

May 31, 2013

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By Alameda County Environmental Health at 4:25 pm, May 31, 2013

Ms. Dilan Roe
Hazardous Materials Specialist
Alameda County Environmental Health
1131 Harbor Bay Parkway, Suite 250
Alameda, CA 94501-6577

**Subject: Second Addendum to Revised Draft Feasibility Study
and Corrective Action Plan**
Crown Chevrolet Cadillac Isuzu
7544 Dublin Boulevard and 6707 Golden Gate Drive
Dublin, California
Fuel Leak Case No. RO0003014

Dear Ms. Roe:

Enclosed please find the *Second Addendum to Revised Draft Feasibility Study and Corrective Action Plan* for the Crown Chevrolet Cadillac Isuzu site at 7544 Dublin Boulevard and 6707 Golden Gate Drive, in Dublin, California (Fuel Leak Case No. RO0003014, GeoTracker Global ID T10000001616). This document was prepared by AMEC Environment & Infrastructure, Inc. (AMEC), on behalf of Crown Chevrolet Cadillac Isuzu.

I declare under penalty of perjury that the information and/or recommendations contained in the attached document or report is true and correct to the best of my knowledge.

Please contact me at (925) 984-1426 or Avery Patton of AMEC at 510-663-4154 if you have any questions regarding this document.

Sincerely yours,



Terri Costello
Betty J. Woolverton Trust

Attachment: Second Addendum to Revised Draft Feasibility Study and Corrective Action Plan

cc: Tondria Hendrix, Zurich North American Insurance
Thomas L. Vormbrock, Rimkus Consulting Group, Inc.
Susan Gallardo, AMEC Environment & Infrastructure, Inc.



May 31, 2013

Project OD10160070

Ms. Dilan Roe
Hazardous Materials Specialist
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1131 Harbor Bay Parkway, Suite 250
Alameda, California 94501-6577

**Subject: Second Addendum to Revised Draft Feasibility Study
and Corrective Action Plan**
Crown Chevrolet Cadillac Isuzu
7544 Dublin Boulevard and 6707 Golden Gate Drive
Dublin, California

Dear Ms. Roe:

AMEC Environment & Infrastructure, Inc. (AMEC), has prepared this *Second Addendum to Draft Feasibility Study and Corrective Action Plan (Second Addendum)* on behalf of the Betty J. Woolverton Trust and Crown Chevrolet Cadillac Isuzu (collectively, Crown) for the properties located at 7544 Dublin Boulevard and 6707 Golden Gate Drive in Dublin, California (the site). This Second Addendum has been prepared at the request of Alameda County Environmental Health (ACEH), who requested corrections to several sections of the *Revised Draft Feasibility Study and Corrective Action Plan (FS/CAP)*, which was submitted to ACEH on March 25, 2013 (AMEC, 2013).¹

As requested by ACEH, this Second Addendum summarizes the following changes to the FS/CAP:

- Elimination of soil vapor sampling from the planned monitoring.
- Clarification that only two indoor air monitoring events will occur, both prior to building occupancy.
- Clarification of the location of the proposed permeable reactive barrier (PRB), so that it is located away from the planned buildings and within the city right-of-way.

The changes are detailed below relative to the applicable sections of the FS/CAP.

Section 6.2.3

This section of the FS/CAP indicated that “performance monitoring to confirm the effectiveness of the vapor barrier will be conducted for a period of 1 year (post–building construction and commissioning) via indoor air sampling.” This Second Addendum clarifies that the indoor air monitoring will consist of two sampling events, and both events will be conducted after building construction (and commissioning, if appropriate), but prior to building occupancy.

¹ AMEC, 2013, Revised Draft Feasibility Study and Corrective Action Plan, Crown Chevrolet Cadillac Isuzu, 7544 Dublin Boulevard and 6707 Golden Gate Drive, Dublin, California, March 25.

Ms. Dilan Roe
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May 31, 2013
Page 2

Section 6.3.3

Figure 13 of the FS/CAP implied that the PRB would be located approximately 5 feet west of the proposed building at the northwest corner of the site. The construction of the PRB is planned to occur prior to or concurrent with the development of the property, and ACEH indicated that 5 feet may not be sufficient clearance for protection of the PRB during building construction. This Second Addendum clarifies that Figure 13 is schematic, and the PRB location will be in the city right-of-way, approximately 15 to 20 feet from the nearest building.

Executive Summary, Section 8.5, Section 9.4, Section 10.1, Section 10.1.3, Section 12.0

This Second Addendum clarifies that references to soil vapor sampling or monitoring are removed as soil vapor sampling is no longer planned.

Section 6.2.3, Section 9.0, Section 9.1.2, and Section 14.0

This Second Addendum clarifies that references to soil vapor monitoring wells or probes are removed as soil vapor sampling is no longer planned and no soil vapor probes will be installed.

Section 9.4.4

This Second Addendum clarifies that this section is removed from the FS/CAP, as soil vapor sampling is no longer planned and no soil vapor probes will be installed.

Section 10.1.1

This section of the FS/CAP indicates that one of the indoor air sampling events will be conducted prior to building occupancy. This Second Addendum clarifies that both indoor air sampling events will be conducted prior to building occupancy. In addition, if the results of the indoor air sampling are above screening levels, the sub-slab ventilation system will be converted to an active system, as discussed in Sections 9.4.1 and 12.0 of the FS/CAP.

Section 10.1.3

This Second Addendum clarifies that this section is removed from the FS/CAP, as soil vapor sampling is no longer planned and no soil vapor probes will be installed.

Figures 11a, 11b, 12a, 12b, and 13


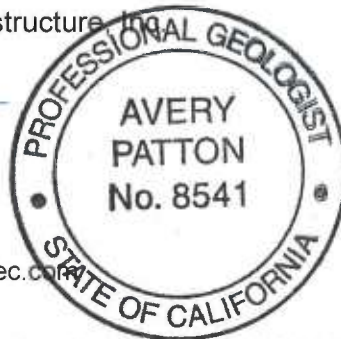
This Second Addendum clarifies that the soil vapor probes are removed from Figures 11a, 11b, 12a, 12b, and 13. No soil vapor probes will be installed.

Ms. Dilan Roe
Alameda County Environmental Health
May 31, 2013
Page 3

Sincerely yours,
AMEC Environment & Infrastructure, Inc.



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