficient option for long-distance bike travel. They connect major commercial and employment destinations to local neighborhoods, nearby cities, and regional and local bikeways to create a consistent and accessible network. The bicycle superhighway network will allow people to travel quickly from city to city by bicycle in much the same way the County Expressway System allows people to travel quickly across the county by car.

The bicycle superhighway network is intended to serve strong and fearless, enthused and confident, and interested but concerned bicyclists. Most sections of the network, especially the trails, may be used by students and families but the bicycle superhighways primarily focus on providing a high-quality option for commuters, errand-runners, and recreational or weekend riders.

This network is not intended to replace or diminish the importance of local bicycle facilities. It is expected to connect to those local facilities and should support the goal of expanding the bike network across the county for all ages and abilities. The network will connect bicyclists to key destinations with few detours and stops. Overall, the bicycle superhighways will offer a positive experience for riders, be built with high-quality materials, and maintained to exceptional standards.

Background

In 2018, Santa Clara Valley Transportation Authority (VTA) adopted the updated Countywide Bicycle Plan. The Bicycle Plan identifies a 950-mile network of Cross County Bicycle Corridors (CCBCs), which includes both existing and planned bikeways that cross the county and connect across jurisdictions. It also lists a subset of CCBCs that could potentially be upgraded to serve as bicycle superhighways. Since identifying potential bicycle superhighways, VTA staff have been collaborating with local jurisdictions, Caltrans, VTA's Bicycle and Pedestrian Advisory Committee, and other stakeholders to determine specific alignments and understand the steps needed to implement the network.

Plan Purpose

This Implementation Plan (Plan) proposes specific alignments for a countywide network of 18 bicycle superhighways. It describes the implementation status of each bicycle superhighway, summarizes active efforts, and provides planning-level cost ranges for completing remaining segments. The Plan will assist local agencies and VTA in securing funding, planning, designing, and constructing the superhighway network. It will help position Member Agencies (local agencies in Santa Clara County) to pursue grant funding by identifying high-priority projects and demonstrating VTA's support. VTA can assist Member Agencies by coordinating or leading efforts that span multiple jurisdictions. The Plan will also help VTA advocate for new and expanded funding sources to implement bicycle superhighways. Finally, the Plan aims to build public and political awareness, garner support for the network, and inspire more people to shift from driving to cycling.

Outreach

To transition from the conceptual bicycle superhighway corridors in the Countywide Bicycle Plan to a map of specific alignments, VTA worked closely with Member Agency staff and the VTA Bicycle and Pedestrian Advisory Committee. In spring and summer 2020, VTA met individually with city and county staff to



refine alignments that support local plans. In August 2020, VTA presented the draft bicycle superhighway map to the Technical Advisory Committee, Policy Advisory Committee, and Bicycle and Pedestrian Advisory Committee (BPAC) for comment. Staff revised the map based on feedback and brought it to a BPAC interactive workshop in December 2020 for further input. Staff further modified the map and confirmed the changes with Member Agency staff. At the request of city staff, VTA presented the bicycle superhighway map to the bicycle and pedestrian advisory committees of Palo Alto and Los Altos.

For the 2025 Update, VTA coordinated with Member Agency staff to revise bicycle superhighway alignments and implementation statuses. VTA also identified the need for a north-south bicycle connection in western Santa Clara County and consulted Palo Alto about including this additional route in the Plan.

2025 Update

This document provides an update to the original Bicycle Superhighway Implementation Plan adopted in 2021. It includes updated segment statuses and outlines network expansions to enhance countywide connectivity. The Central Bikeway's alignment was determined through the Central Bikeway Feasibility Study and Alternatives Analysis, completed in 2022. The Charleston/Arastradero Corridor, a new bicycle superhighway alignment located in Palo Alto, was added in this update. This corridor provides a crucial north-south connection and links with existing east-west bicycle superhighways. This document also provides updated cost estimate ranges and vehicle miles traveled (VMT) reduction estimates for each bicycle superhighway.

The revised plan underscores VTA's ongoing commitment to enhancing and expanding the bicycle network across Santa Clara County.

2. Existing Trail Network Relationship to Bicycle Superhighways

Exemplary bicycle paths in Santa Clara County, such as the Guadalupe River Trail, Coyote Creek Trail, San Tomas Aquino/Saratoga Creek Trail, Stevens Creek Trail, and Bay Trail, currently serve as high-quality bicycle commute routes. Counts show upwards of 2,000 weekday users on some segments. These paths offer long-distance, uninterrupted bicycle travel, with crossings over or under major roadways, freeways, and rail lines, and include wayfinding signage, informational kiosks, and amenities along the route. Many are supported by online and printed maps, as well as dedicated social media accounts managed by city staff. Although cities have not officially branded these bikeways as 'superhighways,' they effectively serve that purpose during commute hours.

While many of Santa Clara County's multi-use paths function as bicycle superhighways, challenges remain before they can fully meet the criteria. A major challenge is the conflict between high-speed bicyclists and other trail users. Most trails have posted speed limits of 15 miles per hour or less, but experienced bicyclists can easily reach speeds of 18 miles per hour on standard bicycles and over 20 miles per hour on electric-assist bicycles. This Plan supports maintaining safe, appropriate speed limits on multi-use paths through community education, effective enforcement, and necessary physical upgrades. Wider trails or designated walking and biking paths are recommended to separate trail users and enhance safety.

Finally, the Plan excludes some trails with highly constrained conditions, such as the Los Gatos Creek Trail, from the superhighway network. Although these trails provide important bicycle connectivity, the likelihood of upgrading them to meet superhighway standards is remote. In such cases, the Plan identifies potential parallel on-street routes to provide an alternative.

The County of Santa Clara's Draft Active Transportation Plan envisions a significant expansion of bicycle facilities within Unincorporated County. It calls on the County to study the feasibility of Class I shared-use paths along all eight county expressways: Almaden, Capitol, Central, Foothill, Lawrence, Montague, San Tomas, and Oregon/Page Mill Expressways. Currently, 1.7 miles of Class I shared-use paths exist along the County expressways and three County expressways are part of the bicycle superhighway network. As paths along the expressways are built, they will integrate with the bicycle superhighway network. These paths will offer riders more route choices, improve overall connectivity, and support the county's long-term vision of a seamless, high-quality bicycling infrastructure.



3. Design Expectations

Santa Clara County's bicycle superhighways aim to provide a safe, consistent, and memorable riding experience, whether on off-street or on-street facilities. Each superhighway will be designed to fit the local context, but the overall design should support low-stress riding, minimize conflicts with other users, prioritize bicyclists at intersections, provide clear wayfinding, ensure strong connectivity, and reduce or eliminate conflicts and wait times at major barriers.

Bicycle superhighways along local roadways and paths should adhere to basic design principles outlined in Chapter 5 of VTA's Countywide Bicycle Plan:

- The lowest stress bicycle facility that is appropriate for the local context and community needs should be provided.
- Facilities along local roads should strive to maintain a bicycle level of stress¹ (LTS) of 1 or LTS 2, where the mainstream adult population feels comfortable bicycling.
- Bicycle speeds on paths shared with pedestrians should not exceed 15 mph.
- The bicycle facilities and bicycling experience should remain consistent across jurisdictional boundaries, through intersections, and through interchanges.
- Bicycle wayfinding should be provided, such as on-street maps and signs at trail intersections. Maps and signs should identify the user's current location and major landmarks or destinations.
- All actuated signals along and across the facilities must detect bicyclists.
- Access should be provided 24 hours a day, 7 days a week, 365 days a year.
- Adequate lighting should be provided.
- Facilities should be maintained, free of debris and other obstacles. Facilities separated from the adjacent roadway should be designed to permit road sweeping equipment to access the bikeway.
- Sharp turns should be avoided as much as possible.
- Bicyclist delay at intersections should be minimized.
- Grade separation of major barriers should be considered.
- Widths of bicycle facilities should be greater than the minimum.
- Separation of bicycle and pedestrian traffic should be considered, where possible.
- Intelligent transportation systems should be deployed to collect data, provide feedback to bikeway users, and facilitate travel along the corridor.
- Wayside amenities should be provided as appropriate for the local context and needs of the community, including rest or gathering points adjacent to path of travel, for both on- and off-street facilities.
- Driveways and curb cuts should be minimized or removed.
- Branding and place making should be integrated into the bikeway as appropriate for the local context and needs of the community.
- For paths along riparian corridors, suitable parallel on-street bikeways should be identified as detour routes in the event of path closure due to maintenance or flooding.
- Bicyclists should feel joy as they travel along bicycle superhighways. The superhighways should provide a continuous route through engaging landscapes, expanding travel choices that increase access from local neighborhoods to natural areas, parks, and other destinations.

Recommended Design Features by Facility Type

This section outlines recommended design features for various types of bicycle facilities. These features were identified in collaboration with VTA Member Agencies as part of the 2018 Countywide Bicycle Plan and incorporate both national and international best practices and innovative designs. The recommendations align with, or exceed, the standards set in VTA's Bicycle Technical Guidelines.

To ensure a low-stress bicycling experience, bicycle superhighways will primarily consist of off-street trails (Class I) and on-street separated bikeways (Class IV), with other facility types, such as buffered bike lanes or bicycle boulevards, used where necessary due to roadway constraints. While both Class I and Class IV facilities are designed to provide a comfortable and efficient riding experience, they serve distinct purposes.

¹ Level of stress (LTS) is a rating given to a road segment or crossing indicating the traffic stress it imposes on bicyclists. LTS analysis ranges from 1 to 4 with 1 being the least stressful (suitable for children) and 4 typically acceptable to those classified as "enthused and confident bicyclists" and equivalent to riding on a 35 mph road without bike lanes or a higher speed road with high traffic volumes and bike lanes.



Class I trails offer complete separation from motor vehicle traffic, often running along parks or open spaces. These paths provide uninterrupted long-distance travel, making them ideal for riders seeking a relaxed experience. However, they may require interactions with pedestrians and occasional crossings at roadways.

Class IV on-street bikeways, in contrast, are physically separated lanes along roadways, offering direct access to urban destinations and commercial centers. While they ensure dedicated space for bicyclists, their integration into the street network requires careful intersection treatments to maintain safety and efficiency. Riders can expect a more direct, commute-friendly experience on Class IV bikeways, while Class I trails offer a more scenic and leisurely route for travel.

Bicycle Paths

Bicycle paths, also known as shared-use paths or trails, offer bicycle access that is physically separated from motor vehicle traffic. Bicycle paths should be at least eight feet wide for one-way travel and ten feet wide for two-way travel. These paths may also be shared with pedestrians. When shared with pedestrians, bicycle paths should be wider (12 to 15 feet) and include a 15-mph speed limit for bicyclists. Grade separation is preferred at major intersection crossings, and bicycle-specific treatments are recommended wherever a bicycle path crosses a roadway. Examples include the Guadalupe River Trail and Stevens Creek Trail.

Separated Bikeways

Separated bikeways, also known as cycle tracks or protected bikeways, are on-street lanes designated exclusively for bicycles, separated from vehicles and/or on-street parking by a physical, vertical buffer. Separated bikeways are most appropriate on roadways with speeds of 25 mph or higher and moderate to high traffic volumes. The minimum recommended width is six to seven feet, with a minimum three-foot buffer for street-level facilities, or a five-foot bikeway with a 1.5-foot buffer for bikeways at sidewalk level. Narrower widths can be accommodated under exceptional circumstances. Separated bikeways should include signal detection and other intersection enhancements, with careful attention to potential conflicts at intersections and driveways.

Bicycle Lanes

Bicycle lanes are on-street travel lanes designated exclusively for bicycles, marked with striping to differentiate them from adjacent vehicle travel lanes. Bicycle lanes are suitable for roadways with travel speeds of less than 35 mph and up to two vehicle travel lanes in each direction. Bicycle lanes should be at least six feet wide and equipped with signal detection and other enhancements at intersections.

Buffered Bicycle Lanes

Buffered bicycle lanes are classified similarly to standard bicycle lanes but include additional painted buffer space between the bicycle lane and adjacent vehicle parking and/or travel lanes. Examples include Welburn Avenue in Gilroy and Bird Avenue in San José.

Bicycle Routes

Bicycle Routes are designated routes where the bicycle travel lane is shared with vehicles. They are designated by signage and sometimes by a shared lane marking on the roadway. Bicycle routes are best suited to roadways with speed limits of 25 mph or less and one vehicle travel lane in each direction. Bicycle routes should only be part of the bicycle superhighway network if traffic volumes are very low and the roadway is designed to only accommodate low vehicular speeds.

Bicycle Boulevards

Traffic calming measures can be applied to designated bicycle routes to reduce speeds and limit vehicle volumes. This can upgrade a bicycle route to a bicycle boulevard. Intersection priority and vehicle speed control should be key considerations in designing a bicycle superhighway classified as a bicycle boulevard. The Amarillo-Moreno Bicycle Boulevard in Palo Alto is an example of a bicycle boulevard.

Wayfinding

A bicycle wayfinding system includes comprehensive signage, pavement markings, kiosks, maps, and apps in local languages to guide bicyclists to their destinations along preferred routes. Wayfinding for the bicycle superhighway network should be consistent and branded to emphasize its role as the backbone of the county's bicycle network. Typically, wayfinding signs are placed at decision points along bicycle routes and at key destinations. Member Agencies should also provide directions to the network from distances of up to a mile away.

4. Bicycle Superhighway Network & Implementation Status

Bicycle Superhighway Alignments

VTA worked with its 16 Member Agencies to identify 18 potential bicycle superhighway alignments.

Planning Work Done, Corridor Alignment Fairly Certain:

1. Bascom Avenue/Los Gatos Boulevard
2. Bay Trail
3. Blossom Hill Road
4. Central Bikeway
5. Charleston Road/Arastradero Road
6. Cochrane Road/Madrone Channel Trail/Tennant Avenue
7. Coyote Creek Trail
8. El Camino Real
9. Guadalupe River Trail
10. Historic De Anza Trail/Union Pacific Railroad Trail
11. Story-Keyes

Requires Further Study to Determine Feasibility or Specific Alignments:

12. East Channel Trail/Blaney Avenue
13. East San José North-South Alignment
14. Junipero Serra Boulevard/Foothill Expressway
15. Monterey Road
16. San Tomas Aquino Creek Trail/San Tomas Expressway
17. Stevens Creek Trail/Homestead Road/Mary Avenue
18. Tamien Trail/Pruneridge Avenue

Figure 1 shows a map of these alignments. The alignments comprising the superhighway network are at various stages of completion. The map includes four categories, which are described in Table 1 below:

Table 1: Four Categories of Bicycle Superhighways Implementation Status

Bicycle Superhighway Implementation Status	Existing Bikeway	Local Support
Existing	Established bikeway with physical separation from motor vehicles, but may require enhancements like widening, intersection improvements, or wayfinding upgrades to meet bicycle superhighway standards	The segment has received prior support and bicycle facilities have been built
Planned	May have a bikeway that is not physically separated or low-stress, or it may not have a bikeway at all	Local plans endorse the development of a low-stress bikeway along the segment
Requires further study to determine feasibility	May or may not currently have a bikeway	Local plans do not currently propose a low-stress bikeway along the segment
Alignment TBD	May or may not currently have a bikeway	VTA and its Member Agencies recognize the need for a bicycle superhighway in the area, but a specific corridor has not yet been selected



Bicycle Superhighway Network

Bikeway Type

- Multiuse path
- Separated bikeway
- Bike lanes on street
- Bike Boulevard
- TBD

Bikeway Status

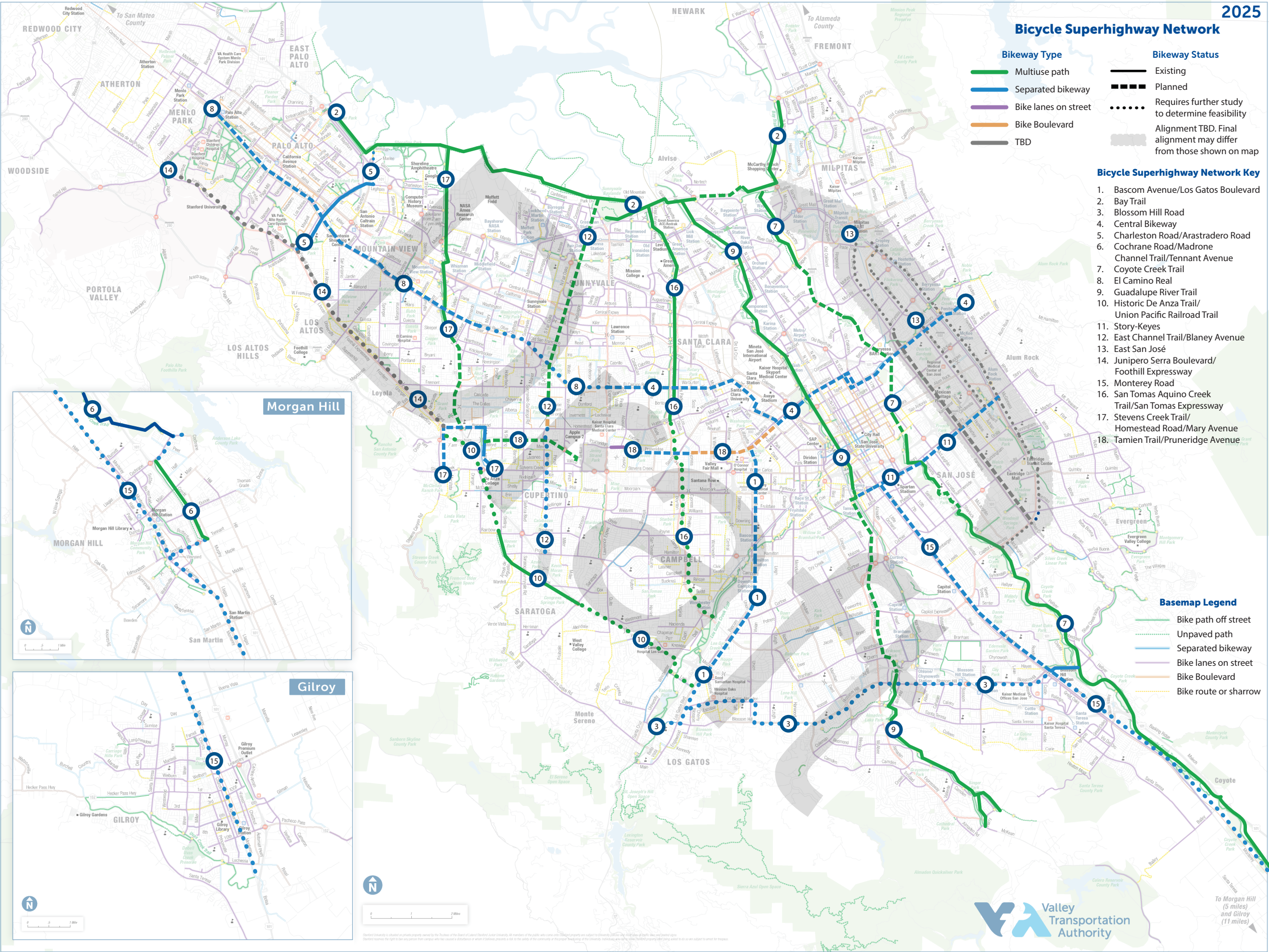
- Existing
- Planned
- Requires further study to determine feasibility
- Alignment TBD. Final alignment may differ from those shown on map

Bicycle Superhighway Network Key

- 1. Bascom Avenue/Los Gatos Boulevard
- 2. Bay Trail
- 3. Blossom Hill Road
- 4. Central Bikeway
- 5. Charleston Road/Arastradero Road
- 6. Cochrane Road/Madrone Channel Trail/Tennant Avenue
- 7. Coyote Creek Trail
- 8. El Camino Real
- 9. Guadalupe River Trail
- 10. Historic De Anza Trail/ Union Pacific Railroad Trail
- 11. Story-Keys
- 12. East Channel Trail/Blaney Avenue
- 13. East San José
- 14. Junipero Serra Boulevard/ Foothill Expressway
- 15. Monterey Road
- 16. San Tomas Aquino Creek Trail/San Tomas Expressway
- 17. Stevens Creek Trail/ Homestead Road/Mary Avenue
- 18. Tamien Trail/Pruneridge Avenue

Basemap Legend

- Bike path off street
- Unpaved path
- Separated bikeway
- Bike lanes on street
- Bike Boulevard
- Bike route or sharrow



Implementation Status

1. Bascom Avenue/Los Gatos Boulevard

Proposes on-street bikeway between Hedding Street (San José) and Blossom Hill Road (Los Gatos). This project builds on the Bascom Avenue Complete Streets Corridor Study, which proposes separated bikeways along Bascom Avenue between I-880 and Highway 85. Additionally, the existing bike lanes on Los Gatos Boulevard south of Lark Avenue could be upgraded.

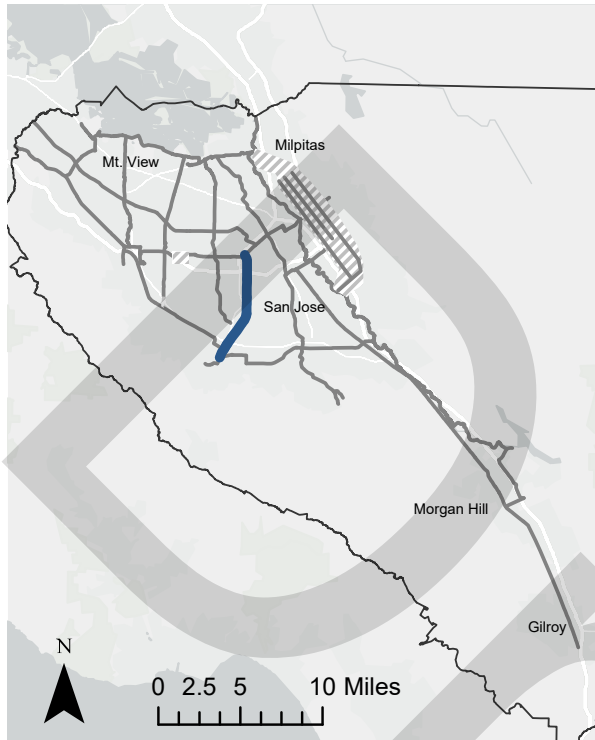
Agencies	San José, Campbell, County, and Los Gatos
Destinations	Rose Garden, O'Connor Hospital, Valley Medical Center, San José City College, Bascom Community Center, Del Mar High School, Bascom Light Rail Station, Los Gatos Creek Trail, Hamilton Shopping Center, Pruneyard Shopping Center
VTA Involvement	Lead (I-880 to Hamilton Avenue)/Provide planning support to lead agencies (from Hamilton Avenue to Blossom Hill Road)
Length	6.8 miles total 0 miles currently built as trail or protected bikeway
VMT Reduction Per Weekday (2050)	-1,400
Planning-Level Cost Range	\$\$\$
Active Implementation Efforts <i>(as of Summer 2024)</i>	• VTA, partnering with the Cities of San José, Campbell, and Los Gatos and the County, completed the Bascom Avenue Complete Streets Corridor Study (Highway 85 to I-880) in 2021. • VTA, partnering with the Cities of San José and Campbell and the County, began designing the Complete Streets corridor from Hamilton Avenue to I-880 in 2022, funded by 2016 Measure B. • A \$39 million California Active Transportation Program (ATP) grant has been allocated for construction of the I-880 to Hamilton Avenue segment once design work is completed. • San José plans to repave two miles of Bascom Avenue between Dry Creek Road and Highway 85 in 2025. The city is evaluating the feasibility of a road diet and potential parking removal to install quick-build Class IV bikeways.



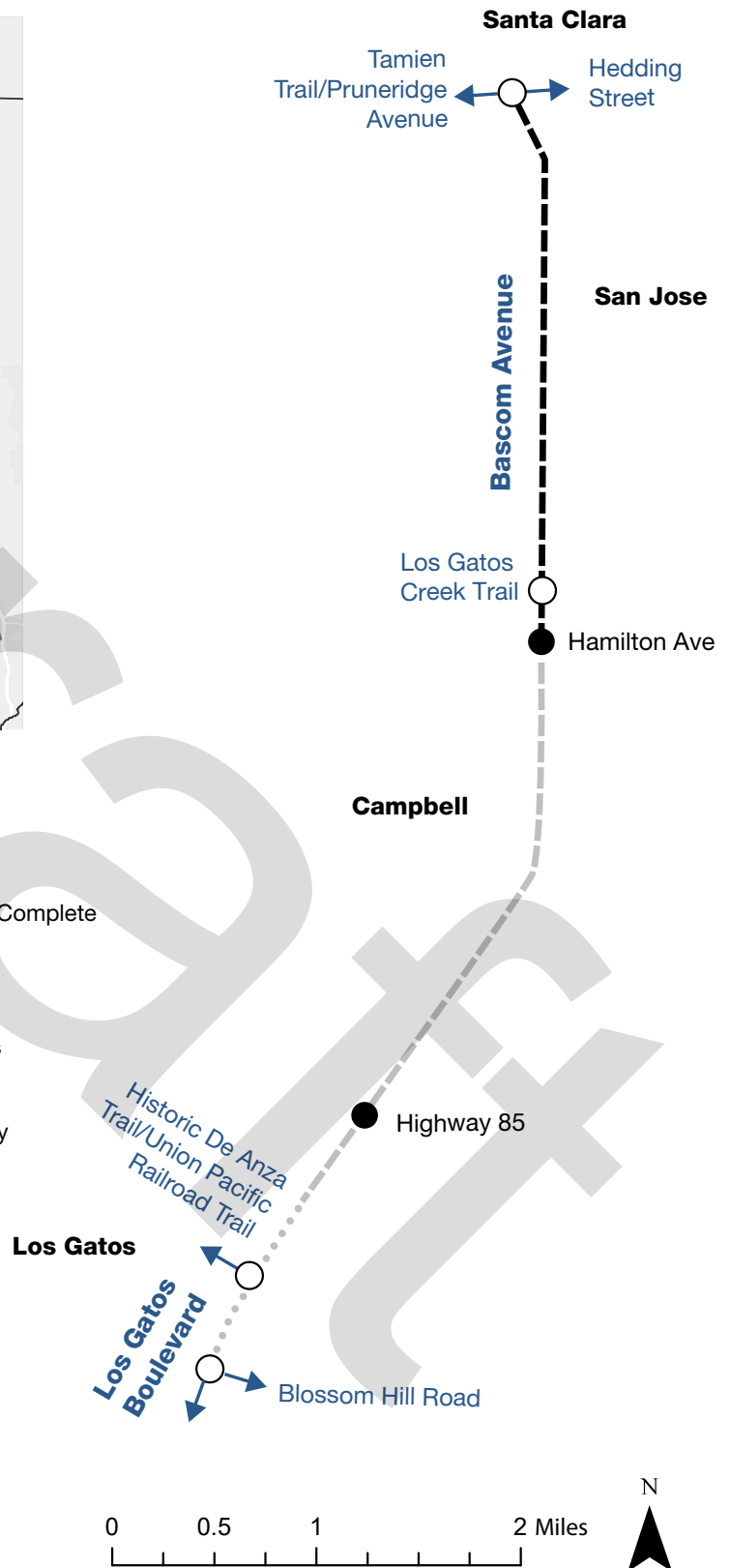
Los Gatos Boulevard

1. Bascom Avenue/Los Gatos Boulevard

As of Summer 2024



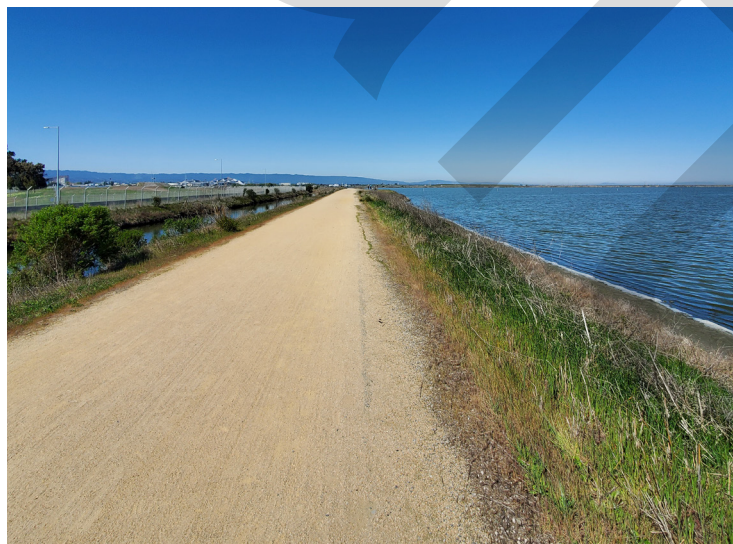
- Alignment TBD
- 1 – Concept
- 2 – Feasibility Study Funded or Complete
- 3 – Environmental and Design Funded or Complete
- 4 – Under Construction
- 5 – Built.
May Need Upgrades to Meet Bike
Superhighway Design Recommendations
- Cross Street/Segment Extent
- Connection to Another Bike Superhighway



2. Bay Trail

Off-street trail between Oregon Expressway (Palo Alto) and McCarthy Boulevard (Milpitas). The Bay Trail is a planned 500-mile biking and walking trail that surrounds the San Francisco Bay. In Santa Clara County, most of the Bay Trail is constructed and spans from Palo Alto to Milpitas along the shoreline and on top of levees. The Bay Trail continues across county lines, connecting to East Palo Alto and Fremont. There is one gap between North 1st Street and Zanker Road in San José, which the city plans to close.

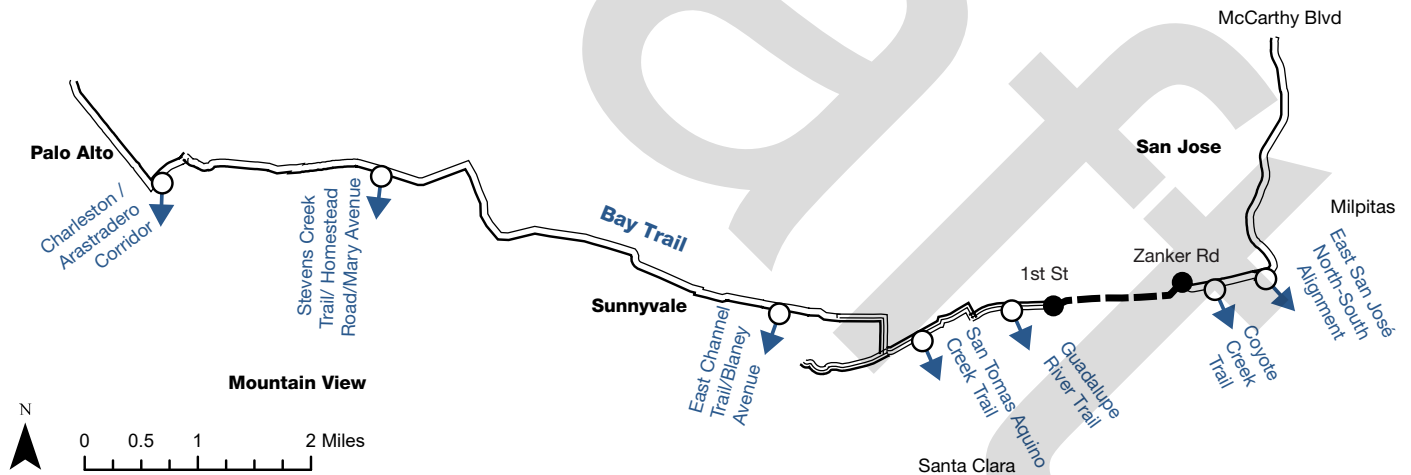
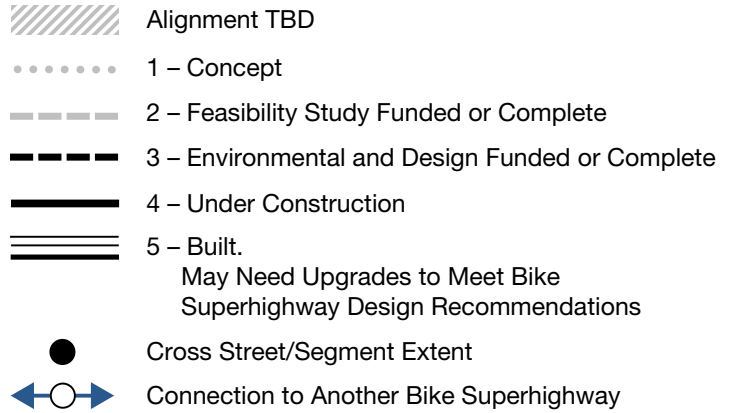
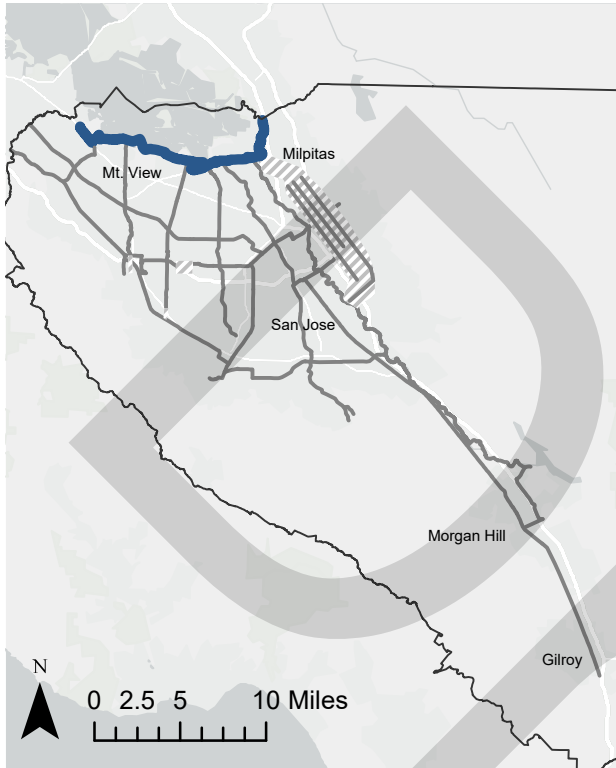
Agencies	San José (to close existing gap), Metropolitan Transportation Commission (Association of Bay Area Governments)
Destinations	City of East Palo Alto, Palo Alto Baylands, Shoreline Park, North Bayshore businesses, NASA-Ames Research Center, Moffett Field, Moffett Park businesses, Lockheed Martin Transit Center, VTA Light Rail Borregas and Crossman Stations, Sunnyvale Sports Complex and Baylands Park, businesses in North Santa Clara and North San José, McCarthy Ranch, City of Fremont
VTA Involvement	Provide planning support to lead agencies
Length	18.6 miles total 17.5 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-8,600
Planning-Level Cost Range	\$
Active Implementation Efforts <i>(as of Summer 2024)</i>	- San José is working on Reach 9 of the Bay Trail on the western side of the city. The city submitted a grant for the bridge to connect across the Alviso Slough. - In 2024, MTC published the Bay Trail Gap Closure Implementation Plan, setting priorities for future work to complete the vision of a 500-mile Bay Trail.



Bay Trail

2. Bay Trail

As of Summer 2024



3. Blossom Hill Road

Proposed on-street bikeway between Los Gatos Creek Trail and Coyote Creek Trail (San José). The bikeway will detour from Blossom Hill Road in Los Gatos. It will travel along Los Gatos Boulevard, Los Gatos Almaden Road, and Union Avenue before connecting back to Blossom Hill Road.

There are bike lanes already installed on Blossom Hill Road between North Santa Cruz Ave and Camino Del Cerro in Los Gatos, as well as between Almaden Expressway and Snell Avenue in San José. The San José Better Bike Plan 2025 proposes separated facilities along the entire length of Blossom Hill Road within San José.

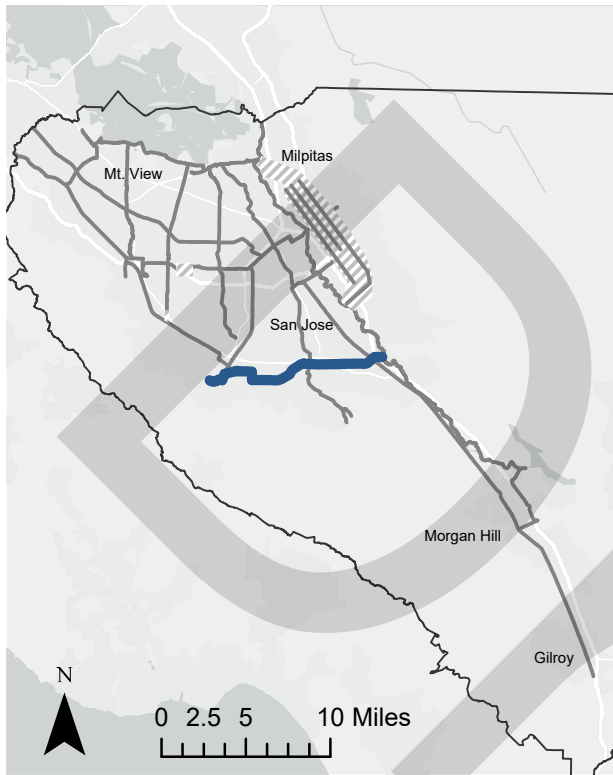
Agencies	Los Gatos and San José
Destinations	Downtown Los Gatos, Blossom Hill Elementary, Leigh High School, Noddin Elementary, Dartmouth Middle School, Pioneer High School, numerous retail outlets and medical services along Blossom Hill Road, VTA Light Rail Blossom Hill Station, Oak Grove High School, Blossom Hill Caltrain Station
VTA Involvement	Provide planning support to lead agencies/Help lead agencies seek funding
Length	11.5 miles total 0.5 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-1,600
Planning-Level Cost Range	\$\$\$
Active Implementation Efforts <i>(as of Summer 2024)</i>	- The US-101/Blossom Hill Road interchange project was completed in 2023. It features interchange modifications and a protected overcrossing for bicyclists and pedestrians. - Sections of Blossom Hill Road (Almaden to Cahalan, and Camden to Leigh) will be repaved, with plans for quick-build safety improvements, including bollard-separated Class IV bikeways, high-visibility crosswalks, and a radar speed sign. - Los Gatos, in partnership with San José, received a Safe Streets for All grant to conduct a complete street study of Blossom Hill, primarily focused in the Town of Los Gatos.



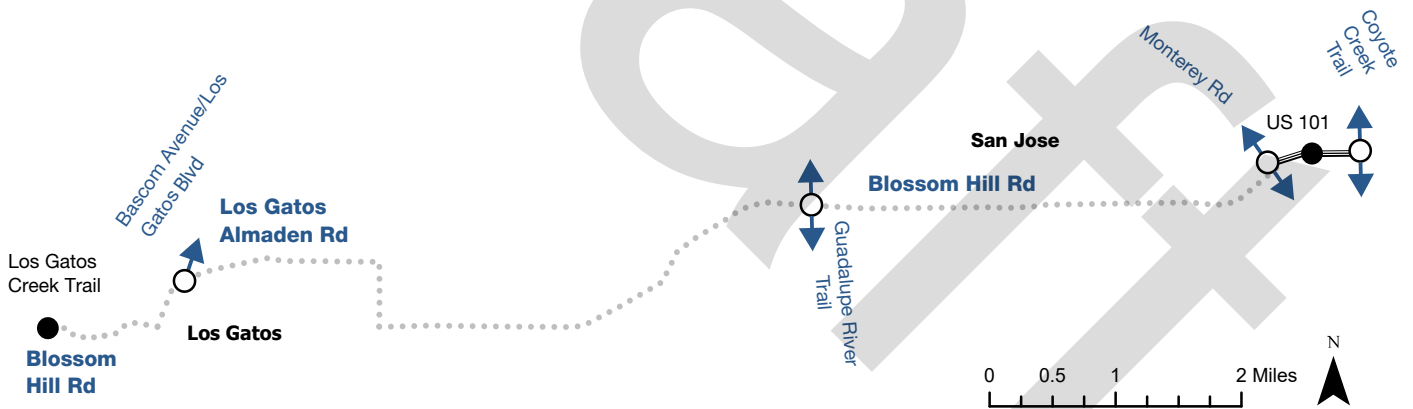
Blossom Hill Road

3. Blossom Hill Road

As of Summer 2024



- Alignment TBD
- 1 – Concept
- 2 – Feasibility Study Funded or Complete
- 3 – Environmental and Design Funded or Complete
- 4 – Under Construction
- 5 – Built.
May Need Upgrades to Meet Bike
Superhighway Design Recommendations
- Cross Street/Segment Extent
- Connection to Another Bike Superhighway



4. Central Bikeway

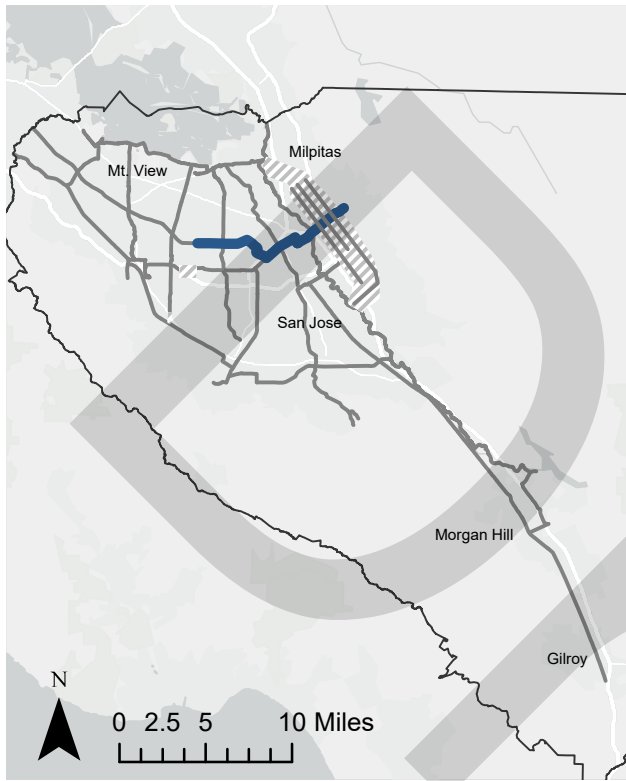
A proposed on-street bikeway located within the Santa Clara and San José city limits runs west to east along key corridors, including El Camino Real, The Alameda, Hedding Street, 10th/11th Street, Taylor Street, and Mabury Road, covering a total stretch of 10.8 miles. The Central Bikeway Alternatives Analysis and Feasibility Study was completed in 2022, resulting in the selection of the preferred alignment. The project will feature separated bike lanes throughout this corridor. VTA has secured State Transportation Improvement Program (STIP) funding to advance project to the design and environmental review phase. The City of Santa Clara's 2018 Bicycle Plan Update identifies the need for a Class IV Separated Bicycle Lane along the section of El Camino Real within the Central Bikeway alignment.

Agencies	San José, Santa Clara, and Santa Clara County
Destinations	Lawrence and Santa Clara Caltrain stations, office parks, Santa Clara University, Bellarmine College Prep, Santa Clara County Justice Center, Muwekma Ohlone Middle School, Berryessa BART Station, VTA Light Rail Berryessa Station, Penitencia Creek Park, Mineta San José International Airport, Earthquakes Stadium
VTA Involvement	Lead
Length	10.8 miles total 0.7 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-4,200
Planning-Level Cost Range	\$\$\$
Active Implementation Efforts <i>(as of Summer 2024)</i>	• The Central Bikeway Alternatives Analysis and Feasibility Study is completed. The preferred alignment was selected. • VTA has secured funding to advance the project to the design and environmental review phase and is expected to begin in 2026. • Santa Clara City Council approved the removal of parking along most of El Camino Real within City limits in 2022. The City proposes to install a Class IV separated bikeway (striped buffer with bollards) along El Camino Real from Halford Avenue to Portola Avenue. In areas where private on-site parking is insufficient, parking will remain, and Class III shared-lane markings or bike detours will be considered instead. • Caltrans proposes Class IV separated bikeways between Lincoln Street and Pomeroy Avenue. The Caltrans project received conceptual approval in 2024 and will proceed to the Project Approval/Environmental Document phase, followed by the Design phase, before it is constructed.

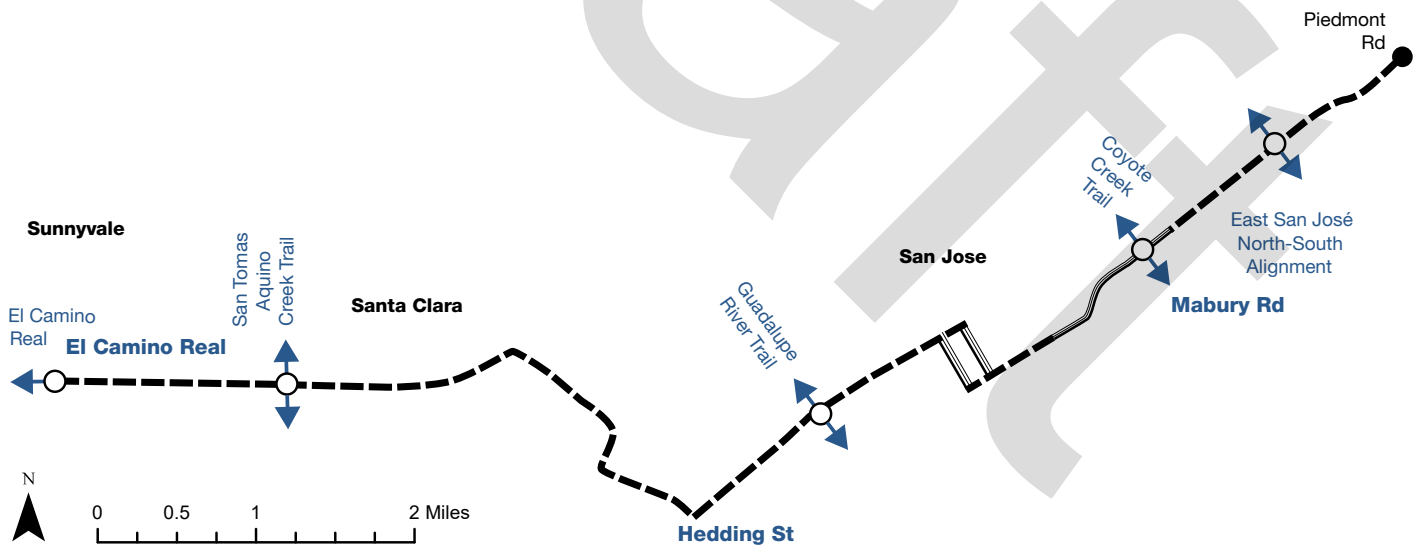


4. Central Bikeway

As of Summer 2024



-  Alignment TBD
-  1 – Concept
-  2 – Feasibility Study Funded or Complete
-  3 – Environmental and Design Funded or Complete
-  4 – Under Construction
-  5 – Built.
May Need Upgrades to Meet Bike Superhighway Design Recommendations
-  Cross Street/Segment Extent
-  Connection to Another Bike Superhighway



5. Charleston/Arastradero Corridor

On-street bikeway along Charleston and Arastradero Roads between Foothill Expressway and San Antonio Road and a to-be-determined connection from San Antonio Road to the Bay Trail. The Charleston-Arastradero Corridor is a heavily used residential arterial road that serves a connector in the southern section of Palo Alto. The segment between Foothill Expressway and San Antonio Road has been constructed and includes landscaped medians, curb extensions/bulb-outs, enhanced bicycle and pedestrian improvements, and traffic signal modifications consistent with the existing striping and roadway configuration.

The recently constructed improvements along Charleston and Arastradero Roads between Foothill Expressway and San Antonio Road were in development for over 15 years, involving significant stakeholder outreach and community engagement. The City Council approved the concepts for the corridor in 2015, and the Architectural Review Board approved the landscape plans in 2017. Part of the project was funded by federal grants, necessitating a phased construction approach. Phase 1 encompassed the corridor section of Arastradero Road between Foothill Expressway and Clemo Avenue. Phase 2 involved West Charleston Road from Alma Street to Middlefield Road. Phase 3 of construction included two segments of the corridor: from Los Palos Avenue to Alma Street and from Middlefield Road to San Antonio Road.

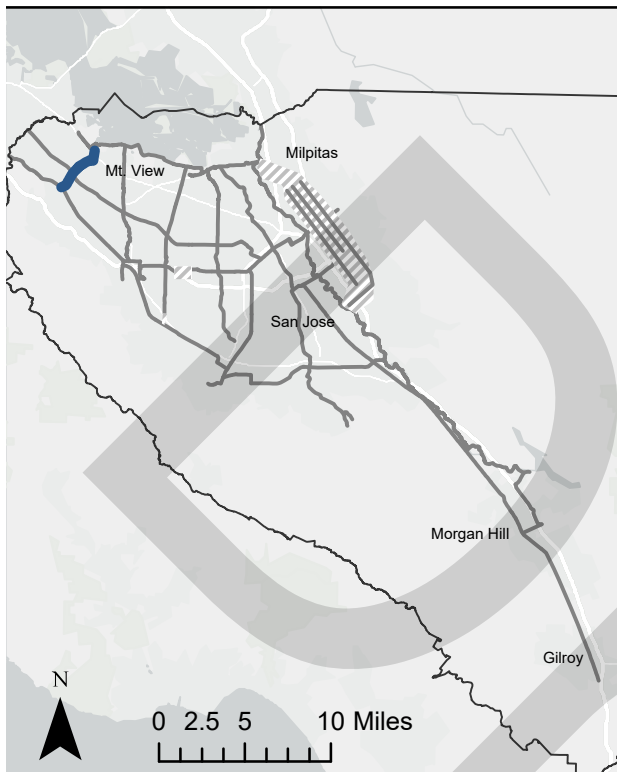
Agencies	Palo Alto
Destinations	Various schools, several parks, shopping centers, community centers, senior living facilities, and a library.
VTA Involvement	Provide planning support to lead agency/Help lead agencies seek funding
Length	3.1 miles total 2.5 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	TBD. The remaining alignment has not been determined
Planning-Level Cost Range	TBD. The remaining alignment has not been determined
Active Implementation Efforts <i>(as of Summer 2024)</i>	The segment between Foothill Expressway and San Antonio Road has been built. It includes landscaped medians, dedicated or buffered bikeways, and upgraded traffic signals with an adaptive traffic control system to optimize traffic flow.



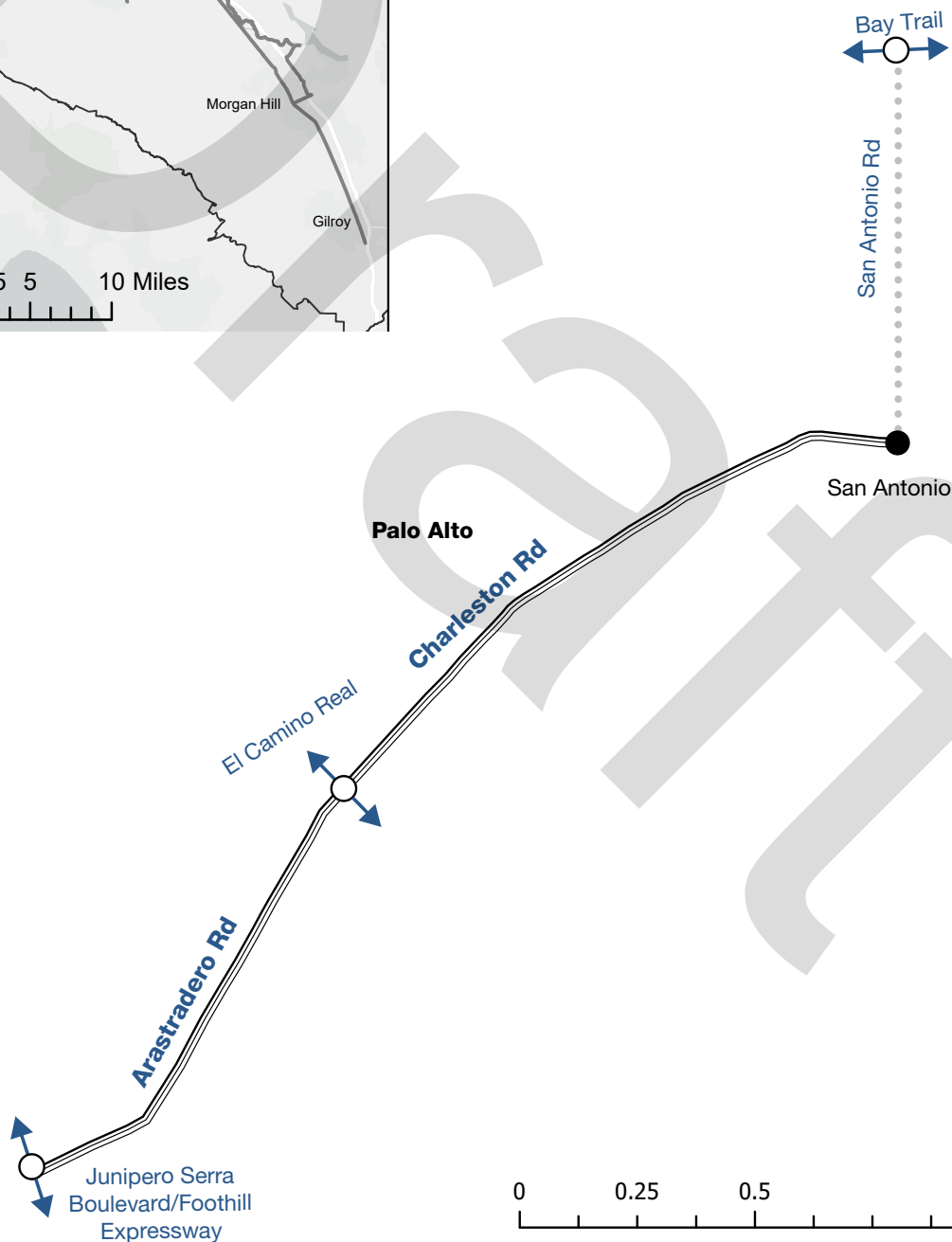
Charleston/Arastradero Corridor

5. Charleston/Arastradero Corridor

As of Summer 2024



- Alignment TBD
- 1 – Concept
- 2 – Feasibility Study Funded or Complete
- 3 – Environmental and Design Funded or Complete
- 4 – Under Construction
- 5 – Built.
May Need Upgrades to Meet Bike Superhighway Design Recommendations
- Cross Street/Segment Extent
- Connection to Another Bike Superhighway



6. Cochrane Road/Madrone Channel Trail/Tennant Avenue

Proposed on- and off-street bikeway between the Coyote Creek Trail and Monterey Road (Morgan Hill). This project will involve paving and extending the existing Madrone Channel Trail to create a shared-use path from Cochrane Road to Tennant Avenue. Additionally, it would include upgrading the on-street facilities on Cochrane Road between the Coyote Creek Trail and the Madrone Channel Trail, as well as enhancing the facilities on Tennant Avenue to connect to Monterey Road.

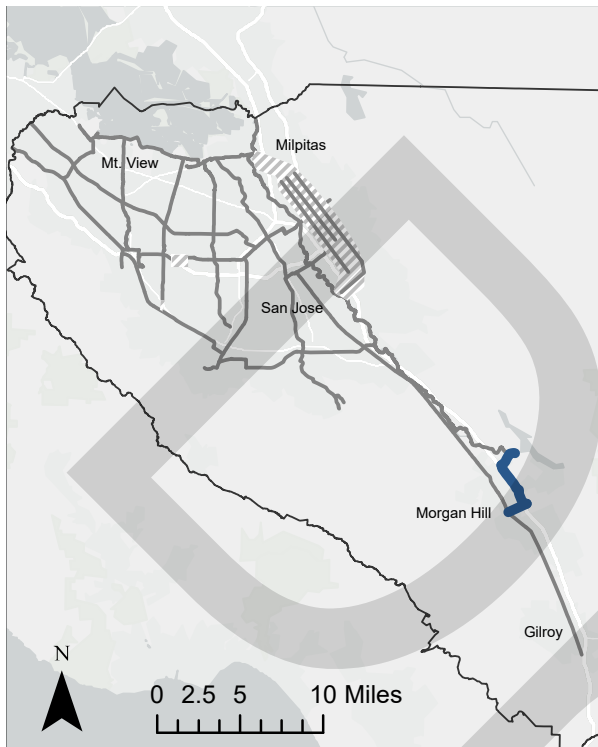
Agencies	Morgan Hill
Destinations	Shopping centers, Rancho Grande de Morgan Hill, South Valley Mushroom Farm, Morgan Hill Outdoor Sports Center, office parks
VTA Involvement	Help lead agency seek funding
Length	5.4 miles total 2.9 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	200
Planning-Level Cost Range	\$\$
Active Implementation Efforts <i>(as of Summer 2024)</i>	Morgan Hill has paved the trail along the Madrone Channel between Main Ave and Tenant Ave using 2016 Measure B funds. Project include trailside amenities and crossing improvements.



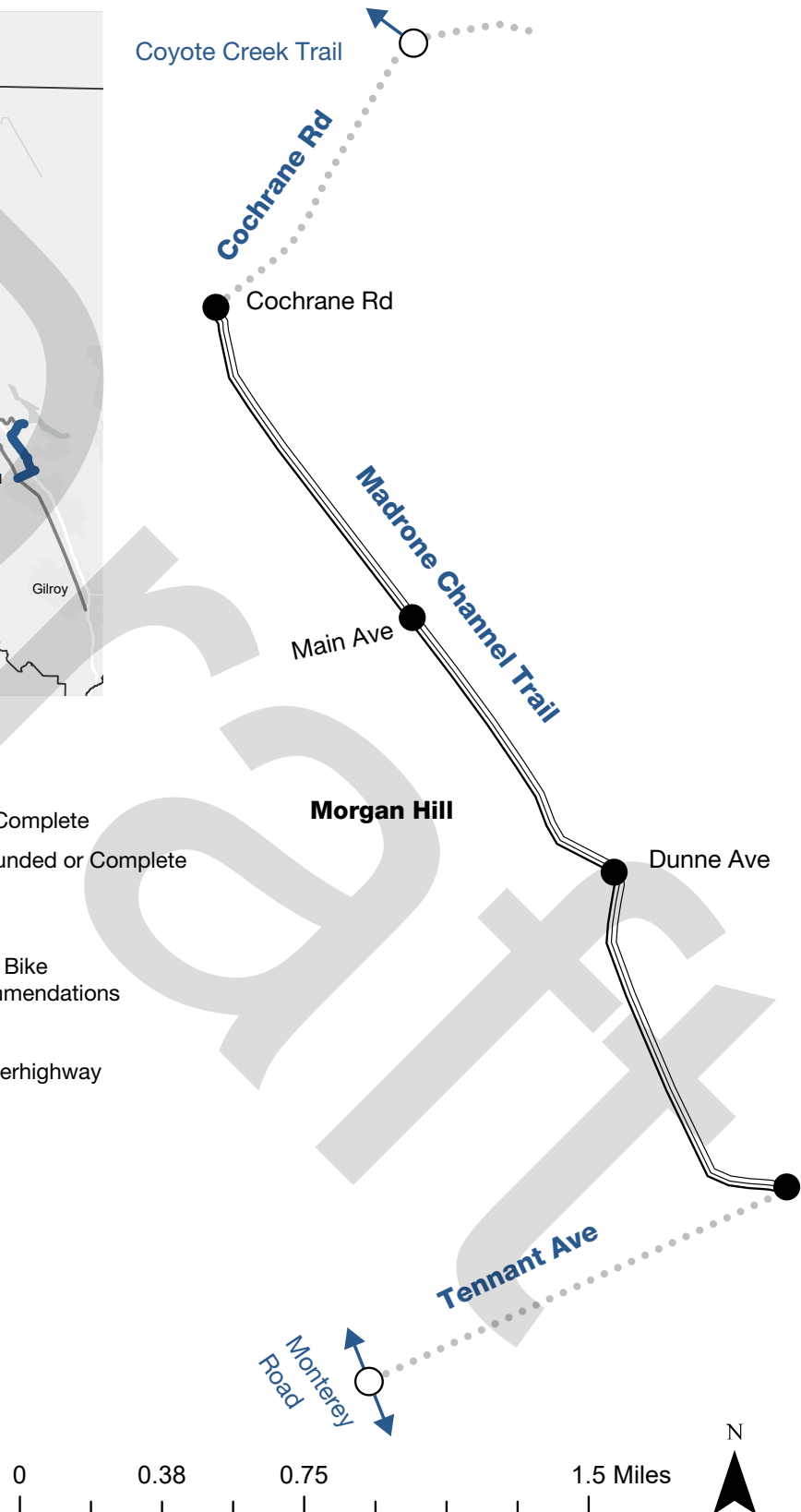
Cochrane Road

6. Cochrane Road/Madrone Channel Trail/Tennant Avenue

As of Summer 2024



- Alignment TBD
- 1 – Concept
- 2 – Feasibility Study Funded or Complete
- 3 – Environmental and Design Funded or Complete
- 4 – Under Construction
- 5 – Built.
May Need Upgrades to Meet Bike Superhighway Design Recommendations
- Cross Street/Segment Extent
- Connection to Another Bike Superhighway



7. Coyote Creek Trail

Off-street trail between the Bay Trail (San José) and Cochrane Road (Morgan Hill). The Coyote Creek Trail is planned and partially developed as one of the longest trail systems in Santa Clara County, ultimately extending from the Bay to Morgan Hill. The existing trail is built out in four disconnected segments.

1. Milpitas Section: Paved — McCarthy Boulevard to Alviso-Milpitas Rd (2.0 miles)
2. Northern Reach (San José): Gravel – Highway 237 to Montague Expressway (2.3 miles)
3. Central Reach (San José): Paved – William Street to Phelan Avenue (2.0 miles)
4. Southern Reach (San José/County): Paved – Tully Road to Morgan Hill, near Anderson County Park (19.6 miles)

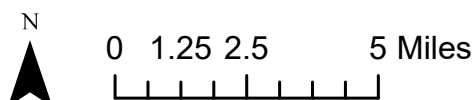
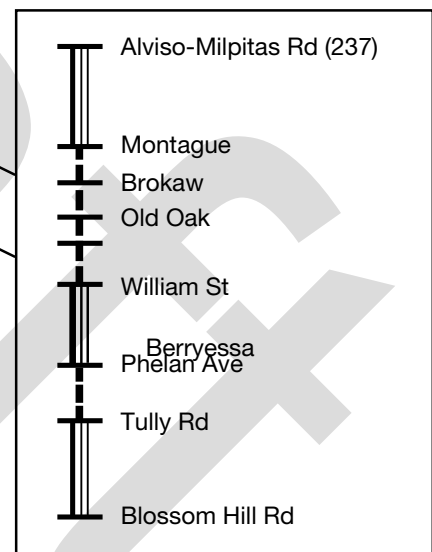
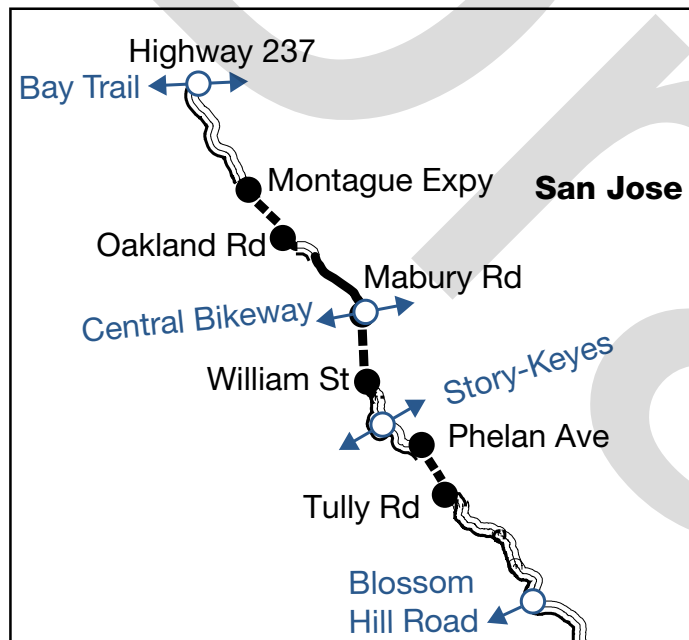
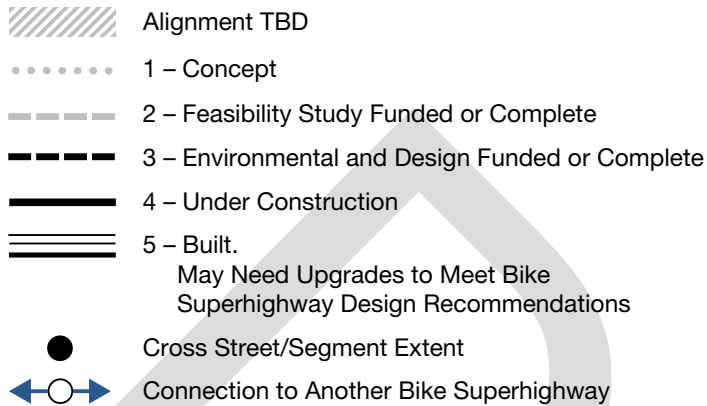
Agencies	Milpitas, San José, and the County of Santa Clara
Destinations	North San José businesses, Berryessa BART Station, San José High School, Happy Hollow Park and Zoo, Japanese Friendship Garden, History Park, Stonegate Elementary School, Hellyer Velodrome, Hellyer County Park, Coyote Creek Parkway, Charter School of Morgan Hill, Anderson Lake County Park
VTa Involvement	Help lead agencies seek funding
Length	32.7 miles total 26.4 miles of existing trail
VMT Reduction Per Weekday (2050)	-10,700
Planning-Level Cost Range	\$
Active Implementation Efforts <i>(as of Summer 2024)</i>	• The City of San José has been awarded 2016 Measure B funds to design four trail segments: Montague Expressway to Brokaw Road, Old Oakland Road to Berryessa Road, Empire Street to Santa Clara Street, and Singleton Crossing near Tuers Road. • The trail connection between Selma Olinder and Phelan Road has been completed. • The connection from Phelan Road to Tully Road and from Mabury Road to Empire Street is anticipated to be constructed in the next year, by 2025. The Mabury-Empire segment will connect neighborhoods south of U.S. 101 to Berryessa BART via Mabury Road. • The City of San José Trails Program is actively working to close the remaining trail gaps, utilizing funding from sources such as the Active Transportation Program, Affordable Housing and Sustainable Communities grants, 2016 Measure B, earmarks, and other resources.



Coyote Creek Trail

7. Coyote Creek Trail

As of Summer 2024



Cochrane Rd
Morgan Hill
 Cochrane Road/
 Madrone Channel Trail/
 Tennant Avenue



8. El Camino Real (Palo Alto-Mountain View-Sunnyvale)

Proposed on-street bikeway between Palo Alto Avenue (Palo Alto) and Lawrence Expressway (Sunnyvale). The portion of El Camino Real within the City of Santa Clara is part of the Central Bikeway. Several cities in San Mateo and Santa Clara Counties have made significant planning efforts to implement high-quality bike facilities along El Camino Real, including:

- Atherton (Atherton El Camino Complete Streets Plan)
- Caltrans (Caltrans District 4 Bike Highway Study)
- Menlo Park (El Camino Real and Downtown Specific Plan)
- Mountain View (El Camino Real Precise Plan and Streetscape Plan)
- Redwood City (El Camino Real Corridor Plan)
- Santa Clara (Draft EIR for El Camino Real Specific Plan Revision)
- Sunnyvale (El Camino Real Corridor Specific Plan)

Local agencies will need to make trade-offs when determining the roadway priority in certain segments of El Camino Real. As VTA's highest ridership corridor, any project along El Camino Real should be compatible with fast, frequent, and reliable transit. This may require reallocating road space to provide a physically separated bikeway, with additional space needed at transit stops to accommodate bus boarding islands.

Caltrans' (El Camino Real) Pavement Rehabilitation and ADA Improvements project is under construction and will be completed in early 2025. The project will repave a nine-mile stretch of El Camino Real from the Sunnyvale/Mountain View border to the Palo Alto/Menlo Park border. In addition to repaving the road, the project includes updates to sidewalks and curb ramps for ADA access, new signalized pedestrian crossings, right turn on red restrictions, and the addition of separated bikeways and bike lanes in Palo Alto, Mountain View, and Los Altos.

While this project needs additional enhancements to meet Bicycle Superhighway Design expectations, it represents an important step toward a continuous bikeway on El Camino Real. Input from community, advocates, elected officials, and staff in Palo Alto, Mountain View, Los Altos, and VTA resulted in Caltrans incorporating additional bicycle and pedestrian safety improvements into the project.

Agencies	Palo Alto, Los Altos, Mountain View, Sunnyvale
Destinations	Stanford Shopping Center, El Camino Park, Stanford University, Mayfield Soccer Complex, Sutter Health Palo Alto Medical Foundation - Mountain View Center, shopping centers
VTA Involvement	Lead/Provide planning support to lead agencies
Length	12 miles total 0 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-3,400
Planning-Level Cost Range	\$\$\$
Active Implementation Efforts <i>(as of Summer 2024)</i>	• Numerous planning efforts for El Camino have been completed. Most plans recommend physically separated bikeways: - o Caltrans (Caltrans District 4 Bike Highway Study, underway) - o Mountain View (El Camino Real Precise Plan and Streetscape Plan) - o Redwood City (El Camino Real Corridor Plan) - o Santa Clara (Draft EIR for El Camino Real Specific Plan Revision) - o Sunnyvale (El Camino Real Corridor Specific Plan) - o Peninsula Bikeway Study • Caltrans is repaving El Camino Real between Menlo Park/Palo Alto border to the Mountain View/Sunnyvale border. Anticipated completion is scheduled for winter 2024/2025. The project will install Class II bike lanes and Class IV separated bikeways.

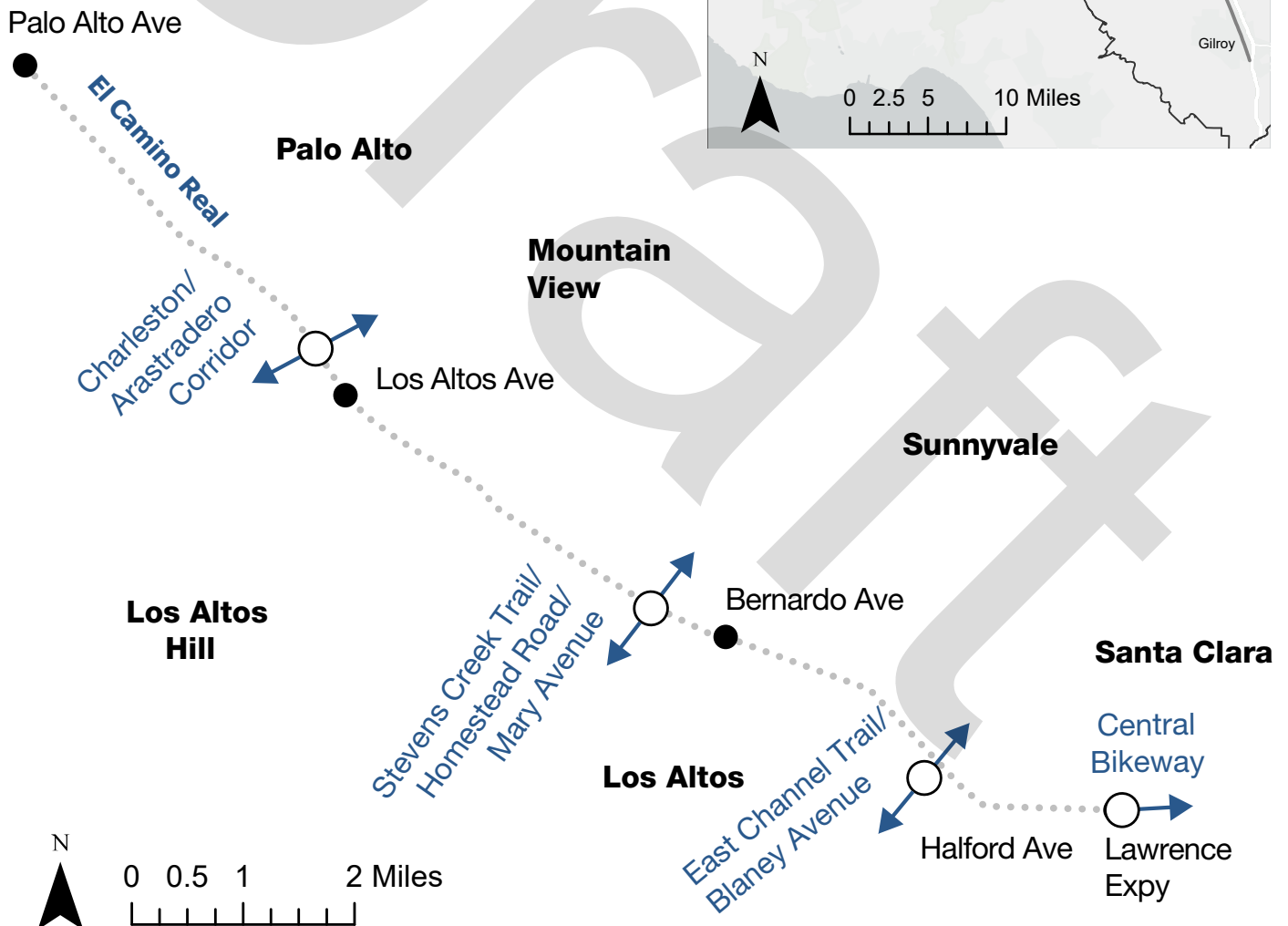
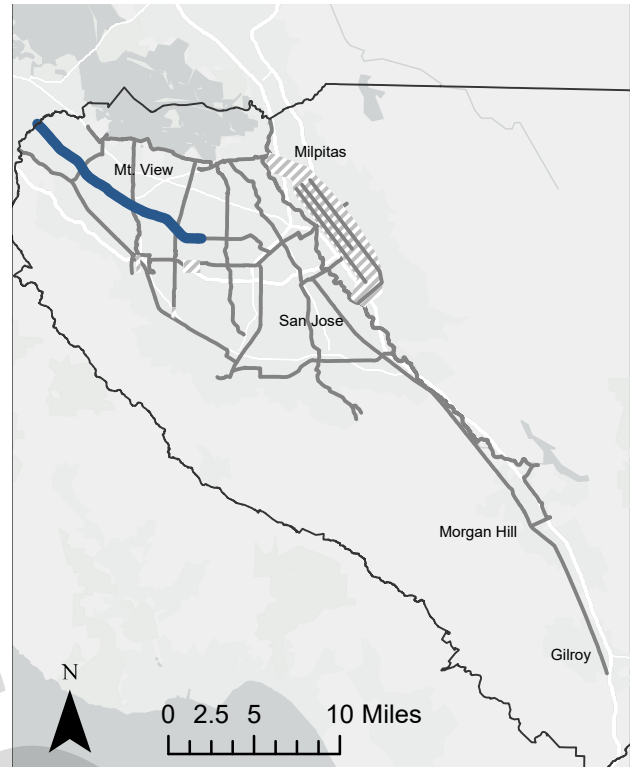
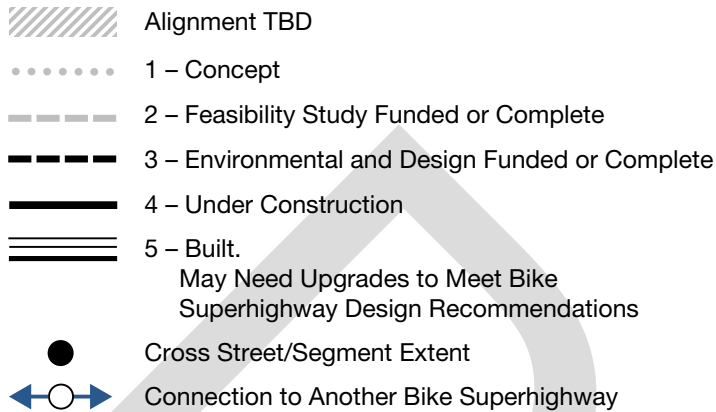


El Camino Real



8. El Camino Real

As of Summer 2024



9. Guadalupe River Trail

The Guadalupe River Trail runs north-south adjacent to the Guadalupe River for nine miles, extending from Alviso to downtown San José. It then connects with the Los Alamitos Creek trail system, which spans an additional 5.5 miles between Chynoweth Avenue and Harry Road in South San José. The Guadalupe River Trail Master Plan envisions the completion of the trail between Virginia Street and Chynoweth Avenue, primarily located along Almaden Road and Almaden Expressway. This trail serves as a major bicycle commuter corridor.

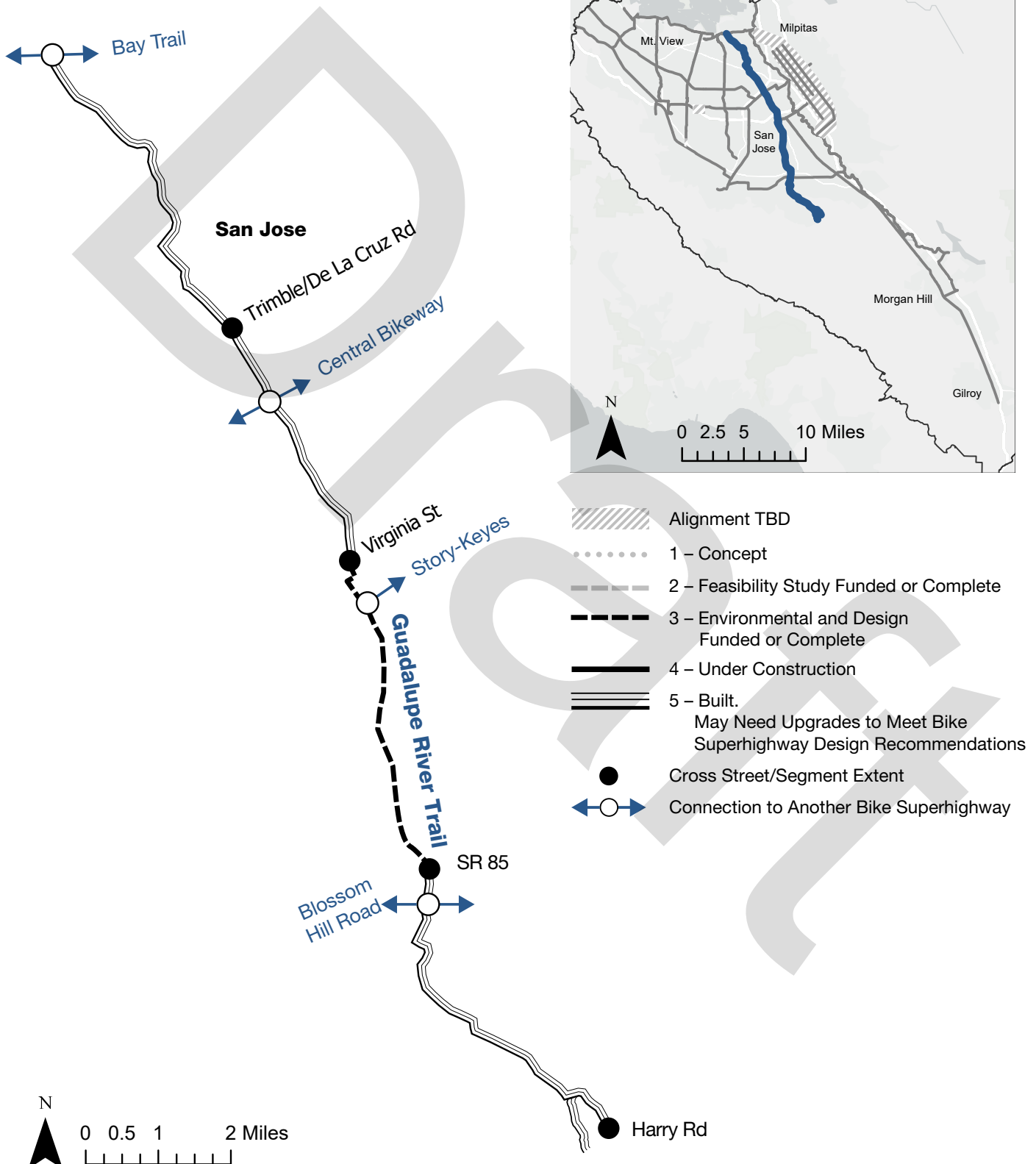
Agencies	San José
Destinations	Alviso, office parks, Mineta San José International Airport, Guadalupe River Park, shopping centers, Downtown San José, Children's Discovery Museum of San José, VTA Light Rail Virginia and Tamien Stations, Almaden Lake Park, Leland High School
VTA Involvement	Help lead agency seek funding
Length	19.3 miles total 14.5 miles of existing trail
VMT Reduction Per Weekday (2050)	-12,700
Planning-Level Cost Range	\$
Active Implementation Efforts <i>(as of Summer 2024)</i>	- The City of San José was awarded 2016 Measure B funds to design and environmentally clear the Guadalupe River Trail between Virginia Street and Chynoweth Avenue, including five pedestrian bridges. - In 2024, VTA's Trimble/De La Cruz/US 101 interchange redesign project was completed. It includes the construction of a bicycle and pedestrian path from the Guadalupe River Trail Trimble Road entrance to Central Expressway.



Guadalupe River Trail

9. Guadalupe River Trail

As of Summer 2024



10. Historic De Anza Trail/Union Pacific Railroad Trail

Proposed on- and off-street bikeway between Rancho San Antonio Preserve (Cupertino) and Bascom Avenue (Los Gatos). The Historic De Anza Trail is a long-term initiative by the City of Cupertino to formalize the right-of-way owned by Union Pacific Railroad between Rancho San Antonio Open Space Preserve and Joe’s Trail in Saratoga. This five-mile stretch is primarily composed of dirt and rocks and is currently used by pedestrians and some bicyclists. However, the railroad has not permitted trail planning to advance. This Plan recommends extending Joe’s Trail through Saratoga and Los Gatos to Bascom Avenue, with some segments potentially may need to be on-street to accommodate this extension.

Agencies	Cupertino, Los Gatos, Saratoga
Destinations	Rancho San Antonio Park, office parks, Congress Springs Park, Rolling Hills Middle School
VTA Involvement	Lead/Provide planning support/Help lead agencies seek funding
Length	9.2 miles total 2.7 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-1,300
Planning-Level Cost Range	\$
Active Implementation Efforts <i>(as of Summer 2024)</i>	• Saratoga received permits from the California Public Utilities Commission to reopen the pedestrian and bicycle crossing of Joe’s Trail at Guava Drive/ Fredericksburg Drive. As of 2024, the design has been completed. • VTA has hired a consultant to assist in determining what steps are necessary with UPRR to permit trail planning to advance.

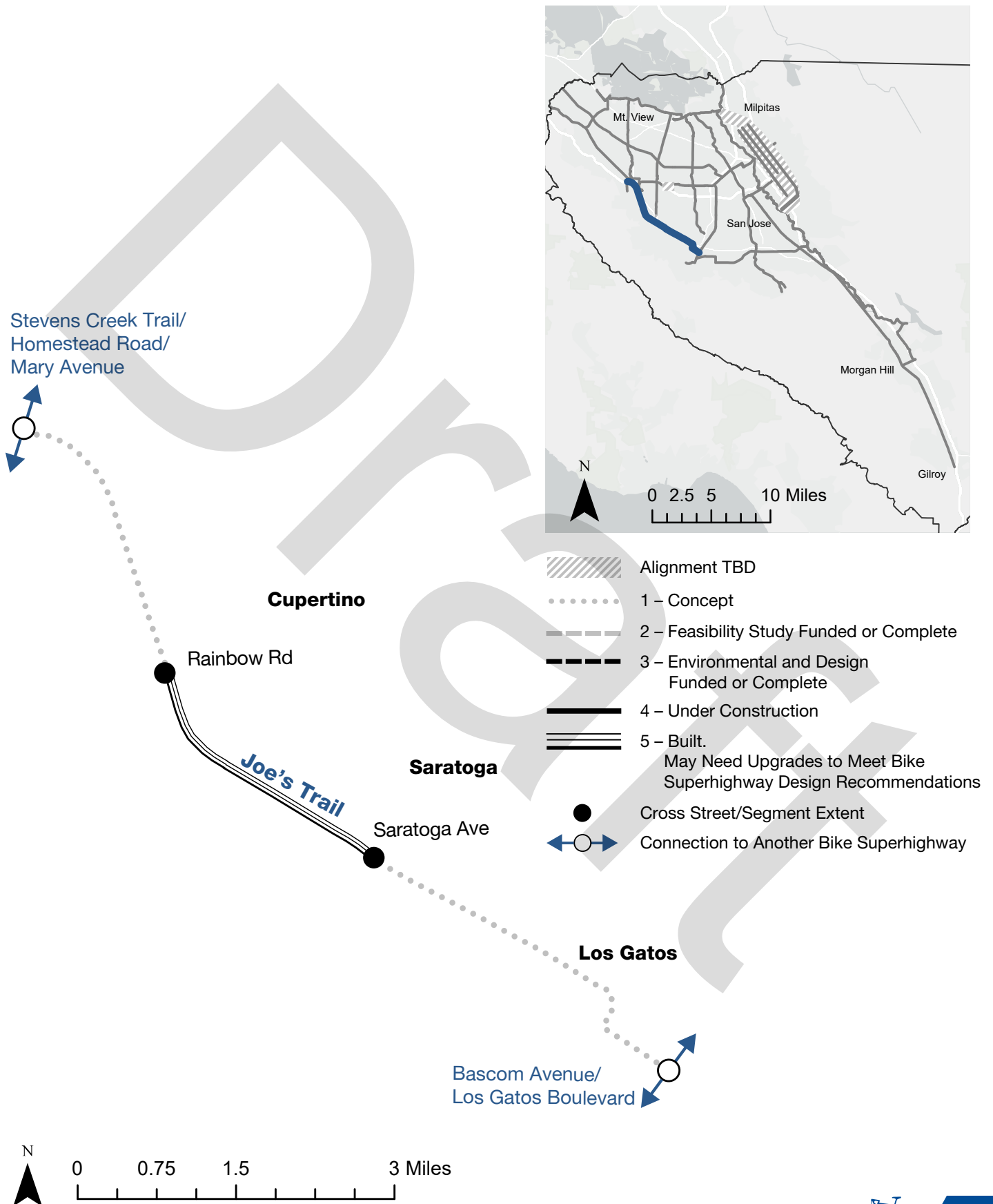


Historic De Anza Trail



10. Historic De Anza Trail/Union Pacific Railroad Trail

As of Summer 2024



11. Story-Keyes

In 2018, VTA adopted the Story-Keyes Complete Streets Study in collaboration with the City of San José. This study evaluated four miles of Willow Street, Graham Avenue, Story Road, and Keyes Street, extending from Highway 87 to Capitol Expressway. Project recommendations include bicycle boulevard treatments on Calle Willow and separated bikeway facilities on Keyes Street and Story Road, along with pedestrian and transit improvements. As one of VTA's highest ridership corridors, the project will be compatible with fast, frequent, and reliable transit.

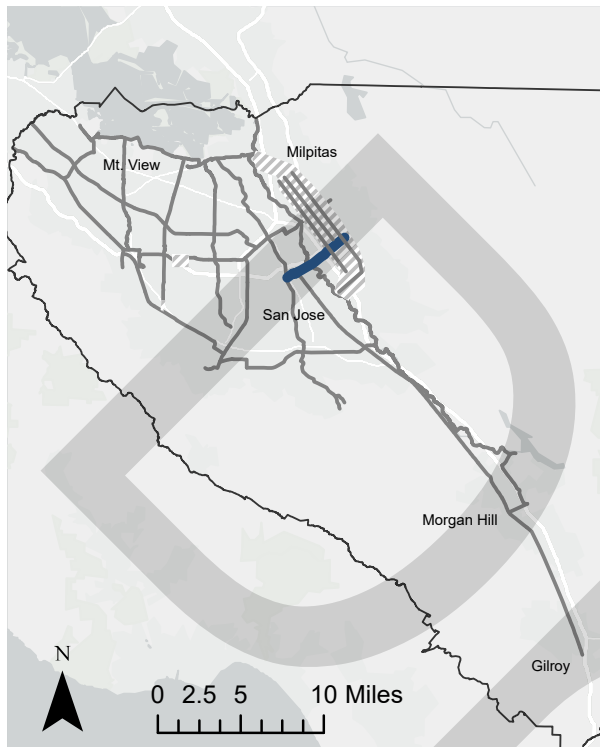
Agencies	San José
Destinations	Happy Hollow Park and Zoo, shopping centers, Emma Prusch Farm Park
VTA Involvement	Provide planning support to lead agency/Help lead agency seek funding
Length	4.3 miles total 0 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-1,100
Planning-Level Cost Range	\$\$
Active Implementation Efforts <i>(as of Summer 2024)</i>	• San José was awarded Active Transportation Program and 2016 Measure B funds to design and construct bicycle and pedestrian safety improvements on Willow-Keyes streets between Lelong St and 3rd St. The project includes protected bikeway. • San José applied for One Bay Area Grant funding in 2022 and received partial funding of \$45 million out of the original estimate of \$62.7 million. The city is currently evaluating the corridor to value-engineer the project within the existing budget. This process involves refining the concept previously submitted by VTA.



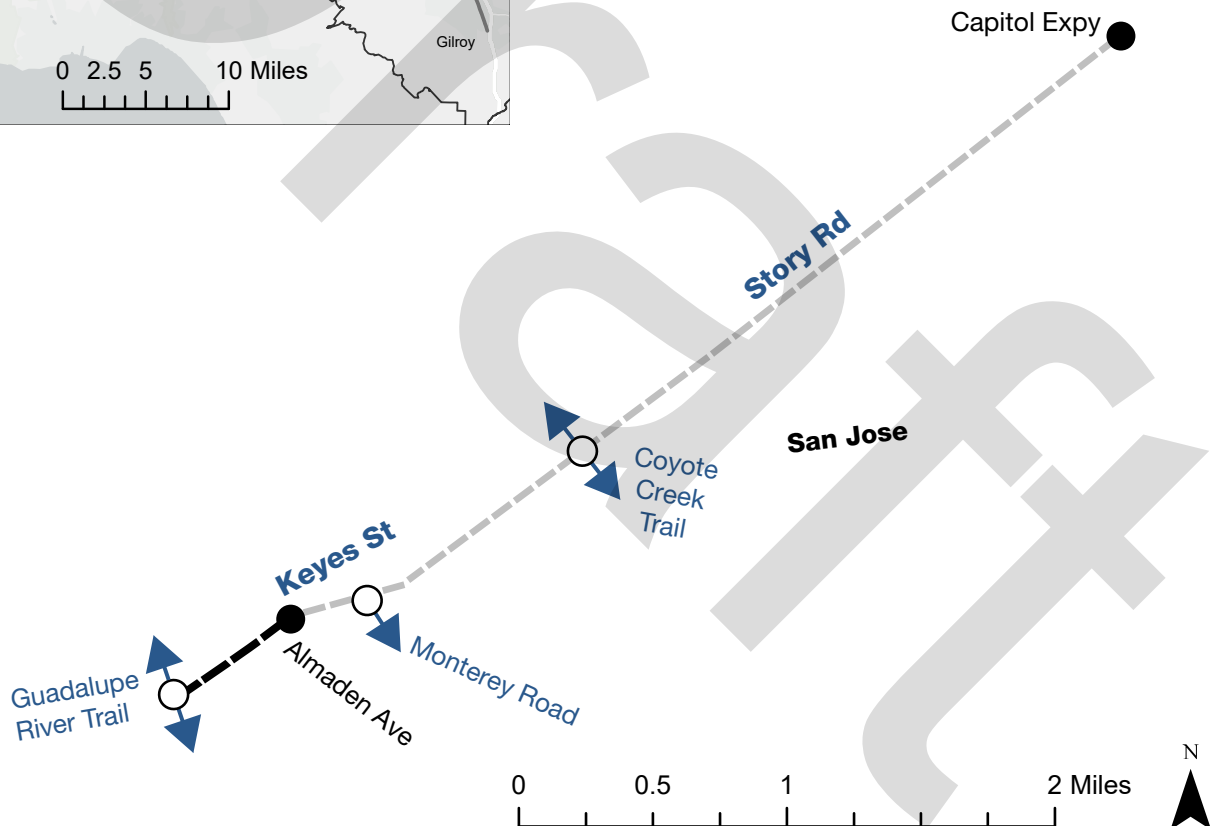
Keyes Street

11. Story-Keyes

As of Summer 2024



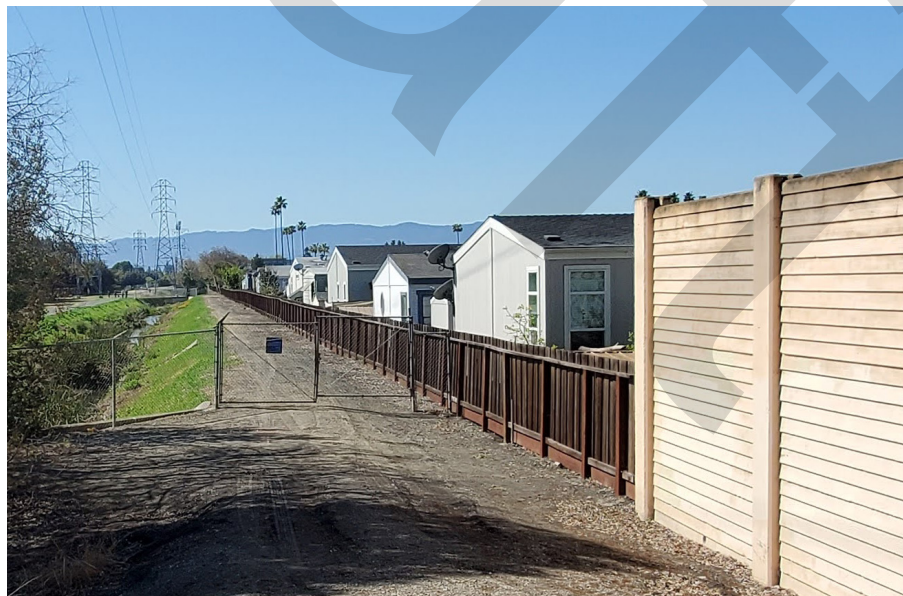
- Alignment TBD
- 1 – Concept
- 2 – Feasibility Study Funded or Complete
- 3 – Environmental and Design Funded or Complete
- 4 – Under Construction
- 5 – Built.
May Need Upgrades to Meet Bike Superhighway Design Recommendations
- Cross Street/Segment Extent
- Connection to Another Bike Superhighway



12. East Channel Trail/Blaney Avenue

Proposed on- or off-street bikeway between the Bay Trail (Sunnyvale) and Prospect Road (San José). Throughout much of Sunnyvale, the corridor would be off-street, paralleling the Sunnyvale East Channel. It would transition to a mostly on-street facility south of Inverness Way, linking to Blaney Avenue in Cupertino. The Cupertino Bicycle Transportation Plan proposes a separated bikeway along Blaney Avenue between Homestead Road and Bollinger Road, while the San José Better Bike Plan 2025 suggests bicycle boulevard treatments between Bollinger Road and Prospect Road. Implementing a continuous bicycle superhighway may require grade-separated crossings at several locations, including Highway 237, US 101, Caltrain, and Central Expressway. The feasibility of these crossings has yet to be determined.

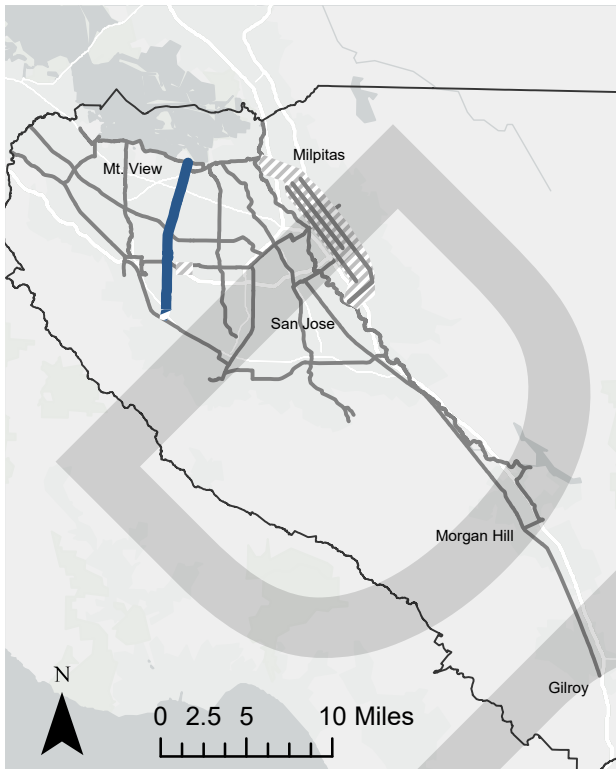
Agencies	Sunnyvale, Cupertino, San José
Destinations	Moffett Park, The King's Academy, Fair Oaks Park, office parks, Braly Elementary School, shopping centers, Ortega Park, LP Collins Elementary School, R.I. Meyerholz Elementary School, Calabazas Park
VTA Involvement	Provide planning support/Help lead agencies seek funding
Length	8.8 miles total 0 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-2,600
Planning-Level Cost Range	\$\$\$
Active Implementation Efforts <i>(as of Summer 2024)</i>	- In 2021, VTA awarded the City of Sunnyvale 2016 Measure B funds to study the feasibility of a trail and under/overcrossings along the East Channel Trail. The feasibility study started in 2024 and will be completed in 2026. - The Santa Clara Valley Water District has a flood control project along the East Channel Trail that must be completed before developing the trail along the levee.



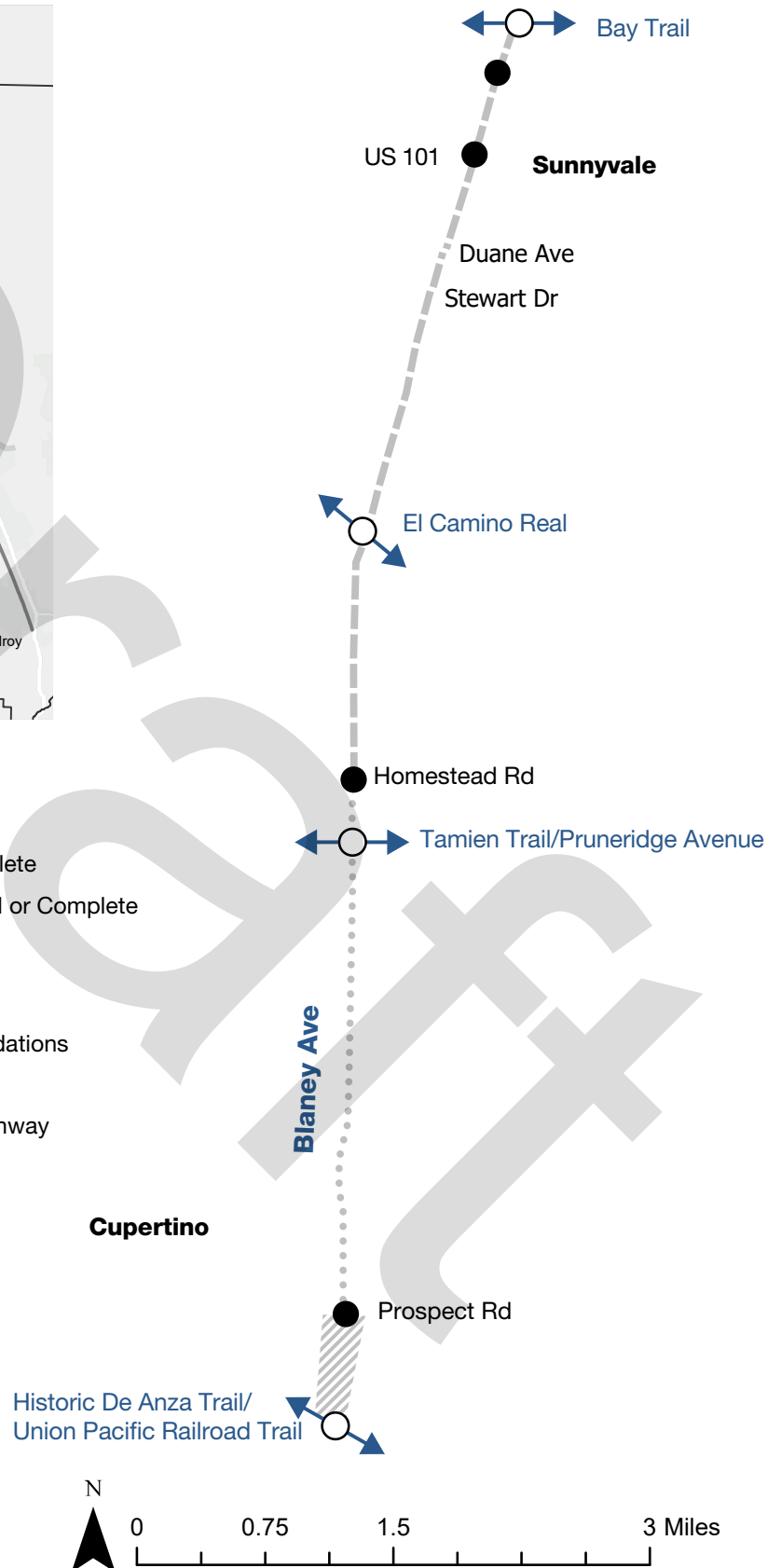
East Channel Trail

12. East Channel Trail/Blanney Avenue

As of Summer 2024



- Alignment TBD
- 1 – Concept
- 2 – Feasibility Study Funded or Complete
- 3 – Environmental and Design Funded or Complete
- 4 – Under Construction
- 5 – Built.
May Need Upgrades to Meet Bike Superhighway Design Recommendations
- Cross Street/Segment Extent
- Connection to Another Bike Superhighway



13. East San José Alignment

VTA is collaborating with the City of San José to identify a north-south alignment in East San José that would connect the Milpitas BART station to the Coyote Creek Trail in south San José. An on-street facility currently appears to be the most feasible option. Likely candidates for the alignment include King Road, Capitol Avenue/Expressway, or Jackson Street, but further evaluation is needed to determine the best route.

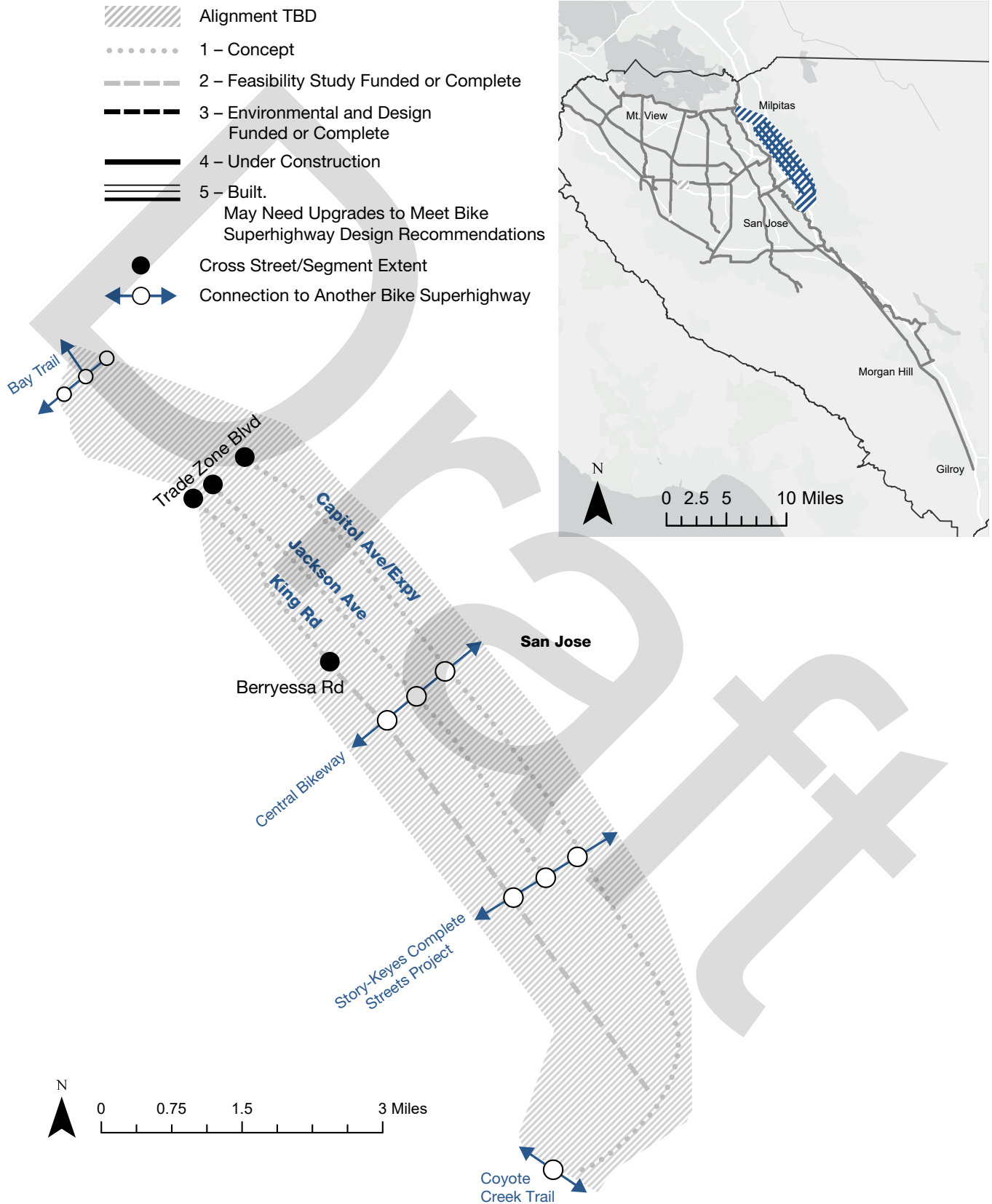
Agencies	San José, Milpitas
Destinations	The Great Mall; Milpitas and Berryessa BART Stations; VTA Light Rail Milpitas, Cropley, Hostetter, Berryessa, Penitencia Creek, McKee, and Alum Rock Stations; Eastridge Mall; shopping centers; office parks; Mexican Heritage Plaza; PAL Stadium; Emma Prusch Farm Park; Independence High School; Regional Medical Center
VTA Involvement	Lead or provide planning support to lead agencies
Length	Between 10 and 12 miles total
VMT Reduction Per Weekday (2050)	<i>TBD as the preferred alignment has not been determined</i>
Planning-Level Cost Range	<i>TBD as the preferred alignment has not been determined</i>
Active Implementation Efforts <i>(as of Summer 2024)</i>	• VTA's East Bay Regional Connector will extend light rail from its terminus at Alum Rock Avenue to the Eastridge Transit Center, featuring an eight-foot shoulder for bicyclists on Capital Expressway. • The City of San José's En Movimiento Plan identifies and prioritizes specific transportation projects aimed at improving mobility. • The City of San José secured Caltrans Sustainable Transportation Planning Grant funding for a Complete Streets Plan for King Road, which is near completion as of 2024. The Plan recommends Class IV bikeway and bus lanes along King Road. Additionally, the City received OBAG3 funds for a Complete Streets Study on Jackson Avenue, spanning from Alum Rock Avenue to Story Road. The study will focus on transit, bicycle, and pedestrian enhancements. • The Draft County Active Transportation Plan identifies a Class I path along Capitol Expressway and would also potentially explore at adjacent alignments possibilities such off-road facilities and trails.



King Road

13. East San José North- South Alginment

As of Summer 2024



14. Junipero Serra Boulevard/Foothill Expressway

Junipero Serra Boulevard begins at Alpine Road near the Stanford University Campus and transitions into Foothill Expressway at Page Mill Road in Palo Alto. Foothill Expressway continues south until it reaches Homestead Road in Cupertino. There is very high recreational biking on this alignment, which is facilitated by wide shoulders on the Expressway and bicycle lanes on Junipero Serra Boulevard. The alignment—particularly Foothill Expressway— is currently not suitable for less experienced cyclists.

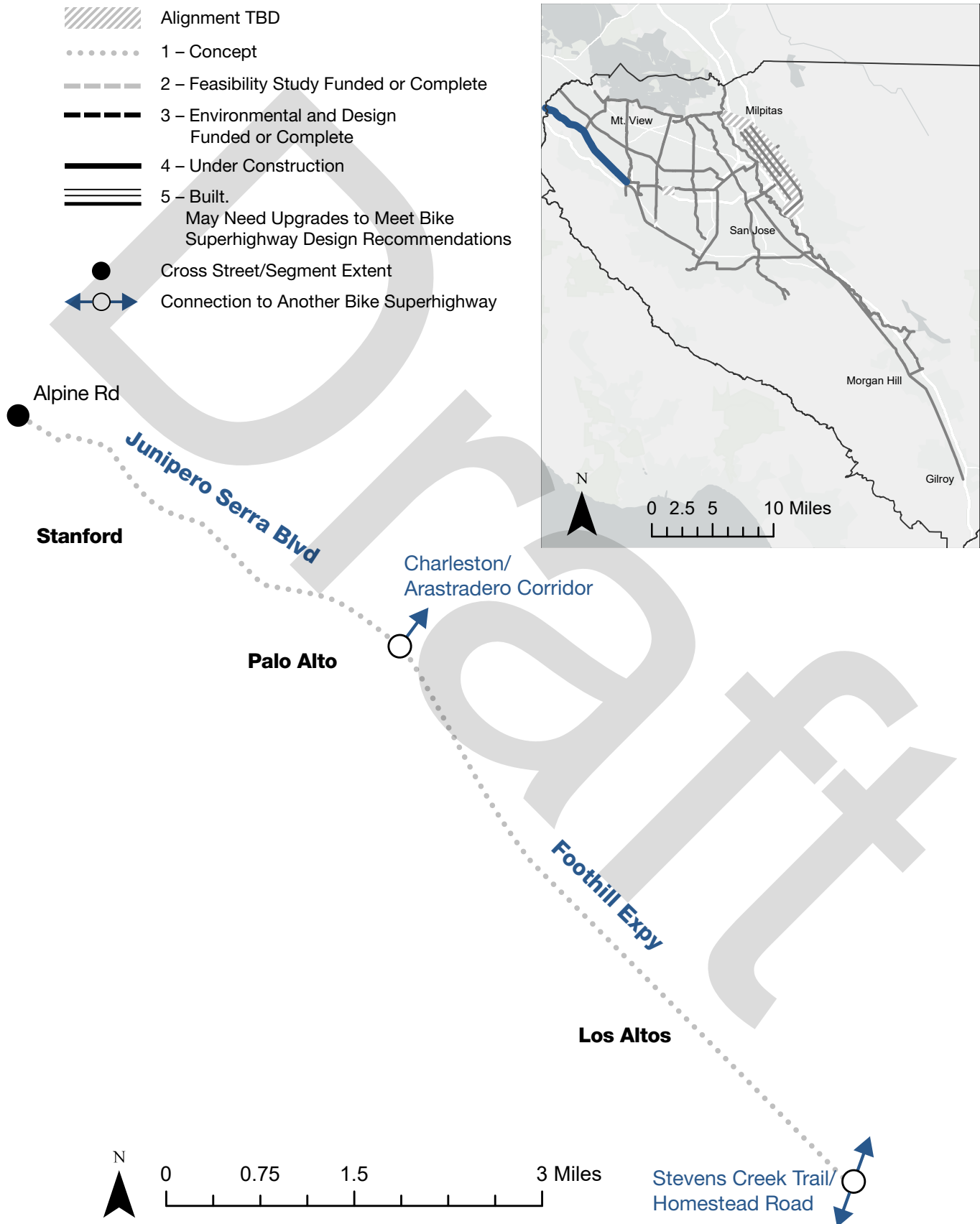
Agencies	Palo Alto, Stanford, County, Los Altos, Cupertino
Destinations	Stanford University, Stanford Research Park, shopping centers, St. Simon Parish School
VTA Involvement	Provide planning support to lead agencies
Length	9.3 miles total 0.4 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-1,500
Planning-Level Cost Range	TBD as the type of bicycle facility has not been determined
Active Implementation Efforts <i>(as of Summer 2024)</i>	The County has initiated the Foothill Expressway Multi-modal Feasibility Study, which will identify preferred treatments for pedestrians and bicyclists.



Junipero Serra Boulevard

14. Junipero Serra Boulevard/Foothill Expressway

As of Summer 2024



15. Monterey Road

The proposed on- and off-street bikeway will connect Keyes Street in San José to Monterey Frontage Road in Gilroy. The project is expected to feature on-street facilities in urban areas and off-street paths in rural segments. The City of San José has expressed interest in upgrading Monterey Road to a Complete Street, which includes exploring the concept of transit lanes. Future planning and design efforts will need to be compatible with the California High-Speed Rail project, which may operate as a blended service along the Caltrain corridor.

Agencies	San José, County, Morgan Hill, Gilroy
Destinations	Shopping centers; Capitol, Blossom Hill, and Gilroy Caltrain Stations; Edenvale Gardens Regional Park; office parks; Charter School of Morgan Hill; Britton Middle School; Gilroy Sports Park/Sharks Ice Center
VTA Involvement	Lead/Provide planning support to lead agencies
Length	40.7 miles total 0 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-5,500
Planning-Level Cost Range	\$\$\$
Active Implementation Efforts <i>(as of Summer 2024)</i>	VTA, partnering with the City of San José, is leading the Monterey Road Transit Project. The project will implement Class 4 Protected Bike Lanes and a transit lane with bus boarding islands along Monterey Road, from Keyes Street to Ford Road near the Blossom Hill Caltrain Station. The project has completed the feasibility study phase and is currently in design.

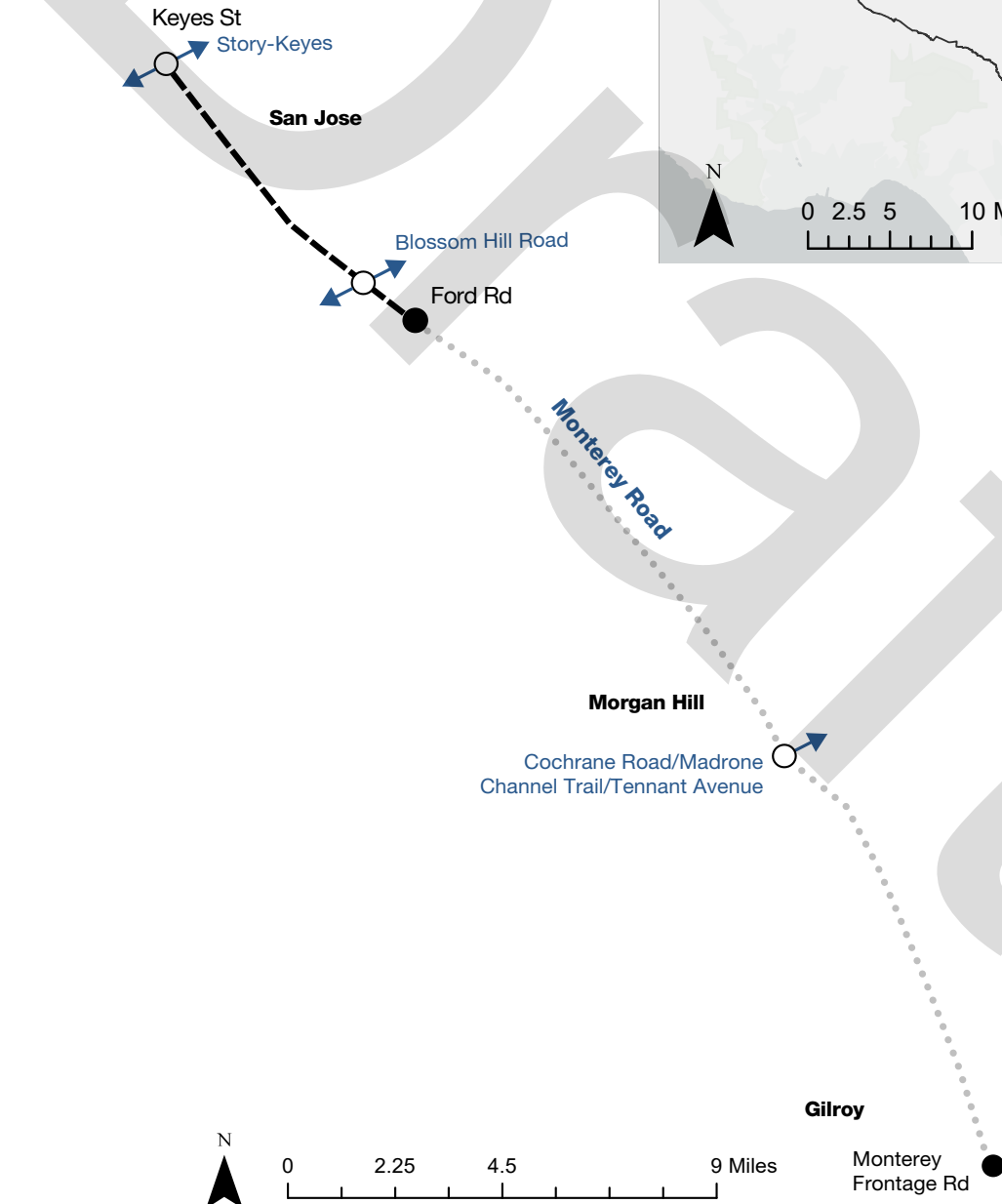


Monterey Road

15. Monterey Road

As of Summer 2024

-  Alignment TBD
-  1 – Concept
-  2 – Feasibility Study Funded or Complete
-  3 – Environmental and Design Funded or Complete
-  4 – Under Construction
-  5 – Built.
May Need Upgrades to Meet Bike Superhighway Design Recommendations
-  Cross Street/Segment Extent
-  Connection to Another Bike Superhighway



16. San Tomas Aquino Creek Trail/San Tomas Expressway

The existing San Tomas Aquino Creek Trail runs from the Bay Trail to Homestead Road in Santa Clara. The County of Santa Clara plans to extend the trail adjacent to San Tomas Expressway to Stevens Creek Boulevard. This plan proposes further extending the trail to connect with the Los Gatos Creek Trail.

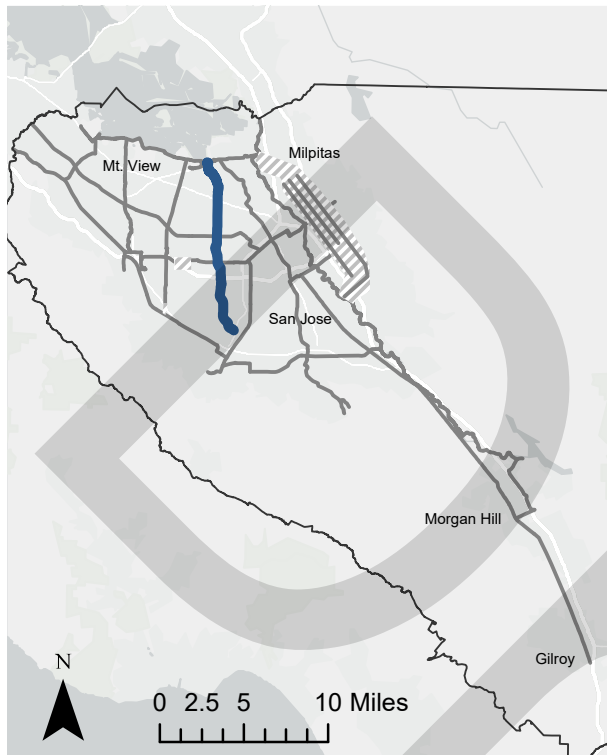
Agencies	Santa Clara, San José, Los Gatos, County
Destinations	Office parks, Levi's Stadium, California's Great America, Cabrillo Middle School, shopping centers, Campbell School of Innovation, Los Gatos Creek County Park
VTA Involvement	Provide planning support to lead agencies
Length	10.8 miles total 5.6 miles of existing trail
VMT Reduction Per Weekday (2050)	-5,200
Planning-Level Cost Range	\$
Active Implementation Efforts <i>(as of Summer 2024)</i>	• The City of Santa Clara was awarded a Transportation Development Act grant to upgrade striping and signage for bicycle facilities along the San Tomas Aquino Creek Trail. • The City is also preparing the design for the Creek Trail Pavement Rehabilitation - Phase 1 Project, which will address pavement maintenance and rehabilitation along the San Tomas Aquino Creek Trail between SR 237 and Tasman Drive. • Santa Clara County is seeking funding for feasibility study and conceptual design for extending the trail from Homestead Road to Moorpark Avenue.

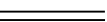


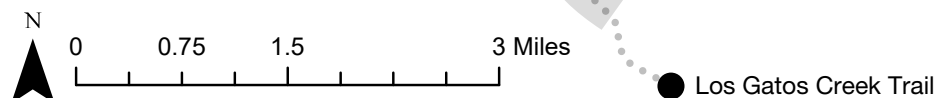
San Tomas Aquino Creek Trail

16. San Tomas Aquino Creek Trail/San Tomas Expressway

As of Summer 2024



-  Alignment TBD
-  1 – Concept
-  2 – Feasibility Study Funded or Complete
-  3 – Environmental and Design Funded or Complete
-  4 – Under Construction
-  5 – Built.
May Need Upgrades to Meet Bike
Superhighway Design Recommendations
-  Cross Street/Segment Extent
-  Connection to Another Bike Superhighway



17. Stevens Creek Trail/Homestead Road/Mary Avenue

This proposed project would combine three existing initiatives: the Stevens Creek Trail extension project, the Homestead Road Safe Routes to School project by VTA, and the Mary Avenue bicycle facility project by Cupertino. The existing Stevens Creek Trail runs between the Bay Trail and Heatherstone Way in Mountain View and from Stevens Creek Boulevard to McClellan Road through Blackberry Farm Park and McClellan Ranch Preserve in Cupertino.

The Joint Cities Stevens Creek Trail Feasibility Study, approved by the cities of Mountain View, Sunnyvale, Los Altos, and Cupertino in 2016, evaluated four alignment alternatives for closing the gap between Heatherstone Way and Stevens Creek Boulevard. A preferred alignment was selected between Heatherstone Way and Fremont Avenue, with additional feasibility work needed for the segment between Fremont Avenue and Homestead Road.

VTA's Homestead Road Safe Routes to School project aims to provide low-stress bicycle facilities and improve sidewalks and intersections along Homestead Road, running east-west between Grant Road and Hollenbeck Avenue/Stelling Road. Cupertino recently completed the Mary Avenue project, which installed separated bikeways along Mary Avenue, running north-south between the Don Burnett Bicycle-Pedestrian Bridge and Stevens Creek Boulevard.

These two projects are interconnected by the Don Burnett Bicycle-Pedestrian Bridge and will facilitate a connection to the Historic De Anza Trail via bikeways on Stevens Creek Boulevard.

Additionally, the County has initiated the Foothill Expressway Multi-Modal Feasibility Study to explore the possibility of developing a bikeway along Foothill Expressway.

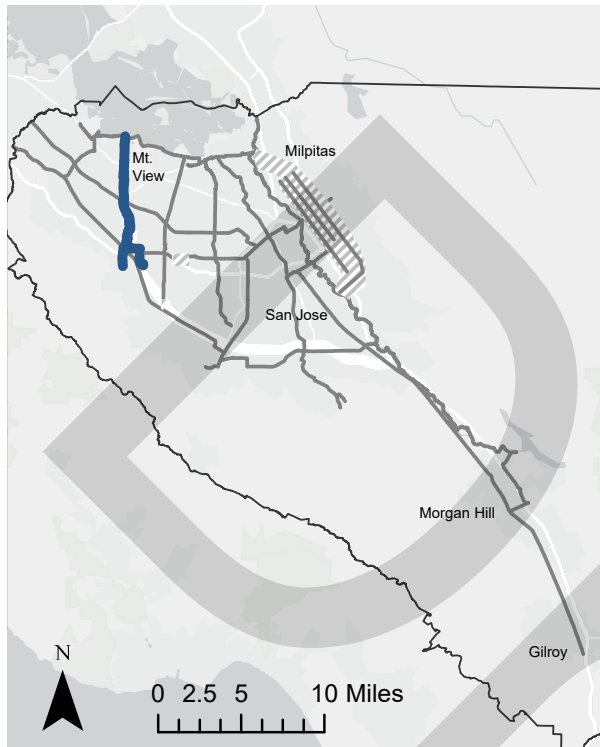
Agencies	Mountain View, Sunnyvale, Cupertino, County
Destinations	Office parks, Mountain View High School, Landels Elementary School, Cupertino Middle School, Homestead High School, De Anza College
VTA Involvement	Lead/Provide planning support to lead agencies
Length	10.9 miles total 5.1 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-2,600
Planning-Level Cost Range	\$\$
Active Implementation Efforts <i>(as of Summer 2024)</i>	- The City of Mountain View was awarded 2016 Measure B funds for the environmental clearance and design of the Stevens Creek Trail extension from its current terminus at Dale Avenue/Heatherstone Way to Remington Drive and Mountain View High School. Design work began in May 2024. - In 2022, the City of Sunnyvale installed improvements at the Homestead Road intersections with Mary Avenue and Kennewick Drive, including traffic signal upgrades to enhance pedestrian and bicycle crossings. - Sunnyvale was also awarded 2016 Measure B funds to design and environmentally clear the Stevens Creek Trail from Remington Drive to Fremont Avenue. The city has a consultant team working on environmental clearance, final design, and coordination with Caltrans for this segment. - VTA awarded 2016 Measure B funds to design Safe Routes to School improvements on Homestead Road between Foothill Expressway and Hollenbeck/Stelling, with the project currently at 35% design.



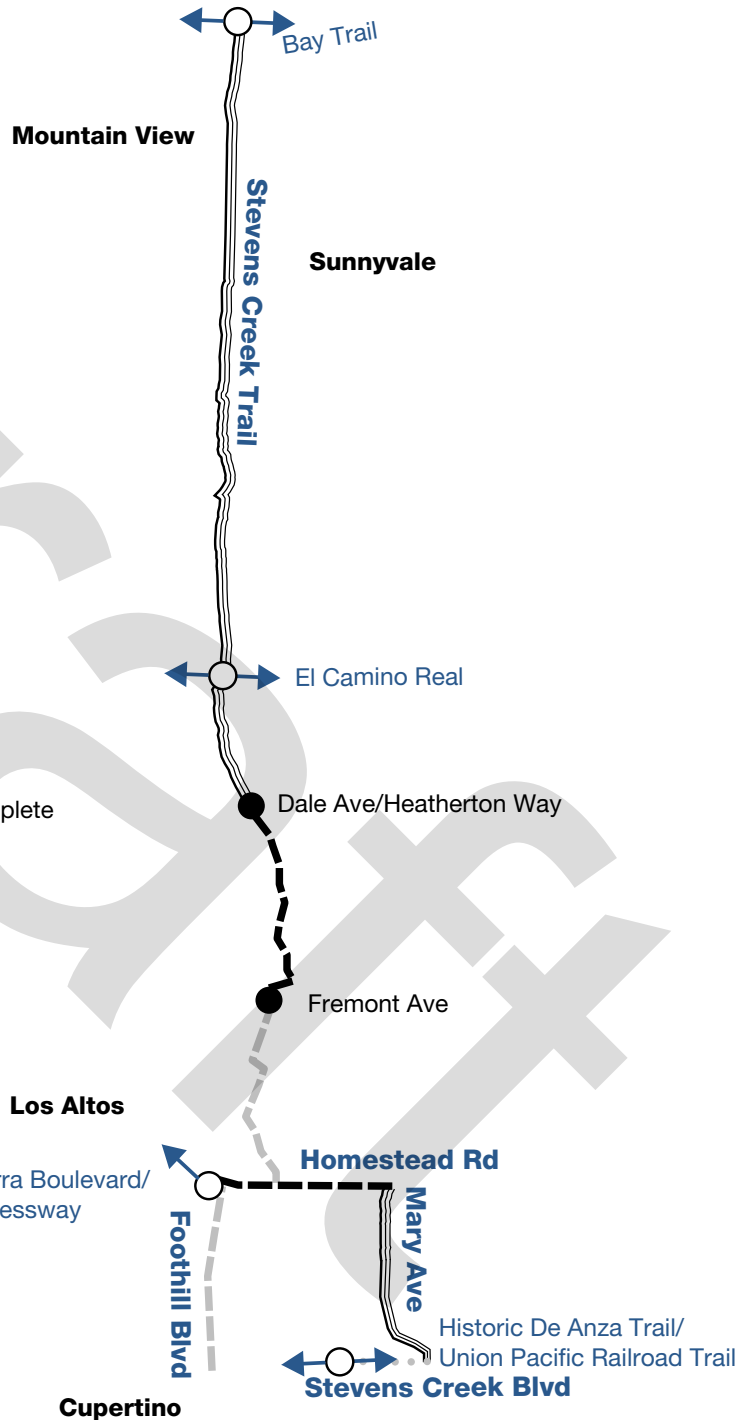
Homestead Road

17. Stevens Creek Trail/Homestead Road/Mary Avenue

As of Summer 2024



- Alignment TBD
- 1 – Concept
- 2 – Feasibility Study Funded or Complete
- 3 – Environmental and Design Funded or Complete
- 4 – Under Construction
- 5 – Built.
May Need Upgrades to Meet Bike Superhighway Design Recommendations
- Cross Street/Segment Extent
- Connection to Another Bike Superhighway



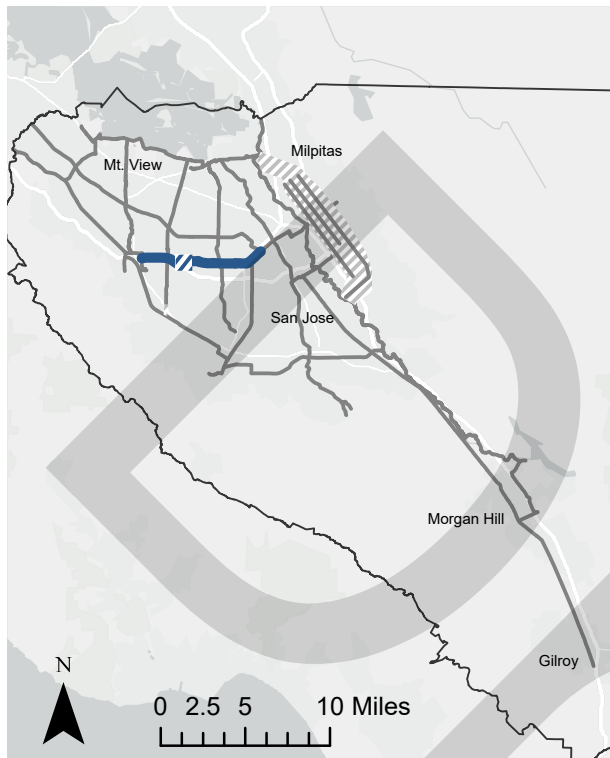
18. Tamien Trail/Pruneridge Avenue

This corridor links three separate bikeway planning efforts underway by Cupertino, Santa Clara, San José, and VTA with on- and off-street bikeways between Mary Avenue (Sunnyvale) and The Alameda (San José). The proposed Tamien Trail, located just south of I-280 in Cupertino, will provide an off-street bicycle and pedestrian facility that runs parallel to the existing Junipero Serra Channel and Calabazas Creek and provide a connection between the Don Burnett Bicycle-Pedestrian Bridge and Vallco Parkway. It will connect to Pruneridge Avenue, but the exact alignment has not yet been determined. Pruneridge Avenue, located in Santa Clara, begins at Tantau Avenue and changes its name to Hedding Street at the San José border, where it will connect with the Central Bikeway Bike Superhighway.

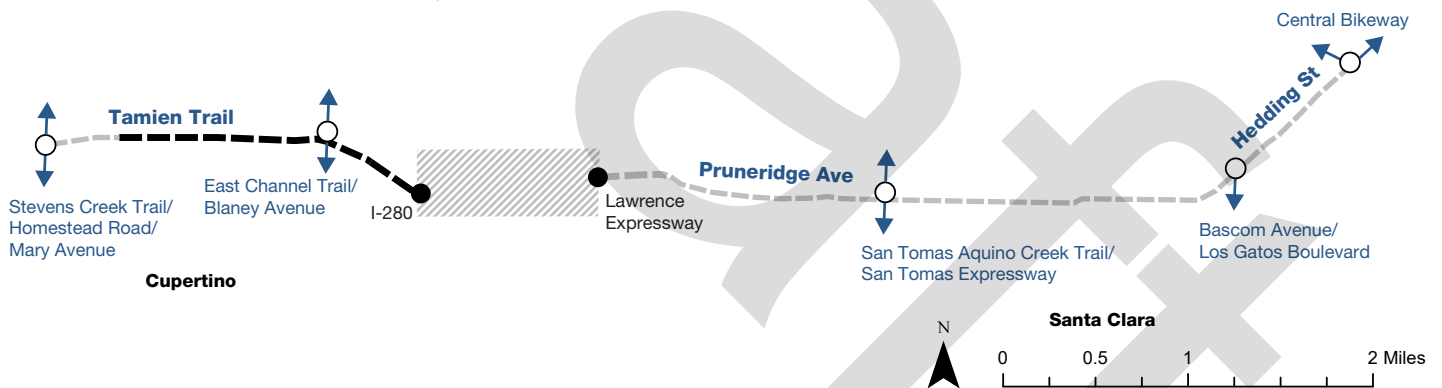
Agencies	Cupertino, Santa Clara, San José
Destinations	Office parks, Eisenhower Elementary School, shopping centers, Bellarmine College Prep, Santa Clara County Justice Center, Muwekma Ohlone Middle School, Berryessa BART Station, VTA Light Rail Berryessa Station, Penitencia Creek Park
VTA Involvement	Provide planning support to lead agencies/Help lead agencies seek funding
Length	8.5 miles total 0 miles of existing trail or separated bikeway
VMT Reduction Per Weekday (2050)	-1,900
Planning-Level Cost Range	\$\$
Active Implementation Efforts <i>(as of Summer 2024)</i>	• City of Cupertino awarded 2016 Measure B funds to design and construct Tamien Trail Central Segment (De Anza Boulevard to Wolfe Road) and to construct east segment (Wolfe Road to Calabazas Creek/Vallco Parkway) (Two awards). • VTA leading an interchange redesign project Wolfe Road/I-280 which will provide trail connections between Wolfe Road and planned Tamien Trail. Funded in part by 2016 Measure B. • The City of Santa Clara's Complete Streets Study for Pruneridge Avenue between Pomeroy Avenue and Winchester Boulevard was approved in 2022.

18. Tamien Trail/Pruneridge Avenue

As of Summer 2024



- Alignment TBD
- 1 – Concept
- 2 – Feasibility Study Funded or Complete
- 3 – Environmental and Design Funded or Complete
- 4 – Under Construction
- 5 – Built.
May Need Upgrades to Meet Bike Superhighway Design Recommendations
- Cross Street/Segment Extent
- Connection to Another Bike Superhighway



5. Implementation

Implementing the grand vision of a countywide network of bicycle superhighways will succeed only through a partnership between VTA and Member Agencies. Member Agencies have already made significant progress in constructing high-quality bikeways along several superhighway corridors. In fact, alignments were chosen in part to support and enhance these local projects. Appendix A lists a variety of existing funding sources for various phases of bicycle projects.

Moving forward, the implementation of the bicycle superhighway network will primarily be led by Member Agencies and other agencies with land use authority. However, VTA will play a crucial role in organizing the vision, coordinating efforts across jurisdictional lines, and seeking funding sources to support the development of this network.

VTA Involvement

VTA recognizes that implementing this effort may require significant funding and staff resources. This Plan serves as a tool for VTA to advocate for new funding sources dedicated to bicycle superhighways. The implementation of the bicycle superhighway network will be a collaborative partnership between VTA and Member Agencies.

As previously mentioned, Member Agencies will primarily be responsible for the design and construction of the network, given their roadway or riparian authority. VTA's role will include coordinating and tracking progress, assisting with funding procurement, supporting outreach efforts, and leading feasibility studies to identify preferred alignments and designs. In certain cases—especially for larger projects that span multiple jurisdictions or necessitate coordination with Caltrans or other transit agencies—it may be appropriate for VTA to take the lead in environmental clearance, project design, and construction.

VTA envisions three levels of involvement in the implementation of the bicycle superhighway projects presented in this Plan:

1. In some instances, VTA will **support** the efforts of Member Agencies and other entities through promoting outreach, serving on technical advisory committees, providing technical guidance, or writing support letters.
2. In some instances, VTA will provide **funding** to Member Agencies.
3. In other instances, VTA will **lead** project implementation. In these cases, VTA will manage the effort and Member Agencies may dedicate staff time or financial resources to the effort.

These roles are not exclusive. VTA may lead, fund, or support each proposed superhighway project as they are implemented. **Table 2** shows VTA's anticipated level of involvement for each of the potential projects. This is subject to change and may differ by project segment. While projects are eligible for numerous sources of funding, Table 2 notes the projects that are on the 2016 Measure B Ten-Year Bicycle and Pedestrian Capital Project list. Projects on this list are eligible for 2016 Measure B funding for environmental clearance, design, or construction. These projects were selected through a competitive call for projects and approved by the VTA Board of Directors.



Table 2: VTA Level of Involvement in Priority Projects

#	Project	Lead	Planning Support	On 2016 Measure B 10-Year List
1	Bascom Avenue/Los Gatos Boulevard	X		X
2	Bay Trail		X	
3	Blossom Hill Road			
4	Central Bikeway Study	X		
5	Charleston Road/Arastradero Road			
6	Cochrane Road/Madrone Channel Trail/Tennant Avenue			
7	Coyote Creek Trail			X
8	El Camino Real	X	X	X
9	Guadalupe River Trail			X
10	Historic De Anza Trail/Union Pacific Railroad Trail		X	
11	Story-Keyes	X	X	
12	East Channel Trail/Blaney Avenue		X	
13	East San José North-South Alignment	X	X	
14	Junipero Serra Boulevard/Foothill Expressway		X	
15	Monterey Road	X	X	
16	San Tomas Aquino Creek Trail		X	
17	Stevens Creek Trail/Homestead Road/Mary Avenue	X	X	X
18	Tamien Trail/Pruneridge Avenue			X

Planning and Policy Support

VTA's policies and plans can help define a vision for the transportation network. They can also support consistent implementation of projects that meet the needs of all users. Policies can address a broad range of topics, such as bikeway selection, funding, project development, planning, design, accessibility, and maintenance. Policies are also useful to guide and prioritize acceptable trade-offs.²

The bicycle superhighway network builds on Member Agency plans, and so for most segments, local agencies already have some level of planning and policy support for the project. Member Agencies can further support the bicycle superhighway effort by continuing to:

- Prioritize implementation of bicycle superhighway alignments by allocating capital funds and staff time to implementation efforts.
- Take advantage of opportunities to construct segments through conditions of development or integration into larger transportation projects.
- Update local plans to formalize bicycle superhighway alignments within their jurisdiction.

- Update local plans and design documents to support bicycle superhighway design expectations.
- Ensure projects along bicycle superhighway alignments meet design expectations for bicycle superhighways.
- Fund and prioritize maintenance of bicycle superhighways, including street sweeping for separated bikeways.
- Develop policies and practices that reduce delay for bicyclists in areas where bicycle superhighways cross other transportation facilities.

VTA can assist Member Agencies wishing to update their policies to be more bike-friendly and to prioritize bicycle superhighways. VTA can look for opportunities to expand funding, including policy and legislative change at the regional, state, and federal level.

² FHWA. *Bikeway Selection Guide*.
https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwas18077.pdf.



Transit and Bicycle Superhighways

Several identified bicycle superhighway alignments are on major transit corridors: Bascom Avenue, Monterey Road, El Camino Real and Story-Keyes. It is possible to build bicycle superhighway quality bikeways and also provide high quality transit service on the same roadway. On these major transit corridors, VTA will work with Member Agencies so that transit access is integrated seamlessly into the bikeway design. VTA encourages other agencies to adopt a transit-first policy to establish a hierarchy on their roadways and to utilize VTA guidance for designing bus stops that integrate with bicycle facilities. Complete Streets projects that support both transit and biking have access to a greater variety of funding sources, including transit-specific funding programs.

Planning-Level Cost Ranges

Planning-level cost ranges were developed for all unbuilt sites and are summarized in **Table 3**. These ranges were estimated using standard planning-level costs by facility type, as detailed in Appendix B. Assumptions about facility type were informed by mileage and the most likely implementation scenario. Unless otherwise noted, estimates in **Table 3** are in 2024 dollars. Actual project costs may vary based on final design treatments and alignments. Appendix C provides a more detailed costs by route segment.

Table 3: Planning-Level Cost Ranges

Bike Superhighway Name	Total Cost Range
Bascom Avenue/Los Gatos Boulevard	\$\$\$
Bay Trail	\$
Blossom Hill Road	\$\$\$
Central Bikeway	\$\$\$
Charleston/Arastradero Corridor	TBD
Cochrane Road/Madrone Channel Trail/Tennant Avenue	\$\$
Coyote Creek Trail	\$
El Camino Real	\$\$\$
Guadalupe River Trail	\$
Historic De Anza Trail/Union Pacific Railroad Trail	\$
Story-Keyes	\$\$
East Channel Trail/Blaney Avenue	\$\$\$
East San José North-South Alignment	TBD
Junipero Serra Boulevard/Foothill Expressway	TBD
Monterey Road	\$\$\$
San Tomas Aquino Creek Trail/San Tomas Expressway	\$
Stevens Creek Trail/ Homestead Road/Mary Avenue	\$\$
Tamien Trail/Pruneridge Avenue	\$\$

\$: \$5 million – \$30 million
\$\$: \$30 million – \$100 million
\$\$\$: Above \$100 million



Vehicle Miles Traveled Reduction

VTA calculated the estimated reduction in vehicle miles traveled (VMT) per day for all routes except the East San José alignment, as that route has not yet been finalized. The analysis indicates that, if the network is fully built by 2050, there could be approximately 65,000 fewer miles traveled by passenger vehicles per typical workday. **Table 4** shows this calculation. Please note some numbers may be slightly off due to rounding.

Table 4: VMT Reduction

Route Name	Total Mileage	Avg VMT Change (by route)
Bascom Avenue/Los Gatos Boulevard	6.8	-1,400
Bay Trail	18.9	-8,600
Blossom Hill Road	11.5	-1,600
Central Bikeway	10.8	-4,200
Charleston / Arastradero Corridor	2.5	-500
Cochrane Road/Madrone Channel Trail/Tennant Avenue	5.4	-200
Coyote Creek Trail	30.7	-10,700
El Camino Real	12.0	-3,400
Guadalupe River Trail	19.3	-12,700
Historic De Anza Trail/Union Pacific Railroad Trail	9.2	-1,300
Story-Keyes	4.3	-1,100
East Channel Trail/Blaney Avenue	8.8	-2,600
Junipero Serra Boulevard/Foothill Expressway	9.3	-1,500
Monterey Road	29.3	-5,500
San Tomas Aquino Creek Trail/San Tomas Expressway	10.8	-5,200
Stevens Creek Trail/ Homestead Road/Mary Avenue	10.9	-2,600
Tamien Trail/Pruneridge Avenue	6.7	-1,900
TOTAL	207	-65,000

The methodology for this analysis can be found in Appendix D.

VTA's Climate Action and Adaptation Plan (CAAP) targets a significant reduction in greenhouse gas emissions from transportation sources, in line with California's climate goals. With an estimated reduction of 65,000 VMT per workday by 2050, this would eliminate 26 metric tons of carbon dioxide per day, equivalent to roughly 6,500 metric tons annually (assuming 250 workdays). This is based on CARB's emission factors for passenger vehicles, which is about 404 grams of carbon dioxide per mile.

This VMT reduction would contribute to the broader greenhouse gas reduction targets of both VTA and California. By developing extensive bike infrastructure, the Bike Superhighway Implementation Plan not only enhances regional active transportation options but also aligns with climate resilience goals.



6. Maintenance

During conversations with Member Agency staff and the VTA Bicycle and Pedestrian Advisory Committee (BPAC), maintenance of bicycle superhighways frequently came up as a challenging area. To provide high-quality bicycling conditions, bikeways – particularly separated bikeways and trails – need consistent, dedicated maintenance, and sweeping. Local agencies may need to purchase specialized equipment to sweep separated bikeways and allocate additional funding for maintenance. Bikeway users may not know what agency they should contact to report poor conditions. Some corridors have unhoused individuals taking up residence, which can increase maintenance needs. This section outlines general maintenance guidance, acknowledging that further work is needed to address these concerns.

Maintenance Guidance

Bicycle superhighways should be maintained, free of debris and other obstacles, and designed to permit sweeping equipment to access the bikeway. Bicyclists are particularly sensitive to poor-quality surfaces. Bicyclist comfort and safety is significantly reduced by the unpleasantness of bumpy surfaces. Pavement along the bikeway should meet a pavement condition index (PCI) of 80 or higher, indicating adequate quality for bicycling. All contractors should be informed that all asphalt repairs must be carried out so that there are no noticeable edges or differences in level to the existing asphalt.³

There should be a high service standard for bicycle facilities cleaning as well. VTA recommends paths be swept systematically according to the maintenance hierarchy, from twice a month to once every two months. In addition, extra sweeping is necessary during fall.⁴ VTA also recommends each Member Agency have a way to accommodate acute removal of dangerous objects and broken glass, outside of regularly scheduled cleaning, whether through 311, city-specific apps, a hotline, or other.

More detail on maintenance within Santa Clara County can be found in the Uniform Interjurisdictional Trail Design, Use, and Management Guidelines.

7. Summary and Next Steps

By implementing the proposed bicycle superhighway network, along with additional bicycle facilities, Santa Clara County can become internationally known for superb, sustainable infrastructure that could increase tourism, reduce greenhouse gas emissions, and make our community healthier. VTA looks forward to working with our Member Agencies and other partners to continue developing a bicycle superhighway network that connects our cities and towns in healthier and more joyful ways. VTA anticipates updating this plan periodically as projects progress. Routes may be modified as feasibility is determined, and the implementation status maps will be updated as funding for implementation phases are secured.

³ *Collection of Cycling Concepts, Cycling Embassy of Denmark, 2012.*

⁴ *Ibid.*



Appendices

Appendix A – Funding Opportunities

A variety of sources exist to fund various phases of bicycle projects. Some of the major regional and statewide funding sources that can be used for construction or maintenance of bicycle or pedestrian improvements, along with competitive grant programs, are described below. Each jurisdiction may have separate local funding sources not listed here.

Transportation Funds for Clean Air

Funds in the Transportation Funds for Clean Air (TFCA) program, may be used on projects that reduce vehicle emissions, including trail and bicycle facility project development, and can also be used as a match for competitive grant programs. Funds are programmed by the Bay Area Air Quality Management District (BAAQMD) through the Vehicle Trip Reduction Grant Program and VTA.

One Bay Area Grant

MTC's One Bay Area Grant (OBAG) is a competitive grant program that targets investments in Priority Development Areas (PDAs). Member Agencies, the county, and VTA can use OBAG funds for transportation planning and bicycle-related improvements.

Transportation Development Act Article 3

Transportation Development Act Article 3 (TDA 3) is programmed by VTA and provides annual funding for bicycle and pedestrian projects. Two percent of TDA funds collected within the county are used for TDA 3 projects. A portion of TDA 3 funding goes to local agency by formula, and per VTA Board action, the countywide portion is allocated to projects on the 2016 Measure B Ten-Year Bicycle/Pedestrian Capital Projects list. MTC requires that all projects be reviewed by a BPAC or similar body before approval.

2016 Measure B

VTA administers the 2016 Measure B funds with a portion of funding programmed for bicycle and pedestrian projects. There are two bicycle and pedestrian program categories that could help implement bicycle superhighways through a competitive process: planning studies and capital projects. Planning studies call for projects are on a two-year cycle and capital projects are on a 10-year cycle with a chance for a mid-cycle call. Several segments of the Bicycle Superhighway alignments are eligible for the 10-year capital funding.

California Active Transportation Program

California's Active Transportation Program (ATP) is a competitive grant program that is programmed by the California Transportation Commission (CTC). The program funds infrastructure and programmatic projects that aim to shift trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every two years. Eligible projects include construction of bicycling and walking facilities.

Sustainable Transportation Planning Grants

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and conceptual design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Communities are typically required to provide an 11.47 percent local match, but staff time or in-kind donations are eligible to be used for the match provided the required documentation is submitted.

Highway Safety Improvement Program

Caltrans offers Highway Safety Improvement Program (HSIP) grants every one to two years. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. HSIP focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost effectiveness.

Solutions for Congested Corridors Program

The purpose of the Solutions for Congested Corridors Program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This program can fund a wide array of improvements including bicycle and pedestrian facilities. Eligible projects must be detailed in an approved corridor-focused planning



document. These projects must include aspects that benefit all modes of transportation using an array of strategies that can change travel behavior, dedicate right of way for bikes and transit, and reduce vehicle miles traveled. Funds are programmed by the CTC. Regional transportation planning agencies, county transportation commissions, and Caltrans are eligible to apply.

Recreational Trails Program

The Recreational Trails Program helps provide and maintain recreational trails and trail facilities for both motorized and nonmotorized trail use. Funds are programmed by the California Department of Parks and Recreation.

Urban Greening Grants

California Natural Resources Agency administers Urban Greening grant programs that support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets, green alleyways, and non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools.

Senate Bill 1: Local Partnership Program

The Local Partnership Program is administered by the CTC. It provides local and regional agencies that have passed sales tax measures, developer fees, or other transportation-imposed fees to fund transportation improvement projects. Jurisdictions with these taxes or fees are then eligible for a formulaic annual distribution and a competitive grant program. Local Partnership Program funds can be used for a wide variety of transportation purposes including roadway rehabilitation and construction, transit capital and infrastructure, bicycle and pedestrian improvements, and green infrastructure. In the 2020-21, 2021-22, and 2022-23 fiscal years, VTA was awarded a total of \$15,435,000 unprogrammed funds through the formulaic annual distribution. VTA also applied for \$50 million in the 2020 competitive program cycle.

Appendix B – Planning-Level Cost Estimates by Facility Type and Improvement

Table 4 shows the cost estimates for the bikeway type and other improvements. Costs are shown in 2024 dollars and only include construction costs. Actual project costs may differ depending on final design treatments and alignments. Table 5 shows the planning-level cost estimate ranges per segment based on an assumed 40% soft costs (e.g., design, environmental clearance) and 60% hard costs (e.g., construction, materials) split.

Table 4: Planning-Level Construction Cost Estimates by Facility Type

Bikeway Type	Planning-Level Construction Cost Estimate (per mile)
Bicycle Path (16 feet)	\$3,000,000
Separated Bikeway (7 feet)	\$1,300,000
Bike Lanes (5 feet)	\$150,000
Buffered Bike Lanes (5 feet)	\$280,000
Other Improvements	Planning-Level Construction Cost Estimate
Protected Intersection	\$1,600,000
Bus Boarding Island (60X10)	\$250,000
Bike/Pedestrian Bridge	\$20,000,000



Table 5: Planning-Level Cost Estimates per Segment

Name	Street Name	Extents	Mileage	Jurisdiction	Existing Bikeway	Proposed Bikeways	Segment Status	Total Cost Range
Bascom Avenue/ Los Gatos Boulevard	Bascom Ave	Hedding St to Fruitdale Ave	1.5	San Jose/County	No existing bikeway	Separated Bike Lane (Class IV)	Environmental and Design	\$\$\$
	Bascom Ave	Fruitdale Ave to Hamilton	1.1	San Jose/Campbell	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	
	Bascom Ave	Hamilton Ave to Dry Creek Rd	1.0	Campbell/San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Feasibility Study	
	Bascom Ave	Dry Creek Rd to Samaritan Dr	2.2	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Feasibility Study	
	Los Gatos Blvd	Samaritan Dr to Chirco Dr	0.9	Los Gatos	No existing bikeway	Separated Bike Lane (Class IV)	Concept	
Bay Trail	Bay Trail	Embarcadero Rd to Sunnyvale Baylands County Park	11.5	Palo Alto/Mountain View/ Sunnyvale	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	\$
	Bay Trail	Sunnyvale Baylands County Park to 1st St	3.2	Sunnyvale/Santa Clara/ San Jose	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Bay Trail	1st St to Zanker Rd	1.2	San Jose	No existing connection	Multiuse Path (Class I)	Environmental and Design	
	Bay Trail	Zanker Rd to Dixon Landing Rd	3.1	San Jose/Milpitas	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
Blossom Hill Road	Blossom Hill Rd	University Ave to SR 17	0.3	Los Gatos	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	\$\$\$
	Blossom Hill Rd	SR 17 to Los Gatos Blvd	0.5	Los Gatos	Separated Bike Lane (Class IV)	Separated Bike Lane (Class IV)	Concept	
	Los Gatos Blvd	Los Gatos Almaden Rd to Blossom Hill Rd	0.4	Los Gatos/San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Concept	
	Blossom Hill Rd	Union Ave to Almaden Expy	3.4	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Concept	
	Blossom Hill Rd	Union Ave to Almaden Expy	3.4	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	
	Blossom Hill Rd	Almaden Expy to Monterey Rd	4.1	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	
	Blossom Hill Rd	Monterey Rd to US 101	0.4	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Built – May need upgrades to meet bike superhighway design recommendations	
	Blossom Hill Rd	101 to Coyote Rd	0.2	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Built – May need upgrades to meet bike superhighway design recommendations	
	Blossom Hill Rd/Silver Creek Valley Rd	Coyote Rd to Coyote Creek Trail	0.1	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Built – May need upgrades to meet bike superhighway design recommendations	

Appendix C – Bicycle Superhighway Segments

Table 5: Planning-Level Cost Estimates per Segment

Name	Street Name	Extents	Mileage	Jurisdiction	Existing Bikeway	Proposed Bikeways	Segment Status	Total Cost Range
Central Bikeway	El Camino Real/The Alameda	Lawrence Rd to Hedding St	4.6	Santa Clara/San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Environmental and Design	\$\$\$
	Hedding St/11th St	Hedding to Taylor	0.4	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	
	Hedding St/10th St	The Alameda to Taylor St	2.3	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	
	Taylor St	10th St to 21st	0.7	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Environmental and Design	
	Taylor St	21st to Lenfest Rd	0.7	San Jose	Separated Bike Lane (Class IV)	Separated Bike Lane (Class IV)	Environmental and Design	
	Mabury Rd	Lenfest Rd to White Rd	2.1	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	
Charleston/Arastradero Corridor	Charleston / Arastradero	Foothill Expy to San Antonio Rd	2.5	Palo Alto	Separated Bike Lane (Class IV)	Separated Bike Lane (Class IV)	Built – May need upgrades to meet bike superhighway design recommendations	TBD
	TBD	Charleston Rd to Bay Trail	TBD	Palo Alto	TBD	TBD	Alignment TBD	
Cochrane Road/Madrone Channel Trail/Tennant Avenue	Cochrane Rd	Madrone Channel Trail to Saint Katherine Dr	1.2	Morgan Hill	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	\$\$
	Madrone Channel Trail	Cochrane Rd to Tennant Ave	2.9	Morgan Hill/County	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Tennant Ave	Monterey St to Condit Rd	1.2	Morgan Hill	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	
Coyote Creek Trail	Coyote Creek Trail	237 to Montague Expy	2.3	San Jose	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	\$
	Coyote Creek Trail	Montague Expy to Oakland Rd	1.8	San Jose	No existing connection	Multiuse Path (Class I)	Environmental and Design	
	Coyote Creek Trail	Oakland Rd to Wheel Park Dr	0.4	San Jose	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Coyote Creek Trail	Golden Wheel Park Dr to Mabury Rd	1.2	San Jose	No existing connection	Multiuse Path (Class I)	Under Construction	
	Coyote Creek Trail	Mabury Rd to William St	2.0	San Jose	No existing connection	Multiuse Path (Class I)	Environmental and Design	
	Coyote Creek Trail	William St to 280	0.7	San Jose	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Coyote Creek Trail	280 to Phelan Ave	1.4	San Jose	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Coyote Creek Trail	Phelan Ave to Tully Rd	1.3	San Jose	No existing connection	Multiuse Path (Class I)	Environmental and Design	
	Coyote Creek Trail	Tully Rd to Cochrane Rd	19.6	San Jose	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	

Appendix C – Bicycle Superhighway Segments

Table 5: Planning-Level Cost Estimates per Segment

Name	Street Name	Extents	Mileage	Jurisdiction	Existing Bikeway	Proposed Bikeways	Segment Status	Total Cost Range
El Camino Real	El Camino Real	County line (Sand Hill Rd) to Los Altos Ave	4.2	Palo Alto	No existing bikeway	Separated Bike Lane (Class IV)	Concept	\$\$\$
	El Camino Real	Los Altos Ave to Bernardo Ave	4.0	Los Altos	No existing bikeway	Separated Bike Lane (Class IV)	Concept	
	El Camino Real	Bernardo Ave to Sunnyvale Ave	1.4	Sunnyvale	No existing bikeway	Separated Bike Lane (Class IV)	Concept	
	El Camino Real	Sunnyvale Saratoga Rd to Fair Oaks Ave	0.6	Sunnyvale	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	
	El Camino Real	Fair Oaks Ave to Halford Ave	1.7	Sunnyvale	No existing bikeway	Separated Bike Lane (Class IV)	Concept	
	El Camino Real	Halford Ave to Lawrence Rd	0.2	Santa Clara	No existing bikeway	Separated Bike Lane (Class IV)	Concept	
Guadalupe River Trail	Guadalupe River Trail	Bay Trail to Virginia St	8.6	Santa Clara	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	\$
	Guadalupe River Trail	Virginia St to 85	4.8	San Jose	No existing connection	Multiuse Path (Class I)	Environmental and Design	
	Guadalupe River Trail and Camden Ave	85 to Harry Rd	5.0	San Jose	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Guadalupe River Trail	Camden Ave to McKean Rd	0.9	San Jose	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
Historic De Anza Trail/Union Pacific Railroad Trail	Historic De Anza Trail/Union Pacific Railroad Trail	Foothill Expy to Rainbow Dr	2.8	Cupertino	No existing connection	Multiuse Path (Class I)	Concept	\$
	Historic De Anza Trail/Union Pacific Railroad Trail	Rainbow Dr to Saratoga Sunnyvale Rd	1.1	Cupertino/Saratoga	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Historic De Anza Trail/Union Pacific Railroad Trail	Saratoga Sunnyvale Rd to Saratoga Ave	1.6	Saratoga	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Historic De Anza Trail/Union Pacific Railroad Trail	Saratoga Ave to Los Gatos Blvd	3.7	Saratoga/Campbell/Los Gatos	No existing connection	Multiuse Path (Class I)	Concept	
Story-Keyes	Willow St	87 to Almaden Ave	0.4	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Environmental and Design	\$\$
	Graham Ave	Almaden Ave to Goodyear St	0.2	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Feasibility Study	
	Goodyear St/Keyes	Graham Ave to 1st St	0.1	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Feasibility Study	
	Keyes St/Story Rd	1st St to King St	2.4	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Feasibility Study	
	Story Rd	King Rd to Capitol Expy	1.2	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Feasibility Study	



Appendix C – Bicycle Superhighway Segments

Table 5: Planning-Level Cost Estimates per Segment

Name	Street Name	Extents	Mileage	Jurisdiction	Existing Bikeway	Proposed Bikeways	Segment Status	Total Cost Range
East Channel Trail/Blaney Avenue	East Channel Trail	Bay Trail to Caribbean Dr	0.2	Sunnyvale	Multiuse Path (Class I)	Multiuse Path (Class I)	Built	\$\$\$
	East Channel Trail	Caribbean Dr to Tasman Dr	0.9	Sunnyvale	No existing connection	Multiuse Path (Class I)	Feasibility Study	
	East Channel Trail	Tasman Dr to US 101	0.5	Sunnyvale	No existing connection	Multiuse Path (Class I)	Feasibility Study	
	East Channel Trail	101 to Fair Oaks Park	0.6	Sunnyvale	No existing connection	Multiuse Path (Class I)	Feasibility Study	
	Britton Ave	Fair Oaks Park to Wolfe Rd	0.2	Sunnyvale	No existing connection	Multiuse Path (Class I)	Feasibility Study	
	East Channel Trail	Wolfe Rd to Inverness Way	3.0	Sunnyvale	No existing connection	Multiuse Path (Class I)	Feasibility Study	
	Finch Way	Inverness Way to Homestead	0.3	Sunnyvale	No existing bikeway	Bike Boulevard (Class IIIB)	Feasibility Study	
	Blaney Ave	Homestead Rd to Bollinger Rd	2.0	Cupertino	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	
	Blaney Ave	Bollinger Rd to Prospect Rd	1.1	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Concept	
	TBD	Prospect Rd to Historic De Anza Trail/Union Pacific Railroad Trail	TBD	Saratoga	No existing connection	TBD	Alignment TBD	
East San José North-South Alignment	King Rd, Capitol Ave/Expy, or Jackson Ave	Bay Trail to Coyote Creek Trail	TBD	San Jose/Milpitas	TBD	TBD	Alignment TBD	TBD
Junipero Serra Boulevard/Foothill Expressway	Junipero Serra Blvd	County line to Stanford Ave	2.0	County	Bike lane (Class II)	Multiuse Path (Class I) or Separated Bike Lane (Class IV)	Concept	TBD
	Junipero Serra Blvd	Stanford Ave to Page Mill Rd	0.4	County	Multiuse Path (Class I)	Multiuse Path (Class I) or Separated Bike Lane (Class IV)	Concept	
	Foothill Expy	Page Mill Rd to Edith Ave	2.7	Palo Alto/Los Altos	Bike lane (Class II)	Multiuse Path (Class I) or Separated Bike Lane (Class IV)	Concept	
	Foothill Expy	Edith Ave to Magdalena Ave	4.2	Los Altos	No existing bikeway	Multiuse Path (Class I) or Separated Bike Lane (Class IV)	Concept	
Monterey Road	Monterey Rd	Keyes St to Bailey Ave	11.4	San Jose	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	\$\$\$
	Monterey Road	Bailey Ave to Burnett Ave	4.5	San Jose	No existing bikeway	Separated Bike Lane (Class IV)	Environmental and Design	
	Monterey Road	Burnett Ave to Main Ave	2.2	Morgan Hill	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	
	Monterey Road	Main Ave to Dunne Ave	0.4	Morgan Hill	No existing bikeway	Separated Bike Lane (Class IV)	Environmental and Design	
	Monterey Road	Dunne Ave to Middle Ave	2.4	Morgan Hill	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	
	Monterey Road	Middle Ave to Monterey Frontage Rd	8.4	County/Gilroy	No existing bikeway	Separated Bike Lane (Class IV)	Environmental and Design	
San Tomas Aquino Creek Trail/San Tomas Expressway	San Tomas Aquino Creek Trail	Bay Trail to Agnew Rd	2.1	Santa Clara	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	\$
	San Tomas Aquino Creek Trail/San Tomas Expy	Agnew Rd to Homestead Rd	3.5	Santa Clara	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	San Tomas Expy	Homestead Rd to Los Gatos Creek Trail	5.2	Santa Clara/Cupertino/Campbell	No existing connection	Multiuse Path (Class I)	Concept	



Appendix C – Bicycle Superhighway Segments

Table 5: Planning-Level Cost Estimates per Segment

Name	Street Name	Extents	Mileage	Jurisdiction	Existing Bikeway	Proposed Bikeways	Segment Status	Total Cost Range
Stevens Creek Trail/ Homestead Road/Mary Avenue	Stevens Creek Trail	Bay Trail to Dale Ave/Heatherstone Way	4.7	Mountain View	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	\$\$
	Stevens Creek Trail	Dale Ave/Heatherstone Way to West Remington Dr	0.8	Mountain View	No existing connection	Multiuse Path (Class I)	Environmental and Design	
	Stevens Creek Trail	West Remington Dr to Fremont Ave	0.7	Sunnyvale	No existing connection	Multiuse Path (Class I)	Environmental and Design	
	Stevens Creek Trail	Fremont Ave to Homestead Rd	1.2	Sunnyvale	No existing connection	Multiuse Path (Class I)	Feasibility Study	
	Homestead Rd	El Sereno Ave to Mary Ave	1.0	Cupertino/Sunnyvale	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	
	Mary Ave	Homestead Rd to Meteor Dr	0.4	Cupertino	Multiuse Path (Class I)	Multiuse Path (Class I)	Built – May need upgrades to meet bike superhighway design recommendations	
	Mary Ave	Meteor Dr to Stevens Creek Blvd	0.7	Cupertino	Bike lane (Class II)	Separated Bike Lane (Class IV)	Environmental and Design	
	Stevens Creek Blvd	Mary Ave To Historic De Anza Trail/ Union Pacific Railroad Trail	0.4	Cupertino	Bike lane (Class II)	Separated Bike Lane (Class IV)	Concept	
	Foothill Blvd	Homestead Rd to 280	0.3	Los Altos	No existing bikeway	Separated Bike Lane (Class IV)	Feasibility Study	
	Foothill Blvd	280 to Stevens Creek Blvd	0.8	Cupertino	Bike lane (Class II)	Separated Bike Lane (Class IV)	Feasibility Study	
Tamien Trail/Pruneridge Avenue	Tamien Trail	Stevens Creek Trail to Calabazas Creek	2.4	Cupertino	No existing connection	Multiuse Path (Class I)	Feasibility Study	\$\$
	TBD	Calabazas Creek to Lawrence Rd	TBD	Cupertino/Santa Clara	No existing connection	TBD	Alignment TBD	
	Pruneridge Ave	Lawrence Rd to Pomeroy Ave	0.4	Cupertino/Santa Clara	Bike lane (Class II)	Bike Lane (Class II)	Built – May need upgrades to meet bike superhighway design recommendations	
	Pruneridge Ave	Pomeroy Ave to Saratoga Creek	0.1	Santa Clara	Bike lane (Class II)	Separated Bike Lane (Class IV)	Feasibility Study	
	Pruneridge Ave	Saratoga Creek to Winchester Blvd	2.1	Santa Clara	No existing bikeway	Buffered Bike Lane (Class IIB)	Feasibility Study	
	Hedding St	Winchester Blvd to The Alameda	1.8	San Jose	Bike lane (Class II)	Buffered Bike Lane (Class IIB)	Feasibility Study	

Appendix D – VMT Reduction Methodology

The routes were divided into three categories (facility type): on-street, expressway, or trail. Then, a set of buffer sizes (1.0, 1.5, 2.0, 2.5, and 3.0 miles) was used to estimate the captured households and total employments (also using the 2050 base scenario) for each route. Jointly utilizing results from the travel demand model and the buffer analysis, the VMT change rates weighted by lengths, captured households (by buffers), and captured employment (by buffers) were calculated. The final deliverable is a spreadsheet-based calculator (Excel).

In addition to all the assumptions associated with the original VTA trip-based travel demand model (Version “VTATBM2023g8b”), additional key assumptions are listed below.

- The project facility types are coded as follows: Class I Bike Path, NMT=3; Class II Bike Lane, NMT=2; Class III Bike Route, NMT=1; and Class IV Cycle Track, NMT=4, in the non-motorized traffic network of the VTA trip-based travel demand model.
- The VMT change rate (“VMT change per mile per SE”) is calculated using the following formula.

$$\text{VMT Change Rate} = \text{VMT Change Rate} * \text{Length} * (0.6 * \text{HH} + 0.4 * \text{Emp})$$

The VMT Change Rate in the formula above is the weighted one based on users’ input. For example, if a route or sub-route is considered mainly as an on-street facility type, the weighted VMT Change Rate can be obtained by giving 90 percent, five percent, and five percent to the VMT Change Rate of trail, expressway, and on-street, respectively. The specific weights should be determined by users’ professional judgement, local knowledge, and expertise. The weights, 0.6 and 0.4, shall also be determined by users’ professional judgement and specific needs. The route type categories may have different weights if preferred. Specific for this set of coefficients, a slightly lower weight is given to the captured employment to reflect the typical situations where employment areas tend to lack bike facilities in the study area.

Please note, the final VMT change estimation is the averaged estimates from the five buffer sizes. However, a user can also choose the estimate of a specific buffer size based on his or her professional judgement and local knowledge. Also, the user does not have to choose the estimate from the same buffer size for each route.



Please join us!



Visioning the **Gilroy Civic Center Master Plan**

Community Workshop Series

at the **Wheeler Center**, located at 270 W 6th Street

Workshops will be conducted in English and Spanish

The City of Gilroy is launching a project to modernize and reimagine the Civic Center by developing a new Civic Center Master Plan. The existing Master Plan, adopted in 2002, needs an update to address the increasing demands of the community, underutilized spaces, and aging facilities.

The community is invited to participate in a series of workshops to share your ideas and priorities for a new civic center.

Community Workshop #1

Open House & Gallery Information Walk

Tuesday, March 4, 2025

9am or 6pm (two sessions)

Community Workshop #2

Alternative Concepts & Visioning Sessions

Tuesday, April 8, 2025

9am or 6pm (two sessions)

Community Workshop #3

Preferred Concept & Visioning Sessions

Tuesday, May 20, 2025

9am or 6pm (two sessions)

Snacks and childcare will be provided.



For additional information, please visit, www.cityofgilroy.org/CCMP or scan QR code.



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els/
Architects, Designers, and
Community Collaborators

¡Favor de acompañarnos!



Visualizar el Plan Maestro del Centro Cívico de Gilroy

Serie de Talleres Comunitarios **en el Centro Wheeler, ubicado en 270 W 6th Street**

Los talleres se realizarán en inglés y en español

La Ciudad de Gilroy está lanzando un proyecto para modernizar y reimaginar el Centro Cívico mediante el desarrollo de un nuevo Plan Maestro del Centro Cívico. El Plan Maestro actual, adoptado en el 2002, necesita una actualización para hacer frente al aumento de las demandas de la comunidad, a los espacios infrutilizados y al envejecimiento de las instalaciones.

Se invita a la comunidad a participar en una serie de talleres para compartir sus ideas y prioridades para un nuevo centro cívico.

Taller Comunitario #1

Visita Comunitaria y Paseo Informativo por la Galería

Martes, marzo 4, 2025
9am o 6pm (dos sesiones)

Taller Comunitario #2

Conceptos Alternativos y Sesiones de Visualización

Martes, abril 8, 2025
9am o 6pm (dos sesiones)

Taller Comunitario #3

Concepto Preferido y Sesiones de Visualización

Martes, mayo 20, 2025
9am o 6pm (dos sesiones)

Habrà bocadillos y cuidado de niños.



Para más información, favor de visitar,
www.cityofgilroy.org/CCMP
o escanee el código QR.



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TO: Planning Commission
FROM: Sharon Goei, Community Development Director
Ariana Fabian, Planning Technician
DATE: March 13, 2025
SUBJECT: Planning Division Staff Approvals

In conformance with Gilroy Municipal Code Sections 30.50.20(b) and 30.50.46, the following table lists all Minor Deviation approvals and all Architectural and Site approval/denial actions taken by the Planning Division since the last report was provided to the Planning Commission at its February 20, 2025 meeting.ⁱ

APPROVED	PROJECT #	LOCATION	PROJECT NAME & DESCRIPTION
None			

DENIED	PROJECT #	LOCATION	PROJECT NAME & DESCRIPTION
None			

AS = Architectural and Site Review
VMD = Minor Deviation

The current status of other planning projects is available online at:
<https://www.cityofgilroy.org/298/Development-Activity-Projects>

ⁱ Submitted in conformance with Gilroy Municipal Code Sections 30.50.20(b) and 30.50.46