Appendix J

Preliminary Overhead Contact System/Electrical Safety
Zone/Tree Impact Maps (Grid H)
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Track Mile Post
- JPB Right of Way
- Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*

Tree Impact **
- No Impact
- 50% Prune
- Prune
- 25% Remove
- 50% Remove
- Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
Page 228 of 359
Grid Index: G and H
Palo Alto, Santa Clara County
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:

* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Preliminary PCEP OCS/ESZ/Tree Impact Maps
Page 230 of 359
Grid Index: G and H
Palo Alto, Santa Clara County
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy. For restrictions on use of parcel data see the Notes section of the index map.

Tree Impact:
- No Impact
- 50% Prune
- Prune
- 25% Remove
- 50% Remove
- Remove
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Preliminary PCEP OCS/ESZ/Tree Impact Maps

Grid Index: G and H

Palo Alto, Santa Clara County

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Preliminary PCEP OCS/ESZ/Tree Impact Maps
Page 235 of 359
Palo Alto, Santa Clara County

Grid Index: H

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy. For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.

For restrictions on use of parcel data see the Notes section of the index map.
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.

For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Tree Impact **
- No Impact
- 50% Prune
- Prune
- 25% Remove
- 50% Remove
- Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
Page 240 of 359
Grid Index: H
Palo Alto, Santa Clara County
Mountain View, Santa Clara County
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy. For restrictions on use of parcel data see the Notes section of the index map.

Tree Impact **
- No Impact
- 50% Prune
- Prune
- 25% Remove
- 50% Remove
- Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
Page 241 of 359
Grid Index: H
Palo Alto, Santa Clara County
Mountain View, Santa Clara County
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

---

**Tree Impact**
- No Impact
- 50% Prune
- Prune
- 25% Remove
- 50% Remove
- Remove

---

**Preliminary PCEP OCS/ESZ/Tree Impact Maps**

Page 243 of 359

Grid Index: H
Mountain View, Santa Clara County
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.

For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Tree Impact **
- No Impact
- 50% Prune
- Prune
- 25% Remove
- 50% Remove
- Remove
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy. For restrictions on use of parcel data see the Notes section of the index map.

Preliminary PCEP OCS/ESZ/Tree Impact Maps
Page 245 of 359
Mountain View, Santa Clara County

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.

For restrictions on use of parcel data see the Notes section of the index map.

Redwood City
San Francisco
San Jose
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Tree Impact **
- No Impact
- 50% Prune
- Prune
- 25% Remove
- 50% Remove
- Remove

Notes:

Preliminary PCEP OCS/ESZ/Tree Impact Maps
Page 253 of 359
Grid Index: H
Mountain View, Santa Clara County

Redwood City
San Francisco
San Jose
Mountain View

35.8
15328054
15328070
15328072
15404013
15815025
15815027
15815070
15815072
15404013
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.

Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.

For restrictions on use of parcel data see the Notes section of the index map.
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy. For restrictions on use of parcel data see the Notes section of the index map.
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

**Tree Impact**
- No Impact
- 50% Prune
- Prune
- 25% Remove
- 50% Remove
- Remove

---

 Preliminary PCEP OCS/ESZ/Tree Impact Maps
 Mountain View, Santa Clara County

Page 258 of 359
Grid Index: H
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy. For restrictions on use of parcel data see the Notes section of the index map.

Preliminary PCEP OCS/ESZ/Tree Impact Maps
Page 259 of 359
Grid Index: H
Mountain View, Santa Clara County
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Tree Impact **
- No Impact
- 50% Prune
- Prune
- 25% Remove
- 50% Remove
- Remove

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Preliminary PCEP OCS/ESZ/Tree Impact Maps
Page 261 of 359
Mountain View, Santa Clara County
Grid Index: H

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.

For restrictions on use of parcel data see the Notes section of the index map.
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy. For restrictions on use of parcel data see the Notes section of the index map.
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Tree Impact **
- No Impact
- 50% Prune
- Prune
- 25% Remove
- 50% Remove
- Remove

Notes:
- Track Mile Post
- JP B Right of Way
- Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'/18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy. For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

 Preliminary PCEP OCS/ESZ/Tree Impact Maps
Page 266 of 359
Grid Index: H
Sunnyvale, Santa Clara County
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Tree Impact **
- No Impact
- 50% Prune
- Prune
- 25% Remove
- 50% Remove
- Remove
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy. For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Preliminary PCEP OCS/ESZ/Tree Impact Maps
Page 271 of 359
Grid Index: H
Sunnyvale, Santa Clara County

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy. For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Florence St
Waverly St
S Pastoria Ave
W Evelyn Ave

16526016
16526014
16514017
16515022
16514019
16515018
16515020
20904055
16515053
16515054
20904056
16515055
16514016
16515058
16514018
16515019
16515084
16514018
16514019
16514016
16514020
16514021
16514022
16514023

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy. For restrictions on use of parcel data see the Notes section of the index map.

Tree Impact **
- No Impact
- 50% Prune
- Prune
- 25% Remove
- 50% Remove
- Remove

Track Mile Post
- JPB Right of Way
- Tracks
- Parcel
- OCS (outer pole alignment)
- ESZ - 21'18' offset
- ESZ - 24' offset
- Tree Canopy within ESZ*
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.

Tree Impact **
- No Impact
- 50% Prune
- Prune
- 25% Remove
- 50% Remove
- Remove

Preliminary PCEP OCS/ESZ/Tree Impact Maps
Page 274 of 359
Grid Index: H and I
Sunnyvale, Santa Clara County
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.

For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed.
Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.
Notes:
* Tree canopy was determined from NAIP 2009 data.
** Trees with a chance of removal would be trimmed if they are not removed. Images show shadows of existing trees and structures which are not meant to be mistaken for tree canopy.
For restrictions on use of parcel data see the Notes section of the index map.

Maps show the ESZ based on preliminary offsets of 21 feet and 18 feet from the outer electrified track centerline in two-track areas and multi-track areas, respectively. The tree impact color coding is based on these default offsets. In some areas, due to curves, other infrastructure, or other design considerations, it may be necessary to have an ESZ up to 24 feet which is also shown in the maps.