

EXHIBIT A
FINAL ENVIRONMENTAL IMPACT REPORT (FEIR)
ERRATA AND SUPPLEMENT
May 2007 (Revised July 2007)

This exhibit serves as an errata and supplement to the Village at Loch Lomond Marina Final Environmental Impact Report (FEIR). The following information was either not included or referenced in the FEIR or is being edited for correction:

1. Expand FEIR Volume IV, Section 2.0, Master Response TRF-3 (Parking). This master response addresses parking for recreation and park use, concluding that this use component was considered and reflected in the parking demand studies prepared for the project by Kimley-Horn & Associates, Inc., traffic engineers (KHA). This response did not include a memorandum from Paul Jensen, Contract Planner to KHA, which provides supplemental information on parking demand for recreation and public park use (November 24, 2006). This memorandum (attached) summarizes a survey of parking standards for public parks adopted in other cities; summarizes the Institute of Transportation Engineers (ITE) source for determining parking standards for parks, and provides the results of a parking survey conducted at three City of San Rafael neighborhood parks. This memorandum was intended to reinforce the conclusions presented in this master response that the publicly-accessible recreation and park use component did not warrant a separate study or determination for parking supply.
2. Expand FEIR Volume IV, Section 2.0, Master Response TRF-1 (Traffic), addressing average vehicle travel time between the project site and the US 101 on-ramps and off-ramps (Volume IV, page 2.0-14). This response did not include an estimate on how the addition of project traffic would impact the estimated travel time. The City Traffic Engineer has been consulted and has provided the travel time charts that were prepared for the September 12, 2006 Planning Commission study session (attached). The City Traffic Engineer reported that based on tested 'travel runs' between the project site and US 101, the travel time is 5-12 minutes in the AM peak hour 6-11 minutes in the PM peak hour. As presented on the time charts, the addition of project traffic (Phase I and Phase II) would not measurably increase travel time between US 101 and the project site during the AM or PM peak hours.
3. Expanded FEIR, Volume IV, Section 2.0, Master Response TRF-1 (Traffic), addresses the contribution of traffic at the 3rd Street/Union Street intersection from San Rafael High School, Whole Foods Market and the Montecito Shopping Center. This master response does not address the contribution of traffic by Whole Foods or Montecito Shopping Center. The City Traffic Engineer has been consulted and has reported: a) the impact of Whole Foods Market and the Montecito Shopping Center are included in the intersection turning movement counts included in the baseline conditions; and b) given that each use has multiple driveways, the contribution of each use cannot be determined without conducting a specific traffic study of these uses.
4. Edits to FEIR Volume I (DEIR Edited), Section 3.4, Transportation and Circulation, Impact 3.4-6. The following edits clarify that the San Rafael Bicycle & Pedestrian Master Plan, adopted in 2002, identifies Point San Pedro Road as a proposed Class II-III route. The current text notes that this road is designated as a Class II route in the San Rafael General Plan 2020:

Edit DEIR page 3.4-9, Alternative Transportation, Bicycle-

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“Bicycle

There are currently no bicycle lanes on Point San Pedro Road adjacent to the Project site. Bicyclists share the roadway with motorized traffic. The San Rafael Bicycle and Pedestrian Master Plan, adopted in February 2002 City General Plan 2020 identifies Point San Pedro Road as a street where proposed Class II-III on-street bicycle lanes are planned in the future bicycle route. The San Rafael General Plan 2020 has adopted this master plan by reference.”

Edit DEIR page 3.4-60, Impact 3.4-6-

“Bicycle

There are currently no developed or constructed bicycle lanes on Point San Pedro Road adjacent to the project site. Bicyclists share the roadway with motorized vehicles. The San Rafael Bicycle and Pedestrian Master Plan, which is adopted by reference in the City San Rafael General Plan 2020 identifies Point San Pedro Road as a street where a proposed Class II-III bicycle route. on-street bicycle lanes are planned in the future. In order to achieve implementation of the City’s Bicycle Plan master plan, either Class III bicycle route signage or Class II bicycle lanes and signage are needed on Point San Pedro Road along the project’s frontage. . .”

5. Revisions to FEIR Volume I (DEIR Edited), Section 3.6, Noise, Impact 3.6-1. Pages 3.6-17 and 3.6-18 do not incorporate a correction in the assessment of construction-related noise, which is appropriately documented in Volume IV (Response to Comments).

Edit DEIR page 3.6-17, Impact 3.6-1, third full paragraph, commencing at second sentence-

“ . . . The nearest residential property lines are approximately 250 125 feet (north of Point San Pedro Road) from the proposed residential units for Phase I, which corresponds to 14 dBA of attenuation. Construction activities for the commercial area and office building would take place approximately 770 385 feet from the nearest residential homes (north of Point San Pedro Road), which corresponds to approximately 24 dBA of noise attenuation.”

Edit DEIR page 3.6-18, bottom of the page-

“Construction-Related Noise

Construction of the commercial/office buildings (approximately 770 385 feet from the closest residential building north of Point San Pedro Road) may require pile driving for the foundation piles-design.”

Edit DEIR page 3.6-18, second full paragraph following Table 3.6-4, last sentence-

“ . . . Table 3.6-5 indicates that the proposed pile driving activities would result in noise levels at 81 dBA at the residential land uses approximately 770 feet away 87 dBA at the

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closest residential building north of Point San Pedro Road, which is a distance of 385 feet from the commercial/office building.”

6. Revisions to FEIR Volume I (DEIR Edited), Section 3.8, Hydrology, Drainage and Water Quality, sub-section 3.8.1.1, Page 3.8-2 to correct the referenced drainage areas on the project site. Second and third paragraphs are corrected as follows:

“The existing storm drainage facilities on the Loch Lomond site consist of seven independent storm drain lines around the Marina that discharge directly to the Bay; refer to Exhibit 3.8-2, Existing Conditions Drainage Map. The area drained by these pipelines is approximately eight acres encompassing drainage areas 4, 5, 6, 7, 8, 9, 10 and 13, as shown on Exhibit 3.8-2. Currently, no treatment of the storm water occurs, so untreated storm water and runoff are immediately deposited into the Bay.

A northern five-acre portion of the parking and boat storage areas and road drain toward the storm drain facilities on Point San Pedro Road. The area covers drainage areas ~~4, 5, 6, 7, 8, 9, 10 and 13~~ 1, 2, and 3 as shown on Exhibit 3.8-2. The remaining 16-acre portion of the project site consists mainly of wetland and unimproved areas, with some parts of the boat storage area and roads draining directly to the bay as surface runoff. This area covers drainage areas ~~4, 5, 6, 7, 8, 9, 10 and 13~~ 11 and 12 as shown on Exhibit 3.8-2.”

7. Minor revisions to the following Mitigation Measures as they appear in FEIR Volume I (DEIR Edited) and Volume IV (Response to Comments):

“3.1-2b: The project proponent shall adjust the General Plan Land Use Boundary to ensure that the Conservation area designation is retained in such areas that include jurisdictional wetlands, with the exception of Wetland E. For these areas, . . .”

As presented in the record, two biological consultants have determined that Wetland E, while linked hydrologically to other wetlands, is isolated and does not meet the criteria and definition for Conservation designation, as defined by the San Rafael General Plan 2020.

“3.6-2: Prior to the issuance of building permits, the Applicant shall demonstrate that the electrical and mechanical equipment. . . and verifying that all feasible noise attenuation measures have been incorporated into the construction design of the commercial buildings and the residential units. . . .”

This revision merely ensures that noise attenuation measures are required for the commercial buildings.

“3.7-1a: All planned vegetation removal within the Project footprint, shall occur during the non-breeding season (September through February), unless, as recommended by Mitigation Measure 3.7-1b, a pre-construction survey is completed.”

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As presented in the record, two biological consultants have confirmed that the breeding and nesting season for the studied bird species are generally the same time period. Mitigation Measure 3.7-1b requires that a pre-construction survey of bird nesting be performed if construction is planned during the bird nesting season. Application of this pre-construction survey requirement for addressing bird breeding is appropriate.

8. Incorporate into FEIR Volume IV (Response to Comments): a) new Appendix B.1, Letter from TRC (formerly TRC-Lowney Associates) to Thompson Residential Partners, LLC which provides clarification regarding the status of hazardous materials and remediation issues addressed in the Phase II Environmental Site Assessment; May 2, 2007; and b) New Appendix B.2 Letter from TRC to Thompson Residential Partners, LLC which provides a response to the potential for bay mud migration and associated with the site filling and surcharge process; July 2007.
9. Revisions to Volume IV (Responses to Comments), FEIR Master Response AES-2 (Private Views) to provided corrected information on the background of the private view assessment. Text revisions to first, third, fourth, fifth and sixth paragraphs of this response provided on pages 2.0-3 through 2.0-5 are provided as follows:

First paragraph of response, page 2.0-3-

“A number of comments expressed concern about blockage of their private view of the Bay. The Draft EIR studied the impacts of the proposed Project on public views because of the City’s adopted policy that impacts to private views are not environmental impacts that trigger CEQA analysis. Therefore, typically private views are not considered or assessed as part of the environmental review process for a development project, but rather are considered during the site design and review process and/or merits evaluation. The City’s decision to review and assess private vantage points as part of this process was intended to affirmatively respond to the specific request made by the Loch Lomond HOA, done at the request of the public, which was initiated prior to the commencement of the environmental review process.~~in the effort~~ The purpose of the private view assessment is to provide as much information as possible to the public and the City policy makers.”

Third paragraph of response, page 2.0-3-

“Prior to the EIR preparation process, requests to assess private views were made by the Loch Lomond Marina Committee and San Pedro Cove HOA. Given these early requests, the City agreed to assess private views. First, it is important to note that the Subsequent to these initial requests and as part of the Notice of Preparation (NOP) and EIR scoping process, a request for private view simulations was made by the Loch Lomond Homeowner’s Association (HOA) Marina Committee (August-April 25, 2006 2005). This request was accompanied by a list of 16 properties, ~~all located within the Loch Lomond neighborhood. This request was not made by the Point San Pedro Road Coalition, the representatives of the Bayside Acres or the representatives of the San Pedro Cove neighborhood.~~ It was determined that a private view would be assessed from San Pedro Cove, as this is a gated, private community, in that this community has direct views of the marina site. For this reason, However, most of the review of these private views focused on those properties specifically requested by the Loch Lomond HOA. When this request was made by the Loch Lomond HOA, City staff made it clear that all

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~~16 viewpoints would be reviewed as part of the assessment process, but that computer-generated visual simulations would be prepared for approximately 3-4 of these viewpoints. Following the request of the Loch Lomond HOA, a fifth, private view from San Pedro Cove was selected for simulation because this development is a gated community and the roads are private. As there were other publicly accessible vantage points from the other areas surrounding the marina site, the City determined that a simulation from San Pedro Cove was necessary to address all neighboring conditions."~~

Fourth paragraph of response, page 2.0-4-

"The following process and methods were employed in determining which of the 16 view check points (submitted by the Loch Lomond HOA) were selected for computer-generated visual simulations: . . ."

Fifth paragraph of response, page 2.0-5-

"It should be noted that as part of the Draft EIR public review process a request was made by Julian and Sue Lifschiz, Loch Lomond residents, for preparation of an additional computer-generated simulation from their home located at 27 Dunfries Terrace (Comment letter No. 22). This viewpoint is one of the 16 viewpoints selected ~~by~~ and requested for review by the Loch Lomond HOA. An additional private-view simulation was prepared for 27 Dunfries Terrace. Refer to response to comment 22.1, which presents this additional simulation."

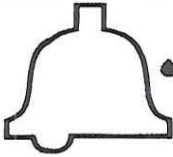
Sixth paragraph of response, page 2.0-5-

Typically, private views are not considered or assessed as part of the environmental review process for a development project. The decision to review and assess private vantage points as part of this process was intended to respond to the ~~specific~~ requests made by the ~~Loch Lomond HOA public~~, in an effort to provide as much information as possible to the public and City policy makers as part of its review of Project merits."

10. Incorporate into Volume IV (Response to Comments), Section 2.2 (Mitigated Plan), the following computer-generated visual simulations of public and private vantage points:
 - a. Dunfries Terrace/Allensby Lane (Public View No. 5)
 - b. Beach Drive, Bayside Acres (Public View No. 7)
 - c. Westbound Point San Pedro Road near Bayview Drive (Public View No. 8)
 - d. 32 Bonnie Banks Way (Private View No. 4A, second level view)

None of the above corrections or the additional information presented above and attached herein result in any changes to the FEIR conclusions or the recommended mitigation measures.

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COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION. P.O. BOX 151560. SAN RAFAEL, CA 94915
TEL. (415) 485-3085 • FAX (415) 485-3184

MEMORANDUM

Date: November 24, 2006

To: Deborah Fehr, Kimley-Horn and Associates

From: Paul Jensen, Contract Planner

Subject: **Village at Loch Lomond Marina; parking demand for recreation use component**

As you know, on October 24, 2006, the San Rafael Planning Commission held a study session to discuss the parking studies prepared for the Village at Loch Lomond Marina development project. At this study session, the Planning Commission requested that staff provide additional data/information on and expanded assessment of selected topics relating to parking. The Planning Commission agreed that the proposed enhancement of the recreation use areas within this project will likely increase public usage and that parking demand will increase. It was requested that this parking demand be further studied.

In response to the request for additional information on parking demand for recreation use, the following information has been collected:

1. Municipal codes of other cities (small and large) were reviewed for specific parking standards adopted for public parks.
2. The Institute of Transportation Engineers (ITE) sources were reviewed to obtain information on parking standards for public parks.
3. A parking use survey of three similar-sized public parks in San Rafael was conducted to determine park use and demand.

A summary of the information that was collected is provided below.

Parking Standards for Public Parks Adopted by Other Cities

Municipal codes of 11 Bay Area cities were reviewed to determine if there is a specific parking standard that has been adopted for public parks. Nearly all of the municipal codes that were reviewed did not contain any parking standard or requirement for a public park use. Most ordinances include parking standards for public recreation facilities such as a community center or gymnasium. The results are presented in the following table:

City/Municipality	Ordinance Requirements for Public Parks
City of Oakland City of Santa Rosa City of Richmond City of Vallejo City of Petaluma Town of Tiburon City of Mountain View City of Walnut Creek City of San Mateo	No parking standards/requirements for public park use
City of Novato City of Vallejo	Determined by Use Permit Determination of the Development Services Director

As reported in the Village at Loch Lomond DEIR, a parking standard of 4.5-5.0 spaces per acre was used as a base for determining parking for a public park use. This parking standard is not adopted in the San Rafael Municipal Code, but had been obtained from and used for accessing parking in the Redwood Village Mixed-Use Development Environmental Impact Report (certified in 2002). The Redwood Village project is designed to provide 13 parking spaces, which is a parking ratio of 4.3 parking spaces per park acre.

Review of Institute of Transportation Engineers (ITE) Sources

The ITE *Parking Generation Manual, 3rd Edition*, was reviewed for park-use parking standards. The manual shows only one entry that corresponds to or specifically addresses parks: Land Use 411- City Park. This land use is describes as follows:

“City parks are owned and operated by a city and may contain athletic fields (soccer, baseball, basketball courts, etc.), outdoor group areas, children play areas/structures and pathways. Administrative offices may also be located on the park site.”

The information provided for this one park entry that was studied is as follows:

- The park consists of 25 acres located in Santa Barbara, CA.
- Uses in this park include three softball fields, an outdoor group areas and an administration building.
- The ITE study was performed on a Saturday during the summer.
- Parking counts were conducted for six non-consecutive hours between 9:00am and 7:0pm in 2001.
- Parking supply ratio: 15 spaces per acre
- Peak period parking demand ratio: 5.1 parked vehicles per acre
- Peak parking demand occurred between 1:00 and 2:00pm.

As presented in this data, the park that was studied by ITE is significantly over parked. The park provides three times more spaces than the parking demand observed during peak use periods.

Parking Demand Survey of Similar-Sized Parks

A survey of three similar-sized public parks in San Rafael was conducted to determine park demand. The three parks that were surveyed are Redwood Village Park, Santa Margarita Park and Peacock Gap Park. These parks were selected for the following reasons:

1. The parks are located in residential neighborhoods similar to the residential neighborhoods where the parks are used by the residents of the neighborhood but also draw users from outside the neighborhood.
2. The parks offer similar recreation facilities and uses to those proposed at the Village at Loch Lomond Marina project. These facilities and uses include active play equipment, sports court, tennis, picnic tables a turf-surfaced field and public restrooms. Further, Santa Margarita Park includes direct trail access to communitywide public open space.
3. The parks include off-street parking designated for park use.

Three weekend days were selected for the purpose of counting parked cars and users of the park. The counts were taken in the midday/early afternoon period, which would typically be a peak period for park use. It should be noted that the counts were taken in November, which is not a peak use period for park use. However, the weather on the three survey days was fair and the temperature was moderate. The highest amount of parked vehicles observed was seven (7) at Redwood Village on Sunday, November 5, 2006. The lowest amount of parked vehicles observed was one (1) space at Santa Margarita Park on Sunday, November 12, 2006. These counts may not be representative of the parking demand during peak summer use; however, if park demand doubled during the summer months, there would still be adequate parking in each park to supply demand.

Enclosure

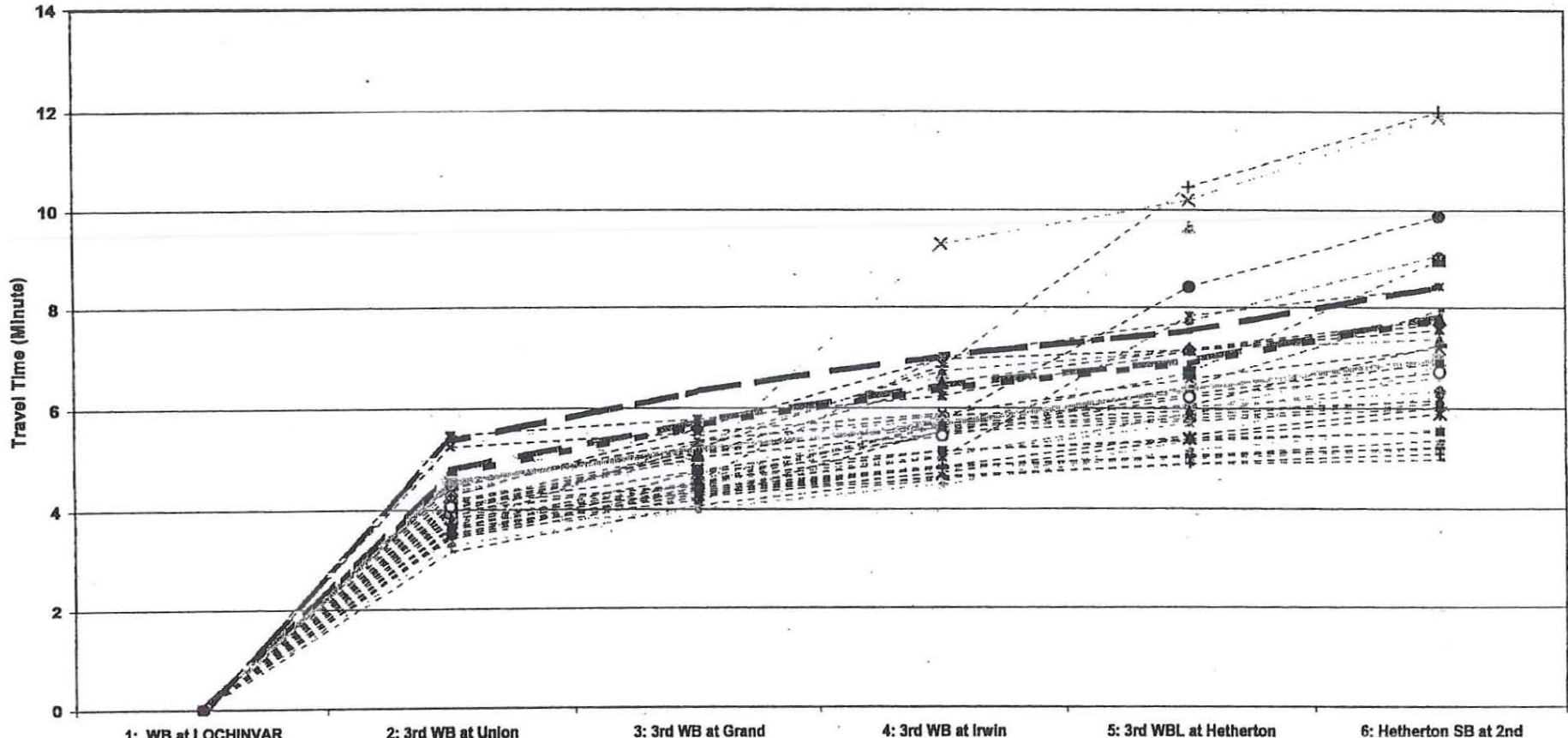
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PARKING OBSERVATIONS
San Rafael Neighborhood Parks
November 22, 2006

Park	Park Size/Facilities	On-Site Parking	Observed Parking – Date and Time
Redwood Village Sequoia Road at North San Pedro Road	3.0 acres Play equipment, sports court, turf field, picnic tables, public restroom	13 spaces (4.3 spaces per park acre)	Saturday, October 28, 2006; 2:00pm: 6 spaces occupied; 4 people observed in park Sunday, November 5, 2006; 2:30pm: 7 spaces occupied; 8 people observed in park Sunday, November 12, 2006; 1:00pm: 5 spaces occupied; 2 people observed in park
Santa Margarita Park De la Guerra Drive, west of Del Ganado Road	5.0 acres Play equipment, sports court, tennis court, turf field, picnic tables, public restroom Park provides direct access to well-used public open space trails	10 spaces (2.0 spaces per park acre)	Saturday, October 28, 2006; 1:45pm: 2 spaces occupied; 4 people observed in park Sunday, November 5, 2006; 2:00pm: 3 spaces occupied; 5 people observed in park Sunday, November 12, 2006; 12:45pm: 1 space occupied; no people observed in park
Peacock Gap Park Biscayne Drive/Peacock Drive	7.0 acres Play equipment, sports court, tennis court, turf field, picnic tables, public restroom	20 spaces; 10 at terminus of Biscayne Drive; 10 at terminus of Peacock Drive (2.9 spaces per park acre)	Saturday, October 28, 2006; 2:30pm: 5 spaces occupied; 10 people observed in park Sunday, November 5, 2006; 3:00pm: 4 spaces occupied; 15 people observed in park Sunday, November 12, 2006; 1:30pm: 2 spaces occupied; 8 people observed in park

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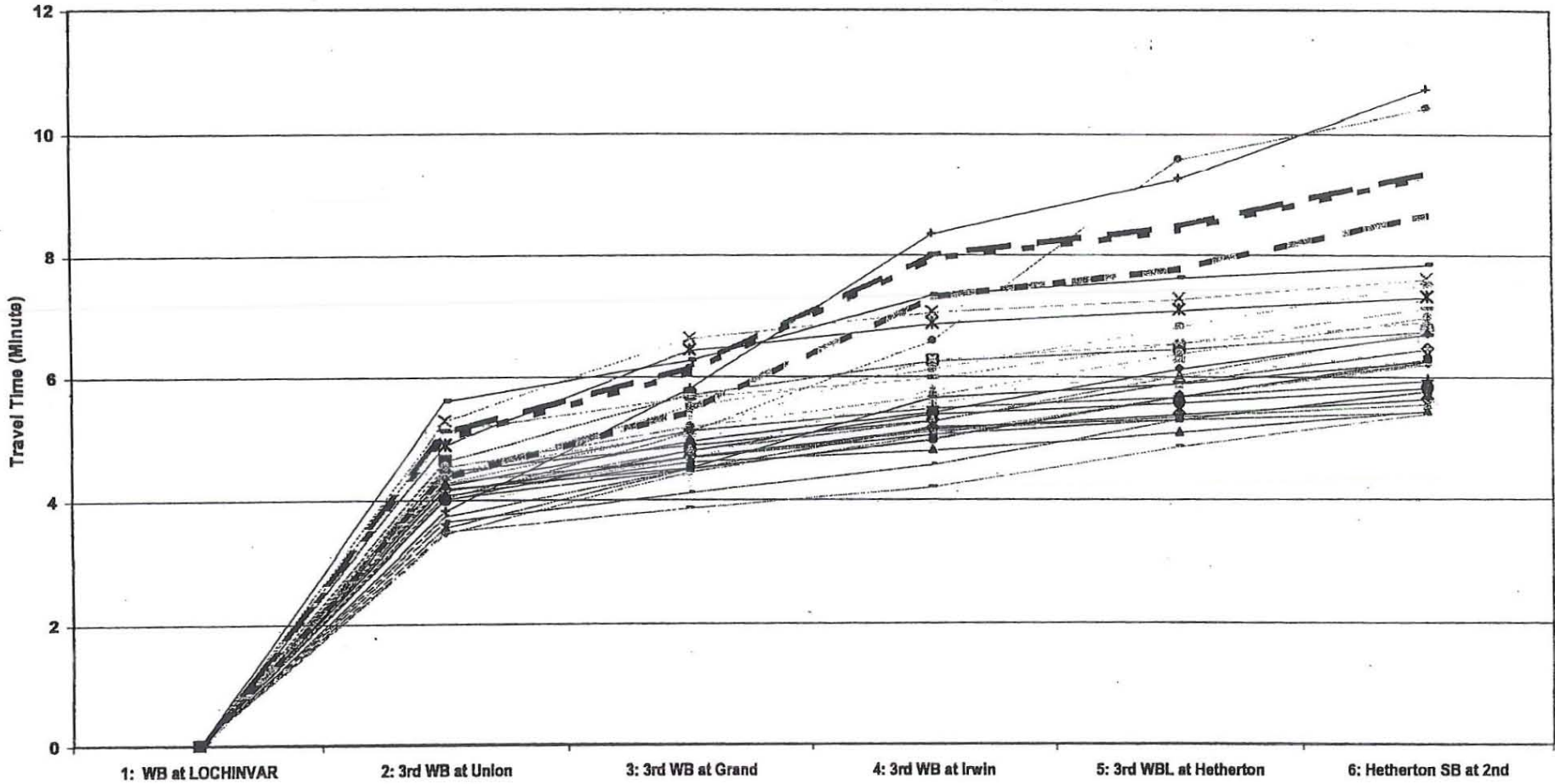
AM Travel Time: Special Route 11 (Pt. San Pedro@Lochinvar - Hetherton - 101SB)



---◆---	4/27/2006 - 07:36 AM	---■---	4/27/2006 - 07:50 AM (SB101 on ramp congested - slow)	---⊗---	4/27/2006 - 08:05 AM (SB101 on ramp congested - slow)
---×---	4/27/2006 - 08:27 AM (SB101 on ramp congested - slow)	---*---	4/25/2006 - 07:22 AM	---●---	4/25/2006 - 07:34 AM
---+---	4/25/2006 - 07:50 AM	---⊗---	4/25/2006 - 08:57 AM	---▲---	4/19/2006 - 07:30 AM (Most schools on spring break)
---◆---	4/19/2006 - 07:47 AM (Most schools on spring break)	---⊗---	4/18/2006 - 07:29 AM (Most schools on spring break)	---▲---	4/18/2006 - 07:41 AM (Most schools on spring break)
---×---	4/18/2006 - 07:56 AM (Most schools on spring break)	---*---	5/25/2004 - 07:39 AM	---●---	5/25/2004 - 07:53 AM
---⊗---	5/25/2004 - 08:05 AM	---■---	5/25/2004 - 08:19 AM	---▲---	5/25/2004 - 08:34 AM
---+---	5/25/2004 - 08:47 AM	---⊗---	5/24/2004 - 07:29 AM	---▲---	5/24/2004 - 07:40 AM
---×---	5/24/2004 - 07:54 AM	---*---	5/24/2004 - 08:05 AM	---●---	5/24/2004 - 08:20 AM
---+---	5/24/2004 - 08:35 AM	---⊗---	5/24/2004 - 08:46 AM	---▲---	3/17/2004 - 08:23 AM
---◆---	3/17/2004 - 08:38 AM	---■---	3/17/2004 - 08:50 AM	---▲---	3/17/2004 - 09:02 AM
---×---	3/16/2004 - 07:36 AM (Delay for School Bus Flashing)	---*---	3/16/2004 - 07:50 AM	---○---	3/16/2004 - 08:04 AM
---+---	3/15/2004 - 07:51 AM (SR School District closed)	---⊗---	3/15/2004 - 08:03 AM (SR School District closed)	---	5/13/2003 - 07:26 AM
---	5/13/2003 - 07:37 AM	---	5/13/2003 - 07:48 AM	---	'Phase I w/o Improvement
---■---	Phase II w/o Improvement	---		---	Phase II w/ Improvement

A-11

PM Travel Time: Special Route 11 (Pt. San Pedro@Lochinvar - Hetherton - 101SB)



◆ 4/27/2006 - 03:07 PM	■ 4/27/2006 - 03:19 PM	● 4/27/2006 - 04:41 PM
× 4/25/2006 - 03:41 PM (SR High class dismissal)	✱ 4/25/2006 - 04:30 PM	● 4/25/2006 - 04:44 PM
† 4/25/2006 - 05:54 PM	— 4/20/2006 - 03:37 PM (Most schools on spring break)	— 4/18/2006 - 03:23 PM (Most schools on spring break)
◆ 4/18/2006 - 05:08 PM (Most schools on spring break)	■ 5/25/2004 - 04:21 PM	— 5/25/2004 - 04:35 PM
× 5/25/2004 - 04:48 PM	✱ 5/25/2004 - 05:02 PM	● 5/25/2004 - 05:15 PM
— 5/25/2004 - 05:29 PM	— 5/25/2004 - 05:43 PM	— 5/24/2004 - 04:35 PM
◆ 5/24/2004 - 04:46 PM	— 5/24/2004 - 04:58 PM	— 5/24/2004 - 05:12 PM
× 5/24/2004 - 05:26 PM	✱ 5/24/2004 - 05:39 PM	● 3/17/2004 - 05:04 PM (Acc.@580EB, SB101 congested)
† 3/17/2004 - 05:44 PM (Acc.@580EB, SB101 congested)	— 3/16/2004 - 04:18 PM	— 3/16/2004 - 04:30 PM
◆ 5/13/2003 - 04:02 PM	■ 5/13/2003 - 04:14 PM	▲ 5/13/2003 - 04:26 PM
◆ Phase I w/o Improvement	■ Phase II w/o Improvement	● Phase I w/ Improvement
■ Phase II w/ Improvement		

A-12



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May 2, 2007
1645-2E

Mr. Keith Bloom.
THOMPSON RESIDENTIAL PARTNERS, LLC
One Harbor Drive, Suite 108
Sausalito, CA 94965

RE: RESPONSES TO THE SAN RAFAEL
PLANNING COMMISSION
LOCH LOMOND MARINA
SAN RAFAEL, CALIFORNIA

- 1) Based on previous environmental investigations of the Loch Lomond Marina property, there are currently three areas of concern: the drycleaning facility, the former gas station, and the fuel storage area near the jetty. Phase II investigations were conducted by TRC at all three areas. Results of the Phase II investigation identified petroleum hydrocarbons in the jetty fuel storage area, impacting both soil and ground water at concentrations significantly above the California Regional Water Quality Control Board (CRWQCB) environmental screening levels (ESL). To date no remediation has occurred in this area. Remediation has been completed at the former gas station (extensive soil removal and ground water treatment) and the CRWQCB granted closure for this area. However, subsequent soil vapor investigations by TRC detected the presence of benzene in soil vapor slightly above the ESL, likely due to minor residual hydrocarbons still present in soil. The Phase II detected PCE and other chemicals generally associated with drycleaning activities at concentrations slightly below ESL's. No remedial activities have occurred at the drycleaner to date.

- 2) TRC's report does not state that the site is not safe for pregnant women, children and people with cancer. Instead our report's results are compared to Environmental Screening Levels (ESL) and California Human Health Screening Levels (CHHSLs). ESLs are published by the San Francisco Bay CRWQCB to address environmental protection goals presented in the *Water Quality Control Plan for the San Francisco Bay Basin* (CRWQCB, 2005). ESLs were developed to protect human and ecological health and to be protective of beneficial uses of ground water. The presence of a chemical at a concentration above an ESL does not necessarily indicate that adverse impacts to human health or the environment are occurring; exceeding ESLs indicates that the potential for impacts may exist and that additional evaluation is needed. The California Office of Environmental Health Hazard Assessment and California EPA have published California Human Health Screening Levels (CHHSLs) that were developed to provide a preliminary evaluation of potential risk and

hazard to human health. Chemical concentrations above the ESLs or CHHSLs would not necessarily designate the site as a health threat or trigger a response action.

- 3) Based on TRC's findings to date, the CRWQCB will likely require remedial actions, possibly including soil removal and ground water treatment at the jetty site, and engineering controls at the former gas station to reduce the likelihood of vapor migration into future residential spaces (e.g. soil gas barriers and/or subfloor ventilation beneath residential units). At the dry cleaner additional investigations are still needed to evaluate if remedial actions are even required. Cleanup goals for the residential portion of the site will be evaluated and determined by the CRWQCB. Once remediation activities and mitigative measures under the guidance of the CRWQCB are successfully implemented and the cleanup goals are achieved to the satisfaction of CRWQCB, the CRWQCB will issue a "no further action" letter that allows development of the site for residential use.
- 4) TRC did not perform the environmental investigations of the Fairchild Semiconductor site and the PG&E site, and as such has no specific knowledge of the contamination levels encountered at these sites. However, based on our experience and on the quantity and types of hazardous materials likely used and stored at both these industrial facilities, one would expect a much higher degree of impact at both sites when compared to the subject site involving only a normal-sized, commercial gas station and a drycleaner.
- 5) Based on TRC's findings to date, some excavation and off-site disposal will likely be required at the jetty area where our borings encountered significant (free product) petroleum hydrocarbon impact. Per appropriate handling protocols, the excavated soil will be hauled-off to an appropriate disposal facility and the excavation will be tested and subsequently backfilled with clean soil. Extracted/pumped ground water from the excavation would also require appropriate off-site disposal.

Very truly yours,

TRC



Charles Mettler, P.G.
Principal Geologist

CCM:dw

Copies: Addressee (1)

OK/1645-2E Loch Lomond 050207.doc
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June 29, 2007
Project No.: 1645-2E

Mr. Keith Bloom.
THOMPSON RESIDENTIAL PARTNERS, LLC
One Harbor Drive, Suite 108
Sausalito, CA 94965

**RESPONSES TO THE SAN
RAFAEL CITY COUNCIL
LOCH LOMOND MARINA
SAN RAFAEL, CALIFORNIA**

Dear Mr Bloom:

As requested, we present the following response to comment Number 10 on the *List of Questions and Requested Information from the City Council* dated June 18, 2007.

Comment No. 10 reads as follows:

What are the effects of the site filling and surcharge process on bay mud? Could the weight of the fill potentially force horizontal movement of the bay mud, which could fill in the slough/inlet?

Response:

San Francisco Bay Mud is a naturally-occurring sedimentary deposit frequently found around the margins of San Francisco Bay. When fill is placed on top of the Bay Mud, the weight of the fill causes this silty clay soil to reduce in volume due to the expulsion of water from within the soil. The reduction in volume causes settlement of the ground surface. This process, called consolidation, normally takes several years due to the low permeability of the Bay Mud.

A very common procedure for development on Bay Mud is to place excess fill on top of the soil to accelerate consolidation then to remove the excess fill after a period of time (usually several months). This process is called surcharging. Through this process, the future settlement under the remaining permanent fill will be negligible.

As the clay soil is surcharged, it tends to initially reduce in strength as the pore water pressure increases. Over time the pressure dissipates and the clay regains its original strength. However, if initially too much surcharge is placed on the clay, slope failure and lateral movement could occur.

For this reason, the amount of surcharge placed on the clay must be to be controlled. This is done by limiting the thickness of surcharge fill at any given time. As described in detail in TRC Lowney's geotechnical investigation (dated May 2005 and included in the project's EIR), we have recommended that the thickness of surcharge fill placed at the Loch Lomond Marina site be limited to 8 feet. TRC will monitoring the surcharge process with onsite observation, which will include placing instrumentation at the surface and within the bay mud that will monitor settlement and pore water pressures. Only when the pressures have sufficiently decreased, and the Bay Mud has regained its strength, will additional

surcharge fill be placed. Following these recommendations will best avoid slope failure along the property's waterfront.

Please feel free to call if we can provide any additional information

TRC ENGINEERING, INC.

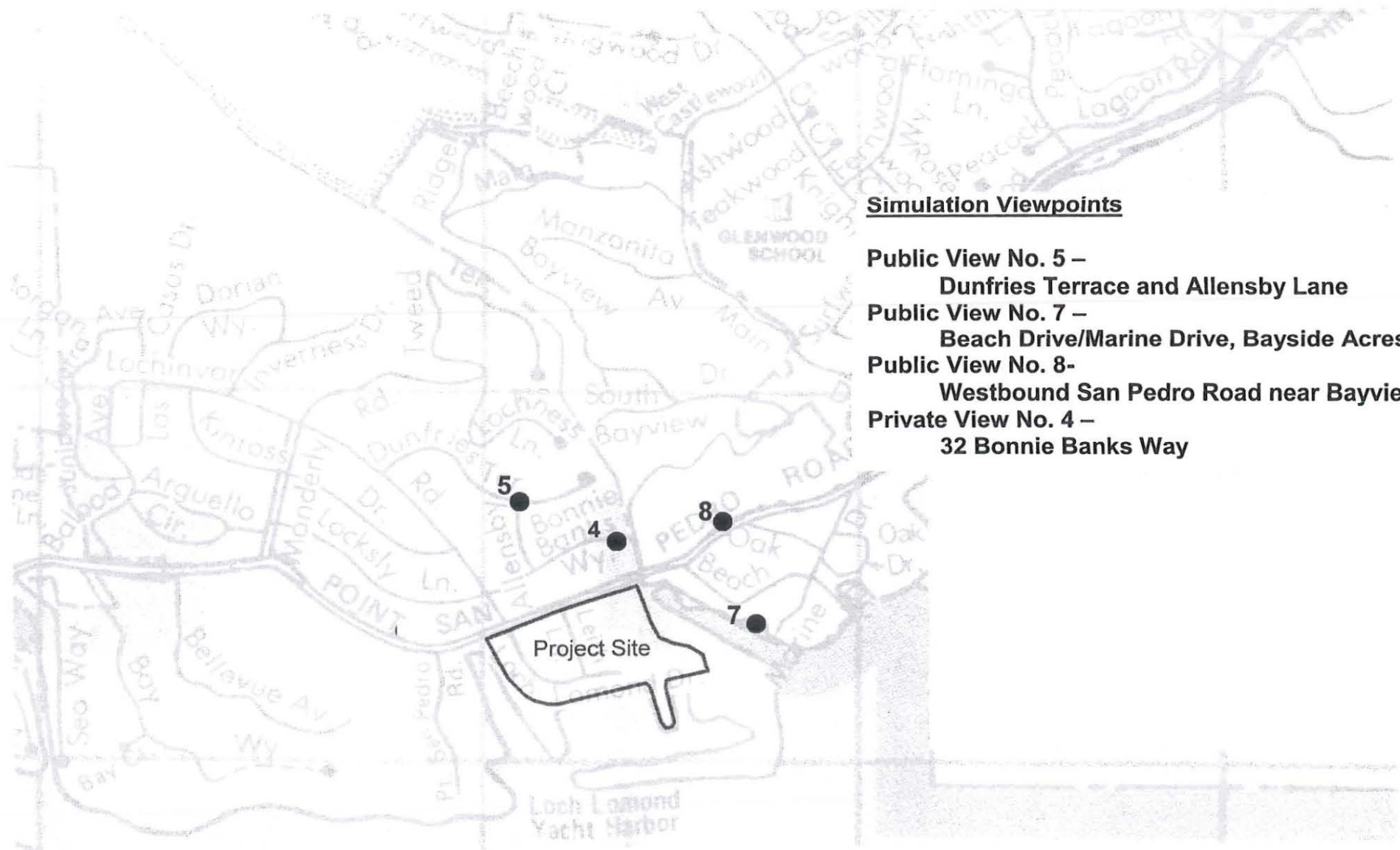


Scott R. Huntsman, Ph.D., G.E, CPESC
Director of Engineering Services
Senior Principal Engineer

Copies: Addressee (by email)

**Computer-Generated Visual Simulations
Of Mitigated Plan (Project Design as Revised)
From Vantage Points**

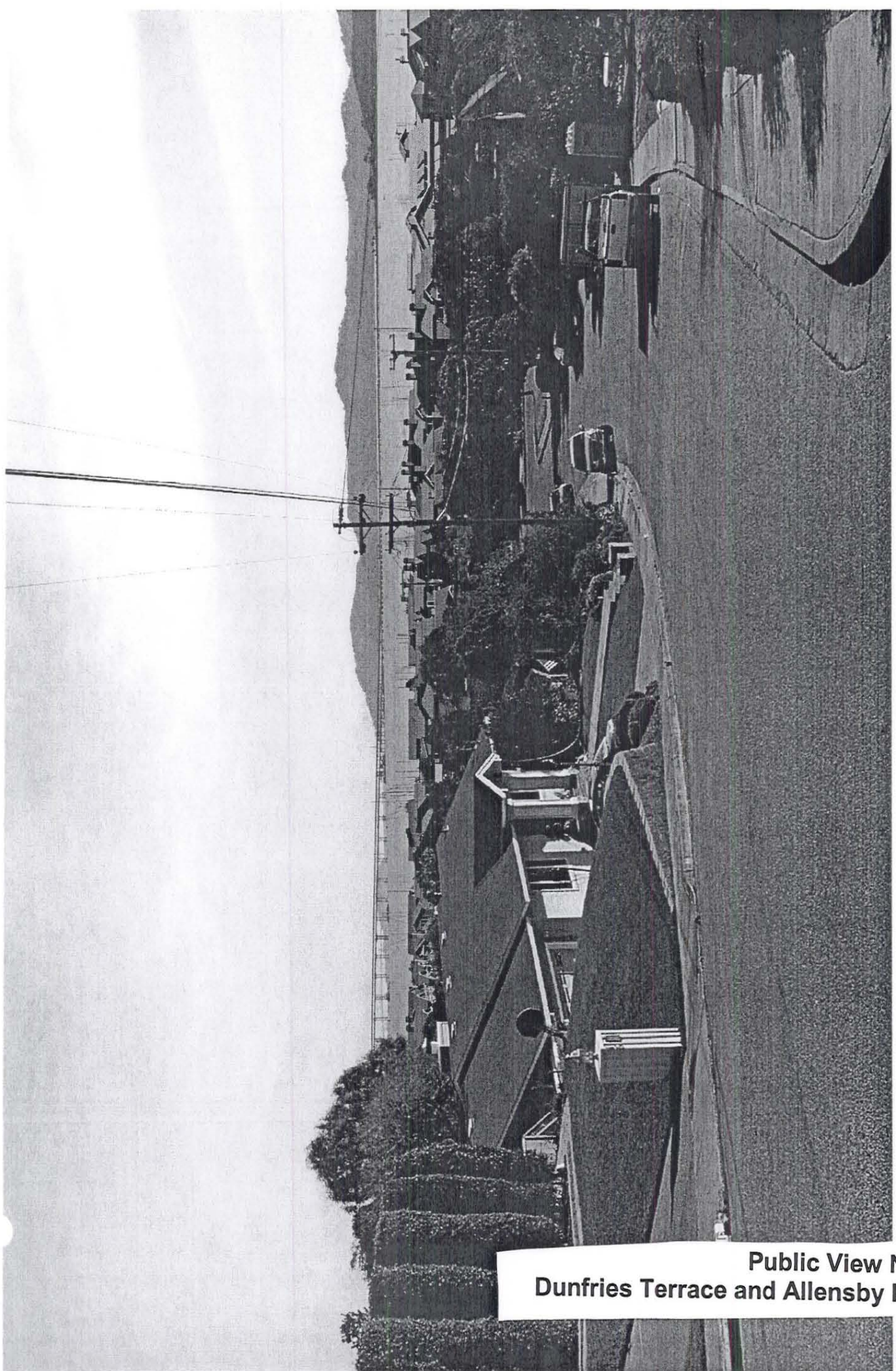
**Dunfries Terrace.Allensby Lane (Public View No. 5)
Beach Avenue, Bayside Acres (Public View No. 7)
Westbound Point San Pedro Road near Bayview Drive
(Public View No. 8)
32 Bonnie Banks Way (Private View No. 4A, second level view)**



Simulation Viewpoints

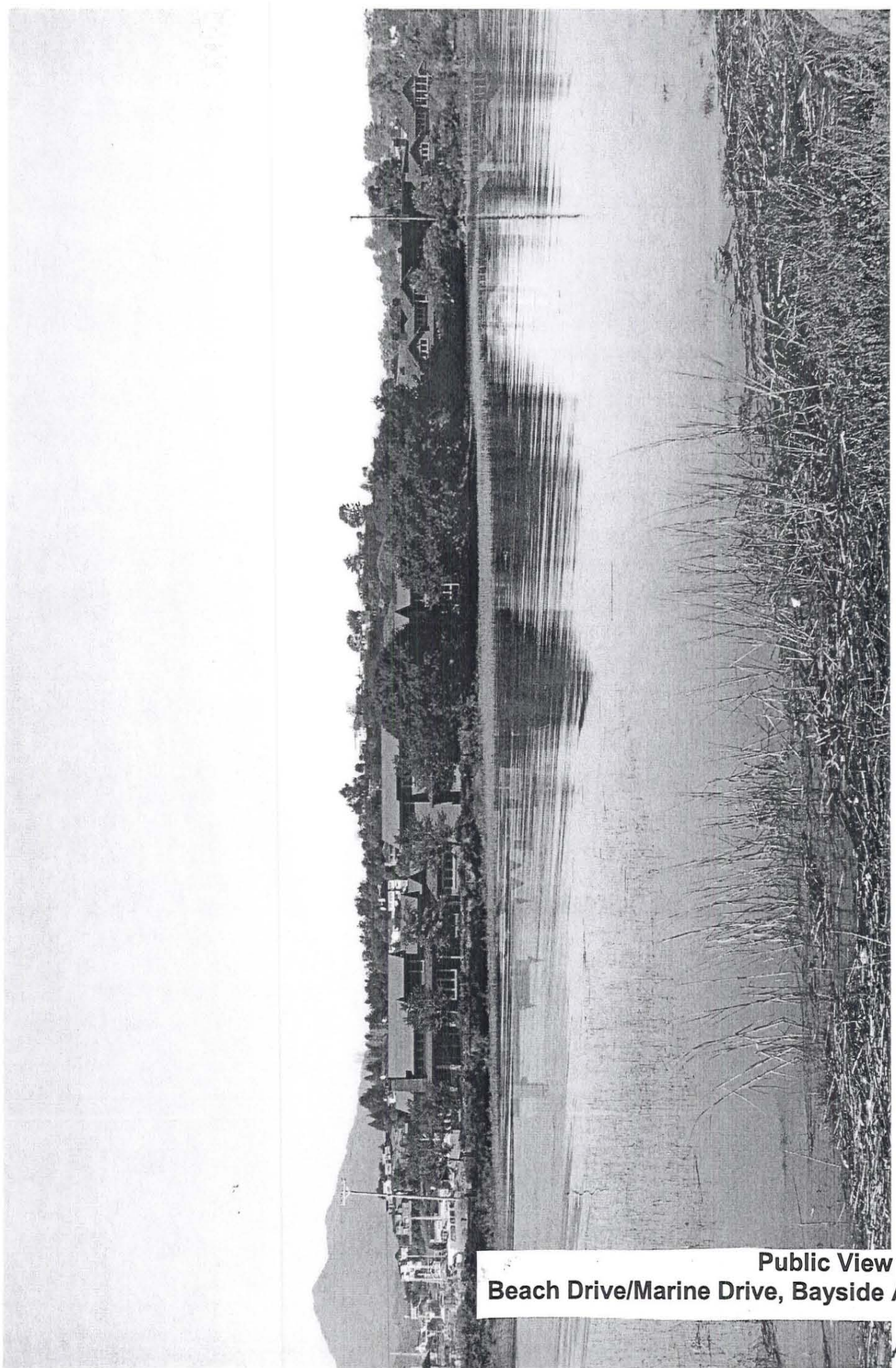
- Public View No. 5 –
Dunfries Terrace and Allensby Lane**
- Public View No. 7 –
Beach Drive/Marine Drive, Bayside Acres**
- Public View No. 8-
Westbound San Pedro Road near Bayview Drive**
- Private View No. 4 –
32 Bonnie Banks Way**

Loch Lomond Project
Simulation Viewpoint Location Map
July 10, 2007

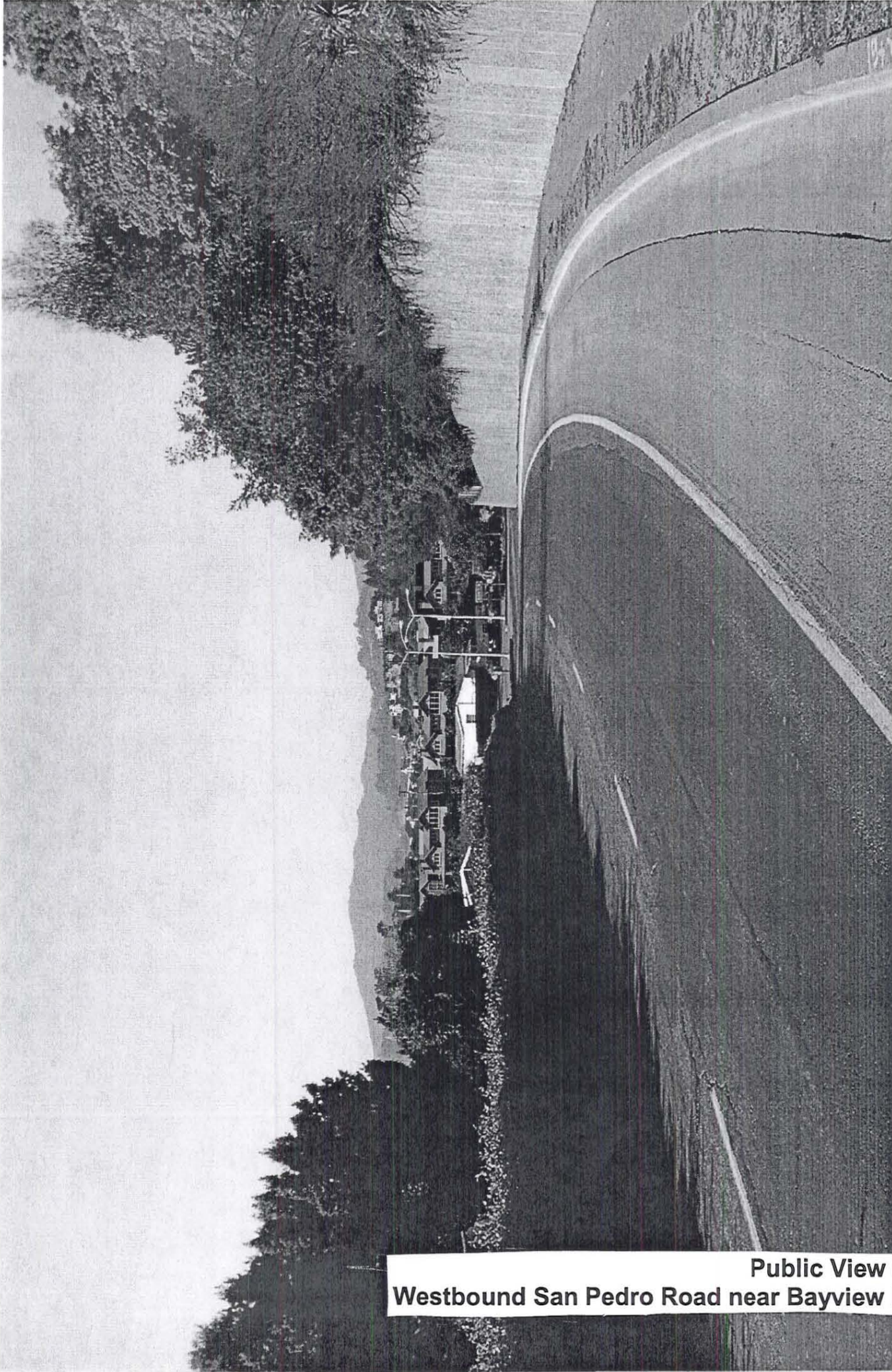


**Public View No. 5
Dunfries Terrace and Allensby Lane**

A-20

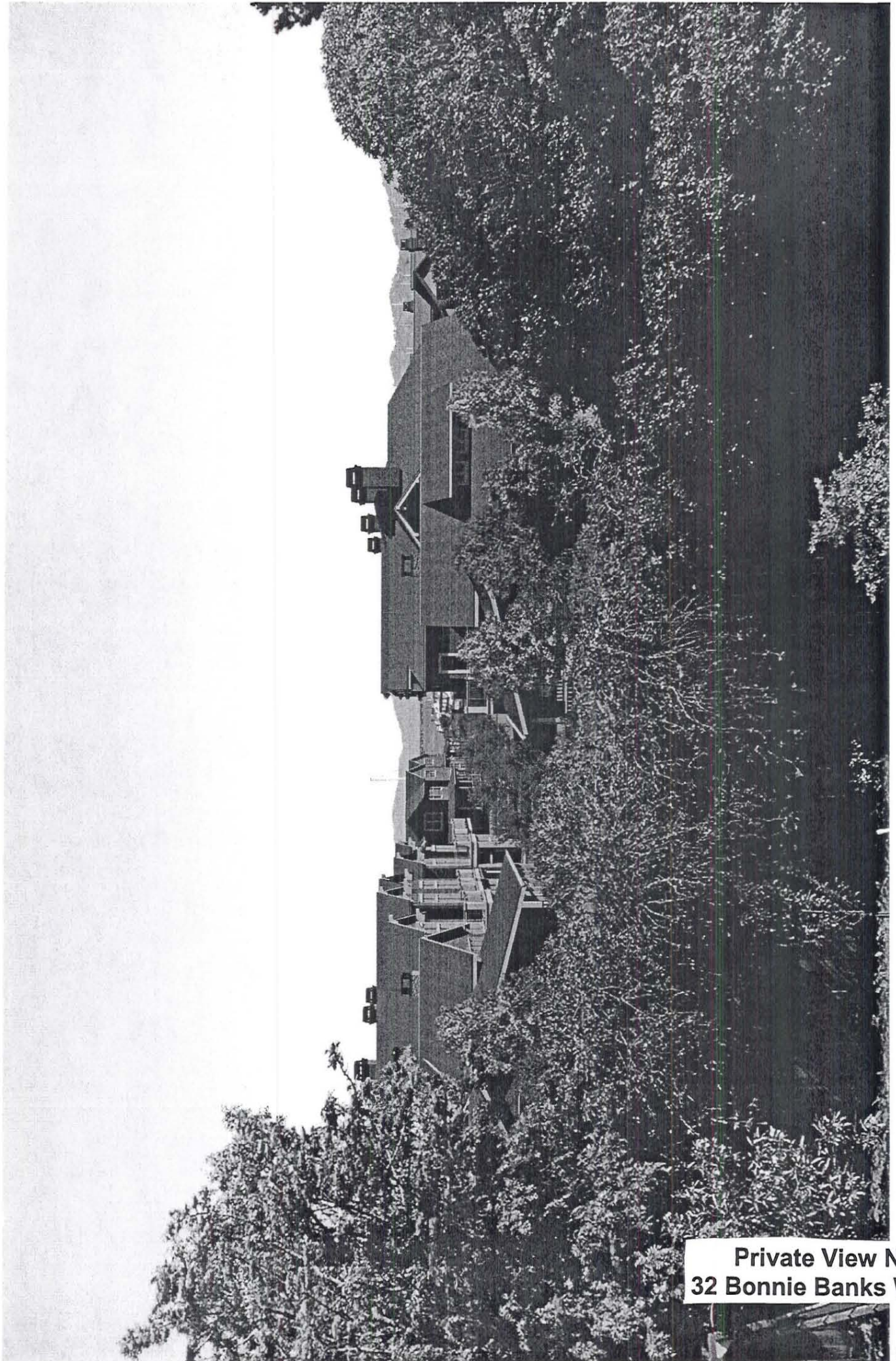


**Public View No. 7
Beach Drive/Marine Drive, Bayside Acres**



**Public View No. 8
Westbound San Pedro Road near Bayview Drive**

A-22



**Private View No. 4
32 Bonnie Banks Way**

