EXHIBIT B

STANLEY BOULEVARD

PLEASANTON, CALIFORNIA

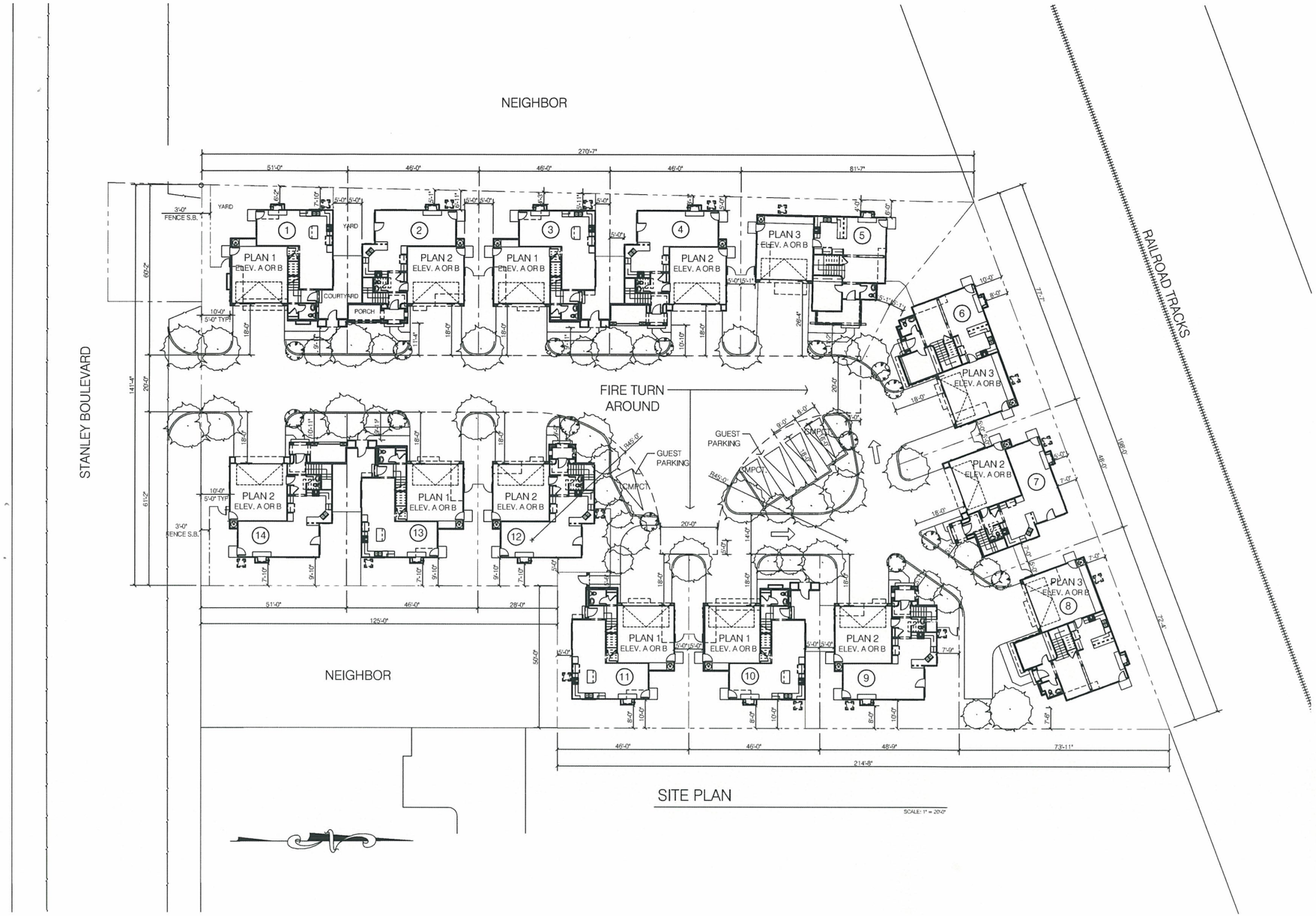
DONATO BUILDERS, INC.

PUD AND TENTATIVE MAP

DESIGN REVIEW

05-24-2010

HUNT
HALE
JONES



SITE PLAN

SCALE: 1" = 20'-0"

PROJECT DATA

APN # 946-1689-017, 946-1689-018, 946-1689-019
STANLEY BOULEVARD
4171 & 4189 STANLEY BLVD., PLEASANTON, CA

PROJECT AREA CALCULATION

GROSS PROJECT SITE	52,510 S.F.
INDIVIDUAL LOT SIZE	2,603 S.F. - 3,965 S.F.

BUILDING TYPE	UNITS	PARKING
SINGLE FAMILY HOMES	14	28 COV. 28 UNCOV. 5 UNCOV. GUEST
TOTAL UNITS AND PARKING	14	61 SPACES

UNIT MIX

(5x) PLAN 1 : 1,599 - 1,639 S.F. EACH UNIT
2 - 3 BEDROOMS
2 CAR GARAGE

(6x) PLAN 2 : 1,720 - 1,757 S.F. EACH UNIT
2 - 3 BEDROOMS
2 CAR GARAGE

(3x) PLAN 3 : 1,892 S.F. - 1,920 S.F. EACH UNIT
3 - 4 BEDROOMS
2 CAR GARAGE

PROJECT SETBACKS

FRONT YARD : 10'-0" AVERAGE/ 5'-0" MINIMUM
SIDE YARD: 5'-0" MINIMUM / 10'-0" AT STANLEY BLVD.
REAR YARD: 5'-0" MINIMUM

CONTACT INFO.

PROJECT CONTACT:

DONATO BUILDERS, INC.

1854 WARSAW AVENUE
LIVERMORE, CA 94550
TEL. (925) 245-0694
FAX. (925) 454-8605

ARCHITECT:

HUNT HALE JONES

444 SPEAR STREET, SUITE 200
SAN FRANCISCO, CA 94105
TEL. (415) 512-1300
FAX. (415) 288-0288

LANDSCAPE ARCHITECT:

CAMP & CAMP ASSOCIATES, INC.

2540 CAMINO DIABLO, SUITE 201
WALNUT CREEK, CA 94597
TEL. (925) 941-6498
FAX. (925) 941-6455

VICINITY MAP

STANLEY BOULEVARD

DONATO BUILDERS INC.

4171 & 4189 STANLEY BOULEVARD
PLEASANTON, CA

DONATO BUILDERS INC.

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

SITE PLAN

DR 2

SCALE: AS NOTED
DATE: 05-24-10
PROJECT: 288002

STANLEY BOULEVARD ELEVATION

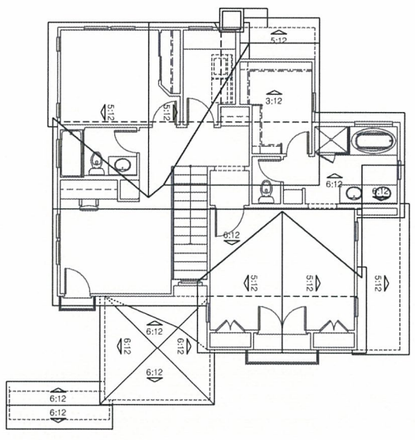
RESIDENCE 1B - SPANISH

FRONT ELEVATION

RESIDENCE 1A - ANDALUSIAN

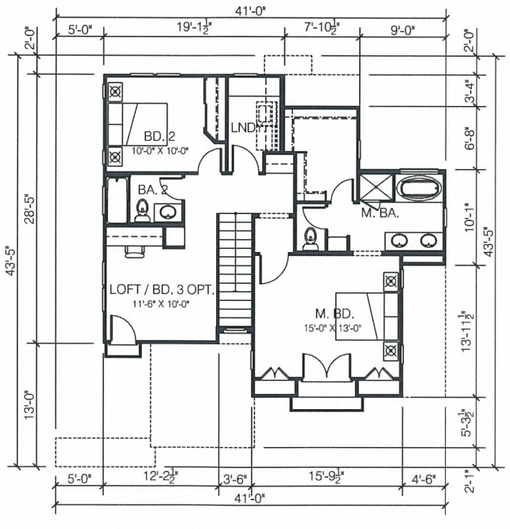
FRONT ELEVATION

RESIDENCE 1B - SPANISH



ROOF PLAN

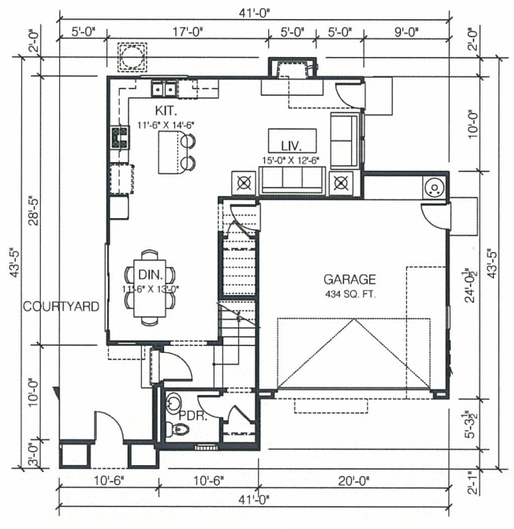
RESIDENCE 1A - ANDALUSIAN



UPPER FLOOR PLAN

RESIDENCE 1A - ANDALUSIAN

UPPER LEVEL: 921 S.F.



MAIN FLOOR PLAN

RESIDENCE 1A - ANDALUSIAN

MAIN LEVEL: 718 S.F.
TOTAL: 1,639 S.F.
GARAGE: 434 S.F.

STANLEY BOULEVARD

DONATO BUILDERS INC.

4171 & 4189 STANLEY BOULEVARD

PLEASANTON, CA

DONATO BUILDERS INC.

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

PLAN 1A

DR 3

SCALE: 1/8"=1'-0"
DATE: 05-24-10
PROJECT: 288002

FRONT ELEVATION

RESIDENCE 1A - ANDALUSIAN

1/4" = 1'-0"

LEGEND
EXTERIOR MATERIAL

1. SPANISH TILE ROOFING
2. DECORATIVE CHIMNEY CAP
3. STUCCO
4. FOAM TRIM
5. BRICK SILL
6. GSM GUTTER
7. VINYL WINDOW
8. FRENCH DOOR
9. WOOD DOOR
10. WROUGHT IRON RAILING
11. DECORATIVE WROUGHT IRON GRILLE
12. DECORATIVE WINDOW
13. WOOD FENCE
14. ADDRESS SIGN
15. DECORATIVE LIGHT
16. WOOD GARAGE DOOR
17. DECORATIVE TILE GABLE VENT
18. METERS
19. COURTYARD ENTRY

RIGHT ELEVATION

RESIDENCE 1A - ANDALUSIAN

REAR ELEVATION

RESIDENCE 1A - ANDALUSIAN

LEFT ELEVATION

RESIDENCE 1A - ANDALUSIAN

STANLEY BOULEVARD

DONATO BUILDERS INC.

4171 & 4189 STANLEY BOULEVARD

PLEASANTON, CA

DONATO BUILDERS INC.

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

PLAN 1A

DR 4

SCALE: 1/8"=1'-0"

DATE: 05-24-10

PROJECT: 288002

STANLEY BOULEVARD ELEVATION

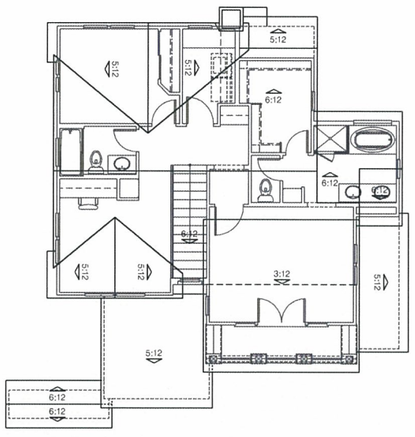
RESIDENCE 1B - SPANISH

FRONT ELEVATION

RESIDENCE 1A - ANDALUSIAN

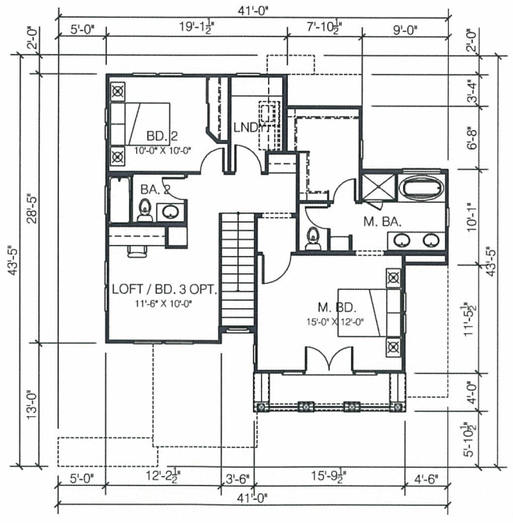
FRONT ELEVATION

RESIDENCE 1B - SPANISH



ROOF PLAN

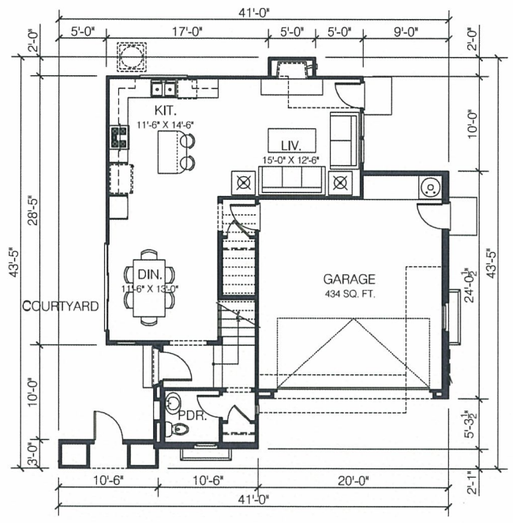
RESIDENCE 1B - SPANISH



UPPER FLOOR PLAN

RESIDENCE 1B - SPANISH

UPPER LEVEL: 881 S.F.



MAIN FLOOR PLAN

RESIDENCE 1 - SPANISH

MAIN LEVEL: 718 S.F.
TOTAL: 1,599 S.F.
GARAGE: 434 S.F.

STANLEY BOULEVARD

DONATO BUILDERS INC.

4171 & 4189 STANLEY BOULEVARD

PLEASANTON, CA

DONATO BUILDERS INC.

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

PLAN 1B

DR 5

SCALE: 1/8"=1'-0"
DATE: 05-24-10
PROJECT: 288002

FRONT ELEVATION

RESIDENCE 1B - SPANISH

1/4" = 1'-0"

LEGEND
EXTERIOR MATERIAL

1. SPANISH TILE ROOFING
2. DECORATIVE CHIMNEY CAP
3. STUCCO
4. FOAM TRIM
5. BRICK SILL
6. GSM GUTTER
7. VINYL WINDOW
8. FRENCH DOOR
9. WOOD DOOR
10. WOOD POST
11. WROUGHT IRON RAILING
12. DECORATIVE WROUGHT IRON GRILLE
13. DECORATIVE TILE
14. DECORATIVE WINDOW
15. WOOD FENCE
16. ADDRESS SIGN
17. DECORATIVE LIGHT
18. STUCCO SHELF WITH BRICK CAP
19. WOOD GARAGE DOOR
20. DECORATIVE TILE GABLE VENT
21. METERS

RIGHT ELEVATION

RESIDENCE 1B - SPANISH

REAR ELEVATION

RESIDENCE 1B - SPANISH

LEFT ELEVATION

RESIDENCE 1B - SPANISH

STANLEY BOULEVARD

DONATO BUILDERS INC.

4171 & 4189 STANLEY BOULEVARD

PLEASANTON, CA

DONATO BUILDERS INC.

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

PLAN 1B

DR 6

SCALE: 1/8"=1'-0"

DATE: 05-24-10

PROJECT: 288002

STANLEY BOULEVARD ELEVATION

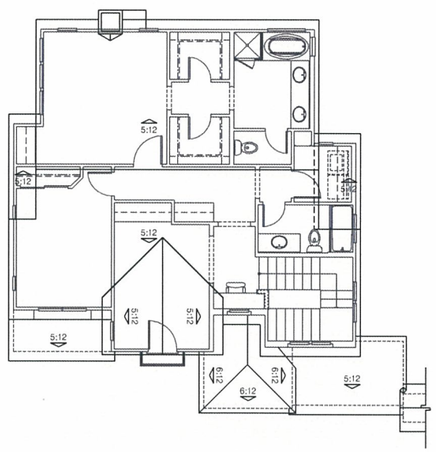
RESIDENCE 2B - SPANISH

FRONT ELEVATION

RESIDENCE 2A - ANDALUSIAN

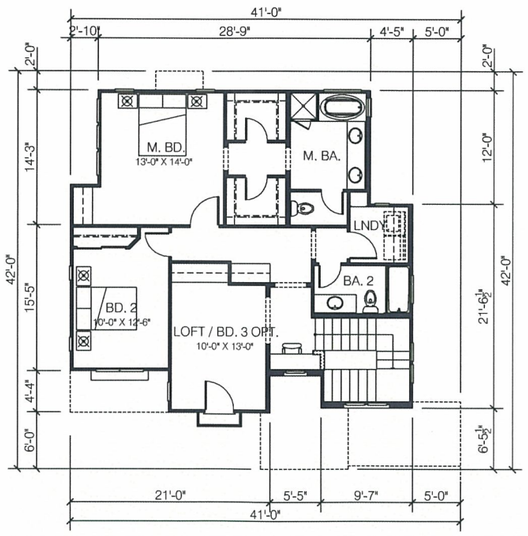
FRONT ELEVATION

RESIDENCE 2B - SPANISH



ROOF PLAN

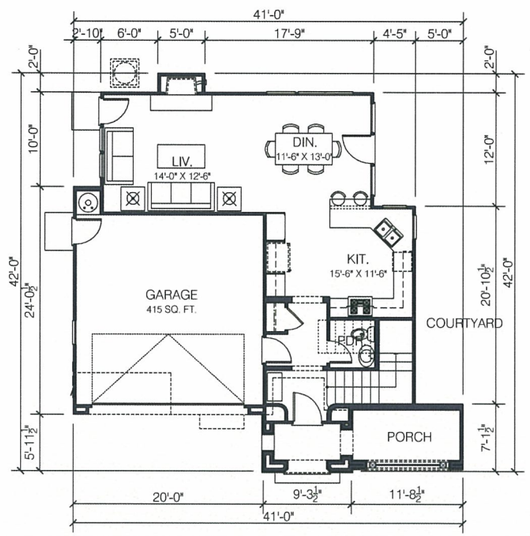
RESIDENCE 2A - ANDALUSIAN



UPPER FLOOR PLAN

RESIDENCE 2A - ANDALUSIAN

UPPER LEVEL: 1036 S.F.



MAIN FLOOR PLAN

RESIDENCE 2A - ANDALUSIAN

MAIN LEVEL: 721 S.F.
TOTAL: 1,757 S.F.
GARAGE: 415 S.F.

STANLEY BOULEVARD

DONATO BUILDERS INC.

4171 & 4189 STANLEY BOULEVARD

PLEASANTON, CA

DONATO BUILDERS INC.

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

PLAN 2A

DR 7

SCALE: 1/8"=1'-0"
DATE: 05-24-10
PROJECT: 288002

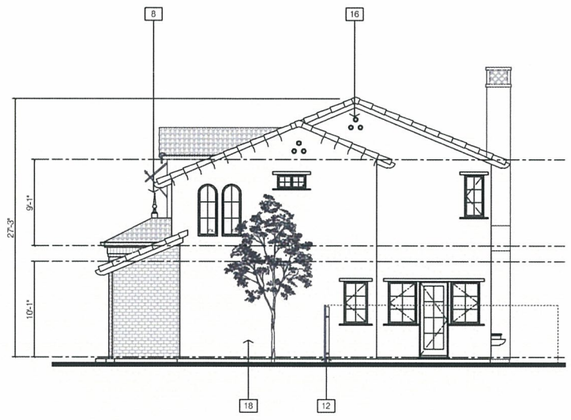
FRONT ELEVATION

RESIDENCE 2A - ANDALUSIAN

1/4" = 1'-0"

LEGEND
EXTERIOR MATERIAL

1. SPANISH TILE ROOFING
2. DECORATIVE CHIMNEY CAP
3. STUCCO
4. FOAM TRIM
5. VINYL WINDOW
6. FRENCH DOOR
7. WOOD DOOR
8. WROUGHT IRON SPIRE
9. WROUGHT IRON RAILING
10. DECORATIVE WINDOW COVERING
11. WOOD PLANTER BOX
12. WOOD FENCE
13. ADDRESS SIGN
14. DECORATIVE LIGHT
15. WOOD GARAGE DOOR
16. DECORATIVE TILE GABLE VENT
17. GSM GUTTER
18. COURTYARD OF NEIGHBOR
19. METERS

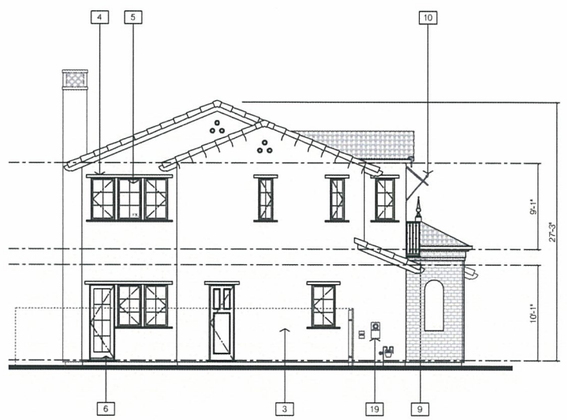


RIGHT ELEVATION

RESIDENCE 2A - ANDALUSIAN

REAR ELEVATION

RESIDENCE 2A - ANDALUSIAN



LEFT ELEVATION

RESIDENCE 2A - ANDALUSIAN

STANLEY BOULEVARD

DONATO BUILDERS INC.

4171 & 4189 STANLEY BOULEVARD

PLEASANTON, CA

DONATO BUILDERS INC.

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

PLAN 2A

DR 8

SCALE: 1/8"=1'-0"

DATE: 05-24-10

PROJECT: 288002

STANLEY BOULEVARD ELEVATION

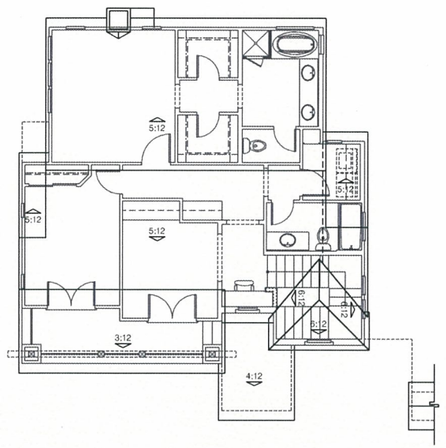
RESIDENCE 2B - SPANISH

FRONT ELEVATION

RESIDENCE 2B - SPANISH

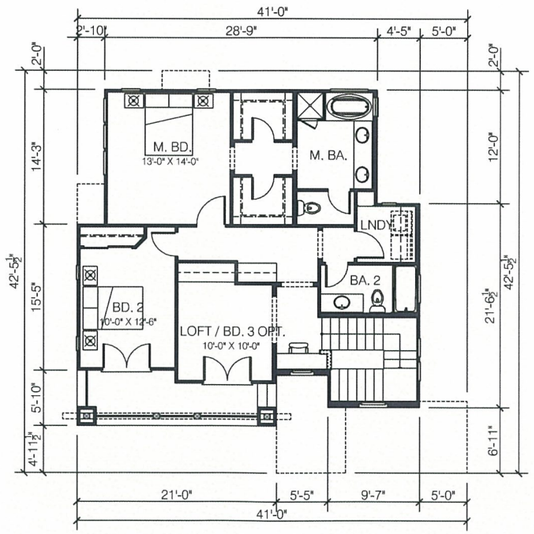
FRONT ELEVATION

RESIDENCE 2A - ANDALUSIAN



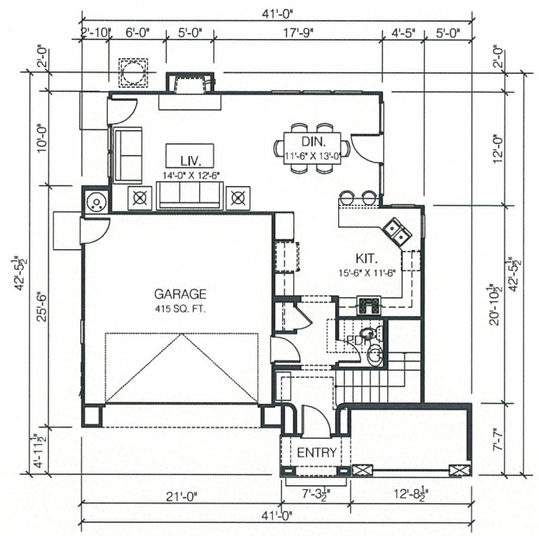
ROOF PLAN

RESIDENCE 2



UPPER FLOOR PLAN

RESIDENCE 2 — UPPER LEVEL: 991 S.F.



MAIN FLOOR PLAN

RESIDENCE 2

MAIN LEVEL: 721 S.F.
TOTAL: 1,720 S.F.
GARAGE: 415 S.F.

STANLEY BOULEVARD

DONATO BUILDERS INC.

4171 & 4189 STANLEY BOULEVARD

PLEASANTON, CA

DONATO BUILDERS INC.

HUNT HALE JONES

Architecture | Planning | Interiors

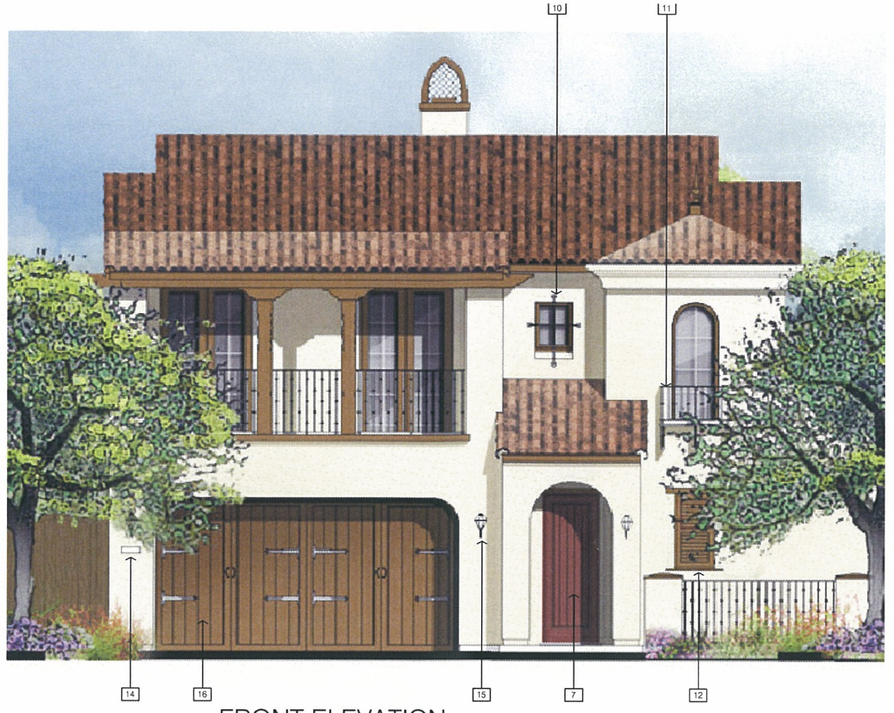
444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

PLAN 2B

DR 9

SCALE: 1/8"=1'-0"
DATE: 05-24-10
PROJECT: 288002



FRONT ELEVATION

RESIDENCE 2B - SPANISH

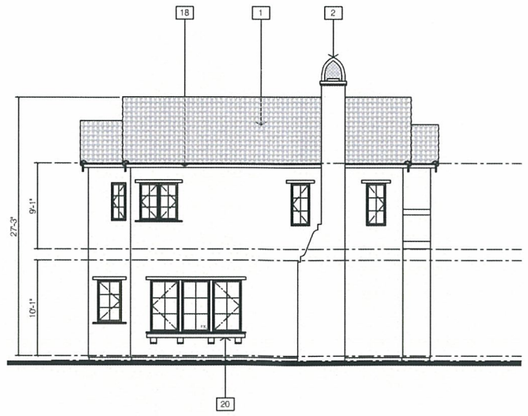
1/4" = 1'-0"

LEGEND
EXTERIOR MATERIAL

1. SPANISH TILE ROOFING
2. DECORATIVE CHIMNEY CAP
3. STUCCO
4. FOAM TRIM
5. VINYL WINDOW
6. FRENCH DOOR
7. WOOD DOOR
8. WROUGHT IRON SPIRE
9. WROUGHT IRON RAILING
10. DECORATIVE WROUGHT IRON GRILLE
11. WROUGHT IRON POT SHELF
12. DECORATIVE WINDOW
13. WOOD FENCE
14. ADDRESS SIGN
15. DECORATIVE LIGHT
16. WOOD GARAGE DOOR
17. DECORATIVE TILE GABLE VENT
18. GSM GUTTER
19. COURTYARD OF NEIGHBOR
20. DECORATIVE WOOD PLANTER BOX

RIGHT ELEVATION

RESIDENCE 2B - SPANISH



REAR ELEVATION

RESIDENCE 2B - SPANISH

LEFT ELEVATION

RESIDENCE 2B - SPANISH

STANLEY BOULEVARD

DONATO BUILDERS INC.

4171 & 4189 STANLEY BOULEVARD

PLEASANTON, CA

DONATO BUILDERS INC.

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

PLAN 2B

DR 10

SCALE: 1/8"=1'-0"

DATE: 05-24-10

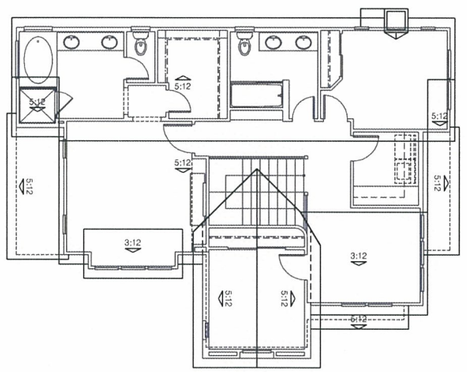
PROJECT: 288002

FRONT ELEVATION

RESIDENCE 3A - ANDALUSIAN

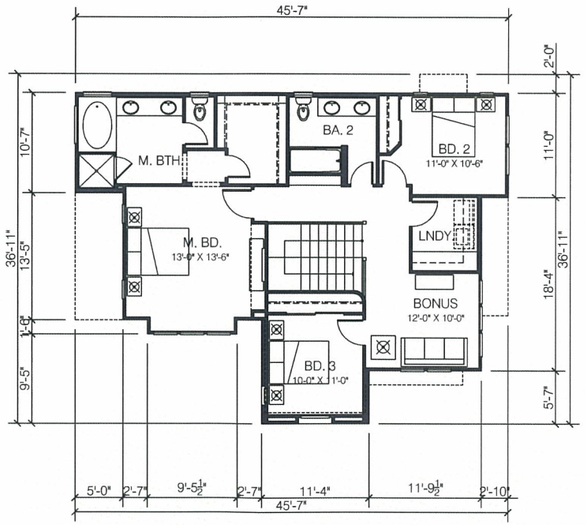
FRONT ELEVATION

RESIDENCE 3B - SPANISH



ROOF PLAN

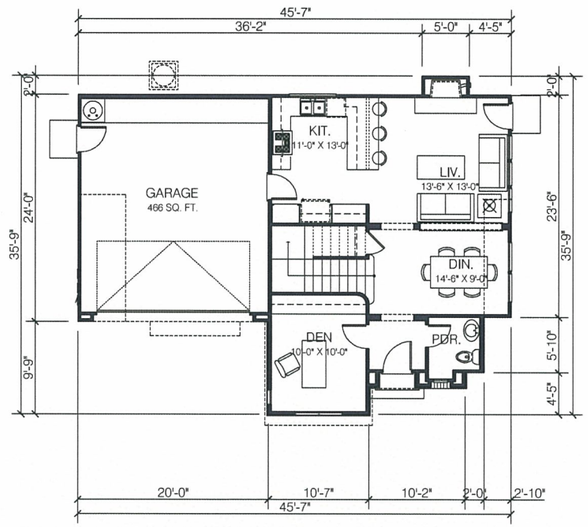
RESIDENCE 3A - ANDALUSIAN



UPPER FLOOR PLAN

RESIDENCE 3A - ANDALUSIAN

UPPER LEVEL: 1,136 S.F.



MAIN FLOOR PLAN

RESIDENCE 3 - ANDALUSIAN

MAIN LEVEL: 784 S.F.
TOTAL: 1,920 S.F.
GARAGE: 466 S.F.

STANLEY BOULEVARD

DONATO BUILDERS INC.

4171 & 4189 STANLEY BOULEVARD

PLEASANTON, CA

DONATO BUILDERS INC.

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

PLAN 3A

DR 11

SCALE: 1/8"=1'-0"

DATE: 05-24-10

PROJECT: 288002

FRONT ELEVATION

RESIDENCE 3A - ANDALUSIAN

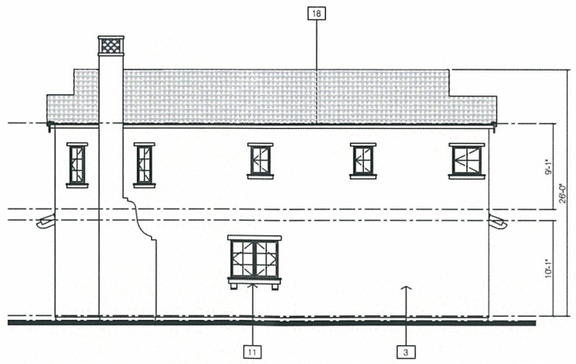
1/4" = 1'-0"

LEGEND
EXTERIOR MATERIAL

1. SPANISH TILE ROOFING
2. DECORATIVE CHIMNEY CAP
3. STUCCO
4. FOAM TRIM
5. VINYL WINDOW
6. FRENCH DOOR
7. WOOD DOOR
8. DECORATIVE WINDOW COVERING
9. DECORATIVE WINDOW
10. DECORATIVE WOOD CORBEL
11. PLANTER BOX
12. WINDOW BUILD-OUT
13. WOOD FENCE
14. ADDRESS SIGN
15. DECORATIVE LIGHT
16. WOOD GARAGE DOOR
17. BRICK VENEER
18. GSM GUTTER
19. METERS

RIGHT ELEVATION

RESIDENCE 3A - ANDALUSIAN



REAR ELEVATION

RESIDENCE 3A - ANDALUSIAN

LEFT ELEVATION

RESIDENCE 3A - ANDALUSIAN

STANLEY BOULEVARD

DONATO BUILDERS INC.

4171 & 4189 STANLEY BOULEVARD

PLEASANTON, CA

DONATO BUILDERS INC.

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

PLAN 3A

DR 12

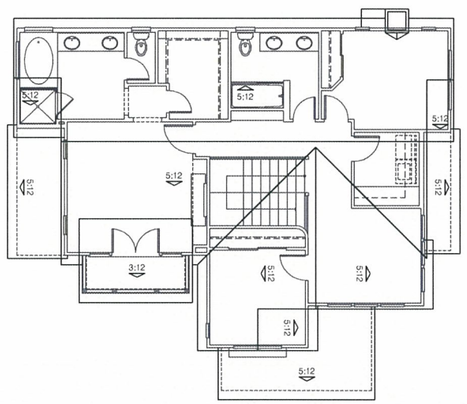
SCALE: 1/8"=1'-0"
DATE: 05-24-10
PROJECT: 288002

FRONT ELEVATION

RESIDENCE 3A - ANDALUSIAN

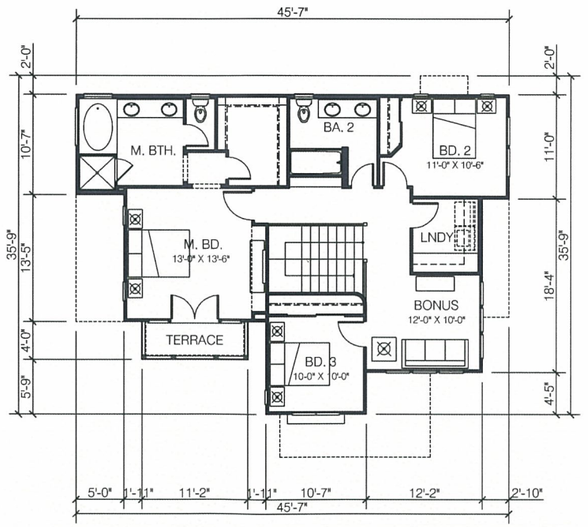
FRONT ELEVATION

RESIDENCE 3B - SPANISH



ROOF PLAN

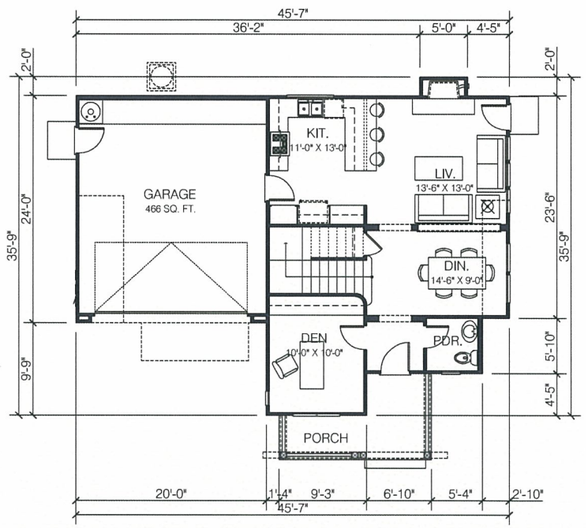
RESIDENCE 3B - SPANISH



UPPER FLOOR PLAN

RESIDENCE 3B - SPANISH

UPPER LEVEL: 1,111 S.F.



MAIN FLOOR PLAN

RESIDENCE 3B - SPANISH

MAIN LEVEL: 781 S.F.
TOTAL: 1,892 S.F.
GARAGE: 466 S.F.

STANLEY BOULEVARD

DONATO BUILDERS INC.

4171 & 4189 STANLEY BOULEVARD

PLEASANTON, CA

DONATO BUILDERS INC.

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

PLAN 3B

DR 13

SCALE: 1/8"=1'-0"

DATE: 05-24-10
PROJECT: 288002

FRONT ELEVATION

RESIDENCE 3B - SPANISH

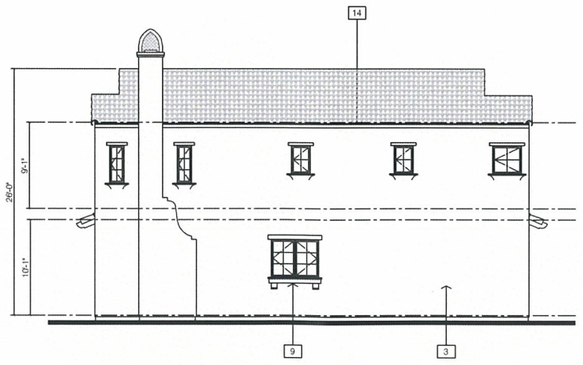
1/4" = 1'-0"

LEGEND
EXTERIOR MATERIAL

1. SPANISH TILE ROOFING
2. DECORATIVE CHIMNEY CAP
3. STUCCO
4. FOAM TRIM
5. VINYL WINDOW
6. FRENCH DOOR
7. WOOD DOOR
8. DECORATIVE WOOD CORBEL
9. WOOD PLANTER BOX
10. WOOD FENCE
11. ADDRESS SIGN
12. DECORATIVE LIGHT
13. WOOD GARAGE DOOR
14. GSM GUTTER
15. METERS
16. WOOD RAILING
17. DECORATIVE TILE GABLE VENT

RIGHT ELEVATION

RESIDENCE 3B - SPANISH



REAR ELEVATION

RESIDENCE 3B - SPANISH

LEFT ELEVATION

RESIDENCE 3B - SPANISH

STANLEY BOULEVARD

DONATO BUILDERS INC.

4171 & 4189 STANLEY BOULEVARD

PLEASANTON, CA

DONATO BUILDERS INC.

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

PLAN 3B

DR 14

SCALE: 1/8"=1'-0"

DATE: 05-24-10

PROJECT: 288002

TREE LEGEND

LARGE SCALE CANOPY TREE (PUBLIC R.O.W.)

MEDIUM SCALE STREET TREE

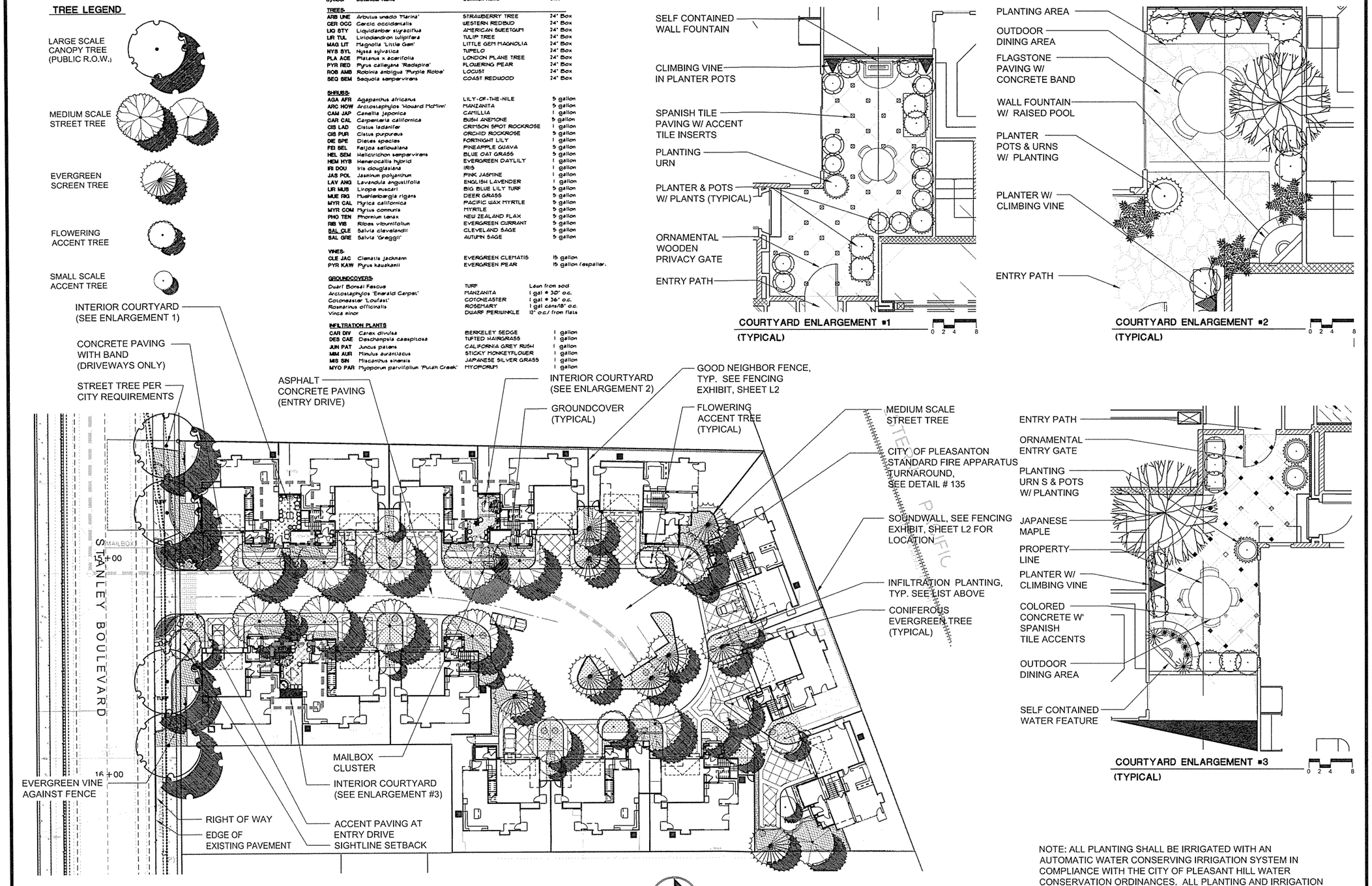
EVERGREEN SCREEN TREE

FLOWERING ACCENT TREE

SMALL SCALE ACCENT TREE

Plant Palette

Symbol	Botanical Name	Common Name	Size
TREES:			
ARB UNE	Arbutus unedo 'Marina'	STRAWBERRY TREE	24" Box
CER OCC	Cercis occidentalis	WESTERN REDBUD	24" Box
LIQ STY	Liquidambar styraciflua	AMERICAN SWEETGUM	24" Box
LIR TUL	Liriodendron tulipifera	TULIP TREE	24" Box
MAG LIT	Magnolia 'Little Gem'	LITTLE GEM MAGNOLIA	24" Box
NYS SYL	Nyssa sylvatica	TUPELO	24" Box
PLA ACE	Platanus x acerifolia	LONDON PLANE TREE	24" Box
PYR RED	Pyrus calleryana 'Redspire'	FLOWERING PEAR	24" Box
ROB AMB	Robinia ambigua 'Purple Robe'	LOCUST	24" Box
SEQ SEM	Sequoia sempervirens	COAST REDWOOD	24" Box
SHRUBS:			
AGA AFR	Agapanthus africanus	LILY-OF-THE-NILE	5 gallon
ARC HOW	Arctostaphylos 'Howard McMinn'	MANZANITA	5 gallon
CAM JAP	Camellia japonica	CAMILLIA	1 gallon
CAR CAL	Carpenteria californica	BUSH ANEMONE	5 gallon
CIS LAD	Cistus ladanifer	CRIMSON SPOT ROCKROSE	1 gallon
CIS PUR	Cistus purpureus	ORCHID ROCKROSE	5 gallon
DIE SPE	Dietes species	FORTNIGHT LILY	1 gallon
FEI SEL	Feijoa sellowiana	PINEAPPLE GUAVA	5 gallon
HEL SEM	Helictrichon sempervirens	BLUE OAT GRASS	5 gallon
HEM HYB	Hemerocallis hybrid	EVERGREEN DAYLILY	1 gallon
IRI DOU	Iris douglasiana	IRIS	1 gallon
JAS POL	Jasminum polyanthum	PINK JASMINE	1 gallon
LAV ANG	Lavandula angustifolia	ENGLISH LAVENDER	1 gallon
LIR MUS	Liriope muscari	BIG BLUE LILY TURF	5 gallon
MUE RIG	Muehlenbergia rigans	DEER GRASS	5 gallon
MYR CAL	Myrica californica	PACIFIC WAX MYRTLE	5 gallon
MYR COM	Myrtus communis	MYRTLE	5 gallon
PHO TEN	Phormium tenax	NEW ZEALAND FLAX	5 gallon
RIB VIB	Ribes viburnifolium	EVERGREEN CURRANT	5 gallon
SAL CLE	Salvia clevelandii	CLEVELAND SAGE	5 gallon
SAL GRE	Salvia 'Greggii'	AUTUMN SAGE	5 gallon
VINES:			
CLE JAC	Clematis jacknann	EVERGREEN CLEMATIS	15 gallon
PYR KAW	Pyrus kawakamii	EVERGREEN PEAR	15 gallon espalier.
GROUNDCOVERS:			
	Dwarf Bonsai Fescus	TURF	Lawn from sod
	Arctostaphylos 'Emerald Carpet'	MANZANITA	1 gal @ 30" o.c.
	Cotoneaster 'Lowfast'	COTONEASTER	1 gal @ 36" o.c.
	Rosmarinus officinalis	ROSEMARY	1 gal cans/18" o.c.
	Vinca minor	DWARF PERIWINKLE	12" o.c./ from flats
INFILTRATION PLANTS			
CAR DIV	Carex divulsa	BERKELEY SEDGE	1 gallon
DES CAE	Deschampsia caespitosa	TUFTED HAIRGRASS	1 gallon
JUN PAT	Juncus patens	CALIFORNIA GREY RUSH	1 gallon
MIM AUR	Mimulus aurantiacus	STICKY MONKEYFLOUER	1 gallon
MIS SIN	Miscanthus sinensis	JAPANESE SILVER GRASS	1 gallon
MYO PAR	Myoporum parvifolium 'Putah Creek'	MYOPORUM	1 gallon



PRELIMINARY LANDSCAPE PLAN

COURTYARD ENLARGEMENT #1
(TYPICAL)
0 2 4 8

COURTYARD ENLARGEMENT #2
(TYPICAL)
0 2 4 8

COURTYARD ENLARGEMENT #3
(TYPICAL)
0 2 4 8

NOTE: ALL PLANTING SHALL BE IRRIGATED WITH AN AUTOMATIC WATER CONSERVING IRRIGATION SYSTEM IN COMPLIANCE WITH THE CITY OF PLEASANT HILL WATER CONSERVATION ORDINANCES. ALL PLANTING AND IRRIGATION OPERATIONS SHALL COMPLY WITH THE CITY PLEASANT HILL LANDSCAPE GUIDELINES.

REVISIONS	BY

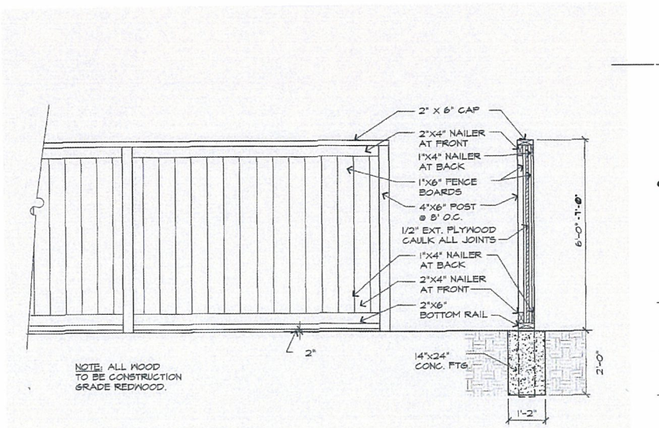
camp & camp associates
planning & landscape architecture
2540 CAMINO DIABLO, SUITE 201
WALNUT CREEK, CALIFORNIA 94597
(925) 941-6450 FAX (925) 941-6455
email: tc@campandcamp.com

REGISTERED LANDSCAPE ARCHITECT
R. TERRENCE CAMP
NO. 4434
REN
STATE OF CALIFORNIA

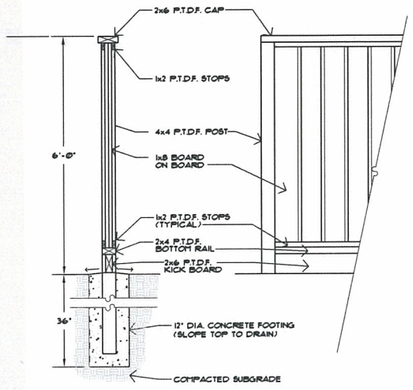
PRELIMINARY LANDSCAPE PLAN

4171 & 4189 STANLEY BOULEVARD PLEASANTON, CA

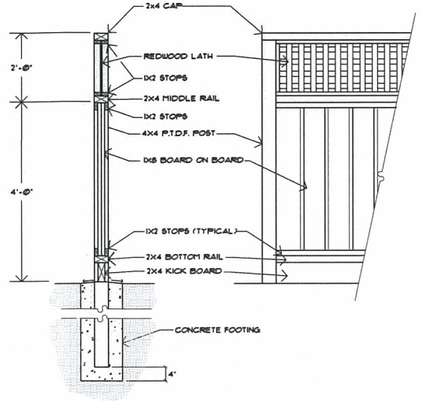
DRAWN:	C.M.
CHECKED:	T.C.
DATE:	02-26-2010
SCALE:	AS SHOWN
JOB NO.	08-013
SHEET	L1
OF	00 SHEETS



1 **WOOD SOUND FENCE** SCALE: 1/2" = 1'-0"

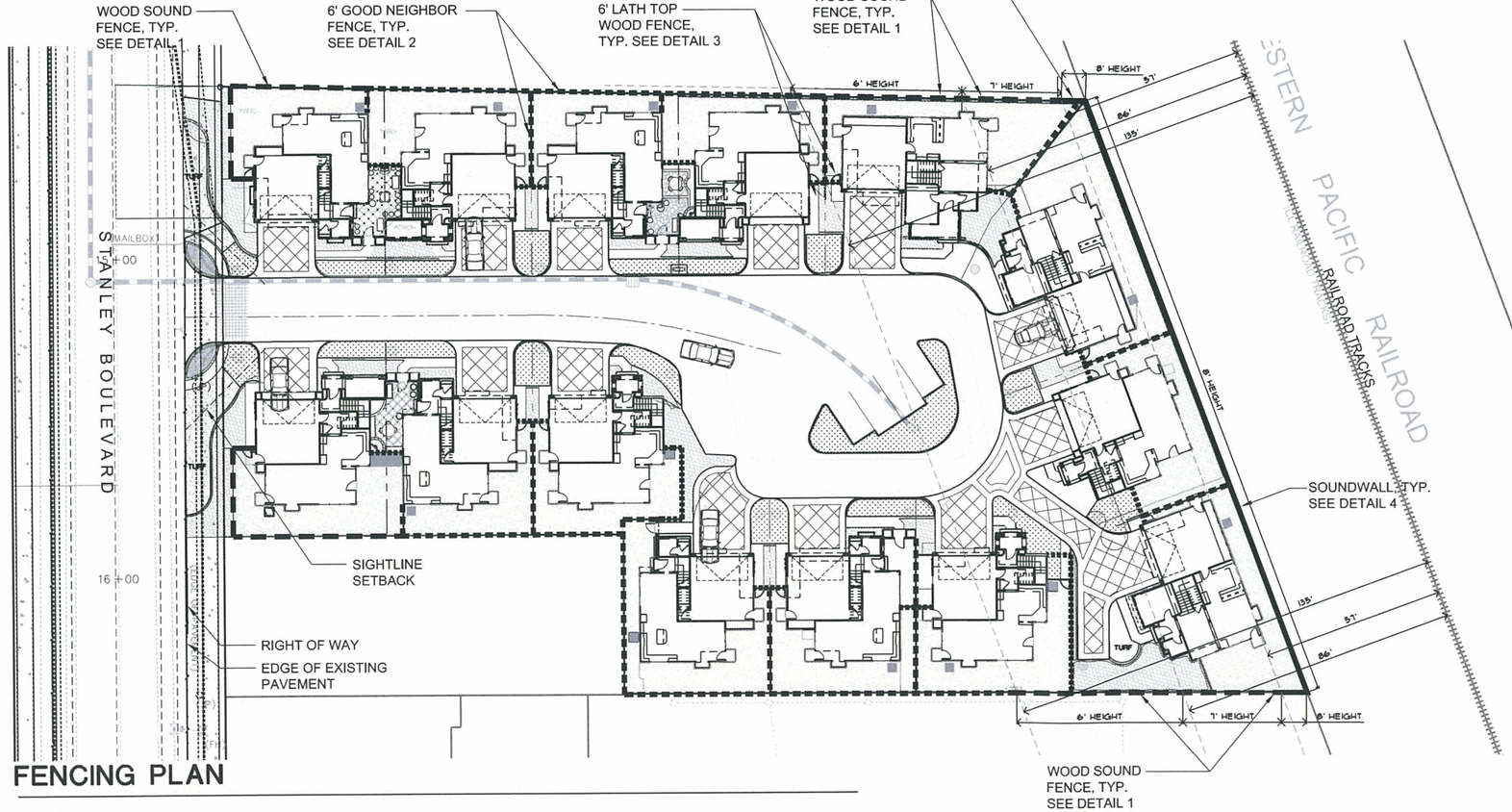


2 **6' GOOD NEIGHBOR FENCE** NTS



3 **6' LATH TOP WOOD FENCE** N.T.S.

4 **8' SIERRA PRECAST SOUNDWALL** NTS



FENCING PLAN

NOTES

- SEE ACOUSTICAL CONSULTANTS REPORT PREPARED MARCH 31, 2009 BY EDWARD L. PACK ASSOCIATES, INC. FOR SOUNDWALL RECOMMENDATIONS AND DISTANCE REQUIREMENTS FROM STREET AND RAILROAD TRACKS.
- SIERRA PRECAST TO DETERMINE APPROPRIATE DETAILING OF 8' SOUNDWALL. MEDITERRANEAN SOUNDWALL SHOWN FOR AESTHETIC CONSIDERATION ONLY.

LEGEND

6'-7' WOOD SOUND FENCE, SEE PLANS FOR HEIGHTS AND SETBACK DISTANCES FROM RAILROAD TRACKS, SEE DETAIL 1

6' GOOD NEIGHBOR FENCE, SEE DETAIL 2

6' LATHTOP WOOD FENCE, SEE DETAIL 3

SOUNDWALL, SEE PLANS FOR HEIGHTS AND SETBACK DISTANCES FROM RAILROAD TRACKS, SEE DETAIL 4

0 10 20 40 60

REVISIONS	BY

camp & camp associates
planning & landscape architecture
2540 CAMINO DIABLO, SUITE 201
WALNUT CREEK, CALIFORNIA 94597
(925) 941-6490 FAX (925) 941-6455
email: tc@campandcamp.com

REGISTERED LANDSCAPE ARCHITECT
R. TERRENCE CAMP
NO. 4494
REN. _____
STATE OF CALIFORNIA

FENCING EXHIBIT

4171 & 4189 STANLEY BOULEVARD PLEASANTON, CA

DRAWN: C.M.
CHECKED: T.C.
DATE: 02-26-2010
SCALE: AS SHOWN
JOB NO. 08-013
SHEET L2
OF 00 SHEETS

LEGAL DESCRIPTION:

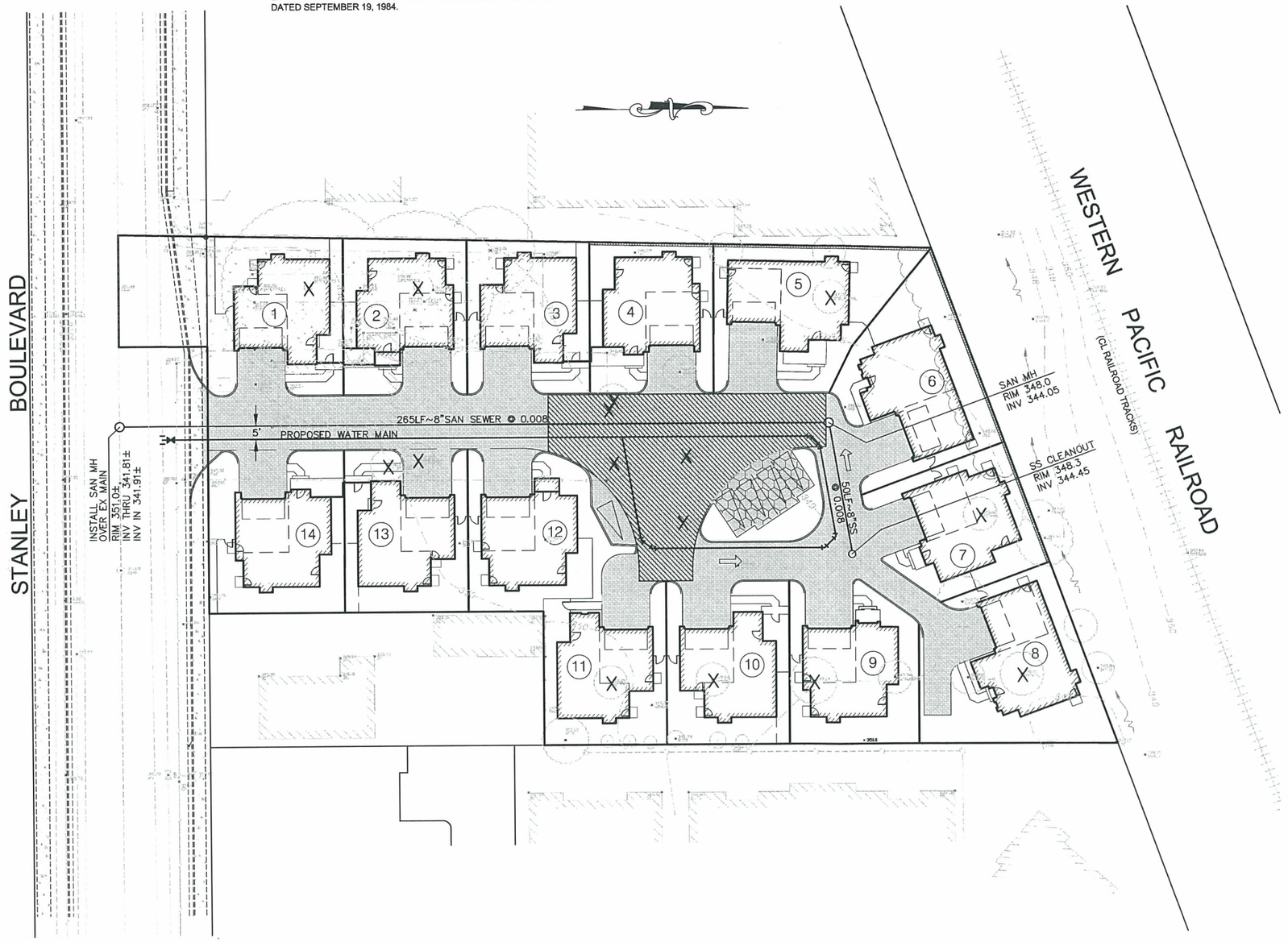
BEING A PORTION OF PLOT NUMBER 1 OF THE BERNAL PORTION OF THE RANCHO EL VALLE DE SAN JOSE, AND ALL OF PARCEL MAP 3669 FILED JUNE 4, 1982 IN BOOK 133 OF PARCEL MAPS, AT PAGE 94-95, ALAMEDA COUNTY RECORDS.

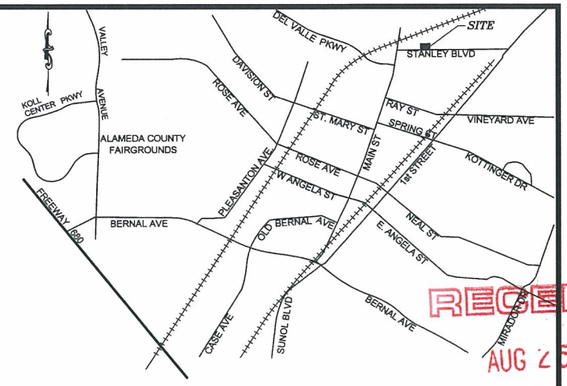
FLOOD ZONE

ZONE C AS SHOWN ON COMMUNITY PANEL NUMBER 060012 0004 D DATED SEPTEMBER 19, 1984.

LEGEND

- FIRE DEPARTMENT TURNAROUND
- ASPHALT PAVEMENT
- TURF STONE





VICINITY MAP
N.T.S.

TENTATIVE MAP NOTES:

OWNER:	D. DONATO BUILDERS 1854 WARSAW AVENUE LIVERMORE, CA 94550 (925) 245-0694
ENGINEER:	DEBOLT CIVIL ENGINEERING 811 SAN RAMON VALLEY BLVD. DANVILLE, CA 94526 (925)837-3780
ASSESSOR'S PARCEL NUMBER:	946-1689-011,016,017,018 AND 019
AREA:	52,510 SF±
EXISTING USE:	RESIDENTIAL
PROPOSED USE:	RESIDENTIAL
UTILITIES:	GAS & ELECTRIC - P.G.& E. TELEPHONE - S.B.C. SEWER - CITY OF PLEASANTON WATER - CITY OF PLEASANTON STORM - CITY OF PLEASANTON CABLE - COMCAST FIRE - LIVERMORE PLEASANTON FIRE DEPT. UTILITY LOCATIONS SHOWN ARE BASED ON UTILITY COMPANY RECORDS AND ARE APPROXIMATE ONLY.
BASIS OF ELEVATION:	U.S. COAST AND GEODETIC SURVEY, BRONZE DISK, STAMPING G 832 1947. 1.0 MILE SOUTHWEST ALONG THE SOUTHERN PACIFIC RAILROAD FRO THE CROSSING OF NEAL STREET AT PLEASANTON, MODWAY BETWEEN THE SECOND AND THIRD POLES SOUTHWEST OF MILEPOLE 4D, AT CONCRETE BRIDGE 39.93 OVER A SMALL CREEK, IN THE TOP OF THE SOUTHEAT END OF THE SOUTHWEST CONCRETE ABUTMENT, 6 1/2 FEET SOUTHEAST OF THE SOUTHEAST RAIL, AND ABOUT 1 FOOT LOWER THAN THE TRACK. ELEVATION: 337.23
BOUNDARY NOTE:	APPROXIMATE BOUNDARY INFORMATION SHOWN WAS COMPILED FROM AVAILABLE RECORD DATA AND DOES NOT REPRESENT AN ACTUAL FIELD BOUNDARY SURVEY.

TM-1

TRACT 7968
VESTING TENTATIVE MAP

DONATO BUILDERS INC
4171 & 4189 STANLEY BOULEVARD
PLEASANTON — CONTRA COSTA COUNTY — CALIFORNIA

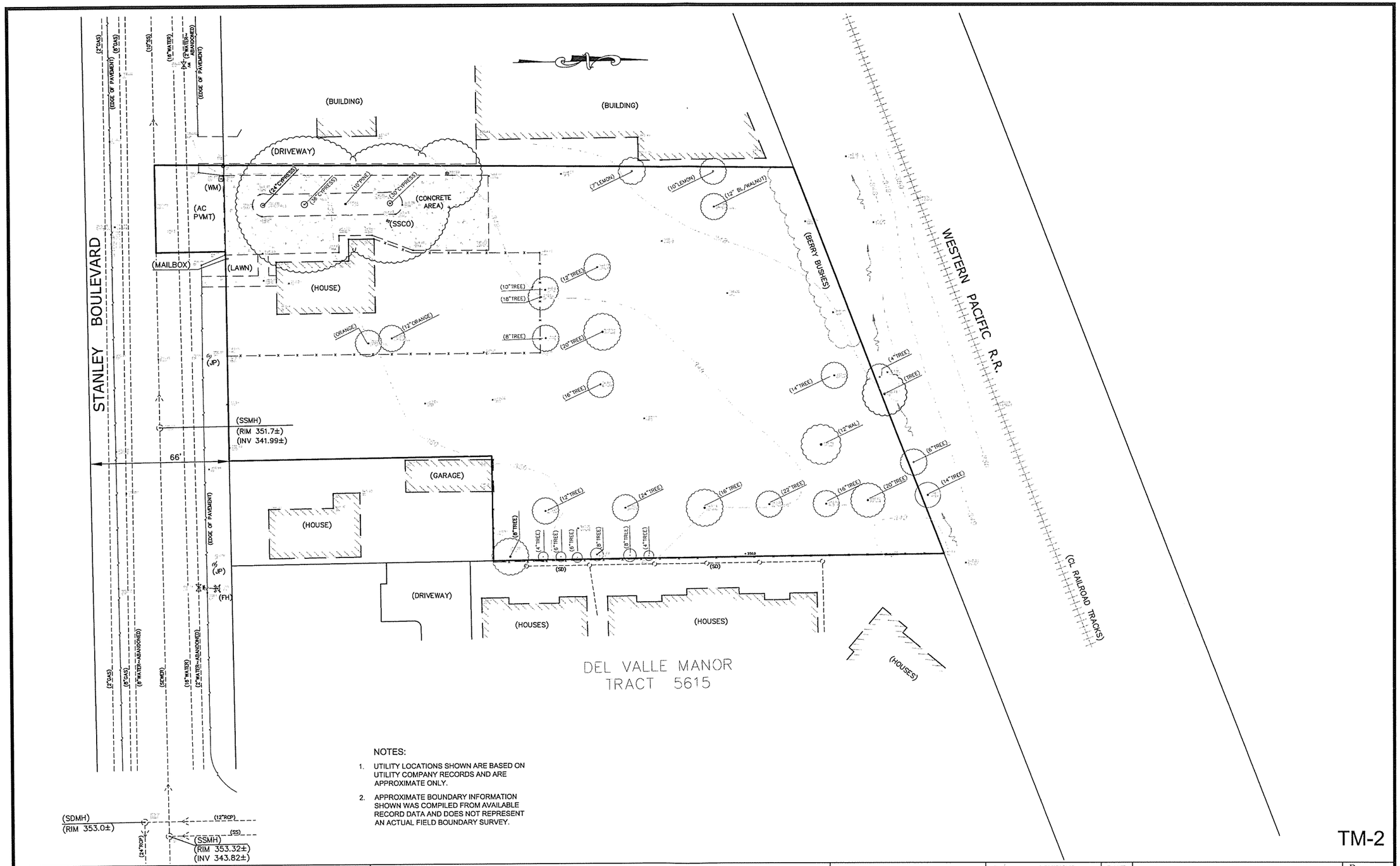
JAMES E. DIGGINS R.C.E. 27818
RENEWAL DATE: 03/31/2012

#	REVISIONS	DATE

DeBolt Civil Engineering
811 San Ramon Valley Boulevard
Danville, California 94526
Tel: 925/837-3780
Fax: 925/837-4378

Date: 8/3/2010
Scale: 1" = 20'
By: JED/wl
Job No.: 07239

P:\07239\01-07239-TM.DWG 8/25/10 9:16



DEL VALLE MANOR
TRACT 5615

NOTES:

1. UTILITY LOCATIONS SHOWN ARE BASED ON UTILITY COMPANY RECORDS AND ARE APPROXIMATE ONLY.
2. APPROXIMATE BOUNDARY INFORMATION SHOWN WAS COMPILED FROM AVAILABLE RECORD DATA AND DOES NOT REPRESENT AN ACTUAL FIELD BOUNDARY SURVEY.

TM-2

TOPOGRAPHIC SURVEY

4171 and 4189 STANLEY BOULEVARD

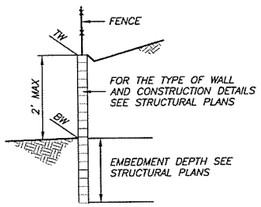
PLEASANTON ALAMEDA COUNTY CALIFORNIA

JAMES E. DIGGINS R.C.E. 27818
RENEWAL DATE: 03/31/2012

#	REVISIONS	DATE

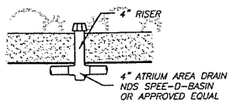
DeBolt Civil Engineering
811 San Ramon Valley Boulevard
Danville, California 94526
Tel: 925/837-3780
Fax: 925/837-4378

Date: 8/3/2010
Scale: 1" = 20'
By: JED / kl
Job No.: 07239



TYPICAL WALL SECTION

N.T.S.

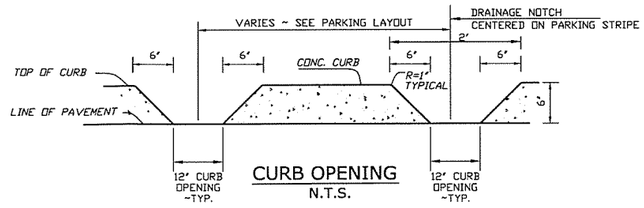


AREA DRAIN DETAIL

N.T.S.

LEGEND

- PAVED AREA
- TURF STONE
- FIRE DEPARTMENT TURNAROUND
- RETAINING WALL
- STORM LINE
- SANITARY SEWER LINE
- WATER LINE
- AREA DRAIN
- TS TOP OF SLAB
- TW TOP OF WALL
- BW BOTTOM OF WALL



CURB OPENING

N.T.S.

* CURB OPENINGS ARE REQUIRED ONLY ADJACENT TO THE FOUR VISITOR PARKING SPACES.

SEE SHEET TM-5
FOR CONTINUATION

BOUNDARY

STANLEY BOULEVARD

WESTERN PACIFIC RAILROAD
(CL-RAILROAD TRACKS)

14+00

STA. 14+28.67
FC ANGLE PT.
TC 350.14
FL 349.64

STA. 14+45.81
PROPERTY LINE±
TC 350.20
FL 349.70

STA. 14+89.22
FC ANGLE PT.
TC 350.35
FL 349.85

TC 350.37
FL 349.87

15+00

STA. 15+06.95
STM. MH
RIM 350.7±
INV 342.87±

STA. 15+16.95
SAN. MH OVER EXIST. MAIN
RIM 351.0±
INV THRU 341.81
INV IN 341.91

AREA DRAIN (TYPICAL)
TC 350.50
FL 350.00

STA. 15+87.08
PROPERTY LINE±
TC 350.67
FL 350.17

16+00

CURB, GUTTER AND SIDEWALK TO BE CONSTRUCTED BY OTHERS

46'

66' R/W

17+00

2' MAX HIGH RET WALL

TM-3

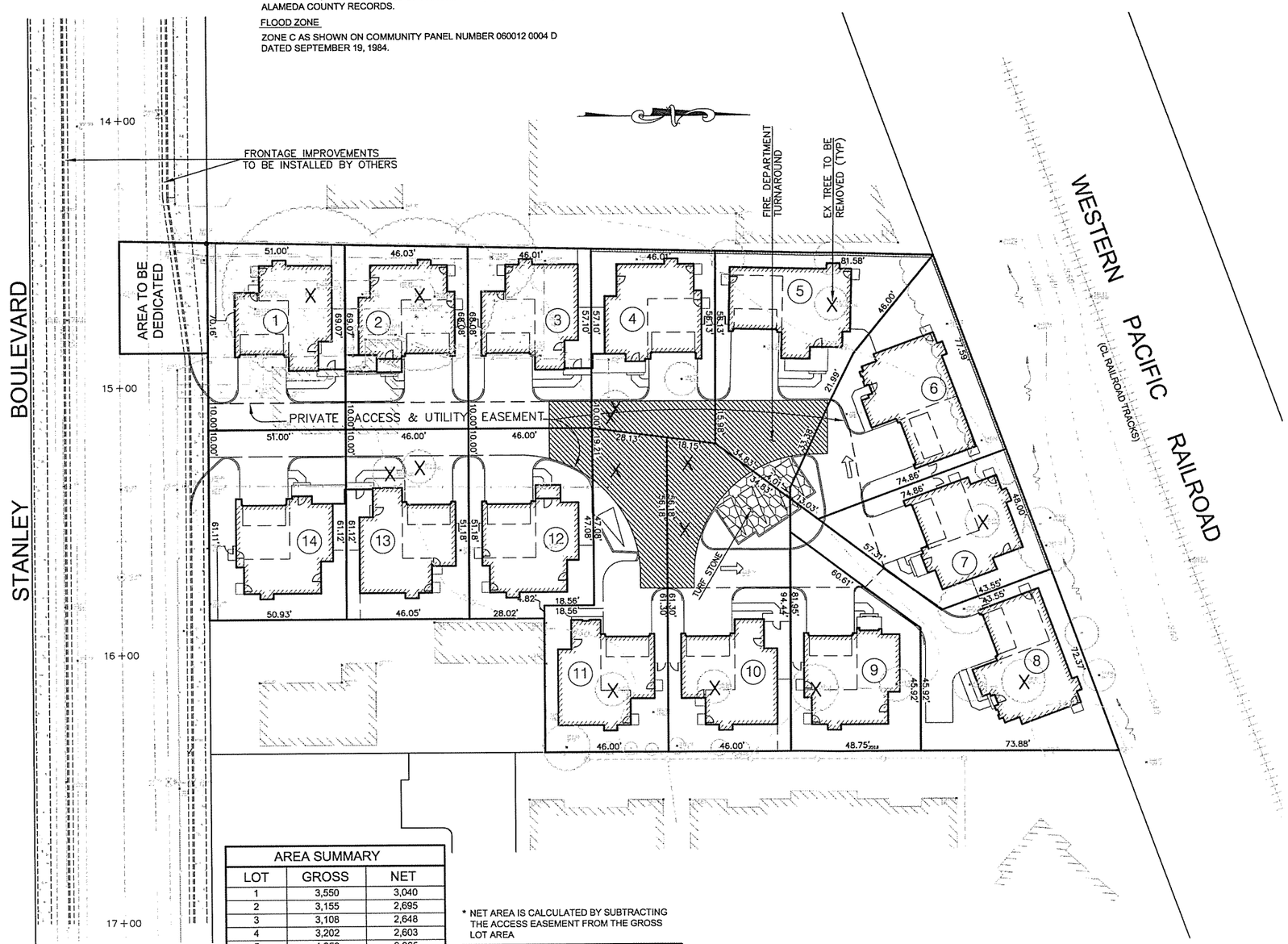
TRACT 7968 GRADING AND DRAINAGE PLAN	DONATO BUILDERS INC. 4171 & 4189 STANLEY BOULEVARD PLEASANTON ALAMEDA COUNTY CALIFORNIA	JAMES E. DIGGINS R.C.E. 27818 RENEWAL DATE: 03/31/12	# REVISIONS DATE	DeBolt Civil Engineering 811 San Ramon Valley Boulevard Danville, California 94526 Tel: 925/837-3780 Fax: 925/837-4378	Date: 8/3/2010 Scale: 1"=20' By: JED/wl Job No: 07239

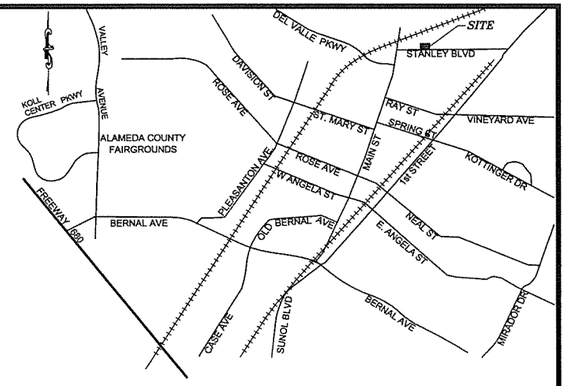
LEGAL DESCRIPTION:

BEING A PORTION OF PLOT NUMBER 1 OF THE BERNAL PORTION OF THE RANCHO EL VALLE DE SAN JOSE, AND ALL OF PARCEL MAP 3669 FILED JUNE 4, 1982 IN BOOK 133 OF PARCEL MAPS, AT PAGE 94-95, ALAMEDA COUNTY RECORDS.

FLOOD ZONE

ZONE C AS SHOWN ON COMMUNITY PANEL NUMBER 060012 0004 D DATED SEPTEMBER 19, 1984.





VICINITY MAP
N.T.S.

SITE PLAN NOTES:

OWNER:	D. DONATO BUILDERS 1854 WARSAW AVENUE LIVERMORE, CA 94550 (925) 245-0694
ENGINEER:	DEBOLT CIVIL ENGINEERING 811 SAN RAMON VALLEY BLVD. DANVILLE, CA 94526 (925)837-3780
ASSESSOR'S PARCEL NUMBER:	946-1689-011,016,017,018 AND 019
AREA:	52,510 SF±
EXISTING USE:	RESIDENTIAL
PROPOSED USE:	RESIDENTIAL
UTILITIES:	GAS & ELECTRIC - P.G.& E. TELEPHONE - S.B.C. SEWER - CITY OF PLEASANTON WATER - CITY OF PLEASANTON STORM - CITY OF PLEASANTON CABLE - COMCAST FIRE - LIVERMORE PLEASANTON FIRE DEPT. UTILITY LOCATIONS SHOWN ARE BASED ON UTILITY COMPANY RECORDS AND ARE APPROXIMATE ONLY.
BASIS OF ELEVATION:	U.S. COAST AND GEODETIC SURVEY, BRONZE DISK, STAMPING G 832 1947. 1.0 MILE SOUTHWEST ALONG THE SOUTHERN PACIFIC RAILROAD FRO THE CROSSING OF NEAL STREET AT PLEASANTON, MODWAY BETWEEN THE SECOND AND THIRD POLES SOUTHWEST OF MILEPOLE 4D, AT CONCRETE BRIDGE 39.93 OVER A SMALL CREEK, IN THE TOP OF THE SOUTHEAT END OF THE SOUTHWEST CONCRETE ABUTMENT, 6 1/2 FEET SOUTHEAST OF THE SOUTHEAST RAIL, AND ABOUT 1 FOOT LOWER THAN THE TRACK. ELEVATION: 337.23
BOUNDARY NOTE:	APPROXIMATE BOUNDARY INFORMATION SHOWN WAS COMPILED FROM AVAILABLE RECORD DATA AND DOES NOT REPRESENT AN ACTUAL FIELD BOUNDARY SURVEY.

AREA SUMMARY		
LOT	GROSS	NET
1	3,550	3,040
2	3,155	2,695
3	3,108	2,648
4	3,202	2,603
5	4,350	3,365
6	4,011	3,280
7	2,842	2,612
8	4,357	3,965
9	3,117	2,826
10	5,028	2,815

* NET AREA IS CALCULATED BY SUBTRACTING THE ACCESS EASEMENT FROM THE GROSS LOT AREA

LOT	GROSS	NET
11	4,327	3,241
12	3,185	2,650
13	3,273	2,813
14	3,625	3,115

TM-4

TRACT 7968
SITE PLAN

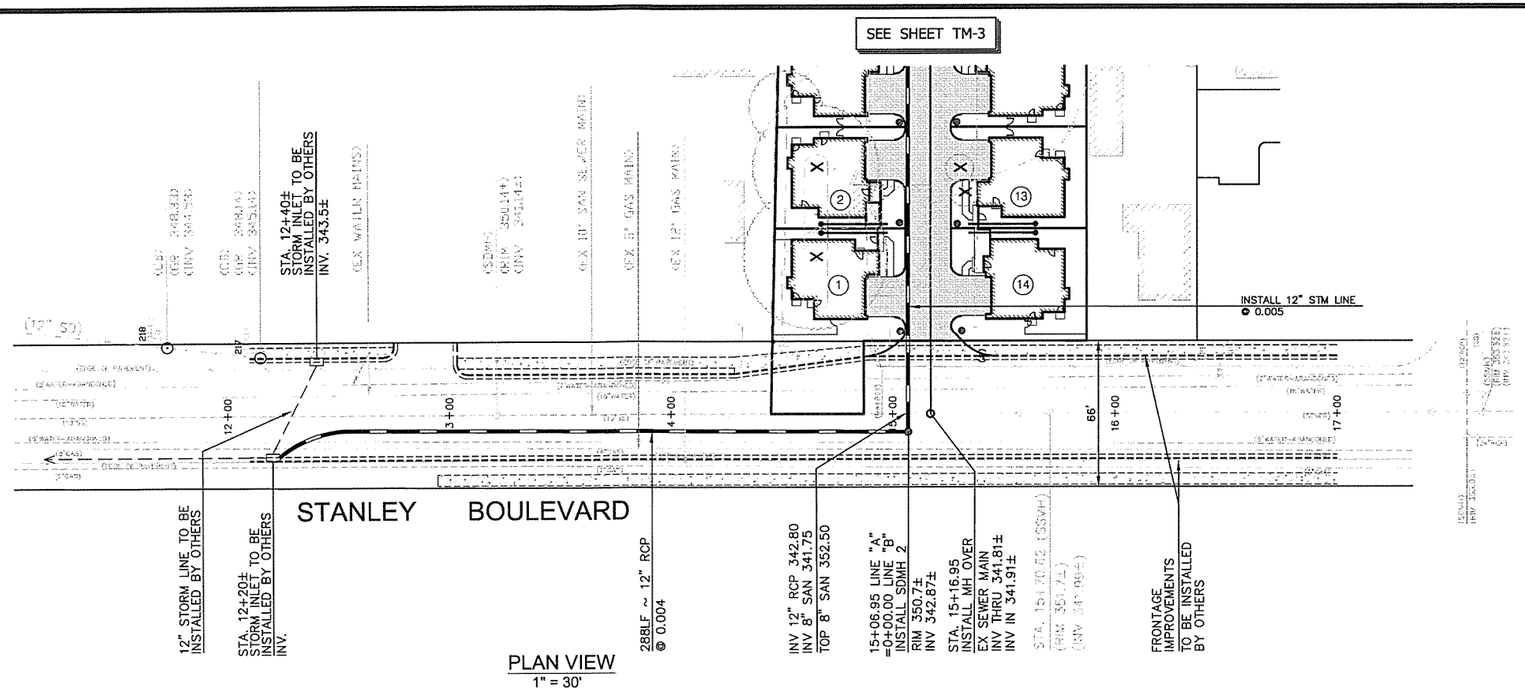
DONATO BUILDERS INC.
4171 & 4189 STANLEY BOULEVARD
PLEASANTON ALAMEDA COUNTY CALIFORNIA

JAMES E. DIGGINS R.C.E. 27818
RENEWAL DATE: 03/31/12

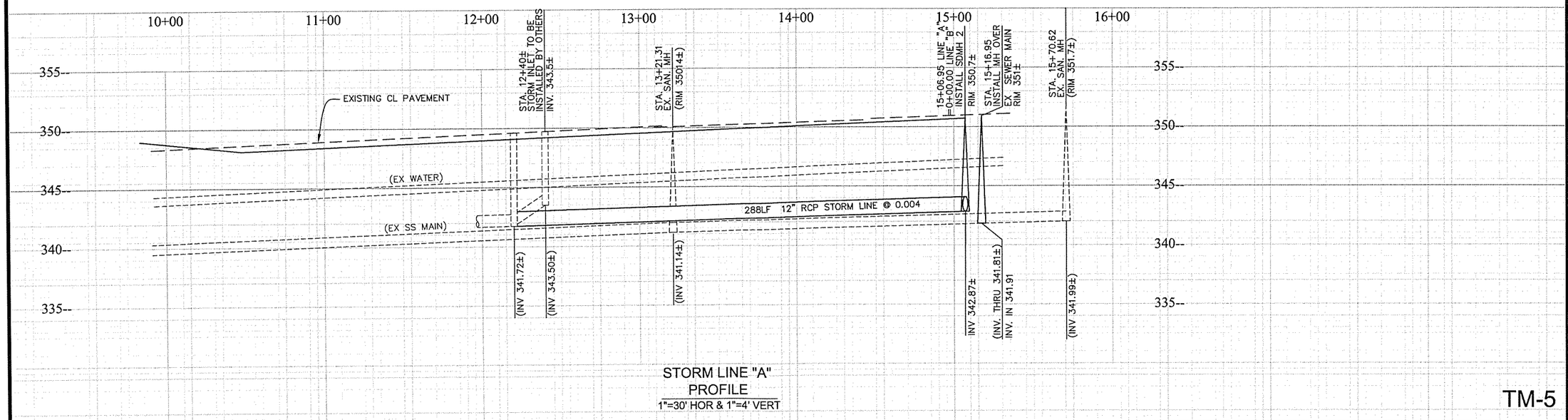
#	REVISIONS	DATE

DeBolt Civil Engineering
811 San Ramon Valley Boulevard
Danville, California 94526
Tel: 925/837-3780
Fax: 925/837-4378

Date: 8/3/2010
Scale: 1"=20'
By: JED/wl
Job No: 07239



PLAN VIEW
1" = 30'



STORM LINE "A"
PROFILE
1"=30' HOR & 1"=4' VERT

TM-5

TRACT 7968
OFF - SITE
STORM DRAINAGE PLAN

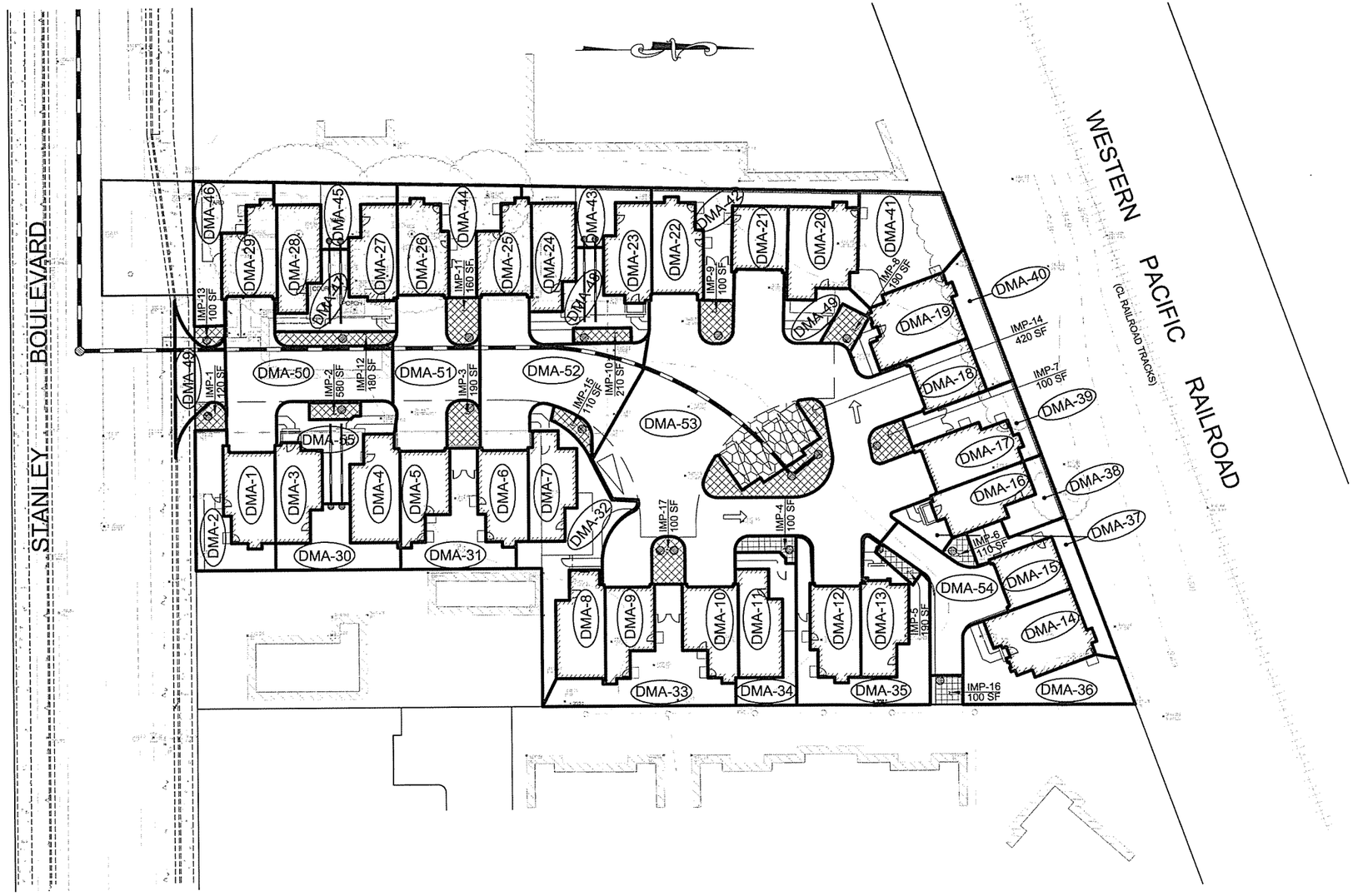
DONATO BUILDERS INC.
4171 & 4189 STANLEY BOULEVARD
PLEASANTON ALAMEDA COUNTY CALIFORNIA

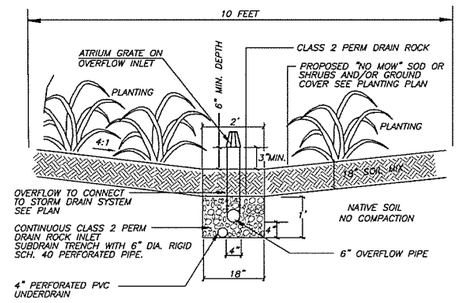
JAMES E. DIGGINS R.C.E. 27818
RENEWAL DATE: 03/31/12

#	REVISIONS	DATE

DeBolt Civil Engineering
811 San Ramon Valley Boulevard
Danville, California 94526
Tel: 925/837-3780
Fax: 925/837-4378

Date: 8/3/2010
Scale: 1"=30'H,1"=4'V
By: JED/wl
Job No: 07239





BIO-SWALE DETAIL
NTS

DMA	AREA (SF)	SURFACE
DMA-1	610	ROOF
DMA-2	720	LANDSCAPING
DMA-3	547	ROOF
DMA-4	628	ROOF
DMA-5	514	ROOF
DMA-6	590	ROOF
DMA-7	599	ROOF
DMA-8	644	ROOF
DMA-9	514	ROOF
DMA-10	590	ROOF
DMA-11	599	ROOF
DMA-12	610	ROOF
DMA-13	547	ROOF
DMA-14	799	ROOF
DMA-15	463	ROOF
DMA-16	547	ROOF
DMA-17	610	ROOF
DMA-18	463	ROOF
DMA-19	799	ROOF
DMA-20	791	ROOF
DMA-21	463	ROOF
DMA-22	598	ROOF
DMA-23	559	ROOF
DMA-24	574	ROOF
DMA-25	584	ROOF
DMA-26	594	ROOF
DMA-27	548	ROOF
DMA-28	574	ROOF

DMA	AREA (SF)	SURFACE
DMA-29	584	ROOF
DMA-30	634	LANDSCAPING
DMA-31	851	LANDSCAPING
DMA-32	1,182	LANDSCAPING
DMA-33	1,175	LANDSCAPING
DMA-34	587	LANDSCAPING
DMA-35	1240	LANDSCAPING
DMA-36	1,020	LANDSCAPING
DMA-37	808	LANDSCAPING
DMA-38	325	LANDSCAPING
DMA-39	586	LANDSCAPING
DMA-40	326	LANDSCAPING
DMA-41	1,219	LANDSCAPING
DMA-42	801	LANDSCAPING
DMA-43	484	LANDSCAPING
DMA-44	750	LANDSCAPING
DMA-45	559	LANDSCAPING
DMA-46	773	LANDSCAPING
DMA-47	196	LANDSCAPING
DMA-48	739	LANDSCAPING
DMA-49	513	ASPHALT
DMA-50	1,875	ASPHALT
DMA-51	1,323	ASPHALT
DMA-52	2,042	ASPHALT
DMA-53	8,315	ASPHALT
DMA-54	985	ASPHALT
DMA-55	775	LANDSCAPING

IMP	SIZE
IMP-1	120 SF
IMP-2	580 SF
IMP-3	190 SF
IMP-4	100 SF
IMP-5	190 SF
IMP-6	110 SF
IMP-7	100 SF
IMP-8	190 SF

IMP	SIZE
IMP-9	100 SF
IMP-10	210 SF
IMP-11	160 SF
IMP-12	180 SF
IMP-13	100 SF
IMP-14	420 SF
IMP-15	110 SF
IMP-16	100 SF
IMP-17	100 SF

LEGEND

- BIO-SWALE / PLANTERS
- TURF STONE
- CATCH BASINS
- SD — STORM DRAIN LINE
- EARTH SWALES
- DMA — DENOTES AREA (DMA) DRAINAGE MANAGEMENT AREA
- IMP — INTEGRATED MANAGEMENT PRATICE

TM-6

TRACT 7968
STORM WATER CONTROL PLAN EXHIBIT

DONATO BUILDERS INC.
4171 & 4189 STANLEY BOULEVARD
PLEASANTON ALAMEDA COUNTY CALIFORNIA

JAMES E. DIGGINS R.C.E. 27818
RENEWAL DATE: 03/31/12

#	REVISIONS	DATE

DeBolt Civil Engineering
811 San Ramon Valley Boulevard
Danville, California 94526
Tel: 925/837-3780
Fax: 925/837-4378

Date: 8/3/2010
Scale: 1"=20'
By: JED/wl
Job No: 07239

EXHIBIT B

Stanley Boulevard
Pleasanton, CA
May 24, 2010

Site Development Standards

Type of Accessory Structure	Maximum Height	Setbacks	Coverage*
1. Decks, unroofed porches, patios, steps, terraces, etc.	1 ft. above finished grade	0 ft. setbacks to rear and side property line	No greater than 75% rear or side yard coverage
2. Covered Patios: -Detached and attached patios to main structure, open on 3 or more sides.	10 ft.	3 ft. setbacks to rear and side property line	No greater than 50% rear or side yard coverage
-Detached and attached patios to main structure, enclosed on 2 or more sides.	10 ft.	5 ft. setbacks to rear and side property line	No greater than 50% rear or side yard coverage
3. Additional architectural projections to main structure such as awnings, eaves, etc.	———	NOT ALLOWED	———
4. Balconies, open stairways on main or accessory structures.	———	NOT ALLOWED	———
5. Sheds, animal shelters, barbecues, wet bars and similar structures.	6 ft.	3 ft. setback to rear and side property line	No greater than 50% rear or side yard coverage
6. Spas and swimming pools.		3 ft. setback to rear and side property line	
7. Spa and swimming pool equipment.	5 ft. *Must be screened for noise*	3 ft. setback to rear and side property line	
8. Any type of accessory structure in front yard, including architectural projections.	———	NOT ALLOWED	———

* Coverage is based on property lines, excluding easements.

EXHIBIT B

Stanley Blvd.
8/25/2010

Lot	Lot Size (Sq. Ft.)		Plan		FAR				Average	
	Net	Gross	EE A	EE B	Net A	Gross A	Net B	Gross B	Net	Gross
1 (Plan 1)	3,040	3,550	1,639	1,599	0.54	0.46	0.53	0.45	0.53	0.46
2 (Plan 2)	2,695	3,155	1,757	1,720	0.65	0.56	0.64	0.55	0.65	0.55
3 (Plan 1)	2,648	3,108	1,639	1,599	0.62	0.53	0.60	0.51	0.61	0.52
4 (Plan 2)	2,603	3,202	1,757	1,720	0.67	0.55	0.66	0.54	0.67	0.54
5 (Plan 3)	3,365	4,350	1,920	1,892	0.57	0.44	0.56	0.43	0.57	0.44
6 (Plan 3)	3,280	4,011	1,920	1,892	0.59	0.48	0.58	0.47	0.58	0.48
7 (Plan 2)	2,612	2,842	1,757	1,720	0.67	0.62	0.66	0.61	0.67	0.61
8 (Plan 3)	3,965	4,357	1,920	1,892	0.48	0.44	0.48	0.43	0.48	0.44
9 (Plan 2)	2,826	3,117	1,757	1,720	0.62	0.56	0.61	0.55	0.62	0.56
10 (Plan 1)	2,815	5,028	1,639	1,599	0.58	0.33	0.57	0.32	0.58	0.32
11 (Plan 1)	3,241	4,327	1,639	1,599	0.51	0.38	0.49	0.37	0.50	0.37
12 (Plan 2)	2,650	3,185	1,757	1,720	0.66	0.55	0.65	0.54	0.66	0.55
13 (Plan 1)	2,813	3,273	1,639	1,599	0.58	0.50	0.57	0.49	0.58	0.49
14 (Plan 2)	3,115	3,625	1,757	1,720	0.56	0.48	0.55	0.47	0.56	0.48
									0.54	**0.45**

EXHIBIT B

GreenPoint Rated Checklist: Single Family

EXHIBIT B

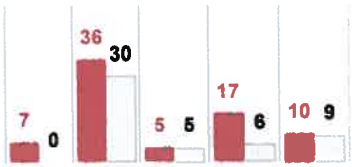
GreenPointRATED
A PROGRAM OF BUILD IT GREEN

The GreenPoint Rated checklist tracks green features incorporated into the home. **A home is only GreenPoint Rated if all features are verified by a Certified GreenPoint Rater through Build It Green.** GreenPoint Rated is provided as a public service by Build It Green, a professional non-profit whose mission is to promote healthy, energy and resource efficient buildings in California.

The minimum requirements of GreenPoint Rated are: verification of 50 or more points; Earn the following minimum points per category: Energy (30), Indoor Air Quality/Health (5), Resources (6), and Water (9); and meet the prerequisites A.2.a, H10a., J.2, K7., and N.1. Projects meeting measure J4. Obtain EPA Indoor airPLUS Certification should automatically meet the requirements of 29 other measures; when J4 is chosen, these 29 measures will be highlighted in blue for your convenience.

The criteria for the green building practices listed below are described in the GreenPoint Rated Single Family Rating Manual. For more information please visit **www.builditgreen.org/greenpointrated**

Total Points Targeted: 75



Single Family New Home 4.0 / 2008 Title 24

STANLEY BLVD / DONATO BUILDERS

		Points Achieved	Community	Energy	IAQ/Health	Resources	Water
A. SITE			Possible Points				
	1. Protect Topsoil and Minimize Disruption of Existing Plants & Trees						
TBD	a. Protect Topsoil and Reuse after Construction	0	1				1
TBD	b. Limit and Delineate Construction Footprint for Maximum Protection	0					1
	2. Divert/Recycle Job Site Construction Waste (Including Green Waste and Existing Structures)						
Yes	a. *Required:* Divert 50% (by weight) of All Construction and Demolition Waste (Recycling or Reuse)	Y				R	
TBD	b. Divert 100% of Asphalt and Concrete and 65% (by weight) of Remaining Materials	0				2	
TBD	c. Divert 100% of Asphalt and Concrete and 80% (by weight) of Remaining Materials	0				2	
	3. Use Recycled Content Aggregate (Minimum 25%)						
TBD	a. Walkway and Driveway Base	0				1	
TBD	b. Roadway Base	0				1	
TBD	**4. Cool Site: Reduce Heat Island Effect On Site**	0	1				
TBD	**5. Construction Environmental Quality Management Plan, Duct Sealing, and Pre-Occupancy Flush-Out** [*This credit is a requirement associated with J4: EPA IAP]	0			2		
	Total Points Available in Site = 12	0					
B. FOUNDATION			Possible Points				
TBD	**1. Replace Portland Cement in Concrete with Recycled Fly Ash and/or Slag (Minimum 20%)**	0				2	
TBD	**2. Use Frost-Protected Shallow Foundation In Cold Areas (CEC Climate Zone 16)**	0				2	
TBD	**3. Use Radon Resistant Construction** [*This credit is a requirement associated with J4: EPA IAP]	0			2		
TBD	**4. Install a Foundation Drainage System** [*This credit is a requirement associated with J4: EPA IAP]	0				2	
TBD	**5. Moisture Controlled Crawlspace** [*This credit is a requirement associated with J4: EPA IAP]	0			2		
	6. Design and Build Structural Pest Controls						
TBD	a. Install Termite Shields & Separate All Exterior Wood-to-Concrete Connections	0				1	
TBD	b. All Plants Have Trunk, Base, or Stem Located At Least 36 Inches from Foundation	0				1	
	Total Points Available in Foundation = 12	0					
C. LANDSCAPE			Possible Points				
0%	*Enter in the % of landscape area. (Projects with less than 15% of the total site area (i.e. total lot size) as landscape area are capped at 6 points for the following measures: C1 through C7 and C9 through C11.*						
TBD	**1. Group Plants by Water Needs (Hydrozoning)**	0					2
TBD	**2. Mulch All Planting Beds to the Greater of 3 Inches or Local Water Ordinance Requirement**	0					2
	3. Construct Resource-Efficient Landscapes						

STANLEY BLVD / DONATO BUILDERS

		Points Achieved	Community	Energy	IAQ/Health	Resources	Water
TBD	a. No Invasive Species Listed by Cal-IPC Are Planted	0					1
TBD	b. No Plant Species Will Require Shearing	0				1	
TBD	c. 75% of Plants Are Drought Tolerant, California Natives or Mediterranean Species or Other Appropriate Species	0					3
	4. Minimize Turf in Landscape Installed by Builder						
TBD	a. Turf Shall Not Be Installed on Slopes Exceeding 10% and No Overhead Sprinklers Installed in Areas Less than 8 Feet Wide	0					2
TBD	b. Turf is Small Percentage of Landscaped Area (2 Points for ≤33%, 4 Points for ≤10%)	0					4
Yes	**5. Plant Shade Trees**	3	1	1			1
	6. Install High-Efficiency Irrigation Systems						
TBD	a. System Uses Only Low-Flow Drip, Bubblers, or Sprinklers	0					2
Yes	b. System Has Smart (Weather-Based) Controller	3					3
TBD	**7. Incorporate Two Inches of Compost In the Top 6 to 12 Inches of Soil**	0					3
	8. Rain Water Harvesting System						
TBD	a. Cistern(s) is Less Than 750 Gallons	0					
TBD	b. Cistern(s) is 750 to 2,500 Gallons	0					
TBD	c. Cistern(s) is Greater Than 2,500 Gallons	0					
TBD	**9. Irrigation System Uses Recycled Wastewater**	0					1
TBD	**10. Submetering for Landscape Irrigation**	0					1
	11. Design Landscape to Meet Water Budget						
TBD	a. Install Irrigation System That Will Be Operated at ≤70% Reference ET (Prerequisites for Credit are C1. and C2.)	0					1
TBD	b. Install Irrigation System That Will Be Operated at ≤50% Reference ET (Prerequisites for Credit are C1, C2, and C6a or C6b.)	0					
TBD	**12. Use Environmentally Preferable Materials for 70% of Non-Plant Landscape Elements and Fencing** A) FSC-Certified Wood, B) Reclaimed, C) Rapidly Renewable, D) Recycled-Content E) Finger-Jointed or F) Local	0				1	
Yes	**13. Reduce Light Pollution by Shielding Fixtures and Directing Light Downward**	0	1				
	Total Points Available in Landscape = 35	6					
D. STRUCTURAL FRAME & BUILDING ENVELOPE			Possible Points				
	1. Apply Optimal Value Engineering						
TBD	a. Place Joists, Rafters and Studs at 24-Inch On Center	0				3	
TBD	b. Door and Window Headers are Sized for Load	0				1	
TBD	c. Use Only Cripple Studs Required for Load	0				1	
	2. Construction Material Efficiencies						
TBD	a. Wall and Floor Assemblies (Excluding Solid Wall Assemblies) are Delivered Panelized from Supplier (Minimum of 80% Square Feet)	0				2	
TBD	b. Modular Components Are Delivered Assembled to the Project (Minimum 25%)	0				6	
	3. Use Engineered Lumber						
Yes	a. Engineered Beams and Headers	1				1	
Yes	b. Wood I-Joists or Web Trusses for Floors	1				1	
TBD	c. Engineered Lumber for Roof Rafters	0				1	
TBD	d. Engineered or Finger-Jointed Studs for Vertical Applications	0				1	
Yes	e. Oriented Strand Board for Subfloor	1				1	
Yes	f. Oriented Strand Board for Wall and Roof Sheathing	1				1	
TBD	**4. Insulated Headers**	0		1			
	5. Use FSC-Certified Wood						
TBD	a. Dimensional Lumber, Studs and Timber (Minimum 40%)	0				6	
TBD	b. Panel Products (Minimum 40%)	0				3	
	6. Use Solid Wall Systems (Includes SIPS, ICFs, & Any Non-Stick Frame Assembly)						
TBD	a. Floors	0				2	
TBD	b. Walls	0				2	
TBD	c. Roofs	0				1	
TBD	**7. Energy Heels on Roof Trusses** (75% of Attic Insulation Height at Outside Edge of Exterior Wall)	0		1			
	8. Install Overhangs and Gutters						
TBD	a. Minimum 16-Inch Overhangs and Gutters	0				1	
TBD	b. Minimum 24-Inch Overhangs and Gutters	0		1			

STANLEY BLVD / DONATO BUILDERS

		Points Achieved	Community	Energy	IAQ/Health	Resources	Water
	9. Reduce Pollution Entering the Home from the Garage [*This credit is a requirement associated with J4: EPA IAP]						
TBD	a. Install Garage Exhaust Fan OR Build a Detached Garage	0			1		
Yes	b. Tightly Seal the Air Barrier between Garage and Living Area (Performance Test Required)	1			1		
	Total Points Available in Structural Frame and Building Envelope = 39	5					
E. EXTERIOR					Possible Points		
TBD	**1. Use Environmentally Preferable Decking**	0				2	
TBD	**2. Flashing Installation Techniques Specified and Third-Party Verified** [*This credit is a requirement associated with J4: EPA IAP]	0				1	
TBD	**3. Install a Rain Screen Wall System**	0				2	
Yes	**4. Use Durable and Non-Combustible Siding Materials**	1				1	
Yes	**5. Use Durable and Fire Resistant Roofing Materials or Assembly**	2				2	
	Total Points Available in Exterior = 8	3					
F. INSULATION					Possible Points		
	1. Install Insulation with 75% Recycled Content						
Yes	a. Walls	1				1	
Yes	b. Ceilings	1				1	
Yes	c. Floors	1				1	
	Total Points Available in Insulation = 3	3					
G. PLUMBING					Possible Points		
	1. Distribute Domestic Hot Water Efficiently (Max. 5 points, G1a. Is a Prerequisite for G1b-e)						
Yes	a. Insulate All Hot Water Pipes [*This credit is a requirement associated with J4: EPA IAP]	2		1			1
TBD	b. Use Engineered Parallel Plumbing	0					1
TBD	c. Use Engineered Parallel Plumbing with Demand Controlled Circulation Loop(s)	0					1
TBD	d. Use Traditional Trunk, Branch and Twig Plumbing with Demand Controlled Circulation Loop(s)	0		1			2
TBD	e. Use Central Core Plumbing	0		1		1	1
	2. Water Efficient Fixtures						
TBD	a. High Efficiency Showerheads ≤2.0 Gallons Per Minute (gpm) at 80 psi	0					3
Yes	b. High Efficiency Bathroom Faucets ≤ 1.5 gpm at 60psi	1					1
TBD	c. High Efficiency Kitchen and Utility Faucets ≤2.0 gpm	0					1
Yes	**3. Install Only High Efficiency Toilets (Dual-Flush or ≤1.28 Gallons Per Flush (gpf))**	2					2
	Total Points Available in Plumbing = 12	5					
H. HEATING, VENTILATION & AIR CONDITIONING					Possible Points		
	1. Properly Design HVAC System and Perform Diagnostic Testing						
TBD	a. Design and Install HVAC System to ACCA Manual J, D, and S Recommendations [*This credit is a requirement associated with J4: EPA IAP]	0		4			
TBD	b. Test Total Supply Air Flow Rates [*This credit is a requirement associated with J4: EPA IAP]	0		1			
TBD	c. Third Party Testing of Mechanical Ventilation Rates for IAQ (meet ASHRAE 62.2)	0		1			
	2. Install Sealed Combustion Units [*This credit is a requirement associated with J4: EPA IAP]						
TBD	a. Furnaces	0			2		
TBD	b. Water Heaters	0			2		
TBD	**3. Install High Performing Zoned Hydronic Radiant Heating**	0		1	1		
Yes	**4. Install High Efficiency Air Conditioning with Environmentally Preferable Refrigerants**	1	1				
	5. Design and Install Effective Ductwork						

STANLEY BLVD / DONATO BUILDERS

		Points Achieved	Community	Energy	IAQ/Health	Resources	Water
TBD	a. Install HVAC Unit and Ductwork within Conditioned Space	0		1			
TBD	b. Use Duct Mastic on All Duct Joints and Seams [*This credit is a requirement associated with J4: EPA IAP]	0		1			
TBD	c. Pressure Relieve the Ductwork System [*This credit is a requirement associated with J4: EPA IAP]	0		1			
TBD	**6. Install High Efficiency HVAC Filter (MERV 6+)** [*This credit is a requirement associated with J4: EPA IAP]	0			1		
TBD	**7. No Fireplace OR Install Sealed Gas Fireplace(s) with Efficiency Rating >60% using CSA Standards** [*This credit is a requirement associated with J4: EPA IAP]	0			1		
Yes	**8. Install ENERGY STAR Bathroom Fans on Timer or Humidistat**	1			1		
	9. Install Mechanical Ventilation System for Cooling (Max. 4 Points)						
Yes	a. Install ENERGY STAR Ceiling Fans & Light Kits in Living Areas & All Bedrooms	1		1			
TBD	b. Install Whole House Fan with Variable Speeds (Credit Not Available if H9c Chosen)	0		1			
TBD	c. Automatically Controlled Integrated System with Variable Speed Control	0		3			
	10. Advanced Mechanical Ventilation for IAQ						
Yes	a. *Required:* Compliance with ASHRAE 62.2 Mechanical Ventilation Standards (as adopted in Title 24 Part 6) [*This credit is a requirement associated with J4: EPA IAP]	Y			R		
TBD	b. Advanced Ventilation Practices (Continuous Operation, Sone Limit, Minimum Efficiency, Minimum Ventilation Rate, Homeowner Instructions)	0			1		
TBD	c. Outdoor Air Ducted to Bedroom and Living Areas of Home	0			2		
Yes	**11. Install Carbon Monoxide Alarm(s)** (or No Combustion Appliances in Living Space and No Attached Garage) [*This credit is a requirement associated with J4: EPA IAP]	1			1		
	Total Points Available in Heating, Ventilation and Air Conditioning = 27	4					
I. RENEWABLE ENERGY							
Yes	**1. Pre-Plumb for Solar Water Heating**	1					1
Yes	**2. Install Wiring Conduit for Future Photovoltaic Installation & Provide 200 ft² of South-Facing Roof**	1					1
0.0%	**3. Offset Energy Consumption with Onsite Renewable Generation (Solar PV, Solar Thermal, Wind)** *Enter % total energy consumption offset, 1 point per 4% offset*	0		25			
	Total Available Points in Renewable Energy = 27	2					
J. BUILDING PERFORMANCE							
	1. Building Envelope Diagnostic Evaluations						
Yes	a. Verify Quality of Insulation Installation & Thermal Bypass Checklist before Drywall [*This credit is a requirement associated with J4: EPA IAP]	1		1			
TBD	b. House Passes Blower Door Test [*This credit is a requirement associated with J4: EPA IAP]	0		1			
TBD	c. Blower Door Results are Max 2.5 ACH_{50} for Unbalanced Systems (Supply or Exhaust) or Max 1.0 ACH_{50} for Balanced Systems (2 Total Points for J1b. and J1c.)	0		1			
TBD	d. House Passes Combustion Safety Backdraft Test	0			1		
15%	**2. *Required:* Building Performance Exceeds Title 24 (Minimum 15%)** *(Enter the Percent Better Than Title 24, Points for Every 1% Better Than Title 24)*	30		≥30			
TBD	**3. Design and Build Near Zero Energy Homes** *(Enter number of points, minimum of 2 and maximum of 6 points)*	0		6			
TBD	**4. Obtain EPA Indoor airPlus Certification** *(Total 42 points, not including Title 24 performance; read comment)*	0			2		
TBD	**5. Title 24 Prepared and Signed by a CABEC Certified Energy Plans Examiner (CEPE)**	0		1			
	6. Participation in Utility Program with Third Party Plan Review						
TBD	a. Energy Efficiency Program [*This credit is a requirement associated with J4: EPA IAP]	0		1			
TBD	b. Renewable Energy Program with Min. 30% Better Than Title 24 (High Performing Home)	0		1			
	Total Available Points in Building Performance = 45+	31					
K. FINISHES							
TBD	**1. Design Entryways to Reduce Tracked-In Contaminants**	0					1
	2. Use Low-VOC or Zero-VOC Paint (Maximum 3 Points)						

STANLEY BLVD / DONATO BUILDERS

		Points Achieved	Community	Energy	IAQ/Health	Resources	Water
Yes	a. Low-VOC Interior Wall/Ceiling Paints (<50 Grams Per Liter (gpl) VOCs Regardless of Sheen) [*This credit is a requirement associated with J4: EPA IAP]	1			1		
TBD	b. Zero-VOC: Interior Wall/Ceiling Paints (<5 gpl VOCs Regardless of Sheen)	0			2		
TBD	**3. Use Low-VOC Coatings that Meet SCAQMD Rule 1113** [*This credit is a requirement associated with J4: EPA IAP]	0			2		
TBD	**4. Use Low-VOC Caulks, Construction Adhesives and Sealants that Meet SCAQMD Rule 1168**	0			2		
TBD	**5. Use Recycled-Content Paint**	0				1	
	6. Use Environmentally Preferable Materials for Interior Finish A) FSC-Certified Wood, B) Reclaimed, C) Rapidly Renewable, D) Recycled-Content or E) Finger-Jointed F) Local						
TBD	a. Cabinets (50% Minimum)	0				3	
TBD	b. Interior Trim (50% Minimum)	0				2	
TBD	c. Shelving (50% Minimum)	0				2	
TBD	d. Doors (50% Minimum)	0				2	
TBD	e. Countertops (50% Minimum)	0				2	
Yes	**7. *Required:* Reduce Formaldehyde in Interior Finish – Meet Current CARB Airborne Toxic Control Measure (ATCM) for Composite Wood Formaldehyde Limits by Mandatory Compliance Dates** [*This credit is a requirement associated with J4: EPA IAP]	Y			R		
	8. Reduce Formaldehyde in Interior Finish - Exceed Current CARB ATCM for Composite Wood Formaldehyde Limits Prior to Mandatory Compliance Dates						
TBD	a. Doors (90% Minimum)	0			1		
TBD	b. Cabinets & Countertops (90% Minimum)	0			2		
TBD	c. Interior Trim and Shelving (90% Minimum)	0			1		
TBD	**9. After Installation of Finishes, Test of Indoor Air Shows Formaldehyde Level <27ppb**	0			3		
	Total Available Points in Finishes = 27	1					
L. FLOORING			Possible Points				
TBD	**1. Use Environmentally Preferable Flooring (Minimum 15% Floor Area)** A) FSC-Certified Wood, B) Reclaimed or Refinished, C) Rapidly Renewable, D) Recycled-Content, E) Exposed Concrete, F) Local. *Flooring Adhesives Must Meet SCAQMD Rule 1168 for VOCs.*	0				4	
TBD	**2. Thermal Mass Floors (Minimum 50%)**	0		1			
TBD	**3. Low Emitting Flooring (Section 01350, CRI Green Label Plus, Floorscore** [*This credit is a requirement associated with J4: EPA IAP]	0			3		
	Total Available Points in Flooring = 8	0					
M. APPLIANCES AND LIGHTING			Possible Points				
Yes	**1. Install ENERGY STAR Dishwasher (Must Meet Current Specifications)**	2		1			1
	2. Install ENERGY STAR Clothes Washer						
TBD	a. Meets ENERGY STAR and CEE Tier 2 Requirements (Modified Energy Factor 2.0, Water Factor 6.0 or less)	0		1			2
TBD	b. Meets ENERGY STAR and CEE Tier 3 Requirements (Modified Energy Factor 2.2, Water Factor 4.5 or less)	0					2
	3. Install ENERGY STAR Refrigerator						
TBD	a. ENERGY STAR Qualified & < 25 Cubic Feet Capacity	0		1			
TBD	b. ENERGY STAR Qualified & < 20 Cubic Feet Capacity	0		1			
	4. Install Built-In Recycling Center or Composting Center						
TBD	a. Built-In Recycling Center	0				1	
TBD	b. Built-In Composting Center	0				1	
	5. Install High-Efficacy Lighting and Design Lighting System						
TBD	a. Install High-Efficacy Lighting	0		1			
TBD	b. Install a Lighting System to IESNA Footcandle Standards or Hire Lighting Consultant	0		1			
	Total Available Points in Appliances and Lighting = 13	2					
N. OTHER			Possible Points				
Yes	**1. *Required:* Incorporate GreenPoint Rated Checklist In Blueprints** [*This credit is a requirement associated with J4: EPA IAP]	Y				R	
TBD	**2. Pre-Construction Kick-Off Meeting with Rater and Subs**	0	1				
TBD	**3. Homebuilder's Management Staff are Certified Green Building Professionals**	0	1				

STANLEY BLVD / DONATO BUILDERS

		Points Achieved	Community	Energy	IAQ/Health	Resources	Water
Yes	**4. Develop Homeowner Manual of Green Features/Benefits and Conduct Walkthroughs** [*This credit is a requirement associated with J4: EPA IAP]	3		1	1		1
TBD	**5. Install a Home System Monitor OR Participate in a Time-of-Use Pricing Program**	0		1			
	Total Available Points in Other = 6	3					
O. COMMUNITY DESIGN & PLANNING			Possible Points				
	1. Develop Infill Sites						
Yes	a. Project is an Urban Infill Development	2	1			1	
Yes	b. Home(s)/Development is Located within 1/2 Mile of a Major Transit Stop	2	2				
TBD	**2. Build on Designated Brownfield Site**	0	3				
	3. Cluster Homes & Keep Size in Check						
TBD	a. Cluster Homes for Land Preservation	0	1			1	
Yes	b. Conserve Resources by Increasing Density (10 Units per Acre or Greater)	4	2			2	
	c. Home Size Efficiency	2				9	
1732	i. Enter Average Unit Square Footage						
2.7	ii. Enter Average Number of Bedrooms/Unit						
	4. Design for Walking & Bicycling						
0	a. Site Has Pedestrian Access Within 1/2 Mile of Community Services: TIER 1: Enter Number of Services Within 1/2 Mile 1) Day Care 2) Community Center 3) Public Park 4) Drug Store 5) Restaurant 6) School 7) Library 8) Farmer's Market 9) After School Programs 10) Convenience Store Where Meat & Produce are Sold						
0	TIER 2: Enter Number of Services Within 1/2 Mile 1) Bank 2) Place of Worship 3) Laundry/Cleaners 4) Hardware 5) Theater/Entertainment 6) Fitness/Gym 7) Post Office 8) Senior Care Facility 9) Medical/Dental 10) Hair Care 11) Commercial Office or Major Employer 12) Full Scale Supermarket						
	i. 5 Services Listed Above (Tier 2 Services Count as 1/2 Service Value)	0	1				
	ii. 10 Services Listed Above (Tier 2 Services Count as 1/2 Service Value)	0	1				
TBD	b. Development is Connected with A Dedicated Pedestrian Pathway to Places of Recreational Interest Within 1/4 mile	0	1				
TBD	c. Install Traffic Calming Strategies (Minimum of Two): - Designated Bicycle Lanes are Present on Roadways; - Ten-Foot Vehicle Travel Lanes; - Street Crossings Closest to Site are Located Less Than 300 Feet Apart; - Streets Have Rumble Strips, Bulbouts, Raised Crosswalks or Refuge Islands	0	2				
	5. Design for Safety & Social Gathering						
TBD	a. All Home Front Entrances Have Views from the Inside to Outside Callers	0	1				
TBD	b. All Home Front Entrances Can be Seen from the Street and/or from Other Front Doors	0	1				
TBD	c. Orient Porches (min. 100sf) to Streets and Public Spaces	0	1				
TBD	d. Development Includes a Social Gathering Space	0	1				
	6. Design for Diverse Households (6a. is a Prerequisite for 6b. and 6c.)						
TBD	a. All Homes Have At Least One Zero-Step Entrance	0	1				
TBD	b. All Main Floor Interior Doors & Passageways Have a Minimum 32-Inch Clear Passage Space	0	1				
Yes	c. Locate Half-Bath on the Ground Floor	0	1				
TBD	d. Provide Full-Function Independent Rental Unit	0	1				
	Total Achievable Points in Community Design & Planning = 35	10					
P. INNOVATION			Possible Points				
	A. Site						
	1. Stormwater Control: Prescriptive Path (Maximum of 3 Points, Mutually Exclusive with PA2.)						
TBD	a. Use Permeable Paving for 25% of Driveways, Patios and Walkways	0	1				
TBD	b. Install Bio-Retention and Filtration Features	0	2				
TBD	c. Route Downspout Through Permeable Landscape	0	1				
TBD	d. Use Non-Leaching Roofing Materials	0	1				
TBD	e. Include Smart Street/Driveway Design	0	1				
TBD	2. Stormwater Control: Performance Path (Mutually Exclusive with PA1): Perform Soil Percolation Test and Capture and Treat 85% of Total Annual Runoff	0	3				
	C. Landscape						
TBD	1. Meet Local Landscape Program Requirement	0					2
	D. Structural Frame & Building Envelope						

STANLEY BLVD / DONATO BUILDERS

		Points Achieved	Community	Energy	IAQ/Health	Resources	Water
	1. Design, Build and Maintain Structural Pest and Rot Controls						
TBD	a. Locate All Wood (Siding, Trim, Structure) At Least 12" Above Soil	0				1	
TBD	b. All Wood Framing 3 Feet from the Foundation is Treated with Borates (or Use Factory-Impregnated Materials) OR Walls are Not Made of Wood	0				1	
TBD	2. Use Moisture Resistant Materials in Wet Areas: Kitchen, Bathrooms, Utility Rooms, and Basements [*This credit is a requirement associated with J4: EPA IAP]	0			1	1	
	E. Exterior						
TBD	1. Vegetated Roof (Minimum 25%)	0	2	2			
	G. Plumbing						
TBD	1. Greywater Pre-Plumbing (Includes Clothes Washer at Minimum)	0					1
TBD	2. Greywater System Operational (Includes Clothes Washer at Minimum)	0					2
TBD	3. Innovative Wastewater Technology (Constructed Wetland, Sand Filter, Aerobic System)	0					1
TBD	4. Composting or Waterless Toilet	0					2
TBD	5. Install Drain Water Heat-Recovery System	0		1			
TBD	6. Install a Hot Water Desuperheater	0		2			
	H. Heating, Ventilation, and Air Conditioning						
TBD	1. Humidity Control Systems (Only in California Humid/Marine Climate Zones 1,3,5,6,7) [*This credit is a requirement associated with J4: EPA IAP]	0			1		
TBD	2. Design HVAC System to Manual T for Register Design	0		1			
	K. Finishes						
TBD	1. Materials Meet SMaRT Criteria *(Select the number of points, up to 5 points)*	0				5	
	N. Other						
TBD	1. Detailed Durability Plan and Third-Party Verification of Plan Implementation	0				2	
	2. Educational Signage of Project's Green Features						
TBD	a. Promotion of Green Building Practices	0	1				
TBD	b. Installed Green Building Educational Signage	0	1				
	3. Innovation: List innovative measures that meet green building objectives. Enter in the number of points in each category for a maximum of 4 points for the measure in the blue cells. Points achieved column will be automatically fill in based on the sum of the points in each category. Points and measures will be evaluated by Build It Green.						
TBD	Innovation: Enter up to 4 Points at right. Enter description here	0					
TBD	Innovation: Enter up to 4 Points at right. Enter description here	0					
TBD	Innovation: Enter up to 4 Points at right. Enter description here	0					
TBD	Innovation: Enter up to 4 Points at right. Enter description here	0					
TBD	Innovation: Enter up to 4 Points at right. Enter description here	0					
	Total Achievable Points in Innovation = 33+	0					

Summary

	Points Achieved	Community	Energy	IAQ/Health	Resources	Water
Total Available Points in Specific Categories		35	96+	44	110	56
Minimum Points Required in Specific Categories	50	0	30	5	6	9
Total Points Achieved	**75**	**7**	**36**	**5**	**17**	**10**

Project has met all recommended minimum requirements

EXHIBIT B

EXHIBIT B

HORT SCIENCE

July 16, 2010

Mr. Mike Fulford
City of Pleasanton
200 Old Bernal Avenue
Pleasanton CA 94566

Subject: Deodar cedar trees
4189 Stanley Blvd.

Dear Mr. Fulford:

The owner of the subject property, Mr. Bob Molinaro, has applied for a permit to remove three Deodar cedar (*Cedrus deodara*) trees growing at the site. A 12" diameter branch recently failed from the center tree, one of several branches that have fallen in the past few years. You requested that I evaluate the health and structural condition of the three trees. I visited the property earlier today. This letter summarizes my observations and assessment.

Description of the Trees
The cedar trees are located in a 9' wide planting strip between two driveways. Tree trunks were within 2' to 3' of the curb on at least two sides. There was some minor displacement of the curb and adjacent pavement.

All three trees were mature in development (Photo 1). Each had good vigor with healthy foliage. Numerically coded metal tags were attached to the trunks and I will refer to trees by tag numbers.

Photo 1. Looking across Stanley Blvd. at Deodar cedars.

Tree #61
Located on the south side of the driveway, near Stanley Blvd., this tree had a trunk diameter of 31½". The base of the trunk was covered by ivy but appeared normal. The tree had been topped at approximately 18' many years ago. Six (6) stems arose at the point of topping. All were upright in orientation, although those to the southwest were more bowed than vertical. The attachment was crowded with stems pushing against one another. There were also 2 old pruning wounds in the area of the attachment.

The crown was one-sided to the south, a result of competition with tree #62. The south side of the canopy, however, had been pruned to maintain clearance from power lines along Stanley.

At least two branch failures were evident on the northeast side of the crown. Both failures were out from the branch attachment to the trunk. A hanger was present over the east driveway. This could fall to the ground at any time.

Tree #62
This 40" diameter tree was the source of most of the failed branches. The base was normal in appearance. The tree had either been topped or lost the central leader at 35' to 40'. As a result, 7 lateral branches sweep upright. Some are more vertical than others. On the west side of the crown, several small diameter branches had poor taper. The very top of the crown was flat-topped, perhaps due to topping. Several horizontally oriented lateral branches arose at this point.

In the center of the crown, best seen from the east driveway, a vertical stem broke approximately 10' above its point of attachment (Photo 2, red arrow). This stem now lacks any branches and foliage. An east-facing lateral branch over the driveway also failed, leaving a 1" lateral as the only live foliage. There had also been a failure on a north-facing stem, away from the attachment.

Photo 2. Close-up of east side of the crown of tree #62.

As a result of the branch failures, the east side of the crown was open and relatively branchless. In contrast, the west side was full and dense.

Tree #63
Located at the north end of the planter area, this tree had a trunk diameter of 43½". Overall tree height was less than trees #61 and 62. The crown was formed by three upright stems (Photo 3). There was no central leader and the crown was flat at the top. Branches in the upper crown were vertical in orientation while those in the lower crown were horizontal or pendant. At least two branches, 6" and 10" in diameter, had failed (Photo 3, red arrows).

Photo 3. View of crown of tree #63.

Summary
The three Deodar cedars were mature in development with good overall vigor. Structural condition of all three trees has been compromised by the history of pruning, including topping. As a result, each tree possessed defects in structure that would increase the likelihood of branch failure.

The pattern of branch failure in the three trees was similar: live green limbs break several feet out from the point of the attachment to the trunk. As they fall, the branches may break additional limbs. It is very difficult to identify limbs that are likely to break in this manner.

The structural defect most commonly reported as associated with branch failure in Deodar cedar is heavy lateral limb. Of 55 reports of branch failure in the Calif. Tree Failure Report Program database, 32 were associated with heavy laterals. The normal procedure for managing this type of branch is to reduce the length and weight through pruning.

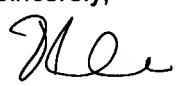
Based on my observations of the tree, I believe the likelihood that one of the trees will fall over to be low. There were no indications in any of the tree that the entire tree was unstable. It is highly likely, however, that additional branches will fail in the future. The reason for this assessment is the presence of numerous heavy lateral branches. In addition, each of the trees possessed the upright stems similar to the one that failed in tree #62. Finally, arborists have observed that trees that have experienced failures in the past are more likely to have failures in the future.

In my view, it is reasonable to approve the permit to remove tree #62. The tree has had numerous failures including the unusual loss of an upright stem. The overall form is now asymmetric as the side of the tree near the house has few branches remaining, with a dense crown on the west.

In contrast, I believe the risk of branch failure in trees #61 and 63 could be reduced by pruning to reduce the weight on lateral branches. Pruning would also reduce the potential for branch failure on tree #62, but it will not correct the asymmetry in form. I've enclosed specifications for pruning all three trees.

Please feel free to contact me with any questions, I look forward to hearing from you.

Sincerely,



James R. Clark, Ph.D.
Certified Arborist WE-0846
Registered Consulting Arborist #357

Encl. Pruning specifications

HORT SCIENCE

Pruning Specifications
Deodar cedar trees
4189 Stanley Blvd.
Pleasanton CA

Qualifications
An I.S.A. (International Society of Arboriculture) Certified Arborist or Tree Worker is to be present at all times during pruning. Arborist must have a State of Calif. Contractor's License for Tree Service (C61-D49) and provide proof of workman's compensation and general liability insurance.

Objectives

1. To clean the crown of dead, dying, diseased, stubs, hanging, and otherwise weakly attached branches to the 1" diameter class.

2. To reduce the failure potential of horizontally oriented or bowed branches.

3. To inspect the attachment of stems to the main trunk.

Specifications

1. All pruning shall be in accordance with the *Best Management Practices for Pruning* (International Society of Arboriculture, 2002) and adhere to the most recent editions of the American National Standard for Tree Care Operations (Z133.1) and Pruning (A300).

2. To reduce failure potential, reduce the length and weight on branches by thinning small diameter (<2") laterals and reducing the length of others. Branch removal or reduction cuts (thinning cuts) are to be employed rather than heading cuts. Trees shall not be topped or headed back.

3. No more than 20% of live foliage on the limb or tree shall be removed at any one pruning

4. While in the tree, the arborist shall inspect the attachments between the main trunks and scaffold limbs for defects not visible from the ground.

5. Trees shall not be climbed with spurs.

6. Pruning operations shall be conducted in a manner that does not damage surrounding understory plants and structures.

7. Tree specific cuts include:
   - #61 Remove the hanger over the driveway.
   - #62 Remove the upright stub, the east-facing lateral branch over the driveway, reduce the failed branch on the north to existing laterals and remove lateral branches with poor taper, particularly when low in the crown.
   - #63 Remove low lateral limbs with poor taper on the north.

Jim Clark
Certified Arborist WE-0846
Registered Consulting Arborist #357
jim@hortscience.com

STANLEY BOULEVARD

PLEASANTON, CA

ROOF

EAGLE ROOFING PRODUCTS
CAPISTRANO
VALLEJO RANGE

TRIM PAINT COLOR

KELLY MOORE PAINTS
COLOR : KM 4072-5 SOUL OF THE EARTH

BODY 1 PAINT COLOR

KELLY MOORE PAINTS
COLOR : KM 231 SPANISH SAND

ACCENT PAINT COLOR

KELLY MOORE PAINTS
COLOR : KM 4183-3 GINGERBREAD MAN

BRICK

ROBINSON BRICK
GREYMOHR

HUNT HALE JONES
Architecture | Planning | Interiors
444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com
t. 415-512-1300
f. 415-288-0288

DONATO BUILDERS INC.

PLAN 1A
CB1

DATE 1/06/08 PROJECT 288002

STANLEY BOULEVARD

PLEASANTON, CA

ROOF

EAGLE ROOFING PRODUCTS
CAPISTRANO
CARLSBAD BLEND

TRIM PAINT COLOR

KELLY MOORE PAINTS
COLOR : KM 4184-5 FRIAR'S CLOAK

BODY 1 PAINT COLOR

KELLY MOORE PAINTS
COLOR : KM 25 BLANCO

ACCENT PAINT COLOR

KELLY MOORE PAINTS
COLOR : KM 4182-3 LESCAMELA VANILLA

EXHIBIT B
PUD-82

HUNT HALE JONES
Architecture | Planning | Interiors
444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com
t. 415-512-1300
f. 415-288-0288

DONATO BUILDERS INC.

PLAN 1B
CB2

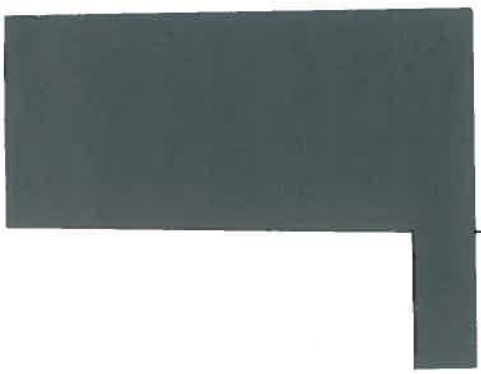
DATE 1/06/08 PROJECT 288002

STANLEY BOULEVARD

PLEASANTON, CA

ROOF

EAGLE ROOFING PRODUCTS
CAPISTRANO
LOS PADRES BLEND

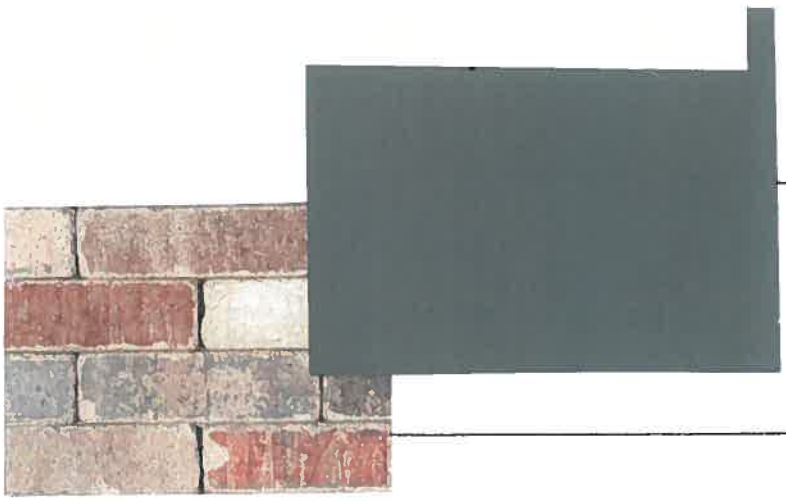


TRIM PAINT COLOR

KELLY MOORE PAINTS
COLOR : KM 3848-5 DARK MOON

BODY 1 PAINT COLOR

KELLY MOORE PAINTS
COLOR : KM 32 WHITE DOVE



ACCENT PAINT COLOR

KELLY MOORE PAINTS
COLOR : KM 3847-3 CASTLEMARE

BRICK

ROBINSON BRICK
OLD CHARLESTON

HUNT HALE JONES
Architecture | Planning | Interiors
444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com
t. 415-512-1300
f. 415-288-0288

DONATO BUILDERS INC.

PLAN 2A
CB3

DATE 1/06/08
PROJECT 288002

STANLEY BOULEVARD

PLEASANTON, CA

ROOF

EAGLE ROOFING PRODUCTS
CAPISTRANO
VALLEJO RANGE

TRIM PAINT COLOR

KELLY MOORE PAINTS
COLOR : KM 4039-3 WILDWOOD BAY

BODY 1 PAINT COLOR

KELLY MOORE PAINTS
COLOR : KM 4105-1 BEIGE BLUFF

ACCENT PAINT COLOR

KELLY MOORE PAINTS
COLOR : KM 160 BRAVADO

HUNT HALE JONES
Architecture | Planning | Interiors
444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com
t. 415-512-1300
f. 415-288-0288

DONATO BUILDERS INC.

PLAN 2B
CB4

DATE: 1/06/08 PROJECT: 288002

STANLEY BOULEVARD

PLEASANTON, CA

ROOF

EAGLE ROOFING PRODUCTS
CAPISTRANO
LOS PADRES BLEND

TRIM PAINT COLOR

KELLY MOORE PAINTS
COLOR : KM 3928-5 HAZEL'S COAT

BODY 1 PAINT COLOR

KELLY MOORE PAINTS
COLOR : KM 3980-2 WESTERN WEAR

ACCENT PAINT COLOR

KELLY MOORE PAINTS
COLOR : AC 251-1 VERMEER'S FIELD

BRICK

ROBINSON BRICK
CONFETTI

HUNT HALE JONES
Architecture | Planning | Interiors
444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com
t. 415-512-1300
f. 415-288-0288

DONATO BUILDERS INC.

PLAN 3A
CB5

DATE 1/06/08 PROJECT 288002

STANLEY BOULEVARD

PLEASANTON, CA

ROOF

EAGLE ROOFING PRODUCTS
CAPISTRANO
CARLSBAD BLEND

TRIM PAINT COLOR

KELLY MOORE PAINTS
COLOR : AC 252-5 ROCKY MOUNTAIN

BODY 1 PAINT COLOR

KELLY MOORE PAINTS
COLOR : KM 23 SWISS COFFEE

ACCENT PAINT COLOR

KELLY MOORE PAINTS
COLOR : KM 73 CORTEZ

HUNT HALE JONES
Architecture | Planning | Interiors
444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com
t. 415-512-1300
f. 415-288-0288

DONATO BUILDERS INC.

PLAN 3B
CB6

DATE: 1/06/08 PROJECT: 288002

EXHIBIT B

EDWARD L. PACK ASSOCIATES, INC.

1975 HAMILTON AVENUE
SUITE 26
SAN JOSE, CA 95125

Acoustical Consultants

TEL: 408-371-1195
FAX: 408-371-1196
www.packassociates.com

April 20, 2010
Project No. 41-011-1

Mr. David J. DiDonato
Donato Builders
1854 Warsaw Avenue
Livermore, CA 94550

Subject: Noise and Vibration Assessment Study for the Planned Single-Family Development, Stanley Boulevard, Pleasanton

Dear Mr. DiDonato:

This report presents the results of a noise and vibration assessment study for the planned single-family development along Stanley in Pleasanton, as shown on the Site Plan, Ref. (a). The noise exposures at the site were evaluated against the standards of the City of Pleasanton General Plan Noise Element, Ref. (b). The railroad induced ground vibration levels were evaluated against guidelines established by the Federal Transit Administration (FTA), Ref. (c). An analysis of the on-site noise measurements indicates that the noise environment is created primarily by traffic sources on Stanley Boulevard and railroad operations on the adjacent Union Pacific Railroad/Altamont Commuter Express line. The results of the study reveal that noise exposure and noise level excesses occur and mitigation measures will be required. The study also revealed that ground-borne vibration levels within the planned structures will exceed the criteria established by the FTA.

Sections I and II of this report contain a summary of our findings and recommendations, respectively. Subsequent sections contain site, traffic, railroad and project descriptions, analyses and evaluations. Appendices A, B and C contain the list of references, descriptions of the standards, definitions of the terminology, descriptions of the instrumentation used for the field survey, ventilation requirements, general building shell controls and the on-site noise and vibration measurement data and calculation tables.

I. Summary of the Findings

The noise exposures presented herein were evaluated against the noise standards of the City of Pleasanton Noise Element, which utilizes the Day-Night Level (DNL) 24-hour descriptor to define acceptable noise levels for various land uses. The standards specify a limit of 60 dB DNL for multi-family residential exterior areas and 45 dB DNL for residential interior living spaces. However, when the noise source is a railroad, the exterior noise exposure standard is 70 dB DNL as the noise environment is characterized by few loud events rather than a relatively constant source such as vehicular traffic. Because of the less restrictive exterior noise levels, short-term interior noise limits are applied to bedrooms and other living spaces. The limit for bedrooms is 50 dBA maximum (L_{max}) while the limit for other living spaces is 55 dBA Lm_{ax}. Because the noise levels from the train horns would preclude development along the railroad tracks, the City of Pleasanton Planning Department is allowing disregarding of the train horns' noise levels and the City is allowing the use of the maximum noise level from the train (engine) itself.

The vibration levels shown in the findings are expressed in units of dB re: 1×10^{-6} in/sec (peak velocity). The human response to vibration can vary within wide limits, as it depends on the position and inherent motion of the person perceiving the vibration, as well as the physical and psychological makeup of the particular person.

The City of Pleasanton does not currently have any quantifiable standards for vibration in residential areas. The vibration analysis presented in this report uses the criteria established by the Federal Transit Administration (FTA). For residences near rail lines that carry fewer 70 trains per day, which is considered infrequent, the FTA recommends a limit of 80 decibels of vibration (VdB) inside the dwelling. The FTA guidelines provide adjustment methodologies to vacant site vibration levels to determine the approximate vibration levels in various floor elevations of residential structures.

The noise and vibration levels shown below are without the application of mitigation measures, and represent the noise and vibration environment for the existing site conditions.

A. Exterior Noise Exposures and Noise Levels

- The existing exterior noise exposure in the most impacted planned rear and side yards closest to Stanley Boulevard (35 ft. from the roadway centerline) is 63 dB DNL. Under future traffic conditions, the noise exposure is expected to increase to 66 dB DNL. Thus, the noise exposures will be up to 6 dB in excess of the City of Pleasanton Noise Element standards. The future 60 dB DNL noise contour will be 86 ft. from the centerline of the road.

- The existing exterior noise exposure at the most impacted planned building setback from Stanley Boulevard (45 ft. from the roadway centerline) is 62 dB DNL. Under future traffic conditions, the noise exposure is expected to increase to 65 dB DNL.

- The existing exterior noise exposure at the most impacted planned rear and side yards and at the planned building setback closest to the UPRR/ACE tracks (50-57 ft. from the track centerline) is up to 76 dB DNL. Thus, the noise exposures are up to 6 dB in excess of the City of Pleasanton Noise Element standards. The 70 dB DNL noise contour is 135 ft. from the tracks.

- The L_{max} values at the most impacted planned building setback from the UPRR/ACE tracks ranged from 77 to 91 dBA during train passbys.

- Noise from Amador Valley High School marching band practice/sports events is noticeable at the site. Band sound levels were measured at 44-50 dBA and P.A. announcements were measured to be 45-52 dBA.

B. Interior Noise Exposures and Noise Levels

- The interior noise exposures in the most impacted living spaces of dwelling units closest to Stanley Boulevard will be 47 and 50 dB DNL under existing and future traffic conditions, respectively. Thus, noise exposures will be up to 5 dB in excess of the City of Pleasanton Noise Element standards.

- The interior noise exposures in the most impacted living spaces of dwelling units closest to the UPPR/ACE will be up to 61 dB DNL. Thus, noise exposures will be up to 16 dB in excess of the City of Pleasanton Noise Element standards.

- The interior L_{max} noise levels in the most impacted living spaces of dwelling units closest to the UPRR/ACE tracks will range from 67-81 dBA. Thus, the L_{max} noise levels will be up to 31 dB in excess of the 50 dBA limit for bedrooms and up to 26 dBA in excess of the 55 dBA limit for other living spaces.

The findings reveal that exterior and interior noise exposure excesses occur at the site and mitigation measures will be required. The recommended measures are described in Section II of this report.

C. Ground-Borne Vibration

- The railroad induced ground-borne vibration levels at the most impacted planned building setback 60 ft. from the centerline of the railroad tracks (ground level) ranged from 73 VdB for an ACE train and 79 VdB for a freight train. Using the adjustment methodologies of the FTA, the vibration levels in the first floor living spaces of the project will be up to 83 VdB. At the second floor elevations, the vibration levels will be up to 82 VdB. Thus, the vibration levels within the dwelling units will exceed the 80 VdB criterion established by the FTA for infrequent rail operations.

Mitigation measures for ground-borne vibration will be required. The recommended measures are described in Section II, below.

II. Recommendations

A. Exterior Noise

To achieve compliance with the 60 dB DNL standard of the City of Pleasanton Noise Element for the exterior living areas impacted by Stanley Boulevard traffic, the following noise control barrier will be required:

- Construct a 6 ft. high acoustically-effective barrier along the property lines of Lots 1 and 14 contiguous with Stanley Boulevard. Continue the barriers along the westerly property line of Lot 1 and along the easterly property line of Lot 14. The barriers may terminate at the property boundaries with Lots 2 and 13, respectively. Turn the barriers to connect air-tight to the sides of the houses. The barrier height is in reference to the nearest building pad elevation.

To achieve compliance with the 70 dB DNL standard of the City of Pleasanton Noise Element for the exterior living areas impacted by railroad operations, the following noise control barrier will be required

- Construct an 8 ft. high acoustically-effective barrier along the property lines of Lots 5, 6, 7, 8 and 9. The barrier heights is in reference to the nearest building pad elevation.

- Please see Figure 1 for the locations and heights of the recommended noise control barriers.

To achieve an acoustically-effective barrier, it must be made air-tight, i.e., without cracks, gaps, or other openings and must provide for long-term durability. The barriers can be constructed of wood, concrete, stucco, masonry, metal, earth berm or a combination thereof and must have a minimum surface weight of 2.5 lbs. per sq. ft. If wood fencing is used, homogeneous sheet materials are preferable to conventional wood fencing as the latter has a tendency to warp and form openings with age. However, high quality, air-tight, tongue-and-groove, shiplap, or board and batten construction can be used, provided the minimum surface weight requirement is met and the construction is air-tight. Gates may be incorporated into the barrier return segments at the sides of Lots 1 and 14. The gates must be of the same height as the main barrier, must meet the minimum surface weight requirement and must fit tight to the main barrier when closed. The gaps at the hinge and closure jambs shall be covered with astragals/stops. The gap below the gate shall be no more than 1" high. The noise control barriers must be constructed so that all joints, including connections with posts, pilasters or the building shell are sealed air-tight and no openings are permitted between the upper barrier components and the ground.

The implementation of the above recommended measures will reduce exterior noise exposures to 69 dB DNL or lower in the noise impacted exterior areas along Stanley Boulevard and to 70 dB DNL or lower in the exterior areas impacted by railroad noise.

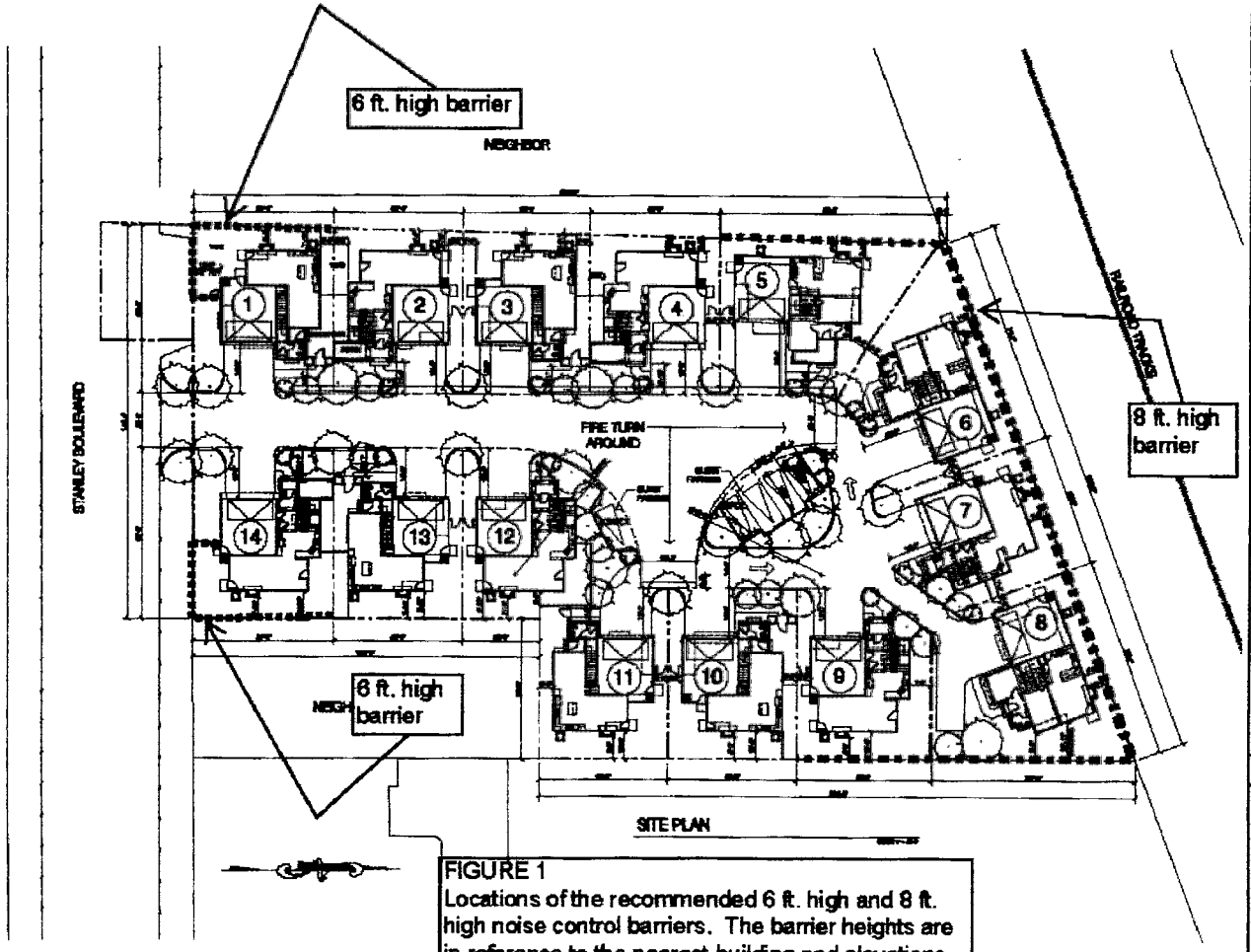


FIGURE 1
Locations of the recommended 6 ft. high and 8 ft. high noise control barriers. The barrier heights are in reference to the nearest building pad elevations.

PROJECT DATA

APN # 946-1669-017, 946-1669-018, 946-1669-019
STANLEY BOULEVARD
4171 & 4189 STANLEY BLVD., PLEASANTON, CA

PROJECT AREA CALCULATION

GROSS PROJECT SITE	88,810 S.F.
INDIVIDUAL LOT SIZE	2,500 S.F. - 3,889 S.F.

BUILDING TYPE	UNITS	PARKING
SINGLE FAMILY HOMES	14	28 COV. 28 UNCOV. 6 UNCOV. GUEST
TOTAL UNITS AND PARKING	14	84 SPACES

UNIT MIX

(5x) PLAN 1 : 1,600 - 1,640 S.F. EACH UNIT
2 - 4 BEDROOMS
2 CAR GARAGE

(5x) PLAN 2 : 1,720 - 1,755 S.F. EACH UNIT
2 - 4 BEDROOMS
2 CAR GARAGE

(4x) PLAN 3 : 1,850 S.F. - 1,880 S.F. EACH UNIT
3 - 4 BEDROOMS
2 CAR GARAGE

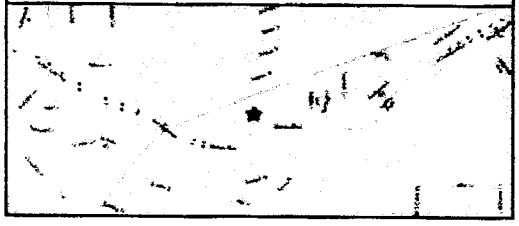
PROJECT SETBACKS

FRONT YARD : 10'-0" AVERAGE/ 8'-0" MINIMUM
SIDE YARD: 8'-0" MINIMUM / 10'-0" AT STANLEY BLVD.
REAR YARD: 8'-0" MINIMUM

CONTACT INFO.

PROJECT CONTACT:	ARCHITECT:	LANDSCAPE ARCHITECT:
DONATO BUILDERS, INC.	HUNT HALE JONES	CHAIP & CHAIP ASSOCIATES, INC.
5864 RIEGER AVENUE LIVERMORE, CA 94550 TEL. (925) 640-0264 FAX. (925) 454-0804	444 SPEAR STREET, SUITE 200 SAN FRANCISCO, CA 94105 TEL. (415) 512-1800 FAX. (415) 356-0999	5960 OWENS DRIVE, SUITE 204 WALNUT CREEK, CA 94596 TEL. (925) 941-0555 FAX. (925) 941-0455

VICINITY MAP



STANLEY BOULEVARD

DONATO BUILDERS INC.
4171 & 4189 STANLEY BOULEVARD
PLEASANTON, CA

DONATO BUILDERS INC.

Architecture | Planning | Interiors

444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1800
f. 415-356-0999

SITE PLAN
DR 2
SCALE: AS NOTED
DATE: 11-06-06
PROJECT: 05002

B. Interior Noise Controls

To achieve compliance with the City of Pleasanton interior standard of 45 dB DNL, the following measures will be required. In addition, general construction measures affecting the building shell are also recommended, as described in Appendix B.

- Maintain closed at all times all second floor and unshielded (not behind a noise control barrier) first floor windows and glass doors of living spaces of Lots 1 and 14 that have a direct or side view of Stanley Boulevard. Install windows and glass doors rated minimum Sound Transmission Class (STC) 28.

To achieve compliance with the City of Pleasanton interior standards of 45 dB DNL, 50 dBA L_{max} for bedrooms and 55 dBA L_{max} for other living spaces against railroad noise, the following measures will be required.

- Maintain closed at all times all windows and doors of all living spaces of the project. Install windows and doors with the minimum STC ratings shown in Table I, below. In addition, implement the glazing requirement also shown in the Table. The window and door specifications assume the implementation of the noise control barrier recommended above.

- Provide some type of mechanical ventilation for all living spaces that have a closed window condition.

All windows not specified to be maintained closed may have any type of glass and may be kept opened as desired.

TABLE I			
WINDOW AND DOOR STC RATINGS			
Lots 6, 7, 8 w/view to RR	**Floor**	**STC Rating**	**Glazing Requirements**
Beds	2	46	Triple pane >1" air space, laminated glass
Living Spaces	2	40	>1" air space, laminated glass
Beds	1	40	>1" air space, laminated glass
Living Spaces	1	36	Laminated glass
Lots 6, 7, 8 w/o view to RR			
Beds	2	40	>1" air space, laminated glass
Living Spaces	2	36	Laminated glass
Beds	1	36	Laminated glass
Living Spaces	1	32	None
Lots 5 & 9 w/view to RR			
Beds	2	40	>1" air space, laminated glass
Living Spaces	2	36	Laminated glass
Beds	1	36	Laminated glass
Living Spaces	1	32	None
Lots 5 & 9 w/o view to RR			
Beds	2	36	Laminated glass
Living Spaces	2	32	None
Beds	1	32	None
Living Spaces	1	28	None
Lots 3, 4, 10, 11 w/view to RR			
Beds	2	32	None
Living Spaces	2	28	None
Beds	1	32	None
Living Spaces	1	28	None
Lots 3, 4, 10, 11 and all remaining windows of development			
Beds	All	28	None
Living Spaces	All	28	None

Please be aware that many dual-pane window and glass door assemblies have inherent noise reduction problems in the railroad and traffic noise frequency spectra due to resonance that occurs within the air space between the window lites, and the noise reduction capabilities vary from manufacturer to manufacturer. Therefore, the acoustical test report of all sound rated windows and doors should be reviewed by a qualified acoustician to ensure that the chosen windows and doors will adequately reduce railroad and traffic noise to acceptable levels.

All windows and doors must be of good quality and provide tight seals to prevent sound infiltration. To achieve an acoustically-effective window construction, sliding panels must form an air-tight seal when in the closed position. In addition, the window and door frames must be caulked to the wall opening around their entire perimeter with a non-hardening caulking compound or acoustical sealant.

When windows are maintained closed for noise control, they are to be operable, as the requirement does not imply a "fixed" condition. Also, under the closed window requirement some type of mechanical ventilation should be provided to assure a habitable environment, as specified by the Uniform Building Code (UBC) and described in Appendix B. In addition, general construction measures to assure an acceptable acoustical environment are recommended, as described in Appendix B.

The implementation of the above recommended measures will reduce interior noise exposures to 45 dB DNL or lower and to 50/55 dBA L_{max} to comply with the standards of the City of Pleasanton Noise Element.

C. Railroad Induced Ground-borne Vibration

To achieve compliance with the 80 VdB criterion of the FTA, **one** of the following alternative measures will be required.

Alternative 1

Construct of the homes on Lots 6, 7 and 8 on spread footing or post/beam foundations rather than slab on-grade foundations.

Alternative 2

Limit freight train speed to no more than 15 mph within 100 ft. of the site.

The implementation of the above recommended measures will reduce ground-borne vibration levels within the homes to less than 80 VdB.

III. Site, Traffic, Railroad and Project Descriptions

The planned project site is a 52,510 sq. ft. parcel located along Stanley Boulevard between Main Street and First Street in Pleasanton. The site is relatively flat and at-grade with Stanley Boulevard. The railroad tracks are on a 2 ft. high gravel berm. Surrounding land uses include multi-family residential adjacent to the east, single-family residential across Stanley Boulevard to the south, commercial uses adjacent to the west and single-family residential is across the railroad tracks to the north.

The primary sources of noise at the site are traffic on Stanley Boulevard and rail operations on the UPRR/ACE rail line. Stanley Boulevard carries an existing Average Daily Traffic (ADT) of 7,800 vehicles, as shown in the City of Pleasanton Noise Element, Ref. (d).

The UPPR rail line operated 8 daytime freight trains and 2 nighttime freight trains on the first day of measurements, 6 daytime freight trains and 2 nighttime freight trains on the second day of measurements and 7 daytime and 4 nighttime trains on the third day of measurements.

The ACE rail line services 4 westbound trains in the morning and 4 eastbound trains in the afternoon, as reported by Altamont Commuter Express, Ref. (d). Note that two of the westbound trains occur during the nighttime hours before 7:00 a.m.

The planned project includes the construction of 14 two-story single-family homes. Ingress and egress to the development will be by way of a project access street off of Stanley Boulevard.

IV. Analysis of the Noise and Vibration Levels

A. Existing Noise Levels

To determine the existing noise environment at the site, continuous recordings of the sound levels were made at two locations. Location 1 was 45 ft. from the centerline of Stanley Boulevard corresponding to the planned minimum setback the homes from the road. Location 2 was 75 ft. from the centerline of the railroad tracks. This location was chosen for security of the sound measuring equipment. The measurements were made on March 10-13, 2009 using Larson-Davis 812 Precision Integrating Sound Level Meters. The meters yield, by direct readout, a series of descriptors of the sound levels versus time. The measured descriptors included the L_1, L_{10}, L_{50}, and L_{90}, i.e., those levels that are exceeded 1%, 10%, 50%, and 90% of the time. Also measured were the maximum and minimum levels, and the continuous equivalent-energy levels (L_{eq}), which are used to calculate the DNL. The measurements were made for a total period of 24 hours at each location and included recordings of the noise levels during representative hours of the daytime and nighttime periods of the DNL index. The results of the measurements are shown in the data table in Appendix C.

As shown in the tables, the L_{eq}'s at Location 1 measured on the first day at 45 ft. from the centerline of Stanley Boulevard ranged from 57.7 to 66.7 dBA during the daytime and from 41.0 to 61.2 dBA at night. On the second day of measurements, the L_{eq}'s ranged from 57.5 to 65.1 dBA during the daytime and from 41.7 to 62.1 dBA at night. On the third day of measurements, the L_{eq}'s ranged from 56.4 to 63.2 dBA during the daytime and from 40.5 to 64.9 dBA at night. These sound levels were significantly influenced by rail operations.

The noise levels at Location 2 measured on the first day at 75 ft. from the railroad tracks ranged from 43.2 to 76.9 dBA during the daytime and from 36.1 to 71.9 dBA at night. On the second day of measurements, the L_{eq}'s ranged from 43.5 to 75.2 dBA during the daytime and from 39.3 to 74.6 dBA at night. On the third day of measurements, the L_{eq}'s ranged from 44.2 to 70.8 dBA during the daytime and from 35.1 to 77.0 dBA at night

Noise levels generated by rail traffic only were derived from 1 minute time-history data measured at the site. Tables I, II and III, below, provide the L_{eq} noise levels for each train passby, the hourly L_{eq} for the train passby hour (which does not include other sources) and the resulting DNL.

TABLE I			
Railroad Noise Levels, dBA L_{eq} – DAY 1			
Time	Passby L_{eq}	Hourly L_{eq}	Train Type
2:56 p.m.	75.3	63.5	Freight
3:17 p.m.	81.1	66.4	Freight
4:28 p.m.	69.16	51.3	ACE
5:22 p.m.	72.8	77.0	ACE
5:37 p.m.	91.7		Freight
6:18 p.m.	70.2	52.4	ACE
7:33 p.m.	74.5	62.8	Freight
12:18 a.m.	76.9	62.1	Freight
5:20 a.m.	80.8	71.9	ACE
5:32 a.m.	85.4		Freight
6:37 a.m.	72.1	57.3	ACE
7:40 a.m.	84.1	66.3	ACE
8:01 a.m.	88.0	73.5	Freight
8:59 a.m.	75.1		Freight
10:35 a.m.	81.9	65.7	Freight
10:49 a.m.	78.3		ACE
12:48 p.m.	69.8	52.0	ACE
DNL = 70 dB			

TABLE II			
Railroad Noise Levels, dBA L_{eq} – DAY 2			
Time	Passby L_{eq}	Hourly L_{eq}	Train Type
2:01 p.m.	85.9	75.2	Freight
2:28 p.m.	89.1		Freight
3:24 p.m.	79.7	64.9	Freight
4:19 p.m.	69.2	67.7	ACE
4:35 p.m.	85.4		Freight
5:19 p.m.	74.9	60.1	ACE
6:17 p.m.	71.8	57.0	ACE
7:07 p.m.	87.7	73.0	Freight
12:58 a.m.	82.4	69.4	Freight
5:18 a.m.	76.5	74.5	ACE
5:37 a.m.	92.2		Freight
6:34 a.m.	79.9	65.9	Freight
6:53 a.m.	72.5		ACE
7:37 a.m.	77.8	60.0	ACE
8:47 a.m.	78.5	60.7	Freight
10:29 a.m.	83.4	65.6	ACE
12:54 p.m.	69.1	51.3	ACE
DNL = 73 dB			

TABLE III			
Railroad Noise Levels, dBA L_{eq} – DAY 3			
Time	Passby L_{eq}	Hourly L_{eq}	Train Type
2:42 p.m.	83.4	68.6	Freight
4:21 p.m.	71.9	69.1	ACE
4:34 p.m.	82.0		Freight
5:18 p.m.	68.8	54.1	ACE
6:16 p.m.	74.5	56.7	ACE
7:21 p.m.	75.4	63.6	Freight
10:10 p.m.	85.9	71.2	Freight
4:57 a.m.	76.8	62.0	Freight
5:18 a.m.	81.6	76.6	ACE
5:40 a.m.	91.1		Freight
6:34 a.m.	76.1	61.9	ACE
6:53 a.m.	74.1		Freight
7:46 a.m.	82.1	64.3	ACE
10:36 a.m.	79.6	61.8	ACE
11:23 a.m.	75.7	70.8	Freight
11:46 a.m.	82.1		Freight
12:55 p.m.	71.7	53.9	ACE
1:16 p.m.	68.9	54.1	Freight
DNL = 74 dB			

The exterior L_{max} values were determined from the 1-minute time-history data for each trains passby. At measurement Location 2, 75 ft. from the centerline of the tracks, the highest Lmax noise level due to train passbys without horn noise was measured to be 89 dBA. This L_{max} sound level occurred during four separate train passbys.

At the planned minimum setback of 57 ft. from the tracks, the L_{max} noise level increases to 91 dBA. The exterior L_{max} value at the building setback is the noise level from which the interior Lmax value is calculated.

Traffic and rail noise diminish at a rate of 3-6 dB for each doubling of the distance from the source to the receiver. Thus, other locations on the site at greater distances from the roadways or railroad will have lower noise levels. Additional acoustical shielding will be provided by interposed buildings of the project.

B. Future Noise Levels

Future traffic volume data for Stanley Boulevard were acquired from information contained the City of Pleasanton Noise Element. The Noise Element provides traffic volume data for many roadways throughout the City for year 2008 (time of the General Plan) and for future year 2025. The traffic volume for Stanley Boulevard is predicted to increase from the existing 7,800 ADT to 14,000 ADT for 2025. This increase in traffic volume yields a 3 dB increase in the traffic noise levels.

C. Ground-Borne Vibration

To determine the levels of railroad induced ground vibration, vibration level measurements were made at a location 70 ft. from the centerline of the railroad tracks. The measurements were made on March 13, 2009 using a PCB Piezotronics 393A03 accelerometer and a Larson Davis 2900 Dual Channel Real Time analyzer. The analyzer measured real time 1/3-octave band vibration levels, in dB re: 1 x 10^{-6} in./sec. for the three orthogonal directions over the frequency range of 0.8 to 10 kHz. The vibration levels from 8 Hz to 80 Hz were used to assess the impact of ground borne vibration on homes of the project. Table IV on the following page provides the measured vibration levels for each type of train operation.

TABLE IV

Measured Ground Vibration Levels, VdB

Freq. (Hz)	8	10	12.5	16	20	25	31.5	40	50	63	80	TOTAL
Freight	44.2	51.0	52.1	49.1	56.7	64.0	68.7	72.4	72.6	66.4	64.6	77.3
ACE	31.4	31.7	38.4	42.5	47.4	52.9	61.7	67.1	66.6	57.0	51.4	70.8

V. Evaluation of the Noise Exposures and Vibration Levels

A. Exterior Noise Exposures

To evaluate the on-site noise exposures against the City of Pleasanton Noise Element standards, the DNL's for the survey locations were calculated by decibel averaging of the L_{eq}'s as they apply to the daily subperiods of the DNL index. A nighttime weighting factor was applied to account for the increased human sensitivity to noise at night. Adjustments were made to the measured noise levels to account for the difference in distance between the measurement locations and the various building setbacks, using methods established by the Highway Research Board, Ref. (e), and Wyle Laboratories, Ref. (f). The DNL formula is shown in Appendix B. The results of the calculations are shown in Appendix C.

The calculations show that the existing noise exposure at measurement Location 1 45 ft. from the centerline of Stanley Boulevard ranged were from 63, 64 and 65 dB DNL on days 1, 2 and 3, respectively. However, these noise exposures are a combination of both Stanley Boulevard traffic noise and rail noise. To segregate the two sources, the information contained in Tables I, II and III were extrapolated to Location 1 then subtracted from the total sound levels. The railroad noise exposures at Location 1 were 57, 59 and 60 dB DNL. The results of these calculations yielded noise exposures of 62 dB DNL for each of the three measurement days from Stanley Boulevard traffic. Under future traffic conditions, the noise exposure from Stanley Boulevard traffic is expected to increase to 65 dB DNL. At the property lines of Lots 1 and 14 closest to Stanley Boulevard, the noise exposures are 63 and 66 dB DNL under existing and future traffic conditions, respectively. Thus, the noise exposures will be up to 6 dB in excess of the City of Pleasanton Noise Element in the most noise impacted rear and side yards.

The noise exposures at measurement Location 3, 75 ft. from the centerline of the UPRR/ACE rail tracks were calculated to be 70, 73 and 74 dB DNL on days 1, 2 and 3. In the most impacted rear yards along the rail line, 57 ft. from the tracks, the noise exposures were calculated to be 72, 75 and 76 dB DNL on days 1, 2 and 3, respectively. Thus, the noise exposures are up to 6 dB in excess of the 70 dB DNL railroad noise standard of the City of Pleasanton Noise Element.

B. Interior Noise Exposures and Noise Levels

Noise Exposures

To determine the interior noise exposures, a 15 dB reduction was applied to the exterior noise exposures at the minimum building setbacks to represent the attenuation provided by a typical building shell under *annual-average* conditions. The *annual-average* condition assumes that residential dwellings have single-pane windows of single-strength glass that are kept open 50% of the time for natural ventilation.

The interior noise exposures in living spaces of homes closest to Stanley Boulevard will be 47 and 50 dB DNL under existing and future traffic conditions, respectively. Thus, the interior noise exposures will exceed the City of Pleasanton standard of 45 dB DNL by up to 5 dB.

The interior noise exposures in the most impacted living spaces of homes closest to the railroad tracks will be up to 61 dB DNL. Thus, the noise exposures will be up to 16 dB in excess of the 45 dB DNL standard of the City of Pleasanton Noise Element.

Noise Levels

To determine the interior L_{max} noise levels, a 10 dB reduction was applied to the exterior L_{max} values at the minimum building setbacks to represent the attenuation provided by a typical building shell under an *open window* condition. The *open window* condition assumes that residential dwellings have single-pane windows of single-strength glass that are open during train passbys.

As the highest exterior L_{max} was recorded to be 91 dBA, the interior maximum noise levels will be up to 81 dBA. Thus, the short-term rail noise levels will be up to 31 dB in excess of the 50 dBA limit for bedrooms and up to 26 dB in excess of the 55 dBA limit for other living spaces.

C. Vibration Levels

To determine the levels of vibration in the project structures, the FTA methodologies uses factors for coupling loss or the way the house or structure is tied to the ground, how the floors resonate and the small amounts of vibrational energy that are lost as it travels through the building.

A slab on grade structure has no adjustment for coupling loss. A spread footing or post/beam foundation of a single-family reduces ground-borne vibration by 5 dB. A 6 dB increase is added for floor resonances and a 2 dB reduction per floor elevation is subtracted. Therefore, under the highest ground vibration level caused by freight trains of up to 79 dB on the bare ground, the vibration levels in the structure will be up to 83 VdB at the first floor and 81 VdB at the second floor. Thus, the vibration levels in slab on-grade homes are expected to be up to 3 dB in excess of the 80 VdB criterion established by the FTA and used by the City of Pleasanton.

Homes constructed on spread footings or post/beam foundations will have vibration levels of 78 VdB at the first floor and 76 VdB at the second floor. The vibration levels, therefore, will be in compliance with the criterion.

As shown by the above evaluations, exterior and interior noise exposure and interior noise level excesses will occur and mitigation measures will be required. Ground-borne vibration levels are also expected to exceed the limits of the FTA criterion. Mitigation measures will be required for the noise and vibration level excesses. The recommended measures are described in Section II of this report.

The above report presents the results of a noise and vibration assessment study for the planned single-family development along Stanley Boulevard in Pleasanton. The study findings for present conditions are based on field measurements and other data and are correct to the best of our knowledge. The future noise level predictions are based on estimates made by Edward L. Pack Associates, Inc. from published information. Significant deviations in the predicted traffic or rail volumes, future changes in motor vehicle or railroad technology, speed limits, noise regulations, or other changes beyond our control may produce long-range noise results different from our estimates.

If you need any additional information or an elaboration on this report, please call me.

Sincerely,

EDWARD L. PACK ASSOC., INC.

Jeffrey K. Pack
President

Attachment: Appendices A, B and C

APPENDIX A

References:

(a) Site Plan. Stanley Boulevard. by Hunt, Hale, Jones Architects, November 3, 2008

(b) Noise Element of the General Plan. City of Pleasanton. July 21. 2009

(c) FTA Guidance Manual. Transit Noise and Vibration Impact Assessment. Sections 8 and 11. Prepared by Harris. Miller. Miller & Hanson. Inc.. 2006 - www.hmmh.com/rail05.html

(d) http://www.acerail.com/schedules/train-schedule.htm

(g) Highway Research Board. "Highway Noise-A Design Guide for Highway Engineers". Report 117. 1971

(f) Wyle Laboratories Report WCR 73-5. "Assessment of Noise Environments Around Railroad Operations". July, 1973

APPENDIX B

Noise Standards, Terminology, Instrumentation Ventilation Requirements, and Building Shell Controls

1. Noise Standards

A. City of Pleasanton Noise Element Standards

The City of Pleasanton Noise Element, Chapter VIII, Adopted August 6, 1996, specifies exterior and interior noise exposure standards.

Residential Exterior

Source	Standard
Traffic	60 dB DNL
Railroad	70 dB DNL 50 dBA L_{max} Bedrooms 55 dBA L_{max} Living Spaces
If more than 4 trains daytime or any trains nighttime	
Aircraft	55 dB DNL 50 dBA L_{max} Bedrooms 55 dBA L_{max} Living Spaces

Residential Interior	45 dB DNL
Commercial Interior	45 dBA L_{eq}

The noise standards contained in the 2005-2025 Draft General Plan Noise Element are the same.

2. Terminology

A. Statistical Noise Levels

Due to the fluctuating character of urban traffic noise, statistical procedures are needed to provide an adequate description of the environment. A series of statistical descriptors have been developed which represent the noise levels exceeded a given percentage of the time. These descriptors are obtained by direct readout of the Community Noise Analyzer. Some of the statistical levels used to describe community noise are defined as follows:

L_{10} - A noise level exceeded for 10% of the time, considered to be an "intrusive" level.

L_{50} - The noise level exceeded 50% of the time representing an "average" sound level.

L_{90} - The noise level exceeded 90 % of the time, designated as a "background" noise level.

L_{eq} - The continuous-equivalent level is that level of a steady noise having the same energy as a given time-varying noise. The L_{eq} thus represents the decibel level of the time-averaged value of sound energy or sound pressure squared. The L_{eq} is the noise descriptor used to calculate the DNL and CNEL descriptors.

B. Day-Night Level (DNL)

Noise levels utilized in the standards are described in terms of the Day-Night Level (DNL). The DNL rating is determined by the cumulative noise exposures occurring over a 24-hour day in terms of A-Weighted sound energy. The 24-hour day is divided into two subperiods for the DNL index, i.e., the daytime period from 7:00 a.m. to 10:00 p.m., and the nighttime period from 10:00 p.m. to 7:00 a.m. A 10 dBA weighting factor is applied (added) to the noise levels occurring during the nighttime period to account for the greater sensitivity of people to noise during these hours. The DNL is calculated from the measured L_{eq} in accordance with the following mathematical formula:

$$DNL = [(L_d+10\log_{10}15) \,\&\, (L_n+10+10\log_{10}9)] - 10\log_{10}24$$

Where:

L_d = L_{eq} for the daytime (7:00 a.m. to 10:00 p.m.)
L_n = L_{eq} for the nighttime (10:00 p.m. to 7:00 a.m.)
24 indicates the 24-hour period
& denotes decibel addition.

C. A-Weighted Sound Level

The decibel measure of the sound level utilizing the "A" weighted network of a sound level meter is referred to as "dBA". The "A" weighting is the accepted standard weighting system used when noise is measured and recorded for the purpose of determining total noise levels and conducting statistical analyses of the environment so that the output correlates well with the response of the human ear.

3. Instrumentation

The on-site field measurement data were acquired by the use of one or more of the sound analyzer listed below. The instrumentation provides a direct readout of the L exceedance statistical levels including the equivalent-energy level (L_{eq}). Input to the meters were provided by microphones extended to a height of 5 ft. above the ground. The "A" weighting network and the "Fast" response setting of the meters were used in conformance with the applicable standards. The Larson-Davis meters were factory modified to conform with the Type 1 performance standards of ANSI S1.4. All instrumentation was acoustically calibrated before and after field tests to assure accuracy.

Bruel & Kjaer 2231 Precision Integrating Sound Level Meter
Larson Davis LDL 812 Precision Integrating Sound Level Meter
Larson Davis 2900 Real Time Analyzer

4. Ventilation Requirements

Ventilation requirements to be applied when windows are maintained closed for noise control are specified in the Uniform Building Code (UBC), 2001 edition, Section 12.03.3 as follows:

> "In lieu of required exterior openings for natural ventilation, a mechanical ventilating system may be provided. Such system shall be capable of providing two air changes per hour in guest rooms, dormitories, habitable rooms, and in public corridors with a minimum of 15 cubic feet per minute (7L/s) of outside air per occupant during such time as the building is occupied."

Based on our previous experience, a "summer switch" on the furnace fan is normally considered acceptable as a ventilation system by FHA and other agencies. Air-conditioning is also an acceptable system.

5. Building Shell Controls

The following additional precautionary measures are required to assure the greatest potential for exterior-to-interior noise attenuation by the recommended mitigation measures. These measures apply at those units where closed windows are required:

- Unshielded entry doors having a direct or side orientation toward the primary noise source must be 1-5/8" or 1-3/4" thick, insulated metal or solid-core wood construction with effective weather seals around the full perimeter. Mail slots should not be used in these doors or in the wall of a living space, as a significant noise leakage can occur through them.

- If any penetrations in the building shell are required for vents, piping, conduit, etc., sound leakage around these penetrations can be controlled by sealing all cracks and clearance spaces with a non-hardening caulking compound.

- Fireplaces should be provided with tight-fitting dampers.

APPENDIX C

On-Site Noise Measurement Data and Calculation Tables

DNL CALCULATIONS

CLIENT: DONATO BUILDERS
FILE: 41-011
PROJECT: STANLEY BLVD SINGLE-FAMILY
DATE: 3/10-13/2009
SOURCE: STANLEY BLVD, UPRR/ACE RAIL

LOCATION 1	Stanley Blvd			
Dist. To Source	45 ft.			
TIME	Leq	10^Leq/10		
7:00 AM	61.5	1412537.5		
8:00 AM	64.8	3019951.7		
9:00 AM	61.5	1412537.5		
10:00 AM	60.7	1174897.6		
11:00 AM	60.2	1047128.5		
12:00 PM	60.1	1023293.0		
1:00 PM	64.3	2691534.8		
2:00 PM	61.0	1258925.4		
3:00 PM	63.1	2041737.9		
4:00 PM	61.5	1412537.5		
5:00 PM	66.7	4677351.4		
6:00 PM	61.2	1318256.7		
7:00 PM	61.0	1258925.4		
8:00 PM	58.2	660693.4		
9:00 PM	57.7	588843.7	SUM=	24999152
10:00 PM	54.5	281838.3	Ld=	62.2
11:00 PM	51.2	131825.7		
12:00 AM	51.8	151356.1		
1:00 AM	41.0	12589.3		
2:00 AM	44.5	28183.8		
3:00 AM	42.1	16218.1		
4:00 AM	47.2	52480.7		
5:00 AM	61.2	1318256.7		
6:00 AM	55.8	380189.4	SUM=	2372938
			Ld=	54.2
	Daytime Level=	74.0		
	Nighttime Level=	73.7		
	DNL=	**63**		
	24-Hour Leq=	60.6		

LOCATION 1	Stanley Blvd			
Dist. To Source	45 ft.			
TIME	Leq	10^Leq/10		
7:00 AM	62.5	1778279.4		
8:00 AM	62.6	1819700.9		
9:00 AM	61.1	1288249.6		
10:00 AM	60.2	1047128.5		
11:00 AM	59.6	912010.8		
12:00 PM	60.6	1148153.6		
1:00 PM	60.4	1096478.2		
2:00 PM	65.1	3235936.6		
3:00 PM	62.6	1819700.9		
4:00 PM	62.8	1905460.7		
5:00 PM	63.2	2089296.1		
6:00 PM	61.5	1412537.5		
7:00 PM	63.8	2398832.9		
8:00 PM	57.5	562341.3		
9:00 PM	57.5	562341.3	SUM=	23076448
10:00 PM	53.8	239883.3	Ld=	61.9
11:00 PM	51.0	125892.5		
12:00 AM	48.0	63095.7		
1:00 AM	55.7	371535.2		
2:00 AM	41.7	14791.1		
3:00 AM	42.7	18620.9		
4:00 AM	48.3	67608.3		
5:00 AM	62.1	1621810.1		
6:00 AM	59.1	812830.5	SUM=	3336068
			Ld=	55.7
	Daytime Level=	73.7		
	Nighttime Level=	75.2		
	DNL=	**64**		
	24-Hour Leq=	60.4		

LOCATION 1	Stanley Blvd			
Dist. To Source	45 ft.			
TIME	Leq	10^Leq/10		
7:00 AM	61.8	1513561.2		
8:00 AM	62.8	1905460.7		
9:00 AM	61.6	1445439.8		
10:00 AM	60.7	1174897.6		
11:00 AM	61.8	1513561.2		
12:00 PM	61.5	1412537.5		
1:00 PM	59.9	977237.2		
2:00 PM	61.7	1479108.4		
3:00 PM	62.2	1659586.9		
4:00 PM	63.2	2089296.1		
5:00 PM	62.7	1862087.1		
6:00 PM	62.0	1584893.2		
7:00 PM	60.2	1047128.5		
8:00 PM	58.3	676083.0		
9:00 PM	56.4	436515.8	SUM=	20777394
10:00 PM	59.8	954992.6	Ld=	61.4
11:00 PM	49.9	97723.7		
12:00 AM	47.1	51286.1		
1:00 AM	46.3	42658.0		
2:00 AM	40.5	11220.2		
3:00 AM	41.9	15488.2		
4:00 AM	45.6	36307.8		
5:00 AM	64.9	3090295.4		
6:00 AM	56.9	489778.8	SUM=	4789751
			Ld=	57.3
	Daytime Level=	73.2		
	Nighttime Level=	76.8		
	DNL=	**65**		
	24-Hour Leq=	60.3		

DNL CALCULATIONS

CLIENT: DONATO BUILDERS
FILE: 41-011
PROJECT: STANLEY BLVD SINGLE-FAMILY
DATE: 3/10-13/2009
SOURCE: STANLEY BLVD, UPRR/ACE RAIL

LOCATION 1	Stanley Blvd			
Dist. To Source	45 ft.			
	Stanley Blvd. Only			
TIME	Leq	10^Leq/10		
7:00 AM	60.9	1230567.5		
8:00 AM	63.3	2128700.8		
9:00 AM	61.4	1367869.2		
10:00 AM	60.1	1020015.9		
11:00 AM	60.2	1047127.5		
12:00 PM	60.1	1016686.1		
1:00 PM	64.3	2691533.8		
2:00 PM	61.0	1258924.4		
3:00 PM	62.5	1766315.1		
4:00 PM	61.5	1412536.5		
5:00 PM	66.7	4677350.4		
6:00 PM	61.2	1318256.7		
7:00 PM	61.0	1251681.1		
8:00 PM	57.6	581260.6		
9:00 PM	57.7	588842.7	SUM=	23357688
10:00 PM	54.5	281837.3	Ld=	61.9
11:00 PM	51.2	131824.7		
12:00 AM	49.2	83747.8		
1:00 AM	41.0	12588.3		
2:00 AM	44.5	28182.8		
3:00 AM	42.1	16217.1		
4:00 AM	47.2	52479.7		
5:00 AM	58.3	672602.5		
6:00 AM	55.5	357802.2	SUM=	1637282
			Ld=	52.6
	Daytime Level=	73.7		
	Nighttime Level=	72.1		
	DNL=	**62**		
	24-Hour Leq=	60.2		

LOCATION 1	Stanley Blvd			
Dist. To Source	45 ft.			
	Stanley Blvd. Only			
TIME	Leq	10^Leq/10		
7:00 AM	62.4	1736592.5		
8:00 AM	62.5	1770723.0		
9:00 AM	61.1	1288248.6		
10:00 AM	59.5	895772.4		
11:00 AM	59.6	912009.8		
12:00 PM	60.6	1148152.6		
1:00 PM	60.4	1096477.2		
2:00 PM	63.3	2113918.1		
3:00 PM	62.3	1690875.9		
4:00 PM	62.2	1659989.8		
5:00 PM	63.1	2046638.2		
6:00 PM	61.5	1412537.5		
7:00 PM	61.9	1547694.9		
8:00 PM	57.5	562340.3		
9:00 PM	57.5	562340.3	SUM=	20444311
10:00 PM	53.8	239882.3	Ld=	61.3
11:00 PM	51.0	125891.5		
12:00 AM	48.0	63094.7		
1:00 AM	39.3	8457.2		
2:00 AM	41.7	14790.1		
3:00 AM	42.7	18619.9		
4:00 AM	48.3	67607.3		
5:00 AM	56.5	446912.5		
6:00 AM	58.3	674792.1	SUM=	1660048
			Ld=	52.7
	Daytime Level=	73.1		
	Nighttime Level=	72.2		
	DNL=	**62**		
	24-Hour Leq=	59.6		

LOCATION 1	Stanley Blvd			
Dist. To Source	45 ft.			
	Stanley Blvd. Only			
TIME	Leq	10^Leq/10		
7:00 AM	61.5	1401359.4		
8:00 AM	62.8	1905459.7		
9:00 AM	61.6	1445438.8		
10:00 AM	60.5	1110332.1		
11:00 AM	60.2	1056473.1		
12:00 PM	61.5	1400514.9		
1:00 PM	59.9	977236.2		
2:00 PM	60.7	1177113.2		
3:00 PM	62.2	1659585.9		
4:00 PM	62.4	1750452.0		
5:00 PM	62.7	1847961.8		
6:00 PM	62.0	1584893.2		
7:00 PM	59.8	951629.3		
8:00 PM	58.3	676082.0		
9:00 PM	56.4	436514.8	SUM=	19381046
10:00 PM	56.2	417960.8	Ld=	61.1
11:00 PM	49.9	97722.7		
12:00 AM	47.1	51285.1		
1:00 AM	46.3	42657.0		
2:00 AM	40.5	11219.2		
3:00 AM	41.9	15487.2		
4:00 AM	45.6	36306.8		
5:00 AM	60.7	1184834.7		
6:00 AM	56.6	459579.3	SUM=	2317053
			Ld=	54.1
	Daytime Level=	72.9		
	Nighttime Level=	73.6		
	DNL=	**62**		
	24-Hour Leq=	59.6		

DNL CALCULATIONS

CLIENT: DONATO BUILDERS
FILE: 41-011
PROJECT: STANLEY BLVD SINGLE-FAMILY
DATE: 3/10-13/2009
SOURCE: STANLEY BLVD, UPRR/ACE RAIL

LOCATION 1
Dist. To Source 265 ft.

TIME	Rail Only Leq	10^Leq/10		
7:00 AM	52.6	181970.1		
8:00 AM	59.5	891250.9		
9:00 AM	46.5	44668.4		
10:00 AM	51.9	154881.7		
11:00 AM		1.0		
12:00 PM	38.2	6606.9		
1:00 PM		1.0		
2:00 PM		1.0		
3:00 PM	54.4	275422.9		
4:00 PM		1.0		
5:00 PM		1.0		
6:00 PM	63.2	2089296.1		
7:00 PM	38.6	7244.4		
8:00 PM	49.0	79432.8		
9:00 PM		1.0	SUM=	3730780
10:00 PM		1.0	Ld=	54.0
11:00 PM		1.0		
12:00 AM	48.3	67608.3		
1:00 AM		1.0		
2:00 AM		1.0		
3:00 AM		1.0		
4:00 AM		1.0		
5:00 AM	58.1	645654.2		
6:00 AM	43.5	22387.2	SUM=	735656
			Ld=	49.1

Daytime Level=	65.8
Nighttime Level=	68.6
DNL=	**57**
24-Hour Leq=	52.7

LOCATION 1
Dist. To Source 265 ft.

TIME	Rail Only Leq	10^Leq/10		
7:00 AM	46.2	41688.9		
8:00 AM	46.9	48977.9		
9:00 AM		1.0		
10:00 AM	51.8	151356.1		
11:00 AM		1.0		
12:00 PM		1.0		
1:00 PM		1.0		
2:00 PM	60.5	1122018.5		
3:00 PM	51.1	126825.0		
4:00 PM	53.9	245470.9		
5:00 PM	46.3	42658.0		
6:00 PM	43.8	23988.3		
7:00 PM	59.3	851138.0		
8:00 PM		1.0		
9:00 PM		1.0	SUM=	2656126
10:00 PM		1.0	Ld=	52.5
11:00 PM		1.0		
12:00 AM		1.0		
1:00 AM	55.6	363078.1		
2:00 AM		1.0		
3:00 AM		1.0		
4:00 AM		1.0		
5:00 AM	60.7	1174897.6		
6:00 AM	51.4	138038.4	SUM=	1676020
			Ld=	52.7

Daytime Level=	84.3
Nighttime Level=	72.2
DNL=	**59**
24-Hour Leq=	52.6

LOCATION 1
Dist. To Source 265 ft.

TIME	Rail Only Leq	10^Leq/10		
7:00 AM	50.5	112201.8		
8:00 AM		1.0		
9:00 AM		1.0		
10:00 AM	48.1	64565.4		
11:00 AM	56.6	457088.2		
12:00 PM	40.8	12022.6		
1:00 PM		1.0		
2:00 PM	54.8	301995.2		
3:00 PM		1.0		
4:00 PM	55.3	338844.2		
5:00 PM	41.5	14125.4		
6:00 PM	43.3	21379.6		
7:00 PM	49.8	95499.3		
8:00 PM		1.0		
9:00 PM		1.0	SUM=	1417728
10:00 PM	57.3	537031.8	Ld=	49.8
11:00 PM		1.0		
12:00 AM		1.0		
1:00 AM		1.0		
2:00 AM		1.0		
3:00 AM		1.0		
4:00 AM		1.0		
5:00 AM	62.8	1905460.7		
6:00 AM	44.8	30199.5	SUM=	2472698
			Ld=	54.4

Daytime Level=	61.6
Nighttime Level=	73.9
DNL=	**60**
24-Hour Leq=	52.1

DNL CALCULATIONS

CLIENT: DONATO BUILDERS
FILE: 41-011
PROJECT: STANLEY BLVD SINGLE-FAMILY
DATE: 3/10-13/2009
SOURCE: STANLEY BLVD, UPRR/ACE RAIL

LOCATION 2	UPRR/ACE RAIL			
Dist. To Source	75 ft.			
TIME	Leq	10^Leq/10		
7:00 AM	66.4	4365158.3		
8:00 AM	73.3	21379620.9		
9:00 AM	60.5	1122018.5		
10:00 AM	65.7	3715352.3		
11:00 AM	46.1	40738.0		
12:00 PM	53.6	230674.7		
1:00 PM	50.1	102329.3		
2:00 PM	47.9	61659.5		
3:00 PM	68.2	6606934.5		
4:00 PM	63.4	2187761.6		
5:00 PM	76.9	48977881.9		
6:00 PM	53.0	199526.2		
7:00 PM	62.8	1905460.7		
8:00 PM	43.9	24547.1		
9:00 PM	43.2	20893.0	SUM=	90940557
10:00 PM	41.3	13489.6	Ld=	67.8
11:00 PM	41.3	13489.6		
12:00 AM	62.1	1621810.1		
1:00 AM	37.1	5128.6		
2:00 AM	36.1	4073.8		
3:00 AM	38.4	6918.3		
4:00 AM	40.3	10715.2		
5:00 AM	71.9	15488166.2		
6:00 AM	57.6	575439.9	SUM=	17739231
			Ld=	62.9
	Daytime Level=	79.6		
	Nighttime Level=	82.4		
	DNL=	**70**		
	24-Hour Leq=	66.6		

LOCATION 2	UPRR/ACE RAIL			
Dist. To Source	75 ft.			
TIME	Leq	10^Leq/10		
7:00 AM	62.3	1698243.7		
8:00 AM	61.0	1258925.4		
9:00 AM	46.6	45708.8		
10:00 AM	65.6	3630780.5		
11:00 AM	48.3	67608.3		
12:00 PM	53.0	199526.2		
1:00 PM	47.2	52480.7		
2:00 PM	75.2	33113112.1		
3:00 PM	65.0	3162277.7		
4:00 PM	67.8	6025595.9		
5:00 PM	60.5	1122018.5		
6:00 PM	57.6	575439.9		
7:00 PM	73.0	19952623.1		
8:00 PM	44.5	28183.8		
9:00 PM	43.5	22387.2	SUM=	70954912
10:00 PM	41.4	13803.8	Ld=	66.7
11:00 PM	41.4	13803.8		
12:00 AM	40.1	10232.9		
1:00 AM	69.4	8709635.9		
2:00 AM	39.3	8511.4		
3:00 AM	40.1	10232.9		
4:00 AM	42.7	18620.9		
5:00 AM	74.6	28840315.0		
6:00 AM	65.2	3311311.2	SUM=	40936468
			Ld=	66.6
	Daytime Level=	78.5		
	Nighttime Level=	86.1		
	DNL=	**73**		
	24-Hour Leq=	66.7		

LOCATION 2	UPRR/ACE RAIL			
Dist. To Source	75 ft.			
TIME	Leq	10^Leq/10		
7:00 AM	65.6	3630780.5		
8:00 AM	48.9	77624.7		
9:00 AM	46.0	39810.7		
10:00 AM	61.9	1548816.6		
11:00 AM	70.8	12022644.3		
12:00 PM	54.6	288403.2		
1:00 PM	49.8	95499.3		
2:00 PM	68.6	7244359.6		
3:00 PM	51.2	131825.7		
4:00 PM	69.2	8317637.7		
5:00 PM	55.3	338844.2		
6:00 PM	57.1	512861.4		
7:00 PM	63.7	2344228.8		
8:00 PM	45.4	34673.7		
9:00 PM	44.2	26302.7	SUM=	36654313
10:00 PM	71.1	12882495.5	Ld=	63.9
11:00 PM	41.7	14791.1		
12:00 AM	39.6	9120.1		
1:00 AM	35.4	3467.4		
2:00 AM	35.1	3235.9		
3:00 AM	36.6	4570.9		
4:00 AM	39.1	8128.3		
5:00 AM	77.0	50118723.4		
6:00 AM	58.6	724436.0	SUM=	63768969
			Ld=	68.5
	Daytime Level=	75.7		
	Nighttime Level=	88.0		
	DNL=	**74**		
	24-Hour Leq=	66.2		

DNL CALCULATIONS

CLIENT: DONATO BUILDERS
FILE: 41-011
PROJECT: STANLEY BLVD SINGLE-FAMILY
DATE: 3/10-13/2009
SOURCE: STANLEY BLVD, UPRR/ACE RAIL

LOCATION 2	UPRR/ACE RAIL			
Dist. To Source	75 ft.			
	Rail Noise Only			
TIME	Leq	10^Leq/10		
7:00 AM	66.4	4365158.3		
8:00 AM	73.3	21379620.9		
9:00 AM	60.3	1071519.3		
10:00 AM	65.7	3715352.3		
11:00 AM		1.0		
12:00 PM	52.0	158489.3		
1:00 PM		1.0		
2:00 PM		1.0		
3:00 PM	68.2	6606934.5		
4:00 PM		1.0		
5:00 PM	51.3	134896.3		
6:00 PM	77.0	50118723.4		
7:00 PM	52.4	173780.1		
8:00 PM	62.8	1905460.7		
9:00 PM		1.0	SUM=	89629940
10:00 PM		1.0	Ld=	67.8
11:00 PM		1.0		
12:00 AM	62.1	1621810.1		
1:00 AM		1.0		
2:00 AM		1.0		
3:00 AM		1.0		
4:00 AM		1.0		
5:00 AM	71.9	15488166.2		
6:00 AM	57.3	537031.8	SUM=	17647014
			Ld=	62.9
	Daytime Level=	79.6		
	Nighttime Level=	82.4		
	DNL=	**70**		
	24-Hour Leq=	66.5		

LOCATION 2	UPRR/ACE RAIL			
Dist. To Source	75 ft.			
	Rail Noise Only			
TIME	Leq	10^Leq/10		
7:00 AM	60.0	1000000.0		
8:00 AM	60.7	1174897.6		
9:00 AM		1.0		
10:00 AM	65.6	3630780.5		
11:00 AM		1.0		
12:00 PM		1.0		
1:00 PM		1.0		
2:00 PM	74.3	26915348.0		
3:00 PM	64.9	3090295.4		
4:00 PM	67.7	5888436.6		
5:00 PM	60.1	1023293.0		
6:00 PM	57.6	575439.9		
7:00 PM	73.1	20417379.4		
8:00 PM		1.0		
9:00 PM		1.0	SUM=	63715877
10:00 PM		1.0	Ld=	66.3
11:00 PM		1.0		
12:00 AM		1.0		
1:00 AM	69.4	8709635.9		
2:00 AM		1.0		
3:00 AM		1.0		
4:00 AM		1.0		
5:00 AM	74.5	28183829.3		
6:00 AM	65.2	3311311.2	SUM=	40204782
			Ld=	66.5
	Daytime Level=	78.1		
	Nighttime Level=	86.0		
	DNL=	**73**		
	24-Hour Leq=	66.4		

LOCATION 2	UPRR/ACE RAIL			
Dist. To Source	75 ft.			
	Rail Noise Only			
TIME	Leq	10^Leq/10		
7:00 AM	64.3	2691534.8		
8:00 AM		1.0		
9:00 AM		1.0		
10:00 AM	61.9	1548816.6		
11:00 AM	70.4	10964782.0		
12:00 PM	54.6	288403.2		
1:00 PM		1.0		
2:00 PM	68.6	7244359.6		
3:00 PM		1.0		
4:00 PM	69.1	8128305.2		
5:00 PM	55.3	338844.2		
6:00 PM	57.1	512861.4		
7:00 PM	63.6	2290867.7		
8:00 PM		1.0		
9:00 PM		1.0	SUM=	34008780
10:00 PM	71.1	12882495.5	Ld=	63.6
11:00 PM		1.0		
12:00 AM		1.0		
1:00 AM		1.0		
2:00 AM		1.0		
3:00 AM		1.0		
4:00 AM		1.0		
5:00 AM	76.6	45708819.0		
6:00 AM	58.6	724436.0	SUM=	59315756
			Ld=	68.2
	Daytime Level=	75.4		
	Nighttime Level=	87.7		
	DNL=	**74**		
	24-Hour Leq=	65.9		

TREE PRESERVATION REPORT

4171 & 4189 Stanley Boulevard
Pleasanton, California

PREPARED FOR
Camp & Camp Associates
2540 Camino Diablo, Suite 201
Walnut Creek Ca. 94597

PREPARED BY
Ed Brennan
Consulting Arborist
979 Lincoln Street
Benicia CA 94510

January 9, 2009

TREE PRESERVATION REPORT
4171 & 4189 Stanley Boulevard
Pleasanton, California

Table of Contents

List of Tables

Attachments

Introduction and Overview

Camp & Camp Associates. is assisting in the planning of 4171 & 4189 Stanley Boulevard in Pleasanton. There is currently one single-family home on the site. The proposed project would construct 14 homes. Ed Brennan, Consulting Arborist, was asked to prepare a Tree Report for the project for review by the City of Pleasanton.

This report provides the following information:

1. A survey of trees currently growing on the site.
2. An evaluation of each tree's suitability for preservation.
3. An assessment of the impacts of constructing the proposed project on the trees.
4. An appraisal of the value of the trees growing on the site.
5. Guidelines for preserving selected trees during development.

Survey Methods

Trees were surveyed on December 18, 2008. The survey included trees greater than six inches in diameter. The survey procedure consisted of the following steps:

1. Identifying the tree as to species;
2. Tagging each tree with an identifying number and recording its location on a map;
3. Measuring the trunk diameter at a point 54" above grade;
4. Evaluating the health and structural condition using a scale of 1 – 5:
   - ***5*** - A healthy, vigorous tree, reasonably free of signs and symptoms of disease, with good structure and form typical of the species.
   - ***4*** - Tree with slight decline in vigor, small amount of twig dieback, minor structural defects that could be corrected.
   - ***3*** - Tree with moderate vigor, moderate twig and small branch dieback, thinning of crown, poor leaf color, moderate structural defects that might be mitigated with regular care.
   - ***2*** - Tree in decline, epicormic growth, extensive dieback of medium to large branches, significant structural defects that cannot be abated.
   - ***1*** - Tree in severe decline, dieback of scaffold branches and/or trunk; most of foliage from epicormics; extensive structural defects that cannot be abated.
5. Rating the suitability for preservation as "good", "moderate" or "poor". Suitability for preservation considers the health, age and structural condition of the tree, and its potential to remain an asset to the site for years to come.

   Good: Trees with good health and structural stability that have the potential for longevity at the site.

   Moderate: Trees with somewhat declining health and/or structural defects than can be abated with treatment. The tree will require more intense management and monitoring, and may have shorter life span than those in 'good' category.

   Poor: Tree in poor health or with significant structural defects that cannot be mitigated. Tree is expected to continue to decline, regardless of treatment. The species or individual may have characteristics that are undesirable for landscapes, and generally are unsuited for use areas.

Description of Trees

Twenty-three (23) trees were evaluated. Descriptions of each tree are found in the ***Tree Survey*** and locations are plotted on the ***Tree Survey Map*** (see Attachments). A summary is provided in Table 1.

There were 13 tree species growing on the site. Three (3) of these, California black walnut, coast live oak, and valley oak, are native to the area.

The tree population is visually dominated by a row of three (3) Deodar cedar trees that grow in an island in the driveway. These are large, mature trees and are in good condition.

Walnut trees, both English and California black, were the most numerous on the site. They appear to be the remains of an orchard. All were in fair or poor condition. They were English walnuts grafted to California black walnut rootstocks. I some cases the English walnut portion had died, while the rootstalk sprouted and kept growing.

Two trees, #69 (valley oak) and #70 (Calif. black walnut) grow near the property border on the adjoining property to the north.

The remaining trees were part of the home's landscaping or for domestic fruit production.

Table 1: Condition ratings and frequency of occurrence of trees.

Common Name	Scientific Name	Condition Rating			No. of Trees
		Poor (1-2)	Fair (3)	Good (4-5)	
Deodar cedar	*Cedrus deodara*	0	0	3	3
Orange	*Citrus sinensis*	0	0	1	1
Rangpur lime	*Citrus X limonia*	0	1	0	1
Calif. black walnut	*Juglans hindsii*	1	4	0	5
English walnut	*Juglans regia*	2	1	0	3
Glossy privet	*Ligustrum lucidum*	0	1	1	2
Fruitless mulberry	Morus alba	1	0	0	1
Canary Isl. date palm	*Phoenix canariensis*	0	0	1	1
Italian stone pine	*Pinus pinea*	0	1	0	1
Almond	*Prunus dulcis*	0	0	2	2
Douglas fir	*Pseudotsuga menziesii*	0	0	1	1
Coast live oak	*Quercus agrifolia*	0	1	0	1
Valley oak	*Quercus lobata*	0	0	1	1
Total		**4** 17%	**9** 39%	**10** 43%	**23** 100%

Heritage Trees

Pleasanton's Tree Ordinance defines **Heritage Trees** as those with a trunk of 55 inches or greater in circumference (approximately 18 inches in diameter), or 35 feet in height. Twelve (12) trees met the size critera (Table 2).

Table 2: Heritage Trees

Tree No.	Species	Trunk diameter
61	Deodar cedar	33
62	Deodar cedar	41
64	Deodar cedar	37
65	Douglas fir	23
68	Canary Isl. date palm	28
71	Calif. black walnut	14,12,10,8,7,6
72	Almond	14,10,8
73	Almond	16,16,15,12,8
74	English walnut	21
76	Calif. black walnut	29,23
78	English walnut	16,12
79	Glossy privet	12,11,9

Suitability for Preservation

Before evaluating the impacts that will occur during development, it is important to consider the quality of the tree resource itself, and the potential for individual trees to function well over an extended length of time. Trees that are preserved on development sites must be carefully selected to make sure that they may survive development impacts, adapt to a new environment and perform well in the landscape.

My goal is to identify trees that have the potential for long-term health, structural stability and longevity. For trees growing in open fields, away from areas where people and property are present, structural defects and/or poor health presents a low risk of damage or injury if they fail. However, we must be concerned about safety in use areas. Therefore, where development encroaches into existing plantings, we must consider their structural stability as well as their potential to grow and thrive in a new environment. Where development will not occur, the normal life cycles of decline, structural failure and death should be allowed to continue.

Evaluation of suitability for preservation considers several factors:

- **Tree health**
  Healthy, vigorous trees are better able to tolerate impacts such as root injury, demolition of existing structures, changes in soil grade and moisture, and soil compaction than are non-vigorous trees.

- **Structural integrity**
  Trees with significant amounts of wood decay and other structural defects that cannot be corrected are likely to fail. Such trees should not be preserved in areas where damage to people or property is likely.

- **Species response**
  There is a wide variation in the response of individual species to construction impacts and changes in the environment. In our experience, for example, Calif. black walnut is sensitive to construction impacts, while coast is tolerant of site disturbance.

- **Tree age and longevity**
  Old trees, while having significant emotional and aesthetic appeal, have limited physiological capacity to adjust to an altered environment. Young trees are better able to generate new tissue and respond to change. The potential longevity of the Monterey pines is low because of the mature age and infection with pitch canker.

Each tree was rated for suitability for preservation based upon its age, health, structural condition and ability to safely coexist within a development environment (see ***Tree Survey*** for suitability ratings for individual trees).

Table 3: Tree Suitability for Preservation

Good	These are trees with good health and structural stability that have the potential for longevity at the site. Six (6) trees were rated as having good suitability for preservation. These include three (3) Deodar cedars, the Canary Island date palm, a coast live oak, and a Douglas fir.
Moderate	Trees in this category have fair health and/or structural defects that may be abated with treatment. Trees in this category require more intense management and monitoring, and may have shorter life-spans than those in the "good" category. Thirteen (13) trees were rated as having moderate suitability for preservation. These include four (4) Calif. black walnuts, two (2) each of almond and glossy privet, and one (1) each of coast live oak, English walnut, Italian stone pine, lime, orange, and valley oak.
Poor	Trees in this category are in poor health or have significant defects in structure that cannot be abated with treatment. These trees can be expected to decline regardless of management. The species or individual tree may possess either characteristics that are undesirable in landscape settings or be unsuited for use areas. Four (4) trees were rated as having poor suitability for preservation. These included two (2) English walnut, one (1) Calif. black walnut, and one (1) fruitless mulberry.

Evaluation of Impacts and Recommendations for Preservation

Appropriate tree retention develops a practical match between the location and intensity of construction activities and the quality and health of trees. The ***Tree Survey*** was the reference point for tree condition and quality. Potential impacts from construction were evaluated using the Site Plan and the Stanley Blvd. Concept exhibit, prepared by Camp & Camp Associates, Walnut Creek.

Potential impacts from construction were estimated for each tree. The most significant impacts to the trees would occur as a result of the grading and construction of the new residences, driveways, landscape installations, and trenching for underground utilities.

Based on my analysis of the project, I recommend removing the four (4) trees rated as poor in suitability for preservation, and 17 trees whose locations conflict with the site plan (Table 4). The two (2) off-site trees, #69 and 70, could be preserved. Preservation of these trees is predicated on establishing a **Tree Protection Zone** and other preservation activities described in the Tree Preservation Guidelines that follow.

Tree Appraisals

The City of Pleasanton requires that the value of trees growing on development sites be determined. The trees were appraised using the trunk formula method found in the Guide for Plant Appraisal, 9th edition (Champaign IL:2000, International Society of Arboriculture). A regional companion publication, Species Classification and Group Assignment (2004, Western Chapter-International Society of Arboriculture), was also used. The value of landscape trees and plants is based upon four factors: size, species, condition, and location. Size is measured as trunk diameter, at 54" above grade. The species factor considers the adaptability and appropriateness of the plant in the region. Condition reflects the health and structural integrity of the individual tree. The location factor considers the site, placement, and contribution of the tree in the surrounding landscape.

Applying the above-described method to the 22 trees growing on the site yielded an aggregate total value of $ $67,850.00. Values for individual trees are shown in Tables 4 and 5.

Table 4: Trees recommended for removal with appraisal

Tree No.	Species	Trunk diameter (inches)	Appraised Value
61	Deodar cedar	33	$11,250
62	Deodar cedar	41	$16,000
63	Italian stone pine	11	$800
64	Deodar cedar	37	$13,700
65	Douglas fir	23	$4,500
66	Calif. black walnut	8,7,5,4	$400
67	Coast live oak	6,6,5,4	$600
68	Canary Island date palm	28	$600
71	Calif. black walnut	14,12,10,8,7,6	$1,200
72	Almond	14,10,8	$2,300
73	Almond	16,16,15,12,8	$4,700
74	English walnut	21	$350
75	English walnut	9	$350
76	Calif. black walnut	29,23	$3,700
77	Calif. black walnut	7,7,6,6,5	$300
78	English walnut	16,12	$900
79	Glossy privet	12,11,9	$1,300
80	Glossy privet	7	$150
81	Orange	9,8	$1,300
82	Rangpur lime	6,5,3	$650
83	Fruitless mulberry	16	$550
	Total		**$65,600**

Table 5: Trees recommended for preservation with appraisal

Tree No.	Species	Trunk diameter (inches)	Appraised Value
69	Valley oak	15	$2,600
70	Calif. black walnut	7,5	$200
	Total		**$2,800**

Tree Preservation Guidelines

Trees #69 and 70 have been designated for preservation based on their suitability for preservation and location relative to the development plan. The following recommendations will help reduce impacts to trees from development and maintain and improve their health and vitality through the clearing, grading and construction phases.

Design recommendations

1. For design purposes the TREE PROTECTION ZONE shall be defined at the edge of the dripline. No grading, excavation, construction or storage of materials shall occur within that zone. When trunks are accurately located and development plans refined, the Consulting Arborist will identify specific TREE PROTECTION ZONES for each tree.

2. **Tree Preservation Notes**, prepared by the Consulting Arborist, should be included on all plans.

3. Any herbicides placed under paving materials must be safe for use around trees and labeled for that use.

4. Irrigation systems must be designed so that no trenching will occur not within the TREE PROTECTION ZONE.

Pre-construction treatments and recommendations

1. The construction superintendent shall meet with the Consulting Arborist before beginning work to discuss work procedures and tree protection.

2. Fence trees to enclose the TREE PROTECTION ZONE (leaving space for pedestrian entrance) prior to demolition, grubbing or grading. Fences shall be 6 ft. chain link. Fences are to remain until all grading and construction is completed. This is the standard requirement in Walnut Creek.

Recommendations for tree protection during construction

1. No grading, construction, demolition or other work shall occur within the TREE PROTECTION ZONE. Any modifications must be approved and monitored by the Consulting Arborist.

2. Grading within the dripline of any tree shall be monitored by the consulting arborist.

3. Any root pruning required for construction purposes shall receive the prior approval of, and be supervised by, the Consulting Arborist.

4. Supplemental irrigation shall be applied as determined by the Consulting Arborist.

5. If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied.

6. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the TREE PROTECTION ZONE.

7. Any additional tree pruning needed for clearance during construction must be performed by a Certified Arborist and not by construction personnel.

8. As trees withdraw water from the soil, expansive soils may shrink within the root area. Therefore, foundations, footings and pavements on expansive soils near trees should be designed to withstand differential displacement.

9. Transplanting of the European olive trees shall be performed by a contractor who specializes in transplanting large trees.

Ed Brennan
Certified Arborist #WE-0105A
Registered Consulting Arborist #373

Ed Brennan
Consulting Arborist

Tree Survey

Camp & Camp Associates
4171 & 4189 Stanley Blvd.
Pleasanton, California
December 2008

TREE No.	SPECIES	TRUNK DIAMETER (inches)	CONDITION 1=POOR 5=EXCELLENT	SUITABILITY FOR PRESERVATION	HERITAGE TREE ?	COMMENTS
61	Deodar cedar	33	4	Good	Yes	Multi-stemmed at 20'.
62	Deodar cedar	41	4	Good	Yes	Multi-stemmed at 20'. Recent branch failure.
63	Italian stone pine	11	3	Moderate	No	Leaning trunk, sparse foliage.
64	Deodar cedar	37	4	Good	Yes	Trunk divides at 20'.
65	Douglas fir	23	4	Good	Yes	Lower branches were removed.
66	Calif. black walnut	8,7,5,4	3	Moderate	No	Multi-stemmed at base; stump sprouts?
67	Coast live oak	6,6,5,4	3	Moderate	No	Multi-stemmed at base.
68	Canary Island date palm	28	5	Good	Yes	3' of clear trunk.
69	Valley oak	15	4	Good	No	Multi-stemmed at 14'.
70	Calif. black walnut	7,5	3	Moderate	No	Trunks attach at 1'.
71	Calif. black walnut	14,12,10,8,7,6	3	Moderate	Yes	Multi-stemmed at base.
72	Almond	14,10,8	4	Moderate	Yes	Multi-stemmed at 4'.
73	Almond	16,16,15,12,8	4	Moderate	Yes	Multi-stemmed at 4'.
74	English walnut	21	1	Poor	Yes	Most of crown dead.
75	English walnut	9	3	Moderate	No	Crown leans west.
76	Calif. black walnut	29,23	3	Moderate	Yes	Trunks attach at 4', recent branch failure.
77	Calif. black walnut	7,7,6,6,5	2	Poor	No	Multi-stemmed at 2'.
78	English walnut	16,12	2	Poor	Yes	Trunks attach at 4'.
79	Glossy privet	12,11,9	4	Moderate	Yes	Multi-stemmed at 3'.
80	Glossy privet	7	3	Moderate	No	Crown leans west.
81	Orange	9,8	4	Moderate	No	Trunks attach at 2'.
82	Rangpur lime	6,5,3	3	Moderate	No	Trunks attach at 2'.
83	Fruitless bulberry	16	2	Poor	No	Pollarded, conk at base.

Tree Survey Map

4171 & 4189 Stanley Blvd.
Pleasanton, California

prepared for
Camp & Camp Associates

prepared by
Ed Brennan, Consluting Arborist
979 Lincoln Street
Benicia CA 94510
(707) 751-0869

January 8, 2009