CITY OF FREMONT

MISSION CREEK TRAIL EXTENSION FEASIBILITY STUDY REPORT

JULY 2018

BKF 100+ YEARS

ENGINEERS . SURVEYORS . PLANNERS

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1. Executive Summary

The proposed Mission Creek Trail project in the City of Fremont will extend an existing multi use path by nearly 2,200 feet to complete the connection between Palm Ave. and Mission Blvd., and will provide an accessible route along the existing flood control channel.

The project will also implement a pedestrian bridge crossing that will span approximately 100 feet over the flood channel at a key location in order to provide enhanced connectivity and access to the trail for the surrounding neighborhoods and points of interest (see Figure 1). It is anticipated that the removal of five trees will be required in order to install the crossing at the proposed location. Based on preliminary ground survey and field investigation, roughly 8,800 square feet of existing flood channel bank may require slope stabilization.

The conceptual design of the trail will utilize nearly 1,100 feet of walls that would range from 0 to 3 feet in height and could be constructed with concrete or masonry.

It is expected that permits will be required from the U.S. Army Corps of Engineers for work to be done within the riparian corridor. A maintenance agreement between the City of Fremont and the Alameda County Flood Control and Water Conservation District would be required to determine roles for the operation and maintenance of the trail after completion of the project. The City and the District would both need to request easements from the San Francisco Public Utilities Commission for the portion of the project that falls within their right-of-way.

The overall goal of the project is to provide additional recreational benefits and resources to the surrounding communities. There are several existing residential neighborhoods nearby, as well as adjacent developments currently under construction and planned future improvements that would have direct access to the trail's features. The proposed bridged crossing over the existing flood channel is a key component of the project that will serve as an opportunity to improve overall access to the trail, and connectivity between existing neighborhoods and new developments. Based on field observations, investigation and preliminary conceptual design, the project is suitable for implementation.

2. Existing Conditions and Background

A portion of the existing trail between Palm Ave. and Mission Blvd. was improved and a Public Access Easement (PAE) has been dedicated to the City of Fremont as a Condition of Approval of Tract 8158, commonly known as Darrow Farms (see Appendix for Tract map). This portion of existing improved trail begins at its connection to Mission Blvd. and terminates approximately 900 feet to the southwest (see Figure 1). Extending approximately 2,200 feet to Palm Ave. at the west from the termination of the existing improved segment, the existing trail is an unimproved dirt path that meanders to generally follow the existing flood channel's top of bank.

Photo 1 – Flood channel culvert near trail crossing at Palm Ave.

Lot B of Tract 8158 has been conveyed to Alameda County Flood Control and Water Conservation District (ACFCWCD). In order for the proposed trail extension to be implemented, the District would need to acquire this parcel in fee for the purposes of operating and maintaining the flood channel, as it would be adjacent to the trail once the improvements and connection are complete. Additionally, the District would need to acquire this parcel in order to grant any rights to the City that would be necessary for the trail extension improvements. An alternative to the District acquiring the land in fee would be for the City and District to obtain the necessary easements from the parcel owner in order to implement the trail extension. However, the ideal option for the project is for the District to acquire the parcel in fee.

Photo 2 – Location of connection to existing improved trail segment adjacent to Tract 8158.

The City and County of San Francisco Water Department owns parcels of land for their water distribution system that passes through the trail's proposed improvements (see Figure 1). The City and District would need to request easements from the San Francisco Public Utilities Commission (SFPUC) in order to construct the proposed improvements. The City would request easements for work such as paving and grading improvements for the trail. The District would request an easement for flood control purposes. General criteria for construction within SFPUC easements are discussed in Section 5 of this study.

Photo 3 – Above grade water distribution structures within SFPUC right-of-way.

The trail was divided into seven segments as they relate to their existing features and the improvements that are proposed to meet the project's goals (see Figure 2). General aspects and characteristics for each segment of the trail are discussed in Section 4 of this study. Additional technical components and important features for each segment of the trail are discussed in the Appendix.

3. General Design Criteria

The trail improvements will follow Caltrans standards for Class I Multi Use Paths. These standards recommend a 10-foot paved width with 2-foot unpaved shoulders on either side (see Figures 3.1 & 3.2). A minimum 8-foot paved width is required to meet these standards. The proposed conceptual alignment shown in Figure 2 maintains a 10-foot paved width for the entire length of the trail. A design speed of 20 miles per hour was used for the trail alignment, which warrants a minimum 90-foot radius of curvature per Caltrans standards. The path will be designed to provide accessibility with 5% maximum longitudinal slopes and 2% maximum cross-slopes, which meets Americans with Disabilities Act (ADA) standards. Occasional vehicular travel is anticipated on the path when the District is performing maintenance on the flood channel. The City will not require emergency vehicle access to the trail nor across the proposed crossing over the flood channel. The vehicular traffic should be taken into consideration during the pavement design for the trail to support the appropriate loading. Permeable surfaces for the trail should be considered in order to provide an exclusion for the project having to comply with Provision C.3 of the Municipal Regional Stormwater Permit. Refer to the Opportunities and Constraints Analysis (OCA) prepared by David J. Powers and Associates in the Appendix for additional information regarding Provision C.3 compliance.

a. Alameda County Flood Control and Water Conservation District Setback Requirements

Setback requirements for the ACFCWCD can be found on Attachment 1 of the 2016 Alameda County Hydrology & Hydraulics Manual. During a meeting with the City, District and BKF on 05/11, the proposed conceptual alignment for the path improvements was presented. The District did not take exception to the alignment that was shown as it relates to the proximity of the trail's edge to the flood channel's top of bank.

b. Trail Maintenance Agreement

The City and District would need an agreement to determine roles for the operation and maintenance of the trail after completion of the project. The City would likely assume

the role of supervising trail operation and maintenance. The District would continue to administer operation and maintenance of the flood control channel.

c. General Criteria for Construction Within SFPUC Easements

The SFPUC states that the main use of their land is for the delivery, operation, maintenance and protection of its water, power and sewer systems. Secondary uses are permitted through the form of leases or easements if those uses do not have an adverse effect on the existing or future operations of their systems. Each secondary use must be evaluated on a case-by-case basis to determine that they shall be properly implemented. The SFPUC evaluates secondary uses based on three fundamental categories: economic, environmental and community considerations. Each of these considerations are described in further detail and can be found in the Appendix.

d. Environmental Opportunities and Constraints Criteria

The OCA was prepared by David J. Powers and Associates and is included in the Appendix of this study. Overall, further studies and investigation will be required after the project design is substantially complete, in order to provide a CEQA-level analysis for the project. An Initial Study leading to a Mitigated Negative Declaration would likely be required, as the construction of the project is not anticipated to have long-term impacts within the existing banks and bed of the creek.

If construction of the proposed bridge crossing impacts areas within the low-flow channel, permits could be required by the U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB). Because the proposed trail would generally be implemented on the existing ACFCWCD dirt maintenance road, a permit from the USACE for alteration of the bed and banks of the creek is not anticipated. However, construction would occur within the riparian corridor and would warrant a Lake and Streambed Alteration (LSA) Agreement from the California Department of Fish and Wildlife (CDFW).

Based on field survey and observations, it is anticipated that removal of five trees would be required to implement the bridge crossing. CDFW would require mitigation planting for any trees removed within the riparian corridor.

The proposed trail would run adjacent to existing residential properties on the northern edge of path. Bicycle and pedestrian traffic could potentially generate noise that is louder than the existing conditions. Existing vegetation and fencing between the trail and residential properties could provide a reduction in noise level, however, a noise study would be required as part of the CEQA document for the project.

Because the proposed path will not allow vehicular traffic other than ACFCWCD vehicles, traffic flow within the vicinity of the project is not anticipated to be impacted. In fact, the project could potentially diminish the number of vehicular trips in the area by providing a separate route for travelling from the nearby neighborhoods to schools and recreational areas at the north and west.

4. Proposed Conceptual Trail Alignment

a. Project Description

The proposed Mission Creek Trail Project consists of the construction of a Class I Multi Use Path along the northern side of the ACFCWCD channel between Palm Ave. and Mission Blvd. in the City of Fremont. The proposed Class I Multi Use Path will be 14 feet wide and begin at Palm Ave. and extend east approximately 2,200 feet to connect to an existing improved trail segment that extends to Mission Blvd. The project also proposes an approximately 100-foot long bridged crossing over the channel that will be constructed at a key location as an opportunity to improve overall access to the trail, and connectivity between existing residential neighborhoods at the north and newly constructed residential neighborhoods to the south (see Figure 1).

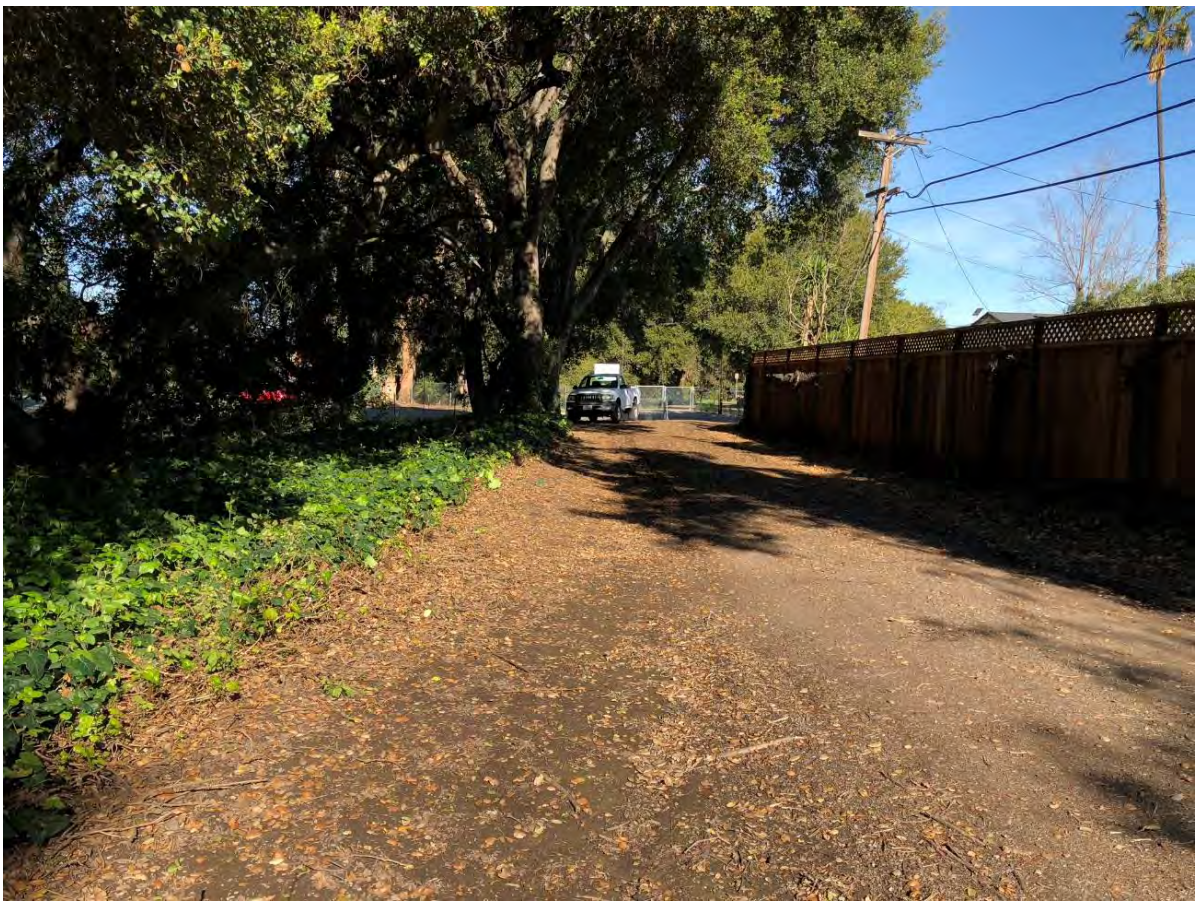

Photo 4 - Existing ACFCWCD maintenance path looking northwest towards Palm Ave.

Photo 5 - Approximate location of proposed bridged crossing over flood channel looking southwest.

Photo 6 - Existing improved trail segment extending northeast towards Mission Blvd.

b. Potential Pedestrian Bridge Crossing Location

The location of the bridged crossing over the flood channel shown on Figure 2 was selected for various reasons. The location is generally centered on the proposed trail improvements between Palm Ave. and Mission Blvd. for connectivity. The bridge will not be required to support vehicular loading. ACFCWCD requires that the bridge soffit maintains a minimum 12" of clearance from the 100-year storm water surface elevation. Based on FEMA flood map studies, the 100-year storm is contained within the flood channel. The placement of the crossing will provide increased access to the trail for the surrounding neighborhoods and future parks. A new park west of the Tract 8314 improvements, also known as Palm Avenue Property, is proposed by the City of Fremont. The crossing will provide easier access to the park for neighborhoods on the north side of the flood channel. As part of the Tract 8126 improvements, also known as Mission Creek, an entry way with monuments was built on the north side of Tangelo Court in anticipation of the new crossing over the flood channel. The entry way will serve as the primary access point to the trail for neighborhoods located south of the flood channel (see Appendix for Tract maps).

Photo 7 - Approximate location of proposed bridged crossing over flood channel looking southwest.

c. Screening and Barriers Along Adjacent Residences

Based on site investigation and observations, a majority of the existing residential properties bordering the project at the north currently have direct access to the unimproved trail. Screening, sound barriers and existing access to the trail and top of bank will need to be considered as the trail design is implemented.

Photo 8 - Existing residential properties adjacent to trail near Palm Ave. looking east.

Photo 9 - Existing residential properties adjacent to trail looking north.

Photo 10 - Existing residential properties adjacent to trail looking northwest.

d. Description of Trail Segments and Proposed Improvements

The following section describes the general aspects and characteristics of specific locations of the project. The trail was separated into segments based on their general consistency in geometry, constraints and benefits. An excerpt from Figure 2 showing the extents of each segment is shown below. Additional technical components and important features for each trail segment are discussed in the Appendix.

Segment 1 – This segment begins at the westerly connection to Palm Ave. and extends to the southeast. The path is generally straight and consistent in width. There is substantial tree cover and vegetation on both sides of the trail throughout this segment. Trail users would have the option of resting in the shade prior to crossing Palm Ave. Additional planting should be considered for existing gaps in vegetation, in order to provide substantial screening and privacy for the adjacent residential properties. A large oak tree exists near the southern edge of the proposed path.

Photo 11 - Existing trail near Palm Ave. looking east.

Segment 2 – The next trail segment continues eastward. The path meanders as it follows the flood channel's top of bank and the trail width varies. At one location, the top of bank extends outward to the south. This location could potentially serve as a resting point with seating for the public outside of the paved path, as well as a maneuvering or turn-around area for District maintenance vehicles. Paving the area that extends outward could also be considered. Additional planting should be considered for existing gaps in vegetation, in order to provide substantial screening and privacy for the adjacent residential properties. A large oak tree exists near the southern edge of the proposed path.

Photo 12 - Existing trail where flood channel top of bank bulbs outward looking north.

Segment 3 – The path continues in the southeast direction. Like the prior segment, this portion of the trail meanders and varies in width. The trail's alignment follows the existing fence line opposite from the channel's top of bank in order to provide the required paved width and maintain clearance from the water structures. The City and District would need to obtain easements within this segment from SFPUC for trail construction and flood channel maintenance purposes, respectively.

Photo 13 - Existing trail adjacent to fencing along SFPUC right-of-way looking north.

Segment 4 – The trail progresses further to the southeast. While this portion of the trail becomes narrower, it also becomes straighter and more consistent in width. The sloped area between the trail and adjacent residential properties becomes smaller, however, there is significant vegetation to provide screening for privacy. There are several existing trees providing generous amounts of shade that vary from mid to large size.

Photo 14 - Narrow portion of existing trail looking northwest.

Segment 5 – This segment of the path contains the proposed pedestrian crossing over the existing flood channel. The crossing turns to the southwest, goes over the flood channel and connects to the existing improved sidewalk on Tangelo Ct. that was built as part of the Mission Creek development. A field survey of the existing flood channel section was performed at the proposed crossing location (see Figure 5). By implementing the pedestrian crossing at this central location of the trail, it will serve as an important factor for improving overall access to the trail and connectivity between the nearby existing neighborhoods and new developments.

Photo 15 - Approximate location of proposed bridged crossing over flood channel looking southwest.

Segment 6 – This section of the trail extends in the easterly direction from the proposed crossing location. This portion of the path is generally straight, however, it becomes narrower. There is a very large oak tree on the top of bank that is close to the edge of path. There is significant vegetation on both sides of the trail to provide screening for privacy. There are several existing trees with branches overhanging the path to provide cover.

Photo 16 - Narrow portion of existing trail looking east.

Segment 7 – This segment is intended to connect to the existing improved trail that was built as part of Tract 8158. Once complete, the trail will be fully connected from Palm Ave. to Mission Blvd. This portion of the path meanders from the easterly to the northeastern direction towards Mission Blvd. This portion of the path is generally narrower than the previous segments. The top of the flood channel bank at one location is partially eroded and would be improved to provide better safety and visibility for trail users.

Photo 17 - Existing trail near partially eroded top of bank looking west.

5. Mid-Block Crossing

In order to provide better access to the trail improvements, a mid-block crossing will be implemented on Palm Ave. immediately south of Mission San Jose High School (see Figure 2). The City defines Palm Ave. as a local collector street. The existing roadway lane configuration consists of two twelve-foot travel lanes (one for each direction) and two eight-foot parking bays, for a total width of forty feet from curb to curb. There is existing parkway and sidewalk behind the curb on both sides of the roadway that are approximately ten feet wide. The mid-block crossing will utilize bulb-outs and widened sidewalks on both sides to achieve a shorter distance for pedestrians to cross the roadway. High visibility crosswalk striping and warning signage will be implemented for the vehicular roadway, as well as edge line striping in advance of the crossing. Crossing warnings, signage and striping at trail entrances and exits will be implemented for bike and pedestrian traffic at the Palm Ave crossing. Concrete splitter medians will be utilized to prevent vehicles from accessing the trail and gate mazes will be implemented at the trail entrances and exits such that bicyclists cross the roadway at reduced speeds (see Figures 6.1 & 6.2).

Photo 18 – Typical gate maze configuration that will be implemented at trail entrances and exits.

The twelve-foot travel lanes will be maintained and will not decrease in width. The bulb-outs will be eight feet wide on both sides and be placed where the existing parking bays are located. Wider curb ramps may be considered to provide both pedestrian and vehicular access to the trail (see Figure 4). Implementation of the mid-block crossing will create two low points within roadway. It is anticipated that new curb inlets will need to be installed to capture drainage. Connecting new curb inlets to the existing drainage system will require relatively small amounts of new conduit, due to the presence of existing drainage infrastructure nearby.

6. Project Schedule and Funding Opportunities

The City of Fremont anticipates a call for projects in the fall of 2018. The City will submit a bid to compete for grants or other funding in order to implement the project. It is expected that the results of the call for projects will be announced in early 2019. Assuming that the project receives sufficient funding, the required environmental studies could begin development for review and approval shortly thereafter.

An Initial Study leading to a Mitigated Negative Declaration would likely be required. Further studies and investigation will be required after the project design is substantially complete, in order to provide a CEQA-level analysis for the project. If federal funding will be used, the environmental review process would be required to comply with the National Environmental Policy Act (NEPA). It is expected that the level of environmental review necessary for the project under NEPA would be a Categorical Exclusion (CE). The Caltrans Office of Local Assistance would be the NEPA lead agency. It is anticipated that the environmental review process could be completed by the end of 2019. Refer to the Opportunities and Constraints Analysis (OCA) prepared by David J. Powers and Associates in the Appendix for additional information regarding the environmental review process.

The design and preparation of the project development documents to obtain permits could begin in early 2020. The City would lead the design review process and coordinate with other key agencies for permitting. Permits from the USACE and RWQCB would be required if bridge construction impacts areas within the low-flow channel. Because the project is proposing a free-span bridged pedestrian crossing that will not obstruct channel flow, it is expected that these permits will not be required. If permits are required from the USACE and RWQCB, it is anticipated that the project would be eligible for a Section 404 Nationwide Permit from the USACE and a Section 404 Water Quality Certification permit from the RWQCB. Because construction would take place within the riparian corridor, the project would require a Section 1600 Lake and Streambed Alteration (LSA) Agreement from CDFW. During the LSA application process, CDFW may suggest methods to modify the project in order to eliminate or reduce harmful impacts to natural resources. CDFW must comply with CEQA prior to the issuance of an LSA Agreement. Refer to the Opportunities and Constraints Analysis (OCA) prepared by David J. Powers and Associates in the Appendix for additional

information regarding the environmental permitting process. Provision C.3 of the Municipal Regional Stormwater Permit (MRP) mandates the use of post-construction LID-based runoff treatment measures for projects that create 10,000 square feet of more of newly constructed impervious surface. Permeable surfaces for the trail should be considered in order to provide an exclusion for the project having to comply with Provision C.3 of the Municipal Regional Stormwater Permit. It is expected that the design review and approval process could be completed in 4 months. This assumes at least two design review submittals at the 50% and 100% completion levels. During the design review phase, the City would also engage in public outreach. Specific concerns may include noise (during construction and post-construction), privacy of adjacent residences and communities, and prioritization of other City projects. Based on feedback from the public, the project has received substantial community support and is considered a desirable addition to the recreational resources that the City provides.

Assuming that the City allocates the required funds for the project, bidding could begin in May of 2020. After an approximately 1-2 month duration for the bidding and awarding process, the project could begin construction in mid-2020. Further investigation and analysis would be required at the design level, but it is anticipated that the scope of work for this project could be constructed and completed prior to the 2020 rainy season.

7. References

Alameda County Flood Control and Water Conservation District. *Alameda County Hydrology & Hydraulics Manual*. Alameda County Flood Control and Water Conservation District, 2016.

Caltrans. *Highway Design Manual*. 6th ed., California Department of Transportation, 2017.

City of Fremont Tract Maps.

County of Alameda GIS.

FEMA. *FEMA Flood Maps*. https://msc.fema.gov/portal/search.

8. Figures

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GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

MISSION CREEK TRAIL

FIGURE 1 - VICINITY & CONNECTIVITY MAP

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50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

MISSION CREEK TRAIL

FIGURE 2 - PROPOSED CONCEPTUAL ALIGNMENT

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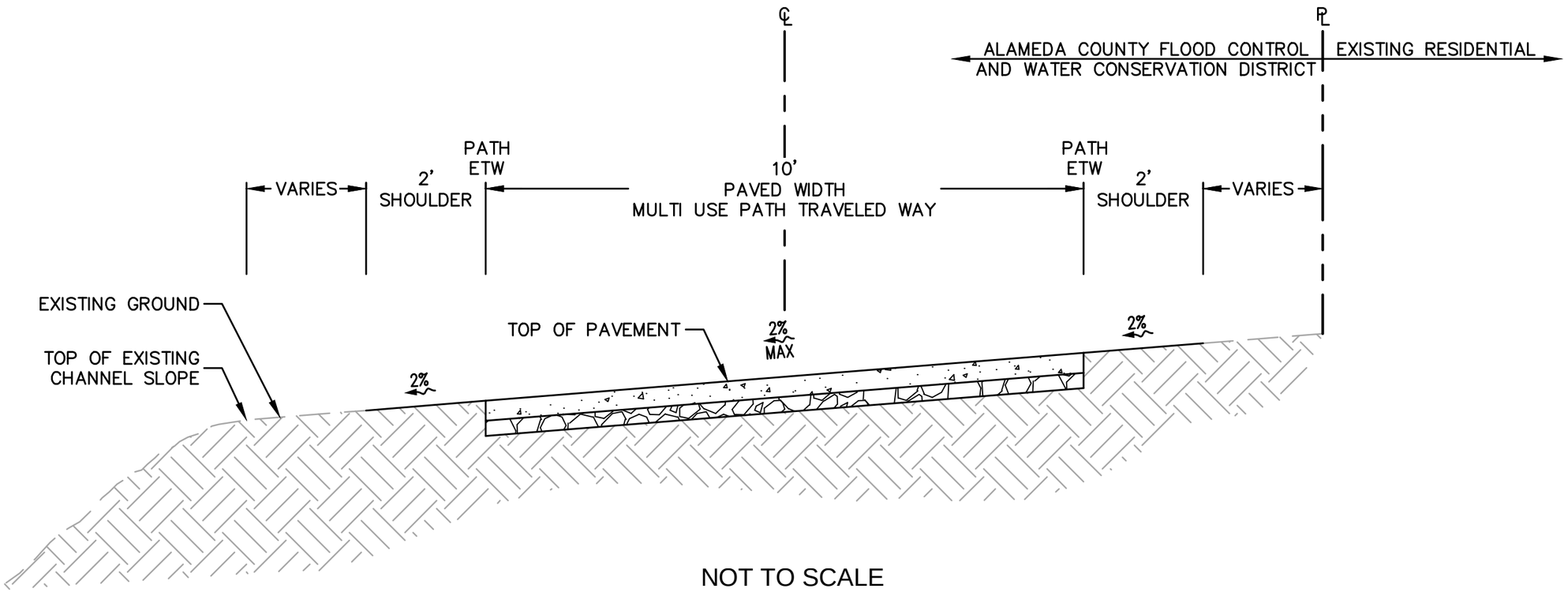

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FIGURE 3.1 - TYPICAL CLASS I MULTI USE PATH SECTION

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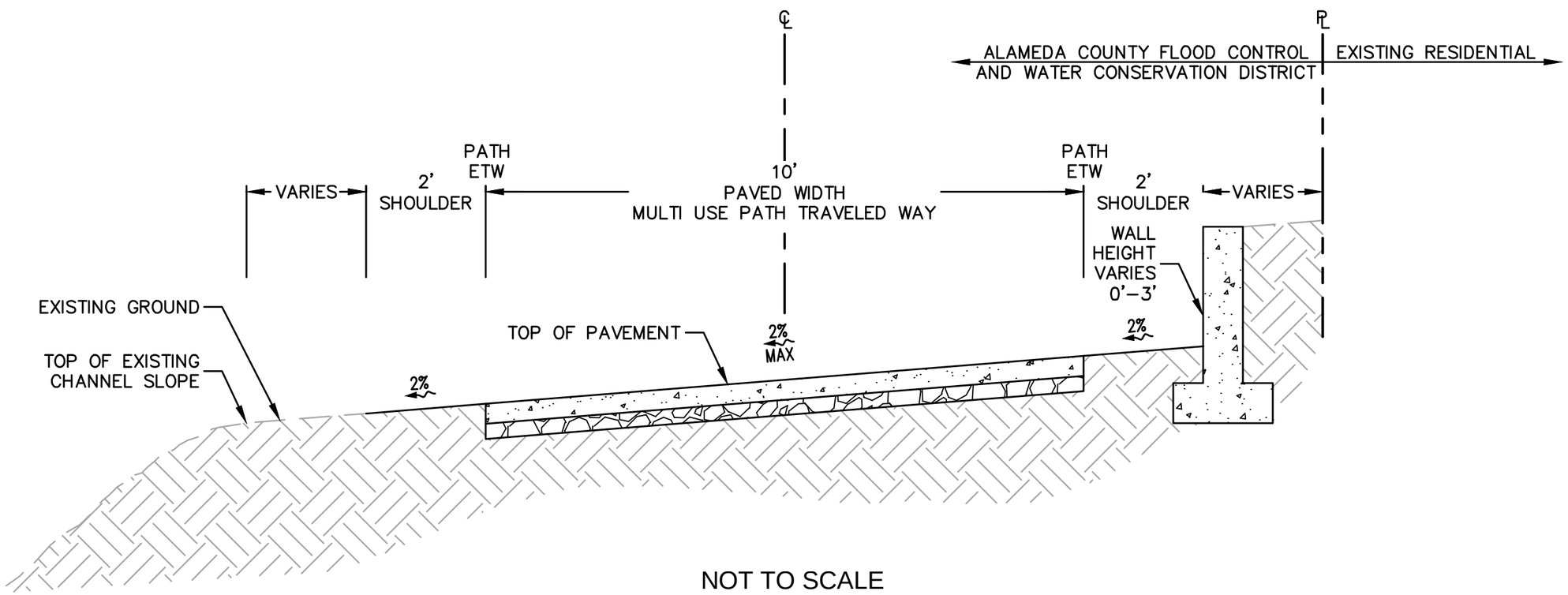

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FIGURE 3.2 - TYPICAL CLASS I MULTI USE PATH SECTION WITH WALL

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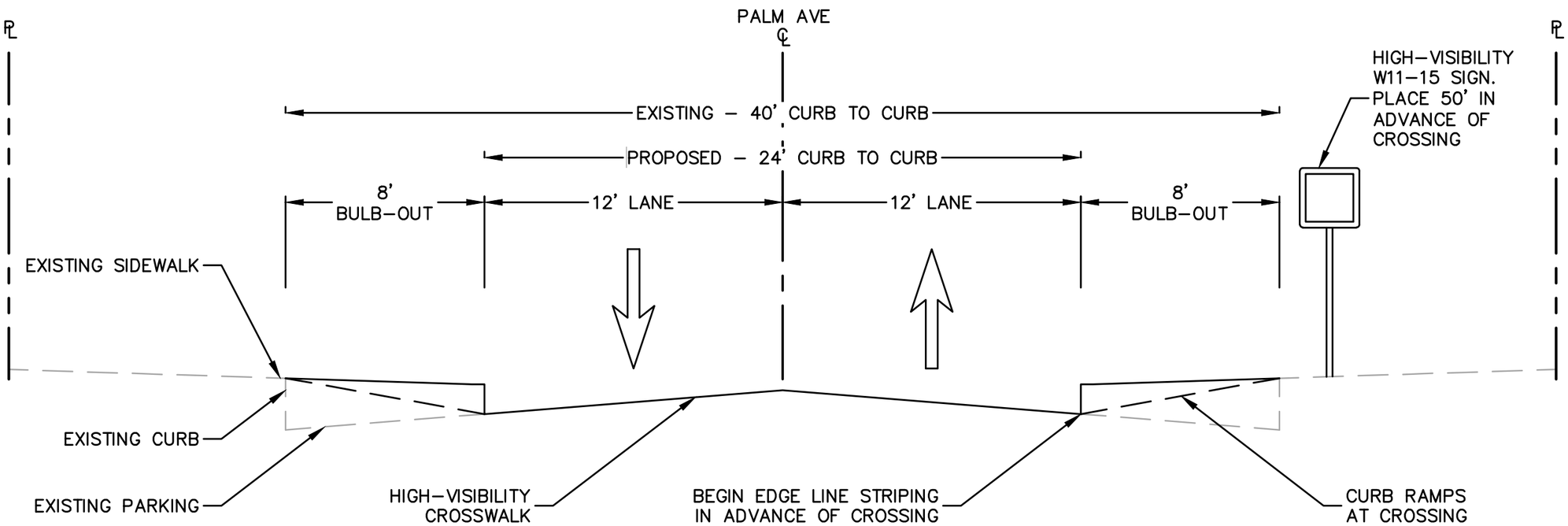

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FIGURE 4 - MID-BLOCK CROSSING

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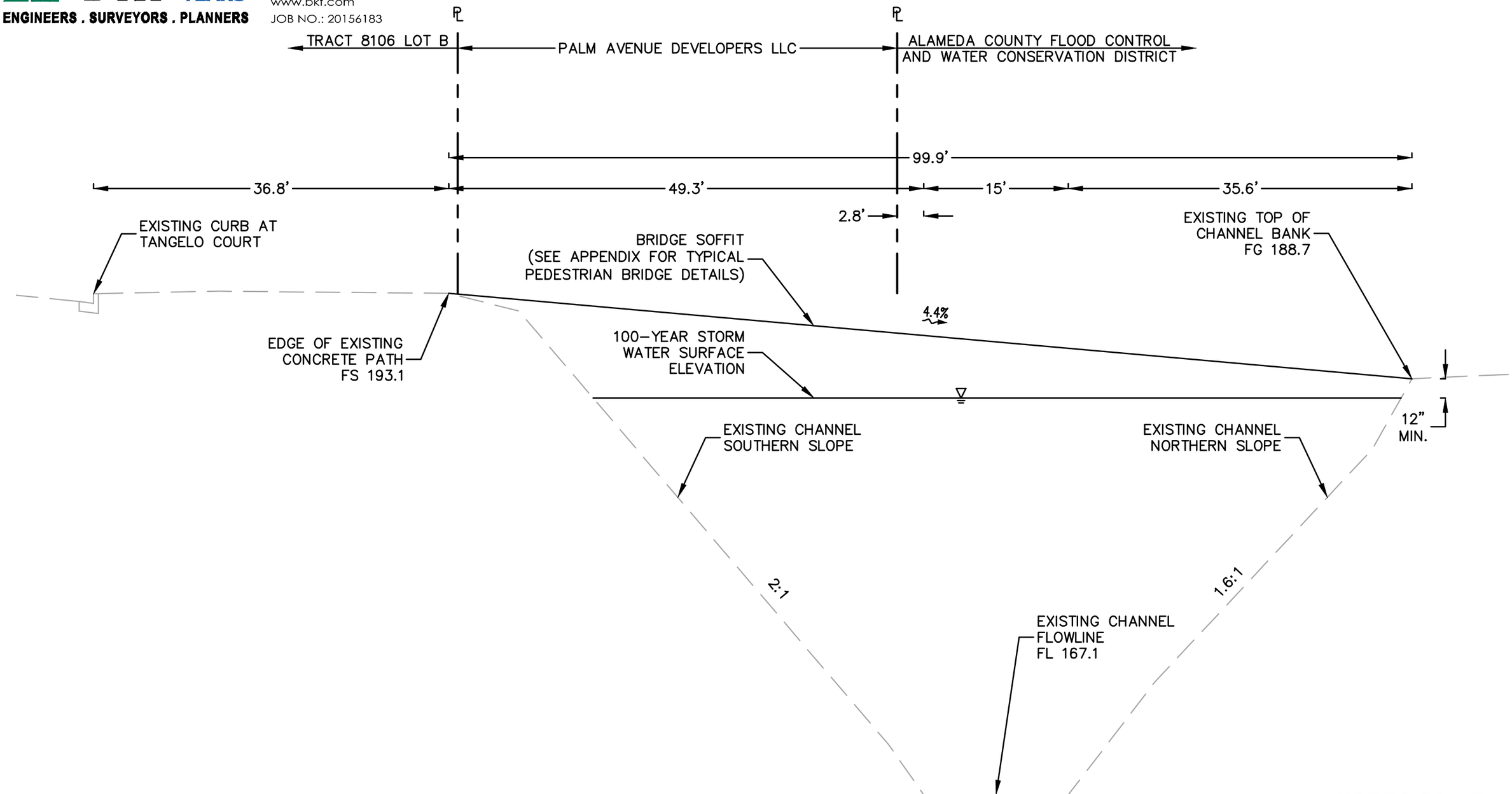

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MISSION CREEK TRAIL

FIGURE 5 - EXISTING FLOOD CHANNEL SECTION AT PROPOSED CROSSING

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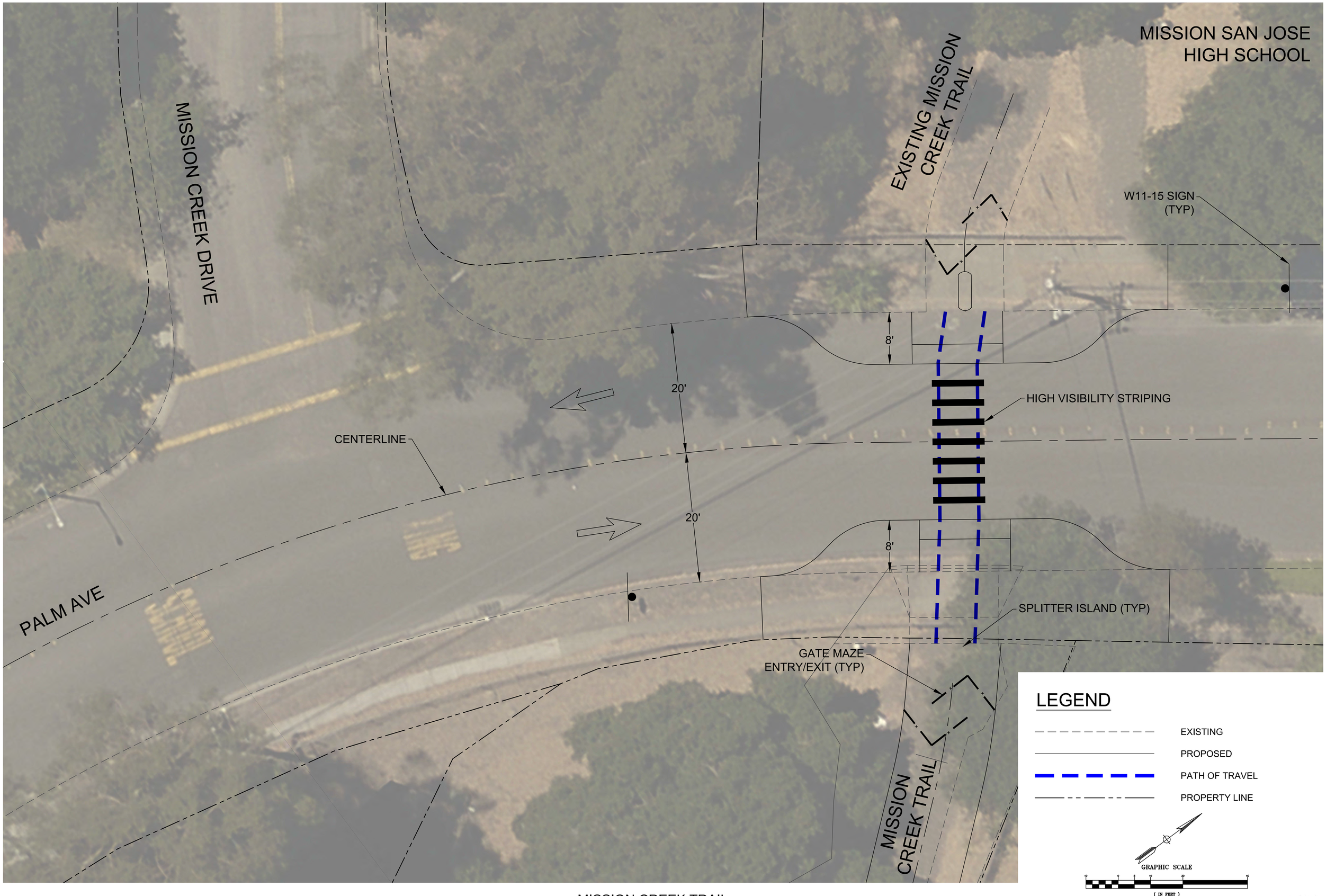

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FIGURE 6.1 - PROPOSED CONCEPTUAL PEDESTRIAN CROSSING

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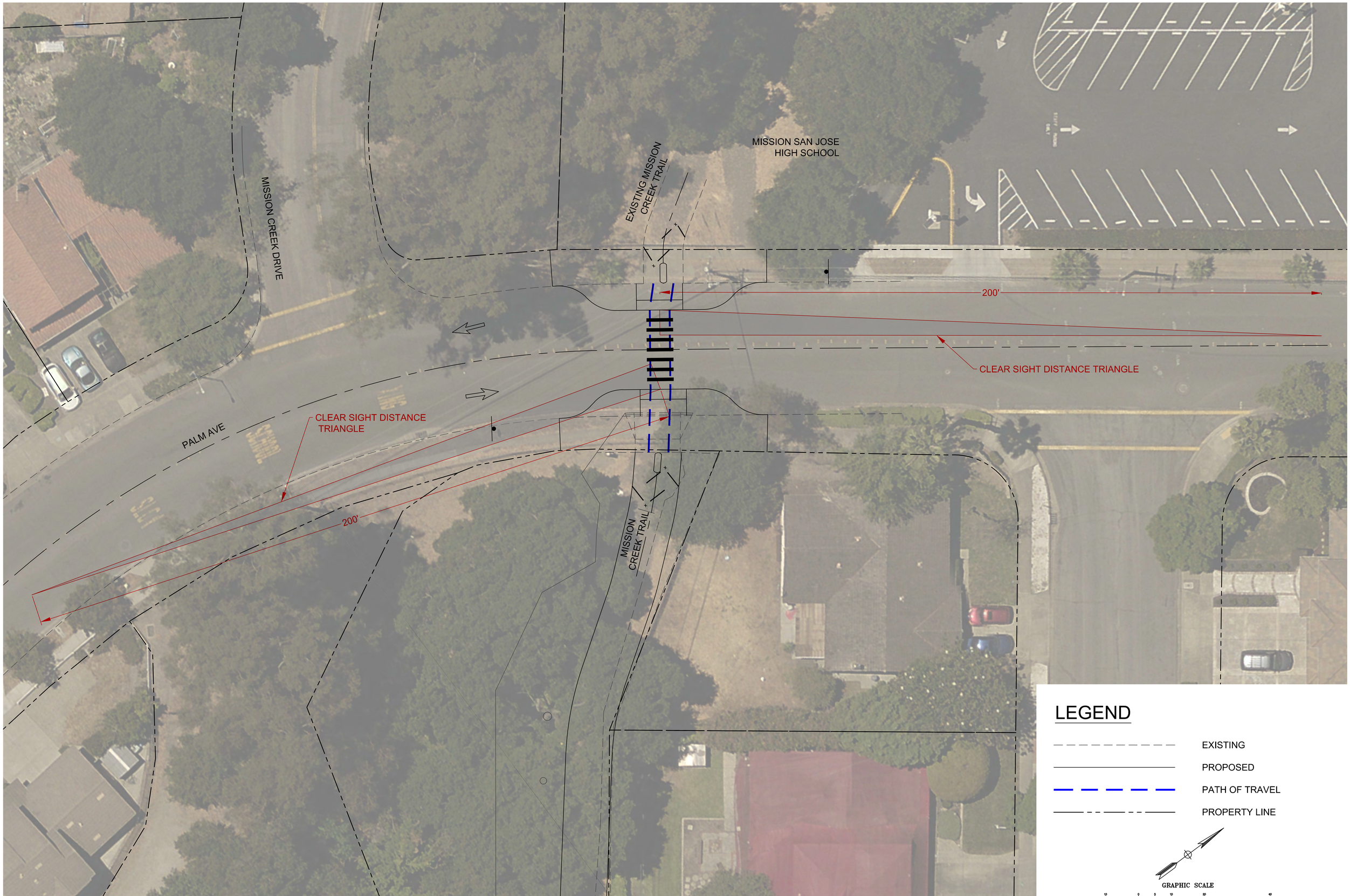

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FIGURE 6.2 - SIGHT DISTANCE
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9. Preliminary Project Cost Estimate

Mission Creek Trail
Feasibility Study Cost Estimate

BKF Project No: 20156183-10 July 2018

TRAIL

No.	Item Description	Unit	Engineer's Estimate: Estimated Quantity	Engineer's Estimate: Item Price	Engineer's Estimate: Amount
1	TREE REMOVAL	EA	5	$ 1,500.00	$ 7,500.00
2	TRAIL PAVING (ASSUMED 4" PORTLAND CEMENT CONCRETE)	CY	400	$ 1,000.00	$ 400,000.00
3	TRAIL BASE LAYER (ASSUMED 3" CLASS II AGGREGATE BASE)	CY	300	$ 200.00	$ 60,000.00
4	DECOMPOSED GRANITE (BOTH SIDES)	SF	8800	$ 2.00	$ 17,600.00
5	RETAINING WALL (ASSUMED CONCRETE)	SF	2200	$ 70.00	$ 154,000.00
6	GRADING	LS	LUMP SUM	$ 20,000.00	$ 20,000.00
7	TREE PLANTING	EA	5	$ 2,500.00	$ 12,500.00
8	SIGNAGE	LS	LUMP SUM	$ 2,000.00	$ 2,000.00
9	STRIPING (INCLUDES CENTERLINE AND EDGE OF PATH STRIPING)	LF	6600	$ 2.00	$ 13,200.00
10	BRIDGE STRUCTURE	SF	1,400	$ 500.00	$ 700,000.00
11	EROSION CONTROL	LS	LUMP SUM	$ 10,000.00	$ 10,000.00
12	SLOPE STABILIZATION	SF	8,800	$ 25.00	$ 220,000.00
				Permitting (10%)	$ 139,680.00
				Contingency (20%)	$ 351,296.00
				Mobilization & Bonding (7%)	$ 147,544.32
TRAIL TOTAL					**$ 2,255,320.32**

MID-BLOCK CROSSING

No.	Item Description	Unit	Engineer's Estimate: Estimated Quantity	Engineer's Estimate: Item Price	Engineer's Estimate: Amount
1	REMOVE ASPHALT CONCRETE	SF	620	$ 4.00	$ 2,480.00
2	COLD PLANE ASPHALT CONCRETE PAVEMENT (2" GRIND)	SY	180	$ 15.00	$ 2,700.00
3	CONCRETE PAVEMENT (ASSUMED 10")	CY	20	$ 1,000.00	$ 20,000.00
4	CLASS II AGGREGATE BASE (ASSUMED 3")	CY	6	$ 200.00	$ 1,200.00
5	CURB RAMP (INCLUDES DETECTABLE WARNING)	EA	2	$ 20,000.00	$ 40,000.00
6	CONCRETE CURB AND GUTTER	LF	125	$ 20.00	$ 2,500.00
7	18" CAST-IN-PLACE CONCRETE INLET	EA	2	$ 4,500.00	$ 9,000.00
8	12" RCP STORM DRAIN	LF	80	$ 300.00	$ 24,000.00
9	FENCING	LF	60	$ 100.00	$ 6,000.00
10	CROSSWALK STRIPING	SF	320	$ 10.00	$ 3,200.00
11	SIGNAGE	LS	LUMP SUM	$ 400.00	$ 400.00
12	EDGE LINE STRIPING	LF	300	$ 2.00	$ 600.00
				Contingency (20%)	$ 22,416.00
				Mobilization & Bonding (7%)	$ 6,724.80
MID-BLOCK CROSSING TOTAL					**$ 141,220.80**
PROJECT TOTAL					**$ 2,396,541.12**

Appendix

Additional Technical Features of Trail Segments and Proposed Improvements

Segment 1 – This 330-foot segment begins at the westerly connection to Palm Ave. and extends to the southeast. Minor grading is anticipated in this area in order to flatten the cross-slope of the path for accessibility, however, no walls are foreseen because there is space to conform back to existing grade without encroaching into the channel's top of bank. The flood channel bank slopes are approximately 8:1 (H:Z), based on ground survey obtained at and near the top of bank. A 30" oak tree near the southern edge of the proposed path at STA 4+10. Arborist evaluation should be considered in order to determine any effects that the path's construction would have on the tree.

Segment 2 – The next trail segment continues eastward approximately 300 feet to STA 7+30. The path meanders as it follows the flood channel's top of bank and the trail width varies. The top of bank bulbs outward to the south at approximately STA 5+00. Minor grading is anticipated in this area in order to flatten the cross-slope of the path for accessibility, however, no walls are foreseen because there is space to conform back to existing grade without encroaching into the channel's top of bank. The flood channel bank slopes along this segment vary from approximately 2:1 to 0.5:1, based on ground survey obtained at and near the top of bank. One constraint worth noting in this segment is the 40" oak tree near the southern edge of the proposed path at STA 5+00. Arborist evaluation should be considered in order to determine any effects that the path's construction would have on the tree.

Segment 3 – The path continues in the southeast direction approximately 370 feet to STA 11+00. The key constraints along this section of the path are the SFPUC water structures. Fencing around these structures may be required by the SFPUC. Minor grading is anticipated in this area in order to flatten the cross-slope of the path for accessibility, however, no walls are foreseen because there is space to conform back to existing grade without encroaching into the channel's top of bank. The proposed path encroaches onto land owned by City and County of San Francisco Water Department from STA 8+55 to STA 10+70. The flood channel bank slopes along this segment vary from approximately 3:1 to 1.5:1, based on ground survey obtained at and near the top of bank.

Segment 4 – The trail progresses further to the southeast to STA 14+20. This section of the path becomes straighter and more consistent in width. However, this area becomes more constrained due the decreased available width (minimum of 18 feet) from the existing residential properties to the channel's top of bank. There are also existing trees that vary from 18" to 36" in trunk diameter. The alignment maintains a minimum of 3 feet of clearance from these trees, however, arborist evaluation should be considered in order to determine any effects that the path's construction would have on the trees. Grading is anticipated in this area in order to flatten the cross-slope of the path for accessibility. Because there is no space to conform back to existing grade without encroaching into the channel's top of bank, walls at the upper edge of the path would need to be implemented (see Figure 3.2). The wall in this area would be approximately 340 feet long and vary from 0 to 2 feet in height. The flood channel bank slopes along this segment vary from approximately 3:1 to 1:1, based on ground survey obtained at and near the top of bank.

Segment 5 – This segment of the path contains the proposed pedestrian crossing over the existing flood channel. The top of bank on either side of the crossing varies in elevation by about 4.5'. By matching these grades at the top of bank and placing a free-span pedestrian bridge structure at this location, the result would be a longitudinal slope of 4.4% along the length of the bridge crossing (see Appendix for typical pedestrian bridge details). There is a 26" oak tree at STA 14+60 that will require removal in order for the path to be constructed. There are additional trees at STA 15+00 that are in close proximity to the edge of path. Arborist evaluation should be considered in order to determine any effects that the path's construction would have on the trees. Grading is anticipated in this area in order to flatten the longitudinal and cross-slopes of the path for accessibility. Because there is no space to conform back to existing grade without encroaching into the channel's top of bank, walls at the upper edge of the path would need to be implemented. The wall in this area would be approximately 50 feet long and vary from 0 to 1 feet in height. The slopes of the flood channel bank underneath vary from approximately 2:1 to 1.5:1, based on ground survey obtained through the existing channel section at this location.

Segment 6 – This section of the trail extends in the easterly direction from the proposed crossing location to STA 20+00. This area is dimensionally constrained due to the narrow width (minimum of 18 feet) from the existing residential properties to the

channel's top of bank, as well as steeper slopes abutting the existing residential properties. There is a large 120" diameter tree at STA 15+80 on the top of bank that is approximately 4 feet clear from the edge of path. Based on field observation, this tree appeared to be providing substantial support to the channel bank's slope. As such, arborist evaluation should be considered in order to determine any effects that the path's construction would have on the tree. Slope stability studies should also be considered along the flood channel bank from fifty feet on either side of this tree's location to confirm the importance of the tree in relation to the bank's stability. Grading is anticipated in this area in order to flatten the longitudinal and cross-slopes of the path for accessibility. Because there is no space to conform back to existing grade without encroaching into the channel's top of bank, walls at the upper edge of the path would need to be implemented. The wall in this area would be approximately 430 feet long and vary from 0 to 3 feet in height. The flood channel bank slopes along this segment vary from approximately 4:1 to 1:1, based on ground survey obtained at and near the top of bank.

Segment 7 – This portion of the path presents challenging constraints due to the trail meandering, as well as the narrow available path width (minimum of 12') from the side slope adjacent to the residential properties to the channel's top of bank. Partial erosion of the channel's top of bank was observed in the field at STA 20+60. Due to this observation, and the edge of the path being in close proximity to the top of bank for this entire segment, slope stability studies should be considered for this entire segment to confirm that the channel's bank is stable enough to support the construction of the path. Grading is anticipated in this area in order to flatten the cross-slope of the path for accessibility and fill will be required to meet the existing improved path that is approximately 2 feet higher than the existing unimproved maintenance road. Because there is no space to conform back to existing grade without encroaching into the channel's top of bank, walls at the upper edge of the path would need to be implemented. The walls in this area would be approximately 270 feet long and vary from 0 to 2.5 feet in height. The flood channel bank slopes along this segment vary from approximately 3:1 to 1:1, based on ground survey obtained at and near the top of bank.

Opportunities and Constraints Analysis

Mission Creek Trail Extension

Prepared for

CITY OF Fremont

In Consultation with

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

July 2018

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SECTION 1.0 INTRODUCTION AND PURPOSE

The following Opportunities and Constraints Analysis (OCA) was prepared by David J. Powers & Associates for BKF Engineers to use in the design for the future construction of a Class I trail facility adjacent to Mission Creek in the City of Fremont, California. Our report is based on a field survey and existing biological and cultural resource information available for the project area. Further evaluation and analysis will be required after final design to complete the CEQA-level analysis for the project. It is anticipated that the document required would be an Initial Study leading to a Mitigated Negative Declaration, due to the fact that construction or long-term impacts within the bed and banks of the creek are not anticipated.

The OCA describes the proposed trail improvements based upon information provided to DJP&A by the City and/or BKF Engineers, and includes an overall discussion of the existing physical conditions along Mission Creek, as well as an evaluation of the potential environmental impacts of the proposed improvements. The primary issues evaluated in the OCA are biological resources, cultural resources, hydrology and water quality, land use compatibility, construction-related noise and air quality, long-term noise, and traffic/transportation, as discussed in the following sections.

SECTION 2.0 PROJECT DESCRIPTION

The City of Fremont is proposing to construct an extension of the paved Class I bicycle and pedestrian trail along the north side of Mission Creek, from Palm Avenue to southwest of the intersection of Via San Luis Rey and Cam Santa Barbara to Palm Avenue, where the trail would connect to the existing paved Mission Creek trail. Caltrans defines Class I Multi Use Paths as those that provide a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow minimized.

From Palm Avenue at the west end of the project, the trail would be placed on the existing Alameda County Flood Control and Water Conservation District (ACFCWCD) maintenance road on the north side of the creek. The trail would extend in a general southeasterly direction to the connection point with the existing trail. A bridge crossing over the creek is proposed at a location approximately 1,250 feet (0.24 miles) southeast of the Palm Avenue overcrossing, which is roughly half the length of the proposed trail alignment. The bridge would connect the proposed trail on the north side of the creek with the existing paved trail segment on the south side. The south side trail segment has direct access from Tangelo Court, and runs parallel to the creek in a southerly and easterly direction along the edge of the riparian corridor to the eastern end of the new Mission Creek subdivision. Figures 1, 2, and 3 on the following pages show the project location and surrounding area, the existing and proposed trail alignments, and a typical proposed trail cross-section, respectively.

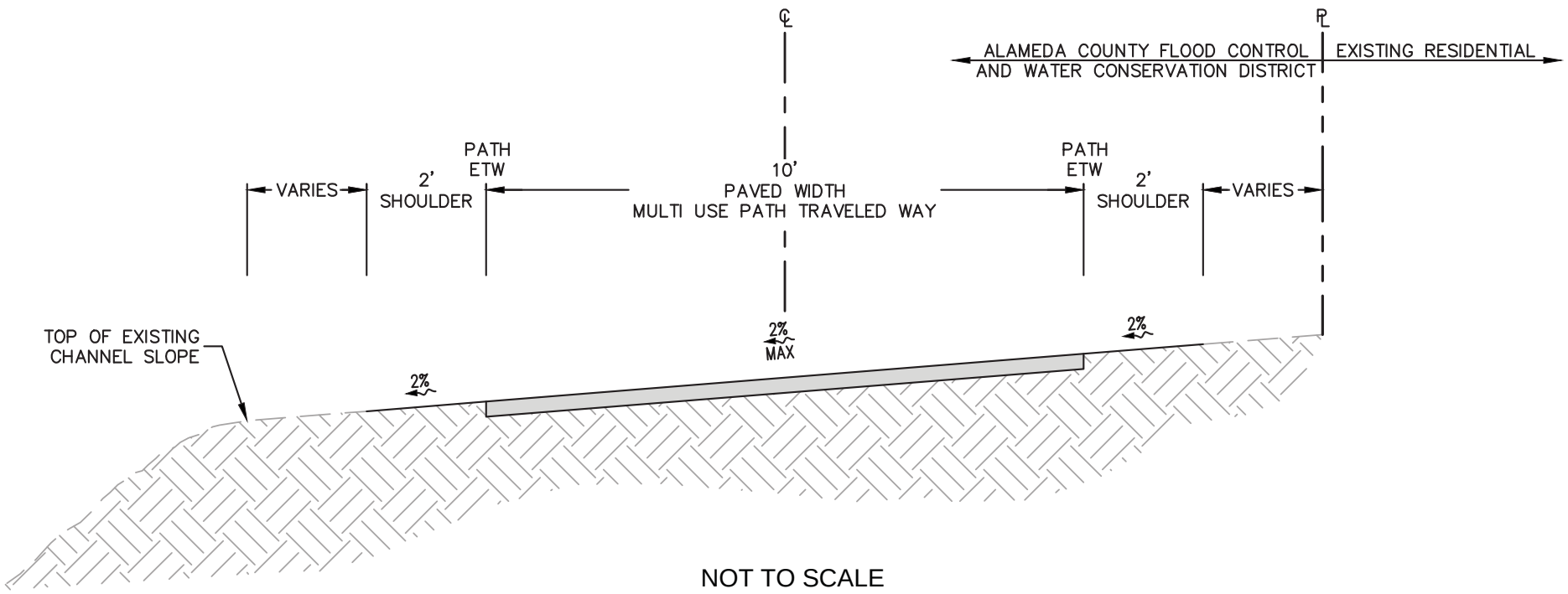
The proposed bridge would be designed as a clear span bridge, with the abutments located beyond the top of the creek banks, and no support structures extending down into the creek or creek bank areas. Potential pedestrian truss and bridge details are shown on Figure 4.

Photographs of the proposed trail alignment and the creek are provided on the pages following the figures.

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 1

PROPOSED TRAIL ALIGNMENT

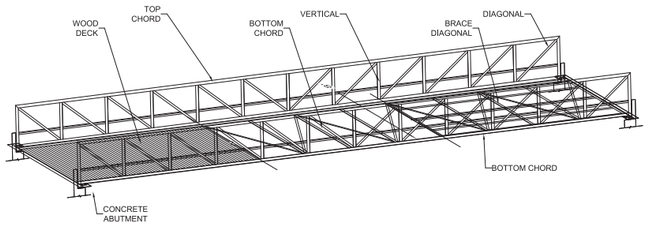
FIGURE 2

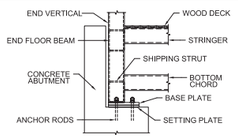


Source: BKF, 4/26/18.

MISSION CREEK TRAIL SECTION | FIGURE 3

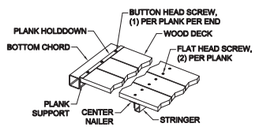
Pedestrian Truss Bridge Details



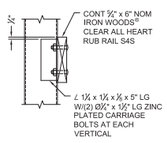


BEARING SIDE VIEW

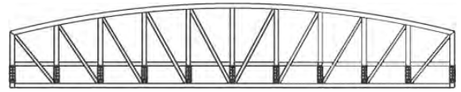
INFORMATION PROVIDED FOR REPRESENTATION ONLY. ACTUAL BEARING DIAGRAMS TO BE BASED ON FINAL DESIGN.



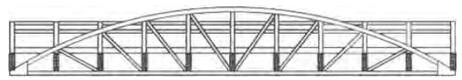
WOOD DECK DETAIL



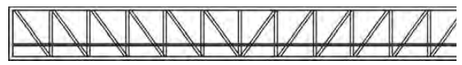
Typical Truss Styles



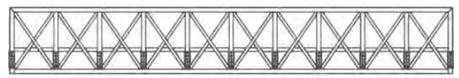
Capstone® Modified Bow Truss



Keystone® Bow Truss



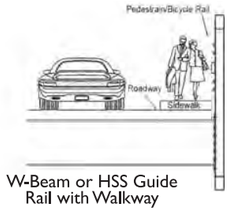
Connector® Standard Truss



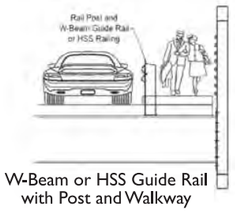
Link® X-Brace Truss

Archway® Underhung Truss

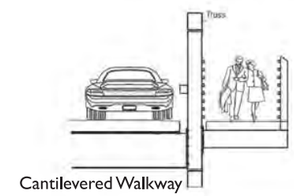
Typical Sidewalk and Railing Arrangements



W-Beam or HSS Guide Rail with Walkway

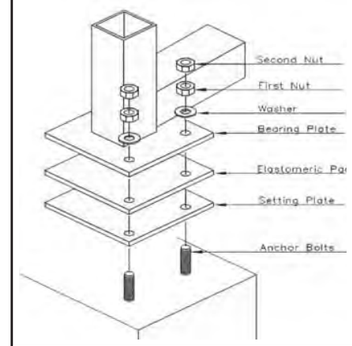


W-Beam or HSS Guide Rail with Post and Walkway

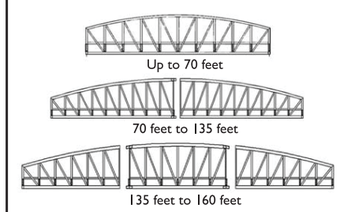


Cantilevered Walkway

Bearing Details



Typical Shipping Splices

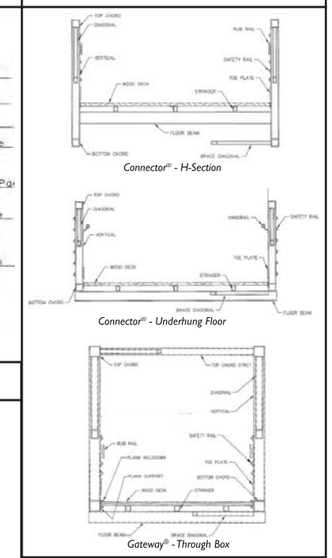


Up to 70 feet

70 feet to 135 feet

135 feet to 160 feet

Section Views

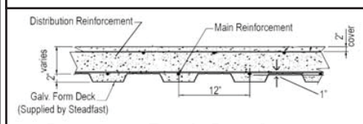


Connector® - H-Section

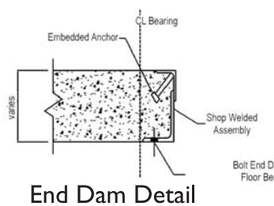
Connector® - Underhung Floor

Gateway® - Through Box

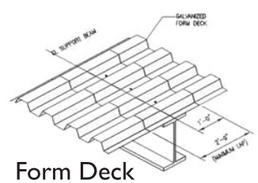
Concrete Floor Connections



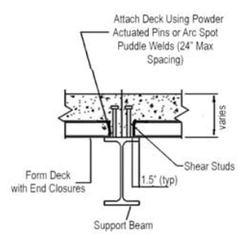
Concrete Deck Reinforcing



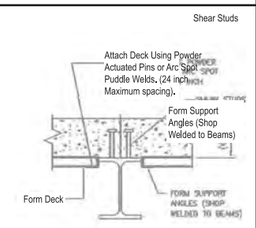
End Dam Detail



Form Deck

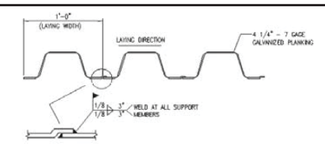


Section View Option #1

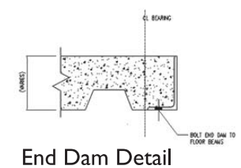


Section View Option #2

Asphalt Floor Connections

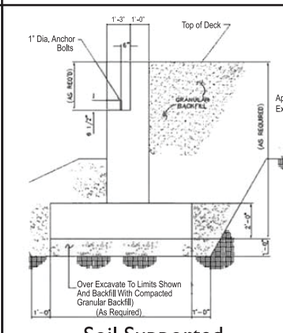


Concrete Deck Reinforcing

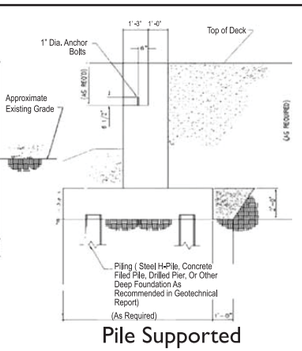


End Dam Detail

Foundations



Soil Supported



Pile Supported

For Pedestrian Truss Bridges

Material & Finishes:

Steel Types Used (50 ksi material):

- A588 Weathering or A847 (Pedestrian Only)
- A500 Painted (Pedestrian Only)
- A572 Painted (2 Coat and 3 Coat (Zinc Rich Primer) – Any Color)
- A572 Galvanized (35-year Limited Warranty)
- A325 Galvanized or Type 3 Weathering (Bolts Provided)
- A307 Galvanized Anchor Bolts are Specified (By Contractor)

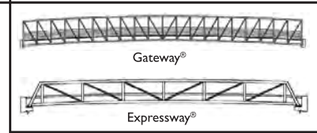
Design Specifications:

- AISC
- AASHTO Standard Specifications for Highway Bridges
- AASHTO Guide Specifications for Pedestrian Bridges
- AWS D1.1, D1.5

Manufacturing/Installation Specifications:

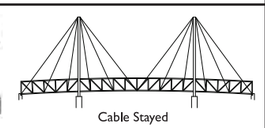
- AISC Shop Certification
  - Fracture Critical Endorsement
  - Sophisticated Paint Endorsement
- AWS

Additional Pedestrian Truss Styles



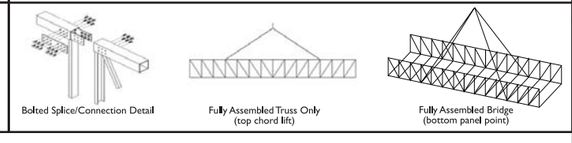
Gateway®

Expressway®



Cable Stayed

Typical Installation Details

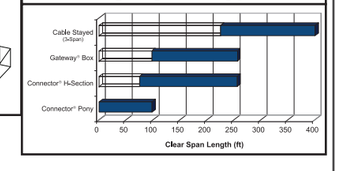


Bolted Splice/Connection Detail

Fully Assembled Truss Only (top chord lift)

Fully Assembled Bridge (bottom panel point)

Optimum Pedestrian Bridge System Types



Source: Contech Engineered Solutions.

BRIDGE DETAILS

FIGURE 4

Photo 1 - Backyard fences adjacent to the proposed trail alignment, viewing northwest.

Photo 2 - Typical section of the proposed trail alignment along the north side of the creek.

Photo 3 - Stand of mature coast live oak trees along the proposed trail alignment.

Photo 4 - Large coast live oak tree growing out of the bank along the proposed trail alignment.

Photo 5 - Steep, eroded bank on the south side of the creek.

Photo 6 - Terraced sloping bank on the north side of the creek.

Photo 7 - Viewing southwest toward the proposed bridge crossing site from the proposed trail alignment on the north side of the creek.

Photo 8 - Viewing northeast toward the proposed bridge crossing site from the existing paved trail on the south side of the creek.

Photo 9 - Mission Creek channel (low flow).

Photo 10 - Stand of non-native eucalyptus trees along the south bank of the creek.

Photo 11 - Confluence of Mission Creek and Vargas Creek (lower left).

Photo 12 - Terminus of the existing paved trail at the east end of the project.

SECTION 3.0 ENVIRONMENTAL ISSUES DISCUSSION

3.1 EXISTING CONDITIONS

Mission Creek is located within the 25.1-square mile Laguna Creek Watershed, which drains the foothills of the Diablo Range south of Niles Canyon. Mission Creek originates on the east side of Mission Peak in the City of Fremont and flows northwest, draining the east side of the Mission Hills. At Mission Boulevard just south of I-680, engineered channels and culverts convey the flow under the freeway and discharge to the natural drainage course north of the freeway, where it joins Vargas Creek. The proposed project is located along this stretch of Mission Creek, from just east of the Vargas Creek downstream to the Palm Avenue culvert. Within the project area, Mission Creek is surrounded by riparian vegetation, with the channel deeply incised in many places. The banks are steep in most locations, and there is evidence of some natural terracing in others. Mature native and non-native trees and dense understory plants are located throughout the riparian corridor, as shown in Photos 3 through 10.

The area adjacent to the proposed trail alignment is primarily residential development, with the alignment located behind the rear yard fences of existing residences. Mission San Jose High School is located on Palm Avenue, diagonally across the street from the western end of the alignment.

3.2 BIOLOGICAL RESOURCES

3.2.1 United States Fish and Wildlife Species List

A United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) report was prepared for the proposed project to identify the list of plant and animal species and other resources (e.g. critical habitat) under USFWS jurisdiction known or expected to be on or near the project area. Mission Creek and the associated riparian corridor are known to provide habitat for a wide variety of fish and wildlife species, including some special status species. The following species and other resources were identified in the IPaC report as being within the project area:

Species Type	Species / *USFWS Status*
Mammals	Salt Marsh Harvest Mouse / *Endangered* San Joaquin Kit Fox / *Endangered*
Birds	California Least Tern / *Endangered*
Reptiles	Alameda Whipsnake / *Threatened*
Amphibians	California Red-legged Frog / *Threatened* California Tiger Salamander */ Threatened*
Fishes	Delta Smelt / *Threatened*
Insects	Bay Checkerspot Butterfly / *Threatened* San Bruno Elfin Butterfly / *Endangered*
Crustaceans	Conservancy Fairy Shrimp / *Endangered* Vernal Pool Fairy Shrimp / *Threatened* Vernal Pool Tadpole Shrimp / *Endangered*
Flowering Plants	Contra Costa Goldfields / *Endangered*
Migratory Birds	Allen's Hummingbird Bald Eagle Burrowing Owl

	Clark's Grebe Common Yellowthroat Golden Eagle Lawrence's Goldfinch Lewis's Woodpecker Long-billed Curlew Nuttall's Woodpecker Oak Titmouse Rufous Hummingbird Short-billed Dowitcher Song Sparrow Spotted Towhee Tricolored Blackbird Whimbrel Willet Wrentit Yellow-billed Magpie

Many of the species identified in the IPaC report as being within the project area are not expected to occur on the project site (e.g., Salt Marsh Harvest Mouse), because the habitat necessary to support the species is not present. One species not on the USFWS list that may be affected by construction is the western pond turtle, which is a California Species of Concern. While Mission Creek may provide suitable aquatic habitat for western pond turtles, populations in the San Francisco Bay Area are relatively low due to urbanization. Therefore, it is unlikely that dispersing individuals or nests would be present due to the limited extent of habitat within the project area. However, depending on the extent of project construction, pre-construction surveys for western pond turtles may be required. A project-specific biological assessment of the creek area to be completed as part of the CEQA process may identify additional animal species of concern.

Nesting raptors and other migratory birds are protected under the Migratory Bird Treaty Act and California Department of Fish and Wildlife (CDFW) Code Sections 3503, 3503.5, and 2800. Raptors (such as falcons, hawks, eagles, and owls) and other migratory birds may utilize the large trees on-site or adjacent to the site for foraging or nesting. Construction disturbance near raptor nests can result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Construction activities may result in nesting raptors having to relocate to another site. Relocation of mature raptors or migratory birds would not, by itself, be significant. However, disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW and therefore would be considered a significant impact. Scheduling of construction activities to avoid the nesting bird season (February 1st – August 31st) or preconstruction nesting bird surveys would reduce impacts to nesting birds to a less than significant level.

3.2.2 Permitting

The proposed trail would primarily be constructed on an existing ACFCWCD maintenance road. This construction would occur outside of the bed and banks of the creek but within the riparian corridor and, therefore, would likely require a Section 1600 Lake and Streambed Alteration (LSA) Agreement from CDFW. The proposed bridge would be designed as a clear span bridge, with the abutments located beyond the top of the creek banks, and no support structures extending down into the creek or creek bank areas. As proposed, it is possible that only a CDFW LSA Agreement would be required to construct the project. The LSA Agreement would include measures necessary to

protect existing fish and wildlife resources. During the LSA Agreement application process, CDFW may suggest ways to modify a project that would eliminate or reduce harmful impacts to fish and wildlife resources. Before issuing an LSA Agreement, CDFW must comply with CEQA.[1]

Permits from the U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB), however, would be required if bridge construction impacts areas within the low-flow channel (within Ordinary High Water). If it is determined that the low-flow channel of the creek would be affected by project construction, permits could be required from the USACE, RWQCB, and CDFW. If permits are required from the USACE and RWQCB, it is anticipated that the project would be eligible for a Section 404 Nationwide Permit from the USACE and a Section 404 Water Quality Certification permit from the RWQCB.

3.2.3 Tree Removal

The proposed creek crossing alignment would necessitate trimming and removing existing trees in order to construct the bridge. Based on survey and topo data prepared by *BKF*, it is estimated that approximately five mature trees would require removal to accommodate the bridge and its associated structural components (abutments, footings, etc.). Additional vegetation growing beneath the proposed bridge alignment may also require removal in order to provide a clear flow path for the creek, and remove obstacles that could cause blockage during high flow periods or flood events. Additional existing trees may require removal to facilitate construction of the trail. Mitigation planting would be required by CDFW for any tree removals within the riparian corridor area.

3.3 CULTURAL RESOURCES

Areas adjacent to creeks are typically sensitive to archaeological resources. For this reason, a literature review at the Sonoma State Northwest Information Center is recommended to determine the locations of recorded archaeological sites that could be affected by project construction. If it is determined that a recorded site could be affected, archaeological monitoring could be required during initial site grading depending upon the depths of excavation. This will be determined during preparation of the CEQA Initial Study for the project. Mitigation measures could be included in the project to reduce potential impacts to archaeological resources to a less that significant level.

3.4 HYDROLOGY AND WATER QUALITY

The proposed trail would consist of a 10-foot wide paved travel way with two-foot wide unpaved shoulders on each side (refer to Figure 3). The trail would have an average cross slope of two percent, which would facilitate stormwater runoff. As the existing trail alignment is comprised of a more pervious, dirt and gravel surface, installation of the proposed 10-foot paved path would result in the project generating an increase in stormwater runoff over existing conditions.

3.4.1 Municipal Regional Stormwater Permit

The City of Fremont and the Alameda County Flood Control and Water Conservation District. Are required to operate under a National Pollutant Discharge Elimination System (NPDES) permit to discharge stormwater to local surface waters. The Municipal Regional Stormwater Permit (MRP), adopted by the San Francisco Bay Regional Water Quality Control Board in 2015

[1] California Department of Fish and Wildlife. https://www.wildlife.ca.gov/conservation/lsa. Accessed April 26, 2018.

(Order No. R2-2015-0049) covers 76 Bay Area municipalities and county agencies as co-permittees, including the City of Fremont and the ACFCWCD.

The MRP mandates that the co-permittees use their planning and development review authority to require that stormwater management measures such as site design, pollutant source control and treatment control measures be included in new and redevelopment projects to minimize and properly treat stormwater runoff. The MRP requires regulated projects to incorporate Low Impact Development (LID) practices, which are intended to reduce runoff and mimic a site's predevelopment hydrology by minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source. LID employs principles such as preserving and recreating natural landscape features and minimizing imperviousness to create functional and appealing site drainage that treats stormwater as a resource, rather than a waste product. Practices used to adhere to these LID principles include measures such as rain barrels and cisterns, green roofs, permeable pavement, preserving undeveloped open space, and biotreatment through rain gardens, bioretention units, bioswales, and planter/tree boxes.[2] The MRP also requires that stormwater treatment measures are properly installed, operated and maintained.

Provision C.3 of the MRP regulates various types of new and redevelopment projects, including roadway projects. Roadway projects are defined in Provision C.3.b.ii.(4) as including projects that create 10,000 square feet or more of newly constructed contiguous impervious surface and that fall under the building and planning authority of a permittee. Road projects to which this applies include *"Construction of impervious trails that are greater than ten feet wide or are creek-side (within 50 feet of the top of bank)."*

Specific exclusions to the road projects described in Section C.3.b.ii.(4) include:

- Impervious trails built to direct stormwater runoff to adjacent vegetated areas, or other non-erodible permeable areas, preferably away from creeks or towards the outboard side of levees, and
- Sidewalks, bicycle lanes, or trails constructed with permeable surfaces. Permeable surfaces include pervious concrete, porous asphalt, unit pavers, and granular materials.

The surface material proposed for the paved path has not been specified at this time; however, the use of one or more of the pervious materials described would preclude the project from having to conform to Provision C.3, and would avoid the requirement of including post-construction LID-based runoff treatment controls in the project design.

3.4.2 Construction General Permit

The State Water Resources Control Board has implemented an NPDES General Construction Permit for the State of California. Dischargers whose projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges

[2] San Francisco Bay Regional Water Quality Control Board. *Order No. R2-2015-0049. NPDES Permit No. CAS612008. Municipal Regional Stormwater NPDES Permit.* November 19, 2015.

of Storm Water Associated with Construction Activity (Construction General Permit – Order 2009-0009-DWQ). Construction activity subject to this permit includes clearing, grading, and ground disturbances such as stockpiling or excavation. In order to obtain coverage under the Construction General Permit, a Notice of Intent (NOI) must be filed with the RWQCB, and Storm Water Pollution Prevention Plan (SWPPP) must be developed by a certified Qualified SWPPP Developer (QSD) prior to commencement of construction.[3]

Once grading begins, the SWPPP must be kept on-site and updated as needed while construction progresses. The SWPPP details the site-specific Best Management Practices (BMPs) to control erosion and sedimentation and maintain water quality during the construction phase. The SWPPP also contains a summary of the structural and non-structural BMPs to be implemented during the post-construction period, pursuant to the stormwater control practices and procedures encouraged by the City of Fremont and the RWQCB.

3.5 LAND USE COMPATIBILITY

The purpose of the Mission Creek Trail extension project is to provide a pedestrian and bicycle link between the point where the paved trail currently ends (approximately 1,000 feet southwest of Mission Boulevard and Palm Avenue, as well as to the existing Mission Creek subdivision on the south side of the creek. There is an existing paved trail section extending from Palm Avenue northwesterly to Driscoll Road. A riparian restoration project was completed along this section of the creek in 2004.[4]

The entire length of the proposed trail alignment runs adjacent to the rear property lines of existing single-family residences, with the exception of an 80-foot wide, north-south running City and County of San Francisco Water Department easement that intersects the creek corridor approximately 800 feet southeast of Palm Avenue. Trail users adjacent to existing residential uses can generate additional noise when compared to existing conditions; however, in most locations, the trail would be located adjacent to rear yard fences. Distances to the residences themselves and the presence of existing fences would serve to reduce noise levels. A noise analysis would be required during the preparation of the CEQA document for the project. Conformance with the City's Municipal Code related to hours of trail use could be identified to reduce impacts to a less than significant level.

3.5.1 <u>Construction-Related Impacts</u>

The project area is primarily developed with single-family residential uses. Residential uses are sensitive to construction dust, heavy equipment emissions, and noise and vibration. These potential impacts will be evaluated in the CEQA Initial Study; however, due to the temporary nature of trail construction, impacts are not anticipated to be significant. Standard construction measures and conformance with the City's Community Development Department regulations would reduce or avoid potential impacts.

[3] State Water Resources Control Board. *Construction Storm Water Program*. https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml, accessed July 11, 2017.
[4] Joyce R. Blueford, PhD. *Mission Creek – A Model of Urban Stream Restoration*. 2004.

3.6 TRAFFIC/TRANSPORTATION

As previously stated, the purpose of the proposed project is to provide a pedestrian and bicycle (non-vehicular) connection between two existing trail segments. As the proposed trail segment will not be open to vehicular traffic (other than ACFCWCD maintenance vehicles), traffic in the surrounding area will not be impacted. The project will facilitate additional pedestrian and bicycle activity within the creek corridor, and could potentially reduce local vehicular trips by providing an alternative route for people wishing to travel from the adjacent neighborhoods to schools and recreational facility destinations located to the north and west. Mission San Jose High School, Mission San Jose Park, Gomes Park and Central Park are all accessible from the existing trail system along Mission Creek.

SECTION 4.0 CONCLUSION

Further evaluation and analysis will be required after final design to complete the CEQA-level analysis for the project. It is anticipated that the document required would be an Initial Study leading to a Mitigated Negative Declaration, due to the fact that construction or long-term impacts within the bed and banks of the creek are not anticipated.

With the inclusion of mitigation measures to be determined during preparation of the Initial Study, it is anticipated that project impacts would not be significant. Because the majority of the construction would occur on an existing unpaved ACFCWCD maintenance road and a clear-span bridge design is currently proposed, impacts would be minimal and it is possible that only a CDFW LSA Agreement would be required.

Pre-construction surveys for nesting raptors and other migratory birds will be required for the project. Additional surveys for special status species (e.g., western pond turtles) and archaeological resources could be required depending upon the results of the CEQA Initial Study. With the inclusion of standard measures and conformance with City Municipal Code requirements related to noise, impacts during construction and operation of the project could be reduced to a less than significant level.

If federal funding will be used, then environmental review in accordance with the National Environmental Policy Act (NEPA) would need to be completed for the project. It is likely that the level of environmental review necessary for the project under NEPA would be a Categorical Exclusion (CE). The Caltrans Office of Local Assistance would be the NEPA lead agency.

IMPROVEMENT PLANS
TRACT 8126
MISSION CREEK
CITY OF FREMONT, ALAMEDA COUNTY, CALIFORNIA
WDID # 2 01C367494

BENCHMARK

CITY OF FREMONT BENCHMARK F243
STANDARD CITY OF FREMONT BRASS DISK WITH A PUNCH SET IN CONCRETE AND ENCASED IN A CIRCULAR IRON MONUMENT CASTING LOOCATED ON THE CENTERLINE OF PALM AVENUE AND APPROXIMATELY 5 FEET SOUTHERLY OF THE INTERSECTION OF PALM AVENUE AND BEDFORD STREET WITH ELEVATION TAKEN AS 170.266.

BASIS OF BEARINGS

THE BEARING BETWEEN FOUND MONUMENTS IN PALM AVENUE SHOWN AS N07°05'36"W, AS SHOWN ON THE MAP OF TRACT 7051, FILED IN BOOK 245 OF MAPS AT PAGE 71, OFFICIAL RECORDS OF ALAMEDA COUNTY, IS TAKEN AS THE BASIS OF BEARINGS FOR THESE PLANS.

EXISTING TOPOGRAPHY

TOPOGRAPHIC INFORMATION SHOWN IS BASED ON AERIAL SURVEY PREPARED BY AERO-GEODETIC CORPORATION IN FEBRUARY 2009 AND FIELD SURVEY BY RUGGERI-JENSEN-AZAR IN 2011.

SHEET INDEX

SHEET	SHEET NO.	DESCRIPTION
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6	C6	DETAILS
7	C7	HYDROMODIFICATION DETAILS
8	C8	SEWER DETAILS
9	C9	WATER DETAILS
10	C10	DEMOLITION PLAN
11	C11	DEMOLITION PLAN
12	C12	WATER AND SEWER SYSTEM MAP
13	C13	COMPOSITE UTILITY PLAN
14	C14	COMPOSITE UTILITY PLAN
15	C15	PLAN AND PROFILE – TANGELO COURT STA 5+00.00 TO 8+88.00
16	C16	PLAN AND PROFILE – TANGELO COURT STA 8+88.00 TO 12+50.00
17	C17	PLAN AND PROFILE – TANGELO COURT STA 12+50.00 TO 17+30.00
18	C18	PLAN AND PROFILE – TANGELO COURT STA 17+30.00 TO 20+53.20
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20	C20	PLAN AND PROFILE – TANGELO COURT STA 24+50.00 TO 27+17.49
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22	C22	PLAN AND PROFILE – EMERGENCY VEHICLE ACCESS ROAD STA 0+00.00 TO 4+00.00
23	C23	PLAN AND PROFILE – EMERGENCY VEHICLE ACCESS ROAD STA 4+50.00 TO 8+60.00
24	C24	PLAN AND PROFILE – EMERGENCY VEHICLE ACCESS ROAD STA 8+60.00 TO END
25	C25	OPEN SPACE STORM DRAIN
26	C26	OFF-SITE 30 INCH STORM DRAIN
27	C27	OFF-SITE 30 INCH STORM DRAIN
28	C28	ROUGH GRADING PLAN
29	C29	ROUGH GRADING PLAN
30	C30	ROUGH GRADING PLAN
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34	C34	EROSION CONTROL PLAN
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36	C36	SIGNING AND STRIPING PLAN
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38	C38	STORM WATER CONTROL PLAN
39	C39	STORM WATER CONTROL PLAN
40	C40	BLUEPRINT FOR A CLEAN BAY
JOINT TRENCH		
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42	JT2	DETAIL SHEET
43	JT3	JOINT TRENCH COMPOSITE PLAN
44	JT4	ELECTRIC CONSTRUCTION PLANS
45	JT5	ELECTRIC CONSTRUCTION PLANS
46	JT6	ELECTRIC CONSTRUCTION PLANS
47	JT7	GAS DETAIL SHEET AND PLAN
48	JT8	GAS DETAIL SHEET AND PLAN
49	SL9	STREET LIGHT DETAIL SHEET
50	SL10	STREET LIGHT AND PATH LIGHTING CIRCUIT PLAN
51	SL11	SITE AND PATH PHOTOMETRICS
52	SL12	SITE AND PATH PHOTOMETRICS
LANDSCAPE		
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54	L-1.2	LANDSCAPE NOTES AND LEGEND
55	L-1.3	CITY OF FREMONT STANDARD DETAILS
56	L-2.1	LAYOUT AND PLANTING PLAN
57	L-2.2	LAYOUT AND PLANTING PLAN
58	L-2.3	LAYOUT AND PLANTING PLAN
59	L-2.4	LAYOUT AND PLANTING PLAN
60	L-2.5	PROTOTYPICAL LAYOUT AND PLANTING PLAN
61	L-3.1	IRRIGATION LAYOUT PLAN
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66	L-3.6	IRRIGATION DETAILS
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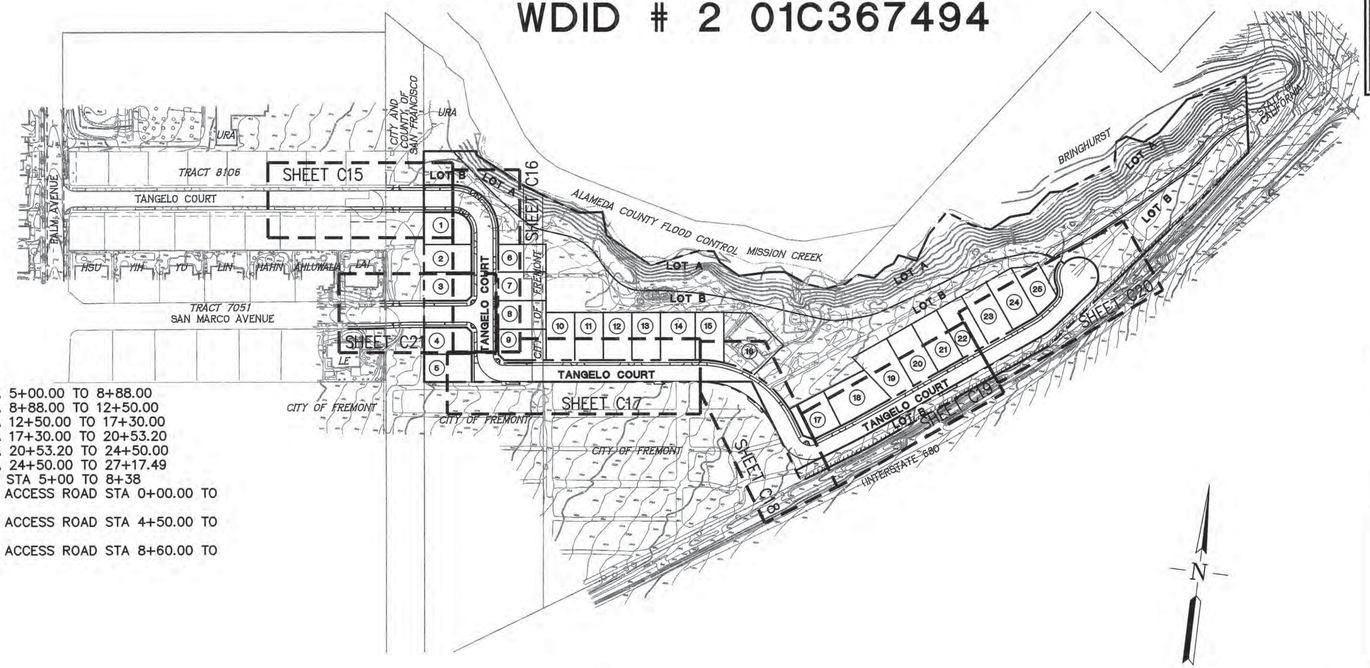
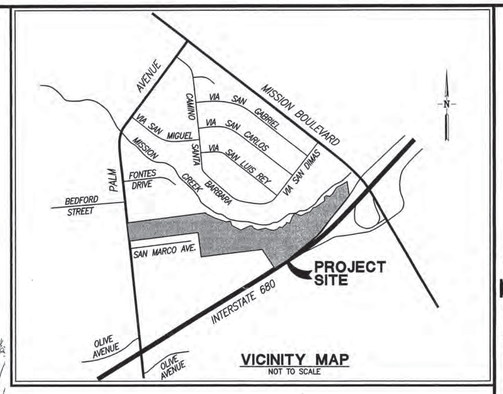
70	L-3.10	PROTOTYPICAL LOT IRRIGATION PLAN
71	L-3.11	PROTOTYPICAL LOT IRRIGATION LEGEND, NOTES, AND WATERING SCHEDULES
72	L-3.12	PROTOTYPICAL LOT IRRIGATION DETAILS AND NOTES
73	L-3.13	PROTOTYPICAL LOT IRRIGATION LEGEND AND NOTES
74	L-4.1	CONSTRUCTION DETAILS
75	L-4.2	CONSTRUCTION DETAILS



LOCATION MAP
NOT TO SCALE



VICINITY MAP
NOT TO SCALE

CONSTRUCTION HOURS

CONSTRUCTION HOURS WITHIN 500' OF RESIDENCES, LODGING FACILITIES, NURSING HOMES, OR INPATIENT HOSPITALS SHALL BE PLACED ON AN ALL-WEATHER NOTICE BOARD (FORMAT AND CONTENT SPECIFIED BY CITY) CONSPICUOUSLY PLACED ADJACENT TO THE MOST VISIBLE RIGHT-OF-WAY FOR THE DURATION OF THE CONSTRUCTION ACTIVITY AND WILL BE LIMITED IN ACCORDANCE WITH SECTION 8-2205 OF THE FREMONT MUNICIPAL CODE TO THE FOLLOWING:

7 A.M. TO 7 P.M. MONDAY THROUGH FRIDAY
9 A.M. TO 6 P.M. SATURDAY AND HOLIDAY
NO CONSTRUCTION ACTIVITY ALLOWED SUNDAY

FURTHERMORE, LOUD NOISES NO GREATER THAN 86 DBA AT A DISTANCE OF 50 FEET SHALL NOT OCCUR BEFORE 8 A.M. ON WEEKDAYS AND NOT AT ALL ON WEEKENDS. THE HOURS OF CONSTRUCTION MAY BE MODIFIED BY THE COMMUNITY DEVELOPMENT DIRECTOR UPON A DETERMINATION THAT UNUSUALLY LOUD CONSTRUCTION ACTIVITIES ARE HAVING A SIGNIFICANT IMPACT ON THE NEIGHBORS. FAILURE TO COMPLY WITH THE ABOVE-DESCRIBED HOURS OF OPERATION MAY RESULT IN WITHHOLDING OF INSPECTIONS AND POSSIBLE CONSTRUCTION PROHIBITIONS, SUBJECT TO THE REVIEW AND APPROVAL OF THE CITY ENGINEER. A SIGN SHALL BE POSTED ON-SITE WITH THE HOURS OF OPERATION AND A TELEPHONE NUMBER OF THE PERSON TO BE CONTACTED IN THE EVENT OF ANY VIOLATIONS AND SHALL BE PURCHASED AT THE DEVELOPMENT SERVICE COUNTER.

ACFC & WCD NOTE

AN ENCROACHMENT PERMIT SHALL BE OBTAINED FROM ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT PRIOR TO COMMENCEMENT OF ANY WORK WITHIN DISTRICT RIGHT-OF-WAY AND FOR THE CONSTRUCTION, MODIFICATION OR CONNECTION TO DISTRICT MAINTAINED FACILITIES. ALL WORKMANSHIP, EQUIPMENT, AND MATERIALS SHALL CONFORM TO DISTRICT STANDARDS AND SPECIFICATIONS

HAUL ROUTE

PALM AVENUE TO MISSION BOULEVARD TO INTERSTATE 680.

1.	DEVELOPER:	42816 PALM AVENUE DEVELOPERS, LLC 47289 MISSION FALLS COURT FREMONT, CA 94539 (510) 354-0888 CONTACT: MR. JOHN WONG
2.	CIVIL ENGINEER:	RUGGERI-JENSEN-AZAR 4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588 PHONE: (925) 227-9100 CONTACT: EDDIE SIEU
3.	GEOTECHNICAL ENGINEER:	CORNERSTONE EARTH GROUP 1270 SPRINGBROOK ROAD, SUITE 101 WALNUT CREEK, CA 94597 PHONE: (925) 988-9500 CONTACT: JOHN DYE
4.	JOINT TRENCH AND STREET LIGHT DESIGN:	SPECTER ENTERPRISES 2290 DIAMOND BLVD, SUITE 207 CONCORD, CA 94520 PHONE: (925) 682-5907 CONTACT: DON SMALLEN
5.	LANDSCAPE ARCHITECT:	THE GUZZARDO PARTNERSHIP, INC. 181 GREENWICH STREET SAN FRANCISCO, CA 94111 PHONE: (415) 433-4672 CONTACT: BRETT BUDOLFSON
6.	ARCHITECT :	KTGY 580 SECOND STREET, SUITE 200 OAKLAND, CA 94607 PHONE: (510) 463-2018 CONTACT: JILL WILLIAMS

APPROVALS

CITY OF FREMONT
FOR APPROVAL OF THE IMPROVEMENT PLANS:

PRIMO DEL GUZMAN, P.E. C.E. 47208
SENIOR CIVIL ENGINEER
CITY OF FREMONT, CALIFORNIA
12/16/14 DATE

ALAMEDA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT:
STORM WATER SYSTEM REVIEWED:

BY: 12/10/14 DATE
WILLIAM LEPERE, P.E., DEPUTY DIRECTOR
DEVELOPMENT REVIEW DEPARTMENT
ALAMEDA COUNTY PUBLIC WORKS AGENCY

UNION SANITARY DISTRICT:
APPROVAL OF THE SANITARY SEWER AND ALL APPURTENANCES THERETO: THE PLANS AND SPECIFICATIONS AND ALL APPURTENANCES THERETO AS SHOWN HEREON ARE APPROVED BY THE UNION SANITARY DISTRICT OF ALAMEDA COUNTY.

FOR PAUL R. ELDREDGE, P.E. 12/11/14 DATE
GENERAL MANAGER/DISTRICT ENGINEER
UNION SANITARY DISTRICT

ALAMEDA COUNTY WATER DISTRICT :
APPROVAL OF THE WATER SYSTEM DELINEATED HEREIN IS FOR SIZE AND GENERAL PLAN LOCATION OF WATER MAINS AND APPURTENANCES ONLY AND DOES NOT PERTAIN TO THE DESIGN, CONSTRUCTION AND OPERATION OF OTHER FACILITIES. THE ALAMEDA COUNTY WATER DISTRICT ASSUMES NO RESPONSIBILITY FOR HORIZONTAL OR VERTICAL CONFLICTS WITH OTHER UTILITIES.

THIS APPROVAL IS LIMITED TO 120 DAYS FROM DATE OF SIGNATURE UNLESS CONSTRUCTION OF THE WATER SYSTEM IS STARTED PRIOR THERETO.

12/4/2014 DATE
ROBERT T. SHAVER
ASSISTANT GENERAL MANAGER – ENGINEERING
ALAMEDA COUNTY WATER DISTRICT

GEOTECHNICAL ENGINEER
THESE PLANS HAVE BEEN REVIEWED AND HAVE BEEN FOUND IN TO BE IN SUBSTANTIAL CONFORMANCE WITH THE RECOMMENDATIONS OF THE UPDATED GEOTECHNICAL INVESTIGATION REPORT DATED FEBRUARY 7, 2013 PROJECT 531-1-2. WE MAKE NO REPRESENTATION AS TO THE ACCURACY OF DIMENSIONS, MEASUREMENTS, CALCULATIONS, OR ANY PORTION OF THE DESIGN NOT ADDRESSED IN THE GEOTECHNICAL REPORT.

JOHN R. DYE GE 2582
CORNERSTONE EARTH GROUP
REGISTERED PROFESSIONAL ENGINEER JOHN R. DYE No. GE2582 EXPIRES 12/31/16 GEOTECHNICAL STATE OF CALIFORNIA
12/2/14 DATE

ENGINEER OF WORK
PLANS PREPARED UNDER THE DIRECTION OF:

COLT R. ALVERNAZ, RCE 75740
RUGGERI-JENSEN-AZAR
REGISTERED PROFESSIONAL ENGINEER COLT R. ALVERNAZ No. 75740 CIVIL STATE OF CALIFORNIA
12/2/2014 DATE

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

IMPROVEMENT PLANS
TRACT 8126 - MISSION CREEK
TITLE SHEET
CITY OF FREMONT, ALAMEDA COUNTY, CALIFORNIA
FOR: 42186 PALM AVENUE DEVELOPERS, LLC

SCALE: AS SHOWN | DATE: 12-05-2014 | DRAWN: CA/CB | CHECKED: CA | PROJ. MGR.: CA

DATE	MK	BY	CK	CITY	SHEET REVISIONS

SHEET NO. C1
1 OF 75 SHEETS
JOB NO. 111094IP

G:\JOBS2011\111094\MP-PLANS\8126\01-111094.DWG 12/2/2014 9:17:21 AM COLT ALVERNAZ

IMPROVEMENT PLANS

TRACT 8314 - PALM AVENUE PROPERTY

CITY OF FREMONT, ALAMEDA COUNTY, CALIFORNIA

FOR: TRI POINTE HOMES

WDID #2 01C380059

BENCHMARK

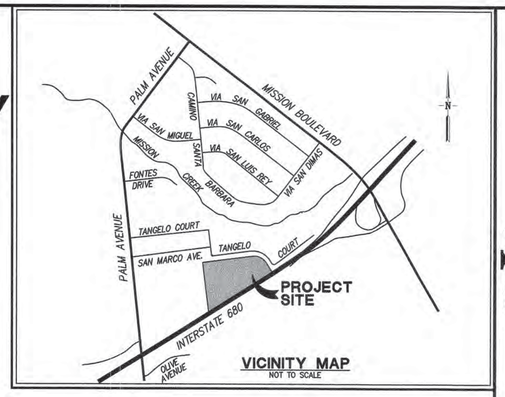
CITY OF FREMONT BENCHMARK F243
STANDARD CITY OF FREMONT BRASS DISK WITH A PUNCH SET IN CONCRETE AND ENCASED IN A CIRCULAR IRON MONUMENT CASTING LOOCATED ON THE CENTERLINE OF PALM AVENUE AND APPROXIMATELY 5 FEET SOUTHERLY OF THE INTERSECTION OF PALM AVENUE AND BEDFORD STREET WITH ELEVATION TAKEN AS 170.266.

BASIS OF BEARINGS

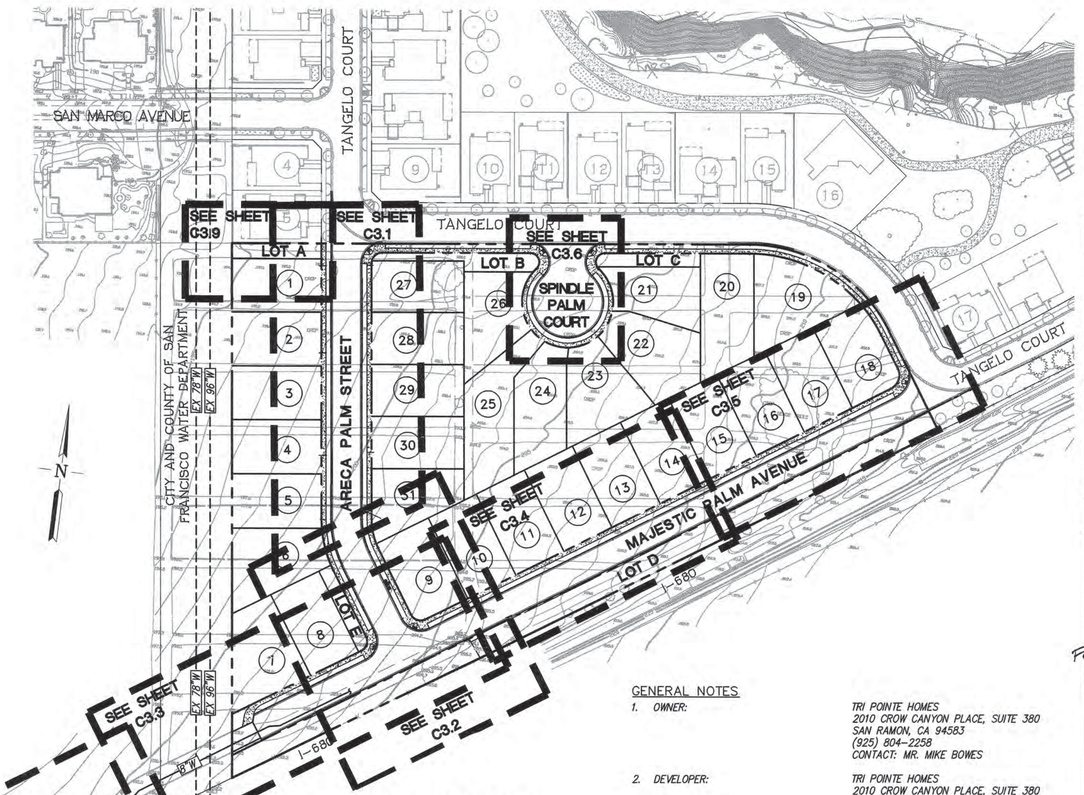
THE BEARING N82°54'24"E BETWEEN MONUMENTS IN TANGELO COURT AS SHOWN ON TRACT 8126 FILED IN BOOK 331 OF MAPS AT PAGE 13, OFFICIAL RECORDS OF ALAMEDA COUNTY, IS TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

SHEET INDEX

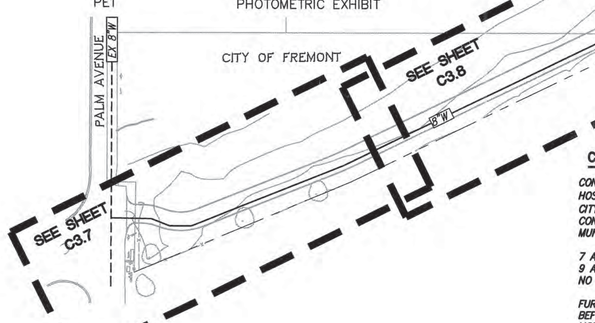
Sheet	Sheet NO.	SHEET TITLE
1	C0.0	TITLE SHEET
2	C0.1	CITY STANDARD NOTES
3	C0.2	SUPPLEMENTAL NOTES
4	C0.3	MITIGATION MEASURES
5	C0.4	WATER NOTES
6	C1.1	LEGEND, ABBRE & STREET SECTIONS
7	C1.2	DETAILS
8	C1.3	SANITARY SEWER DETAILS
9	C1.4	WATER DETAILS
10	C2.1	OVERALL UTILITY PLAN
11	C3.1	PLAN AND PROFILE
12	C3.2	PLAN AND PROFILE
13	C3.3	PLAN AND PROFILE
14	C3.4	PLAN AND PROFILE
15	C3.5	PLAN AND PROFILE
16	C3.6	PLAN AND PROFILE–SPINDLE PALM COURT
17	C3.7	PLAN AND PROFILE–WATER LINE (STA 9+45 TO 13+00)
18	C3.8	PLAN AND PROFILE–WATERLINE (STATION 13+00.00 TO 16+70)
19	C3.9	PLAN AND PROFILE – LOT A
20	C4.1	ROUGH GRADING PLAN
21	C4.2	ROUGH GRADING DETAIL
22	C4.3	FINE GRADING PLAN
23	C4.4	FINE GRADING PLAN
24	C4.5	FINE GRADING PLAN
25	C4.6	FINE GRADING PLAN
26	C4.7	FINE GRADING PLAN
27	C4.8	FINE GRADING PLAN
28	C4.9	FINE GRADING PLAN
29	C4.10	FINE GRADING PLAN
30	C4.11	FINE GRADING PLAN
31	C5.1	EROSION CONTROL PLAN
32	C6.1	STORMWATER CONTROL PLAN
33	C6.2	STORMWATER CONTROL DETAILS
34	C6.3	STORMWATER CONTROL DETAILS
35	C7.1	SIGNING AND STRIPING PLAN
36	C8.1	CLEAN BAY BLUEPRINT
LANDSCAPE		
37	L0.0	COVER SHEET
38–41	L1.0 – L1.3	CALLOUT/LAYOUT SHEET
42–43	L2.0 – L2.1	DETAILS SHEET
44	L3.0	TREE DISPOSITION PLAN
45–56	L3.1 – L3.11	PLANTING PLANS
57	L3.12	BIOSWALE ENLARGEMENT PLAN/DETAILS
58–61	L3.13 – 3.16	PLANTING DETAILS & PLANT LIST
62–72	L4.0 – L4.10	IRRIGATION DETAILS & IRRIGATION DETAILS
73–74	L5.0 – L5.1	SPECIFICATION & NOTES
JOINT TRENCH		
75	JT1	JOINT TRENCH COMPOSITE TITLE SHEET
76	JT2	JOINT TRENCH GENERAL NOTES AND DETAILS
77	JT3	JOINT TRENCH DETAILS
78	JT4	JOINT TRENCH SECTIONS & DETAILS
79	JT5	JOINT TRENCH COMPOSITE PLAN
80–81	SL1 – SL2	STREET LIGHTING GENERAL NOTES AND DETAILS
82	SL3	STREET LIGHTING PLAN
83	PE1	PHOTOMETRIC EXHIBIT



VICINITY MAP
NOT TO SCALE



LOCATION MAP
NOT TO SCALE



CONSTRUCTION HOURS

CONSTRUCTION HOURS WITHIN 500' OF RESIDENCES, LODGING FACILITIES, NURSING HOMES, OR INPATIENT HOSPITALS SHALL BE PLACED ON AN ALL–WEATHER NOTICE BOARD (FORMAT AND CONTENT SPECIFIED BY CITY) CONSPICUOUSLY PLACED ADJACENT TO THE MOST VISIBLE RIGHT–OF–WAY FOR THE DURATION OF THE CONSTRUCTION ACTIVITY AND WILL BE LIMITED IN ACCORDANCE WITH SECTION 8–2205 OF THE FREMONT MUNICIPAL CODE TO THE FOLLOWING:

7 A.M. TO 7 P.M. MONDAY THROUGH FRIDAY
9 A.M. TO 6 P.M. SATURDAY AND HOLIDAY
NO CONSTRUCTION ACTIVITY ALLOWED SUNDAY

FURTHERMORE, LOUD NOISES GREATER THAN 86 DBA AT A DISTANCE OF 50 FEET SHALL NOT OCCUR BEFORE 8 A.M. ON WEEKDAYS AND WEEKENDS. THE HOURS OF CONSTRUCTION MAY BE MODIFIED BY THE COMMUNITY DEVELOPMENT DIRECTOR UPON A DETERMINATION THAT UNUSUALLY LOUD CONSTRUCTION ACTIVITIES ARE HAVING A SIGNIFICANT IMPACT ON THE NEIGHBORS. FAILURE TO COMPLY WITH THE ABOVE–DESCRIBED HOURS OF OPERATION MAY RESULT IN WITHHOLDING OF INSPECTIONS AND POSSIBLE CONSTRUCTION PROHIBITIONS, SUBJECT TO THE REVIEW AND APPROVAL OF THE CITY ENGINEER. A SIGN SHALL BE POSTED ON–SITE WITH THE HOURS OF OPERATION AND A TELEPHONE NUMBER OF THE PERSON TO BE CONTACTED IN THE EVENT OF ANY VIOLATIONS AND SHALL BE PURCHASED AT THE DEVELOPMENT SERVICE COUNTER.

GENERAL NOTES

1. OWNER: TRI POINTE HOMES, 2010 CROW CANYON PLACE, SUITE 380, SAN RAMON, CA 94583, (925) 804–2258, CONTACT: MR. MIKE BOWES
2. DEVELOPER: TRI POINTE HOMES, 2010 CROW CANYON PLACE, SUITE 380, SAN RAMON, CA 94583, (925) 804–2258, CONTACT: MR. MIKE BOWES
3. CIVIL ENGINEER: RUGGERI–JENSEN–AZAR, 4690 CHABOT DRIVE, SUITE 200, PLEASANTON, CA 94588, (925) 227–9100, CONTACT: EDDIE SIEU, R.C.E. # 44189
4. GEOTECHNICAL ENGINEER: ENGEO GEOTECHNICAL ENGINEERING, 6399 SAN IGNACIO AVENUE, SUITE 150, SAN JOSE, CA 95119, CONTACT: IAN DAVID MCCREERY, (408) 574–4900
5. JOINT TRENCH AND STREET LIGHT DESIGN: TARRAR UTILITY CONSULTANTS, 3361 WALNUT BOULEVARD, SUITE 100, BRENTWOOD, CA 94513, (925) 240–2595, CONTACT: KHALID TARRAR
6. ARCHITECT: KTGY GROUP INC., 580 SECOND STREET, SUITE 200, OAKLAND, CA 94607, (510) 272–2910, CONTACT: JILL WILLIAMS
7. LANDSCAPE ARCHITECT: VAN DORN ABED LANDSCAPE ARCHITECTS, INC., 81 14TH STREET, SAN FRANCISCO, CA 94103, (415) 864–1921, CONTACT: ZEKI ABED

APPROVALS

CITY OF FREMONT
FOR APPROVAL OF THE IMPROVEMENT PLANS:
3-13-2018
For PRIMO DE GUZMAN, R.C.E. 47208 — DATE
PRINCIPAL CIVIL ENGINEER
CITY OF FREMONT, CALIFORNIA

ALAMEDA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT:
STORM WATER SYSTEM REVIEWED:
10-30-2017
For WILLIAM LEPERE, P.E., DEPUTY DIRECTOR — DATE
DEVELOPMENT REVIEW DEPARTMENT
ALAMEDA COUNTY PUBLIC WORKS AGENCY

UNION SANITARY DISTRICT:
APPROVAL OF THE SANITARY SEWER AND ALL APPURTENANCES THERETO; THE PLANS AND SPECIFICATIONS AND ALL APPURTENANCES THERETO AS SHOWN HEREON ARE APPROVED BY THE UNION SANITARY DISTRICT OF ALAMEDA COUNTY.
10-27-17
For PAUL R. ELDREDGE, P.E. — DATE
GENERAL MANAGER/DISTRICT ENGINEER
UNION SANITARY DISTRICT

ALAMEDA COUNTY WATER DISTRICT :
APPROVAL OF THE WATER SYSTEM DELINEATED HEREIN IS FOR SIZE AND GENERAL PLAN LOCATION OF WATER MAINS AND APPURTENANCES ONLY AND DOES NOT PERTAIN TO THE DESIGN, CONSTRUCTION AND OPERATION OF OTHER FACILITIES. THE ALAMEDA COUNTY WATER DISTRICT ASSUMES NO RESPONSIBILITY FOR HORIZONTAL OR VERTICAL CONFLICTS WITH OTHER UTILITIES.

THIS APPROVAL IS LIMITED TO 120 DAYS FROM DATE OF SIGNATURE UNLESS CONSTRUCTION OF THE WATER SYSTEM IS STARTED PRIOR THERETO.
3/12/2018
EDWARD STEVENSON — DATE
MANAGER OF ENGINEERING AND TECHNOLOGY SERVICES
ALAMEDA COUNTY WATER DISTRICT

GEOTECHNICAL ENGINEER
THESE PLANS HAVE BEEN REVIEWED AND HAVE BEEN FOUND IN TO BE IN SUBSTANTIAL CONFORMANCE WITH THE RECOMMENDATIONS OF THE UPDATED GEOTECHNICAL INVESTIGATION REPORT DATED SEPTERMBER 15, 2015 PROJECT 12266.000.000 . WE MAKE NO REPRESENTATION AS TO THE ACCURACY OF DIMENSIONS, MEASUREMENTS, CALCULATIONS, OR ANY PORTION OF THE DESIGN NOT ADDRESSED IN THE GEOTECHNICAL REPORT.
10-26-17
ANDREW FIRMIN GE 3025 — DATE
ENGEO GEOTECHNICAL ENGINEERING
REGISTERED PROFESSIONAL ENGINEER ANDREW H. FIRMIN No. 3025 EXP.12/31/17 GEOTECHNICAL STATE OF CALIFORNIA

ENGINEER OF WORK
PLANS PREPARED UNDER THE DIRECTION OF:
10/24/17
EDDIE K. SIEU, RCE 44189 — DATE
RUGGERI–JENSEN–AZAR
REGISTERED PROFESSIONAL ENGINEER EDDIE K. SIEU No. 44189 CIVIL STATE OF CALIFORNIA

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

IMPROVEMENT PLANS
TRACT 8314 - PALM AVENUE PROPERTY
TITLE SHEET
CITY OF FREMONT, ALAMEDA COUNTY, CALIFORNIA
FOR: TRI POINTE HOMES

SCALE	DATE	DRAWN	CHECKED	PROJ. MGR.
AS SHOWN	10-25-2017	TTS	RF	AA

DATE	MK	BY	CK	CITY	SHEET REVISIONS

SHEET NO. C0.0
1 OF 83 SHEETS
JOB NO. 151076TP

G:\JOBS15\151076TP\CAD FILES\03-CONSTRUCTION DOCS\ON-SITE\C0.0C0-151076TP.DWG 10/26/2017 8:50:08 AM ALEX AZAR

OWNER'S/SUBDIVIDER'S STATEMENT

I HEREBY STATE THAT I AM THE OWNER OR HAVE SOME RIGHT, TITLE OR INTEREST IN AND TO THE LAND DELINEATED AND EMBRACED WITHIN THE EXTERIOR BOUNDARY LINES OF THE HEREIN EMBODIED MAP; THAT SAID OWNER ACQUIRED TITLE TO SAID LAND BY VIRTUE OF THAT GRANT DEED RECORDED ON JULY 31, 2014 IN DOCUMENT NO. 2014189907, OFFICIAL RECORDS OF ALAMEDA COUNTY, CALIFORNIA; THAT I AM THE ONLY PERSON WHOSE CONSENT IS NECESSARY TO PASS A CLEAR TITLE TO SAID REAL PROPERTY; AND THAT I HEREBY CONSENT TO THE PREPARATION AND FILING OF THIS MAP AND SUBDIVISION.

I ALSO HEREBY DECLARE THAT THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED IN FEE FOR PUBLIC STREET PURPOSES AND PORTIONS OF STREETS NOT PREVIOUSLY EXISTING: THE AREAS OVER, UNDER, AND UPON THOSE CERTAIN STRIPS OF LAND DESIGNATED AND DELINEATED AS "MISSION BOULEVARD" WITHIN THE EXTERIOR BOUNDARY LINES OF THE HEREIN EMBODIED MAP FOR THE PURPOSES OF PUBLIC STREETS, HIGHWAYS, RIGHTS-OF-WAY, AND PUBLIC UTILITIES SUBJECT TO ACCEPTANCE BY THE CITY CONCURRENT WITH THE CITY ENGINEER'S ACCEPTANCE OF REQUIRED PUBLIC IMPROVEMENTS AS COMPLETE.

I ALSO HEREBY DECLARE THAT THE STRIPS OF LAND DESIGNATED AS "EMORY COMMON" AND "EMORY TERRACE" AND LABELED AS "PVAW" (PRIVATE VEHICLE ACCESS WAY) ARE PRIVATE STREETS AND ARE RESERVED AS AN EASEMENT FOR THE PRIVATE USE OF THE HOMEOWNERS, RESIDENTS, AND GUESTS OF TRACT 8158 FOR THE PURPOSE OF INGRESS AND EGRESS TO THE LOTS WITHIN THE EXTERIOR BOUNDARY LINES OF THE HEREIN EMBODIED MAP; SAID EASEMENT IS NOT OFFERED, NOR IS IT ACCEPTED FOR DEDICATION BY THE CITY OF FREMONT. MAINTENANCE, REPAIR AND/OR REPLACEMENT OF IMPROVEMENTS WITHIN SAID EASEMENT IS THE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION AS DETERMINED BY THE APPROPRIATE COVENANTS, CONDITIONS AND RESTRICTIONS.

I ALSO HEREBY DECLARE THAT THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AND RELINQUISH TO THE CITY OF FREMONT ANY AND ALL RIGHTS OF INGRESS AND EGRESS TO PEDESTRIAN AND VEHICULAR TRAFFIC ACROSS THE LOT LINE OF LOTS 1 AND 15 AND DESIGNATED THUSLY: / / / / / / / / / .

I ALSO HEREBY DECLARE THAT THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC UTILITY PURPOSES: THE AREAS OVER, UNDER, AND UPON THOSE CERTAIN STRIPS OF LAND DESIGNATED AS: "PUE" (PUBLIC UTILITY EASEMENT) FOR THE PURPOSE OF CONSTRUCTION, OPERATION AND MAINTENANCE OF APPLICABLE STRUCTURES AND APPURTENANCES THERETO, INCLUDING BUT NOT LIMITED TO SANITARY SEWERS, WATER, ELECTRICAL, GAS AND COMMUNICATION FACILITIES; SAID AREAS OR STRIPS OF LAND ARE TO BE KEPT OPEN AND FREE FROM BUILDINGS AND STRUCTURES OF ANY KIND, EXCEPT APPLICABLE UTILITY STRUCTURES AND APPURTENANCES THERETO, LAWFUL FENCES AND LAWFUL UNSUPPORTED BUILDING OVERHANGS.

I ALSO HEREBY DECLARE THAT THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR EMERGENCY VEHICLE ACCESS PURPOSES: THE AREAS OVER, AND UPON THOSE CERTAIN STRIPS OF LAND DESIGNATED AND DELINEATED AS "EVAE" (EMERGENCY VEHICLE ACCESS EASEMENT) FOR THE PURPOSE OF INGRESS AND EGRESS OF EMERGENCY VEHICLES.

I ALSO HEREBY DECLARE THAT THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES: THE AREAS OVER, AND UPON THOSE CERTAIN STRIPS OF LAND DESIGNATED AND DELINEATED AS "PAE" (PUBLIC ACCESS EASEMENT) FOR PUBLIC TRAIL PURPOSES. IF THERE IS ANY CONFLICT BETWEEN THE LOCATION OF SAID EASEMENT AS SHOWN ON THIS MAP AND THE LOCATION OF THE TRAIL AS DEFINED BY THE TRAIL EDGE, THE LOCATION AS DEFINED BY THE TRAIL EDGE WILL CONTROL.

I ALSO HEREBY DECLARE THAT THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC SERVICE PURPOSES: THE AREAS OVER, UNDER, AND UPON THOSE CERTAIN STRIPS OF LAND DESIGNATED AND DELINEATED AS: "PSE" (PUBLIC SERVICE EASEMENT), AND LYING BETWEEN THE FRONT AND/OR SIDE LINES OF LOTS AND THE DASHED LINES AND /OR THOSE CERTAIN AREAS LYING BETWEEN DASHED LINES DESIGNATED AS "PSE" (PUBLIC SERVICE EASEMENT) FOR THE "PURPOSES OF PUBLIC SERVICES" (AS DEFINED HEREIN); THE "PURPOSES OF PUBLIC SERVICES" SHALL INCLUDE THE CONSTRUCTION, RECONSTRUCTION, REMOVAL, REPLACEMENT, REPAIR, MAINTENANCE, OPERATION, AND USE OF "PUBLIC SERVICE FACILITIES" (AS DEFINED HEREIN); "PUBLIC SERVICE FACILITIES" SHALL INCLUDE PUBLIC UTILITIES, FIRE HYDRANTS, ELECTROLIERS, IRRIGATION SYSTEMS, SIGNS AND TRAFFIC SIGNALS, AND ALL NECESSARY APPURTENANCES THERETO; ALL PUBLIC SERVICE EASEMENTS SHALL BE KEPT OPEN AND FREE FROM BUILDINGS AND STRUCTURES OF ANY KIND EXCEPT PUBLIC SERVICE FACILITIES, IRRIGATION SYSTEMS AND APPURTENANCES THERETO, LAWFUL FENCES AND ALL LAWFUL UNSUPPORTED OVERHANGS.

I ALSO HEREBY DECLARE THAT THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES: THOSE AREAS UNDER, UPON AND OVER ANY AREA OR STRIP OF LAND DESIGNATED AS: "FE" (FLOATING EASEMENT). THIS EASEMENT IS DEDICATED ACROSS OPEN SPACE LOTS A AND B FOR THE PURPOSE OF CONSTRUCTION AND MAINTENANCE OF A TRAIL, BRIDGE AND CIRCULATION IMPROVEMENTS. AT THE TIME THE TRAIL, BRIDGE, AND CIRCULATION IMPROVEMENTS ARE CONSTRUCTED, AND UPON ACCEPTANCE BY THE CITY, THE CITY SHALL PREPARE A QUITCLAIM DEED RETAINING A THIRTY FEET (30') WIDE PUBLIC ACCESS, TRAIL, BRIDGE, AND CIRCULATION EASEMENT IN THE AREA OF SAID IMPROVEMENTS, AND THE CITY SHALL EXECUTE A QUITCLAIM DEED RELINQUISHING ANY RIGHTS TO THE "FLOATING EASEMENT".

I ALSO HEREBY DECLARE THAT THE STRIPS OF LAND DESIGNATED AS "PSDE" (PRIVATE STORM DRAIN EASEMENT) ARE RESERVED FOR THE PURPOSE OF INSTALLATION, CONSTRUCTION, AND MAINTENANCE OF PRIVATE STORM DRAIN FACILITIES AND THEIR APPURTENANCES THERETO. SAID EASEMENTS ARE TO BE KEPT OPEN AND FREE FROM ALL BUILDINGS AND STRUCTURES OF ANY KIND, EXCEPT IRRIGATION SYSTEMS AND APPURTENANCES THERETO, LAWFUL FENCES AND ALL LAWFUL UNSUPPORTED BUILDING OVERHANGS. MAINTENANCE, REPAIR AND/OR REPLACEMENT OF IMPROVEMENTS WITHIN SAID EASEMENTS SHALL BE THE SOLE RESPONSIBILITY OF THE LOT OWNERS BENEFITED, AS DETERMINED BY THE APPROPRIATE COVENANTS, CONDITIONS AND RESTRICTIONS. SAID EASEMENTS ARE NOT OFFERED, NOR ARE THEY ACCEPTED FOR DEDICATION BY THE CITY OF FREMONT.

I ALSO HEREBY DECLARE THAT THE STRIPS OF LAND DESIGNATED AS "PWLE" (PRIVATE WATER LINE EASEMENT) ARE RESERVED FOR THE PURPOSE OF ACCESS, INSTALLATION AND MAINTENANCE OF PRIVATE WATER LINES AND APPURTENANCES THERETO. SAID EASEMENTS SHALL BE OWNED AND MAINTAINED BY THE LOT OWNERS BENEFITED, AS DETERMINED BY THE APPROPRIATE COVENANTS, CONDITIONS AND RESTRICTIONS. SAID EASEMENTS ARE NOT OFFERED, NOR ARE THEY ACCEPTED FOR DEDICATION BY THE CITY OF FREMONT.

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OWNER'S/SUBDIVIDER'S STATEMENT (CONTINUED)

I ALSO HEREBY DECLARE THAT THE STRIPS OF LAND DESIGNATED AS "PYE" (PRIVATE YARD EASEMENT) ARE RESERVED FOR THE PURPOSE OF ACCESS, INSTALLATION AND MAINTENANCE OF PRIVATE DRAINAGE, LANDSCAPE, AND IRRIGATION FACILITIES, AND RECREATIONAL USES OF YARD AREA AND APPURTENANCES THERETO BY ADJACENT LOT OWNER(S) AS SPECIFIED BY THE DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS. SAID EASEMENTS ARE NOT OFFERED, NOR ARE THEY ACCEPTED FOR DEDICATION BY THE CITY OF FREMONT. IF THERE IS ANY CONFLICT BETWEEN THE LOCATIONS OF SAID EASEMENTS AS SHOWN ON THIS MAP AND THE LOCATIONS OF THE EASEMENTS AS DEFINED BY THE FENCES AND BUILDINGS ENCLOSING THE EASEMENT AREAS INSTALLED, AS PART OF THE ORIGINAL CONSTRUCTION OF THE RESIDENCES ON THE LOTS, THE LOCATIONS AS DEFINED BY THE FENCES AND BUILDINGS WILL CONTROL.

I ALSO HEREBY DECLARE THAT THE STRIPS OF LAND DESIGNATED AS "PRAE" (PRIVATE ACCESS EASEMENT) ARE RESERVED FOR THE PURPOSE OF PEDESTRIAN INGRESS AND EGRESS, ALL IN ACCORDANCE WITH THE DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS OF TRACT 8158. SAID PRIVATE ACCESS EASEMENTS ARE NOT OFFERED FOR DEDICATION TO THE PUBLIC. IF THERE IS ANY CONFLICT BETWEEN THE LOCATION OF SAID EASEMENT AS SHOWN ON THIS MAP AND THE LOCATION OF THE EASEMENT AS DEFINED BY THE FENCES AND BUILDINGS ENCLOSING THE EASEMENT AREA INSTALLED AS PART OF THE ORIGINAL CONSTRUCTION OF THE RESIDENCES ON THE LOTS (INCLUDING ANY REPLACEMENTS THERETO), THE LOCATION AS DEFINED BY THE FENCES AND BUILDINGS WILL CONTROL.

I ALSO HEREBY DECLARE THAT THE STRIPS OF LAND DESIGNATED AS "RDE" (RECIPROCAL DRAINAGE EASEMENT) ARE RESERVED FOR THE PURPOSE OF INSTALLATION AND MAINTENANCE OF PRIVATE DRAINAGE FACILITIES, AND APPURTENANCES THERETO BY ADJACENT LOT OWNER(S) AS SPECIFIED BY THE DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS OF TRACT 8158. SAID RECIPROCAL DRAINAGE EASEMENTS ARE NOT OFFERED FOR DEDICATION TO THE PUBLIC. IF THERE IS ANY CONFLICT BETWEEN THE LOCATION OF SAID EASEMENT AS SHOWN ON THIS MAP AND THE LOCATION OF THE EASEMENT AS DEFINED BY THE FENCES AND BUILDINGS ENCLOSING THE EASEMENT AREA INSTALLED AS PART OF THE ORIGINAL CONSTRUCTION OF THE RESIDENCES ON THE LOTS (INCLUDING ANY REPLACEMENTS THERETO), THE LOCATION AS DEFINED BY THE FENCES AND BUILDINGS WILL CONTROL.

I ALSO HEREBY DECLARE THAT THE STRIPS OF LAND DESIGNATED AS "IEE" (INGRESS EGRESS EASEMENT) OVER "LOT A" ARE RESERVED FOR ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT ACCESS. SAID EASEMENT WILL BE TRANSFERRED TO THE ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT BY SEPARATE INSTRUMENT.

I ALSO HEREBY DECLARE THAT THE STRIP OF LAND DESIGNATED AS "WLE" (WATER LINE EASEMENT) AS SHOWN ON LOTS "A", "B", "14", AND "24" IS RESERVED FOR THE BENEFIT OF ALAMEDA COUNTY WATER DISTRICT (ACWD) FOR INSTALLATION, REPAIR AND MAINTENANCE OF WATER SYSTEMS AND APPURTENANCES. SAID WATER LINE EASEMENT IS NOT OFFERED FOR DEDICATION TO THE PUBLIC AND WILL BE CONVEYED TO ACWD BY OWNERS OF LOTS "A", "B", "14", AND "24" BY A SEPARATE INSTRUMENT.

I ALSO HEREBY DECLARE THAT THE STRIP OF LAND DESIGNATED AS "SSE" (SANITARY SEWER EASEMENT) AS SHOWN ON LOTS "13" AND "14" IS RESERVED FOR THE BENEFIT OF UNION SANITARY DISTRICT (USD) FOR INSTALLATION, REPAIR AND MAINTENANCE OF SANITARY SEWER SYSTEMS AND APPURTENANCES. SAID SANITARY SEWER EASEMENT IS NOT OFFERED FOR DEDICATION TO THE PUBLIC AND WILL BE CONVEYED TO USD BY OWNERS OF LOTS "13" AND "14" BY A SEPARATE INSTRUMENT.

I ALSO HEREBY RETAIN OWNERSHIP OF "LOT A". SAID "LOT A" WILL BE TRANSFERRED TO THE HOMEOWNERS ASSOCIATION OF TRACT 8158 BY SEPARATE INSTRUMENT.

I ALSO HEREBY RETAIN OWNERSHIP OF "LOT B". SAID "LOT B" WILL BE TRANSFERRED TO THE ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT BY SEPARATE INSTRUMENT.

THIS MAP SHOWS OR NOTES ALL THE EASEMENTS EXISTING OR OF RECORD, WITHIN THE BOUNDARY LINES OF THE HEREON EMBODIED MAP.

IN WITNESS WHEREOF, THE UNDERSIGNED HAS CAUSED THIS STATEMENT AND THESE DEDICATIONS TO BE EXECUTED ON THIS 26 DAY OF January, 2015.

OWNER: ROBSON HOMES, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY
BY: ROBSON PROPERTIES, INC., A CALIFORNIA CORPORATION, ITS MANAGER

BY: MARK E. ROBSON, PRESIDENT

SUBDIVIDER'S ADDRESS
ROBSON HOMES
2185 THE ALAMEDA
SAN JOSE, CALIFORNIA 95126

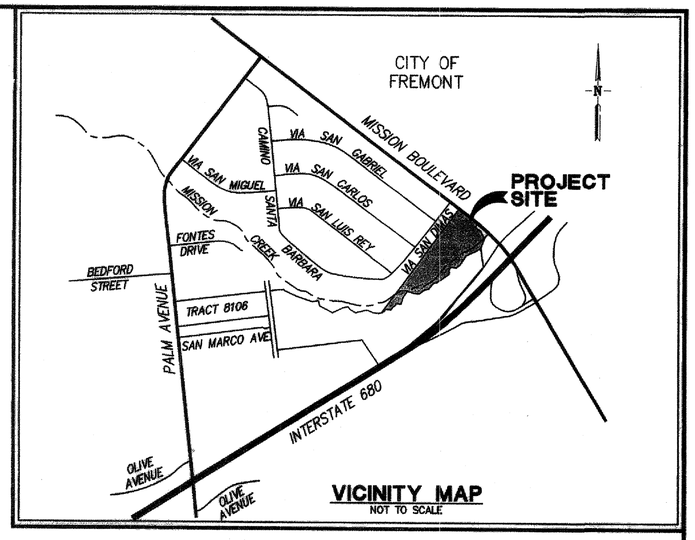
COUNTY RECORDER'S STATEMENT

FILED FOR RECORD THIS 1ST DAY OF April, 2015, AT 10:55 A.M.,
IN BOOK 331 OF MAPS AT PAGES 39-45 AT THE REQUEST OF FIRST AMERICAN TITLE COMPANY.

FEE: $ 21.00 SERIES NO. 2015085832

STEVE MANNING
COUNTY RECORDER IN AND FOR THE
COUNTY OF ALAMEDA, STATE OF CALIFORNIA

BY: Helen Thai
DEPUTY COUNTY RECORDER



VICINITY MAP
NOT TO SCALE

OWNER'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF ALAMEDA)

ON January 26th 2015, BEFORE ME, Katherine Saviano, notary public,
PERSONALLY APPEARED Mark E. Robson
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL :

SIGNATURE: Katherine Saviano
PRINT: Katherine Saviano
MY COMMISSION NUMBER: 2069113
MY COMMISSION EXPIRES: June 19, 2018
PRINCIPAL COUNTY OF BUSINESS: Santa Clara

TRACT 8158
42425 MISSION BLVD

BEING A SUBDIVISION OF PARCELS ONE AND TWO
PER GRANT DEED RECORDED JULY 31, 2014
UNDER DOCUMENT NO. 2014189907,
OFFICIAL RECORDS OF ALAMEDA COUNTY

CITY OF FREMONT
ALAMEDA COUNTY, CALIFORNIA

RUGGERI-JENSEN-AZAR
CIVIL ENGINEERS, PLANNERS, SURVEYORS
PLEASANTON, CALIFORNIA
(925) 227-9100
JANUARY 2015

PLN2013-00103 JOB NO. 111096 SHEET 1 OF 7 SHEETS

Tract 8158 Map BK 331 PP 39-45

TRUSTEE'S STATEMENT

THE UNDERSIGNED, FIRST AMERICAN TITLE COMPANY, AS TRUSTEE UNDER THAT CERTAIN DEED OF TRUST RECORDED JAN 21, 2015 AS INSTRUMENT NO. 2015-13578, OFFICIAL RECORDS OF ALAMEDA COUNTY DOES HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF THIS MAP (TRACT 8158), AND JOINS IN ALL DEDICATIONS THEREON.

IN WITNESS WHEREOF, THE UNDERSIGNED HAS EXECUTED THIS STATEMENT ON JANUARY 26, 2015 BY ITS DULY AUTHORIZED OFFICERS AS TRUSTEE:

FIRST AMERICAN TITLE COMPANY

BY: [signature] BY: [signature]

TITLE: VICE PRESIDENT TITLE: Vice President

MICHAEL D. HICKEY Patrick L. Lough

TRUSTEE'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF ALAMEDA)

ON January 26, 2015, BEFORE ME, K. Demaree, notary public PERSONALLY APPEARED Michael D. Hickey and Patrick L. Lough WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL :

SIGNATURE: K. Demaree

PRINT: K. Demaree

MY COMMISSION NUMBER: 1989182

MY COMMISSION EXPIRES: Aug 26, 2016

PRINCIPAL COUNTY OF BUSINESS: Santa Clara

PROPERTY DESCRIPTION

BEING A SUBDIVISION OF PARCELS ONE AND TWO PER GRANT DEED RECORDED JULY 31, 2014 UNDER DOCUMENT NO. 2014189907, OFFICIAL RECORDS OF ALAMEDA COUNTY.

ENGINEER'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION, AT THE REQUEST OF ROBSON HOMES, LLC, IN MAY 2014. IT IS BASED UPON A FIELD SURVEY PERFORMED BY ME OR UNDER MY DIRECTION IN JANUARY 2011, IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE, AND IS TRUE AND COMPLETE AS SHOWN. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP (IF ANY), THAT ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED OR THAT THEY WILL BE SET IN THOSE POSITIONS ON OR BEFORE DECEMBER 31, 2017, AND THAT SAID MONUMENTS ARE OR WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THE GROSS AREA WITHIN THE TRACT IS 4.66 ACRES MORE OR LESS.

REGISTERED PROFESSIONAL ENGINEER PIERO P. RUGGERI No. 25281 CIVIL STATE OF CALIFORNIA

[signature] 1/16/15

PIERO P. RUGGERI, R.C.E. NO. 25281 DATE
REGISTRATION EXPIRES: DECEMBER 31, 2015

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THE HEREIN EMBODIED FINAL MAP ENTITLED "TRACT 8158, 42425 MISSION BLVD, CITY OF FREMONT, ALAMEDA COUNTY, CALIFORNIA", THAT THE SUBDIVISION AS SHOWN HEREON IS SUBSTANTIALLY THE SAME AS SAID SUBDIVISION APPEARED ON THE TENTATIVE MAP AND ANY APPROVED ALTERATIONS THEREOF; THAT ALL THE PROVISIONS OF THE SUBDIVISION MAP ACT AND AMENDMENTS THERETO AND ANY LOCAL ORDINANCE APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

[signature] DATE: 2/19/2015

NORMAN LEE HUGHES, R.C.E. 27959
ACTING CITY ENGINEER OF THE CITY OF FREMONT,
COUNTY OF ALAMEDA, STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER NORMAN LEE HUGHES No. 27959 CIVIL STATE OF CALIFORNIA

SIGNATURES OMITTED

IN ACCORDANCE WITH SECTION 66436(a), 3(A)(i) OF THE SUBDIVISION MAP ACT, SIGNATURES OF PARTIES OWNING THE FOLLOWING INTERESTS, WHICH CANNOT RIPEN INTO A FEE, HAVE BEEN OMITTED:

1) THE STATE OF CALIFORNIA: REEL 1546, IMAGE 949
ABUTTER'S RIGHTS

SOILS AND GEOLOGICAL REPORT

GEOTECHNICAL REPORTS ON THIS PROPERTY HAVE BEEN PREPARED BY PACIFIC GEOTECHNICAL ENGINEERING, PROJECT 2011.0194, DATED APRIL 9, 2013, COPIES OF WHICH HAVE BEEN FILED WITH THE CITY CLERK OF THE CITY OF FREMONT.

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FREMONT AT ITS REGULAR MEETING HELD ON THE 10th DAY OF February, 2015, DULY APPROVED THE EMBODIED FINAL MAP ENTITLED, "TRACT 8158", AND ACCEPTED ON BEHALF OF THE CITY OF FREMONT AND THE PUBLIC, ALL PARCELS OF LAND OFFERED FOR DEDICATION, SUBJECT TO IMPROVEMENT, AND ALL EASEMENTS AS OFFERED FOR PUBLIC USE IN CONFORMITY WITH THE TERMS OF THE OFFER OF DEDICATION.

[signature] DATE: 2/25/2015

SUSAN GAUTHIER, CITY CLERK AND CLERK OF
THE COUNCIL OF THE CITY OF FREMONT,
COUNTY OF ALAMEDA, STATE OF CALIFORNIA

CLERK OF THE BOARD OF SUPERVISORS' STATEMENT

I, ANIKA CAMPBELL-BELTON, CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF ALAMEDA, STATE OF CALIFORNIA, DO HEREBY STATE, AS CHECKED BELOW, THAT:

☑ AN APPROVED BOND HAS BEEN FILED WITH SAID BOARD IN THE AMOUNT OF $171,303.00 CONDITIONED FOR THE PAYMENT OF ALL TAXES AND SPECIAL ASSESSMENTS COLLECTED AS TAXES WHICH ARE NOW A LIEN AGAINST SAID LAND OR ANY PART THEREOF, BUT NOT YET PAYABLE, AND WAS DULY APPROVED BY SAID BOARD IN SAID AMOUNT.

☐ ALL TAXES AND SPECIAL ASSESSMENTS COLLECTED AS TAXES HAVE BEEN PAID, AS STATED BY THE TREASURER-TAX COLLECTOR OF THE COUNTY OF ALAMEDA.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND THIS 18th DAY OF March, 2015.

BOARD OF SUPERVISORS ALAMEDA COUNTY, CAL.

ANIKA CAMPBELL-BELTON
CLERK OF THE BOARD OF SUPERVISORS
COUNTY OF ALAMEDA
STATE OF CALIFORNIA

BY: Anika James
DEPUTY CLERK

TRACT 8158
42425 MISSION BLVD

BEING A SUBDIVISION OF PARCELS ONE AND TWO
PER GRANT DEED RECORDED JULY 31, 2014
UNDER DOCUMENT NO. 2014189907,
OFFICIAL RECORDS OF ALAMEDA COUNTY

CITY OF FREMONT
ALAMEDA COUNTY, CALIFORNIA

RUGGERI-JENSEN-AZAR
CIVIL ENGINEERS, PLANNERS, SURVEYORS
PLEASANTON, CALIFORNIA
(925) 227-9100
JANUARY 2015

JOB NO. 111096 SHEET 2 OF 7 SHEETS

G:\JOB2011\111096\MAP\PNG\FINAL MAP\FM8158.DWG 1/14/2015 9:33:00 AM CONNIE KARN

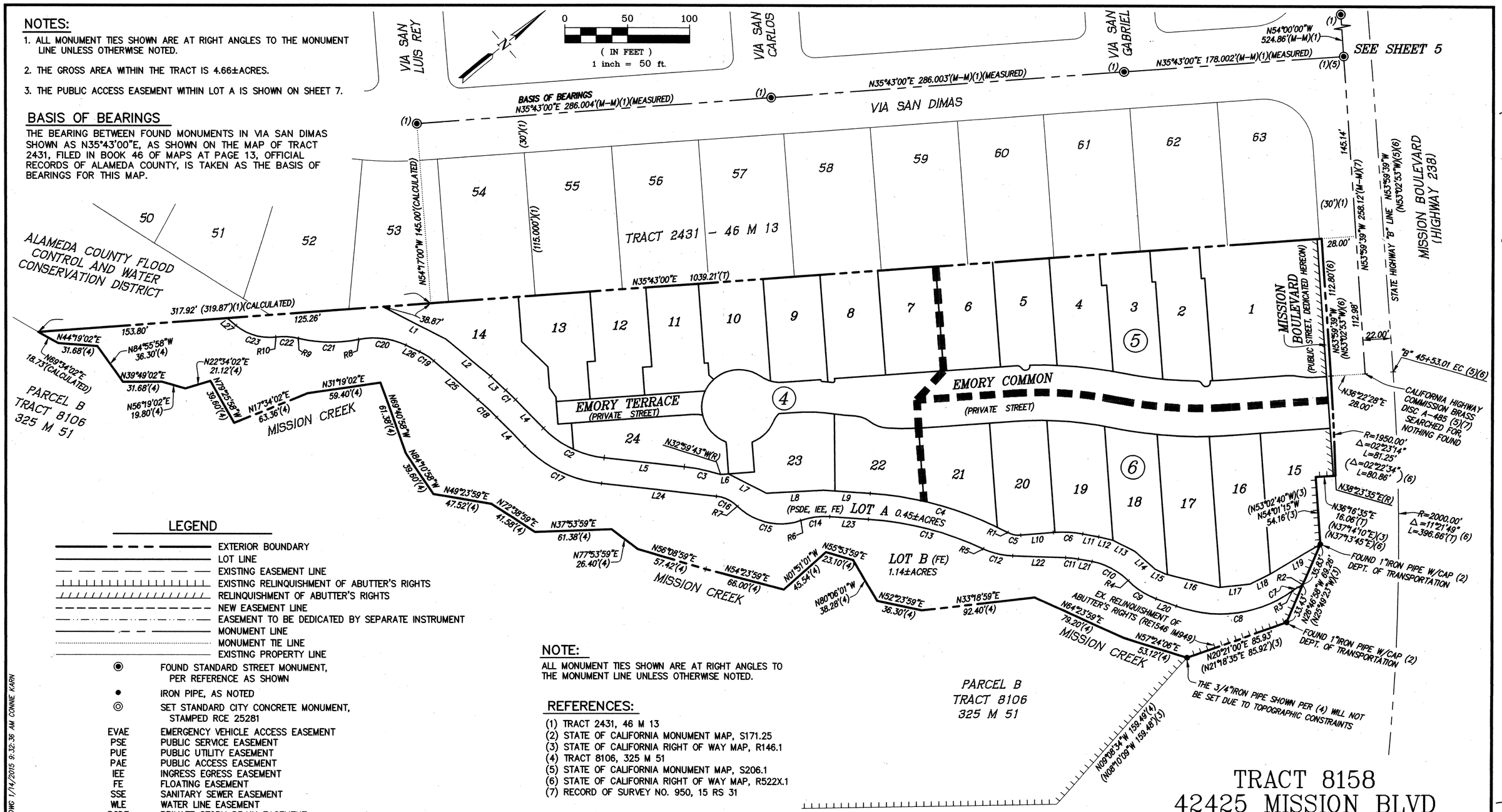
Tract 8158 Map BK 331 Pg 40

NOTES:

1. ALL MONUMENT TIES SHOWN ARE AT RIGHT ANGLES TO THE MONUMENT LINE UNLESS OTHERWISE NOTED.
2. THE GROSS AREA WITHIN THE TRACT IS 4.66±ACRES.
3. THE PUBLIC ACCESS EASEMENT WITHIN LOT A IS SHOWN ON SHEET 7.

BASIS OF BEARINGS

THE BEARING BETWEEN FOUND MONUMENTS IN VIA SAN DIMAS SHOWN AS N35°43'00"E, AS SHOWN ON THE MAP OF TRACT 2431, FILED IN BOOK 46 OF MAPS AT PAGE 13, OFFICIAL RECORDS OF ALAMEDA COUNTY, IS TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.



LEGEND

- EXTERIOR BOUNDARY
- LOT LINE
- EXISTING EASEMENT LINE
- EXISTING RELINQUISHMENT OF ABUTTER'S RIGHTS
- RELINQUISHMENT OF ABUTTER'S RIGHTS
- NEW EASEMENT LINE
- EASEMENT TO BE DEDICATED BY SEPARATE INSTRUMENT
- MONUMENT LINE
- MONUMENT TIE LINE
- EXISTING PROPERTY LINE
- ◉ FOUND STANDARD STREET MONUMENT, PER REFERENCE AS SHOWN
- • IRON PIPE, AS NOTED
- ◎ SET STANDARD CITY CONCRETE MONUMENT, STAMPED RCE 25281

EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PSE	PUBLIC SERVICE EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PAE	PUBLIC ACCESS EASEMENT
IEE	INGRESS EGRESS EASEMENT
FE	FLOATING EASEMENT
SSE	SANITARY SEWER EASEMENT
WLE	WATER LINE EASEMENT
PSDE	PRIVATE STORM DRAIN EASEMENT
PRAE	PRIVATE ACCESS EASEMENT
PVAW	PRIVATE VEHICLE ACCESS WAY
PWLE	PRIVATE WATER LINE EASEMENT
PYE	PRIVATE YARD EASEMENT
RDE	RECIPROCAL DRAINAGE EASEMENT
(M-M)	MONUMENT TO MONUMENT
(R)	RADIAL BEARING
(DATA)(1)	RECORD DATA & REFERENCE
EX.	EXISTING
SQ.FT.	SQUARE FEET
(T)	TOTAL
▬ ▬ ▬	SHEET COVERAGE
(5)	SHEET NUMBER

NOTE:

ALL MONUMENT TIES SHOWN ARE AT RIGHT ANGLES TO THE MONUMENT LINE UNLESS OTHERWISE NOTED.

REFERENCES:

(1) TRACT 2431, 46 M 13
(2) STATE OF CALIFORNIA MONUMENT MAP, S171.25
(3) STATE OF CALIFORNIA RIGHT OF WAY MAP, R146.1
(4) TRACT 8106, 325 M 51
(5) STATE OF CALIFORNIA MONUMENT MAP, S206.1
(6) STATE OF CALIFORNIA RIGHT OF WAY MAP, R522X.1
(7) RECORD OF SURVEY NO. 950, 15 RS 31

Radial Bearing Table	
No.	Bearing
R1	N22°30'56"W
R2	N74°48'20"W
R3	N85°58'13"W
R4	N04°07'31"W
R5	N24°58'23"W
R6	N69°13'45"W
R7	N06°17'11"W
R8	N61°41'55"W
R9	N36°11'39"W
R10	N57°15'00"W

Curve Table			
Curve	Radius	Delta	Length
C1	320.00'	01°58'31"	11.03'
C2	80.00'	39°39'41"	55.38'
C3	160.00'	10°46'09"	30.07'
C4	280.00'	23°39'23"	115.61'
C5	20.00'	32°08'25"	11.22'
C6	94.00'	14°40'38"	24.08'
C7	49.25'	11°09'53"	9.60'
C8	100.75'	56°21'00"	99.09'
C9	60.75'	25°29'42"	27.03'
C10	53.25'	35°51'12"	33.32'
C11	73.25'	08°13'08"	10.51'
C12	60.75'	23°13'28"	24.62'

Curve Table			
Curve	Radius	Delta	Length
C13	259.25'	21°11'56"	95.92'
C14	59.25'	23°03'26"	23.84'
C15	50.75'	62°56'34"	55.75'
C16	29.25'	37°33'55"	19.18'
C17	100.75'	39°44'55"	69.89'
C18	299.25'	04°00'03"	20.90'
C19	49.25'	15°51'37"	13.63'
C20	59.25'	37°44'04"	39.02'
C21	110.75'	25°30'16"	49.30'
C22	49.25'	21°03'21"	18.10'
C23	40.75'	48°04'55"	34.20'

Line Table		
Line	Bearing	Distance
L1	N67°29'43"E	57.22'
L2	N80°31'55"E	47.81'
L3	N83°55'18"E	16.60'
L4	N85°53'49"E	32.49'
L5	N46°14'08"E	64.93'
L6	N35°43'00"E	6.47'
L7	N66°51'27"E	34.35'
L8	N36°46'16"E	46.89'
L9	N43°49'41"E	37.74'

Line Table		
Line	Bearing	Distance
L10	N35°20'39"E	26.51'
L11	N50°01'17"E	13.26'
L12	N53°38'32"E	11.77'
L13	N67°24'46"E	19.62'
L14	N81°04'33"E	21.67'
L15	N66°10'35"E	9.14'
L16	N53°58'12"E	44.33'
L17	N33°34'20"E	25.64'
L18	N13°41'13"E	17.77'

Line Table		
Line	Bearing	Distance
L19	N09°15'20"E	47.93'
L20	N60°22'47"E	17.46'
L21	N50°01'17"E	11.44'
L22	N41°48'09"E	42.99'
L23	N43°49'41"E	31.31'
L24	N46°08'54"E	93.21'
L25	N81°53'46"E	48.00'
L26	N66°02'09"E	12.58'
L27	N80°49'55"E	9.06'

TRACT 8158
42425 MISSION BLVD

BEING A SUBDIVISION OF PARCELS ONE AND TWO PER GRANT DEED RECORDED JULY 31, 2014 UNDER DOCUMENT NO. 2014189907, OFFICIAL RECORDS OF ALAMEDA COUNTY

CITY OF FREMONT
ALAMEDA COUNTY, CALIFORNIA

RUGGERI-JENSEN-AZAR
CIVIL ENGINEERS, PLANNERS, SURVEYORS
PLEASANTON, CALIFORNIA
(925) 227-9100
JANUARY 2015

JOB NO. 111096

SHEET 3 OF 7 SHEETS

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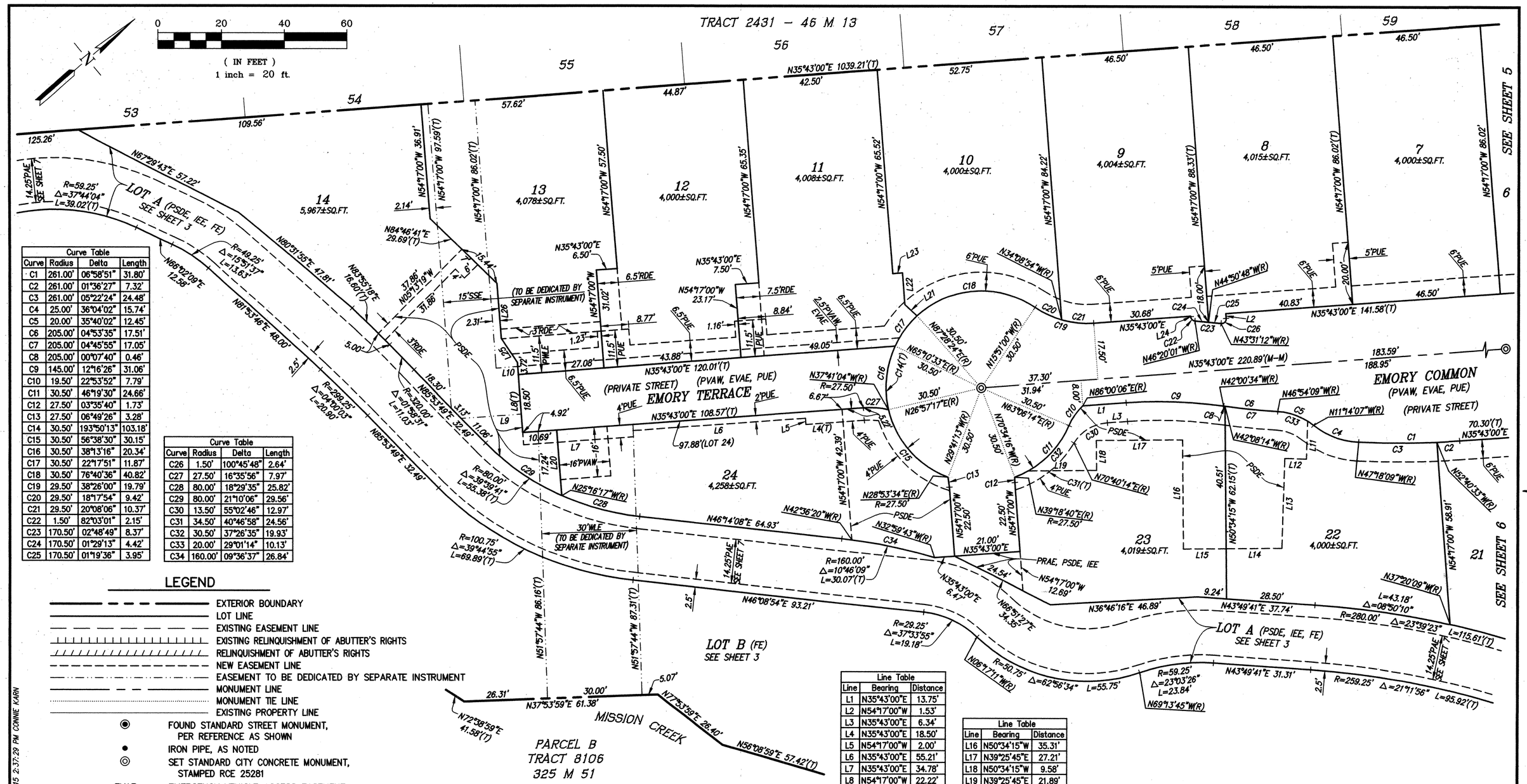
Tract 8158 MAP BK 331 Pg 41



Curve Table			
Curve	Radius	Delta	Length
C1	261.00'	06°58'51"	31.80'
C2	261.00'	01°36'27"	7.32'
C3	261.00'	05°22'24"	24.48'
C4	25.00'	36°04'02"	15.74'
C5	20.00'	35°40'02"	12.45'
C6	205.00'	04°53'35"	17.51'
C7	205.00'	04°45'55"	17.05'
C8	205.00'	00°07'40"	0.46'
C9	145.00'	12°16'26"	31.06'
C10	19.50'	22°53'52"	7.79'
C11	30.50'	46°19'30"	24.66'
C12	27.50'	03°35'40"	1.73'
C13	27.50'	06°49'26"	3.28'
C14	30.50'	193°50'13"	103.18'
C15	30.50'	56°38'30"	30.15'
C16	30.50'	38°13'16"	20.34'
C17	30.50'	22°17'51"	11.87'
C18	30.50'	76°40'36"	40.82'
C19	29.50'	38°26'00"	19.79'
C20	29.50'	18°17'54"	9.42'
C21	29.50'	20°08'06"	10.37'
C22	1.50'	82°03'01"	2.15'
C23	170.50'	02°48'49"	8.37'
C24	170.50'	01°29'13"	4.42'
C25	170.50'	01°19'36"	3.95'

Curve Table			
Curve	Radius	Delta	Length
C26	1.50'	100°45'48"	2.64'
C27	27.50'	16°35'56"	7.97'
C28	80.00'	18°29'35"	25.82'
C29	80.00'	21°10'06"	29.56'
C30	13.50'	55°02'46"	12.97'
C31	34.50'	40°46'58"	24.56'
C32	30.50'	37°26'35"	19.93'
C33	20.00'	29°01'14"	10.13'
C34	160.00'	09°36'37"	26.84'

Line Table		
Line	Bearing	Distance
L1	N35°43'00"E	13.75'
L2	N54°17'00"W	1.53'
L3	N35°43'00"E	6.34'
L4	N35°43'00"E	18.50'
L5	N54°17'00"W	2.00'
L6	N35°43'00"E	55.21'
L7	N35°43'00"E	34.78'
L8	N54°17'00"W	22.22'
L9	N35°43'00"E	19.04'
L10	N35°43'00"E	6.90'
L11	N48°19'44"W	12.26'
L12	N41°40'16"E	6.87'
L13	N48°19'44"W	29.15'
L14	N39°25'45"E	17.98'
L15	N39°25'45"E	13.70'

Line Table		
Line	Bearing	Distance
L16	N50°34'15"W	35.31'
L17	N39°25'45"E	27.21'
L18	N50°34'15"W	9.58'
L19	N39°25'45"E	21.89'
L20	N54°17'00"W	21.22'
L21	N82°15'17"E	5.27'
L22	N54°17'00"W	10.22'
L23	N35°43'00"E	3.11'
L24	N54°17'00"W	0.15'
L25	N84°25'50"W	9.13'
L26	N54°17'00"W	17.57'

LEGEND

- EXTERIOR BOUNDARY
- LOT LINE
- EXISTING EASEMENT LINE
- EXISTING RELINQUISHMENT OF ABUTTER'S RIGHTS
- RELINQUISHMENT OF ABUTTER'S RIGHTS
- NEW EASEMENT LINE
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- ◉ FOUND STANDARD STREET MONUMENT, PER REFERENCE AS SHOWN
- • IRON PIPE, AS NOTED
- ◎ SET STANDARD CITY CONCRETE MONUMENT, STAMPED RCE 25281

EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PSE	PUBLIC SERVICE EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PAE	PUBLIC ACCESS EASEMENT
IEE	INGRESS EGRESS EASEMENT
FE	FLOATING EASEMENT
SSE	SANITARY SEWER EASEMENT
WLE	WATER LINE EASEMENT
PSDE	PRIVATE STORM DRAIN EASEMENT
PRAE	PRIVATE ACCESS EASEMENT
PVAW	PRIVATE VEHICLE ACCESS WAY
PWLE	PRIVATE WATER LINE EASEMENT
PYE	PRIVATE YARD EASEMENT
RDE	RECIPROCAL DRAINAGE EASEMENT
(M–M)	MONUMENT TO MONUMENT
(R)	RADIAL BEARING
(DATA)(1)	RECORD DATA & REFERENCE
EX.	EXISTING
SQ.FT.	SQUARE FEET
(T)	TOTAL

NOTE:

ALL MONUMENT TIES SHOWN ARE AT RIGHT ANGLES TO THE MONUMENT LINE UNLESS OTHERWISE NOTED.

BASIS OF BEARINGS

THE BEARING BETWEEN FOUND MONUMENTS IN VIA SAN DIMAS SHOWN AS N35°43'00"E, AS SHOWN ON THE MAP OF TRACT 2431, FILED IN BOOK 46 OF MAPS AT PAGE 13, OFFICIAL RECORDS OF ALAMEDA COUNTY, IS TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

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(6) STATE OF CALIFORNIA RIGHT OF WAY MAP, R522X.1
(7) RECORD OF SURVEY NO. 950, 15 RS 31

TRACT 8158
42425 MISSION BLVD

BEING A SUBDIVISION OF PARCELS ONE AND TWO
PER GRANT DEED RECORDED JULY 31, 2014
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CITY OF FREMONT
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JANUARY 2015

JOB NO. 111096

SHEET 4 OF 7 SHEETS

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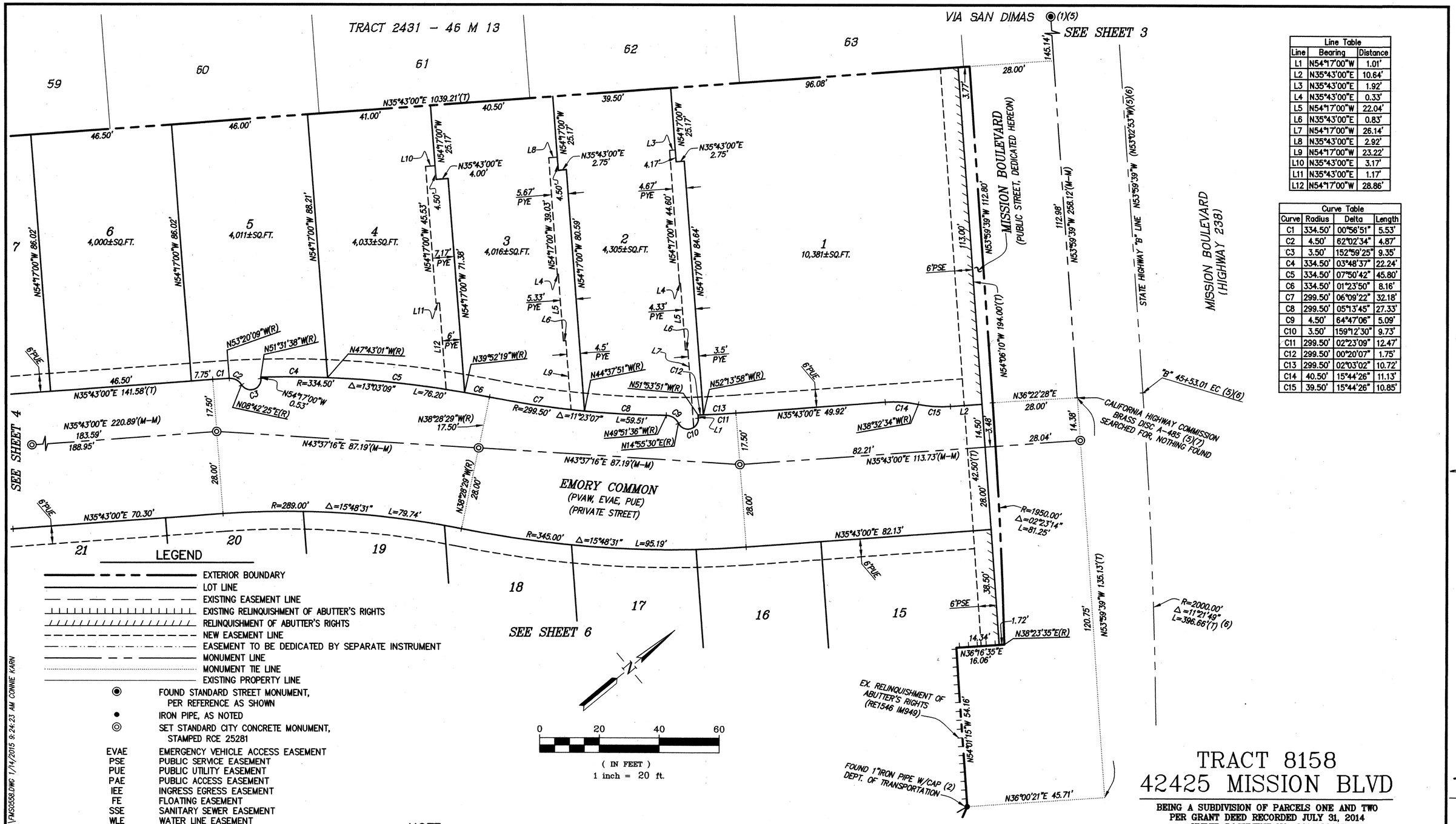
Tract 8158
Map BK 331
Pg 42



Line Table		
Line	Bearing	Distance
L1	N54°17'00"W	1.01'
L2	N35°43'00"E	10.64'
L3	N35°43'00"E	1.92'
L4	N35°43'00"E	0.33'
L5	N54°17'00"W	22.04'
L6	N35°43'00"E	0.83'
L7	N54°17'00"W	26.14'
L8	N35°43'00"E	2.92'
L9	N54°17'00"W	23.22'
L10	N35°43'00"E	3.17'
L11	N35°43'00"E	1.17'
L12	N54°17'00"W	28.86'

Curve Table			
Curve	Radius	Delta	Length
C1	334.50'	00°56'51"	5.53'
C2	4.50'	62°02'34"	4.87'
C3	3.50'	152°59'25"	9.35'
C4	334.50'	03°48'37"	22.24'
C5	334.50'	07°50'42"	45.80'
C6	334.50'	01°23'50"	8.16'
C7	299.50'	06°09'22"	32.18'
C8	299.50'	05°13'45"	27.33'
C9	4.50'	64°47'06"	5.09'
C10	3.50'	159°12'30"	9.73'
C11	299.50'	02°23'09"	12.47'
C12	299.50'	00°20'07"	1.75'
C13	299.50'	02°03'02"	10.72'
C14	40.50'	15°44'26"	11.13'
C15	39.50'	15°44'26"	10.85'

LEGEND

- EXTERIOR BOUNDARY
- LOT LINE
- EXISTING EASEMENT LINE
- EXISTING RELINQUISHMENT OF ABUTTER'S RIGHTS
- RELINQUISHMENT OF ABUTTER'S RIGHTS
- NEW EASEMENT LINE
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- ◉ FOUND STANDARD STREET MONUMENT, PER REFERENCE AS SHOWN
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EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
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WLE	WATER LINE EASEMENT
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(M–M)	MONUMENT TO MONUMENT
(R)	RADIAL BEARING
(DATA)(1)	RECORD DATA & REFERENCE
EX.	EXISTING
SQ.FT.	SQUARE FEET
(T)	TOTAL

NOTE:

ALL MONUMENT TIES SHOWN ARE AT RIGHT ANGLES TO THE MONUMENT LINE UNLESS OTHERWISE NOTED.

BASIS OF BEARINGS

THE BEARING BETWEEN FOUND MONUMENTS IN VIA SAN DIMAS SHOWN AS N35°43'00"E, AS SHOWN ON THE MAP OF TRACT 2431, FILED IN BOOK 46 OF MAPS AT PAGE 13, OFFICIAL RECORDS OF ALAMEDA COUNTY, IS TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

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TRACT 8158
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ALAMEDA COUNTY, CALIFORNIA

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(925) 227–9100

JANUARY 2015

JOB NO. 111096

SHEET 5 OF 7 SHEETS

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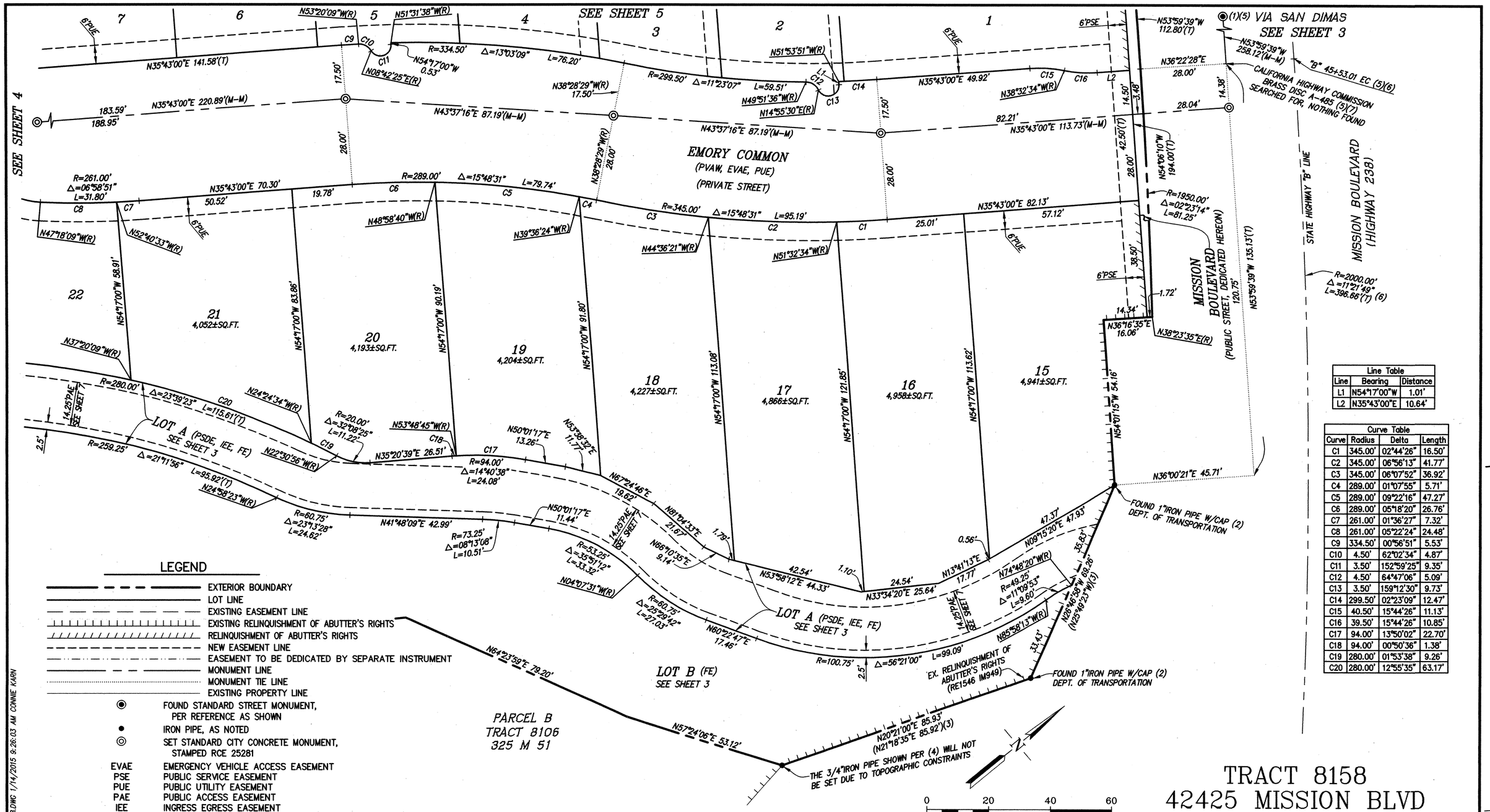
Tract 8158 Map Bk 331 Pg 43



Line Table		
Line	Bearing	Distance
L1	N54°17'00"W	1.01'
L2	N35°43'00"E	10.64'

Curve Table			
Curve	Radius	Delta	Length
C1	345.00'	02°44'26"	16.50'
C2	345.00'	06°56'13"	41.77'
C3	345.00'	06°07'52"	36.92'
C4	289.00'	01°07'55"	5.71'
C5	289.00'	09°22'16"	47.27'
C6	289.00'	05°18'20"	26.76'
C7	261.00'	01°36'27"	7.32'
C8	261.00'	05°22'24"	24.48'
C9	334.50'	00°56'51"	5.53'
C10	4.50'	62°02'34"	4.87'
C11	3.50'	152°59'25"	9.35'
C12	4.50'	64°47'06"	5.09'
C13	3.50'	159°12'30"	9.73'
C14	299.50'	02°23'09"	12.47'
C15	40.50'	15°44'26"	11.13'
C16	39.50'	15°44'26"	10.85'
C17	94.00'	13°50'02"	22.70'
C18	94.00'	00°50'36"	1.38'
C19	280.00'	01°53'38"	9.26'
C20	280.00'	12°55'35"	63.17'

LEGEND

- EXTERIOR BOUNDARY
- LOT LINE
- EXISTING EASEMENT LINE
- EXISTING RELINQUISHMENT OF ABUTTER'S RIGHTS
- RELINQUISHMENT OF ABUTTER'S RIGHTS
- NEW EASEMENT LINE
- EASEMENT TO BE DEDICATED BY SEPARATE INSTRUMENT
- MONUMENT LINE
- MONUMENT TIE LINE
- EXISTING PROPERTY LINE
- ◉ FOUND STANDARD STREET MONUMENT, PER REFERENCE AS SHOWN
- • IRON PIPE, AS NOTED
- ◎ SET STANDARD CITY CONCRETE MONUMENT, STAMPED RCE 25281

EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PSE	PUBLIC SERVICE EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PAE	PUBLIC ACCESS EASEMENT
IEE	INGRESS EGRESS EASEMENT
FE	FLOATING EASEMENT
SSE	SANITARY SEWER EASEMENT
WLE	WATER LINE EASEMENT
PSDE	PRIVATE STORM DRAIN EASEMENT
PRAE	PRIVATE ACCESS EASEMENT
PVAW	PRIVATE VEHICLE ACCESS WAY
PWLE	PRIVATE WATER LINE EASEMENT
PYE	PRIVATE YARD EASEMENT
RDE	RECIPROCAL DRAINAGE EASEMENT
(M-M)	MONUMENT TO MONUMENT
(R)	RADIAL BEARING
(DATA)(1)	RECORD DATA & REFERENCE
EX.	EXISTING
SQ.FT.	SQUARE FEET
(T)	TOTAL

NOTE:

ALL MONUMENT TIES SHOWN ARE AT RIGHT ANGLES TO THE MONUMENT LINE UNLESS OTHERWISE NOTED.

BASIS OF BEARINGS

THE BEARING BETWEEN FOUND MONUMENTS IN VIA SAN DIMAS SHOWN AS N35°43'00"E, AS SHOWN ON THE MAP OF TRACT 2431, FILED IN BOOK 46 OF MAPS AT PAGE 13, OFFICIAL RECORDS OF ALAMEDA COUNTY, IS TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

REFERENCES:

(1) TRACT 2431, 46 M 13
(2) STATE OF CALIFORNIA MONUMENT MAP, S171.25
(3) STATE OF CALIFORNIA RIGHT OF WAY MAP, R146.1
(4) TRACT 8106, 325 M 51
(5) STATE OF CALIFORNIA MONUMENT MAP, S206.1
(6) STATE OF CALIFORNIA RIGHT OF WAY MAP, R522X.1
(7) RECORD OF SURVEY NO. 950, 15 RS 31

TRACT 8158
42425 MISSION BLVD

BEING A SUBDIVISION OF PARCELS ONE AND TWO PER GRANT DEED RECORDED JULY 31, 2014 UNDER DOCUMENT NO. 2014189907, OFFICIAL RECORDS OF ALAMEDA COUNTY

CITY OF FREMONT
ALAMEDA COUNTY, CALIFORNIA

RUGGERI-JENSEN-AZAR
CIVIL ENGINEERS, PLANNERS, SURVEYORS
PLEASANTON, CALIFORNIA
(925) 227-9100

JANUARY 2015

JOB NO. 111096

SHEET 6 OF 7 SHEETS

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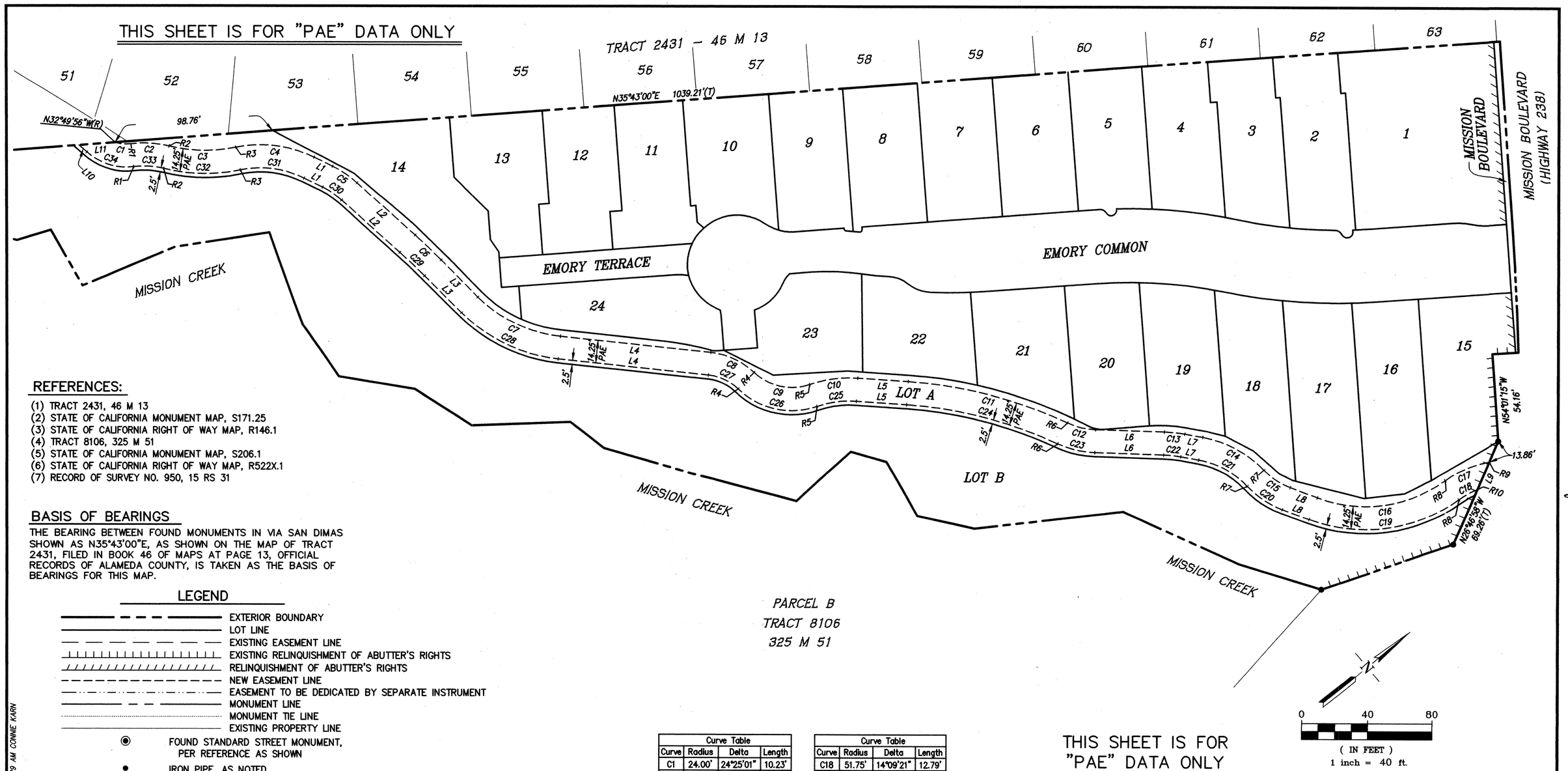
Tract 8158 Map Bk 331 Pg 44



REFERENCES:

(1) TRACT 2431, 46 M 13
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(3) STATE OF CALIFORNIA RIGHT OF WAY MAP, R146.1
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(7) RECORD OF SURVEY NO. 950, 15 RS 31

BASIS OF BEARINGS

THE BEARING BETWEEN FOUND MONUMENTS IN VIA SAN DIMAS SHOWN AS N35°43'00"E, AS SHOWN ON THE MAP OF TRACT 2431, FILED IN BOOK 46 OF MAPS AT PAGE 13, OFFICIAL RECORDS OF ALAMEDA COUNTY, IS TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

LEGEND

EXTERIOR BOUNDARY
LOT LINE
EXISTING EASEMENT LINE
EXISTING RELINQUISHMENT OF ABUTTER'S RIGHTS
RELINQUISHMENT OF ABUTTER'S RIGHTS
NEW EASEMENT LINE
EASEMENT TO BE DEDICATED BY SEPARATE INSTRUMENT
MONUMENT LINE
MONUMENT TIE LINE
EXISTING PROPERTY LINE

◉	FOUND STANDARD STREET MONUMENT, PER REFERENCE AS SHOWN
•	IRON PIPE, AS NOTED
◎	SET STANDARD CITY CONCRETE MONUMENT, STAMPED RCE 25281
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PSE	PUBLIC SERVICE EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PAE	PUBLIC ACCESS EASEMENT
IEE	INGRESS EGRESS EASEMENT
FE	FLOATING EASEMENT
SSE	SANITARY SEWER EASEMENT
WLE	WATER LINE EASEMENT
PSDE	PRIVATE STORM DRAIN EASEMENT
PRAE	PRIVATE ACCESS EASEMENT
PVAW	PRIVATE VEHICLE ACCESS WAY
PWLE	PRIVATE WATER LINE EASEMENT
PYE	PRIVATE YARD EASEMENT
RDE	RECIPROCAL DRAINAGE EASEMENT
(M–M)	MONUMENT TO MONUMENT
(R)	RADIAL BEARING
(DATA)(1)	RECORD DATA & REFERENCE
EX.	EXISTING
SQ.FT.	SQUARE FEET
(T)	TOTAL

Radial Bearing Table

No.	Bearing
R1	N57°14'57"W
R2	N36°11'39"W
R3	N61°41'55"W
R4	N06°17'11"W
R5	N69°13'45"W
R6	N24°58'23"W
R7	N04°07'31"W
R8	N85°58'13"W
R9	N60°28'33"W
R10	N71°48'52"W

Curve Table

Curve	Radius	Delta	Length
C1	24.00'	24°25'01"	10.23'
C2	66.00'	21°03'18"	24.25'
C3	94.00'	25°30'16"	41.84'
C4	76.00'	37°44'04"	50.05'
C5	66.00'	15°51'37"	18.27'
C6	316.00'	04°00'03"	22.07'
C7	84.00'	39°44'55"	58.27'
C8	46.00'	37°33'55"	30.16'
C9	34.00'	62°56'34"	37.35'
C10	76.00'	23°03'26"	30.58'
C11	276.00'	21°11'56"	102.12'
C12	44.00'	23°13'28"	17.84'
C13	90.00'	08°13'08"	12.91'
C14	70.00'	35°51'12"	43.80'
C15	44.00'	25°29'42"	19.58'
C16	84.00'	56°21'00"	82.61'
C17	66.00'	25°29'40"	29.37'

Curve Table

Curve	Radius	Delta	Length
C18	51.75'	14°09'21"	12.79'
C19	98.25'	56°21'00"	96.63'
C20	58.25'	25°29'42"	25.92'
C21	55.75'	35°51'12"	34.89'
C22	75.75'	08°13'08"	10.87'
C23	58.25'	23°13'28"	23.61'
C24	261.75'	21°11'56"	96.84'
C25	61.75'	23°03'26"	24.85'
C26	48.25'	62°56'34"	53.01'
C27	31.75'	37°33'55"	20.82'
C28	98.25'	39°44'55"	68.16'
C29	301.75'	04°00'03"	21.07'
C30	51.75'	15°51'37"	14.33'
C31	61.75'	37°44'04"	40.67'
C32	108.25'	25°30'16"	48.19'
C33	51.75'	21°03'18"	19.02'
C34	38.25'	48°04'52"	32.10'

Line Table

Line	Bearing	Distance
L1	N66°02'09"E	12.58'
L2	N81°53'46"E	48.00'
L3	N85°53'49"E	32.49'
L4	N46°08'54"E	93.21'
L5	N43°49'41"E	31.31'
L6	N41°48'09"E	42.99'
L7	N50°01'17"E	11.44'
L8	N60°22'47"E	17.46'
L9	N26°46'58"W	18.34'
L10	N80°49'55"E	6.57'
L11	N35°43'00"E	22.96'

THIS SHEET IS FOR "PAE" DATA ONLY

TRACT 8158
42425 MISSION BLVD

BEING A SUBDIVISION OF PARCELS ONE AND TWO PER GRANT DEED RECORDED JULY 31, 2014 UNDER DOCUMENT NO. 2014189907, OFFICIAL RECORDS OF ALAMEDA COUNTY

CITY OF FREMONT
ALAMEDA COUNTY, CALIFORNIA

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JANUARY 2015

JOB NO. 111096

SHEET 7 OF 7 SHEETS

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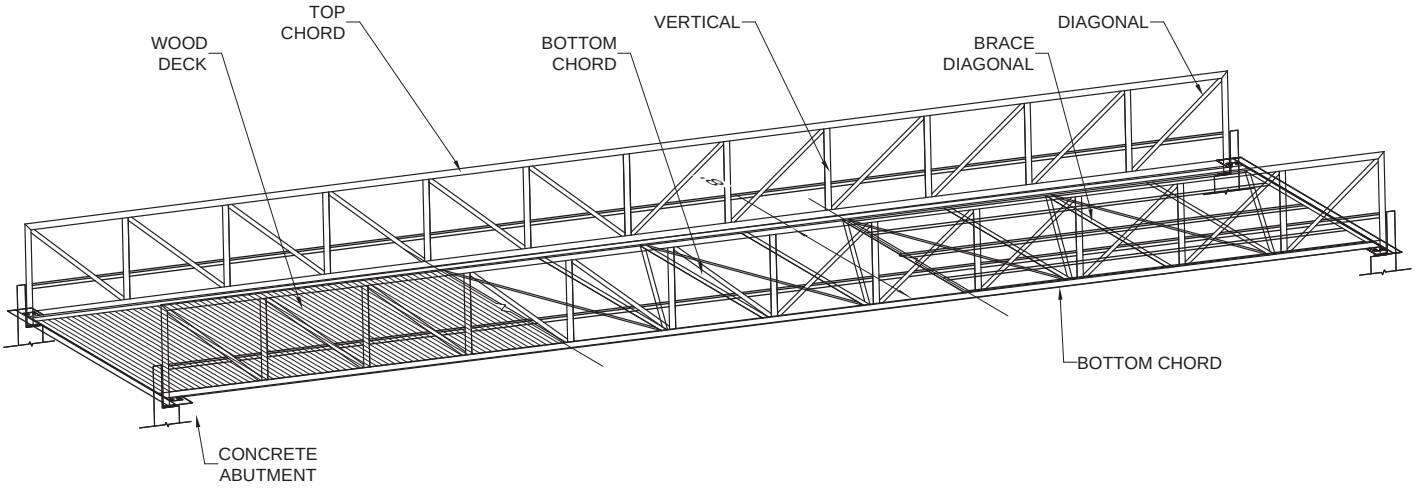
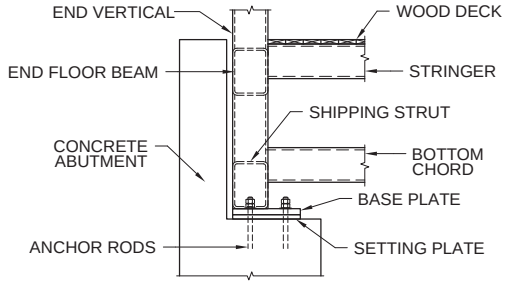
Tract 8158 Map BK 331 Pg 45

CONTECH®
ENGINEERED SOLUTIONS

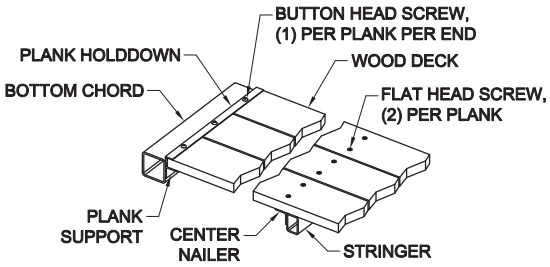
Pedestrian Truss Bridge Details



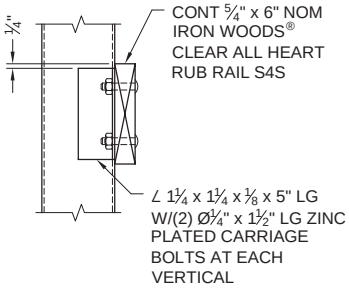


BEARING SIDE VIEW

INFORMATION PROVIDED FOR REPRESENTATION ONLY.
ACTUAL BEARING DIAGRAMS TO BE BASED ON FINAL DESIGN.

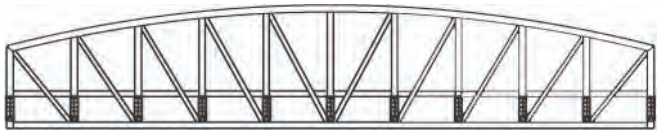


WOOD DECK DETAIL

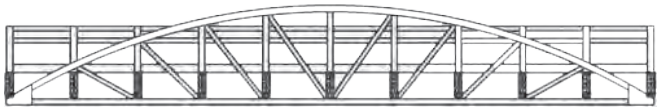


CONTINENTAL BRIDGE

Typical Truss Styles

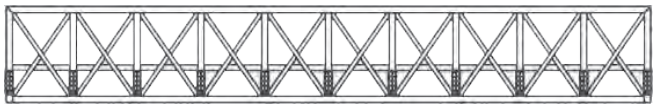


Capstone® Modified Bow Truss



Keystone® Bow Truss

Connector® Standard Truss



Link® X-Brace Truss

Archway® Underhung Truss

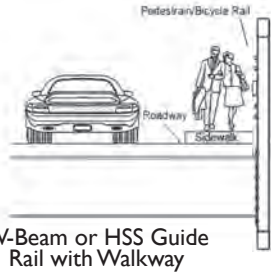
Typical Shipping Splices

Up to 70 feet

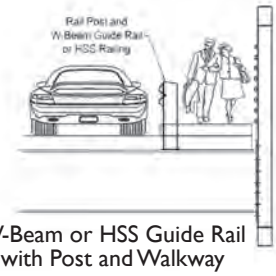
70 feet to 135 feet

135 feet to 160 feet

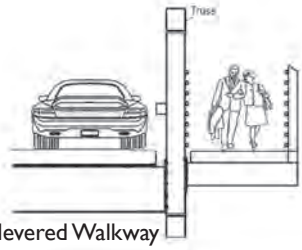
Typical Sidewalk and Railing Arrangements



W-Beam or HSS Guide Rail with Walkway

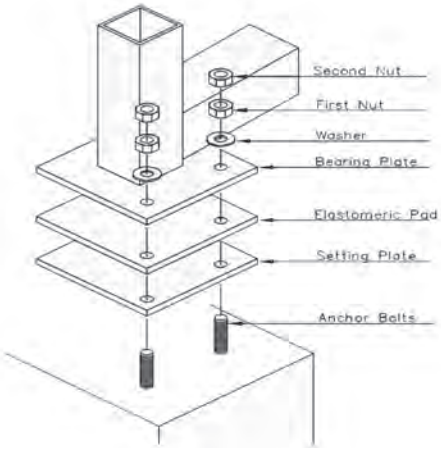


W-Beam or HSS Guide Rail with Post and Walkway

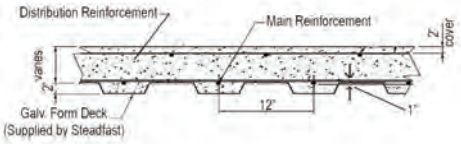


Cantilevered Walkway

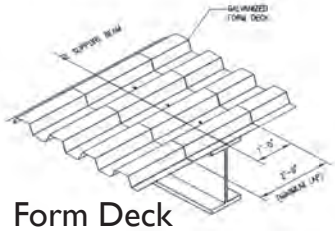
Bearing Details



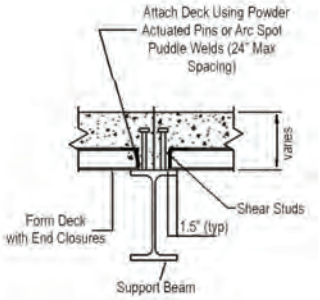
Concrete Floor Connections



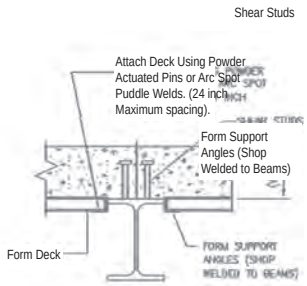
Concrete Deck Reinforcing



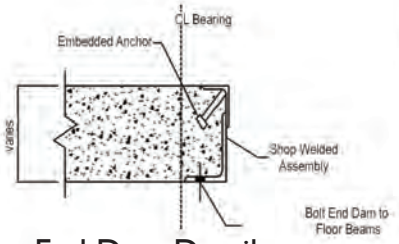
Form Deck



Section View Option #1

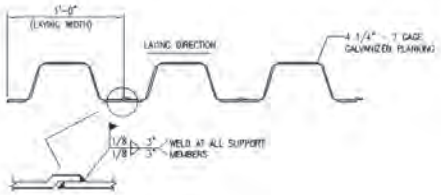


Section View Option #2

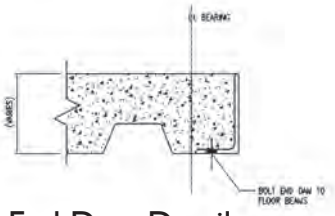


End Dam Detail

Asphalt Floor Connections

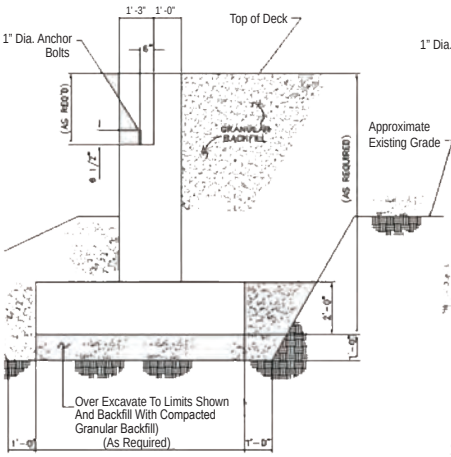


Concrete Deck Reinforcing

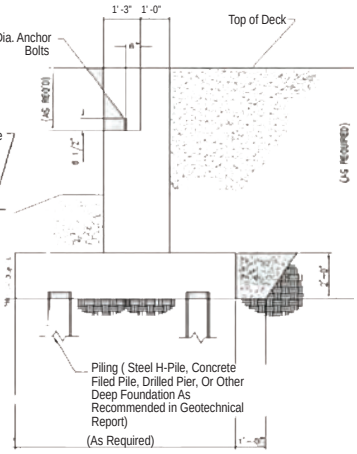


End Dam Detail

Foundations

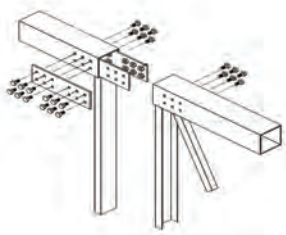


Soil Supported

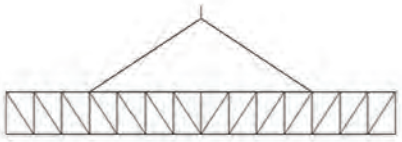


Pile Supported

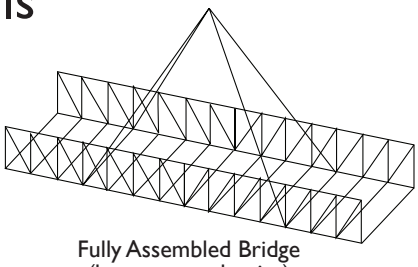
Typical Installation Details



Bolted Splice/Connection Detail



Fully Assembled Truss Only
(top chord lift)

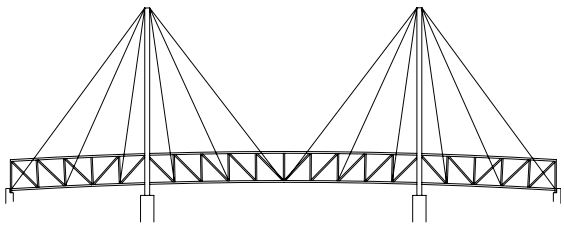


Fully Assembled Bridge
(bottom panel point)

Additional Pedestrian Truss Styles

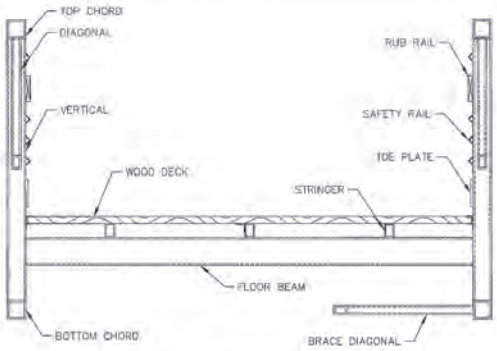
Gateway®

Expressway®

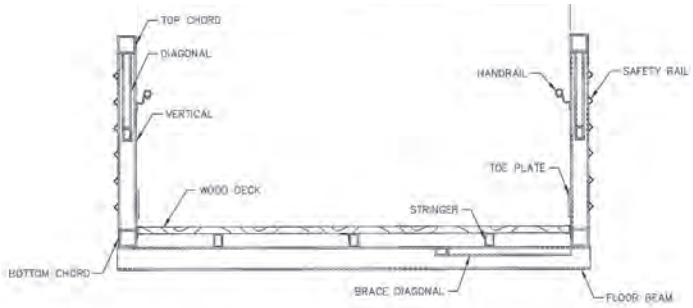


Cable Stayed

Section Views

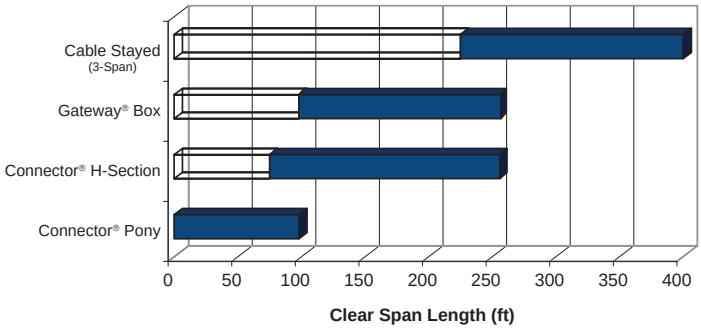


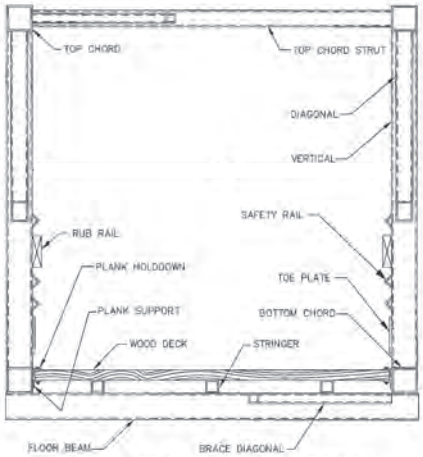
Connector® - H-Section



Connector® - Underhung Floor

Optimum Pedestrian Bridge System Types





Gateway® - Through Box

For Pedestrian Truss Bridges

Material & Finishes:

Steel Types Used (50 ksi material):

- A588 Weathering or A847 (Pedestrian Only)
- A500 Painted (Pedestrian Only)
- A572 Painted (2 Coat and 3 Coat (Zinc Rich Primer) – Any Color)
- A572 Galvanized (35-year Limited Warranty)
- A325 Galvanized or Type 3 Weathering (Bolts Provided)
- A307 Galvanized Anchor Bolts are Specified (By Contractor)

Design Specifications:

- AISC
- AASHTO Standard Specifications for Highway Bridges
- AASHTO Guide Specifications for Pedestrian Bridges
- AWS D1.1, D1.5

Manufacturing/Installation Specifications:

- AISC Shop Certification
  - Fracture Critical Endorsement
  - Sophisticated Paint Endorsement
- AWS

CONTINENTAL BRIDGE

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Focus on Land Management Guidance for Secondary Uses, Acquisitions and Disposition of SFPUC Lands

As detailed above, the Commission has established a number of land management policies, and the nothing in this Framework is intended to amend or revise those policies currently in place. The focus of this document is on SFPUC land management in three key areas for lands not otherwise subject to specific policy guidance (e.g. Alameda and Peninsula Watershed Management Plans): I) Leases or Permits for Secondary Uses on SFPUC Land, II) Disposition of SFPUC owned Lands; and III) Acquisition of Land by the SFPUC.

I. Leases or Permits for Secondary Uses on SFPUC Land

The primary use of SFPUC land is for the delivery, operation, maintenance and protection of its water, power, and sewer systems. Secondary uses of lands devoted to these purposes may be permitted if those uses do not in any way interfere with, endanger or damage existing or future operations or the security of those systems, and there is a benefit to the SFPUC in permitting that use.

Due to the diverse nature of the SFPUC properties, each property must be evaluated individually to determine the appropriateness for secondary uses. To determine if a secondary use is allowed, the SFPUC staff will evaluate the use in light of the following additional economic, environmental, and community considerations.

ECONOMIC: Leases or permits for secondary uses may be allowed when:

1. There is no other primary SFPUC use for which the land is required at the time, and the use is compatible with the existing or anticipated future SFPUC use of the land.

2. Fair market rent or fees are received, except as provided in the SFPUC Real Estate Services Guidelines ("RES Guidelines"), and such use is at least revenue neutral.

3. The terms of the lease or permit are consistent with the SFPUC RES Guidelines, including provisions related to the forms of agreements approved by the Commission.

4. The use is subject to conditions that preclude improvements that would adversely affect the SFPUC's ongoing use of the land.

5. The use does not displace secondary uses that are more consistent with the SFPUC's mission and policies.

6. The use requires no ongoing maintenance by the SFPUC, unless specifically described and agreed to in the lease or permit.

7. The use creates no new legal liability for the SFPUC.

8. The use does not rely on use of any other SFPUC land to function.

9. Following the secondary use, the SFPUC may use the parcel for other SFPUC uses or purposes, without remediation, in a timely manner.

ENVIRONMENTAL: Secondary uses may be allowed when:

1. The use is consistent with existing SFPUC policies.

2. The use is subject to appropriate environmental review so that the environmental effects of the use, if any, can be considered and mitigated to the extent feasible.

3. The use does not pose unacceptable health or safety risks for SFPUC employees or others on or near the land.

COMMUNITY: Secondary uses may be allowed when:

1. The use is consistent with the SFPUC's Environmental Justice and Community Benefit policies and objectives.

2. The applicant is required to obtain all required permits and authorizations from the local jurisdiction.

3. If the proposed use involves a change of use from the existing condition, the applicant is first required to obtain SFPUC authorization to seek any necessary approvals of the local jurisdiction, and approval of the permit or lease is subject to SFPUC first considering the adjacent community's or local jurisdiction's concerns.

4. The use does not hamper emergency access to any surrounding SFPUC parcels.