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Prepared on Tue Sep 29 21:18:28 2015

Street Names, Addresses and (Lot Numbers) for T6103

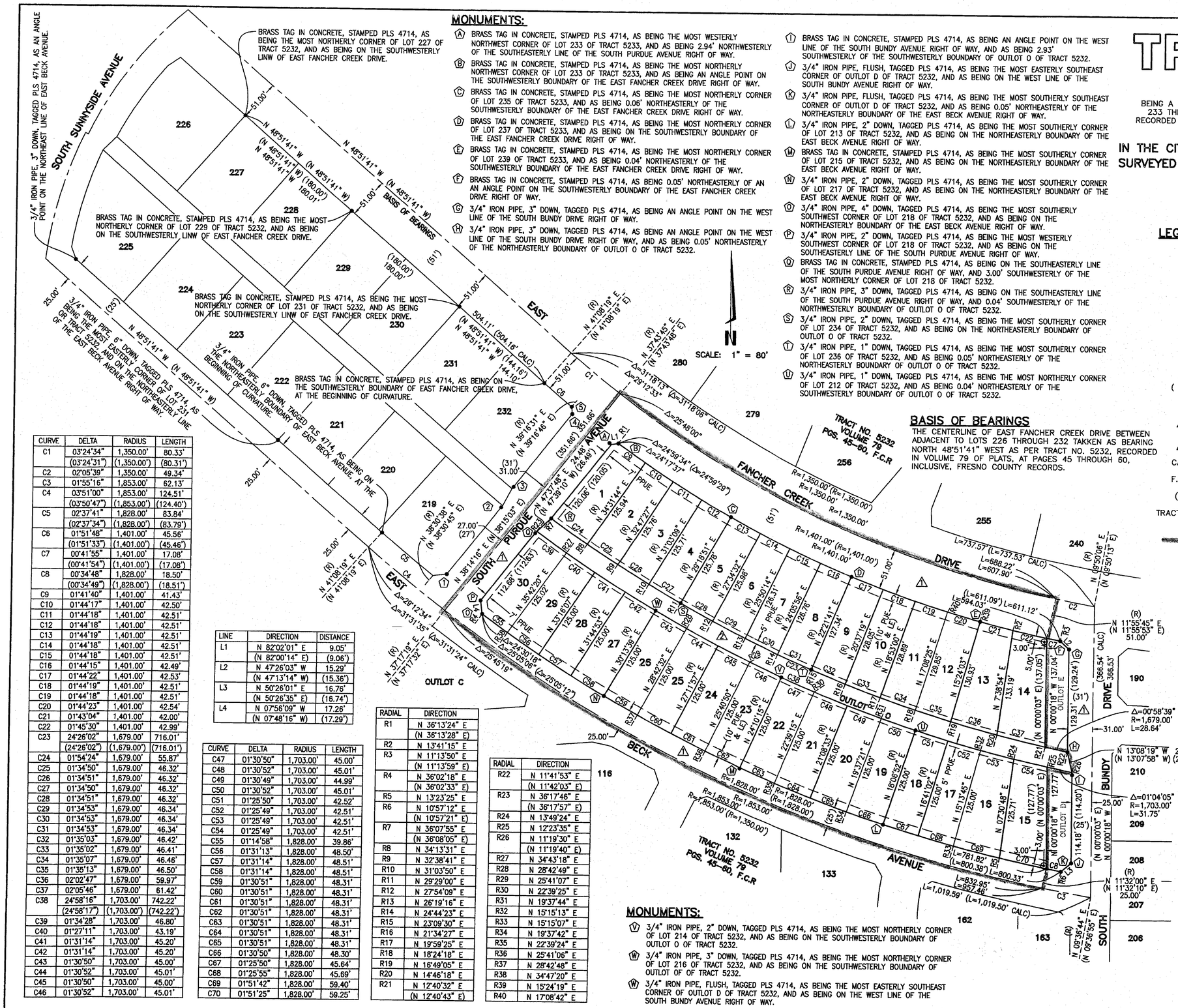
TRACT NO. 6103

A PLANNED UNIT DEVELOPMENT

BEING A MERGER AND RE-SUBDIVISION OF LOTS 211 THROUGH 218, INCLUSIVE, AND LOTS 233 THROUGH 239, INCLUSIVE, OF TRACT NO. 5232, ACCORDING TO THE MAP THEREOF RECORDED IN VOLUME 79 OF PLATS, AT PAGES 45 THROUGH 60, FRESNO COUNTY RECORDS.

IN THE CITY OF FRESNO, COUNTY OF FRESNO, STATE OF CALIFORNIA
SURVEYED AND PLATTED IN JUNE 2015, BY BRET A. GIANNETTA

CONSISTING OF TWO SHEETS
SHEET TWO OF TWO SHEETS



MONUMENTS:

(A) BRASS TAG IN CONCRETE, STAMPED PLS 4714, AS BEING THE MOST WESTERLY NORTHWEST CORNER OF LOT 233 OF TRACT 5233, AND AS BEING 2.94' NORTHWESTERLY OF THE SOUTHEASTERLY LINE OF THE SOUTH PURDUE AVENUE RIGHT OF WAY.

(B) BRASS TAG IN CONCRETE, STAMPED PLS 4714, AS BEING THE MOST NORTHERLY NORTHWEST CORNER OF LOT 233 OF TRACT 5233, AND AS BEING AN ANGLE POINT ON THE SOUTHWESTERLY BOUNDARY OF THE EAST FANCHER CREEK DRIVE RIGHT OF WAY.

(C) BRASS TAG IN CONCRETE, STAMPED PLS 4714, AS BEING THE MOST NORTHERLY CORNER OF LOT 235 OF TRACT 5233, AND AS BEING 0.06' NORTHEASTERLY OF THE SOUTHWESTERLY BOUNDARY OF THE EAST FANCHER CREEK DRIVE RIGHT OF WAY.

(D) BRASS TAG IN CONCRETE, STAMPED PLS 4714, AS BEING THE MOST NORTHERLY CORNER OF LOT 237 OF TRACT 5233, AND AS BEING ON THE SOUTHWESTERLY BOUNDARY OF THE EAST FANCHER CREEK DRIVE RIGHT OF WAY.

(E) BRASS TAG IN CONCRETE, STAMPED PLS 4714, AS BEING THE MOST NORTHERLY CORNER OF LOT 239 OF TRACT 5233, AND AS BEING 0.04' NORTHEASTERLY OF THE SOUTHWESTERLY BOUNDARY OF THE EAST FANCHER CREEK DRIVE RIGHT OF WAY.

(F) BRASS TAG IN CONCRETE, STAMPED PLS 4714, AS BEING 0.05' NORTHEASTERLY OF AN AN ANGLE POINT ON THE SOUTHWESTERLY BOUNDARY OF THE EAST FANCHER CREEK DRIVE RIGHT OF WAY.

(G) 3/4" IRON PIPE, 3" DOWN, TAGGED PLS 4714, AS BEING AN ANGLE POINT ON THE WEST LINE OF THE SOUTH BUNDY DRIVE RIGHT OF WAY.

(H) 3/4" IRON PIPE, 3" DOWN, TAGGED PLS 4714, AS BEING AN ANGLE POINT ON THE WEST LINE OF THE SOUTH BUNDY DRIVE RIGHT OF WAY, AND AS BEING 0.05' NORTHEASTERLY OF THE NORTHEASTERLY BOUNDARY OF OUTLOT O OF TRACT 5232.

(I) BRASS TAG IN CONCRETE, STAMPED PLS 4714, AS BEING AN ANGLE POINT ON THE WEST LINE OF THE SOUTH BUNDY AVENUE RIGHT OF WAY, AND AS BEING 2.93' SOUTHWESTERLY OF THE SOUTHWESTERLY BOUNDARY OF OUTLOT O OF TRACT 5232.

(J) 3/4" IRON PIPE, FLUSH, TAGGED PLS 4714, AS BEING THE MOST EASTERLY SOUTHEAST CORNER OF OUTLOT D OF TRACT 5232, AND AS BEING ON THE WEST LINE OF THE SOUTH BUNDY AVENUE RIGHT OF WAY.

(K) 3/4" IRON PIPE, FLUSH, TAGGED PLS 4714, AS BEING THE MOST SOUTHERLY SOUTHEAST CORNER OF OUTLOT D OF TRACT 5232, AND AS BEING 0.05' NORTHEASTERLY OF THE NORTHEASTERLY BOUNDARY OF THE EAST BECK AVENUE RIGHT OF WAY.

(L) 3/4" IRON PIPE, 2" DOWN, TAGGED PLS 4714, AS BEING THE MOST SOUTHERLY CORNER OF LOT 213 OF TRACT 5232, AND AS BEING ON THE NORTHEASTERLY BOUNDARY OF THE EAST BECK AVENUE RIGHT OF WAY.

(M) BRASS TAG IN CONCRETE, STAMPED PLS 4714, AS BEING THE MOST SOUTHERLY CORNER OF LOT 215 OF TRACT 5232, AND AS BEING ON THE NORTHEASTERLY BOUNDARY OF THE EAST BECK AVENUE RIGHT OF WAY.

(N) 3/4" IRON PIPE, 2" DOWN, TAGGED PLS 4714, AS BEING THE MOST SOUTHERLY CORNER OF LOT 217 OF TRACT 5232, AND AS BEING ON THE NORTHEASTERLY BOUNDARY OF THE EAST BECK AVENUE RIGHT OF WAY.

(O) 3/4" IRON PIPE, 4" DOWN, TAGGED PLS 4714, AS BEING THE MOST SOUTHERLY SOUTHWEST CORNER OF LOT 218 OF TRACT 5232, AND AS BEING ON THE NORTHEASTERLY BOUNDARY OF THE EAST BECK AVENUE RIGHT OF WAY.

(P) 3/4" IRON PIPE, 2" DOWN, TAGGED PLS 4714, AS BEING THE MOST WESTERLY SOUTHWEST CORNER OF LOT 218 OF TRACT 5232, AND AS BEING ON THE SOUTHEASTERLY LINE OF THE SOUTH PURDUE AVENUE RIGHT OF WAY.

(Q) BRASS TAG IN CONCRETE, STAMPED PLS 4714, AS BEING ON THE SOUTHEASTERLY LINE OF THE SOUTH PURDUE AVENUE RIGHT OF WAY, AND 3.00' SOUTHWESTERLY OF THE MOST NORTHERLY CORNER OF LOT 218 OF TRACT 5232.

(R) 3/4" IRON PIPE, 3" DOWN, TAGGED PLS 4714, AS BEING ON THE SOUTHEASTERLY LINE OF THE SOUTH PURDUE AVENUE RIGHT OF WAY, AND 0.04' SOUTHWESTERLY OF THE NORTHWESTERLY BOUNDARY OF OUTLOT O OF TRACT 5232.

(S) 3/4" IRON PIPE, 2" DOWN, TAGGED PLS 4714, AS BEING THE MOST SOUTHERLY CORNER OF LOT 234 OF TRACT 5232, AND AS BEING ON THE NORTHEASTERLY BOUNDARY OF OUTLOT O OF TRACT 5232.

(T) 3/4" IRON PIPE, 1" DOWN, TAGGED PLS 4714, AS BEING THE MOST SOUTHERLY CORNER OF LOT 236 OF TRACT 5232, AND AS BEING 0.05' NORTHEASTERLY OF THE NORTHEASTERLY BOUNDARY OF OUTLOT O OF TRACT 5232.

(U) 3/4" IRON PIPE, 1" DOWN, TAGGED PLS 4714, AS BEING THE MOST NORTHERLY CORNER OF LOT 212 OF TRACT 5232, AND AS BEING 0.04' NORTHEASTERLY OF THE SOUTHWESTERLY BOUNDARY OF OUTLOT O OF TRACT 5232.

BASIS OF BEARINGS

THE CENTERLINE OF EAST FANCHER CREEK DRIVE BETWEEN ADJACENT TO LOTS 226 THROUGH 232 TAKKEN AS BEARING NORTH 48°51'41" WEST AS PER TRACT NO. 5232, RECORDED IN VOLUME 79 OF PLATS, AT PAGES 45 THROUGH 60, INCLUSIVE, FRESNO COUNTY RECORDS.

LEGEND:

- ● MONUMENT FOUND AND ACCEPTED AS NOTED
- ○ SET 3/4" IRON PIPE, 30" LONG, 6" DOWN, TAGGED LS 8177, OR AS NOTED.
- ◇ SET 3/4" IRON PIPE, 30" LONG, DOWN 6", TAGGED LS 8177, 3.00' FROM LOT CORNER ON SIDE YARD LINE OR ITS PROJECTION AS SHOWN (DISTANCES ARE TO TRUE LOT CORNERS)
- SET BRASS TAG, FLUSH IN CONCRETE, STAMPED LS 8177
- SET BRASS TAG, FLUSH IN CONCRETE, STAMPED LS 8177, 3.00' FROM LOT CORNER ON SIDE YARD LINE OR ITS PROJECTION AS SHOWN OR NOTED (DISTANCES ARE TO TRUE LOT CORNERS)
- ⊙ SET 3/4" IRON PIPE, 30" LONG, 4" UP IN 6" DIAMETER x 30" P.C.C. MONUMENT, DOWN 6" BELOW GROUND, TAGGED LS 8177
- ( ) RECORD DATA AS PER THE MAP OF TRACT NO. 5232, RECORDED IN VOLUME 79 OF PLATS, AT PAGES 45 THROUGH 60, FRESNO COUNTY RECORDS.
- △1 PREVIOUSLY DEDICATED FOR PUBLIC STREET AND UTILITY PURPOSES AS PER TRACT NO. 5232.
- △2 OUTLOT O FOR PRIVATE STREET PURPOSES AS PER TRACT NO. 5232.
- CALC CALCULATED FROM RECORD DATA
- F.C.R. FRESNO COUNTY RECORDS
- (R) INDICATES RADIAL BEARING TO RADIUS POINT
- TRACT 5232 TRACT NO. 5232, RECORDED IN VOLUME 79 OF PLATS, AT PAGES 45 THROUGH 60, FRESNO COUNTY RECORDS.
- BLUE BORDER INDICATES THE LIMITS OF THIS SUBDIVISION

NOTE:

1. SET 3/4" IRON PIPE, 6" DOWN, TAGGED LS 8177 AT ALL LOT CORNERS, BLOCK CORNERS, ANGLE POINTS AND CURVE POINTS.
2. THAT PORTION OF PLANTING AND PUBLIC UTILITY EASEMENTS PREVIOUSLY DEDICATED PER THE MAP OF TRACT NO. 5232, RECORDED IN VOLUME 79 OF PLATS, AT PAGES 45–60, F.C.R., WHICH IS NOT DELINEATED ON THIS MAP IS DEEMED ABANDONED PURSUANT TO SECTION 66434(g) OF THE SUBDIVISION MAP ACT.

MONUMENTS:

(1) 3/4" IRON PIPE, 4" DOWN, TAGGED PLS 4714, AS BEING THE MOST EASTERLY SOUTHEAST CORNER OF LOT 219 OF TRACT 5232, AND AS BEING AN ANGLE POINT ON THE NORTHWESTERLY LINE OF THE SOUTH PURDUE AVENUE RIGHT OF WAY.

(2) BRASS TAG IN CONCRETE, STAMPED PLS 4714, AS BEING THE MOST EASTERLY CORNER OF LOT 219 OF TRACT 5232, AND AS BEING 0.03' SOUTHEASTERLY OF THE NORTHWESTERLY LINE OF THE SOUTH PURDUE AVENUE RIGHT OF WAY.

(3) 3/4" IRON PIPE, UP 2", TAGGED PLS 4714, AS BEING ON THE NORTHWESTERLY LINE OF THE SOUTH PURDUE AVENUE RIGHT OF WAY, AND AS BEING 3.06' NORTHEASTERLY FROM THE MOST SOUTHERLY CORNER OF LOT 232 OF TRACT 5232.

(4) 3/4" IRON PIPE, 7" DOWN, TAGGED PLS 4714, AS BEING THE MOST EASTERLY NORTHEAST CORNER OF LOT 232 OF TRACT 5232, AND AS BEING AN ANGLE POINT ON THE NORTHWESTERLY LINE OF THE SOUTH PURDUE AVENUE RIGHT OF WAY.

(5) BRASS TAG IN CONCRETE, STAMPED PLS 4714, AS BEING THE MOST NORTHERLY NORTHEAST CORNER OF LOT 232 OF TRACT 5232, AND AS BEING AN ANGLE POINT ON THE SOUTHWESTERLY BOUNDARY OF EAST FANCHER CREEK DRIVE.

MONUMENTS:

(V) 3/4" IRON PIPE, 2" DOWN, TAGGED PLS 4714, AS BEING THE MOST NORTHERLY CORNER OF LOT 214 OF TRACT 5232, AND AS BEING ON THE SOUTHWESTERLY BOUNDARY OF OUTLOT O OF TRACT 5232.

(W) 3/4" IRON PIPE, 3" DOWN, TAGGED PLS 4714, AS BEING THE MOST NORTHERLY CORNER OF LOT 216 OF TRACT 5232, AND AS BEING ON THE SOUTHWESTERLY BOUNDARY OF OUTLOT OF OF TRACT 5232.

(W) 3/4" IRON PIPE, FLUSH, TAGGED PLS 4714, AS BEING THE MOST EASTERLY SOUTHEAST CORNER OF OUTLOT D OF TRACT 5232, AND AS BEING ON THE WEST LINE OF THE SOUTH BUNDY AVENUE RIGHT OF WAY.

CURVE	DELTA	RADIUS	LENGTH
C1	03°24'34"	1,350.00'	80.33'
	(03°24'31")	(1,350.00')	(80.31')
C2	02°05'39"	1,350.00'	49.34'
C3	01°55'16"	1,853.00'	62.13'
C4	03°51'00"	1,853.00'	124.51'
	(03°50'47")	(1,853.00')	(124.40')
C5	02°37'41"	1,828.00'	83.84'
	(02°37'34")	(1,828.00')	(83.79')
C6	01°51'48"	1,401.00'	45.56'
	(01°51'33")	(1,401.00')	(45.46')
C7	00°41'55"	1,401.00'	17.08'
	(00°41'54")	(1,401.00')	(17.08')
C8	00°34'48"	1,828.00'	18.50'
	(00°34'49")	(1,828.00')	(18.51')
C9	01°41'40"	1,401.00'	41.43'
C10	01°44'17"	1,401.00'	42.50'
C11	01°44'18"	1,401.00'	42.51'
C12	01°44'18"	1,401.00'	42.51'
C13	01°44'19"	1,401.00'	42.51'
C14	01°44'18"	1,401.00'	42.51'
C15	01°44'18"	1,401.00'	42.51'
C16	01°44'15"	1,401.00'	42.49'
C17	01°44'22"	1,401.00'	42.53'
C18	01°44'19"	1,401.00'	42.51'
C19	01°44'18"	1,401.00'	42.51'
C20	01°44'23"	1,401.00'	42.54'
C21	01°43'04"	1,401.00'	42.00'
C22	01°45'30"	1,401.00'	42.99'
C23	24°26'02"	1,679.00'	716.01'
	(24°26'02")	(1,679.00')	(716.01')
C24	01°54'24"	1,679.00'	55.87'
C25	01°34'50"	1,679.00'	46.32'
C26	01°34'51"	1,679.00'	46.32'
C27	01°34'50"	1,679.00'	46.32'
C28	01°34'51"	1,679.00'	46.32'
C29	01°34'53"	1,679.00'	46.34'
C30	01°34'53"	1,679.00'	46.34'
C31	01°34'53"	1,679.00'	46.34'
C32	01°35'03"	1,679.00'	46.42'
C33	01°35'02"	1,679.00'	46.41'
C34	01°35'07"	1,679.00'	46.46'
C35	01°35'13"	1,679.00'	46.50'
C36	02°02'47"	1,679.00'	59.97'
C37	02°05'46"	1,679.00'	61.42'
C38	24°58'16"	1,703.00'	742.22'
	(24°58'17")	(1,703.00')	(742.22')
C39	01°34'28"	1,703.00'	46.80'
C40	01°27'11"	1,703.00'	43.19'
C41	01°31'14"	1,703.00'	45.20'
C42	01°31'14"	1,703.00'	45.20'
C43	01°30'50"	1,703.00'	45.00'
C44	01°30'52"	1,703.00'	45.01'
C45	01°30'50"	1,703.00'	45.00'
C46	01°30'52"	1,703.00'	45.01'

LINE	DIRECTION	DISTANCE
L1	N 82°02'01" E	9.05'
	(N 82°00'14" E)	(9.06')
L2	N 47°26'03" W	15.29'
	(N 47°13'14" W)	(15.36')
L3	N 50°26'01" E	16.76'
	(N 50°26'35" E)	(16.74')
L4	N 07°56'09" W	17.26'
	(N 07°48'16" W)	(17.29')

CURVE	DELTA	RADIUS	LENGTH
C47	01°30'50"	1,703.00'	45.00'
C48	01°30'52"	1,703.00'	45.01'
C49	01°30'49"	1,703.00'	44.99'
C50	01°30'52"	1,703.00'	45.01'
C51	01°25'50"	1,703.00'	42.52'
C52	01°25'49"	1,703.00'	42.51'
C53	01°25'49"	1,703.00'	42.51'
C54	01°25'49"	1,703.00'	42.51'
C55	01°14'58"	1,828.00'	39.86'
C56	01°31'13"	1,828.00'	48.50'
C57	01°31'14"	1,828.00'	48.51'
C58	01°31'14"	1,828.00'	48.51'
C59	01°30'51"	1,828.00'	48.31'
C60	01°30'51"	1,828.00'	48.31'
C61	01°30'51"	1,828.00'	48.31'
C62	01°30'51"	1,828.00'	48.31'
C63	01°30'51"	1,828.00'	48.31'
C64	01°30'51"	1,828.00'	48.31'
C65	01°30'51"	1,828.00'	48.31'
C66	01°30'50"	1,828.00'	48.30'
C67	01°25'50"	1,828.00'	45.64'
C68	01°25'55"	1,828.00'	45.69'
C69	01°51'42"	1,828.00'	59.40'
C70	01°51'25"	1,828.00'	59.25'

RADIAL	DIRECTION
R1	N 36°13'24" E
	(N 36°13'28" E)
R2	N 13°41'15" E
R3	N 11°13'50" E
	(N 11°13'59" E)
R4	N 36°02'18" E
	(N 36°02'33" E)
R5	N 13°23'25" E
R6	N 10°57'12" E
	(N 10°57'21" E)
R7	N 36°07'55" E
	(N 36°08'05" E)
R8	N 34°13'31" E
R9	N 32°38'41" E
R10	N 31°03'50" E
R11	N 29°29'00" E
R12	N 27°54'09" E
R13	N 26°19'16" E
R14	N 24°44'23" E
R15	N 23°09'30" E
R16	N 21°34'27" E
R17	N 19°59'25" E
R18	N 18°24'18" E
R19	N 16°49'05" E
R20	N 14°46'18" E
R21	N 12°40'32" E
	(N 12°40'43" E)

RADIAL	DIRECTION
R22	N 11°41'53" E
	(N 11°42'03" E)
R23	N 36°17'46" E
	(N 36°17'57" E)
R24	N 13°49'24" E
R25	N 12°23'35" E
R26	N 11°19'30" E
	(N 11°19'40" E)
R27	N 34°43'18" E
R28	N 28°42'49" E
R29	N 25°41'07" E
R30	N 22°39'25" E
R31	N 19°37'44" E
R32	N 15°15'13" E
R33	N 15°15'07" E
R34	N 19°37'42" E
R35	N 22°39'24" E
R36	N 25°41'06" E
R37	N 28°42'48" E
R38	N 34°47'20" E
R39	N 15°24'19" E
R40	N 17°08'42" E

DATE: 6/30/15