

# Jobs? Traffic? Pollution? Noise? Health Concerns?

A Cement Factory and Marine Terminal are being considered for South Vallejo.

The City of Vallejo wants to hear your questions and comments. Come to the only Public Meeting on **Wednesday, October 7, 2015 from 6:00 – 8:00 p.m.** in the City Council Chambers, 555 Santa Clara Street, Vallejo.

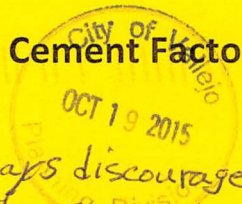
*You're Invited. Let Your Voice Be Heard.*



Mail To:

Vallejo Community &  
Economic Development  
Director Andrea Ouse  
555 Santa Clara Street  
Vallejo, CA 94590

Do You Have Questions About the Plans for a Cement Factory  
on Vallejo's Waterfront?



(Your Questions)

Why does Vallejo leadership always discourage industry of any kind such as the cement plant but pot shops are fine? Never mind what kind of an example it sets for our young people! Why was it never put to a vote to open these shops, only the taxing after they were already given permits. Nice image for Vallejo? No. The cement plant can be monitored by EPA. I doubt pollution from the cement plant would be a lot ~~less~~ <sup>more</sup> harmful than lungs damaged from pot smoking. Thank goodness for the Art community. That's the only bright spot in Vallejo now. (70 yr. resident)

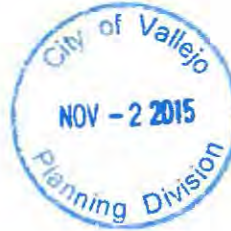
(Your Name)

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net/>

at least keep the age at 21 not 18 for working at the pot shops!

November 2, 2015

Mustafa G.R.S. Abdul-Ghaneer  
P.O. Box 1632  
Vallejo, California 94590



Ms. Andrea Ouse  
City of Vallejo  
555 Santa Clara Street  
Vallejo, California 94590

Re: Comments Draft EIR

Dear Ms. Ouse:

In accordance with California Environmental Quality Act guidelines, given facts that the Environmental Impact Report (EIR) list 14 significant, and unavoidable impacts, that there has been no presentation of conditions that would substantially lessen the environmental effects, the only legal alternative open to the City is the no project alternative.

### **Environmental Factors Not Considered**

The EIR has numerous deficiencies reference accuracy and completeness.

#### **I. Ethics**

The project has a substantial adverse effect on behavior of community members reference consideration of the needs of others.

- a) If a project like this one is approved, it will substantially add to the foundational belief that the City should not really care for the needs of some community members, adding to the current "little concern" posture for groups like the low income, and "the homeless".
- b) When the City found the significant level of opposition that emerged during the public review period, it had an obligation to recognize a failure in the EIR to include consideration for the impact on the mental, emotional, and moral health reference belief sets of various community members, and to insist the the EIR be revised to include those considerations.

#### **II. Definitions**

The draft EIR fails to define terms, which would express an intent, and provide a foundation for analysis of the final EIR being done uniformly.

- a) If a project like this one is approved, consider the impact on mental, emotional, and moral health reference how the EIR defines people, i.e., from a humanist



perspective (receptors), completely disregarding the fact that we are a community with strong reliance on faith? The EIR paints the community suggesting a humanist definition.

- b) If a project like this one is approved, consider the mental, emotional, and moral health when the EIR makes no distinction between plants and animals, and the crown of God's creation. The EIR paints the people suggesting a non creation definition.
- c) The EIR did not define revitalize, reference the City's intent to revitalize and repurpose the site. Merriam-Webster.Com's definition of revitalize; "to make (someone or something) active, healthy, or energetic again".

Using the Merriam-Webster definition, I make the argument that the site is now, and has been active, and healthy from the dawn of creation. It may currently be active in a different way than it was when it was occupied by General Mills, nevertheless it continues to be active. As to health, like many sites in the community, the sight may, or may not, at present, be experiencing a decline in health. That depends on the definition the City is using for revitalize, and health.

The above comments are intended to provide an overall view of thoughts, given my understanding of directions provided in the EIR. They do not represent observations within the full range of my concerns.

Best regards,



Mustafa G.R.S. Abdul-Ghane  
Community Advocate, the Vallejo Community



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**From:** Tony Adams <Tony@MeetingSupport.com>  
**Sent:** Monday, November 02, 2015 4:25 PM  
**To:** Plowman, Lisa A.  
**Cc:** Andrea Ouse  
**Subject:** DEIR Comment - Orcem-VMT Peoject  
**Attachments:** ORCEM PROXIMITY TO SCHOOL.docx

**Lisa, Andrea,**

The CEQA Regulations Section 21151.4 States as Follows:

**§ 21151.4. CONSTRUCTION OR ALTERATION OF FACILITY WITHIN ONE-FOURTH OF A MILE OF SCHOOL; REASONABLE ANTICIPATION OF AIR EMISSION OR HANDLING OF HAZARDOUS OR ACUTELY HAZARDOUS MATERIAL; APPROVAL OF ENVIRONMENTAL IMPACT REPORT OR NEGATIVE DECLARATION**

(a) An environmental impact report shall not be certified or a negative declaration shall not be approved for any project involving the construction or alteration of a facility within one-fourth of a mile of a school that might reasonably be anticipated to emit hazardous air emissions...

What is the implication of this part of the CEQA regulation? It would appear that, since the project is within ¼ mile, (1,320 Feet) of Grace Patterson School the project would not be allowed. This should be fully addressed along with relevant interpretations and decisions noted. It will require a detailed listing of all air emissions that can be attributed to the project.

(2) "Hazardous air emissions" means emissions into the ambient air of air contaminants that have been identified as a toxic air contaminant by the State Air Resources Board or by the air pollution control officer for the jurisdiction in which the project is located. There are references to the relevant sections of the Health and Safety Code stated in the attached document.

The attached document (ORCEM PROXIMITY TO SCHOOL.docx) illustrates the issue with a map indicating the approximation to the school in question.

Please have this question included in forthcoming findings of fact.

Thank you,

*Tony Adams*

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335 Seaport Drive, Vallejo, CA 94590  
Making Shared Visions a Driving Force

## Grace Patterson School is less than 1,320 Feet from the ORCEM PLant



### CEQA

#### § 21151.4. CONSTRUCTION OR ALTERATION OF FACILITY WITHIN ONE-FOURTH OF A MILE OF SCHOOL; REASONABLE ANTICIPATION OF AIR EMISSION OR HANDLING OF HAZARDOUS OR ACUTELY HAZARDOUS MATERIAL; APPROVAL OF ENVIRONMENTAL IMPACT REPORT OR NEGATIVE DECLARATION

(a) An environmental impact report shall not be certified or a negative declaration shall not be approved for any project involving the construction or alteration of a facility **within one-fourth of a mile of a school that might reasonably be anticipated to emit hazardous air emissions**, or that would handle an extremely hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified pursuant to subdivision (j) of **Section 25532 of the Health and Safety Code**, that may pose a health or safety hazard to persons who would attend or would be employed at the school, unless both of the following occur:

- (1) The lead agency preparing the environmental impact report or negative declaration has consulted with the school district having jurisdiction regarding the potential impact of the project on the school.
- (2) The school district has been given written notification of the project not less than 30 days prior to the proposed certification of the environmental impact report or approval of the negative declaration.

(b) As used in this section, the following definitions apply:

- (1) "Extremely hazardous substance" means an extremely hazardous substance as defined pursuant to paragraph (2) of subdivision (g) of Section 25532 of the Health and Safety Code.
- (2) "Hazardous air emissions" means emissions into the ambient air of air contaminants that have been identified as a toxic air contaminant by the State Air Resources Board or by the air pollution control officer for the jurisdiction in which the project is located. As determined by the air pollution control officer, hazardous air emissions also means emissions into the ambient air of a substance identified in subdivisions (a) to (f), inclusive, of Section **44321 of the Health and Safety Code**.

## CALIFORNIA HEALTH AND SAFETY CODE [HSC]

### Section 44321.

For the purposes of Section 44320, the state board shall compile and maintain a list of substances that contains, but is not limited to, all of the following:

(a) Substances identified by reference in paragraph (1) of subdivision (b) of Section 6382 of the Labor Code and substances placed on the list prepared by the National Toxicology Program and issued by the United States Secretary of Health and Human Services pursuant to paragraph (4) of subsection (b) of Section 241 of Title 42 of the United States Code. For the purposes of this subdivision, the state board may remove from the list any substance which meets both of the following criteria:

(1) No evidence exists that it has been detected in air.

(2) The substance is not manufactured or used in California, or, if manufactured or used in California, because of the physical or chemical characteristics of the substance or the manner in which it is manufactured or used, there is no possibility that it will become airborne.

(b) Carcinogens and reproductive toxins referenced in or compiled pursuant to Section 25249.8, except those which meet both of the criteria identified in subdivision (a).

(c) Substances designated by the state board as toxic air contaminants pursuant to subdivision (b) of Section 39657 and substances on the candidate list of potential toxic air contaminants and the list of designated toxic air contaminants prepared by the state board pursuant to Article 3 (commencing with Section 39660) of Chapter 3.5 of Part 2, including, but not limited to, all substances currently under review and scheduled or nominated for review and substances identified and listed for which health effects information is limited.

(d) Substances for which an information or hazard alert has been issued by the repository of current data established pursuant to Section 147.2 of the Labor Code.

(e) Substances reviewed, under review, or scheduled for review as air toxics or potential air toxics by the Office of Air Quality Planning and Standards of the Environmental Protection Agency, including substances evaluated in all of the following categories or their equivalent: preliminary health and source screening, detailed assessment, intent to list, decision not to regulate, listed, standard proposed, and standard promulgated.

(f) Any additional substances recognized by the state board as presenting a chronic or acute threat to public health when present in the ambient air, including, but not limited to, any neurotoxicants or chronic respiratory toxicants not included within subdivision (a), (b), (c), (d), or (e).

## CALIFORNIA HEALTH AND SAFETY CODE [HSC]

### Section 25532.

Unless the context indicates otherwise, the following definitions govern the construction of this article:

(a) "Accidental release" means an unanticipated emission of a regulated substance or other extremely hazardous substance into the ambient air from a stationary source.

(b) "Administering agency" means a unified program agency as defined in Section 25501.

(c) "Covered process" means a process that has a regulated substance present in more than a threshold quantity.

(d) "Modified stationary source" means an addition or change to a stationary source that qualifies as a "major change," as defined in Subpart A (commencing with Section 68.1) of Part 68 of Subchapter C of Chapter I of Title 40 of the Code of Federal Regulations. "Modified stationary source" does not include an increase in production up to the source's existing operational capacity or an increase in production level, up to the production levels authorized in a permit granted pursuant to Section 42300.

(e) "Office" or "agency" means the Office of Emergency Services.



## Grace Patterson School is less than 1,320 Feet from the ORCEM PLant

(f) "Person" means an individual, trust, firm, joint stock company, business concern, partnership, limited liability company, association, or corporation, including, but not limited to, a government corporation. "Person" also includes any city, county, city and county, district, commission, the state or any department, agency or political subdivision thereof, any interstate body, and the federal government or any department or agency thereof to the extent permitted by law.

(g) "Process" means any activity involving a regulated substance, including any use, storage, manufacturing, handling, or onsite movement of the regulated substance or any combination of these activities. For the purposes of this definition, any group of vessels that are interconnected, or separate vessels that are located so that a regulated substance could be involved in a potential release, shall be considered a single process.

(h) "Qualified person" means a person who is qualified to attest, at a minimum, to the completeness of an RMP.

(i) "Regulated substance" means any substance that is either of the following:

(1) A regulated substance listed in Section 68.130 of Title 40 of the Code of Federal Regulations pursuant to paragraph (3) of subsection (r) of Section 112 of the Clean Air Act ([42 U.S.C. Sec. 7412\(r\)\(3\)](#)).

(2) (A) An extremely hazardous substance listed in Appendix A of Part 355 (commencing with Section 355.10) of Subchapter J of Chapter I of Title 40 of the Code of Federal Regulations that is any of the following:

(i) A gas at standard temperature and pressure.

(ii) A liquid with a vapor pressure at standard temperature and pressure equal to or greater than 10 millimeters mercury.

(iii) A solid that is one of the following:

(I) In solution or in molten form.

(II) In powder form with a particle size less than 100 microns.

(III) Reactive with a National Fire Protection Association rating of 2, 3, or 4.

(iv) A substance that the office determines may pose a regulated substances accident risk pursuant to subclause (II) of clause (i) of subparagraph (B) or pursuant to Section 25543.3.

(B) (i) On or before June 30, 1997, the office shall, in consultation with the Office of Environmental Health Hazard Assessment, determine which of the extremely hazardous substances listed in Appendix A of Part 355 (commencing with Section 355.10) of Subchapter J of Chapter I of Title 40 of the Code of Federal Regulations do either of the following:

(I) Meet one or more of the criteria specified in clauses (i), (ii), or (iii) of subparagraph (A).

(II) May pose a regulated substances accident risk, in consideration of the factors specified in subdivision (g) of Section 25543.1, and, therefore, should remain on the list of regulated substances until completion of the review conducted pursuant to subdivision (a) of Section 25543.3.

(ii) The office shall adopt, by regulation, a list of the extremely hazardous substances identified pursuant to clause (i). Extremely hazardous substances placed on the list are regulated substances for the purposes of this article. Until the list is adopted, the administering agency shall determine which extremely hazardous substances should remain on the list of regulated substances pursuant to the standards specified in clause (i).

(j) "Regulated substances accident risk" means a potential for the accidental release of a regulated substance into the environment that could produce a significant likelihood that persons exposed may suffer acute health effects resulting in significant injury or death.

(k) "RMP" means the risk management plan required under Part 68 (commencing with Section 68.1) of Subchapter C of Chapter I of Title 40 of the Code of Federal Regulations and by this article.

(l) "State threshold quantity" means the quantity of a regulated substance described in subparagraph (A) of paragraph (2) of subdivision (g), as adopted by the office pursuant to Section 25543.1 or 25543.3. Until the

## Grace Patterson School is less than 1,320 Feet from the ORCEM PLant

office adopts a state threshold quantity for a regulated substance, the state threshold quantity shall be the threshold planning quantity for the regulated substance specified in Appendix A of Part 355 (commencing with Section 355.10) of Subchapter J of Chapter I of Title 40 of the Code of Federal Regulations.

(m) "Stationary source" means any stationary source, as defined in Section 68.3 of Title 40 of the Code of Federal Regulations.

(n) "Threshold quantity" means the quantity of a regulated substance that is determined to be present at a stationary source in the manner specified in Section 68.115 of Title 40 of the Code of Federal Regulations and that is the lesser of either of the following:

(1) The threshold quantity for the regulated substance specified in Section 68.130 of Title 40 of the Code of Federal Regulations.

(2) The state threshold quantity

42 U.S. Code § 7412 - Hazardous air pollutants

<https://www.law.cornell.edu/uscode/text/42/7412>

40 CFR 68.130 - List of substances

<https://www.law.cornell.edu/cfr/text/40/68.130>

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From: Tony Adams <[tony@meetingsupport.com](mailto:tony@meetingsupport.com)>  
Sent: Tuesday, September 22, 2015 6:25 PM  
Subject: Meeting Re VMT-Orcem (Private)  
To: Andrea Ouse <[andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net)>

**Hi Andrea,**

Can you organize a private meeting for next week to discuss various aspects of the project? Any day next week will be okay, Sept 28<sup>th</sup> through Oct 2<sup>nd</sup>.

I'm paying attention to comments I read and hear, and am trying to grapple with the situation, thinking of various ideas along the way.

A brief discussion on this will help me.

Attached are my personal photos and notes.

Thank you,

*Tony*

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[MeetingSupport.com](http://MeetingSupport.com) +1 (415) 867-9157  
[335 Seaport Drive, Vallejo, CA 94590](http://335SeaportDrive,Vallejo,CA94590)  
Making Shared Visions a Driving Force



# VMT ORCEM DEIR Truck Traffic Alternatives

## Lemon Street Properties – From the Shore to Sonoma Blvd.

- 3 - Vacant lots (1 lot for sale on 3<sup>rd</sup> St.)
- 5 - Residential buildings
- 1 - Warehouse with loading dock (empty)
- 2 - Auto body/mechanic shops

- 3 - Commercial business buildings
- 3 - Church buildings
- 3 - Storage lots (including 2 on 3<sup>rd</sup> St.)



Looking South at terminus of Lemon Street



Looking North at terminus of Lemon Street



## VMT ORCEM DEIR Truck Traffic Alternatives



Looking West at terminus of Lemon Street



Looking West at Sonoma Blvd. Option to continue East along tracks or turn onto Sonoma Blvd. to a right turn on Solano Ave. towards Curtola parkway.



## VMT ORCEM DEIR Truck Traffic Alternatives



Looking West at Curtola Parkway – Facing towards Sonoma Blvd in the distance



Looking East at Curtola Parkway Crossing – Right Turn to I-80

This truck route might be possible, worth investigating.



# ORCEM & VMT Conditions of Approval

## Potential Project Approvals, Modifications and Restrictions

- Bay Trail access and thoroughfare to be maintained at the east property line to ensure future continuity of the Bay Trail through Vallejo. Mitigation includes the construction of the Bay Trail to pass through the project property at the east property line, and constructed up and down slopes to safely accommodate pedestrian and bicycle traffic.
- Kayak launch ramp proposed for mitigation to be expanded to accommodate a much larger boat-launch facility for all boats without keels and must be built at a location to be determined on the Mare Island side of the straight and constructed similar to the dimensions of the existing Brinkman boat launch as a minimum.
- Truck traffic outbound to be routed through existing industrial zones on new paved roadways parallel to existing railroad tracks from the project site to Sonoma Blvd, and continuing east along the railroad tracks to a right turn on Curtola Parkway. Curtola parkway will need a new left-turn bay at the rail crossing location for inbound trucks. No use of Lemon Street for inbound or outbound truck traffic. Truck traffic southbound to I-80 could travel on Sonoma Blvd south to I-80 from the train crossing point on Sonoma Blvd. All inbound traffic to follow the same routing.
- Trains inbound and outbound to be restricted to a maximum of 35 cars.
- Fee structure, typical of municipal ports, to be established for import and export of cargo, calculated on tonnage or on truck and railcar loads, to be payable to the City of Vallejo for use of shoreline port access and structured to compensate the city and payable to the city's general fund.
- Restriction on types and classifications of cargo entering or departing the marine terminal to exclude certain types of cargo such as solid waste, and combustible products like oil or related fuels. Solid waste was not included as cargo in the D-EIR list of potential cargo types.
- On shore electrical hookup mandatory for all ships docked for unloading and loading of cargo. Ships must not use onboard generators while docked.
-



France - Fos-sur-Mer





France - Fos-sur-Mer





France - Fos-sur-Mer





France - Fos-sur-Mer





**ORCEM IRELAND**  
**(Dublin Port South Docs)**





Dublin, IE -- Douglas, Isle

Dublin, IE -- Bootle

Holyhead, UK

**ORCEM IRELAND  
(Dublin Port South Docs**





ORCEM IRELAND  
(Dublin Port South Docs)





Strijensas

Moerdijk Moerdijk

A16

A59

Hoeks

Loontjensburg

Noordschans

Port of Havenschap Moerdijk (Industrial Park)

Klundert

**ORCEM NETHERLANDS  
(Moerdijk Industrial Park)**





Oostelijke Randweg

Isaaklaan

't Gors

Irenestraat

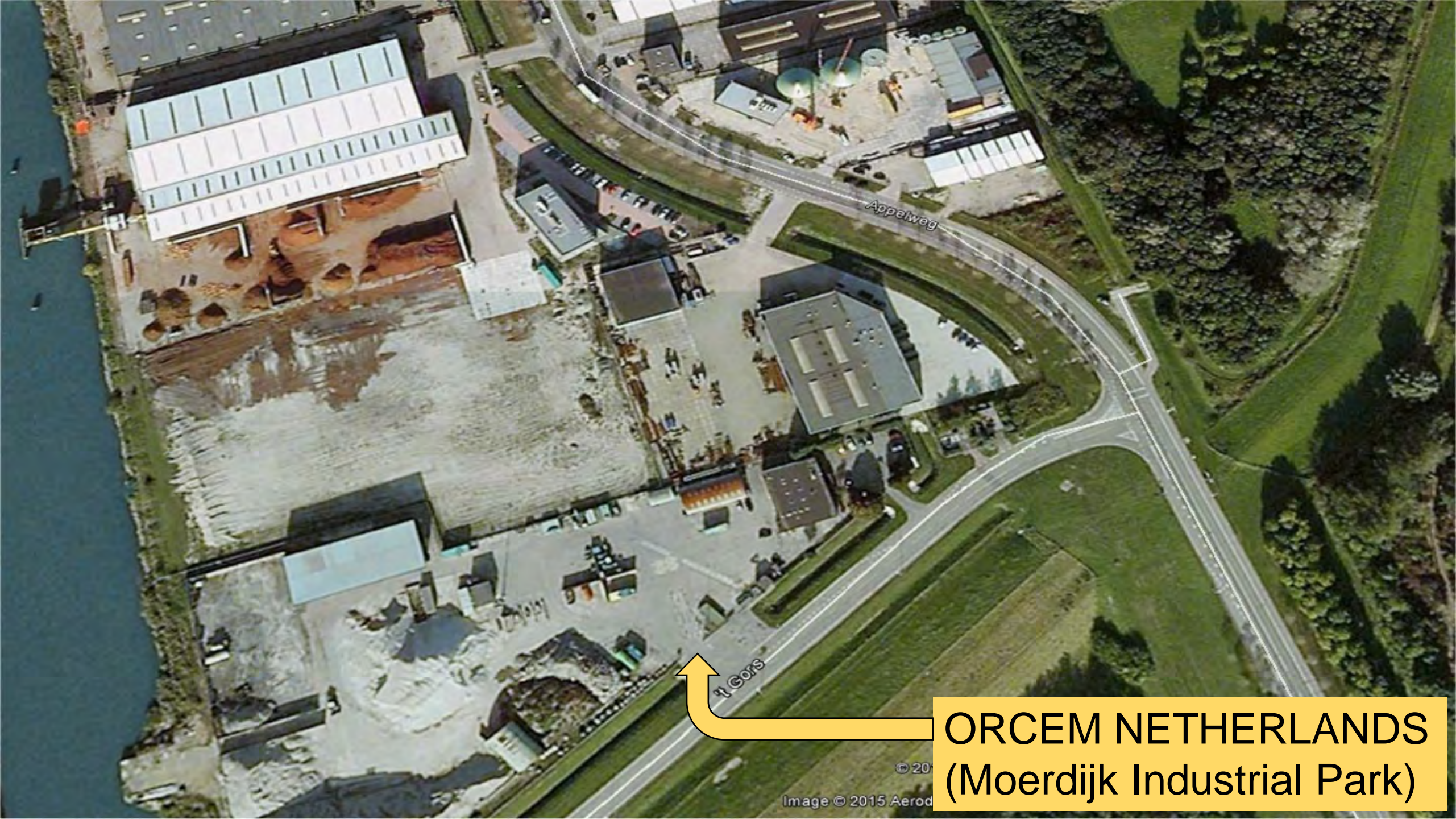
Julianastraat

Schokkerstraat

Johan Willem Fisselstraat

**ORCEM NETHERLANDS  
(Moerdijk Industrial Park)**





**ORCEM NETHERLANDS  
(Moerdijk Industrial Park)**



**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

**BACKGROUND** – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

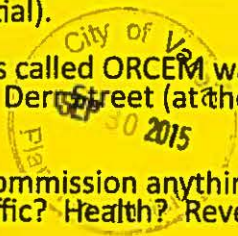
**QUESTIONS** – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

As a RN and concerned citizen -  
What are the health risk to our children and expectant mothers ?

**YOUR NAME** Flora Agbaranya, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015



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SEQA / EIR

**QUESTIONS** – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)



How much of a negative effect of outcome will there be on our health

YOUR NAME Alicia [Signature], Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

-----Original Message-----

From: Lori Allio [<mailto:lmallio@att.net>]

Sent: Wednesday, September 30, 2015 4:57 PM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>; City Manager <[City.Manager@cityofvallejo.net](mailto:City.Manager@cityofvallejo.net)>

Cc: Rozzana Verder-Aliga <[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)>; Jesus Cristobal Malgapo <[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)>; [bsampayan@ci.vallejo.ca.us](mailto:bsampayan@ci.vallejo.ca.us); [rmccconnell@ci.vallejo.ca.us](mailto:rmccconnell@ci.vallejo.ca.us); Katy Miessner <[katym@mindspring.com](mailto:katym@mindspring.com)>; Katy Miessner <[Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net)>; Claudia Quintana <[Claudia.Quintana@cityofvallejo.net](mailto:Claudia.Quintana@cityofvallejo.net)>; Pippin Dew-Costa <[Pippin.Dew-Costa@cityofvallejo.net](mailto:Pippin.Dew-Costa@cityofvallejo.net)>

Subject: ORCEM VMT DEIR additional feedback

Dear Andrea and Dan:

Thank you for your ongoing dedication and service to the people of Vallejo. I know you are professionals who are balancing a broad range of interests and projects at any moment.

I must share with you, for the record, that I am troubled by the process being used for and the glaring omissions in the ORCEM / VMT public outreach process. This is a project that will have serious impact on community health and increased morbidity and mortality resulting from increased cancer rates, asthma rates, and more. The victims are statistically more likely to be children, particularly young children and residents living and going to school with direct proximity to the site and truck routes (homes are 20 yards from the site). The ORCEM VMT represents a significantly intensified use of the site and a dramatic increase in pollutants that are harmful to human health.

As I noted in previous feedback (attached to this email and incorporated by reference), CEQA requires an environmental justice analysis in cases such as these where a low income, minority population with substantial existing burdens is going to be negatively impacted. This area has double the asthma rates of the rest of California and burdens of crime, existing intense pollution from Hwys 80 and 29, and more. I again request that a full environmental justice analysis analyzing local health, social, environmental, economic and other impacts be provided to the community.

Clearly given this disgraceful and illegal omission, the City of Vallejo should at the very least be conducting robust and culturally appropriate outreach to this part of the community. Instead there has been one meeting notice which is very confusing and includes an unofficial open house listed within the body of the official announcement. It is not clearly stated that participation at the Open House will not be part of the public record. Some parents I spoke to who are beside themselves with worry about their kids who already suffer from asthma told me that they were planning to go to "the earlier meeting" because it was more convenient. There is rampant confusion and lack of understanding that there is only one official meeting and it is not the Open House listed on the Public Notice. I would like to respectfully request that the Open House for the ORCEM / VMT applicants be cancelled or rescheduled to another date and uncoupled from the official meeting. I would further respectfully request that additional official public input meetings convenient to the neighborhood be convened where public input and questions can be received from this community.

One final note, the notice did not indicate whether Spanish translation would be provided at the meeting on October 7. Half of the students at Grace Patterson elementary and approximately 1/4 to 1/3 of the residents of the neighborhood (depending on how the neighborhood is defined) are spanish speaking. It is essential that their voices are included in this discussion of a project that will so deeply



impact their health and the health of their children. I request that there be simultaneous Spanish translation provided at all public meetings for this project.

Thank you very much for your immediate attention to this.

Sincerely,

Lori Allio PhD

**From:** lorene allio [<mailto:lmallio@att.net>]  
**Sent:** Monday, November 02, 2015 4:18 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** Re: ORCEM VMT DEIR additional feedback

Dear Andrea:

Thank you for sending along the Health Impact Assessment today. I have incorporated a couple of references to its findings into my feedback on the ORCEM VMT DEIR..

Please find attached a modified document regarding the ORCEM VMT DEIR.which supersedes the previous document sent on October 30.

I know you must be very busy today at City Hall with so many deadlines and processes wrapping up. Thank you again for all of your hard work.

Sincerely,  
Lorene (Lori) Allio PhD



October 30, 2015 (Revised November 2, 2115)

Andrea Ouse, Director  
Economic Development Department  
Vallejo City Hall  
Vallejo, CA 94590

Re: Orcem /VMT DEIR: Expanded Request for Environmental Justice Analysis and Further Inclusion of Community Outreach Input

Dear Andrea:

In a simple September 20<sup>th</sup> 2015 memorandum to the City of Vallejo, I requested an Environmental Justice Analysis and a related community process for South Vallejo. That memo laid out some preliminary statistics which would constitute a basis for the City moving forward with such an analysis. I incorporate that memorandum by reference. While I could not attend the first public input forum for this project, I understand that the City of Vallejo distributed two pages of responses to questions at their meeting on October 7. At the end of those responses they stated that they had screened for environmental justice and, that they found no need for an environmental justice process. This document responds to that assessment on the part of the City of Vallejo and the applicant and amplifies the case for an Environmental Justice analysis as part of the Environmental Impact Review process. This document further describes cumulative effects and impacts of this project related to health, and incorporates supplementary documents by reference including articles, and reports which are cited as endnotes and footnotes. It also asks for a number of specific clarifications.

I apologize that this document comes late in the review process, but I found it difficult to make time for this on top of a full time (plus) job. I also want you to know that this was produced completely on my own and independent of my employer. I alone am responsible for any opinions, assertions and questions posed in this document. Of course, it seems inappropriate that the work of laying out this case for ethical and equitable treatment of South Vallejo should fall to an everyday citizen as a voluntary exercise, despite the hundreds and hundreds of pages that were produced for the DEIR by various consultants and the extraordinary amount of time and expense that represents. I would strongly urge The City of Vallejo to move forward in good faith with a full Environmental Justice Analysis and community engagement process that fully reviews and explores the cumulative effects of ORCEM VMT including the impacts raised in this document and other impacts and effects which may arise in the review in more depth. If it does not do so, the City of Vallejo will risk destroying all of the good will it has built up with participatory projects and open government efforts in recent years.

I further implore the City of Vallejo to be a champion of equity rather than to sit on the sidelines. The City of Vallejo should engage robustly with the families and children that will be impacted directly and profoundly by this project. This is not a decision about a retail store or an office building: this project will have life altering, negative impacts for a significant number of residents in local neighborhoods many of whom are under 5 years old and too young to speak for themselves. In light of the hundreds of hours put into the thousands of pages of DEIR documents, the 4-6 hours of community engagement regarding this project are shockingly spare. Full outreach and education efforts targeted at the community are clearly and sorely needed and, moreover, are required by law in this instance. A full environmental justice analysis and local outreach/education process would put the City of Vallejo and the applicants in compliance with both the spirit and the letter of CEQA and other legislation.

Thank you for your ongoing service to the City of Vallejo. Please include this letter and the remainder of my questions and comments in the attached document in the public record.

Respectfully,

Lorene (Lori) Allio, PhD

**ENVIRONMENTAL JUSTICE FOR SOUTH VALLEJO:  
DEFICIENCIES IN THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR ORCEM/VMT**

**I. EXECUTIVE SUMMARY**

**THE NEIGHBORHOOD, THE PROPOSAL AND CUMULATIVE ENVIRONMENTAL IMPACT:**

The City of Vallejo is currently reviewing and considering a proposal to site a highly polluting slag cement mill/plant and deep water marine terminal (“ORCEM/ VMT”) in South Vallejo on the site of the old Sperry Flour Mill. The site is on the water and directly abuts a low income historic African American neighborhood. This South Vallejo neighborhood has suffered over the years from discriminatory practices such as red-lining and has borne the environmental burden from multiple sources of pollution including Interstate 80, Highway 29, Highway 780, the Mare Island Naval Shipyard, the Vallejo Wastewater Treatment Plant on Ryder Street and much more. **The neighborhood has some of the highest asthma rates in California and has high rates of cancer and heart disease<sup>1</sup>.** There are **many children under 5 years old in South Vallejo who are particularly vulnerable** to the pollution and other dangers this project would bring with it. There is **an elementary school sited 600 yards from the plant** and homes on the fence-line of the plant. The neighborhood and its environment are in a recovery phase after the closing of the old mill and the Mare Island Naval Shipyard, but the slag cement plant and marine terminal will reverse that recovery.

The slag cement plant will import and mill industrial waste (specifically “slag” that is the waste from steel mills) along with Portland cement clinker, gypsum and other materials. Slag is of particular concern because it can contain heavy metals and contaminants such as hexavalent chromium, a known carcinogen. These materials will be shipped in through the Vallejo Marine Terminal on large ships that will idle under diesel power for days while they are there. The ship’s contents may include materials beyond those for the cement plant as part of the Marine Terminal operations that have not been fully disclosed. Materials for the slag cement plant will be unloaded into open piles, and then will go through a several step process of grinding and milling them to the texture of powdered sugar and combining them to make slag cement. 270 diesel trucks per day will go to and from the slag cement plant and the marine terminal carrying cement products and whatever else. Several trains up to 77 cars long will go to and from the site each week. Plants will operate around the clock and will be loud, will smell badly, and will be lit up brightly at night.

The **obvious impacts** of this will include but will not be limited to:

- Diesel Particulate Matter in the air from ships, trucks, and mill operations. This will have a huge impact on the quality of life and the rates of asthma and other disease.
- Greenhouse gases that contribute to local and regional pollution and exceed the limits of Vallejo’s approved climate plan.
- Safety: Trucks will pass down narrow streets and pass playgrounds and the trains will block intersections for several minutes at a time preventing the access of emergency vehicles.

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<sup>1</sup> Asthma rates in Vallejo are double those of California and are among the highest in the state. OSHPD data show high emergency room visits from the 94590 zip code (OSHPD 2012). Data on the CalEPA EnviroScreen website show Vallejo in the 98<sup>th</sup> percentile of asthma rate severity for California. Recent focus groups show that local youth identify asthma as a growing problem in their age groups. (Kaiser Vallejo.) According to the California Cancer Registry, cancer rates in Solano County consistently exceed those of California and are the 5<sup>th</sup> highest in the state. Cancer rates for African Americans in Solano are significantly higher than rates of all residents. Conversations with residents anecdotally suggest that rates in the South Vallejo neighborhood are very high



- Dust: There will be “fugitive” dust escaping from ORCEM. Other slag mills around the United States have documented dust drifting one half mile from slag mills and cement plants. The dust can cause lung disease and potentially cancer. Children are particularly vulnerable to this.
- Noise and Vibration: The milling noise is loud and noise and vibrations will be felt by those near the mill and marine terminal, on truck routes, and on train routes. It is likely to disturb sleep.
- Lighting: The lighting is not fully detailed in the DEIR but will be bright enough for them to operate through the night.

The **less obvious environmental impacts will include cumulative effects**. In other words each individual effect from ORCEM VMT should not be viewed alone as if they will be the only burden on South Vallejo residents. All combined environmental effects ORCEM VMT viewed together along with existing, historical and future context and environmental burdens are very serious. The California Attorney General has stated:

*Where there already is a high pollution burden on a community, the “relevant question” is “whether any additional amount” of pollution “should be considered significant in light of the serious nature” of the existing problem. (Hanford, supra, 221 Cal.App.3d at 661; see also Los Angeles Unified School Dist. v. City of Los Angeles (1997) 58 Cal.App.4th 1019, 1025 [holding that “the relevant issue ... is not the relative amount of traffic noise resulting from the project when compared to existing traffic noise, but whether any additional amount of traffic noise should be considered significant in light of the serious nature of the traffic noise problem already existing around the schools.”])” (Kamala Harris, CA Dept. of Justice, 7/10/2012)*

Despite this legal guidance for considering environmental impacts, **the DEIR does not even mention the current and historical environmental burdens** of:

- Nearby Interstate 80, Highway 780, and Highway 29 as sources of air pollution.
- Mare Island Naval Shipyard: The DEIR does not consider the largest historic sources of cumulative environmental impact in Vallejo. There is silence in the DEIR regarding the role of Mare Island Naval Shipyard in the cumulative impact of toxins and pollutants for residents and the environmental surrounding the Sperry Mill site. This neighborhood has suffered ongoing and/or historic exposure to Asbestos, PCBs, Chromium, and other contaminants at work and at home in South Vallejo.
- The Napa River/ Mare Island Strait river bed and its Sediments: these are immediately adjacent to the site and constitute a hazard and potential source of carcinogenic material. Given the plan to dredge the river this should be considered in calculations of cumulative cancer risk.
- Historic Flour Mill: The mill contributed to cancer risk from historical exposure to toxins resulting from operations of the flour mill at the site.
- Waste water treatment facility: The Vallejo Sanitation and Flood District’s Ryder Street Waste Water Treatment Facility is adjacent to and not included in the study area. Its impact has not been considered as part of cumulative health impact
- The broader micro-region of the Carquinez shoreline corridor including the shores of Solano and Contra Costa County: The shoreline of the Carquinez straits is dotted with highly polluting facilities and toxic sites and is a cancer corridor. The South Vallejo neighborhood and indeed all of Vallejo is already breathing many of the releases from these facilities.

In the case of the ORCEM VMT project, the DEIR is inadequate because it does not include an environmental justice element or indeed any effort to review the cumulative effect of these pollution sources or additional social, economic, and health impacts and effects that result from the environmental change generated by the project. Environmental impacts stemming from the ORCEM/ VMT project will cause both direct and indirect effects on the health of the community along multiple and often synergistic pathways. It is important to keep in mind the current state of epidemiological and health research that clearly demonstrates that the place that you

live has a huge impact on your health (see end notes). **Additional areas of effects and impacts in the neighborhoods around the ORCEM VMT site** would include but are not limited to:

- reduced access to healthy food and likely continuation as a food desert;
- reduced access to transportation and mobility;
- exacerbation and expansion of detrimental health conditions such as asthma, cancer, and cardio-pulmonary disease in the local population;
- declining residential home values which will impact the ability of residents to maintain healthy homes or improve homes to prevent noise, light, and pollution from entering;
- reduced health and educational quality at the local school given the burden of noise and pollution;
- reduced safe walking and biking routes due to intensive presence of trucks and trains and lack of sufficient safe infrastructure at intersections and on local roadways;
- reduced access to local natural resources and recreational opportunities due to traffic safety and pollution concerns;
- elimination of the opportunity for access to the shore area and the integration to Bay Trail that is currently proposed for the neighborhood;
- increased physical and social isolation particularly for elders and children, and;
- impacted psychosocial health and the physiological burdens of stress and high cortisol levels.

### **SOUTH VALLEJO HAS A RIGHT TO AN ENVIRONMENTAL JUSTICE REVIEW, ANALYSIS AND PROCESS**

Environmental justice concepts were incorporated into federal law during the Clinton administration and have been incorporated into many bodies of applicable law here in California. The premise underlying environmental justice legislation is simple: all too often projects that are highly polluting and harmful to human health have been sited near low income populations of color. Thus the environmental burden and all of its related impacts have been borne by those already bearing the burden of discrimination and those with few resources to fight these projects. The result is that **low income communities of color bear a bigger share of negative environmental impacts and receive a smaller share of environmental benefits.**

**KEY ENVIRONMENTAL JUSTICE SCREENING CRITERIA: South Vallejo neighborhoods and the applicant defined 'study area' in particular meet the thresholds which should trigger an environmental justice review.** Federal law defines the primary screening criteria for Environmental Justice as: 1) how many people in surrounding neighborhoods are below twice the federal poverty limit, and; 2) how many people are people of color. In the area of South Vallejo analyzed for the environmental impact and health discussion in the DEIR, census 2010 data show **the minority population is 79%. Thus the area defined by the DEIR as their study area represents a minority population concentration** which is defined under CEQA guidance as a percentage exceeding 50 percent. In the same geographic area, **more than half of the households (58%) have income under \$50,000 which is roughly two times the federal poverty level** (the EPA environmental justice standard). This amount is much lower than the cost of living requirements for the San Francisco Bay Area.

Also in this geography, the population includes many: children less than 17 years of age representing 24% of the population, and senior citizens over 65 years of age representing 12%. The neighborhood is historically African American but today is 34% African American with additional diverse residents: the population in the applicant defined study area is 34% Hispanic and **29% of households do not speak English in the home and of those who are linguistically isolated 85% speak Spanish while 15% speak Asian Pacific languages (likely to mean Tagalog.)** At least 17% of adult residents have less than a high school education making it more difficult for them to review hundreds of pages of data, charts, graphs and technical terminology and simply unpack their meaning for their health and that of their families.



**URGENT FACTOR – PRESENCE OF MANY VERY YOUNG CHILDREN:** The additional lens identifying the presence of young children is important for a number of reasons. Young children are more vulnerable to conditions arising from the environment like asthma and to the negative health and development impacts of toxins. Low income children of color are also more likely to lack access to healthy food, healthy housing and health care. Young children of color are more likely to live in poor urban communities where pollutants are disproportionately concentrated – including unhealthy concentrations of ozone but also areas where more polluting sites are sited within or in proximity to their neighborhoods. South Vallejo has high proportions of young people and children under five are in high concentrations. The map below shows census tracts in proximity to the site is in the 95%+ range for the combined federal criteria of race and low income along with the number of children under 5 years of age. This factor on its own should require that further analysis and reporting be included in the DEIR to include an environmental justice analysis. In addition Grace Patterson Elementary School and a number of daycare centers are within a half mile of the ORCEM VMT fence line.

**Map: ORCEM/VMT Proposed Site and Surrounding Impacted Areas -EJ Demographic Index with children under 5**



Source: EJ Screen, Environmental Protection Agency, US Census and ACS data

**The City of Vallejo should by law be launching a process of outreach, education, and engagement for the local community.** It is clearly demonstrated in the data that there is a concentrated and vulnerable low income, minority population of young children living adjacent to the pathway of many of the diesel trucks that will serve the project and downwind of the release point for the project’s other dust and particulate emissions. The DEIR is silent on the issue of children’s health and development and there is an ethical and legal obligation to address the health of South Vallejo’s children. The community thus far has not been meaningfully involved in decision making. The EPA states that “meaningful involvement” in environmental decisions means:

*“(1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health (2) the public’s contribution can influence the regulatory agency’s decision; (3) the concerns of all participants involved will be considered in the decision making process; and (4) **the decision makers seek out and facilitate the involvement of those potentially affected.**” (United State Environmental Protection Agency)*

Meaningful access requires sufficient notification, outreach and educational opportunities such that the community can understand the details of the project and its impacts. The Draft Environmental Impact Report is a complex document with thousands of pages of underlying reports full of scientific terminology and acronyms. It has not been provided in plain English, much less in any other language spoken in South Vallejo. **South Vallejo residents and families have the right to participation in decisions regarding their future and the City of Vallejo should be protecting that right.**

## **II. BACKGROUND ON CEQA AND ENVIRONMENTAL JUSTICE REQUEST**

Environmental justice concepts were incorporated into federal law during the Clinton administration. Among the various statutes relevant to environmental justice, CEQA is the key legislation governing the implementation of environmental justice as part of environmental review in California. Frequently the impetus and premise underlying environmental justice legislation is simple: historically when projects that are highly polluted and harmful to human health have been sited near human populations, they have been sited near low income populations of color. Thus the environmental burden and all of its related impacts have been borne by those already bearing the burden of discrimination and those with few resources to fight these projects. The result is that low income communities of color bear a disproportionately large share of negative environmental impacts and receive a disproportionately small share of environmental benefits.

Cumulative Effects: One of the key principles that underlie effective screening for environmental justice is that the environmental effects have a cumulative impact. In other words each individual effect from ORCEM VMT cannot be viewed in isolation; rather, all effects from ORCEM VMT must be viewed cumulatively. Furthermore, the effect of ORCEM VMT cannot be viewed in a vacuum but must take into account the cumulative existing, historical and future context and environmental conditions of the project. In the case of the ORCEM VMT project, the DEIR is inadequate because it does not include any effort to review temporally cumulative environmental impact and effects, nor does it review the additional social, economic, and health impacts and effects that result from the environmental change generated by the project. These additional areas of effects and impacts in the neighborhoods around the ORCEM VMT site would include but are not limited to: education and income resources in the neighborhood; access to healthy food; access to transportation; exacerbation and expansion of detrimental health conditions in the local population; declining residential home values, reduced health and educational quality at the local school, an additional burden of stress, reduced access for emergency services, reduced access to local natural resources and recreational opportunities, increased physical and social isolation, and impacted psychosocial health. Importantly, the DEIR does not adequately address the cumulative environmental burden surrounding the project site such as the historic pollution of Mare Island, the local wastewater treatment plant, the pollution from local highways and roads, and contaminated soils, riverbeds, and wetlands.

I HEREBY REQUEST (AGAIN) THAT A FULL AND ROBUST ENVIRONMENTAL JUSTICE ANALYSIS AND REPORT BE INCLUDED IN THE EIR FOR ORCEM/VMT AND THAT THERE BE A COMMUNITY OUTREACH AND EDUCATION PROCESS. THE JUSTIFICATION FOR THIS REQUEST INCLUDES BUT IS NOT LIMITED TO THE FOLLOWING:

- a) In the context of CEQA, South Vallejo will suffer disproportionate impacts from this project and its cumulative effects and fits screening criteria that show it should be subject to Environmental Justice Analysis and outreach process. The overwhelming preponderance of information pointing to the need for an environmental justice review includes:
  - South Vallejo is a low income community of color with a rich history but few financial assets. South Vallejo is a diverse community with strong cultural foundations and beautiful



traditions, but which still bears the burden of historic discrimination including decades of red-lining. This low income 'minority concentration' is exactly the type of community that Environmental Justice policy was designed for and that should be the focus of environmental justice analysis, outreach, and education.

- South Vallejo today is a community that faces both language and educational barriers that might make it difficult to get through the many thousands of pages of dense language, statistics, and legal /scientific terminology that are contained in the ORCEM VMT Draft Environmental Impact Report and related supplementary documents. The report was issued only in English with a brief 45 day review period. Linguistic isolation and education levels are also key environmental justice screening criteria.
- South Vallejo is home to a relatively high number of children *particularly children under 5 years of age whose health and development will be disproportionately and seriously impacted by the ORCEM VMT project if policy makers allow it to go forward*. The presence of young children is a key environmental justice screening criteria.
- South Vallejo and its neighborhoods are within a dense network of historic, local, and regional sources of environmental pollution. South Vallejo communities are downwind from Mare Island which is an historic and ongoing source of pollution (carcinogens in the air, heavy metals in dredge ponds and waters, PCBs in the soil and water.) Many people in the community, particularly those living on the ridge line who received the most pollution from the historic mill and from Mare Island Naval Shipyard suffer from cancer or are deceased from cancer. The community abuts a waste water treatment facility. The community is sandwiched between one of the most heavily traveled segments of freeway in the Bay Area, Interstate 80, and two other highways, Hwy 29 and Hwy 780. South Vallejo has asthma rates that are twice those of the State of California where it ranks in the 98<sup>th</sup> percentile<sup>2</sup> for concentration of people with asthma. There are high rates of cardio-pulmonary disease that would be exacerbated by the project. The cumulative impact of these factors and the additional burden of ORCEM/VMT are significant. The presence of significant cumulative environmental burden is a key environmental justice screening criteria.
- South Vallejo suffers disproportionately from negative health impacts and the community is likely to deteriorate if this project is sited there. According to the very recent Health Impact Assessment that was conducted as part of the City's General Planning process, the community and the 94590 zip code suffers dramatic disparities as compared to other parts of Vallejo, Solano County and the State. The 94590 zip code has higher rates of Emergency Room visits for unintended injury, assault, asthma, substance abuse, lung cancer, mental health, stroke, heart disease, hypertension, and diabetes than either Solano County or California.(OSHPD and Jacobson et al, 2015) Mortality rates from cancer and heart disease in the 94590 zip code exceed those of the county and the state while mortality rates in other Vallejo zip codes from these diseases are below those in Solano County (Jacobson et al, 2015 and CA Dept of Public Health, 2010-12.) Asthma is particularly problematic in South Vallejo and are higher than other parts of Vallejo and the County for both adults and children as

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<sup>2</sup> [Http://oehha.maps.arcgis.com](http://oehha.maps.arcgis.com)

shown in the South Vallejo Health Impact Assessment which states that “Promoting new development that meets current EPA standards ... can mitigate the incidence and presence of asthma” other information shared in that report includes the following:

“self-reported data calculated from the California Health Interview Survey, 21.5% of adults in Vallejo have been diagnosed with asthma (compared to just 13.7% of all California adults), and 16.1% of children have been diagnosed with asthma which is roughly 1% percent higher than Solano County as a whole (CHIS, 2014). According to the California Department of Public Health, in 2012 there were 1,319 asthma-related visits to the emergency room in Vallejo. Furthermore, the rate of asthma-related emergency room visits was 1.92 times higher (156.2) in South Vallejo (Zip Code 94590) than that of Solano County as a whole (81.3) (CDPH, 2014).” (Jacobsen et al, 2015)

b) The Process for Community Participation in Environmental Decision Making has been Insufficient. Community Has Been Denied Meaningful Involvement Thus Far

Environmental justice is not only about an equitable distribution of environmental harm and benefit across communities, it is also about the right to participate in decision making around ongoing pollution, proposed pollution and their impact on one’s community. A democratic decision making process and equitable opportunity to participate in that process for all citizens improves the likelihood that environmental risks and benefits will be evenly distributed across California. **Full participation and meaningful involvement has thus far been denied to the community of South Vallejo.** Low income communities of color are more likely to be under-represented in environmental decision making. The EPA states that “meaningful involvement” in environmental decisions means:

“(1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health (2) the public’s contribution can influence the regulatory agency’s decision; (3) the concerns of all participants involved will be considered in the decision making process; and (4) the decision makes seek out and facilitate the involvement of those potentially affected.” (United State Environmental Protection Agency)

Many who have been trying to find out information about the Orcem VMT have been told by those closely connected to the project say that it is “a done deal.” I respectfully request that the City of Vallejo demonstrate that it is conducting an open, inclusive, transparent, meaningful, and democratic decision making process by providing a full environmental justice analysis and report along with a related robust community outreach, participation, and education process.

c) Ethics, Equity, and CEQA Require South Vallejo to Receive Enhanced Notice and Educational Outreach and Consultant.

Environmental Justice and the EPA recognize that residents from affected communities may lack the technical expertise or resources (English language proficiency, access to quality legal representation, or simply the time) to effectively participate in the Environmental Impact Review process. The DEIR for ORCEM VT is hundreds of pages containing vast amounts of extremely technical material which is not broken down into clear language. Whether intentionally or unintentionally, the DEIR information is



presented in a way that is difficult to understand and obscures understanding of the impacts of the project impacts on communities. No clear and accessible summary is provided that would serve to educate the local community. This project is likely to impact local community health and quality of life negatively and dramatically for the entirety of the 65 year lease with no suggested benefits. Yet the outreach and consultation from the City of Vallejo to the immediately affected neighborhoods adjacent to ORCEM VMT has been minimal at best. In fact, the limited expansion of public input opportunities has only been in response to public pressure from a group of concerned citizens who had to the lengths of identifying and reserving a space in the local community center when the City had put forward no plans for a meeting in the affected community. As of the 3<sup>rd</sup> week of October, numerous local residents and businesses did not know of the project. I respectfully request that the City of Vallejo conduct a full environmental justice analysis and include expanded and extended public outreach and information gathering activities including focus groups related to community impacts, health impact analysis related to the social determinants of health, and other community health research related to asthma, chronic conditions, cancer, and other health conditions both among local residents and in local schools.

d) Efforts Must be Made to Address Language Barriers to Participation and Notification

Residents who do not speak English are effectively prevented from participation in environmental decision making when notice and materials are not provided in their languages. Several California statutes require that notices be in appropriate languages. All DEIR materials related to ORCEM VMT DEIR should be at minimum available in Tagalog and in Spanish with adequate time for review of those materials and appropriate educational and informational outreach. These materials should be available in hard copy and on-line at public accessible places with hours available to the working public. Please provide the DEIR and all meeting notices in Tagalog and Spanish.

e) The Context of the DEIR Review Process Suggest the Need for Additional Transparency from the City of Vallejo.

As mentioned above, there is a perception that decisions cannot be influenced by the public and that the process lacks transparency. The timing of the project is troubling with the DEIR coming out just as a new General Plan is being finalized that emphasizes health and well-being. Unfortunately, no information regarding ORCEM/ VMT was shared with Propel Vallejo planning participants prior to the DEIR publication despite their aligned timing and their misaligned propositions. The absence of prior consultation with residents despite the significant and avoidable impacts compounds the sense that the public trust has not been adequately considered. The seemingly rushed and limited review period relevant to the project complexity and the severity of the damage that will be done to the community leave have created the impression of willful exclusion of public participation whether that is true in reality or not. This is particularly palpable in the context of the historic discrimination borne by the neighborhood around the ORCEM/ VMT site. I respectfully urge an expansion of the DEIR review period to allow fuller public participation and inclusion of an environmental justice analysis. I also request that the City of Vallejo provide an analysis of the potential impact of this project of the feasibility of the General Plan scenarios.

### **III. VALLEJO EXCEEDS THE THRESHOLDS THAT REQUIRE ENVIRONMENTAL JUSTICE**

In order to show the requirement of an environmental justice analysis, a number of data sets, data sources, and tools were used including the EPA's EJ Screen GIS mapping tool, American Community Survey and Census data mapped and analyzed using a number of applications, and public information resources. The EJ Screen tool is a robust application designed to help sites understand the need for environmental justice:

*"The screening tool includes 12 environmental factors\*, 7 demographic factors, and a variety of EJ indexes\*. Each EJ index combines multiple demographic factors with a single environmental factor (such as proximity to traffic). The screening tool has Census block group resolution, and provides a number of capabilities, including color coded mapping, the ability to generate a standard report for a selected area, and comparisons showing how a selected area compares to the relevant state, EPA region, or the nation as a whole.*

*"Users should keep in mind that screening tools have substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas, such as Census block groups. Also, in many cases, data on the full range of environmental impacts and demographic factors in any given location will not be available directly through this tool, and **its initial results should be supplemented with additional information and local knowledge.**" (EPA, EJ Screen User Guide, 2015, emphasis added.)*

#### **KEY ENVIRONMENTAL JUSTICE SCREENING CRITERIA:**

South Vallejo neighborhoods and the applicant defined 'study area' in particular meet the thresholds which should trigger an environmental justice review. Federal law defines the primary screens for Environmental Justice as: 1) how many people in surrounding neighborhoods are below twice the federal poverty limit, and; 2) how many people are people of color. The Demographic Index in EJSCREEN is a combination of percent low-income and percent minority, the two demographic factors that were explicitly named in Executive Order 12898 on Environmental Justice. For each Census block group, these two numbers are simply averaged together. The formula shown in Map 1 below is as follows:  $\text{Demographic Index} = (\% \text{ minority} + \% \text{ low-income}) / 2$ . Calculated from the Census Bureau's American Community Survey 2008-2012. This map shows that census block group areas adjacent to the site and key areas in the vicinity are in the yellow 80<sup>th</sup> to 90<sup>th</sup> percentile or the more urgent orange 90<sup>th</sup> to 95<sup>th</sup> percentile of all areas in the country on federally mandated need for environmental justice review.

**Map 1: ORCEM/VMT Proposed Site and Surrounding Impacted Areas: -EJ Demographic Index: Percent Minority + % Low Income/ 2.**





Source: EJ Screen, Environmental Protection Agency

This next map, “Map 2: the Supplementary Demographic Map” contains an index of additional key indicators and screening criteria critical to the federal legislation. **If a place where a project has significant impacts is proposed for a location which ranks high on this index, the intent of the legislation was to require further research into impacts on that community and engagement with the community to ensure their full participation.** The indicators included in the Supplementary Demographic Index are an average of percent shares for 6 demographic factors Calculated from the Census Bureau's American Community Survey 2008-2012: percent minority population, percent low income (2x federal poverty level), percent linguistically isolated, percent with less than high school education, percent under age 5 and percent over age 64. The index shows that Census block group areas in proximity to the proposed ORCEM VMT site are severely impacted according to the criteria and data of the EPA. Most block groups in the area and In particular block groups located immediately East of Sonoma Blvd/ Hwy 29 and East of Mare Island Way and severely impacted and deserving of an Environmental Justice process Again these areas fall into in the yellow 80<sup>th</sup> to 90<sup>th</sup> percentile or the more urgent orange 90<sup>th</sup> to 95<sup>th</sup> percentile of all areas in the country on supplemental federal screening criteria mandated as indicating the need for environmental justice review.

**Map 2: ORCEM/VMT Proposed Site and Surrounding Impacted Areas -EJ Supplementary Demographic Index: % Minority, % Low income, Linguistic Isolation, Less than High School, Under Age 5, and Over Age 64.**



Source: EJ Screen, Environmental Protection Agency

While these maps provide valuable information, they don't align with the project study area as defined by the applicants. In order to align and environmental justice screening data with the DEIR, data was analyzed specific to the population within the ORCEM VMT DEIR study area. I used the EJ Screen tool to create a geographic polygonal area which reflects the limited boundaries of the project's health impacts as put forward by project proponents. In other words, I used geographic information systems to map data along the same boundaries as those used by the DEIR. The ORCEM/VMT proposed site impact area includes the census block areas adjacent to the project site along with the area on either side of the Lemon Street corridor from Curtola Parkway and the area on either side of Sonoma Blvd/Hwy 29 from Interstate 80 to Lemon Street. For this geography which constitutes the limited geographic area considered in the environmental impact and health discussion in the DEIR, census 2010 data show the minority population is 79%. **Thus the area defined by the DEIR as their study area represents a minority population concentration which is defined under CEQA guidance as a percentage exceeding 50 percent.**

The same polygonal geographic area was used with the EPAs EJ Screen to pull data from the 2008-2012 American Community Survey<sup>3</sup> ("ACS"). More than half of the households (58%) in that area have income under \$50,000 which is roughly two times the federal poverty level (the EPA environmental justice standard). This amount is much lower than the cost of living requirements for the San Francisco Bay Area.

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<sup>3</sup> The American Community Survey is conducted by the US Census Bureau annually and uses a sampling methodology that is somewhat less stable than the census at a small geography but offers more data variables. Reporting ACS data over combined, multiple years helps with the stabilization of the data. The additional data in the ACS report on the study area geography covers the years 2008 to 2012



Therefore, the combined minority concentration and poverty rates exceed that of Vallejo as a whole and exceed the threshold which should ethically require an environmental justice review.

Also in the same geography defined by the DEIR, US Census and ACS data tells us that children under 5 years old represent 8% of the population, children under 17 years of age represent 24% of the population, and senior citizens over 65 years of age represent 12%. The neighborhood is historically African American but today is 34% African American with additional diverse residents: the population in the applicant defined study area is 34% Hispanic and **29% of households do not speak English in the home and of those who are linguistically isolated 85% speak Spanish while 15% speak Asian Pacific languages (likely to mean Tagalog.)** At least 17% of adult residents have less than a high school education making it more difficult for them to review hundreds of pages of data, charts, graphs and technical terminology and simply understand the meaning for their health and that of their families. Map 3 shows the geography from which this data was drawn (pictured in parrot green with a red line around it). As stated above, the area correlates to the health impact area defined by the project proponents. In addition Map 3 also shows a red circle shaded yellow around the impact area, which represents a one mile buffer area (along with EPA registered sites of interest).

**Map 3: ORCEM/VMT Proposed Site Impact Area from DEIR Used for Data Analysis (Surround by One Mile Buffer and EPA Currently Registered Sites of Interest)**



**Reporting to the EPA**

- Toxic releases ■
- Water dischargers ■
- Air emissions ■
- Hazardous waste ■

## **URGENT FACTOR – ‘SENSITIVE RECEPTORS’ AND YOUNG CHILDREN IN SOUTH VALLEJO**

The many pages of the DEIR frequently mention “sensitive receptors” this term includes all people who may be negatively impacted, sickened, or killed by pollution or other environmental harms emanating from the ORCEM/ VMT project. Sensitive receptors include **infants, children, the elderly, and the chronically ill. Schools, day care facilities, convalescent homes and hospitals are of particular concern.**

Environmental impact will cause significant health effects as a result of ORCEM/ VMT activities and as a result of the particulate matter and caustic and cancerous substances and compounds ORCEM/ VMT will generate. The impact that can be expected from breathing particulate matter or exposure to the cancerous and other compounds that will be released by the project varies depending on the age of the individual and whether they live, work, and/or attend school in the vicinity of the project site. This may also be the case in the vicinity of the railroad lines. It is difficult to fully define whether sensitive receptors near rail lines should be considered as part of the DEIR since the document is not forthcoming as to what goods and materials specifically will be transported through the Vallejo Marine Terminal. This is particularly important given the aged state of the rail infrastructure in the City of Vallejo and the lack of any ongoing safety improvements. Please provide further information estimating the impact and effect that may accrue to those living along the rail lines specific to the range of expected goods that will be transported through the Marine Terminal. Please detail the potential risk and impacts from coal exports conveyed by rail<sup>4</sup>, tar sands oil, and any hazardous chemical or refinery related products.

Seniors: Individuals over 65 years of age are a significant portion of the population in the neighborhood and at places of their residence are sensitive receptors. They represent 12% of the population in the DEIR defined study area. Seniors are more sensitive to most to the impact of environmental pollutants and a range of health impacts. They are also subject to more social isolation than most and are more likely to suffer from access to sufficient basic needs. Please describe the most severe health risks associated with this project for seniors.

Children and Very Young Children: The federal base map of ethnicity and low income shows a frequent correlation of race and poverty. The additional lens identifying the presence of young children is important for a number of reasons. Young children are more vulnerable to conditions arising from the environment like asthma (McConnell, 2010) and to the negative health and development impacts of toxins. (Bateson, 2008) Low income children of color are also more likely to lack access to healthy food, healthy housing and health care. Young children of color are more likely to live in poor urban communities where pollutants are disproportionately concentrated – including unhealthy concentrations of ozone but also areas where more polluting sites are sited within or in proximity to their neighborhoods. The California Legislature in 1999 approved the Children's Environmental Health Protection Act (Senate Bill 25) which seeks to ensure that California's air quality programs that specifically protect the health of children and infants. The ORCEM /VMT site is in an area that is already exceeding air quality limits and the project exceeds a number of pollution limits and is therefore out of compliance with a number of statutes.

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<sup>4</sup> A current controversy and law suit over a flawed environmental impact process is underway in Oakland where marine terminal proprietor are attempting to ship coal to China through their new facility despite assurances during the approval phase that they would not ship coal.



The additional lens identifying the presence of young children is important for a number of reasons. South Vallejo has high proportions of young people and children under five are in high concentrations. Map 4 shows census tracts in proximity to the site is in the 95%+ range for the combined federal criteria of race and low income along with the number of children under 5 years of age. This factor on its own should require that further analysis and reporting be included in the DEIR to include an environmental justice analysis. In addition Grace Patterson Elementary School and a number of daycare centers are within a half mile of the ORCEM VMT fence line.

**Map 4: ORCEM/VMT Proposed Site and Surrounding Impacted Areas -EJ Supplementary Demographic Index with children under 5**



Source: EJ Screen, Environmental Protection Agency

There are also 382 children who attend elementary school during the academic year at Grace Patterson Elementary (see table below) many of whom reside outside of the applicant study area but who will essentially have additional exposure to ORCEM VMT impacts at school. Patterson Elementary enrollment consists of children who are approximately 93% minority with 48% Latino, 10% API (Asian, Pacific Islander or Filipino), and 33% African American. The school is .353 miles or 621 yards from the ORCEM / VMT site. It is likely with such close proximity that the school site will be severely impacted by the emissions of the hundreds of diesel trucks per day entering the site, the NOx and other emissions, and by any particle drift from the raw and finished materials on the site that will be kept in open three sided bins, or that will be on or off loaded there. Noise impacts are likely to be at such a level so as to disturb classes.

**Table 1: Grace Patterson Elementary: Student Enrollment by Ethnicity 2014**

School	Hispanic or Latino of Any Race	American Indian or Alaska Native, Not Hispanic	Asian, Not Hispanic	Pacific Islander, Not Hispanic	Filipino, Not Hispanic	African American, Not Hispanic	White, not Hispanic	2 or More Races, Not Hispanic	Not Reported	Total
Grace Patterson Elementary # Students Enrolled	185	2	7	5	28	127	19	5	4	382
Percent (rounded)	48%	.5%	2%	1%	7%	33%	5%	1%	1%	

Source: California Department of Education, 2015

Given that a number of census block groups in Map 4 concurrent with the ORCEM VMT study area and vicinity are shown to have percentages of low income residents of color under 5 years of age exceeding 95% of areas nationally, there would seem to be significant grounds for an environmental justice analysis. The presence of the elementary school is also serious grounds for concern given children’s heightened sensitivity to the impact of pollutants and the impact of negative social and environmental factors on their future life success. The City of Vallejo should be launching a process of outreach, education, and engagement for the local community. It is clearly demonstrated in the data that there is a concentrated and vulnerable low income, minority population of young children living adjacent to the pathway of many of the diesel trucks that will serve the project and downwind of the release point for the project’s other dust and particulate emissions. South Vallejo’s children already suffer from very high rates of asthma as shown in Table 2

**Table 2: Asthma Emergency Department Visits for Asthma  
Rate Per 10,000 Overall visits by Patient Zip Code**

Geography	Children	Adults	All
<b>South West Vallejo Asthma Zip code 94590</b>	<b>115</b>	<b>119</b>	<b>118</b>
<b>East Vallejo Asthma Zip Code 94591</b>	104	55	68
<b>California</b>	n/a	n/a	66.4

State of California, Office of Statewide Health Planning & Development, 2012

The DEIR is silent on the issue of children’s health and development and there is an ethical and legal obligation to address the health of Vallejo’s children. I request that the potential impacts on our youngest children in the project study area and surrounding areas be fully analyzed by the City of Vallejo and the applicant. The findings of such an analysis should be carefully weighed by those with the power to approve or deny this project application and, in accordance with the California Attorney General’s memorandum on Environmental Justice, they should provide full and transparent reasoning as to their decision to subsequently approve or deny the application.



#### **IV THE DEIR IS DEFICIENT IN ITS DISCUSSION OF HEALTH IMPACT OF ORCEM ON RESIDENTS AND ON YOUNG CHILDREN IN PARTICULAR**

An EJ analysis and the DEIR must consider more fully the impact of the project on all sensitive receptors: At a minimum the analysis to be conducted regarding young children and other sensitive receptors in the project study area and surrounding areas should include but not be limited to:

- Impact of the project on lung development and asthma:

There are a number of toxic air contaminants that will harm the most vulnerable residents of Vallejo and the areas surrounding the project study area if ORCEM/VMT becomes a reality. One of these is Diesel Particulate Matter due to heavy truck traffic using Vallejo's roads as haul routes, due to trains traversing the city, due to ships moored and running on their own (diesel) power at the VMT for days on end, and due to the operation of ORCEM facilities and machinery.

Diesel exhaust constitutes one of the most serious impacts of ORCEM/VMT and is a complex mixture of numerous individual gaseous and particulate compounds emitted from diesel fueled combustion engines. Diesel Particulate Matter is formed primarily through the incomplete combustion of diesel fuel. Diesel particulate matter is removed from the atmosphere through physical processes including atmospheric fall-out and washout by rain. Localized diesel impact by those in close proximity to traffic is particularly harmful and the applicant has provided no discussion of this. Please provide an analysis of the local impact of diesel exposure to those living near the roadway and in close proximity to ship and plant emissions. (Holguin, 2007)

In August 1998, the California Air Resources Board identified DPM as a TAC. The "CARB Risk Reduction Plan to Reduce Particulate Emissions from Diesel Fueled Engines and Vehicles and Risk Management Guidance for the Permitting of New Stationary Diesel Fueled Engines and Engines" was approved by CARB on September 28, 2000. The documents represent proposals to reduce DPM emissions with the goal of reducing both emissions and related health risk by 75% in 2010 and 85% in 2020. Clearly this objective has not yet been reached. Clearly this project would not be in compliance.

In addition the project will exceed maximum allowed NO<sub>x</sub> emissions. NO<sub>x</sub> is a chemical shorthand for nitrous oxide (NO) and nitrogen dioxide (NO<sub>2</sub>), common pollutants from internal combustion engines and other industrial processes like their drying operation. When released they combine with volatile organic compounds in the atmosphere under sunlight to form ground level ozone, a serious respiratory irritant. It damages lung tissue by reacting with it chemically. Significant levels of ozone pollution can be found in rural areas hundreds of miles downwind from urban industrial zones. The area already is out of compliance with the legal limits on NO<sub>x</sub> and this additional burden elevates the risk of asthma and other diseases to the residents of South Vallejo already bearing the disproportional burden of environmental health effects and health disparities.

- Impact from Exposure to and/or inhalation of fugitive dust

Many materials that will be utilized in production at ORCEM are hazardous substances when inhaled, and the airborne dust particles that are formed when the material containing the slag, clinker, and gypsum are

moved, broken, crushed, and milled pose potential health risks. These materials include gypsum, Portland cement clinker and the industrial waste produced by steel mills known as blast furnace slag. The ORCEM facility will move these materials through several steps from shipping to milling / grinding to mixing to packaging. The final GGBFS product is the consistency of powdered sugar. As documented in the DEIR, there is the likelihood of fugitive dust at most steps of the process so these dangerous materials will be emitted by the project as fugitive dust. Materials data sheets show the dangers of exposure to Ground Granulated Blast Furnace Slag. They document that blast furnace slag components can vary depending on the components that were in the ore used at the steel mill. One of the potential components of blast furnace slag is hexavalent chromium or chromium six a confirmed carcinogen and suspected transgenetic carcinogen, meaning the genetic damage done from this chemical can be passed on to children. Materials data sheets for slag warn of chemical burns on skin and danger of inhalation or other exposures. Reports have documented the presence of fugitive dust from materials used in slag cement mills at a range of one half mile from the emission site. Please describe in detail the dangers of exposure to ground granulated blast furnace slag through skin contact, eye contact inhalation and ingestion (little children do play outside). Please identify the potential health impact on young children who inhale dust containing any of the constituent materials in ORCEM GGBFS Cement. Please provide a realistic projection of the dust exposure of sensitive receptors within one half mile, one mile, and two miles of the plant. Please segment this data by children under 5 years of age, children from 5 – 17 years of age, adults between 18 and 65, and adults over 65 and by ethnicity and income. Please be sure that this data includes modeling of local winds over at the site using satellite GIS data on local wind patterns. Please ensure this takes into account wind patterns at various points in the year and at different hours. Please ensure that the modeling accounts for potential high winds and drift from open materials piles on site. Please ensure that the analysis takes into account localized data rather than generalizing from large area data.

- Potential impact on child brain development.

Children's health research coming out of Harvard University's Center for the Developing Child has underscored the importance of the first five years of a child's life to their healthy brain development and their ultimate success in school and life. State of the art brain research has documented that young children who are exposed to multiple stressors in their early years will suffer from impaired social, emotional and brain development. This impacts their readiness and success for school and their ability to be successful in life. State of the art brain imaging research has documented that young children who are exposed to multiple stressors in their early years will suffer from impaired social, emotional, and brain development. This impacts their readiness for and success in school and their ability to be successful in life. Children in South Vallejo are already subject to multiple stressors. Many children in the neighborhood are hungry. Many are growing up with one parent who is struggling to care for the family. Many suffer from lack of sufficient income and lack of basic needs. Many children witness violence in the neighborhood, breathe unhealthy air, and have insufficient access to preschool.

- 3.12 Impact of project rail traffic on emergency vehicle access and access to emergency health care throughout Vallejo.

The additional truck traffic and closure of intersections throughout Vallejo due to rail traffic is not fully considered by the DEIR. The analysis in the DEIR suggests that typical waiting time for trains at



intersections will be seven minutes or more. Multiple intersections in key areas of ingress and egress in South Vallejo and to other neighborhoods in the city can be blocked at the same time. Rail lines cross on Sereno Drive within one block of Kaiser Hospital, of the most important sources of emergency services and a “sensitive receptor” per the DEIR. Please detail the maximum potential impact on ambulance and fire service access throughout the City of Vallejo that is likely to result from the increased rail traffic of ORCEM/VMT. Please describe the maximum potential delay that will be experienced by patients on their way to the emergency room at Kaiser Hospital in Vallejo when trains are present. Please describe the maximum potential delay for fire services responding to calls in South Vallejo and elsewhere when maximum train and truck traffic are present in various parts of the city. Please confirm that notice regarding this project has been provided to Kaiser Hospital and other emergency service providers.

- ES 3 and elsewhere – Insufficient information is provided on the VMT and potential impact of materials shipped through VMT, and transported by truck and rail to and from VMT

The DEIR states, “as an operational deep draft facility (allowing vessels with a vertical distance between the waterline and the bottom of the ship approximately 38 feet), the VMT Terminal is anticipated to handle a wide range of commodities including the following: feed grains, manufactured steel, timber/lumber, rock, aggregate, ores, and related materials (including granulated blast furnace slag (GBFS), Portland cement clinker material (clinker) and related materials), Marine construction materials, gypsum.” Please describe all potential imports through the port and whether they will then travel by rail or truck to other destinations. Please disclose whether there is a possibility of importing garbage, tar sands, coal, or any other chemical or petroleum product. Please disclose relevant regulation preventing or enabling VMT to handle materials beyond those listed in the DEIR in the future and what controls exist over the content of materials that would be shipped to and/or from VMT and moved to and/or from VMT either by rail or by truck. Please describe any caustic, volatile, carcinogenic, or other dangerous chemicals or materials that may pass through the terminal. Please describe the potential drift of or off-gassing from of all of the previously mentioned materials and the potential health hazards emanating from them during their handling and transport. Please describe how these drifts, off-gassing and hazards may impact residents and sensitive receptors both in the project study site and along relevant rail routes through the City of Vallejo, Solano County, Napa County, and Contra Costa County.

## **V. COMMUNITY HEALTH IMPACTS ARE NEITHER FULLY DISCLOSED NOR FULLY DISCUSSED IN THE DEIR**

The DEIR has hundreds of pages of analyses related to particulate matter that will be emitted by both ORCEM and the VMT but claims they will not have significant impact on health. Yet there is not mention of the existing and serious problems of asthma<sup>5</sup>, respiratory disease, cancer<sup>6</sup>, and cardio-pulmonary disease

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<sup>5</sup> Asthma rates in Vallejo are double those of California and are among the highest in the state. OSHPD data show high emergency room visits from the 94590 zip code (OSHPD 2012). Data on the CalEPA EnviroScreen website show Vallejo in the 98<sup>th</sup> percentile of asthma rate severity for California. Recent focus groups show that local youth identify asthma as a growing problem in their age groups. (Kaiser Vallejo.)

<sup>6</sup> According to the California Cancer Registry, cancer rates in Solano County consistently exceed those of California and are the 5<sup>th</sup> highest in the state. Cancer rates for African Americans in Solano are significantly higher than rates of all residents. Conversations with residents anecdotally suggest that rates in the South Vallejo neighborhood are very high.

that already exist in the community. Particulate matter has serious health consequences for human health. Young children, the elderly and those with existing respiratory challenges such as asthma are particularly susceptible to the potentially debilitating and even deadly impact particulate matter. PM10 is a larger size particulate matter and PM 2.5 is a smaller size particle. Particulate matter for this project will include fugitive dust which will likely contain the components of the GBFS Cement (the various components of GBFS, Portland clinker, gypsum and all other materials being milled). Particulate matter in the air will come from the emissions from the plant operations, from large ships that will be docked under their own power (often diesel power) for days at a time (the applicant has refused to provide shore power), and from thousands of diesel trucks and the many trains that will traverse the neighborhood weekly. .

3.2.1 Air quality and health: The California Health and Safety Code Section 41700 says the following: “This section of the Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any of those persons or the public...” In light of the known health hazards associated with nitrogen oxide emissions and the significant and unavoidable release of these pollutants during the project’s operational phase, how many persons in the project study area will be impacted by the release of Diesel Particulate Matter, a known carcinogen? How many persons in the study area specifically, and in the area of Vallejo West of Highway 80 currently suffer from respiratory ailments or disease that could be exacerbated by exposure to additional DPM, nitrogen oxide, PM10 and PM2.5. Please include an assessment of cumulative effect and their influence on morbidity and mortality from these ailments and diseases in Vallejo and the South Vallejo area. How many people in the current study area and in the broader potential impact area have other health conditions that could be exacerbated by these pollutants? What is the likelihood, statistically weighted to reflect the age and demographic profiles of residents, that persons will suffer from the combined effects of ORCEM VMT as it relates to Section 41700?

3.2.1 Air quality and emissions from ships. Clearly the ships are the major contributors of diesel particulate matter. What is the additional estimated morbidity and mortality among the exposed population as a result of idling ship engines in port? What is the incidence of respiratory illness that will be initiated or aggravated among the exposed population as a result of ships idling in port to generate power? What reduction in emissions could be achieved by providing shore power?

3.7 and 3.2.1 Fugitive dust containing GGBFS milled to a fine consistency is likely to escape from multiple sources and possibly during transport. The GBFS material is also likely to blow from the open piles of material much as does drifting sand at the beach. In Camden, New Jersey, the historically African American community of Waterfront South has been subjected to fugitive dust from a slag cement facility sited in their community. The State of New Jersey produced a report documenting significant quantities of fugitive dust in sites up to one half mile radius from the plant<sup>7</sup>. Anecdotally, residents I have spoken to have said that the dust is everywhere in the neighborhood abutting the plant and that the slag itself drifts into the neighborhood. It is notable that the slag is kept in open piles in the manner proposed by ORCEM in the DEIR. The composition and toxicity of drifting and fugitive dust containing cement and ground granulated

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<sup>7</sup> Lioy, P et al, UMDNJ, Final Report: Contribution of Particle Emissions from a Cement Related Facility to Outdoor Dust in Surrounding Community, Robert Wood Johnson Medical School and Environmental and Occupational Health Sciences Institute, 2009.



blast furnace slag is a health hazard to local residents and while the DEIR claims the dust will be contained, this has not been successfully accomplished in Camden, New Jersey. The map below shows the half mile radius from the plant where dust is likely to spread. The dust from ORCEM will cover streets which are walking routes for children going to school and for parents going to work. It will adhere to shoes and be tracked into homes, schools and businesses. The Grace Patterson Elementary School is within the half mile intensive dust drift impact area. Residents will be unable to safely work in gardens. Local parks will become unsafe places for children to play. Local homes will become toxic traps.

**Map 5: Half Mile Intensive Dust Impact Area Around ORCEM/ VMT Site**



Please include the projection by weight of the potential quantity of fugitive dust annually in the project study area. Please include the expected percentage increase of detectable dust at a level below two meters in a 1 mile circular area, a ½ mile circular area and a ¼ mile circular area surrounding the ORCEM site. Please describe the potential exposures of a child under 5 years of age who lives within one half mile of the site and plays in the local parks on the grass and is thusly exposed to both indoor and outdoor levels of dust daily. Using the worst case scenario for the potential toxic content of slag (including hexavalent chromium) please analyze the potential health impact of this dust on individuals within the project area. Please also analyze the potential for cancer and lung disease that might occur due to the cumulative impact of this dust and other pollutants. The target for fugitive dust control aims for 95% capture at multiple material transfer stages per the DEIR. What is the actual cumulative quantity of fugitive dust emissions from the 5% that escapes at each step in ORCEM’s transfer and processing without any mitigation measures? What is the baseline 100% quantity of potential fugitive dust by weight and by volume that is generated at other slag cement plants in the United States and at ORCEM’s facilities abroad? Please provide all studies produced regarding fugitive dust at ORCEM sites and include details on dust suppression efforts, fugitive dust measurement, regulatory frameworks, and any complaints by local community members regarding ORCEM emissions and dust.

3.7 and 3.2 Slag, Fugitive Dust and Hazardous Materials. Materials Safety Data Sheets for granulated blast furnace slag from different sources around the world reveal that a variety of hazardous materials such as carcinogenic hexavalent chromium, lead, and zinc oxides and calcium sulfide which highly toxic to aquatic life may occur in significant amounts. This varies because this is the industrial waste from steel production and the ore that goes into steel production can contain many residual materials. While the project proponents say they will import “clean” waste from Japan, there is no guarantee that over the 65 year

ORCEM lease the sources and content of the slag will not differ. Please provide a full analysis of the dangers of all potential components of GBFS assuming the 5% escape of fugitive dust. How will ORCEM verify the composition of the slag in each shipment from each source? What would guarantee that some of the water used in dust control would not make its way into the marine environment carrying material that is toxic to marine life? What commitment and guarantee has ORCEM made to environmental remediation prior to the inundation of the site which is projected to occur with sea level rise within the time frame of the 65 year lease? What guarantee is there that the City of Vallejo will not have to pay for such remediation?

## **VI. CUMULATIVE INDIVIDUAL AND COMMUNITY HEALTH IMPACTS: LEGAL REQUIREMENTS TO LOOK BEYOND THE IMMEDIATE EFFECTS OF ORCEM AND TO INCLUDE BROADER, CUMULATIVE CURRENT AND HISTORIC POLLUTION**

While the DEIR provides extremely limited analysis of cumulative health risk and cumulative impact, the principles of environmental justice require us to consider a broader set of health impacts and how they interact and result in community health effects. The Attorney General's memorandum on environmental justice is instructive in this matter.

*“Environmental Setting and Cumulative Impacts There are a number of different types of projects that have the potential to cause physical impacts to low-income communities and communities of color. One example is a project that will emit pollution. Where a project will cause pollution, the relevant question under CEQA is whether the environmental effect of the pollution is significant. In making this determination, two longstanding CEQA considerations that may relate to environmental justice are relevant – setting and cumulative impacts.*

*“It is well established that “[t]he significance of an activity depends upon the setting.” (Kings County Farm Bureau v. City of Hanford (1990) 221 Cal.App.3d 692, 718 [citing CEQA Guidelines, § 15064, subd. (b)]; see also id. at 721; CEQA Guidelines, § 15300.2, subd. (a) [noting that availability of listed CEQA exceptions “are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant.”]) For example, a proposed project’s particulate emissions might not be significant if the project will be located far from populated areas, but may be significant if the project will be located in the air shed of a community whose residents may be particularly sensitive to this type of pollution, or already are experiencing higher-than-average asthma rates. A lead agency therefore should take special care to determine whether the project will expose “sensitive receptors” to pollution (see, e.g., CEQA Guidelines, App. G); if it will, the impacts of that pollution are more likely to be significant.<sup>3</sup>*

*“In addition, CEQA requires a lead agency to consider whether a project’s effects, while they might appear limited on their own, are “cumulatively considerable” and therefore significant. (Pub. Res. Code, § 21083, subd. (b)(3).) “[C]umulatively considerable’ means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future <sup>3</sup>*

*“[A] number of studies have reported increased sensitivity to pollution, for communities with low income levels, low education levels, and other biological and social factors. This combination of multiple pollutants and increased sensitivity in these communities can result in a higher cumulative pollution impact.” Office of Environmental Health Hazard Assessment, Cumulative Impacts: Building a Scientific Foundation (Dec. 2010), Exec. Summary, p. ix, available at <http://oehha.ca.gov/ej/cipa123110.html>. projects.” (Id.) This requires a local lead agency to determine whether pollution from a proposed project will have significant effects on any nearby communities, when considered together with any pollution burdens those communities already are bearing, or may bear from probable future projects. Accordingly, the fact that an area already is polluted makes it more likely that any additional, unmitigated pollution will be significant. Where there already is a high pollution burden on a community, the “relevant question” is “whether any additional amount” of pollution “should be considered significant in light of the serious nature” of the existing problem. (Hanford, supra, 221 Cal.App.3d at 661; see also Los Angeles Unified School Dist. v. City of Los Angeles (1997) 58 Cal.App.4th 1019, 1025 [holding that “the relevant issue ... is not the relative amount of traffic noise resulting from the project when compared to existing traffic noise, but whether any additional amount of traffic noise should be considered significant in light of the serious nature of the traffic noise problem already existing around the schools.”])” (Kamala Harris, CA Dept of Justice, 7/10/2012)*

This DEIR uses geography at its convenience. Local and serious sources of contamination are ignored for being more than a few hundred feet away while other intensive local contamination is discounted as being merely regional in nature. For example, claiming that exposure to traffic and Diesel Particulate Matter has only a regional impact flies in the face of common sense and science (McConnell, 2010, op cit). Anyone who has been stopped behind a diesel truck and smelled the exhaust fumes containing DPM knows that proximity makes a difference in exposure levels. As it stands, the current analysis of cumulative health impacts is deficient and a further definition and investigation of cumulative health impact and cumulative environmental impact is clearly merited. Please provide a revised cumulative impact analysis which takes into account proximity and the following factors and questions.

3.2 40-41 The draft environmental impact report does not utilize a reasonable study area to address many aspects of cumulative impact in this report and identifies only three sources of cumulative impact. Why are sources of cumulative impact so very limited in nature? What is the cumulative impact of all sources of pollution within a 1 mile radius and a 2 mile radius respectively? What is the appropriate spatial area to be considered for each type of cumulative impact? What are the additional sources of cumulative impacts if we consider the geography of drift materials and TACs from rail cars and trucks? Has the geographic area around rail road tracks throughout the City of Vallejo or around key roadways where diesel trucks travel been included in the analysis of cumulative sources of that impact? Have people who reside along the rail lines throughout Vallejo been notified directly by mail about the availability of the DEIR? What other types of outreach has been done with them?



Please provide the appropriate unit of geographic analysis in relation to each potential impact and the appropriate temporal framework. Please use sufficient and appropriate geography to assess cumulative impact of ORCEM VMT and include historical, current, and projected sources of risk. “The Council on Environmental Quality (CEQ) guidance for identifying an ‘affected community,” requires consideration of the nature of likely project impacts and identification of a corresponding unit of geographic analysis.” Therefore the area of potential impacts / effects and identification of a corresponding unit of geographic analysis must correspond to the area of effect associated with the specific environmental issues analyzed in this DEIR. Areas of potential effect can differ somewhat for each environmental issue. What is the appropriate relevant geography where any impact significant or otherwise will be felt for each element of the DEIR analysis?

3.2 Clearly the type of impact being considered should have the appropriate geography associated with it. In considering cumulative impact of toxins and hazardous materials, the DEIR must expand its focus beyond the narrowly defined study area. The limited assessment of sources of current pollution used to assess cumulative impact creates an erroneous conclusion that there will be very limited potential cumulative harm from this project. Local pollution sources in South Vallejo and Mare Island along with nearby micro-regional networks on the Carquinez Straits constitute sources of negative effects. Please provide an expanded analysis of cumulative impact and sources of toxins, pollution and hazardous substances to which should be seen as contributing to cumulative impact. The analysis should include but not be limited to:

- Nearby Hwy 80 as a source of air pollution. This is not mentioned in considering cumulative impacts and air pollution. Please provide a local baseline reading of air pollution rather than a reading from Tuolumne Street.
- Mare Island Naval Shipyard: The DEIR does not consider the largest historic sources of cumulative environmental impact in Vallejo. There is silence in the DEIR regarding the role of Mare Island Naval Shipyard in the cumulative impact of toxins and pollutants for residents and the environment surrounding the Sperry Mill site. The DEIR should consider cumulative impacts on the population and in order to do this must consider historic pollution emanating from Mare Island Naval Shipyard across the Mare Island Straits which was the source of air borne discharges and fugitive release of PCBs, lead, Chromic Acid, Hexavalent Chromium, and many other toxins and pollutants over 100 years of operation. These toxic releases often exceeded recognized Permissible Exposure Levels for the time or no attempt was made to limit exposure and release because toxicity was not recognized at the time. For example, historically the Permissible Exposure Level for chromic acid was 0.1 milligrams of Chromic Acid per cubic meter of air. It has since been reduced to .005 milligrams per cubic meter of air. There are documented releases of excessive airborne chromic acid on Mare Island, and PCBs have been the subject of recent clean-up efforts on Mare Island. Today Hexavalent Chromium and PCBs are now known to be powerful carcinogens with Chromic Acid now suspected to also cause trans-generational inheritable genetic damage. Long term residents of the South Vallejo neighborhoods are likely to have received ambient and windborne exposure to toxins such as these and many of these substances may be in the soil locally are confirmed to be in the sediments of the Mare Island Strait. What is the potential cumulative impact for elderly residents who were likely exposed to contaminants from Mare Island during its

operation and for ongoing exposure from drift of dust from dredge ponds and other sites on Mare Island? What is the potential exposure for those who worked on Mare Island or whose family members worked on Mare Island and were likely exposed to Asbestos, PCBs, Chromium, and other contaminants at work and at home in South Vallejo.

- The Napa River/ Mare Island Strait river bed and its Sediments: these are immediately adjacent to the site and constitute a hazard and potential source of carcinogenic material. Given the plan to dredge the river this should be considered in calculations of cumulative cancer risk.
- Historic Flour Mill: What is the contribution to cancer risk from historical exposure to toxins resulting from historical operations of the flour mill at the site? Please analyze cumulative exposure for elderly residents who were present during the operation of the mill who endured long term exposure to diesel and other fumes from trucks, trains and operations. Anecdotal evidence points to cancer among long term residents close to the site. Please also compare the level and type of pollution and number of trucks from the final years of the flour mill's operations with the intensified use proposed in the ORCEM/VMT project.
- Waste water treatment facility: The Vallejo Sanitation and Flood District's Ryder Street Waste Water Treatment Facility is adjacent to and not included in the study area. Its impact has not been considered as part of cumulative health impact. What is the contribution to cancer and other health impact risk from past, current, and future exposure to toxins or unhealthy bacteria from water release, off gassing or other incidents at the adjacent waste water treatment facility on Ryder Street?
- The broader micro-region of the Carquinez shoreline corridor including the shores of Solano and Contra Costa County: The shoreline of the Carquinez straits is dotted with highly polluting facilities and toxic sites. The South Vallejo neighborhood and indeed all of Vallejo is already breathing many of the releases from these facilities. The micro-region is increasingly inhospitable to wild-life and human life. Existing polluters are attempting to intensify the production using extreme and dangerous pollutants (tar sands) and the entire area will be subject to sea level rise in coming decades. The Vallejo Marine Terminal in particular will tie Vallejo more directly into a network of petroleum refineries and other toxic polluters and the DEIR has provided insufficient detail on the risk of this tie in. Map 6 below shows the geographic position of Vallejo (with the Orcem site just beyond the edge of the map) which receives pollution from these networks but which is no longer a critical contributor to that pollution. Surely, the regional position of this project and the potential intensification of these polluting networks should be considered in the DEIR. Please provide full disclosure of potential planned or potential rail and marine links with existing facilities and businesses on the Contra costa and Solano shoreline pictured in Map 6. Please disclose any products that may be shipped through VMT that would serve industries pictured in this map. Please discuss the level, composition, and impact of pollution from the industries pictured in this map on the City of Vallejo in general and on nearby South Vallejo in particular.

**Map 6: Solano South Shore – Contra Costa County North Shoreline Network of Industry Refineries, Toxic Releasers, Superfund Sites, Marine Ports and Terminals, and Rail Connections.**



Source: Bay Area Refinery Corridor Coalition, <http://www.bayarearcc.org/karkinbioregion/>

## VII. THE CUMULATIVE IMPACT ON THE SOCIAL, PHYSICAL, AND ENVIRONMENTAL DETERMINANTS OF HEALTH IN SOUTH VALLEJO

3.2 and other: Cumulative environmental effects can also manifest via social, economic and other pathways. What are the cumulative impacts taking into account environmental justice approach and the social, economic and environmental effects and health impacts? Please account for multiple pathways of effects and the synergistic impacts resulting from the ORCEM/VMT. The Office of the California Attorney General, Kamala Harris has stated:

Although CEQA focuses on impacts to the physical environment, economic and social effects may be relevant in determining significance under CEQA in two ways. (See CEQA Guidelines, §§ 15064, subd. (e), 15131.) First, as the CEQA Guidelines note, social or economic impacts may lead to physical changes to the environment that are significant. (Id. at §§ 15064, subd. (e), 15131, subd. (a).) To illustrate, if a proposed development project may cause economic harm to a community’s existing businesses, and if that could in turn “result in business closures and physical deterioration” of that community, then the agency “should consider these problems to the extent that potential is demonstrated to be an indirect environmental effect of the proposed project.” (See *Citizens for Quality Growth v. City of Mt. Shasta* (1988) 198 Cal.App.3d 433, 446.)

Second, the economic and social effects of a physical change to the environment may be considered in determining whether that physical change is significant. (Id. at §§ 15064, subd. (e), 15131, subd. (b).) The CEQA Guidelines illustrate: “For example, if the construction of a new freeway or rail line divides an existing community, the construction would be the physical change, but the social effect on the community would be the basis for determining that the effect would be significant.” (Id. at § 15131, subd. (b); see also id. at § 15382 [“A social or economic change related to a physical change may be considered in determining whether the physical change is significant.”]) (Kamala Harris, *ibid.*, 7/10/122)



Please review the impact of ORCEM VMT on the social, physical, and environmental determinants of health in South Vallejo. The ORCEM /VMT DEIR does not adequately assess environmental impact on health and is deficient in this regard. An adequate DEIR should provide a full “Health Impact Assessment” (“HIA”) that fully details how environmental impacts stemming from the ORCEM/ VMT project will cause both direct and indirect impacts to the health of the community along multiple and often synergistic pathways. It is important to keep in mind the current state of epidemiological and health research that clearly demonstrates that the place that you live has a huge impact on your health (Diez-Roux, A.V., 2002) Researchers have shown that 85% of our health is determined by social and environmental factors. Risk factors such as lack of access to parks and places to exercise, air pollution, water pollution, lack of access to transportation, lack of safety, noise, and so on balance themselves against protective factors such as access to healthy food, neighborhood infrastructure that encourages exercise and physical activity, clean air and water, transportation to jobs, safety, etc. Poor health outcomes can be generated by or worsened by an individual’s interaction with the social and environmental determinants of health where they live. Healthy People 2020 states on their website:

“Social determinants of health reflect the social factors and physical conditions of the environment in which people are born, live, learn, play, work, and age. Also known as *social and physical determinants* of health, they impact a wide range of health, functioning, and quality-of-life outcomes.” (Healthy People 2020, accessed October, 2015)

Examples of ***social determinants of health*** include whether or not you have:

- Availability of resources to meet daily needs, such as educational and job opportunities, living wages (Kawachi et al, 1997)
- Access to healthful foods
- Exposure to negative social norms and attitudes, such as discrimination
- Exposure to crime, violence, and other dangers
- Social disorder, such as the presence of trash
- Social support and social interactions (community)
- Socioeconomic conditions, such as concentrated poverty
- Access to quality schools
- Available transportation options that can get you to work, services, resources, social events, etc. (Frank, 2001)
- Access to public safety services (police, fire, ambulance, etc)
- Exposure to residential segregation and inequitable public services and resource access

Examples of ***physical and environmental determinants*** include whether or not you have:

- A healthy natural environment, such as plant life, local fauna, stable weather, or climate change
- Access to clean air and clean water
- A built environment, such as buildings or transportation routes that encourage other positive health outcomes (Frank, *ibid*)
- Worksites, schools that are safe and healthy
- Recreational settings and infrastructure that either encourage or prevent physical activity (bike lanes, walking paths, etc.)(Frank, *op cit*)

- Housing, homes, and neighborhood settings
- Exposure to toxic substances and other physical hazards (Ellen, IG, 1997)
- Physical barriers, especially for people with disabilities (Balfour, J.L, 2002)
- Reasonable levels of noise, particularly at night.
- Aesthetic elements, such as good lighting, trees, or benches

Clearly a number of these determinants constitute pathways along which the environmental impact of ORCEM /VMT is likely to have a negative effect on the health and well-being of residents in South Vallejo. This includes direct, cumulative, and/or synergistic effects.

- Within an expanded environmental justice analysis, please analyze and report on the role of food deserts and diet in cumulative impact. It is a known fact that our country is experiencing a food based health crisis. Low income neighborhoods often have little access to fresh fruits and vegetables that are critical to maintaining personal health. South Vallejo is a known food desert with only a liquor store and small Latino grocery providing food access. South Vallejo residents also have little access to transportation that can bring them to stores outside of their area consigning them to purchase food from the few sources available to them. South Vallejo is a known hot spot for food insecurity. Please analyze and report on the role of food insecurity on health in South Vallejo and its potential exacerbation on the health of sensitive receptors in South Vallejo. Please analyze the likelihood that the ORCEM /VMT project would be likely to prevent the development of businesses selling healthy food in the neighborhood or would damage the only local small grocery store, La Rosa on Sonoma Blvd. in the future.
- Within an expanded environmental justice analysis, please consider limited access to open space and recreation in assessing cumulative impact: Please consider related health impact of inequitable distribution of environmental benefits. It is too often the case that low income communities of color have access to fewer recreational amenities. Despite being so near the water which could be a recreational resource, South Vallejo has limited access to open space and recreation and has limited access to transportation. This is a factor that came out strongly in recent Health Impact Assessment / General Plan meetings: that people desire more walking trails and in particular access to the shoreline. Access to local parks is obstructed by busy roads, freeways, and highways and sidewalks in the neighborhood are incomplete. Few safe walking and exercise opportunities are available. Access to the water is obstructed and limited. While there are some green spaces in South Vallejo, walking to these spaces may be dangerous particularly for young children. Lake Dalwick Park and playground on Lemon Street is served by street crossings on what would be one of the two main routes for the 279 diesel trucks per day which would traverse this route and the Sonoma Blvd route to and from ORCEM/ VMT. The old Sperry Mill site is currently zoned for recreational use by the GVRD to be part of an open space and hiking trail that would be linked to the Bay Trail. The completion of this trail would provide walking access on the riverfront for residents of the neighborhood linking the neighborhood to the rest of the Vallejo waterfront. This would be a significant amenity for residents young and old and would be an important public health amenity for the lower Lemon Street neighborhood which is one of the more isolated areas of South Vallejo. It is notable that the ORCEM / VMT offers “off-site mitigation” to compensate for re-zoning this land

for use by ORCEM/VMT and to mitigate the impact of the loss of these recreational health resources. What is the cumulative future impact of re-zoning the land currently zoned for use by GVRD and for potential recreational use, to a heavy industrial use? The mitigation proposed for the loss of this access to the water is the provision of a kayak launch ramp in the Vallejo marina area. Anecdotally it is reported that the vast majority of South Vallejoans in this neighborhood neither own kayaks nor know how to swim. Please provide an estimate of the number of residents in the South Vallejo neighborhood who own kayaks or are sufficiently trained in swimming and water safety to kayak on the Mare Island Straits.

- 2.4.4 Within an environmental justice analysis please provide the potential and likely health benefit to residents of the study area of a kayak launch ramp in the marina. Seizure of public right of way and access to the shore line increases inequity despite the mitigation benefits from a kayak ramp. Taking away public access to the shoreline and obstructing the potential for the Bay Trail to traverse the shore of the Napa River will have a huge future opportunity cost to the neighborhood and the public at large that will have an impact for generations. The South Vallejo neighborhood particularly the portion of the neighborhood immediately between the site and Sonoma Blvd. are cut off from access to a park and are as mentioned above deficient in financial and transportation resources. The planned Bay Trail expansion and public access to the river constitute an accessible and significant benefit to the community. On the other hand a kayak ramp is accessible only to people who have kayaks, know how to kayak, know how to swim, and can get to the kayak launch site in the marina area. A study by the Outdoor Recreation Foundation showed kayakers were 89% Caucasian and middle to upper income. (Outdoor Recreation Foundation, 2006.) In other words, the mitigation proposed serves to further the inequitable distribution of environmental benefits by providing benefit to those outside of the community and costs to those within it. Please provide the estimated number of South Vallejo residents who are likely to utilize this kayak launch amenity offered as off-site mitigation. Please provide the rationale for this mitigation.
- 3.240-41 and elsewhere. Please include a thorough assessment of the cumulative impact of ORCEM VMT on schools and school populations. Schools are among the sensitive receptors as defined by the DEIR. Schools in low income are frequently close to unhealthy sources of air and environmental pollutants. The Grace Patterson Elementary School is located 600 yards from the site of the ORCEM plant in addition to being located near Hwy 29 and Interstate 80. Children at this school will not only suffer from diesel particulate matter but will be in sufficient proximity to the site and in the wind pattern of the onshore flow such that they will be exposed to fugitive toxic dust emissions. Please show the amount and type of pollutants, including dust, pm2.5, pm10, and others considered in the DEIR, that young children at the Grace Patterson elementary school will be exposed to. Please be specific as to the potential for hexavalent chromium and other pollutant exposure. Please use satellite windspeed data and Geographic Information Systems to model the most intensive wind patterns at various times of day and times of year within a half mile of the ORCEM site in order to gauge exposure to emissions and dust. Please analyze the full exposure of children at Grace Patterson Elementary school to DPM and include a study of proximity to the source of diesel in the calculations: this analysis should include exposure for those who ride school buses. Please describe the increased cancer risk and increased risk of asthma for children attending the school for school staff who might be exposed over the duration of their entire career at the school. Please also



include the information specific to children attending transition kindergarten or local preschools and daycare centers in the neighborhood.

- Economic impact and cumulative Environmental Impact: Within an expanded environmental justice analysis of cumulative impact please analyze the impact on property values in the neighborhood adjacent to the ORCEM VMT site that will result from the project. How will a potentially negative shift in property values impact the ability of low income residents to maintain or improve their homes. Please conduct focus groups or undertake other appropriate local data collection that will identify pathways between environmental impact, to negative economic impact and from there to negative social and health impacts. Much of the housing in the vicinity of the project study area is older and some of it is historic from the Victorian era. Noise, diesel fumes, and ambient dust are likely to be present for most of the day during construction and across extensive and ongoing hours of operation during the implementation phase. Exposure to these health hazards will be exacerbated by the likelihood in older homes that it is more difficult to seal older windows that leak and older homes lack central cooling systems, air purification technologies, and double paned windows thereby amplifying exposure to the risks from ORCEM/ VMT air, light and noise pollution. The ORCEM/ VMT is likely to negatively impact property values in the area for the foreseeable future and may limit homeowner ability to provide these amenities to themselves or tenants. Please estimate the impact on home values and financial stability and self-sufficiency in the South Vallejo neighborhood.
- 3.2 42 Air quality and Odors: The DEIR states that “the distance between project emission sources and the nearest receptor, Grace Patterson Elementary School approximately .36 miles away should be far enough to allow for adequate dispersion of these emissions to less than significant odor levels.” This is certainly incorrect as sensitive receptors live in much closer proximity to ORCEM/VMT and include the elderly and the young who are present at the fence line of the project 20 yards away. Moreover such individuals are concentrated along truck routes which will also suffer from odors. Please see map 4 in the document which shows the concentration of children under 5 years of age within the study area. Please provide a more realistic analysis of odors from this project. Please also analyze how cumulative odors along with those drifting from Mare Island (for example with Mare Island Dry Docks) or from the sewage treatment plant will impact the neighborhood’s, comfort and well-being.
- Impact on neighborhood stability and community health: The ORCEM/ VMT project will destabilize a long standing community forcing families with young children to either move away or, for those who cannot, to stay and allow their children to be exposed to damaging carcinogens and particulate matter. Further noise and odor impacts are likely to cause additional health impact and stress. Please provide an environmental justice analysis and ensure that includes an analysis of the likelihood of the impact on neighborhood health and stability. Please ensure that the analysis includes projections of the likely decline in property values and how that will further impact neighborhood conditions. Please describe the probability of deterioration of neighborhood conditions and business conditions in the neighborhood. Please link this analysis to the development of children under 5 years of age in addition to linking it to broader health impacts for residents resulting from this synergistic deterioration.

Please inform the community of the full and cumulative impact of this project and extend the DEIR review time accordingly. Please respond to these additional observations and questions about the draft EIR for ORCEM/VMT in the final DEIR.

**Finally I would like to incorporate by reference the following articles and materials which support the above discussion and also serve as endnotes:**

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**From:** [Lori Allio](#)  
**To:** [Andrea Ouse](#)  
**Cc:** [Leslie Trybull](#); [Plowman, Lisa A.](#)  
**Subject:** Re: Feedback, Requests and Questions regarding ORCEM / VMT Draft EIR  
**Date:** Monday, September 21, 2015 8:19:23 AM  
**Attachments:** [ORCEM DEIR Memo 9.20.15.pdf](#)  
[ATT00001.htm](#)

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Dear Andrea:

Can you please strike that memo from the record and add this version instead. It has more detail as to some of the data sources (year of ACS and Census data in particular) and corrects some egregious Saturday morning typos.

Thanks again for your effort on this. It is appreciated.

Best regards,  
Lori

**TO: Andrea Ouse  
City of Vallejo -Economic Development Division**

**From: Lori Allio, PhD**

**Re: Environmental Justice and Community Health Impact Input on Draft  
Environmental Impact Report for ORCEM Plant and Vallejo Marine Terminal**

**Date: September 19, 2015 (Revised)**

\* \* \* \* \*

I want to first thank you for your dedication and professionalism in serving the people of the City of Vallejo. It is particularly important when project proposals like these are put forward that the institutions governing the City of Vallejo take into consideration all risks and benefits to residents and create opportunity for the public to voice their concerns and preferences. My over-riding concern about this project is equity. The costs of this project will be largely borne by the local neighborhood and its children. I am concerned that these costs cannot be avoided or mitigated. In this case, it would be obvious that the City of Vallejo would be committing a grave error, and an injustice, in moving forward.

**Establishing Need for an Environmental Justice Analysis:**

I am deeply concerned at the lack of an Environmental Justice analysis and report that should have been provided with the Draft Environmental Impact Report for the ORCEM Plant and Vallejo Marine Terminal application in accordance with CEQA regulations. While I am not a legal or environmental planning expert, I understand that federal legislation during the Clinton administration and subsequent State of California regulation requires that an environmental justice review be done for projects where there will be significant impact on a largely low-income minority population. The legislation is specifically designed to protect the environmental health and well-being of overburdened communities as identified by the percentage of minority residents and the percentage of residents under the locally defined poverty threshold

While the geographic area of impact will differ for various environmental impacts - i.e. noise, construction, dust drift, truck emissions, plant emissions, etc. - I believe it is a sound assumption that the population nearest the project will suffer the most. I provide census data in the appendix that shows clearly that the population within a one mile radius (Circular Area Profile data) of the proposed project site and in the immediately adjacent census tracts exceeds the threshold for low income minority residents, thus requiring an environmental justice analysis.

Environmental justice guidance from CEQ (1997) defines “minority persons” as “individuals who are members of the following population groups: American Indian or Alaskan Native; Asian or Pacific Islander; Black (not of Hispanic origin); or Hispanic”

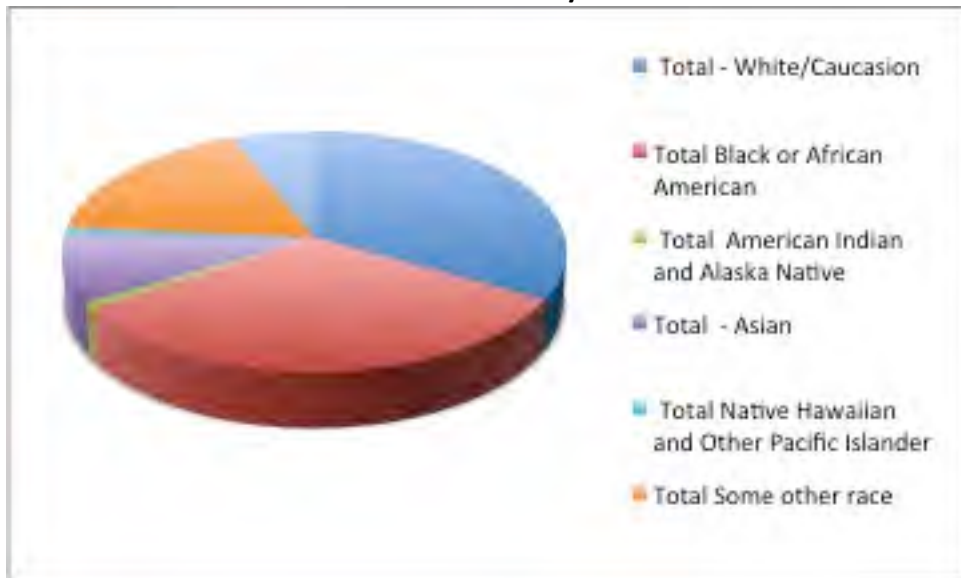


(CEQ, 1997). Hispanic or Latino refers to an ethnicity whereas American Indian, Alaskan Native, Asian, Pacific Islander, and Black/African-American (as well as White or European-American) refers to racial categories: thus, for Census purposes, individuals classify themselves into racial categories as well as ethnic categories, where ethnic categories include Hispanic/Latino and non-Hispanic/Latino. This data also shows that 65% of the households within a one-mile radius are family households (households with children.)

The 2010 Census data used to describe impact within a one mile radius show (with a confidence level exceeding 95%) that the population within a one mile radius of the site is 32.4% African American, 28% Latino and 12.4% Asian. The threshold for requiring an Environmental Justice analysis is that the minority population exceeds 50%. Within a one mile radius of the ORCEM / VMT site, the minority population is 69.1% of the total population.

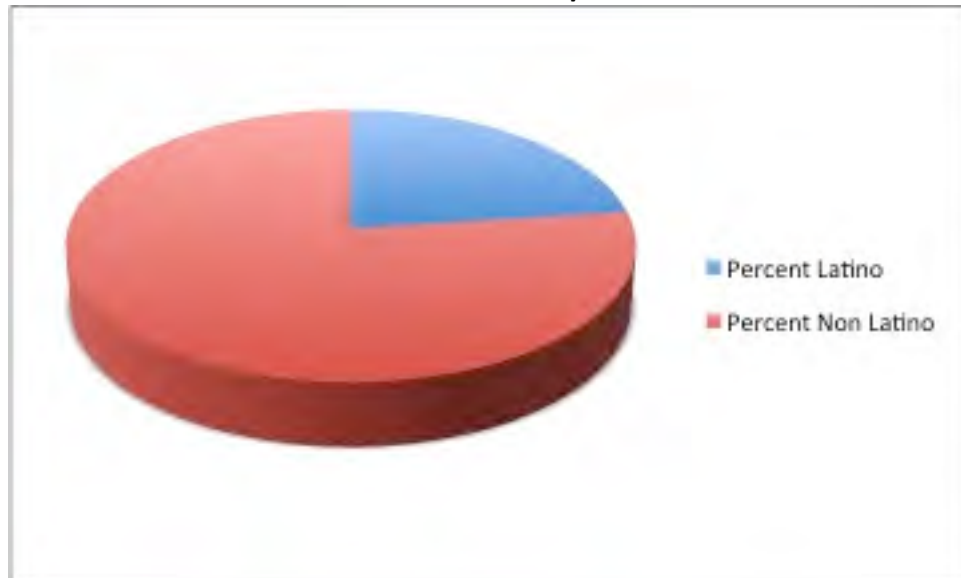
Census data can also be calculated to include only residents in the two census tracts adjacent to the ORCEM / VMT site. The two tracts 2701.01 and 2701.02 cover a combined area bounded by Curtola Parkway, Interstate 80, and the Napa River. The two tracts within this area are divided by Lemon Street from the water to Sonoma Blvd and by Sonoma Blvd from Lemon Street to Hwy 80. This area is an appropriate area for an initial diagnostic of impact from, for example, truck emissions, given that all trucks to the project site will travel down the portion of Lemon Street that connects these two census tracts. The minority population clearly predominates in these two census tracts as defined by both race with the largest group being African American at 34.5 percent with 23.0 percent of the population identify as Latino. (See graphs below.)

**Graph: Combined Census Data Minority Population  
Census Tract 2507.01 / 2507.02**



Source: 2009 ACS 5 Year Estimates

**Graph: Combined Census Data Latino Population  
Census Tract 2507.01 / 2507.02**



Source: 2009 ACS 5 Year Estimates

CEQ environmental justice guidance (CEQ, 1997) suggests “low-income” populations alternatively be identified using the national poverty thresholds from the Census Bureau; guidance from USEPA (1998, 1999) also suggests using other regional low-income definitions as appropriate. Due to the higher costs of living in the San Francisco Bay Area and Northern California compared to the United States as a whole, a higher threshold is appropriate for identifying “low-income” households and individuals in the project area. I am uncertain as to the appropriate measure for the City of Vallejo but I trust that it is above the minimum federal threshold. American Community Survey – Census data show that residents in the two census tracts adjacent to the ORCEM / VMT site endure high levels of poverty particularly among children.

The 2009 American Community Survey 5 Year Estimate data shows that 32.9 percent of residents in adjacent tract 2507.01 live below the federal poverty level while 27.7% of residents in the combined area of the two tracts are below the poverty level. This is more than double the poverty rate for Vallejo as a whole, which is 13.3%. Even more striking is the more realistic use of the 185% of the federal poverty level that is a more reasonable measure by which to judge family self-sufficiency in the San Francisco Bay Area region. Using this measure we see that 56.1% of those in Census Tract 2507.01 are under the poverty level and 46.9% of residents in the combined area are under the poverty level. Children also bear enormous burdens in this neighborhood and fully 38.7% of children in the two census tracts live below the federal poverty level as compared to 18.1% in Vallejo at large.

Table 1: Poverty Data Summary for Adjacent Census Tracts

Geography	Total; Population All Residents	Number of residents Living Below poverty level;	Percent of residents Living below poverty level	Percent of residents Living below 125% poverty	Percent of residents Living Below 150% poverty	Percent of residents Living below 185% poverty	Total; Population- Children (0-18 yrs)	Number of children (0-18 yrs) Living below poverty level	Percent of children (0-18 yrs) Living below poverty level
Census Tract 2507.01, Vallejo, California	2837	932	32.9	39.2	49.1	56.1	940	430	45.7
Census Tract 2507.02, Vallejo, California	2655	587	22.1	24.7	28.6	37.2	564	152	27
Combined Data of Both Tracts Adjacent to ORCEM / VMT	5492	1519	27.7	32.2	39.2	46.9	1504	582	38.7
Vallejo city, California	114229	15215	13.3				27782	5023	18.1

Source: 2009 ACS 5 Year Estimates

### **Need for Further Study and Consideration of the Impact of Particulate Matter and Contaminants on Young Children**

I am also very concerned about the silence of this report regarding the presence of young children in such close proximity to the ORCEM / VMT site. The population shows large numbers of children resident in the area as well as a school in very close proximity to the actual emission site. It is well known that Vallejo children already suffer from asthma rates that are approximately double the state average at 19%. The 2013 Vallejo Community Health Needs Assessment from Kaiser Permanente included data from teen focus groups where they discussed “the alarming increase in asthma especially in youth” where participants “pointed to the air quality throughout Solano County and major highway arteries that transect the County (Interstate 80).” (Kaiser Permanent Foundation, 2013, p32.) Clearly the additional and intense rise in diesel truck traffic on Neighborhood streets is of significance for the health of young children in this neighborhood.

Census data show that there are 1,924 children or 25.1% of the population living within a one mile radius of the ORCEM / VMT site. Of these approximately 545 or 7.1% are in the particularly vulnerable under five years old category. While most young children are highly susceptible to pollutants because of the rapid development and their smaller size, all children may be sensitive to concentrated diesel fumes from this project and the various emissions.



Table: Age of Children Living Within One Mile of the ORCEM / VMT Site

Age Group	#	%
Under 5 Years	545	7.1
Age 5 to 9 Years	496	6.5
10 to 14 Years	545	7.1
15 to 17 Years	338	4.4

Census Data: University of Missouri CAP (Circular Area Profile)

In addition to those that live within the one mile radius, there are also a number of children who attend elementary school during the academic year at Patterson Elementary (see table below) many of whom will reside outside of the one mile radius within which the population numbers have been calculated for this memo. Patterson Elementary enrollment consists of children who are approximately 93% minority with 48% Latino, 10% API (Asian, Pacific Islander or Filipino), and 33% African American.

The school is .353 miles or 621 yards from the ORCEM / VMT site. It is likely with such close proximity that the school site will be severely impacted by the emissions of the hundreds of diesel trucks per day entering the site, the emissions, and by any particle drift from the raw and finished materials on the site that will be kept in open three sided bins, or that will be on or off loaded there.

Table: Grace Patterson Elementary: Student Enrollment by Ethnicity 2014

School	Code	Hispanic or Latino of Any Race	American Indian or Alaska Native, Not Hispanic	Asian, Not Hispanic	Pacific Islander, Not Hispanic	Filipino, Not Hispanic	African American, Not Hispanic	White, not Hispanic	2 or More Races, Not Hispanic	Not Reported	Total
Grace Patterson Elementary # Students Enrolled	6099 667	185	2	7	5	28	127	19	5	4	382
Percent (rounded)		48%	.5%	2%	1%	7%	33%	5%	1%	1%	

Source: California Department of Education, 2015

### Questions and Requests:

*Requests:* Given that environmental justice information was not provided in the Draft Environmental Report, I respectfully make the following requests of the City of Vallejo:

1. Please provide an Environmental Justice analysis and report specifically detailing the potential health, environmental, social and other impacts on the local population surrounding the ORCEM / VMT site.

2. Please extend the Draft Environmental Report review period to, at minimum, 45 days beyond the date on which such additional Environmental Justice report is provided.
3. Please ensure that significant public outreach to the local community is undertaken for the current DEIR *and for the Environmental Justice element* after it is produced.
4. Please ensure that multiple public meetings be scheduled to gather input on the ORCEM / VMT proposal, DEIR, and Environmental Justice element at places convenient to the community.
5. Please ensure that all materials, notices, reports and meetings are available in Spanish/provide full Spanish translation.
6. Please ensure that the non-profit community including those who operate in Vallejo but may be countywide are notified and consulted regarding this project.

*Questions:* In addition, I also request the responses to the following questions:

What is the potential cumulative health impact of diesel fumes from increased truck diesel fumes for a child fewer than five years of age living in close proximity to the fence line of this project?

What is the potential cumulative health impact of diesel fumes from increased truck diesel fumes for a child five to eleven years of age living in close proximity to the fence line of this project?

What are the highest wind speeds at this site? Please provide GIS wind speed data to capture this data specifically at the ORCEM/VMT site.

What is the potential for materials drift either during ship or truck material on-loading or off-loading, or from the storage areas for material and produce at this site. What are the systems being proposed to reduce drift and are they sufficient at top local wind speeds?

What is the system for capture of water run off resulting from a system of sprinkling materials with water to try to contain materials drift.

What is the potential cumulative health impact of drifting dust for a child under five years of age living in close proximity to the fence line of this project?

What is the potential cumulative health impact of drifting dust for a child five to eleven years of age living in close proximity to the fence line of this project?

What is the cumulative health impact on all residents from emissions from the site? Please identify all types of health impact and their probably increased prevalence for both adult and child age groups.

What is the likely cumulative impact of plant emissions, dust, and truck and ship emissions on those with asthma? What is the likely effect on children under 12 years of age in particular?

What systems will be in place for children and other residents on foot in the neighborhood, to protect them from the dramatically increased truck traffic in the area? Please be sure to specify protective measures for children walking or riding their bikes to schools in the immediate and extended area.



## DATA APPENDIX

**TABLE: Population Data using a 1 Mile Radius around Proposed ORCEM/ VMT Site: Source 2010 United States Census**

Subject	Number	Percent
<b>1. Total Population Trends, Etc.</b>		
Universe: Total Population		
Total Population	7,674	
Population Density	3231	
Land Area Sq. Miles	2	
<b>2. Age</b>		
Universe: Population		
Under 5 Years	545	7.1
Age 5 to 9 Years	496	6.5
10 to 14 Years	545	7.1
15 to 17 Years	338	4.4
75 to 84 Years	264	3.4
85 Years and Over	107	1.4
Age 0 to 17	1,924	25.1
18 to 24 Years	818	10.7
25 to 44 Years	1,992	26.0
45 to 64 Years	2,042	26.6
62 Years and Over	1,141	14.9
65 Years and Over	898	11.7
<b>3. Race</b>		
Universe: Population		
<b>One Race</b>	<b>7,127</b>	<b>92.9</b>
White	2,373	30.9
Black or African American	2,488	32.4
American Indian and Alaska Native	69	0.9
Asian	954	12.4
Native Hawaiian and Other Pacific Islander	83	1.1
Some Other Race	1,160	15.1
Multi Race - Persons reporting more than one race	547	7.1
<b>4. Hispanic or Latino and Race</b>		
Universe: Hispanic or Latino Population		
Hispanic or Latino (of any race)	2,146	28.0
<b>Not Hispanic or Latino</b>	<b>5,528</b>	<b>72.0</b>
White Alone Not Hispanic	1,697	22.1
<b>6. Households by Type</b>		

Universe: Households		
<b>Total Households</b>	<b>2,842</b>	
Family Households (Families)	1,847	65.0
With Own Children Under 18 Years	858	30.2
Married Couple Family	966	34.0
With Own Children Under 18 Years	416	14.6
Female householder, No Husband Present	672	23.6
With Own Children Under 18 Years	343	12.1
Non Family Households	995	35.0
Householder 65 Years and Over	615	21.6
Households With Individuals Under 18 Years	1,018	35.8

Note: Variables showing "NA" are not available at the blocks level. Specify tracts as the units to be aggregated to get values for these items.

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TABLE: RACE AND ETHNICITY FOR TWO ADJACENT CENSUS TRACTS  
SOURCE: UNITED STATES CENSUS

VALLEJO CENSUS TRACT	Total population	Total - White/Caucasian	Percent- White/Caucasian	Total Black or African American	Percent - Black or African American	Total Native American	Percent; Native American	Total - Asian	Percent Asian	Total Pacific Islander	Percent; Pacific Islander	Number- Some other race	Percent; Some other race	Total Two or more races	Percent; Two or more races	Total HISPANIC OR LATINO	Percent Latino
2507.01	3261	1083	33.2	1055	32.4	27	0.8	292	9	33	1	576	17.7	195	6	1009	30.9
2507.02	3102	985	31.8	1140	36.8	11	0.4	527	17	28	0.9	254	8.2	157	5.1	454	14.6
COMBINED	6363	2068		2195		38		819		61		830		352		1463	23

## Methodology for Circular Area Data Profiles

### Summary of True Areas of Circles vs. Areas Selected to Estimate Them

(This Report Indicates How Well We Were Able to Approximate the Circular Area)

Radius	Estimated	True Area	Ratio of Estimate to True Area
1	3.01	3.14	0.958

### Data Used In Aggregating Circular Areas - Selected Variables

Radius	County	GeoCode	AreaName	Total Residents
1 Mile	Solano CA	06095-2506.01-2000	Block 2000	237
		06095-2506.01-2001	Block 2001	11
		06095-2506.01-2002	Block 2002	0
		06095-2506.01-2003	Block 2003	0
		06095-2506.01-2004	Block 2004	477
		06095-2506.01-2005	Block 2005	0
		06095-2506.01-2006	Block 2006	279
		06095-2506.01-2007	Block 2007	7
		06095-2506.01-2013	Block 2013	56
		06095-2506.01-2014	Block 2014	0
		06095-2506.01-2015	Block 2015	20
		06095-2506.01-3001	Block 3001	230
		06095-2506.01-3002	Block 3002	0
		06095-2506.01-3003	Block 3003	40
		06095-2506.01-3004	Block 3004	57
		06095-2506.01-3005	Block 3005	57
		06095-2506.01-3006	Block 3006	44
		06095-2506.01-3011	Block 3011	0
		06095-2506.01-3012	Block 3012	140
		06095-2506.01-3013	Block 3013	55
		06095-2506.01-3018	Block 3018	0
		06095-2507.01-1002	Block 1002	0
		06095-2507.01-1003	Block 1003	45
		06095-2507.01-1004	Block 1004	59
		06095-2507.01-1005	Block 1005	0
		06095-2507.01-1006	Block 1006	35
		06095-2507.01-1007	Block 1007	0
		06095-2507.01-1011	Block 1011	90
		06095-2507.01-1012	Block 1012	34
		06095-2507.01-1013	Block 1013	30
06095-2507.01-1014	Block 1014	63		
06095-2507.01-1015	Block 1015	0		
06095-2507.01-1016	Block 1016	0		
06095-2507.01-1017	Block 1017	0		
06095-2507.01-1018	Block 1018	8		
06095-2507.01-1019	Block 1019	0		
06095-2507.01-1021	Block 1021	0		
06095-2507.01-1025	Block 1025	39		
06095-2507.01-1026	Block 1026	39		



06095-2507.01-1027	Block 1027	0
06095-2507.01-1036	Block 1036	0
06095-2507.01-1037	Block 1037	0
06095-2507.01-1038	Block 1038	0
06095-2507.01-1039	Block 1039	0
06095-2507.01-1041	Block 1041	57
06095-2507.01-1042	Block 1042	97
06095-2507.01-1044	Block 1044	0
06095-2507.01-1046	Block 1046	6
06095-2507.01-1047	Block 1047	200
06095-2507.01-1048	Block 1048	22
06095-2507.01-1049	Block 1049	17
06095-2507.01-1050	Block 1050	30
06095-2507.01-1051	Block 1051	58
06095-2507.01-1052	Block 1052	70
06095-2507.01-1053	Block 1053	0
06095-2507.01-1054	Block 1054	18
06095-2507.01-1055	Block 1055	28
06095-2507.01-1056	Block 1056	30
06095-2507.01-1057	Block 1057	240
06095-2507.01-1058	Block 1058	0
06095-2507.01-1059	Block 1059	0
06095-2507.01-1060	Block 1060	0
06095-2507.01-1061	Block 1061	2
06095-2507.01-1062	Block 1062	7
06095-2507.01-1063	Block 1063	0
06095-2507.01-1064	Block 1064	0
06095-2507.01-1065	Block 1065	75
06095-2507.01-1067	Block 1067	0
06095-2507.01-2000	Block 2000	64
06095-2507.01-2001	Block 2001	62
06095-2507.01-2002	Block 2002	68
06095-2507.01-2003	Block 2003	69
06095-2507.01-2004	Block 2004	42
06095-2507.01-2005	Block 2005	61
06095-2507.01-2006	Block 2006	0
06095-2507.01-2007	Block 2007	65
06095-2507.01-2008	Block 2008	108
06095-2507.01-2009	Block 2009	138
06095-2507.01-2010	Block 2010	143
06095-2507.01-2011	Block 2011	139
06095-2507.01-2012	Block 2012	120
06095-2507.01-2013	Block 2013	66
06095-2507.01-2014	Block 2014	85
06095-2507.01-2015	Block 2015	64
06095-2507.01-2016	Block 2016	0
06095-2507.01-2017	Block 2017	128
06095-2507.01-2018	Block 2018	13
06095-2507.01-2019	Block 2019	0
06095-2507.01-2020	Block 2020	6
06095-2507.01-2021	Block 2021	6
06095-2507.01-2022	Block 2022	0
06095-2507.01-2023	Block 2023	0
06095-2507.01-2024	Block 2024	0
06095-2507.01-2025	Block 2025	0
06095-2508.01-1073	Block 1073	0

06095-2508.01-1086	Block 1086	0
06095-2508.01-1087	Block 1087	0
06095-2508.01-1089	Block 1089	0
06095-2508.01-1091	Block 1091	0
06095-2508.01-1136	Block 1136	0
06095-2508.01-1137	Block 1137	0
06095-2508.01-1138	Block 1138	0
06095-2508.01-1139	Block 1139	0
06095-2508.01-1140	Block 1140	0
06095-2508.01-1141	Block 1141	0
06095-2508.01-1142	Block 1142	0
06095-2508.01-1143	Block 1143	0
06095-2508.01-1144	Block 1144	0
06095-2508.01-1149	Block 1149	0
06095-2508.01-1150	Block 1150	0
06095-2508.01-1152	Block 1152	0
06095-2508.01-1156	Block 1156	173
06095-2508.01-1157	Block 1157	31
06095-2508.01-1158	Block 1158	38
06095-2508.01-1159	Block 1159	101
06095-2508.01-1160	Block 1160	10
06095-2508.01-1164	Block 1164	53
06095-2508.01-1165	Block 1165	81
06095-2508.01-1168	Block 1168	75
06095-2508.01-1170	Block 1170	0
06095-2508.01-1171	Block 1171	0
06095-2508.01-1172	Block 1172	0
06095-2508.01-1248	Block 1248	0
06095-2508.01-1263	Block 1263	27
06095-2508.01-2000	Block 2000	83
06095-2508.01-2001	Block 2001	46
06095-2508.01-2002	Block 2002	150
06095-2508.01-2003	Block 2003	214
06095-2508.01-2004	Block 2004	188
06095-2508.01-2005	Block 2005	0
06095-2508.01-2006	Block 2006	0
06095-2508.01-2007	Block 2007	0
06095-2508.01-2008	Block 2008	140
06095-2508.01-2009	Block 2009	25
06095-2508.01-2010	Block 2010	77
06095-2508.01-2011	Block 2011	24
06095-2508.01-2012	Block 2012	0
06095-2508.01-2013	Block 2013	75
06095-2508.01-2014	Block 2014	0
06095-2508.01-2015	Block 2015	0
06095-2508.01-2016	Block 2016	22
06095-2508.01-2017	Block 2017	59
06095-2508.01-3000	Block 3000	49
06095-2508.01-3001	Block 3001	423
06095-2508.01-3002	Block 3002	396
06095-2508.01-3003	Block 3003	73
06095-2508.01-3004	Block 3004	58
06095-2508.01-3005	Block 3005	0
06095-2511.00-1041	Block 1041	0
06095-2511.00-1042	Block 1042	0
06095-2511.00-1054	Block 1054	0

06095-2511.00-1055	Block 1055	0
06095-2506.01-3007	Block 3007	0
06095-2506.01-3009	Block 3009	0
06095-2506.01-3010	Block 3010	0
06095-2507.01-1000	Block 1000	0
06095-2507.01-1001	Block 1001	26
06095-2507.01-1043	Block 1043	18
06095-2507.01-1045	Block 1045	0
06095-2508.01-1151	Block 1151	0
06095-2508.01-1153	Block 1153	0
06095-2508.01-1154	Block 1154	45
06095-2508.01-1155	Block 1155	0
06095-2508.01-1161	Block 1161	0
06095-2508.01-1162	Block 1162	0
06095-2508.01-1169	Block 1169	0
06095-2511.00-1040	Block 1040	0
06095-2511.00-1044	Block 1044	30
06095-2511.00-1045	Block 1045	36
06095-2511.00-1046	Block 1046	56
06095-2511.00-1047	Block 1047	74
06095-2511.00-1048	Block 1048	40
06095-2511.00-1053	Block 1053	102
		<b>7,674</b>

1

Solano CA



**From:** Mark Altgelt [<mailto:markaltgelt@sbcglobal.net>]

**Sent:** Thursday, October 29, 2015 1:03 AM

**To:** Andrea Ouse ; Bob Sampayan ; Jesus Cristobal Malgapo ; Katy Miessner ; Mayor Osby Davis ; Pippin Dew-Costa ; Robert H. McConnell ; Rozzana Verder-Aliga

**Subject:** Community hysteria, Vallejo's waterfront, Mare Island and Orcem

Dear Mayor Davis, City Council Members and Andrea Ouse,

I have heard discussions at community meeting about the proposed Vallejo Orcem facility having the capability to manufacture both Portland cement and Orcem green cement.

While researching the cement manufacturing process I spoke with Richard Bohan at the Portland Cement Association. He explained there are extensive EPA regulation for new production facilities that prevent contaminants and toxins like Nitrogen Dioxide from being released into the environment.

Mr Bohan took a quick look at the Vallejo Orcem Project website and could tell the Vallejo facility is for processing slag and not for manufacturing Portland cement which requires a massive kiln and a limestone quarry.

The Vallejo Orcem facility will operate in a vacuum to prevent pollution which exemplifies the regulatory requirements.

The Nevada Cement Company east of Reno has a closed system that filters out almost all of the particulate matter from the facilities exhaust.

It appears basic information about the Orcem facility and manufacturing processes have not been adequately explained to the public which has resulted in the mass hysteria that is growing out of control.

I missed the meeting with the Orcem representative last night but hopefully he had an opportunity to explain the pollution controls built into the manufacturing process and assure people of minimal health risks from the plant.

Despite assurances of environmental safeguards I also object to putting the Orcem Cement Plant at the General Mills site because of its proximity to homes, excessive big rig and train traffic, noise and consequential pollution.

I believe the best use of the waterfront land from the General Mill site to the Ferry Terminal would be to develop it with hotels, restaurants, retail stores and something like a small amusement park with an open air roller skating rink. (A place for Vallejo kids and families to go to have fun and get some exercise.) All along a beautiful promenade and picturesque waterfront.

The Vallejo Ferry to San Francisco, Trains to Napa and the Vallejo Transit Terminal and a rejuvenated Vallejo downtown would all be connected to the "Vallejo Waterfront Promenade Park".

The north end of Mare Island would be a better place for the Orcem cement plant but for the most benefit to Vallejo that vast space should be developed with a common theme like a technology, science or medical hub or hydroponic vertical indoor farming or specialty auto manufacturing.

The best place for the Orcem cement plant would be on the waterfront in Port Chicago or somewhere along Route 5.

For information about the cement manufacturing process I am sure Richard Bohan would be happy to help. He can be reached at 847-972-9038. Technical information is available at [www.apti-learn.net](http://www.apti-learn.net)

Mark Altgelt

---

**From:** Umma Amina

**Sent:** Monday, October 12, 2015 6:53 PM

**To:** Andrea Ouse

**Subject:** Cement Mill

Hi,

I am a Vallejo resident and am concerned about the traffic and the water use that will be affected by this new facility. Will there be another meet and greet by the company so we can ask more questions?

Thank You,

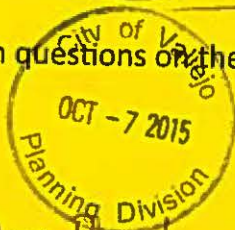
Umma Amina

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

BACKGROUND – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)



How Do I know this plant won't ~~pollute~~ pollute my neighborhood?

YOUR NAME Neil Anderson, Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015



From: Shareen Anderson <[shareen@fortgreenefilmworks.com](mailto:shareen@fortgreenefilmworks.com)>  
Sent: Saturday, September 19, 2015 4:52 PM  
Subject: opposition to ORCEM Industrial Waste Cement project  
To: Andrea Ouse <[andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net)>

Dear Andrea,

I own a property at [1321 Napa Street in Vallejo](#). I was horrified to hear about the ORCEM Industrial Waste Cement project. This will destroy the Vallejo Waterfront, ruin our chances of making Vallejo a tourist destination, and will bring down property values.

I'm opposed to ORCEM Industrial Waste Cement project and I hope you will keep this project from ever seeing the light of day in our city.

Thank you,

Shareen Anderson  
[1321 Napa Street](#)  
[Vallejo, CA 94590](#)  
[347-731-4003](tel:347-731-4003)

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

NOV -2 2015

Concerned citizens for an open public access to  
water front request a new EIR that would record and  
demonstrate an independent review be accomplished  
under CEQA consistent with Friends Of Lavina vs.

(Your Name)

County of L.A. 1991 232 Cal. App. 3d 1446

Susan B. Anthony \_ We the People

Vallejo, CA

The Public

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

<http://www.cityofvallejo.net/>

Re: Notification of Public Safety Infringement  
By Susan B. Anthony

There is proposal to build a cement plant on the Napa River in Vallejo. The community consensus disapproves. Despite the disapproval, If approved by City Council; heavy trucks laden with Cement will be using the 780-80 Interchange, the highway corridors and crossing Bay Area bridges.

We believe there are serious safety issues involved with this proposition that require your attention.

Please address the following safety concerns.

1. Heavy trucks propose to merge onto the 780 - 80 Interchange using Lemon and or Cortola Parkway as an Industrial Truck route. This will produce congestion and additional hazards to pedestrians crossing Lemon and or Cortola Parkway from being blind sighted.

The proposed Lemon Street Truck Route is a one lane access route to and from the interchange and cuts through the New Commuter Hub located on both sides of Lemon Street.

Commuters can be seen routinely crossing back and forth on Lemon Street for Commuter Services that are located on both sides of Lemon Street. Cortola Parkway is adjacent to the Commuter Hub and is the main thorough fare, a continuation of Hwy 780.

## Re: Notification of Public Safety Infringement

People exiting the Highway onto Lemon Street will be cutting in front of these large trucks and the large trucks will block pedestrians from seeing oncoming traffic. It's not the Truck that's going to run them over. It's the traffic exiting the highway that can't see the pedestrians crossing because their view is obstructed by the truck(s).

Large cement trucks would create more confusion for commuters near the Intersection of Lemon and Cortola. The blind spot for pedestrians as they are crossing the Street and exiting Highway traffic that is geared for acceleration because they just got off the highway as it usually takes a few moments to slow down to an in-town pace.

2. The proposed truck route uses the 780-80 Interchange and the on ramps to 80 are antiquated especially for Trucks merging onto the Hwy with heavy loads. The on-ramps merge with the off-ramps at this Interchange making it precarious and dangerous for vehicles exiting while the heavy truck are attempting to merge onto the highway.

3. A fleet of concrete trucks will cause deterioration to our roadways. Without weigh stations to monitor compliance to weight restrictions, trucks heavy with concrete loads may exceed weight restrictions and access Hwy 780, Hwy 80, Hwy 37 and Hwy 101 and may plan their route with the intention of bypassing the Fairfield weigh station.



## Re: Notification of Public Safety Infringement

4. Lastly, there are no weigh station west of Fairfield to verify the weight of their concrete loads before they cross the Bay Area bridges. These heavy cement trucks will tear up our roads, especially during the wet weather and will cause a 'ripple effect' on our Bay Area Highways.

Not only will these heavy loads cause our highways to deteriorate, the bridges; over time; with this continuous additional weight and vibration which causes and is a contributing factor to metal fatigue. This warrants a study of how this proposed traffic is going effect the bridges and highways.

5. Furthermore; Local Hwy 37 is a congested one lane Highway and if the Truck breaks down on Hwy 37 what then. Hwy 780 is only a two lane Highway, which warrants the question, will this proposed cement laden truck traffic affect public safety?

Submitted by:

Susan B. Anthony Date: September 27, 2015

"Vallejo Can Do Better - Organization"

900 Carolina Street

Vallejo, CA 94590

Home: (707) 642-7332

From: Susan B Anthony <[sueccdogs@comcast.net](mailto:sueccdogs@comcast.net)>  
Sent: Tuesday, September 8, 2015 2:33 PM  
Subject: Orcem permit application - "NOTICE OF OBJECTION" Please deny this permit application.  
To: Andrea Ouse <[andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net)>  
Cc: <[sueccdogs@comcast.net](mailto:sueccdogs@comcast.net)>

Re: "NOTICE OF OBJECTION" regarding Orcem permit application. Includes Notice of "We the People, THE PUBLIC," reserve any and all legal rights allowed by the Law in the State of California and 'Federal Waters' Jurisdictional Laws to name and include City Staff and or Representatives et all, including City Council in the Lawsuit and to be held liable separately and collectively for any damages.

Should STAFF issues ORCEM a PERMIT without the discretionary OBJECTION of "We the People, THE PUBLIC;" "We the People, THE PUBLIC;" proclaim in this "NOTICE OF OBJECTION" and hold each and every one of you accountable, and reserve the right to sue all City Employees individually and collectively and hold accountable the detrimental effects this concrete plant will have on the community of Vallejo, BOTH the present residents and FUTURE residents from: Dust, Noise, Traffic, Run-Off of sediment into the water ways and any collisions from a Transport Vehicle rail or road, or Transport Vessels owned or contracted by ORCEM to delivered or distributed their products, "We the People, THE PUBLIC," reserve any and all legal rights allowed by the Law in the State of California and 'Federal Waters' Jurisdictional Laws to name and include City Staff and or Representatives et all, including City Council in the Lawsuit and to be held liable separately and collectively for damages.

To ALL City Staff, City Council and the esteemed City Manager et all,

WE the PEOPLE do not want a Concrete Factory on Our Water Front.

1. WE have fog on the bay and with private Industry, equipment failure and personal negligence a reality, a heavy load collision of concrete or slag can occur with a. a vehicle, a vessel, the San Francisco Bridge and or b. or a Vessels owned or contracted by ORCEM to deliver and or distributed their products be named as the cause of a Collision with another vehicle or with a Commuter Ferry that could result in 'Loss of Life' and cause the City of Vallejo to be a litigant in another lawsuit.
2. Cause more congestion on the Bay.
3. Possibly imperial residents with concrete dust.
4. Create lung conditions as the winds along the waterfront will stir up and make airborne any dust that the wind comes in contact with.

5. Any sediment run-off will be costly to the Napa River, the San Pablo Bay and the surrounding estuaries. Escaping silt from the proposed ORCEM plant into the bay will suffocate crustaceans and be detrimental to the gills of the fish and cause stress on the Critical Habitat of the Bay Ecosystem.

6. Create Medical Disabilities as a result of breathing conditions to 1. Vallejo residence especially those residents living in close proximity that will be repeatedly exposed 2. fabrication employees and 3. demolition workers and people that become exposure to their dust, as the composition of SLAG is glass and breathing glass particles is known to imperil the ability to be able to breath and there is no Known remedy, and the damage to the LUNGS is permanent.

7. We already have several concrete suppliers that has been working our area, with little to no delays.

8. It is obvious you can put something better there. No paid consultant would ever propose a dust producing facility upwind of its residents. Maybe George Lucas wants that piece of property for his Museum.

9. We the People will hold the City Staff and all City Employees individually and collectively accountable should this Orcem permit application be approved.

10. Should this ORCEM facility be approved and issued a PERMIT, We the People, THE PUBLIC; here by proclaim and hold each and every one of you accountable, and reserve the right to sue all City Employees individually and collectively for a BREACH of FIDUCIARY DUTY.

11. Furthermore, should this ORCEM facility be approved without a vote or without the SUPPORT of the PEOPLE, Whereby STAFF issues ORCEM a PERMIT without the discretionary OBJECTION of "We the People, THE PUBLIC;" "We the People, THE PUBLIC;" proclaim in this "NOTICE OF OBJECTION" and hold each and every one of you accountable, including ORCEM representatives et all and reserve the right to include in a lawsuit all City Employees and Our City Representatives et all, individually and collectively and hold accountable the detrimental effects this concrete plant will have on the community of Vallejo and the surrounding Waterways, BOTH the present residents and FUTURE residents from: Dust, Noise, Traffic, Unauthorized release(s) of Run-Off into the waterways and any damages from collisions, be it on land or be it on the water by any transport vehicle or vessel in contract with ORCEM to deliver and or distribute ORCEM products.

12. Furthermore, In the event of a Lawsuit, "We the People, THE PUBLIC;" in the event of any legal proceedings whereby the courts rule favorable regarding 1. BREACH of FIDUCIARY DUTY in the procurement or Issuance of the ORCEM PERMIT as a result of actions by City Staff and or Representatives et all, including City Council, "The Settlement of the LawSuit," will include a termination of employment and or termination of City benefits. 2. In the event of any legal proceedings whereby the courts rule favorable regarding a disregard to the potential detrimental effects from Dust, Noise, Traffic, Collision Hazards and or incorrect reporting of the

highways, waterways roadways or rail system to be able to safely accommodate additional traffic generated from the ORCEM facility fabrication, production-distribution, sediment run-off and degradation of the waterways, or found to be the result of a die-off of aquatic organisms and or fish, or found to be the cause or negligent in a collision, or spill a load either in the water or on land from a Transport Vehicle, or Transport Vessels owned or contracted by ORCEM to delivered or distributed their products, "We the People, THE PUBLIC," reserve any and all legal rights allowed by the Law in the State of California and 'Federal Waters' Jurisdictional Laws to name and include City Staff and or Representatives et all, including City Council in the Lawsuit and to be held liable separately and collectively for damages.

Sincerely,

Susan B. Anthony / We the People / THE PUBLIC Dated September 8, 2015

Submitted by:

Susan B. Anthony  
[900 Carolina Street](#)  
[Vallejo, CA 94590](#)



-----Original Message-----

From: Susan B Anthony [<mailto:sueccdogs@comcast.net>]

Sent: Monday, October 26, 2015 4:10 PM

To: Andrea Ouse <Andrea.Ouse@cityofvallejo.net>

Subject: Case Law regarding the ability to have the record demonstrate that "independent review" would be accomplished under CEQA consistent with "Freinds of La Vina vs. County of Las Angeles (1991) 232 Cal. App3d 1446.

We the People - The Public submit case law, regarding the ability to have the record demonstrate that "independent review" would be accomplished under CEQA consistent with "Freinds of La Vina vs. County of Las Angeles (1991) 232 Cal.App3d 1446.

On Oct 26, 2015, at 3:51 PM, Andrea Ouse <Andrea.Ouse@cityofvallejo.net> wrote:

Dear Ms. Anthony (BC: City Council) -

Thank you for submitting your questions. We will review and incorporate them into the record.

Regards,  
Andrea

Andrea Ouse, AICP

Community and Economic Development Director City of Vallejo | Economic Development Department  
(707) 648-4163 | [andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net) City Communications Sign-up

Note - this is a NEW email address. Please update your address book. Thank you!

-----Original Message-----

From: Susan B Anthony [<mailto:sueccdogs@comcast.net>]

Sent: Monday, October 26, 2015 2:01 PM

To: Andrea Ouse <Andrea.Ouse@cityofvallejo.net>

Cc: Mayor Osby Davis <Mayor@cityofvallejo.net>; Jesus Cristobal Malgapo <Jesus.Malgapo@cityofvallejo.net>; Pippin Dew-Costa <Pippin.Dew-Costa@cityofvallejo.net>; Robert H. McConnell <Robert.McConnell@cityofvallejo.net>; Katy Miessner <Katy.Miessner@cityofvallejo.net>; Bob Sampayan <Bob.Sampayan@cityofvallejo.net>; Rozzana Verder-Aliga <Rozzana.Verder-Aliga@cityofvallejo.net>  
Subject: Questions to the Environmental Impact Report for the ORCEM Cement and Deep Water Terminal Project

In behalf of the seventy three percent of Californians who are investing billions of dollars in protecting our environment, we would appreciate the special consideration of the following topics.

1. Will the lease agreement between ORCEM and the City Government have conditions enabling the City to shut down the ORCEM cement plant operations and will the ORCEM company be allowed to operate under a fictitious name preventing lawsuits against the main Concrete Company involved.
2. Who will pay for the clean up when it happens? (e.g. overturned vehicle, diesel spill, oil or diesel spill from a ballast tank purge)
3. With the San Andreas fault in mind will this project be built to earthquake standards. Will the old structures be retrofitted to earthquake standards.
4. Will bulk liquids be used and held on site in containers (e.g. glue, liquid binding agents, epoxy) If so, what additional safety features surrounding the tanks that contain liquid will be required.
5. Does the Endangered Species Act of California cover Our native fish species (e.g. chinook salmon, steel head trout, coastal and bay wildlife inhabitants and species of fish found no where else,) and if it does; the tax payers of California wish to include counsel on this and the following issues from an independent marine biologist.

Requesting the independent marine biologist answer the following questions.

Would any of the following conditions, that maybe present from the cement plants operations; cause harm or a disruption to wildlife or fish.

a. Salmon and Steelhead depend on scent of the water to find their way to their spawning ground. Could the dust particulates from the concrete plants operations and fugitive particulate matter that is continuously released into the air that settle into the water or by contaminated surface water run-off into the river.

Can foreign particulate matter taint the PH or scent of the surrounding waterway and is it conceivable to say that there is a threat to the Salmon becoming disorientated in determining the direction of their spawning grounds because of a change in the scent of the waterway.

b. What specific endangered species and endangered habitat maybe impacted by a catastrophic collision with an oil tanker?

c. What negative impacts would effect the wildlife and fish from the sound of the equipment used at the plants operation. (e.g. constant noise, low frequency ground vibration from grinding, equipment resonance from machines both on land and from within the Cargo Hole during the off loading and or loading of the Bulk Cargo Ships.

d. Can electrical grounding rods for the Electrical Service at the plant cause conductivity or electrical current to travel to waters edge when the groundwater contains salt. Can the transition of an electrical subsurface current cause the fish to become subjected to electrical current or to become polarized by the electrical current emitted along the shoreline.

e. Can Industrial ships emit electrical current and disturb or disorient fish in the water.

f. What negative effects occur to the fish if welding or fabricating goes on inside the Cargo Ship and the negative welding cable - terminal is grounded to the hull? Can electricity pass on into the salt water through the hull?

g. What effect does constant transmission of sound through the cargo ships hull cause to the fish and wildlife in the area? (e.g. pinging and banging in the cargo hole?)

h. What wildlife and fish species are critically endangered that species are residents and migratory inhabitants to the San Francisco Bay Delta region?

6. What is their intended route of travel into the San Francisco Bay Area? Will they be restricted to the Central Shipping Lane that swings around past the Farallon Islands or will they be allowed to use the Northern route which cuts between the fisheries of the Farallon Islands and Fanny Shoals.

7. Millions of tax payers dollars are at stake in the salmon restocking program of California's rivers and streams. The people of California wish to have a summary of The Economic Value of Striped Bass, Chinook Salmon and Steelhead Trout of the Sacramento and San Joaquin River System of 1985 by Phill Meyer Resources Incorporated, located in the City of Davis, California included in the final decision.

8. Has a traffic study been done for both roadways and waterways. A traffic study should be done of the Northern and Central shipping lanes regarding: Barge, Tanker, Sport and Commercial Fishing traffic as it is today and its ability to handle any more safely.

9. Should a catastrophic spill occur and enter the River, the Bay, or the Pacific Shoreline, what is the name of the ORCEM Cement Company responsible Party. What is the specific "The Entity Name," who is the responsible Party to be held liable in a lawsuit?

10. Who is their insurance carrier(s)?

11. Will the company be required to carry insurance that will cover damages to the environment? If not, Why would the company be allowed to operate at Rivers edge without carrying Insurance that will cover damage to the environmental?

12. Does their insurance cover damages if their vessel hits a. bridge structure b. a commuter Ferry ?

13. Will a current copy of their insurance be required to be filed with the City Clerk as a public record.

Submitted by  
Susan B. Anthony  
900 Carolina Street  
Vallejo, CA 94590  
Home: 707 642-7332

cc:

Mayor@cityofvallejo.net

Jesus.Malgapo@cityofvallejo.net

Pippin.Dew-Costa@cityofvallejo.net

Robert.McConnell@cityofvallejo.net

Katy.Miessner@cityofvallejo.net

Bob.Sampayan@cityofvallejo.net

Rozzana.Verder-Aliga@cityofvallejo.net

-----Original Message-----

From: Dawn Abrahamson

Sent: Tuesday, October 13, 2015 2:31 PM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>; Leslie Trybull <[Leslie.Trybull@cityofvallejo.net](mailto:Leslie.Trybull@cityofvallejo.net)>

Subject: FW: Opposing ALL THREE proposed General Plans. Vallejoans' want "Public Access with sidewalks All Along Our Waterfront on the East side of the Napa River.

FYI.

-----Original Message-----

From: Susan B Anthony [<mailto:sueccdogs@comcast.net>]

Sent: Tuesday, October 13, 2015 2:22 PM

To: Dawn Abrahamson <[Dawn.Abrahamson@cityofvallejo.net](mailto:Dawn.Abrahamson@cityofvallejo.net)>; Mayor Osby Davis <[Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net)>; Jesus Cristobal Malgapo <[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)>; Pippin Dew-Costa <[Pippin.Dew-Costa@cityofvallejo.net](mailto:Pippin.Dew-Costa@cityofvallejo.net)>; Robert H. McConnell <[Robert.McConnell@cityofvallejo.net](mailto:Robert.McConnell@cityofvallejo.net)>; Katy Miessner <[Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net)>; Bob Sampayan <[Bob.Sampayan@cityofvallejo.net](mailto:Bob.Sampayan@cityofvallejo.net)>; Rozzana Verder-Aliga <[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)>

Subject: Opposing ALL THREE proposed General Plans. Vallejoans' want "Public Access with sidewalks All Along Our Waterfront on the East side of the Napa River.

Re: Opposition to All Three General Plan proposals and Official Notice of "Contempt of Failure to Listen to the People and UPHOLD the PUBLICS Interest."

Official Notification, We the People - The Public allege this ACT of trying to change the GENERAL PLAN is in actuality, an attempt to produce 'legal paperwork for a foundation' to circumvent "Our Right to Public Access."

Dear City Manager, Representatives of OCEM/VMT Proponents and Vallejo City Council,

Please make these comments a part of The LEGAL OFFICIAL RECORDS.

The People you represent have spoken before you and have given you a clear message of disapproval of turning that section of Our Waterfront into a Shipping Terminal and or a Commercial / Industrial zone.

The three options to CHANGE the General Plan are UNACCEPTABLE. These three separate General Plans all include one thing in common, an attempt to produce 'legal paperwork for a foundation' to circumvent "Our Right to Public Access" along that South-Easterly section of Lineal Frontage of Our WATERFRONT.

All three of these proposals or scenarios presented here to you on October 13, 2015 in the Council Chambers eliminate Public Access to the Waterfront and will cause damages to the Quality of Life for current residence and future residence by restricting access for recreational use and accepting one of these proposals circumvents the current plan to complete of Our Waterfronts Promenade along that South-Easterly section of the Napa River Waterfront.



Furthermore, Damages to The Peoples Interests and Infringement of Waterfront Access, whereby; if any of these scenarios to the General Plan are approved, and the ORIGINAL General Plan gets changed, Damages will also include all the public's expressed concerns regarding impacts on turning that section of Our Waterfront into a Shipping Terminal and or a Commercial / Industrial zone.

Whereby as part of the OFFICIAL RECORD, Damages will not be limited to the change of the General Plan but also to include DAMAGES from Toxic and Congestion Issues,

not limited to infringements on Our Quality of Living for Failure to anticipate the demand of an increase in population that will demand and require an increase in recreational space that will effectively require more Lineal footage of the waterfront as a promenade.

Furthermore, for the record; the so called "Needs Updating General Plan" shows planned development with more residential in close proximity to the current mud filled inundated boat ramp that lacks dredge maintenance, since it is packed full of mud.

Furthermore, the "Needs Updating General Plan" shows planned development of expanding the waterfront walking promenade to extend south and would provide a corridor for commuters, joggers, pet walking, biking, fishing and bird watching.

The corridor would provide access to the Ferry Terminal and the New Commuter Hub on Lemon Street. We the People have spoken before you and OPPOSE turning that section of Our Waterfront into a Shipping Terminal and or a Commercial / Industrial zone whereby eliminating Our Public Access and Our Right to Recreational Use..

Against the populous consensus We the People - The PUBLIC allege that this common change in all three of these proposals to Update the General Plan are an attempt to conspire with the Proponents of Orcem/VMT's as back door deal.

This is an OFFICIAL NOTICE that We the People - The Public, in your attempt to 'Ram this Proposal Through the Back Door,' is evidence of abuse of power. Whereby you are hereby NOTIFIED and being given written notice, should this version of a General Plan be approved your actions in this matter will be held "Contempt of Failure to Listen to the People and UPHOLD the PUBLICS Interest."

Please reject all three options.

Susan B. Anthony / We the People - The Public

Date: October 13, 2015

Time: 2:22 PM

Submitted By:  
Susan B. Anthony  
900 Carolina Street  
Vallejo, CA 94590

Home: 707 642-7332

What is their status on the vessels themselves, are they double hulled? If they loose power and ended up on the banks of the Faralone Islands, or on the rocks of the Potato Patch or drift into one of the bridges, what Hazard Insurance will they carry?

Is the company aware of the laws protecting any type of release with turbidity into the waterways?

During a heavy rain event, how will Orcem prevent silt from their plant from entering the river and waterways?

Is Orcem et all aware the Environmental Protection Agency has deemed local inland bay waterways a Critical Ecosystem?

Is Orcem aware that Federal Laws are in place that apply to protecting our waterways especially for the health of the food chain for the native Salmon?

Is Orcem aware that San Pablo Bay, The Faralon Islands, Fanny Shoals, endangered species and critical ecosystems are protected under Federal Law?

Are there specific Federal laws imposed by the Environmental Protection Agency that kick in once a waterway and or critical habitat has been deemed a Critical Ecosystem? What provisions are added to the law for additional protection, put forth by the EPA under the designation "Critical Ecosystem."

Is the Napa River Watershed and or San Pablo Bay included in this Critical Ecosystem?

Is Orcem aware that the San Francisco Bay Regional Water Quality Control Board is the controlling agency with regards to ground water run-off?

Has Orcem presented this factory proposal to the the San Francisco Bay Regional Water Quality Control Board?

Are they going to ask the San Francisco Bay Regional Water Quality Control

Does Orcem company, do routine medical evaluation, pertaining to testing the hearing capacity of their employees who are working around the processing machines?

What happens to Orcem employees when they can no longer breath?

What happens to Orcem employees when they no longer have the lung capacity to endure labor?

What compensation is given to Orcem employees families when as a result of enduring exposure to fabrication dust, they can no longer remain gainfully employed?

Does Orcem intend to use the river water for any part of maintenance, cleaning, fabrication and or productivity?

If Orcem has intent to use river water, has the Federal and State Fish and Wildlife been informed this plant has the intent to use water from the river?

If so, has Fish and Wildlife both Federal and or State given Orcem guidelines to protect bait fish and crustaceans from being sucked up in their pumps?

Does the California and or Federal Fish and Wildlife provided applications to industries that plan to use water from the river?

Does the State and or Federal Fish and Wildlife provided applications to industries that plan to release water into the river?

Are private industries allowed to release water into the river.

Has the EPA been notified of this proposal of Industry on the river?

Has the EPA been notified of Orcem et all of intent to procure/suck and or discharge water into the waterway.

Have there been bait fish or crustaceans that are critical food for salmon under



-----Original Message-----

From: Susan B Anthony [<mailto:sueccdogs@comcast.net>]

Sent: Monday, October 26, 2015 2:01 PM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

Cc: Mayor Osby Davis <[Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net)>; Jesus Cristobal Malgapo <[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)>; Pippin Dew-Costa <[Pippin.Dew-Costa@cityofvallejo.net](mailto:Pippin.Dew-Costa@cityofvallejo.net)>; Robert H. McConnell <[Robert.McConnell@cityofvallejo.net](mailto:Robert.McConnell@cityofvallejo.net)>; Katy Miessner <[Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net)>; Bob Sampayan <[Bob.Sampayan@cityofvallejo.net](mailto:Bob.Sampayan@cityofvallejo.net)>; Rozzana Verder-Aliga <[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)>

Subject: Questions to the Environmental Impact Report for the ORCEM Cement and Deep Water Terminal Project

In behalf of the seventy three percent of Californians who are investing billions of dollars in protecting our environment, we would appreciate the special consideration of the following topics.

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2. Who will pay for the clean up when it happens? (e.g. overturned vehicle, diesel spill, oil or diesel spill from a ballast tank purge)
3. With the San Andreas fault in mind will this project be built to earthquake standards. Will the old structures be retrofitted to earthquake standards.
4. Will bulk liquids be used and held on site in containers (e.g. glue, liquid binding agents, epoxy) If so, what additional safety features surrounding the tanks that contain liquid will be required.
5. Does the Endangered Species Act of California cover Our native fish species (e.g. chinook salmon, steel head trout, coastal and bay wildlife inhabitants and species of fish found no where else,) and if it does; the tax payers of California wish to include counsel on this and the following issues from an independent marine biologist.

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12. Does their insurance cover damages if their vessel hits a. bridge structure b. a commuter Ferry ?

13. Will a current copy of their insurance be required to be filed with the City Clerk as a public record.

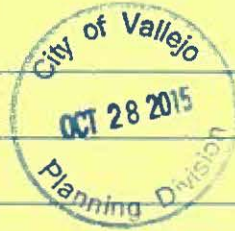
Submitted by  
Susan B. Anthony  
900 Carolina Street  
Vallejo, CA 94590  
Home: 707 642-7332

cc:

[Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net)

[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)  
[Pippin.Dew-Costa@cityofvallejo.net](mailto:Pippin.Dew-Costa@cityofvallejo.net)  
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[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)

BRUCE BALALA - EXCAVATING  
Operated Excavating Equipment  
1516 Shannon Court  
BENICIA, CALIFORNIA 94510-2737  
(707) 644-9609 Lic. #329949



10/26/15

ANDREA OUSE  
555 SANTA CLARA  
VALLEJO, CALIF.

DEAR MS OUSE;

THE FOLLOWING ARE MY CONCERNS AND QUESTIONS  
ABOUT THE CEMENT. I'VE OWNED MY YARD @ 401 LEMON  
ST. FOR 37 YRS.

1. WHO IS GOING TO MAKE SURE THAT ALL THESE  
CLAIMS AND ESTIMATES WILL BE FOLLOWED.

A. SOMEONE (NOT AN EMPLOYEE) MONITORING

THE AIR POLLUTION WITH THE AUTHORITY

TO SHUT THE PLANT DOWN IF CONTAMINANTS

ARE TOO HIGH. THE CITY WON'T

DO IT, AND I DON'T TRUST THE PLANT.



2

THE REPORT SAID THAT THE AIR CONTAMINANTS WERE ESTIMATED ABOVE LIMITS. WHAT THEN? NO OPERATION UNTIL OK - WHO ENFORCES THAT?

2. LEMON ST IS NARROW (ESPECIALLY W/COMMUTERS PARKING ON BOTH SIDES OF THE STREET), AND WITH A WEAK BASE. IT IS ALL BUILT ON MUD - IN FRONT OF MY YARD THE MUD IS DEEP, NO SOILS TESTS MENTIONED, AND NO CONTRIBUTION FROM THE DEVELOPER? 277 TRUCKS A DAY WILL RUIN THE ROAD IN NO TIME. DEVELOPER HAS TO PAY TO MAKE LEMON ST A LANE, WITH SIDEWALKS SO COMMUTERS CAN PARK AND WALK. IS THAT FIGURED IN DEVELOPERS PAYMENT



3

TO THE CITY? NOT MENTIONED IN REPORT.

3. IRISH NEWSPAPERS HAVE AN ARTICLE ABOUT

THIS COMPANY ~~OF~~ IN DUBLIN — THE HOME BASE

IS HAVING TROUBLE MEETING <sup>AIR</sup> STANDARDS — FOR

3 OR 4 YEARS. WHY WOULD WE WANT THAT

HERE?

4. CEMENT PLANT IN THE MIDDLE OF A RESIDENTIAL

NEIGHBORHOOD. THAT'S A JUST PLAIN DUMB IDEA.

5. THE CITY HAS AN OBLIGATION (LEGALLY) TO DO

A FINANCIAL ANALYSIS TO SHOW NEW DEVELOPMENT

HAS A POSITIVE CASH FLOW TO THE CITY. — INCLUDING

ALL COSTS TO THE CITY (INCLUDING REDOING



4

LEMON ST, AIR TESTING, ETC, ETC. HAS THE CITY DONE THIS — WHAT IS THE BENEFIT TO THE CITY?

6. I'VE BEEN HERE A LONG TIME. OVER THE YEARS THE CITY HAS STUDIED THE WATERFRONT TO DEATH. NOWHERE IN THE FUTURE PLAN WAS A CEMENT PLANT. DID YOU JUST THROW ALL THAT PLANNING MONEY AND TIME OUT THE WINDOW?

7. THAT PARTICULAR SPOT IS PROBABLY ONE OF THE NICEST PLACES ON SAN PABLO BAY — NO PROVISION IS MADE FOR PUBLIC ACCESS. NO CONSIDERATION FOR A FUTURE.

YOUR OFFICE OUGHT TO ~~BE~~ BE ASHAMED FOR WASTING OUR TIME DEFENDING OUR PROPERTY

5/

FROM AN UNCARING AND MONEY GRUBBING  
CITY GOVERNMENT. I AM NOT IMPRESSED.

~~B~~ Balala  
BRUCE BALALA  
707-644-9609



**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
**Won't You Please Take a Moment to Send in Your Questions?**  
**(It's free and confidential).**

**BACKGROUND** – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

**QUESTIONS** – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)



Why did you not bind a location away from residents? There is potential for health risks please reconsider.

YOUR NAME VINCENZA J. BACCHINO, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

**From:** Alan Barker [<mailto:abretail@yahoo.com>]

**Sent:** Monday, October 26, 2015 2:45 PM

**To:** Andrea Ouse

**Cc:** Mayor Osby Davis ; Jesus Cristobal Malgapo ; Pippin Dew-Costa ; Robert H. McConnell ; Katy Miessner ; Bob Sampayan ; Rozzana Verder-Aliga

**Subject:** Vallejo VMT/ORCEM DEIR

Comment/ Questions on the adequacy of the VMT/ORCEM DEIR

Andrea Ouse

I believe the proposed DEIR is inadequate due to the wrong type of DEIR selected for this proposed project. Two federal agencies are directly involved in the project and should require joint CEQA and NEPA (National Environmental Policy Act) review.

The first federal agency, Department of Homeland Security, VMT-controlled site, and no public access.

EPA has responsibility to prepare its own **NEPA** documents for compliance. EPA is charged under Section 309 of the Clean Air Act to review the environmental impact statements (EIS) of other federal agencies and to comment on the adequacy and the acceptability of the environmental impacts of the proposed action.

The second federal agency, Parent agency: U.S. Department of Defense U.S. Department of the Navy (DoN) owns/controls a navigational jetty within one mile of the proposed VMT/ORCEM site. The federal property is located adjacent to the Sandy Beach area. The jetty is in a state of disrepair and increased ship traffic wake could cause it to fail with environmental impact.

I believe that Joint EIR-EIS should be prepared.

### **CEQA GUIDELINES**

#### **California Code of Regulations, Title 14, Division 6, Chapter 3,**

#### **Article 11.Types of EIRs. (Sections 15160-15170)**

#### **Section 15170. Joint EIR-EIS.**

A lead agency under CEQA may work with a federal agency to prepare a joint document which will meet the requirements of both CEQA and NEPA. Use of such a joint document is described in Article 14, beginning with Section 15220.

Because of the inadequacy of the DEIR (CEQA only with no NEPA) I would ask that the NEW DEIR be implemented prior to proceeding to a Final EIR and INCLUDE NEPA. I would also

ask that the Public Review Period for the Joint EIR-EIS start over to allow Public Questions/Comments on the NEPA portion of the Draft.

**My Questions:**

**Will a Joint EIR-EIS be filed? If not, why? Other corrective actions taken to include NEPA review?**

**I have forwarded my comments to congressman Mike Thompson and sincerely appreciate the opportunity for input on the proposed VMT/ORCEM project.**

Alan Barker  
3 Sandy Beach  
Vallejo, California 94590

**From:** Alan Barker [<mailto:abretail@yahoo.com>]

**Sent:** Tuesday, October 27, 2015 3:56 PM

**To:** Andrea Ouse

**Cc:** Jesus Cristobal Malgapo ; Mayor Osby Davis ; Bob Sampayan ; Pippin Dew-Costa ; Rozzana Verder-Aliga ; Robert H. McConnell ; Katy Miessner ; Seifert ; Hannigan

**Subject:** Vallejo VMT/ORCEM DEIR

Comment/ Questions on the adequacy of the VMT/ORCEM DEIR

Andrea Ouse

**I believe the proposed DEIR is inadequate dealing with proposed annexation of land and its impact on the Public Trust Doctrine.**

Figure 2-2 of the VMT/ORCEM DEIR is used for reference.

"The 5.25-acre portion of the project site located outside the City limits, designated "Open Space-Community Park," would be annexed into the City and would be redesignated "Employment" and zoned "Intensive Use." The rezoning of the 5.25 acres has the potential to introduce a more intensive land use and an associated increase in truck travel, deliveries, and materials transport. However, it should be noted that the applicants are only proposing to use 1.99 acres of the 5.25 acres."

"The proposed boundary change would require approval from Solano County LAFCO."

#### **4.3.9 Land Use and Planning**

"A cumulative impact to land use and planning could occur if the proposed and cumulative projects contributed incrementally to a land use impact that is inconsistent with local plans and policies, including those set by the Bay Conservation and Development Commission, the City of Vallejo General Plan, and the Solano County General Plan. As described in Section 3.9, Land Use and Planning, the proposed project does not result in any significant impacts. However, the proposed project would involve the annexation and re-designation of 5.25 acres of land currently designated as "Park and Recreation" use in the Solano County General Plan, into "Employment" use by the City of Vallejo. This impact is considered to be less than significant."

**I believe the impact is significant and the DEIR has not adequately addressed alternatives.**

Figure 1-3 of the VMT/ORCEM DEIR is used for reference.



The shoreline to this 5.25-acre parcel is tideline property owned by the State of California. VMT is an upland property owner that does not include the tideland. Currently, the public has access to the tidelands laterally from the south and this is consistent with the Public Trust Doctrine. This property is used daily by the public for fishing, walking, bird watching, kayak launching and other recreational activities. No fence limiting public access to the property has been functional in the last decade. The legality of fencing restricting public access to tidelands without mitigation is a separate issue.

A suggested alternative would be *no annexation* of the parcel by the city of Vallejo.

By moving the maintenance shed and outside storage to a different VMT terminal site within the proposed project, this would not be a No Project Alternative and acceptable to CEQA. It would free the 1.99-acre from Homeland Security restrictions. This would also be an improvement consistent with the Project Requirements. (This would modify the VMT Terminal Site southern line to be inline with the ORCEM Site southern line in Figure 1-3 of the DEIR document.

Upland public access could be granted direct to the tidelands.

This 5.25 site is an area subject to the California State Lands Commission Public Trust Doctrine, and is also within the jurisdiction of the Bay Conservation and Development Commission, which are agencies subject to Executive Order S-13-08.

In an effort to preserve the "Open Space-Community Park" designation and satisfy Public Trust Doctrine, I would ask the applicant (VMT) to consider:

1. Deed restrictions on the property to grant public access and maintain a buffer.
2. Land exchange with the California State Lands Commission.
3. On-site mitigation for loss of public access to leasehold property with BCDC.
4. Gifting to Solano County Recreational District

Questions:

Why have there been no other on-site mitigation alternatives to the loss of public access to the leasehold parcel due to Homeland Security Restrictions?

Why is the kayak launch discussed in the DEIR as possible mitigation off-site?

Can the DEIR advance to final EIR without BCDC approved mitigation?

What mitigation will be proposed for Phase 2 of the project?

**I have forwarded my comments to Lieutenant Governor Gavin Newsom, State Lands Commission and sincerely appreciate the opportunity for input on the proposed VMT/ORCEM project.**

Alan Barker

3 Sandy Beach  
Vallejo, California 94590

**From:** Alan Barker [<mailto:abretail@yahoo.com>]  
**Sent:** Wednesday, October 28, 2015 5:04 PM  
**To:** Andrea Ouse  
**Cc:** Claudia Quintana  
**Subject:** Vallejo VMT/ORCEM DEIR

Comment/ Questions on the adequacy of the VMT/ORCEM DEIR

Andrea Ouse

**I believe the proposed DEIR is inadequate dealing with the proposed VMT/ORCEM 24/7 hours of operation.**

***Vallejo Municipal Code***

**7.84.010** General prohibition – Loud unnecessary and unusual noise.

"Notwithstanding any other provisions of the Vallejo Municipal Code and in addition thereto, it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area."

**I question the adequacy/accuracy of noise calculations done by AWN Consulting Limited for the VMT/ORCEM DEIR.**

For example:

Appendix K-2 Environmental Noise Impact of the Proposed Orcem Development, Vallejo, California Figure 1 Site Location.

The VMT Site *incorrectly* includes Sandy Beach residences.

Lt1 was selected to represent the noise environment of Sandy Beach Road residential land uses located along the waterfront.

Preliminary independent decibel checks *differ* from AWN established DB baseline for this site.

The DEIR should view the adjustment of 24/7 not as a reduction of the operation, such as the 25% reduction in production and throughput volumes, and therefore efficiency, as reflected in the Reduced Scale Alternative. That is infeasible for economic reasons, that lead to the No Project Alternative, which is not CEQU acceptable.

The DEIR should consider adjustment to the 24/7 as a *scheduling issue* to more accurately comply with City Municipal Guidelines and ordinances. Not all activities are 24/7 such as administrative, maintenance and some loading and unloading.

*Let's be clear, the noise effects related to 24/7 is the "elephant in the room."*

**I would ask the applicants to consider *adding* revised hours such as (6am to 10pm) to the 6.4.2 Revised Operations Alternative.**

**Questions:**

**With regards to the DEIR 25% Reduced Scale Alternative making the proposed project infeasible. What is that dollar amount?**

**Are the applicants or DUDEK or AWN aware of any other guidelines, ordinances or civil procedure relating to noise management and 24/7 operations relating to CEQA or NEPA?**

**Will the applicant redo DEIR noise levels testing for the Lt1 Sandy Beach area?**

**I sincerely appreciate the opportunity for input on the proposed VMT/ORCEM project.**

Alan Barker  
3 Sandy Beach  
Vallejo, California 94590  
925-389-0225



**From:** Alan Barker [<mailto:abretail@yahoo.com>]

**Sent:** Thursday, October 29, 2015 5:36 PM

**To:** Andrea Ouse

**Cc:** Daniel Keen; Tami Hansen; Mayor Osby Davis; Jesus Cristobal Malgapo; Pippin Dew-Costa; Robert H. McConnell; Rozzana Verder-Aliga; Bob Sampayan; Katy Miessner

**Subject:** VMT/ORCEM DEIR

Comment/ Questions on the adequacy of the VMT/ORCEM DEIR

Andrea Ouse

**I believe the proposed DEIR is inadequate on mitigation associated with future costs due to increased traffic.**

**Mitigation for Impact 3.12-4:** The proposed project would require physical improvements to Lemon Street in order to provide safe and efficient vehicle movements.

**MM-3.12-3** To provide for the safe movement of project trucks along with other existing pedestrian, bicycle, and vehicular traffic on Lemon Street between the project site and Sonoma Boulevard and through the intersection of Lemon Street/Sonoma Boulevard, **the applicants shall retain the services of a qualified engineer to prepare a structural pavement assessment for this segment of roadway, which shall be submitted for review and approval by the City Public Works Department.**

The assessment shall evaluate the existing pavement condition/strength against the project's demands utilizing methodology acceptable to the City, and shall identify recommended improvements (for example, overlay, reconstruction, base repair, etc.) necessary to meet this demand, based on the schedule of combined VMT and Orcem truck traffic.

**The City shall determine the project's fair-share allocation of costs in relationship to overall improvement costs,** and all necessary improvements shall be made prior to the issuance of a certificate of occupancy. In addition, the applicants shall work with the City of Vallejo Public Works Department to identify, design, and prepare a cost estimate for those physical improvements necessary to provide adequate sight distance and maneuvering capacity for trucks along this segment of roadway, including the intersection at Lemon Street/Sonoma Boulevard. The needed improvements may include for example, centerline striping, potential on-street parking changes, sidewalk gap closures and widening. **The applicants shall provide an engineers cost estimate for the improvements, to be approved by the Public Works Department. The Public Works Department shall determine the project's fair-share cost allocation for the necessary improvements.** All necessary improvements shall be constructed prior to the issuance of a certificate of occupancy.

Let's be clear, *it is going to cost a lot of money to improve roads and maintain them due to increased traffic from the proposed VMT/ORCEM Project!*

Rather than trying to negotiate cost for each improvement, summing the improvements, calculating depreciation, figuring fair-share allocation,

**I would suggest fee/toll per truck.**

**Examples only: 100 trucks, \$10/truck = \$1000/day, \$365,000/year for Public Works improvements/maintenance**

**276 trucks, \$10/truck = \$2760/day, \$1,007,400/year**

**100 trucks, \$20/truck = \$2000/day, \$730,000/year**

The price per truck is the only negotiating point. It simplifies the process, makes it transparent to the public and offers an economic incentive to the applicant to reduce truck traffic and utilize alternative methods, rail or barge.

Questions:

Will the applicant agree to a simplified cost per truck plan for road improvements and maintenance?

Will the applicant recommend (GBFS) be used for road improvements by the Vallejo Public Works Department?

Thank you for allowing comments/ questions for the proposed VMT/ORCEM DEIR.

Alan Barker  
3 Sandy Beach  
Vallejo, California 94590  
925-389-005

**From:** Alan Barker [<mailto:abretail@yahoo.com>]

**Sent:** Friday, October 30, 2015 7:11 PM

**To:** Andrea Ouse

**Cc:** Jesus Cristobal Malgapo; Katy Miessner; Robert H. McConnell; Pippin Dew-Costa; Mayor Osby Davis; Bob Sampayan; Rozzana Verder-Aliga; Tami Hansen

**Subject:** VMT/ORCEM DEIR

Comment/ Questions on the adequacy of the VMT/ORCEM DEIR

Andrea Ouse

**I believe the proposed DEIR is inadequate on mitigation associated with water use.**

"Based on the estimated water demands described in the DEIR, and as shown in Table 3.13-1, ORCEM is expected to require up to 1,656 gallons of water per hour or 32,282 gallons per day."

" A total maximum of 9,922,840 gallons per year would be required for ORCEM's operations, assuming that *no recycling* of milling process water were to occur. *In reality*, this figure is *likely* to be smaller, based on ORCEM's *plans to recapture and reuse* a substantial portion of this process water."

**Question: What are the specific plans to recapture and reuse water by ORCEM? By VMT?**

**The proposed project would require a combined maximum of 46,082 gallons of water per day (13,800 gallons for VMT and 32,282 gallons for ORCEM).**

**Question: Of the combined usage of 46,082 gallons of water a day, how much, in gallons, will be reclaimed water?**

#### ***Wastewater***

"All wastewater collected from the project site would be treated at the Ryder Street WWTP. The Ryder Street WWTP has a permitted dry weather capacity of 15.5 million gallons per day . The short-term wet weather capacity of the Ryder Street WWTP is 60 million gallons per day. During the rainy season, the Ryder Street WWTP has a capacity of 35 million gallons per day for full secondary treatment and an additional 25 million gallons per day for primary treatment. The addition of 2,400 gallons of wastewater per day would constitute less than 0.02% of the total permitted dry weather treatment capacity of the Ryder Street WWTP.

**Currently, Ryder Street WWTP releases 6 million gallons of treated wastewater (Disinfected Secondary: 23 Recycled Water) into the Napa River per day.**

### ***Recycled Wastewater***

There are currently three types of recycled water listed under Title 17 and Title 22 of the California Code of Regulations.

"Wastewater produced by the District is secondary treated wastewater with a coliform count of about 1000 MPN per 100 milliliter, which is greater than the restricted use groups. Modifications to the sewer plant to create tertiary recycled water were estimated at \$11 million in the Reclaimed Water Study presented to the Board of Trustees June 2014. Distribution costs in the study were estimated at \$26 million for a total project cost of \$37 million."

Currently, the Ryder Street WWTP, adjacent to the proposed VMT/ORCEM site is unable to distribute recycled water to Vallejo citizens at this time because they are unable to meet the standards for unrestricted use.

### **Disinfected Secondary: 23 Recycled Water**

"Wastewater that has been oxidized and disinfected to reduce the median level of total coliform bacteria below a most probable number (MPN) of 23 per 100 milliliters. This water can be used for irrigation of non-crop vegetation such as cemeteries, restricted access golf courses, and freeway right of ways. *It must be used at times and places where public access is limited.*"

Currently, the Ryder Street WWTP, adjacent to the proposed VMT/ORCEM site, does not have a plan in place to distribute any of the water treated wastewater.

**Question: Would the applicants help Ryder Street WWTP develop a pilot site-specific plan to distribute secondary recycled wastewater?**

**Question: Would the applicants VMT/ORCEM consider using reclaimed wastewater for industrial use on the site where public access is limited?**

Thank you for allowing comments/ questions for the proposed VMT/ORCEM DEIR. Let's hope it is raining heavily outside the day you review these questions, but *what if it is not?*

Alan Barker  
3 Sandy Beach  
Vallejo, California 94590  
925-389-005



**From:** Alan Barker [<mailto:abretail@yahoo.com>]

**Sent:** Monday, November 02, 2015 12:32 PM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Cc:** Jesus Cristobal Malgapo <[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)>; Bob Sampayan <[Bob.Sampayan@cityofvallejo.net](mailto:Bob.Sampayan@cityofvallejo.net)>; Mayor Osby Davis <[Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net)>; Pippin Dew-Costa <[Pippin.Dew-Costa@cityofvallejo.net](mailto:Pippin.Dew-Costa@cityofvallejo.net)>; Katy Miessner <[Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net)>; Robert H. McConnell <[Robert.McConnell@cityofvallejo.net](mailto:Robert.McConnell@cityofvallejo.net)>; Rozzana Verder-Aliga <[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)>; Daniel Keen <[Daniel.Keen@cityofvallejo.net](mailto:Daniel.Keen@cityofvallejo.net)>; Claudia Quintana <[Claudia.Quintana@cityofvallejo.net](mailto:Claudia.Quintana@cityofvallejo.net)>

**Subject:** Vallejo VMT/ORCEM DEIR

Comment/ Questions on the adequacy of the VMT/ORCEM DEIR

Andrea Ouse

**I believe the proposed DEIR is inadequate on emission mitigation associated with ships at port running 24/7 and Shore Power.**

**Shore power** or **shore supply** is the provision of shore side electrical power to a ship at berth while its main and auxiliary engines are shut down.

Shore power saves consumption of fuel that would otherwise be used to power vessels while in port, and eliminates the air pollution associated with consumption of that fuel. A port city may have [anti-idling](#) laws that require ships to use shore power. Use of shore power may facilitate maintenance of the ship's engines and generators, and reduces noise.

***If commercial ships can use shore-supplied power for services such as cargo handling, pumping, ventilation and lighting while in port, they need not run their own diesel engines, reducing air pollution emissions.***

For cargo ships, the need to run the ship's engines for power in port is eliminated by techniques collectively described as [cold ironing](#).

Cold ironing is a [shipping industry](#) term that first came into use when all ships had [coal](#)-fired engines. When a ship tied up at port there was no need to continue to feed the fire and the iron engines would literally cool down, eventually going completely cold, hence the term *cold ironing*.

Shutting down main engines while in [port](#) continues as a **majority practice**. However, auxiliary diesel generators that power cargo handling equipment and other ship's services while in port are the **primary source of air emissions from ships in ports today**, because the auxiliaries run on **heavy fuel oil or bunkers**. Cold ironing **mitigates harmful emissions** from [diesel engines](#) by connecting a ship's load to a more **environmentally friendly**, shore-based source of electrical power. An alternative is to run auxiliary diesels either on gas (LNG or LPG) or extra low

Sulphur distillate fuels, however if noise pollution is a problem, then **cold ironing then becomes the only solution.**

Various states and localities have passed [laws](#) pertaining to idling. Some of the laws are more strict and stringent than others. Thirty-one states currently have some sort of existing regulations pertaining to **anti-idling**. Of these states, California has the most codes and regulations. The California Air Resources Board has enacted numerous laws that **regulate idling** in the state. (Trucks included).

**Shore power was considered by the VMT/ORCEM, however determined to be infeasible?** Does this mean economically infeasible to VMT/ORCEM? Is this a case of economic concerns leads to a No Project Alternative in the DEIR, which is not acceptable under CEQA?

**It costs VMT/ORCEM *too much money to mitigate diesel emissions*, may be OK with CEQA guidelines, but it is not OK with citizens of Vallejo, California!**

Questions:

**How much does it cost to add Shore Power to the proposed VMT/ORCEM project in dollars?**

**Are VMT/ORCEM aware of any anti-idling laws regarding vessels in port, (Federal, State or local municipalities)?**

Thank you for allowing comments/ questions for the proposed VMT/ORCEM DEIR.

Alan Barker  
3 Sandy Beach  
Vallejo, California 94590  
925-389-005

**From:** Alan Barker [<mailto:abretail@yahoo.com>]

**Sent:** Monday, November 02, 2015 1:40 PM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Cc:** Jesus Cristobal Malgapo <[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)>; Bob Sampayan <[Bob.Sampayan@cityofvallejo.net](mailto:Bob.Sampayan@cityofvallejo.net)>; Mayor Osby Davis <[Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net)>; Pippin Dew-Costa <[Pippin.Dew-Costa@cityofvallejo.net](mailto:Pippin.Dew-Costa@cityofvallejo.net)>; Katy Miessner <[Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net)>; Robert H. McConnell <[Robert.McConnell@cityofvallejo.net](mailto:Robert.McConnell@cityofvallejo.net)>; Rozzana Verder-Aliga <[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)>

**Subject:** Vallejo VMT/ORCEM DEIR

Comment/ Questions on the adequacy of the VMT/ORCEM DEIR

Andrea Ouse

**I believe the proposed DEIR is inadequate on mitigation of LEED construction in Phase 1 of the proposed project with regards to GGBFS, (Ground-granulated blast-furnace slag).**

LEED, or Leadership in Energy & Environmental Design, is a green building certification program that recognizes best-in-class building strategies and practices. To receive LEED certification, building projects satisfy prerequisites and earn points to achieve different levels of certification.

GGBFS cement can be added to concrete in the concrete manufacturer's batching plant (ORCEM), along with Portland cement, aggregates and water. GGBFS is used as a direct replacement for Portland cement, on a one-to-one basis by weight. Replacement levels for GGBFS vary from 30% to up to 85%. Typically 40 to 50% is used in most instances.

Questions:

***What level of LEEDS certification will be achieved for the proposed VMT/ORCEM buildings in Phase 1 of construction?***

***What percent by volume will Portland cement be replaced by GGBFS on average for all site-cast concrete used on the proposed VMT/ORCEM project including piers, caps, grade beams, slab, floors, tilt-up walls, retaining walls and site concrete?***

***Where will the GGBFS component come from for construction at the proposed VMT/ORCEM site?***

Thank you for including questions and comments in the EIR.

Alan Barker  
3 Sandy Beach  
Vallejo, California 94590  
925-389-005



**From:** Alan Barker [<mailto:abretail@yahoo.com>]

**Sent:** Thursday, October 29, 2015 3:21 PM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Cc:** Katy Miessner <[Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net)>; Bob Sampayan <[Bob.Sampayan@cityofvallejo.net](mailto:Bob.Sampayan@cityofvallejo.net)>; Jesus Cristobal Malgapo <[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)>; Mayor Osby Davis <[Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net)>; Pippin Dew-Costa <[Pippin.Dew-Costa@cityofvallejo.net](mailto:Pippin.Dew-Costa@cityofvallejo.net)>; Rozzana Verder-Aliga <[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)>; Robert H. McConnell <[Robert.McConnell@cityofvallejo.net](mailto:Robert.McConnell@cityofvallejo.net)>; Tami Hansen <[Tami.Hansen@cityofvallejo.net](mailto:Tami.Hansen@cityofvallejo.net)>

**Subject:** Vallejo VMT/ORCEM DEIR

Comment/ Questions on the adequacy of the VMT/ORCEM DEIR

Andrea Ouse

**I believe the proposed DEIR is inadequate dealing with the environmental impact of tree addition on emission reduction benefits.**

The VMT/ORCEM DEIR Appendix E-2: Tree Survey was completed for the previous applicant, not VMT/ORCEM, and is dated April 2008.

#### **General Project Area Description**

"The Project Area is a former flour mill complex and an adjacent hillside in Vallejo, Solano County, California. It is bordered to the east and north by residential and commercial development. To the south, there is a small area of open space, predominately non-native grassland. The Project Area is bordered on the west by Mare Island Strait. Elevations in the Project Area range from 0 to 140 feet (0 to 43 meters)."

"A total of five hundred twenty-three (523) trees were inventoried in this assessment."

Only the General Project Area Description of the tree survey has not changed on the 7 year old report and is indicative of the inadequacy of the discussion of tree addition on mitigation of emission reduction benefits.

Appendix A-1 Initial Study and NOP under Agriculture and Forestry Resources, speaks to deforestation only, not addition.

***Lets be clear, adding trees improves our air quality.***

I would request that the applicants in the DEIR generally speak to the emission reduction benefits of adding trees as part of mitigation.

I would request replacing dead trees on the proposed project site and a 20% increase, minimum 100 trees, be added as part of mitigation.

I would request VMT/ORCEM applicant funding for a new city-wide Tree Survey as mitigation on emission reduction for the city of Vallejo.

"Once you have an inventory there are tools available to provide forestry analysis and benefits assessment that include emission reduction benefits. You can quantify benefits like carbon storage, improved air quality, and energy savings to a single tree, line of street trees, or a whole community forest."

*A city-wide Tree Survey (public, not yard) opens up urban forestry grant funding to Vallejo.*

Questions:

Will VMT/ORCEM fund consultants, working with U.S Forest Service Urban and Community Forestry program, to conduct a city-wide Tree Survey?

Will the applicants allow public trail access to transverse the hillside with trees, outside the Homeland Security restricted area, but on VMT property, between Sandy Beach Road and Lemon Street as part of BCDC mitigation?

I sincerely appreciate the opportunity for input on the proposed VMT/ORCEM project.

Alan Barker  
3 Sandy Beach  
Vallejo, California 94590  
925-389-0225

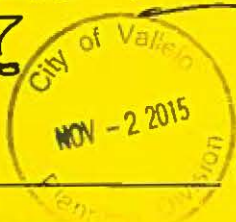
# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

Why did I have to hear  
about this issue over the  
internet from Friends and NOT  
From the city?

(Your Name)

Cooper Barst



Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

[www.CityofVallejo.net](http://www.CityofVallejo.net)

**From:** gaylenekb

**Sent:** Monday, October 5, 2015 11:58 PM

**To:** Andrea Ouse

**Subject:** Orcem hearing comment

Ms. Ouse:

I recently moved to the lovely little City of Vallejo. I moved here to be closer to the thriving Bay area art scene. I adored the Carnevale Fantastico Renaissance and Cultural Festival is likely coming to Vallejo's Blue Rock Springs Park. I love the downtown art scene and the farmer's market. Vallejo has small town charm and the pull of San Francisco's Haight & Ashbury district for today's artists.

Orcem will bring water and air pollution for a SMALL return in employment opportunities. Consider the impact of a facility such as Orcem on the National Historic Landmark of the shipyard, and the impact of the Mare Island Shoreline Preserve. Please be careful to include the additional impact of the drought on Vallejo's water resources as well.

I adore this area. Yes, there is unemployment, and areas that need to be restored. I just question if the environmental impact won't end up costing more in the long run, than a cement factory would bring into this area.

Gaylene Bartlett



# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

What are your plans for handling the traffic  
~~you~~ problems you will encounter on Lemon Ave?

(Your Name)

Gaylene Bartlett



Vallejo, CA

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**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

<http://www.cityofvallejo.net/>

**From:** Paula K Bauer [<mailto:paula@bauerlaw.com>]  
**Sent:** Monday, November 02, 2015 11:01 AM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** Orcem/VMT Questions

Ms. Ouse,

Why is there no separate DEIR for the handling of Portland cement at the proposed location, given that it is an option available to applicants? Why is there no consideration in the DEIR of the environmental hazards of Portland cement? What factors went into the determination to not include Portland cement either in the current DEIR or a separate DEIR?

3.3-1: An intent to mitigate is not a mitigation measure sufficient for CEQA purposes as it does not allow for analysis since it is not an actual plan. In the revised DEIR, please include an actual mitigation measure for this and all other instances where the DEIR provides only a statement

that a mitigation measure will be created in the future.

What procedures will be in place to ensure that the materials being transported to VMT and unloaded at the port are not contaminated, polluted, or a health/safety problem? What procedures will be in place to ensure that the ships arriving at the port are not carrying invasive species? Who at VMT and/or Orcem will be responsible for ensuring the quality of the materials, including slag, entering the port and being unloaded there? What agency will oversee compliance with that?

3.6-2: What is the point of subsidized bus passes when no buses route to the proposed site? What mitigation will be accomplished by providing employee showers?

3.2-1 and 3.2-5: why have applicants determined that mitigation measures here are not economically feasible? What factors were considered? What experts were consulted to arrive at that conclusion? Please identify and include all information considered and all persons consulted in reaching this determination in the DEIR, in any revised DEIR, and in the Final EIR.

Table 3.9-2: how was it determined that increased capacity for cargo shipping is a substantial public benefit for Vallejo? Is there a legal definition for substantial public benefit? If so, how does increased cargo shipping meet that definition? What tangible benefits does Vallejo get from increased cargo shipping, and how do they outweigh the detriments from such increase?

What factors went into the applicants' determination that an Environmental Justice Report was not required for these projects? What people were consulted to arrive at this decision? What were the qualifications of those consulted? Identify the studies of the area surrounding the proposed projects that were used in arriving at this determination.

When an engineer, surveyor, biologist or some other type of specialist is to be hired to comply with a mitigation measure, who will determine who is hired and what will be the standard for determining that?

Mitigation measure 3.4-s is insufficient because merely conducting a survey is NOT a mitigation measure. Even if a survey is completed, what assurances are there that it will be used to do anything? This mitigation measure should be redone to



show what steps will be taken to mitigate this impact.

Why is it not feasible to mitigate the air pollution effects of 3.2-1 and 3.2-5 by recording a covenant to restrict use of the hillside? No grounds are given for this conclusion, as stated in 3.2.5. What people were consulted and documents used to arrive at this conclusion?

I could not find where the DEIR took into account the loss of revenue to the city of Vallejo due to the decreased property values that will result if these projects are approved. Please include this economic impact in the revised DEIR.

Because emails I have sent you in the past have not gone through correctly, please acknowledge receipt of this one. Thank you.

Paula Bauer  
419 Wallace Avenue  
Vallejo, CA 94590  
415.516.2805  
[paula@bauerlaw.com](mailto:paula@bauerlaw.com)

-----Original Message-----

From: Connie Beckmann [<mailto:crbeckman45@comcast.net>]

Sent: Tuesday, October 20, 2015 9:53 AM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>; Bob Sampayan <[Bob.Sampayan@cityofvallejo.net](mailto:Bob.Sampayan@cityofvallejo.net)>

Subject: PAGE 136, VMT/ORCEM Draft EIR

Please recheck figures on page 136 of the EIR, and let me know of my error:

During the mode 2 operations, when all raw materials are being delivered by truck, it is estimated that 189 loads of concrete will be produced.

Each load is about 8 yards, so that's approximately 1500 yards.

There is about 1.5 tons of aggregate in each yard of concrete.

That amounts to 2250 tons.

That is approximately 200 loads of aggregate per day (if being hauled by ten-wheelers), not 19.

Is this report off by a factor of ten?

> On Oct 20, 2015, at 11:40 AM, Connie Beckmann <[crbeckman45@comcast.net](mailto:crbeckman45@comcast.net)> wrote:

>

> Unfortunately this logarithmically affects every area of sound and traffic in this study, making all preliminary reviews worthless.

> We will have to start over once again. More time and money lost.

>

> If this report is to be taken empirically (and it must) there is an error. It is glaring, and should have been seen immediately by Planning. It will be embarrassing if it isn't researched prior to Sunday's meeting.

>

>

>

**From:** Milagros [<mailto:mjbnena@hotmail.com>]

**Sent:** Thursday, October 01, 2015 11:20 AM

**To:** Andrea Ouse

**Subject:** Environmental Justice and Community Health Impact Input on Draft Environmental Impact Report for ORCEM Plant and Vallejo Marine Terminal

Dear Andrea Ouse,

My name is Milagros Berrios. I am writing on behalf of my family and myself. We are hoping that ORCEM Plant will not open up in our city because we work, live, play, and breathe in the exact area that they plan to open up the plant. My child and I already have severe asthma and with the report sent from Lori Allio, PhD it will only worsen our health due to the affects of the plants output. I also work at Grace Patterson and near the Marina. This will affect not only me in my work place but also the children and families that I work with that attend the school. I hope you will take all of our health and well being into consideration .

Thank you,

**Milagros Berrios**



**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

**BACKGROUND** - A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

**QUESTIONS** - You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?  
OCT - 7 2015

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

How do we prevent the hearing damage to the marine animals in the initial stages of creating space for an industry?

**YOUR NAME** Melissa Bowen, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

-----Original Message-----

From: Melissa Bowman [<mailto:patinage.tx@gmail.com>]

Sent: Sunday, November 01, 2015 9:07 PM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

Subject: VMT/Orcem questions

VMT/Orcem questions

Would you please show photos including satellite photos if available of your mills and the surrounding environs in Ireland, France, Netherlands and New Zealand?

Specifically what Asian countries will the imported slag be shipped from? How will their contents be examined for legal, intended import?

Will there be garbage coming from the Port of San Francisco as some have claimed?

Speaking in layman's terms, how does the cancer risk described in this project compare to the cancer risk of eating bacon and red meats (17%) as revealed recently by the World Health Organization? I am asking this because there is much said about bringing more minimum wage fast food employment into Vallejo rather than this project.

What will be the benefits to South Vallejo? Please include information regarding safety from violence, residential and commercial real estate price stabilization when the former General Mills property is reused as opposed to its current unused state. Also, please discuss street and road improvements.

How committed is Orcem to produce its sustainable construction product over the 65 year rental term? What kinds of research is Orcem doing to minimize or fully eliminate Portland cement production in their product?

Which historically significant structures will be open to the public?

Melissa Bowman  
Architectural Heritage and Landmarks Commission

**From:** Kathryn Brock [<mailto:katclabro@gmail.com>]  
**Sent:** Monday, October 26, 2015 11:07 PM  
**To:** Andrea Ouse  
**Subject:** A concerned citizen regarding the cement factory

In February 2015, when I was thinking of moving to Vallejo, there were two main questions I had. Is the air quality healthy in Vallejo and is there good quality drinking water. These two things sold me on Vallejo as a healthy place to live. In April 2015, I moved here from Long Beach in Los Angeles County.

I lived in downtown Long Beach next to the Port of Long Beach and the Port of Los Angeles and numerous factories. This area is also called **Cancer Alley**. The rate of lung cancer and respiratory ailments is one of the highest in the nation due to the port activity, diesel ships, diesel trucks and toxic factories. In the four years I lived in Long Beach I developed COPD. This is permanent damage to my lungs. I will most likely die of it in the future.

There are several things going on here:

### **Regarding the transportation**

1. The ships and trucks run on diesel fuel. The diesel fuel soot and smell drifts into your house. The oily soot is hard to get rid of once it is in your living area. It gets into the carpets, on the walls, on your dishes, in your bedding, and in your clothing, etc. Breathing it in gets lodged in your lungs and you can never ever get rid of it. Remember, homes need to have windows open to circulate fresh air.

**Question.** Will the cement factory owners be willing to install in every Vallejo home a filtering system to clean the toxic air coming in from the windows?

2. Most of the jobs at the ports and factories are union jobs, these workers make good money. It turns out most port workers do not live in Long beach, because it is too toxic. They don't want their children exposed to the toxins. They live in other surrounding areas where you don't have the TOXIC DRIFT. And they don't spend their money in Long Beach.

## Regarding the cement factory

1. The cement factory will have a toxic drift over all of Vallejo. As with Long Beach, the City of Vallejo and the cement company will be plagued with continuous lawsuits for decades to come.

**Question.** Will the cement factory owners be willing to install in every Vallejo home a filtering system to clean the toxic air coming in from the windows?

2. Once you allow a toxic factory in the neighborhood, then there will be a flood of other toxic industries that will want to be in Vallejo. Is this what you want? Really? Really?

3. The people of Vallejo will have ongoing lung damage. City of Vallejo will need to set up special Respiratory Clinics for the residents of Vallejo.

4. Don't be too set on locals getting these jobs. A high degree of the Vallejo young adults do not graduate from high school. There is a high degree of young adults that are not proficient in basic skills. Even factory workers need some basic skills.

5. The residents will be angry and will vote out all city officials that are in favor of this cement factory and other projects like this. And with that change, city employees who are in favor of toxic industries will be replaced with environmentally sensitive employees.

For those that don't know, many city council members and city employees in favor of toxic industries don't even live in Vallejo. So, why would they care about YOUR AIR?

6. This cement factory and other toxic industries like this will condemn Vallejo real estate values **F O R E V E R** from reaching their full bay area potential.

**TRUST ME, THIS WILL NOT END WELL.**

**My questions for those making decision for me and you:**

How will the air quality be monitored?

What organization will be in charge of air quality monitoring?

Will residents be part of supervising the air quality organization?

Will residents have a 50% or more representation in this air quality organization?

Who is going to pay for the monitoring of air quality?

What will happen if monitored result is less than acceptable?

If the air quality is not acceptable, what is the process to shut down industries that pollute our air?

In this shutting down process, will city officials represent the citizens of Vallejo or the toxic industries?



**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
- Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

BACKGROUND – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

will it hurt value of homes?

YOUR NAME Stephen Brock, Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

**From:** Peter Brooks [<mailto:peterjbrooks@msn.com>]  
**Sent:** Wednesday, October 28, 2015 1:20 PM  
**To:** Andrea Ouse  
**Subject:** ORCEM/VMT DEIR questions for official submission

Hello Andrea,  
Please submit these questions for the 60-day DEIR period.

As always, thank you for your prompt attention.  
Peter Brooks  
714 York  
Vallejo, CA 94590

## Appendix J-1 - STORM WATER CONTROL PLAN

### **1.3 Pre- & Post-Development Peak Runoff Rates**

**The DEIR states that** "Peak runoff from the site will be reduced by a combination of three factors including the removal of the existing warehouse building at the site entry."

**QUESTION 1 -- How would the Runoff Rates be affected if the existing warehouse building at the site entry were NOT removed?**

**QUESTION 2 -- Will the plan to direct runoff to the vegetated swales, storm drain system, and bio-basin for detention and filtration still work if the existing warehouse building at the site entry is NOT removed?**

### **1.5 Opportunities and Constraints for Storm Water Control**

**STORM WATER CONTROL PLAN (SWCP) - The DEIR states that** debris and pollutants from unloading and/or vehicle operations can be adequately filtered prior to discharge.

**QUESTION 1 -- Can you please list examples of debris and pollutants and explain how the filtration process works?**

**QUESTION 2 -- Can it be determined how much of the debris and pollutants entering the filtration system come from VMT's operation vs. ORCEM's operation?**

## SECTION 2.0 MEASURES TO LIMIT IMPERVIOUSNESS

### 2.1 Measures to Reduce Development and Minimize Impervious Area

Per the DEIR, "The existing warehouse building at the site entry will be removed. The area will be paved or topped with gravel and used for truck/rail traffic and for stockpile of materials and/or equipment. A bio-basin and vegetated swales will be added to the site to increase the landscape (pervious) areas."

**QUESTION - Can you please explain where the aforementioned bio-basin and vegetated swales will be placed if the existing warehouse building at the site entry is NOT removed?**

## SECTION 3.0 SELECTION AND PRELIMINARY DESIGN OF STORM WATER TREATMENT BEST MANAGEMENT PRACTICES (BMPS)

The DEIR states that "Gravel/Stockpile area runoff has minor infiltration, and the remainder is directed to the storm drain system or to the bio-basin."

**QUESTION -- Can you explain why some Gravel/Stockpile area runoff goes to the bio-basin while other Gravel/Stockpile area runoff is diverted to the storm drain system?**

## SECTION 4.0 SOURCE CONTROL MEASURES

### 4.1 Description of Site Activities and Potential Sources of Pollutants

**TABLE 4-1 POTENTIAL POLLUTANT SOURCES AND CONTROLS** states that "Storm drain inlets will be marked with the words "No Dumping! Drains to Bay."

**QUESTION -- Can you please illustrate on the site map which areas on the site "Drain to Bay" and which areas go to filtration and treatment?"**

**QUESTION 2 -- Can you please explain why some Storm drain inlets drain to the Bay without filtration and treatment?**

**From:** Peter Brooks [<mailto:peterjbrooks@msn.com>]  
**Sent:** Monday, November 02, 2015 12:45 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** ORCEM/VMT DEIR questions

Here are questions related to the draft EIR that I would like answered.  
Thank you,  
Peter Brooks  
Vallejo, CA

#### APPENDIX L.5.4 — EXISTING PLUS ORCEM PROJECT

#### BASIC FREEWAY SEGMENTS WORKSHEET and the RAMPS AND RAMP JUNCTIONS WORKSHEET

\*On pages approximately 619 to 676, the Jurisdiction is listed as "Sonoma County." Can you please explain why Sonoma, instead of Solano County, is the jurisdiction?

\*Starting with page 661 to 676, the "Analysis Year" is listed as 2040. Can you please explain why that year, 2040, was chosen for the analysis?

\*On pages 631-634 of the BASIC FREEWAY SEGMENTS WORKSHEET, Highway/Direction of Travel states "From/To Glen Cove to Laurel, Jurisdiction of Sonoma County." Can you please explain where this location is and how it is related to the traffic analysis for the ORCEM/VMT proposal?

#### ADDITIONAL QUESTIONS

What materials are needed to mix with the "slag" coming from Asia to make ORCEM's product?

How will the materials that are needed to mix with the slag be brought to the site?

How will the materials that are needed to mix with the slag be stored on site?

On an annual basis what is the estimated tonnage of each material needed to mix with the "slag" that will be stored on site?

On an annual basis what is the estimated tonnage of Portland cement that will be stored at the site?

How will the Portland cement be brought to the site?

Specifically, how will the Portland material used in the mixing process be stored on site and what precautions will be taken to ensure Portland does not escape into the air or water?

If/when Orcem decides to manufacture Portland cement how will operation of the Orcem facility change in regard to the manufacture, storage, handling and transportation of the Portland product?

If/when Orcem decides to manufacture Portland cement, will that require a new environmental impact report?



**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

**BACKGROUND** – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

**QUESTIONS** – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

Can the 45-day comment period be extended?

YOUR NAME Peter Brooks, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
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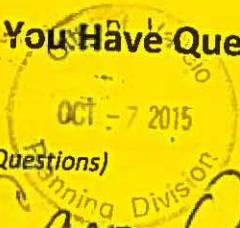
WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

Will VMT bring in  
garbage from S.F.?

YOUR NAME Peter Brooks, Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

**Do You Have Questions About the Plans for a Cement Factory  
on Vallejo's Waterfront?**



(Your Questions)

Can ORCEM/UMT  
reduce their hours  
of operation to 9AM-5PM  
Monday - Friday?

(Your Name)

Peter Brooks

Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net/>

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From: Patricia <[vidasport@yahoo.com](mailto:vidasport@yahoo.com)>  
Sent: Thursday, October 8, 2015 7:11 PM  
To: Andrea Ouse  
Subject: VMT/ORCEM Draft EIR

Dear Ms. Ouse,

Vallejo has a rich maritime and industrial heritage that has waned to say the least, along with the middle class jobs it sustained. I therefore welcome the idea of creating a maritime terminal with links to rail as well as the cement processing plant. | 1

I do have concerns about Lemon Street and the truck traffic planned there. | 2 How will residents and pedestrians be protected from noise and dust stirred up by the trucks? | 3 Will the restriction of trucks to non commute hours and the use of newer model lower emission trucks apply to all the future VMT tenants? | 4 Would it be possible to create a physical separation from the trucks, perhaps lined with trees along Lemon Street? Could beautification of the Sonoma Blvd. corridor be linked to it? | 4

Sincerely,  
Patricia Brown  
Napa St.



**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
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(It's free and confidential).

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QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

How many jobs will local - Vallejo residents be offered?  
What percentage of <sup>your</sup> taxes will go to Vallejo?  
How will you contain - the contaminants from the cement / process to keep the water clean?  
YOUR NAME Anna Buck, Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015



**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
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QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

What type of chemicals are being used?  
How toxic? What harmful effects have they caused in water, animals and humans?

YOUR NAME

Susan McBurnis

Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

Given the clear public outrage and dissatisfaction of this project, how will they continue with this? How many against it does it take? Will all the concerns I heard tonight be addressed and when?

(Your Name)

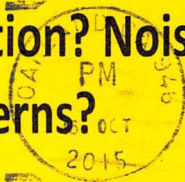
Adam Butler,



Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net/>

# Jobs? Traffic? Pollution? Noise? Health Concerns?



A Cement Factory and Marine Terminal are being considered for South Vallejo.

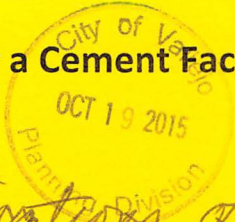
The City of Vallejo wants to hear your questions and comments. Come to the only Public Meeting on **Wednesday, October 7, 2015 from 6:00 – 8:00 p.m.** in the City Council Chambers, 555 Santa Clara Street, Vallejo.

*You're Invited. Let Your Voice Be Heard.*



Mail To:  
Vallejo Community &  
Economic Development  
Director Andrea Ouse  
555 Santa Clara Street  
Vallejo, CA 94590

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?



(Your Questions)

What are the implications of train traffic at crossings at main interseccions. How long will residents have to wait for trains to cross? The DEIR needs to say

(Your Name)

more about this. What a major traffic mess.

Julia Capistran

Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net/>



**From:** Jeff Carlson [<mailto:jeffdcarlson@gmail.com>]  
**Sent:** Tuesday, October 27, 2015 2:01 PM  
**To:** Andrea Ouse  
**Subject:** Comments on VMT/Orcem Draft EIR

Ms. Ouse,

Please add the attached file to the official record of public comments regarding the VMT/ORCEM project Draft Environmental Impact Report.

Regards,  
Jeff Carlson

Comments and Questions regarding the draft Environmental Impact Report Orcem/VMT

## 2 -- PROJECT DESCRIPTION

### 2.4.5 Development Agreement and/or Community Benefits Agreement:

- How does the applicant justify proposing a Community Benefits Agreement that would only last a fraction of the operational life of the project?
- Would the community need for such an agreement diminish significantly over the fifteen year life of the agreement, and what factors would lead to this attenuation?

Background: While VMT has some general descriptions of the shipments that would be unloaded at its proposed pier, nothing is said about the possibility of garbage shipments from San Francisco or any other Bay Area city. This is an important question since the city of San Francisco and Recology Inc. just signed an agreement to truck 5 million tons of San Francisco garbage to the Recology dump near Vacaville over a 15-year period.

- Is it possible that project operations in the future might involve transfer of municipal garbage?

This agreement between San Francisco and Recology has resulted in litigation, and in such cases there is always the possibility of an alternative to trucking -- such as garbage barges. Note that one of the principals in VMT is Marc Grisham, who was city manager in Pittsburg, CA, when garbage barges to that city were discussed a few years ago. The plan eventually was sidelined. Now Grisham is a principal in VMT which proposes a port facility capable of handling a large amount of barge and ship traffic.

- If transfer of municipal garbage would be allowed through this project in the future, what would be the environmental impacts associated with these materials that have not been specifically addressed in the draft environmental impact report?

The port facility would have a rail line that runs straight through the middle of Vallejo.

- If municipal garbage or trash transfer might be part of port operation, might that track serve as a route for a trash train to any Recology dumps, including the one between Napa and Vallejo, the one near Vacaville or the one in Yuba City?



- What environmental impacts might result from these operations that have not been specifically examined in the draft document?

#### Questions for VMT:

- Have you or will you consider using your proposed facility for docking garbage barges or ships from other Bay Area cities, in particular San Francisco?
- Have you or would you consider utilizing your proposed facility to unload garbage barges or ships and reload the garbage onto trucks or train cars for delivery to Recology landfills, including ones near Vallejo, Vacaville or Yuba City?
- If this is not part of your plans, would you agree up front, as a condition of approval from Vallejo and/or other governing agencies, to not accept such trash shipments and not arrange for trash shipments via truck or train from the VMT?
- Would you agree up front to prohibitions on handling materials with substances capable of creating health or environmental hazards in the event of accidents or errors involving shipments of such materials to or from VMT or Orcem facilities in South Vallejo?
- If you are not willing to make such an agreement, can you explain your reasons for such a refusal?

#### A related question for the city of Vallejo:

- Would the city impose a requirement that shipments to VMT or Orcem docks be restricted to prohibit shipments of garbage, coal, fuel of any type, and materials with any level of radioactive contamination, toxins or other hazardous substances that could result in health or environmental problems in the event of spills or other accidents involving ships, barges, trucks or trains?
- If the city, through its agencies or through its elected leaders, is unwilling to impose such restrictions, can you explain reasons for such a refusal?

### 3 -- ENVIRONMENTAL ANALYSIS

Cities, counties, and other local governmental entities have an important role to play in ensuring environmental justice for all of California's residents. Under state law:

"Environmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.(Gov. Code, § 65040.12, subd. (e)). Fairness in this context means that the benefits of a healthy environment should be available to everyone, and the burdens of pollution should not be focused on sensitive populations or on communities that already are experiencing its adverse effects.

- The draft EIR fails to adequately analyze and identify mitigation measures for the unequal burdens imposed on sensitive low income and ethnic minority populations.

The importance of a healthy environment for all of California's residents is reflected in CEQA's purposes. In passing CEQA, the Legislature determined: "The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern." (Pub. Res. Code, § 21000, subd. (a).) We must "identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds from being reached." (Id. at subd. (d).) Under CEQA, human beings are an integral part of the "environment." An agency is required to find that a "project may have a 'significant

effect on the environment” if, among other things, “[t]he environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly[.]” (Pub. Res.Code, § 21083, subd. (b)(3); see also CEQA Guidelines, 2§ 15126.2 [noting that a project may cause a significant effect by bringing people to hazards].)

- What is the racial and income distribution of the population of south Vallejo, particularly within three miles of the proposed project site, and how does it compare with the rest of Vallejo?
- What are the current rates of respiratory illness and the geographic distribution in south Vallejo of these conditions that distinguish the portion of the population particularly sensitive to the nitrogen oxide and PM emissions generated over years of project operations?
- Are school age children considered more sensitive than adults to the effects of increased atmospheric ground level nitrogen oxide and PM emissions?
- How many school days are projected to be lost annually with the added airborne nitrogen oxide and PM pollution among students in south Vallejo schools?
- What are the cumulative effects of fugitive slag and clinker dust, nitrogen oxides and resultant ozone, and PM emissions on sensitive receptors?
- How can the incidence of respiratory illness be expected to increase over time as a result of the cumulative effects of the various emissions resulting from the operation of the project over its lifetime?
- What additional burdens in terms of increased patient load and cost can be expected on local health care systems as a result of increased air pollution generated by the operation of the project over the next six or seven decades?

### 3.1 -- Aesthetics

#### 3.1.4 Impact Discussion

The impact on the scenic vista would depend in part on the cargo, in particular the VMT barge docking facility.

- What would prevent a future VMT agreement to accept municipal garbage via barge to be loaded on trucks destined for landfills?
- What would be the aesthetic impacts of operations that include transfer of municipal garbage that are not specifically addressed in the draft environmental impact report?
- Is there a potential for particular types of cargo other than those listed in this document coming in to the facility in the future that might cause significant visual or odor impacts?

3.1.5 Lighting: This section is incomplete. The intent to create a mitigation plan is not a mitigation measure that the public can evaluate, particularly when the impact is identified as significant without mitigation.

- There is insufficient evidence to determine if development of a plan that meets the stated set of goals is feasible.
- What specific shielding provisions will ensure that outdoor lighting is designed so that potential glare or light spillover to surrounding properties is minimized?
- Where will the monitoring stations used to make the assessment be located?
- How will light spillover be measured, and what equipment will be used?

- What standards will be used to determine whether a mitigated impact has been reduced to less than significant?
- What measuring methodology will be used to determine if the proposed project would create additional daytime or nighttime glare?
- What type of reflective materials will remain on the exterior surfaces of buildings?
- What percentage of surface area would consist of reflective materials?
- How will the plan define reflective materials?
- How do the placement of reflective materials relative to the location of light sources interact to affect light spillover to surrounding communities and sensitive biological resources?
- What type of landscape screening would be employed to shield neighboring properties from light spillover and where would it be placed?
- How would the twenty four hour lighting affect local bird and animal populations?
- Please specifically address locally known osprey nesting sites.
- What is the surface area of coastal water that would experience above ambient nighttime lighting from the project?
- What are the impacts of round the clock lighting in coastal waters to fish and populations of benthic organisms?

### 3.2 -- Air Quality

3.2.1 The California Health and Safety Code Section 41700 states: “This section of the Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any of those persons or the public...”

- In light of the known health hazards associated with nitrogen oxide emissions and the significant and unavoidable release of these pollutants during the projects operational phase, how does the proposed project comply with Section 41700?
- How many persons would be impacted by the unavoidable release of nitrogen oxides?
- What does the applicant consider to be a "considerable number" of impacted persons under Section 41700?
- How many persons will be impacted by the release of Diesel Particulate Matter, a known carcinogen?
- How many persons in the impacted area currently suffer from respiratory ailments that would exacerbate the health impacts of the nitrogen oxide and PM10 and PM2.5 emissions?
- How many persons within the impacted area currently suffer from other health conditions that may be exacerbated by exposure to these additional pollutants?
- What is the age profile of persons in the areas likely to be impacted and how is age likely to effect the overall cumulative project impact on the health of an individual as it relates to Section 41700?
- What methodology will be used to determine the geographic distribution of the persons likely to be impacted by nitrogen dioxide and PM emissions from all sources during the operational phase?

- Why is there no project alternative considered to provide power to ships to eliminate the need to idle ship engines in port when it would cut the NOx project emissions significantly?
- What is the additional estimated mortality among the exposed population as a result of idling ship engines in port?
- What is the incidence of respiratory illness that will be initiated or aggravated among the exposed population by requiring ships to idle in port to generate power?
- What quantity of the various identified air pollutants would be saved by cabling power from land to ships?

3.2.2 In discussing the existing conditions the DEIR notes that: “The monitoring station is located 2.5 kilometers northeast of the proposed facility. The monitoring station is also located approximately downwind of the facility based on the wind data for both Vallejo and Conoco-Phillips Rodeo meteorological stations and thus should be broadly representative of the location at which the maximum emissions from the facilities will occur. In relation to fugitive emissions from the facilities, the use of the Tuolumne Street station is likely to overestimate the background levels of PM2.5 due to the remote nature of the project site relative to the ambient monitoring station.” If the monitoring station is representative of the downwind area where the maximum emissions will occur, that puts a large residential area in the zone where maximum impacts would be expected.

- Why is there no evaluation of the cumulative impacts to these residents that would result from adding the proposed project emissions to the existing concentration of atmospheric pollutants these residents are already exposed to?
- What data was used to support the contention that 2.5 miles would lead to overestimation of background levels of PM2.5?
- Would that statement apply to PM10 emissions and why or why not?
- Is the monitoring station location representative of the area subject to maximum impacts from nitrogen dioxide emissions and the resulting ground level ozone concentrations emitted daily during the operational phase of the project?
- What modeling assumptions were used to determine the dispersal and concentration of the nitrogen oxide emissions and resulting ozone?
- What are the health profile demographics of the population in the zone expected to experience impacts from air pollutants produced during the operational phase of the project?
- What will be the cumulative effects of the PM emissions, the nitrogen oxide emissions, and fugitive dust generated over the lifetime of the project to residents in south Vallejo?
- Given the differences in wind patterns relative to source locations, how can the PM10 data from the Vacaville monitoring station be considered representative of the neighborhoods most impacted by emissions from the project operation?

3.2.4 Air Quality Impact Discussion: The BMP and fugitive dust control measures rely heavily on watering of transfer points, lay down storage piles, and roadways. Cement dust and dust from other project raw materials are highly alkaline and have the potential to alter pH when leached into soils and water.

- How much of the water applied for dust control will evaporate?

- How much of the water used for dust control will enter the soil and ultimately the coastal waters?
- What is the potential for altering soil pH on the site and what are the possible environmental impacts over decades?
- What is the potential for runoff from dust control measures combined with heavy rain events to contaminate or alter the pH of marine coastal waters?
- What are the threshold levels for significant impacts to marine organisms from changes in pH levels?
- Since dust control measures relying on surface watering of roadways do not remove the material which will accumulate over time, what is the ultimate fate of the fugitive dust?
- How much material in the form of fugitive dust will the project leach into soils on the project site per year?
- What is the composition of the dust relative to the different modes of operation describes for the project?
- Will fugitive dust be transported on vehicle tires leaving the loading facilities?
- What dust control measures prevent fugitive dust from escaping the clamshell cranes during the first stage of offloading ships?
- Will the height above sea level at which fugitive dust escapes during material transfer influence its dispersal distance and resulting impact on downwind residential areas and schools?

The MSDS information for blast furnace slag consistently advise keeping the material dry until use to prevent chemical reactions that add to the hazards of handling and storing the material.

- How does the addition of large quantities of water for dust control to the slag and clinker material react chemically with these materials and what environmental impacts might result from this interaction?

The target for fugitive dust control aims for 95% capture at multiple material transfer stages.

- What is the actual cumulative quantity of fugitive dust emissions from the 5% that escape at each step?
- What is the baseline 100% quantity by weight of the fugitive dust generated at each step without any control measures?

MSDS information for blast furnace slag from different sources and regions reveal considerable variation in the content of known environmentally hazardous and carcinogenic substances such as hexavalent chromium.

- The DEIR for this project fails to adequately consider variation in source composition and possible mitigation measures to prevent unanticipated environmental impacts.
- What standards will be used to prevent the import of known environmentally hazardous materials with the GGBFS and how would the composition of individual batches of material be determined?

#### 3.2.4 PDF-Q-1-2-3:

- How often will filters need replacing?



- What filter maintenance procedures ensure that filters are replaced before air leaving the building exceeds targets for particulates?
- How is the public guaranteed that proper maintenance procedures will be followed over the life of the project?
- How will the airflow exiting the building be monitored to ensure the filters are operating properly?

#### 3.2.4 PDF-AQ-4:

- How exactly is the moisture content determined to be adequate for 95% control?
- How is the water applied and how often?
- What measuring equipment will be used to determine moisture content?
- How much material will be released into the air on a weekly or monthly basis at full operation with 95% control at each stage of material transfer?
- What are the physical characteristics of the 5% total dust generated at each transfer that will be released into the atmosphere and why would that not be considered a significant impact to nearby sensitive populations?
- What guarantees that the dust control measures stipulated will continue throughout the operational life of the facility?

3.2.4 A): Since a primary goal of the Bay Area Clean Air Plan is to protect public health, the current health levels of the local population should be considered just as we consider ambient air levels to gauge the impact of additional pollutant emissions.

- What are the rates of respiratory illness among the youth of south Vallejo neighborhoods most likely to be impacted by diesel particulate emissions from trucks, trains, and ships and the ozone producing nitrogen oxide emissions?
- Has a survey been conducted to determine the number of local residents suffering illnesses like asthma and emphysema who would be most at risk from these pollutants?
- What will the wear of truck tires traveling through south Vallejo contribute to the PM count?
- How does the implementation of scheduled requirements related to equipment upgrades meet the primary goal to protect public health when the EIR clearly identifies significant unavoidable impacts to air quality on residential neighborhoods even with the required upgrades?
- Why would the release of significant amounts of these pollutants not be considered to be in opposition to the primary goal of the BAAQMD Clean Air plan to protect public health?

#### 3.2.4 B):

- What other air quality standard violations besides GHGs might the project make a substantial contribution to and how does the applicant define substantial?

Table 3.2-9: Construction Impacts: The combined emissions of Nitrogen oxides are barely under the 54 pounds per day level of significance. The model makes assumptions about the number of work days required for each phase.

- How sensitive to the number of work day assumptions is the model?

- How much difference between model work day estimates and actual time spent in the construction phases would it take to put the nitrogen oxides emission levels in the category of a significant impact?
- What other assumptions would lead to a cumulative model output over the 54 lb/day level of significance?

Table 3.2-12: The Orcem project in phase two is projected to put nine tons of particulate matter into the air per year.

- What is the projected geographic distribution over time of the deposition of this known cause of respiratory and cancer health risks given local weather patterns and settling rates?
- What will be the geographic distribution of the DPM deposition over time given projected truck and train traffic routes and local weather patterns?

### 3.2 Operational Impacts - Orcem

The Safety Data Sheet for blast furnace slag listed it as a class 1A carcinogen in addition to a source of damage to skin and lungs.

- How does the clamshell crane operation control fugitive dust as the GBFS material is offloaded from ships and transferred to the covered conveyors?
- How much of this dust might be transported off site on vehicle tires under wet or dry weather conditions?
- What guarantees that fugitive dust control measures that rely on best practices, e.g. use of water when picking material up out of an open GBFS storage pile, will continue throughout the operational life of the Orcem plant?

The target for best practices fugitive dust control for blast furnace slag or clinker material is 95% at each transfer point. Without a baseline that attaches units of measurement to a condition of no control it is impossible to evaluate the quantity or impact of the 5% that is not captured at each point of material transfer

- What is the cumulative quantity of fugitive dust that would result from the 5% loss at each point of transfer?
- What are the characteristics of the dust that escapes in terms of mass and particle size that would influence its distribution into the environment under various wind conditions?

Prevailing wind conditions on the site come across a large fetch of water and then run into the steep slope at the back of the site, which creates a major updraft. The top of the slope is used by parasailing enthusiasts to take advantage of this updraft.

- How does the topography of the project site under various wind conditions affect the distance and distribution of fugitive dust particles generated during project operations?
- How would the height at which fugitive dust is released combined with wind conditions and site topography affect the distribution and deposition of particles?

The DEIR mentions pet coke as a material that might be handled

- Would the pet coke mentioned as a possible future import possibly be burned in the facility's hot air generator or other plant operations?

- Has the use of pet coke been analyzed with regard the effect on emissions from the plant operation?
- How does pet coke compare to other fuel sources in terms of environmental impacts?

**From:** Jeff Carlson [<mailto:jeffdcarlson@gmail.com>]  
**Sent:** Wednesday, October 28, 2015 5:40 PM  
**To:** Andrea Ouse  
**Subject:** VMT/ORCEM DEIR Comments

Ms. Ouse,

Please add the attached file to the official record of public comments regarding the VMT/ORCEM project Draft Environmental Impact Report.

Regards,  
Jeff Carlson

VMT/ORCEM project draft Environmental Impact Report Comments - part 2  
Jeff Carlson

### 3.3 -- Biological Resources

- Given the projected sea level rise over the decades of the project life, would sections of the site likely be eligible for classification as wetlands in the future with the no project alternative?
- What baseline topographic information and sea level calculations are used to make the determination of the effects of sea level rise on the project site over the life of the project?

The biological assessment site survey information is outdated and no longer reflects conditions extant at the site. The intervening eight years have seen some of the driest on record and the composition of the plant and animal community may have changed significantly as a result. The site was being mowed and disced annually at the time the 2008 biological survey information was collected. The project DEIR states: "Regular disking reduces the suitability of the grassland habitat for special -status wildlife species." That practice ceased years ago and the plant and animal community has changed significantly as a result.

- What is the current status of biological resources at the site that might be impacted by the project following a decade of human inactivity and climate change?

Appendix E-3 which purports to update the biological assessment information documents that the site has been without human activity for the past ten years in contrast to the conditions extant in the original survey. In the interim an osprey nest had been established on one of the buildings and the author posits that colonization of the buildings by Townsend's bats would be likely and require further evaluation.

- Since Appendix E-3 documents changes that have occurred relative to the buildings, why would changes to the plant and animal communities across the rest of the site following a decade without disturbance not reflect the same propensity to change?
- Why were no transect surveys conducted to update the biological assessment in a comprehensive manner?

Similarly Table 3.3-1 documents sightings of Caspian terns flying overhead and notes that suitable habitat consists of undisturbed shoreline locations that are nearly barren. While that description did not apply during the 2007 survey because of the human activity, the lack of disturbance in the years since make it likely that the site has become suitable habitat and may support reproduction by Caspian Terns, a USFWS Bird of Conservation Concern.

- Have Caspian Terns used the site for reproduction in the years since the 2007 evaluation?

The 2014 visit to update the biological assessment information does not indicate that a walking transect was performed of the former disturbed grassland or the extensive sloped section of the site that was previously being mowed annually but has now been left undisturbed for years. It would be expected under these conditions that once regular disturbance ceased the composition of the plant and animal communities would change significantly. The environmental impacts to biological resources can't be identified and mitigated without current full season surveys to establish baseline information.

- What is the current composition of plant and animal communities at the project site?
- Have any species of concern established at the site since the last transect surveys?

The peer review of the BRA points to the high potential for existing conditions to differ significantly from the biological assessment data contained in the DEIR after a decade with little human activity. It points to the example of the Townsend's big-eared bat which may well have established in the interim. The same can be said for the plant and animal community as a whole.

Appendix E-3 states:

"Additionally, since the BTR was written in 2008, Townsend's big-eared bat has been proposed as a candidate for listing as a state-threatened species. Appendix B of the BRA states that Townsend's big-eared bat is "very sensitive to human disturbance; is not present on the project site; the project site is regularly disturbed by human activity, and suitable day roosts are not available in the Project Area".

Townsend's big-eared bat is commonly found in buildings. Although this species is sensitive to disturbance, the site has been vacant for 10 years and therefore has had little to no disturbance, human or otherwise. Dudek recommends that a habitat assessment and pre-construction survey be performed to assess whether roosting bats occur in the buildings on the project site. If roosting bats are detected, Dudek recommends consultation with CDFW to identify appropriate measures to be taken to avoid/minimize impacts to the species, which can include approval to exclude any bats potentially found on the project site." However, an agency fails its CEQA duties when it simply requires a project applicant to obtain a biological report and then comply with any recommendations that may be made in the report. *Id.* citing *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359.

The well-documented potential for large ocean-going cargo vessels to spread invasive marine species has not been addressed in this document.

- What impacts to the local marine environment are associated with ocean-going vessels?
- What measures can be taken to avoid the transfer of invasive marine species by ships docking at the proposed facility?



According to the San Francisco Bay Area Water Emergency Transportation Authority in an Aug, 2014 addendum to a consulting service report, the city of Vallejo has historically conducted no eelgrass surveys. Eelgrass is a submerged aquatic plant of ecological importance in San Francisco Bay and identified by the National Marine Fisheries Service (NMFS) as essential fish habitat. Without a survey of the site and surroundings for essential fish habitat the potential for significant environmental impacts related to the dredging operation can't be assessed or mitigated.

- Would any stands of eelgrass be disturbed directly by dredging for the project?
- Would any off-site stands of eelgrass be subject to damage from increased turbidity or siltation as a result of dredging or project operations?

A CalEPA Dept. of Toxic Substances Control report in 2003 notes: "Winter run Chinook salmon appear in the Carquinez Strait as escaping (prespawning) adults and smolts moving into the ocean." Table 3.3-2 states regarding the Sacramento winter run and central valley spring run Chinook that "there is no evidence of their presence" even though such migrating fish would necessarily pass within close proximity of the site.

- Is there no evidence because there has been inadequate sampling of the waters adjacent to the proposed project site?

The CalEPA report also states: "The west shore of Mare Island constitutes the bulk of the most important green sturgeon nursery in San Francisco Bay." Given the proximity to the project site and critical importance to continued propagation, the DEIR fails to adequately examine possible impacts to this Species of Special Concern.

- Why is there no assessment of the contribution of the site and adjacent waters to the reproductive success of the green sturgeon when it is known they are known to be present?
- Why does Table 3.3-2 cite no evidence for steelhead near the site even though their presence was recently reported near the mouth of the Napa River?
- Is the lack of evidence for steelhead directly related to a lack of adequate sampling efforts to find this rare and genetically important species?

Impact 3.3-7: Considering the ecological significance and protected status of a number of fish species known to inhabit or transit the waters adjacent to the site, a mitigation consisting of an intent to form a plan is insufficient to determine whether the impacts of night lighting marine waters can be mitigated to a level of less than significant impact. Given the known presence of threatened pelagic prey species like delta and longfin smelt along with predatory fish and pinnipeds, the risk that minimum light levels necessary for project operations at night would facilitate predation remains a significant risk. There is not sufficient evidence to determine whether such a mitigation is known to be feasible even with the suggested elements listed in the DEIR, when the performance standard is lack of significant impact to threatened species.

- How can any level of lighting necessary for workers to function safely fail to significantly impact the behavior of local marine species?
- What data are used to support the claim that such a plan for a project on this scale is known to be feasible?

- How much variation in behavioral response to elevated light levels among pelagic species has been documented?
- Would other factors associated with elevated overnight light levels tend to congregate pelagic prey species and increase predation rates, such as attracting insects and other food sources to the project area?

#### Appendix E-1 Biological Resources Assessment

A 2007 404 Determination study of the proposed project site found:

"A small seasonal wetland (NWI classification = PEMC/F palustrine emergent wetland, seasonally to semipermanently flooded) identified as a potentially jurisdictional wetland is present at the base of a hillside in the southern portion of the Study Area. The wetland is dominated by FAC to OBL wetland species including cattail, Bermuda grass, willowherb, and bristly ox-tongue. The wettest area of the wetland, which may be better described as emergent marsh, has hydric soils characterized by histosols and was inundated or saturated at the time of the field visit. The drier areas of the wetland had moist soils exhibiting redoximorphic features. The source of the wetland's water was presumed to be hillside runoff or a hillside seep."

Section 4.1.2 states "a small (0.02 acres) seasonal wetland plant community is present in the southern portion of the Project Area at the base of a steep hillside. Portions of this wetland were ponded during the late June field visit and may have perennial hydrology." But later in Appendix E-1 we find:

#### 3.2.2.2 Special Status Species with a High Potential to Occur Monarch Butterfly (*Danaus plexippus*)

"Monarch winter roost sites are characterized by wind-protected tree groves with nectar and water sources nearby. This species has been documented to historically use the eucalyptus grove in the Project Area (CNDDDB 2007, Appendix F). Protocol level surveys for monarch winter roosts were completed during the winter of 2007-2008. During these surveys no monarch butterflies were observed and several components of a suitable roost site, including abundant fresh water and dense understory, were determined to be missing. Therefore, it was determined that the Project Area does not provide a monarch winter roost site."

The conclusion that a single winter's absence of site use means the project area does not provide a winter roost site in spite of a history of roosting is largely based on a lack of fresh water and dense understory. And yet a late June survey found open ponded water on the site.

- Why would the open water source cited as still present in June not support a winter roosting monarch population?

The survey data in this document is insufficient to gauge the potential impact on this sensitive species.

- How might the intervening drought years have affected monarch butterfly roosting distributions?
- Does the ponding at the base of the slope continue through dry years after other sites that would be suitable in normal years have dried up?
- How do rainfall patterns affect the suitability of the proposed project site relative to nearby alternative roosting sites?

In addition, the person who was responsible for annual mowing of the understory reports that the practice was abandoned years ago, so the lack of a dense understory cited and photographically documented in the DEIR no longer describes actual site conditions. The combination of historic records of use as a monarch roosting site, the documented presence of open ponded water, and a dense understory all call into question the conclusion that the project site does not provide suitable habitat for winter roosting of monarchs. This potential impact requires further study of current site status. The information used to conclude that there is no potential impact is outdated and incomplete.

### 3.5 -- Geology and Soils

- Has the fill material deposited on the site in the past been tested for hazardous materials?
- Does the watering for dust control measures and the collection and reuse of runoff water have the potential to redistribute hazardous material contained in the fill material into the environment?
- What is the source of topographical baseline datum for the site used to determine potential flooding effects on project infrastructure and evaluate possible environmental impacts related to project operations and components when site is inundated?

### 3.7-- Hazards and Hazardous Materials

MSDS's for blast furnace slag from different sources around the world reveal that a variety of hazardous materials such as carcinogenic hexavalent chromium, lead and zinc oxides, and calcium sulfide which is highly toxic to aquatic life may occur in significant amounts. The composition of the source material that would be imported to the site and the potential for differing batches of slag to impact the environment differently has not been given due consideration in this document.

- What would guarantee that some of the water used in dust control would not make its way into the marine environment carrying toxic or hazardous materials from the blast furnace slag along with fugitive dust?
- How can the public be sure that fugitive dust emissions will not be carrying carcinogens from slag material along with the caustic respiratory irritants?
- How much does the chemical composition of blast furnace slag vary in the regions that will be sourced for the Vallejo plant?
- Do steel plants in the regions that would provide the slag for this project add steel scrap to their kettles which can result in hazardous materials ending up in the blast furnace slag?
- What measures could prevent significant environmental impacts resulting from hazardous materials imported in batches of blast furnace slag over the operational life of the facility?

### 3.8 -- Hydrology and Water Quality

- What is the potential for inundation according to Inundation Maps produced by the State of California?
- If some or all of the site is projected to be inundated, what is the projected timeline for that?
- What is the source of the topographic site data used to determine the likelihood of future inundation of all or a portion of the site?
- If the site were to be inundated either through sea level rise, tsunami, or extraordinary weather event, what environmental impacts would result?

A review of the draft EIR for the Orcem/VMT project shows just one paragraph about landslide potential from the steep, unstable hill above the old General Mills site. This is in section 3.8, which discusses ways to stop excessive runoff from going into the river and carrying pollutants with it. Micki Kelly, PWS, Plant Ecologist conducted a reconnaissance plant survey of the General Mills site in 2007 and reported a recent landslide adjacent to the mill. The lack of detailed analysis of the landslide potential suggests that the EIR has an inadequate system of berms and landfill designed to stop polluting runoff from the Orcem/VMT site from flowing into the Mare Island Strait, Carquinez Strait and San Pablo Bay. That could include pollutants such as Orcem's slag which according to Orcem representatives would be stockpiled against the steep hill. This issue has not been sufficiently examined in the draft document.

- Were those involved in preparation of the EIR aware of the long history of mud- and rock-slides off the steep hillside, which runs from from above the General Mills site south above adjacent Sandy Beach to the western edge of the California Maritime Academy?

Any resident of the adjacent Sandy Beach neighborhood who has lived there for more than two or three years can describe how land slides have come down the hill during heavy rains and covered their boardwalk, and even some of the decking or yards that face the hill above them, with tons of debris. Such slides could overwhelm the runoff control system described in the EIR. The potential for landslides during extreme weather events to impact project operation and the environment has not been sufficiently analyzed in the draft document given the documented history of these events.

### 3.9 -- Land Use and Planning

The EIR states that 2.74 acres of potential foraging habitat for sensitive fish species would be lost due to shoreline modifications, and another 12.1 acres would be temporarily degraded due mainly to dredging. However, the EIR concludes that the area at the site "is not considered to be of high quality as a foraging habitat and the incidence of sensitive fish species at the site is low." However, people who fish in this immediate area catch striped bass, sturgeon and other types of fish. Small mud sharks are known to enter the river from San Pablo Bay. Delta and longfin smelt are well documented in the adjacent waters. Seals come up river from the bay. Grass shrimp thrive in the Mare Island Strait. It appears the draft EIR is inadequate in its analysis of marine life in the project area.

- Can you describe the methodology used to determine that the incidence of sensitive fish species at the site is low, and that the site is not considered to be of high quality as a foraging habitat?

In discussing possible harmful effects, the draft EIR states that the VMT project component "would require a small amount filling, diking and dredging." But at 3.9-17, the EIR states that nearly 140,000 cubic yards of material would be dredged.

- What is the EIR's definition of "small" and would this amount of dredging really have no harmful effects on marine life in the area?

Another dredging-related question:

- Orcem president Steve Bryan has stated that there is a scouring water pattern that has kept the water off the mill site deep. However, at adjacent Sandy Beach to the south, it's a mudflat out in front of the homes there at every low tide. Navigation charts show extremely shallow water immediately to the north as well. How was the calculation of estimated dredged material arrived at?

Given the several hundred feet of shoreline to be utilized for Orcem and VMT piers, it would appear that the calculation of nearly 140,000 cubic yards of dredged material -- a huge amount -- might be too low.

- Also, to get to the depth needed for ship traffic, 35' mean lower low water, would the dredging have to go beyond removal of silt and get into bedrock?
- What is the depth of the main river channel now? Is it less than 35' mean lower low water?
- Regarding pollution, what may be in the silt as a result of more than 150 years of water-based activity on both sides of the Mare Island Strait?
- Have samples been collected and analyzed for substances that would contaminate the water column to the full depth of the proposed dredging?

The draft EIR states that only shallow sediment samples were taken. This appears to be inadequate.

- Were samples taken to bedrock levels? If not, why not?

For many years, the ACOE ran a large dredging ship in the Mare Island Strait to keep the water deep enough for Navy ship traffic.

- Were Army Corps of Engineers records reviewed to see whether the ACOE conducted sampling of dredged material in the river? If not, why not?



**From:** Jeff Carlson [<mailto:jeffdcarlson@gmail.com>]

**Sent:** Monday, November 02, 2015 11:15 AM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Subject:** VMT/Orcem comments - part five

Ms. Ouse,

Please add the attached file to the official record of public comments regarding the VMT/ORCEM project Draft Environmental Impact Report.

Regards,  
Jeff Carlson

VMT/Orcem Draft Environmental Impact Report Comments - Jeff Carlson  
RE: APPENDIX K-1 and DEIR Alternative Analysis  
Environmental Noise Impact Assessment of the Proposed VMT Development, Vallejo,  
California

## 8.0 Operational Phase Assessment

### Bulk Terminal Operations

The description in Appendix K-1 of the extensive planning for the import of ship cargo in bulk aggregate form for subsequent open pile storage and redistribution by truck and rail points to the inadequacies of the DEIR description of the range of VMT project operations for assessing potential environmental impacts.

What materials in aggregate form might be handled at the VMT facility?

What are the potential environmental impacts related to handling these various materials in addition to their characteristic noise generating properties?

Appendix K-1 Figures 6 and 7 in the operational impacts section are largely illegible. The relevant information has been reproduced in a format leaving the typeface too small to read and with large labels covering much of the information it purports to present for public edification. Page 23 gives a citation for the assumption regarding the decibel level of ship engines with a footnote number 7. The page only has three footnotes and the source information appears to be missing.

On page 29, Appendix K-1 states: "Please note that the noise from locomotive warning horns has not been included in this assessment as it is considered to be a sound made in the interest of public safety. Such sounds are considered to be exempt from noise impact assessments as per the guidance contained within Chapter 16 of the City of Vallejo's Municipal Code regarding exceptions to the City's noise performance standards." Such sounds may be exempt from noise impact assessment under the City code, but they are certainly not exempt from environmental impact assessment under CEQA.

Conflict between CEQA analysis and the City general plan is not at issue since the general plan allows either a decision to approve or deny by the lead agency with regard to the issue of sounding locomotive warning horns in residential neighborhoods. While sounding locomotive warning horns would qualify as "noise made in the interest of public safety," that noise only becomes necessary if the lead agency chooses to approve a project that re-activates an abandoned rail line first laid out in 1869. To consider the full range of impacts and possible mitigations the EIR for this project requires a noise impact analysis along the entire route of the rail line that would re-open, including impacts to all sensitive receptors resulting from the use of locomotive warning horns.

Noise intrusions are characterized by their transient quality. Typical examples are motorcycles, trucks, aircraft, trains, and sirens. Their noise stands out far above all other sounds, and they interrupt without warning such personal activities as sleep, study, entertainment, relaxation and conversation. The US Department of Transportation (DOT) includes a discussion on their web page about community annoyance due to noise which includes the following:

Introduction of train horn noise may have two undesirable effects. First, it may significantly increase existing noise levels in the community beyond those to which residents have become accustomed. This effect is called "relative" noise impact. Evaluation of this effect is "relative" to existing noise levels. Relative criteria are based upon noise increases above existing levels. Second, newly-introduced horn noise may interfere with community activities, independent of existing noise levels. For example, it may be simply too loud to converse or to sleep normally. This effect is called the "absolute" noise impact, because it is expressed as a fixed level not to be exceeded and is independent of existing noise levels. Both of these effects, relative and absolute, enter into the assessment of noise impacts.

In a large number of community attitudinal surveys, transportation noise has been ranked among the most significant causes of community dissatisfaction in census surveys. At 45 Ldn (day/night decibel levels), the level of high annoyance in a community averages 0 percent. At 60 Ldn, approximately 10 percent of respondents reported being highly annoyed, while at 85 Ldn, the proportion of those being highly annoyed increases quite rapidly to approximately 70 percent.

On page 8 Appendix K-1 gives the decibel level for a rail transit horn at 90dbA. For the Ldn measure you would add another 10 dbA during nighttime hours to account for the exaggerated impact of such loud unexpected noises at night. The DOT puts the baseline number at 110dbA and describes the noise from locomotive horns on a railroad at a 100 foot distance as somewhat louder than being 1 to 3 miles from the end of a busy airport runway.

According to the DEIR the rail line that would be put into service crosses 16 at grade street intersections and another 20 places where pedestrians or bicycles might cross the tracks. The need for locomotives to sound warning horns would be frequent when interrupting such an extensive flow of traffic while traveling across the city. The EIR requires a thorough analysis of sensitive receptors and the impact of all sources of noise resulting from the operation of the entire section of rail line that would be put in service if this project were approved.

Appendix K-1 relies heavily on measures of increase in average ambient noise levels, consistent with the CEQA guidelines item 'c.' presented on page 7 of the Appendix for evaluating the significance of environmental noise attributable to the proposed project. Item c. would find a impact significant where the project would: "Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project." That measure fails to account for the intrusive impact on humans from transient events much louder than ambient noise levels.

Item 'd.' presented in the guidelines on page 7 of Appendix K-1 also stipulates significant impacts where project operations would: "Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project." There has been insufficient analysis in the draft document of the impacts on sensitive receptors to the transient spikes in noise levels related to project operations. Item 'a.' in the guidelines on page 7 would find significant impacts where the project would: "Expose people to or generate noise levels in excess of standards established in the local general plan, noise ordinance, or applicable

standards of other agencies.” The emphasis in the draft document on considering increases to ambient levels over time fails to capture the intrusive nature of the noise related environmental impacts attributable to this project.

The Vallejo municipal code includes Section 16.72.030 - Noise performance standards. “No land use shall generate sound exceeding the maximum levels permitted in the following table when such sounds are measured in any of the zoning districts listed in this table:” which lists the maximum level permissible in any residential zone as 60dbA. Page 8 of Appendix K-1 lists the rail transit of at-grade street crossings at 80dbA. The rail line that would be put into service for this project runs through numerous residential neighborhoods and adjacent to parks.

Section 16.72.040 gives correction factors that would further reduce the permissible level for transient events like a train passing by 5 dbA in residential zones to a limit of 55dbA. Section 16.72.050 - lists exceptions to the noise performance standards. It says: “The following sounds, upon compliance with state conditions, may exceed the maximum sound pressure levels...” This list includes Item C which states: “C. Sounds from transportation equipment used exclusively in the movement of goods and people to and from a given premises...” While this section may be construed as allowing a lead agency to consider permitting the operation of a rail line transporting goods to exceed by 25dbA the City’s standards, it does not exempt a project from impact analysis under CEQA.

The city of Vallejo has adopted the state OPR standards in the Noise Element of its General Plan. Page 10 of Appendix K-1 shows a chart of the OPR chart displaying land use compatibility with community noise exposure. On page 18, the Appendix puts the noise level from slow moving heavy trucks passing at a fifty foot distance at 75dbA. The OPR chart indicates that projects that result in noise at any level above 70dbA is considered normally unacceptable and should be discouraged for all but sports stadiums and manufacturing zones.

For residential zones and parks anything above 75dbA is classified in the OPR standard as Clearly Unacceptable where “new construction or development generally should not be undertaken.” The truck routes that would be used by slow moving heavy trucks and the rail line that would be put into service run through and past numerous zones where the OPR standards indicate that such development is not appropriate and should be discouraged. Analysis of noise contributions above background ambient levels averaged over time and limited to a much smaller set of receptors than those that actually would be impacted is not sufficient for the lead agency to consider the full range and nature of noise impacts attributable to either the construction or operational phases of this project.

At a minimum the analysis should include a complete inventory of the sensitive receptors that would be impacted by noise attributable to this project. That includes receptors along the entire length of the rail line that would be put into service for this project alone. The analysis should include all noise elements attributable to the project, including locomotive warning horns.

The environmental impact report analysis should focus on measurements that capture the intrusive nature of transient sounds like the passage of heavy trucks and trains. As the authors of Appendix K-1 point out on page 18, “short term intermittent noise would be minor when

averaged over a longer time period.” That statement provides a succinct explanation for why their methodology fails to capture the transient intrusive nature of the noise, which is the source of the major impact on humans. An analysis that focuses on measures like Lmax for transient events and shorter duration time measurements would inform decision makers about the full scope and nature of noise impacts and possible mitigation measures.  
End of comments regarding Appendix K-1.

Draft Environmental Impact Report  
6.4.2 Revised Operations Alternative

The alternative outlined here is simply the project presented with a few minor tweaks to improve project efficiency and compliance with regional standards which should have been included in the main body of the draft document to begin with. The EIR should include the consideration of real alternatives such as cabling power from shore to ships in port to eliminate the need for “hoteling,” which contributes heavily to the significant unavoidable impacts outlined in the draft document. What changes in environmental impacts resulting from project operations would be expected with or without running ship engines in port to power material transfer and other needs? Why would cabling power from shore to ships be considered an infeasible alternative?



**From:** Jeff Carlson [<mailto:jeffdcarlson@gmail.com>]

**Sent:** Friday, October 30, 2015 2:56 PM

**To:** Andrea Ouse

**Subject:** VMT/Orcem DEIR comments

Ms. Ouse,

Please add the attached file to the official record of public comments regarding the VMT/ORCEM project Draft Environmental Impact Report.

Regards,  
Jeff Carlson

### 3.7 -- Hazards and Hazardous Materials

The asbestos survey identified a number of components of the existing buildings that contain asbestos, but the survey report indicates that the survey is incomplete due to a lack of access to portions of buildings at the time the survey was conducted. The survey report also indicates that a survey for other hazardous materials such as lead-based paint or equipment containing mercury or PCBs was not conducted. The lack of a comprehensive examination of the possible hazardous materials which could have significant environmental impacts if released into the environment is a deficiency in the draft document. This information is necessary to mitigate potential impacts during the construction phase.

### 3.10 -- Noise

The document discusses the number of cars "expected" and the time "expected" to load or unload a train.

- Does the project applicant control the factors that would result in the "expected" outcomes?
- What evidence should the public consider in evaluating the likelihood that the applicant's expected outcome will be realized in practice over the life of project operation?
- What would guarantee that locomotives would not idle in the yard waiting to shunt railcars over the operational life of the project?

The applicant states: "A low noise emission genset switcher is proposed which has a noise emission level 10dB below a standard freight locomotive." A proposal is aspirational, and not any sort of mitigation.

- What factors should be considered in evaluating the likelihood that such a proposal would ever be implemented?
- What guarantees that the railcars used to transport materials in either direction are sealed containers?
- What is the difference in terms of decibel levels generated during material transfer between sealed and unsealed containers?
- What guarantees that rail activity would take place only during daylight hours and not any time during a 24 hour time period?

### 3.11 -- Public Services and Recreation

3.11.1 A port facility is required to develop and maintain stringent security protocols which would bar the general public from access to any portion of the proposed VMT site. The Vallejo General Plan identifies among the goals and policies related to public services and recreation: "Policy 6: Trails and rights-of-way linking recreational areas should be provided."

The San Francisco Bay Trail Plan (Bay Trail Plan) is administered by the Association of Bay Area Governments. The Bay Trail is a multi-purpose recreational trail that, when complete,

would encircle San Francisco Bay and San Pablo Bay with a continuous 400-mile network of bicycling and hiking trails. The trail would connect the shore line of all nine Bay Area counties, link 47 cities, and cross the major bridges in the region. The current proposal would impact the policy goal to establish the Bay Trail by blocking public access and interrupting the contiguous circuit of San Pablo Bay.

- What measures can be offered to mitigate this impact on future recreational opportunities for the segment of the public that engage in these activities?

3.11.4 The Bay Conservation and Development Commission (BCDC) requires shoreline development projects, such as the proposed project, to provide public access to the bay. As described above, the project site would not be open to public access due to Department of Homeland Security regulations pertaining to maritime facilities. BCDC allows projects that cannot permit public access for safety and security reasons to provide in-lieu public access in an off-site location.

The BCDC characterizes public access as follows: ‘Public access to and along the shoreline of the Bay is an integral component of development and usually consists of pedestrian, bicycle and other non-motorized forms of movement. It can also allow for other uses such as fishing, picnicking, windsurfing, boating, nature education and other waterfront activities.’ One of the Commission’s objectives states: “Public access improvements should be designed for a wide range of users.”

The proposed off-site installation of a motorized boat launch ramp fails to meet the BCDC goals and objectives to maximize public use. The potential for a unique shoreline experience described by the agency is qualitatively far different than visiting a launch ramp in a marina. A launch ramp facility can only benefit a narrow range of users with the financial means to afford the type of equipment that would require such a facility. In addition a new facility would duplicate an existing serviceable launch ramp with ample parking and so would provide no new access. The mitigation offered does not meet the BCDC objective.

- How can a launch ramp facility mitigate the loss of a waterfront experience that is so qualitatively different and serves a much broader range of uses and users?

3.11.2 A 5.25 acre section of the proposed site that runs along the shoreline is located in the unincorporated area of Solano County and within Vallejo’s sphere of influence. In the Vallejo General plan the site is designated Open Space - Community Park. In the Solano County General Plan this section is dedicated to Parks and Recreation. A project alternative should be considered that allows this space to be saved for future public use.

The long term impact to the public under the current proposal in losing the opportunity to develop a unique shoreline site for its previously designated purpose should be examined and mitigated.

- Since this site contains the only actual sand/pebble beach on the Vallejo waterfront, how can a boat launch ramp that duplicates an existing functional facility be considered a mitigation, given the qualitative difference in the experience and potential range of public that would use it?

3.11.2 In discussing Recreational Facilities the DEIR cites Carquinez Park as the closest park to the site. The park which will be most impacted however is Lake Dalwigk Park, which has open space and children's play equipment along Lemon Street, which would see a large increase in truck and vehicle traffic.

- What are the impacts to the park environment in terms of noise and air pollution as well as concerns for the safety of young children around heavy vehicle traffic?

3.11.4 The project would include high power electrical milling equipment, conveyors, fans, etc.

- What precautions are being taken during planning, installation and monitoring to reduce fire danger from cabling, transformers, and other related equipment?
- What would be done to establish and maintain a defensible fire break over the life of the project to prevent a fire on site from traveling up the steeply vegetated slope to the residential neighborhoods above?

### 3.12 -- Transportation and Traffic

3.12.2 The Solano Transportation Authority maintains the County Congestion Management Program (CMP). In addition to Level Of Service (LOS), the CMP considers four other performance measures, including travel times to and from work. The Vallejo General Plan anticipates that "more and more people who are attracted to Vallejo to live will be commuting to jobs elsewhere, primarily downbay."

The potential for impacts on commuting times to residents extend well beyond the described traffic impact study area. Segments of freeway and roadway outside the study area that commuters must traverse to jobs in other communities will be impacted by the project-related truck and vehicle traffic added to existing routes which already experience periods of congestion.

- How would the project impact motorists who commute using the freeway segments and roadways outside the study area in terms of added commute times or LOS?
- How would trains passing through Vallejo, American Canyon, and Napa serving the project during the operational phase potentially impact commute times and which commuting routes would be most impacted?
- How much time would be added along the various commute routes when a 77 car train backs up traffic at rail crossings?

3.12.4 The discussion of impacts during the construction phase includes the following: "The construction-related traffic may temporarily reduce capacities of roadways in the project vicinity because of the slower movements and larger turning radii of construction trucks compared to passenger vehicles."

When discussing operational impacts, the characteristics of the truck traffic delivering and exporting material from the project in terms of movement and turning radius are not considered.

- How would the physical characteristics of the vehicle traffic affect the analysis of operational traffic impacts?
- How would the physical characteristics of the vehicle traffic affect noise impacts?

- Would trucks be required to back up and trigger back up warning signals that might have a noise impact on local residents and businesses?
- Is there a feasible project alternative that would develop a new roadway through existing industrial development that would avoid the Lemon Street residential areas? Why or why not?

3.12.4 The discussion of operational impacts finds no significant LOS at the intersections and road segments chosen for analysis. It does not consider the effects of the additional project-related traffic combined with the impact of queues backed up at rail crossings.

- How long might it take for intersections impacted by rail backups and the additional truck traffic to return to the LOS levels modeled in the traffic analysis following these events, particularly during peak hours?

### 3.12.6 Level of Significance After Mitigation

Impact 3.12-1 The intent to create a plan is not a mitigation measure. A mitigation plan should be part of the EIR and available for evaluation and comment by the public.

Impacts 3.1-2, 3.12-3, and 3.12-5: As stated in the DEIR the impacts on 16 roadways in Vallejo and 4 in neighboring jurisdictions that intersect with the proposed rail traffic are significant and unavoidable.

- What evidence supports the assertion that the proposed mitigations will significantly alter these impacts?
- What are the safety hazards involved at the other 21 unmarked potential pedestrian and bicycle crossings and what mitigation measures would be proposed to mitigate potential impacts?

Impacts 3.12-4: Again, an intent to plan is not a mitigation. The improvements contemplated as mitigating measures should be available for public review and comment.

- What specific mitigation measures does the applicant propose for Impacts 3.12-4 and where can the public find the information?

Impact 3.12-6 The plan detailing specific road improvements cited as mitigation for a significant impact should be included in the EIR. The current document is incomplete and lacking sufficient information to determine the feasibility of any proposed mitigation.

- What specific road improvements does the applicant propose so that the public can evaluate the effectiveness of mitigation measures?
- What evidence supports the assertion that a such a mitigation plan is known to be feasible?

### 3.13 -- Utilities and Service Systems

3.13.4 The proposed project would require a combined maximum of 46,082 gallons of water per day (13,800 gallons for VMT and 32,282 gallons for Orcem). Wastewater projections anticipate only 2,400 gallons per day going out wastewater discharge pipes.

- What is the ultimate fate of the remaining 43,000 gallons used per day and how much is likely to make it's way into coastal waters?



- How much of that water will percolate into the soil?
- How much of that water that percolates into the soil will have been in contact with raw materials or fugitive dust emissions from project operations?
- Would runoff from heavy rain events exceeding stormwater catchment design capacity carry fugitive dust deposited on the surface of the site into coastal waters?
- Would runoff from the site during heavy rain events alter the pH or turbidity of coastal waters that could result in a significant impact to aquatic organisms?
- Could project alterations to prevent surface runoff mitigate those impacts?

Appendix J-3: The document states: "Pavement runoff, which will potentially contain sediment from industrial operations, will be directed by concrete gutters to a primary treatment unit. After primary treatment has occurred, the runoff will be conveyed through a separate storm drain system towards a stormwater storage tank and secondary treatment unit. Following these measures, the treated stormwater will be conveyed to the discharge point, a connection to an existing 24 " reinforce concrete pipe that will outfall in. to the Mare Island Strait."

- What data supports the efficacy of sand filters for treating water contaminated with industrial sediment like blast furnace slag which can contain Class 1A carcinogens or other environmentally hazardous materials?
- Would reuse for dust control tend to concentrate contaminants over time?
- What data supports the efficacy of sand filters for treating water contaminated with known carcinogens to a level that would not significantly impact organisms in coastal waters?
- What sort of maintenance will be required on the stormwater system over the operational life of the plant to retain design functionality?
- If captured runoff water already contaminated with industrial sediment is reapplied as fugitive dust control, will the contaminants in runoff water tend to become more concentrated over time and contribute to significant environmental impacts when a significant weather event exceeds design capacity and causes release of untreated runoff into coastal waters?

The time of concentration plugged into the Rational method does not fit the site characteristics. The assumption of a 20% average grade for the hillside is inaccurate. The six acres of steep slope to the east of the site which will drain into the stormwater system has an average grade well in excess of 20%.

- How does changing the slope to the actual 50% plus alter the time of concentration variable and the ultimate result of the calculation relative to the design as presented?

Under the Vallejo General Plan Fire Hazards Goal, Policy 3 states: "Continue irrigated, fire resistant landscape policy in new development."

- Will additional water be required to irrigate fire resistant vegetation, particularly on the slope leading up to residential neighborhoods?

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

How is this Orcem Proposal in  
alignment with the Vallejo  
new general plan?

(Your Name)

733 Carolina St. 94590

Vallejo, CA



**IMPORTANT!** Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

<http://www.cityofvallejo.net/>

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

Not with standing the minimum legal requirements; why couldn't the public be notified sooner rather than later?

(Your Name)

733 Caroline St 94590



Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

<http://www.cityofvallejo.net/>

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

Does the City of Vallejo monitor the level of success for public outreach?

(Your Name)

733 Carolina St 94590

Vallejo, CA



**IMPORTANT!** Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

<http://www.cityofvallejo.net/>

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

Why is there so many  
"To Be Determined" in the DEIR?

(Your Name)

733 Carolina St 94590



Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net/>



# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

Why is there no  
Environmental Justice Report?

(Your Name)

733 Carolina St 94590

Vallejo, CA



**IMPORTANT!** Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net/>

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

Why is there no list of potential alternative business proposals for the Sperry Mill site?

(Your Name)

733 Carolina St, 94590

Vallejo, CA



**IMPORTANT!** Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net/>

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

Why is there no consideration for  
the potential real estate devaluation  
in Vallejo, found in the DEIR, or  
considered at all?

(Your Name)

733 Carolina St. 94590



Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at [www.CityofVallejo.net](http://www.CityofVallejo.net)

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

Why are there so many  
"significant and unavoidable"  
impacts found in the DEIR?

(Your Name)

733 Carolina St 94590

Vallejo, CA



**IMPORTANT!** Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

<http://www.cityofvallejo.net/>

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From: Anne Carr <[goodfind650@yahoo.com](mailto:goodfind650@yahoo.com)>  
Sent: Tuesday, September 29, 2015 12:04 AM  
Subject: DEIR on Marine Terminal & Orcem,: Public Hearing & "Open House"  
To: Dan Keen <[dkeen@ci.vallejo.ca.us](mailto:dkeen@ci.vallejo.ca.us)>, Robert McConnell <[rmccconnell@ci.vallejo.ca.us](mailto:rmccconnell@ci.vallejo.ca.us)>, Verder-Aliga Rozzana EdD <[rverder-aliga@ci.vallejo.ca.us](mailto:rverder-aliga@ci.vallejo.ca.us)>, Malgapo Jesus <[jmalgapo@ci.vallejo.ca.us](mailto:jmalgapo@ci.vallejo.ca.us)>, Dew-Costa Pippin <[pdew-costa@ci.vallejo.ca.us](mailto:pdew-costa@ci.vallejo.ca.us)>, Davis Osby <[mayor@ci.vallejo.ca.us](mailto:mayor@ci.vallejo.ca.us)>, Dawn Abrahamson <[dabrahamson@ci.vallejo.ca.us](mailto:dabrahamson@ci.vallejo.ca.us)>, Andrea Ouse <[andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net)>, Katy Miessner <[kmiessner@ci.vallejo.ca.us](mailto:kmiessner@ci.vallejo.ca.us)>, Bob Sampayan <[bsampayan@ci.vallejo.ca.us](mailto:bsampayan@ci.vallejo.ca.us)>

FROM:  
[Vallejo Heights](#)  
[Vallejo, CA 94590](#)

September 28, 2015

TO:  
Andrea Ouse, Director of Economic Development, Vallejo  
Dan Keen, Vallejo City Manager  
Vallejo Mayor Osby Davis; Vallejo City Council Members Pippin Dew-Costa, Jess Malgapo, Robert McConnell, Katie Meissner, Bob Sampayan, Rozanna Verder-Aliga  
Vallejo City Clerk Dawn Abrahamson

SUBJECTS:  
1) Public Outreach & hearing regarding the Vallejo Marine Terminal & Orcem Cement Plant  
2) "Open House"

Dear Andrea, Dan Keen, Mayor Davis, & Council Members Dew-Costa, Malgapo, McConnell, Meissner, Sampayan & Verder-Aliga;

Regarding the Draft Environmental Impact Report on the Vallejo Marine Terminal & Orcem Cement Plant, I am glad the City of Vallejo has decided to hold a public hearing at City Hall instead of at the Joseph Room. The bigger room is essential, but honestly, I think that even City Hall will be too small.

If you are only going to hold one hearing, I request that:

- 1) You engage the Empress Theatre; and
- 2) You extend the time allowed for questions and comments.

Many people have many questions, and I'm afraid the 2-hour session at City Hall will be completely inadequate relative to the scale and potential impact of this proposed project. I will note that the City has been working on the DEIR now for 8 months, and that the first news on this project appeared about a year ago. Further, the project has a 65-year lease. Altogether, it is unfair to expect average citizens to keep their comments and questions so constrained given the duration and impact of the proposed project -- and given the amount of time the City has been working on it.

Relative to public outreach, I request that:

- 1) You extend the review period for the DEIR itself. A report of this size and complexity cannot be digested in such a short time, especially given that it was not available in the public library for a full week after your notice.



2) You hold at minimum one public hearing in South Vallejo. Given the devastating impact of this project in South Vallejo, you should not rest on doing the minimal outreach, but instead should be pro-active in outreaching to schools, churches, and all segments of the diverse and low-income communities of South Vallejo.

3) You schedule the "Open House" on the Marine Terminal and Cement Plant *after* the close of the DEIR (i.e., after Oct 20) Why do I ask this? The "Open House" is a selling session on the part of the applicants, vs the fact-finding and substantive inquiry into the DEIR. Vallejoans deserve to raise their questions and get them answered before the sexy side show begins with scale models, glossy posters, videos etc.

Should Vallejo's conduct of the DEIR ever come under legal scrutiny, holding a sell session prior to surfacing the community's questions would suggest a bias and prejudice on the City's part. It could also be seen as a blatant attempt to co-opt questions and opposition to the projects, as the questions raised during the "Open House" will *not* be on the public record nor part of the DEIR. In short, holding an "Open House" before the public voices its questions is completely inappropriate and prejudicial.

I have many more comments and questions on the substance of the DEIR itself. However, given the minimal outreach on this project, I felt compelled to raise concerns about the outreach process itself. Vallejo *does* know how to be pro-active in getting the word out; given the length of time you've been working on this project, holding a single two-hour hearing on day 33 of a 45-day review period is not adequate.

Sincerely,

Anne Carr  
Vallejo native, resident, & voter

FROM:  
562 Hichborn St  
Vallejo, CA  
November 1, 2015



4:40 pm

TO:  
Andrea Ouse  
Director of Economic Development  
City of Vallejo  
555 Santa Clara St  
Vallejo, CA

CC:  
Vallejo City Manager Dan Keen  
Members of the Vallejo Planning Commission  
Members of Vallejo City Council  
Vallejo Mayor Osby Davis

SUBJECT:  
Draft Environmental Impact Report (DEIR) on  
Vallejo Marine Terminal/Orcem Cement Mill

Dear Ms Ouse, Vallejo staff and elected officials:

I have heard from many people that when they first heard about the proposed Vallejo Maine Terminal and Orcem Cement Mill, it sounded like "the best thing since corn flakes." The applicants' promise of jobs, and of a supposedly "green" product seemed to offer an irresistible combination. I myself was open to the idea in concept.

In reading the Draft Environmental Impact Report (DEIR), though, I have become convinced that this project would be catastrophic for South Vallejo, and would cast a dark shadow over Vallejo's rejuvenation overall. Further, the DEIR itself is so flawed and inadequate that it does not allow a proper evaluation of the environmental and health impacts of the proposed project.

**COMPLETE LACK OF INFORMATION ABOUT PORTLAND CEMENT**

One of the driving premises of the proposal is that Orcem would produce "green" cement. First, the moniker "green" is misleading when applied to this product, as it still would produce 3x the level of nitrous oxide beyond BAAQMD threshold (p. 191), and when combined with VMT operation, 6x the threshold. Second, while the *product* may be less harmful than Portland Cement, the *production* of it and operation of VMT/Orcem would burden South Vallejo with an unacceptable level of big rig traffic, cement dust, noise and light pollution.

Finally, and most importantly, in at least four different places in the report, Orcem admits that they would also mill Portland Cement, plus a blend of Slag Cement and Portland Cement (pp. 90, 182, 202, 369). Ironically, the harmful impacts of Portland Cement are why companies are looking for alternatives. The health and environmental impacts of Portland Cement are well-documented, even for just Portland Cement dust.

Without an assessment of the environmental and health impacts of Portland Cement and Blended Cement, the VMT/Orcem DEIR fails to address the most basic questions the public and decision-makers need to evaluate the proposed project. For this reason, I urge you to NOT certify this DEIR. Instead, insist that the applicants redo all of the environmental and health impacts with data that includes the impact of Portland Cement, and Blended Portland/Slag Cement.

Unless the applicants are willing to agree to a deed restriction and prohibition against milling Portland Cement ever, all of the environmental impacts of the report need to be redone and the entire report re-circulated. (CCR 150885). I should note that an offer to do an EIR later on Portland Cement would be evasive and unacceptable, as once a cement mills was operating on the site, they applicant could then claim a "baseline" that says cement dust is already present and acceptable.

From the applicants' own DEIR, please have them discuss the following in more detail:

Page 394 pozzolan rock silica, crystalline silica is carcinogenic

Clinker is a hazardous substance, contains crystalline silica a carcinogen, with hexavalent chromium in 16 mg/kg

Page 362 compares CO2 impact of Portland Cement vs GGBFS/Slag Cement. How does this data translate into the dust and hazards that would be present at the Vallejo site?

Please provide the MSDS sheets for Portland Cement & GGBFS Cement, and please call out in particular the health hazards of dust from each, and hazardous components in each.

Please provide references and summaries of health studies that show the impact of Portland cement dust and GGBFS cement dust.

**IMPERATIVE TO PROVIDE AN ENVIRONMENTAL JUSTICE ANALYSIS**

In addition to the absence of data around Portland Cement, the report also fails to include an Environmental Justice analysis for the area in which VMT/Orcem would be located.

Given that the population of South Vallejo is 79% racial and ethnic minorities, and 51% low-income, the area eminently qualifies as a disadvantaged neighborhood that deserves an Environmental Justice analysis. South Vallejo should be an area

that the City of Vallejo strives to uplift, instead of burdening them disproportionately.

### **LACK OF TRANSPARENCY, INEFFECTIVE COMMUNITY OUTREACH**

Is there a law or administrative ruling that directs companies to provide their reports in more or less plain English? If not, there should be.

Community members have decried the lack of effective outreach to the Spanish-speaking & Tagalog-speaking communities. While I agree with these sentiments, I would add that the materials seem designed to hide rather than to clarify even in English. In general, I would characterize this DEIR as a report of many words oriented towards hiding information rather than elucidating it.

The VMT/Orcem DEIR weighs in at 728 pages, with 30 appendices, and a heavy thump of a total of some 4500 pages. As I understand, many of its 800 data tables were not published in an accessible digital format (e.g., PDF), but rather in either proprietary software and/or required registration for access. This is the antithesis of making information accessible for informed public decisions.

The DEIR was published Thursday before Labor Day weekend, and a copy was not made available in the public library for another week. Even then, with the report packaged in a 728-page PDF, downloading it hung the feeble computers and network at the Vallejo Public Library.

For the Final EIR, please direct the applicants to make the information available in downloadable chapters as well as the whole. Further, it would be an eye-opening exercise for City staff to try downloading the DEIR as it stands at the Vallejo Public Library. My best time was approximately 15-20 minutes to download, but for that you have to refresh the screen every 5 minutes or so, or the download aborts, and you have to start over.

Also, if one wanted a hard copy of the DEIR, the standard cost was \$125. Obviously this is a steep if not prohibitive cost – and needlessly so. Please direct the applicants that for the final EIR, the report should be made available in black and white copies, as well as color, with binding optional, and with the DVD for the Appendices also optional. Getting a copy this way I was able to get a copy of the DEIR for \$65 – but most people do not come from a background familiar with printing, and would not even know to ask.

Regarding outreach, I will say that I believe the City of Vallejo knows how to outreach to the community – if it wants to. Given the enormous impact this project would have, the appropriate format for outreach would be to model what is done for Participatory Budgeting: signs all over, mailing, public forums, hearings, multiple mailings. Further outreach needs to be done pro-actively to the South Vallejo community which will be directly and catastrophically affected by this project.



**FLAWS IN DEIR, QUESTIONS TO ADDRESS**

The following topics are not adequately addressed in the Draft EIR:

**INCOMING MATERIALS**

- 1) Via a deed restriction, is VMT willing to prohibit the shipping and receiving of the following materials:
  - Coal
  - Coke
  - Tar sands
  - Oil and/or any petroleum products, in whatever form
  - Garbage
  - Nuclear waste
  - Explosives
- 2) If VMT is NOT willing to prohibit the preceding list of materials, please direct them to disclose all potential health and environmental hazards for those materials, and what effort VMT will take, if any, to safeguard the public.
- 3) In general, what kinds of screening and precautions will VMT & Orcem take to monitor incoming materials before the shipments are loaded at point of origin – if any? What kinds of precautions will be taken – if any -- to prevent hazardous materials from being shipped to US?
- 4) Once the ships have docked, what kind of monitoring – if any – will be performed to prevent hazardous materials from being unloaded?
- 5) How often -- if at all -- will someone from US Customs be inspecting incoming shipments? How often, if ever, will a US Customs official oversee the full length of ship unloading?
- 6) Will there be a dedicated, full-time US Customs official at the Vallejo Marine Pier?
- 7) What are the penalties and fines – if any – for shipping hazardous materials?
- 8) What are the precautions that will be taken to make sure that nuclear wastes are not shipped?
- 9) What are the restrictions, if any, to prevent Orcem from importing slag from China or India? What are the special precautions – if any – that VMT & Orcem will take to prevent shipment of hazardous substances by nations known to have lax environmental standards & practices? Who will certify the slag is not contaminated? Who is liable if the slag is contaminated?
- 10) Most ports have port fees and cargo fees. Are the applicants willing to pay Vallejo such fees? What do the ports in Richmond, Stockton & Oakland charge for port fees and cargo fees?

**MARKET INFO**

On page 90 (plus others), Orcem says they would have 3 modes of operation, "depending on market conditions." Since the applicant has introduced the concept of "market conditions" into the DEIR, please have them elaborate. Please have them describe the current & anticipated market relative to other local suppliers. There is

a slag cement mill also proposed for Stockton that will have much higher volume. How will Orcem compete with that?

Under what market conditions would Orcem also grind Portland Cement? What would be the impacts on air, water & health if Orcem grinds Portland Cement? What would the anticipated ratios be of Portland Cement to Slag Cement?

### **NOISE**

The baselines for noise assessment were taken at roughly 2:50pm in the afternoon and 11:50pm at night. Yet the greatest increase in noise levels will be the middle of the night, spiking at 3am when the big rig trucks start arriving and departing. Please direct the applicants to provide baseline noise assessments for 1am, 3am and 5am, when the delta between normal ambient noise and the new Orcem/VMT noise will be the greatest.

In Vallejo statutes it is unlawful to unload between 9pm and 7am (p 484). Orcem plans to operate 24/7. Please have the applicant describe and agree to a mitigation that would prohibit loading between 9pm and 7am.

On page 490, the DEIR says that noise from trucks is exempted from regulation. Yet with 276 big rig trucks a day, this is one of the biggest impacts of the project. Please direct the applicants to provide the noise impacts of so many trucks on Lemon St. in particular, and all other NSL areas.

On page 498, the applicants say they would aim for rail activity to occur between 8 pm 12 midnight, and 4-6 am. Since the applicants do not control the railroad, what assurances do they have in writing, if any, that this is when trains would roll? What kind of outreach, if any, has VMT/Orcem had with those living within ¼ mile of the train tracks through Vallejo? Since Vallejo's train tracks have not had regular maintenance for decades, please describe the level of upgrading the applicants are prepared to do.

From page 505, please explain the propriety equation to predict operation noise, especially with respect to the combined noise of all machines & vehicles

Page 533, applicants describe how a rubber sheet will line the hoppers to mitigate the noise of loading. How much mitigation of noise will result from this? If the first layer of material hits the rubber that is one thing, but once the rubber is covered with slag or clinker, how will the rubber lining have ANY effect on noise? Please have the applicants perform an actual physical study as opposed to a computer simulation.

With all equipment operating at full production levels and with full loads, what is the **total noise level** inside the cement mills without attenuation?  
What is the **combined total noise** level in the plant with attenuation?



How does the proximity next to water and a hillside affect the transmission of sound?

For the Chart 3.10-6, please include noise impact results for all NSLs in body of report, not in appendix.

For all of the noise charts, do the Ln levels noted already include the 10 dB addition that reflects the perceived intensity of nighttime noise?

For Area NLS6 – the reports indicates this as an “intensive use” area, yet it is an area of low-density, single-family residential homes. Is the “intensive use” zoning a historical anomaly from when Lemon St was a designated truck route? Should that designation have changed once it lost the truck route designation? Even if not, how do you reconcile that in fact, the area is mostly residential, with the exception of one auto body shop that only operates during normal business hours?

The traffic charts use the intersection of Sonoma Blvd at Solano as representative of the area – but that is a mile away. It is more reflective of the area affected to look at traffic and noise at Sonoma Blvd at Lemon St. Please direct the applicant accordingly.

#### **CUMULATIVE IMPACTS**

The DEIR quite oddly describes a handful of small businesses as the biggest environmental impacts in the South Vallejo area. Please direct the applicants to cover the cumulative impacts of the proximity of Highway 80 and its attendant traffic and pollution, the air pollution from ships in the Carquinez Straits, odors and gasses from the nearby water treatment plant, and historic pollution from Mare Island. Please direct the applicants to juxtapose these elements against an asthma rate that already makes South Vallejo a national hot spot for asthma.

#### **CEMENT DUST, DIESEL PARTICULATES & ENVIRONMENT**

Please direct Orcem to provide information about the composition of GGBFS cement, Portland cement, and blended cement, including particle size, dust, drift pattern, hazardous components, and the impact of combining these dusts with diesel particulates.

What is the impact of a ground-level fog on the emissions from the plant? High winds? Please describe the daily & seasonal wind patterns, highs and lows. What is the impact of moisture & wind on drift patterns and drip pattern of the particulates?

On page 178, Orcem says all exposed surfaces will be watered twice a day. What is the evaporation rate given the winds at that location? Where does the excess water go? If Orcem is able to contain 80-95% of the dust, how much dust does escape as “fugitive dust”?

Page 389 describes asbestos in the roofing, flooring, interior & exterior walls in silo bldg, bulkhouse & warehouse. What percentage of this material will be in the property post remediation? What special measures will be taken to prevent fugitive asbestos dust during demolition?

The Orcem President has said that one can safely eat the Slag Cement powder. Please describe the difference of impact of Slag Cement on mucous membranes of the eyes, nose & throat & respiratory system, vs the digestive system. Are they equally sensitive to the material?

### **EXCESSIVE WATER USE**

On page 366 Orcem says they will "investigate the feasibility of grey water, recycled water & rainwater." Please have VMT & Orcem describe how big of a catchment they would need to supply the demand for 9,922,840 million gallons of water a year.

For clarity, please have Orcem/VMT compare their annual water needs with the size of a local body of water. Would their water needs be greater or less than say the size of Lake Chabot? How about Cunningham Pool? How many Cunningham pools would they need to supply their water needs?

On page 428, the applicants say they will use stormwater used to dampen piles. How much rain over what period would supply the applicant with their needs? Please have applicants indicate how big the stormwater catchments would be, plus where they would be located in the map of the property.

### **JOBS**

From page 89 regarding VMT employees, what is the *minimum* number of full-time permanent employees the VMT anticipates? What would the requirements be in terms of education and industry experience?

On page 97, Orcem says they could employ up to 20 f/t employees, and up to 20 admin staff. What is the *minimum* number of employees they anticipate *directly* hiring? What would the requirements be in terms of education and industry experience?

### **INCONSISTENT WITH CURRENT LAND USES & GUIDING PRINCIPLES OF NEW GENERAL PLAN**

Unlike 150 years ago, when the Starr Mill was a lonely outpost on the outside of town, now there is a population of 7,674 that lives within 1 mile of the VMT/Orcem site.

From page 195, there are 16 schools or sensitive receptors within 2.5 miles of the project, including an elementary school that is described as being within ¼ mile of the site. Please verify the closest distance from the nearest project site boundary to the nearest school boundary for Grace Patterson Elementary School. Please indicate

how many of the Grace Patterson students walk to school and who would realistically be exposed to the cement dust from Orcem.

On page 449, there is a comment that industrial uses are incompatible with residential & commercial. Regardless of the former grandfathered zoning for this site location, it is now surround by single family homes & medium to high-density housing. Please have applicants describe how the high impact of their site – especially the heavy impact of big rig traffic – fits with the residential nature of the area surrounding it.

Page 452 says that if a project would physically divide an established community, it is problematic. Obviously 276 trucks – 552 truck trips – will cataclysmically divide the community.

On page 221, the DEIR says that the General Plan is from 1999. In fact, the baseline of the General Plan dates back to 1983, with only minor updates being done subsequently – which is why Vallejo is in the midst of a massive, multi-year, multi-million dollar process to update the General Plan.

“Propel Vallejo” is a \$3.1 million project to update General Plan. The Guiding Principles have been adopted, and Preferred Scenarios adopted. There should be a moratorium on industrial development until the new plan & zoning are in place.

Per page 219, the Bay Plan says ports are acceptable, but not required. Other uses could be designated for this site, and in fact, per Vallejo’s workshops for “Preferred Scenarios,” workshop attendees overwhelmingly envisage commercial/residential for the jewel of our city, the waterfront.

On page 178, 5.25 acres of open space/park would have to be rezoned for heavy industrial use – a clearly incompatible use with open space/park.

#### **ALTERNATIVE USES SECTION COMPLETELY DEFICIENT**

The applicants say that they did not explore alternative sites – but with deep-water docks available on Mare Island ½ mile away, their lack of alternatives is stunning. Obviously the Ports of Stockton and Richmond also offer existing berths and existing truck traffic, without burdening residential neighborhoods. Any of these alternatives would be more suitable for a pier and cement operation.

Relative to the site itself, as late as 2007 there was a condominium project proposed, and in fact, some of the environmental studies VMT & Orcem use date from that condo project. So, the applicants’ suggestion that their project and only their project is a suitable use of the site is simply specious.

#### **DREDGING**

The DEIR details that the Mare Island Straits have buried concentrations of silver chromium, lead, arsenic, silver, and zinc.

On page 425, the DEIR says dredging during construction, and the use of sediment as fill could release previously buried contaminants. What would the impact be of such release of contaminants? How might it affect local bird and fish life?

Dredging is supposed to go to 38 feet. How often would you need to dredge, and where specifically would the dredge materials go? Who pays for the dredging, and for the disposal of dredge materials? In the event that the Army Corp of engineers does **not** do the dredging, are the applicants prepared to cover this cost?

### **TRAFFIC**

On page 399, the DEIR describes a “significant impact” to traffic, mitigated by “intent” to “encourage carpools.” Given that the biggest impact on traffic will be the big rigs, how, *exactly* would an effort to encourage carpools mitigate the level of big rig traffic? Please direct the applicants to devise a more realistic and meaningful effort to mitigate traffic impact. Have they explored the option of paving a road that would parallel the rail lines? Such an effort could remove trucks from Lemon St.

On page 576, the DEIR mentions the 17 surface-level train crossings in Vallejo and American Canyon. How many cars will be waiting during rush hour, at which intersections? Traveling 10 miles an hour, and assuming a 77-car train, how many intersections would be blocked at the same time – where? How would emergency personnel maneuver given these blockages?

The new Curtola Park & Ride Station is conspicuously absent from the traffic discussion in the DEIR. How will the trucks coming down Lemon St impact rush hour traffic at the Park & Ride intersection?

Table 3.12-11 says that 7 intersections would need design modifications. Please describe the modifications needed, and who pays?

The DEIR uses traffic at Solano and Sonoma as a baseline, instead of Lemon St & Sonoma. Please direct the applicants to use this more relevant intersection as one of its key baselines.

The report says that to control noxious emissions, they will require that trucks are 2010 or later. How will this be monitored & enforced, and what are the penalties, if any, for not meeting this standard?

### **POWER USAGE & LIGHT POLLUTION**

The applicant says that using shore power is not feasible. Please have them indicate what types of fuel they would use while in port – bunker oil? Diesel? Other? Please further direct them to disclose the difference in emissions from using shore power vs engine power while at the dock.



On page 270, the DEIR says that nighttime lighting could have a significant impact on birds & fish. Please describe the times of year when birds would be especially affected by nighttime lighting, e.g., during nesting. What about fish, and the impact of the lighting on spawning? Please indicate the times of year when nighttime lighting would have the greatest negative impact, and how reduced operations then could mitigate that.

Many high-use companies use co-generation to cut their utility costs. If VMT/Orcem decides to generate some or most of its own power, would they be willing to pay a fee in lieu of the utility taxes Vallejo would forego?

### **CORPORATE STRUCTURES, LEGAL & ADMINISTRATIVE ACTIONS**

Please describe the corporate structures for Vallejo Marine Terminal, and Orcem respectively, along with their parent companies Vortex Marine & Ecom. Please list all civil, administrative, and criminal legal actions initiated against either company, and the resolutions of those matters. Please list and describe all union actions against either company, and resolutions. Please describe which company would be liable for violations of air quality, and what kinds of fines or penalties might ensue. Should there ever be a large legal settlement against Orcem for environmental violations, please describe how Vallejo would hold a European company accountable for its actions.

### **HOUSING**

The DEIR claims that there is no impact on housing, yet it is reasonable that home values will drop within ½ mile of the plant. Please direct the applicants to detail exactly how many residences are within ½ mile of the site. How many buildings would that be, single family or multi-family, and how many residents?

### **OBFUSCATION**

Page 98 -- In what way would a kayak ramp and removing old piers from the marina compensate for loss of water access 2 miles away? Please direct the applicants to offer this optional project separate from the body of the VMT/Orcem report: it is not meaningful to the project at hand (it's either insulting or laughable, depending on your perspective). Further, in a report that is already hobbled by an excess of meaningless verbiage, it merely muddies the central premise.

Please redo the pictures on page 153, as the picture of the water is obscured by the graph that is superimposed on it.

Please have the artist rendering of the project include the open slag piles.

On page 207, please redo the coloring for the cancer risk pictures, using a color that contrasts with the background instead of blending with it.

Page 203 describes offsets – how do they work, how would that benefit & protect the residents of South Vallejo?



Section 3.2-6 describes cancer rate impact, and refers to mitigation measure MM 3.2., a section that refers to bat roosts. Where is the cancer rate mitigation, if anywhere?

Please explain charts 3.10-2.

**BENEFITS/REVENUES TO VALLEJO**

Please provide a list of ALL estimated fees and taxes that Vallejo could receive from this project. Since some fees are based on construction costs, please provide an estimate of the fees based on estimated costs. Please provide this information with each individual fee enumerated, and the totals of all fees.

Sincerely,

Anne Carr  
Vallejo native, resident & voter

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

How would public access to the waterfront at the Lemon St. site be maintained? How would open space be preserved?

(Your Name)

Kenneth Castellano  
722 Curtola PKWY



Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

<http://www.cityofvallejo.net/>

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From: David D Cates <[ddcates1@gmail.com](mailto:ddcates1@gmail.com)>  
Sent: Saturday, September 5, 2015 11:07 AM  
Subject: VMT/Orcem Draft EIR  
To: Andrea Ouse <[andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net)>

Hi Andrea,

I am in the process of reviewing the Environmental Impact Report for this proposed project and would like to see the City's economic impact report for job creation and tax increments. Do you have that available?

Thank you.

--

David D Cates  
[707-373-3637](tel:707-373-3637)

On 9/5/15 5:36 PM, David Cates wrote:

Yes. Is there an evaluation/forecast or report regarding how many jobs would be created and the tax increments the city would see as revenue generated from the activities at both the Orcem plant and the Vallejo Marine Terminal.

I think that the economic impact to the City of Vallejo is an important part of the evaluation of the overall proposed project.

David

On 9/10/15 6:36 AM, David Cates wrote:  
Hi Andrea,

Any information on this request. The Orcem website for this project is touting the local economic benefits, job creation and tax increment revenue for the City of Vallejo. Can the project team quantify these benefits?

Thank you.

David



**From:** [David Cates](#)  
**To:** [Andrea Ouse](#)  
**Cc:** [Plowman, Lisa A.](#)  
**Subject:** Re: VMT/Orcem Draft EIR  
**Date:** Monday, September 14, 2015 8:35:15 PM

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Hi Andrea,

Great job on the meeting tonight at the library and glad to see the the draft EIR for this project is tracking on the same timeline as the General Plan update per your answer tonight. You are doing a great job at the City of Vallejo and very pleased to hear about the meaningful changes you have made to our government, staffing and other aspects of Economic/Community development here in Vallejo. Well done!

I haven't heard a response on the economic impact analysis. Any word on that?

At this point I need to go on record as opposed to the Orcem portion of the project. Can the cement plant be unbundled from the marine terminal so that we approve VMT and not Orcem?

Thanks for answering my questions.

David

Osby Davis, Mayor, Vallejo  
555 Santa Clara St.  
Vallejo, CA 94590



September 29, 2015

Dear Mr. Mayor,

The issues I present are:

1. Commercial trucks continue using Redwood St. as a route to their destinations and the damage it continues to cause to Redwood St. and to the properties along Redwood Street.
2. Excessive speed of drivers on Redwood St.

Regarding commercial trucks:

I've lived in my current home on Redwood St. in Vallejo since 1976. Quite a few years ago I wrote to the then Mayor, asking that the posted truck size/weight limit be enforced on Redwood St. I'd noticed that the 'shaking' from passing large trucks was constant as well as the increasing cracks in the street along with the cracks in people's driveways (perhaps home foundations) and it seemed that the commercial trucks constantly using Redwood St. had something to do with that.

I received a letter in return suggesting that I "...sit on my porch and write down the license numbers of the trucks using the road and submit it to her office." I didn't think it was my responsibility to be taking those matters into my own hands but I did as she asked in order to comply. I submitted a list of about 15 licenses (in a 48 hour period!) to her office. The result? The sign that was originally posted near Broadway on Redwood St. was - removed. It was later reinstalled.

Sometime later the Hiway 37 connector to Hiway 80 was completed and it was thought that that would alleviate the problem of large trucks using Redwood St. as a throughway but it hasn't. Huge commercial trucks using Redwood St. continues. The cracks in Redwood St. as well as to the residents' driveways/properties have increased.

Additionally, pedestrians attempting to cross Redwood St. are in jeopardy every time they have to navigate with heavy trucks looming toward them. Those large trucks can't stop very fast.

There is currently a sign posted at Broadway and Redwood at the railroad crossing that says, "No trucks over 3 tons". It is ignored. My home literally 'shakes' every time these trucks pass by!

The damage to our homes and property is not something I think the City wants to cover nor the potential deaths of pedestrians but the City *CAN* enforce the Resolution 10-294 N.C. to limit further damage. Redwood St. is NOT listed as a designated truck route on Resolution 10-294 N.C., (CA Department of Transportation - Truck Routes) therefore trucks over 3 tons should not be in this area. Minimally, they should not pass Tuolumne St. going west on Redwood St.; not should they pass Broadway St. going east on Redwood St. There are no stores between Tuolumne and Broadway - just residential homes.

Additionally, the rate of speed driven by many drivers is an issue.

A resident on Redwood St. was killed pulling his garbage cans to the curb when a speeding driver hit him. Also years ago, a car parked in front of my house was totaled by a speeding driver. In the most recent years, another car lost control and ended up in my next-door neighbor's front yard (1530 Redwood). Additionally, a car took out a front yard chain link fence at a home on the corner of Redwood and DeAnza, (105 DeAnza) and another speeder hit and damaged another front yard at the opposite corner of Redwood and DeAnza, (102 DeAnza). These are just the crashes that I easily recall without researching it more.

Getting out of my driveway is very scary - every single hour of every day.

Perhaps another stoplight/stop sign on the long stretch of Redwood below Tuolumne and above Broadway is warranted? Or change the speed limit to 25 mph so drivers would drive 30 instead of 50+mph? Pedestrians have been shown to have a 90% chance of survival when struck by a car traveling at 18mph or below, but less than 50% chance of surviving an impact at 27mph, (World Health Organization). I can't think of anything else that would slow down drivers other than speed bumps, which - with the number of fire and ambulance responses on this road, is probably not efficient.

I receive emails describing the City's efforts to improve. The things I've cited have been long standing - *by decades!!* Can you *please* do something about those (other than tell me to sit on my porch) as well, perhaps even *before* diving into new and different issues?

I ask that you please respond in writing and I will distribute all responses received to all Redwood St. neighbors from Tuolumne/Redwood through Broadway/Redwood streets.

Thank you,

Sincerely,

Barbara Center  
1536 Redwood St.  
Vallejo, CA 94590

Enc

CA Department of Transportation list of approved Truck Routes allowed in Vallejo.  
Photo - Redwood St. when it was two-lane with center median.

cc:

Redwood Street Neighbors  
Daniel Keen, Vallejo City Manager  
David Kleinschmidt, Vallejo Public Works  
Mark Hoffheimer, Senior Planner, Vallejo Planning Department  
Andrew Bidou, Vallejo Chief of Police  
CA Department of Transportation  
Metropolitan Transportation Commission

**RESOLUTION NO. 10-294 N.C.**

**DESIGNATING CERTAIN STREETS AS TRUCK ROUTES**

**BE IT RESOLVED** by the Council of the City of Vallejo as follows:

**WHEREAS**, California Vehicle Code section 35701 permits the City of Vallejo to prohibit the use of a street by any commercial vehicle or by any vehicle exceeding a maximum gross weight limit.

**NOW, THEREFORE, BE IT RESOLVED** by the Council of the City of Vallejo that pursuant to section 8.36.040 of the Vallejo Municipal Code, the following streets, or portions or streets, are hereby designated as Truck Routes:

- 1) G STREET – From Walnut Avenue to Railroad Avenue.
- 2) RAILROAD AVENUE – From State Route 37 to Bagley Street; from 15th Street to the termination of Railroad Avenue south of Price Way.
- 3) WALNUT AVENUE – From State Route 37 to G Street.
- 4) NIMITZ AVENUE – From Bagley Street to 15th Street.
- 5) BAGLEY STREET – From Nimitz Avenue to Railroad Avenue.
- 6) 15TH STREET – From Nimitz Avenue to Railroad Avenue.
- 7) COLUMBUS PARKWAY – From Hwy. 80 to Benicia Road
- 8) LAKE HERMAN ROAD – From Columbus Parkway to city limit

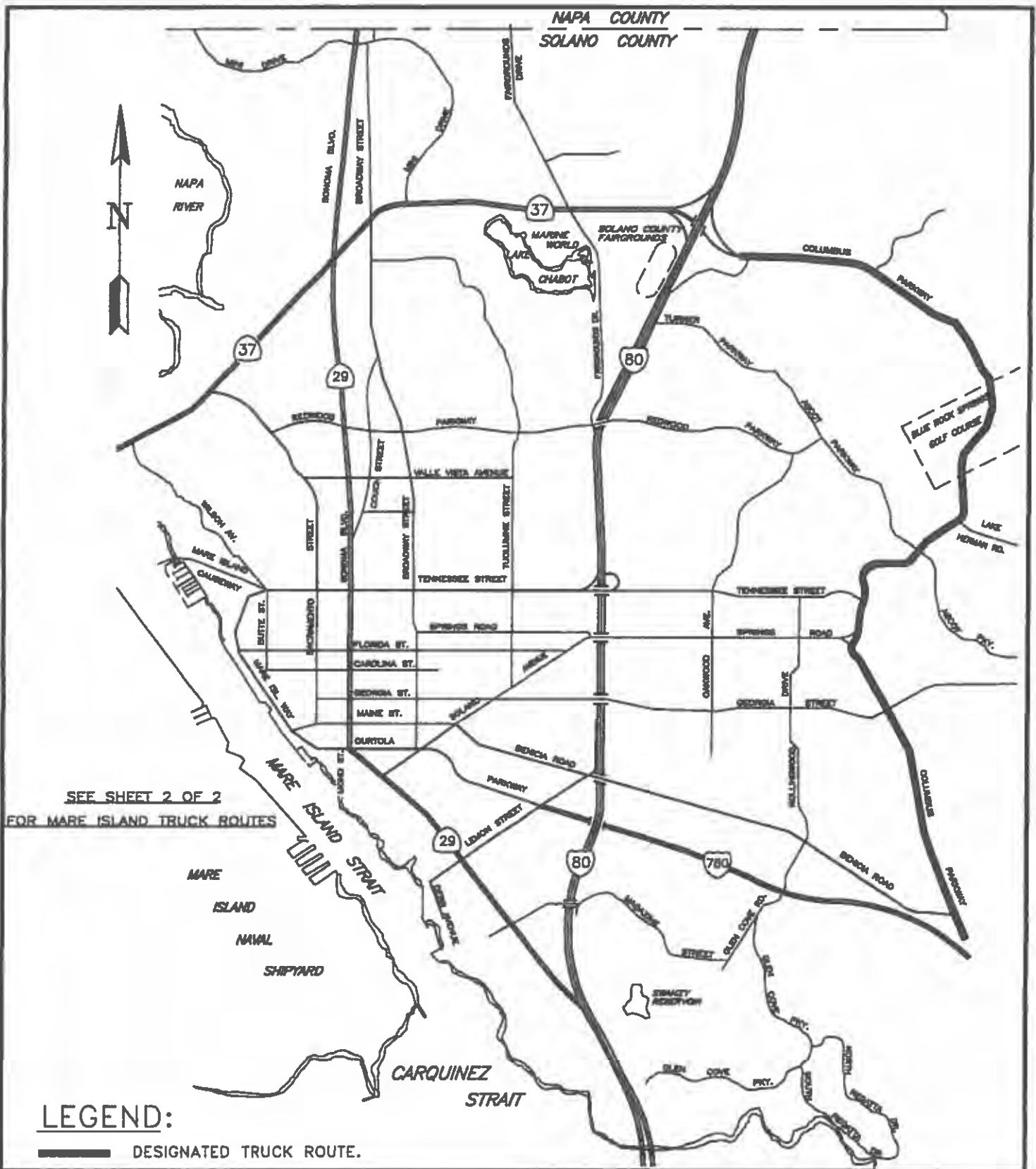
**BE IT FURTHER RESOLVED** that all previous resolutions, or any portions thereof, which are inconsistent with or in conflict with this Resolution, including without limitation the designation of truck routes contained in Resolution No. 98-395 N. C., are to the extent of such inconsistency or conflict hereby rescinded.

Adopted by the City Council of the City of Vallejo at a regular meeting held on December 14, 2010 by the following vote:

AYES: Mayor Davis, Vice Mayor Wilson, Councilmembers Brown, Hannigan,  
Schivley and Sunga  
NOES: None  
ABSTAIN: None  
ABSENT: Councilmember Gomes

  
\_\_\_\_\_  
OSBY DAVIS, MAYOR

ATTEST:   
\_\_\_\_\_  
SHERRY M. KELLY, CITY CLERK



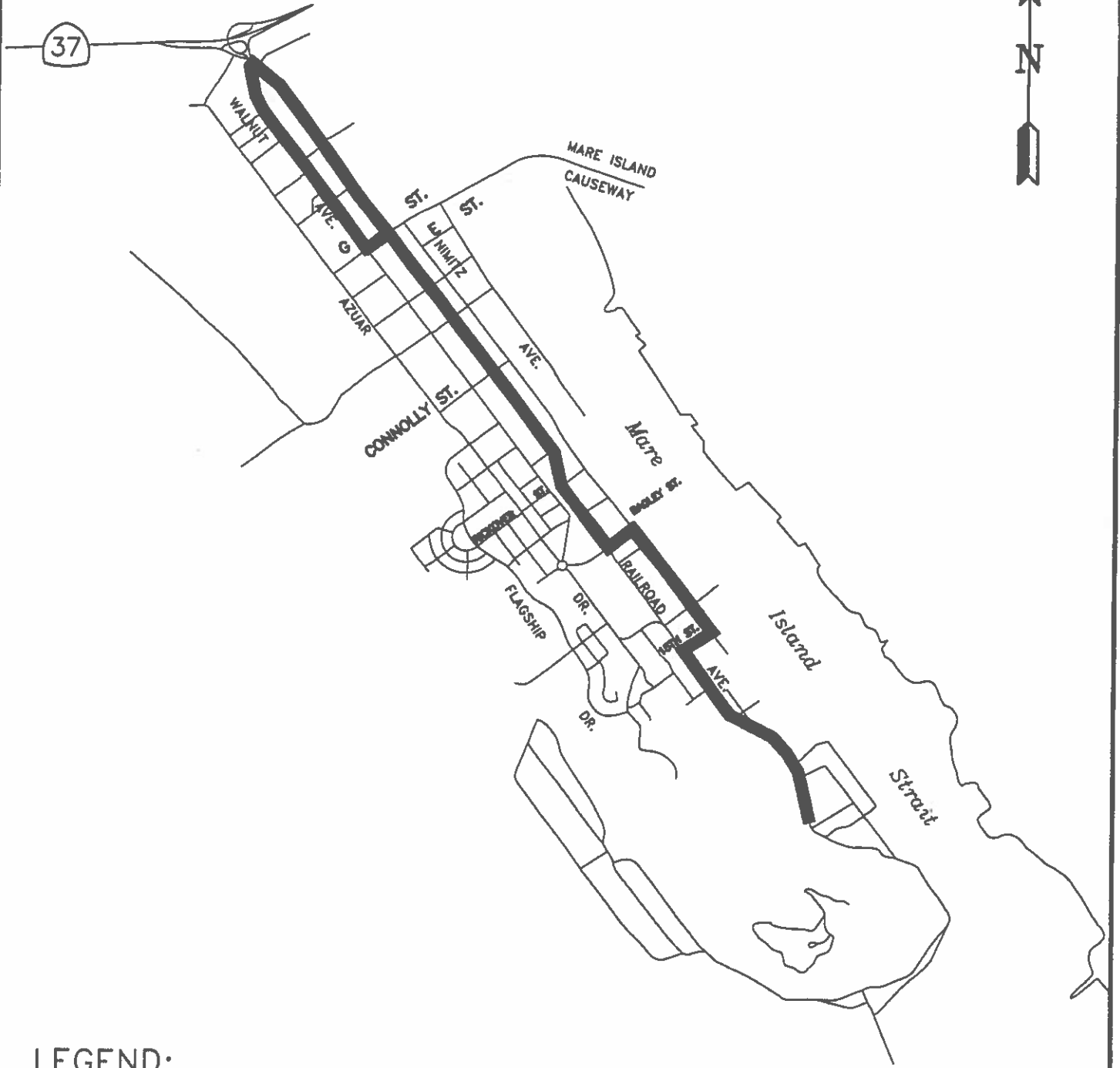
# CITY OF VALLEJO

DEPARTMENT OF PUBLIC WORKS  
ENGINEERING DIVISION

DWG. NO. _____	SHEET <u>1</u> OF <u>2</u>
DRAWN BY <u>EA</u>	FILE <u>TRAFFIC</u>
DATE <u>12-14-10</u>	REF _____
CHECKED _____	SCALE <u>NONE</u>

IMPORT / EXPORT TRUCK ROUTE  
DECEMBER 2010





**LEGEND:**

 DESIGNATED TRUCK ROUTE

**CITY OF VALLEJO**

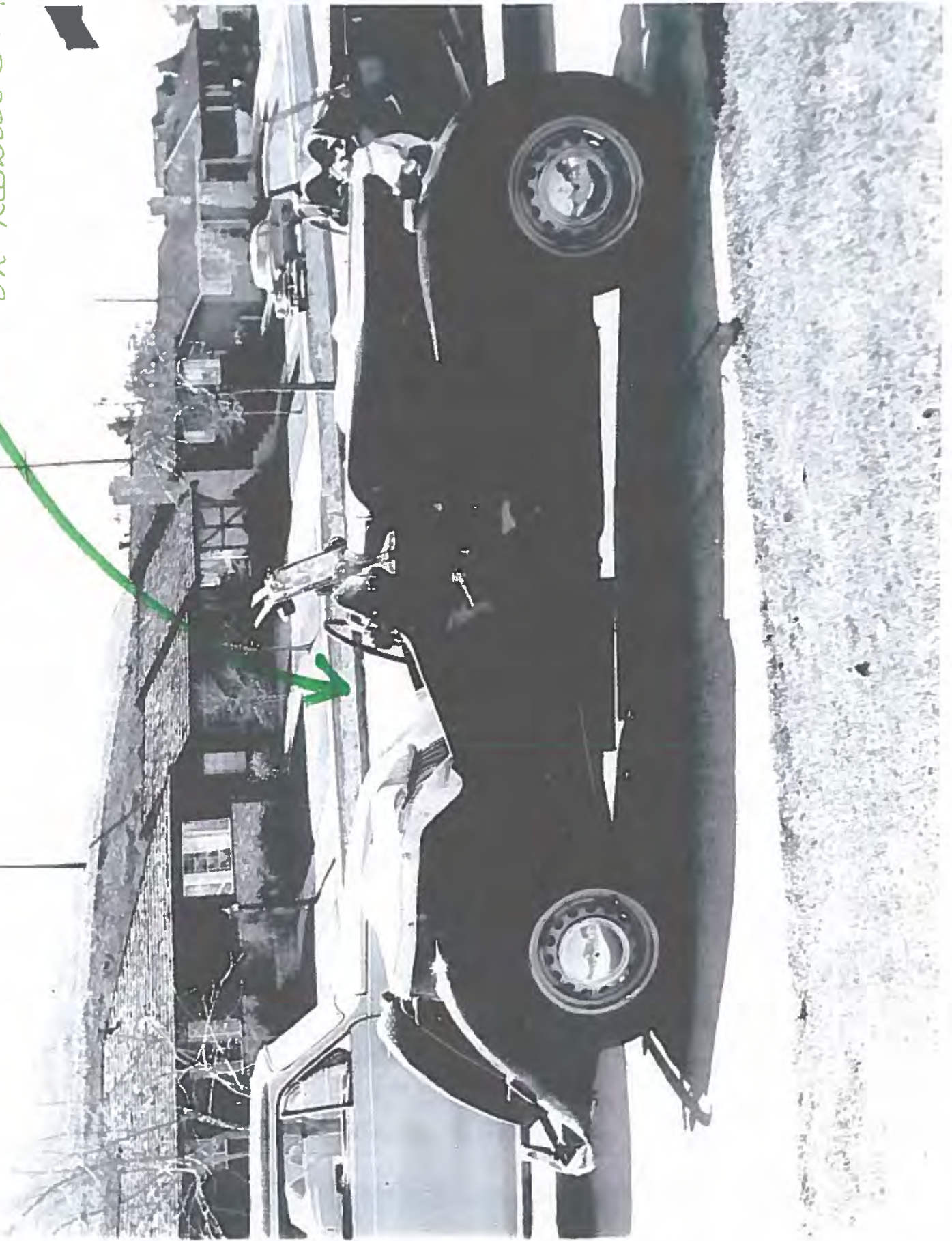
DEPARTMENT OF PUBLIC WORKS  
ENGINEERING DIVISION

DWG. NO. \_\_\_\_\_  
DRAWN BY EA  
DATE 12-14-10  
CHECKED \_\_\_\_\_

SHEET 2 OF 2  
FILE TRAFFIC  
REF. \_\_\_\_\_  
SCALE NONE

IMPORT / EXPORT TRUCK ROUTE  
DECEMBER 2010

*Original Center Divider  
on Redwood St.*



Vallejo, CA 94591  
October 7, 2015



Andrea Ouse  
City of Vallejo, Community and Economic Development Director  
555 Santa Clara St, Vallejo, CA 94590

**Subject:** Comment on the DEIR for Vallejo Marine Terminal (VMT) and Orcem Plant (Orcem)

Dear Ms. Ouse,

I have lived in Vallejo for decades and own multiple properties here. I care deeply about Vallejo and the future and quality of life for all our residents: young, old, two legged and four legged.

Based on the data, the analysis here is not complex: both of these projects are terrible deals for Vallejo with unacceptable costs and trade-offs and absolutely should **not go forward**. Implementation of either of these projects guarantees that the quality of life for tens of thousands of our residents will be further degraded or destroyed.

As Pope Francis has been earnestly counseling all of us, "it helps me to think of the name of Francis (of Assisi), who teaches us profound respect for the whole of creation and the protection of our environment, which all too often, instead of using for the good, we exploit greedily, to one another's detriment".

I pledge to use my personal financial resources to ensure that any Vallejo elected official who ultimately supports either of these projects is not re-elected, as both of these projects are driven by greed, not good, and will be to the detriment of our residents.

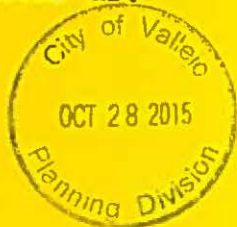
Thank you.

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

*(Your Questions)*

Why do ~~we~~ Vallejo's Greed-Heads hate us?

Is it because we're Black?



*(Your Name)*

Joe Citizen

---

Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

<http://www.cityofvallejo.net/>

## Amy Seals

---

**From:** Coleen Cole <coleenmariecole@gmail.com>  
**Sent:** Friday, September 04, 2015 10:01 AM  
**To:** Andrea Ouse  
**Cc:** Dan Keen; Craig Whittom; Plowman, Lisa A.  
**Subject:** Emissions Question Not Answered since July 30

Andrea,

[I've been waiting since July 30 for the answer to this question:](#)

- *It appears that the 'green' categorization is earned solely through the reduction of carbon dioxide. What are the levels of sulfur, nitrogen and mercury currently being emitted by Orcem plants?*

The lack of an answer to this question indicates obstructionism, given the time allowed.

If this is such a 'green' project, where is the transparency on emissions? Why can't I get an answer? Every other question had full answers. The DEIR came out yesterday. I want an answer today, please.

Since you are pressing the applicant for an answer to that question, please add this additional question for immediate response:

- It states in the DEIR that "if market conditions change, 'other cement products' may be produced", *what other cement products is this applicant referring to and what are their emissions?*

Thank you so much,  
Coleen

--

Coleen Cole Morrison  
415-312-1812

**From:** [Coleen Cole](#)  
**To:** [Andrea Ouse](#)  
**Cc:** [Craig Whittom](#); [Plowman, Lisa A.](#); [Dan Keen](#)  
**Subject:** RE: Delayed Emissions Answer  
**Date:** Friday, September 04, 2015 12:37:50 PM

---

Andrea,

Thank you for your rapid reply!

It is unreasonable to be asked to wait for an answer on actual emissions. The information is readily available. If the plants are 'green', why the delay?

Should the applicant decide to answer this question now rather than wait until October 7, that would show a true willingness to work with the concerns over health hazards many Vallejo citizens have, and I would champion him for his transparency.

If he will not reconsider the timing of his response, I will ask my contact at the EPA to assist me on getting the facts on his industrial process.

Facts are facts. I want them now please.

Thank you for all your work to make Vallejo a better place,  
Coleen



From: **George Collins** <[george.collins@petworthconsulting.com](mailto:george.collins@petworthconsulting.com)>  
Date: Mon, Oct 26, 2015 at 12:51 PM  
Subject: Questions re: DEIR, Orcem Project  
To: [andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net)

Dear Andrea Ouse,

Please see the attached document for questions and comments related to the draft Environmental Impact Report on the Orcem project.

Best regards,

George Collins  
Petworth Consulting Group, LLC  
[George.Collins@PetworthConsulting.com](mailto:George.Collins@PetworthConsulting.com)





Andrea Ouse, Community and Economic Development Director  
City of Vallejo  
555 Santa Clara Street  
Vallejo, CA 94590

Dear Ms. Ouse,

I am writing to express opposition to and submit questions about the proposed Vallejo Marine Terminal and Orcem Project. It is clear from the draft Environmental Impact Report (DEIR) that the benefits of Orcem's "green" cement fall short of compensating for the significant and detrimental impact that would result from the project coming to fruition. It is also clear that the DEIR is woefully inadequate in anticipating the potential impact of such a project. The shortcomings of the proposed project are many, but several stand out as particularly concerning:

- The impact of the project on air quality, for which there are no mitigation measures, would be significant. The proposed rezoning of a portion of the project site would drastically introduce a more intensive land use to the property, which was not accounted for in the Bay Area 2010 Clean Air Plan. It is with no small degree of irony that Orcem could tout the benefits of "green" cement while introducing such significant and unavoidable harm into the community of Vallejo.
- The proposed project would exceed the BAAQMD CEQA level of significance of 10,000 metric tons of carbon dioxide equivalent per year. The proposed mitigation for said impact is described as follows: "Fuel used in all on-site equipment shall initially consist of 20% biodiesel (a fuel blend of 20% biodiesel in 80% petroleum diesel). As production increases, the biodiesel content of the fuel shall be increased as feasible." There is little doubt that production at the facility would increase in the near term – from 500,000 tons/year in 2017 and 2018 to nearly 900,000 tons/year by 2019, as projected by Orcem. Yet there are no binding requirements for the biodiesel content to increase in proportion with production. Moreover, the project is a blatant contradiction to the objectives of the City's Climate Action Plan, and to assume that the project's negative environmental impacts could be mitigated through a worker ridership program naïve at best.
- The noise pollution resulting from the VMT project component in an otherwise highly residential area would exceed established policies and standards. Even in the event the mitigation measure of applying a smooth, continuous surface for rolling stock were successful, noise levels would be reduced by only 5 decibels. Furthermore, The Colt Court Residences and 3<sup>rd</sup> Street Residences would enjoy little relief from the train horns, which are required by the Federal Railroad Administration to sound off at 96 – 110 decibels.

- The proposed project would cause substantial delays and queues at rail crossings. There are no binding requirements for Orcem to limit train movements through Vallejo to between 9:00 a.m. and 4:00 p.m., as set forth in the mitigation measures. Furthermore, it is very unlikely that Orcem would be able to limit its projected traffic of 87 trucks/day and 200 rail cars/week to between those hours, particularly as production increases. In fact, the Solano Rai Facilities Plan drafted for the Solano Transportation Authority notes that, “Depending upon demand of the product, this could generate substantial rail traffic.”
- The proposed cement plant is not economically viable in the long term. While cement demand from residential and commercial construction may increase, that will be offset by a decrease in cement demand for oil and gas related construction. Given that Orcem would have a 65 year lease, what plans are in place if Orcem should go out of business? Where is the EIR for the likely scenario that the plant becomes abandoned?

Additional questions regarding the DEIR are included in Appendix A.

It is clear from the DEIR that the No Project Alternative should be pursued. Under this alternative, no buildings would be demolished, no construction of new buildings or structures would occur, and the environment – particularly that of Vallejo – would be better off.

Sincerely,

George Collins  
Petworth Consulting Group

## Appendix A

1. What mitigation measures are going to be put in place for adverse health effects, specifically related to young children and elderly people with asthma, caused by the proposed cement plant and its associated transportation infrastructure.
2. There are no binding resolutions to prevent Orcem from producing traditional Portland cement, if demand for their “green” cement isn’t sustained. Where is the DEIR for the scenario in which Orcem retools its plant to product Portland cement?
3. Orcem California, Inc.’s business license is listed as “FTB Forfeited.” How is Orcem to be trusted to follow through with extensive mitigation measures, as listed in the DEIR, if it can’t handle routine business tasks?
4. There is no definition of “significant” listed in the DEIR. Who has determined whether impacts from the proposed project are significant or not? Distinctions should be made, and the DEIR should be redone to determine whether something is truly significant, as set forth by clearly defined terms.
5. The DEIR suggests that the proposed plant would be operated by **up to** 20 employees. The DEIR should provide a more exact, realistic number of full-time employees, and whether or not those employees will be sourced from Vallejo. As “jobs” are the primary argument for moving forward with this project, expected salaries for plant operators should also be included in the DEIR.
6. There are no references to Orcem’s parent company, Ecocem, in the DEIR. Ecocem operates a number of cement plants in Europe. As such, there should be realized environmental impact reports from those plants included in the DEIR. Where are those assessments, and why are they not included in the DEIR for the proposed Orcem plant?
7. The DEIR is not available on the City’s website in Spanish, yet much of Vallejo’s population speaks Spanish as their first language. Why is a translated version of the DEIR not available? A translated version of the report should be made publicly available, and the public commenting period should be reset to allow adequate time for review.

are both adjacent locating the  
Orcem EIR cement factory in  
South Valley near the Nubra  
River. We are adjacent any  
industry on that side of the  
river for many reasons. Traffic,  
air quality and our bird nesting  
habitat will suffer. (The Great  
blue Heron, Ospreys, Caspian Tern,  
Caspian Hawk, and the Great Egrets)

Also removing all of the  
trees (native or not) will affect these  
birds nesting habitat 100% not just

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

**BACKGROUND** – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

**QUESTIONS** – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)



**WTF?**

YOUR NAME Concerned Citizen, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015



-----Original Message-----

From: Jan Cook [<mailto:cookpainting@yahoo.com>]

Sent: Sunday, October 25, 2015 7:04 PM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

Cc: Mayor Osby Davis <[Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net)>; Jesus Cristobal Malgapo <[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)>; [???Pippin.Dew-Costa@cityofvallejo.net](mailto:???Pippin.Dew-Costa@cityofvallejo.net); Robert H. McConnell <[Robert.McConnell@cityofvallejo.net](mailto:Robert.McConnell@cityofvallejo.net)>; Katy Miessner <[Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net)>; Bob Sampayan <[Bob.Sampayan@cityofvallejo.net](mailto:Bob.Sampayan@cityofvallejo.net)>; Rozzana Verder-Aliga <[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)>

Subject: question for EIR +please vote against the ORCEM project

Here are questions I would like to have answered in the EIR and by the mayor and council members:  
What are the details of the plan the City of Vallejo intends to put into effect over the next 65 years to supply enough water to service the ORCEM plant? ORCEM states that the plant will use 18,000 gallons per day in the near future. Will this amount increase as the plant increases output? How will ORCEM's use of water affect the plans costs for water rationing that climate experts claim will be necessary in Vallejo if our climate continues to get warmer and drier?

Along with many other citizens, I am requesting that the city vote against this project and that it be put to a vote of the citizens so we can express our will through the ballot box. Our city has so much potential; it is a crime to despoil it for short term gain and potentially ruin the futures of 3 generations of Vallejo children in the future.

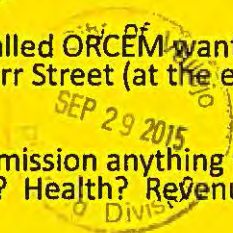
Thank you,  
Jan Cook

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
**Won't You Please Take a Moment to Send in Your Questions?**  
(It's free and confidential).

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**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)



Has any health impact ~~being~~ <sup>been done</sup>?

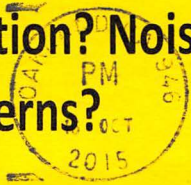
YOUR NAME

Brenda J Crawford

Vallejo, CA?

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

# Jobs? Traffic? Pollution? Noise? Health Concerns?



A Cement Factory and Marine Terminal are being considered for South Vallejo.

The City of Vallejo wants to hear your questions and comments. Come to the only Public Meeting on **Wednesday, October 7, 2015 from 6:00 – 8:00 p.m.** in the City Council Chambers, 555 Santa Clara Street, Vallejo.

*You're Invited. Let Your Voice Be Heard.*



Mail To:

Vallejo Community &  
Economic Development  
Director Andrea Ouse  
555 Santa Clara Street  
Vallejo, CA 94590

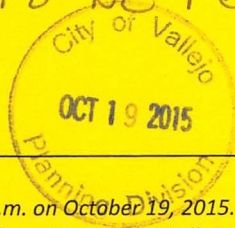
# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

In App. D-1 of DIER - does not say how air quality will be monitored, very vague and badly written. Needs to be redone.

(Your Name)

John Cress



Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

<http://www.cityofvallejo.net/>



**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
**Won't You Please Take a Moment to Send in Your Questions?**  
(It's free and confidential).

BACKGROUND – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City) Why would the city allow hundreds of truckloads a day on city streets, and 200 rail cars through our neighborhoods. Trains crossing Sonoma Blvd, a 4 lane main street, along with other busy intersections? This would stall traffic, and greatly impact the residents of Vallejo, CA

YOUR NAME Jose Crespo Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

Draft EIR in noise report for VMT  
031514 appendix K-1 does not  
adequately address constant noise  
levels for tearing down and rebuilding  
piers and docks.

(Your Name)

Paul Daniel Cress



Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net/>



**From:** [davcur@aol.com](mailto:davcur@aol.com)

**Sent:** Saturday, October 10, 2015 6:01 PM

**To:** Andrea Ouse

**Subject:** Questions concerning the proposed cement plant

Dear Ms. Ouse:

I am concerned about several facets of the proposed cement factory development. I would appreciate replies to the following questions/concerns:

1. In the Port of Los Angeles, docked ships are plugged into electrical outlets and their oil burning engines are turned off. Will that be true at the cement factory's wharf? One of the leading causes of air pollution in Ventura County comes from shipping offshore. How will the pollution be monitored.
2. It appears there will be a significant increase in truck traffic especially on Lemon Street. Who will pay for road upkeep?
- 3..The newspaper article indicated the permanent job creation would be about 29 people. Will a percentage of those people be Vallejo residents? How will that be tracked?
4. I have heard that the tax benefits to Vallejo will be minimal. How will I be able to understand where tax payments from the factory will be paid?
5. How many and for how long will constructions jobs be in effect?
6. Air pollution from the factory operation will be a factor. How ill that be measured, and what happens if the levels exceed standards? Are there standards now in place? What happens if the operation of the plant leads to results in excess of standards?
7. Should an accident occur, the immediate responders will be Vallejo Fire and Police Departments. Will the developers be paying for additional equipment/staffing for these services?
8. Dredging will affect Bay and Sacramento River water quality. How often and to what depth will dredging have to occur. Does the Environmental Impact Report detail the effect(s) of this dredging?
9. Will tugs be based at the wharf? Will this mean an increase of local jobs?
10. Twenty-nine jobs seems very few. Where might I see a realistic perspective on the job creation of this endeavor? Does this number include truck drivers, collateral service industries, etc?

Thank-you very much.

David Curtiss  
8401 Benavente Ct.  
Vallejo, CA., 94591  
707-647-3998

**From:** doug [<mailto:ddf4life@sbcglobal.net>]  
**Sent:** Monday, November 02, 2015 11:07 AM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** DEIR

Hello Andrea,

I am submitting at the request of concerned citizens that are not comfortable with possible Identity repercussions. Please find their submission attached.

Please confirm that an anonymous response to the DEIR is indeed, an "acceptable response".

TY

Doug Darling

**Date: November 2<sup>nd</sup>, 2015**

**To: Andrea Ouse**  
**Community & Economic Development Director City of Vallejo**  
[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)

**From: Wharf Rat and Associates, Vallejo Waterfront, Concerned Citizens, Vallejo, CA, 94590**

**Re: Response to DEIR for Vallejo Marine Terminal/Orcem**

### **Process.**

CEQA Guideline §15125(a) provides: "An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will *normally* constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. (emphasis added)."

The recycling of the many environmental investigation documents left over from a previous (unrelated) site development scheme / project, some over seven years old do not stand up to the above guideline . CEQA requires the date of preparation of the NOP to be the "approximate" start of establishment of baseline data toward site physical conditions for determination of impacts significant or otherwise . These recycled "non complying reports" are not allowed for an actionable CEQA analysis document component , they should be removed by the lead Agency to be replaced with contemporary reports or stricken . A through analysis of the NOP and DEIR are required to determine CEQA compliance - General plan compliance - State Statute - Federal NEPA - and other Governmental regulations and Agency regulatory requirements to ensure both compliance and efficacy before any more public funds are expended on this "private enterprise project" , in light of the net negative "public benefits" the miss-spending of public funds while abandoning the "public trust doctrine" must be investigated before any agency actions continue .

### **lead Agency's Selection of Analytical Methodologies**

Lead agency's selection of analytical methodologies is subject to the substantial evidence standard of review. An EIR cannot rely on an environmental baseline that takes into account environmental conditions predicted to occur following project approval , nor can it use recycled reports from a previous project , some over 7 years old . Mitigation can not be supported by out of date unrepresentative reports that do not meet CEQA basics , methodologies based on this material are fictional and not adequate for inclusion in a DEIR .

### **alternatives**

Measured Mare Island deep water wharfage: the outer run (towards Carquinez straights is 500 feet long the inboard run towards MI is also 500 feet , this is a total of 1,000 feet of usable EXISTING deep water wharfage that could conceivably handle two ships at a time , adjacent to a major ship channel within the COV city limits . Know as the "Concord Naval Weapons Annex", There is ample area (deep water between the wharf & finger to accommodate far more barges and vessels than the proposed VMT site

The pier & wharf structures have existing rail infrastructure in place as well as truck access ... The wharf is appropriately aligned to the straights ie: ships would dock bow or stern to currents and would need no turning basin or any dredging whatsoever so it is in all respects

a superior ship wharf. The peninsula that connects to mainland has capacity for conveyors and vehicle traffic as well as existing rail service (neo / break bulk cargo can be conveyed via rail cars ,vehicles or conveyor systems ,ro-ro ships could even disgorge directly to the wharf This has the capacity for a real Marine terminal that could handle deep draft ships (this is why the LNG terminal was proposed for this location by Shell )

Why this obvious alternative is not addressed in the DEIR questions the documents veracity and intention . Clearly CEQA requires that alternatives be identified in order to provide a realistic comparative analysis for decision makers and regulating agency's .

Locating a Marine terminal in a residential neighborhood with the associated impacts when an existing one with superior capacity is less than a mile away in an established and historically marine industrial zone has some strong CEQA and even NEPA questions to be addressed by the lead agency.

The argument of an existing deep water wharf at the Derr st property are specious at best they bought property zoned "employment" with adjacent county land zoned recreational and a stone's throw from historic residential (sandy beach) properties ,their "deep water wharf" (so called) has not been in service for over 80 years and is out of the authority of COV to zone or permit "it is in all respects an abandoned , derelict structure that is in disrepair to the extent that it is a liability rather than an asset it is legally bay fill not a permitted structure, it's existence conveys no rights for replacement or restoration

VMT did not purchase a marine terminal site, rather a site bordering a State lands leasehold tideland's lot subject to local agency oversight that had been zoned "employment" any claim of zoning status relative to a marine terminal needs to be supported by a planning commission action and City Council vote and should be consistent with state wide standards for ports and marine terminal land use designations and zoning while supported by appropriate agency review .

### **Air Quality**

This entire section / element is so poorly constructed as to render it almost UN-usable for any impact analysis relying on sound science or even common sense . The vent stack emissions data (the single largest stationary source of nox) is inadequate for any real measurement of total emissions , it requires a detailed "system" description such as fuel creating the nox and any associated cycle descriptions .

The Tug Boat ship handling / assist data is "wrong"it relies on a fictional horse power for Tugs "non existent in the region for ship assists", all the vessel related emissions data is highly suspect and should be re-calculated by maritime industry experts who do not rely on computer models to generate fantasy data more suited for gamers , The wholesale dismissal of infrastructure to accommodate "cold ironing" is bizarre as the shipping industry is adapting for this AQ requirement in most contemporary ports and the lack of will- disqualify terminals for grants such as Tiger Grants as well as from MARAD and others . In whole the maritime related emissions impacts are highly significant and deserving of an analysis far beyond the deceptive and amateur one provided , "have real experts re-do it" !.

### **conclusion**

In general this DEIR suggests the proposed marine terminal project could never meet modern regulatory requirements and should shift to an alternative or no project determination . Lead agency involvement following a NOP that should have been an EIS for very preliminary review needs deep review and new policy - the appropriate code such as to never have this amorphous process ever again .

**From:** Gregory Darwin [<mailto:gregdarwin@gmail.com>]

**Sent:** Friday, September 11, 2015 1:34 PM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Subject:** VMT/ORCEM Draft EIR

Is it possible to obtain the electronic air quality and public health modeling files that were used to calculate the health risk impacts and the air pollution impacts?

Regards,

Greg Darwin

**From:** Gregory Darwin [<mailto:gregdarwin@gmail.com>]  
**Sent:** Monday, September 14, 2015 11:47 AM  
**To:** Plowman, Lisa A. <[maplowman@rrmdesign.com](mailto:maplowman@rrmdesign.com)>  
**Cc:** 'Andrea Ouse' <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** RE: Draft EIR - Air Quality Analysis

Hi Lisa.

I had already downloaded the air and public health section from the City website.

But the air quality and HRA modeling input and output files were not on the website. These files contain the detailed emissions information and modeling assumptions that are used directly by the dispersion model (AERMOD) and the HRA model (HARP 2.0). Without those files, there is no other way to review the modeling results.

Regards,

Greg Darwin



**From:** Gregory Darwin [<mailto:gregdarwin@gmail.com>]  
**Sent:** Monday, September 14, 2015 1:50 PM  
**To:** Plowman, Lisa A. <[maplowman@rrmdesign.com](mailto:maplowman@rrmdesign.com)>  
**Cc:** 'Andrea Ouse' <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** RE: Draft EIR - Air Quality Analysis

Hi Lisa.

I already reviewed Appendix D, and in this appendix. There are discussions of input data provided for AERMOD and HARP. Those files would be a separate electronic series of files that have both the model inputs and model outputs.

They may have to be requested from the applicant or the consultant who prepared the EIR.

Thanks.

## Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

What could be done to  
restrict the hours of operation  
at ORCEM plant to no more  
than 12 hours per day

(Your Name) Randal DAVIS

722 Curtola Parkway



Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

<http://www.cityofvallejo.net/>

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

BACKGROUND – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

There are structures on the property that are Architecturally Significant, will they BE REUSED ?

YOUR NAME Steve L. Davis, Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

**From:** [topher@tdelaney.com](mailto:topher@tdelaney.com) [<mailto:topher@tdelaney.com>] **On Behalf Of** Topher Delaney  
**Sent:** Monday, November 02, 2015 4:43 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Cc:** David Swaim <[david@delaneyandchin.com](mailto:david@delaneyandchin.com)>; Calvin Chin <[calvin@delaneyandchin.com](mailto:calvin@delaneyandchin.com)>  
**Subject:** Comments to DEIR for the Vallejo Marin Terminal and Orcem Project, State Clearinghouse #2014052057

As property owners in the city of Vallejo and professional artists and managers trained in landscape architecture at U.C. Berkeley and California Polytechnic and mechanical engineering at San Jose State, we have a number of concerns about the Draft Environmental Impact Report for the Vallejo Marine Terminal and Orcem Project.

Based on our professional experience here are comments to the DEIR:

### **Traffic Mitigation Plans and Road Conditions:**

We have significant concerns regarding traffic. Of particular concern are the impacts at the intersection of Lemon and Curtola Parkway where high-volume public transportation use and private vehicular use would be incompatible with the proposed high-volume industrial use.

Our understanding is that this traffic intersection will need to accommodate Orcem's daily use of an estimated 162 cement trucks making both left and right turns from respectively Lemon Street onto Curtola Parkway and Curtola Parkway onto Lemon Street. In combination with the ingress and egress of public transportation buses serving the newly built public transportation center, and, of course, private vehicles, which will be parked in this transportation facility. What is the traffic mitigation plan that will accommodate these multiple overlapping uses?

What are the positions of the multiple public transportation agencies overseeing this newly constructed center with regard to the compatibility of loaded 16 wheeler industrial transport trucks passing directly through and adjacent to this transportation hub?

What volumes of traffic will the traffic mitigation study reflect and at what times of day and night will these volumes be assessed?

What is the traffic mitigation plan for city residents who historically have used Lemon Street as access to Curtola Parkway?

What are the impacts on traffic once the Curtola Park and Ride is re-opened? In Section 3.12 there is discussion of a new traffic signal and turning lane as part of the expansion of Curtola Park and Ride, but there appears to be no assessment of the traffic impacts once the Park and Ride is re-opened?

Section 3.12 also references more than 20 marked or unmarked pedestrian

crosswalks on Lemon Street. from Derr to Curtola. Several of these crosswalks are on hills. What is the stopping distance of a loaded cement truck traveling downhill? How can the safety of pedestrians using the crosswalks be assured?

Are the underlayment and surface treatments of Lemon Street and all of the other proposed access routes for the 16 wheeler industrial transport trucks capable of handling the quantity of industrial loads projected?

The DEIR (3.12) states the the City had previously limited commercial truck traffic on Lemon Street due to the costs of road maintenance anticipated by the use of heavy trucks. What is the City's current plan for re-authorizing this route for industrial purposes? What are the projected road maintenance costs and who will bear the cost of repair and maintenance of this high volume use by a single industrial entity?

(For example, Recology Inc. now pays such annual assessments to help cover costs of maintaining roads used by Recology's garbage trucks.) Would VMT-Orcem be exempted from paying such assessments?

The DEIR (3.12) also states that Lemon Street is a signed bike route, however, there are no bike lanes currently indicated. What will the impacts of commercial truck traffic have on the safety of bicyclists on this designated bike route, and how will these be mitigated?

### **Real Estate Values and Compensation to Property Owners:**

How will the negative impacts to property values of Orcem's daily use of semi trailer trucks from 3am-3pm on roadways adjacent to roadways and railways be computed?

How would the impacts to properties and property values along the rail line where significant numbers of rail cars will be daily hauling materials used in the production of industrial product be calculated?

What entities will be financially responsible for the devaluation of properties as a result of industrial traffic?

### **Negative impact to current business entities:**

What businesses has the City of Vallejo identified that it believes will be impacted directly by the transportation of industrial products? (By example, businesses located on Sonoma Boulevard in downtown Vallejo, which would not be compatible with large trucks transporting industrial materials).

Respectfully,  
Topher Delaney

Calvin Chin  
David Swaim



From: Diana <[dynee2013@gmail.com](mailto:dynee2013@gmail.com)>  
Sent: Friday, October 2, 2015 6:57 PM  
To: Andrea Ouse  
Subject: Concerned citizen of Vallejo

We do not want a cement plant here thank you very much! Why don't you attract some commercial businesses here instead. Thank you

Sent from my iPad

-----Original Message-----

From: [123giovanni@gmail.com](mailto:123giovanni@gmail.com) [<mailto:123giovanni@gmail.com>]

Sent: Wednesday, October 21, 2015 11:15 PM

To: Andrea Ouse

Subject: Industrial use of Old Flour Mill

I'd like my comment placed on record:

As a South Vallejo native and Vallejo homeowner I support this project. I grew up on Lemon & 6th and I have a brother raising 4 wonderful children directly on Lemon St. I remember the trucks delivering grains to the mill and the noise they would make when crossing the former old 6th St. creek bridge. Believe it or not they are fond memories. Lemon street has always been a residential/industrial area and street is a truck route. I don't see a problem with returning a vacant property into a useful factory. It's not a refinery and it's not an LNG plant. It's raw material for concrete. The literal foundation of the city. I welcome the "new vibe" Vallejo has but the NIMBY attitude creates other backyards full of weeds and trash. Vallejo has always been an industrial city. The city was the hub of the west coast naval warfare industry and nuclear refueling! Can't get much more industrial than that! Please allow the old site to have life again, within the current air quality rules. As for trucks on the truck route? Keep them on the truck route.

Carlo Giovanni DiFabio  
Patterson Elementary Alumni

Sent from my iPhone

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

BACKGROUND – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

*How often will there be dredging of the main channel  
straggle? when will the dredged material be taken*

YOUR NAME *Step Rudy* Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

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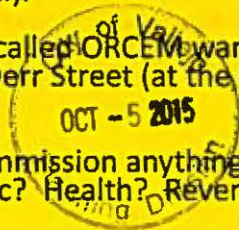
QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

Where in the E.I.R. is there a discussion about the effect on the Ferry System and other traffic on the waterway? \_\_\_\_\_ ?

YOUR NAME Step Ordz, Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015



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**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

What type of toxins will there be in the dredged mud from Mow Island & Napa Vineyard Runoff \_\_\_\_\_?

**YOUR NAME** Rep Dodge, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015





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**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

*I am concerned about the wildlife, both avian & aquatic - How will the noise & light pollution 24 hours a day affect the marine animals & birds from Pacific Highway?*

YOUR NAME Step Nidge, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015



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**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

*During high tide, how high will the wake be from these ships - Concern from Emery Beach Residents*

**YOUR NAME** *Step Nitz*, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015



# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

13 OCT 2015 PM 9 L

(Your Questions)

Where is the mud from the dredging operation going to be taken?

(Your Name)

Step Rodz



Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net/>

**From:** [losbuoys@comcast.net](mailto:losbuoys@comcast.net)  
**To:** [Leslie Trybull](#)  
**Cc:** [Andrea Ouse](#); [Plowman, Lisa A.](#); [Inder Khalsa](#)  
**Subject:** Re: VMT/Orcem Draft EIR Public Meeting  
**Date:** Friday, September 25, 2015 6:44:15 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

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You are not giving the public enough time to formulate thoughts with only 12 days from the date of this meeting until the EIR comment period is up. This room is also not large enough for the crowd, and having ORCEM in BEFORE this meeting is not right. Their meeting needs to be a week before the meeting on the 12th. Public is not happy about the process, or lack thereof, and do not feel there has been any outreach to South Vallejo.

Skip Dodge  
707-554-2752

---

**From:** "Leslie Trybull" <Leslie.Trybull@cityofvallejo.net>  
**To:** "Leslie Trybull" <Leslie.Trybull@cityofvallejo.net>  
**Cc:** "Andrea Ouse" <Andrea.Ouse@cityofvallejo.net>, "Lisa A. Plowman (maplowman@rrmdesign.com)" <maplowman@rrmdesign.com>, "Inder Khalsa" <Inder.Khalsa@cityofvallejo.net>  
**Sent:** Friday, September 25, 2015 2:46:25 PM  
**Subject:** VMT/Orcem Draft EIR Public Meeting

BC: Planning Commission, City Council

Attached please find a notice for the public meeting to be held regarding the VMT/Orcem Project Draft EIR.

---

**Leslie Trybull**

**Executive Secretary**

City of Vallejo | Economic Development Dept., Planning Division

(707) 648-4326 | [leslie.trybull@cityofvallejo.net](mailto:leslie.trybull@cityofvallejo.net)



**From:** [adonch@aol.com](mailto:adonch@aol.com) [<mailto:adonch@aol.com>]

**Sent:** Monday, November 02, 2015 6:54 PM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Subject:** Commentary on the EIR for proposed ORC EM Cement Plant

To: Andrea Ouse, City of Vallejo

11/2/2015

Dear Ms. Ouse:

As a business owner and property owner in South Vallejo I wanted to have my comments and concerns included in the final Environmental Impact Report.

Although I have a number of environmental and sociological concerns about the proposed cement plant, I am choosing to focus on the specific use of Lemon Street as a major truck route for the plant. The proposal has ramifications on air quality, severe noise pollution as well as brings up important social and economic justice issues.

The proposed 300 large trucks a day at all hours could increase traffic congestion problems for the new Solano park and Ride facility but most importantly would have a devastating effect on the residential neighborhood along Lemon Street.

Lemon Street is ill suited to handle large quantities of trucks at all hours. The Diesel pollution is unhealthy for residential neighborhoods, and the effect of noise pollution would be devastating to residents health, quality of life and economic well being.

Truck noise alone can interfere with sleep, general health, conversation and many other neighborhood pursuits. One truck traveling at 55 mph will sound as loud as 28 cars traveling at the same speed. At 50 feet heavy trucks emit noise at 90dBA while car traffic produces noise at a level of 50dBA. (70 DBA is eight times as loud as 60 DBA. Source: Community and Environmental Defense Services) With the addition of the hill on Lemon Street and the subsequent use of jake brakes on that hill the noise levels at all hours of the day, all year long, will become intolerable for healthy community life.

From an Economic Justice perspective, this proposal is unfair to South Vallejo as well as bad for Vallejo's economic well being. Heavy Truck traffic lowers property value at a rate 150 times greater than cars. An increase in heavy truck traffic may also cause damage to nearby homes through vibrations transmitted through the earth. Being awoken in bed by a trucks Jake Brake can be likened to feeling earthquake tremors. Property values will diminish and rob the neighbors of their greatest asset, their homes. The City of Vallejo then also loses tax revenue and potentially also incurs significant costs fighting subsequent neighbor's lawsuits.

Sincerely yours,

Thomas Arie Donch  
Interplay Design, Inc.  
1020 Sonoma Blvd.  
Vallejo, CA 94590

From: Tom Arie Donch <[adonch@aol.com](mailto:adonch@aol.com)>  
Sent: Thursday, September 17, 2015 7:35 PM  
Subject: Retraction  
To: Andrea Ouse <[andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net)>

Hi Andrea

As I hear of more details of this cement plant I feel I will probably not be able to support it in its present form.

What I now hear.

1. It will also be producing portland cement and not just "green" cement?
2. In addition to using ships ( the greenest form of transportation besides bicycling) there will be large trucks every six minutes on Lemon Street going to the plant?
3. Mitigation will not be in, or benefit Vallejo?

Seems like a lot of stress on our infrastructure and South Vallejo community with a too minimum benefit to Vallejo and the environment.

Until these issues can be satisfactorily addressed I would like to retract my support of this project.

Sincerely yours

Tom Arie Donch  
Interplay Design, Inc.  
[1020 Sonoma Blvd.](#)  
[707 643-7529](#)

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
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WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

*ORCEM president says very large trucks will make 208 round trips (416 passages per day) how will Lemon St. & Sonoma Blvd handle that many vehicles each day?*

YOUR NAME Donald J. Hopkins, Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015





**From:** Noah Dove [<mailto:dovenj@gmail.com>]  
**Sent:** Monday, November 02, 2015 1:00 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** ORCEM input and question

Hi, I wanted to make sure I got this in before the deadline.

For input, I've been speaking to a lot of people around Vallejo over the last several months, and everyone has a different vision - the lady who works at the Chamber of Commerce kiosk at the ferry building wants Vallejo to be the next Sausalito, for example, and I've heard desires for Mare Island to be an artistic or educational draw for the city, and ideas for high-class restaurants and boutiques on the waterfront. The one thing that seems necessary for everyone's plans to work is for there to be a beautiful aesthetic at the waterfront. Something which would be ruined by a cement plant at the mouth of the Napa River. Much less a giant industrial marina next to it.

The question I have is what does the proposed ORCEM facility bring to Vallejo that is worth more than what could be gained from high-class, arts, and upper education? I know you have lawyers telling you to be careful about what you say, and I know you're getting pressure from the state, just like on the cannabis issue, but when the proponents of this ORCEM thing project fear of lawyers and the state instead of a desire to work with Vallejo in the way the community is trying to go, it doesn't instill confidence. It also makes the city look un-representative. Hence all of the conflict on this issue.

Be open and engaging, and people will trust you. Be secretive, and people will be paranoid about what you're trying to do to help Vallejo.

Good luck resolving things tonight, and remember that humans are part of the environment as well. Hurting the human environment is just as bad as hurting any other part of it.

-Noah

**From:** Patrick Duffy [<mailto:patrick.gavin.duffy@gmail.com>]

**Sent:** Monday, November 02, 2015 2:07 PM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Subject:** ORCEM

There is no such thing as "Green Cement"; one tone of cement produced equal one tone of carbon released into the atmosphere. Using "clinker" just encourages more bad practices, and if Vallejo wants to be the Sausalito of 'Up-Bay", building a cement plant is the wrong way to go about it. 50 jobs ain't worth it!

Patrick Gavin Duffy

From: Alejandro Esquivel [<mailto:alejandro.e1999@hotmail.com>]

Sent: Monday, October 19, 2015 9:31 PM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

Subject: Toxic Pollution is Environmental Racism!

Hello, my name is Alejandro Esquivel and I live in South Vallejo. I feel like the environment should be taken care of because it affects all of us because we live around it. Our community here is being polluted. I use to walked to my friend's house in the morning and I would always see a truck or some type of giant transportation vehicle. These kind of vehicles not only pollute our community but the whole city and world. Requesting some type of act from the city hall saying from what time those kind of vehicles can operate would be helpful because it may not take away the pollution once in for all, but less time and use of those vehicles can reduce pollution. If there's somewhat less pollution in our air then kids and or elders would not be in danger of acquiring any diseases as they would if nothing was done about it.

Sent from my iPhone

-----Original Message-----

From: Co Felgee [<mailto:felgee@hotmail.com>]

Sent: Monday, November 02, 2015 8:57 AM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

Subject: Cement factory

I DO NOT want this to go through! It will raise the noise,dust traffic in our city!! The city managers ARE NIT listening to the people who live here! This us OUR CITY and I/we do not want this cement factory here. If necessary we will organize ( already have ) an old fashioned sigh toting protest in front of city hall. That will Bring the media in.  
Please inform the proper people.

Sincerely,

Colleen

Sent from my iPad

## Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

Where will the water <sup>needed</sup> come from?

Is there a law banning certain  
size trucks carrying certain  
kinds of materials through residential  
streets?

(Your Name)

Jane Ferrier



Vallejo, CA

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WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

SEP 29 2015

Has The City Investigated Successes/failures of ORCEM in other areas? Impact?

YOUR NAME JIM FERRY, Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015



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1 Where can I learn about this, not online,

YOUR NAME Matthew Finkelstein, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

I am concerned that the DEIR  
cannot mitigate the damage to  
fish and shore birds in the bay.  
Significant impact is not an  
answer. Bad DEIR !!

(Your Name)

C. Forrest Fisher

NOV - 2 2015

Vallejo, CA

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**From:** NPS Vallejo [<mailto:newpacificstudio@att.net>]

**Sent:** Thursday, October 15, 2015 8:57 AM

**To:** Bob Sampayan <[bsampayan@ci.vallejo.ca.us](mailto:bsampayan@ci.vallejo.ca.us)>; Jesus Malgapo <[jmalgapo@ci.vallejo.ca.us](mailto:jmalgapo@ci.vallejo.ca.us)>; Katy Miessner <[KMiessner@ci.vallejo.ca.us](mailto:KMiessner@ci.vallejo.ca.us)>; Mayor Davis <[mayor@ci.vallejo.ca.us](mailto:mayor@ci.vallejo.ca.us)>; Pippin Dew-Costa <[pdew-costa@ci.vallejo.ca.us](mailto:pdew-costa@ci.vallejo.ca.us)>; Robert H. McConnell <[rmcconnell@ci.vallejo.ca.us](mailto:rmcconnell@ci.vallejo.ca.us)>; Rozzana Verder-Aliga <[RVerder-Aliga@ci.vallejo.ca.us](mailto:RVerder-Aliga@ci.vallejo.ca.us)>; Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>; Anthony Adams <[tony.adams.ara@gmail.com](mailto:tony.adams.ara@gmail.com)>

**Subject:** Open Letter to Congressman Thompson

Dear Congressman Thompson.

For the past 25 years I have been engaged in developing a Pacific Bridges project linking communities around the north and south Pacific. From 1990-2001 this was developed via UC Davis and UC Berkeley. From 2001 until now the project has continued to build north-south Pacific community networks via a 501c3, New Pacific Studio, operating from two artist residencies in Mount Bruce, New Zealand and Vallejo CA.

Assemblyman Bill Dodd, who is running for Senate, claims on a flier distributed in Vallejo tonight that he needs to make state government work again 'for REAL PEOPLE.' You endorse him on the same flier claiming 'he will be effective in the State Senate on issues that matter FOR REAL PEOPLE'.

Who are the UNREAL PEOPLE the current system is working for?

You, Bill Dodd and I all live in California, on the North Pacific shore of the Pacific Ocean. Assemblyman Bill Dodd mentioned tonight he is in support of the proposal of ORCEM to install a CEMENT factory with open piles of toxic slag on the site of an 1860s historic Sperry Flour Mill. The current historic mill would be ground down. See. [www.orcem.com](http://www.orcem.com) where the byline is 'Cementing Vallejo's Green Future.'

Green is organic. Cement isn't. STOP THE SPIN. The site is now surrounded by residential dwellings and an elementary school within 600 metres of this site. All are DOWNWIND of this plant. The entire area in Mare Island Strait has VERY HIGH LIQUEFACTION SUSCEPTIBILITY.

May I suggest you and Governor Jerry Brown and Kish Rajan, former director of Governor Brown's Office of Business and Economic Development, (see North Bay Business Journal, July 14, 2014) pay a visit asap to Christchurch, New Zealand, to see the effects of earthquake liquefaction there in destroying an entire city center in a recent 2011 earthquake?

My first job was as a temporary assistant lecturer in the beautiful old neo-Gothic University of Canterbury buildings on Worcester Street, and I lived for six months in the former gardener's stone cottage along the River Avon.

In 2011 I saw the devastated city. In 2014 –just last year –I lived through powerful earthquakes in New Zealand and in Napa. So I cannot remain silent and allow you to inflict this economic and environmental disaster upon the Bay Area and upon the Pacific Ocean.

Time to reconsider, fast! You can't beat liquefaction! Wake up, Bay Area environmental agencies and say NO!

Kay Flavell

Dr Kay Flavell New Pacific Studio Vallejo 321 Nevada St., Vallejo CA 94590 USA  
[www.newpacificstudio.org](http://www.newpacificstudio.org) t 707-563-5166 cell 707-342-7470

Excerpt taken Aug 20, 2006 of PDF document from:  
[http://pubs.usgs.gov/of/2000/of00-444/of00-444\\_sb.pdf](http://pubs.usgs.gov/of/2000/of00-444/of00-444_sb.pdf)

### LIQUEFACTION SUSCEPTIBILITY





## Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

Yeah - when is economic development  
going to stop trying to foist every bad  
idea on the citizens (which they hope are  
ignorant enough to grab the bait).  
Remember LNG?

(Your Name)

Deanna Forbes

301 FLORIDA ST.



Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net/>



-----Original Message-----

From: Michelle Gandley [<mailto:michellegandley@gmail.com>]

Sent: Tuesday, September 15, 2015 10:00 AM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

Subject: VMT/ORCEM.

Hi Andrea.

The community is sorry that you may have felt ambushed last night. Nathan Stout was in the wrong to have put an invitation out on Nextdoor telling everyone that the meeting was specifically geared to the ORCEM project. You were clearly not prepared for that.

On behalf of myself and many residents in Vallejo, we are requesting an extension of the review period for the dEIR considering the scope of the project and the fact that the Public hearing is too close to the deadline for comments and questions.

Thank you in advance!

Sincerely,  
Michelle Gandley

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

BACKGROUND – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

HAVE ALL POSSIBLE SITES BEEN EXHAUSTED WHICH OTHER CITY'S HAVE BEEN APPROACHED THAT ALREADY HAVE MARINE TERMINALS ESTABLISHED  
WHY NOT USE EXISTING PORT TERMINALS

Michele Gandley 9/18/15 ?  
YOUR NAME MICHELE GANDLEY, Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

**From:** [alvaroagarcia@aol.com](mailto:alvaroagarcia@aol.com) [<mailto:alvaroagarcia@aol.com>]

**Sent:** Wednesday, September 09, 2015 8:25 AM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Subject:** Against ORCEM

I would like to go on record that I, Alvaro A. Garcia am against this ORCEM project. Considering all the environmental, health concerns and overall quality of life issues involved, this short sighted solution is absolutely not a project that should be even entertained in Vallejo and would be a giant detrimental step (slide) backwards in Vallejo's economic recovery in the long term.  
Alvaro A. Garcia

**From:** Patricia Gatz [<mailto:pgatz@scronline.com>]  
**Sent:** Monday, November 02, 2015 11:38 AM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** VMT-Orcem DEIR comments

Good morning, Andrea: I have attached my comments for the Health Risk Assessment and Air Quality Assessment (D-1). Thank you for the opportunity to provide comments. Patricia

VMT-ORCEM PROJECT  
HEALTH RISK ASSESSMENT  
SCH# 2014052057

". (Pages 2 and 3 of 36)

#1 "The site is located adjacent to the Napa River and is bounded to the east by a steep incline with thick vegetation, to the west by the Napa River, to the south by undeveloped land and Sandy Beach residential development beyond and to the North by other industrial lands".

My comments for #1: The description of the site fails to mention that there are residential dwellings east of the site at the top of the "steep incline", thereby making it appear that the only residential dwellings are at Sandy Beach that is near to the project site. The description should be revised to state the presence of residential dwellings east of the site such as was done in the narrative provided by DUDAK for its update of the 2008 Biological Assessment Review by WRA, page 4 of 110, i.e. "Residential uses include the Bay Village Townhouses to the southeast. Harbor Park Apartments and single-family residences to the southeast and Sandy Beach residents to the south, just outside the City boundary. The nearest school to the site is Grace Patterson Elementary, located approximately 0.25 mile southeast of the site."

# 2 "Consistent with the BAAQMD's recommendations (BAAQMD, 2012), this analysis estimated TAC concentrations at potential sensitive receptor locations including people

—  
Children, adults, and seniors occupying or residing in: •  
Residential dwellings, including apartments, houses, condominiums;  
•  
Schools, colleges, and universities;  
•  
Daycare;  
•  
Hospitals; and Senior care facilities (Page 18 of 36)

My comments for #2: An overhead photo (Figure 3) shows the large number of residences (single family homes, apartments, etc.) located to the east of the project site, but there are no statistics included to identify the number of residents (adults, children, seniors) living in the residences. Referring to these areas as receptors does not adequately identify the fact that people reside within the area of impact from emissions

- The HRA must include data identifying the number of residences east of the site and the number of individuals living in those dwellings, including identifying the numbers of seniors and children and those with health issues, asthma, etc.
- The HRA must include data identifying the schools east of the project site and number and ages of children attending those schools.

- The HRA must include a column in Table 9 “Sensitive receptors within the Regional Area of the Project” (Page 21 of 36) that identifies the number of students and children attending those facilities and the number of patients in Genesis Care Home.

Also, the Health Risk Assessment should include information from the Health Impact Assessment Element for the Vallejo General Plan Update that provides statistics on South Vallejo’s rates for asthma and other diseases exacerbated by air pollutants.

## **AIR QUALITY ASSESSMENT (D-1)**

### **#1 5.6 Offset Combined Emissions (page 90)**

My comments: This is important information regarding how the emissions offsets are provided. Please incorporate an explanation of how the offsets are used for mitigation of the combined total of NOx emissions of 62.8 tons/yr for both VMT and Orcem projects that exceed by 6 times the BAAQMD thresholds of 10 tons/yr. Explain whether after using the emissions offsets if VMT and Orcem will continue to be allowed to emit a combined 62.8 tons/yr of NOx emissions at the site.



**From:** [losbuoys@comcast.net](mailto:losbuoys@comcast.net) [<mailto:losbuoys@comcast.net>]

**Sent:** Thursday, September 17, 2015 10:50 AM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Cc:** [dkeen@ci.vallejo.ca.us](mailto:dkeen@ci.vallejo.ca.us); Mayor Osby Davis

<[Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net)>; [jmalgapo@cityofvallejo.net](mailto:jmalgapo@cityofvallejo.net); [bsampayan@cityofvallejo.net](mailto:bsampayan@cityofvallejo.net); [rmccconnell@cityofvallejo.net](mailto:rmccconnell@cityofvallejo.net); [kmiessner@cityofvallejo.net](mailto:kmiessner@cityofvallejo.net); Rozzana Verder-Aliga <[Rozzana.Verder-](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)

[Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)>; [pdew-costa@cityofvallejo.net](mailto:pdew-costa@cityofvallejo.net); Cole, Coleen <[coleenmariecole@gmail.com](mailto:coleenmariecole@gmail.com)>

**Subject:** ORCEM/VMT Concerns

September 17, 2015

Attn: Andrea Ouse, Planning Department and Economic Development,  
City of Vallejo  
555 Santa Clara Street  
Vallejo, CA 94590

Dear Ms. Ouse,

Although I have many concerns about the proposed ORCEM/Vallejo Marine Terminal project, including significant community health impacts to an already environmentally impacted community suffering from air quality issues, I am writing today about my concerns about the project on neighborhood fire prevention and preparedness. It is my understanding that the project, as proposed, would be a 24 hours a day, 7 days a week operation. It is also my understanding that the majority of the truck traffic associated with it, would be between the hours of 3:00 AM and 3:00 PM.

Given, that sound travels exponentially over water, I have great concern about how noise from the beep, beep, beep of trucks backing up will impact mine and my neighbors sleep. Do the project's proponents expect us to sleep with earplugs? If so, that has horrible implications on our ability to respond to our individual residential fire alarms.

Fire is of great concern to the Sandy Beach Neighborhood Association, and I am writing as the neighborhood volunteer fire marshal. It is well known that structures built on pilings over water are at significantly higher risk for a fast moving, wind fed fire. And, we at Sandy Beach maintain a high level of vigilance about fire prevention for those reasons.

We cannot, and must not be expected to sleep with earplugs. Using them would put us at even greater danger in case of residential fires. As the majority of our homes are not accessible to City of Vallejo fire trucks, given no roadway access to our homes, we cannot and must not be expected to rely on the Vallejo Fire Department.

Finally, if a fire were to occur and tragically there was significant loss of property, or life, *and* it could be shown that the response time was hindered by my neighbor's

understandable use of sound suppression in order to sleep, is the City of Vallejo, ORCEM/V.M.T. and City Staff and Council prepared to respond to subsequent criminal and civil law suits?

Sincerely,

Gregory  
Gazaway  
32 Sandy Beach  
Vallejo, CA 94590  
707-554-2752

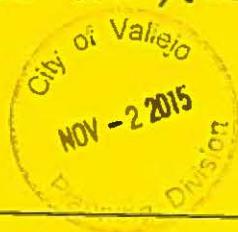
# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

WHAT IMPACT WILL THE DEVELOPMENT OF  
THE CEMENT PLANT HAVE ON FUTURE  
DEVELOPMENT OF OUR WATERFRONT?

(Your Name)

GREGORY GAZARAY  
32 SANDY BCH



Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net/>

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

**BACKGROUND** - A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

**QUESTIONS** - You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

*This will effect the LAND USE OF ALL South Vallejo, just as we are trying to help it to its highest use.*

YOUR NAME Timmy Gown, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

On Tue, Sep 29, 2015 at 2:42 PM -0700, "Matthew Goff" <[matt.goff@mac.com](mailto:matt.goff@mac.com)> wrote:

This is nothing less than the destruction of a beautiful waterfront.

Shame on our town if we allow this to go forward.

Absolutely a disgusting foul and horrible idea.

Our city development is a failure and this project the concrete crypt in which the hopes for a better more beautiful Vallejo will go to die.

**STOP ORCEM NOW!**

-----Original Message-----

From: dhgold [<mailto:dhgold@pacbell.net>]

Sent: Monday, November 02, 2015 1:38 PM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

Subject: Questions RE: ORCEM Draft EIR

Hello,

I am concerned about many aspects of the proposed VMT/ORCEM project and its Draft EIR, including the the project's contribution to noise and air pollution.

However, as a resident of South Vallejo who uses Sonoma Blvd. routinely to travel to and from town I will limit my questions to the project's impact on traffic.

I found that the information contained in the Draft EIR regarding traffic issues was either inadequate, e.g., vague statements regarding "delays of over 1 minute," or too arcane to comprehend, e.g., ORCEM LOS EB C/23.9 WB D/32.1.

I would like a report that spells out in clear English what residents of Vallejo can expect to encounter on Sonoma Blvd., especially after the construction phase is complete. For example:

How many trains, on average, will cross Sonoma Blvd. daily?

How long will a train take, on average, to cross Sonoma?

How long will the delay be, on average, for each motorist?

How much time will be added to the average motorist's daily commute, both morning and evening?

What will be the average delay for the average motorist due to the increased congestion on Sonoma Blvd. and adjoining streets caused by the increased truck and employee traffic?

It might be possible to ferret out answers in the report to some of the above questions..... but sorry, I am not a civil engineer and, anyway, it shouldn't be that difficult for the average resident to understand how the project is likely to impact them.

I await the answers to the above questions but I already have a sense of foreboding when I repeatedly see such phrases as:



...the cumulative impact of the project would be \*significant...\*,

...substantial delays...,

...worsen over time...,

...unsafe...less convenient..., or

...remain \*significant and  
unavoidable\* with mitigation....

I look forward to learning more about  
the proposed project but seen as a whole it seems to me as if the long term societal and environmental  
costs of the project far outweigh the benefits..... and apparently a number of other residents feel the  
same.

Sincerely,

David Goldberg

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

CAN The smokestack  
be increased 50 feet?  
higher?

NOV - 2 2015  
(Your Name)

CHRIS GORDON  
Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

<http://www.cityofvallejo.net/>

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

BACKGROUND – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

Why is this any different than the LPG plant we didn't want either?

YOUR NAME Damon Grate Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

**From:** Martin Gruber [<mailto:martingruber@zoho.com>]  
**Sent:** Monday, November 02, 2015 12:41 AM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** Second Set of Orcem/VMT Questions

1. The EIR states that only “shallow surface” sediment samples were taken to evaluate dredging impact (maximum depth 14 cm, see Appendix E-6), yet Appendix H-1 recommends that the foundations of the VMT go down to bedrock. Will the foundations be taken down to bedrock? Assuming so, the sampling to assess the dredging should also be done at that depth and at the point where the sediment is the deepest. Mare Island had been working with heavy metals since the 19<sup>th</sup> century, and most of that material was not highly regulated until the 1970s. DDT was found at unsafe levels in Carquinez straight in 1993, more than a quarter century after the use of DDT was banned. DDT was, in fact, found by the present study as well. Once the material is in the sediment, it stays there. It is, therefore, impossible to know without sampling what contaminants might be buried deeply in the sediment. Of course, the sediment itself is not deep at all locations, but this varies considerably. Appendix H-1 does say that some of the sediment seems to be too deep to use footings for the terminal, so its depth is not trivial.
2. More precisely, Appendix H-1 says that all heavy-load bearing parts of the VMT have to extend to bedrock. If any part of the foundation of the VMT is not to be extended all the way to bedrock, it cannot be heavy load bearing, and it will have to be evaluated by a structural engineer as a special problem. Before the project is approved, you should commit to either full bedrock anchoring or have detailed expert plans for how to do without it. The latter should account for the things in my other questions about flooding, SLR, and tsunamis.
3. The Benthic Report treats the presence of metal, pesticide, and other contaminants as insignificant if they are not above ambient levels – that is, no more than in other parts of the Bay. But other parts of the Bay are not being dredged, stirring up the sediment and creating opportunity for these contaminants to move from the sediment back into the water, nor are they creating a disposal problem for these materials. Please assess the potential for release of these contaminants from dredging and the effects, regardless of whether their concentration at this location exceeds what is found in adjacent areas.
4. One contaminant that was not tested for is glyphosate, commonly known as Roundup. Glyphosate is the most widely-used herbicide in the world. Though associated specifically with genetically-modified crops, it is also used to kill conventional crops for harvest. The state of California has recently determined that glyphosate is carcinogenic. Because of the extensive agricultural runoff through this area, there is a high probability of agricultural contaminants, as the EIR acknowledged by searching for and finding pesticide residues.
  - a. Will you examine the sediment to measure the presence of glyphosate?
  - b. Has the state of California yet determined what a safe level of glyphosate release into the water is? What a safe amount in dredged material is? What a safe amount for employees to handle is? If not, how could the project be approved before these determinations are made?

- c. If workers are required to handle glyphosate before safe levels are determined or if glyphosate actual levels in the sediment are not measured, will it be prominently disclosed to them that they are working with carcinogenic material whose extent and/or safety has not been fully evaluated?
5. The discussion of traffic effects notes the new traffic signal and turning lane that result from the expansion of Curtola Park and Ride, but, as near as I can tell, no assessment of the traffic impact of this project was made that takes account of the traffic from the expansion of Curtola Park and Ride when it is re-opened. Please redo the traffic analysis, taking account of the effects of the Park and Ride.
6. There are 22 marked or unmarked pedestrian crosswalks on Lemon St. from Derr to Curtola. Several are blind because of hills. How long, in distance, does it take a fully-loaded cement truck at speed on a 30 degree downslope to spot a child in a crosswalk, react, and safely bring the vehicle to a stop.
7. This brings up another point. Many things in the EIR are to be determined. There is a plan to have a plan. On this basis, the project is supposed to be approved. Sometimes, there is theoretical later recourse. For example, there is no plan to deal with Lemon St. traffic issues. The project commits to having a plan and, if Vallejo does not approve, it can refuse to issue a certificate of occupancy. Realistically, once a lot of work and money have gone into this can the city refuse occupancy without creating an opportunity for a lawsuit? This is the planning stage. The city should have all the plans before it, so it can make an evaluation before any approval is given or work is done. The same applies to disposal of dredged material, lead contamination from demolition of the existing buildings and many other things. Please fill in all the to be determined material in the EIR.
8. Another point is odor. The standard cited on unacceptable odor is five or more complaints per year. The EIR declares on this basis no significant impact (section 3.2.5). Because no complaints have yet been filed? There will be little odor before the plant is built, true enough, and no interest in tearing it down over odor complaints once it is built. So how can this test be applied? Find similar facilities, including both the VMT and Orcem components, with equivalent vicinity to a residential neighborhood and look at the history of odor complaints. If there are no such facilities so near so many residences, that in itself suggests there may be a problem in placing it there. In the absence of comparables, I don't know how to evaluate odor issues empirically. But you have to figure it out, as it is an environmental impact. Pointing out that there have been no complaints so far really doesn't cut it.
9. The NO<sub>x</sub> levels of this project exceed safety standards more than 6 fold. The Orcem portion, approximately half of the total, is proposed to be taken care of by Orcem purchasing offsets – reducing pollution in other areas to make up for increasing it here. NO<sub>x</sub> is a generic term for a family of substances called “nitrogen oxides”. Of these, there are 2 likely to be produced in significant quantities by the project: nitric oxide and nitrogen dioxide. Nitric oxide also converts to nitrogen dioxide in the air, so the total amount of the latter that ends up in the atmosphere is likely to be higher than what is directly released. Using offsets for nitric oxide makes sense. Its primary problems are as a contributor to ozone depletion and acid rain, both of which are large scale not local problems. But nitrogen dioxide is a local problem too, and that problem is not limited to cancer, the main effect that the EIR treats. It includes respiratory and other illness. Let me quote the EPA(<http://www3.epa.gov/airquality/nitrogenoxides/health.html>):

"NOx react with ammonia, moisture, and other compounds to form small particles. These small particles penetrate deeply into sensitive parts of the lungs and can cause or worsen respiratory disease, such as emphysema and bronchitis, and can aggravate existing heart disease, leading to increased hospital admissions and premature death. " (context makes clear that nitrogen dioxide is the major NOx of concern here)

And wikipedia (entry on nitrogen dioxide):

" A 2015 study by [King's College London](#) concluded that air pollution caused thousands of deaths in London in 2010, specifically identifying NO2 (nitrogen dioxide – Martin) as the cause of the majority of the deaths. "5,900 deaths were the result of nitrogen dioxide, a pollutant produced by diesel engines" [\[15\]](#) A 2005 study by researchers at the [University of California, San Diego](#), suggests a link between NO2 levels and [Sudden Infant Death Syndrome.](#)[\[16\]](#)"

Providing cleaner air for some other people elsewhere is not a sufficient remedy for this. How are you actually going to bring the NO2 levels down to a safe level, not just make up for trashing our lungs by helping someone else's?

10. The other half of the NOx problem is with the VMT. Here the proposed mitigation is to require a phase-in of biodiesel on the trucks and ships. However, the magnitude of mitigation required seems to be based solely on cancer risk, not other health problems. Please provide a comprehensive examination of NO2 health hazards and mitigation plans for them that actually mitigate the harm, rather than making up for it by doing a favor for someone else.
11. It is worth noting that the EIR points to potential expansion of the site as a possible source of contamination and suggest deed restrictions preventing it as mitigation. The project refused to accept this, citing cost concerns. Therefore, there is, in addition to the preceding, an unmitigated and unmeasured pollution risk resulting from what are evidently either actual plans or contingency plans to expand. Please detail what expansion operations you are contemplating and which you will commit to not doing, and measure the environmental impact of these plans. Basically, anything you would consider as a contingency is something we also have to consider as a contingency and note its impact.



**From:** Martin Gruber [<mailto:martingruber@zoho.com>]

**Sent:** Monday, November 02, 2015 9:29 AM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Cc:** Leslie Trybull <[Leslie.Trybull@cityofvallejo.net](mailto:Leslie.Trybull@cityofvallejo.net)>; Lisa A. Plowman <[maplowman@rrmdesign.com](mailto:maplowman@rrmdesign.com)>

**Subject:** RE: Second Set of Orcem/VMT Questions

Thank you. I would like to add:

Mare Island had worked extensively with radioactive materials, which were not heavily regulated in the early days. Please check the deep samples from the sediment for the presence of radioactivity

**From:** Martin Gruber [<mailto:martingruber@zoho.com>]  
**Sent:** Monday, November 02, 2015 10:34 AM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** More VMT/Orcem Questions

I asked Steve Bryan at one of the meetings about the problem of contaminants in slag. He said there would be no contaminants because the Asian steel companies have to keep them out for the sake of their own products and that the material he imported would come with certificates. The following article in a Taiwanese paper points out that there is, in fact, a black market in furnace slag, involving multiple Asian countries and the UK. Black market slag is often certified. It is frequently full of contaminants - so much so that China bans the import of slag, which is partly why this stuff is black market. Said contaminants can include heavy metals like arsenic, lead, and chromium, which can be harmful in small quantities. This article shows that neither certification nor the self-interest of steel companies are sufficient to ensure the purity of slag, and heavy metals will not, I believe, be burned off by the steel-making process. What measures will be taken to ensure the purity of the slag? Will there be actual testing done of each shipment in the US? In addition to the safety measures needed for dealing with pure slag, what additional safety measures will be needed for workers to deal with potentially-contaminated slag? I have included the article itself below, as well as the URL, in case it gets moved from that URL.

<http://www.wantchinatimes.com/news/content?id=20150522000060&cid=1505>

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[       ]

- Tuesday, November 03, 2015

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# Illegal furnace slag finding its way into China

Staff Reporter 2015-05-22 11:39 (GMT+8)

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- 

A worker fixing a blast furnace at a steel plant in Shanghai, September 2013. (File photo/Xinhua)

Despite the Chinese government enforcing a powerful crackdowns on illegal imports of slag, calxes and other mineral wastes in recent years, blast furnace slags from South Korea and the UK have found their way into China via various channels. The furnace slags, or stony waste residue from smelting ore, make their way to small steel firms in Anhui province Maanshan, Jiangsu province's Xuzhou, Hunan province's and Lengshuijiang, for reprocessing or reutilization to survive a sluggish steel market climate, according to Southern Weekend, a bi-weekly magazine published in Guangzhou.

Blast furnace slag contains heavy metals such as arsenic, lead, nickel, chromium, and sulfur, which could permeate soil via rain posing a second contamination to both soil and groundwater if decontamination treatment isn't provided. In addition, the massive amounts of ash generated from the refining of the furnace slag can seriously pollute the air. For these reasons, furnace slag is on the list of "solid wastes" subject to import bans under the law.

But with domestic mineral resources gradually being depleted and the technical breakthrough which allows for the reutilization of furnace slag, the price of it is picking up gradually in China. That, coupled with lower prices for foreign-sourced slag, has led to such "foreign garbage" often smuggled into China, the Southern Weekend reported.

## Related News

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[How China's most polluted province is cleaning up its act](#)

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[Illegal furnace slag finding its way into China](#)

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From February-April 2014, the Zhenjiang branch of Nanjing Customs opened four furnace slag smuggling cases, nabbing 15 suspects involving over 100,000 tons of slag.

Of the four, the "82.12" case involved near 60,000 tons, making it the largest solid waste smuggling case the Nanjing Customs had ever busted. The second trial of the case is still under way, as the district court of Zhenjiang just made its first ruling on the case on April 1, 2015.

The "82.12" smuggling case, which sent shockwaves through the entire customs system, was uncovered from an unexpected occurrence. In May 2013, a large domestic steel company imported 30,000 tons of hematite, or iron ore, from the UK, but found that the material was too sticky and apt to congeal on the inside wall of blast furnaces, threatening their safety. The company asked the Zhenjiang Customs Office to examine the hematite, with results revealing that the substance was furnace slag. The shipment was rejected and later sent to a Southeast Asian country.

The customs office failed to find any solid evidence associated with any attempt to smuggle furnace slag, forcing the office to be more vigilant towards the smallest abnormalities, such as bad smells or white smoke rising during the unloading process, or import sources being from non-mainstream mineral areas that allow larger room for price bargaining, the paper reported, citing Mao Bangfu, a deputy director of the anti-smuggling division of the Zhenjiang Customs.

In October 2013, Zhenjiang Customs busted a furnace slag smuggling ring by finding white smoke rising when examining a ship loaded with "hematite" as claimed in the shipping document, with the material later proving to be furnace slag.

Investigators found that the shipments were delivered by Taesan S&T, a South Korean iron and steel trading company set up in 1997, to large-sized import agents in China. The shipments were deemed illegal, as Taesan failed to show scrap licenses issued by China's Administration of Quality Supervision to qualify the imports.

Further investigation found the furnace slag to be coming from Pohang Iron and Steel and Hyundai Hsyco, two leading South Korean steel mills, and the real importer of the slag was identified as He Yueping, a veteran trader of iron ores.

In order to speed up customs clearance of their imports, He's company and her accomplices allegedly falsely labeled the product as simply "hematite," and also claiming that it was only

US\$70 per ton since it was sourced from South Korea, a non-mainstream mineral mining area.

Furnace slag smuggled into mainland China by the group headed by He Yueping was sold to small local steel firms, who were eyeing the large gap between the cost of smuggled slag and the price for zinc or other metal reprocessed from the slag.

According to Mao, it's impossible for customs officials to examine every inbound shipment, because it will seriously undermine the clearance speed. For the moment, he said customs officers must be extra vigilant and intensify supervision to prevent similar illegal items from entering China.

Mao continued that there are now only three institutes in China eligible to examine hematite imports to determine its content, and each examination takes one month and costs around 10,000 yuan (US\$1,600) to complete.

Accordingly, Gu Qin, deputy director of the Nanjing Customs, his office has to appropriate a special budget to support the examination of highly risky solid wastes. "We will sign memoranda of understanding with the environmental protection units to improve safety management and follow-up treatment of solid wastes," Gu added.

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##### [Chen Miner \(陳敏爾\)](#)

Chen Miner is the Communist Party secretary of Guizhou province. Born: 1960 Birthplace: Zhuji, Zhejiang province Country of Citizenship: China Profession: Politician Education: MA in Law, ...

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**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
**Won't You Please Take a Moment to Send in Your Questions?**  
**(It's free and confidential).**

**BACKGROUND** – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

**QUESTIONS** – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)



SEQA/EIR

What about Environmental Justice?

Why do you want to mess up waterfront?

YOUR NAME Dominique Gutierrez Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

**From:** Stephen Hallett [<mailto:hallett87@gmail.com>]

**Sent:** Friday, September 25, 2015 12:26 PM

**To:** Mayor Osby Davis <[Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net)>; Jesus Cristobal Malgapo <[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)>; Pippin Dew-Costa <[Pippin.Dew-Costa@cityofvallejo.net](mailto:Pippin.Dew-Costa@cityofvallejo.net)>; Robert H. McConnell <[Robert.McConnell@cityofvallejo.net](mailto:Robert.McConnell@cityofvallejo.net)>; Katy Miessner <[Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net)>; Bob Sampayan <[Bob.Sampayan@cityofvallejo.net](mailto:Bob.Sampayan@cityofvallejo.net)>; Rozzana Verder-Aliga <[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)>

**Cc:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Subject:** Cement plant

Mayor and Council Members,

I hope this message finds you well. I am writing to state my strong opposition the proposed port/cement plant at the old General Mills plant. The Draft EIR states that there will be SIGNIFICANT AND UNAVOIDABLE IMPACTS on air quality, emergency vehicle access, cancer risks, green house gas emissions, noise coming from the project and more. The few jobs that will be created and the small amount of money we will get does not justify the serious health impacts this will have on our City. Furthermore, the money we will receive from this will go right into fixing the roads damaged from the outrageous number of trucks that will go in and out of our city from the plant. Most likely, the money we receive will not be enough to fix the damage done to the roads and this will end up costing us more in actual dollars than we will receive, even excluding the outrageous environmental and health costs this will impose on Vallejo. I respectfully request that you do not approve this environmental catastrophe.

--

Stephen Hallett,

**From:** Stephen Hallett [<mailto:hallett87@gmail.com>]  
**Sent:** Monday, November 02, 2015 4:28 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Cc:** Mayor Osby Davis <[Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net)>; Pippin Dew-Costa <[Pippin.Dew-Costa@cityofvallejo.net](mailto:Pippin.Dew-Costa@cityofvallejo.net)>; Bob Sampayan <[Bob.Sampayan@cityofvallejo.net](mailto:Bob.Sampayan@cityofvallejo.net)>; Robert H. McConnell <[Robert.McConnell@cityofvallejo.net](mailto:Robert.McConnell@cityofvallejo.net)>; Jesus Cristobal Malgapo <[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)>; Katy Miessner <[Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net)>; Rozzana Verder-Aliga <[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)>  
**Subject:** DEIR comments

Andrea,

Please include these comments in the ORCEM/VMT EIR:

- (1) Please address the impact of redesignating Lemon Street as a trucking route and what has changed since Lemon Street's trucking route designation was taken away that would justify redesignating Lemon Street as a trucking route.
- (2) Please redo the Draft Environmental Impact report as there are too many Mitigation measures that merely state an intent to provide some type of mitigation without actually providing what that will be
- (3) Please state whether or not Asthma rates will increase.
- (4) Please provide an estimate of how much it will cost to put the roads on Lemon Street into working order for the trucks and how much it will cost to maintain those roads.

--

Stephen Hallett,

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

BACKGROUND – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

Why not develop a water front which can handle a diversity of cargo and build the plant remotely, supplied by rail. This will avoid monopolizing the space for the next 65 years.

YOUR NAME MARK HARMON, Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

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From: [helenmzharwood@aol.com](mailto:helenmzharwood@aol.com)  
Sent: Tuesday, September 8, 2015 12:50 PM  
Subject: Against ORCEM  
To: Andrea Ouse <[andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net)>

I would like to go on record that I, Helen Harwood, am totally against this project.  
Allowing this is unconscionable.  
Thank YOU!

**From:** Nancy Hilton [<mailto:nancyhilton10@hotmail.com>]

**Sent:** Tuesday, September 15, 2015 8:05 AM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Subject:** Questions for ORCEM Cement Factory

Please answer the following questions:

- 1 Who wrote the DEIR?
- 2 Who paid for it to be written?
- 3 Since it is a Draft, what is the procedure for revision?

Comment:

I became aware of this project on Sunday, Sept 13, 2015 and attended last night's public meeting. It was evident that the majority were outraged by the lack of time and information given to address this very important proposal.

I relocated to Vallejo 6 months ago and am looking to buy a home. My 1st thought, after learning of this, was: "maybe I should look else where if this is going to be such a toxic project." From what I heard last night, there is no economic or environmental benefit for the citizens of Vallejo.

Sent from Windows Mail



**From:** [huepahe@yahoo.com](mailto:huepahe@yahoo.com) [<mailto:huepahe@yahoo.com>]

**Sent:** Monday, November 02, 2015 6:22 PM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Subject:** Vmt/orcem

Hello Andrea: please include this questions on the regular comment for the Orcem/vmt as I wasn't able to get it on time due to power failure.

Spanish speaker for the community of south Vallejo on EIR or a copy of the EIR on Spanish.

Request for a environmental justice report from this two projects independently.

Verification on the original noise report on the sites close to the projects.

Thanks for the understanding.

Sent from my Virgin Mobile phone.

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

ENVIRONMENTAL JUSTICE REPORT ON SOUTH VALLEJO?

(Your Questions) HOW ARE THE STREETS GOING TO BE MADE SAFE &  
REPAIRED FROM THE CONVOY OF DIESEL TRUCKS?

HOW IS THE NOISE & 24 HR A DAY, DUST & POLLUTANTS GOING TO BE  
MANAGED?

IS PG&E GOING TO CHECK & MONITOR THE GAS LINES WE HAVE  
LEARNED ARE UNDER THE RAILROAD TRACKS?

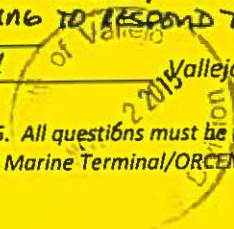
HOW IS SOL TRANS GOING TO BE ABLE TO KEEP A TIMELY SCHEDULE  
WITH A CONVOY OF TRUCKS CLOGGING UP LEMON STREET?

(Your Name) HOW ARE TRAINS DELAYED IN INTERSECTIONS GOING TO RESPOND TO  
EMERGENCY VEHICLES?

ROBERTA ILOFF 580 HILTBORN ST Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by  
the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

[www.CityofVallejo.net](http://www.CityofVallejo.net)



Andrea Ouse, Director  
Community & Economic Development  
555 Santa Clara Street  
Vallejo, CA 94590  
[andreaouse@cityofvallejo.net](mailto:andreaouse@cityofvallejo.net)  
Copy hand delivered



November 2, 2015

Re: Comments on the Vallejo Marine Terminal/Orcem Project Draft Environmental Impact Report, SCH # 2014052057

Dear Ms. Ouse,

The following comments are submitted on the Draft Environmental Impact Report (DEIR) for the Vallejo Marine Terminal (VMT) and Orcem Cement Mill (Orcem) regarding the impacts of the combined Project and fatal flaws in the document itself in accordance with the spirit of the California Environmental Quality Act (CEQA). CEQA, passed in 1970, requires that any Project that has the potential to negatively impact defined resources fully disclose those to the Agencies having jurisdiction over those resources and to the general public most affected. In order to achieve that goal, CEQA requires that documents be drafted so that they are useful and comprehensible. It requires that environmental impact reports (EIRs) include a full description of the Project along with a complete discussion of the environmental impacts, alternatives and any mitigation measures. CEQA requires that those affected by the Project submit questions, issues and concerns during the Draft EIR comment period phase. If the Final EIR does not resolve those concerns, it is up to those affected to resolve those issues through the Courts. In the past, Courts have determined that environmental documents should be in the language of those affected by the Project and efforts to engage disadvantaged populations extend beyond the bare minimum in order to assure that public disclosure is not mere lip service. My interest is as a long-time resident who has participated in the opposition to several Projects which would be harmful to the environment and to the citizens of Vallejo including the LNG Project, the Dredge Spoils Project, the Waterfront Project and the Mare Island Revised Plan. So I am familiar with the City's pattern and the need for informed citizens to take action rather than rely on City staff to do the right thing.

**This Project is supported by an old General Plan that does not meet the basic requirements of General Plan law and is thus indefensible. Circumstances have changed. The old General Plan is a cobbled together package of documents, the latest being 1999, which is not internally consistent, complete or comprehensible.**

The current General Plan, referenced in the DEIR as dated 1999, has been cobbled together over time beginning with the last complete General Plan in 1982...long before Mare Island Naval Shipyard closed. While General Plan law requires that the required Elements are interfingered and relate to one another, the old General Plan has a variety of Amendments and Specific Plans, the most recent dated 1999, that fail to meet the legal test. Consequently, the old General Plan does not meet the basic legal requirements of internal consistency, completeness or comprehensiveness. Only City staff can translate the old General Plan which is one of the reasons businesses avoid setting up shop in Vallejo and why a new General Plan meeting the legal requirements is so essential to the future of Vallejo. Circumstances have changed since the underlying 1982 General Plan was developed. Back then, Vallejo's economic engine was the Mare Island Naval Shipyard. But heavy industry has been relocating over the past 40 years to locations where environmental regulations are minimal or non-existent and labor is cheap leaving working class families in former industrial cities without good jobs. Because the Mare Island workforce was left adrift after closure of the base, Vallejo has many people who are easily seduced by slick promises of pots of gold at the end of the rainbow. Trading one heavy industry such as a shipyard for other dirty industries such as the Mid-Mare Island Drydock operations which are currently covering the West Vallejo neighborhoods with dangerous sandblasting residue or the VMT/Orcem Mill Project is shortsighted and stupid. Vallejo is in the center of the San Francisco Bay global economic tech powerhouse which extends from San



Jose/Silicone Valley to UC Davis/Sacramento. Even ABAG's Plan Bay Area identifies Vallejo as a suburban residential hub where workers commuting to job centers in other cities will live.

A long overdue, new General Plan is currently underway reinventing Vallejo to take its place in the regional economy. The VMT/ORCEM Project is inconsistent with the citizen's vision of a new Vallejo which focuses on creating a safe, healthy, livable and economically sustainable community. Currently, the General Plan Working Group is evaluating three alternatives none of which is focused on returning Vallejo to an industrial past. When the Plan is complete, revised zoning will follow. It is unlikely that the new zoning for the former General Mills site would reflect the current zoning. By supporting and fast-tracking a Project which is inconsistent with the direction of the new General Plan, City staff is sabotaging the laudable efforts of the Working Group and the citizens of Vallejo who have taken their time to participate in the public discourse.

The DEIR uses the Goals, Objectives and Policies of the old, outdated City of Vallejo General Plan to support the VMT/ORCEM Project throughout the document. It even suggests that the zoning of the portion of the site under Solano County's jurisdiction be changed from that supported by their well-crafted, 2009 General Plan, which is "Open Space/Community Park", to match the City of Vallejo's outdated zoning. In essence, the old City of Vallejo General Plan does not comply with General Plan law and thus, it cannot be used to support this Project.

***Flaw: Revise the DEIR to reflect the Vision, Goals and Objectives of the new City of Vallejo General Plan and remove all references to the old, invalid document.***

**The Vicinity Map misrepresents the character of the area surrounding the Project.**

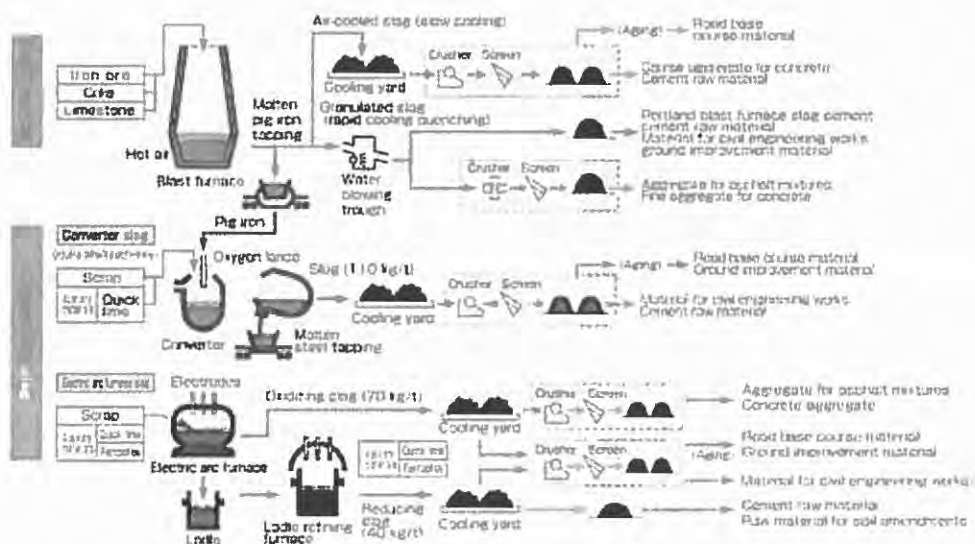
The vicinity map uses a USGS 7.5' Quad sheet that is at least 40 years old. It does not show residential developments on the East side of Interstate 80 at Glen Cove and along the bluffs, the new housing on Mare Island, or even Curtola Parkway. This map gives the impression that the surrounding area is open space or industrial rather than residential and mischaracterizes transportation routes. Since this is the only map that shows more than the small area around the Project, it distorts the context.

***Flaw: Replace the vicinity map to show residential nature of the Project's area of potential effect.***

**Blast Furnace Slag is not chemically consistent. Only one sample was analyzed as the basis for the entire DEIR. A representative sampling and revision of the DEIR is necessary.**

The Project Description indicates that Granulated Blast Furnace Slag (GBFS) to be processed is a product of the first phase of steel production which produces pig iron. Pig iron is the molten iron from a blast furnace charged with iron ore, coke, and limestone. The slag from this phase varies based on the quality of the inputs. However, pig iron has a very high carbon content which makes it very brittle. To produce steel, the pig iron is added to steel scrap and "blown" with oxygen at supersonic velocities to remove the impurities and carbon.

The chemical composition of steel slag is variable. At the pig iron stage, the chemical composition of the slag varies only with ore quality and other inputs. But at the steelmaking phase, the chemical composition varies with the composition of the scrap steel. Zinc coatings on galvanized scrap and chrome plated scrap or stainless steel result in yield losses as these metals are removed in the slag. All of which makes the melting of scrap a very complex issue. Some scrap may contain oil or surface oxidation. Obsolete scrap may contain a variety of other objects which could be hazardous or explosive. Obviously the chemical analysis of both ores and steel scrap is imprecise and consequently the chemical composition of the slag is also imprecise. But both types of slag can be used as a raw material for cement.



Material Data Sheets of Basic Blast Furnace Slag from several US and European steelmaking sources have variations in Chemical Content which reflects variations in inputs. Even using US Steel’s MSDS for Blast Furnace Slag, one of the elements, calcium sulfide, is listed as “very toxic to aquatic life with long lasting effects”. The steelmaking phase could include scrap metal with galvanized coating, stainless steel or chrome plated scrap producing slag with zinc oxides or chrome oxides which are also highly toxic to aquatic life.

In sum, based on the diagram above, the production of steel produces slag at two stages with different chemical compositions but with similar uses. These impacts are not analyzed because the DEIR focuses on one slag sample. Using that one sample, the DEIR notes that NOx emissions will exceed legal limits. To accurately assess the environmental impacts, samples from a variety of potential Asian sources should be analyzed to determine acceptable baselines for the next iteration of this DEIR and enforced at the Port of Entry.

**Proposed Mitigation: Baselines should be identified for all potential chemical compounds in steel slag and all Asian GBFS should be tested for compliance by an independent testing agency before being offloaded from shipping vessels in Vallejo.**

**Under Marine and Aquatic Biological Resources, the discussion focuses on the VMT component of the Project and minimizes the ORCEM component.**

While a lengthy discussion of the impacts of the VMT component of the Project on Marine and Aquatic Biological Resources is included, the OrceM Mill component is minimized. Since several of the chemical components of GBFS, such as Calcium Sulfide which is listed as a component in the US Steel SDS, are “very toxic to aquatic life with long lasting effects”, the impacts of these chemicals on the environment must be analyzed because there are no guarantees that spills will not occur and some material may migrate into the environment. The chemical components would have to be determined by analyzing several samples from Asian suppliers of GBFS. The DEIR states that the BMP’s will keep GBFS contained but then describes outdoor storage in a pile 40 feet high against the existing hillside, conveyors to move the material to the pile and then skip loaders to excavate material from the bottom face of the pile to take into the mill for grinding. All of these activities are likely to disturb fines. Skip loaders and other machinery will be driving over material at the toe of the pile grinding it into smaller particles. While watering the pile may create a skin, the “skin” will be continually disturbed by the excavation at the toe and the addition of new material at the top. Any movement of the material outside the mill will result in airborne dust possible entry into the San Francisco Estuary.

The outputs from the vent stack are also not unclear. The DEIR states that the stack vents water vapor and heat generated from drying the GBFS in the Mill prior to grinding it. The stack is 164 feet tall at its mouth which clears the adjacent hillside significantly. The one chemical component listed in the DEIR which exceeds the legal limit is NOx which reacts with water to form Nitric Acid or acid rain. Since the stack vents to the upper atmosphere, the prevailing winds will blow acid rain westward well beyond the tiny area shown on the map of "sensitive receptors" around South Vallejo. Although the DEIR discusses dispersal modeling, the acid rain affects could extend well beyond the area modeled. **Flaw: Extend the area modeled to the airshed affected and provide adequate notice to those communities downwind of the potential impacts of acid rain in the Revised DEIR.**

The operational interface between VMT and ORCEM is unclear. It is understood that ships containing GBFS will be off-loaded at the VMT Port and transferred to ORCEM. Preparation of the ships to take on a new cargo is not discussed. Wheat is mentioned as the cargo returning to Asia. If that is the case and the wheat is intended for human consumption, then the GBFS will have to be scoured from the ship holds. If the holds are water-blasted, where will the waste water go for disposal? There is no discussion of the out-going cargo. The DEIR mentions Animal Feed as one potential product to be moved through the port but not wheat. **Flaw: Revise the DEIR to include the operational interface between VMT and ORCEM and its environmental impact.**

**Use the correct data sets for sea level rise, earthquake faults and liquefaction.**

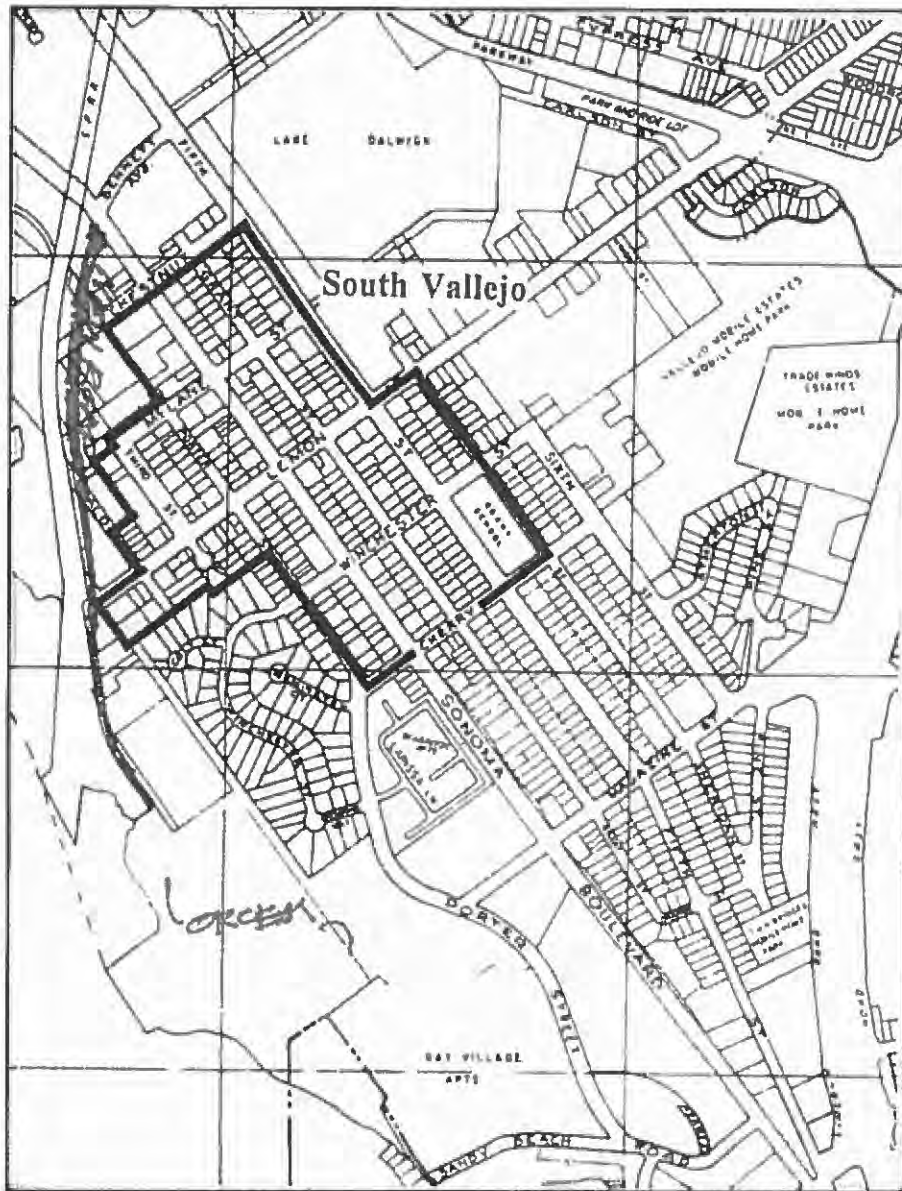
Ensure that recent BCDC data for flooding and sea level rise is used rather than FEMA maps which are sometimes incorrect in Vallejo due to the influence of politically connected developers. The DEIR does not identify the ancient fault running down the middle of the Napa River at its confluence with the SF Estuary. This unnamed fault trace is part of the northern edge of the Concord Fault system but it could be related to the West Napa Fault which ruptured in late 2014. Both were considered inactive until recently. An earthquake on the Rodger's Fault in 1898 damaged many Mare Island buildings including destroying all of the officer's mansions and the Marine Hospital. USGS predicts that the probability of significant seismic activity on the Hayward Fault and its extension, the Rodger's Fault, is 31% within the next 30 years. Significant ground shaking and liquefaction should be anticipated. Depending on the GBFS angle of repose, sloughing and movement of the 40 foot tall piles during ground shaking should be anticipated and fully contained.

**The section on Transportation and Traffic does not take into account the negative effects of increased heavy truck traffic and proposed roadway improvements on the South Vallejo Historic Area.**

The area around the intersection of Lemon Street and Sonoma Boulevard was identified in Vallejo's 1999 Preservation Plan one of the 4 priority areas for study as a potentially eligible historic district. The Plan was adopted by the Architectural Heritage and Landmarks Commission in 1999, a jurisdictional body. Despite the City of Vallejo staff's position, it is legally in effect until replaced by a Preservation Element in the new General Plan. The description and area map below are taken from the 1999 Preservation Plan

"South Vallejo: The community located opposite the southern end of Mare Island, which was historically separated from central downtown Vallejo until the bay was filled beginning in 1914. The structures, both residential and commercial, date principally from 1880 to 1942."





Modern heavy truck traffic is particularly damaging to historic districts. Most were built up before the advent of the automobile. Lemon Street is too narrow to modify for turn lanes. The gradients and sight distances are inappropriate for the large trucks proposed. Changing any of those to mitigate Project transportation requirements would result in an adverse effect to the feeling, association and setting of the historic resource. Lemon Street should be avoided completely by a new roadway alignment parallel to the railroad tracts through the blighted industrial area and entering Sonoma Boulevard near the abandoned landscape yard as shown on the map above. This alignment is completely level and there is adequate distance to stack idling trucks thereby reducing emissions significantly as well as traffic noise and danger to pedestrians including little kids walking to and from school.


***Proposed Mitigation: New truck route paralleling the railroad tracks through the blighted industrial area to enter Sonoma Boulevard at the vacant landscape supply yard. Recalculate environmental impacts accordingly in the Revised DEIR.***

## Conclusion

In sum, the VMT/Orcem Project is "greenwashing" ..... co-opting the principles of sustainability in the service of free-market global capitalism. The United Nation's bellwether 1987 Brundtland Report, "Our Common Future", recognized that the Limits to Growth defined by Adam Smith, the champion of free market capitalism, had been met, and future growth could only be achieved by stealing from future generations or those without political power unless new economic strategies based on sustainable principles were embraced by all. These principles outlined in Agenda 21 have been twisted to use the very real threat of Climate Change to support environmentally damaging Projects, such as the VMT/Orcem Project, that exacerbate the problem while wrapping it in the invisibility cloak of "sustainability". Any project that relies on shipping grain one way across the Pacific Ocean and returning industrial waste from the steelmaking industry that moved overseas to take advantage of cheap labor and lax environmental laws is not "green" with a zero carbon footprint. Steelmaking has a huge environmental carbon footprint. While steelmaking in the US reduces that footprint through stringent environmental controls, Asian steelmakers are not similarly constrained so their carbon outputs are much larger. Cheap Asian steel comes at huge costs. Even the new San Francisco Bay Bridge is compromised by cheap Asian steel in the fractured Asian steel bolts holding the tower. The total carbon footprint, rather than a cherry-picked segment, must be factored to determine the overall effect on Climate Change.

This Project DEIR is a masterpiece of obfuscation, misdirection and Trompe L'Oeil tricks. The EIR consultant is be commended for their mastery in realizing the objectives of the Lead Agency which bears the ultimate responsibility for the DEIR's flaws. The process and schedule meet the bare minimum requirements so that those most affected have learned only late in the game that their health has been traded away to some international hucksters for a few crumbs. One of the most disturbing flaws in the VMT/Orcem DEIR is that it does not meet the legal requirement that it be comprehensible to the people most affected. The language throughout is technobabble incomprehensible to the uninitiated. There are several Appendices that are not even useful except to pad the document. The most egregious problem is that the people most affected may not understand that "sensitive receptors" is shorthand for real little kids, sick people and the elderly, who happen to be unlucky enough to live, work or go to school too close to the Project. Words like "sensitive receptors" distance the real health impacts of increasing asthma, cancer or death as just so much collateral damage. The promise of a few jobs is not enough to offset the negative impacts on human health and the environment. The risk might seem small unless it is your child that dies.

These comments are in addition to the comments submitted by Dr. Lori Allio and Fresh Air Vallejo which I fully support. One of the most disturbing problems with this DEIR is the lack of professionalism. Numerous good citizens have had to spend hours and hours of their sparse leisure time to do the work that City of Vallejo staff and their paid consultants should have done. It is surprising how, in this day and age, our leaders should be so mesmerized by empty promises of pots of gold at the end of the rainbow. They were dazzled during the Redevelopment Era and it resulted in a dead downtown encircled with subsidized housing and deteriorating historic neighborhoods. In the San Francisco Bay regional tech economy, only Vallejo's housing values remain well below market. Efforts to Jumpstart Vallejo backwards to an industrial past will not benefit the citizens of Vallejo nor, ultimately, those that are expecting to cash in. I, as well as most of the Vallejo citizens commenting on this Project DEIR, know that the deck has been stacked and the votes on the Vallejo City Council counted. This VMT/Orcem DEIR reveals the Lead Agency's complete lack of professional ethics and the lack in most of our elected leaders on the local, State and Federal level of any real moral compass. The only appropriate response to this VMT/Orcem DEIR is for the City Council to reject the Project outright and select the No Project Alternative.



Judy Irwin, Architect  
110 Ohio Street  
Vallejo, CA 94590

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
**Won't You Please Take a Moment to Send in Your Questions?**  
(It's free and confidential).

**BACKGROUND** - A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

**QUESTIONS** - You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

ITS ESTIMATED 300 TRUCKS W/ TOXIC DUST  
WILL PASS THRU RESIDENTIAL ZONES HOW  
DO YOU PLAN TO DIRECT TRAFFIC IMPACT ?

YOUR NAME DE JOHNSON, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015



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**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

SEQA/EIR  
City of Vallejo  
Planning Division  
OCT - 7 2015

HAS THE IMPACTED COMMUNITY BEEN NOTIFIED OF WHAT IS POTENTIALLY AHEAD  
~~WHAT ARE THE POTENTIAL IMPACTS?~~ \_\_\_\_\_?

YOUR NAME CARL JONES, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

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**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

WHAT STEPS HAVE BEEN TAKEN TO REVIEW  
HEALTH CONSIDERATIONS & TRAFFIC FLOW

YOUR NAME

CAROL JONES

Vallejo, CA

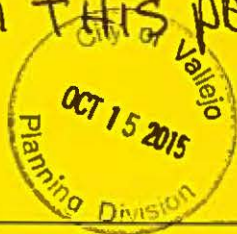
**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

**Do You Have Questions About the Plans for a Cement Factory  
on Vallejo's Waterfront?**

(Your Questions) WHAT WILL BE THE EXPECTED  
INCREASED RATES OF CARDIO PULMONARY  
DISEASE, CANCER, + SLEEP DISTURBANCES  
THAT WILL RESULT FROM THIS PROJECT??

(Your Name)

DOWNIA JONES



Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net/>



**From:** Genie Kaggerud [<mailto:geniekaggerud@sbcglobal.net>]  
**Sent:** Monday, November 02, 2015 11:01 AM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** ORCEM cement facility EIR

Andrea,

I would like to know why both enterprises - Vallejo Marine Terminal (VMT) and ORCEM - are not required to submit separate EIRs?

The way I understand the project, VMT is the primary enterprise; but the focus of the DEIR is on ORCEM who is only one tenant of VMT. Where is the DEIR on the VMT operation? Will VMT use the majority of the land included in this project? Who is responsible to monitor ORCEM to insure that their operation does not exceed the hazard limits allowable in this project? Will ORCEM self monitor? Will VMT monitor them? Both of those options seem self serving to me. Will the City of Vallejo monitor the operations on this site to insure compliance? Can the City afford to hire competent monitors to oversee these operations? Who will pay for the monitoring?

In my opinion, this DEIR does not adequately address all of the potential problems and issues that a deep water terminal might bring to Vallejo. If approved, does this ORCEM/VMT project give VMT carte blanche to use the port and site for any and all purposes that VMT chooses? Are there guidelines/limits about what types of other tenants VMT can allow to use the site? Will each future activity or tenant that VMT engages with be required to submit a separate DEIR? Who will monitor future activities and products that pass through the proposed VMT site to determine if they are appropriate for the site or if they pose a threat to the health of Vallejo citizens?

I would like all of these questions addressed in the final version of the DEIR for this project. The citizens of Vallejo deserve to know the answers and more importantly, the City Councilmembers need to know the answers to these questions prior to their final vote on this project.

Thank you Andrea for all the time, talent and energy you put into doing your job for the citizens of Vallejo. Thank you for your efforts and your focus on attracting viable businesses to Vallejo that will enhance the quality of life for our citizens and the surrounding region.

Sincerely,  
Genie Kaggerud

*May all beings everywhere live in love, in joy, in health and in peace.*

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**Won't You Please Take a Moment to Send in Your Questions?**  
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WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

*With the use of the rail road - a train possibly 100 yds long - if it has to stop, or breaks down in town, how will emergency vehicles be able to get around it?*

YOUR NAME     Add Kennon    , Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

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WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

*Have all the residents in So. Vallejo been notified of the DEIR?*

YOUR NAME \_\_\_\_\_?

*Add Kennon*

Vallejo, CA

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**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

*Who will be paying for the re-occurring  
need for Lemon St. to be re-paved after  
300 trucks a day travel it?*

YOUR NAME     Add Kennon    , Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015



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**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

*The tugs moving the ship into port run on diesel. Has this been addressed in the DEIR?*

**YOUR NAME**     Add Kennon    , Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015



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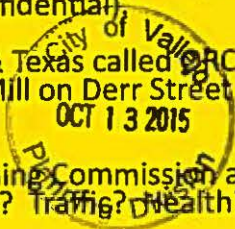
*What other use will there be of the  
piers pier planned for at VMT?*

YOUR NAME \_\_\_\_\_

*Add Kennon*

Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015





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WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

*There are hundreds of tenants living above the proposed plant: does the DEIR address how their air quality will be affected?*

YOUR NAME

*Patty Pearson*

Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
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WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

*Where will the \$, 516,000 (That's million) gallons of water they will need come from ???  
That's yearly!*

YOUR NAME

*Betty Heron*

Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015



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**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

*How will the polluted water be disposed of?*

YOUR NAME \_\_\_\_\_ ?

*Betty Harmon*

Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

**From:** Jason Kish [<mailto:JKish@buckinstitute.org>]  
**Sent:** Monday, November 02, 2015 11:28 AM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** Cement Factory is not good for Vallejo

This is a terrible idea. To make Vallejo more industrial without any real return on investment. My understanding is the facility will employ very few people relative to its impact. Many of these people will not even reside in Vallejo thereby taking resources out of Vallejo to another location. We should develop the area along the waterfront with a combination of decent housing and some nice shops for commuters and travelers on the way to wine country. The water front is treasure and we are setting it on fire if we built the cement factory. Thank you.

---

Jason L. Kish, M.S.  
Laboratory Manager/Research Associate  
Buck Institute for Research on Aging  
ph: 415-209-2064  
email: [jkish@buckinstitute.org](mailto:jkish@buckinstitute.org)  
<http://www.buckinstitute.org/>

---

**From:** John Kocourek [[mailto:vallejo\\_resident@woofmanjack.com](mailto:vallejo_resident@woofmanjack.com)]

**Sent:** Friday, September 18, 2015 12:55 PM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Cc:** Maureen K <[kocourek.maureen@gmail.com](mailto:kocourek.maureen@gmail.com)>

**Subject:** VMT/ORCEM PROJECT QUESTIONS

Hello Andrea,

Some questions for you...

QUESTIONS ABOUT PORTLAND CEMENT and CLINKER AT THE VMT/ORCEM PROJECT

1. How often will portland cement be produced at the Orcem plant?
2. What are the raw materials used when Orcem produces portland cement?
3. If portland cement clinker is used, what is its origin?
4. Will the facility ever have a kiln for production of portland cement clinker?
5. Could clinker production ever be added to the capabilities of the Vallejo Orcem facility?
6. If Vallejo Orcem project was upgraded to allow clinker production, would new permitting be required?
7. If Vallejo Orcem project was upgraded to allow clinker production, would a revised EIR be required?
8. Will coal, coke, or pet coke ever be used as a fuel source at the Vallejo Orcem facility? If so, for what purpose?

I have a lot more questions, but I'm trying to organize them into convenient categories.  
Thanks for helping us to a better understanding of the proposed facility.

John Kocourek  
[vallejo\\_resident@woofmanjack.com](mailto:vallejo_resident@woofmanjack.com)

**From:** John Kocourek [[mailto:vallejo\\_resident@woofmanjack.com](mailto:vallejo_resident@woofmanjack.com)]  
**Sent:** Monday, November 02, 2015 9:00 AM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Cc:** Maureen K <[kocourek.maureen@gmail.com](mailto:kocourek.maureen@gmail.com)>; Plowman, Lisa A. <[maplowman@rrmdesign.com](mailto:maplowman@rrmdesign.com)>;  
Leslie Trybull <[Leslie.Trybull@cityofvallejo.net](mailto:Leslie.Trybull@cityofvallejo.net)>; Coleen Cole  
<[coleenmariecole@gmail.com](mailto:coleenmariecole@gmail.com)>; [peterjbrooks@msn.com](mailto:peterjbrooks@msn.com)  
**Subject:** VMT-Orcem DEIR Comments/Questions

Hello Andrea,

Comments and questions concerning the adequacy of the DEIR are attached in a PDF doc. Please let me know if you have any problems viewing the PDF.

I appreciate your work and patience in handling the challenging task of organizing and presiding over the meetings at City Hall and the Norman King Center.

Thanks,

John Kocourek  
Capitol Street



## **AIR QUALITY**

### **COMMENT - AIR QUALITY MONITORING**

The DEIR does not address local monitoring for air quality to ensure that the facility controls are adequate to prevent Vallejo residents from being exposed to airborne dust.

### **QUESTIONS - AIR QUALITY MONITORING**

1. How often will on-site monitoring be performed to detect and measure dust particles outside of milling enclosures?
2. How often will off-site monitoring be performed to detect and measure airborne dust particles?
3. What types of air quality monitoring will be performed?
4. Who will oversee and approve air quality monitoring procedures?
5. Who will perform the monitoring?
6. Who will review the results of air quality monitoring?
7. How often the results of air quality monitoring be reviewed?
8. Will residents have access to air quality monitoring reports and records?
9. Where can monitoring reports be seen?
10. What happens when air quality monitoring systems fail or the equipment malfunctions?

### **AIR QUALITY COMMENTS - NEGATIVE PRESSURE**

The DEIR describes dust producing operations confined to spaces which are kept under "negative pressure" with no outlet to the exterior, except through high performance filters.

The DEIR does not address potential problems and how negative pressure will be monitored to ensure that Vallejo residents will not be exposed to dust from operations at the Orcem facility. For example, the negative pressure ventilation system could fail, which would allow dust to escape to the outside.

### **QUESTIONS - NEGATIVE PRESSURE:**

11. How often will the differential pressure between inside and outside of the facilities be monitored?

## **AIR QUALITY (cont.) QUESTIONS - NEGATIVE PRESSURE**

12. What methods or techniques will be used to monitor the differential pressure between inside and outside of the facilities?
13. Who will be monitoring the negative pressure?
14. What will happen when the negative pressure drops below the allowable differential pressure?

## **AIR QUALITY COMMENT - HIGH PERFORMANCE FILTERS**

Filters can fail or lose their performance efficiency, but the DEIR does not give details of high performance filters nor does it specify how filter performance will be monitored to ensure that Vallejo residents are not exposed to airborne dust particles released from the facility.

## **QUESTIONS - HIGH PERFORMANCE FILTERS:**

15. What is the efficiency rating for the Orcem "high performance filters"?
16. What size of particles are intended to be captured by the filters?
17. What methods are used to test filters to ensure they are working properly?
18. How often are filters tested to ensure they are working properly?
19. How often will air that is being released from the facility through filters be monitored for dust particles?
20. What type of monitoring equipment will be used to verify that quality of air released through filters is acceptable?
21. Who will perform the monitoring for filter effectiveness?
22. Who will evaluate the results of the filter discharge monitoring?
23. Will Vallejo city staff and residents have access to monitoring reports and records?
24. Where can monitoring reports and records be seen?

## **AIR QUALITY COMMENT - POTENTIAL PROBLEM OF AIRBORNE DUST RELEASE**

The DEIR does not address the potential for accidental release of airborne dust to the environment downwind of the Orcem facility. An uncontrolled release of airborne dust could occur in the event of ventilation failure, high performance filter failure, or breach of a facility enclosure.

## **AIR QUALITY (cont.) POTENTIAL PROBLEM OF AIRBORNE DUST RELEASE**

### **QUESTIONS - ACCIDENTAL RELEASE OF AIRBORNE DUST:**

25. When would facility operators know that dust was being released from the facility?
26. How would facility operators know if dust was being released from the facility?
27. What immediate actions would be taken if it became known to facility operators that dust was being released from the facility?
28. Who would be notified in the event of accidental release of dust from the facility?
29. Will records and reports be available for public review concerning release of dust from the facility?

### **AIR QUALITY COMMENT - COMPLAINTS**

For the construction phase, the DEIR specifies (page 3.2 - 15) that there be posted a

"...publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations."

The DEIR does not address a similar requirement for Orcem operations following the construction phase, when Vallejo residents could be impacted by routine operations of the Orcem facility.

### **QUESTIONS - AIR QUALITY COMPLAINTS**

30. Where can Vallejo residents find a telephone number and person to contact regarding dust or other air quality complaints?
31. Who is responsible for responding to complaints and taking corrective actions?
32. What is the time limit for responding to complaints?

### **AIR QUALITY COMMENT - DIESEL EXHAUST FROM SHIP'S BERTHED AT VMT**

Though the DEIR acknowledges the existence of low-level inversions for the San Francisco Bay Area Air Basin, it does not consider the local impact of accumulation and build-up of diesel exhaust to the people in the neighborhoods surrounding the VMT-Orcem facility. Berthed ships may be running diesels for many consecutive hours during the off-loading of GBFS and other imported materials, and the diesel exhaust could contribute to bad air quality, especially on frequent "Spare The Air" days.

## **QUESTIONS - DIESEL EXHAUST FROM SHIP'S BERTHED AT VMT**

33. How will VMT mitigate the impact of ship's diesel exhaust to surrounding neighborhoods during temperature inversions or frequent Spare The Air days?

## **AIR QUALITY COMMENT - VMT SHORE POWER OR EQUIVALENT EMISSION REDUCTIONS**

The California Air Resources Board (ARB) approved the "Airborne Toxic Control Measure for Auxiliary Diesel Engines Operated on Ocean-Going Vessels At-Berth in a California Port" Regulation, commonly referred to as the At-Berth Regulation. The purpose of the At-Berth Regulation is to reduce emissions from diesel auxiliary engines on container ships, passenger ships, and refrigerated-cargo ships while berthing at a California Port. The At-Berth Regulation defines a California Port as the Ports of Los Angeles, Long Beach, Oakland, San Diego, San Francisco, and Hueneme. The At-Berth Regulation provides vessel fleet operators visiting these ports two options to reduce at-berth emissions from auxiliary engines: 1) turn off auxiliary engines and connect the vessel to some other source of power, most likely grid-based shore power; or 2) use alternative control technique(s) that achieve equivalent emission reductions.

A new state-of-the-art marine terminal constructed in Vallejo would be expected to have shore power available, and ships using the terminal should be required to have capabilities of using VMT supplied shore power.

## **QUESTIONS - VMT SHORE POWER OR EQUIVALENT EMISSION REDUCTIONS**

34. Will ships berthing at VMT be subject to the same Air Resources Board At-Berth Regulation as ships berthing in Ports of Oakland and San Francisco?

35. Will VMT supply a shore power system to provide power to berthed ships while they are off loading GBFS?

36. How many consecutive hours will ships be allowed to operate diesels while berthed at VMT if not connected to shore power?

37. If not connected to shore power, how will berthed ships provide equivalent emission reductions?

## **POTENTIALLY TOXIC/HAZARDOUS MATERIALS IMPORTED TO VALLEJO**

### **COMMENT:**

It looks like some assumptions are being made in the DEIR concerning the nature of the granulated blast furnace slag (GBFS), which is a recycled by-product from steel production. The blast furnace slag will be imported from different sources, primarily Asian countries, but the DEIR doesn't mention testing or analyzing the imported blast furnace slag for toxicity or hazardous components prior to off-loading and grinding at the Vallejo facility. Blast furnace slag is known to contain trace amounts of hexavalent chromium, which is listed as a carcinogen, as well as other constituents which may be of concern.

## **QUESTIONS - POTENTIALLY TOXIC/HAZARDOUS MATERIALS IMPORTED TO VALLEJO**

38. When will the blast furnace slag be analyzed for hazardous components?
39. What type of analysis will be performed?
40. Where will the sampling and analysis be performed?
41. Is it "assumed" that regardless of the origin, blast furnace slag is non-hazardous?
42. Is every ship load of imported slag considered to be identical in hazardous materials properties?
43. Will every shipload of GBFS be sampled and analyzed for hazardous components?
44. If every shipload will not be sampled and analyzed, then how often will the slag be sampled and analyzed to ensure that it is not hazardous?
45. Who performs the GBFS analysis and where can the reports be seen?

## **CANCER RISKS TO VALLEJO RESIDENTS**

### **COMMENT**

The DEIR does not specifically address the expected health affects to Vallejo residents who live in neighborhoods near the VMT-Orcem facility. There is what some of my Vallejo neighbors refer to as a "cancer map" (Figures 3.2 - 1 & 2) and there are tables with potential risks and one-in-a-million figures, but no basic explanation of the health impacts expected for Vallejo residents.

## **QUESTIONS - CANCER RISKS TO VALLEJO RESIDENTS**

46. How many Vallejo residents are expected to get cancer as a result of the VMT-Orcem operations?
47. What is the estimate of the number of cancers that will occur because of the potential carcinogens that will not be mitigated?
48. What additional mitigations would be required to reduce the expected VMT-Orcem related cancer cases to zero?

## **CITY OF VALLEJO - RESPONSIBILITIES**

### **COMMENT**

The City Of Vallejo issues permits and approvals for projects such as VMT-Orcem, the Planning Commission and elected City Council Members approve, but after that, Vallejo

## **CITY OF VALLEJO - RESPONSIBILITIES (cont.)**

residents are affected by any problems that arise. Sometimes it may be difficult to find a Vallejo City Official who is responsible for responding to complaints concerning approved business operations, especially at night.

### **QUESTIONS - CITY OF VALLEJO RESPONSIBILITIES**

49. Where can Vallejo residents find a telephone number and person to contact regarding complaints about VMT-Orcem operations?
50. Who is responsible for responding to complaints and taking corrective actions?
51. What is the time limit for responding to complaints?
52. Which City Of Vallejo department is responsible for ensuring air quality as a result of VMT-Orcem operations?
53. Which City Of Vallejo department is responsible for responding to complaints about noise related to VMT-Orcem operations?

## **RADIOLOGICAL MONITORING**

### **COMMENT**

Steel companies are confronted with the possible presence of radioactive materials in scrap. These materials are usually in the form of sealed radioactive sources, industrial radiography equipment, hospital equipment, scrap from decommissioned nuclear power and USDOE facilities, disposable consumer goods such as smoke detectors, and other scrap materials imported from around the world. With steel production, it is possible for some radionuclides, such as radium, to be deposited in the slag.

### **QUESTIONS - RADIOLOGICAL MONITORING**

54. How often will GBFS be analyzed for the presence of radioactive materials?
55. What are the chemical compounds of concern when GBFS is analyzed prior to use at the Orcem facility?

## **PET COKE**

### **COMMENT**

According to the DEIR, page 3.2 - 27, "pet coke" may at some future date be imported. The DEIR does not discuss the origin or nature of this potential imported material. A bit of searching turns up the following:



Pet coke (petroleum coke) is a byproduct of processing heavy bitumen piped from the oil sands in Alberta, pet coke is a particularly high emitter of greenhouse gases, and the waste material's unusually low cost and increasing availability in the United States may derail efforts to shift coal-burning power stations to cleaner natural gas.

Pet coke is a byproduct of oil refining. It is a concentrated carbon solid residue that is left behind after the refining process has converted the bulk of the oil into valuable liquid fuels such as gasoline and diesel. Pet coke is a dirty fuel. Besides having very high carbon content (over 90 percent) many of the impurities in tar sands bitumen become concentrated in the pet coke produced from it. Much of the non-volatile sulfur present in the crude oil remains in the pet coke as do the non-volatile inorganics and the heavy metals such as nickel and vanadium. Combusting pet coke in countries that do not regulate and control emissions of sulfur dioxide and do not have adequate procedures for safely disposing of ash laden with heavy metals is a major concern.

This looks like a workaround to avoid the bad publicity from transporting of tar sands crude by rail. The DEIR should have given an honest explanation so residents could evaluate the implications of importing "pet coke".

#### QUESTIONS

56. What types of pet coke would be imported into Vallejo?

57. What would be the origin of the imported pet coke?

58. Why would VMT be off-loading pet coke in Vallejo?

59. What is the intended destination for the pet coke?

60. What will the pet coke be used for when it reaches the intended destination?

#### ORCEM FACILITY - OPERATIONS WITHOUT THE RAILROAD OR MARINE TERMINAL

#### COMMENT

The DEIR (page 2-17) says

*Port of Richmond:* The Port of Richmond, located approximately 17 miles to the south (and alternatively the Port of Stockton located 60 miles to the west), would serve as an alternative short-term emergency source for delivery of GBFS and clinker, via ships from sources in Asia and around the world. The raw materials would be loaded onto trucks at the port, driven to the plant, and offloaded for storage. This method would only be used in the event that the VMT Terminal is inoperable.

The DEIR does not analyze the impact of additional truck traffic.

**QUESTIONS - OPERATIONS WITHOUT THE RAILROAD OR MARINE TERMINAL**

61. How many trucks would be needed to transfer imported materials from Richmond to Vallejo?
62. What would be the impact of the extra truck traffic?
63. What would be the maximum number of days allowable for the "short-term emergency" to exist?
64. What would happen if the railroad becomes inoperable?
65. How would Orcem import and export materials without the railroad?
66. What would be the impact?

**From:** Maureen [<mailto:kocourek.maureen@gmail.com>]

**Sent:** Monday, November 02, 2015 9:57 AM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>; [maplowman@rrmdesign.com](mailto:maplowman@rrmdesign.com); Leslie Trybull <[Leslie.Trybull@cityofvallejo.net](mailto:Leslie.Trybull@cityofvallejo.net)>

**Cc:** [vallejo\\_resident@woofmanjack.com](mailto:vallejo_resident@woofmanjack.com)

**Subject:** VMT - Orcem DEIR questions

Hello,

Maureen Kocourek, resident of Vallejo, here.

The questions I have for the above referenced project are:

Can the City of Vallejo charge any fees to VMT in association with boat traffic and/or docking?

Can the City of Vallejo charge VMT/Orcem fees to repair/maintain City streets that will deteriorate due to the increased traffic and weight associated with that traffic as a result of this project?

Will VMT install shore power for the ships that will be docking at their terminal? If not, why? Can the City impose terms or requirements to mitigate the impact to air quality associated with the ships' diesel discharge while docked?

Thank you,

Maureen Kocourek

Capitol Street resident - Vallejo

**From:** [entaoing@gmail.com](mailto:entaoing@gmail.com) [<mailto:entaoing@gmail.com>] **On Behalf Of** 8Coach 8 Wayne8  
**Sent:** Monday, November 02, 2015 11:48 AM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** Part 2 of questions on DEIR for ORCEM plant proposal

n follow up to my emailed letter dated October 5, 2015 and acknowledged by Andrea Ouse dated Mon, Oct 12, 2015 at 10:01 PM, here are more of the points to consider the denial of the proposal for ORCEM cement plant.

Page	Impact	Question
ES-16-17	Impact 3.3-9	Talk of stockpiling the waste is shown here to be both potentially toxic to the Bay-Delta Ecosystem. We see here again reference to mitigation on 3.3-4 but in review it calls for a Construction/Deconstruction plan before any actions are taken. How are we to understand and evaluate a non-existing plan that my not be approved?
ES-18	Impact 3.4-1	Here again we see "significant impact" to our area. When can historical sites like this be examined by those with the knowledge of how to do it? What will their qualifications need to be?
ES-19	Impact 3.4-2	Here again we see "significant impact" to our area. What insures against the loss of the history?
ES-22	Impact 3.5-1:	Since it is up against a hillside with residences on the opposite and top side of that hill, what guarantees are offered to cover losses if vibrations of construction loosen the hill or cause unsettlement of that hill area?
ES-23	MM-3.6-1 +2+3	Who and how do we monitor such ratios of fuel usage? By ORCEM own admission they will not even guarantee compliance with City's Climate Action Plan (CAP) because the City's adopted CAP does not cover marine and rail operations. Impacts could be considered significant. How are we to monitor employee transportation to and from work? Further is it fair to require these people to comply with requirements not of the general public?
ES-25-27	Impact 3.7-1 to 8	Here again we see "significant impact" to our area in all 5 of these impacts. Dust, vapor levels, creosote, and other toxic materials. Is it worth the loss of time that these things have slowly deteriorated to now again disturb them? What will the impact be to the marine environment? While they state there will be a "significant impact" we are never explained in what forms or manners they will occur.
ES-29-30	Impact 3.8-1+2	Are there any studies on how removing these creosote pilings will affect the marine, air and sound environment as they are being removed?
ES-30+31	Impact 3.10-1 through 8	While Colt Court and 3rd street are mentioned what about those at the end of Lemon? What about all the residences along Winchester, Remington, Browning and the Harbor Apartments? Who would compensate all those

		people for their loss of sleep? What about the Real Estate loss in value? Example being that if a resident wanted to sell during the construction period, people would hear / see the process and not want to purchase that home. If this is approved would ORCEM and VT be forced to purchase those homes (like the ones mentioned in their DEIR) with funding to allow them to purchase like properties elsewhere?
ES-35	Impact 3.12-1 through 6	Traffic impacts go beyond just street level but also trains running through the streets where they have been dormant for about 20 years. Are local residents along those route being notified of this? What noise level increase along the tracks and roads will neighborhoods have to endure both during construction and after? Would the city not require permits from this type of impact by others within the city limits? Does the city have the power to stop train noise once this starts? Children have played around these tracks for years so how are they going to inform them and their parents of the change?

### Mitigation Plans mentioned but not available

Page	Mitigation (MM)	Proposed plan name
ES-5	MM 3.1-1	Final lighting plans
ES-10	3.2-5	No feasible mitigation --Called Significant and unavoidable. What are these "intensive" land use that were not taken into account in the "Bay area 2010 Clean Air Plan?"
ES-11	MM 3.3-1	Pre-construction surveys of Raptor and other birds. What will be the qualifications of such "Biologists"
ES-11	MM 3.3-2	Another Pre-construction survey approved by Ca Fish and Wildlife by "Biologist". What is in this survey? Who will monitor the activities to insure no violations occur?
ES-11	MM 3.3-3	Creosote Piling Removal Plan.
ES-12	MM 3.3-4	Construction/Deconstruction Pollution Plan
ES-14	MM 3.3-5	National Oceanic and Atmospheric Administration Marine Fisheries Service (NOAA) Fisheries-approved sound attenuation reduction and monitoring plan. They say they will bring the decibels to less than ONLY 183 when according to Galen Carol Audio " <i>Even short term exposure at 140 db can cause permanent damage - Loudest recommended exposure WITH hearing protection</i> "

ES-15	MM 3.3-7	Wharf Lighting Plan. Where is the study to include light refraction and reflection off surfaces?
ES-17	MM 3.3-9	Invasive Species Control Plan. Who is going to monitor and provide training of construction personnel?
ES-18	MM 3.4-1a	Historic Preservation Plan. Who will be monitoring and knowledgeable of the history of Sperry Mil, the administration building and garage, managers house and the barn?
ES-18	MM 3.4-1b	Historical architect and structural engineer study. How often will they inspect the site? What are remedies and or fines for violation
ES-18	MM 3.4-1c	The completion report calls for the report of "level of success" which is a no cost report. What if the report is of a total failure, what and who cover those costs?
ES-18	MM 3.4-2a	Historic American Building Survey. Where is the resource for the Guidelines mentioned here?
ES-20	MM 3.4-3	Artifacts discovery! Who will monitor this process the entire time as surely we don't expect those that could lose millions to monitor themselves?
ES-21	MM 3.4-4	Fossils are discovered. Who will monitor this process the entire time as surely we don't expect those that could lose millions to monitor themselves?
ES-22	MM 3.5-1	Maintenance of Adequate Slope Stability. Who will monitor this process the entire time?
ES-23	MM-3.6-1	Measures are required to be implemented to reduce greenhouse gas (GHG) emissions. Who will monitor this process the entire time?
ES-23	MM-3.6-2a	Encourage employee commute alternatives such as carpooling and biking options. Encourage is NOT a requirement nor do you see any accountability here if the employees don't do it?
ES-25	MM-3.7-1a+b	Hazardous Materials Management Plan. Who will monitor this process the entire time?
ES-26	MM-3.7-2a/b/c	An abatement work plan/ Inspections/ A Waste Management and Reuse Plan. Who will monitor this process the entire time?
ES-26	MM-3.7-3	Hazardous Materials Contingency Plan
ES-28	MM-3.7-4	Emergency Response Plan
ES-29	MM-3.8-1	Dredged Material Management Plan. Who will monitor this process the entire time?



ES-30	MM-3.8-2	Applicant shall describe screening and testing procedures to be used to ensure that rock and aggregate materials do not contain legacy contaminants that could violate water quality objectives. Who will monitor this process the entire time?
ES-31	MM-3.10-2	Reduce the noise impact of the plant operation. Who will monitor this process the entire time?
ES-33	See MM 3.10-3a, MM-3.10-3b, and MM 3.10-4.	The following measures shall be adhered to during construction. Who will monitor this process the entire time?
ES-35	MM-3.12-1:	Construction Traffic Management Plan. Who will monitor this process the entire time?
ES-36	MM-3.12-2a and MM-3.12-2b	The applicants shall work with the California Northern Railroad to limit train movements through Vallejo to between 9:00 a.m. and 4:00 p.m. Isn't it true that the train system are totally independent of any and all local codes or requests?
ES-37	MM-3.12-3	Prepare a structural pavement assessment for this segment of roadway, which shall be submitted for review and approval by the City Public Works Department, between the project site and Sonoma Boulevard and through the intersection of Lemon Street/Sonoma Boulevard. Why only that area...what about the rest of Sonoma and Lemon? Those trucks don't just stop at the end of Lemon and Sonoma do they?
ES-38	MM-3.12-4	The project applicants shall work with the City of Vallejo to identify, design, and construct improvements on Lemon Street between the project site and Curtola Parkway, where not already funded or completed, based on the project truck traffic phasing, to provide for safe movement of pedestrians and bicycles along and across this section of roadway, and to provide for the safe movement of project trucks through portions of this roadway where existing residential driveways take direct access, consistent with the applicable General Plan policies (see Section 3.12.1). Now this section runs all the way to Curtola Parkway unlike MM-3.12-3. Why is Somona Blvd not given the same considerations? Who decides the distances and why?

ES-39	No Project Alternative	How many new jobs are really guaranteed to people of Vallejo? Is it even legal to hire based on where you live? What NEW tax revenues are created since someone is already paying the property taxes on the land now?
	Revised Operations Alternative	If they can do with this much operations less then why is it not that way from the start?
	ES.7.2 Environmentally Superior Alternative	They claim that there is no “No Project Alternative would result in the least environmental impacts and would be the environmentally superior alternative”. Has the city done a request for this site to other developers? Was Lenar contacted or a Vallejo community committee formed to investigate options like sportplex, hotels, retail shopping etc?
ES-40	ES.8 AREAS OF CONTROVERSY	This shows that 14 letters were received but several people I talked with never was even notified until Oct 7th, 2015 that they were even doing this project. What official city notices were sent out and when? What is considered ample time to find out something like this high intensity use is planned?
1-5	1.6.1 Notice of Preparation and Responses	While we see here a loose listing of notifications and one publication in the Vallejo Newspaper, I see no mention of either the the proposing party nor the city to notify residents (especially those within a direct impact area) by mail or other individual ways to insure awareness by citizens of the city.
1-7	1.6.3 Draft EIR Public Review	Draft EIR is subject to a minimum 45-day public review period. Note here that the statement says minimum and why are we not allowing more time to get the information out to the people?
2-2	Table 2-1	Paragraph 1 claims that this area in the city of Vallejo is zoned “Intensive Use” and “employment”. I understand this area to be “light industrial” so which one is correct? We also see that the county of Solano says “ The portion of the project site located outside the City limits is designated “Open Space-Community Park”. So the county is alright with changing that to a toxic cement plant?”
2-3		It classifies “Heavy Industrial Uses” as “all other plants” or any such plant which “involves the compounding of <i>radioactive</i> materials, <i>petroleum refining</i> or manufacturing of <i>explosives</i> .” The proposed project is considered a heavy industrial use and therefore requires a major use permit. <b>Was this the designation when General Mills had the land? Would a flour mill require that same designation today?</b>

## Additional Questions

We have allowed 20 years of return to the natural state of being for that site. Now they propose to disturb that entire eco system once again? How deep is the natural depth off the shore now vs what they purpose to dredge out?

Why do we need to undercut another facility already in place up in stockton?

We in the neighboring area to the plant will have a strong drop in Real Estate values just because of the "perceived threat" alone much left whatever negative effects come long term from the plant. Who is going to pay for those losses in value?

Why has the city not notified all of the impacted area? If residents do a small impact we are required by planning/zoning to notify our neighbors within a 300 ft distance of the small impact yet the city does not have to do the same requirement of a cement plant?

Do all the residents along the train corridor know that those lines will be used again and the noise, dust, train whistle that will be going on several times a day? Have the proposer's been required to notify anyone?

My last thought remains "Is this the direction we really want to take our waterfront properties"? We rely upon our city council to make good "healthy" decisions for our community that would be a positive impact that we should be proud to pass onto the next generation.

Thank you for your time and consideration,  
Wayne Law  
Vallejo Resident of Colt Ct.

**From:** Judith Lerner [<mailto:jrlerner@sbcglobal.net>]  
**Sent:** Sunday, October 25, 2015 9:13 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** a question about the Orcem cement plant

According to the executive summary of the Air Quality and Green House Gas Evaluation, "the Orcem project will be sited on a portion of the VMT property and it is highly dependent on the VMT project for transporting raw materials. The VMT project will rely on the Orcem project for a percentage of its business."

I've also looked at the map. and it seems that the Orcem plant takes up most of the space that could conceivably be used for loading and unloading material. My question is, realistically, whether we could expect to see any additional shipping coming in and out of Vallejo through the VMT project. While I understand that a specific answer to the question would depend on market forces, I would like to know more about what that "percentage" might potentially be.

Has the city council been fed a story about the potential for Vallejo to become a Bay Area shipping center? They might need to take a closer look at the map.

Further, who is paying for the VMT project? If the city of Vallejo is funding some of it in the hopes of getting some additional business into the area, then we better have a clearer idea of what that undefined percentage might be.

Then too, if there actually is the potential for additional shipping, it would be wise to consider the effects of that before agreeing to this deal.

On the other hand, if there is actually little chance of any shipping other than the Orcem raw materials going through this area, then I feel very strongly that we should not be calling it two different things. I assume that Orcem has specific regulatory responsibilities for the area that is marked in green on the map. If they are the VMT's sole or even primary "customer" then they should have sole or primary responsibility for all of it.

I have just begun to look through the report, so I may have additional questions in the future.

Thank you for your time.

Judith Lerner  
Voter  
630 Louisiana St  
Vallejo, CA 94590

**From:** Jean Likover [<mailto:jeanlikover@gmail.com>]

**Sent:** Friday, September 25, 2015 4:17 PM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Subject:** Extend the deadline for comments on the Orcem Plant/ Marine Termianl

Andrea,

I cannot manage to wade through the whole 700+ pages of the DEIR by the city's deadline for questions. I am afraid some of my questions will not get answered. Can you extend the deadline so I can read the DEIR morethoroughly and carefully and make sure I am getting all my questions answered?

thank you

Jean Likover

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

WHO DETERMINED THAT  
THE AMBIENT NOISE LEVEL  
WAS 57 or 58 <sup>Decibels</sup> CURRENTLY?  
I DO NOT BELIEVE THAT FIGURE  
IS CORRECT. WHERE WERE THESE  
READINGS TAKE

(Your Name)

LANNA JEW LIKOVER 413 CENTER ST Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

<http://www.cityofvallejo.net/>



# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions) WHO WILL ENSURE A RELEASE  
THE INFORMATION ABOUT THE  
INFORMING THE PUBLIC OF THE  
"INDEPENDENT REVIEW" TO SEE  
THAT CEQA IS CONSISTENT  
WITH "FRIEND OF LA VINA  
(Your Name) vs COUNTY OF LOS ANGELES 1991  
VALLEJO CAL. APP  
1446

LAURA JEAN LIKOVER

Vallejo, CA

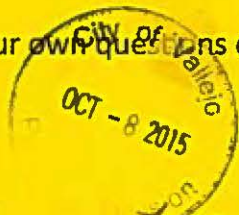
IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net/>

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

**BACKGROUND** – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

**QUESTIONS** – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)



What will the Cement Factory do to the Environ. & Water?

YOUR NAME Donna Linney, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

November 2, 2015

Andrea Ouse, AICP  
Community and Economic Development Director  
City of Vallejo  
555 Santa Clara Street  
Vallejo, CA 94590 Sent to: [andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net)

**SUBJECT: Comments on Draft EIR for Vallejo Marine Terminal  
and Orcem Projects, SCH #2014052057**

Dear Ms. Ouse:

Thank you for the opportunity to provide these comments on the combined Draft EIR prepared for the above projects located at 790-800 Derr Avenue in the City of Vallejo. These comments are being transmitted on behalf of both Vallejo Marine Terminal, LLC (“VMT”) and Orcem California, Inc. (“Orcem”).

In general, we find the Draft Environmental Impact Report (“DEIR”) to be complete and technically accurate with respect to its description of the VMT and Orcem projects, and its analysis of potential environmental effects associated with the two projects. In particular, we note that in all areas of impact analysis, the DEIR has considered both the individual and cumulative effects at both a direct and indirect level for both the projects individually, and in combination with other known and reasonably anticipated future development.

Our review of the DEIR indicates that both the individual and cumulative analyses for the projects were carried out at an absolute “worst-case” level, taking into account the maximum potential effects associated with all aspects of construction and future operation. Consequently, a number of effects classified as being potentially significant may ultimately prove to be considerably smaller in scope. Nevertheless, the level of mitigation assigned has in most cases reduced these potential effects to a less-than-significant level.

Subject to the refinements and enhancements outlined below, we wholeheartedly support these mitigation measures, and wish to express our commitment to work with the City, its partner responsible agencies, and the greater Vallejo community to ensure that all environmental effects of the VMT and Orcem projects are minimized to the maximum extent feasible. As part of this effort, we are also committed to both the initial mitigation safeguards and the long-term monitoring built into the DEIR’s mitigation strategy. Based on this approach, we believe these projects will provide a wide range of sustainable benefits for Vallejo. Just to name a few, these include the creation of an estimated 189 well-paid direct and indirect jobs (estimated to average over \$69,600 each), over \$2 million annually in additional tax revenue enhancement, generation of nearly \$62<sup>1</sup> million annually in economic activity which will serve as an ongoing catalyst for other employment-related growth in Vallejo, re-establishment of access to deep-water international shipping, and direct access to one of the premier environmentally green and recycled building products sought by architects, government, industry leaders and high-profile projects throughout the region.

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<sup>1</sup> Employment and fiscal impacts taken from Fiscal and Economic Impact Study for Orcem and VMT Projects, Field Guide Consulting, November 7, 2014 (posted on City Website).

Following are the specific technical corrections we believe should be made to the DEIR:

1. The description of the **Revised Operations Alternative** (“ROA”) in the Executive Summary on page ES-39, and again in the Alternatives Chapter on page 6-10 fails to make reference to that component of the alternative which incentivizes use of barge transportation by VMT, resulting in a potential reduction in VMT’s truck and rail transportation trips by 25%. The “more complete description” of the ROA on pages 6-11 and 6-12 (under bullet 6) includes “steps to identify and implement a program for favoring contracts with operators which utilize barges, rather than trucks or trains, as their primary means of moving goods.” This critical component of the VMT operations under the ROA should be included in both earlier summaries so that the reader understand the full scope of its benefits.
2. As discussed above, we believe that the analysis of “worst-case” environmental impacts from the combined projects under direct and indirect conditions is appropriate for purposes of CEQA compliance. However, the **isolation of truck trips on a “maximum day” basis, as opposed to a “worst-case maximum average monthly basis”** is inconsistent with the methodology universally used in CEQA analyses and called for in the Vallejo General Plan for examination of traffic impacts (peak hour average and peak daily average are the accepted norm). Use of maximum day calculations therefore presents a skewed and unrealistic portrayal of what local residents and drivers would typically experience, for example, along Lemon Street north of Sonoma Boulevard. As shown in the attached table entitled “Maximum Average Truck Movements without Mitigation”, the realistic total daily average truck volume from the combined projects would be 177 one-way trips, compared to the 295 reflected in the DEIR. This translates to not more than 99 combined truck trips, for example, along Lemon Street north of Sonoma Boulevard. The DEIR should be modified to include this critical missing information.
3. In the Executive Summary on page ES-12, and again in the Biological Resources Chapter on page 3.3-69 **Mitigation Measure 3.3-3** calls for use of vibratory hammers “as the primary method for removal of all wood pilings whose wood cores have not rotted away”. Because the documentation in the Biological Resources Chapter and Appendices clearly shows that virtually all of the remaining pilings are badly deteriorated (all with rotted cores), the alternative method of “direct pull” as listed in the second bullet is the approach with the least potential for environmental damage. MM-3.3-3 should therefore state this established fact as a matter of record, and allow use the direct pull method without need for further “justification”.
4. On **pages 1-1 through 1-2 of the Introduction Chapter**, it is incorrectly stated that VMT would “operate on 34.3 acres of the project site”. As correctly noted in the Project Description Chapter, VMT’s operations would only use “a portion of the 34.3-acres designated as the VMT Site (a portion of the combined 39.1-acre project site)”. This includes the 10.5-acre VMT Terminal area. The discussion in the Introduction is currently misleading and should be revised to follow the Project Description.
5. **Mitigation Measure 3.2-1** on page 3.2-43 calls for implementation of a reporting plan “After the calendar year in which 15 vessels arrive at the site”, in order to confirm that NOx emissions remain below 10 tons per year. The evidence presented in Appendix D-1 shows

that there is no potential for combined operational NOx to exceed the threshold until at least 20 vessels arrive in any given year. It is therefore appropriate that this measure be revised to call for implementation of M-3.2-1 "At such time as 20 or more vessels arrive at the site".

6. We note that DEIR Mitigation **Measure MM-3.6-1** states that the: "Fuel Supply shall consist of compressed natural gas for forklifts & frontend loaders". As reflected in the materials provided by our air quality and greenhouse gas experts, compressed natural gas frontend loaders are not currently available. We therefore suggest that this equipment be identified biodiesel fuel powered. This will result in an equally effective level of mitigation.
7. Technical **Appendix D-1**, the Air Quality and Greenhouse Gas ("GHG") Evaluation, included several minor inconsistencies with respect to the projected lifecycle savings in GHG emissions. These have been corrected in the attached redlined version of the report dated 10/20/15. As you will see in summary Tables ES-5, 6 and 7, the ultimate savings in CO2e emissions over the lifecycle of GGBFS production in Mode 1 are substantially greater than as first reported, whereas those from blended or purely cement-based products are slightly less. These revised figures will require corrections to some of the figures as shown in **DEIR Table 3.6-8** and the subsequent descriptive text. As correctly noted on DEIR Page 3.6-23, because the Orcem plant will primarily operate in GGBFS production Mode 1, the ultimate savings in GHG emissions compared to production of conventional portland cement will be even greater than previously stated. It is important to note that these changes to the reported lifecycle emissions do not affect the threshold analysis included in Chapter 3.6 of the DEIR (including the Orcem Plant GHG Emissions in Table 3.6-7), or any of the impact conclusions either in this or any other chapter of the document, and are provided for inclusion in the Final EIR ("FEIR") for the sake of accuracy.

Thank you for the opportunity to provide these comments. We look forward to review of the Final EIR and working diligently with the City, the community, and other responsible agencies to ensure that all environmental effects of the combined projects are minimized to the extent feasible.

Sincerely,



Richard T. Loewke, AICP

Cc: Lisa Plowman, RRM Design Group  
Steve Bryan, Orcem California  
Matthew Fettig, Vallejo Marine Terminal

Attachments: Redlined Appendix D-1 Air Quality and GHG Evaluation  
Analysis of Maximum Average Truck Movements

Intended for

**Orcem/VMT**

Document type

**Report**

Date

**October, 2015**

# ORCEM/VMT PROJECT

## AIR QUALITY AND GREENHOUSE GAS EVALUATION



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Date **October 20, 2015**

Ref **0336907A**

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## EXECUTIVE SUMMARY

This report contains an evaluation of the proposed Orcem California, Inc. (Orcem) and Vallejo Marine Terminal, LLC (VMT) projects in Vallejo, California (“the Project”) with respect to air quality and greenhouse gas (GHG) California Environmental Quality Act (CEQA) thresholds adopted by the Bay Area Air Quality Management District (BAAQMD) in May, 2011<sup>1</sup>. This work has been conducted by ENVIRON Corporation and AWN Consulting, Limited (AWN) and is supported by analyses prepared by Atmospheric Dynamics (AD).

The Orcem project will be sited on a portion of the VMT property and it is highly dependent on the VMT project for transporting raw materials. The VMT project will rely on the Orcem project for a certain percentage of its business. Each operation is briefly discussed below.

This report also evaluates the air quality and greenhouse gas emission from the Revised Operations Alternative (ROA) to the Project. The ROA incorporates permitting of the VMT project component by the BAAQMD, along with other measures designed to limit project emissions. Emissions for comparison with the BAAQMD May 2011 threshold were estimated for the Orcem Phase 2 GBFS + VMT Truck & Rail Alternative, as it represents the project configuration with the greatest emissions.

The VMT project would reestablish industrial uses on a portion of the 34.3 acres designated as the VMT project site. The VMT project would involve the removal of a deteriorated timber wharf and construction of a modern deep-water terminal, including wharf improvements, laydown area, and trucking and rail connections, primarily servicing the import and export of bulk and break-bulk commodities within approximately 10.5 acres referred to as the VMT Terminal Site. Construction of the terminal would require fill and dredging activities within the water.

The VMT project would be constructed in two or more separate phases over a period of time. In addition to the construction and operation of this modern terminal, the VMT Project would also reuse several of the existing buildings formerly occupied by General Mills. Buildings and structures to remain would be used by VMT for administrative office and commercial office uses consistent with the City’s Intensive Use zoning district standards. As an operational deep draft facility, the VMT Terminal, including Phases 1 and 2, is anticipated to handle a wide range of commodities. The Phase 1 wharf would include a concrete pile-supported wharf with structural concrete deck, associated mooring and fender systems, and related improvements for deep-water marine transportation operations, while the Phase 2 rock dike would consist of riprap and associated improvements of approximately 600 feet in length north of and adjoining the Phase 1 wharf.

The Orcem project would involve construction and operation of an industrial facility for the production of a high performance, less polluting replacement for the traditional portland cement material used in most California construction projects. In particular, Orcem is proposing to construct and operate a manufacturing plant on the site which focuses primarily on production of Ground Granulated Blast Furnace Slag GGBFS. However, the Orcem Project may also produce cement from clinker. The Orcem Project would involve construction of approximately 73,000 square feet of buildings and equipment, together with outdoor storage areas, on a 4.83-acre portion of the former General Mills plant site leased from VMT. Several of the buildings and equipment previously used by General Mills within the Orcem Site would be demolished in order to accommodate construction and operation of the proposed cement products production facility. The project would be constructed in phases to coincide with the growth in demand for Orcem’s products. Orcem would import most of the raw materials used in the proposed plant via the proposed wharf on the adjoining VMT Site.

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<sup>1</sup> As of May 2012, the BAAQMD no longer recommends these thresholds pending the outcome of a lawsuit challenging these thresholds



The material throughput for both the Orcem and VMT projects would ramp up over time, as shown in Table ES.1, below. The greatest air quality impact would result from the activities described in #3 in Table ES.1, where the maximum material is moved through the facilities via trucks and rail. The maximum mode will not occur until at least 2020. Accordingly, the emissions are analyzed for 2020 fleet year for the shipping scenario described in #3, below. Prior to 2020, no more than three ships monthly averaged annually would arrive at the Project.

**Table ES.1 Transport Volumes for Various Activities**

Average Monthly Transportation Activity	Ships (#)	Barge (tons)	Trucks (tons)	Rail (tons)	Total (tons)
#1 - Orcem Phase 1 GBFS + VMT Truck Only	2	0	81,700	0	81,700
#2 - Orcem Phase 2 GBFS + VMT Truck & Rail	3	0	44,000	76,000	120,000
#3 - Orcem Phase 2 GBFS + VMT Truck & Rail Alt.	4	0	91,900	68,100	160,000
#4 - Orcem Phase 2 GBFS/Cement + VMT Truck, Rail & Barge	4	48,300	81,200	30,500	160,000
#5 - Orcem Phase 2 GBFS/Cement + VMT Truck, Rail & Barge Alt.	4	6,600	89,200	64,200	160,000

Construction emissions calculations and the risk assessment for construction were conducted by Atmospheric Dynamics and the results are discussed in Section 4 of this report. The emissions estimates for criteria pollutants are described in Section 5 of this report. The GHG emissions estimates are contained in Section 6 of this report, and the estimate of ambient concentration of CO is described in Section 7 of this report. The Project and cumulative risk assessment, including estimated PM<sub>2.5</sub> concentration, consistent with BAAQMD guidelines, is discussed in Section 7 of this report.

The estimated operational and construction impacts from the Project are compared with the BAAQMD's most recently adopted May 2011 Thresholds in Table ES.2. As shown in the Table, the Project would exceed the BAAQMD's Thresholds for nitrogen oxides (NO<sub>x</sub>) emissions and health risks before mitigation. In addition, the Project would have a greater level of GHG emissions than identified in the BAAQMD's May 2011 Thresholds, without consideration of lifecycle emissions. With consideration of lifecycle emissions, the Project's GHG emissions are below the BAAQMD's May 2011 Thresholds. The project is also consistent with the Vallejo Climate Action Plan and does not impede statewide compliance with the Air Resources Board Scoping Plan for AB 32, California's Global Warming Solutions Act. After application of the measures contained in the ROA serving as mitigation for the effects of the original project, and phased mitigation to reduce health risks, the project remains significant for NO<sub>x</sub> emissions for operations, but less than significant after mitigation for health risks. The Project is not significant for any other threshold after mitigation. The Project's GHG emissions would also continue to be greater than identified in the BAAQMD's May 2011 Thresholds, when not considering lifecycle emissions. The Project impacts are estimated based on substantial evidence, including detailed calculations and engineering data, and characterize the Project at the combined maximum build out for the Project.

Table ES.2 Comparison of Operational Project Impacts with BAAQMD Adopted May 2011 CEQA Thresholds

	Units	Project	Threshold	Exceed Threshold?
<b>Construction Emissions</b>				
ROG	lb/day	8.2	54	No
NO <sub>x</sub>		53.7	54	No
PM <sub>10</sub>		2.5	82	No
PM <sub>2.5</sub>		2.5	54	No
GHG	MT	94	-- <sup>a</sup>	--
<b>Operational Emissions</b>				
ROG	tons/year	4.18	10	No
NO <sub>x</sub> (unmitigated)		63.39	10	Yes
NO <sub>x</sub> (mitigated)		24.54	10	Yes
PM <sub>10</sub>		12.47	15	No
PM <sub>2.5</sub>		3.74	10	No
ROG	lb/day	22.92	54	No
NO <sub>x</sub>		347.33	54	Yes
PM <sub>10</sub>		68.36	82	No
PM <sub>2.5</sub>		20.51	54	No
GHG – stationary source (lifecycle)	MT CO <sub>2</sub> e/yr	<zero	10,000	No
GHG – stationary source (no lifecycle)	MT CO <sub>2</sub> e/yr	13,900	10,000	Yes
GHG – other	Compliance with a Climate Action Plan	Yes	Yes	No
<b>Construction Health Impacts on Off-site Receptors</b>				
Excess Lifetime Cancer Risk	in a million	5.7	10	No
Chronic Hazard Index	unitless	0.009	1	No
PM <sub>2.5</sub> Concentration	µg/m <sup>3</sup>	0.08	0.3	No
Acute Hazard Index	unitless	---	1	No
<b>Operational Health Impacts on Off-site Receptors</b>				
Excess Lifetime Cancer Risk (unmitigated)	in a million	13.3	10	Yes
Excess Lifetime Cancer Risk (mitigated)	in a million	9.9	10	No
Chronic Hazard Index	unitless	0.1	1	No
PM <sub>2.5</sub> Concentration	µg/m <sup>3</sup>	0.13	0.3	No
Acute Hazard Index	unitless	0.01	1	No
<b>Cumulative Health Impacts on Off-Site MEISR</b>				
Excess Lifetime Cancer Risk	in a million	17	100	No
Chronic Hazard Index	unitless	0.1	10	No
PM <sub>2.5</sub> Concentration	µg/m <sup>3</sup>	0.13	0.8	No
<b>CO Hot Spot Analysis</b>				
Local CO (8-hour average)	ppm	4	9.0	No
Local CO (1-hour average)	ppm	7	20	No
<sup>a</sup> There is no construction threshold for GHGs but shown for information purposes as recommended by BAAQMD CEQA Guidance.				

The cumulative unmitigated Project emissions are greater than the BAAQMD significance threshold for NOx. Therefore, the ROA has been developed to provide for implementation of all feasible mitigation measures are required for NOx. The BAAQMD requires that emissions from the combination of stationary sources, ocean going vessels and rail be offset if those emissions from any facility are greater than 10 tons per year. Only NOx emissions are greater than 10 tons per year from stationary sources, ocean going vessels and rail activities at both Orcem and VMT.

Permitted emissions of certain criteria pollutants that are greater than 10 tons per year, but less than 35 tons per year are provided offsets by the BAAQMD from its Small Facility (Offset) Banking Account. The only criteria pollutant greater with emissions greater than 10 tons per year from the Project is NOx. Emissions of NOx from ocean going vessels from Orcem are 12 tons per year, Orcem rail emissions are 0.7 tons per year, and stationary sources from Orcem are 5.6 tons per year. Emissions of NOx from ocean going vessels from VMT are 18.3 tons per year and emissions from rail from VMT are 2.2 tons per year. Therefore, the BAAQMD will provide Orcem with 18.29 tons of NOx emissions offsets, and, in the Reduced Option Alternative (ROA) also provide VMT with 20.56 tons of offsets for a total of 38.85 tons of offsets per year. Accordingly, these emissions are shown as mitigated emissions in Table ES.3. These emission offsets are estimates of the total emission offsets that will be provided by the BAAQMD upon permitting. However, the permitting will not be completed until after this Environmental Impact Report (EIR) is certified. Note that application of NOx offsets by the BAAQMD is only possible through modification of the original Project, as called for in the ROA, to subject the VMT project component to permitting (and associated operational regulation, including the use of Best Available Control Technology [BACT])

Application of NOx offsets for both VMT and Orcem, along with the pollutant reduced and the estimated reduction are contained in Table ES.3, below. The BAAQMD would be permitting Orcem and VMT shipping, and would, under the ROA, individually provide a permit for the both components. In permitting the Orcem and VMT operations, the BAAQMD would provide NOx offsets from its Small Facility (Offset) Banking Account, as each of the operation's NOx emissions are below 35 tons per year.

Table ES.3 outlines the cumulative annual mean emission totals (tons/yr) for the Orcem and VMT operations for each aspect of the operations, individually, and combined.

**Table ES.3 Annual Emissions of Criteria Pollutants from the Cumulative Operations of VMT and Orcem (tons/yr).**

Emissions (tons/year)	ROG	CO	NOx	Exhaust	Fugitive	Exhaust	Fugitive	DPM	SO <sub>2</sub>
				PM <sub>10</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>	PM <sub>2.5</sub>		
<b>VMT</b>	1.38	6.81	31.33	0.48	5.05	0.46	1.22	0.42	1.26
<b>VMT Emissions Offsets</b>	--	--	20.56	--	--	--	--	--	--
<b>VMT Mitigated</b>	1.38	6.81	10.77	0.48	5.05	0.46	1.22	0.42	1.26
<b>Orcem</b>									
<b>Orcem</b>	2.80	17.76	32.06	0.59	6.35	0.57	1.50	0.28	1.03
<b>Orcem Emissions Offsets</b>	--	--	18.29	--	--	--	--	--	--
<b>Orcem Mitigated</b>	2.80	17.76	13.77	0.59	6.35	0.57	1.50	0.28	1.03
<b>Orcem Plus VMT Unmitigated</b>									
<b>Orcem Plus VMT Unmitigated</b>	4.18	24.57	63.39	1.07	11.40	1.03	2.71	0.70	2.29
<b>BAAQMD Thresholds</b>	10	--	10	15	--	10	--	--	--
<b>Unmitigated Emissions Significant?</b>	No	--	Yes	No	--	No	--	--	--
<b>Orcem Plus VMT Mitigated</b>									
<b>Orcem Plus VMT Mitigated</b>	4.18	24.57	24.54	1.07	11.40	1.03	2.71	0.70	2.29
<b>BAAQMD Thresholds</b>	10	--	10	15	--	10	--	--	--
<b>Mitigated Emissions Significant?</b>	No	--	Yes	No	--	No	--	--	--

A robust series of project design features described in Table ES.4 reduce air emissions from the Project. The emissions reductions from these measures are already incorporated into the emissions estimates for the Project.

Table ES.4 Proposed Operational Mitigation Measures For Orcem

Potential Source of Emissions to Air	Project Design Features to Reduce Emissions
Handymax Ship	0.1% Sulphur Marine Fuel Within 24nm of California coast for the main, auxiliary and boiler engines
Grab Crane on ship transfers GBFS to Mobile Hopper	Watering of material transfer point to ensure adequate moisture content giving a control effectiveness of 95% (SCAMQD (2007))
Hopper drop to conveyor	Watering of material transfer point to ensure adequate moisture content and aspirated hopper discharging through filter giving a control effectiveness of 95% (SCAMQD (2007))
Conveyor drop to conveyor	Watering of material transfer point to ensure adequate moisture content giving a control effectiveness of 95% (SCAMQD (2007))
Conveyor drop to mound in GBFS storage area	Watering of material transfer point to ensure adequate moisture content giving a control effectiveness of 95% (SCAMQD (2007))
Front loader excavation of stockpile	Watering of material transfer point to ensure adequate moisture content giving a control effectiveness of 95% (SCAMQD (2007))
Loading of hopper by front loader	Watering of material transfer point to ensure adequate moisture content and aspirated hopper discharging through filter giving a control effectiveness of 95% (SCAMQD (2007))
Raw Material Storage Piles	Frequent watering of storage pile & 3-Sided Enclosure for 2 of the 3 stockpiling areas giving a control effectiveness of 90 - 97.5% (SCAMQD (2007), AP42)
Orcem Main Emission Point (P-1)	The main emission point will have emissions of NO <sub>x</sub> , CO and PM <sub>10</sub> / PM <sub>2.5</sub> which are in accordance with BACT for the category of manufacturing.
Front Loader, Forklifts & Excavator	Dust suppression using MgCl <sub>2</sub> (magnesium chloride), frequent watering (3-times daily) & 15 mph speed limit giving a combined control effectiveness of 96.8% <sup>Note 2</sup> Excavator diesel and front loader engines on-site will be post-2014 low emission Tier 4 engines and will be operated on biodiesel (B20).
Industrial Paved Rd (Finished Product)	Watering 3 times daily giving a control effectiveness of 80% (SCAMQD (2007))
Processing plant and material storage buildings	All air in contact with raw material or finished product, such as air from storage buildings, silos, elevators, is treated by bag filters or other types of filter prior to discharge to the atmosphere, with a not to exceed limit value of 2.5 mg/Nm <sup>3</sup> <sup>Note 1</sup> (0.0011 grains/dscf) PM <sub>2.5</sub> .
Truck filling with finished product	Filling takes place in an enclosed area, isolated from the external environment with air discharged through bag filter to atmosphere, with a not to exceed limit of 2.5 mg/Nm <sup>3</sup> <sup>Note 1</sup> (0.0011 grains/dscf) PM <sub>2.5</sub> .
Railcar Filling	Filling takes place in an enclosed area, isolated from the external environment with air discharged through bag filter to atmosphere, with a not to exceed limit of 2.5mg/Nm <sup>3</sup> <sup>Note 1</sup> (0.0011 grains/dscf) PM <sub>2.5</sub> .
Railcar movement	Ultra-Low Emissions Road-Switcher Locomotives (National Railway Equipment Company) will be used for both switching and line haul. Reduction of 80-90% in PM <sub>10</sub> compared to Tier II EPA emission rates.
<sup>Note 1</sup> Normalised to 298K & 101.325kPa.	
<sup>Note 2</sup> Western Governors' Association (WRAP) Fugitive Dust Handbook indicates 84% control efficiency for MgCl <sub>2</sub> . The Alaska Cooperative Transportation and Public Facilities Research Program (Control of Dust Emissions from Unpaved Roads, 1992) reports up to 80% control for 15mph speed limitation. This results in a cumulative control of 96.8%.	

The cumulative GHG emissions are also greater than the May 2011 BAAQMD Threshold for GHG emissions. As shown in an analysis contained in Section 6 of this report, the production of GGBFS by Orcem will lead to substantial lifecycle GHG emission savings when compared to greenhouse gas

emissions from cement production. As shown in Table ES.5, the average percentage saving compared to portland cement production is greater than 90% and amounts to approximately ~~450,577~~,000 MTs of carbon dioxide equivalent (CO<sub>2</sub>e) for Mode 1 Milestone 5.

**Table ES.5 Annual CO<sub>2</sub> Savings Associated With the Production of GGBFS by Orcem (Mode 1) (MTs)**

Orcem Mode	Milestone	GGBFS Tonnage Produced (Metric tonnes)	Equivalent CO <sub>2</sub> emissions associated with Cement Production (MTs) <sup>Note 1</sup>	CO <sub>2</sub> emissions associated with GGBFS (MTs)	Savings in terms of CO <sub>2</sub> e (MTs)
1	1	<del>115,047,109,299</del>	<del>98,940,94,000</del>	<del>8,140,8,010</del>	<del>85,90,990,800</del> (92% reduction)
	2	<del>230,109,207,093</del>	<del>197,894,178,100</del>	<del>15,873,15,687</del>	<del>162,182,410,021</del> (91% reduction)
	3	<del>345,137,293,381</del>	<del>296,818,252,310</del>	<del>23,558,23,309</del>	<del>229,273,000,260</del> (91% reduction)
	4	<del>460,205,368,165</del>	<del>395,776,316,620</del>	<del>31,512,31,047</del>	<del>285,364,570,264</del> (90% reduction)
	5	<del>728,660,582,928</del>	<del>626,648,501,320</del>	<del>49,612,48,581</del>	<del>452,577,740,036</del> (90% reduction)

<sup>Note 1</sup> 0.86 tonnes of CO<sub>2</sub> / MT of cement based on the presentation "Industry Background and Overview" presented by Tom Pyle (CAT Cement Sub-Group Leader) at the CARB AB32 meeting in 2008 (emission factors for calcination and fuel usage in cement production combined with no allowance for transport). Note that GHG emissions associated with GGBFS also includes GHG emissions resulting from shipment of materials from Japan, to ensure a conservative comparison.

In relation to Mode 2, the production of cement from clinker by Orcem will lead to a more modest greenhouse gas emission savings when compared to GHG emissions from portland cement production. As shown in Table ES.6, the average percentage saving compared to portland cement production is ~~greater than~~ 3% and amounts to approximately ~~2722,000~~ 300 MTs of CO<sub>2</sub>e for Mode 2 Milestone 5.

**Table ES.6 Annual CO<sub>2</sub> Savings Associated With the Production of Cement from Clinker by Orcem (Mode 2) (MTs)**

Orcem Mode	Milestone	Cement Tonnage Produced (Metric tonnes)	Equivalent CO <sub>2</sub> emissions associated with Cement Production (MTs) <sup>Note 1</sup>	Orcem CO <sub>2</sub> emissions associated with Clinker Production (MTs)	Savings in terms of CO <sub>2</sub> e (MTs)
2	1	<del>133,333,133,333</del>	<del>114,666,114,666</del>	<del>111,406,110,815</del>	<del>3,852,260</del> ( <del>3.48</del> % reduction)
	2	<del>266,667,266,667</del>	<del>229,334,229,334</del>	<del>222,439,221,636</del>	<del>7,698,6,895</del> (3.40% reduction)
	3	<del>400,000,400,000</del>	<del>344,000,344,000</del>	<del>333,458,332,441</del>	<del>11,10,559,542</del> (3.41% reduction)



	4	<del>533,333,533,333</del>	<del>458,666,458,666</del>	<del>444,779,441,607</del>	<del>1713,060,887</del> (3.07% reduction)
	5	<del>844,444,844,444</del>	<del>726,222,726,222</del>	<del>703,953,699,149</del>	<del>2722,073,269</del> (3.71% reduction)
<p>Note 1 0.86 tonnes of CO<sub>2</sub> / MT of cement based on the presentation "Industry Background and Overview" presented by Tom Pyle (CAT Cement Sub-Group Leader) at the CARB AB32 meeting in 2008 (-emission factors for calcination and fuel usage in cement production combined with no allowance for transport). <u>Note that GHG emissions associated with clinker also includes GHG emissions resulting from shipment of materials from Japan, to ensure a conservative comparison.</u></p>					

Mode 3 operations will involve the production of mainly GGBFS from GBFS with some additional cement imported / exported from the facility. Under this mode of operation, GHG emission savings when compared to GHG emissions from portland cement production will be substantial. As shown in Table ES.7, the average percentage saving compared to portland cement production is greater than 70% and amounts to approximately ~~450,575~~,000 MTs of CO<sub>2</sub>e for Mode 3 Milestone 5.

Table ES.7 Annual CO<sub>2</sub> Savings Associated With the Production of GGBFS / Cement by Orcem (Mode 3) (MTs)

Orcem Mode	Milestone	Cement Tonnage Produced (Metric tonnes)	Equivalent CO <sub>2</sub> emissions associated with Cement Production (MTs) Note 1	Orcem CO <sub>2</sub> emissions associated with GGBFS / Cement Production (MTs)	Savings in terms of CO <sub>2</sub> e (MTs)
3	1	<del>175,052,175,052</del>	<del>150,545,150,545</del>	<del>60,941,58,922</del>	<del>9489,623,604</del> (61.60% reduction)
	2	<del>310,103,310,103</del>	<del>266,689,266,689</del>	<del>86,303,83,214</del>	<del>183,180,475,386</del> (69.68% reduction)
	3	<del>445,155,445,155</del>	<del>382,833,382,833</del>	<del>111,649,107,491</del>	<del>275,271,343,184</del> (72.71% reduction)
	4	<del>580,205,488,165</del>	<del>498,976,419,822</del>	<del>137,028,131,907</del>	<del>287,361,915,948</del> (69.73% reduction)
	5	<del>848,660,702,928</del>	<del>729,848,604,518</del>	<del>155,129,148,240</del>	<del>456,574,278,719</del> (75.79% reduction)
<p>Note 1 0.86 tonnes of CO<sub>2</sub> / MT of cement based on the presentation "Industry Background and Overview" presented by Tom Pyle (CAT Cement Sub-Group Leader) at the CARB AB32 meeting in 2008 (-emission factors for calcination and fuel usage in cement production combined with no allowance for transport). <u>Note that GHG emissions associated with GGBFS also includes GHG emissions resulting from shipment of materials from Japan, to ensure a conservative comparison.</u></p>					

Although the life-cycle emissions will result in a reduction in GHGs, the stationary source emissions of the Project will be larger than the BAAQMD's adopted May 2011 Threshold of 10,000 Metric Tonnes/year. Therefore, the Project is committed to reducing greenhouse gases as much as is feasible, and will be fully consistent with all implementation measures of the adopted 2012 City of Vallejo Climate Action Plan (CAP), and the California Air Resources Board (CARB) Scoping Plan, as is described in Section 6.0 of this report.

## 1. INTRODUCTION

This report contains an evaluation of the proposed Orcem California, Inc. (Orcem) and Vallejo Marine Terminal, LLC (VMT) projects in Vallejo, California (“the Project”) with air quality and greenhouse gas California Environmental Quality Act (CEQA) thresholds proposed by the Bay Area Air Quality Management District (BAAQMD) in May, 2011. This work has been conducted by ENVIRON Corporation and is supported by analyses prepared by AWN Consulting Limited (AWN) and Atmospheric Dynamics (AD). This analysis also applies to the Reduced Operations Alternative (ROA).

The Orcem project will be sited on a portion of the VMT property and it is highly dependent on the VMT project for transporting raw materials, and the VMT project will be dependent on the Orcem project for a certain percentage of its business. Although the impacts from the project are described separately, each operation is briefly discussed below.

The VMT project would reestablish industrial uses on a portion of the 34.3 acres designated as the VMT Project Site. The VMT project would involve the removal of a deteriorated timber wharf and construction of a modern deep-water terminal, including wharf improvements, laydown area, and trucking and rail connections, primarily servicing the import and export of bulk and break-bulk commodities within approximately 10.5 acres referred to as the VMT Terminal Site. Construction of the terminal would require fill and dredging activities within the water.

The VMT project would be constructed in two or more separate phases over a period of time. In addition to the construction and operation of this modern terminal, the VMT Project would also reuse several of the existing buildings formerly occupied by General Mills. Buildings and structures to remain would be used by VMT for administrative office and commercial office uses consistent with the City’s Intensive Use zoning district standards. As an operational deep draft facility, the VMT Terminal, including Phases 1 and 2, is anticipated to handle a wide range of commodities. The wharf would include a concrete pile-supported wharf with structural concrete deck, associated mooring and fender systems and related improvements for deep-water marine transportation operations.

The Orcem project would involve construction and operation of an industrial facility for the production of a high performance, less polluting replacement for the traditional portland cement material used in most California construction projects. In particular, Orcem is proposing to construct and operate a manufacturing plant on the site which focuses primarily on production of GGBFS (Ground Granulated Blast Furnace Slag). The Orcem Project would involve construction of approximately 73,000 square feet of buildings and equipment, together with outdoor storage areas, on a 4.83-acre portion of the former General Mills plant site leased from VMT. Several of the buildings and equipment previously used by General Mills within the Orcem Site would be demolished in order to accommodate construction and operation of the proposed cement products production facility. The project would be constructed in phases to coincide with the growth in demand for Orcem’s products. Orcem would import most of the raw materials used in the proposed plant via the proposed wharf on the adjoining VMT Site.

Orcem California Inc. (Orcem) has filed an application with the City of Vallejo to approve a Major Use Permit and Site Development Plan to construct and operate a processing plant for the manufacture of GGBFS and other cement products. Orcem’s primary finished product, GGBFS, will be produced on site, via the following major steps:

1. Receive via several alternative transport modes, various raw materials, including, Granulated Blast Furnace Slag (GBFS), clinker, portland cement, pozzolan, gypsum and limestone.
2. Store the GBFS, clinker, portland cement, pozzolan, gypsum and limestone on the site.

3. Process, by milling within a closed system, the GBFS granulate and gypsum into GGBFS powder, and all the materials into a variety of hydraulic cements.
4. Store the GGBFS and cement products within enclosed storage facilities on the site.
5. Distribute the GGBFS and cement from the enclosed storage facilities on the site for use in construction projects throughout California and neighboring states.

Orcem will import its raw materials (GBFS, Clinker, portland cement, gypsum, limestone and pozzolan) for production via several methods of transport including ocean going vessels which will berth at the VMT dock. The raw materials will be unloaded and transported to open or covered stockpiles on the site, as appropriate, to fully contain fugitive dust. The raw materials will then be reclaimed from these stockpiles by front end loaders to be transported by conveyors into sealed processing equipment for milling into fine powders (the finished products). The finished products will be transported in sealed convey systems into storage silos, for subsequent loading into truck or rail tankers for distribution to customers in the region. GGBFS is manufactured by recycling a by-product, GBFS, from the steel industry. It is used as a partial replacement for traditional cement, also known as portland cement.

The material throughput for both the Orcem and VMT projects would ramp up over time, as shown in Table 1.1, below. The greatest impact would result from #3 below, where the maximum material is moved through the facilities, but trucks are used instead of barges. The maximum activity will not occur until at least 2020. Accordingly, the emissions are analyzed for 2020 fleet year for #3 in Table 1.1. Prior to 2020, no more than three ships monthly averaged over a year would arrive.

**Table 1.1**

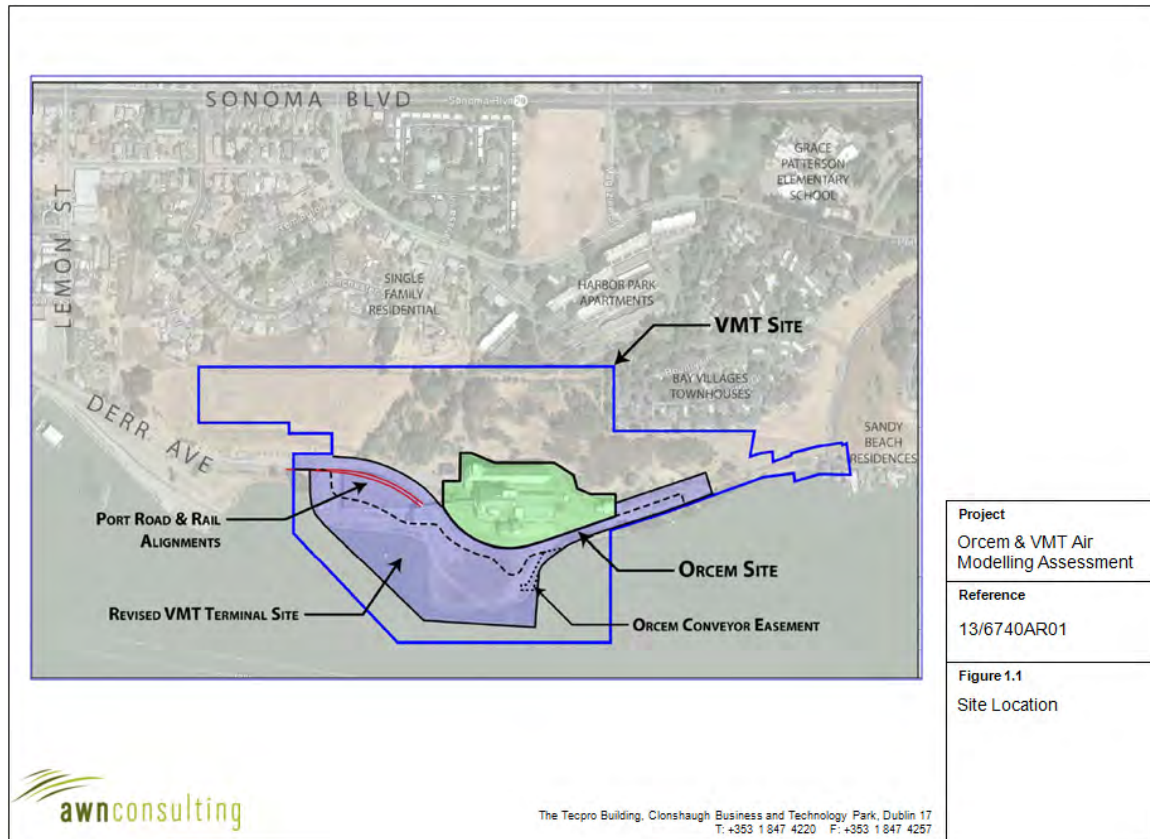
Average Monthly Transportation Activity	Ships (#)	Barge (tons)	Trucks (tons)	Rail (tons)	Total (tons)
#1 - Orcem Phase 1 GBFS + VMT Truck Only	2	0	81,700	0	81,700
#2 - Orcem Phase 2 GBFS + VMT Truck & Rail	3	0	44,000	76,000	120,000
#3 - Orcem Phase 2 GBFS + VMT Truck & Rail Alt.	4	0	91,900	68,100	160,000
#4 - Orcem Phase 2 GBFS/Clinker + VMT Truck, Rail & Barge	4	48,300	81,200	30,500	160,000
Orcem Phase 2 GBFS/Clinker + VMT Truck, Rail & Barge Alt.	4	6,600	89,200	64,200	160,000

This report covers the cumulative air quality impact on the local environment of these proposed developments operating simultaneously consistent with the requirements of the BAAQMD CEQA Guidelines.

The site in question is illustrated in Figure 1.1 below. The site is located adjacent to the Napa River (Mare Island Strait) and is bounded to the east by a steep incline with thick vegetation, to the west by the Napa River, to the south by undeveloped land and a residential development beyond and to the North by other industrial lands.

As identified in the Project Applications to the City of Vallejo, the entire VMT Terminal operations will be confined to the VMT Terminal Site as shown in Figure 1.1 below. The entirety of the Orcem operations will be confined to the Orcem Site as also shown in Figure 1.1. The nearest sensitive

residential receptor locations to the site are located to the south-east at a distance of approximately 20' from the nearest VMT site boundary.



**Figure 1.1**

Maximum Modeled Sensitive Receptor

As part of the overall development of the site there will be new air and greenhouse gas emissions sources introduced. These can broadly be described as follows:

- Vehicle movements on site;
- New air emissions from emission point P-1 (Main Stack) and various minor emission points associated with bag filters;
- Fugitive dust emissions from hoppers & material transfer points;
- Truck movements on the local road network;
- Port activity, e.g. ship hoteling, ship unloading, stockpiling etc, and;
- Rail activity.

## 2. AIR QUALITY AND GREENHOUSE GAS REGULATIONS

This section of the report contains a summary of air quality and greenhouse gas regulations that are specific to sources at the Project, including cement production and mobile source operation.

### 2.1 Air Quality Regulations

Emissions from stationary sources are primarily dealt with through the implementation of local rules and regulations. The local agency is the Bay Area Air Quality Management District (BAAQMD). The BAAQMD rules and regulations that are most relevant to the Project are listed below.

**Regulation 1, Rule 2: Notice to Comply.** Establishes guidelines for implementing and conducting a Notice to Comply element within the enforcement program. Sets standards for minor violations, immediate correction of minor violations, testing, and failure to comply.

**Regulation 2, Rule 1: General Requirements.** Includes requirements to obtain authority to construct and permit to operate; fee requirements; applicability of CEQA; requirements for new or modified sources of toxic air contaminants (TACs) or hazardous air pollutants (HAPs); public nuisance source requirements; hazardous substance requirements; permit conditions; appeals process; public notice requirements; loss of exemption requirements; source pre-certification procedure; revocation procedure; procedure for ministerial evaluations; federal emissions statement requirements.

**Regulation 2, Rule 2: New Source Review.** Applies to all new and modified stationary sources that require an Authority to Construct or a Permit to Operate. Provides for the review of new and modified sources and provide mechanisms, including the use of Best Available Control Technology (BACT) and emission offsets, by which authorities to construct such sources may be granted. Includes Prevention of significant deterioration (PSD) rules for nitrogen oxides (NO<sub>x</sub>), particulate organic carbon POCs, Sulfur dioxide (SO<sub>2</sub>), Carbon monoxide (CO), and PM<sub>2.5</sub> and PM<sub>10</sub>. For sources that require an Authority to Construct or a Permit to Operate, if emissions from a new source or increase in emissions from a modified source has the potential to emit 10 pounds or more per highest day of POC, non-precursor organic compounds, NO<sub>x</sub>, SO<sub>2</sub>, PM<sub>2.5</sub>, PM<sub>10</sub>, or CO, BACT is required to be applied. Emissions offsets are required for new NO<sub>x</sub> and POC emissions in accordance with Regulation 2-2-302 (facilities that emit more than 35 tons/yr). Offsets are also required for PM<sub>10</sub> and SO<sub>2</sub> emissions in excess of 1.0 ton/year in accordance with Regulation 3-2-303. BAAQMD regulations do not require that increases in CO emissions be offset. While there is no threshold for providing offsets for CO emissions, dispersion modeling requirements are specified for facilities with a cumulative increase of CO emissions in excess of 100 tons/yr. Modeling must show that the proposed project would not interfere with attainment or maintenance of the state CO standards. Revisions to this rule have been adopted by BAAQMD's Board of Directors (December 19, 2012) and submitted to Environmental protection Agency (EPA) for approval. The revisions establish new NSR requirements for PM<sub>2.5</sub> revise the definition of "modification," and establish a new PSD program for sources in the San Francisco Bay Area Air Basin (SFBAAB) (currently BAAQMD simply administers the federal PSD rules). The revised rule will not become effective until EPA approves it.

**Regulation 2, Rule 4: Emissions Banking.** Provides for acquisition of emission offsets under the New Source Review regulation. Defines different types of bankable reductions, non-eligible emission reductions, and limitations on banking transactions. Includes guidelines for banking applications, decisions on applications, publication and public comment, and duration of deposits. Also includes guidelines on the creation and operation by the district of a small facility banking account to grant offsets to small facilities.

**Regulation 2, Rule 6: Major Facility Review.** Implements the operating permit requirements of Title V of the Federal Clean Air Act (FCAA) as amended in 1990. It requires any facility to apply for a

Major Facility Review Permit if it has a potential to emit criteria pollutants in excess of 100 tons/yr, or any single hazardous air pollutant in excess of 10 tons/yr, or any combination of HAPs in excess of 25 tons/yr. A major facility review involves a plant-wide review of sources, emissions, and regulatory requirements. This rule also provides a means by which facilities may avoid the Title V or other requirements by limiting their potential to emit.

**Regulation 6, Rule 1: General Requirements.** Limits the quantity of PM in the atmosphere through the establishment of limitations on emission rates, concentration, visible emissions, and opacity. Includes source specific requirements for tube cleaning, sulfuric acid manufacturing plants, and sulfur recovery units; sampling facilities and instruments requirements; and data, records, and reporting requirements.

**Regulation 9, Rule 3: Nitrogen Oxides from Heat Transfer Operations.** Limits NO<sub>x</sub> emissions from existing, new or modified heat transfer operations, by regulating NO<sub>x</sub> level in exhaust.

**Regulation 9, Rule 7: Nitrogen Oxides and Carbon Monoxide from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters.** Limits NO<sub>x</sub> and CO emissions from industrial, institutional and commercial boilers, steam generators and process heaters, by limiting concentrations in exhaust. Also sets stack gas temperature limits, and registration and recordkeeping requirements.

**Regulation 9, Rule 13: Inorganic Gaseous Pollutants Nitrogen Oxides, Particulate Matter, and Toxic Air Contaminants from Portland Cement Manufacturing.** This rule limits the emissions of nitrogen oxides, particulate matter, and toxic air contaminants from the manufacture of Portland cement.

## 2.2 State and Federal Air Toxics Regulations

There are certain Federal and State rules regarding the release of toxic chemicals, in addition to those contained in the BAAQMD Rules and Regulations. These are discussed below.

### 2.2.1 Toxic Release Inventory (40 CFR Part 372)

Toxic Chemical Release Inventory Reporting is part of the Emergency Planning and Community Right-to-Know Act (EPCRA), which is intended to alert the public of emergency releases of chemicals by requiring facilities to report releases. This allows planning for emergencies, as well as addresses the public right-to-know. Under EPCRA, any facility with more than 10 employees that manufactures, processes, or otherwise uses certain chemicals in amounts greater than a specified threshold is required to submit an annual toxic chemical release report. The EPA then compiles these annual toxic chemical release forms and the national Toxic Release Inventory (TRI) database (EPA, 2014).

TRI database is the most comprehensive national source of information about toxic chemical releases. However, TRI may not accurately represent the actual amount released, because TRI reporting does not require emission monitoring and companies may estimate their releases using factors of varying quality. TRI is not inclusive of all the emission sources and some emissions sources may be excluded through de minimis exemption, as facilities are not required to report if a listed chemical is present at concentrations of less than 1.0% (or 0.1% for carcinogen) by weight in products received or manufactured by facilities.

TRI database categorizes the air releases of toxic chemicals as fugitive air and stack air. In the most recent TRI report year (2011), there are a total of 593 individually listed chemicals and 30 chemical categories that are subject to reporting. The EPA included these chemicals on the TRI list based on the acute human health risks, cancer or chronic (non-cancer) human health effects and/or environmental effects criteria set forth in EPCRA Section 313(d)(2). Some of the TRI chemicals are also TACs as defined by CARB and/or HAPs as defined by the EPA at the federal level (CDPH, 2010).



There are currently over 200 TACs and HAPs, with many of the pollutants overlapping as both a California TAC and a federal HAP.

## 2.2.2 State Regulations

### 2.2.2.1 Tanner Air Toxics Act and AB 2588

TACs in California are primarily regulated through the Tanner Air Toxics Act (Assembly Bill [AB] 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588, or the Hot Spots Act). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. Research, public participation, and scientific peer review are necessary before CARB can designate a substance as a TAC. To date, CARB has adopted the EPA's list of HAPs as TACs and has identified more than 20 additional TACs.

Once a TAC is identified, CARB then adopts an ATCM for sources that emit that particular TAC. If there is a safe threshold at which there is no toxic effect from a substance, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate BACT to minimize emissions.

The Hot Spots Act, AB2588, requires that existing facilities that emit toxic substances above a specified level prepare a toxic-emissions inventory and a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

### 2.2.2.2 Diesel Risk Reduction Plan

In August 1998, the CARB identified DPM (i.e., PM from diesel-fueled engines) as a TAC. After identifying DPM as a TAC, CARB adopted a comprehensive Risk Reduction Plan in 2000 (CARB, 2000c). Pursuant to this Plan, CARB adopted diesel-exhaust control measures and stringent emission standards for various on-road mobile sources of emissions, including transit buses and off-road diesel equipment (e.g., tractors, generators). In 2001, CARB adopted the Public Transit.

Bus Fleet Rule and Emissions Standards for New Urban Buses, which established emissions limits on 1985 and subsequent model year heavy-duty bus engines and vehicles for NO<sub>x</sub>, CO, nonmethane hydrocarbons, PM, and formaldehyde. The emissions standards apply to all heavy-duty urban buses, including diesel-fueled buses. Therefore, the rule limits the emissions of two TACs identified by CARB: DPM and formaldehyde. In 2007, a low-sulfur diesel fuel requirement and tighter emission standards for heavy-duty diesel trucks was put into effect, followed in 2011 by the same standards being applied to off-road diesel equipment.

Over time, the replacement of older vehicles will result in a fleet that produces substantially lower levels of TACs than the replaced vehicles. Mobile-source emissions of TACs (e.g., benzene, 1,3-butadiene, DPM) decreased significantly over the last decade and will be reduced further in California through a progression of regulatory measures (e.g., Low-Emission Vehicle/Clean Fuels and Phase II reformulated gasoline regulations) and control technologies. The California Port Regulations for At-Berth Ocean-Going Vessels (approved in 2007) requires operators of vessels meeting specified criteria to turn off auxiliary engines for most of their stay in port. The Commercial Harbor Craft Regulation adopted in November 2007 and amended in June 2011 limits DPM emissions from commercial harbor craft operating within California waters and within 24 nautical miles of the California coast. This regulation sets emission standards for new engines, as well as requirements for replacement or retrofitting of pre-Tier 1 and Tier 1 engines for in-use fleets (CARB, 2008b, 2008c).

With implementation of CARB's Risk Reduction Plan, DPM concentrations are expected to be reduced by 75% in 2010 and 85% in 2020 from the estimated year- 2000 level. As emissions are reduced, it is expected that risks associated with exposure to the emissions will also be reduced.

### 2.2.2.3 Air Quality and Land Use Handbook

CARB, 2005a provides guidance concerning land-use compatibility with TAC sources. Although not a law or adopted policy, the handbook offers recommendations for the siting of sensitive receptors (e.g., proposed residential units) near uses associated with TACs to help limit the exposure of children and other sensitive populations to TACs. The Modernization Project does not involve siting of new sensitive land uses.

## 2.3 Greenhouse Gas Regulations

### 2.3.1 Federal Regulations for Mobile Sources

This section describes the EPA's recent regulatory activities with respect to mobile sources, which include vehicles that operate on roads and highways as well as non-road vehicles, engines, and equipment. Examples of mobile sources include cars, trucks, construction equipment, lawn mowers, railroad locomotives, ships, and airplanes.

#### 2.3.1.1 Corporate Average Fuel Economy

First enacted by Congress in 1975 as part of the 1975 Energy Policy Conservation Act in response to the 1973-1974 oil crises, Corporate Average Fuel Economy (CAFE) standards seek to reduce energy consumption by increasing the fuel economy of passenger cars and light-duty trucks. The CAFE regulation requires each car manufacturer to meet a standard for the sales-weighted fuel economy for the entire fleet of vehicles sold in the U.S. in each model year. Fuel economy, expressed in miles per gallon (mpg), is defined as the average distance travelled by an automobile (in miles) per gallon of gasoline or equivalent amount of other fuel. The National Highway Traffic Safety Administration (NHTSA) of the U.S. Department of Transportation (DOT) administers the CAFE program, and the EPA provides the fuel economy data. NHTSA sets fuel economy standards for passenger cars and light-duty trucks sold in the U.S. while the EPA calculates the average fuel economy for each manufacturer.

#### 2.3.1.2 EPA and NHTSA Joint Rulemaking for Vehicle Standards

In response to a *U.S. Presidential Memorandum Regarding Fuel Efficiency Standards* dated May 21, 2010, the EPA and NHTSA are taking coordinated steps to enable the production of a new generation of clean vehicles, through reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. In April 2010, the EPA and NHTSA issued a Final Rulemaking establishing new federal GHG and fuel economy standards for model years 2012 to 2016 passenger cars, light-duty trucks, and medium-duty passenger vehicles. The agencies extended the national program of harmonized GHG and fuel economy standards to model years 2017 through 2025 in a joint Final Rulemaking issued on August 28, 2012. These standards are projected to achieve a fleet-wide average CO<sub>2</sub> emission level of 163 grams per mile in model year 2025. (This would be equivalent, on a mpg-equivalent basis, to 54.5 mpg if all of the CO<sub>2</sub> emissions reductions were achieved with fuel economy technology.)

In addition, on August 9, 2011, the EPA and NHTSA finalized regulations to reduce GHG emissions and improve fuel efficiency of medium- and heavy-duty vehicles, including large pickup trucks and vans, semi-trucks, and all types and sizes of work trucks and buses. The regulations incorporate all on-road vehicles rated at a gross vehicle weight at or above 8,500 pounds, and the engines that power them. Under the regulations, fuel economy will be improved and GHG emissions will be reduced in model years 2014-2018.

### 2.3.2 Council on Environmental Quality National Environmental Policy Act Guidelines on GHGs

On February 18, 2010, the White House Council on Environmental Quality (CEQ) published draft guidance on the consideration of GHGs and climate change for National Environmental Policy Act (NEPA) analyses (Sutley, 2010). It recommends that proposed federal actions that are reasonably expected to directly emit 25,000 metric tonnes of CO<sub>2e</sub> per year should prepare a quantitative and qualitative NEPA analysis of direct and indirect GHG emissions.

The draft guidance provides reporting tools and instructions on how to assess the effects of climate change. The draft guidance does not apply to land and resource management actions, nor does it propose to regulate GHGs. CEQ received public comment on this guidance for 90 days. Although CEQ has not yet issued final guidance, various NEPA documents are beginning to incorporate the approach recommended in the draft guidance.

### 2.3.3 CARB GHG Regulations for Mobile Sources

This section contains a description of the state regulations for GHG emissions from mobile sources.

#### 2.3.3.1 Mobile Source Reductions (Pavley) (AB 1493)

AB 1493 required CARB to adopt regulations by January 1, 2005, to reduce GHG emissions from non-commercial passenger vehicles and light-duty trucks of model years 2009 through 2016 (State of California, 2002a). The bill required the California Climate Action Registry (CCAR) to develop and adopt protocols for the reporting and certification of GHG emissions reductions from mobile sources for use by CARB in granting emission reduction credits. The bill authorizes CARB to grant emission reduction credits for reductions of GHG emissions prior to the date of the enforcement of regulations, using model year 2000 as the baseline for reduction.

In 2004, CARB applied to the EPA for a waiver under the federal Clean Air Act to authorize implementation of these regulations. The waiver request was formally denied by the EPA in December 2007 after California filed suit to prompt federal action. In January 2008, the State Attorney General filed a new lawsuit against the EPA for denying California's request for a waiver to regulate and limit GHG emissions from these vehicles. In January 2009, President Obama issued a directive to the EPA to reconsider California's request for a waiver. On June 30, 2009, the EPA granted the waiver to California for its GHG emission standards for motor vehicles. As part of this waiver, the EPA specified the following provision: CARB may not hold a manufacturer liable or responsible for any non-compliance caused by emission debits generated by a manufacturer for the 2009 model year. CARB has adopted a new approach to passenger vehicles – cars and light trucks – by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California. These standards will apply to all passenger and light-duty trucks used by employees of and deliveries to the Project.

#### 2.3.3.2 Low Carbon Fuel Standard

Executive Order S-01-07 (January 18, 2007) requires a 10% or greater reduction in the average fuel carbon intensity for transportation fuels in California regulated by CARB. CARB identified the Low Carbon Fuel Standard (LCFS) as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009. In 2009, CARB approved for adoption the LCFS regulation, which became fully effective in April 2010 and is codified in Title 17, California Code of Regulations, Sections 95480-95490. The LCFS will reduce GHG emissions by reducing the carbon intensity of transportation fuels used in California by at least 10% by 2020. Carbon intensity (CI) is a measure of the GHG emissions associated with the various production, distribution, and use steps in the "lifecycle" of a transportation fuel. The LCFS applies to fuel producers, importers, and distributors. To comply with the LCFS, refineries could consider measures to reduce GHG impacts along the full

“lifecycle” of the transportation fuel, for example choosing to purchase crude oils and feeds of lower carbon content, improving the energy efficiency of refinery processes and equipment, and/or producing fuels of lower carbon content, such as ethanol-blended gasoline products. A recent study reported that in response to increased worldwide demand and oil prices, the number of types of crude oils being traded worldwide is growing, with the current 160 crude oil types varying widely in terms of geographic source, carbon content, and energy intensity associated with extraction and processing (Gordeon, 2012).

On December 29, 2011, the U.S. District Court for the Eastern District of California issued several rulings in the federal lawsuits challenging the LCFS. Opponents argued that the LCFS violates the Supremacy Clause (US Constitution, Article VI, Clause 2)<sup>2</sup> and Commerce Clause (US Constitution, Article 1, Section 8, Clause 3)<sup>3</sup> of the U.S. Constitution by discriminating against fuel produced out-of-state. One of the district court’s rulings preliminarily enjoined CARB from enforcing the regulation. In January 2012, CARB appealed that decision to the Ninth Circuit Court of Appeals (Ninth Circuit), and then moved to stay the injunction pending resolution of the appeal. On April 23, 2012, the Ninth Circuit granted CARB’s motion for a stay of the injunction while it continued to consider CARB’s appeal of the lower court’s decision. On September 18, 2013, the Ninth Circuit issued its decision affirming the district court’s conclusion that LCFS ethanol and initial crude-oil provisions are not facially discriminatory, but remanded to the district court to determine whether the LCFS ethanol provisions are discriminatory in purpose and effect. Additionally, the Ninth Circuit remanded to the district court with instructions to vacate the preliminary injunction against CARB’s enforcement of the regulation (*Rocky Mountain Farmers Union v. CARB*, 2013).

CARB staff is developing proposed amendments for consideration by the CARB Board.<sup>4</sup> Amendments under consideration specifically concerning refineries include allowing individual refiners a one-time opportunity to “opt out” of using the California average to calculate LCFS credits or deficits and instead use a refinery-specific or hybrid approach, and accounting for lifecycle carbon intensity associated with low-energy refineries. Additional amendments under consideration include updating the Indirect Land Use Change (iLUC) values, allowing electricity credits for electric rail and electric forklifts, adding a provision to address cost containment, incorporating additional fuel pathways for alternative fuels including biodiesel, and developing sustainability provisions for awarding carbon intensity credits (e.g., for biofuel facilities) (CARB, 2013g).

### 2.3.3.3 SmartWay Truck Efficiency Regulation

The SmartWay Truck Efficiency Regulation, approved by CARB in December 2008, requires heavy-duty long-haul tractors and box-type trailers to be equipped with technologies that reduce GHG emissions by improving fuel economy. These technologies include fuel-efficient and rolling-resistant tires and devices to improve truck aerodynamics. To comply with the regulation, fleet operators must either use EPA SmartWay-certified tractors and trailers or retrofit their existing fleet with SmartWay-verified technologies. All tractors and trailers must comply with the regulation when operated on California highways, regardless of where the vehicle is registered (CCR Title 17, Sections 95300 to 95312).

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<sup>2</sup> The Supremacy Clause establishes the U.S. Constitution, federal statutes, and the U.S. Treaties as “the supreme law of the land,” establishing that federal laws take precedence over state laws.

<sup>3</sup> The Commerce Clause grants the federal government the authority “To regulate Commerce within foreign Nations, and among the several States and with the Indian Tribes.” Case law has determined that pollution and hazardous materials can be considered “commerce” because they can be produced in one state but dispersed or transported to other states.

<sup>4</sup> According to the CARB LCFS website (<http://www.arb.ca.gov/fuels/lcfs/regamend13/regamend13.htm>), these amendments were scheduled for consideration at the October 2013 Board hearing. As of the date of the publication of this DEIR, CARB has not taken action to finalize or implement these amendments.

#### 2.3.4 CARB Measures to Reduce Emissions from Goods Movement Activities

The Goods Movement Emission Reduction Program (CARB, 2013e) and the 2006 Emission Reduction Plan for Ports and Goods Movement (Plan) in California (CARB, 2006) establish measures that reduce emissions (NO<sub>x</sub>, PM, and GHGs) from the main sources associated with port cargo handling activities, including ships, harbor craft, terminal equipment, trucks, and locomotives. These measures reduce emissions, including GHG emissions, by requiring cleaner technologies and upgrades, low-carbon fuels, and/or programs that reduce fuel consumption through reduction of vehicle use or vehicle miles traveled. The Goods Movement Emission Reduction Program is a partnership among CARB, local air districts, and local seaports to reduce emissions and health risks from freight movement. This program does not apply to oil loading and unloading that occurs via pipeline.

In addition, the California Environmental Protection Agency (Cal/EPA) (CARB's parent agency) has partnered with the California Business, Transportation and Housing Agency to prepare the Goods Movement Action Plan (GMAP) (CA DOT, 2007). The GMAP guides state-wide policy and planning for freight transport, trade corridors, and related air quality issues, as well as guides project selection for the allocation of funds under the Trade Corridors Improvement Fund (TCIF) Program, a state-wide fund used for infrastructure improvements along federally designated trade corridors of national significance (State of California, 2007). The GMAP was issued in two phases in 2005 and 2007. The Phase I report described the goods movement industry and its growth potential, the four priority regions and corridors (Los Angeles/Inland Empire, San Diego/Border, Central Valley, and Bay Area), the environmental and community impacts and preliminary mitigation approaches, and public safety and security issues. The Phase II report presents guidelines for integrating state-wide efforts to improve the goods movement system while mitigating environmental impacts (BTH and Cal/EPA, 2007).

##### 2.3.4.1 CARB Vessel Speed Reduction for Ocean-Going Vessels

CARB is in the process of evaluating a state-wide vessel speed reduction program for ocean-going vessels. This program would require vessels within a certain distance of a port to slow to a specified speed. Reducing vessel speeds to an optimal value that minimizes fuel consumption on a per-distance basis translates into reduced GHG emissions (CARB, 2009b). Voluntary vessel speed reduction programs are already in place at several ports including the Port of Long Beach, the Port of Los Angeles, and the Port of San Diego.

##### 2.3.4.2 CARB Low Sulfur Fuel Requirement

CARB adopted CCR Title 13 (Section 2299.2) "Fuel Sulfur and Other Operational Requirements for Ocean-going Vessels with California Waters and 24 Nautical Miles of the California Baseline" in 2008. The regulation requires the use of low sulphur marine distillate fuels from the use of auxiliary diesel and diesel-electric main propulsion engines and auxiliary boilers on ocean-going vessels within "Regulated California Waters".

##### 2.3.4.3 Drayage Truck Regulation

In December 2007 the ARB approved the State-wide Drayage Truck Regulation (CCR, Title 12, Section 2027) to reduce emissions from drayage trucks transporting cargo to and from California's ports and intermodal rail yards. The regulation applies to all on-road Class 7 and 8 (GVWR > 26,000 lbs) diesel-fueled vehicles. For Class 7 trucks, the regulation requires that all trucks 2006 and older either reduce emissions by 85% of, by 2014, meet the 2007 engine emission standard. Trucks which have 2007 and newer engines are fully compliant (2007 – 2009 up to Year 2022) with the Drayage regulations.

#### 2.3.4.4 Regulation of Trains

In response to the goals of AB 32, Measure T-6 "Freight Transport Efficiency" of CARB's Scoping Plan is intended to address GHG emissions from the freight transport sector by achieving at least a 3.5 MMT CO<sub>2</sub>e reduction in GHG emissions from the sector by 2020. In May 2009, CARB held a workshop (CARB, 2009a) to outline objectives and research topics for further investigation; as of October 2013, however, CARB has not yet implemented any regulations or issued any formal regulatory documents for this measure.

## 2.4 Local Greenhouse Gas Regulation

The City of Vallejo Climate Action Plan (CAP) was published in 2012 and details the road map which will enable Vallejo to reduce greenhouse gas emissions between now and 2035. The CAP outlines a range of actions which will be targeted including policies relating to green building practices, energy efficiency, transit-orientated development, mixed-use higher density development, recycling and composting, water conservation and renewable energy. This project will comply with the applicable reduction policies outlined in the CAP including the following greenhouse gas reducing policies:

- The Orcem facility will lead to greenhouse gas emission savings over the next 20 years as a partial replacement for portland cement. The average Mode 1 percentage saving compared to portland cement production is greater than 90% and amounts to approximately 450,000 MTs of CO<sub>2</sub>e for Mode 1 Milestone 5.
- The project will be in line with the CAP by ensuring that only post-2007 vehicles will export or import material from the VMT or Orcem sites. Secondly, the operational front loaders used on-site will be powered by Tier 4 low emission diesel engines using biodiesel<sup>5</sup> which will have wide ranging environmental benefits and will be compatible with CAP policy OR-2.
- Rail switchers and rail line haul engines will be based on Ultra-Low Emissions Road-Switcher Locomotives (National Railway Equipment Company) and thus will reduce transport related GHG emissions. In addition, idling times for switchers will be limited as the engines will be turned off completely during loading. Orcem / VMT are committed to using post-2013 Tier 4 engines in all diesel powered offroad vehicles (excavators / forklifts).

Specific policies which can be directly linked to the strategies CAP include the following:

#### Strategy - CG-3 (Lighting)

Orcem will install street / outdoor lighting with high-efficiency lights such as light-emitting diode (LED) or induction lighting.

Orcem will adjust the lighting schedule for exterior lighting to minimize the use of lighting at unnecessary or underutilized times.

#### Strategy - CG-8 (Employee Commute Alternatives)

Orcem are committed to encouraging where possible employee commute alternatives such as carpool, biking options etc in line with CAP policy CG-8.

#### Strategy - E-2 (Building Standards)

Orcem / VMT are committed to ensure that all new buildings on-site will adopt the California Title 24 minimum requirements and that new construction will adhere to a Tier 1 or Tier 2 standard of the CALGreen Code requirements.

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<sup>5</sup> Biodiesel is defined as a mixture of 20% biodiesel (B20) in diesel fuel.



#### Strategy – E-3 (Smart Meters)

Orcem will install PG&E's SmartMeters onsite. Furthermore, the facility will install indoor real-time energy monitors. In addition, the facility will investigate the rebate programs that give priority to appliances with smart grid technology.

#### Strategy – E-4 (Cool Roofs and Pavements)

Orcem will meet new building Title 24 requirements for cool roofs, which require a minimum solar reflectance index (SRI) of 10 for steep slope roofs and 64 for low slope roofs.

Orcem will reduce exterior heat gain for 50% of non-roof impervious site surfaces (roads, sidewalks, parking lots, driveways) through one or both of the following mechanisms:

- Achieve 50% paved surface shading within five to ten years by planting trees and other vegetation and / or installing solar panels or shading structures above parking.
- Use paving materials with an SRI of at least 29 for all surfaces. Where appropriate, Orcem's GGBFS product may be used to achieve SRI values of up to 60 in exchange for flexibility in other areas.

Orcem are committed to planting trees onsite to the greatest extent which is feasible whilst allowing for operational flexibility.

#### Strategy - RE-1 (Renewable Energy Usage)

Orcem will investigate the option of installing solar energy panels onsite. Orcem will also pre-wire and pre-plumb the facility for solar and solar thermal installations.

#### Strategy - TDM-1 (Local Businesses)

Orcem will actively investigate options to buy local goods, food supplies and services.

Orcem will participate in award programs which recognize local employers who provide outstanding contributions to the quality of life in the community, including "green businesses".

Orcem will support strategies to increase local business-to-business commerce.

#### Strategy - TDM-4 (Parking)

Orcem will provide accommodations for employees and visitors using bicycles, based on actual demand. Strategy - TDM-7 (Commute Behavior)

Orcem will support guaranteed ride home programs including preferential parking spaces, employer-assisted ride-matching databases, recognition programs, and other incentives.

#### Strategy - TDM-8 (Jobs / Housing Balance)

Orcem will support the City General Plan and corresponding regulations by providing jobs and economic revitalization that improves Vallejo's jobs / housing balance.

#### Strategy - OT-3 (Anti-Idling and Traffic Calming)

Orcem will ensure that Commercial Vehicle Idling Regulations as adopted by the Air Resources Board for heavy-duty vehicles are complied with onsite.

#### Strategy - W-1 (Water Conservation Efforts)

Orcem will investigate options for conservation techniques, services, devices and rebates.

#### Strategy - W-2 (Development Standard for Water Conservation)

Orcem, as per the minimum requirements of the 2010 CALGreen Code, will install individual water meters for each space projected to consume more than 100 gallons per day.

Orcem, as per the minimum requirements of the 2010 CALGreen Code, will install an additional water meter or sub-meter for landscaping uses.

Orcem will investigate the feasibility of using greywater, recycled water and rainwater catchment systems.

Strategy - W-4 (Development Standards for Recycling and Composting)

Orcem will investigate the feasibility of using recycled content products during construction based on a minimum of 10% of total products used for onsite construction.

Strategy - OR-1 (Lawn and Garden Equipment)

Orcem will investigate the feasibility of using native vegetation in lieu of high-maintenance landscapes (like grass turf) to reduce the need for gas-powered lawn and garden equipment.

Strategy - OR-2 (Construction Equipment)

Orcem / VMT will also strictly enforce the Commercial Vehicle Idling Regulations as adopted by the Air Resources Board for heavy-duty vehicles in line with policy OT-3 and OR-2 and ensuring that idling is limited to 3 minutes (in line with policy OR-2).

Clear signage will be provided at all access points to remind construction workers of idling restrictions.

All construction equipment will be maintained as per manufacturer's specifications.

Orcem and VMT will investigate the options for limiting GHG emissions from construction equipment through the use of the following measures:

- Substituting electrified equipment for diesel- and gasoline-powered equipment where practical.
- Used alternatively fuelled construction equipment on-site, where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, biodiesel or ultra-efficient diesel.

## 2.5 Thresholds of Significance

This report compares impacts of the Project with the thresholds of significance adopted in the 2011 BAAQMD CEQA Guidelines (BAAQMD significance thresholds) for evaluating the significance of CAP and TAC emissions impacts. The BAAQMD significance thresholds for construction and operation are summarized in Table 2.1, and Table 2.2, respectively. The BAAQMD significance thresholds are divided between CAPs and TACs, and are set for evaluating a project's short-term construction emissions, long-term operational emissions, and cumulatively considerable impacts.

Generally, the BAAQMD significance thresholds for CAPs address the first three Appendix G air quality CEQA thresholds and the TAC thresholds address the fourth Appendix G threshold. Finally, BAAQMD has established an operational threshold for odors, consistent with the fifth Appendix G threshold.

Table 2.1 outlines the project-level Air Quality and GHG construction thresholds of significance, and Table 2.2 outlines the project-level Air Quality and GHG operational CEQA Thresholds of Significance.

**Table 2.1 Construction Air Quality CEQA Threshold of Significance**

Pollutant	Construction	
	Average Daily Emissions (lb/day)	Maximum Annual Emissions (tpy)
Criteria Air Pollutants and Precursors (Regional)		
ROG	54	10
NO <sub>x</sub>	54	10
PM <sub>10</sub>	82	15
PM <sub>2.5</sub>	54	10
PM <sub>10</sub> / PM <sub>2.5</sub> (fugitive dust)	Construction Dust Ordinance or other Best Management Practices	
Local CO	N/A	
GHGs	None	
Risk and Hazards for new sources and receptors (Individual Project)	Compliance with Qualified Community Risk Reduction Plan Or Increased cancer risk of > 10.0 in a million Increased non-cancer risk of > 1.0 Hazard Index (Chronic or Acute) Ambient PM <sub>2.5</sub> increase > 0.3 μg/m <sup>3</sup> annual average Zone of Influence: 1,000-foot radius from property line of source or receptor	
Risk and Hazards for new sources and receptors (Cumulative Project)	Compliance with Qualified Community Risk Reduction Plan Or Increased cancer risk of > 100 in a million (from all local sources) Increased non-cancer risk of > 10.0 Hazard Index (from all local sources) (Chronic) Ambient PM <sub>2.5</sub> increase > 0.8 μg/m <sup>3</sup> annual average (from all local sources) Zone of Influence: 1,000-foot radius from property line of source or receptor	
Accidental Release of Acutely Hazardous Air Pollutants	Storage or use of acutely hazardous material locating near receptors or new receptors locating near stored or used acutely hazardous materials considered significant	

Table 2.2 Operational Air Quality CEQA Threshold of Significance

Pollutant	Operational-Related	
	Average Daily Emissions (lb/day)	Maximum Annual Emissions (tpy)
Criteria Air Pollutants and Precursors (Regional)		
ROG	54	10
NO <sub>x</sub>	54	10
PM <sub>10</sub>	82	15
PM <sub>2.5</sub>	54	10
PM <sub>10</sub> / PM <sub>2.5</sub> (fugitive dust)	None	
Local CO	9.0 ppm (8-hr average), 20.0 ppm (1-hr average)	
GHGs – Projects other than Stationary Sources	Compliance with Qualified GHG Reduction Strategy Or 1,100 MT of CO <sub>2</sub> e/yr Or 4.6 MT CO <sub>2</sub> e/SP/yr (residents + employees)	
GHGs – Stationary Sources	10,000 MT of CO <sub>2</sub> e/yr	
Risk and Hazards for new sources and receptors (Individual Project)	Compliance with Qualified Community Risk Reduction Plan Or Increased cancer risk of > 10.0 in a million Increased non-cancer risk of > 1.0 Hazard Index (Chronic or Acute) Ambient PM <sub>2.5</sub> increase > 0.3 µg/m <sup>3</sup> annual average Zone of Influence: 1,000-foot radius from property line of source or receptor	
Risk and Hazards for new sources and receptors (Cumulative Project)	Compliance with Qualified Community Risk Reduction Plan Or Increased cancer risk of > 100 in a million (from all local sources) Increased non-cancer risk of > 10.0 Hazard Index (from all local sources) (Chronic) Ambient PM <sub>2.5</sub> increase > 0.8 µg/m <sup>3</sup> annual average (from all local sources) Zone of Influence: 1,000-foot radius from property line of source or receptor	
Accidental Release of Acutely Hazardous Air Pollutants	Storage or use of acutely hazardous material locating near receptors or new receptors locating near stored or used acutely hazardous materials considered significant	
Odors	5 confirmed complaints per year averaged over three years	

The CEQA Threshold of Significance was adopted by the BAAQMD in June 2010. However, due to a court challenge, the Air District cannot recommend specific thresholds of significance for use by local governments at this time. The BAAQMD has stated that lead agencies may still rely on the Air District's CEQA Guidelines for assistance in calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants and identifying potential mitigation measures.

## 3. BASELINE AIR QUALITY ASSESSMENT

### 3.1 Environmental Setting

The BAAQMD operates a regional 32-station monitoring network that measures the ambient concentrations of criteria pollutants. During the past three years (2011 – 2013), no exceptional event designations were requested by the Air District. Therefore, design values listed in the tables below have not been adjusted for exceptional events. In the Bay Area, exceptional events would generally be restricted to wildfires or industrial accidents that contribute to exceedances of the NAAQS.

Representative background concentrations for Ozone, NO<sub>2</sub>, SO<sub>2</sub>, CO, O<sub>3</sub> and PM<sub>2.5</sub> are based on the ambient monitoring station located on Tuolumne Street, Vallejo, CA (Station No. 06-095-0004) and covers the three most recent complete years (2011-2013). The station is designated a neighborhood scale station (with a range of 500m – 4km) and is suitable for assigning a background concentration for determining project impacts. The monitoring station is located 2.5km north-east of the proposed facility. The monitoring station is also located approximately downwind of the facility based on the wind rose data for both Vallejo and Conoco-Phillips Rodeo meteorological stations and thus should be broadly representative of the location at which the maximum emissions from the facilities will occur. In relation to fugitive emissions from the facilities, the use of the Tuolumne Street station is likely to overestimate the background levels of PM<sub>2.5</sub> due to the remote nature of the project site relative to the ambient monitoring station. The background data for the relevant pollutants is outlined below in Table 3.1 for the last three years where data is available.

In relation to PM<sub>10</sub> the Tuolumne Street station ceased collection of PM<sub>10</sub> data in 2008. As an alternative the PM<sub>10</sub> concentration outlined in the BAAQMD publication "2013 Air Monitoring Network Plan" (*BAAQMD (2014)*) for Solano County which was based on the measurements conducted at Vacaville (in Yolo-Solano Air Quality Management District) (AQS ID 060953001) have been used in the assessment.

### 3.2 Regional Topography, Meteorology and Climate

The SFBAAB is characterised by complex terrain, consisting of coastal mountain ranges, inland valleys and bays, which distort normal wind flow patterns. The greatest distortion occur when low-level inversions are present and the air beneath the inversion flows independently of air above the inversion (*BAAQMD (2012)*).

The climate is dominated by the strength and location of a semi-permanent, sub-tropical high-pressure cell. During the summer, the Pacific high pressure cell is centered over the north-eastern Pacific Ocean resulting in stable meteorological conditions and a steady north-westerly wind flow. The high pressure cell leads to low precipitation levels in summer months. In terms of wind patterns, during summer months, the wind flows from the northwest inland through the Golden Gate and over the lower portions of the San Francisco Peninsula (*BAAQMD (2012)*).

In the winter, the Pacific high-pressure cell weakens and shifts southward resulting in wind flow offshore, the absence of upwelling and the occurrence of storms. Weak inversions coupled with moderate winds result in low air pollution potential. In relation to wind patterns, the SFBAAB frequently experiences stormy conditions with moderate to strong winds as well as periods of stagnation with very light winds. Rain fall levels rise and account for typically 75% of the annual average (*BAAQMD (2012)*).

In terms of the Orcem / VMT facility, the climate falls within the Carquinez Straits sub-region (*BAAQMD (2012)*). The prevailing winds are generally from the West with high pressure offshore during summer and fall months leading to marine air flowing eastwards through the Carquinez Strait.

The wind is generally strongest in the afternoon with speeds of 15 – 20 mph common. Summer temperatures peak at around 90°F with mean winter temperatures in winter of high 30's°F.

**Table 3.1 Available Ambient Air Quality Data in Tuolumne St, Vallejo, California (& Vacaville, California for PM<sub>10</sub>) 2011 – 201**

Pollutant	Year	Maximum 1-Hour Concentration (ppb)	4 <sup>th</sup> Highest Maximum 1-hr Concentrations Averaged Over 3-Years (ppb)	Maximum 8-Hour Concentration (ppb)
	2013	82	57	68
	2012	85	59	62
	2011	90	61	69
		Maximum 1-Hour Concentration (ppb)	98 <sup>th</sup> %ile of Maximum 1-hr Concentrations (ppb)	Annual Mean Concentration (ppb)
NO <sub>2</sub>	2013	49.4	36.5	9.85
	2012	52.4	32.7	9.12
	2011	47.4	34.7	10.20
	Year	Maximum 1-Hour Concentration (ppb)	99 <sup>th</sup> %ile of Maximum 1-hr Concentrations (ppb)	Maximum 24-hr Concentration (ppb)
SO <sub>2</sub>	2013	8.1	3.3	2.5
	2012	14.2	3.9	2.5
	2011	7.4	5.1	2.6
	Year	Maximum 24-Hour Concentration (µg/m <sup>3</sup> ) <sup>Note 1</sup>	98 <sup>th</sup> %ile of Maximum 24-hr Concentrations (µg/m <sup>3</sup> )	Annual Mean Concentration (µg/m <sup>3</sup> )
PM <sub>10</sub> (Vacaville)	2013	35.4 (36.6)	NA	12.85
	2012	26.0 (25.5)	NA	11.30
	2011	35.8 (38.4)	NA	13.76
	Year	Maximum 24-Hour Concentration (µg/m <sup>3</sup> )	98 <sup>th</sup> %ile of Maximum 24-hr Concentrations (µg/m <sup>3</sup> )	Annual Mean Concentration (µg/m <sup>3</sup> )
PM <sub>2.5</sub>	2013	NA	32.8	10.42
	2012	NA	21.4	8.96
	2011	NA	31.0	10.08
	Year	Maximum 1-Hour Concentration (ppm)	Maximum 8-Hour Concentration (ppm)	
Carbon Monoxide	2013	2.8	2.3	
	2012	2.8	2.2	
	2011	3.0	2.4	
<sup>Note 1</sup> Concentrated reported at STP. Data in ( ) reported as local conditions.				
Source: BAAQMD Air Quality Monitoring Summaries for 2011-2013. EPA AIRS Data System, EPA Website, 2014.				



## 4. CONSTRUCTION ASSESSMENT

The air quality and greenhouse gas emission impacts associated with the construction of the proposed Project were evaluated by AD. The complete analysis can be found in Appendix CONST, and the results are summarized in this section. The AD construction analysis was completed in August of 2014, and presumes a project start of January 2015. It also assumes simultaneous construction of the Orcem portion of the project, and the Phase 1 and Phase 2 construction in sequence. The project has now been delayed until January 2016. Because construction fleets are modernizing over time, the emission estimates provided in the AD report are conservative, and overestimate the emissions that would be expected from a construction project that starts a year later.

The Proposed Orcem Project include Site preparation; structure demolition; development of major buildings, storage facilities, conveyance systems and processing equipment; construction of ancillary buildings; and Improvement of site infrastructure and supporting facilities. The project will be constructed in phases to coincide with the growth in demand for Orcem's products, but is anticipated to be constructed from January 2016 through June 2017.

The VMT Terminal involves two separate phases of construction based on projected growth of cargo over the first several years of operations. Phase 1 includes the replacement of the timber wharf with a concrete pile-supported wharf with structural concrete deck, associated mooring and fender systems, and related improvements for deep-water marine transportation operations. This would include approximately 22,000 cubic yards of solid fill, most of which is within the footprint of the existing wharf. Minimal dredging of approximately 20,000 cubic yards will be required, subject to a permit from the U.S. Army Corps of Engineers (the Corps), for the initial establishment of the design depth of -38 feet Mean Lower Low Water (MLLW) in accordance with the Pile Supported Pier Layout. In addition to the wharf construction, the Phase 1 wharf would include a concrete pile-supported wharf with structural concrete deck, associated mooring and fender systems, and related improvements for deep-water marine transportation operations, while the Phase 2 rock dike would consist of riprap and associated improvements of approximately 600 feet in length north of and adjoining the Phase 1 wharf. .

### 4.1 Construction Schedule

The construction schedule now calls for construction of the Orcem Project from January 2016, through June 2017, and construction of the VMT Phase 1 project during the Orcem construction period. The VMT Phase 2 project will be constructed after the Orcem Phase 1 construction period is complete. Orcem's Phase 2 construction includes minor changes and improvements which have been accounted for in the analysis.

### 4.2 Construction Mass Emissions Thresholds

Air quality impacts due to temporary construction emissions from these projects were predicted. On-site construction emissions were computed using the California Emissions Estimator Model (CalEEMod) version 2013.2.2. Tug boat emissions associated with dredging were computed using emission factors developed by the CARB. Resulting community risk and hazard impacts associated with these emissions were evaluated as part of a health risk assessment (HRA). Impacts from this activity were evaluated using significance thresholds adopted by the BAAQMD in 2010 and published in their 2011 CEQA Air Quality Guidelines<sup>6</sup>.

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<sup>6</sup> Bay Area Air Quality Management District. 2011. *BAAQMD CEQA Air Quality Guidelines*. May.

Table 4.1 shows the emissions associated with the Orcem construction, and Table 4.2 shows the emissions associated with Phase 1 and Phase 2 of VMT construction. Table 4.3 shows the emissions associated with the combined Orcem and VMT Phase 1 construction that may happen simultaneously. All construction emissions are below the BAAQMD thresholds of significance for construction.

**Table 4.1 Orcem Construction Emissions**

Scenario	ROG	NOx	PM <sub>10</sub> Exhaust	PM <sub>2.5</sub> Exhaust	GHG Emissions
2015 Construction emissions (tons)	0.70 tons	3.34 tons	0.16 tons	0.15 tons	369 metric tons
2016 Construction emissions (tons)	0.23 tons	0.43 tons	0.02 tons	0.02 tons	62 metric tons
Average daily emissions (pounds) <sup>1</sup>	4.7 lbs.	19.2 lbs.	0.9 lbs.	0.9 lbs.	--
BAAQMD Thresholds (pounds per day)	54 lbs.	54 lbs.	82 lbs.	54 lbs.	--
Exceed Threshold?	No	No	No	No	--

**Table 4.2 VMT Phase 1 and Phase 2 Construction Period Emissions**

Scenario	ROG	NOx	PM <sub>10</sub> Exhaust	PM <sub>2.5</sub> Exhaust	GHG Emissions
VMT Phase 1					
2015 Construction emissions From CalEEMod	0.08 tons	0.85 tons	0.04 tons	0.04 tons	68 metric tons
2015 Construction emissions For Tug operations	0.03 tons	0.22 tons	0.01 tons	0.01 tons	26 metric tons
Average daily emissions (pounds) <sup>1</sup>	3.5 lbs/day	34.5 lbs/day	1.6 lbs/day	1.6 lbs/day	94 metric tons
VMT Phase 2					
2016 Construction emissions From CalEEMod	0.21 tons	1.70 tons	0.07 tons	0.07 tons	68 metric tons
2016 Construction emissions For Tug operations	0.04 tons	0.31 tons	0.02 tons	0.02 tons	37 metric tons
Average daily emissions (pounds) <sup>2</sup>	6.3 lbs/day	50.3 lbs/day	2.3 lbs/day	2.3 lbs/day	105 metric tons/year
BAAQMD Thresholds (pounds per day)	54 lbs.	54 lbs.	82 lbs.	54 lbs.	--
Exceed Threshold?	No	No	No	No	--

<sup>1</sup> Assumes 62 workdays, <sup>2</sup> 80 workdays and <sup>3</sup> total of 142 workdays

**Table 4.3 Orcem and VMT Phase 1 Combined Construction Emissions**

Scenario	ROG	NOx	PM <sub>10</sub> Exhaust	PM <sub>2.5</sub> Exhaust	GHG Emissions
Orcem Average Daily Emissions	4.7 lbs.	19.2 lbs.	0.9 lbs.	0.9 lbs.	--
VMT Phase 1 Average Daily Emissions	3.5 lbs	34.5 lbs	1.6 lbs	1.6 lbs	94 metric tons
Combined Average Daily Emissions	8.2 lbs	53.7 lbs	2.5 lbs	2.5 lbs	94 metric tons
BAAQMD Average Daily Thresholds	54 lbs	54 lbs	82 lbs	54 lbs	--
Exceed Threshold?	No	No	No	No	--

### 4.3 Construction Fugitive PM<sub>2.5</sub> Emissions

Construction activities, particularly during site preparation and grading would temporarily generate fugitive dust in the form of PM<sub>10</sub> and PM<sub>2.5</sub>. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are employed to reduce these emissions.

Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality and fugitive dust-related impacts associated with grading and new construction to a less than significant. The contractor shall implement the following Best Management Practices that are required of all projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

### 4.4 Health Risk Assessment for Construction

Construction equipment and associated heavy-duty truck traffic along with dredging activities generate diesel exhaust, which is a known TAC. Diesel exhaust poses a potential health risk to nearby receptors.

A health risk assessment of the project construction activities was conducted that evaluated potential health impacts to sensitive receptors at these nearby residences from construction emissions of diesel particulate matter (DPM).<sup>7</sup> A dispersion model was used to predict the off-site DPM and PM<sub>2.5</sub> concentrations resulting from project construction so that lifetime cancer risks and PM<sub>2.5</sub> annual average concentrations could be predicted.

The health risk assessment focused on modeling on-site construction activity using construction fleet information included in the project design features. For these reasons, construction period emissions

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<sup>7</sup> DPM is identified by California as a toxic air contaminant due to the potential to cause cancer.

were modeled using the California Emissions Estimator Model, Version 2013.2.2 (CalEEMod) along with projected construction activity. The number and types of construction equipment and diesel vehicles, along with the anticipated length of their use for different phases of construction were based on site-specific construction activity schedules provided. The emissions used to estimate health risks were calculated assuming that the construction of the projects would occur over a 18-month period, beginning in January 2015 and going through June 2016. As noted above, the project will not begin before January 2016, and will extend for a longer period than estimated in the AD report, Appendix CONST. As a result, the estimated health impact will be lower than that presented in the report.

The CalEEMod model provided total annual PM<sub>2.5</sub> exhaust emissions (assumed to be diesel particulate matter) for the off-road construction equipment and for exhaust emissions from on-road vehicles (haul trucks, vendor trucks, and worker vehicles). The on-road emissions are a result of haul truck travel, worker travel, and vendor deliveries during building demolition, grading and construction activities. Fugitive PM<sub>2.5</sub> dust emissions were also calculated by CalEEMod. Table 4.4 provides the emissions of exhaust and fugitive PM<sub>2.5</sub>.

**Table 4.4 On- and Near-Site Construction DPM and PM<sub>2.5</sub> Emissions**

Scenario	PM <sub>2.5</sub> Exhaust (DPM)	PM <sub>2.5</sub> Fugitive
Orcem		
2015 Construction emissions from CalEEMod	0.1431 tons	0.0800 tons
2016 Construction emissions from CalEEMod	0.0209 tons	0.0004 tons
VMT Phase 1		
2015 Construction emissions from CalEEMod	0.0403 tons	0.0024 tons
2015 Construction emissions from Tug operations	0.01 tons	0.00 tons
VMT Phase 2		
2016 Construction emissions from CalEEMod	0.0668 tons	0.0013 tons
2016 Construction emissions from Tug operations	0.02 tons	0.00 tons

Air quality modeling of annual average DPM and fugitive PM<sub>2.5</sub> concentrations was conducted using the EPA's AERMOD dispersion model. The AERMOD model is a steady-state, multiple-source, dispersion model designed to calculate pollutant concentrations from single or multiple sources. The model is recommended by BAAQMD for predicting air pollutant/contaminant concentrations associated with various emissions sources.

The model used a 5-year data set (2007-2010, 2012) of hourly meteorological data from the Conoco-Phillips Rodeo monitoring program with supplemental data from the Napa County Airport used for the 2010 year. This data was developed based on inputs provided by the BAAQMD. Annual DPM concentrations from construction activities were predicted for 2015 and 2016 with the annual average concentrations based on the 5-year average concentrations from modeling 5 years of meteorological data. DPM concentrations were calculated at nearby sensitive receptors at heights of 1.5 meters (4.9 feet) representative of the ground level exposures for the nearby residential structures.

A receptor grid system was used to provide sufficient spatial coverage of the surrounding project area to ensure that the extent of the significant impacts and the maximum impact locations on sensitive receptors are identified. No receptors were placed on directly on roadways, overwater, or at other locations where long-term exposure would not occur.

The location of the maximum modeled DPM and PM<sub>2.5</sub> concentrations is identified on Figure 4.1. Increased cancer risks were calculated using the modeled concentrations and BAAQMD recommended risk assessment methods for both a child exposure (3rd trimester through 2 years of

age) and adult exposure.<sup>8</sup> Since the modeling was conducted under the conservative assumption that emissions occurred daily for a full year during each construction year, the default BAAQMD exposure period of 350 days per year was used.<sup>9</sup>

Results of this assessment indicate that for project construction the incremental child cancer risk at the maximally exposed individual (MEI) receptor would be 5.7 in one million and the adult incremental cancer risk would be 0.3 in one million.

The maximum annual PM<sub>2.5</sub> concentration was 0.08 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) occurring at the same location where maximum cancer risk would occur. This PM<sub>2.5</sub> concentration is below the BAAQMD threshold of 0.3  $\mu\text{g}/\text{m}^3$  used to judge the significance of health impacts from PM<sub>2.5</sub>.

Potential non-cancer health effects due to chronic exposure to DPM were also evaluated. The chronic inhalation reference exposure level (REL) for Diesel particulate matter, (DPM) is 5  $\mu\text{g}/\text{m}^3$ . The maximum predicted annual DPM concentration was 0.043  $\mu\text{g}/\text{m}^3$ , which is much lower than the REL. The Hazard Index (HI), which is the ratio of the annual DPM concentration to the REL, is 0.009. This HI is much lower than the BAAQMD significance criterion of a HI greater than 1.0.

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<sup>8</sup> Bay Area Air Quality Management District (BAAQMD), 2012, *Recommended Methods for Screening and Modeling Local Risks and Hazards*, May.

<sup>9</sup> Bay Area Air Quality Management District (BAAQMD), 2010, *Air Toxics NSR Program Health Risk Screening Analysis Guidelines*, January.

**Figure 4.1**

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## 5. AIR QUALITY EMISSION INVENTORY METHODOLOGY

The operational phase of the development will see both Orcem and VMT operating their respective areas of the site simultaneously. The following sections have quantified the air emissions associated with their operations cumulatively as a result of the following air emission generating activities:

- Port activity, e.g. ship exhaust emissions, ship unloading;
- Material Handling Emissions – stockpiling, uploading of material, material drop points etc;
- Fugitive Dust Emissions From Hopper & Bag Filters;
- Offroad vehicle movements on site;
- Air emissions from emission point P-1 (Main Stack);
- Truck movements both onsite and on the local road network;
- Rail activity;
- Barge activity.

The material throughput for both the Orcem and VMT projects would ramp up over time, as shown in Table 1.1. As noted earlier, the greatest air quality impact would result from the activities described in #3 in Table 1.1, where the maximum material is moved through the facilities via trucks and rail. The maximum mode will not occur until at least 2020. Accordingly, the emissions are analyzed for 2020 fleet year for the shipping scenario where 160,000 metric tonnes of material is shipped to the facility monthly via four vessels, and of that, 91,900 metric tonnes is shipped by truck, and 68,100 metric tons is shipped by rail. This is equivalent to two 100-car trans per week, or eight per month. While there may be up to 12 100-car trains per month, such a scenario would result in lower emissions, as there would be fewer truck trips. Note that the ROA would have the same number of cars, but it would be delivered in 50-car trains rather than 100-car trains.

### 5.1 Orcem Operational Phase

The primary raw material utilized at the Orcem Plant is granulated blast furnace slag or GBFS, a recycled beneficiated by-product from the first stage in the production of steel. It is a by-product of converting iron ore to metallic iron in a blast furnace. The resultant vitrified material (granulate), is called Granulated Blast Furnace Slag (GBFS). GBFS has the appearance and handling characteristics of a coarse beach sand. This GBFS is the primary raw material to be delivered to the Orcem site in Vallejo. At the Orcem facility this GBFS will then be further processed by drying and grinding to a very fine powder called Ground Granulated Blast Furnace Slag (GGBFS).

The project will be constructed in phases to coincide with the growth in demand for the products in Orcem's product portfolio. The total throughput of raw materials of the Plant at full capacity will be between 850,000 and 900,000 tons. It is not expected that the Plant will achieve full production in the first few years of operation. For this reason it is proposed that minor changes to the basic site infrastructure (but not the main processing plant) will be made in accordance with the growth pattern of production. The trigger for the proposed infrastructure changes will be the following production milestones:

**Phase 1:** Up to a production of 500,000 tons per year.

**Phase 2:** Above 500,000 tons per year.

The proposed project will use a Vertical Roller Mill (VRM). Raw material is fed to the VRM via an airlock and onto the center of a rotating grinding table. The raw material is thrown outward and

under heavy steel rollers riding over the table by centrifugal force. A dam ring on the periphery of the grinding table contains the material and helps form it into a layer or "bed". The steel rollers are coupled to high pressure hydraulic arms to forcefully pull the rollers onto the grinding table to grind the bed of raw material to fine powder.

The milling process requires high flow of air (approximately 4,400,000 cubic feet per hour) to pass through the mill. As a result, the material within the mill is subject to a high velocity airflow, which passes up, around and over the grinding table. The airflow's primary function is to lift ground material particles from the table and convey them into an internal particle size classifier, aka high efficiency separator. This internal high efficiency separator classifies the incoming particles into two streams: (a) one stream of particles sufficiently small to meet the finished product specification passes through the separator with the air flow and leaves the mill; and (b) another stream of oversize particles, which is diverted back down to the grinding table for additional processing.

The GBFS will enter the mill with a moisture content between 6% and 12%, but to properly store and transport the finished GGBFS product the material must be dried to a moisture content of less than 0.2% H<sub>2</sub>O.

The high volume of air required for the milling process of the VRM is also very effective at simultaneously drying the material being processed; however, when processing materials with especially high moisture content, such as GBFS, additional heat is often required to complete the drying process. In this project the additional heat will be supplied by a natural gas fired Hot Air Generator (HGG) which will preheat the air coming into the VRM to a temperature sufficient to evaporate the excess GBFS moisture during milling.

Emissions of NO<sub>x</sub>, SO<sub>2</sub>, CO, Reactive organic gasses (ROG, PM<sub>10</sub> and PM<sub>2.5</sub>) to the atmosphere from the Hot Air Generator will be released via a 50m stack. The emission rates were calculated based on vendor data and default USEPA AP-42 emission rates and additional conservative assumptions related to emission variability. In accordance with BAAQMD Regulation 2-2-301, BACT is triggered if NO<sub>x</sub>, SO<sub>2</sub>, POC or NPOC exceed 10 pounds per day. Estimations of emissions indicate that BACT will be required for the Hot Air Generator as outlined in Table 5.1.

An estimate of the maximum day and annual emission rate of the criteria pollutants and GHGs from the Orcem process emission points / transfer points onsite is outlined in Tables 5.1 and 5.2. The estimates are based on detailed calculations, engineering data and based on 7,600 hours of operation at maximum build-out (Milestone 5). Example calculations are outlined in Appendix AQ-EMITS. Given that the estimated facility emission totals are significantly below the PSD threshold of 250 tons per year per pollutant, the project will not be subject to PSD review.

Table 5.1 Daily Emissions of Criteria Pollutants from Orcem under Milestone 5 (lbs/day).

Source	ROG	CO	NOx	Exhaust	Fugitive	Exhaust	Fugitive	DPM	SO <sub>2</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
				PM <sub>10</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>	PM <sub>2.5</sub>					
Shipping	3.47	7.74	65.76	1.53	-	1.45	-	1.30	4.38	4,890	0.49	0.28
Material Handling	-	-	-	-	0.49	-	0.07	-	-	-	-	-
Raw Material Storage	-	-	-	-	0.00	-	0.00	-	-	-	-	-
Unpaved Rd (Forklift)	0.05	0.55	0.15	0.04	-	0.04	-	0.04	0.02	<del>781-</del>	-	-
Unpaved Rd (Front Loader & Excavator)	1.11	6.80	2.87	0.05	0.47	0.04	0.05	0.05	0.05	5,271	-	-
Industrial Paved Rd (finished product)	0.32	0.37	1.44	0.00	0.19	0.00	0.05	0.00	0.00	<del>317-274</del>	-	-
Public Paved Rd	1.95	18.57	67.99	0.22	32.65	0.21	8.03	0.10	0.19	<del>1714,562</del> <del>567</del>	-	-
Bag Filters	-	-	-	-	0.99	-	-	-	-	<del>83,953-</del>	<del>3.35-</del>	<del>0.93-</del>
Stack	8.39	61.93	30.62	1.35	-	1.35	-	-	0.98	<del>83,953</del> <del>44,437</del>	<del>3.35</del>	<del>0.93-</del>
Rail	0.03	1.35	3.83	0.03	-	0.03	-	0.03	0.01	708	0.06	0.02
Onsite	-	-	-	-	-	-	-	-	-	2,287	-	-
<b>Total (lbs/day)</b>	<b>15.33</b>	<b>97.33</b>	<b>175.68</b>	<b>3.22</b>	<b>34.80</b>	<b>3.13</b>	<b>8.19</b>	<b>1.52</b>	<b>5.65</b>	<del>160</del> <b>167,205</b> <b>496</b>	<b>3.90</b>	<b>1.23</b>

Table 5.2 Annual Emissions of Criteria Pollutants from Orcem under Milestone 5 (tons/year).

Source	ROG	CO	NOx	Exhaust	Fugitive	Exhaust	Fugitive	DPM	SO <sub>2</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
				PM <sub>10</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>	PM <sub>2.5</sub>					
Shipping	0.63	1.41	12.00	0.28	-	0.26	-	0.24	0.80	892	0.09	0.05
Material Handling	-	-	-	-	0.09	-	0.01	-	-	-	-	-
Raw Material Storage Piles	-	-	0.55	-	0.00	-	0.00	-	-	-	-	-
Barge	-	-	-	-	-	-	-	-	-	-	-	-
Unpaved Rd (Forklift)	0.01	0.10	0.03	0.01	-	0.01	-	0.01	0.00	<del>143</del>	-	-
Unpaved Rd (Front Loader & Excavator)	0.20	1.24	0.52	0.01	0.09	0.01	0.01	0.01	0.01	962	-	-
Industrial Paved Rd (finished product)	0.06	0.07	0.26	0.00	0.03	0.00	0.01	0.00	0.00	58	-	-
Public Paved Rd	0.36	3.39	12.41	0.04	5.96	0.04	1.46	0.02	0.04	3,205	-	-
Bag Filters	-	-	-	-	0.18	-	-	-	-	<del>15,321</del>	<del>0.64</del>	<del>0.17</del>
Stack	1.53	11.30	5.59	0.25	-	0.25	-	-	0.18	<del>8,110</del>	-	-
Rail	0.01	0.25	0.70	0.00	-	0.00	-	0.00	0.00	129	0.01	0.00
Onsite	-	-	-	-	-	-	-	-	-	417	-	-
Total (tons/year)	2.80	17.76	32.06	0.59	6.35	0.57	1.50	0.28	1.03	<del>2931,237</del> <del>123</del>	0.71	0.23

## 5.2 Derivation of Emission Rates for Each Emission Source in Use at the Orcem Facility

Air emissions from the proposed Orcem facility were derived using various sources including the ARB OGV Marine Emissions Model<sup>10</sup>, ARB California Harbor Craft Emissions Inventory Database<sup>11</sup>, ARB OFFROAD2011, ARB EMFAC2014 on-road vehicle emissions modeled, AP-42 and vendor data. A discussion of each mode of operation and associated emission source is outlined below.

### 5.2.1 Milestones & Modes of Operation

While the Orcem facility primarily will produce GGBFS, this manufacturing plant will operate in a number of finished product operational modes within any given timeframe based upon market demand for GGBFS and various cement products. These modes include:

- Mode 1 - GGBFS production only.
- Mode 2 - Cementing products production only.
- Mode 3 - GGBFS production & cement.

The material production associated with these modes and the associated phases are summarized in Table 5.3 and in Figures 5.1 – 5.6.

Clinker is transported to the Orcem Site from the VMT Project terminal (in Mode 2) via the conveyor system to be developed as part of the Orcem Phase 1 improvements. Cement is transported via rail from Arizona in Mode 3, and unloaded at the Orcem Site via truck tanker transfer and closed pipe into one of the fully sealed Storage Silos. Gypsum is transported in all Operational Modes via truck or rail from Nevada or by sea from Mexico. Limestone is transported in Operational Mode 2 via truck or rail from nearby sources in California, or sea from Canada. Table 5.4 outlines the various modes of transport (rail, truck, shipping) for each mode for both raw material imports and finished product exports.

Table 5.5 indicates the proposed ramp-up at the Orcem facility for each mode of operation. It is envisaged that five milestones will be reached on a year-by-year basis with Milestone 5 being achieved after five years of operation.

**Table 5.3 Orcem Project Plant Production Modes**

Orcem Modes / Phases	OPERATIONAL MODE	PHASE	PRODUCTION
M1-P1	GGBFS Only	1	<500,000 MTs / annum
M2-P1	Cement Only	1	<500,000 MTs / annum
M3-P1	GGBFS & Cement	1	<500,000 MTs / annum
M1-P2	GGBFS Only	2	>500,000 MTs / annum
M2-P2	Cement Only	2	>500,000 MTs / annum
M3-P2	GGBFS & Cement	2	>500,000 MTs / annum

<sup>10</sup> [http://www.arb.ca.gov/msei/categories.htm#ogv\\_category](http://www.arb.ca.gov/msei/categories.htm#ogv_category)

<sup>11</sup> [http://www.arb.ca.gov/msei/categories.htm#chc\\_category](http://www.arb.ca.gov/msei/categories.htm#chc_category)

**Figure 5.1**

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**Figure 5.2**

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**Figure 5.3**

Place holder.

**Figure 5.4**

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**Figure 5.5**

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**Figure 5.6**

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Table 5.4 Source and Quantity of Materials under Alternative Orcem Modes (tons).

Orcem Mode Sources	Source of Materials			Raw Material Quantities (tons)					
	Shipping (VMT Dock)	Rail	Road	GBFS	Clinker	Cement	Gypsum	Limestone	Total
GBFS - via VMT Only	GBFS	-	Gypsum	837,748	-	-	24,588	-	862,336
Clinker - via VMT Only	Clinker	-	Gypsum+ Limestone	-	837,748	-	47,491	47,491	932,731
GBFS + Cement	GBFS	Cement	Gypsum	837,748	-	132,276	24,588	-	994,612

Table 5.5 Tonnages of Raw Materials and Finished Products under Each Orcem Mode / Milestone

Orcem Mode	Milestone	Raw materials in (tons)					Finished Product Out (tons)	
		GBFS	Clinker	Cement	Gypsum	Limestone	GGBFS	Cement
1	1	132,276	0	0	3,882	0	<del>126,816</del> 120,480	0
	2	264,552	0	0	7,765	0	<del>253,649</del> 228,279	0
	3	396,828	0	0	11,647	0	<del>380,445</del> 323,394	0
	4	529,104	0	0	15,529	0	<del>507,284</del> 405,828	0
	5	837,748	0	0	24,588	0	<del>803,202</del> 642,562	0
2	1	0	132,276	0	7,499	7,499	0	146,973
	2	0	264,552	0	14,997	14,997	0	293,947
	3	0	396,828	0	22,496	22,496	0	440,920
	4	0	529,104	0	29,995	29,995	0	587,893
	5	0	837,748	0	47,491	47,491	0	930,831
3	1	132,276	0	66,138	3,882	0	<del>126,822</del> 126,822	66,138
	2	264,552	0	88,184	7,765	0	<del>253,643</del> 253,643	88,184
	3	396,828	0	110,230	11,647	0	<del>380,464</del> 380,464	110,230
	4	529,104	0	132,276	15,529	0	<del>497,868</del> 405,828	132,276
	5	837,748	0	132,276	24,588	0	<del>788,294</del> 642,562	132,276



### 5.2.2 Orcem Facility - Ship Unloading

The principal raw materials to be processed in the Orcem facility will be GBFS and Clinker. These materials will arrive by ship at the proposed upgraded dock to be owned and operated by VMT. Two types of ship will be utilized as follows:

<b>Geared Ships</b>	Nominally a 40,000 MTs bulk carrier with on board cranes (geared ship). This ship will berth at the dock and the raw material on board will be discharged from the ship using clamshell grabs fitted to the on board cranes. The clamshell grabs will lift the raw material from the ship holds and deposit it into mobile hoppers located on the dock.
<b>Self-Discharge Ships</b>	Nominally a 70,000 MTs bulk carrier with on board reclaim conveyors and a discharge boom with an integral belt conveyor (self-discharge ship). This ship will berth at the dock and the raw material on board will be discharged from the ship via the self-discharge boom which will swing into the required position and transport the raw material from the ship and deposit it into receiving hopper located on the shore.

The following text describes the raw material transport systems:

#### Phase 1 (<500,000 tons annually)

- The discharge rate using either geared ships or self-discharge ships will be a maximum of 600 MTs per hour (660 tons / hr) with a 24-hour mean of 303 MTs per hour (334 tons/hr).
- The ship side hoppers will have a capacity of 80 tons. In Phase 1 the mobile hoppers at the dockside will feed onto a common mobile conveyor system. Raw materials (GBFS and clinker) will be loaded onto a continuous, covered belt conveyor system from the shipside all the way to the storage areas (a distance of up to 1,000 feet). This conveyor system will operate at an average rate of 334 tons per hour, and will be located within an easement area across the VMT Site as shown in Figures 5.1, 5.3 and 5.5.
- In the case of GBFS, during Phase 1, the conveyor will discharge the material in the open storage area. This material will then be consolidated into a managed pile (see Figure 5.1).
- In the case of clinker, during Phase 1, the conveyor will discharge the material into the future (Phase 2) covered Raw Material Storage Building (see Figure 5.3).

#### Phase 2 (>500,000 tons annually)

- In Project Phase 2 the mobile hoppers at the dockside will continue to feed onto a common mobile conveyor system. Raw materials (GBFS and clinker) will be loaded onto a continuous, covered belt conveyor system from the shipside all the way to the storage areas (a distance of up to 1,000 feet). This conveyor system will operate at a maximum rate of 660 tons per hour, and will be located within an easement area across the VMT Site (see Figures 5.2, 5.4 and 5.6).
- In the case of GBFS during Phase 2, the conveyor system will discharge the GBFS in the area of the open stockyard floor. This material will then be consolidated into a managed pile (see Figure 5.2).
- In the case of clinker, during Phase 2, the conveyor system will discharge the clinker using an internal conveyor with a belt tripper in the Orcem Project's covered Raw Material Storage Building (see Figure 5.4).

### Shipping Emission Factor

The principal raw materials to be processed in the Proposed Project will be GBFS and Clinker as shown in Table 5.5. These materials will be transported to the proposed upgraded dock to be owned and operated by VMT by nominally 40,000 MTs Handymax vessels. The air emissions associated with the transportation of GBFS from the Sea Buoy are outlined below. The frequency of vessel calls per phase is outlined in Table 5.6:

**Table 5.6 Number of Vessel Calls per Orcem Mileston**

Orcem Mode 1, 2 & 3 Milestones	Tonnage	Vessel	Calls
1	120,000	40,000 tonne Handymax	3
2	240,000	40,000 tonne Handymax	6
3	360,000	40,000 tonne Handymax	9
4	480,000	40,000 tonne Handymax	12
5	760,000	40,000 tonne Handymax	19

The emission estimation calculation has followed the California Air Resources Board (CARB) "Emission Estimation Methodology For Ocean-Going Vessels (OGVs)" (CARB, (2011)) that was programmed in the ARB OGV Marine Emissions Model.

Air emissions have been quantified for the three distinct operating modes of ocean-going vessels, namely: transit (emissions from vessels operations between ports), maneuvering (slow speed vessel operations while in port areas) and hoteling while moored to a dock.

Air emissions have also been quantified for the two types of engines and a boiler found on OGVs. The main engine is used for propulsion and is used during both transit and maneuvering modes. Auxiliary engines are used for on-board electrical power whilst smaller boilers are present to provide steam heat for fuel heating and hot water. Auxiliary engines are used in all three modes of operations (transit, maneuvering and hoteling) whilst boilers tend to be used only during maneuvering and hoteling (CARB (2011)).

The time in mode and load for propulsion engines was calculated based on the vessel speed and the distance traveled in each mode. The time in mode for the transit mode of the vessel was determined from Sea Buoy (approximately latitude 37.74993 and longitude -122.6928 degrees) about 9.4 nm beyond the Golden Gate Bridge to within 3 km of the facility based on a travel speed of 12 knots and between 3 km and 1.3 km at a travel speed of 7 knots.

The maneuvering mode was determined from 1.3 km from the berth to berthing. The maneuvering time was based on the distance traveled divided by speed plus 15 minutes for docking or undocking. Maneuvering inbound was assumed to occur at 5 knots whilst outbound ships were assumed to maneuver at 7 knots (CARB (2011)).

Hoteling was determined by the time spent at berth. Hoteling time was estimated based on the number of hours required for ship unloading to take place plus one hour before and after ship unloading. During hoteling it is assumed the ships auxiliary engine and boiler engines are in operation.

Engine power rates were taken from CARB (2011) for bulk carriers as shown in Table 5.7 with the exception of a boiler power rating of 109kW was conservatively used in the assessment.

**Table 5.7 Average Vessel Characteristics (CARB (2011))**

Vessel Type	Speed	Main Power	Auxiliary Power	Boiler Power
	(knots)	(kilowatts)		
Bulk	15	7,803	2,459	82

The load factor for the main engine was taken from the CARB (2011) report whilst the load factor for the auxiliary engines were derived from loads outlined in the Port of Los Angeles Emission Inventory 2012 (2013).

As outlined in the CARB (2011) report, the main engine load at cruise speed is 82.5%. Variations in engine load at lower speeds can be determined by the propeller law:

$$\text{Load Factor} = (\text{Vessel Speed} / \text{Vessel Maximum Speed})^3$$

At main engine loads of less than 20%, engine emissions are multiplied by an adjustment factor which accounts for higher engine emission rates at low loads using the low load adjustment factors outlined in Table 5.8.

**Table 5.8 Low Load Adjustment Factors (USEPA (2009))**

Load (%)	NO <sub>x</sub>	HC	CO	PM	SO <sub>2</sub>	CO <sub>2</sub>
1	11.47	59.28	19.32	19.17	5.99	5.82
2	4.63	21.18	9.68	7.29	3.36	3.28
3	2.92	11.68	6.46	4.33	2.49	2.44
4	2.21	7.71	4.86	3.09	2.05	2.01
5	1.83	5.61	3.89	2.44	1.79	1.76
6	1.60	4.35	3.25	2.04	1.61	1.59
7	1.45	3.52	2.79	1.79	1.49	1.47
8	1.35	2.95	2.45	1.61	1.39	1.38
9	1.27	2.52	2.18	1.48	1.32	1.31
10	1.22	2.20	1.96	1.38	1.26	1.25
11	1.17	1.96	1.79	1.30	1.21	1.21
12	1.14	1.76	1.64	1.24	1.18	1.17
13	1.11	1.60	1.52	1.19	1.14	1.14
14	1.08	1.47	1.41	1.15	1.11	1.11
15	1.06	1.36	1.32	1.11	1.09	1.08
16	1.05	1.26	1.24	1.08	1.07	1.06
17	1.03	1.18	1.17	1.06	1.05	1.04
18	1.02	1.11	1.11	1.04	1.03	1.03
19	1.01	1.05	1.05	1.02	1.01	1.01
20	1.00	1.00	1.00	1.00	1.00	1.00

In relation to auxiliary engines, the load factor is the actual engine power divided by the total installed auxiliary engine power. The load factor associated with bulk carriers is shown in Table 5.9 based on the loads outlined in the Port of Los Angeles Emission Inventory 2012 (2013) for bulk carriers:

**Table 5.9 Bulk Carrier Auxiliary Engine Load Characteristics (based on loads quoted in POLA, 2013)**

Vessel Type	Load Factor (%)		
	Hoteling	Maneuvering	Transit
Bulk	6.1%	27.5%	10.4%

The air emission factors associated with bulk carriers were derived from the CARB OGV Marine Emissions Model for the transit operating mode for each calendar year. For bulk carriers accessing

the VMT berth, slow main engine speed and 0.1% S marine distillate were assumed as shown in Table 5.10 for main engines adjusted for maneuvering mode by the factors in Table 5.8 whilst for auxiliary engines a 0.1% S marine distillate was also assumed as shown in Table 5.11 because both the California and Emission Control Area requires that fuel sulfur level. Shown in Table 5.12 is the emission factor for boilers.

**Table 5.10 Main Engine Emission Factors – Transit Mode (g/kW-hr)**

Year	Engine	ROG	CO	NOx	PM	PM <sub>2.5</sub>	SOx	CO <sub>2</sub>
2016	Main	0.684	1.373	16.486	0.250	0.244	0.351	690.0
2017	Main	0.687	1.381	16.594	0.250	0.244	0.350	921.5
2018	Main	0.687	1.380	15.165	0.250	0.244	0.351	589.0
2019	Main	0.687	1.380	14.344	0.250	0.244	0.351	690.0
2020	Main	0.687	1.380	13.748	0.250	0.244	0.351	921.5

**Table 5.11 Auxiliary Engine Emission Factors – Transit, Maneuvering & Hoteling (g/kW-hr)**

Year	Engine	ROG	CO	NOx	PM	PM <sub>2.5</sub>	SOx	CO <sub>2</sub>
2016	Auxiliary	0.520	1.100	12.792	0.250	0.230	0.399	590.5
2017	Auxiliary	0.520	1.100	12.247	0.250	0.230	0.399	690.0
2018	Auxiliary	0.520	1.100	11.634	0.250	0.230	0.399	921.5
2019	Auxiliary	0.520	1.100	10.985	0.250	0.230	0.399	589.0
2020	Auxiliary	0.520	1.100	10.534	0.250	0.230	0.399	690.0

**Table 5.12 Auxiliary Boiler Emission Factors (g/kW-hr)**

Year	Engine	ROG	CO	NOx	PM <sub>10</sub>	PM <sub>2.5</sub>	SOx	CO <sub>2</sub>
2016	Auxiliary	0.110	0.200	1.995	0.133	0.130	1.502	921.5
2017	Auxiliary	0.110	0.200	1.995	0.133	0.130	1.502	589.0
2018	Auxiliary	0.110	0.200	1.995	0.133	0.130	1.502	690.0
2019	Auxiliary	0.110	0.200	1.995	0.133	0.130	1.502	921.5
2020	Auxiliary	0.110	0.200	1.995	0.133	0.130	1.502	589.0

The emission methodology was based on the following formula:

$$\text{Emissions}_{t, om, e} = \sum \text{Pop} * \text{EF}_{e, om, f} * \text{Hrs}_{om, t} * \text{VP}_{om, t} * \% \text{Load}_{om, t} * \text{Activity}$$

Where:

- Pop = Population
- HP<sub>ave</sub> = Maximum rated average horsepower (kW)
- LF = load factor, unitless
- Activity = Activity or annual operation (hr/yr)
- EF = Emission factor (g/kW\*hr)
- om = operating mode (transit, maneuvering, hoteling)
- t = vessel type
- f = fuel
- e = engine type.

### Tug Boat Emissions

Tug boat emissions were calculated using the *Appendix B - Emission Estimation Methodology For Commercial Harbor Craft Operating In California* (CARB, 2009). The emission methodology was based on the following formula:

$$\text{Emissions} = \text{EF}_0 \times F \times (1 + D \times A/UL) \times \text{HP} \times \text{LF} \times \text{Hr}$$

Where:

Emissions	=	amount of pollutant emitted during one period;
EF <sub>0</sub>	=	model year, horsepower and engine use specific zero hour emission factor (new engine);
F	=	fuel correction factor which accounts for emission reduction benefits from burning cleaner fuel;
D	=	horsepower and pollutant specific engine deterioration factor;
A	=	the age of the engine when the emissions are estimated;
UL	=	the vessel type and engine use specific engine useful life;
HP	=	rated horsepower of the engine;
LF	=	vessel type and engine use specific engine load factor;
Hr	=	number of annual operating hours of the engine.

It was assumed that two tug boats were required both inward and outward to escort the Handymax bulk carrier to the port.

#### Tug Boat - Main Engines

In relation to the main engines likely to be used for the tugs escorting the Handymax bulk carrier (40,000 MTs) into port, the following assumptions were made:

- 2172 hp was assumed as the rated horsepower of the main engine(s). This is approximately the average size of tug boats in California waters.
- The emission factors for tugs was estimated from the California Harbor Craft Emissions Inventory Database model as follows in Table 5.13 for the fleet average Bay Area harbor craft:

**Table 5.13 Main Engine (ME) & Auxiliary Engine (AE) Emission Factors – Tug Boat (g/hp-hr)**

Calendar Year	Harbor Craft	Engine	ROG	CO	NOx	PM	SOx	CO <sub>2</sub>
2016	Tug Boats	ME	0.59	3.74	5.99	0.22	0.0060	587.2
2016	Tug Boats	AE	0.86	4.11	5.69	0.24	0.0060	587.2
2017	Tug Boats	ME	0.58	3.95	5.58	0.19	0.0060	587.2
2017	Tug Boats	AE	0.85	4.19	5.32	0.21	0.0060	587.2
2018	Tug Boats	ME	0.59	4.01	5.54	0.19	0.0060	587.2
2018	Tug Boats	AE	0.86	4.21	5.31	0.20	0.0060	587.2
2019	Tug Boats	ME	0.59	4.06	5.54	0.19	0.0060	587.2
2019	Tug Boats	AE	0.87	4.24	5.33	0.21	0.0060	587.2
2020	Tug Boats	ME	0.59	4.24	5.20	0.16	0.0060	587.2
2020	Tug Boats	AE	0.87	4.24	5.29	0.20	0.0060	587.2

The engine load of the tug boat is assumed to be 0.31 for the propulsion engine.

#### Tug Boat - Auxiliary Engine

In relation to the auxiliary engine likely to be used for the tugs escorting the Handymax bulk carrier (40,000 mtonnes) into port, the following assumptions were made:

- 128 hp was assumed as the rated horsepower of the auxiliary engine.
- The emission factors for tug auxiliary engine was provided in Table 5.13:
- The engine load of the tug boat is assumed to be 0.43 for the auxiliary engine.

Thus, for NO<sub>x</sub>:

$$\begin{aligned} \text{Auxiliary Engine Emissions} &= EF_0 \times F \times (1 + D \times A/DL) \times HP \times LF \times Hr \\ \text{NO}_x \text{ Emissions} &= (EF \text{ g/hp-hr}) \times 128\text{hp} \times 0.43 \times 38\text{hrs} \\ \text{Auxiliary Engine NO}_x \text{ Emissions} &= 0.153 \text{ g/sec} \end{aligned}$$

Tugs air emissions were modelled as a series of volume sources. In order to determine appropriate release heights and initial vertical dimensions for modelling air emissions from the tugs, SCREEN3 was used to determine the plume height for both D stability (representing daytime 06:00 – 18:00) and F stability (representing night-time 18:00 – 06:00). The procedure was similar to the approach adopted for the *CARB Roseville Rail Yard Study (CARB 2004)* to determine plume heights associated with locomotive emissions. In the calculation, the wind speed used in SCREEN3 was equal to the tug's velocity in line with the *CARB (2004)* approach. The calculated plume rise is presented in Appendix AQ-MODEL.

Emission rates for GHGs were taken from the *Port of Los Angeles Emission Inventory 2012 (POLA, 2013)*. Detailed emission calculations for each pollutant and mode / milestone are outlined in Appendix AQ-EMITS.

### 5.2.3 Orcem Facility - Material Unloading and Handling

The raw material transport system for unloading material from the dockside to storing in the raw material storage area is outlined below:

The mobile hoppers at the dockside will feed onto a common mobile conveyor system. A continuous, covered belt conveyor system will transport material from the shipside hopper to the internal and external storage areas (depending on Mode) on-site.

In the case of GBFS material, the conveyor system will discharge the GBFS in the area of the open stockyard floor (see Figures 5.1 and 5.2).

In the case of clinker material, the conveyor system will discharge the clinker using an internal conveyor with a belt tipper in the Orcem facility's covered storage building (see Figures 5.3 and 5.4).

GBFS (and other raw materials except for clinker) will be stored in open stockpiles for management in the designated storage areas. As the material is naturally coarse and moist (with between 6% and 12% moisture content on delivery), fugitive dust emissions will be suppressed. When stored in a pile over a prolonged period of time the material has a tendency to harden on the surface through agglomeration to form a crust which seals the stockpile. However on reclaim, this material may be less moist and in these circumstances a stockpile water spray system will be in place to prevent fugitive dust emissions.

The GBFS stockpile will be different during Phase 1 and Phase 2, described as follows:

#### **Phase 1 GBFS Stockpile Management**

The GBFS would be transported from the ship to the stockpile by a series of covered belt conveyors. The conveyor would discharge the GBFS in the designated stockpile areas and the material would be



distributed with mobile stacker conveyors to form a stockpile of a maximum height of 40 feet. A front-end loader would move and lift this material as necessary. GBFS would be excavated using the same front-end loader, and placed into the reclaim hopper for transport to the processing plant.

### **Phase 2 GBFS Stockpile Management**

During Phase 2 the GBFS will continue to be transported to the stockpile by a series of covered belt conveyors. The final belt conveyor (modified in Phase 2) will be supported on gantries at a level of 60 feet above ground level. A belt tripper car will travel along the main convey line and at sequential positions will discharge the GBFS in the designated stockpile area to form a linear chevron stockpile with a maximum height of 48 feet. Reclaim from this stockpile will be by excavating from the face of the stockpile using a front end loader and excavator, and placing the GBFS into the reclaim hopper for transport to the processing plant.

### **Storage Area for Clinker**

Clinker will be stored in the designated enclosed storage building. As this material is naturally dry and hygroscopic, there is a need to enclose this stockpile to prevent rainfall and atmospheric moisture damaging the product. The clinker stockpile will be managed as follows:

#### **Phase 1 Clinker Stockpile Management**

During Phase 1 the clinker will be transported to the stockpile area by a series of covered conveyors. The conveyors will dump the clinker in the designated receiving hopper at the southerly end of the Open Material Storage Area, from which point front loaders will place the material to a height of approximately 27 feet (8 meters). Reclaim from this stockpile will be by excavating from the face of the stockpile using front end loaders and placing the clinker into the reclaim hopper of the conveyor feed to the processing plant.

#### **Phase 2 Clinker Stockpile Management**

During Phase 2 the clinker will continue to be transported to the stockpile area by covered belt conveyor from the dockside. A bucket elevator will lift and discharge the clinker on to a horizontal belt conveyor which will run the length of the covered Raw Material Storage Building. The horizontal belt conveyor will be fitted with a travelling tripper which will allow the clinker to be discharged at sequential positions along the storage building floor to form a chevron stockpile with a maximum height of approximately 50 feet. The Raw Material Storage Building will be equipped with an air filtration system which will ensure that any particulate emissions created by either the stockpiling or reclaim process will be captured in the filters, and fugitive particulate emissions will be maintained within agreed permit limits, thereby allowing only clean air to leave the building.

Fugitive dust emissions will occur at each external storage area, upload point, transfer point and drop point as the raw material is moved from the ship to the raw material storage area and thereafter transferred to the Mill for processing. A range of mitigation measures will be put in place to minimize these emissions including frequent watering, aspirated hoppers, bag filtration and 3-sided enclosures as outlined in Table 5.14. Detailed emission calculations based on AP-42 and similar emission calculations associated with material handling are outlined in Appendix AQ-EMITS.

Table 5.14 Proposed Operational Mitigation Measures For Orcem

Potential Source of Emissions to Air	Project Design Features to Reduce Emissions
Handymax Ship	0.1% Sulphur Marine Fuel Within 24nm of California coast for the main, auxiliary and boiler engines
Grab Crane on ship transfers GBFS to Mobile Hopper	Watering of material transfer point to ensure adequate moisture content giving a control effectiveness of 95% (SCAMQD (2007))
Hopper drop to conveyor	Watering of material transfer point to ensure adequate moisture content and aspirated hopper discharging through filter giving a control effectiveness of 95% (SCAMQD (2007))
Conveyor drop to conveyor	Watering of material transfer point to ensure adequate moisture content giving a control effectiveness of 95% (SCAMQD (2007))
Conveyor drop to mound in GBFS storage area	Watering of material transfer point to ensure adequate moisture content giving a control effectiveness of 95% (SCAMQD (2007))
Front loader excavation of stockpile	Watering of material transfer point to ensure adequate moisture content giving a control effectiveness of 95% (SCAMQD (2007))
Loading of hopper by front loader	Watering of material transfer point to ensure adequate moisture content and aspirated hopper discharging through filter giving a control effectiveness of 95% (SCAMQD (2007))
Raw Material Storage Piles	Frequent watering of storage pile & 3-Sided Enclosure for 2 of the 3 stockpiling areas giving a control effectiveness of 90 - 97.5% (SCAMQD (2007), AP42)
Orcem Main Emission Point (P-1)	The main emission point will have emissions of NO <sub>x</sub> , CO and PM <sub>10</sub> / PM <sub>2.5</sub> which are in accordance with BACT for the category of manufacturing.
Front Loader & Excavator	Dust suppression using MgCl <sub>2</sub> (magnesium chloride), frequent watering (3-times daily) & 15 mph speed limit giving a combined control effectiveness of 96.8% <sup>Note 2</sup> Excavator diesel engines on-site will be post 2013 whilst front loaders will be operated on CNG / propane.
Industrial Paved Rd (Finished Product)	Watering 3 times daily giving a control effectiveness of 80% (SCAMQD (2007))
Processing plant and material storage buildings	All air in contact with raw material or finished product, such as air from storage buildings, silos, elevators, is treated by bag filters or other types of filter prior to discharge to the atmosphere, with a not to exceed limit value of 2.5 mg/Nm <sup>3</sup> <sup>Note 1</sup> (0.0011 grains/dscf) PM <sub>2.5</sub> .
Truck filling with finished product	Filling takes place in an enclosed area, isolated from the external environment with air discharged through bag filter to atmosphere, with a not to exceed limit of 2.5 mg/Nm <sup>3</sup> <sup>Note 1</sup> (0.0011 grains/dscf) PM <sub>2.5</sub> .
Railcar Filling	Filling takes place in an enclosed area, isolated from the external environment with air discharged through bag filter to atmosphere, with a not to exceed limit of 2.5mg/Nm <sup>3</sup> <sup>Note 1</sup> (0.0011 grains/dscf) PM <sub>2.5</sub> .
Railcar movement	Ultra-Low Emissions Road-Switcher Locomotives (National Railway Equipment Company) will be used for both switching and line haul. Reduction of 80-90% in PM <sub>10</sub> compared to Tier II EPA emission rates.
<p><sup>Note 1</sup> Normalised to 298K &amp; 101.325kPa.</p> <p><sup>Note 2</sup> Western Governors' Association (WRAP) Fugitive Dust Handbook indicates 84% control efficiency for MgCl<sub>2</sub>. The Alaska Cooperative Transportation and Public Facilities Research Program (Control of Dust Emissions from Unpaved Roads, 1992) reports up to 80% control for 15mph speed limitation. This results in a cumulative control of 96.8%.</p>	

#### 5.2.4 Orcem Facility - Front Loader & Excavator Offroad Diesel Engines

Up to two biodiesel (B-20) powered front wheeled loader with a bucket capacity of approximately 16yd<sup>3</sup> will be in operation. The loaders will transfer raw material from the external and internal (depending on Mode) raw material storage areas to the mill feed hopper.

In addition, one diesel powered excavator will be in operation. The excavator will manage and transfer raw material from the external and internal (depending on Mode) raw material storage areas to the front wheeled loader. The exhaust and fugitive emissions associated with their operations is outlined below.

The methodology for estimating PM<sub>10</sub>, PM<sub>2.5</sub>, CO, CO<sub>2</sub>, SO<sub>2</sub> and NO<sub>x</sub> emissions from each type of off-road equipment (front loader, excavator) is based on the following equation:

$$\text{Emissions} = \text{Pop} * \text{HP}_{\text{ave}} * \text{LF} * \text{Activity} * (\text{EF}_{\text{zh}} + \text{dr} * \text{CHrs}) * \text{FCF} * \text{B20}$$

Where:

Pop	=	Population
HP <sub>ave</sub>	=	Maximum rated average horsepower (hp)
LF	=	load factor, unitless
Activity	=	Activity or annual operation (hr/yr)
EF <sub>zh</sub>	=	Zero-hour Emission factor (g/hp*hr)
dr	=	deterioration rate as equipment is used (gr/bhp-hr <sup>2</sup> )
CHrs	=	cumulative hours accumulated on the equipment
FCF	=	fuel control factor (% reduction) to allow for use of California diesel fuel
B20	=	Biodiesel, B20, emission reduction factor

The Off-Road Emission Factors for Off-road Sources were based on CHE and OFFROAD2011 and based on an equipment model year of 2015. All front loaders and excavators used on-site by Orcem will be used Tier 4 engines and no older than model year 2015. Appendix AQ-EMITS details the emission calculations associated with both the exhaust and fugitive emissions associated with both the front loaders and excavators.

Recent alternative diesel regulations will require biodiesel blends to be NO<sub>x</sub> neutral, and ARB<sup>12</sup> provided estimates for biodiesel effects on direct particulate emissions as shown in Table 5.15 regardless of the feedstock (low or high saturation levels) used to produce the biodiesel.

**Table 5.15 ARB Reported Relative Effect using Emission Sums**

Blend Level	PM
B5	-6%
B10	-10%
B20	-18%

While ARB published the reduction of PM by using biodiesel, no such reduction was published for HC and CO. However, an extrapolation method was conducted using the literature for HC and CO emissions. Investigating the latest summary data provided by ARB<sup>13</sup> afforded an estimate of the impact of biodiesel use on HC and CO emissions. Hydrocarbons (HC) are considered to be a

<sup>12</sup> [http://www.arb.ca.gov/fuels/diesel/altdiesel/20141017\\_ADF\\_workshop\\_proposal.pdf](http://www.arb.ca.gov/fuels/diesel/altdiesel/20141017_ADF_workshop_proposal.pdf)

<sup>13</sup> <http://www.arb.ca.gov/fuels/diesel/altdiesel/biodocs.htm>

surrogate for ROG emissions effects. ARB indicated that this data was appropriate for evaluating biodiesel blend impacts, but only included B5 (5%) and B10 (10%) from soy and animal feedstocks used to represent low and high saturated biodiesel.

There were two ways to estimate average emissions impacts: (1) averaging the tests (combination of vehicle and test cycle) and averaging the average impact, and (2) summing emissions for all tests and comparing the overall impact. The average of average impacts weights each test equally, while comparing emission sums weights higher emitting engines and test cycles results more. The results for the two methods are shown in Tables 5.16 and 5.17. Because emissions sums comparisons are conducted without separate samples, it is difficult to determine uncertainty.

**Table 5.16 Relative HC and CO Impact of Biodiesel using Average of Average Emissions Relative Change (Significant at the 90% confidence level in Blue Shade)**

Blend Level	Feedstock	Tests	HC	CO	PM
B5	Soy	12	2.0%	-1.7%	-7.4%
B10	Soy	6	-4.1%	-2.2%	-9.3%
B5	Animal	10	-0.7%	-4.3%	-7.4%
B10	Animal	6	-3.0%	-6.7%	-9.4%

**Table 5.17 Relative HC and CO Impact of Biodiesel using Emission Sums**

Blend Level	Feedstock	HC	CO	PM
B5	Soy	-0.3%	0.2%	-2.8%
B10	Soy	-2.8%	-1.6%	-7.7%
B5	Animal	-1.7%	-3.6%	-5.0%
B10	Animal	-1.4%	-6.7%	-10.0%

Overall, the emission impacts were comparable for Table 2 and Table 3 results. The PM impacts that we calculated using the two methods together were similar to the -6% for B5 and -10% for B10 that ARB reported providing confidence that this dataset is valid to use for estimating the impact of biodiesel use on HC and CO emissions.

The emission impacts for B5 were much less certain and more variable because the best estimate of the emission change is lower. Given that impact of biodiesel found for both NO<sub>x</sub> and PM are nearly proportional to amount of biodiesel, we will assume that B20 impact will be twice the effect estimated for 10% biodiesel (B10). The B10 results for HC and CO shown in Tables 2 and 3 indicate that HC impact was not largely dependent upon the feedstock while CO appeared to show such a difference. The average HC impact was -2.8% HC with B10. The CO impact for soy B10 was -1.9%, and -6.7% for animal B10. Applying a 56/44 soy/animal market share typical to how the California market is expected to supply fuel, an estimated a -4.0% average CO impact for B10. Using the B10 and a linear extrapolation for B5 and B20 emission impacts, the estimated impacts for B5 and B20 are shown in Table 5.18

**Table 5.18 Relative HC, CO, and PM Impact of Biodiesel**

Blend Level	HC	CO	PM
B5	-1.4%	-2.0%	-6%
B10	-2.8%	-4.0%	-10%
B20	-5.6%	-8.0%	-18%

#### 5.2.5 Orcem Facility - Process Building Operations & Associated Emissions

The raw materials will be reclaimed as described above from the stockpile areas and will be placed into a reclaim hopper of 2,000 ft<sup>3</sup> capacity at ground level in the storage area. From this point the clinker or GBFS will be conveyed by covered belt conveyor to a bucket elevator which will discharge

the material into a mill feed hopper of 5,000 ft<sup>3</sup>. Alongside this mill feed hopper will be a smaller mill feed hopper of 1,500 ft<sup>3</sup>, which will contain limestone and/or gypsum and other raw materials.

The clinker or GBFS will discharge from these mill feed hoppers via weigh belts which will regulate the flow of clinker or GBFS and gypsum/limestone (and other raw materials) onto the inclined covered belt conveyor to the processing plant, and ensure that this conveyor feeding the processing plant receives the desired total feed rate of material for processing in the mill, typically between 70 and 100 tons per hour.

## **The Processing Plant**

The processing plant will consist primarily of a milling process (using a Vertical Roller Mill, or “VRM”, with an internal particle size classifier), a drying process (a supplemental hot air generator to facilitate drying of moist raw materials as required), and product collection process (a main bag filter unit to capture the finished product). All of this equipment will be contained within the Mill & Filter Buildings.

### **Milling Process**

The proposed Orcem Project will use an electric powered VRM, as depicted in Figure 5.7 below. Raw material is fed to the VRM via an airlock and onto the center of a rotating grinding table. The raw material is thrown outward and under heavy steel rollers riding over the table by centrifugal force. A dam ring on the periphery of the grinding table contains the material and helps form it into a layer or “bed”. The steel rollers are coupled to high pressure hydraulic arms to forcefully pull the rollers onto the grinding table to grind the bed of raw material to fine powder.

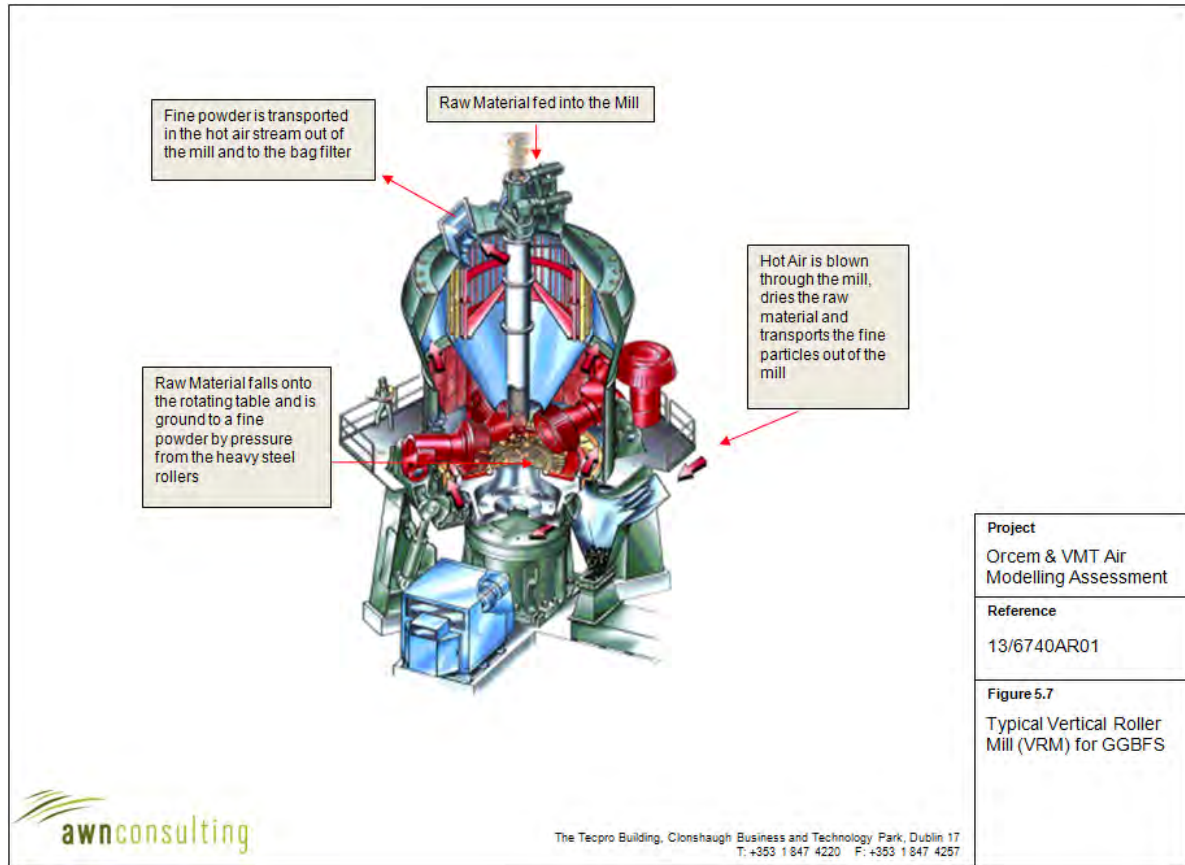
The milling process requires high flow of air (approximately 4,400,000 ft<sup>3</sup>/hr) to pass through the mill. As a result, the material within the mill is subject to a high velocity airflow, which passes up, around and over the grinding table. The airflow’s primary function is to lift ground material particles from the table and convey them into an internal particle size classifier, aka a high efficiency separator. This internal high efficiency separator classifies the incoming particles into two streams: (a) one stream of particles sufficiently small to meet the finished product specification passes through the separator with the air flow and leaves the mill; and (b) another stream of oversize particles, which is diverted back down to the grinding table for additional processing.

### **Drying Process**

The GBFS will enter the mill with a moisture content of between 6% and 12%, but to properly store and transport the finished GGBFS product the material must be dried to a moisture content of less than 0.2% H<sub>2</sub>O.

Fortunately, the high volume of air required for the milling process of the VRM is also very effective at simultaneously drying the material being processed; however, when processing materials with especially high moisture content, such as GBFS, additional heat is often required to complete the drying process. In this project the additional heat will be supplied by a natural gas fired hot air generator which will preheat the air coming into the VRM to a temperature sufficient to evaporate the excess GBFS moisture during milling.





**Figure 5.7**

Typical Vertical Roller Mill (VRM) for GGBFS.

### Product Collection Process

The process air pulled through the mill and internal separator exits the mill with the particles sufficiently small to meet the finished product specification entrained. This combined air and finished product stream then enters the main bag filter unit where the finished product is collected on the surfaces of fabric filters and the clean moist air is drawn through the filter unit by an induced draft fan, commonly called the main mill fan.

The outlet of the main mill fan leads to a vertical vent stack where the air leaves the processing plant along with any moisture evaporated from the raw materials. The finished product collected in the main bag filter is transported by an enclosed air-slide conveyor to a bucket elevator which lifts the product and discharges it to the product Storage Silos.

### Controlled Storage of Finished Product

The finished product will be stored in three (3) large sealed finished product Storage Silos, each with a capacity of up to 4,000 tons. These Storage Silos will hold the various finished products prior to transport to the Loading Silos. Each silo will be up to 46 feet in diameter and approximately 140 feet in height.

### Finished Product out - Loading System

The bottoms of the large finished product Storage Silos are aerated to fluidize (the process of converting granular material from a static solid-like state to a dynamic fluid-like state) the finished product powder for discharge. When the finished product is withdrawn from the Storage Silos it is

transported in enclosed conveyor systems into smaller Loading Silos of approximately 80 ton capacity each for loading of tanker trucks and rail tankers (via tanker truck transfer).

There will be two (2) Loading Silos configured at the Outload Building for loading of tanker trucks. Each Loading Silo will have its own below-ground weighbridges to monitor truck weight as they are loaded. The road transport vehicles will be tractor trailer configurations, with standard tractors and single or double pneumatic dry bulk tank trailers. The tank trailers are sealed and have loading hatches on top. In order to load the trailers with product, the hatches will be opened, and loading bellows will descend and their nozzle(s) will seal onto the tanks to be loaded. A computer controlled filling system will be activated and the tankers will be loaded to the desired level by the control system monitoring the weighbridge. After the loading process is complete, a bill of lading will be printed for the driver to document that all tanker trucks leave the plant with the prescribed load on board.

Rail tanker cars will be served from the filling facility via tanker truck transfer using the upgraded and realigned California Northern rail spur line which currently extends into the adjoining VMT Site, running parallel to Orcem's westerly boundary. Rail tanker cars will be loaded at a location just north of the Orcem Site boundary.

The Orcem main processing plant will have the following principal components which are of significance with respect to air emissions:

- A 36 MMBTU (10.8MW) natural gas fired drier (called the Hot Gas Generator), which will produce hot air for drying incoming GBFS, this hot air stream is then directed to:
- A Main Bag Filtration System, through which natural gas combustion emissions and hot air from the Vertical Roller Mill discharge.
- Smaller bag filtration systems on hoppers, silos and the clinker store.

The emissions from the Hot Gas Generator and Main Bag Filter will exit the facility via emission point P-1 (Main Stack). The exit point of the stack will be at a height of 50m above ground level. As this is considerably lower than the Good Engineering Practice stack height of 100m, building downwash will be a consideration. BPIP-PRIME was used to generate the wind-direction specific building dimensions for input into AERMOD.

It has been determined that BACT applies to the Hot Gas Generator as NO<sub>x</sub> emissions will exceed 10 pounds per day (under BAAQMD Rule 2-2-301 BACT applies if this threshold is exceeded) as outlined in Table 5.19. Detailed air emission calculations associated with the Main Emission Point (P-1) and smaller bag filter emission points are outlined in Appendix AQ-EMITS.

Table 5.19 Orcem P-1 Main Stack Process Emission Details

Orcem P-1 (Main Stack) Normalized To 298K	Conc. (ppm)	Conc. (mg/ Nm <sup>3</sup> )	Duct Diameter (m)	surface area (m <sup>2</sup> )	stack temp (K)	Velocity (m/s)	Velocity @ ntp (m/s)	Vol flow @ ntp (m <sup>3</sup> /hr)	Mass Emission Rate (kg/hr)	Emission g/hr	Emission g/s	Emissions		
												lb/ hr	lb/ day	tons/ yr
NO <sub>x</sub> (as NO <sub>2</sub> )	30.0	44.0	2.00	3.142	381.05	1.71	1.34	15174	0.67	667	0.185	1.47	35.3	5.59
SO <sub>2</sub>	1.06	2.78	2.00	3.142	381.05	1.71	1.34	15174	0	42	0.012	0.0928	2.23	0.35
CO	153.5	175.84	2.00	3.142	381.05	1.71	1.34	15174	2.67	2668	0.741	5.88	141.2	22.36
PM <sub>10</sub>	N/A	15.91	2.00	3.142	381.05	1.71	1.34	15174	0.24	241	0.067	0.53	12.8	2.02
PM <sub>2.5</sub>	N/A	14.32	2.00	3.142	381.05	1.71	1.34	15174	0.22	217	0.060	0.48	11.5	2.02
TOC (as C)	46.9	23.03	2.00	3.142	381.05	1.71	1.34	15174	0.35	349	0.097	0.77	18.5	2.93
CO <sub>2</sub>	66,957	120,523	2.00	3.142	381.05	1.71	1.34	15174	1829	1828880	508	4032	96767	15322
CH <sub>4</sub>	7.33	4.81	2.00	3.142	381.05	1.71	1.34	15174	0.07	73	0.020	0.16	3.87	0.61
N <sub>2</sub> O	0.75	1.34	2.00	3.142	381.05	1.71	1.34	15174	0.02	20	0.006	0.045	1.08	0.17

### 5.2.6 Orcem Facility - Truck Movements on Local Road Network

During the operational phase of the Orcem facility there will be additional heavy truck movements to and from the site using the local road network. The truck movements will be a combination of bulk material import (as outlined in Table 5.20) and also the export of finished product from the facility (as outlined in Table 5.21). The number of truck movements serving the site therefore depends on the mode and phase of operation.

**Table 5.20 Details of raw materials to be imported via road to Orcem**

Orcem Mode / Milestone	Gypsum (MT/yr)	Limestone (MT/yr)	Annual trucks (Based on 25 ton (22.7 MT) per truck)
1.1	3,522		155
1.2	7,044		310
1.3	10,566		465
1.4	14,088		620
1.5	22,306		981
2.1	6,803	6,803	598
2.2	13,605	13,605	1198
2.3	20,408	20,408	1796
2.4	27,211	27,211	2392
2.5	43,084	43,084	3792
3.1	3,522		155
3.2	7,044		310
3.3	10,566		465
3.4	14,088		620
3.5	22,306		981

Table 5.21 Details of finished product to be exported via road from Orcem.

Orcem Mode / Milestone	GGBFS (MT/yr)	Cement (MT/yr)	Annual One-Way Truck Movements (Based on 25 US ton (22.7 MT) per truck)
1.1	109,299		4,809
1.2	207,093		9,112
1.3	293,381		12,909
1.4	368,165		16,199
1.5	582,928		25,649
2.1		133,333	5,867
2.2		266,667	11,733
2.3		400,000	17,600
2.4		533,333	23,467
2.5		844,444	37,156
3.1	115,052	60,000	7,702
3.2	230,103	80,000	13,645
3.3	345,155	100,000	19,587
3.4	368,165	120,000	21,479
3.5	582,928	120,000	30,929

Table 5.22 below lists the average hourly and daily one-way truck movements to the site during each operational day for each mode of operation as follows:

1. GGBFS production only;
2. Cement Production only;
3. Both GGBFS & Cement Production together but in independent production runs.

The traffic volumes listed in Table 5.22 are to be considered as worst-case as they assume that bulk deliveries by road occur simultaneously to the export of finished product. However, bulk deliveries to the site will be much less frequent over the course of a full year's production than that presented below in Table 5.22. In addition, as outlined in Table 5.23, annual mean traffic numbers (averaged over 8,760 hours) are significantly lower than the maximum day figure.

**Table 5.22 Details of hourly and daily one-way truck movements on public roads accessing the Orcem site.**

Time Of Day	% Distribution Truck Movements	Orcem Mode / Milestone		
		Mode 1 Milestone 5	Mode 2 Milestone 5	Mode 3 Milestone 5
		One – Way Truck Movements On Public Road		
0:00 to 1:00	0.03	4.1	6.2	4.9
1:00 to 2:00	0.04	5.4	8.3	6.5
2:00 to 3:00	0.06	8.1	12.5	9.7
3:00 to 4:00	0.07	9.5	14.6	11.3
4:00 to 5:00	0.08	10.8	16.6	13.0
5:00 to 6:00	0.08	10.8	16.6	13.0
6:00 to 7:00	0.08	10.8	16.6	13.0
7:00 to 8:00	0.08	10.8	16.6	13.0
8:00 to 9:00	0.08	10.8	16.6	13.0
9:00 to 10:00	0.08	10.8	16.6	13.0
10:00 to 11:00	0.08	12.8	18.6	17.0
11:00 to 12:00	0.08	10.8	16.6	13.0
12:00 to 13:00	0.07	9.5	14.6	11.3
13:00 to 14:00	0.03	4.1	6.2	4.9
14:00 to 15:00	0.03	6.1	8.2	6.9
15:00 to 16:00		0.0	0.0	0.0
16:00 to 17:00		0.0	0.0	0.0
17:00 to 18:00		0.0	0.0	0.0
18:00 to 19:00		0.0	0.0	0.0
19:00 to 20:00		0.0	0.0	0.0
20:00 to 21:00		0.0	0.0	0.0
21:00 to 22:00		0.0	0.0	0.0
22:00 to 23:00	0.01	1.4	2.1	1.6
23:00 to 00:00	0.02	2.7	4.2	3.2
<b>Total</b>		<b>139.3</b>	<b>212.0</b>	<b>166.1</b>

**Note 1** Includes two third-party deliveries at 10:00 and two third-party deliveries at 14:00



Table 5.23 Details of daily and annual one-way truck movements on public roads accessing the Orcem site.

Orcem Mode / Milestone	Annual trucks (Based on 25 US ton trucks)	One-Way Truck Movements / Hr	One-way Truck Movements / Operational Day
1.1	4,964	0.57	13.6
1.2	9,422	1.08	25.8
1.3	13,374	1.53	36.6
1.4	16,819	1.92	46.1
1.5	26,630	3.04	73.0
2.1	6,465	0.74	17.7
2.2	12,931	1.48	35.4
2.3	19,396	2.21	53.1
2.4	25,859	2.95	70.8
2.5	40,948	4.67	112.2
3.1	7,857	0.90	21.5
3.2	13,955	1.59	38.2
3.3	20,052	2.29	54.9
3.4	22,099	2.52	60.5
3.5	31,910	3.64	87.4

The haul route to and from the site will be via Lemon Street to the junction with Sonoma Boulevard at which point the traffic will either:

- Route 1 – Turn south onto Sonoma Boulevard and continue towards the I-80;
- Route 2 – Turn north onto Sonoma Boulevard, or;
- Route 3 – Continue onto Lemon Street east of Sonoma Boulevard to the Curtola Parkway.

The distribution of traffic to each of these routes has been provided by the project team as follows:

- Route 1 – 39%;
- Route 2 – 5%; and
- Route 3 – 56%.

Thus, for the maximum day, the breakdown of traffic along each of the three routes is presented in Table 5.24 based on these distributions.

Table 5.24 Details of hourly and daily one-way truck movements on public roads accessing the Orcem site.

Time Of Day	% Distribution	Orcem Mode / Milestone			Orcem Mode / Milestone			Orcem Mode / Milestone		
	Truck Movements	Mode 1 Milestone 5	Mode 2 Milestone 5	Mode 3 Milestone 5	Mode 1 Milestone 5	Mode 2 Milestone 5	Mode 3 Milestone 5	Mode 1 Milestone 5	Mode 2 Milestone 5	Mode 3 Milestone 5
		One – Way South onto Sonoma Boulevard Road			One – Way North onto Sonoma Boulevard Road			One – Way Lemon Street east of Sonoma Boulevard Road		
0:00 to 1:00	0.03	1.6	2.4	1.9	0.2	0.3	0.2	2.3	3.5	2.7
1:00 to 2:00	0.04	2.1	3.2	2.5	0.3	0.4	0.3	3.0	4.7	3.6
2:00 to 3:00	0.06	3.2	4.9	3.8	0.4	0.6	0.5	4.5	7.0	5.4
3:00 to 4:00	0.07	3.7	5.7	4.4	0.5	0.7	0.6	5.3	8.2	6.4
4:00 to 5:00	0.08	4.2	6.5	5.1	0.5	0.8	0.6	6.1	9.3	7.3
5:00 to 6:00	0.08	4.2	6.5	5.1	0.5	0.8	0.6	6.1	9.3	7.3
6:00 to 7:00	0.08	4.2	6.5	5.1	0.5	0.8	0.6	6.1	9.3	7.3
7:00 to 8:00	0.08	4.2	6.5	5.1	0.5	0.8	0.6	6.1	9.3	7.3
8:00 to 9:00	0.08	4.2	6.5	5.1	0.5	0.8	0.6	6.1	9.3	7.3
9:00 to 10:00	0.08	4.2	6.5	5.1	0.5	0.8	0.6	6.1	9.3	7.3
10:00 to 11:00	0.08	4.2	6.5	5.1	0.5	0.8	0.6	6.1	9.3	7.3
11:00 to 12:00	0.08	4.2	6.5	5.1	0.5	0.8	0.6	6.1	9.3	7.3
12:00 to 13:00	0.07	3.7	5.7	4.4	0.5	0.7	0.6	5.3	8.2	6.4
13:00 to 14:00	0.03	1.6	2.4	1.9	0.2	0.3	0.2	2.3	3.5	2.7
14:00 to 15:00	0.03	1.6	2.4	1.9	0.2	0.3	0.2	2.3	3.5	2.7
15:00 to 16:00		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 to 17:00		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 to 18:00		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 to 19:00		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19:00 to 20:00		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20:00 to 21:00		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21:00 to 22:00		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22:00 to 23:00	0.01	0.5	0.8	0.6	0.1	0.1	0.1	0.8	1.2	0.9
23:00 to 00:00	0.02	1.1	1.6	1.3	0.1	0.2	0.2	1.5	2.3	1.8
Total		52.8	81.1	63.2	6.8	10.4	8.1	75.8	116.5	90.8

The air emissions associated with the movement of road haulage trucks both on-site and on public roads was calculated using the EMFAC2014 emission model (CARB (2014)<sup>14</sup>). The model includes the latest data on California's car and truck fleet and travel activity. The model also reflects the emission benefits of CARB's recent rulemaking including on-road diesel fleet rules, Pavley Clean Car Standards and the Low Carbon Fuel Standard. The haul truck fleet was assumed to meet the drayage truck rule where all trucks must use engines meeting or exceeding the 2007 engine emission standards, which includes trucks with model year 2008 or later. The average emissions for trucks with 2008 to the calendar year model years were used to estimate the haul truck emission rates.

Emissions of PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>x</sub>, CO, SO<sub>2</sub> and CO<sub>2</sub> were calculated based on the number of vehicle trips per hour, the distance travelled on each specific link (each link is classified as a trip segment with a uniform traffic speed) of the trip and the link-specific emission factor. The emission factor for each link was a function of the average vehicle speed and the % of time in idling mode. Details of the modeled trip segments are outlined in Table 5.25.

**Table 5.25 Details of trip movements on onsite and public roads accessing the Orcem and VMT sites.**

Trip Starting Point	Trip End Point	One-Way Trip Length (miles)	Average Speed (mph)
Entrance To Orcem Facility	Exit From Orcem Facility	0.469	10
Entrance To VMT Facility	Exit From VMT Facility	0.451	10
Exit From VMT / Orcem Facilities	Junction of Lemon St / Sonoma Boulevard	0.447	20
Junction of Lemon St / Sonoma Boulevard	Lemon St North approaching Curtola Parkway	0.510	20
Junction of Lemon St / Sonoma Boulevard	Junction of Sonoma Boulevard South / Magazine Street	0.457	40
Junction of Lemon St / Sonoma Boulevard	Sonoma Boulevard North	0.326	40
Junction of Sonoma Boulevard South / Magazine Street	Sonoma Boulevard South Approaching I-80	0.434	40

Rail Movements Accessing the Detailed emission calculations based on EMFAC2011 both on-site and on the nearby public roads is presented in Appendix AQ-EMITS.

### 5.2.7 Orcem Facility – Rail Operations

The existing California Northern Railroad short line currently extends into the VMT Site, running parallel to Orcem's westerly boundary which serves Vallejo and the North Bay, and connects to the Union Pacific Railroad. It is proposed that as part of this development the line be upgraded with capacity for the storage of railcars and loading/unloading of materials. Rail tanker cars will be loaded at a location immediately north of the Orcem Site, along the westerly side of the main access road. Trucks will transfer materials to the railcars from the Loading Silos and Outload Building; materials arriving via rail will be transferred by enclosed pipeline to the material storage areas.

In terms of raw materials for the Orcem process, consignments of gypsum, limestone, pozzolan and portland cement may be delivered via train. Cement will be transported via rail from Arizona in Mode 3, and unloaded via truck tanker transfer and closed pipe into one of the fully sealed Storage Silos. Gypsum will be transported in all Operational Modes via truck or rail from Nevada or by sea from

<sup>14</sup> <http://www.arb.ca.gov/msei/categories.htm>

Mexico. Limestone will be transported in Operational Mode 2 via truck or rail from nearby sources in California, or by sea from Canada.

An area for transferring goods and materials between railcars and trucks (“Rail Transloading” area) will be established. A wheel loader reclaim hopper will be positioned opposite the Orcem Plant (between VMT the Phase 1 and 2 boundaries), and connected to a railcar loading station via an enclosed transfer conveyor. This common mobile system makes it possible for both VMT and Orcem to load and unload railcars, while maximizing the efficiency of lay-down areas for VMT ship and barge cargoes. A maximum of three 100-car trains would be serving the facility. However, the worst-case emissions scenario would involve a maximum of two 100-car trains with the balance of the shipment occurring by truck, a higher emissions transportation method. In the ROA, the train length will be reduced to 50 cars, with a doubling of the number of trains. For the purposes of this analysis which evaluates the worst-emissions scenario, processing and movement of bulk cargo through the use of rail transportation serving the combined VMT Terminal Phases 1 and 2 will require up to 8 monthly unit trains of up to 100 cars per episode (800 total monthly cars). The Rail Transloading area has a capacity to accommodate up to sixteen (16) railcars for loading at any one time. The existing California Northern Railroad track spurs that adjoin the VMT Site's northerly entrance will be used to store railcars during the loading process. The VMT Project anticipates the use of 2 switch-mobiles or a small locomotive to handle railcar movements on the VMT Site and to and from the California Northern Railroad track spurs adjacent to the Site.

The project rail movements for Orcem are outlined in Table 5.26 and are broken down into raw material imports (cement only under Mode 3) and finished product exports (GGBFS under both Mode 1 and 3). Also shown in Table 5.26 is the equivalent reduction in truck movements associated with the use of rail to export GGBFS finished product. Thus, in the event that GGBFS be exported by rail the truck numbers outlined in Table 5.21 will be scaled back by an equivalent number.

**Table 5.26 Annual Train Movements to the Orcem Site**

Orcem Mode	Milestone	Raw Materials In		Finished Product Out										
		Cement (MT/yr)	Rail Movements / Annum	GGBFS (MT/yr)	Rail Movements / Annum	Reduction In Trucks								
1	1			5748	4	253								
	2			23016	16	1014								
	3			51756	36	2280								
	4			92040	63	4055								
	5			145732	100	6420								
2	1													
	2													
	3													
	4													
	5													
3	1	60000	41											
	2	80000	55											
	3	100000	69											
	4	120000	83									92040	63	4055
	5	120000	83									145732	100	6420

The following narrative outlines the import and export methodology by rail for the Orcem site:

- Cement is likely to be the only raw material imported by rail to the site;
- Arriving trains, either laden or unladen, will be parked in the existing rail yard area outside the site boundary. This area has capacity for approximately 89 railcars;
- The railcars will then be shunted from this yard area to the rail transloading area on the VMT site where there is capacity for 16 railcars;
- Raw material (cement) import or finished product export will be transloaded to or from the railcars using an enclosed pipe system, and;
- Loaded or unloaded railcars will be shunted back to the rail yard area outside the site boundary to await collection by the locomotive.

### ***Emission Factor Methodology for Locomotive Movements***

The locomotives used at the facility will be both line-haul (long-haul trains to transport material to market and import raw material for processing) and switching locomotives which will be used to move the rail wagons to assemble the train prior to departure.

During switching the engines will be in operation when moving the shuttle cars from the siding to the loading area and will be turned off outside of this time. In the case of Orcem, where 16 empty cars will be loaded over a 10 hour period, the switchers will only operate for approximately 20 minutes when empty (requiring one 700hp engine) and again when fully loaded (when three 700 hp engines will be required).

The National Railway Equipment Company will supply ultra-low emissions road-switcher locomotives for both switching and line-haul. The NO<sub>x</sub>, HC, CO and PM<sub>10</sub> emission factors associated with both modes of operation are outlined in Table 5.27. Emission rates for GHGs and SO<sub>2</sub> were taken from the *Port of Los Angeles Emission Inventory 2012 (POLA (2013))*.

**Table 5.27 Emission Factors (g/bhp-hr) associated with the use of ultra-low emissions road switcher locomotives.**

<b>Emissions</b>	<b>Switcher</b>	<b>Line Haul</b>
<b>(g/bhp-hr)</b>		
NO <sub>x</sub>	3.37	2.88
ROG	0.04	0.02
CO	1.51	0.93
PM <sub>10</sub>	0.050	0.020
PM <sub>2.5</sub> <sup>Note 1</sup>	0.0485	0.0194
<small>Note 1 Based on the CARB default PM<sub>2.5</sub> / PM<sub>10</sub> ratio for locomotive diesel engines of 0.97.            Note 2 A conversion from HC to ROG of (HC*1.053) was used in the assessment. (CARB (2013) Carl Moyer Program Guidelines)</small>		

The switching time in mode for each notch setting was taken from the *Commercial Rail Yard (Davis Yard) Emission Inventory, Los Angeles (Sierra Research (2007))* based on "trim" operations. The switching notch settings and associated emission rates for PM<sub>10</sub> is outlined in Table 5.28 when the railcars are fully loaded. The line haul time in mode was based on the EPA duty cycle with the exception that Notch setting 7 & 8 are assumed not to occur within the modelling domain (rail traffic is modeled for a distance of 1.0 mile from the facility). The line haul notch settings and associated emission rates for PM<sub>10</sub> is outlined in Table 5.29. Table 5.30 outlines the air model input parameters for both switching and line haul (idling and travelling). Volume sources have been assigned differing release heights and initial vertical dimensions for daytime (06:00 – 18:00) and night time (18:00 –

06:00) based on the average of values outlined in the *CARB Roseville Rail Yard Study (CARB 2004)* for GP-4X, GP-5X & GP-6X for Notch 1 & 2.



Table 5.28 Locomotive Time-In-Mode for Switchers When Fully Laden.

Switcher	% of full power	BHP	Duty Cycle (%)	BHP	Switcher	Switcher
Notch Position			(based on Davis Yard Trim operations)	Weighted	PM <sub>10</sub> (g/hr)	PM <sub>10</sub> (g/sec)
Idle	0.81%	17.01	44.20%	7.52	0.38	0.000104
1	4.76%	99.96	5.00%	5.00	0.25	0.000069
2	14.18%	297.78	25.00%	74.45	3.72	0.001034
3	27.80%	583.8	2.30%	13.43	0.67	0.000186
4	42.07%	883.47	21.50%	189.95	9.50	0.002638
5	57.30%	1203.3	1.50%	18.05	0.90	0.000251
6	72.51%	1522.71	1.60%	24.36	1.22	0.000338
7	89.76%	1884.96	0.00%	0.00	0.00	0.000000
8	105.31%	2211.51	0.00%	0.00	0.00	0.000000
Fuel Correction Factor	0.86				14.31	0.00397
Locomotive HP	2100				PM <sub>10</sub> (g/hr)	PM <sub>10</sub> (g/sec)
Average Load (HP)				16%		

Table 5.29 Locomotive Time-In-Mode for Line Haul Locomotives.

Line Haul	% of full power	BHP	Duty Cycle (%)	BHP	Line Haul	Line Haul
Notch Position			(based on Davis Yard Trim operations)	Weighted	PM <sub>10</sub> (g/hr)	PM <sub>10</sub> (g/sec)
Idle	0.4	8	47.03	3.76	0.08	0.000021
DB	2.1	42	15.47	6.50	0.13	0.000036
1	5	100	8.04	8.04	0.16	0.000045
2	11.4	228	8.04	18.34	0.37	0.000102
3	23.5	470	6.44	30.25	0.60	0.000168
4	34.3	686	5.45	37.36	0.75	0.000208
5	48.1	962	4.70	45.24	0.90	0.000251
6	64.3	1286	4.83	62.07	1.24	0.000345
7	86.6	1732	0.00	0.00	0.00	0.000000
8	102.5	2050	0.00	0.00	0.00	0.000000
Fuel Correction Factor	0.86				4.23	0.00101
Locomotive HP	2000				PM <sub>10</sub> (g/hr)	PM <sub>10</sub> (g/sec)
Average Load (HP)				11%		

Table 5.30 Locomotive Air Modelling Inputs For Both Switchers and Line-Haul.

Source	Point Source Parameters			
	Stack Height (m)	Stack Diameter (m)	Exit Velocity (m/s)	Temperature (K)
Locomotives (Idling)				
Line Haul (as point source)	4.6	0.625	3.1	364.15
Locomotives (Travelling)	Release Height (m)	Initial Lateral Dimension (m)	Initial Vertical Dimension (m)	
Switcher (as volume source)	6.61 (day), 15.04 (night)	4.65	3.07 (day), 7.00 (night)	
Line Haul (as volume source)	6.61 (day), 15.04 (night)	4.65	3.07 (day), 7.00 (night)	

### 5.3 VMT Activities

VMT is proposing to construct a multi-phased bulk aggregate import and distribution facility on the existing terminal footprint. The general transportation method is to unload dry bulk cargo from vessels, temporarily store, and reclaim from storage to cargo trucks and railcars for local and regional distribution. In addition, the terminal design allows re-loading cargo to barges to enable VMT to engage in short-sea shipping initiatives with other California ports and terminals. Figures 5.8 and 5.9 outlines the project footprint under Phase 1 and Phase 2 of the proposed project within the VMT Terminal Site.

#### Phase 1 & 2 VMT Terminal Cargo

As an operational deep draft facility, the VMT Terminal, including Phases 1 and 2, is anticipated to handle a wide range of commodities including, for example, the following:

- Feed Grains;
- Manufactured Steel;
- Timber/Lumber;
- Rock, Aggregate, Ores and Related Materials (including GBFS, clinker and related materials used as part of the Orcem Project);
- Project Based Break-Bulk Items (i.e. heavy lift transport, large construction assemblies);
- Marine Construction Materials

Another possible material which may at some future date be imported is pet coke. Pet coke generally has a higher moisture content than sand / aggregate (5-10%) but have a high silt content and thus would be imported via a sealed system to minimise fugitive dust. It is intended that should pet coke be imported it will be treated in a similar fashion as to what is currently envisaged for clinker imports. The sealed systems with any associated bag filters / release points will achieve an emission concentration of  $2.5 \text{ mg/Nm}^3$  (0.0011 grains/dscf) in line with the appropriate BACT limit.

For the purposes of the current assessment, the materials with the greatest potential for fugitive dust release (sand and aggregates) were assumed to be the dominant material imported. Under these circumstances, sand and aggregates would be received from self-unloading, clam-shell crane equipped vessels and delivered to the storage area by covered conveyors where it will be stored in open stockpiles. The terminal will be designed to also discharge self-unloading, conveyor-equipped vessels using the same receiving hoppers and conveying equipment when throughput volumes increase.

During the initial project stages trucks will be loaded using front-end loaders to load cargo directly into the truck trailers. Railcars will ultimately be loaded via a loading station requiring railcar switching, but can be loaded in similar mobile manner as trucks initially. When the annual throughput increases at the Terminal, a railcar loading station and surge bin will be constructed on the site to improve operational efficiency and reduce the use of wheel loaders. Wheel loaders would then be used only in the stockyard to reclaim the cargo to receiving hoppers that feed conveyors leading to the rail loading stations and to maintain the stockpiles. Truck load-out is assumed to remain mobile during both Phase 1 and Phase 2 operations.

Cargoes which are not containerized, or do not otherwise release fugitive dust or airborne/soluble toxic materials when handled and stored in the open, will be unloaded using portable equipment onto the paved or aggregate surfaces within the 10.5-acre VMT Terminal shipping and receiving site area. All other cargo received or shipped through the VMT Terminal will be handled through enclosed

transport devices (such as, for example, the GBFS material received and transported directly to the Orcem Site). The existing surfaces at the site would be used as temporary lay-down areas for the cargo being prepared for loading onto ships, or unloaded for transfer to barge, rail, or trucks.

An estimate of the maximum day and annual emission rate of the criteria pollutants from the emission points / transfer points onsite is outlined in Tables 5.31a and 5.31b, respectively, and compared with the BAAQMD thresholds in Table 5.32. The estimates are based on detailed calculations, engineering data and based on 5,760 hours of operation at maximum load (Phase 2 Alternative). Example calculations are detailed are outlined in Appendix AQ-EMITS. Given that the estimated facility emission totals are significantly below the PSD threshold of 250 tons per year per pollutant, the project will not be subject to PSD review.

Table 5.31a Emissions of Criteria Pollutants from VMT, Vallejo under Phase 1 Alternative (lbs/day).

Calendar Year 2018				Exhaust	Fugitive	Exhaust	Fugitive					
Source	ROG	CO	NOx	PM <sub>10</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>	PM <sub>2.5</sub>	DPM	SO <sub>2</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Shipping	5.40	11.81	100.37	2.33	-	2.22	-	1.99	6.69	7,570	0.74	0.42
Barge	0	0	0	0	0	0	0	0	0	0	0	0
Material Handling	-	-	-	-	0.80	-	0.12	-	-	-	-	-
Raw Material Storage Piles	-	-	-	-	0.01	-	0.00	-	-	-	-	-
Unpaved Rd (Forklift)	0.24	0.63	1.08	0.00	0.19	0.00	0.02	0.00	0.00	231	-	-
Unpaved Rd (Front Loader & Excavator)	0.61	5.78	1.81	0.05	0.25	0.05	0.02	0.05	0.03	3,310	-	-
Industrial Paved Rd (finished product)	0.11	0.27	1.02	0.00	0.18	0.00	0.04	0.00	0.00	206	-	-
Public Paved Rd	1.11	14.36	55.11	0.18	26.26	0.17	6.46	0.17	0.15	13,965	-	-
Rail	0.10	4.47	12.26	0.09	-	0.09	-	0.09	0.02	2,297	0.18	0.06
Total (lbs/day)	7.59	37.32	171.65	2.65	27.69	2.53	6.66	2.31	6.89	27,579	0.92	0.48
Total (tons/year)	1.38	6.81	31.33	0.48	5.05	0.46	1.22	0.42	1.26	5,033	0.17	0.09



Table 5.31b Emissions of Criteria Pollutants From VMT, Vallejo under Phase 1 Alternative (tons/year)

Source	ROG	CO	NOx	Exhaust	Fugitive	Exhaust	Fugitive	DPM	SO <sub>2</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
				PM <sub>10</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>	PM <sub>2.5</sub>					
Shipping	0.99	2.16	18.32	0.42	-	0.40	-	0.36	1.22	1,381	0.14	0.08
Material Handling	-	-	-	-	0.15	-	0.02	-	-	-	-	-
Raw Material Storage Piles	-	-	-	-	0.00	-	0.00	-	-	-	-	-
Unpaved Rd (Forklift)	0.04	0.12	0.20	0.00	0.03	0.00	0.00	0.00	0.00	42	-	-
Unpaved Rd (Front Loader & Excavator)	0.11	1.05	0.33	0.01	0.05	0.01	0.00	0.01	0.01	604	-	-
Industrial Paved Rd (finished product)	0.02	0.05	0.19	0.00	0.03	0.00	0.01	0.00	0.00	38	-	-
Public Paved Rd	0.20	2.62	10.06	0.03	4.79	0.03	1.18	0.03	0.03	2,549	-	-
Stack and Bag Filters	-	-	-	-	-	-	-	-	-	-	-	-
Rail	0.02	0.81	2.24	0.02	-	0.02	-	0.02	0.00	419	0.03	0.01
Total (tons/year)	1.38	6.81	31.33	0.48	5.05	0.46	1.22	0.42	1.26	5,033	0.17	0.09
Orcem	2.80	17.76	32.06	0.59	6.35	0.57	1.50	0.28	1.03	29,237	0.71	0.23
VMT+Orcem	4.18	24.57	63.39	1.07	11.40	1.03	2.71	0.70	2.29	34,271	0.88	0.31

Table 5.32 Annual Emissions of Criteria Pollutants from VMT, Vallejo under Phase 2 Alternative (tons/yr).

VMT Facility Phase 2 Alternative Annual Emission (tons/yr)							
Facility	NO <sub>2</sub>	SO <sub>2</sub>	PM <sub>10</sub> <sup>Note 1</sup>	PM <sub>2.5</sub> <sup>Note 1</sup>	DPM	ROG	CO
VMT (lbs/yr)	60,998	2,545	6,704	1,044	910	3,356	13,402
VMT (tons/yr)	30.5	1.27	0.63	0.52	0.46	1.68	6.7
BAAQMD CEQA Thresholds	10	N/A	15	10	10	10	N/A
Note 1 PM <sub>10</sub> / PM <sub>2.5</sub> based on exhaust emissions only							

Figure 5.8

VMT Operations Phase 1

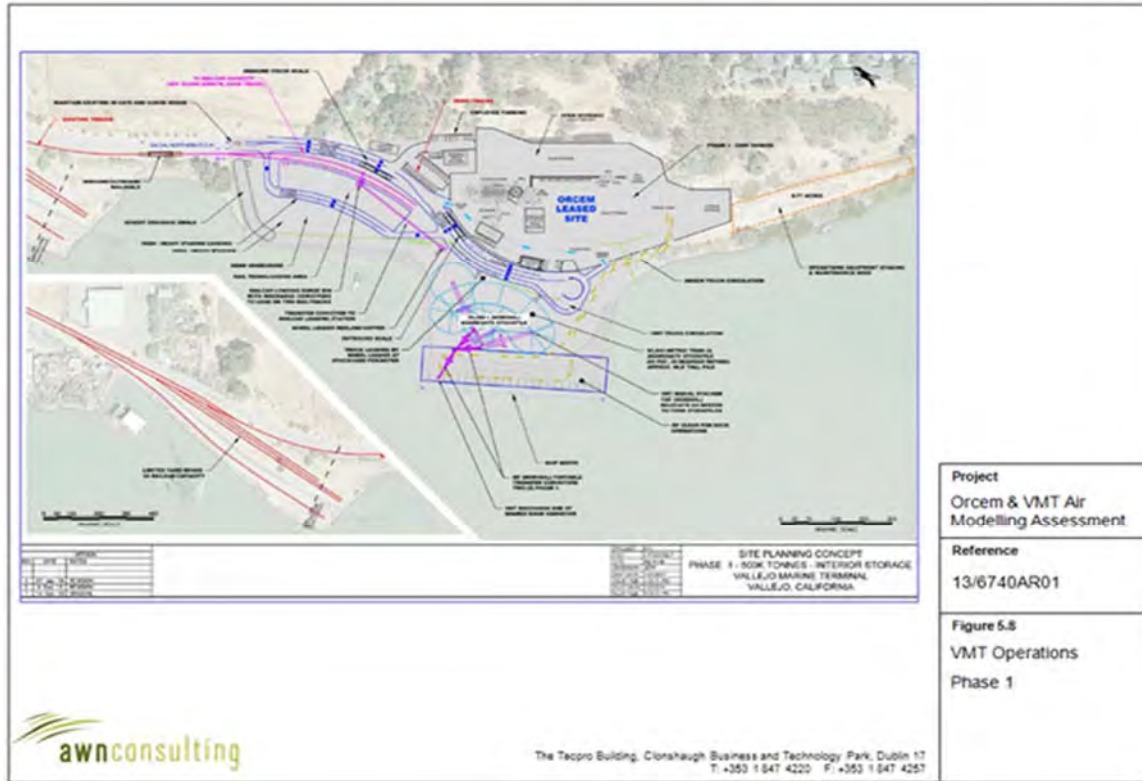
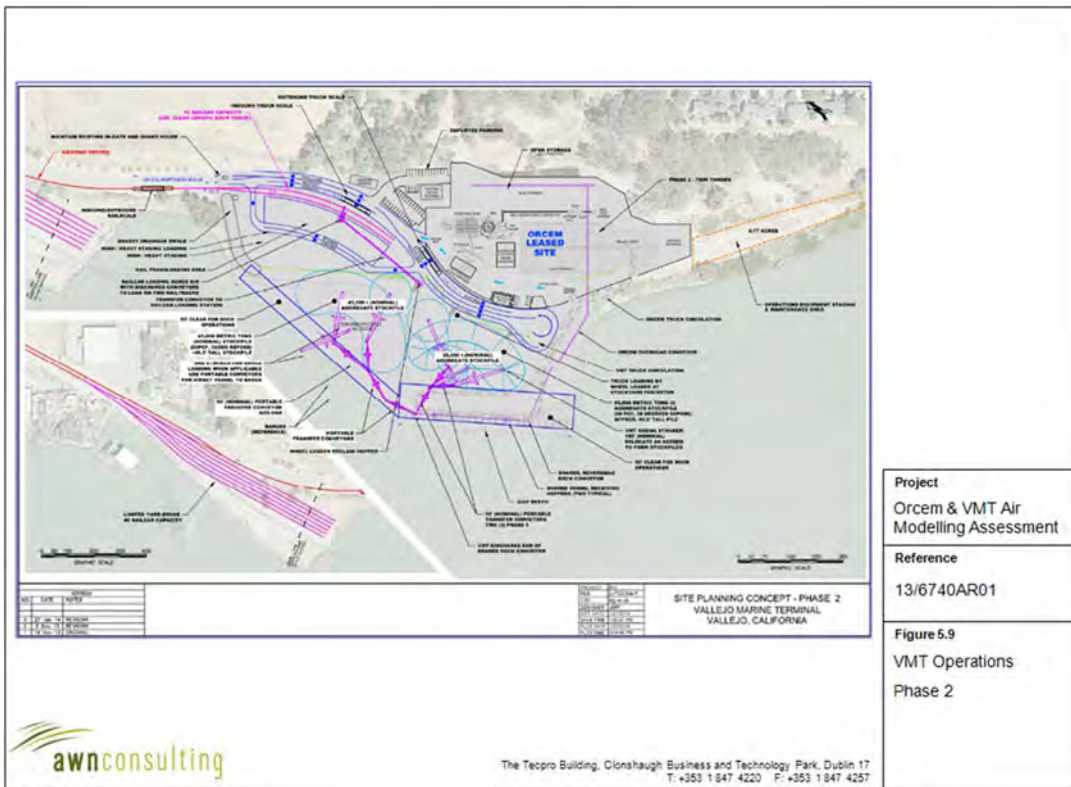


Figure 5.9

VMT Operations Phase 2



## 5.4 Derivation of Emission Rates for Each Emission Source in Use at the VMT Facility

Air and GHG emissions from the proposed VMT facility were derived using various sources including the CARB Off-Road Emission Inventory, EMFAC2011, AP-42 and vendor data. A discussion of each phase of development and associated emission source is outlined below.

### 5.4.1 Phases of Operation

The following information reflects potential maximum use estimates associated with full implementation of Phases 1 and 2 of the VMT Terminal and associated uses within the overall VMT Site. Actual operational volumes may be less.

Based on anticipated cargoes and the class of ship commonly used to transport such cargoes, at full capacity the Phase 1 wharf will accommodate an average of four berthings per month, handling one vessel at a time. This volume assumes a 5-6 day loading or unloading time per vessel. Vessels will be moored at the wharf on average from 5 to 7 days. During the time that vessels are moored at the facility, 24-hour operations will be conducted for off-loading or loading of cargo. Other VMT Terminal operations will be scheduled as two ten-hour shifts per day, six days per week.

VMT Phase 1 Volumes: The overall volume of cargo handled through the Phase 1 Terminal is expected to increase over the first several years of operation in response to market demand. Prior to completion of the rail access, Phase 1 VMT cargoes offloaded from ships will be loaded exclusively onto trucks. As shown in Tables 5.33 and 5.34 below, the maximum monthly volume of VMT cargo handled through the Phase 1 Terminal via the "Truck Only" export mode will be limited to 40,000 MTs (1 ship) per month. During this mode of operation, the Phase 1 Orcem Project is expected to transport an additional 40,000 MTs (1 additional ship) per month of raw materials via enclosed conveyor directly to the Orcem facility. The capacity of the Phase 1 Terminal to handle larger volumes of cargo will expand with completion of the rail access and Transloading Area improvements. Tables 5.34 and 5.35 shows that with rail improvements in place under the "Truck & Rail" mode, up to 60,000 MTs of VMT cargo can be processed through the Phase 1 Terminal (in addition to Orcem's Phase 1 40,000 monthly MTs of raw materials). Two-thirds of this 60,000 monthly MT volume is expected to be transported via railcar (up to 100 railcars per day with an average of 4.5 unit trains per month, as shown in Table 5.34); this mode of operation reduces truck volumes by 50% compared with the "Truck Only" mode. The "Alternate Truck & Rail" mode maximizes overall Phase 1 Terminal volumes at 112,500 MTs per month (in addition to the Orcem Phase 1 volume) by maximizing truck volumes at 40,000 MTs per month and concurrently increasing railcar volumes to 8 unit trains (of 100 cars each) per month.

VMT Phase 2 Volumes: Construction of the Phase 2 rock dike is designed to follow the Federal Short Sea Shipping Highway Initiative where possible by focusing on short-sea shipping opportunities that move more cargo by coastal and inland waterway barges, reducing both truck and rail emissions. There is the potential for 24-hour work periods during vessel loading and unloading, and other operations occurring within the same business hours as Phase 1. One of the primary functions of the Phase 2 rock dike will be "transloading" of cargo from ships to barges. Additional necessary lay-down area is provided in Phase 2 to support the transload process, whereby an inbound Phase 1 Wharf cargo will be moved to the Phase 2 lay-down area to be reclaimed and loaded onto barges. This allows the Phase 1 lay-down area to be open for the discharge of a new inbound cargo.

As shown in Table 5.33, completion of the Phase 2 terminal enables the "Truck, Rail & Barge" operational mode, in which total cargo volumes may be increased up to 120,000 MTs per month, while truck and trail transport are both substantially reduced (25% of total each) and barge transport is introduced to carry up to 50% of the volume leaving the terminal (60,000 monthly MTs). The combined Phase 1 and 2 VMT terminal volumes would be decreased to 96,400 total monthly MTs in order to accommodate concurrent Orcem Milestone 5 import of up to an additional 63,400 tonnes

of raw materials monthly via enclosed conveyor into the Orcem Site (a combined 4 ships per month or 160,000 monthly MTs).

The final VMT Phase 2 operational mode identified in Table 5.34 is "Alternate Truck, Rail & Barge". This mode increases truck transport up to the maximized 40,000 tons per month, increases rail transport up to the maximized eight 100-car unit trains per month, and reduces barge transport to a maximum of 6,600 MTs per month (7,275 tons per month). Again, these volumes would be decreased to a combined 96,400 total monthly MTs in order to accommodate concurrent Orcem Phase 2 import of up to an additional 63,400 MTs of raw materials monthly. Both "Truck, Rail & Barge" modes represent maximized VMT cargo volumes of 1.44 million MTs per year, which when added to the Orcem Phase 2 import volume represents a maximum capacity of 1.92 million MTs per year.

The VMT Terminal will primarily service dry bulk and break-bulk cargoes. Liquid-bulk cargoes, or large-scale container operations are not envisioned to be handled through the VMT Terminal. While the primary focus of VMT operations may initially be sand / aggregates, the terminal will be designed to include both shipping and receiving of a wide range of products through the Phase 1 and Phase 2 wharves, including loading and unloading of a monthly average of 4 deep-draft (40,000 to 70,000 MTs) ships through the Phase 1 wharf, along with a combination of barge and other smaller vessels through the Phase 2 wharf.

Rail Operations: Processing and movement of bulk cargo through the use of rail transportation serving the combined VMT Terminal Phases 1 and 2 will require up to 8 monthly unit trains, of up to 100 cars per episode (800 total monthly cars). The Rail Transloading area has a capacity to accommodate up to sixteen (16) railcars for loading at one time. Existing California Northern Railroad track spurs that adjoin the VMT Site's northerly entrance will be used to store railcars during the loading process. The VMT Project anticipates use of 2 switch-mobiles or a small locomotive to handle railcar movements on the VMT Site and to and from the California Northern Railroad track spurs adjacent to the Site. Additionally, there may be up to 2 Caterpillar 988 front end loaders and 2 diesel forklifts to handle cargo movements (depending on the cargo) in the lay-down areas of the VMT Terminal.

VMT Terminal Operations with Orcem Volumes: As summarized in Table 5.33, based on an average of four vessel movements per month at the Phase 1 VMT Terminal, and vessel capacities of approximately 40,000 MTs, an estimated maximum average of approximately 160,000 MTs of materials will be processed via all modes of transport through the Phase 1 Terminal monthly. This maximum capacity is made possible by the enhanced "transloading" and barge accommodation capabilities of the VMT Phase 2 improvements. The Orcem facility has been designed to install a covered conveyor system as part of its Phase 1 construction, to transport all raw materials from the VMT Phase 1 Wharf. Orcem's import of raw materials via this conveyor from the VMT Phase 1 Wharf will expand from under 500,000 annual MTs in Orcem Phase 1 to a maximum of 760,000 annual MTs in Orcem Phase 2 (Milestone 5). As noted above under VMT Phase 2 Volumes, the maximum volume of VMT cargoes for the "Truck, Rail and Barge" modes will scale back when the Orcem reaches Milestone 5 volumes.

Table 5.33 Source and Quantity of Materials under Phase 1 & 2 VMT (Truck / Rail / Barge Option)

VMT Shipping Phases			VMT Truck Phases				VMT Rail Phases			VMT Barge Phases		
Phase	Raw materials in (MT/yr)	Ship Movements Per Year	Truck Movement in (MT/yr)	Truck Movements Per Year	Truck Movements Per Hr	Truck Movements Per Day	Rail Movements in (MT/yr)	Rail Movements Per Year	Rail Movements Per Week	Barge Movements in (MT/yr)	Barge Movements Per Year	Barge Movements Per Week
1 – Truck Only	480,000	12	480,000	26,461	4.7	93.3	0	0.0	0.0			
1 – Truck & Rail	720,000	18	240,000	13,230	2.3	46.7	480,000	52.9	1.0			
1 - Alternative	1,350,000	34	480,000	26,461	4.7	93.3	870,000	95.2	1.8			
2 – Truck / Rail / Barge	1,116,000	29	214,400	11,819	2.1	41.7	366,000	40.3	0.78	579,600	41.4	0.80
	1,116,000	29	214,400	11,819	2.1	60.4	366,000	40.3	0.78	579,600	41.4	0.80

Table 5.34 Source and Quantity of Materials under Phase 1 & 2 VMT (Phase 2 Alternative Option)

VMT Shipping Phases			VMT Truck Phases				VMT Rail Phases			VMT Barge Phases		
Phase	Raw materials in (MT/yr)	Ship Movements Per Year	Truck Movement in (MT/yr)	Truck Movements Per Year	Truck Movements Per Hr	Truck Movements Per Day	Rail Movements in (MT/yr)	Rail Movements Per Year	Rail Movements Per Week	Barge Movements in (MT/yr)	Barge Movements Per Year	Barge Movements Per Week
1 – Truck Only	480,000	12	480,000	26,461	4.7	93.3	0	0.0	0.0			
1 – Truck & Rail	720,000	18	240,000	13,230	2.3	46.7	480,000	52.9	1.0			
1 - Alternative	1,350,000	34	480,000	26,461	4.7	93.3	870,000	95.2	1.8			
2 – Alternative	1,116,000	29	310,400	17,111	3.0	60.0	770,400	84.9	1.6	79,200	12	0.23
	1,116,000	29	310,400	17,111	3.0	60.0	770,400	84.9	1.6	79,200	12	0.23

#### 5.4.2 VMT Facility - Ship Unloading & Barge Loading

VMT is primarily expected to receive and discharge self-unloading, Handimax to Panamax class ships in loads of up to approximately 40,000 MTs of sand and gravel. During Phase 2 there is also the potential that material will be exported using barges.

The duration of the offloading process will vary with the type of vessel offloaded. There are several potential vessel offloading operations, and they are:

##### **Geared Ships**

Nominally a 40,000MT bulk carrier with on board cranes (geared ship). This ship will berth at the dock and the raw material on board will be discharged from the ship using clamshell grabs fitted to the on board cranes. The clamshell grabs will lift the raw material from the ship holds and deposit it into mobile hoppers located on the dock.

##### **Self-Discharge Ships**

Nominally a 70,000MT bulk carrier with on board reclaim conveyors and a discharge boom with an integral belt conveyor (self-discharge ship). This ship will berth at the dock and the raw material on board will be discharged from the ship via the self-discharge boom which will swing into the required position and transport the raw material from the ship and deposit it into receiving hopper located on the shore.

#### **Shipping Emission Factor**

The raw materials with the highest fugitive dust potential to be unloaded are sand and aggregates as shown in Table 5.35. These materials will be transported to the proposed upgraded dock by nominally 40,000 MTs Handymax vessels. The air emissions associated with the transportation of GBFS within the 24 nautical miles (nm) of the California coast (within the low-sulfur fuel zone (0.1% sulfur marine oil) are outlined below. The frequency of vessel calls per phase is outlined in Table 5.35 with Phases 4 and 5 assuming Orcem in operation at Milestone 5:

**Table 5.35 Number of Vessel Calls per VMT Phase**

VMT Phases	Tonnage	Vessel	Calls
1	480,000	40,000 tonnes Handymax	12
2	720,000	40,000 tonnes Handymax	18
3	1,350,000	40,000 tonnes Handymax	34
4	1,116,000	40,000 tonnes Handymax	29
5	1,116,000	40,000 tonnes Handymax	29

The air emission factors associated with bulk carriers were derived from the CARB OGV Marine Emissions Model for the transit operating mode for each calendar year. For bulk carriers accessing the VMT berth, slow main engine speed and 0.1% S marine distillate were assumed as shown in Table 5.10 for main engines adjusted for maneuvering mode by the factors in Table 5.8 whilst for auxiliary engines a 0.1% S marine distillate was also assumed as shown in Table 5.11 because both the California and Emission Control Area requires that fuel sulfur level.

The emission methodology was based on the following formula:

$$\text{Emissions}_{t, om, e} = \sum \text{Pop} * \text{EF}_{e, om, f} * \text{Hrs}_{om, t} * \text{VP}_{om, t} * \% \text{Load}_{om, t} * \text{Activity}$$

Where:

Pop	=	Population
HP <sub>ave</sub>	=	Maximum rated average horsepower (kW)
LF	=	load factor, unitless
Activity	=	Activity or annual operation (hr/yr)
EF	=	Emission factor (g/kW*hr)
om	=	operating mode (transit, maneuvering, hoteling)
t	=	vessel type
f	=	fuel
e	=	engine type.

The emission factors for tugs were estimated from the California Harbor Craft Emissions Inventory Database model as follows in Table 5.13 for the fleet average Bay Area harbor craft:

Tug boat emissions were calculated using the *Appendix B - Emission Estimation Methodology For Commercial Harbor Craft Operating In California* (CARB, 2009) using the emission factors for tugs were estimated from the California Harbor Craft Emissions Inventory Database model for the fleet average Bay Area harbor craft. The emission methodology was based on the following formula:

$$\text{Emissions} = \text{EF} * \text{HP} * \text{LF} * \text{Hr}$$

Where:

Emissions	=	amount of pollutant emitted during one period;
EF	=	fleet average that incorporates the model year, horsepower and engine use specific zero hour emission factor (new engine), deterioration, and fuel correction factors;
HP	=	rated horsepower of the engine;
LF	=	vessel type and engine use specific engine load factor;
Hr	=	number of annual operating hours of the engine.

It was assumed that two tug boats were required both inward and outward to escort the Handymax bulk carrier to the port using the methodology outlined in Section 5.2.2. Detailed emission calculations for each pollutant and phase are outlined in Appendix AQ-EMITS.

Ocean-going self-propelled barges are envisaged for phase 2 of the project of nominal capacity of 14,000 MTs. Barge emissions were calculated using the *Appendix B - Emission Estimation Methodology For Commercial Harbor Craft Operating In California* (CARB, 2009) using the emission factors for tow boats were estimated from the California Harbor Craft Emissions Inventory Database model for the fleet average Bay Area harbor craft and information contained in the *Port of Oakland 2012 Seaport Air Emission Inventory* (ENVIRON, 2013). The emission methodology was based on the following

$$\text{Emissions} = \text{EF} * \text{HP} * \text{LF} * \text{Hr}$$

Self-Propelled Barge - Main Engine



In relation to the main barge engine, the following assumptions were made:

- 3000 hp was assumed as the rated horsepower of the main engine(s). This is approximately the average size of self-propelled barges in the US.
- The emission factor for a 3000 hp barge is assumed to be as follows in Table 5.36:

**Table 5.36 Main Engine (ME) & Auxiliary Engine (AE) Emission Factors – Barge (g/hp-hr)**

Calendar Year	Area	Engine	NOx	PM	ROG	CO	SOx	CO <sub>2</sub>
2016	Tow Boats	ME	5.48	0.18	0.57	3.76	0.0060	587.2
2016	Tow Boats	AE	5.74	0.27	0.88	4.18	0.0060	587.2
2017	Tow Boats	ME	5.12	0.15	0.57	3.93	0.0060	587.2
2017	Tow Boats	AE	5.48	0.23	0.88	4.19	0.0060	587.2
2018	Tow Boats	ME	5.11	0.15	0.57	3.97	0.0060	587.2
2018	Tow Boats	AE	5.49	0.23	0.88	4.21	0.0060	587.2
2019	Tow Boats	ME	5.09	0.15	0.57	4.01	0.0060	587.2
2019	Tow Boats	AE	5.50	0.23	0.89	4.23	0.0060	587.2
2020	Tow Boats	ME	4.66	0.12	0.57	4.22	0.0060	587.2
2020	Tow Boats	AE	5.45	0.22	0.89	4.23	0.0060	587.2

- The engine load of the barge is assumed to be 0.68 for the propulsion engine based on the ARB tow boat load.

Thus, for NOx emissions estimates:

$$\begin{aligned}
 \text{Main Engine Emissions} &= \text{EF} \times \text{HP} \times \text{LF} \times \text{Hr} \\
 \text{NOx Emissions} &= (5.11 \text{ g/hp-hr}) \times 3000\text{hp} \times 0.68 \\
 \text{Main Engine Emissions} &= 2.90 \text{ g/sec}
 \end{aligned}$$

#### Self-Propelled Barge - Auxiliary Engine

In relation to the auxiliary engine likely to be used for the self-propelled barge, the following assumptions were made:

- 175 hp was assumed as the rated horsepower of the auxiliary engine.
- The emission factors for a 175 hp auxiliary engines on a tow boat is shown in Table 5.36.
- The engine load of the barge is assumed to be 0.43 for the auxiliary engine.

Thus, for NOx:

$$\begin{aligned}
 \text{Auxiliary Engine Emissions} &= \text{EF}_0 \times \text{HP} \times \text{LF} \times \text{Hr} \\
 \text{NOx Emissions} &= (5.49 \text{ g/hp-hr}) \times 175\text{hp} \times 0.43 \\
 \text{Auxiliary Engine NOx Emissions} &= 0.115 \text{ g/sec}
 \end{aligned}$$

Detailed emission calculations for each pollutant are outlined in Appendix AQ-EMITS.

#### 5.4.3 VMT Facility - Material Unloading and Handling

The proposed aggregate import system is comprised of two portable shared-use receiving hoppers to receive cargo from the vessel discharge systems and transfer it to the dock for truck load-out and/or a shared-use reversible dock conveyor for material repositioning to the storage stacks.

For aggregates destined for the VMT Terminal area, the aggregate would be transported from the receiving conveyor at the dock by portable link conveyors. The link conveyors will carry the cargo to

a yard stacking conveyor, which will create open storage stockpiles. The function of the storage area would be to receive and store finished product for outbound load-out by rail, truck and/or barge. No crushing or screening would take place at the Terminal.

Where necessary, a stockpile water spray system will be in place to prevent fugitive dust emissions. Fugitive dust emissions will occur at each storage area, upload point, transfer point and drop point as the raw material is moved from the ship to the raw material storage area and thereafter transferred to the rail, barge or truck for export off-site. A range of mitigation measures will be put in place to minimize these emissions including frequent watering and aspirated hoppers as outlined in Table 5.40. Detailed emission calculations based on AP-42 and similar emission calculations associated with material handling is outlined in Appendix AQ-EMITS.

**Table 5.40 Proposed Operational Mitigation Measures At VMT**

Potential Source of Emissions to Air	Operational Measure to Ensure Impacts are Minimised
<b>Handymax Ship</b>	0.1% Sulphur Marine Fuel Within 24nm of California coast for the main, auxiliary and boiler engines
<b>Grab Crane on ship transfers GBFS to Mobile Hopper</b>	Watering of material transfer point to ensure adequate moisture content giving a control effectiveness of 95% (SCAMQD (2007))
<b>Hopper drop to conveyor</b>	Watering of material transfer point to ensure adequate moisture content and aspirated hopper discharging through filter giving a control effectiveness of 95% (SCAMQD (2007))
<b>Conveyor drop to conveyor</b>	Watering of material transfer point to ensure adequate moisture content giving a control effectiveness of 95% (SCAMQD (2007))
<b>Front loader excavation of stockpile</b>	Watering of material transfer point to ensure adequate moisture content giving a control effectiveness of 95% (SCAMQD (2007))
<b>Loading of hopper by front loader</b>	Watering of material transfer point to ensure adequate moisture content and aspirated hopper discharging through filter giving a control effectiveness of 95% (SCAMQD (2007))
<b>Raw Material Storage Piles</b>	Frequent watering of storage pile areas giving a control effectiveness of 90% (SCAMQD (2007), AP42)
<b>Unpaved Rd (Front Loader &amp; Fork Lift)</b>	Dust suppression using MgCl <sub>2</sub> (magnesium chloride), frequent watering (3-times daily) & 15 mph speed limit giving a combined control effectiveness of 96.8% <sup>Note 1</sup> Forklift diesel engines on-site will have post 2013 engines whilst front loaders will operate on CNG/ propane
<b>Industrial Paved Rd</b>	Watering 3 times daily giving a control effectiveness of 80% (SCAMQD (2007))
<b>Railcar Filling</b>	Railcar loading station and surge bin
<b>Railcar movement</b>	Ultra-Low Emissions Road-Switcher Locomotives (National Railway Equipment Company) will be used for both switching and line haul. Reduction of 80-90% in PM <sub>10</sub> compared to Tier II EPA emission rates.
<small>Note 1 Western Governors' Association (WRAP) Fugitive Dust Handbook indicates 84% control efficiency for MgCl<sub>2</sub>. The Alaska Cooperative Transportation and Public Facilities Research Program (Control of Dust Emissions from Unpaved Roads, 1992) reports up to 80% control for 15mph speed limitation. This results in a cumulative control of 96.8%.</small>	

#### 5.4.4 VMT Facility - Front Loader & Fork Lift Offroad Diesel Engines

Up to two biodiesel (B20) powered front wheeled loader with a bucket capacity of approximately 16yd<sup>3</sup> and up to two diesel powered forklifts will be in operation under Phase 1 & 2 of the development. The loader will transfer sand / aggregate from the raw material storage areas to rail, truck or barge loading hoppers. The exhaust and fugitive emissions associated with their operations is outlined below.

The methodology for estimating PM<sub>10</sub>, PM<sub>2.5</sub>, CO, CO<sub>2</sub>, SO<sub>2</sub> and NO<sub>x</sub> emissions from each type of off-road equipment (front loader, fork lift) is based on the following equation:

$$\text{Emissions} = \text{Pop} * \text{HP}_{\text{ave}} * \text{LF} * \text{Activity} * (\text{EF}_{\text{zh}} + \text{dr} * \text{CHrs}) * \text{FCF} * \text{B20}$$

Where:

Pop	=	Population
HP <sub>ave</sub>	=	Maximum rated average horsepower (hp)
LF	=	load factor, unitless
Activity	=	Activity or annual operation (hr/yr)
EF <sub>zh</sub>	=	Zero-hour Emission factor (g/hp*hr)
dr	=	deterioration rate as equipment is used (gr/bhp-hr <sup>2</sup> )
CHrs	=	cumulative hours accumulated on the equipment
FCF	=	fuel control factor (% reduction) to allow for use of California diesel fuel
B20	=	Biodiesel B20 emission reduction factor

The Off-Road Emission Factors for Off-road Sources is based on CHE and OFFROAD2011 model based on an equipment model year of 2013 for forklifts and 2015 for front loaders. All front loaders and forklifts used on-site by VMT will be no older than model year 2015 for front loaders and 2013 for forklifts. Appendix AQ-EMITS details the emission calculations associated with both the exhaust and fugitive emissions associated with both the front loaders and forklifts.

#### 5.4.5 VMT Facility - Truck Movements on Local Road Network

During the operational phase of the VMT facility there will be additional heavy duty truck movements to and from the site using the local road network. The truck movements will entail a range of materials although principally sand and aggregate initially. The number of truck movements accessing the facility will be dependent on the phasing of the development and the tonnage of material imported as outlined in Tables 5.33 and 5.34. Table 5.41 outlines the diurnal pattern of truck movements during operational days.

**Table 5.41 Details of hourly and daily one-way truck movements on public roads accessing the VMT site.**

Time Of Day	VMT Phases	
	Phase 2 – Truck / Train / Barge	Phase 2 - Alternative
	One – Way Truck Movements On Public Road	
0:00 to 1:00	0	0
1:00 to 2:00	0	0
2:00 to 3:00	0	0
3:00 to 4:00	3	3
4:00 to 5:00	4	4
5:00 to 6:00	4	4
6:00 to 7:00	4	4
7:00 to 8:00	6	6
8:00 to 9:00	4	4
9:00 to 10:00	4	4
10:00 to 11:00	4	4
11:00 to 12:00	4	4
12:00 to 13:00	4	4
13:00 to 14:00	6	6
14:00 to 15:00	4	4
15:00 to 16:00	4	4
16:00 to 17:00	4	4
17:00 to 18:00	4	4
18:00 to 19:00	4	4
19:00 to 20:00	4	4
20:00 to 21:00	4	4
21:00 to 22:00	4	4
22:00 to 23:00	4	4
23:00 to 00:00	4	4
Total	87	87
<small>Note 1 Includes two third-party deliveries at 10:00 and two third-party deliveries at 14:00</small>		

The haul route to and from the site will be via Lemon Street to the junction with Sonoma Boulevard at which point the traffic will either:

- Route 1 – Turn south onto Sonoma Boulevard and continue towards the I-80;
- Route 2 – Turn north onto Sonoma Boulevard, or;
- Route 3 – Continue onto Lemon Street east of Sonoma Boulevard to the Curtola Parkway.

It is assumed that the distribution of traffic to each of these routes will be equivalent to the Orcem truck distribution pattern:

- Route 1 – 39%;
- Route 2 – 5%; and
- Route 3 – 56%.

Thus, for the maximum day, the breakdown of traffic along each of the three routes is presented in Table 5.42 based on these distributions.

**Table 5.42 Details of hourly and daily one-way truck movements on public roads accessing the VMT site.**

Time Of Day	VMT Phases		
	Phase 2 – Truck / Train / Barge & Phase 2 - Alternative		
	One – Way South onto Sonoma Boulevard Road	One – Way North onto Sonoma Boulevard Road	One – Way Lemon Street east of Sonoma Boulevard Road
0:00 to 1:00	0.0	0.0	0.0
1:00 to 2:00	0.0	0.0	0.0
2:00 to 3:00	0.0	0.0	0.0
3:00 to 4:00	1.2	0.2	1.7
4:00 to 5:00	1.6	0.2	2.2
5:00 to 6:00	1.6	0.2	2.2
6:00 to 7:00	1.6	0.2	2.2
7:00 to 8:00	2.3	0.3	3.4
8:00 to 9:00	1.6	0.2	2.2
9:00 to 10:00	1.6	0.2	2.2
10:00 to 11:00	1.6	0.2	2.2
11:00 to 12:00	1.6	0.2	2.2
12:00 to 13:00	1.6	0.2	2.2
13:00 to 14:00	2.3	0.3	3.4
14:00 to 15:00	1.6	0.2	2.2
15:00 to 16:00	1.6	0.2	2.2
16:00 to 17:00	1.6	0.2	2.2
17:00 to 18:00	1.6	0.2	2.2
18:00 to 19:00	1.6	0.2	2.2
19:00 to 20:00	1.6	0.2	2.2
20:00 to 21:00	1.6	0.2	2.2
21:00 to 22:00	1.6	0.2	2.2
22:00 to 23:00	1.6	0.2	2.2
23:00 to 00:00	1.6	0.2	2.2
Total	33.9	4.4	48.7
<b>Note 1</b> Includes two third-party deliveries at 10:00 and two third-party deliveries at 14:00			

The air emissions associated with the movement of road haulage trucks both on-site and on public roads was calculated using the EMFAC2014 emission model (CARB (2014)<sup>15</sup>). The model includes the latest data on California's car and truck fleet and travel activity. The model also reflects the emission benefits of CARB's recent rulemaking including on-road diesel fleet rules, Pavley Clean Car Standards and the Low Carbon Fuel Standard. The haul truck fleet was assumed to meet the drayage truck rule where all trucks must use engines meeting or exceeding the 2007 emission standards, which

<sup>15</sup> <http://www.arb.ca.gov/msei/categories.htm>

includes trucks with model year 2008 or later. The average emissions for trucks with 2008 to the calendar year model years were used to estimate the haul truck emission rates.

Emissions of PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>x</sub>, CO, SO<sub>2</sub> and CO<sub>2</sub> were calculated based on the number of vehicle trips per hour, the distance travelled on each specific link (each link is classified as a trip segment with a uniform traffic speed) of the trip and the link-specific emission factor. The emission factor for each link was a function of the average vehicle speed and the % of time in idling mode. Details of the modeled trip segments are outlined in Table 5.25.

Detailed emission calculations based on EMFAC2011 both on-site and on the nearby public roads is presented in Appendix AQ-EMITS.

#### 5.4.6 VMT Facility - Rail Movements

As outlined in Section 5.2.7, it is proposed that as part of this development the line will be upgraded with capacity for the storage of railcars and loading/unloading of materials.

An area for transferring goods and materials between railcars and trucks ("Rail Transloading" area) will be established. This common mobile system makes it possible for both VMT and Orcem to load and unload railcars, while maximizing the efficiency of lay-down areas for VMT ship and barge cargoes.

Processing and movement of bulk cargo through the use of rail transportation serving the combined VMT Terminal Phases 1 and 2 will require up to 8 monthly unit trains of up to 100 cars per episode (800 total monthly cars). The Rail Transloading area has a capacity to accommodate up to sixteen (16) railcars for loading at any one time. The existing California Northern Railroad track spurs that adjoin the VMT Site's northerly entrance will be used to store railcars during the loading process. The VMT Project anticipates the use of 2 switch-mobiles or a small locomotive to handle railcar movements on the VMT Site and to and from the California Northern Railroad track spurs adjacent to the Site.

The project rail movements for VMT are outlined in Table 5.43 for the truck / rail / barge option and in Table 5.44 for the alternative option.

**Table 5.43 Annual Train Movements from the VMT Site – Truck / Rail / Barge Option**

	Rail Movements in (MT/yr)	Rail Movements Per Year	Rail Movements Per Week
<b>VMT Phase</b>	<b>Sand / Aggregate</b>		
1	0	0.0	0.0
2	480,000	52.9	1.0
3	864,000	95.2	1.8
4	360,000	39.7	0.8
5	360,000	39.7	0.8

Table 5.44 Annual Train Movements from the VMT Site – Alternative Option

	Rail Movements in (MT/yr)	Rail Movements Per Year	Rail Movements Per Week
<b>VMT Phase</b>	<b>Sand / Aggregate</b>		
1	0	0.0	0.0
2	480,000	52.9	1.0
3	864,000	95.2	1.8
4	864,000	95.2	1.8
5	864,000	95.2	1.8

The following narrative outlines the export methodology by rail for the VMT site:

- Sand / aggregate is likely the main raw material to be exported by rail from the site;
- Arriving unladen trains will be parked in the existing rail yard area outside the site boundary. This area has capacity for 89 railcars;
- The railcars will then be shunted from this yard area to the rail transloading area on the VMT site where there is capacity for 16 railcars;
- Material for export will be transloaded to the railcars using a railcar loading station and surge bin, and;
- Loaded railcars will be shunted back to the rail yard area outside the site boundary to await collection by the locomotive.

The locomotives used at the facility will be both line-haul (long-haul trains to transport material to market and import raw material for processing) and switching locomotives which will be used to move the rail wagons to assemble the train prior to departure.

The National Railway Equipment Company will supply ultra-low emissions road-switcher locomotives for both switching and line-haul. The emission factors associated with both modes of operation are outlined in Table 5.27 for PM<sub>10</sub>, HC, NO<sub>x</sub> and CO. Emission rates for GHGs and SO<sub>2</sub> were taken from the *Port of Los Angeles Emission Inventory 2012* (POLA, 2013).

The switching time in mode for each notch setting was taken from the *Commercial Rail Yard (Davis Yard) Emission Inventory, Los Angeles* (Sierra Research, 2007) based on “trim” operations. The switching notch settings and associated emission rates for PM<sub>10</sub> is outlined in Table -28 whilst the line haul notch settings and associated emission rates are outlined in Table 5.29. Table 5.30 outlines the air model input parameters for both switching and line haul (idling and traveling).\

## 5.5 Cumulative Emissions from VMT and Orcem

Table 5.46 below presents the unmitigated cumulative emissions from VMT and Orcem calculated as described earlier in this section. Again, in relation to non-fugitive (exhaust) PM<sub>10</sub> and PM<sub>2.5</sub> emissions, levels are below the BAAQMD CEQA significance levels. However, NO<sub>x</sub> exceeds the BAAQMD CEQA annual and average day operational emission thresholds. A discussion of the mitigation controls is outlined in Section 5.6.



Table 5.46 Annual Unmitigated Emissions of Criteria Pollutants from the Project (tons/yr)

Facility	NO <sub>x</sub>	SO <sub>2</sub>	PM <sub>10</sub> <sup>Note 1</sup>	PM <sub>2.5</sub> <sup>Note 1</sup>	DPM	ROG	CO
<b>Orcem Total (tons/yr)</b>	31.5	1.0	0.6	0.6	0.3	2.8	17.8
<b>VMT Total (tons/yr)</b>	31.3	1.3	0.5	0.5	0.4	1.4	6.8
<b>Cumulative Total (tons/yr)</b>	62.8	2.3	1.1	1.0	0.7	4.2	24.6
<b>BAAQMD CEQA Thresholds</b>	10	N/A	15	10	10	10	N/A
<b>Significant Under CEQA</b>	Yes	No	No	No	No	No	No
<small>Note 1 PM<sub>10</sub> / PM<sub>2.5</sub> based on exhaust emissions only</small>							

## 5.6 Mitigated Cumulative Emissions

The cumulative unmitigated emissions are greater than the BAAQMD significance threshold for NO<sub>x</sub>. Therefore, all feasible mitigation measures are required for NO<sub>x</sub> emitted from Project operation. The BAAQMD requires that emissions from the combination of stationary sources, ocean going vessels and rail be offset if those emissions from any facility are greater than 10 tons per year. Only NO<sub>x</sub> emissions are greater than 10 tons per year from stationary sources, ocean going vessels and rail activities at both Orcem and VMT. Subject to the ROA, VMT would be permitted by the BAAQMD, and such permitting would result in offset mitigation.

Emissions of those pollutants that are greater than 10 tons per year, but less than 35 tons per year are provided offsets by the BAAQMD small facility bank for offsets. Emissions from ocean going vessels from Orcem are 12 tons per year, rail emissions are 0.7 tons per year, and stationary sources from Orcem are 5.6 tons per year. Emissions from ocean going vessels from VMT are 18.3 tons per year and emissions from rail from VMT are 2.2 tons per year. Therefore, the BAAQMD will provide Orcem with 18.29 tons of emissions offsets and VMT with 20.56 tons of offsets for a total of 38.85 tons of offsets per year. Accordingly, these emissions are shown as mitigated emissions in Table 5.47. These emission offsets are estimates of the total emission offsets that will be provided by the BAAQMD upon permitting. However, the permitting will not be completed until after this EIR is certified.

This mitigation measure, along with the pollutant reduced and the estimated reduction is contained in Table 5.47, below. The BAAQMD would be permitting Orcem and VMT shipping, and would individually provide a permit for the facility. In permitting each Orcem and VMT, the BAAQMD would provide NO<sub>x</sub> offsets from its small facility offset bank, as each Orcem and VMT are below 35 tons per year.

Table 5.47 outlines the cumulative annual mean emission totals (tons/yr) for the Orcem and VMT operations for each aspect of the operations, individually, and combined.

Table 5.47 Annual Emissions of Criteria Pollutants from the Cumulative Operations of VMT and Orcem (tons/yr).

Emissions (tons/year)	ROG	CO	NOx	Exhaust	Fugitive	Exhaust	Fugitive	DPM	SO <sub>2</sub>
				PM <sub>10</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>	PM <sub>2.5</sub>		
<b>VMT</b>	1.38	6.81	31.33	0.48	5.05	0.46	1.22	0.42	1.26
<b>VMT Emissions Offsets</b>	--	--	20.56	--	--	--	--	--	--
<b>VMT Mitigated</b>	1.38	6.81	10.77	0.48	5.05	0.46	1.22	0.42	1.26
<hr/>									
<b>Orcem</b>	2.80	17.76	32.06	0.59	6.35	0.57	1.50	0.28	1.03
<b>Orcem Emissions Offsets</b>	--	--	18.29	--	--	--	--	--	--
<b>Orcem Mitigated</b>	2.80	17.76	13.77	0.59	6.35	0.57	1.50	0.28	1.03
<hr/>									
<b>Orcem Plus VMT Unmitigated</b>	4.18	24.57	63.39	1.07	11.40	1.03	2.71	0.70	2.29
<b>BAAQMD Thresholds</b>	10	--	10	15		10		--	--
<b>Unmitigated Emissions Significant?</b>	No	--	Yes	No		No		--	--
<hr/>									
<b>Orcem Plus VMT Mitigated</b>	4.18	24.57	24.54	1.07	11.40	1.03	2.71	0.70	2.29
<b>BAAQMD Thresholds</b>	10	--	10	15		10		--	--
<b>Mitigated Emissions Significant?</b>	No	--	Yes	No		No		--	--
<small>Note 1</small> In line with the BAAQMD CEQA threshold, the exhaust portion of PM <sub>10</sub> and PM <sub>2.5</sub> only are outlined (Table 2.1 of the edition dated Updated May 2011). There is no operational-related significance threshold for fugitive PM <sub>10</sub> / PM <sub>2.5</sub>									

A robust series of project design features described in Table ES-4 reduce air emissions from the Project. The emissions reductions from these measures are already incorporated into the emissions estimates for the Project.

## 6. GHG EMISSION INVENTORY

The operational phase of the development will see both Orcem and VMT operating their respective areas of the site simultaneously. The following sections have quantified the GHG emissions associated with their operations as a result of the following GHG emission generating activities:

- Port activity, e.g. ship exhaust emissions, ship unloading;
- Offroad vehicle movements on site;
- GHG emissions from emission point P-1 (Main Stack);
- Truck movements both onsite and on the local road network;
- Rail activity;
- Barge activity.

Consistent with the description in Section 5, the material throughput for both the Orcem and VMT projects would ramp up over time, as shown in Table 1.1. As noted earlier, the greatest air quality impact would result from the activities described in #3 in Table 1.1, where the maximum material is moved through the facilities via trucks and rail. The maximum mode will not occur until at least 2020. Accordingly, the emissions are analyzed for 2020 fleet year for the shipping scenario where 160,000 metric tonnes of material is shipped to the facility monthly via four vessels, and of that, 91,900 metric tonnes is shipped by truck, and 68,100 metric tons is shipped by rail. This is equivalent to two 100-car trans per week, or eight per month. While there may be up to 12 100-car trains per month, such a scenario would result in lower emissions, as there would be fewer truck trips. Note that the ROA would have the same number of cars, but it would be delivered in 50-car trains rather than 100-car trains.

### 6.1 Orcem Operational Phase

As outlined in Section 5.1, the primary raw material utilized at the Orcem Plant is granulated blast furnace slag or GBFS, a recycled beneficiated by-product from the first stage in the production of steel. It is a by-product of converting iron ore to metallic iron in a blast furnace. The resultant vitrified material (granulate), is called Granulated Blast Furnace Slag (GBFS). GBFS has the appearance and handling characteristics of a coarse beach sand. This GBFS is the primary raw material to be delivered to the Orcem site in Vallejo. At the Orcem facility this GBFS will then be further processed by drying and grinding to a very fine powder called Ground Granulated Blast Furnace Slag (GGBFS). Full details on the phasing of the project have been outlined in Section 5.1.

Emissions of CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O to the atmosphere from the Hot Air Generator will be released via a 50m stack. The emission rates were calculated based on vendor data and default USEPA AP-42 emission rates and additional conservative assumptions related to emission variability.

An estimate of the annual emission rate of the GHGs from the process emission points / transfer points onsite is outlined in Tables 6.1. The estimates are based on detailed calculations, engineering data and based on 7,600 hours of operation at maximum load (Milestone 5). Full details are outlined in Appendix AQ-EMITS. GHG emissions are estimated based on the same operational parameters that were used to estimate criteria air pollutants as described earlier.

Table 6.1 GHG Summary for Orcem, Mode 1 Milestone 5

Scenarios	Operations	CO <sub>2</sub> (lbs/yr)	CH <sub>4</sub> (lbs/yr)	N <sub>2</sub> O (lbs/yr)
Orcem Milestone 5	Shipping (From the Sea Buoy)	1,784,870	178	103
	Hopper/Conveyor	285,099	0	0
	Unpaved Rd (Front Loader & Excavator)	<del>1,923,639,733</del> 021	0	0
	Industrial Paved Rd (finished product)	<del>115,774,99,827.5</del>	0.0	0.0
	Public Paved Rd	<del>6,410,0075,317,083</del>	0	0
	Stack (Natural Gas)	30,642,803	1224	341
	Electricity (Production)	<del>1620,219274,622527</del>	0.0	0.0
	Rail	258,341	21	7
	Onsite GHG Emissions (CalEEMod)	834,598	0.0	0.0
	<b>Total (lbs/year)</b>	<del>5861,474136,848170</del>	1,423	450
	<b>Total CO<sub>2</sub>e</b>	<del>2627,601-808</del> MTs CO <sub>2</sub> e per year		

## 6.2 Derivation of GHG Emission Rates for Each Emission Source in Use at the Orcem Facility

GHG emissions from the proposed Orcem facility were derived using various sources including the CARB Off-Road Emission Inventory, EMFAC2011, AP-42 and vendor data. A discussion of each mode of operation and associated emission source is outlined below.

### 6.2.1 Milestones & Modes of Operation

While the Orcem facility primarily will produce GGBFS, this manufacturing plant will operate in a number of finished product operational modes within any given timeframe based upon market demand for GGBFS and various cement products. These modes include:

- Mode 1 - GGBFS production only.
- Mode 2 - Cementing products production only.
- Mode 3 - GGBFS production & cement.

The material production associated with these modes, transportation options and the associated phases are summarized in Tables 5.3 – 5.5 and in Figures 5.1 – 5.6.

### 6.2.2 Orcem Facility - Ship Unloading

The principal raw materials to be processed at the Orcem facility will be GBFS and Clinker. These materials will arrive by ship at the proposed upgraded dock to be owned and operated by Vallejo Marine Terminal LLC (VMT). Unloading options and raw material transport options have been discussed in Section 5.2.2.

The GHG emissions associated with the transportation of GBFS from the Sea Buoy are outlined below. The frequency of vessel calls per phase has previously been outlined in Table 5.6.

The emission estimation calculation has followed the California Air Resources Board (CARB) "Emission Estimation Methodology For Ocean-Going Vessels (OGVs)" (CARB, (2011)) for bulk carriers

and *Appendix B - Emission Estimation Methodology For Commercial Harbor Craft Operating In California* (CARB, 2009) in relation to assist tugs.

The air emission factors associated with bulk carriers were derived from the CARB OGV Marine Emissions Model for the transit operating mode for each calendar year. For bulk carriers accessing the VMT berth, slow main engine speed and 0.1% S marine distillate were assumed as shown in Tables 5.10 for main engines adjusted for maneuvering mode by the factors in Table 5.8 whilst for auxiliary engines a 0.1% S marine distillate was also assumed as shown in Table 5.11 because both the California and Emission Control Area requires that fuel sulfur level. Shown in Table 5.12 is the emission factor for boilers.

GHG emissions have been quantified for the three distinct operating modes of ocean-going vessels, namely: transit (emissions from vessels operations between ports), maneuvering (slow speed vessel operations while in port areas) and hoteling while moored to a dock.

GHG emissions have also been quantified for the two types of engines found on OGVs. The main engine is used for propulsion and is used during both transit and maneuvering modes. Auxiliary engines are used for on-board electrical power whilst smaller boilers are present to provide steam heat for fuel heating and hot water. Auxiliary engines are used in all three modes of operations (transit, maneuvering and hoteling) whilst boilers tend to be used only during maneuvering and hoteling (*CARB (2011)*).

The time in mode and load for propulsion engines was calculated based on the vessel speed and the distance traveled in each mode. The time in mode for the transit mode of the vessel was determined from the Sea Buoy to within 1.3 km of the facility.

The maneuvering mode was determined from 1.3 km from the berth to berthing. The maneuvering time was based on the distance traveled divided by speed plus 15 minutes for docking or undocking. Maneuvering inbound was assumed to occur at 5 knots whilst outbound ships were assumed to maneuver at 7 knots (*CARB (2011)*).

Hoteling was determined by the time spent at berth. Hoteling time was estimated based on the number of hours required for ship unloading to take place plus one hour before and after ship unloading. During hoteling it is assumed the ships auxiliary engine and boiler engines are in operation.

Engine power ratings and load factors for both OGVs and associated assist tugs have been outlined in Tables 5.7 – 5.16.

### 6.2.3 Orcem Facility - Material Unloading and Handling

The raw material transport system for unloading material from the dockside to storing in the raw material storage area has been outlined in Section 5.2.3.

A range of mitigation measures will be put in place to minimize GHG emissions as outlined in Table 6.2. Detailed emission calculations based on AP-42 and similar emission calculations associated with material handling are outlined in Appendix AQ-EMITS.

Table 6.2 Proposed Operational GHG Mitigation Measures At Orcem

Potential Source of Emissions to Air At Orcem	Operational Measure to Ensure Impacts are Minimised
Handymax Ship	0.1% Sulphur Marine Fuel Within 24nm of California coast for the main, auxiliary and boiler engines
Unpaved Rd (Front Loader & Excavator)	Machines on-site will have Tier 4 engines
Railcar movement	Ultra-Low Emissions Road-Switcher Locomotives (National Railway Equipment Company) will be used for both switching and line haul.

#### 6.2.4 Front Loader & Excavator Offroad Engines

Up to two biodiesel (20% biodiesel - B20) powered front wheeled loader with a bucket capacity of approximately 16yd<sup>3</sup> and one biodiesel powered excavator will be in operation. The excavator will manage and transfer raw material from the external and internal (depending on Mode) raw material storage areas to the front wheeled loader. The exhaust and emissions associated with their operations is outlined below.

The methodology for estimating CO<sub>2</sub> emissions from each type of off-road equipment (front loader, excavator) is based on the following equation:

$$\text{Emissions} = \text{Pop} * \text{HP}_{\text{ave}} * \text{LF} * \text{Activity} * (\text{EF}_{\text{zh}} + \text{dr} * \text{CHrs}) * \text{FCF} * \text{B20}$$

Where:

Pop	=	Population
HP <sub>ave</sub>	=	Maximum rated average horsepower (hp)
LF	=	load factor, unitless
Activity	=	Activity or annual operation (hr/yr)
EF <sub>zh</sub>	=	Zero-hour Emission factor (g/hp*hr)
dr	=	deterioration rate as equipment is used (gr/bhp-hr <sup>2</sup> )
CHrs	=	cumulative hours accumulated on the equipment
FCF	=	fuel control factor (% reduction) to allow for use of California diesel fuel
B20	=	biodiesel B20 emission reduction factor

All front loaders and excavators used on-site by Orcem will have Tier 4 engines and likely be no older than model year 2015. Appendix AQ-EMITS details the emission calculations associated with the exhaust emissions associated with both the front loaders and excavators.

#### 6.2.5 Process Building Emissions

The Orcem main processing plant will have the following principal components which are of significance with respect to GHG emissions:

A 36 MMBTU (10.8MW) natural gas fired drier (called the Hot Gas Generator), which will produce hot air for drying incoming GBFS, this hot air stream is then directed to:

A Main Bag Filtration System, through which natural gas combustion emissions and hot air from the Vertical Roller Mill discharge.

The emissions from the Hot Gas Generator and Main Bag Filter will exit the facility via emission point P-1 (Main Stack). The exit point of the stack will be at a height of 50m above ground level.

Detailed GHG emission calculations associated with the Main Emission Point (P-1) is outlined in Appendix AQ-EMITS with summary information outlined in Table 5.19.

#### 6.2.6 Truck Movements on Local Road Network

During the operational phase of the Orcem facility there will be additional heavy truck movements to and from the site using the local road network. The truck movements will be a combination of bulk material import (as previously outlined in Table 5.20) and also the export of finished product from the facility (as previously outlined in Table 5.21). The number of truck movements serving the site therefore depends on the mode and phase of operation.

The GHG emissions associated with the movement of road haulage trucks both on-site and on public roads were calculated using the EMFAC2014 emission model (*CARB (2014)*). The model includes the latest data on California's car and truck fleet and travel activity. The model also reflects the emission benefits of CARB's recent rulemaking including on-road diesel fleet rules, Pavley Clean Car Standards and the Low Carbon Fuel Standard. The haul truck fleet was assumed to meet the drayage truck regulations that all trucks meet 2007 or newer engines.

Emissions of CO<sub>2</sub> were calculated based on the number of vehicle trips per hour, the distance travelled on each specific link (each link is classified as a trip segment with a uniform traffic speed) of the trip and the link-specific emission factor. The emission factor for each link was a function of the average vehicle speed and the % of time in idling mode. Details of the modelled trip segments are outlined in Table 5.25.

Detailed emission calculations based on EMFAC2011 both on-site and on the nearby public roads is presented in Appendix AQ-EMITS.

#### 6.2.7 Rail Movements Accessing the Orcem Facility

It is proposed that as part of this development the existing California Northern Railroad short line be upgraded with capacity for the storage of railcars and loading/unloading of materials. Rail tanker cars will be loaded at a location immediately north of the Orcem Site, along the westerly side of the main access road. Trucks will transfer materials to the railcars from the Loading Silos and Outload Building; materials arriving via rail will be transferred by enclosed pipeline to the material storage areas.

The project rail movements for Orcem are outlined in Table 3-22 broken down into raw material imports (cement only under Mode 3) and finished product exports (GGBFS under both Mode 1 and 3). Also shown in Table 3-22 is the equivalent reduction in truck movements associated with the use of rail to export GGBFS finished product.

##### ***Emission Factor Methodology for Locomotive Movements***

The locomotives used at the facility will be both line-haul (long-haul trains to transport material to market and import raw material for processing) and switching locomotives which will be used to move the rail wagons to assemble the train prior to departure. During switching the engines will be in operation when moving the shuttle cars from the siding to the loading area and will be turned off outside of this time. In the case of Orcem, where 16 empty cars will be loaded over a 10 hour period, the switchers will only operate for approximately 20 minutes when empty (requiring one 700hp engine) and again when fully loaded (when three 700 hp engines will be required).

The National Railway Equipment Company will supply ultra-low emissions road-switcher locomotives for both switching and line-haul. Emission rates for GHGs were taken from the *Port of Los Angeles Emission Inventory 2012 (POLA (2013))*.

The switching time in mode for each notch setting was taken from the *Commercial Rail Yard (Davis Yard) Emission Inventory, Los Angeles (Sierra Research (2007))* based on "trim" operations. The switching notch settings and associated emission rates for CO<sub>2</sub> are outlined in Appendix AQ-EMITS. The line haul time in mode was based on the EPA duty cycle with the exception that Notch setting 7



& 8 are assumed not to occur within the modelling domain (rail traffic is modelled for a distance of 1.0 mile from the facility). The line haul notch settings and associated emission rates for CO<sub>2</sub> are also outlined in Appendix AQ-EMITS.

### **6.3 VMT Activities**

VMT is proposing to construct a multi-phased bulk aggregate import and distribution facility on the existing terminal footprint. The general transportation method is to unload dry bulk cargo from vessels, temporarily store, and reclaim from storage to cargo trucks and railcars for local and regional distribution. A detail project description is outlined in Section 5.3.

An estimate of the annual emission rate of GHGs from the emission points / transfer points onsite is outlined in Table 6.3. The estimates are based on detailed calculations, engineering data and based on 5,760 hours of operation at maximum load (Phase 2 Alternative). Full details are outlined in Appendix AQ-EMITS.

Table 6.3GHG Summary for VMT, Phase 1 Alternative

Scenarios	Operations	CO <sub>2</sub> (lbs/yr)	CH <sub>4</sub> (lbs/yr)	N <sub>2</sub> O (lbs/yr)
	Shipping (Sea Buoy to Dock)	2,762,910	270.3	154.5
	Barge	0	0	0
	Unpaved Rd (Forklift)	84,223	0	0
	Unpaved Rd (Front Loader & Excavator)	1,208,321	0	0
	Industrial Paved Rd (finished product)	75,260	0	0
	Public Paved Rd	5,097,129	0	0
	Rail	838,567	66.8	21.9
	Onsite GHG Emissions (CalEEMod)	592,399	0	0
	<b>Total ()</b>	<b>10,658,808</b>	<b>337</b>	<b>176</b>
	<b>Total Metric Tonnes</b>	<b>4,863 MTs CO<sub>2</sub>e / year</b>		

#### 6.4 Derivation of GHG Emission Rates for Each Emission Source in Use at the VMT Facility

GHG emissions from the proposed VMT facility were derived using various sources including the CARB Off-Road Emission Inventory, EMFAC2011, AP-42 and vendor data. A discussion of each phase of development and associated emission source is outlined below.

##### 6.4.1 Phases of Operation

Based on anticipated cargoes and the class of ship commonly used to transport such cargoes, at full capacity the Phase 1 wharf will accommodate an average of four berthings per month, handling one vessel at a time. This volume assumes a 5-6 day loading or unloading time per vessel. Vessels will be moored at the wharf on average from 5 to 7 days. During the time that vessels are moored at the facility, 24-hour operations will be conducted for off-loading or loading of cargo. Other VMT Terminal operations will be scheduled as two ten-hour shifts per day, six days per week. Full details of the phases of operation is outlined in Section 5.4.1.

##### 6.4.2 VMT Facility - Ship Unloading & Barge Loading

VMT is primarily expected to receive and discharge self-unloading, Handimax to Panamax class ships in loads of up to approximately 40,000 MTs of sand and gravel.

The GHG emissions associated with the transportation of GBFS from the Sea Buoy was calculated based on the methodology outlined in the California Air Resources Board (CARB) *Emission Estimation Methodology For Ocean-Going Vessels (OGVs)* (CARB, 2011). Full details are outlined in Section 5.2.2 and in Tables 5.7 – 5.13. The frequency of vessel calls per phase is outlined in Table 5.25.

Tug boat emissions were calculated using the Appendix B - *Emission Estimation Methodology For Commercial Harbor Craft Operating In California* (CARB, 2009).

It was assumed that two tug boats were required both inward and outward to escort the Handymax bulk carrier to the port using the methodology outlined in Section 5.2.2. Detailed emission calculations for each pollutant are outlined in Appendix AQ-EMITS.

Ocean-going self-propelled barges are envisaged for phase 2 of the project of nominal capacity of 14,000 tons. Barge emissions were calculated using the *Appendix B - Emission Estimation Methodology For Commercial Harbor Craft Operating In California* (CARB, 2009) and information contained in the *Port of Oakland 2012 Seaport Air Emission Inventory* (ENVIRON, 2013). Detailed emission calculations for each pollutant are outlined in Appendix AQ-EMITS.

#### 6.4.3 VMT Facility - Material Unloading and Handling

A range of mitigation measures will be put in place to minimize GHG emissions as outlined in Table 6.4. Detailed emission calculations based on AP-42 and similar emission calculations associated with material handling is outlined in Appendix AQ-EMITS.

**Table 6.4 Proposed Operational Mitigation Measures At VMT**

Potential Source of Emissions to Air At VMT	Operational Measure to Ensure Impacts are Minimised
Handymax Ship	0.1% Sulphur Marine Fuel Within 24nm of California coast for the main, auxiliary and boiler engines
Unpaved Rd (Front Loader & Fork Lift)	Machines on-site will have Tier 4 engines
Railcar movement	Ultra-Low Emissions Road-Switcher Locomotives (National Railway Equipment Company) will be used for both switching and line haul. Reduction of 80-90% in PM <sub>10</sub> compared to Tier II EPA emission rates.

#### 6.4.4 VMT Facility - Front Loader & Fork Lift Offroad Engines

Up to two biodiesel (B-20) powered front wheeled loader with a bucket capacity of approximately 16yd<sup>3</sup> and up to two biodiesel (B-20) powered forklifts will be in operation under Phase 1 & 2 of the development. The loader will transfer sand / aggregate from the raw material storage areas to rail, truck or barge loading hoppers.

The methodology for estimating CO<sub>2</sub> emissions from each type of off-road equipment (front loader, fork lift) is based on the formula outlined in Section 7.2.4.

The Off-Road Emission Factors for Off-road Sources, based on OFFROAD2011 is based on an equipment model year of 2015. All front loaders and forklifts used on-site by VMT will use Tier 4 engines and likely be no older than model year 2015. Appendix AQ-EMITS details the emission calculations associated with exhaust emissions associated with both the front loaders and forklifts.

#### 6.4.5 VMT Facility - Truck Movements on Local Road Network

During the operational phase of the VMT facility there will be additional heavy duty truck movements to and from the site using the local road network. The truck movements will entail a range of materials although principally sand and aggregate initially. The number of truck movements accessing the facility will be dependent on the phasing of the development and the tonnage of material imported as outlined in Tables 5.33 and 5.34. Tables 5.41 and 5.42 outline the diurnal pattern of truck movements during operational days along the local haul routes.

The GHG emissions associated with the movement of road haulage trucks both on-site and on public roads was calculated using the EMFAC2011 emission model (*CARB (2013)*). The model includes the latest data on California's car and truck fleet and travel activity. The model also reflects the emission benefits of CARB's recent rulemaking including on-road diesel fleet rules, Pavley Clean Car Standards and the Low Carbon Fuel Standard. And the haul trucks were assumed to comply with the drayage truck regulations.

Emissions of CO<sub>2</sub> were calculated based on the number of vehicle trips per hour, the distance travelled on each specific link (each link is classified as a trip segment with a uniform traffic speed) of the trip and the link-specific emission factor. The emission factor for each link was a function of the average vehicle speed and the % of time in idling mode. Details of the modelled trip segments are outlined in Table 3-21.

Detailed emission calculations based on EMFAC2011 both on-site and on the nearby public roads is presented in Appendix AQ-EMITS.

#### 6.4.6 VMT Facility - Rail Movements Accessing

As outlined in Section 5.2.7, it is proposed that as part of this development the line will be upgraded with capacity for the storage of railcars and loading/unloading of materials.

An area for transferring goods and materials between railcars and trucks ("Rail Transloading" area) will be established. This common mobile system makes it possible for both VMT and Orcem to load and unload railcars, while maximizing the efficiency of lay-down areas for VMT ship and barge cargoes.

Processing and movement of bulk cargo through the use of rail transportation serving the combined VMT Terminal Phases 1 and 2 will require up to 8 monthly unit trains of up to 100 cars per episode (800 total monthly cars). The Rail Transloading area has a capacity to accommodate up to sixteen (16) railcars for loading at any one time. The existing California Northern Railroad track spurs that adjoin the VMT Site's northerly entrance will be used to store railcars during the loading process. The VMT Project anticipates the use of 2 switch-mobiles or a small locomotive to handle railcar movements on the VMT Site and to and from the California Northern Railroad track spurs adjacent to the Site.

The locomotives used at the facility will be both line-haul (long-haul trains to transport material to market and import raw material for processing) and switching locomotives which will be used to move the rail wagons to assemble the train prior to departure. During switching the engines will be in operation when moving the shuttle cars from the siding to the loading area and will be turned off outside of this time. In the case of VMT, where 100 empty cars will be loaded over a 20 hour period in batches of 16 cars (6.25 switches in total), the switchers will only operate for approximately 90 minutes when empty (requiring one 700hp engine) and again when fully loaded (when three 700 hp engines will be required).

The National Railway Equipment Company will supply ultra-low emissions road-switcher locomotives for both switching and line-haul. Emission rates for GHGs were taken from the *Port of Los Angeles Emission Inventory 2012 (POLA (2013))*.

The switching time in mode for each notch setting was taken from the *Commercial Rail Yard (Davis Yard) Emission Inventory, Los Angeles (Sierra Research (2007))* based on "trim" operations. The switching notch settings and associated emission rates for CO<sub>2</sub> are outlined in Appendix AQ-EMITS. The line haul time in mode was based on the EPA duty cycle with the exception that Notch setting 7 & 8 are assumed not to occur within the modelling domain (rail traffic is modelled for a distance of 1.0 mile from the facility). The line haul notch settings and associated emission rates for CO<sub>2</sub> are also outlined in Appendix AQ-EMITS.

### 6.5 Summary of GHG Emissions

A summary of GHG emissions associated with Orcem and VMT, broken down in to their respective sources, is outlined in Table 6.5.

**Table 6.5 GHG Summary for Combined Orcem / VMT Emissions**

Scenarios	Operations	CO <sub>2</sub> (lbs/yr)	CH <sub>4</sub> (lbs/yr)	N <sub>2</sub> O (lbs/yr)
Orcem Mode 1 Milestone 5 & VMT Phase 2 Alternative	Shipping	4,547,780	448.05	257.5
	Hopper Conveyor	285,099	0	0
	Unpaved Rd (Forklift)	84,223	0	0
	Unpaved Rd (Front Loader & Excavator)	<del>32,432</del> 847,054342	0	0
	Industrial Paved Rd (finished product)	<del>494</del> 175,034087	0	0
	Public Paved Rd	<del>4110,507</del> 414,136212	0	0
	Stack (Natural Gas)	30,642,803	1,224	341
	Electricity (Production)	<del>4620,219</del> 274,622527	0	0
	Rail	1,096,908	88	29
	Onsite GHG Emissions (CalEEMod)	1,426,997	0	0
	Total (lbs/year)	<del>6971,133</del> 794,656978	1,760	<del>627</del> 626
	<b>Total Metric Tonnes</b>	<del>3132,463</del> 671 MTs CO <sub>2</sub> e / year		

### 6.6 Comparison with Cement GHG Emissions

There is a growing worldwide awareness of the need to limit global warming by reducing greenhouse gas emissions. California is a world leader in this initiative. In 2006 the Global Warming Solutions Act (AB 32) established by law the goal to reduce GHG emissions by 2020 to the level they were at in 1990 and tasked the California Air Resources Board (ARB) to produce a scoping plan as to how this should be achieved.

ARB identified the cement industry as a significant source of greenhouse gas emissions and placed the industry on its list of areas for development of early action measures to reduce such emissions. The major opportunities for GHG emission reductions involved replacing some of the ordinary portland cement with other materials including GGBFS.

Overall the production of GGBFS has only a small fraction of the impact on the environment compared with the production of ordinary portland cement. A report by The Loret Group entitled "Greenhouse Gas Emission Reductions from Blended Cement Production" (Loret Group (2008)) prepared for the California Climate Action Registry found that the GHG emission intensity varied across the USA from a high of 1.4 MTs of CO<sub>2</sub> / MT of cement for Kansas to a low of around 0.75 tonnes of CO<sub>2</sub> / MT of cement for Maryland with a mean value of 0.904 tonnes of CO<sub>2</sub> / MT of

cement. The cement industry has also published figures suggesting a similar figure. The presentation "Industry Background and Overview" presented by Tom Pyle (CAT Cement Sub-Group Leader) at the CARB AB32 meeting in 2008 indicated that currently the emission factor for calcinations and fuel usage in cement production amounted to 0.86 tonnes of CO<sub>2</sub> / MT of cement. Shipping was not taken into account in this estimation.

Outlined in Table 6.6 is the equivalent CO<sub>2</sub> emissions associated with cement production based on the proposed GGBFS tonnages in Mode 1, Milestones 1 – 5 and using the figure of 0.86 tonnes of CO<sub>2</sub> / MT of cement.

**Table 6.6 Annual CO<sub>2</sub>e Emissions Associated With the Production of Cement Based on the Tonnages for Orcem Mode 1 Milestone 5 (MTs)**

Orcem Mode	Milestone	Equivalent CO <sub>2</sub> emissions associated with Cement Production (MTs)
		GGBFS
1	1	98,940,940,000
	2	197,894,178,100
	3	296,818,252,310
	4	395,776,316,620
	5	626,648,501,320

Table 6.7 represents the anticipated savings that can typically be obtained from the production of GGBFS based on the throughput of the proposed Orcem Project in Mode 1 Milestones 1 – 5.

**Table 6.7 Annual CO<sub>2</sub> Savings Associated With the Production of GGBFS by Orcem (MTs)**

Orcem Mode	Milestone	GGBFS Tonnage Produced (MTs)	Equivalent CO <sub>2</sub> emissions associated with Cement Production (MTs) <sup>Note 1</sup>	CO <sub>2</sub> emissions associated with GGBFS (MTs)	Savings in terms of CO <sub>2</sub> e (MTs)
1	1	115,047,109,299	98,940,940,000	8,140,8040	90,800 (92% reduction) 85,987 (91% reduction)
	2	230,109,207,093	197,894,178,100	15,873,15,687	182,021 (92% reduction) 162,413 (91% reduction)
	3	345,137,293,381	296,818,252,310	23,558,23,309	273,260 (92% reduction) 228,999 (91% reduction)
	4	460,205,368,165	395,776,316,620	31,512,31,047	364,264 (92% reduction) 285,575 (90% reduction)
	5	728,660,582,928	626,648,501,320	49,612,48,581	577,036 (92% reduction) 452,737 (90% reduction)

<sup>Note 1</sup> 0.86 tonnes of CO<sub>2</sub> / MT of cement based on the presentation "Industry Background and Overview" presented by Tom Pyle (CAT Cement Sub-Group Leader) at the CARB AB32 meeting in 2008 (emission factors for calcination and fuel usage in

cement production combined with no allowance for transport)-. Note that GHG emissions associated with GGBFS also includes GHG emissions resulting from shipment of materials from Japan, to ensure a conservative comparison.

In relation to the production of GGBFS by Orcem, the GHG emission savings when compared to greenhouse gas emissions from cement production are substantial. As shown in Table 6.7, the average percentage saving compared to portland cement production is greater than 90% and amounts to approximately ~~450570~~,000 MTs of CO<sub>2</sub>e for Mode 1 Milestone 5.

In relation to Mode 2, the production of cement from clinker by Orcem will lead to a more modest GHG emission savings when compared to greenhouse gas emissions from cement production. As shown in Table 6.8, the average percentage saving compared to portland cement production is greater than 3% and amounts to approximately ~~2723~~,000 MTs of CO<sub>2</sub>e for Mode 2 Milestone 5.

**Table 6.8 Annual CO<sub>2</sub> Savings Associated With the Production of Cement from Clinker by Orcem (Mode 2) (MTs)**

Orcem Mode	Milestone	Cement Tonnage Produced (Metric tonnes)	Equivalent CO <sub>2</sub> emissions associated with Cement Production (MTs) <sup>Note 1</sup>	Orcem CO <sub>2</sub> emissions associated with Clinker Production (MTs)	Savings in terms of CO <sub>2</sub> e (MTs)
2	1	<del>133,333</del> 133,333	<del>114,666</del> 114,666	<del>111,406</del> 110,815	<del>3,260</del> (2.8% reduction) <del>3,852</del> (3.4% reduction)
	2	<del>266,667</del> 266,667	<del>229,334</del> 229,334	<del>222,439</del> 221,636	<del>6,895</del> (3.0% reduction) <del>7,698</del> (3.4% reduction)
	3	<del>400,000</del> 400,000	<del>344,000</del> 344,000	<del>333,458</del> 332,441	<del>10,542</del> (3.1% reduction) <del>11,559</del> (3.4% reduction)
	4	<del>533,333</del> 533,333	<del>458,666</del> 458,666	<del>444,779</del> 441,607	<del>13,887</del> (3.0% reduction) <del>17,060</del> (3.7% reduction)
	5	<del>844,444</del> 844,444	<del>726,222</del> 726,222	<del>703,953</del> 699,149	<del>22,269</del> (3.1% reduction) <del>27,073</del> (3.7% reduction)

<sup>Note 1</sup> 0.86 tonnes of CO<sub>2</sub> / MT of cement based on the presentation "Industry Background and Overview" presented by Tom Pyle (CAT Cement Sub-Group Leader) at the CARB AB32 meeting in 2008 (emission factors for calcination and fuel usage in cement production combined with no allowance for transport) Note that GHG emissions associated with ~~GGBFS-clinker~~ also includes GHG emissions resulting from shipment of materials from Japan, to ensure a conservative comparison.

Mode 3 operations will involve the production of mainly GGBFS from GBFS with some additional cement imported / exported from the facility. Under this mode of operation, GHG emission savings when compared to greenhouse gas emissions from purely portland cement production will be significant. As shown in Table 6.9, the average percentage saving compared to portland cement production is greater than 70% and amounts to approximately ~~450575~~,000 MTs of CO<sub>2</sub>e for Mode 3 Milestone 5.



Table 6.9 Annual CO<sub>2</sub> Savings Associated With the Production of GGBFS / Cement by Orcem (Mode 3) (MTs)

Orcem Mode	Milestone	Cement Tonnage Produced (Metric tonnes)	Equivalent CO <sub>2</sub> emissions associated with Cement Production (MTs) <sup>Note 1</sup>	Orcem CO <sub>2</sub> emissions associated with GGBFS / Cement Production (MTs)	Savings in terms of CO <sub>2</sub> e (MTs)
3	1	<del>175,052</del> 175,052	<del>150,545</del> 150,545	<del>60,941</del> 58,922	89,604 (60% reduction) <del>91,623</del> (61% reduction)
	2	<del>310,103</del> 310,103	<del>266,689</del> 266,689	<del>86,303</del> 83,214	180,386 (68% reduction) <del>183,475</del> (69% reduction)
	3	<del>445,155</del> 445,155	<del>382,833</del> 382,833	<del>111,649</del> 107,491	271,184 (71% reduction) <del>275,343</del> (72% reduction)
	4	<del>580,205</del> 488,165	<del>498,976</del> 419,822	<del>137,028</del> 131,907	361,948 (73% reduction) <del>287,915</del> (69% reduction)
	5	<del>848,660</del> 702,928	<del>729,848</del> 604,518	<del>155,129</del> 148,240	574,719 (79% reduction) <del>456,278</del> (75% reduction)

<sup>Note 1</sup> 0.86 tonnes of CO<sub>2</sub> / MT of cement based on the presentation "Industry Background and Overview" presented by Tom Pyle (CAT Cement Sub-Group Leader) at the CARB AB32 meeting in 2008 (-emission factors for calcination and fuel usage in cement production combined with no allowance for transport). Note that GHG emissions associated with GGBFS also includes GHG emissions resulting from shipment of materials from Japan, to ensure a conservative comparison.

In summary, all proposed modes of operation will lead to GHG savings when compared to portland cement manufacturing. Although the savings in regards to Mode 2 are quite modest, it is the intention of Orcem to primarily operate in either Mode 1 or Mode 3 with Mode 2 available under circumstances that the principle raw material, GBFS, is not available.

## 7. LOCAL CO CONCENTRATIONS

The BAAQMD Thresholds of Significance for local CO emissions is the 1- and 8-hour California Ambient Air Quality Standards (CAAQS) of 20.0 parts per million (ppm) and 9.0 ppm, respectively. By definition, these represent levels that are protective of public health. If a project would cause local emissions of CO to exceed any of the thresholds listed below, the proposed project would result in a significant impact to air quality.

Because CO impacts have been historically related to automobile idling at intersections, the BAAQMD CEQA Guidelines contain a preliminary screening methodology that provides a conservative indication of whether the implementation of the proposed project would result in CO emissions that exceed the Thresholds of Significance based on automobile traffic at intersections. However, these screening criteria do not apply to proposed stationary source projects.

For this project, there would be CO emissions from Orcem's stationary source, rail traffic, truck traffic, onsite mobile equipment, and ship traffic. The CO impacts from truck and rail traffic are expected to be very low because both truck and rail traffic emissions are stringently controlled. The impact from vessels ~~hotelling~~hotelling at the VMT dock, and the stationary source equipment have the greatest potential to result in offsite impacts of CO.

Accordingly, the CO impact evaluation was conducted assuming that a single ocean going vessel is docked, and, for the one-hour standard, the main and auxiliary engine are operating. For the eight-hour standard, it is assumed that the auxiliary engine is operating for the entire 8 hour period. Otherwise, long term emissions estimates are used to estimate the potential for short term CO exceedances. The result of that evaluation are shown below in Table 7.1 below, and show that the maximum offsite concentration of CO is well below the BAAQMD significance thresholds. Appendix AQ-MODEL contains the evaluation conducted to estimate the maximum CO concentrations.

**Table 7.1: Results of Evaluation of Thresholds of Significance for Local Carbon Monoxide Emissions**

CAAQS Averaging Time	Threshold Concentration (ppm)	Estimated Concentration (ppm)
1-Hour	20	7
8-Hour	9.0	4

## 8. RISKS AND HAZARDS

The BAAQMD has adopted project and cumulative thresholds for three risk-related air quality indicators: cancer risks, non-cancer hazards, and increases in ambient air concentrations of PM<sub>2.5</sub>. The BAAQMD adopted significance thresholds and the evaluations undertaken to evaluate the Project's and Reduced Operation Alternative's (ROA) consistency with these air quality indicators are described in this section.

### 8.1 Project Cancer Risks and Hazards

To assist the lead agency in evaluating air quality impacts at the community scale, thresholds of significance have been adopted by the BAAQMD for local community risks and hazards associated with TACs and PM<sub>2.5</sub> with respect to siting a new source and/or receptor, as well as for assessing both individual source and cumulative multiple source impacts. These thresholds of significance focus on PM<sub>2.5</sub> and TACs because these more so than other emission types may pose significant adverse health impacts at the local level as discussed separately below.

The emissions of TACs and PM<sub>2.5</sub> are evaluated based on the health impacts that may result from the emissions of TACs and PM<sub>2.5</sub>. The health impacts associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs (and PM<sub>2.5</sub>) can cause long-term health impacts such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; or short-term acute effects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

For evaluation purposes, TACs are separated into carcinogens and non-carcinogens based on the nature of the physiological impacts associated with exposure to the pollutant. Carcinogens are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals, typically over a lifetime of exposure. Non-carcinogenic substances differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis. Acute and chronic exposure to non-carcinogens is expressed as a hazard index (HI), which is the ratio of expected exposure levels to an acceptable reference exposure levels.

The BAAQMD's adopted thresholds of significance for local community risk and hazard impacts are identified below. Local community risk and hazard impacts are associated with TACs and PM<sub>2.5</sub> because emissions of these pollutants can have significant adverse health impacts at the local level. If project-related emissions of TACs or PM<sub>2.5</sub> exceed any of the thresholds in Table 8-1, it would exceed the BAAQMD Thresholds and may result in a significant impact.

The evaluation of project and cumulative cancer risks and hazards was conducted by ENVIRON and AWN, and is contained in Appendix HRA. The health risk assessment was conducted incorporating dispersion modeling consistent with BAAQMD Guidelines and health risk assessment methods consistent with OEHHA methods as adopted by the BAAQMD. The results of that assessment are contained in Table 8-1.

**Table 8-1 Project Health Risks and BAAQMD Adopted Significance Thresholds**

<b>BAAQMD Threshold</b>	<b>Threshold</b>	<b>Units</b>	<b>Estimated Value (unmitigated)</b>	<b>Significant?</b>
Project Cancer Risk	10.0	In a million	13.3	Yes (unmitigated)
Project Non-Cancer Acute HI	1.0	Unitless	0.01	No
Project Non-Cancer Chronic HI	1.0	Unitless	0.1	No
Project PM <sub>2.5</sub> Concentration	0.3	µg/m <sup>3</sup>	0.13	No

The above risks were calculated at maximum operation (as determined by the number of ship calls) with no additional mitigation beyond the use of a 20% biodiesel blend for all diesel operated equipment. As presented in Table 8-2, the Project and ROA cancer risk is less than significant based on the BAAQMD Thresholds at this level of mitigation until the average number of ship calls exceeds 28 ships per year (assuming 19 Orcem ship calls and the remainder VMT). In order to not exceed this annual average and maintain consistency with BAAQMD adopted thresholds, additional mitigation measures are required. Potential mitigation measures include:

- Increased fraction of biodiesel in diesel-powered equipment
- Replacing diesel-powered front-end loaders with natural gas (CNG) units
- Replacing diesel-powered mobile conveyors and hoppers with electric-powered units
- Replacing a diesel-powered forklift with an electric unit

As described in Appendix HRA, emissions associated with mitigated equipment scale with the number of ship calls, depending on whether Orcem or VMT operate the equipment. For example, in the mitigation scenarios evaluated in this report, only the number of VMT ship calls is adjusted, thus only diesel emissions from VMT equipment are affected. Mitigated cancer risk for various scenarios are presented in Table 8-2, along with the maximum average ship calls per year allowable under each scenario before additional mitigation is required. These scenarios apply equally to both the Project and the ROA

**Table 8-2 Mitigation Measure Summary**

<b>Mitigation Measures</b>	<b>Maximum Residential Cancer Risk (in a million)</b>	<b>Maximum Number of Ship Calls for Less than Significant Impact</b>	<b>Maximum Residential Cancer Risk at Maximum Ship Calls (in a million)</b>
20% Biodiesel in all on-site equipment (Base Case)	13.34	28	9.92
100% Biodiesel in conveyors and hoppers, 20% Biodiesel in all other on-site equipment	11.96	36	9.91
20% Biodiesel in all equipment, with Orcem natural gas-fueled (CNG) front end loaders (FELs)	10.17	47	9.995
20% Biodiesel in all equipment, with Orcem and VMT CNG FELs	9.39	--	9.39
100% Biodiesel in conveyors and hoppers, 20% Biodiesel in forklift and VMT FEL, Orcem CNG FELs	9.74	--	9.74

## 8.2 Cumulative Risks and Hazards

The maximum mitigated excess cancer risk from the Project and ROA (Orcem and VMT operation) was calculated to be 9.74 in a million, which is below the BAAQMD significance threshold of an increased cancer risk of greater than 10.0 in one million. Additionally, acute and chronic non-cancer health effects would be below the BAAQMD significance threshold of a hazard index greater than 1.0.

According to the BAAQMD's adopted Guidelines (BAAQMD, 2012), for evaluating cumulative risks, permitted stationary sources of TACs near the project site were identified using BAAQMD's *Stationary Source Risk and Hazard Analysis Tool* for sources in Napa-Solano counties. This mapping tool uses Google Earth to identify the location of stationary sources and their estimated screening level cancer risk and hazard impacts. Three stationary sources within a 0.5 mile radius of the Project site were identified:

Plant G10729 is the Discount Gas Grocery & Liquor located at 605 Magazine Street, approximately 1,300 feet northeast of the Project boundary. This gas station has a cancer risk value of 4.02, a hazard value of 0.004, and no PM<sub>2.5</sub> value associated with it.

Plant 16677 is Original Display Fixtures located at 206 Lemon Street, about 600 feet northwest of the Project boundary. There are no cancer risk, hazard or PM<sub>2.5</sub> values associated with this source.

Plant 17907 is the Sousa Solano Auto Body & Paint shop located at 407 Lemon Street, about 970 feet north of the Project boundary. There are no cancer risk, hazard or PM<sub>2.5</sub> values associated with this source.

It is assumed that both Plants 16677 and 17907 would not contribute to cumulative risks or hazards. For Plant G10729 it is highly unlikely that the gas station will significantly contribute to any significant cumulative cancer risk or hazard when combined with either the Project's or the ROA's cancer risks and hazards since the BAAQMD Thresholds for significant cumulative risk, shown in Table 8-3, are a cancer risk of greater than 100 in a million and a hazard index of greater than 10.0 for all local sources combined.

**Table 8-3 Cumulative Health Risks and Significance Thresholds**

BAAQMD Threshold	Threshold	Units	Estimated Value (unmitigated)	Significant?
Cumulative Cancer Risk	100	In a million	17	No
Cumulative Non-Cancer Chronic HI	10.0	Unitless	0.1	No
Cumulative PM <sub>2.5</sub> Concentration	0.8	µg/m <sup>3</sup>	0.13	No

Based on the above, the Project and the ROA would both be in compliance with the BAAQMD's adopted Thresholds for Single Source and Cumulative community risks, as well as hazard index risks. We therefore conclude that the Project and ROA would have a less-than-significant health risk impact.

## 9. ODORS

The BAAQMD does not have an adopted odor threshold for operational activities, but does recommend screening criteria based on distance between types of sources known to generate odor and the receptor. For projects outside the screening distance, and with no known potential odor sources, no additional analysis is required. For projects within the screening distances, the BAAQMD uses the following threshold for project operations:

An odor source with five (5) or more confirmed complaints per year averaged over three years is considered to have a significant impact on receptors within the screening distance shown in the Bay Area Air Quality Management District's guidance, Table 3-3.

The project is not considered a receptor for odors. During construction, the various diesel powered vehicles and equipment in use on-site would not be a typical source of objectionable odors. However, the application of architectural coatings and the paving of parts of the site with asphalt have the potential to cause odors. However, these odors would be temporary and not likely to be noticeable for extended periods of time much beyond the project's site boundaries.

The BAAQMD 2010 Guidelines identify wastewater treatment plants, oil refineries, or other types of asphalt plants, chemical manufacturing, painting/coating operations, coffee roasters, food processing facilities, recycling operations and metal smelters as odor sources that could potentially be located in heavy industrial land uses. The project would not include any of these operations. Consequently, the Project is not considered to have a potential significant odor impact and additional evaluation of the potential for odor impacts was not conducted.

## 10. REFERENCES

- /1/ Alaska Cooperative Transportation and Public Facilities Research Program (1992) Control of Dust Emissions from Unpaved Roads
- /2/ Bay Area Air Quality Management District (BAAQMD), 2007, Permit Modeling Guidance.
- /3/ Bay Area Air Quality Management District (BAAQMD), 2010, BAAQMD Air Toxics NSR Program hr Screening Analysis (NRSA) Guidelines (January 2010)
- /4/ Bay Area Air Quality Management District (BAAQMD), 2011, Recommended Methods For Screening and Modeling Local Risks and Hazards (Version 2).
- /5/ Bay Area Air Quality Management District (BAAQMD), 2012, BAAQMD California Environmental Quality Act Air Quality Guidelines (Updated May 2012).
- /6/ Bay Area Air Quality Management District (BAAQMD 2012b) "2011 Air Monitoring Network Plan"
- /7/ BAAQMD (2013) "2012 Air Monitoring Network Plan"
- /8/ BAAQMD (2014) "2013 Air Monitoring Network Plan"
- /9/ CAPCOA, 2011, Modelling Compliance of the Federal 1-Hour NO<sub>2</sub> NAAQS – CAPCOA Guidance Document.
- /10/ CARB (2000c)
- /11/ CARB (2004) Roseville Rail Yard Study
- /12/ CARB (2005a)
- /13/ (CARB, 2006) Emission Reduction Plan for Ports and Goods Movement (Plan) in California
- /14/ CARB (2008b)
- /15/ CARB (2008c)
- /16/ CARB (2009) Appendix B - Emission Estimation Methodology For Commercial Harbor Craft Operating In California
- /17/ CARB (2009a)
- /18/ CARB (2009b)
- /19/ CARB (2009e)
- /20/ CARB, 2009g)
- /21/ CARB (2011) Appendix D - Emission Estimation Methodology For Ocean-Going Vessels (OGVs)
- /22/ (CARB, 2013e) The Goods Movement Emission Reduction Program
- /23/ CARB (2013g)
- /24/ (CARB, 2014) EMFAC2014 emission model
- /25/ CDPH, 2010
- /26/ Commercial Rail Yard (Davis Yard) Emission Inventory, Los Angeles (Sierra Research (2007))
- /27/ Cordova, James, BAAQMD, 2013, Personal Communication with Edward Porter, AWN Consulting. September 23.
- /28/ Gordeon (2012)
- /29/ Port of Oakland 2012 Seaport Air Emission Inventory (ENVIRON, 2013)
- /30/ Port of Los Angeles 2012 Air Emission Inventory (POLA, 2013)
- /31/ Port of San Francisco 2005 Air Emission Inventory (ENVIRON, 2010)
- /32/ SCAQMD (2007) Particulate Matter (PM) Emission Factors For Processes/Equipment at Asphalt, Cement, Concrete and Aggregate Product Plants June 2007
- /33/ SCQAMD (2007)
- /34/ Sutley (2010)
- /35/ CARB (2005a) AERMOD Description of Model Formulation.
- /36/ USEPA (2005b) AERMOD User's Guide.
- /37/ USEPA (2005c) User's Guide to the AERMOD Meteorological Preprocessor (AERMET)
- /38/ USEPA (2005d) Guidelines on Air Quality Models, Appendix W to Part 51, 40 CFR Ch.1.
- /39/ USEPA (2009) AERMOD Implementation Guide Last Revision March 19, 2009.
- /40/ USEPA (2014)
- /41/ Western Governors' Association (WRAP) (2006) WRAP Fugitive Dust Handbook



## Vallejo Marine Terminal and Orcem California Maximum Average Truck Movements without Mitigation<sup>1</sup>

Project Component		(a) DEIR Maximum Daily Trucks <sup>2</sup>	(b) DEIR Maximum Average Daily Trucks <sup>3</sup>	(c) Max. Average Daily Orcem + VMT Trucks on Lemon St. East of Sonoma Blvd. <sup>4</sup>	(d) Max. Average Daily Orcem + VMT Trucks on Sonoma Blvd. <sup>5</sup>
VMT Truck Operations	VMT Phase 1	87	87	49 (2.0 per hour)	38 (1.6 per hour)
	VMT Phase 2	87	58	32 (1.3 per hour)	26 (1.1 per hour)
Orcem Truck Operations	Orcem Phase 1	143	63	35 (1.5 per hour)	28 (1.2 per hour)
	Orcem Phase 2	208	119	67 (2.8 per hour)	52 (2.2 per hour)
Combined Total Truck Operations	VMT+Orcem Phase 1	230	150	84 (3.5 per hour)	66 (2.8 per hour)
	VMT+Orcem Phase 2	295	177	99 (4.1 per hour)	78 (3.3 per hour)

<sup>1</sup> Truck operations include both trucks loaded with finished products and goods leaving the site, as well as trucks bringing raw materials and supplies into the site for use by Orcem and VMT.

<sup>2</sup> Source: Draft EIR; Orcem Phase 1 limited to 500,000 MT product per year, with Phase 2 limited to 900,000 MT per year; truck volumes are total daily maximums, and do not take into account averaging of bulk deliveries to the site or averaging of production and throughput on an annual basis.

<sup>3</sup> Average daily truck volumes based on DEIR Appendix D-1, Tables 5.21, 5.22, 5.33, 5.34 and 5.38 with Orcem Phase 1 production based on the greatest of Milestones 1.4 (GGBFS only), 2.3 (cement only) and 3.3 (GGBFS + cement). Orcem Phase 2 production based on the greatest of Milestones 1.5 (GGBFS only), 2.5 (cement only) and 3.5 (GGBFS + cement). Average daily trucks are based on 26.0 average trucking days per month per DEIR Appendix D-1 Tables 5.21 and 5.34, and the maximum annual trucks spread over 12 months.

<sup>4</sup> Lemon Street is identified in the DEIR as carrying 56% of total truck volumes under all scenarios. Column 'c' truck figures reflect 56% of column 'b'.

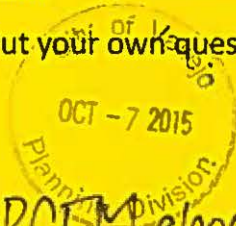
<sup>5</sup> Sonoma Blvd. is identified in the DEIR as carrying 44% of total truck volumes under all scenarios. Column 'd' truck figures reflect 44% of column 'b'.

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

BACKGROUND – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)



Why did ORCEM choose Vallejo as their HQ?

YOUR NAME Christy Logan Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

31

**From:** Kathy McKinney-Tovar [<mailto:mctovar@jps.net>]  
**Sent:** Monday, November 02, 2015 3:04 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** Comments on Draft EIR for the VMT/Orcem Project

Dear Ms. Ouse,

In the attachment I provide comments on the draft EIR. Let me know if you have any issues accessing the attachment.

Thank you,

Kathy McKinney-Tovar

November 2, 2015

Ms. Andrea Ouse (via email to [andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net))  
Community & Economic Development Director  
City of Vallejo  
555 Santa Clara Street  
Vallejo, CA 94590

Re: VMT/Orcem Project Draft EIR, September 2015

Dear Ms. Ouse:

I am a resident of Vallejo and have reviewed the subject Draft EIR and am providing the following comments. I have organized my comments by the impact areas identified in the draft EIR.

### **Air Quality**

Comment 1 concerns Impact 3.2-2: One of the issues with the Drayage Truck Regulation adopted by the California Resources Control Board (CARB) has been the illegal practice of compliant drayage trucks entering port properties to load cargo and then exiting the port property and transferring that cargo to a noncompliant drayage truck that then transports that cargo to its destination, a practice known as “dray off.” This illegal practice adversely impacts the air quality of the surrounding communities and results in more oxides of nitrogen (NOx) emissions than compliant drayage trucks would emit. If dray off occurs in Vallejo, the amount of NOx emissions will be higher than the mitigation measure MM 3.2-1 would control. What, if anything can VMT/Orcem do to prevent dray off from occurring? See the following link for more information on dray off: <http://www.arb.ca.gov/msprog/onroad/porttruck/drayoff.htm>.

Comment 2 concerns Impact 3.2-2: I have not seen an accounting of the emissions from the ships that will dock at VMT which produce diesel particulate matter (PM), NOx, and sulfur oxide (SOx) emissions. NOx emissions from vessels should be included in calculation of the annual emissions of NOx along with those from on-site equipment and from trucks. When determining NOx emissions consider whether the ship will receive power provided by VMT when it is docked, or if it will provide its own power. CARB adopted the regulation, “Fuel Sulfur and Other Operation Requirements for Ocean-Going Vessels within California Waters and 24 Nautical Miles of the California Baseline” on July 24, 2008. This regulation is designed reduce PM, NOx, and SOx emissions from ocean-going vessels. VMT/ Orcem should ensure that the vessels that dock at the marine terminal comply with these requirements just as they will require that trucks visiting VMT/Orcem meet the drayage truck regulations. See the following webpage for information on the commercial marine vessels: <http://www.arb.ca.gov/ports/marinevess/marinevess.htm>

Comment 3 concerns PM emissions: The draft EIR states in subsection 2.4.2.1 that the VMT component of the project would primarily service dry bulk and break-bulk cargoes. These materials would generate PM, an air pollutant. The physical milling of the ingredients to make cement will also generate PM. It is

recommended that PM monitors be installed in the vicinity surrounding the VMT and Orcem operations to demonstrate the effectiveness of the PM control measures in protecting residents and the environment.

**Greenhouse Gas Emissions**

Comment 4 concerns Impact 3.6-1. If I understand mitigation measure MM-3.6-1 correctly, all fork lifts and front-end loaders will be fueled by compressed natural gas (CNG) initially and all other on-site equipment will be fueled by 20% biodiesel. If that is incorrect, please clarify. Assuming that the forklifts and front-end loaders will be fueled by CNG, I did not see plans for VMT to build and operate a CNG fueling facility; without one, I cannot envision how the equipment would be fueled. How and where will the forklifts and front-end loaders be fueled by CNG?

Sincerely yours,

A handwritten signature in cursive script that reads "Kathy McKinney-Tovar". The signature is written in black ink and is positioned above the typed name.

Kathy McKinney-Tovar  
Vallejo, California

**From:** Michael Mees [<mailto:mcmees@gmail.com>]  
**Sent:** Monday, November 02, 2015 10:44 AM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** VMT/Orcem EIR comments

I am writing as a home and small business owner of the City of Vallejo in regards to the Draft EIR for the Vallejo Marine Terminal and Orcem project proposed for the old General Mills site. After reviewing the EIR I am deeply concerned that this project does not go far enough to mitigate the potential risks to our cities air and water quality. It does not take into account the increased pollution from trucks, trains, and ships providing the transportation infrastructure from the plant. Nor does it mitigate increased emissions if the plant is required to run at phase 2 and produce portland cement as opposed to its desired product green cement. I am also deeply concerned of the increase in traffic from the trucks and trains and what implications it will have on our emergency vehicles from accessing affected areas of our town. Our roads are already in horrible shape and the increased traffic will only exacerbate the problem. I am not confident that Orcem or the city will be able to keep up with the required maintenance and that the costs to the city will be more than we have accounted for. Finally I am deeply concerned about the effects this project will have on the ecology of the water front and the delta. We are finally starting to see birds and mammals that we haven't seen for nearly a century eg. (Osprey, Bald Eagles, River Otters, etc.) return to our area. It is extremely important that we learn from the mistakes of the industrial age as we begin to rebuild our city for future generations and take our ecosystem into account. The vision statement for the Vallejo's Waterfront PDMP spells this out clearly and I think that this vision should also be applied to this area in question.

I believe this project is not in line with the vision and goals of our cities future and for this and the above reasons I am strongly against this project going forward. I hope that the city takes these concerns seriously and responds accordingly. Thank you for your time and great work.

Best,

Michael Mees  
Little Bird Gardening  
707-652-9912  
58 Romine Way  
Vallejo, CA 94591

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

BACKGROUND – A company from Ireland & Texas called NORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

How many trucks per day will be going in and out? What hours will the trucks be on the road?

YOUR NAME

AMY MEETER

Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015





**From:** Lani Mein [<mailto:lanimein@gmail.com>]  
**Sent:** Monday, November 02, 2015 6:13 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** ORCEM

Late, because my electricity went out. .

- 1./ I don't understand when the general plan allowed the former Flower Mill long dormant, to be zoned for heavy industrial.
- 2./Even though ORCEM proposes that it is using B.A.C.T., the nitrous Oxide is above significant emission standards.From whom,and from what part of California is ORCEM purchasing emissions rights?
- 3./The daily impacts of noise,traffic and toxic emissions on the down wind local residential areas are horrific.
- 4./ How do you compensate those of us who will loose significant value in our homes

**Elaine Mein**  
**16 Sandy Beach Rd., Vallejo Ca**

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
- Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

**BACKGROUND** – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

**QUESTIONS** – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

*How will the Marine Terminal affect all adjacent marine waterfronts? and coastlines?*

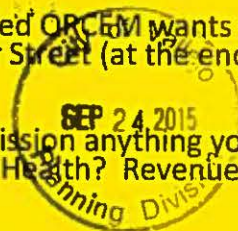
*John Meyer*

**YOUR NAME**

*John Meyer*

Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015



**From:** Mary Lou Molinaro [<mailto:mlmolinaro101@gmail.com>]

**Sent:** Monday, November 02, 2015 1:54 PM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Subject:** ORCEM

Please add my name to the list of those absolutely opposed to ORCEM coming to Vallejo. What a horrible idea! Considering the noise pollution, air pollution (and potential health hazards there), water pollution, traffic increase and the breaking down of our roads, what is there to like??? Certainly the city leaders can do better. Don't sell out the citizens of this city for something so potentially damaging. Better to develop the waterfront and other parts of this town with better businesses.....high tech anyone? Surely you can find companies who want to take advantage of all the fiber optic cables running through this town!

DO NOT VOTE IN FAVOR OF THIS! The citizens are speaking up and don't want this horrible company to ruin Vallejo. Voters speak with votes and with recalls.

MaryLou

<http://www.maryloumolinaro.com>

Visit Pacific Grove, CA and stay in one of our beach homes!

<http://www.vrbo.com/451672>

<http://www.vrbo.com/503497>

From: Robert Morrison <[robert@recyclepresort.com](mailto:robert@recyclepresort.com)>  
Sent: Tuesday, September 29, 2015 11:29 AM  
Subject: Orcem Proposal  
To: Andrea Ouse <[andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net)>

**Regarding the Orcem Project Proposal:**

I think it a bit odd that the only applicant thus far the Vallejo Marine Terminal is Orcem. Is there no other potential applicants for terminal usage, and who might they be?

I'm beginning to think that Orcem is a trial balloon for other high intensity heavy industries, which greatly enhances the bottom line for the terminal owners... But what is Vallejo's bottom line, what is the real value to Vallejo. Why can't Vallejo attract other non-heavy industry applicants, for such a unique location on the water.

**J. Robert Morrison**  
RPR Director  
[www.recyclepresort.com](http://www.recyclepresort.com)  
[707-853-4372](tel:707-853-4372)

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(Questions are free and confidential).

23 SEP '15  
BACKGROUND – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

What other alternatives are there for  
Shipping finished product other than truck  
YOUR NAME Robert Morrison, Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

## Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

How is the Ferry going to be affected? This brings us \$ and future potential \$ to our city



(Your Name)

Tiara Neal 301 Trinity St.

Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at [www.CityofVallejo.net](http://www.CityofVallejo.net)



# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

The Environmental Reports are Old!  
Something current and up to date.



I Love hearing the Birds and the seals I WANT to  
continue to hear them. How are you going to mitigate  
(Your Name) my loss of not hearing them when they leave.

Tiara Neal 301 Trinity St.

Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

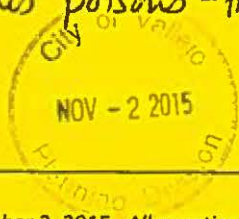
[www.CityofVallejo.net](http://www.CityofVallejo.net)



## Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions) Does the surrounding cities know how we are going to affect them as well. Napa - Benicia American Canyon - ~~Carcinos~~ What about the hwy 37 Bird viewing, thats going to bring in MANY visitors. Are they going to come with all this poisons - trucks - trains - noise with this plant?

Tiara Neal 301 Trinity St.



Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at [www.CityofVallejo.net](http://www.CityofVallejo.net)

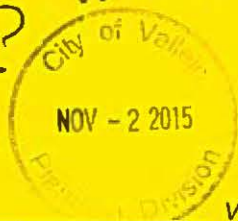
# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

~~(Your Questions)~~

What is going to happen to my beautiful view, the sunset, the water, the fresh air, my view of Mount Tam. 225,000 lbs of air pollution is going to affect these things. How are you going to mitigate that?

(Your Name)

Tiara Neal 301 Trinity St.



Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at [www.CityofVallejo.net](http://www.CityofVallejo.net)

**Do You Have Questions About the Plans for a Cement Factory  
on Vallejo's Waterfront?**

(Your Name) ~~\_\_\_\_\_~~ - What about the loss of residential home  
income?

Who is going to ensure that the company makes "green"  
Cement? What percentage will be green?

Who/how will hazardous waste that spills be cleaned up?

(Your Name) Tiara Neal "It wont spill"... of course it will

301 Trinity St. 94590

Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by  
the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

[www.CityofVallejo.net](http://www.CityofVallejo.net)



**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

**BACKGROUND** - A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

**QUESTIONS** - You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

*Has the surrounding neighborhood been notified, surveyed and what is the consensus? Have you considered other businesses that would enhance area?*

YOUR NAME MARIE NERI, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

**From:** Paul Norberg [<mailto:pnorberg@yahoo.com>]  
**Sent:** Thursday, October 29, 2015 4:54 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** Fw: EIR Orchem VMT project

Sorry my earlier email had an error in your address.

On Thursday, October 29, 2015 4:46 PM, Paul Norberg <[pnorberg@yahoo.com](mailto:pnorberg@yahoo.com)> wrote:

I have reviewed the EIR on the VMT/Orchem project and am opposed to going forward for the following reasons:

The executive summary page ES-3 states that VMT will handle portland cement and clinker material. Clinker material is substantially more polluting than GGBFS. There appears to be no restriction on the amount of clinker material to be processed. In my opinion there should be no clinker processing allowed.

Impact 3.2-2 states that there will be an unavoidable impact on air quality from truck emissions. This should disqualify the project.

Impacts 3.12-2 and -3 state there will be unavoidable delays caused by truck traffic. This should disqualify the project.

Impact 3.12-4 states that truck traffic on Lemon St will cause pavement deterioration and there is no mitigation. If the project goes forward Orchem should be responsible for the maintenance of Lemon St and any other streets where their trucks cause pavement deterioration.

Impact 3.12-5 states that emergency vehicles may experience unavailable delays caused by trains blocking intersections. This should cause the project to be disqualified.

The Air Quality Appendix shows that Grace Patterson School, Harbor Park Apartments, Bay Village Townhouses and the Sandy Beach residences will experience air and noise pollution from this project. Home values in these areas will decline and school children will be exposed to excessive air pollution. The plant may operate in any of 3 modes. In modes 2 and 3 it would produce cement from clinkers. There is no restriction on the amount of production in modes 2 or 3 yet those modes produce significantly more pollution. If the project goes forward production should be limited to Mode 1 only.

Please enter my comments in the public record as opposed to the project. The potential benefit of a few jobs added does not outweigh the negative impacts on the city.

Paul Norberg  
2555 Shadetree Circle  
Vallejo, CA 94591

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

BACKGROUND – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

Who else will be using the Docks?

YOUR NAME Shannon O'Hare, Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

**From:** Jim [<mailto:jimfromohio@comcast.net>]  
**Sent:** Monday, November 02, 2015 10:40 AM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** Orcem

As a fifteen-year resident of Vallejo, I decry the proposition approving a cement factory in South Vallejo, with the trucks and dust. NO, thank you. Love, Jim





## QUESTIONS ON THE PROPOSED VMT & ORCEM PROJECT

Orcem would primarily operate the grinding of GGBFS for production. Although the facility could also be used for the production of Portland Cement.

Would this permit allow for the production of Portland Cement or would it need a new permit? That would make the facility a lot more dangerous and cause more pollution. Would it need more space?

Why did the City select this site for this project? Since it is so close to so many residential areas and schools.

This project will create significant more pollution that is allowed by air quality standards. It will produce over thirty-one thousand four hundred and sixty-four MTCO<sub>2</sub> per year.

One of the city's goals is to improve Vallejo's air quality. Also to reduce air quality impact associated with future developments in Vallejo. Can you please explain how you are going to do this?

Another of the city's goal on noise quality is to provide for a more pleasing acquiesce environment for the city by controlling noise levels in a manner that is acceptable to residents, and reasonable for industrial and land uses and practicable to enforce. How is the city going to be able to enforce that with the trains, trucks, ships, barges, clam shell noise and conveyor noise? This will all exceed a level of 5DBA. It will be unbearable for residents who live on Sandy Beach, Bay Village, Harbor Park, Sea View and Lemon Street. How can we live and enjoy life in Vallejo. You are suppose to protect health, safety, general welfare of all of Vallejo residents. How can you do this?? This is not in accordance with the California ACT of 1973, also with the law of Vallejo of 2012.

This project will exceed BAAQMD guidelines. This operation will run twenty-four hours a day, seven days a week. It can cause cancer chronic and

acute health problems such as birth defects, asthma, bronchitis, and genetic damage and severe headaches. Is this how you protect the health and safety of the Vallejo residents?

Vallejo residents are asked to water only three days per week. We cannot wash cars, clean driveways because we have a water shortage. This project will use 46,182 gallons of water per day. How can you justify this to the residents of Vallejo who are trying to conserve water?

Trains at rail crossings could delay fire engines and emergency vehicles up to 8 minutes. A house could burn down, a patient could die while waiting for help. Also there is a possibility of 144 trucks per day on Lemon Street. This will create a traffic nightmare for the citizens of Vallejo. Is this going to improve the quality of life for the citizens of Vallejo and all the kids who live on Lemon Street?

There will be 7 eighty foot tall light polls with glaring lights plus the ship lights that will be shining 24 hours on the residents living less than a mile away. Ferryboat riders will see this as they approach Vallejo. Glaring lights, dust and noise is what they will see and hear. Is this the images that Vallejo wants to show the visitors coming to Marine World and the Wine Country?

This project will cause great suffering and discomfort for the citizens of Vallejo and if this project passes it could open the city to possible law suits. Are you prepared to handle that?

*Louis & Rachel Orantes  
10 Sandy Beach Road  
Vallejo, CA 94590*

From: Donald E. Osborne <[camdon@aol.com](mailto:camdon@aol.com)>  
Sent: Tuesday, September 15, 2015 6:16 PM  
Subject: VMT?ORCEM DEIR question  
To: Andrea Ouse <[andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net)>

Hello Ms. Ouse:

I was able to get the DEIR to open eventually.

I notice that during the NOP public comment period Martin Robins, General Manager - Vallejo, San Francisco Bay Ferry inquired about possible disruption in the Ferry Schedule during construction and operation of the Vallejo Marine Terminal noting the Federal requirement to keep the Strait open and clear from 5:00 AM to Midnight year round.

I have not found where this is addressed in the DEIR or where there is a discussion of its impact on Marine traffic in general. Could you direct me to the appropriate part if I have missed it or ask that this be addressed at the public meeting on October 7th.

Many thanks,  
Don Osborne  
Donald E. Osborne  
[449 Springs Road, Vallejo, CA 94590-5359](mailto:449_Springs_Road_Vallejo_CA_94590-5359)  
tel: [415-362-2787](tel:415-362-2787)

**From:** Donald E. Osborne [<mailto:camdon@aol.com>]  
**Sent:** Wednesday, September 16, 2015 12:18 PM  
**To:** Plowman, Lisa A. <[maplowman@rrmdesign.com](mailto:maplowman@rrmdesign.com)>; [Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)  
**Cc:** [Leslie.Trybull@cityofvallejo.net](mailto:Leslie.Trybull@cityofvallejo.net)  
**Subject:** Re: VMT?ORCEM DEIR question

Hello again, Ms. Plowman:

Are you able to be more specific about where the DEIR responds to concerns regarding possible disruption of the San Francisco Bay Ferry schedule?

In the Hazards section on page 3.7.22 I did see indications that the structure would not pose navigation hazards. And on pages 3.7.25 and 3.7.26 indications of local notices to mariners. I have not been able to find a section dealing with the impact to the regular Ferry schedule during construction or operation.

Many thanks,  
Don Osborne

Donald E. Osborne  
449 Springs Road, Vallejo, CA 94590-5359  
tel: 415-362-2787

**From:** Donald E. Osborne [<mailto:camdon@aol.com>]  
**Sent:** Wednesday, September 16, 2015 12:18 PM  
**To:** Plowman, Lisa A. <[maplowman@rrmdesign.com](mailto:maplowman@rrmdesign.com)>; [Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)  
**Cc:** [Leslie.Trybull@cityofvallejo.net](mailto:Leslie.Trybull@cityofvallejo.net)  
**Subject:** Re: VMT?ORCEM DEIR question

Hello again, Ms. Plowman:

Are you able to be more specific about where the DEIR responds to concerns regarding possible disruption of the San Francisco Bay Ferry schedule?

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Many thanks,  
Don Osborne  
Donald E. Osborne  
449 Springs Road, Vallejo, CA 94590-5359  
tel: 415-362-2787

**From:** [Donald E. Osborne](#)  
**To:** [Plowman, Lisa A.](#)  
**Subject:** Re: VMT/ORCEM DEIR question  
**Date:** Wednesday, September 16, 2015 4:19:10 PM  
**Attachments:**

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Many thanks for your message, Lisa.

During the NOP public comment period, Martin Robins, General Manager - Vallejo, San Francisco Bay Ferry noted possible disruption in the Ferry Schedule during construction and operation of the Vallejo Marine Terminal, also noting the Federal requirement to keep the Strait open and clear from 5:00 AM to Midnight year round.

This issue is not addressed in the DEIR, nor is there an analysis of the impact on marine traffic in general other than indications on page 3.7.22 that the structures at the site would not pose navigation hazards, and on pages 3.7.25 and 3.7.26 that notices would be issued to local mariners.

Demolition of the existing wharf and construction of a new wharf would certainly have an impact on marine traffic including the San Francisco Bay Ferry. Operation of the VMT, with expected service of up to 7.5 vessels per month, would also impact the Ferry and other marine traffic. There is a thorough analysis in the DEIR of rail and other ground traffic. I hereby ask that the EIR provide an analysis of impacts of the VMT / ORCEM projects to on the San Francisco Bay Ferry, the Federal requirement to kept Strait open and clear from 5:00 AM to Midnight year round and on other local marine traffic during the construction and operation phases of the project.

Sincerely,

Donald E. Osborne  
449 Springs Road, Vallejo, CA 94590-5359  
tel: 415-362-2787

**To:** [Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)

**Cc:** [Leslie.Trybull@cityofvallejo.net](mailto:Leslie.Trybull@cityofvallejo.net); Plowman, Lisa A.

<[maplowman@rrmdesign.com](mailto:maplowman@rrmdesign.com)>; [Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net); [Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net);

[Pippin.Dew-](mailto:Pippin.Dew-)

[Costa@cityofvallejo.net](mailto:Costa@cityofvallejo.net); [Robert.McConnell@cityofvallejo.net](mailto:Robert.McConnell@cityofvallejo.net); [Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net); [\[mpayan@cityofvallejo.net\]\(mailto:mpayan@cityofvallejo.net\); \[Rozzana.Verder-Aliga@cityofvallejo.net\]\(mailto:Rozzana.Verder-Aliga@cityofvallejo.net\)](mailto:Bob.Sa</a></p></div><div data-bbox=)

**Subject:** VMT/ORCEM DEIR questions regarding the SolTrans Curtola Park and Ride Hub

Hello Ms. Ouse:

This past weekend I drove past the SolTrans Curtola Park and Ride Hub under construction at the intersection of Curtola and Lemon Streets, wondering how it is addressed in the DEIR.

I find several references to the Curtola Park and Ride Hub in the DEIR, as well as a brief reference to the impact of VMT/ORCEM traffic on SolTrans Route 3. However, unless I have missed something, the traffic study conducted for the DEIR failed to consider this project upon its completion. The EIR needs to specifically address the Curtuloa Park and Ride Hub and the projected traffic impact when it is completed next year. It is directly along proposed VMT/ORCEM trucking routes. In addition to SolTrans Route 3, there are plans to use the Hub for Routes 76, 78, 80 and 80s. The Hub will have 1,160 parking spaces in lots on both sides of Lemon Street at Curtola Parkway with active carpooling and vanpooling taking place on Lemon Street directly on the VMT/ORCEM proposed trucking routes.

Given the large number of trucks VMT/ORCEM proposes to use this route, I believe that that traffic and transit impacts will be significantly greater than estimates in the DEIR and that VMT/ORCEM must address this. Please respond to the following specific questions:

Why has the traffic study conducted for the DEIR failed to consider the fully operational SolTrans Curtola Park and Ride Hub upon its completion?

What exactly is the projected impact of the significant truck traffic passing the Curtola Park and Ride Hub when it is completed in 2016 and subsequent years.

What is the net effect of increased truck traffic on the air quality on the the Curtuloa Park and Ride Hub and residences its immediate vicinity?

Sincerely,

Donald E. Osborne

449 Springs Road, Vallejo, CA 94590-5359

tel: 415-362-2787



From: tom ovens <[tomovens@comcast.net](mailto:tomovens@comcast.net)>  
Sent: Monday, September 28, 2015 10:44 PM  
Subject: Orcem Project  
To: Andrea Ouse <[andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net)>

Andrea Ouse, Community and Economic Development Director,

Whether intended or not, it feels like there is an attempt to keep the public uniformed and quiet regarding the Orcem project. It is an outrage that people have to wait until October 7 for a meeting.

There are a multitude of aspects surrounding this project that need in depth examination. Without more clarification there are many serious questions left unanswered and many red flags.

For instance, if the production of Portland cement is allowed, I am definitely against the project. That, in itself, is unacceptable and kills the project without further study. There are so many other questions that are critical and need to be answered. Will ships generate their own power when docked, burning low grade fuel that is extremely polluting? How many trucks and rail cars will come and go each day? What penalty or recourse is there if agreements are not kept? What is the approximate revenue that will come to the city?

Please, do whatever is necessary to adequately inform the public, especially those living in areas that will be most affected, about the October 7 meeting. The Joseph Room will not be big enough if the word gets out.

Frankly, I don't see how enough reassuring answers can possibly be forthcoming to give this project a thumbs up verdict. Please do not settle for this without having true satisfaction on all important elements – and please give serious consideration to public sentiment.

Tom Ovens

**From:** Naomi Patrick [<mailto:naomi.patrick@my.com>]  
**Sent:** Wednesday, October 28, 2015 2:56 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** Orcem

Dear Andrea,

I am writing to express my deep concern with moving forward with the proposed building of Orcem's new facility here in Vallejo. Particularly after seeing the environmental impact report it is my opinion that this would not only be a dangerous company to bring into our community but also one that will cause our city to be worse off than before.

I am a newer resident of Vallejo and have encountered a number of people who were deeply concerned by my choice because of Vallejo's prior struggles with violence and image. I moved to Vallejo because I saw a town with charm and historic appeal that reminds me of my roots growing up in a small town. This is where I hope to settle for a very long time. Unfortunately, even though Vallejo's public image is slowly coming around, it is my considered opinion that allowing Orcem to move here will destroy any positive strides Vallejo has achieved.

I understand the need to try to attract new businesses to this area thereby encouraging job and economic growth but this shouldn't be at the expense of our children, infrastructure, financial stability and environment. I greatly fear each of these areas will be irreversibly damaged and the long term consequences will be the death of our town.

Sincerely,

Naomi Patrick

Sent from myMail for iOS

**From:** Jennifer Pearson [<mailto:jennifer.maryphd@gmail.com>]

**Sent:** Monday, November 02, 2015 4:55 PM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Subject:** DEIR Comments ORCEM/VMT

## **DEIR: "No Project Alternative" Is the fate of South Vallejo to continue as a SACRIFICE ZONE? or envisioned as a PRESERVATION ZONE?**

1. Has there been any discussion between City of Vallejo staff and/or elected officials with any staff or elected Board Members of the Greater Vallejo Recreation District regarding the private waterfront planning area of the Fetting/Bryan/Orcem/VMT in South Vallejo for AN ALTERNATIVE vision? If so, what are these? Please describe alternative scenarios, fragments, notes on potential findings.

2. In unpacking the unclear Description of the ORCEM/VMT project(s) of the 39.1 acres that would be rezoned for industrial use is 5.5 acres described as Open Space Community Parkland. Will that parkland be waterfront land? If so, will that be evaluated or has been evaluated by the State Lands Commission to meet the requirements determined by the State Supreme Court that the Public Trust Doctrine now is applicable for public recreation to use the navigable waters of the state for bathing, swimming, boating, kayaking, fishing and general recreational purposes? What are the State Lands Commissions' policies, or if any, informal or formal findings?

3. Will the entire waterfront be accessible for the public or will the proposed 34.3 acres be privatized and gated?

4. What is to be the fate of the public Bay Trail if the private ORCEM/VMT industrial development is granted by Vallejo politicians? The historic public fishing area?

5. Will Vallejo politicians convey or rent any filled tidelands and/or waterfront submerged land to VMT which will sub-lease to ORCEM? What are the legal statues granting the City sovereign capacity to administer lands and water-related commerce, navigation, fishing and the public's access to use navigable waters of San Pablo Bay, Mare Island Straits and the Napa River for public recreational purposes? Aren't our navigable waters protected under the Public Trust as interpreted by our State Supreme Court?

6. Would such a 'deal' (cf. #5) be compatible with the General Plan and/or the proposed current work to amend the City's Plan?

7. Would closing off public access to the waterside land proposed for the non-public use, i.e., private use in VMT's dredging an entirely new deep water port also damage our protected natural resources of filled tidelands and submerged land that has developed a 'natural' ecology over 70 years?

8. Are there any land-based buffer zones planned at the perimeter of the Cement Plant with residences?

9. How many spillover impacts on the neighborhood are listed in the DEIR as high impact/significant? What percentage are these of the total list?

10. Is this a 'ghost plan' intended to divert community energies, disrespect and tire citizens? Is there any hint of the REAL 'plan' behind this confusing process?

11. The good thing is that there is a people's spirit of opportunity in the air of Vallejo. Instead of allowing this neighborhood to deteriorate as a SACRIFICE ZONE, community members are reimagining alternatives prompted by the unpopular project. South Vallejo can now be imagined as a PRESERVATION ZONE allowing community members to organize for needed community improvements.

12. Finally, in the spirit of compromise, why not consider the planning tool of Transfer Development Rights that could offer a swap for the ORCEM developers to an industrial site on Mare Island that already has a deep water port? Perhaps these entrepreneurs would pay a fee for a better site with infrastructure already in place. The 31.3 acre site could belong to the City. Residents could organize a participatory process to consider a host of alternative public uses--many of which are described in the Vallejo Open City Hall webpages.

Thanking you in advance for your kind attention.  
Very truly yours, Jennifer Mary Pearson

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
**Won't You Please Take a Moment to Send in Your Questions?**  
(It's free and confidential).

BACKGROUND – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

I read the DEIR and do not believe that our neighborhood, which is adjacent to VMT, will only have a 1 dB noise increase from the baseline noise level. It makes me question all the data in the DEIR especially the conveniently MAX mitigated excess cancer risk 9.74 in a million - just under the 10.0 in a million guideline by the BAAQMD, 2002

YOUR NAME Delight Perdoma - 1 Sandy Beach Rd, Vallejo, CA  
William Perdoma

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

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QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

I live next door to unit & am very concerned about the unmitigated emissions  $NO = 62.8$  tons/yr. BAAQMD CEQA threshold is 10 tons/yr. What must do emissions offsets to get a permit per BAAQMD.

What & where are the offset? Are you going to have to accept those emissions in S. Vallejo?

YOUR NAME William Delight Antola, 15655 Beach Blvd Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015



**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

**BACKGROUND** – A company from Ireland & Texas called ORGEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

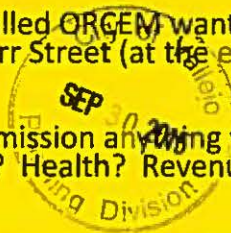
**QUESTIONS** – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

*What will happen to our roads, traffic congestion, fire + ambulance service with 300 trucks per day + 2-100 car trains per week?*

**YOUR NAME** Pindola 1 Sandy Beach Rd, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015





**From:** Nancy A. Piotrowski, Ph.D. [<mailto:napiotrowski@yahoo.com>]  
**Sent:** Friday, November 06, 2015 5:40 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Cc:** Leslie Trybull <[Leslie.Trybull@cityofvallejo.net](mailto:Leslie.Trybull@cityofvallejo.net)>; Plowman, Lisa A. <[maplowman@rmdesign.com](mailto:maplowman@rmdesign.com)>  
**Subject:** Re: Reconstructed ORCEM/VMT comments, post electric outage

My apologies for the delayed reply. Your note went to a folder and I just found it!

Please, the reconstructed (neater) comments certainly should supercede the others if I am able to do that. Thank you very much. It was so trying to have the storm disrupt electric and cable at such an inopportune time.

I very much appreciate your consideration.

-Nancy

*Nancy A. Piotrowski, Ph.D.  
Core Faculty, General Psychology & Lead, Addiction Psychology  
Harold Abel School of Social and Behavioral Sciences  
Department of Psychology, College of Professional Studies, Capella University*

*Federal Advocacy Coordinator, Division 50, American Psychological Association  
Member at Large, Division 34, American Psychological Association  
Past President, Napa Solano Psychological Association  
Member at Large, San Francisco Psychological Association*

3450 Geary Boulevard, Suite #107  
San Francisco, CA 94118  
*Phone & FAX by request*

**Email:** [napiotrowski@yahoo.com](mailto:napiotrowski@yahoo.com)  
**ALT Email:** [PiotrowskiConsultation@gmail.com](mailto:PiotrowskiConsultation@gmail.com)  
**Skype:** napiotrowski

"Not all those who wander are lost..." -J.R.R. Tolkien, 1954.

...and on wisdom... <http://www.youtube.com/watch?v=2RJrw4ZNFnQ>

**IMPORTANT NOTICE:** This transmission and any attachments are intended only for the individual or entity to which it is addressed and may contain information that is privileged, confidential or exempt from disclosure under applicable federal or state laws. If the reader of this transmission is not the intended recipient, you are hereby notified that any use, dissemination, distribution or

copying of this communication, without explicit written communication to handle otherwise, is strictly prohibited. If you have received this transmission in error, please notify me immediately by email.

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**From:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**To:** "Nancy A. Piotrowski, Ph.D." <[napiotrowski@yahoo.com](mailto:napiotrowski@yahoo.com)>  
**Cc:** Leslie Trybull <[Leslie.Trybull@cityofvallejo.net](mailto:Leslie.Trybull@cityofvallejo.net)>; "Plowman, Lisa A." <[maplowman@rrmdesign.com](mailto:maplowman@rrmdesign.com)>  
**Sent:** Monday, November 2, 2015 8:51 PM  
**Subject:** RE: Reconstructed ORCEM/VMT comments, post electric outage

Thank you, Dr. Piotrowski. However, should this submittal supersede the previous submittal in its entirety?

Regards,  
Andrea

**Andrea Ouse, AICP**  
**Community and Economic Development Director**  
*City of Vallejo | Economic Development Department*  
*(707) 648-4163 | [andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net)*



[City Communications Sign-up](#)

**Note – this is a NEW email address. Please update your address book. Thank you!**

**From:** Nancy A. Piotrowski, Ph.D. [<mailto:napiotrowski@yahoo.com>]  
**Sent:** Monday, November 02, 2015 8:41 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** Reconstructed ORCEM/VMT comments, post electric outage

DATE: November 02, 2015

TO: Andrea Ouse  
Economic Development Department  
City of Vallejo  
[Adrea.Ouse@cityofvallejo.net](mailto:Adrea.Ouse@cityofvallejo.net)

FROM: Nancy A. Piotrowski, Ph.D.  
410 El Camino Real  
Vallejo, CA 94590  
707.647.7748  
[piotrowskiconsultation@gmail.com](mailto:piotrowskiconsultation@gmail.com)

RE: ORCEM/VMT DEIR COMMENTS

Dear Ms. Ouse –

First, thank you for your work on behalf of the City of Vallejo. I appreciate your efforts to reassure the public that the proposed project was not a “done deal” and that residents’ concerns, ideas, and feedback were important. I also appreciate that the city took advantage of the availability of a second public hearing at the Norman King Community Center, closer to south Vallejo residents. I am glad residents were able to secure the site for a community meeting and to facilitate the city’s offering of another hearing date. I only wish there had been more advertising to get folks out to make comments and ask questions.

Second, please know that I submitted what I could quickly pull out of my files to you online before the deadline from [napiotrowski@yahoo.com](mailto:napiotrowski@yahoo.com) . As mentioned in my rather panicked phone call to Ms. Trybull, the rainstorm and thunder created an outage in my neighborhood right as I was pulling together my comments from a few different documents. Unfortunately, my cable internet connection and computer shut off. When the electricity came back on, the computer froze from the non-standard shut down, and the internet connection just would not come back. After two tries, I called you all, figuring I was probably not the only person affected. I was also a bit concerned about folks doing PB voting. Two important things on one date – ugh. Murphy’s Law is ever present. Anyway, after about 15-20 minutes, my internet came back. However, my file is not opening, so I am trying to reconstruct it as best as I can. This would serve as a more “cleaned up” proper document to what I emailed.

Thank you for your consideration.

-Nancy

**FROM:** Nancy A. Piotrowski, Ph.D., 410 El Camino Real, Vallejo 94590  
**STATEMENT:** OPPOSE ORCEM/VMT

I am opposed to the overall proposed project of the ORCEM Cement Factory and the proposed Vallejo Marine Terminal (VMT).

I am opposed because of: impacts to quality of life in terms of noise, light, and air pollution, negative health impacts to residents, especially more vulnerable individuals such as children and elders, negative property value impact to Vallejo homes, negative perceptual impact to the city overall, loss of structures of historical significance to the region and state, and environmental impact deleteriously affecting birds and other marine wildlife, in residence and migratory.

I do not think the VMT is a good idea for what it potentially invites into Vallejo. A deep-water port goes against the rising vision of Vallejo as a river town that is committed to good land stewardship, preserving its naval and other historical assets, developing a local aesthetic and art culture, and being a gateway to a marshland, environmental resources, and regional viticulture tourism. The DEIR also does not adequately address

the range of potential environmental, health, and other damages the port may bring dependent on what it allows into port...and how this may further disrupt every day life through increased rail cutting through town.

I further do not think that the ORCEM component of the project is a good idea for all the problems outlined in the DEIR that are significant and unavoidable. The report is scant on many environmental impacts. It also ignores historical and cultural impacts to structures on the property. And it dismisses health impacts in the neighborhood for both humans and animals.

In sum, I do not believe this combination of projects should proceed in any way. More desirable and healthier alternatives exist that would better serve our community with respect, dignity, and vision. Mr. Bryan of Orcem suggested at the open question session hosted at Emmanuel Temple, "...nothing has happened with that site in 10 years, and if you all don't take the deal we are offering, I guarantee you in another 10 years, nothing will happen with it." His comment reflects a lack of respect, dignity, and vision and ignores the fact that people in Vallejo have plenty of ideas for alternatives – and the energy and heart to develop them. The town's recovery period during the time in which he was looking at it should not be viewed as a sign of lack of development prospects. Indeed, Vallejo is poised to bloom so long gross power plays to swindle away its future as a pass through for industry and a dumping ground for the bay area do not interrupt it.

**The specific remaining questions I have regarding the DEIR are many. Given time limitations, I can only touch on these highlights:**

1. Why was the DEIR written at the 12<sup>th</sup> grade reading level and higher? I submitted sections of the DEIR to readability analyses and most if it came in at least a 12th grade reading level. The New York Times does not even read that high! A document with a lower reading level more accessible to the average Vallejo resident was needed. I noted this at the first hearing.
2. City advertisement regarding the first VMT/Orcem project hearing noted that information and data available for supplementary air quality/modeling analysis. Why were these not prepared to be read by the average Vallejo resident? Instead, there were over 700 files – some of which could not even be opened (e.g., database files) – that failed to have internal data fields labeled. Additionally, no legend to the files was provided, nor were any crosswalks linking the files to the DEIR data. This is unacceptable. What is particularly curious is that after several weeks of looking at these files, consultants even said on 10/22/15 that it was fairly consistent in format across files. So if true, why not put it out there in a form the public could digest?
3. Will the next version of the EIR disclose ALL the assumptions of the air quality modeling data analyses? They should. The consultants indicated that there were multiple ways assumptions could be used. These need to be made clear.

4. Why did viewing the supplemental data files regarding air quality control require disclosure of name and private email information to access the files through Box.com? Why could this not have been done in such a way to help residents avoid being exposed personally when looking at these items? Requiring such information is a form of intimidation. It is not acceptable.

5. By his own admission, at the Temple Emmanuel, Mr. Bryan said he was not pleased with the outreach effort provided for the first hearing. To this end, he felt it was inadequate and so he said he “personally paid extra to have rush delivery of postcards about the meeting” sent out to residents in south Vallejo – only to have them arrive the day after the event. Why wasn’t a more thorough and proactive outreach campaign planned? If planning about notification of a meeting was done poorly, what else can we expect in the future with larger project planning and execution problem from Orcem/VMT? How are problems like these factored into the EIR?

6. In section 3.3.5, why is there little discussion of ongoing impacts to wildlife, such as birds and animals that live in the water. Most of what is discussed is during construction. While that is important, as proposed, the project suggests that operations will be 24 hours per day 7 days a week. This creates ongoing light and noise pollution that will disrupt animals in the flyways of the Bay Area. The proposed site is right in the middle of at least three major wildlife areas with significant flyway value. Where is the attention to flyway, nesting, and feeding impact from this project given the 24/7 activity planned?

7. In section 2, page 17, there is discussion of transport of materials to the site. Not all materials to be used appear to be addressed. In reviewing documents related to other Orcem-related companies (Ecocem and the like), mention is made of high alkaline products is discussed, yet these are not clearly identified in the discussion of materials transported to the facility. Please expand discussion and make this clear.

8. In section, 3.8 on the discussion of tsunami impact and in the remainder of the document, it is unclear how material transported by barge/ship will be protected in its transfer from these vessels to any building on land via the construction of the site. Tsunami impact will not only inundate the buildings and affect people on the site, but it also will affect the vessels and their materials there, risking contamination into the bay, and potentially putting workers at risk if they are in between or near these items. This kind of scenario is not discussed, nor are safety items discussed related to this, and they need to be. Safety issues for humans on site near the transfer point and for the bay itself need to be investigated. We are regularly seeing 100-year floods occur around the country, and even 1000-year floods in some areas, so this is relevant. Simply saying we are not in the inundation area is inadequate.

9. In section 3.2 on air quality, there is not enough information presented about ongoing monitoring of air quality, how adjustments should or can be made, to protect local residents' health from both dust and exhaust fumes from boats, production.

10. In section 3.1, aesthetics are discussed. Historic buildings and other structures on the site have value not only for Vallejo history, but also for California history, and are not adequately addressed. The proposed work does not allow for adequate review, preservation, and continued access to such historical structures. Ironically, the structures are even relevant to concrete history. The public needs access to this area. Creation of a homeland security port will disallow this. These goals for public access versus a homeland security controlled port are in direct conflict of each other and need attention. How can the public still have access to these historical artifacts? Isn't this land, by charter from the state, for public use? How can these structures be preserved for their value to state and local history in the face of this project?

11. Dredging is discussed in section 3.2. Remnants of pollutants from earlier use in the Mare Island Strait and from pesticide use up river in the Napa County region are not addressed and need to be, particularly given air exposure and future planned use of the dredge. This poses risk to local residents and wildlife, both residing and migratory.

12. 3.7 - Where is there monitoring discussed of potentially radioactive material from the slag to be used?

13. Why is there no environmental justice evaluation done as part of this DEIR? Vulnerable lower income individuals and families dominate the area most likely to be affected by the proposed work. They are already subject to higher than normal problems related to asthma, among other issues.

*Nancy A. Piotrowski, Ph.D.*

**From:** Nancy A. Piotrowski, Ph.D. [<mailto:napiotrowski@yahoo.com>]

**Sent:** Monday, November 02, 2015 4:59 PM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Cc:** [piotrowskiconsultation@gmail.com](mailto:piotrowskiconsultation@gmail.com); [napiotrowski@yahoo.com](mailto:napiotrowski@yahoo.com)

**Subject:** Comments/Questions from Nancy A. Piotrowski, Ph.D. regarding ORCEM/VMT DEIR - November 2, 2015

My computer was knocked out the last 20 minutes from the rainstorm and lightening, causing a PGE outage and disruption of my cable connection for internet. I called City Hall to report this for myself and any other residents affected who were not able to submit comments because of the disrupted services.

I am quickly trying to recreate documents/comments in this email from earlier draft material. My apologies in advance for any typos. I will send a cleaned up version of this tonight as best as I can.

STATEMENT:

I am opposed to the overall proposed project of ORCEM and the VMT.

I do not think the VMT is a good idea for what it potentially invites into Vallejo. A deep water port goes against the rising vision of Vallejo as a river town that is committed to good land stewardship, preserving its naval and other historical assets, developing a local aesthetic and art culture, and being a gateway to a marshland, environmental resources, and regional viticulture tourism. The DEIR also does not adequately address the range of potential environmental, health, and other damages the port may bring dependent on what it allows into port...and how this may further disrupt every day life through increased rail cutting through town.

I further do not think that the ORCEM component of the project is a good idea for all the problems outlined in the DEIR that are significant and unavoidable. The report is scant on many environmental impacts. It also ignores historical and cultural impacts to structures on the property. And it dismisses health impacts in the neighborhood for both humans and animals.

In sum, I do not believe this combination of projects should proceed in any way. Economically more desirable and healthier alternatives exist that would better serve our community with respect, dignity, and vision.

I further do not feel compelled in any way to welcome the parties identified as principals in the projects to our community. During at least one public hearing and one informal question and answer session, project principals



(Fettig, Bryant) were observed, recorded, or otherwise made statements demonstrating offensive attitudes that were dismissive of residents' concerns. This was a strong red flag of a prospective bad neighbor showing a very entitled and arrogant attitude. Instead, we want businesses that appreciate all aspects of our town and its history, and values residents' participation in decision-making fully and with an open mind.

**Specific remaining questions regarding the DEIR are, in brief, as follows.**

1. In section 3.3.5, why is there little discussion of ongoing impacts to wildlife, such as birds and animals that live in the water. As proposed, the project suggests that operations will be 24 hours per day 7 days a week. This creates ongoing light and noise pollution that may disrupt animals in the flyways of the Bay Area. The proposed site is right in the middle of at least three major wildlife areas with significant flyway value. Where is the attention to flyway and nesting and feeding impact from this project given the 24/7 activity planned?
2. In section 2, page 17, there is discussion of transport of materials to the site. Not all materials to be used appear to be addressed. In reviewing documents related to other Orcem-related companies (Ecocem and the like), mention is made of high alkaline products is discussed, yet these are not clearly identified in the discussion of materials transported to the facility. Please expand discussion and make this clear.
3. In section, 3.8 on the discussion of tsunami impact and in the remainder of the document, it is unclear how material transported by barge/ship will be protected in its transfer from these vessels to any building on land via the construction of the site. Tsunami impact will not only inundate the buildings and affect people on the site, but it will also affect the vessels and their materials there, risking contamination into the bay, and potentially putting workers at risk if they are in between or near these items. This kind of scenario is not discussed, nor are safety items discussed related to this and need to be. Safety issues need to be investigated. We are regularly having 100 year floods and even 1000 year floods in some areas, so this is relevant.
4. In section 3.2 on air quality, there is not enough information presented about ongoing monitoring of air quality, how adjustments should or can be made, to protect local residents' health from both dust and also exhaust fumes from boats, production.
5. In section 3.1, aesthetics are discussed. Historic buildings and other structures on the site have value not only for Vallejo history, but California

history, and are not adequately addressed. The proposed work does not allow for adequate review, preservation, and continued access to such historical structures. Ironically, the structures are even relevant to concrete history. The public needs access to his area. Creation of a homeland security port will disallow this. These are in direct conflict of each other and need attention. How can the public still have access to these historical artifacts? How can these structures be preserved for their value to state and local history in the face of this project?

6. Dredging is discussed in section 3.2. Remnants of pollutants from earlier use in the strait and from pesticide use up river are not addressed and need to be, particularly given air exposure and future planned use of the dredge.

7. 3.7 - Where is there monitoring discussed of potentially radioactive material from the slag to be used?

*Nancy A. Piotrowski, Ph.D.  
Vallejo Resident  
707 647 7748*

**From:** Nancy A. Piotrowski, Ph.D. [<mailto:napiotrowski@yahoo.com>]  
**Sent:** Monday, November 02, 2015 5:02 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** p.s. ORCEM/VMT

The DEIR came in at at least a 12th grade reading level. Given the local population, a more accessible document was needed.

Many files provided in the supplementary air quality/modeling analysis were not able to be read by the common person. Data were unlabeled and needed to be labeled and explained. That the data were not is curious given that the consultants said it was fairly consistent in format across files.

*Nancy A. Piotrowski, Ph.D.  
Vallejo resident*

*707 647 7748*

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

**BACKGROUND** – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

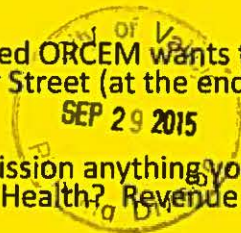
**QUESTIONS** – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

HOW MUCH NOISE WILL BE INVOLVED  
AFTER 5 PM and before 8 AM?  
ALSO HOW MUCH NIGHT LIGHTING?

YOUR NAME G. P. S. 21 Sandy Beach Rd., Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015



# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions) I had no knowledge of this until 10/24 which was yesterday. Why is this such a hidden topic? How soon was the original plan to go forward with the cement plant suppose to open up here in S Vallejo? Next month? This feels so urgent that I find this call suspect.

(Your Name) I don't want to move out of a city I call home.

Regina Bates

Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

<http://www.cityofvallejo.net/>

**From:** Cynthia Ripley [<mailto:cynthia@ripleyscoggin.com>]  
**Sent:** Wednesday, September 16, 2015 7:08 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** Re Location of Proposed mitigations - Orcem Project

Dear Ms. Ouse:

I am particularly interested in reading ancillary reports regarding the offsite mitigations for Bay fill submitted under separate cover and referred to in section 2.25 (mitigation of Bay fill) of the DEIR. If there are any other proposed mitigations that are not listed in the charts or described in the body of the report, I would appreciate knowing where to find them. These should probably be made available to the general public.

Yours very truly,  
Cynthia Ripley

--

Cynthia Ripley  
RipleyScoggin Partners  
Architecture Planning Preservation  
415-652-4601  
[cynthia@ripleyscoggin.com](mailto:cynthia@ripleyscoggin.com)

**From:** Mary Rodrick [<mailto:carlandmary@comcast.net>]

**Sent:** Wednesday, November 04, 2015 9:05 PM

**To:** Leslie Trybull <[Leslie.Trybull@cityofvallejo.net](mailto:Leslie.Trybull@cityofvallejo.net)>

**Subject:** VMT/ORcem project

Please find attached word doc re the VMT/ORcem project for Andrea Ouse. I wish this to be included in the coments regarding the Draft EIR. If you have any problems with this document please call me at 707-731-2367 or 978-578-3538 (cell)

Thank you,

Dr Mary Rodrick  
1004 Spyglass Parkway  
Vallejo



November 4, 2015

Ms Andrea Ouse  
Vallejo City Hall  
555 Santa Clara St.  
Vallejo, CA 94590

Dear Ms Ouse:

As a resident of Vallejo, I am responding to the Draft Environmental Impact Report (DEIR) for the Vallejo Marine Terminal and Orcem project. I have reviewed the DEIR and attended the meetings at City Hall and the King Community Center and thank you for providing a great deal of information at these public meetings. I did not speak at those meetings because three minutes is not long enough to address the numerous questions and comments I and many other concerned citizens have regarding this proposed project. I also thank the members of the City Council who attended those meetings.

I was surprised that most of the City Council was not in attendance at those meetings. I understand that the Lead Agency for this EIR is the Vallejo City Council who must consider the EIR prior to its approval and make findings regarding each significant impact identified in the EIR. The problem lies in the fact that the company paid by the City to prepare the EIR has decided what impacts are significant. Many of those determinations of significance are based on statistics, but not necessarily facts because they are estimates. Orcem has other plants in Ireland which could have been used as examples. Also there are mitigations proposed but to be determined. So the DEIR is inadequate.

I am new to this area and became aware of this project by watching a City Council meeting on the internet. I am a retired scientist and an environmentalist so I am familiar with Environmental Impact Reports and aware that opinions of levels of significance can vary from one company to another on the same project.

When I looked at historical photos of the area I noted that when the General Mills plant was built there were no homes in the area. When I went to the site I noted that a large neighborhood has grown up around this now abandoned plant and port.

So many issues are classified as “less than significant” that is hard to address them all but I cannot believe that from a public health, Environmental Justice (see letter from Dr. Lori Allio) and animal welfare standpoint any should be classified as less than significant. Many of these issues are being looked at as if they are in a vacuum whereas they should be accumulated with existing problems (for example- for air quality- emissions from automobile traffic, trucks and ships). Also, although this EIR is a combination of two projects some of the environmental issues are considered as separate, but when combined the numbers may become significant.

Generally-

Many of the mitigations proposed in this DEIR are on a more or less voluntary basis unless strict

monitoring is implemented. There does not seem to be any protocol for such monitoring. For example who determines if the air filters proposed to “clean the air” before it is released to the atmosphere is really at the level of pollutants agreed upon or how do we know that the “fugitive dust” does not escape?

### **Questions/ comments:**

1. Was the General Mills port dredged annually as the VMT will be? The VMT will require both dredging and filling.E.S.2 Who will pay for the dredging?
2. Does the construction industry really need Orcem- an Irish company? There are other cement plants nearer to us in Stockton which make the so-called “Green Cement” that Orcem makes from Ground Blast Furnace Slag (GBFS).
3. In numerous places in the DEIR it is stated that Orcem may also be producing the more toxic portland cement. In this case the **environmental concerns should be based on that more toxic product.**
4. How can lighting for a factory and port which will be operating 24/7 not be a significant effect on the environment and the sensitive receptors in the area??
5. How can the effect on air quality be significant, but unavoidable (SandU). We are talking about public health. Can even only an increased 10 cases of cancer out of 1 million people be insignificant? 3.2-1 and what about the morbidity caused by air pollution which may cause chronic diseases like asthma, bronchitis and asbestosis?
6. The piles of slag which are stored outside will be watered 3 times per day. Obviously this is to keep down air pollution, but what happens on windy days? The roadways will also be watered. How much of our precious drinking water is this going to require?
7. Emissions will be measured after they have occurred then mitigated. How can this be significant but unavoidable?
- 8.This is a list of issues less than significant which I find hard to justify:
  - cancer risk 3.2-5
  - Bird/ bat nesting sites 3.3-1
  - Pile driving noise affecting fish and marine mammals. What about people who live there?
  - Adequate slope stability- What about earthquakes?
  - Creosote- toxic to marine wildlife
9. GHG is SandU- mitigation requiring 20% biodiesel 80% petroleum- Why not 100% biodiesel?
10. Management plans for removal of hazardous materials e.g. asbestos, lead, PCB shall be prepared after EIR approved. Why not before?
11. Noise pollution- There will be a permanent increase due to hopper noise, trucks, rail traffic yet

this is considered less than significant.

Pile driver noise will be from 7 AM- 9 PM Monday through Saturday.

12. Water pollution- Where will water used to keep dust down go? Into the Bay? Could it be recycled in some way? **What effect will open slag pits have on groundwater in the area?**

13. Environmental justice- As discussed by the letter from Dr Allilo, this issue has not been really addressed in this DEIR, but it is a very important issue and one which must be addressed.

I could continue for another several pages, but I believe others have asked similar or more questions than I and thank you for your consideration of all our concerns. I look forward to your reply.

Sincerely yours.

Mary L. Rodrick, PhD  
1004 Spyglass Parkway  
Vallejo, CA 94591

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

**BACKGROUND** – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

**QUESTIONS** – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

Will this be on Mare Island? ?

YOUR NAME Phyllis Rosenberg Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

## Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

According to the EIR, the ambient noise level is 60db at Lemon and 3rd. However, as I hear nothing but birds chirping pretty much all day, I would challenge the accuracy of this report.

(Your Name)

Jesse Santana



Vallejo, CA

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**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

<http://www.cityofvallejo.net/>

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
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**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)



Why on the Waterfront?? ?

YOUR NAME

Sarah

Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

**From:** [robert schussel](#)  
**To:** [Andrea Ouse](#); [Plowman, Lisa A.](#)  
**Cc:** [Inder Khalsa](#)  
**Subject:** another question  
**Date:** Tuesday, October 20, 2015 6:37:38 PM

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Below is an additional question regarding VMT/Orcem

Approximately how much pollution (NO<sub>x</sub>, SO<sub>x</sub> and CO<sub>x</sub>) does a ship carrying materials to Orcem from a port in Asia produce in its trip across the Pacific?.

Robert Schussel PhD.



## Amy Seals

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**From:** robert schussel <rschussel@yahoo.com>  
**Sent:** Monday, November 02, 2015 8:56 AM  
**To:** Andrea Ouse  
**Cc:** Inder Khalsa; Plowman, Lisa A.  
**Subject:** Handling Plant shutdowns

Ms. Ouse

I have one additional question about the DEIR.

If the plant or marine terminal experiences a problem that prevents either the loading or unloading of materials how will trucks and other equipment etc. be handled?

Will a plan be required as part of the approval process. For example, will the trucks be allowed to idle their engines while they wait and for how long? Will they be required to leave the site until operations resume etc?

Robert Schussel PhD.

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**From:** robert schussel <rschussel@yahoo.com>  
**Sent:** Saturday, October 31, 2015 12:52 PM  
**To:** Andrea Ouse  
**Cc:** Inder Khalsa; Plowman, Lisa A.; Leslie Trybull  
**Subject:** Questions about truck noise and pollution  
**Attachments:** DEIR On Lemon St . Cross Street at bottom of hill is 6th St..jpg; DEIR On lemon Street facing West towards Sonoma Blvd. NOTE Cars parked on Hill..jpg; DEIR On Lemon St going East towards Sonoma Blvd. Leaving Derr St. Note hill that has climbed ,residences and parked cars.jpg

Ms. Ouse

Would you please acknowledge receipt.

Attached are 3 photographs I took standing on Lemon St--the first two are facing West and the third is facing East just before Lemon St. turns South towards the plant.. You will notice the steep hills on Lemon Street and the large number of cars parked near the Western end of Lemon.

- 1) Have the DEIR calculations taken into account the truck noise and emissions that will occur (especially carrying 25 to 26 tons of material) climbing the steep hills on Lemon St? If not ,the calculations need to be done.
- 2) Will the neighborhood parking be adjusted?. What say will the residents have? Having trucks in the travel lane does not seem safe.

Robert Schussel PhD.



KING

SPEED

SPEED  
LIMIT  
25

7AEP255



Sonoma Blvd

Sonoma Blvd

SPEED  
LIMIT  
25





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**From:** robert schussel <rschussel@yahoo.com>  
**Sent:** Friday, October 16, 2015 10:13 AM  
**To:** Andrea Ouse  
**Cc:** Inder Khalsa; Leslie Trybull; Plowman, Lisa A.  
**Subject:** Questions regarding DEIR  
**Attachments:** Questions about DEIR Oct 12 2015.docx

Ms Ouse

Attached are 125 questions about the DEIR.  
Please feel free to contact me if you have any questions about my document  
Robert Schussel PhD.

## Questions about DEIR

- 1) What fines and violations have each of the Orcem plants in Europe received?
- 2) What hours will trucks be entering and leaving the plant in Vallejo? Is this different from those in Europe. According to article in Irish Times the hours in Vallejo will be from 3AM to 3PM.
- 3) How long will it take to build Orcem Plant? How long for VMT port?
- 4) ES-4 what "market conditions" are being referred to
- 5) What is to prevent hazardous materials, coal, garbage, odorous materials etc. being off loaded at VMT? Can limitations on what is brought to site be legally binding?
- 6) How many berths will port consist of in phase I and for Phase II.
- 7) What hazardous by products are produced when GGBFS cement is made? Typically what percent of the cement is comprised of GGBFS? What is the remainder of the cement comprised of? Which of these materials are considered hazardous and how many metric tons will be brought to the site.
- 8) Why would a shipper want to use VMT over other ports such as Oakland?
- 9) VMT claims ships they will use are not equipped to use shore power. Do other ports require the use of shore power? Can it be required?
- 10) Once built how many people will be employed? What are the types of positions? Will they be union employees?
- 11) What taxes will be generated? Can a fee be charged per truck load? What do other cities and ports do?
- 12) Can hours of trucks entering and leaving plant/port be regulated?
- 13) Can hours trains operate be regulated? Can penalties be assessed for blocking railroad crossing?
- 14) When docking and undocking or entering area will ships interfere with Ferrys.
- 15) What is the difference in the making of GGBFS cement versus using Portland Clinkers? What additional materials are required for Portland clinkers?
- 16) There is a list of products etc. that might come through the port. Can the materials etc. be restricted to the list in the DEIR?
- 17) Other than cement what other "locally" manufactured products will be handled.
- 18) Does the Port of Oakland operate 24/7? What about the other nearby ports. Are there any restrictions on operating hours, noise or emissions?
- 19) What does impact 3.2.3 mean in Plain Language.
- 20) If lower polluting devices are available why isn't their use being discussed?
- 21) "Best Practices" for dust control is discussed. Would critics agree?
- 22) 3.2.5 Will Bay Area 2010 Clean Air Plan allow ozone levels that project would create?
- 23) 3.6.4 Are sea wall high enough to protect the site over the next 100 years?
- 24) 3.6.1 Why isn't less polluting equipment being proposed?
- 25) MM3.6-2a Why aren't van pools required?
- 26) 3.7.4 Why isn't the origin of each truckload of dirt required as well as testing of the dirt for contaminated materials?
- 27) What equipment will be required on site for fire protection and handling hazardous materials?
- 28) Under federal laws VMT could park railroad cars on Mare Island or even on tracks or crossings with coal, garbage, odiferous or hazardous materials. How can this be prevented?
- 29) How much ground vibration will occur during the construction of VMT and Orcem? What is the possibility of it causing damage to nearby buildings, roads etc.?



- 30) Compared to the former Flour Mill how more noise and emissions will nearby residents experience when both VMT and Orcem are operating at capacity?
- 31) How many more trucks, railroad cars and ships will be entering and leaving the two sites compared to the former Flour Mill.
- 32) 3.10.14 Can construction hours (proposed 7AM to 9 PM 6 days a week) be modified to M thru Friday 7am to 6PM and Saturday 9AM to 5PM. The current standard is excessive for those living close to the construction.
- 33) Would you please discuss why hourly average for noise is used to create noise thresholds when much of the noise is intermittent which makes it even more intrusive? In this situation models used are flawed. What can be done to create some noise standards during construction?
- 34) MM3.12.2a Can truck routes and the number of trucks on each route be mandated? Can times trucks, railroad cars and ships enter and leave be mandated?
- 35) 3.12.3 Why isn't applicant required to pay for 100% of the road upgrades since the upgrades are due to their project? Will a fee be levied on each truck to pay for the damage to the roads created by the project hauling materials in and out of the site?
- 36) 3.12.5 How many railroad crossings will need to be upgraded and who will pay for them? Can the upgrades be required as a condition of approval?
- 37) Revised Operations Alternative. While the applicant may prefer the plan proposed in the DEIR why isn't the Revised Operations Plan the preferred plan that should be followed.
- 38) Over a 20 or 30 year period how much of the materials from the site will be leached into the soil and waterways. What effect will this leaching have on ground water, the environment, wildlife etc.?
- 39) In the Appendix it is stated that the estimated number of cases of cancer 9.74 per million due to the project is below the threshold of 10 per million and is therefore not a significant impact. What is the stand error of measurement for the value of 9.74—that is how many times out of 100 is the "true" value 10 or more? The 9.74 implies a level of precision that does not probably exist.
- 40) 2-3 Does a limited number of jobs (about one per acre) satisfy the General Plan definition of Employment for this land?
- 41) 2-3 What types of manufacturing currently exists in Vallejo that would be attracted to VMT. What types of businesses are most likely to use a port like VMT?
- 42) 2-5 What bulk and break bulk commodities are contemplated on the 10.5 acres. Can the list of commodities/materials be spelled out and limited to them?
- 43) 2-6 How much sewage discharge from both the plant and VMT?
- 44) 2-6 Is the plant being located 300 feet from residences sufficient?
- 45) 2-7 Will each truckload of engineered fill be certified?
- 46) 2-9 Will VMT/Orcem pay for all dredging costs?
- 47) 2-12 120,000 tons of other bulk materials are to be off loaded each month. What are these material? Could garbage, odorous materials be part of these shipments? Will lower noise vehicles such as electric or natural gas be used?
- 48) Will any of the railroad cars used be open? How will dust etc. be dealt with as the greatest amount is lost early in a trip?
- 49) What heavy metals and other hazardous chemicals/materials are contained in the GGBFS and finished materials? What will the leaching and change in PH do the environment?

- 50) If truck routes are established can the truck drivers and Orcem be fined for violations?
- 51) 2-17 There are 6 common types of Plozzalan (aka fly ash) . Which types and how much is expected to be brought/stored at the site? Fly ash not from coal products is now considered a hazardous material. Will it be allowed at the site?
- 52) 2-19 Gypsum and lime dust are considered hazardous materials. Why are they being kept in open storage?
- 53) 2-20 Who gets to determine the standard for fugitive particulate emissions.
- 54) 2-23 Will the project be required to comply with C3. Is there any discussion of what will need to be done?
- 55) Why did you use the term “self-propelled personal watercraft launch” instead of just saying kayaks and canoes that most people know? Who decided this is adequate mitigation for loss of 600 feet of waterfront? Can this be changed? Does the Marina want this launch and will it create a security problem?
- 56) 3.7.21 The possible use of Portland Clinkers is mentioned. Where will it come from? Will it come by ship or truck? How many additional truck trips per day would be required?
- 57) 3-10-17 who established the noise standards? Are they appropriate for intermittent noise?
- 58) 3-10-6 Why is interior noise level calculated on the assumption the windows in a home are closed. Many residents keep their windows open especially at night?. Should this be taken into consideration? The assumptions used to estimate noise thus appear flawed. Saying this is what is normally done is NOT an acceptable response.
- 59) Will residents have to keep their windows closed to mitigate to some extent diesel particulates etc.
- 60) For the 5 nearest Portland cement plants how far are they from residential areas, how many truck trips occur and how many trips of railroad cars
- 61) Fig 3.1.6 what proof exists that the lighting from the plant and port won't significantly impact residents (including those on the top of the hill) and marine and other wildlife.
- 62) 3.2.5 Why aren't 100% of the trucks to comply with 2010 standards and how will compliance (whatever the level) be verified).
- 63) 3.2.5 If there are 24 hour operations how can compliance with 2011 standards be met.
- 64) 3.2.10 How can air quality measurements made in Vacaville for PM10 be indicative of Vallejo which is 20 miles and several large hills away.
- 65) Since the NOx levels are not in compliance with the Clean Air Plans goal what long term effects will there be for nearby residents
- 66) 3.2.22 How can average emissions calculated for equipment be a meaningful indicator as equipment is only used for a small percentage of the time. Peak levels significantly higher?
- 67) Why is pet coke (petroleum coke) being brought to the site—a substance that is not considered environmentally friendly when used? How will it be used at the site and how will it be stored.
- 68) 3.2.28 How much dust will be generated when front end loaders put product in trucks?
- 69) 3.2.30 what products will be made in mode 2 and mode 3? Will they require any processing beyond grinding and lowering moisture content?
- 70) What products are made at each of the European plants in mode 2 and mode 3?
- 71) 3.2.31 Why aren't barge operations considered in the calculations of emissions?
- 72) 3.2.33 While BAAQMD may not have standards for SOx ,COx etc. are there standards that could be used?

- 73) 3.2.35 Is there enough 20% biodiesel available at the plant for all of the equipment and trucks in the plant as well as hauling materials on and off the site.
- 74) 3.2.37 Does the risk of cancer increase the closer an individual is to the plant and or truck routes. How much does the risk increase.
- 75) 3.2.38 Is the logic used flawed as much of the increased traffic is due to trucks which pollute more than cars
- 76) 3.2.42 Odor may not be a problem at Grace Patterson Elementary School but what about residents who live closer?
- 77) 3.2.43 What does “application of offsets to Orcem’s contribution to NOx emissions” mean. Does it mean Orcem emissions have not been reduced locally but they are buying offsets from other regions to make up for going over thresholds.
- 78) 3.3.42 Why isn’t the mitigation for lost habitat double or triple what is destroyed—this is what most agencies typically require.
- 79) How many analyzed samples (for contaminants etc.) per X cubic yards will be required? How will contaminated material be handled
- 80) 3.5.14 How many permanent and how many part time employees for VMT.
- 81) 3.5.15 What magnitude earth quake is the Orcem plant designed for and VMT. What protocols etc. are there to control contain hazardous materials in these situations
- 82) 3.6.15 Where will fill for phase II come from and how will it be tested? Will grading “fill in laydown area” obstruct views from the water or those on land outside site?
- 83) What is blended GGBFS. During mode 2 will emissions be higher than mode 1 . Please explain what are the differences in the type of products produced, emissions created, need to more trucks etc. How often in Europe has mode 2 occurred and how often mode 3 at each plant. Can mode 2 and or mode 3 be restricted or not allowed?
- 84) 3.6.27 Can emissions reductions be mandated for project so that City can reach its CAP objectives?
- 85) 85) 3.6.33 Impact 3.6.1 thru 3 Can City CAP be amended to include marine and rail so that project must meet these standard?
- 86) 3.7.24 During construction it is stated that construction does not have a significant impact. What about the residents who live closest to site.
- 87) 3.8.24 Why is a 10 year storm event acceptable as the standard for runoff instead of 50 or 100 years
- 88) 3.9.30 Why isn’t the acceptable mitigation for the city owned 5.25 acres a park elsewhere that the applicant would have to fund?
- 89) 3.10.4 We live in a temperate climate in which people leave their windows open. This should be added to the calculations
- 90) 3.10.6 Where is table 2 that is referred to?
- 91) 3.10.8 How is max Db corrected for repetitive noises such as trucks every few minutes? An average makes no sense. Do readings take into account the amount of noise generated with a fully loaded truck starting and stopping while going up a hill.
- 92) 3.10.14 does noise element in Policy 2b take into account distance of resident from construction site .Averaging noise over an hour masks peak noise—how is peak noise levels accounted for?
- 93) 3.10.17 The statement is made” Since the City has not established a numeric limit for construction noise exposure, VMT construction would not exceed established standards” What

are the standards used and are they appropriate?. Can Vallejo establish standards for this project and Orcem to protect the public?

- 94) Table 3.10.7 Aren't some of the noise levels reaching/exceeding acceptable levels. Shouldn't they be highlighted/bolded?
- 95) In earlier comments stated 200 trucks per day. On page 3.10.19 now saying 67 (2,000 per month) per day. Which is correct?
- 96) Do loaded trucks going up hills make more noise? Has this been taken into account and how? Does this mean table 3.10.8 is incorrect?
- 97) 3.10.22 How does operating railroad between 8PM -1200AM and 4am-6am mitigate evening noise. Isn't 8PM to midnight evening?
- 98) Locomotive warning horns. On a typically trip in and out of Vallejo how many times is the horn typically used?
- 99) 3.10.23 If construction can't start prior to 7AM why should equipment in staging area be allowed to be started at 6AM?
- 100) 3.10.25 For effected locations—what effect will noise and other factors have on home values. How will property owners be compensated for their loss?
- 101) Will trucks operate 24/7 at site? There is now some confusion when trucks will enter and leave two sites. This needs to be clarified
- 102) 3.10.32 what are the noise and emission levels for a Genset Switcher. When not moving cars will engine be turned off?
- 103) In mode 2 how many more trucks are required? Will some of the raw materials be brought in by rail?—how much?
- 104) Table 3.10.21 Why is existing baseline higher for NSL7 and NSL9?
- 105) Table 3.10.22 Why is noise increase at NSL6 not considered significant?
- 106) 3.10.41 what is your source for stating a one Db difference in environmental level is not detectable by the human ear?
- 107) 3.10.55 Statement is made that short intermittent nosier from trucks would be minor when averaged over a longer period. But isn't truck noise etc. often more intrusive when it is intermittent and be seen as a major annoyance etc.?
- 108) MM3.10-1a will this mitigation be required? Will project be allowed to go forward if Northern Railroad won't comply?
- 109) 3.10.59 Hours of construction differ from earlier sections. What are correct times? Who pays for pothole repairs?
- 110) 3.12.6 What days and dates were included in traffic analysis
- 111) 3.12.8 Are you sure an LOS of D is Vallejo's standard?
- 112) 3.12.10 How was the decision made that ½ of project traffic uses Lemon between Sonoma and Curtola?
- 113) How many minute delay will railcars have on street traffic? Please do not talk about hourly average etc. but rather the actual delay experienced.
- 114) 3.12.19 Why is truck traffic for mode 2 and 3 in appendix L rather than main body—this is a critical piece of information
- 115) Table 12-9 According to the table trucks leave/enter site every 3.47 minutes. What effect does these trucks have on traffic especially when fully loaded?

- 116) 3.12.24 Does truck from projects make LOS F (freeway segment) even worse? Text does not state what significant threshold is nor where Criteria A.6 is located
- 117) Chart 3.12.9 shows 19AM peak trips and 17PM trips. But then it is stated the project only adds 12 peak hour and 4 PM peak hour trips to one LOS F segment (3.12.25) Please reconcile.
- 118) 3.13.11 with big push for conservation especially water why should VMT be allowed to use 4.95 million gallons and Orcem 9.9 million gallons per year. If home owners are forced to conserve why isn't this project?
- 119) 3-13.18 Does 645KW peak demand include all power to ships if engines, APUs etc. were not running?
- 120) 3-13-18 Consumers are being told by PG&E to conserve electric while this project adds an additional 6 megawatts of use. Does this additional use make sense in light of need to conserve?
- 121) 3-13-18 Will consumers experience any disruptions for upgrading of natural gas electricity for project?
- 122) 4.2 Who is proposing quick serve restaurant etc. at 1217 5<sup>th</sup> St. Has it been approved by Planning commission/
- 123) Impact 3.2.2 What is the local effect to air quality if BAAQMD standards for NOx and SOx are not imposed.
- 124) Impact 3-6.1 What effect on local air quality from project exceeding standards for CO2 emissions.
- 125) 5-7 Other than pure speculation what evidence exists that Vallejoans will be the ones filling the jobs. Does evidence from Allstate or Mare Island support this?

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**From:** Robert Schussel <rschussel@yahoo.com>  
**Sent:** Wednesday, October 21, 2015 7:33 PM  
**To:** Plowman, Lisa A.  
**Cc:** Andrea Ouse; Inder Khalsa  
**Subject:** Re: another question  
**Attachments:** image001.jpg; image002.jpg; image003.jpg; image004.jpg

Lisa

My concern is whether the transportation of slag produces as much pollution as making Portland cement

Robert Schussel PhD.

Sent from iPhone





**From:** robert schussel [<mailto:rschussel@yahoo.com>]

**Sent:** Tuesday, September 29, 2015 11:01 AM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Cc:** Leslie Trybull <[Leslie.Trybull@cityofvallejo.net](mailto:Leslie.Trybull@cityofvallejo.net)>; Inder Khalsa <[Inder.Khalsa@cityofvallejo.net](mailto:Inder.Khalsa@cityofvallejo.net)>

**Subject:** Granting an extension for EIR input

Ms. Ouse

Due to the length and complexity of the VMT/ORCEM EIR draft is consideration being given to extending the date for input?

I agree with the critics that holding a meeting from 3PM to 6PM on Oct 7th will prevent most individuals who work from trying to their questions answered. Also the time between this meeting and the current deadline seems very short.

Robert Schussel PhD.

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

**BACKGROUND** – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

**QUESTIONS** – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

Address Decrease of Property Values due to Massive Air  
Pollutants and Truck Traffic

**YOUR NAME** Laraine M. Sears - Property Owner, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015



**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

BACKGROUND – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

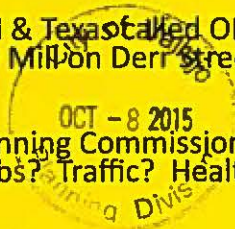
QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

*What will the ongoing cost of road maintenance be due to the increased truck traffic?*

YOUR NAME Robin Sears Robin Sears, Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015



-----Original Message-----

From: Bob Seidemann [<mailto:artplane@sbcglobal.net>]

Sent: Monday, September 21, 2015 6:55 AM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

Subject: Orcem proposal

Hello Andrea,

Could someone at city hall please give me numbers for revenue to the city of Vallejo from this project?

Thank you,

Belinda Seidemann  
650 Oscar street

-----Original Message-----

From: Bob Seidemann [<mailto:artplane@sbcglobal.net>]

Sent: Monday, September 21, 2015 9:30 AM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

Subject: ORCEM proposal

Dear Andrea,

Would someone in Vallejo City hall please inform me of the zoning for the proposed site?

Thank you,  
Belinda Seidemann  
650 Oscar street

-----Original Message-----

From: Bob Seidemann [<mailto:artplane@sbcglobal.net>]

Sent: Monday, September 21, 2015 7:10 AM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

Subject: ORCEM Proposal

Hello Andrea,

Could someone at Vallejo City Hall please tell me the estimates for deisel particulate from ships arriving at our projected port, loading and unloading?

What pollution control emission standards will be required to remediate their "Particulates of Exhaust" from entering California's air?

Thank you,

Belinda Seidemann

650 Oscar Street

From: Bob Seidemann [<mailto:artplane@sbcglobal.net>]  
Sent: Friday, September 11, 2015 9:41 AM  
To: Leslie Trybull <[Leslie.Trybull@cityofvallejo.net](mailto:Leslie.Trybull@cityofvallejo.net)>  
Subject: Orcem cement plan

Dear Ms. Ouse,

How do the benefits of the proposed Orcem cement plant outweigh the disadvantages to our residents, environment, traffic, noise, ambiance, loss of that parcel for something better?  
Is there a way I may make comments that will be part of the official record?

Thank you,

Belinda Seidemann  
707-654-8067



**From:** [Bob Seidemann](#)  
**To:** [Andrea Ouse](#)  
**Cc:** [Andrea Ouse](#); [city.manager@cityofvallejo.net](#); [City.Atty@cityofvallejo.net](#); [Plowman, Lisa A.](#); [Mayor@cityofvallejo.net](#); [Robert.McConnell@cityofvallejo.net](#); [Pippin.Dew-Costa@cityofvallejo.net](#); [Rozzana.Verder-Aliga@cityofvallejo.net](#); [Jesus.Malgapo@cityofvallejo.net](#)  
**Subject:** Re: Orcem proposal  
**Date:** Tuesday, September 22, 2015 11:13:40 AM

---

Hello Lisa,

Can someone at City hall Tell me why the economic study is being prepared so late in the process?

One would think an economic study would have been done before proceeding with any other aspect of this project.

Thank you,

Bellinda seidemann

From: Bob Seidemann <[artplane@sbcglobal.net](mailto:artplane@sbcglobal.net)>  
Sent: Saturday, September 26, 2015 7:40 AM  
Subject: ORCEM/VMT  
To: Andrea Ouse <[andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net)>

Hello Andrea,

Thank you for your assistance in helping residents get their questions answered from the experts putting forth this proposal.

The Draft EIR is long and complicated, however, i am trying to read the whole thing. I will need more time!

Please consider extending the time for public review.

Sincerely,

Belinda Seidemann

**From:** Bob Seidemann [<mailto:artplane@sbcglobal.net>]  
**Sent:** Monday, November 02, 2015 5:10 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** Fwd: VMT/ORCEM DEIR

Begin forwarded message:

**From:** Bob Seidemann <[artplane@sbcglobal.net](mailto:artplane@sbcglobal.net)>  
**Subject:** VMT/ORCEM DEIR  
**Date:** November 2, 2015 at 5:02:57 PM PST  
**To:** [andreaouse@cityofvallejo.net](mailto:andreaouse@cityofvallejo.net)

Dear Ms Ouse,

Will you please enter my questions regarding the VMT/ORCEM PROJECT DRAFT DEIR REPORT,SCH # 2014052057

Will you please explain how the benefits to the people of Vallejo out weigh the negative impacts of the ORCEM/VMT proposal?

Will you please explain your estimates of the cost of potential legal actions against the city of Vallejo relative to the approval of ORCEN/VMT?

Will you please explain why ships supplying The ORCEM plant are not going to be plugging into shore electricity?

Will you please explain how the waste products arriving as raw materials for ORCEM will be evaluated for toxins and monitored before offload?

Will you please explain how the water used in ORCEM'S process will be kept from entering our waterways?

Will you please explain why ORCEM must operate 24/7?

Will you please explain why you are considering this proposal before our revised General Plan is implemented?

Will you please supply an accurate map of areas and residences likely to be affected?

Will you please explain how much it will cost Vallejo to provide emergency services and police to support any accidents occurring involving ORCEM.

Will you please explain in detail how ORCEM plans to mitigate the effects of it's operations on our migratory bird population, including Osprey nesting in the vicinity.

Thank you,

Belinda Seidemann  
650 Oscar Street  
Vallejo, CA 94592

## Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

What's going to happen to the eagles that are nesting on the pileons in the area. What will happen to the wildlife that live in the area? Especially the endangered ones?

(Your Name)

Ambrosio Sereves 101 COIT ST. Vallejo, CA



IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net>

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

**BACKGROUND** – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

**QUESTIONS** – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

*Glad there is another industry setting roots in Vallejo & creating a few jobs. What EPI approvals can the people discover to be at ease and what # economic impact long term this impacts? ?*

YOUR NAME RAVI C. SHANKAR, Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

**From:** Cameron Shearer [<mailto:cameronshearer@gmail.com>]

**Sent:** Monday, November 02, 2015 2:12 PM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Subject:** Questions about the cement factory

Hi Andrea - I have a few questions about the cement factory: 1) Who will cover the costs of homes and businesses that must be taken by eminent domain in order to allow the noise and other pollution? 2) On an annual basis, How much income will the terminal and factory, individually, generate in NET dollars for the city, after all expenses in support of those entities, eg road maint., police/fire and ALL other city services, have been paid? 3) Since this river mouth is the entrance to the Napa Wine Country, I would like to know if your office has notified and solicited input from the up-river communities of American Canyon, Napa, and all others who have vested interests in water tourism, food fish, and the qualitative features of the river and its riversides? 4) Has adequate consideration been given to higher revenue producing industries such as a ferry hub and embarkation point for the Napa Wine Train and other low-impact industries? 5) Was any consideration given to locating the factory alongside one of the many industrial wharfs in Richmond or on Contra Costa industrial terminals, or Marin - makes sense that an investor would coordinate with an existing terminal instead of building something from scratch for additional millions.

There is more to this plan that is evident, so, my last question: 6) In order to avoid any future deals like this without full public vetting, I, And many others, want to know what is the complete chronology of this proposal, from its introduction to city staff/government through its current state of consideration? This last question is the most important because we, as the voters who choose our officials, should not have to go through something like this again. We rightfully expect that our elected will gain a much firmer grip on reality than further waste our time. We want to know the names of council and staff who advanced the proposal at each step. Who were and who are the players? It will be easier to provide this information now and avoid formal, legal investigation.

Many thanks for your time and consideration, Andrea. This proposal causes undue stress for us all and could have been dealt with far more appropriately.

Sincerely,

Cameron Shearer



> \_\_\_\_\_  
> From: Dave Shipley <[dnsjrs@gmail.com](mailto:dnsjrs@gmail.com)>  
> Sent: Saturday, October 3, 2015 8:54 AM  
> To: Andrea Ouse  
> Subject: Cement plant comment

>

> Andrea,

> I am generally in favor of development, but I do have two comments 1.

> I keep hearing people comment about dust, but the real concern should be the chemistry of the dust ... The concept for the plant is tying up industrial waste in concrete, much the same way that it is included in gypsum board. Mitigation should include particulate measurement as part of the day to day measurement at the plant with some thought to measuring accumulation in the surrounding soil. I would expect this plant to generate less air particulates than the Syar facility.

> 2. This one is a fail for me. How are we going to mitigate the emergency response impact of anything running on the rails blocking emergency room access to the Kaiser and Sutter emergency rooms. An emergency patient has a finite time to reach help and while the hospitals are central, they are surprisingly difficult to reach (an item for the general plan?). From eastern Vallejo, the fastest route is traveling along the edge of town and approaching from Sonoma. That time is already at the limit, adding any additional time due to rail traffic will result in fatalities.

>

> Thank you,

> Dave Shipley

-----Original Message-----

From: Dave Shipley [<mailto:dnsjrs@gmail.com>]

Sent: Tuesday, October 13, 2015 8:49 AM

To: Andrea Ouse

Subject: Re: Cement plant comment

Andrea,

Assuming the plant goes forward, I would assume they will use the rail line. While that concerns me personally, I am curious if there is an opportunity to put a passenger terminal adjacent to the SolTrans terminal on Curtola. If Orcem is providing the base load for the rail, then a commute service may be economic and it would be wonderful if it anchored in Vallejo, providing access to AmCan, Napa, Sonoma and Fairfield.

Thanks,

Dave Shipley

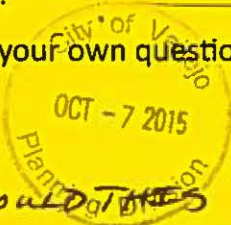
Sent from my iPad

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
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(It's free and confidential).

BACKGROUND – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

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WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)



~~How~~ How would ~~the~~ PLANT  
BENEFIT OUR CITY OF VALLEJO? ?  
PATRICK SHORTER

YOUR NAME \_\_\_\_\_, Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

**From:** Paul Simpson [<mailto:paulesimpson@gmail.com>]  
**Sent:** Friday, September 18, 2015 11:42 AM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** VMT and Ocrem DEIR

With the total maximum water use for the project being about 42,000 gal/day has any thought been given to using reclaim water as the wastewater treatment plant is close by. Not sure if any additional treatment would be needed.

Thanks  
Paul Simpson

**From:** Paul Simpson [<mailto:paulesimpson@gmail.com>]

**Sent:** Thursday, September 24, 2015 8:12 PM

**To:** Plowman, Lisa A. <[maplowman@rrmdesign.com](mailto:maplowman@rrmdesign.com)>; Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Cc:** Leslie Trybull <[Leslie.Trybull@cityofvallejo.net](mailto:Leslie.Trybull@cityofvallejo.net)>

**Subject:** Re: VMT and Ocrem DEIR

Lisa,

I have another question. I see in the EIR about the max. number of trucks but what do they think will be the real number. As concrete production will very depending on weather.

On Sun, Sep 20, 2015 at 9:19 PM -0700, "karen sims" <[redkja@gmail.com](mailto:redkja@gmail.com)> wrote:

The Deir that has been issued tries to address some of the impacts of the Orcem project. The DEIR is supposed to represent both projects correct?

If this is also the DEIR for the terminal can you tell me what the expected number of ships and or barges will be using the terminal in a given week? What number of ships would sustain this terminal?

What is the expected truck and/or rail traffic that might be anticipated when the VMT is under full operation?

When can we expect a DEIR that covers the impact of a fully operational WMT?

What year did VMT purchase the property?

**From:** karen sims [<mailto:redkja@gmail.com>]  
**Sent:** Monday, September 21, 2015 5:38 PM  
**To:** Plowman, Lisa A. <[maplowman@rrmdesign.com](mailto:maplowman@rrmdesign.com)>  
**Subject:** Re: VDT and Orcem Project

Thank you for your quick response. I have read the entire package but am still a little unclear. The information in the package regarding productions, noise, trucks etc. referred to the ORcam project by itself, or at least that was my understanding. If there is one ship a week for Orcam and 276 trucks for Orcam then where does the increased truck/barge traffic for the VMT come into play? When the additional three ships arrive during a month (3.5) how will they be off loaded and what is the expected cargo for these ships? Is it your understanding that the only activity the VMT will have is the Orcem project?



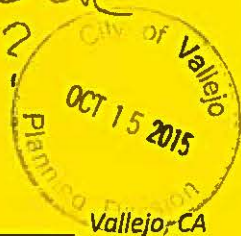
# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

WITH POLLUTION AND NOISE IMPACTING OUR  
QUALITY OF LIFE HERE IN VALLEJO,  
HOW WILL THIS AFFECT OUR  
PROPERTY VALUES?

(Your Name)

GEORGE K. SODER



**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net/>

**From:** Nathan Stout [<mailto:nathanstout@sonic.net>]

**Sent:** Friday, September 25, 2015 10:42 AM

**To:** City Manager <[City.Manager@cityofvallejo.net](mailto:City.Manager@cityofvallejo.net)>; Mayor Osby Davis <[Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net)>; Jesus Cristobal Malgapo <[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)>; Pippin Dew-Costa <[Pippin.Dew-Costa@cityofvallejo.net](mailto:Pippin.Dew-Costa@cityofvallejo.net)>; Rozzana Verder-Aliga <[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)>; Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>; Bob Sampayan <[Bob.Sampayan@cityofvallejo.net](mailto:Bob.Sampayan@cityofvallejo.net)>; Robert H. McConnell <[Robert.McConnell@cityofvallejo.net](mailto:Robert.McConnell@cityofvallejo.net)>; Robert McConnell <[rhmclaw@yahoo.com](mailto:rhmclaw@yahoo.com)>; Katy Miessner <[Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net)>

**Subject:** Orcem Cement Factory and the VMT

Dear City Council and City Staff,

The October 7th meeting about the proposed Cement Factory is not enough outreach for this project. The public needs to be made aware of the impacts of this development. Once again, the city of Vallejo is failing its citizens in terms of transparency and outreach. You should be ashamed of yourselves, taking tax payer money but not doing your jobs in terms of the community. I ask you to extend the comment period of the DEIR and also hold more than one public meeting about this project.

--

Nathan Daniel Stout

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

BACKGROUND – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

\* MORE TIME NEEDED!

\* PLEASE EXTEND DEADLINE TO COMMENT  
ON DEIR \*

YOUR NAME J. STRATTON, Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015

**From:** Ken Szutu [<mailto:kenszutu@gmail.com>]  
**Sent:** Monday, November 02, 2015 1:08 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Cc:** Leslie Trybull <[Leslie.Trybull@cityofvallejo.net](mailto:Leslie.Trybull@cityofvallejo.net)>  
**Subject:** Comments on VMT/ORCEM DEIR sent 11/02/2015

Ms. Ouse,

I have several comments and questions about VMT/Orcem DEIR

1. The DEIR is not complete unless the use permit/contract between COV and VMT limit the shipment/handling of material to the ones listed in DEIR only. Currently the DEIR only specifically exclude liquid handling.

There will be huge difference on impact to the environment between handling timber or coal or petcoal or scrape metal or waste material or.... Current DEIR only look at the ones listed there so unless there is a provision to limit future operation to only material listed, this DEIR is not complete.

My question is: Is the list of material included in DEIR the only material that will be handled by VMT/Orcem? If not then this DEIR is not complete.

2. I also believe that COV as the lead agency violated CEQA Public resources Code section 21000.

CEQA's goal are two folds:

1. Informing the agency decision maker, and
2. To demonstrate to an apprehensive citizenry that the agency has in fact analyzed and considered the ecological implication of its actions.

Judging by the fact that Ms.Ouse had to emphasize that "this project is NOT a done deal" in several public meeting says a lot about how COV was doing regarding item #2.

Citizen's perception that "this is a done deal" did not come from thin air. It was from the action and communication by the city (or as the court may say by "publicly commits governmental prestige" to this proposal)

As the court will not just look at one document to decide but will look at all surrounding circumstances, I can list a few:

1. A long term lease of 65 years when the initial scoping of EIR already indicated that there is large negative environmental impact which can not be mitigated.
2. Inclusion of VMT/Orcem in other COV initiatives for water front/shipping/Mare Island development before their EIR is complete.

These are just the two things jumping out at us and I am sure when we look at more documents in COV, we will find other example of COV "publicly commits governmental prestige" to this proposal.

My comments is : COV commits itself to this proposal before a thorough consideration of the environmental impact. COV uses its governmental prestige to impress on its citizens that this project is a done deal and no other alternative will be considered.

Please include this as public record as my input to the VMT/Orcem DEIR.

Thank you,

Ken Szutu

## Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

Vallejo can be a destination place in the Bay Area, with smart planning. Why would you put a cement factory on prime real estate? How would this effect wildlife in the area? The traffic that would go through the city seems to be very high. Has there been a study to show how the city of Vallejo can deal with noise & traffic?

(Your Name)

Darnell Tircuit

Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by the deadline to be considered. There is more information at the Vallejo Marine Terminal/ORCEM EIR at

<http://www.cityofvallejo.net/>



# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions)

Has Orcem included the endangered Salt Marsh Harvest  
Mouse in the EIR? If not, why not?

(Your Name)

Jessica Toth



Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

<http://www.cityofvallejo.net/>



On Wed, Oct 21, 2015 at 12:57 PM -0700, "camille tucker" <[camille2592@gmail.com](mailto:camille2592@gmail.com)> wrote:

I strongly disagree with the building of the green cement plant. I live in south Vallejo and I do not want my family poisoned by all of the pollution. Vallejo needs more development like a technology company that actually provides jobs, not just pollution that does nothing good for the environment or the people of Vallejo. Also the bay is in critical need of environmental help not dredging and more pollution. Thank you for you time and consideration.

Sincerely Camille

**From:** paula tusler [<mailto:paula360t@gmail.com>]  
**Sent:** Monday, November 02, 2015 9:21 AM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** Orcem proposal questions for submittal

Hi Andrea,

Thanks for assisting with this process. These are my questions about the Orcem VMT proposal for official submittal.

- 1) What will be the projected effect on property values for homes within ¼ mile of the project, and also for distances of 1 and 5 miles?
- 2) How much money per year is Orcem going to contribute to repair of Vallejo's roads?
- 3) Based on past ambulance and fire truck calls and routes taken, how many times is it projected that either of these will be blocked by railcars per year, and what is the average numbers of minutes these vehicles will be delayed?
- 4) Based on the projected make-up of the particulates that will be released, what is the anticipated affect on people who already have asthma?
- 5) Will Orcem be using city water for its operations? If so, what is their plan to replace that?
- 6) What is the process for collecting and disposing of the water used to wet down the dust?
- 7) What is Orcem's plan for monitoring air quality? Where and how many samples will be taken per year? Will this be done by an impartial 3<sup>rd</sup> party? Will the results be made public?
- 8) Is Orcem willing to commit that it will never manufacture Portland cement?
- 9) What is the projected increase in air pollution caused be diesel fuel (from the trucks), throughout the city of Vallejo.

Paula Tusler  
640 Pennsylvania st.  
Vallejo, CA 94590

**From:** paula tusler [<mailto:paula360t@gmail.com>]  
**Sent:** Friday, September 25, 2015 3:47 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** Re: question period of Orcem

Dear Andrea,

Thanks attending the meeting at the library and discussing Orcem. This is an official request to extend the time period for which you will receive questions about the EIR.

Paula Tusler  
640 Pennsylvania st.

**From:** [jtyer@comcast.net](mailto:jtyer@comcast.net) [<mailto:jtyer@comcast.net>]

**Sent:** Wednesday, October 28, 2015 12:58 PM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

**Subject:** I support the new Cement plant

Andrea,

I received a notice on my car this weekend about a group trying to stop the proposed cement plant.

HOGWASH, Approve it and build it!! it will bring jobs, and economic growth to Vallejo where it is so badly needed.

Those that are apposing it have not clue, and are speaking out without facts, their only pint is crush growth and development!

Good luck,

John C. Tyer

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?



(Your Questions) I DO NOT CARE FOR THIS  
FORMAT. IT IS NOT A QUESTION IT  
IS A STATEMENT: THIS FACTORY IS  
ILL-THOUGHT OUT - QUITE CONTRAINDICATED  
FOR DEVELOPING THE WATERFRONT FOR TOURISM.  
HOW DOES THIS PLAN FIT STRATEGIC PLAN

(Your Name) FRED VAN PATTEN FOR DEVELOPING  
1031 FLORIDA ST THE WATERFRONT  
VALLEJO, CALIF 94592 FOR TOURISM  
Vallejo, CA

Initially,  
IMPORTANT! Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by  
the deadline to be considered. There is more information on the Vallejo Marine Terminal/OBCEM EIR at  
[www.cityofvallejo.net](http://www.cityofvallejo.net)  
WHY WAS THIS IMPLEMENTED WITHOUT  
PUBLIC COMMENT

**From:** Erlina Vicente [<mailto:erlinavicente@hotmail.com>]  
**Sent:** Tuesday, October 13, 2015 2:56 PM  
**To:** Andrea Ouse  
**Subject:** Fwd: Questions to Orcem

Sent from my iPad

Begin forwarded message:

**From:** Erlina Vicente <[erlinavicente@hotmail.com](mailto:erlinavicente@hotmail.com)>  
**Date:** October 13, 2015 at 2:53:16 PM PDT  
**To:** "[andre.ouse@cityofvallejo.net](mailto:andre.ouse@cityofvallejo.net)" <[andre.ouse@cityofvallejo.net](mailto:andre.ouse@cityofvallejo.net)>  
**Subject:** Questions to Orcem

What will be the hours of operation?  
During those hours how will you minimize noise pollution?  
How will you compensate the surrounding neighbors for added and immediate noise pollution?  
What guaranties to the surrounding neighborhood and families can be given, and what will be offered to them for the daily inconvenience from the noise produced by the trucks, and factory?

During those hours, how will you minimize air pollution?  
How will you compensate the surrounding neighbors for the decrease in air quality that will escalated over time, if not immediately by the use of large construction vehicles?

What guaranties to the surrounding neighborhood and families can be given, and what will be offered to them as compensation?

Even at minimal operation the factory and it trucks will produce pollution, how will you compensate the families nearby?

Grace Patterson Elementary has students that walk to school how will you address the safety concerns in regards to air quality, and safety?  
Multiple trucks pose a great safety concern for all, including children, wild and domestic wild life. How will Orcem secure the safety of of the children while they walk to an from school?

Informed that a portion of waterfront will be closed to the public, what form of compensation will be given to the surrounding neighbors that at present enjoy it's use?

Sent from my iPad

**From:** Lina Villenas [<mailto:lvillenas45@gmail.com>]  
**Sent:** Monday, November 02, 2015 10:01 AM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** Comments on VMT/ORCEM DEIR sent 11/02/2015

Ms. Ouse,

I would like to reiterate my previous comment about these proposed projects to be located in South Vallejo. These projects will deteriorate further the already impoverished community of South Vallejo, and therefore should be rejected by the city.

In previous months, I have expressed my POV of the DEIR released 60-days ago and I have not changed my opinion that this published DEIR is insufficient and had violated CEQA guidelines. Here are some of the violations:

1. CEQA required that DEIR should be written no more than 500 pages in language that the community will understand. It should not be loaded with thousand of papers that will require the public to hire experts and consultants. Violation of section 15141.
2. The scope of the DEIR should provide a comprehensive evaluation of the anticipated scope of the proposed project as it is intended to serve as an informational document for public agency decision makers the general public regarding: a) objectives and components of the Proposed Projects as they affect the general plan. Ms. M. Hightower released a general goal for South Vallejo in March, 2014, which was totally ignored by the DEIR preparer. The Heavy Industry section of So Vallejo is concentrated on the existing heavy industries already existing, about 1500 ft north of Lemon St. Please refer to this memorandum and attached plat map to that memo. b) any potentially significant environmental impacts (individual and cumulative) that may be associated with the planning of the projects. The preparer ignored that even before this project is approved, an updated General Plan will be available; c) appropriate and feasible mitigation measures and alternatives that maybe adopted to reduce or eliminate these significant impacts. The applicants did not offer any alternative.
3. This DEIR violated Section 15151 of CEQA guideline which states:  
The EIR should be prepared with sufficient degree of analysis to provide decision makers with information that enables them to make a decision that intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. The courts have not looked at perfection but the adequacy and a good faith effort of full disclosure.

These projects left out several proposed operations that are planned to be performed on site. Showing data on issues of air quality, noise, traffic, etc. do not make this DEIR sufficient. There are environmental impacts that were not analyze, such as how they will affect nearby schools, the demolition of historic resources, public transportation, etc.



4. The consolidation of multiple projects into one DEIR may be acceptable with CEQA per of Section 15165, but violated Section 15168 because, while the DEIR stated that the VMT will provide service to ORCEM, there are segments in the DEIR that stated several more future projects should be expected. This DEIR concentrated on VMT's planning, construction and operation with regards to ORCEM. Per CEQA, the appropriate EIR for this type of projects should conform with section 15168, which means VMT, as the master planner should have prepared a PROGRAM EIR. The reason there are so many environmental effects not disclose is the fact that VMT did not provide a master plan, leaving their own operation as the master developer to the imagination of any reader of this DEIR. The project consist of almost 40 acres of land, spent more than 1400 pages of DEIR which disclosed the operation within less than 5 acres of the site, but no discussion on the remaining 33+ acres. This make this DEIR insufficient, inappropriate and flawed.

The applicant for the project is VORTEX; so the public should have been provided with an overall projection of what is proposed for the whole 38+ acres, not only on 5 acres of the site.

5. Environmental Justice. Never discussed.

Vallejo is not as large as San Pedro, Long Beach and San Diego, but it does not mean the city should minimize the significance of high percentage of minority and impoverished community within the city borders. When these ports were expanded in mid-90s, the focal point of the EIR on these projects were "environmental justice".

My overall conclusion:

These are only five of the many CEQA violations, but these are significant enough to require" a) rejection; b) amendment and recirculation; c) shelve these projects until a general plan is approved.

Please note that I do not expect an answer to this email, but nevertheless, I expect it to be a public record. Thank you so much for the opportunity of participating in this process.

Lina Villenas  
(707) 333-0710

-----Original Message-----

From: TJ Walkup [<mailto:tjwalkup@gmail.com>]

Sent: Monday, November 02, 2015 1:58 PM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

Subject: With Solano County having the highest childhood asthma rate...why Orcem?

If we accept Orcem I'll pull together a class action from asthmatics from Solano county. We have the highest childhood asthma rate in the state of Ca. This things looks no good. We need an injunction on this project and a moratorium.

Sent from my iPhone that is lame for thumb typing, auto correct is also my enemy.

**From:** Walters Manning, Leigh [<mailto:leigh.waltersmanning@united.com>]  
**Sent:** Monday, September 21, 2015 3:07 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Subject:** Comments to Vallejo City Council on VMT/ORCEM Draft EIR

Andrea:

The proposal to build a cement plant in Vallejo is extremely short-sighted, and exactly the **wrong** kind of development for Vallejo. The City Council should be considering bringing businesses to Vallejo that will help our city move forward into a new era of environmentally-friendly, higher wage jobs that will attract and retain middle class residents versus catering to industries that will create future problems for the health and well-being of Vallejoans, those in the surrounding communities, and guaranteeing that property values and desirability/lifestyle ratings for Vallejo continue to drop.

Vallejo will never be able to kick its unpopular, low-life image if we continue to allow this type of development! We simply must demand more from our city leadership! We have an ideal location in the Bay Area, with gorgeous natural resources, but we don't seem to be able to capitalize on this incredible value. There has got to be a better way to create additional tax resources besides making a deal with the devil...in the form of a cement industrial polluter. Please consider the impact on the health and well-being of all citizens of the area and say NO to this project. We should be looking forward to a greener economy and courting corporations with vision instead of looking backward at dirty, industrial age polluters who are anxious to take advantage of Vallejo's desperation.

If you haven't taken a moment to reflect on the kind of impact this factory could have, here's some interesting facts from the EPA. The cement sector is the third largest industrial source of pollution, emitting more than 500,000 tons per year of sulfur dioxide, nitrogen oxide, and carbon monoxide.

These toxins are associated with the following health and environmental impacts:

- Nitrogen oxide (NOx) can cause or contribute to a variety of health problems and adverse environmental impacts, such as ground-level ozone, acid rain, global warming, water quality deterioration, and visual impairment. Affected populations include children, people with lung diseases such as asthma, and exposure to these conditions can cause damage to lung tissue for people who work or exercise outside.
- Sulfur dioxide (SO2) in high concentrations can affect breathing and may aggravate existing respiratory and cardiovascular disease. Sensitive populations include asthmatics, individuals with bronchitis or emphysema, children, and the elderly. SO2 is also a primary contributor to acid deposition, or acid rain.
- Carbon monoxide (CO) can cause harmful health effects by reducing oxygen delivery to the body's organs and tissues, as well as adverse effects on the cardiovascular and central nervous systems. CO also contributes to the formation of smog (ground-level ozone), which can cause respiratory problems.

**Leigh Walters Manning, CTE**  
926 Sutter Street  
Vallejo, CA

# Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

*(Your Questions)*

Why did the City change the original plan for re-creation and mixed use to heavy industry?

*(Your Name)*

Heidi Wohlwend



Vallejo, CA

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**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net/>

**From:** davidwolins <[davidwolins@gmail.com](mailto:davidwolins@gmail.com)>  
**Sent:** Monday, October 19, 2015 10:35 AM  
**To:** Andrea Ouse  
**Subject:** VMT and Orcam plant Draft EIR Comments

Below are my comments, questions and statements I wish included in the official record. My expectations are that the developer, its consultant and the city officials will provide responses to all of these questions, statements and comments.

#### General comments

1. It is improbable that life for those people living in the proximity of the plant, those along the truck and train routes, and those within exposure to the plants pollution field will not be greatly impacted. As such the EIR must mitigate such impacts. What are the developers agreed upon methods of mitigating the air pollution, traffic, and noise? Those identified in the DEIR are inadequate or missing all together. It is the city's responsibility as the representative of the people to negotiate such offsets. Prior to the city's agreement to proceed with the installation of this plant, these offsets must be agreed upon.

Some suggested mitigations for these issues might include

air pollution - planting trees in the city,

- pay a public transportation fee to promote public transit and offset the pollution generated,

- Monitoring station with an associated web reporting station

traffic - Support local community centers for youth and seniors

- Agree to a semi-annual city audit of road conditions on the truck routes for

developer to fully mitigate

noise - Fund the offset in the decrease in property values associated with the proximity to the plant

Specific issues associated with EIR:

Page 30 - Impact 3.2-6 The combined risks associated with all of those impacts deemed "Impact significant" require mitigation. The developer should pay for public oversight of the removal of the creosote pilings. The risk of water contamination is too great to just "believe" that the contractor will provide proper oversight. I ask that the city and developer state how they will mitigate the oversight issue.

Page 43 (ES-23) - MM-3.6-1 It is unacceptable for the developer to contend that the air pollution caused by this plant is significant and unavoidable. That said, it does not mean that the issues associated with these impacts should not be addressed. I ask that the city and developer state how they will mitigate this issue.

Page 43 (ES-23) - MM 3.6-2a-2d These potential mechanisms do nothing to assure the local community of the mitigation of the air, water, noise and vibration issues generated by this potential facility. I ask that the city and the developer state how they will assure the public that these pollutants will be mitigated during the life of the proposed plant.

Page 58 (ES-38) - MM 3.12-4 It is demanded that developer provide semi-annual road deterioration assessment and after city approval, developer shall mitigate the road deterioration to restore roadway to the agreed upon fully functional condition. Developer should bear all costs associated with assessment and repair both initially and for the life of the project. This should include all roads and rail right of ways associated with these two developments. I am requesting that the city negotiate this mitigation with the developer.

Page 170 (3.2-10) Using Vacaville air quality measurements does not properly reflect Vallejo's environment. A more urban station would be better to reflect actual Vallejo conditions. This section needs to be rewritten using Vallejo ARB site AQS#060950004 ARB#48879. I am asking that this section be reviewed by city consultant and that the developer rework this section and indicate how using Vallejo air quality data impacts its original conclusions.

Page 195 (3.2-35) The sensitivity table is incomplete and inadequate showing a lack of knowledge and serious consideration associated with the issue of sensitive receptors. The list does not include Franklin Middle School or any of the parks and playgrounds that will be impacted by this plan. I ask that the city and developer revisit the issues associated with how this plant will impact these sensitive locations and state how these facilities will receive mitigation from the pollutants from this proposed plant.

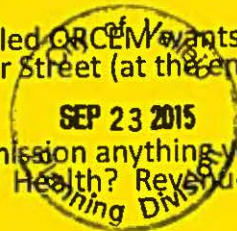
This is the statement of David Wolins. Made on this October 20th, 2015 and signed virtually in Vallejo, CA.

David Wolins  
125 Sherrod Court  
Vallejo, CA 94591  
[\(707\) 731-7928](tel:7077317928)

**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

BACKGROUND – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

QUESTIONS – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?



WRITE-IN QUESTION (Put your own questions on the line below to be answered by the City)

Have other uses been evaluated for the site?  
A cement factory would create too much  
Pollution, wouldn't it? Let's not rush to  
put a business there until all options have  
been evaluated?

YOUR NAME Scott Wright, Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on October 19, 2015



**Vallejo Wants Your Questions About a CEMENT FACTORY on the Waterfront**  
Won't You Please Take a Moment to Send in Your Questions?  
(It's free and confidential).

**BACKGROUND** – A company from Ireland & Texas called ORCEM wants to build a Cement Factory at the Old Sperry Mill on Derr Street (at the end of Lemon Street by the water).

OCT -7 2015

**QUESTIONS** – You can ask the Vallejo Planning Commission anything you want to know about this proposed project. Jobs? Traffic? Health? Revenue for Vallejo? Noise? Pollution?

for CEQA project

**WRITE-IN QUESTION** (Put your own questions on the line below to be answered by the City)

Can't we use this space better? Let's say housing, parks, clean businesses?

YOUR NAME Scott Wright Vallejo, CA

**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015

City of Vallejo  
Do You Have Questions About the Plans for a Cement Factory  
on Vallejo's Waterfront?

NOV - 2 2015

(Your Questions)

Planning Commission  
WILL THIS PLANT DIMINISH THE PRO-  
PERTY VALUES OF HOMES AND BUSINESSES  
IN THE SOUTH VALLEJO AREA? WILL THE  
USE OF LEMON STREET AND THE RAILROAD  
HARM TRAFFIC FLOW FOR AUTOS THROUGH  
THE AREA? WILL CHILDREN BE LESS SAFE?  
WILL WE BE DISTURBED BY THE NOISE OF THE  
FACTORY? WILL SOUTH VALLEJO BECOME  
AN INDUSTRIAL AREA?  
(Your Name) GREGORY J. YOUNG 1072 FINE ST

Vallejo, CA

IMPORTANT! Please return your card before 5:00 p.m. on November 2, 2015. All questions must be received by  
the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at

[www.CityofVallejo.net](http://www.CityofVallejo.net)

**From:** Yana Zegri -Hippie Uprising <[hippieuprising@gmail.com](mailto:hippieuprising@gmail.com)>

**Sent:** Sunday, September 13, 2015 9:25 PM

**To:** Andrea Ouse

**Subject:** Cement Factory on Vallejo Waterfront

An industrial factory of this type will cause dust in the air for miles in the heart of the city. I am also concerned about the noise of a working factory around the clock and the noise, impact the trucks streaming in and out at all hours will inflict on our town. This type operation belongs far away from living, breathing people in our community. Stop this plan ASAP, thank you

Joana Zegri

**From:** Yana Zegri -Hippie Uprising <[hippieuprising@gmail.com](mailto:hippieuprising@gmail.com)>

**Sent:** Sunday, September 13, 2015 9:41 PM

**To:** Andrea Ouse

**Subject:** Re: Cement Factory on Vallejo Waterfront

thank you for your response, I am attending the meeting in the Library tomorrow, my house is up th hill from the site. Already lots of dust is blown by the winds up our Street and in our windows. We can hear traffic, dogs barking, etc. from that area clearly. This would have a negative effect on the property values in our immediate neighborhood. The placement of this factory here would impact our quality of life, and make any clean (Tech ?) industry shy away from here. Lets be far sighted and pursue other clean industry. We have the infrastructure for a Hi-Tech company or so to spread out.

From: Yana Zegri -Hippie Uprising <[hippieuprising@gmail.com](mailto:hippieuprising@gmail.com)>  
Sent: Monday, September 14, 2015 10:22 PM  
Subject: Re: Cement Factory on Vallejo Waterfront  
To: Andrea Ouse <[andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net)>

I attended the meeting this evening, and as you saw there is considerable opposition to the Cement factory being built in the heart of town. I am a homeowner and I have rentals. Three of my grandchildren are growing up here. I am very concerned about the quality of life for all who live here, as you see from my prier post. You were barraged with many questions you were not equipped to answer and from the meeting description the attendees were expecting to have their concerns addressed. There is one question you may have insight about; that is.....What is the economic benefit this company is offering our city? Is this the only deciding factor? I can not figure out what the benefit for us would be.

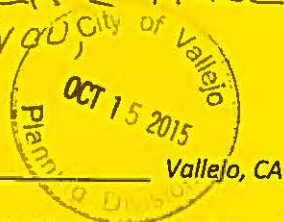
Thank you, Joana Zegri Soder

## Do You Have Questions About the Plans for a Cement Factory on Vallejo's Waterfront?

(Your Questions) WHO WILL PAY FOR UPKEEP OF OUR ROADS AND STREETS? AND THE DUST AND NOISE FROM 24 HOUR A DAY ACCESS, PLEASE ADDRESS THESE QUESTIONS THAT AFFECT OUR QUALITY OF LIFE HERE IN VALLEJO. THANK YOU,

(Your Name)

JOANA ZEGRI



**IMPORTANT!** Please return your card before 5:00 p.m. on October 19, 2015. All questions must be received by the deadline to be considered. There is more information on the Vallejo Marine Terminal/ORCEM EIR at <http://www.cityofvallejo.net/>



**The undersigned Vallejo Residents say "NO VMT/CEMENT MILL IN SOUTH VALLEJO!".**

THE PROPOSED SITE, THE OLD SPERRY MILL FLOUR FACTORY, IS THE WRONG SITE FOR THIS PROJECT. The proposed site is accessible by truck only through a residential street. The combined impact of the 24/7/365 diesel fumes from ships at dock (VMT will not provide shore power to ships) with the almost 300 covered tanker trucks traveling down Lemon Street FROM 3AM TO 3PM DAILY, will generate over six times the legal limit of NOx, a known pollutant and carcinogen. This proposal requires an inappropriate land use change for this site in a census tract already suffering above-normal asthma rates!

**NO TO HEAVY INDUSTRY IN A RESIDENTIAL NEIGHBORHOOD! NO TO THE VMT/ORCEM PROPOSAL!**



Name	Address	Email	Phone
Tony Orantes	225 Kentucky St. Vallejo		707-562-8623
Andrew Gibbs	310 Wilson Ave Yucca	JOBLESS@GMAIL.COM	707 559 8070
Keith ORANTES	547 N. CAMINO ALTO VALLEJO		707-310-1844
GABINO MARQUEZ	15 26 AMADOR ST VALLEJO		(707) 644-6759
<del>XXXXXXXXXX</del>	181 BENJAMIN ST		707 771 4194
DAVID ZALAZAR	5437 LA SALLE WAY		707-323-4892
Carlos Rodriguez	128 STARR AVE		707 980 0424
Rachel Orantes	10 Sandy Beach Rd. Vallejo		707-643-0568
Dwyrwe Paetelich	125 GREENES VALLEJO		715-595-0987
Douglas McConnon	1140 Tuolumne ST		415 497 2532
Robert Lopez	2724 SOMERS BL		707 - 547 - 2013
Tommy Orant	10 Sandy Beach		" 693 - 0568





# Vallejo Marine Terminal/Orcem Project

*What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?*

All On Forum Statements sorted chronologically

As of February 26, 2016, 4:03 PM



*As with any public comment process, participation in Open City Hall is voluntary. The statements in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.*

# Vallejo Marine Terminal/Orcem Project

*What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?*

As of February 26, 2016, 4:03 PM, this forum had:

Attendees:	516
On Forum Statements:	107
All Statements:	151
Hours of Public Comment:	7.6

This topic started on September 3, 2015, 10:34 PM.

This topic ended on November 3, 2015, 10:01 AM.

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

Sylvia Montiel inside Vallejo

November 2, 2015, 4:45 PM

We need an impact report on property value.

Public safety at crossing intersections specially children near park or schools.

I like to question the veracity of the noise report specially the noise appendix on the report it cites the noise average for the lemon st and third st is 57 on average and this is not true at all I live on this intersections and I can assure that statement its not true.

I have concern on the quality of the air we are going to breathe with nearly 300 heavy diesel trucks engines,train and water vessels and who is going to monitor them and make them accountable for.

Who will be responsible for the maintenance of our streets this heavyweight trucks will inflict.

I will like to know why the city is endorsing this two projects.

Why there was not enough public outreach from the city,I'm aware Andrea ousse went to mi pueblos foods supermarket but only left to leaflets that was buried under the supermarket register I find this very unprofessional,unethical to call outreach on the community.

A project of this magnitude sure been translated for the Hispanic community so I'm requesting a Spanish version of the air.

---

Maria Muñoz Vaughn inside Vallejo

November 2, 2015, 2:32 PM

I emphatically oppose this ill-conceived project. Any doubts I may have had were dispelled when I heard the information given at the recent DEIR meetings the city hosted.

There are too many "significant but unavoidable" impacts for which there is no effective mitigation.

The DEIR ignores that the project will be in the heart of what is mostly a residential neighborhood, and that Lemon Street is a narrow city street, not adequate to handle the type of heavy traffic the project will generate.

The DEIR does not take into account the project's proximity to schools and playgrounds, nor does it consider the impact on the brand new transit center on Curtola Parkway and Lemon. This transit facility cost us as considerable amount of money, and it stands as a hopeful sign that Vallejo is moving in a positive direction.

Why is it not mentioned on the DEIR?

This project is in opposition to the new general plan guidelines that will become effective in the near future.

The time for something-is-better-than-nothing thinking is long past. Vallejo, especially South Vallejo, and all of us who live here are entitled to economic projects that enhance our quality of life. NO to Orcem/VMT!!!

---

Diana Lang inside Vallejo

November 2, 2015, 11:48 AM

First, I am very disappointed that this project has gotten this far. On the other hand I am thankful that yet again our community is threatened by a horrible plan - because it brings so many together to fight for something better for our community.

My points will be based in economics. I am a Realtor in Vallejo. Many, many of my clients come from Oakland, San Francisco and other urban areas. These are smart people who see Vallejo for what is is, a former Navy town that is transforming into something so much more. After our economic troubles which resulted in bankruptcy we all can see a more valuable and vibrant community that celebrates being the most ethnically

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

diverse city in this nation. A creative class has blossomed and really, our lack of redevelopment has kept the charm of our Old Town while our proximity to so many wonderful destinations makes us ideal.

Economically this project does not make sense. Not this Vallejo. Maybe the Vallejo of 80 years ago. The cost in pollution, traffic, noise and the ruination of a large swath of our waterfront is not worth the pittance the plant would generate in our local economy.

My question is, why the heck would we have even wasted staff time on this?

---

Amy Petrolati inside Vallejo

November 2, 2015, 11:12 AM

I am writing to register utter disappointment with the ORCEM/VMT project. There are many reasons this project is awful for the location proposed, not the least of which is "substantial and unavoidable" emissions beyond BAAQMD allowances. I understand that many of these emissions will be caused by idling ships offloading the raw materials for the so-called "green cement". Who benefits from this "green" cement when Vallejoans bear the brunt of exposure to cancer causing emissions? If ORCEM/VMT value the lives of the people of Vallejo, why won't they include ship to shore power for these ships so they do not sit idling and spewing filth into our air?

I also question the logic of running upwards of 300 diesel trucks down a residential street on a daily basis. Not only are the emissions from these trucks unacceptable, but who will pay to repair those streets from the near constant wear and tear? How will we keep the kids that live in the area safe, especially over the blind hill between Sonoma and Curtola?

The meager jobs provided by ORCEM are not enough to counterbalance the damage it will do the people of Vallejo and the tax revenue the city would receive in return is laughable. The economic development department needs to stand up for (ALL) Vallejoans and our vision of what we want Vallejo to be. This is not it.

For me personally, this is heartbreaking. As someone who lives everyday with cancer in my life, I am devastated by this project. I live about a mile away from where this will be located. I'm absolutely in the impact zone. I will be affected. Please say no to this project. Vallejo deserves better.

---

Sharon Stoepler inside Vallejo

November 1, 2015, 2:38 PM

After attending one meeting and reading many comments, it is my opinion that this plant is not a good decision for our city.

---

Barbara Cohen inside Vallejo

November 1, 2015, 11:19 AM

Risks versus benefits: It is clear from the EIR that the VMT/Orcem project comes with substantial risks for Vallejo citizens. At the same time, the project has obvious potential benefits for our city as well. Please present the city's view of the project in form of a risk/benefit analysis.

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

Timing and compatibility with the general plan update and vision for Vallejo's future: city planners and citizens have worked for many months on an update for the city's general plan. The plan update is, to my knowledge, not yet finalized, but from what I can glean, it is not easily compatible with the VMT/Orcem project. Please explain why the decision about VMT/Orcem can and should not wait until the plan update is finalized. Please address whether the VMT/Orcem project would be compatible with the draft for the updated plan as it stands right now.

Clarifications about Orcem and "green" cement: The way I understand it, Orcem is not a cement plant but a grinding mill. Grinding raw materials into fine dust is the last step in the production of cement, and this last step is similar if not identical regardless of the end product, i.e. Portland cement or "green" cement. The difference (and the reason for why "green" cement is more environmentally friendly than Portland cement) is in the main raw material used in the grinding mill. In the case of Portland cement, this is Portland clinker, whose production is associated with high energy use and emissions of green-house gases and other pollutants. In the case of "green cement" this is slag, a by-product of steel production, which requires only the energy/pollution associated with shipping it to the grinding mill. The Orcem plant is "green" because it uses slag rather than Portland clinker (though Orcem reserves the right to switch to production of Portland cement). There is nothing obviously "green" about the actual plant and industrial processes taking place in Vallejo. Is this interpretation correct? Are there ways (through use of renewable energy, for example) that the Orcem plant itself could be "greener"? And why is there no restriction on the production of Portland cement?

Dust, slag composition, and associated risks: Dust, regardless of its composition, is associated with detrimental health consequences, as is discussed in the EIR. (In my opinion, this alone is too big a risk to accept, even if all the mitigation procedures work as proposed, unless there are large benefits I am not aware of). What appears to be missing from the report is a discussion of the actual composition of the slag in the EIR, and this seems to present potential additional threats to sensitive sensors on land and in the water. Please address how the composition of the raw materials will be determined and what rules and regulations are in place to prevent the use at or escape from the site of any specific toxic compounds.

Shore power versus idling ships at a modern port: it seems inconceivable that a deep-water port built in 2015 and beyond is not providing shore power to reduce pollution from idling machines. Please justify why the city does not require that VMT provides a shorepower infrastructure. Please address how much of the pollution could be mitigated by a modern shorepower infrastructure.

Lack of detail of longer term plans for the VMT: While I appreciate that the VMT owners do not yet know what other business they might be able to attract, it seems imperative to re-assure the citizens that no dangerous or polluting cargo will be allowed, and that decisions about the future of the port and the associated business opportunities are compatible with the city's general plan. Please share the city's position on the future of VMT and describe what safeguards are in place to ensure that the port will be an asset rather than a liability to Vallejo.

Closing off waterfront access long term/compensation by a kayak ramp in the marina: citizens, especially those living close to the site, as well as the city through integration of the area with healthy recreational infrastructure such as the Bay Trial, have the potential to benefit substantially by alternative site developments that provide access to the waterfront. The offer to build a kayak ramp to compensate for this loss seems woefully

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

inadequate. Does the city feel that the kajak ramp represents adequate compensation? What percentage of citizens mostly affected by VMT/Orcem are likely to benefit? What percentage of the city's citizens?

Compensation of those citizens most affected by the project: Besides the ramp mentioned above, is there a plan to compensate the citizens most/directly affected by the health risks, noise, air, and light pollution? What are the likely effects on property values along the streets, railway tracks, and waterways used for transportation of raw materials and end products, and on property values surrounding the site? Is there a plan to compensate property owners?

Water usage: The estimate of 46,000 gallons per day seems low given that spraying surfaces with water twice a day is described as a major means to avoid dissemination of various materials. It is often quite windy on the shores of the Mare Island Straights and the site gets many hours of full sun per day. Please provide a detailed description of the surface areas of any materials (both slag and finer ground particles) that need to be watered to prevent them from becoming airborne, and how the amount of water needed is calculated under realistic local temperature and wind conditions at different times during the year.

Aesthetics/impression: The EIR compares mock-up views of the site after Orcem construction with pictures of the old mill buildings present. While I agree that there is no big difference between the looks of the two, the impression of an old mill building no longer in use compared with an active cement grinding mill centrally in town and at the waterfront is (in my opinion) huge. Are city representatives concerned about the image of Vallejo conveyed by heavy industry within city limits and right along the waterfront?

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Name not shown inside Vallejo

November 1, 2015, 1:05 AM

It is important to consider how this will affect the residents of Vallejo, including those on Mare Island. How would the cement plant's arrival improve or contribute to the safety, health, and socioeconomic future of Vallejo residents? If it is determined that the cement plant would not contribute positively to the Vallejo community's health and safety, why should Vallejo residents have to accept a plant that would only contribute financially/economically at the expense of community safety and health? As a future health professional, I believe our discussion should take into consideration the needs of the members of the Vallejo community.

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Percy Angress inside Vallejo

October 31, 2015, 6:56 AM

I have grave concerns about the safety and wisdom of this project. In a world where clean technologies are at the cutting edge of our economy, why put a dirty, dangerous industrial behemoth on Mare island's beautiful and potentially lucrative waterfront? Percy Angress, Vallejo resident

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Wanda Madeiros inside Vallejo

October 30, 2015, 6:11 PM

Reference Question/Comment  
Appendix A-1 pg.10



# Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

(Initial Study & Notice of Preparation) Under the VMT project, it states that liquid bulk cargoes or large scale container operations are "not envisioned" to be handled through the VMT. Please define "not envisioned".

Applicant should be held to WILL NOT BE HANDLED...

Pg. 10 - Entitlements & Required Approvals States for a city of Vallejo General Plan amendment from Open Space - Community Park to employment for parcel outside the city boundary. Define this statement, what exactly will be amended and what is the exact location of the parcel outside City boundaries? Whom does the parcel currently belong to?

Pg. 15 While it states under Agriculture & Forestry Resources that there is no impact regarding conversion of farmland to non-agricultural use, what about the impact to surrounding neighborhood homes vegetable and fruit gardens? Fallout of air, ground and water contamination will significantly impact home gardens used for food by residents. This must be included in the EIR.

Pg. 17 Has this site been researched to know if it is part of an ancient Indian burial site? Have the tribal leaders been notified? This should be addressed in the EIR.

Pg. 18 - Geology & Soils. The Site lies on top of the Franklin fault line and the Southampton fault line is also just to the east. There was a 3.5 magnitude earthquake back in south Vallejo in 2012, There was a 6.0 magnitude earthquake in south Napa county in 2014 which did significant damages throughout the city. With so many dormant and active fault lines surrounding this location. What is the emergency plan for catastrophic earthquake impact conditions? I could find no references to construction of this site near fault lines or earthquakes in the DEIR. Will the Orcem facility be built to seismic standards to withstand a 7.0 or higher earthquake? Will the VMT & dock be built to seismic standards to withstand a 7.0 or higher earthquake? Will there be safety structures built on the dock that will ensure that shipments, items or machinery on the dock will not rock and fall off the dock and into the waterway?

Pg. 19 - Hazards & Hazardous Materials. In what way will the facility impact implementation of/or physically interfere with an adopted emergency response plan or emergency evacuation plan? What mitigations will you ensure will take place in the event of an emergency so that workers, school children and neighborhood residents can evacuate the area quickly?

Executive Summary, pg ES-3. Includes a list of products that will be shipped or received, one that is listed is "Ores". What kind of ores? There are many kinds, many of which are heavy metals. How will they be stored? Where? How will they ensure control for not becoming wind-blown, or seepage into the ground or water? Also I saw nothing on oil shipments. Will there be oil shipped through the VMT? Will there be coal shipped through the VMT? Will there be Tar shipped through the VMT? Will there be asbestos shipped through the VMT? Will Garbage be shipped through the VMT? Will there be Petroleum products (which types & what forms) shipped through the VMT? Will there be salt shipped through the VMT? Will there be cement (which forms) shipped through the VMT? Will there be stone (which types & what forms) shipped through the VMT? Will there be scrap metal shipped through the VMT? Will there be steel (which types & what forms) shipped through the VMT? Will there be limestone (what form) shipped through the VMT? Is the city of Vallejo going to put restrictions on what comes into the Port? What will those restrictions be?

## 3.11 -- Public Services and Recreation

3.11.2 - Existing Conditions. In discussing Recreational Facilities the DEIR cites Carquinez Park as the closest park to the site, however the most impacted will be Lake Dalwigk Park, which has open space and children's playground equipment along Lemon Street, which would see a large increase in truck and vehicle traffic. What are the impacts to the park environment in terms of noise and air pollution as well as concerns for the safety of children around heavy industrial vehicle traffic?

## 3.12 -- Transportation and Traffic

Impacts 3.12-4. An intent to plan is not a mitigation. The improvements contemplated as mitigating measures

# Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

must be available for public review and comment. What specific mitigation measures does the applicant propose for Impacts? 3.12-4 and where can the public find the information?

## 3.13 -- Utilities and Service Systems

3.13.4 The proposed project would require a combined maximum of 46,082 gallons of water per day (13,800 gallons for VMT and 32,282 gallons for Orcem). Wastewater projections anticipate only 2,400 gallons per day going out wastewater discharge pipes. What is the fate of the remaining 43,000 gallons used per day and how much is likely to make it's way into coastal waters? How much of that water will percolate into the soil? How much of that water that percolates into the soil will have been in contact with raw materials or fugitive dust emissions from project operations? Would runoff from heavy rain events exceeding storm water catchment design capacity carry fugitive dust deposited on the surface of the site into coastal waters? Would runoff from the site during heavy rain events alter the pH or turbidity of coastal waters that could result in a significant impact to aquatic organisms? Could project alterations to prevent surface runoff mitigate those impacts?

Environmental Justice Report (EJR) Request There is no Environmental Justice Report in the DEIR. This is a State law requirement for a project like this being built in the middle of a low income, minority residential area with a high percentage of children under five.

The Government Code and the California Environmental Quality Act states that a local government is charged with the important task of "determining whether and how a project should be approved to balance a variety of public objectives... in providing a decent home and satisfying living environment for every Californian." I say to the city and the applicants that this project will negatively impact children, the elderly as well as adults health & well being, impact the right to enjoy their homes, gardens & neighborhood, impact their property values, impact small businesses livelihood in the area, impact the air, ground, water, wildlife & marine ecosystems and Vallejo for decades to come. By choosing not to perform the EJR, is the applicant and the city of Vallejo prepared for legal challenges from the surrounding neighborhoods, individual residents, small businesses and community organizations who will be directly impacted by this project. In addition, national organizations and governmental agencies?

## 4 - Cumulative Impacts

### 4.3.12 - Transportation & Traffic

### 4.3.13 - Utilities & Service Systems

Railroad tracks are substandard, haven't been maintained. What about our aging infrastructure of water mains, one of which was compromised in August of this year, the 20-inch main reportedly broke under the railroad tracks between Sereno Drive and Tuolumne Street and initially impacted the availability of water access to half the city. It was later localized to a 20 block area of homes & businesses for days. The water main dated back to the 1800s. Is the city finally going to replace all of the antiquated water mains that lay under the many miles of railroad tracks that will be carrying products from both Orcem & the VMT? Is the city going to require that the Rail owners conduct engineering studies on the feasibility of Vallejo's current rail tracks to ensure that the heavy rail cars filled with Orcem or VMT shipments will not be in danger of derailment? Does the city have an emergency plan in place to respond to a train derailment? Is the Vallejo Fire Department and emergency agencies ready for a 50 train car derailment event? Does Orcem/VMT owners know the condition of the railroad tracks that will be used for their shipments?

## 4 - Cumulative Impacts

### 4.3.12 - Transportation & Traffic

### 4.3.13 - Utilities & Service Systems

Gas Transmission Pipelines which intersect with the railroad tracks on Nebraska St. between Lincoln Hwy & Amador St., just barely to the west of Vallejo High School & Hogan Middle School. In addition, there are 2 intersections of gas transmission pipelines and railroad tracks, one on Nebraska St. between Sonoma Blvd. and

# Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

Marin St. and the last pipeline/ railroad track intersection on Tennessee St. and Wilson Ave. Are Orcem/VMT at any time planning to move shipments via the railroad across to Mare Island? I have walked along those tracks at the intersection of the Gas Transmission Pipeline and Tennessee St. and they are in such disrepair that I shutter to think about heavy shipments of concrete, steel, etc. crossing that intersection... visions of San Bruno come to my mind. Is the city going to require PG&E to perform engineering feasibility studies to determine what kind of load capacity their Gas Transmission Lines can bare in those locations? Does the city know how deep the lines are buried? The Gas Line that runs parallel to the rail tracks between Farragut Ave. & Tennessee St. are not even identified through the overpass on Sacramento, under the overpass and the entire distance between Sacramento and Wilson Ave. I found one marker at the end on Wilson. Is the Vallejo Fire Department prepared and equipped to handle a catastrophic event such as San Bruno? Do they even know where the main Gas Transmission Lines & railroad tracks intersect in Vallejo? Why hasn't the city required more identification signage and information about these pipelines and how they relate to this proposed project?

## 3.9 - Land Use & Planning

Just about half of the 49 acre site is not owned by VMT, so therefore common sense would dictate that the rest of it is being leased by a number of owners. How much land (in acreage) is being leased by Solano County and how much are they leasing it to the VMT for (in dollars\$)? How much land (in acreage and exactly where in location) is being leased by the City of Vallejo and how much are they leasing it to the VMT for (in dollars\$)? How much if any land is being leased by the California Coastal Commission? How much are they leasing it to the VMT for (in dollars\$)? Will the City of Vallejo or any of the other land owners be liable for any health damages to impacted residents, environmental damages caused by their tenants, transportation accidents impacting major utilities or delayed safety responses?

Ecocem - Parent Co. Material Safety Data Sheet

Revision date 10th July 2012

MSDS - Material Safety Data Sheet from Ecocem, Orcem's European parent company in Ireland states the following about the product they will be producing here in Vallejo (Ground Granulated Blast Furnace Slag (GGBFS)):

### Accidental Release Measures

Environmental precautions: Do not flush into sewers, drains, drainage systems and waterways.

They state that they are going to place their finished product in piles in the open air somewhere on their property. Because of the pH level of their product, it will kill marine life if introduced to the Napa River. They propose wetting the piles of GGBFS down with water in order to keep the dust levels down. In both cases, it is illegal to allow both product and water run-off that has touched their product. What are their mitigations to ensure that none of their product will be introduced to the Napa River, San Pablo Bay or for that matter the Vallejo sewer system?

GGBS dry: Cleaning Up: Use cleaning methods that avoid the dispersion of the product in the air. Cleaning with an industrial vacuum cleaner equipped with appropriate filters is recommended.

I don't know if this is for inside the building or outside (not stated), but if it is required that they do perform this inside the building, it seems ludicrous to have the product stored in piles outside the building, open to the environment, subject to the winds, rains, etc.

GGBS wet: Recover and discharge into a closed container.

If and when their GGBS gets wet from spraying down or being rained upon, are they then going to recover and discharge it into a closed container? How will this be performed? What is their process?

### Handling and Storage:

Storage: Bulk GGBS should be stored in sealed silos (with very low internal condensation), clean and free from contamination.

# Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

If this is how their plant in Ireland stores its bulk product, then why is this not going to be done here at their Vallejo plant? They are not even following their own company's process for the Vallejo site. Why? There is no justification for this deviation.

Exposure Controls/Personal Protection

Exposure Limit Values: The repeated or prolonged exposure to higher values with ELV can cause diseases of the nose and respiratory.

I realize that the exposure limit values are for workers who maybe exposed to this daily in close proximity, however what are the long-term effects on constant human exposure within a one mile radius of a facility for one year, five year, ten year, twenty year intervals? Has the company conducted its own studies on employee exposure and health related impacts at the same time intervals at all of their global facilities? What were the results? An employee long term health report should be attached to the DEIR.

Physical and Chemical Properties

Chemical information: GGBS is composed mainly of CaO, SiO<sub>2</sub>, Al<sub>2</sub>O<sub>3</sub>, and MgO. It contains less than 1 % crystalline silica and less than 2ppm water soluble chromium VI...

Physical information: pH: 9 to 11

Changes in pH may alter the concentrations of other substances in water to a more toxic form.

Examples: a decrease in pH (below 6) may increase the amount of mercury soluble in water. An increase in pH (above 8.5) enhances the conversion of nontoxic ammonia (ammonium ion) to a toxic form of ammonia (un-ionized ammonia).

The pH of human tissue fluid ranges from 7.35 - 7.8. How is Orcem and/or VMT (with their shipment products) going to mitigate any product release in the waterway? People actually fish, swim, paddle board, jet ski and kayak in that area, in addition that area is frequented by sea lions, dolphins, fall-run Chinook salmon, steelhead trout, (both endangered species) swim through that area during migration. Any human, endangered species, marine animal swimming in that area will be harmed. Are the applicants aware of this? What are their mitigations and assurances that their products will not enter the waterway?

Toxicological Information

Short Term Effects; Eye contact: Exposure can lead to burning and/or ulceration of the eye.

Skin contact: Prolonged contact with wet GGBS may cause alkali burns...

Inhalation: GGBS powder inhalation may cause inflammation of the mucous membranes.

I realize that this is for front line workers, however how is Orcem and the VMT going to mitigate dust being blown from outside piles of product and materials, and after blowing and accumulating in various amounts and possibly becoming wet from rain, which will harm a curious child from touching it, or wiping the wet or dry powder onto its skin or rubbing their eyes? How are they going to protect the residents within a mile radius from these kinds of exposure effects? Who will be financially responsible for these types of damages and treatments after the fact?

Chronic Effects

Inhalation: Repeated exposure to respirable dust in excess of the limit value for occupational exposure can cause coughing, sneezing, respiratory problems and cause the onset of chronic obstructive pulmonary disease (COPD)

Contact dermatitis / awareness: Some people may experience skin irritation caused by high pH and handling of wet GGBS. The reactions range from mild erythema to more serious irritation.

Medical Conditions Aggravated by Exposure: Inhalation of GGBS dust may aggravate pre-existing illnesses such as emphysema and asthma, as well as pre-existing conditions of the skin and eyes.

How is Orcem and the VMT going to mitigate dust being blown from outside piles of product and materials so that the surrounding neighborhoods within a 2-mile radius of impacted children, elderly, people with already

# Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

compromised health conditions and residents in general are non subject to the Chronic Effects which they have listed above in their MSDS?

## Disposal Considerations

Instructions for removing GGBS wet: Store mud with GGBS in a waste container. Avoid discharge into drains, sewers and drainage systems and waterways. Dispose according to local laws.

I am requesting that the city of Vallejo please provide in writing what the local disposal laws specific to the Orcem and VMT products and raw materials used to make their finished products that include GGBS dry and GGBS wet, as well as all of the listed VMT products that pertain to disposal or accidental release of product.

## All Raw Materials & Final Products MSDS's Request

What raw materials will Orcem use in ALL of their products? Not listed or attached to the DEIR.

MSDS's should be submitted for all raw materials used in each of their final products as well as MSDS's for each final product. How many raw materials do they use for each product combined? How many final products will they produce? These should be listed in the DEIR, or at the least attachments to the DEIR. Each raw material and each final product have individual health hazards, storage requirements, accidental release measures, environmental warnings, toxicological information, etc. that must be factored into the impact and mitigations of this DEIR. None have been factored in, therefore, I am requesting that they add each to the DEIR and update all of the impacts and mitigations for each material 's major concerns.

## Transportation Regulations

What Orcem and VMT shipments are designated as "dangerous goods"? What are the city of Vallejo's regulations on the transportation of "dangerous goods" by road, by rail and by shipping? Where can these be found? What are the International regulations regarding the transportation of dangerous goods by ship from the countries that both Orcem and the VMT will receive shipments from?

## Customs & Immigration

Is there going to be Customs Inspectors located at the VMT? Is there going to be Immigration Inspectors located at the VMT?

## Lemon Street Watershed

In the City of Vallejo's "Final Hydromodification Management Plan for the Municipal Regional Stormwater NPDES Permit Provisions C.3.g.v.", in numerous places it references the Lemon Street Watershed. What is the city of Vallejo's management plan in protecting the Lemon Street Watershed? How will this project impact the city's permit? Will they have to apply for another permit that will include both companies? How will the city monitor any impacts to the watershed? This watershed is part of the San Francisco Bay-Delta estuaries, it is named in the federal Clean Water Act as one of 28 "estuaries of national significance."

## Napa River-mouth Watershed

The Napa River watershed is a protected area that includes the Napa River mouth & Whites Slough in Vallejo. Also there is the San Pablo Bay watershed. How is VMT/Orcem going to comply or not comply with the statewide Watershed Management Initiative? What mitigations will they put in place to not harm both watersheds? Is there any plans for either Orcem or the VMT to pipe waste, run off, any liquid into the Napa River? Will Orcem or the VMT be allowed to at any time blow, sweep, hose substances from the dock or any area on the site into the Napa River? What restrictions will the city of Vallejo put on both companies in regards to not discharging, sweeping etc. into the Napa River? How will the city ensure monitoring of this? What will penalties be in the case that this might happen?

## City Revenue

Will the city of Vallejo create a tax for each ship-load that is brought into the VMT as well as each truck load, rail car and ship-load that is transported and exported from the VMT?

## Regulations

# Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

Is Orcem and the VMT going to install a truck weigh station to log and ensure truck load weights meet city & state transportation weight?

Is there a law as to how close a residential property can be to a facility controlled by the Homeland Security Department?

Vallejo Residential Real Estate Disclosure

Will the Solano County Realtors Association be notified so that they can have the property Seller disclosure forms updated to include that this site is an impact to property values within a certain radius of the site.

City/County Land Lease Contracts

Has the city of Vallejo entered into a real estate lease with either Orcem or the VMT? Has Solano county entered into a real estate lease contract with either Orcem or the VMT?

Name not shown inside Vallejo

October 30, 2015, 11:44 AM

ORCEM/VMT QUESTIONS PRESENTED IN RESPONSE TO REVIEW OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR RESPONSE IN FINAL DRAFT ENVIRONMENTAL REPORT.

DATE OF SUBMISSION: OCT. 30, 2015

FROM TABLE ES-1, SIGNIFICANT ENVIRONMENTAL IMPACTS  
SIGNIFICANT AND UNAVOIDABLE ITEMS

1. RE: NO. 3.2.1--REZONING OF 5.25 ACRES. THE EIR REPORTS THAT THE CHANGE BROUGHT BY REZONING OF THE PROPOSED PARCEL WAS NOT CONSIDERED IN THE BAY AREA 2010 CLEAN AIR PLAN. WHAT ADDITIONAL OBSERVATIONS WOULD BE MADE IN 2015 THAT WERE NOT CONSIDERED IN THE BAY AREA 2010 CLEAN AIR PLAN?
2. RE FINDING: 3.2.1 OPERATION OF PROJECT WOULD EXCEED BAY AREA AIR QUALITY MANAGEMENT DISTRICT THRESHOLD AND CONFLICT WITH CLEAN AIR PLAN'S GOAL ON REDUCING OZONE BECAUSE NO<sub>x</sub> IS A PRECURSOR TO DEVELOPMENT OF OZONE IMPACTS AND WOULD BE SIGNIFICANT.
  - A. WHAT SPECIFIC IMPACTS WILL BE CAUSED BY OPERATION OF 1) THE ORCEM FACILITY ONLY? 2) THE VMT FACILITY ONLY; AND 3) THE COMBINED OPERATION AT A FULL LEVEL OF OPERATION OF THE COMBINED VMT FACILITY AND THE ORCEM FACILITY?
  - B. IF THE ORCEM FACILITY WAS ENCLOSED IN A CLEAN ROOM FACILITY SIMILAR TO WHAT IS USED IN A PHARMACEUTICAL MANUFACTURING FACILITY, WOULD SUCH SAFEGUARDS BE SUFFICIENT TO AVOID A SIGNIFICANT AND UNAVOIDABLE FINDING?
3. RE FINDING 3.2.4: NO<sub>x</sub> EMISSIONS WOULD EXCEED BAAQMD THRESHOLDS.
  - A. WHAT ARE THE BAAQMD THRESHOLDS FOR 2015
  - B. WHAT ARE THE BAAQMD THRESHOLDS IN SOUTH VALLEJO IN OCT. 2015?
  - C. BY FACILITY, WHAT WOULD BE THE NO<sub>x</sub> EMISSIONS LEVELS IN VALLEJO, BENICIA, AND WITHIN 10 MILES OF THE PROPOSED FACILITY?

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

4. RE FINDING 3.2.5: REZONING WOULD PERMIT MORE INTENSIVE LAND USE TO THE PROPERTY. THIS POTENTIAL WAS NOT CONSIDERED WHEN THE 2010 BAY AREA CLEAN AIR PLAN WAS ADOPTED.
- A. WHY WAS THE MORE INTENSIVE LAND USE NOT CONSIDERED IN THE 2010 BAY AREA CLEAN AIR PLAN?
  - B. IF THE MORE INTENSIVE LAND USE REZONING WAS CONSIDERED UNDER THE 2010 BAY AREA CLEAN AIR PLAN STANDARDS, WHAT WOULD BE THE FINDINGS?
  - C. APPLYING 2015 BAY AREA CLEAN AIR PLAN STANDARDS, WHAT WOULD BE THE FINDINGS AFTER THE APPROVAL OF THE REZONING?
5. RE FINDING 3.4.2A: SIGNIFICANT IMPACT ON HISTORIC ARCHITECTURAL RESOURCES. FLOUR MILL AND GRAIN SILOS WOULD BE REMOVED. CAN PHOTO OR REPRODUCE TO SHOW. BUT, THEY WOULD BE GONE.
- A. WHAT IS THE IMPACT UPON THE CITY OF VALLEJO QUALIFYING FOR ARCHITECTURAL GRANTS IF THE HISTORIC ARCHITECTURAL RESOURCES ARE REMOVED?
  - B. WILL THE REMOVAL OF THE HISTORIC ARCHITECTURAL RESOURCES PREVENT ANY OTHER BUILDINGS IN EITHER SOUTH VALLEJO OR THE ENTIRE CITY OF VALLEJO FROM QUALIFYING FOR PROGRAMS UNDER THE PRESENT DEPARTMENT OF THE INTERIOR GUIDELINES?
6. RE FINDING 3.6.1: WOULD EMIT MORE THAN 10,000 METRIC TONS OF CARBON DIOXIDE (CO<sub>2</sub>E) PER YEAR. ON SITE EQUIPMENT WOULD USE 20% BIODIESEL (20% BIODIESEL & 80% PETROLEUM DIESEL) WHEN PRODUCTION INCREASES SO WILL EMISSIONS. COST OF TECHNOLOGY IS A PROBLEM. FORKLIFTS WOULD USE NATURAL GAS AND FRONT END LOADERS.
- A. WITHOUT CONSIDERATION AS TO COST, WHAT CHANGES COULD BE MADE IN THE OPERATION OF ON SITE EQUIPMENT, INCLUDING FRONT LOADERS, ON SHIP CRANES OR OTHER LIFTING DEVICES, OR FORKLIFTS TO REDUCE THE EMISSION OF 10,000 METRIC TONS OF CARBON DIOXIDE PER YEAR?
7. RE FINDING 3.6.2A: PROJECT DOES NOT COMPLY WITH CITY'S CLIMATE ACTION PLAN SETTING GOALS TO BE MET BY 2020 AND 2035. PLAN DOES NOT COVER MARINE & RAIL OPERATIONS. SUGGESTION CALLS FOR EMPLOYEE COMMUTING BY CAR POOL AND BIKING. HAVE SUBSIDIZED BUS PASSES & EMPLOYEE SHOWERS ON SITE. (RESTRICT EMPLOYEE PARKING PLACES & IMPLEMENT NEIGHBORHOOD PARKING PERMIT PROGRAM WITHIN 1 MILE AREA.
- A. IF EACH AND EVERYONE OF THE SUGGESTED MITIGATION MEASURES WERE IMPLEMENTED, WOULD THAT RESULT IN COMPLIANCE WITH THE CITY'S CLIMATE ACTION PLAN?
  - B. FOR EACH SUGGESTED MITIGATION SUGGESTION, WHAT IMPACT WOULD THERE BE IN EACH SUGGESTED MITIGATION MEASURE WERE IMPLEMENTED?
  - C. IF MITIGATION MEASURES WERE REQUIRED TO APPLY TO MARINE AND/OR RAIL OPERATIONS, WHAT MITIGATION MEASURES EXIST TO DO SO?



## Vallejo Marine Terminal/Orcem Project

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8. RE FINDING 3.6.2B: REDUCE TURF TO CUT DOWN ON GAS POWERED LAWN & GARDEN EQUIPMENT. USE DROUGHT TOLERANT PLANTS. USE GREY WATER, RECYCLED WATER & RAINWATER CATCHMENT SYSTEMS.
- A. ORCEM PROPOSES TO CONSUME 18,000 GALLONS OF WATER EACH DAY. IF GREY WATER, RECYCLED WATER AND RAINWATER CATCHMENT SYSTEMS WERE USED, WHAT IS THE POTENTIAL SAVINGS IN GALLONS OF WATER THAT SUCH MEASURES WOULD OBTAIN?
9. RE FINDING 3.10.1: NOISE LEVELS FROM OPERATION OF TRAIN WOULD EXCEED ESTABLISHED POLICIES AND STANDARDS AT COLT COURT RESIDENCE & 3RD STREET RESIDENCES. ATTEMPTS TO BE MADE PURSUANT TO THE REPORT INCLUDE: UPGRADE EXISTING TRACK AND ANY NEW TRACK TO CONTINUOUS WELDED RAIL TO REMOVE JOINTS AND PROVIDE SMOOTH CONTINUOUS SURFACE FOR ROLLING STOCK. DO ALL THE WAY OVER TO CHESTNUT STREET TO THE NORTH OF THE SITE. MY SUGGESTION:
- A. WOULD IMPACT WOULD THERE BE IF DOUBLE OR TRIPLE PAIN GLASS AND INSULATION WAS PROVIDED ON ALL RESIDENCES AND OFFICES WITHIN THE SUSPECT AREA?
- B. WHAT WILL THE NOISE LEVEL BE FROM OPERATION OF TRAINS ON ANY AREA OF THE TRACK BEYOND CHESTNUT STREET TO NAPA JUNCTION IF THE PRESENT TRACK IS NOT REPLACED AS SUGGESTED BY THE DRAFT ENVIRONMENTAL IMPACT REPORT?
- C. WHAT WOULD BE THE COST OF THAT SUGGESTED CHANGE BETWEEN THE FACILITY AND CHESTNUT STREET?
- D. WHAT WOULD BE THE COST OF THAT SUGGESTED CHANGE BETWEEN CHESTNUT STREET AND THE NAPA JUNCTION?
10. RE FINDING 3.10.1B: LOADING MATERIAL INTO RAIL AND BARGE HOPPERS.
- A. CAN THE HOPPERS BE LINED WITH RUBBER WEARING SHEETS IN ORDER TO REDUCE NOISE BY 10 DECIBELS?
11. RE FINDING 3.10.3: GROUND BORN VIBRATIONS FROM RAIL OPERATION DUE TO EXISTING JOINTED TRACK.
- A. HOW GREAT OF AN IMPACT WILL THERE IN GROUND BORN VIBRATIONS FOR A TRAIN LENGTHS OF FROM 5 TO 50 CARS?
12. RE FINDING 3.10.4: AMBIENT NOISE WOULD INCREASE AT COLT COURT RESIDENCES & 3RD STREET RESIDENCE. & BROWNING WAY RESIDENCES.
- A. WHAT MITIGATION MEASURES CAN BE SUGGESTED TO REDUCE AND/OR ELIMINATE AMBIENT NOISE LEVEL NOT ONLY AT COLT COURT, BUT AT ANY POINT WITHIN 1 MILE OF THE SUGGESTED SITE?
- B. WHAT IS THE AMBIENT NOISE LEVEL AT EACH INTERSECTION WITHIN 1 MILE OF THE PROPOSED FACILITY AT EACH HOUR OF THE DAY?
- C. FOR EACH ANTICIPATED AMBIENT NOISE LEVEL AT EACH INTERSECTION WITHIN 1 MILE OF THE SUGGESTED SITE BY WHAT MEASURE OF DECIBEL DOES THE AMBIENT NOISE LEVEL INCREASE?
- D. WHAT IS AN EXAMPLE OF THE INCREASED AMBIENT NOISE LEVEL AT EACH INTERSECTION WITHIN 1 MILE OF THE PROPOSE SITE?
13. RE FINDING: 3.12.2A DELAYS & QUEUES AT RAIL CROSSINGS WITH

## Vallejo Marine Terminal/Orcem Project

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DELAYS OF OVER 1 MINUTE: DUE TO WAITING TIMES & BACKUP QUES IF TRAFFIC GETS TOO LONG, THE SUGGESTION IN THE DEIR IS TO HAVE TRAFFIC ONLY BETWEEN 9:00 A.M. & 4 PM.

A. WHAT IS THE MAXIMUM LENGTH OF A TRAIN THAT CAN BE USED TO LIMIT A WAITING TIME TO 3 MINUTES OR LESS?

14. RE FINDING 3.12.2B IMPACT ON 1ST RESPONDERS:

A. CAN TRAINS BE EQUIPPED WITH DEVICES THAT WILL SLOW AND/OR STOP THE TRAIN SIMILAR TO THE DEVICES USED BY THE FIRE DEPARTMENT TO CHANGE TRAFFIC SIGNALS?

B. CAN THEE BE A REQUIREMENT FOR IN CAB TRAIN OPERATORS TO NOTIFY POLICE & FIRE, AND IF SO, WHAT EQUIPMENT IS NEEDED TO DO SO?

15. RE FINDING: 3.12.2A TRAFFIC DELAYS HIGHER THAN EXPECTED.

A. WHAT WAS EXPECTED, AND WHY IS THE NOW ANTICIPATED TRAFFIC DELAY HIGHER?

16. RE: 3.12.5 DELAYS BEYOND VALLEJO IN AMERICAN CANYON & FURTHER NORTH. SAME SCHEDULE.

A. WHOSE RESPONSIBILITY IS IT TO PROVIDE INFORMATION ON TRAIN OPERATIONS IN AREAS OTHER THAN THE CITY OF VALLEJO?

B. HAVE OTHER AREAS OUTSIDE OF THE CITY OF VALLEJO BEEN NOTIFIED OF THE POTENTIAL TRAIN TRAFFIC OF TRAINS USING THE SPUR THAT LEADS TO THE CITY OF VALLEJO?

RE: SIGNIFICANT & AVOIDABLE ITEMS

17 RE FINDING . 3.1.1 LIGHTING PLANS ARE LESS THAN SIGNIFICANT.

A. WILL DOWNWARD DIRECT LIGHTBEAM BE SUFFICIENT TO PROVIDE SAFETY TO ON SITE WORKERS?

B. WILL DOWNWARD DIRECT LIGHTBEAM BE SUFFICIENT TO PREVENT LIVING SPECIES ON LAND AND IN THE WATER FROM HARM OF ANY NATURE?

18. RE FINDING 2. 3.2.2 SHIP EMISSIONS. THE MAXIMUM RISK IS 48 SHIPS/YR. TO BE LESS THAN SIGNIFICANT IS 28 SHIPS PER YEAR. MITIGATED RISK IS 9.92 SHIPS PER YEAR.

A. IF THE SHIPS ARE MANDATED TO CONNECT WITH A LAND BASED ELECTRICAL SYSTEM WHILE AT THE DOCK, WHAT WILL BE THE REDUCTION IN EMISSIONS BY USING SUCH A PROCEDURE?

B. DOES THE NUMBER OF SHIP EMISSIONS USED IN REACHING THIS FINDING INCLUDE BARGES OR OTHER NON OCEAN TRAVELING VESSELS?

19. RE FINDING 3. 3.2.6 CANCER RISK SAME AS 3.2.2

A. WITH WHAT RELIANCE CAN THE AUTHORS OF THE DEIR CLAIM THAT BY REDUCING SHIP EMISSIONS TO LESS THAN 9.92 SHIPS PER YEAR THERE WILL BE NO CANCER RISKS TO THOSE IN THE DIRECTION OF WIND DRAFT?

20. RE FINDING 4. 3.3.1 BREEDING & NESTING BEHAVIORS OF CERTAIN BIRDS. THE NESTING SEASON IS FEB. 15 THROUGH AUG 31.

A. WHAT SUGGESTIONS BY PROPER BIOLOGIST WOULD BE MADE?

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

21. RE FINDING 5. 3.3.2: BAT & ROOST SITES ARE ON THE PROJECT. SUGGESTION: MOVE THE NESTS IF FOUND.  
A. IS APPLICANT COMMITTED TO TAKING THIS SUGGESTION?
22. RE FINDING 6. 3.3.3 444: CREOSOTE PILINGS TO BE REMOVED. MUST BE DONE CORRECTLY TO AVOID RELEASE OF POLYCYCLIC AROMATIC HYDROCARBONS INTO THE AIR.  
A. WHAT ARE THE PROCEDURES TO CORRECTLY REMOVE THE CREOSOTE PILINGS?  
B. HAS THE APPLICANT COMMITTED TO FOLLOWING THIS SUGGESTION?  
C. IF THE CREOSOTE PILING IS NOT CORRECTLY REMOVED, WHAT ARE THE RISKS TO PEOPLE WHO LIVE WITHIN A 1 MILE RADIUS OF THE PROPOSED SITE?
23. RE FINDING 3.3.4 CONTROL OF HAZARDOUS MATERIAL TO BE REMOVED.  
A. WHAT IS THE PROCEDURE BY WHICH THIS CONTROL WILL BE ACCOMPLISHED?
24. RE FINDING 3.3.5 IMPACT OF NOISE ON FISH DUE TO USE OF IMPACT HAMMER WORKING ON REMOVAL OF CONCRETE. MEASURES SUGGESTED.  
A. HAS THE APPLICANT COMMITTED TO DOING THESE SUGGESTED MEASURE?
25. RE FINDING 9. 3.3.6 NOISE IMPACT ON MARINE MAMMALS DUE TO PILE DRIVING ACTIVITIES. MITIGATION MEASURES SUGGESTED.  
A. HAS THE APPLICANT COMMITTED TO DOING THESE SUGGESTED MEASURES?
26. RE FINDING 3.3.7 NIGHT LIGHTING AT PIER & DIKE, BUILDINGS & ACTIVITIES ON LAND. USE & DIRECT PROPER TYPE OF LIGHTING.  
A. WILL THIS SUGGESTED MITIGATION BE SUFFICIENT TO ELIMINATE LIGHT INTRUSION ON ANY STRUCTURE WITHIN A 2 MILE RADIUS OF THE PROPOSED PROJECT?
27. RE FINDING 3.3.8 WHARF MAINTENANCE & PILE REPLACEMENT. SAME AS 3.8.1 USE MITIGATION TACTICS.  
A. HAS APPLICANT COMMITTED TO IMPLEMENTING THESE MITIGATION TACTICS?
28. RF FINDING 3.3.9 SAME AS 3.3.4 STOCKPILING OF MATERIALS TO BE REMOVED NEEDS TO BE DONE PROPERLY.  
A. WHAT REASONS EXIST TO NOT MANDATE THAT THE APPLICANT ENCLOSE AT ALL TIMES STOCKPILED MATERIALS?  
B. CAN STOCKPILED MATERIALS BE PROPERLY ENCLOSED TO PREVENT ESCAPE OF ANY DUST RESIDUALS INTO THE ATMOSPHERE OR ONTO THE GROUND?
29. RE FINDING 3.3.10 CONTROL USE OF IMPACT HAMMER ON NEW CONCRETE & STEEL PILES FOR WHARF.  
A. CAN THE POTENTIAL FOR NOISE FROM IMPACT HAMMERING, OR ANY OTHER POUNDING PROCEDURE BE LIMITED TO THE TIME AND HOURS OF M-F, 10 A.M. TO 4 PM?  
B. IS THE APPLICANT WILLING TO COMMIT TO THE CONTROL FOR NOISE FROM IMPACT HAMMERING, OR ANY OTHER POUNDING PROCEDURE TO THE TIME AND HOURS OF M-F, 10 A.M. TO 4 PM?

## Vallejo Marine Terminal/Orcem Project

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30. RE FINDING 3.3.11 CONTROL OF NON NATIVE MARINE SPECIES ON MATERIAL TO BE REMOVED.
- A. WHAT NON NATIVE MARINE SPECIES WILL BE REMOVED?
  - B. WHAT WILL BE THE IMPACT ON REMAINING MARINE SPECIES IF THE NON NATIVE MARINE SPECIES ARE REMOVED?
31. RE FINDING 3.4.1A: PRESERVING OF SELECT STRUCTURE TO REMAIN. I.E. ADMIN BUILDING, GARAGE, MANAGER'S HOUSE, BARN. AND RELATED ITEMS B & C ON PRESERVATION OF HISTORICALLY SIGNIFICANT STRUCTURES.
- A. WILL THE APPLICANT EARN ANY CREDITS OR OTHER ENTITLEMENTS BY AGREEING TO SUCH A SUGGESTION AS IS MADE IN THIS COMMENT?
32. RE FINDING 3.4.2 HISTORIC DISTRICT PRESERVATION OF SPERRY MILLS MATERIALS.
- A. WILL THERE BE LEFT ANYTHING OF INTEREST AFTER THE OTHER HISTORICALLY SIGNIFICANT BUILDINGS ARE REMOVED?
33. RE FINDING 3.4.3 UNKNOWN ARCHAEOLOGICAL RESOURCE PRESERVATION.
- A. WHO WILL BE RESPONSIBLE FOR THE FURTHER HANDLING OF UNKNOWN ARCHAEOLOGICAL RESOURCES?
  - B. ARE THERE ANY KNOWN NATIVE AMERICAN INFLUENCES AS THIS SITE?
34. RE: FINDING 3.4.5 DISTURBANCE FOR NOISE FROM IMPACT HAMMERING, OR ANY OTHER POUNDING PROCEDURE, CAN IT BE LIMITED TO THE TIME AND HOURS OF M-F, 10 A.M. TO 4 PM?
- A. WHO, WHAT, HOW, AND WHEN WILL THE APPROPRIATE RESOURCES BE BROUGHT INTO THIS PROJECT IF AN WHEN
34. RE FINDING 3.5.1 FURTHER STUDY ON RETAINING WALLS THAT MIGHT BE ERECTED IS NEEDED TO AVOID A SIGNIFICANT IMPACT.
- A. HOW WILL THIS DETERMINATION BE MADE?
35. RE FINDING 3.6.3 FLOODING DUE TO TIDAL CURRENTS DURING CONSTRUCTION
- A. GIVEN THE PROJECTION OF FUTURE TIDE RISING IN THE SAN FRANCISCO/SAN PABLO BAY, WHAT DANGERS DOES TIDAL RISING POSE TO THIS PROJECT FOR EACH 5 YEAR PERIOD FOR THE LENGTH OF THE PROPOSED LEASE?
  - B. SHOULD BAY WATER RAISE SUFFICIENTLY TO REACH ANY STORED MATERIALS, WHAT CHEMICAL REACTIONS WOULD BE CAUSED?
  - C. WHAT ARE THE DANGERS TO SURROUNDING RESIDENTS OF RAISING SEA WATER COMING INTO CONTACT WITH STORED MATERIALS AT THE ORCEM/VMT LOCATION?
  - D. WHAT MITIGATION METHODS CAN BE TAKEN DURING CONSTRUCTION TO PREVENT ANY ANTICIPATED SEA RISING THAT MIGHT OCCUR DURING THE TERM OF THE LEASE BETWEEN ORCEM/VMT AND THE CITY OF VALLEJO?
  - E. SHOULD THERE BE SUFFICIENT SEA RISE TO PERMIT CONTACT BETWEEN BAY WATER AND STORED MATERIALS AT THE PROPOSED SITE, WHAT CLEAN UP OPERATIONS WOULD BE REQUIRED?
36. RE FINDING 3.7.2 --DREDGED MATERIAL CONTROL

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

A. SPOKESMEN FOR ORCEM HAVE ARGUED THAT THE NATURAL BAY CURRENTS WILL ELIMINATE THE NEED FOR DREDGING AT THIS LOCATION. SHOULD DREDGING ACTUALLY BE REQUIRED OR DONE, WHAT MATERIALS WILL BE FOUND IN THAT DREDGED MATERIAL, AND HOW WILL IT BE DISPOSED OF?

37. RE FINDING 3.7.5 USE OF CONSTRUCTION EQUIPMENT ON REMOVAL OF PILINGS FROM SEA FLOOR.

A. WHICH GOVERNMENTAL AGENCY WILL BE CHARGED WITH MONITORING THIS REMOVAL?

38. RE FINDING 3.7.6 ACCIDENT CONTROL CALLS FOR EMERGENCY RESPONSE PLAN ONLY.

A. WILL DOUBLED SIDED RAIL CARS BE MANDATED FOR DELIVERY AND USAGE AT THIS PROPOSED FACILITY?

B. WILL DOUBLE SIDED TRUCK TRAILERS OR SEALED CONEX CONTAINERS BE MANDATED AT THIS FACILITY?

C. WHAT IS THE MAXIMUM WEIGHT AND SIZE OF ANY LOADS TAKEN TO OR FROM THE FACILITY BY BOTH RAIL AND/OR ROAD?

39. RE FINDING 3.10.1 THAT WORK CONTINUES WITH CALIFORNIA NORTHERN RAILROAD RE TRACK IMPROVEMENTS & JOINTS.

A. WHAT ARE THE CURRENT AGREEMENT IN PLACE BETWEEN CALIFORNIA NORTHERN RAILROAD RE TRACK IMPROVEMENT AS OF THE DATE OF THE FINAL EIR?

40. RE FINDING 3.10.7 NOISE CONTROL DURING CONSTRUCTION. TEMPORARY BUT SIGNIFICANT. USE BAFFLES, HRS OF 7 TO 9PM

A. WILL THE APPLICANT COMMIT TO LIMITING NOISE CONTROL AT ALL TIMES DURING CONSTRUCTION AND ESPECIALLY BETWEEN 8A.M. TO 6 P.M.;

41. 3.10.8 CONSTRUCTION NOISE.

42. RE FINDING 3.12.4 STREET IMPROVEMENT ON LEMON & SONOMA BLVD.

THIS CALLS FOR COSMETIC CHANGES ONLY. NO NEW PAVEMENT IS PROVIDED.

A. WHAT CONSTRUCTION IMPROVEMENTS WOULD HAVE TO BE MADE TO IMPROVE TO THE HIGHEST LEVEL OF REQUIRED STANDARDS FOR A DESIGNATED TRUCK ROUTE ON EACH AND EVERY STREET UPON WHICH TRUCKS TRAVERSING TO AND FROM THE PROPOSED PROJECT DURING CONSTRUCTION, OR AT ANY TIME THEREAFTER?

53. RE FINDING 3.12.6 TRIPS ON LEMON & CURTOLA PARKWAY COULD IMPACT PEDESTRIANS, BICYCLES.

A. WOULD LOWERING SPEED LIMITS TO 25 MPH ON EACH STREET OF TRAVEL REDUCE THE IMPACT UPON PEDESTRIANS AND BICYCLISTS?

B. WHAT CHANGES WOULD BE REQUIRED TO ERECT SAFETY CONTROL DEVICES TO FURTHER ENHANCE PROTECTION FOR THE SAFETY OF PEDESTRIANS AND BICYCLISTS ON EACH STREET UPON WHICH ORCEM/VMT TRAFFIC WOULD BE PERMITTED?

54. WHAT IS THE RATIONAL FOR INCREASING FROM 25 TO 26 TONS THE GROSS TOTAL WEIGHT OF

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

VEHICLES TO BE USED?

55. HOW SPECIFICALLY WILL THE USE OF THE USE OF CAP AND TRADES BENEFIT THE CITY OF VALLEJO AND THE SOUTH VALLEJO AREA?

A. WHAT STEPS SHOULD BE TAKEN BY THE CITY OF VALLEJO TO MAXIMIZE THE BENEFIT OF INCOME FLOWING TO IT FROM CAP AND TRADE?

56. CAN YOU EXPLAIN DIFFERENCES IN AIR CONTAMINANTS IF ONLY THE VMT PORTION OF THE PROJECT IS BUILT AND ORCEM DOES NOT OPERATE AT THE FACILITY?

57. WHICH GOVERNMENT AGENCY WILL HAVE THE AUTHORITY TO DECIDE UPON THE AIR QUALITY STANDARDS THAT MUST BE MET ON 1) THE ORCEM PROJECT? 2) THE VMT PROJECT?

58. WHO WILL BE RESPONSIBLE FOR THE DAILY MONITORING OF AIR QUALITY STANDARDS ONCE THE FACILITY IS OPERATIONAL?

59. IF AIR QUALITY STANDARDS ARE INCREASED AFTER THE PROJECT IS COMPLETED, CAN THOSE HIGHER STANDARDS BE REQUIRED OF THE PROJECT?

60. THE STATE OF CALIFORNIA RECENTLY ANNOUNCED A FURTHER REDUCTION OF 10% IN THE AIR POLLUTANTS THAT CAN BE EMITTED. WHAT ADJUSTMENTS WILL THIS PROJECT HAVE TO MAKE IN ORDER TO MEET THESE REDUCED EMISSION LEVELS.

61. IF THERE IS A CAR WITH 77 CARS ON IT, TRAVELING AT THE POSTED AND PERMITTED SPEED LIMIT, HOW LONG WILL TRAFFIC BE STOPPED WHILE A TRAIN IS CROSSING EACH INTERSECTION WHERE THE TRAIN AND THE CROSSING WILL HAVE TRAFFIC CONTROL REQUIREMENTS? HOW LONG FOR A 50 CAR TRAIN? HOW LONG FOR A 40 CAR TRAIN? HOW LONG FOR A 30 CAR TRAIN?

62. THE PROJECT CALL FOR USE OF GGBBFF--GRANULATED BLAST FURNACE RESIDUE FROM JAPAN. WHY WILL GGBBFF FROM BAY AREA, CALIFORNIA, AND OTHER AMERICAN STEEL PRODUCERS NOT BE USED?

63. WHAT ARE THE DIFFERENCES IN AIR QUALITY IF THERE IS NO PORTLAND CEMENT USED OR HANDLED AT THE PROPOSED FACILITY?

64. . WHAT IS INCLUDED WITHIN THE PHRASE "MARINE CONSTRUCTION MATERIALS"?

65. CAN A MUNICIPALITY REQUIRE THAT VESSELS ARRIVING AT THE VMT FACILITY CONNECT TO A LAND BASED POWER SOURCE?

66. WHAT IS THE DIFFERENCE IN LAY TERMS BETWEEN LESS THAN SIGNIFICANT IMPACTS IN AIR QUALITY COMPARED TO SIGNIFICANT IMPACTS?

67. DOES THE PRESENCE OF A MITIGATED LESS THAN SIGNIFICANT IMPACT ON AIR QUALITY

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

RESULT IN PULMONARY CONSEQUENCES?;

68. WHO MADE THE DECISION TO NOT ANALYZE ALTERNATE PROJECTS BECAUSE THE APPLICANT DEEMED SUCH A POSSIBILITY WAS NOT ECONOMICALLY FEASIBLE?

A. EXPLAIN HOW THE TERM "ECONOMICALLY FEASIBLE" IS USED IN THE DEIR.

69. WHAT ARE THE STEPS AND THE COST TO THE CITY IF THERE IS A BREACH OF THE LEASE ON MITIGATION REQUIREMENTS?

70. CAN THE CITY OF VALLEJO REQUIRE COMPLIANCE WITH THE 2010 AIR STANDARDS THAT WERE ADOPTED AFTER THE DATE OF THE GENERAL PLAN?

A. ARE THERE ANY NEWER AIR STANDARDS THAT HAVE BEEN CREATED AFTER THE 2010 AIR STANDARDS WERE ADOPTED?

B. ARE THE 2010 AIR STANDARDS SUFFICIENT TO PREVENT PULMONARY CONSEQUENCES?

71. IF THE PROPOSED GENERAL PLAN IS ADOPTED AND DOES NOT PROVIDE FOR HEAVY INDUSTRIAL USE AT THE PROPOSED SITE, DOES THE CITY OF VALLEJO HAVE LEGAL EXPOSURE TO THE APPLICANT AS A RESULT OF ADOPTING A LATER DATED GENERAL PLAN?

A. AT THE EMMANUEL APOSTOLIC CHURCH MEETING BETWEEN ORCEM AND THE PUBLIC ON OCTOBER 28, 2015 THE ORCEM SPOKESMAN REPRESENTED TO THOSE IN ATTENDANCE THE CITY OF VALLEJO WOULD HAVE NO LEGAL OR FINANCIAL EXPOSURE IF IT DENIED THE PROJECT.

A. IS THIS CORRECT?

B. WILL ORCEM AND VMT PLACE SUCH AN AGREEMENT IN A BINDING LEGAL AGREEMENT?

72. CAN THE CITY REQUIRE THE RAILWAY TO BUILD OUT THE TRACK TO AVOID THE SIGNIFICANT NOISE NOW CAUSED BY THE OLD STYLE TRACK?

73. WOULD ANY OF THE PROPOSED ALTERNATIVES THAT WERE DEEMED ECONOMICALLY NOT FEASIBLE BY THE APPLICANT RESULT IN A LESS THAN SIGNIFICANT IMPACT ON AIR QUALITY?

74. WHAT IS THE AGE BREAKDOWN OF IMPACTED RESIDENTS IN SOUTH VALLEJO BY THE PRESENCE OF PARTICULATE MATTER NOW IN THE ATMOSPHERE AND THAT WOULD BE IN THE ATMOSPHERE IF THE PROPOSED PROJECT AS CURRENTLY ENVISIONED IS APPROVED?

75. DOES THE AMOUNT OF PEOPLE IMPACTED BY PARTICULATE INCLUDE SCHOOL DAY POPULATION THAT TRAVELS INTO THE AREA?

76. DOES THE NUMBER OF IMPACTED PEOPLE INCLUDE WORKERS WHO COMMUTE INTO THE AREA?

77. WHY DOES THE EIR NOT DISCUSS THE PER-CENTAGE INCREASE OF CANCER IN THE DOWN WIND RESIDENTS IN TERMS OF NUMBERS AND PER-CENTAGES?

A. WHAT ARE THOSE PER-CENTAGES IN 1) SOUTH VALLEJO; 2) DOWNWIND OF THE PROPOSED PROJECT; 3) IN THE GLENN CLOVE AREA; 4) THE UNINCORPORATED AREA IN VALLEJO, AND 5) IN THE BENICIA AREA?



## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

78. HOW ACCURATE IS THE REPRESENTATION IN THE PUBLIC HEARING THAT THERE WILL BE A 20% INCREASE IN THE CANCER RATE IN THE DOWN WIND AREA? CAN THE PER-CENTAGE OF INCREASE BE QUANTIFIED UNDER THE CURRENT MEDICAL STANDARDS THAT ARE IN EXISTENCE?

79. CAN THE EIR QUANTIFY THE NEGATIVE IMPACTS ON AIR, SOUND, TRAFFIC, AND SAFETY IMPACTS ON A STREET BY STREET BASIS? IF THAT CAN BE DONE, PLEASE DO SO.

80. ON WHAT CRITERIA DID THE AUTHORS OF THE DEIR DETERMINE WHICH AREAS TO STUDY FOR SIGNIFICANT IMPACTS?

81. WHAT ARE THE ASTHMA RATES OF CITIES WHERE ORCEM HAS OPERATED A PLANT IN OTHER PARTS OF THE WORLD, STATED ON A YEAR BY YEAR BASIS, BEGINNING WITH FROM 10 YEARS BEFORE THE INSTALLATION OF THE ORCEM PLANT, TO THE PRESENT YEAR?

82. CAN THE EIR QUANTIFY THE AIR QUALITY STANDARDS SURROUNDING THE PARK AND RIDE LOT BOTH BEFORE AND AFTER THE START OF OPERATIONS BY 1) ORCEM, AND 2) THE VMT FACILITY, BOTH COMBINED AND SEPARATELY?

83. WHAT AMOUNT OF ADDED WATER USAGE WILL A COMPLETED ORCEM AND A COMPLETED VMT, SEPARATELY AND COMBINED, CAUSE IN CONSEQUENCES TO THE WATER TREATMENT PLANT? HOW MANY YEARS EARLIER WILL WE HAVE TO BUILD A WATER TREATMENT PLANT IF THIS PROPOSAL USING 18,000 GALLONS PER YEAR IS BUILT?

84. WHAT ARE THE CONSEQUENCES IF ANY OF THE PROPOSED MATERIALS TO BE USED AT THE SITE ARE A) INSERTED INTO THE BAY? AND 2) MISTED OR DAMPENED DURING CONVEYANCE ON THE CONVEYER BELT?

85. IF DREDGING HAS TO BE DONE TO OPERATE A TURNING BASIN, WHAT WILL BE THE ANNUAL COST? WHO WILL PAY IT? WHAT ARE THE CONSEQUENCES IF IT IS NOT DREDGED? HOW CLOSE TO THE SHORES OF MARE ISLAND AND TO THE MAINLAND WILL THE DREDGING HAVE TO BE DONE?

86. IF THE FEDERAL OR STATE GOVERNMENTS REDUCE THE ALLOTMENT OF WATER FROM LAKE BERRYESSA, WILL THE CITY OF VALLEJO STILL BE ABLE TO PROVIDE THE AMOUNT OF WATER NEEDED BY VMT AND/OR ORCEM WITHOUT RAISING WATER RATES OR IMPOSING WATER QUANTITY RESTRICTIONS?

87. HOW DO THE NOISE IMPACT FINDINGS IN THE EIR COMPARE TO THE STANDARDS ESTABLISHED BY THE WORLD HEALTH ORGANIZATION?

88. HOW DOES THE AMOUNT OF FINES THAT ARE IMPOSED FOR ENVIRONMENTAL VIOLATIONS IN IRELAND, BELGIUM, AND FRANCE WHERE ORCEM PLANTS ARE LOCATED COMPARE TO THE AMOUNT OF FINES FOR SIMILAR VIOLATIONS IN CALIFORNIA AND THE US?

89. WHAT ADJUSTMENTS IN THE DISASTER PREPAREDNESS PLAN WILL HAVE TO BE MADE IF ORCEM AND/OR VMT IS APPROVED? WHAT WILL THE COST OF THESE ADJUSTMENTS BE FOR THE CITY OF VALLEJO? WHO WILL PAY FOR THEM?

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

90. ASSUMING A SEA LEVEL RISE OF 2 FEET, WHAT IS THE IMPACT ON THE STORED MATERIALS AT THE ORCEM AND VMT FACILITY?

91. WHAT ARE THE DECIBELS LEVELS OF ORCEM IN THEIR THREE CURRENTLY ESTABLISHED PLANTS COMPARED TO THE LEVEL OF DECIBELS THE EIR FOR ORCEM WOULD PERMIT?

92. GIVEN THE ANTICIPATED AMOUNT OF ELECTRICITY THAT VMT/ORCEM IS EXPECTED TO CONSUME, WHAT IS THE AMOUNT OF UTILITY TAX THAT WILL BE GENERATED BY EACH ENTITY IN EACH OF THE FIRST 10 YEARS AFTER THE START OF CONSTRUCTION?

93. WHAT AMOUNT OF WORKERS COMP CLAIMS ARE FILED IN THE ORCEM PLANTS IN EACH COUNTRY WHERE IT OPERATES, AND, HOW DO THE WORKER'S COMP LAWS COMPARE OF THOSE COUNTRIES COMPARE TO THE WORKER'S COMP LAWS IN CALIFORNIA?

SO VALLEJO MEETINGS

94. THE PREDOMINANT WINDS ARE FROM THE WEST AND THE SOUTHWEST, WITH WINDS SHIFTING FROM THE NORTH AND THE EAST DURING WINTER AND SOME STORMS. PLEASE PROVIDE A LEGIBLE MAP THAT SHOWS THE DIRECTION OF THE WIND FROM THE PROPOSED FACILITY UNDER EACH OF THE POTENTIALS OF WEST, SOUTHWEST, EAST, AND NORTH, SUMMER, WINTER, SPRING AND FALL.

95. WHAT IS THE AMOUNT, BY WEIGHT, FOR EACH PARTICULATE THAT WILL BE EMITTED FROM THIS FACILITY ON EACH DAY OF THE WEEK, BY DAY?

96. OVER WHAT DISTANCE FROM THE PROPOSED FACILITY WILL PARTICULATE DROP FROM THE ATMOSPHERE AND ONTO THE GROUND?

97. PLEASE INDICATE THE WEIGHT OF PARTICULATE, BY CHEMICAL, THAT WILL DROP FROM THE ATMOSPHERE BLOCK BY BLOCK, AND BY DIRECTION OF WIND.

98. HOW MANY PARCELS OF REAL ESTATE ARE WITHIN THE FOLLOWING DISTANCE OF THE PROPOSED FACILITY? 1/4 MILE, 1/2 MILE, 3/4 MILE, 1 MILE, 1 1/4 MILES, AND BY EACH 1/4 OF A MILE FROM THE PLANT FOR UP TO TEN MILES FROM THE PROPOSED FACILITY?

99. HOW MANY INDIVIDUALS LIVE WITHIN EACH 1/4TH MILE AREA OF LAND FROM THE PROPOSED FACILITY? FOR EACH 1/4TH MILE FOR A DISTANCE OF UP TO 10 MILES FROM THE PROPOSED FACILITY?

100. WHAT IS THE VALUE OF EACH PARCEL OF LAND WITHIN EACH 1/4TH MILE OF DISTANCE FROM THE PROPOSED FACILITY?

101. WHAT IS THE STOPPING DISTANCE FOR A FULLY LOADED CEMENT TRUCK TRAVELING AT THE LEGAL POSTED SPEED LIMIT ON EACH STREET ON WHICH THERE WILL BE TRUCK TRAVEL

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

RESULTING FROM THIS FACILITY?

102. WHAT ARE THE POISONOUS EFFECTS OF EACH CHEMICAL THAT COMES INTO CONTACT WITH WATER IF DROPPED INTO THE WATER?

103. WHAT RISKS DO THE PARTICULATE EMISSIONS PRESENT TO A PERSON WITH ASTHMA?

104. PLEASE PROVIDE BY YEAR AND ACTIVITY THE AMOUNT OF TAX THAT WILL BE PROVIDED FROM THE PROPOSED FACILITY FOR EACH YEAR, BY YEAR FROM THE DATE OF CONSTRUCTION THROUGH CALENDAR YEAR 2030.

105. WHAT ADDED COSTS WILL BE PRESENTED FOR MAINTENANCE OF THE ROADS GIVEN THE MAXIMUM AMOUNT OF TRUCK TRIPS THAT ARE CALLED FOR BY THE PROPOSED PROJECT?  
A. HOW SOON WILL BE ADDED REPAIRS HAVE TO BE MADE?

106. ARE THE PROPOSED BARGES CAPABLE OF BEING CONNECTED TO A MUNICIPAL POWER SYSTEM?

107. WHAT IS THE COST TO PREPARE AN ENVIRONMENTAL JUSTICE ANALYSIS? HOW LONG DOES SUCH A REPORT TAKE?

108. WHAT IS THE INCREASED POTENTIAL FOR PULMONARY DISEASE FOR CHILDREN UNDER THE AGE OF 18, BY AGE GROUPS OF 5, THAT THE PROPOSED FACILITY PRESENTS WHEN OPERATING AT FULL CAPACITY?

109. WHAT PARTICULATE ARE REMOVED IF THE ORCEM FACILITY IS REMOVED FROM THE PROPOSED FACILITY.

110. WHAT PARTICULATE ARE REMOVED IF THE VMT PORTION IS REMOVED BUT THE ORCEM ASPECT IS IN PLACE?

111. IF THE PROPOSED FACILITY IS BUILT AND THE CITY OF VALLEJO ADOPTS A COST FORMULA CHARGING CALIFORNIA PROPOSITION 218 RATES, WHAT WILL BE THE AMOUNTS TO BE CHARGED TO THIS FACILITY FOR A) WATER USAGE BASED UPON THE PROPOSED CONSUMPTION, AND 2) IT'S FIXED COSTS FOR MAINTENANCE?

112. WHAT REQUIREMENTS WILL BE PLACED BY NAUTICAL REGULATORS FOR EACH CLASS OF VESSEL THAT WOULD BE USING THE VMT FACILITY?

113. IF ORCEM AND/OR VMT CONDUCT OPERATIONS AS CALLED FOR IN THE ENVIRONMENTAL IMPACT REPORT, WHAT WILL BE THE TOTAL AMOUNT OF CONTAMINANTS PLACED INTO THE SOIL AFTER A PERIOD OF 50 YEARS?  
A. WHAT WILL IT BE FOR PARTICULATE PLACED INTO THE AIR?

114. WHAT IS THE CUMULATIVE IMPACT OF ALL CONTAMINANTS EMITTED FROM THE COMBINED

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

IMPACTS OF ALL PRESENT CONTAMINATORS COMPARED TO THE PROPOSED PROJECT ADDED TO WHAT IS ALREADY PRESENT?

115. WHAT PRE-LOADING TESTS WILL BE DONE ON THE MATERIALS THAT WILL BE RECEIVED AT THE VMT/ORCEM FACILITY?

116. WHAT WILL BE THE DOLLAR AMOUNT OF CAP AND TRADE PURCHASES THAT WILL BE GENERATED BY THE CONSTRUCTION OF THE PROPOSED FACILITY FOR EACH YEAR OF IT'S ANTICIPATED LIFE SPAN? WHICH COMPANY WILL PAY HOW MUCH? AND, WHO OR WHAT AGENCY WILL RECEIVE HOW MUCH BY YEAR?

117. WHERE WILL THE DREDGING REMOVALS BE DEPOSITED? WHAT TESTING WILL BE DONE OF THE CONTENTS OF THE REMOVED DREDGING? WHO BEARS WHAT PERCENTAGE OF THE COST OF DREDGING IN EACH YEAR IN WHICH DREDGING WILL BE DONE?

118. WHAT IS THE CHEMICAL ANALYSIS OF THE WATER THAT WILL BE EVAPORATED BY ORCEM IN THE EVAPORATION PROCESS THEY WILL USE?

119. WHAT TRAFFIC PROBLEMS DOES THE ORCEM TRAFFIC IDENTIFY THAT THE EIR DOES NOT?

120. DURING THE PROPOSED HOURS OF OPERATION WHEN TRUCK TRAFFIC WILL BE TRAVERSING THE CITY OF VALLEJO, WHAT IS THE PER HOUR BREAK DOWN OF THE NUMBER OF TRUCKS ON EACH STREET IN THE CITY OF VALLEJO?

121. WHAT IS DECIBEL LEVEL OF A TRUCK TRAVERSING THE CITY OF VALLEJO STREETS AT THE POSTED SPEED LIMITS ON EACH STREET. WHAT IS THE COMBINED DECIBEL LEVEL OF MORE THAN ONE TRUCK, BY NUMBERS OF TRUCK, FOR UP TO 10 TRUCKS PER HOUR?

122. HOW WILL THE TOXICITY LEVEL OF LOADS ARRIVING BY BARGE BE MEASURED?

A. WHO WILL DO IT?

B. WILL RECORDS OF EACH ARRIVING LOAD BE KEPT?

123. CAN ELECTRIC FRONT LOADERS BE USED INSTEAD OF BIO-DIESEL POWERED FRONT LOADERS?

124. WHAT ARE THE HARMFUL EMISSIONS BY CHEMICAL, FOR BIO-DIESEL FRONT LOADERS AND FOR ELECTRIC POWERED FRONT LOADERS?

125. HOW WILL AIR EMISSIONS BE CONTROLLED WHEN A FRONT END LOADER IS OFF LOADING MATERIALS?

126. WHAT IS THE SIZE OF THE VESSEL THAT WILL BE USED TO TRANSPORT RAW MATERIAL FROM JAPAN TO VALLEJO?

A. WHAT IS THE TONNAGE OF WEIGHT THAT WILL BE TRANSPORTED FROM JAPAN TO VALLEJO?

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

127. WHAT EMISSIONS WILL COME FROM EACH CLASS OF TRANSIT VESSEL WHILE TRAVELING ON THE BAY, DURING DOCKING PROCEDURES, DURING TIE UP TIME AT THE WHARF, AND WHILE DEPARTING?

128. WHAT WERE THE MEASURED EMISSIONS OF PARTICULATE OF THE PLANTS THAT WERE USED TO PROVIDE THE "GREEN CEMENT" FOR THE NASA AMES FACILITY; THE 49ERS STADIUM; THE EASTERN SPAN OF THE BAY BRIDGE; THE SAN FRANCISCO PUBLIC UTILITIES BUILDING, AND THE CATHEDRAL OF CHRIST THE LIGHT CHURCH?

129. WHY DOES THE DEIR NOT INCLUDE A SOCIAL JUSTICE IMPACT REPORT?

A. WHAT INFORMATION WOULD A SOCIAL JUSTICE IMPACT REPORT BE ABLE TO PROVIDE TO DECISION MAKERS ON THESE APPLICATIONS?

130. WHAT WILL THE DECIBEL LEVEL BE IN THE RESIDENTIAL BUILDINGS WITHIN TWO MILES OF THE PROPOSED FACILITY AND EACH TRANSIT ROUTE BE FOR RESIDENTIAL BUILDINGS THAT HAVE SINGLE FRAME GLASS WINDOWS THAT ARE MORE THAN 40 YEARS OF AGE?

B. FOR RESIDENTIAL BUILDINGS THAT HAVE DOUBLE FRAME GLASS WINDOWS THAT ARE MORE THAN 40 YEARS OF AGE?

131. WHAT ARE THE POUNDS OF AIR BORNE MATERIALS THAT WILL ENTER ANY RESIDENTIAL BUILDING WITHIN TWO MILES OF THE PROPOSED SITE AND ALONG ANY TRANSIT ROUTE FOR ANY BUILDING THAT IS 40 YEARS OF AGE OR MORE?

132. HOW HAS THE CITY OF VALLEJO SOUGHT OUT AND OBTAINED MEANINGFUL COMMENT OF THOSE WHO ARE IMPACTED BY THE DECISION THAT THE CITY OF VALLEJO MUST MAKE ON THE APPLICATIONS OF BOTH VMT AND ORCEM?

133. WOULD THE PROJECTED SOUND DECIBEL LEVEL FOR THE ORCEM PROJECT AND/OR THE VMT PROPOSAL EXCEED THE VALLEJO SOUND ORDINANCE THAT WAS IN EXISTENCE PRIOR TO IT'S MOST RECENT AMENDMENT WHEN THE LEVEL WAS INCREASED?

134. HOW MANY HOURS WILL THE VESSEL THAT TRANSITS FROM JAPAN TO VALLEJO BE TIED UP AT THE WHARF?

135. HOW MANY HOURS WILL EACH CLASSIFICATION OF BARGE TO BE USED AT VMT BE TIED UP THE WHARF?

136. IF TRUCKS ARE GOING TO BE WAITING IN LINE IN ORDER TO LOAD AND/OR UNLOAD WHAT WILL BE THE MAXIMUM NUMBER OF TRUCKS IN LINE AT ANY POINT DURING THE DAY? WHEN TRUCKS ARE GOING TO BE WAITING IN LINE, WILL THE TRUCK ENGINES BE RUNNING OR BE REQUIRED TO BE TURNED OFF?

137. IF A SHIP COMES TO A WHARF AND "BLOWS THE MATERIAL IN THE WATER AWAY" PRESUMABLY BY BALLAST RELEASES OR PROPELLER MOVEMENT, INCLUDING BY TUG BOATS, WHERE WILL THAT

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

MATERIAL GO TO AND WHAT WILL BE IN THAT MATERIAL?

138. WHAT REDUCTIONS IN PARTICULATE CAN BE ACHIEVED IF THE ENTIRE OPERATION AND STORAGE OF MATERIALS IS TOTALLY ENCLOSED IN A BUILDING THAT OPERATES IN THE SAME MANNER AS A CLEAN ROOM AT A PHARMACEUTICAL FACILITY?

139. WILL EMPLOYEES AT ORCEM AND/OR VMT WEAR PROTECTIVE SUITS AND/OR RESPIRATORS?  
A. IF SO, WHILE PERFORMING WHAT ACTIVITIES?  
B. ARE THERE ANY WORKER SAFETY REGULATIONS THAT WOULD REQUIRE WORKERS TO WEAR SUCH PROTECTIVE EQUIPMENT?

140. IF HATCHES IN THE SILOS TO BE BUILT ON SITE WILL BE OPEN DURING THE LOADING OR UNLOADING PROCESS, WHAT EMISSIONS WILL ENTER THE ATMOSPHERE?

141. WILL ALL TRAIN CARS BE ENCLOSED WHEN THEY ARE HAULING MATERIALS INTO OR OUT OF THE VMT/ORCEM FACILITY?

142. WHAT ENVIRONMENTAL DEMANDS, IF ANY, HAS THE STATE LANDS COMMISSION PLACED ON THE ORCEM/VMT PROJECT?

143. WHAT CONTROL TECHNIQUES WILL BE APPLIED TO INSURE QUALITY COMPLIANCE BY TRUCKS AT ALL TIMES WHEN A TRUCK IS AT THE ORCEM/VMT FACILITY?

144. WHAT IS THE MAXIMUM NUMBER OF RAIL ROAD CARS THAT CAN STORED ON THE TRACKS BOTH INSIDE OF THE PROPOSED FACILITY, AND OUTSIDE ON THE VARIOUS TRACKS LEADING UP TO THE VMT/ORCEM FACILITY?

145. FOR WHAT PERIOD OF TIME WILL THERE BE STORED RAIL ROAD CARS BOTH ON THE PROPOSED SITE PARCEL AND ON THE RAIL ROAD TRACKS LEADING UP TO THE PROPOSED SITE AREA?

146. HOW WILL ORCEM/VMT PREVENT VANDALISM AND GRAFFITI ON SITE, TO THE BUILDINGS, AND TO THE RAIL ROAD CARS?

147. WOULD THE PLANTING OF ANY SCREENING ON THE HILL BETWEEN THE PROPOSED PROJECT AREA HELP TO REDUCE PARTICULATE TO BE EMITTED AT THIS PROPOSED PROJECT? AND, IF SO, BY HOW MUCH?

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Tarrina Woodson inside Vallejo

October 29, 2015, 8:08 PM

I would like for Vallejo to build a Performing Arts Center. Having performances at Hogan is getting worse. I'd love for Vallejo to build a 500 seats or more Center on the Waterfront where that old Mare Island employment center was.

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Name not shown inside Vallejo

October 29, 2015, 5:31 PM

# Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

Question: has an environmental justice analysis in connection with the VMT/Orcem project been conducted?? Are the results of such an analysis available? If not, please include as part of the EIR a detailed explanation justifying the absence of this analysis.

Under federal and California law, the South Vallejo neighborhood meets the requirement for a special environmental justice analysis and engagement process as part of the environmental impact reporting. The neighborhood qualifies as a "minority concentration" because it is 79% people of color (including 34% African American, 29% Latino and about 10% Filipino). Also more than 50% of the residents are low income and the neighborhood has a history of multiple burdens related to pollution, discrimination and bureaucratic neglect.

Should the VMT/Orcem project go forward, the omission of an environmental justice analysis will contribute to not only needless human tragedy, but endless lawsuits as well. Vallejoans deserve and demand better!

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Erik Rzomp inside Vallejo

October 29, 2015, 4:56 PM

I have several questions about what I have read in the DEIR. It appears to me that the DEIR is inadequate as it does not address many concerns/ issues that would be considered impactful especially to a sensitive receptor/ human being living in the South Vallejo area. My questions are:

3.10.1

How can you assess for noise impact and make a less than significant determination when there is an inadequate regulatory framework to protect the public? The City of Vallejo noise ordinance has not established a numeric limit for construction noise exposure so just because there is no limit how does that make no impact? Can you find a meaningful standard that would actually allow you to make an impact assessment?

3.10 Noise

The CNEL and other averaging of noise measurements don't make sense. That's like telling a guy you're going to punch him in the nose twice a day, but then ask him his pain level every hour and then average the pain level. Then you can convince him that the pain average indicates that nose punching doesn't really hurt that much. How is this averaging used to determine the actual physiological, psychological and behavioral impacts of exposure to loud, prolonged, continuous or intermittent noise? Noise impacts are more than just a "level of loud". Studies show behavioral changes and changes in mood when people are annoyed by increased ambient or repeated intermittent noise (pile driving for instance) Do you have studies from other areas to show the how noise induced behavioral, psychological and physiological changes impact community health and crime? Vallejo doesn't need any more influences on criminal or uncivilized behavior.

3.11.4

Workers during construction will probably drive their own vehicles and add to the noise. Can you assess the additional noise impacts that will result from the worker vehicles? Is it possible to have the construction workers shuttled in from their employer's parking lot or somewhere like the park n ride?

3.10.1 Regulatory Setting

The Vallejo noise ordinance makes exception for temporary or short term noise. Can you define temporary or short term as it relates to construction or demolition work exceptions? Or loading and unloading? The noise ordinance again is inadequate or was not developed with this type of construction, demolition or loading/unloading in mind. Around the clock operation, construction, demolitions, loading/unloading are not



# Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

temporary. It appears that the all of the ORCEM and VMT operational noise would be considered temporary. The Vallejo noise ordinance then in essence gives a free pass to this "temporary yet permanent" noise. The whole operation is therefore by ordinance considered to be an exception. My concern is cumulative annoyance impacts on the population. How much noise and for how long do you expect people to put up with the noise? What duration of temporary yet permanent noise is acceptable according to published studies? Without such studies how can you make any let alone a proper meaningful evaluation of impact?

## 3.10.5 Mitigation measures

Is the noise hotline the only feedback there will be to determine if the noise levels were exceeded? That is a half hearted measure at best. Why can't there be continuous monitoring at the sensitive sites to ensure that the noise levels are not exceeded? And if the noise levels are exceeded what is the corrective and preventive action? Also wouldn't it be a good idea to confirm that the noise modeling was correct, to check your assumptions? Will the project owners be checking the assumptions once the project begins? This would allow for immediate mitigation and better community relations. Otherwise it makes it look like the project owners are just paying lip service to the noise mitigation.

## 3.10.1 Regulatory Setting

The Vallejo noise ordinance sets allowable hours for construction as between 7AM and 9PM. How is this time span acceptable for saying there is no impact? Can we narrow those hours for this long construction project? 8AM to 8PM seem more reasonable. Not everyone is awake at 7AM or wants to start their day with construction noise. Please can you have the decency to provide an extra hour of quiet on each end of the day? Especially on a Saturday. This seems like there would be a significant impact to the people living closest to the site.

## 3.10.4 Impact Discussion

What is the noise emission level of a standard freight locomotive as compared to the low noise emission genset switcher? There is supposed to be a 10 dB difference. How can we evaluate if this is significant if we don't know what the value is for the standard locomotive? It could be 90dB for all we know?

## 3.11.4 Impact Discussion

How was it decided that limiting rail activity to 8pm -12am and 4am - 6am was least annoying or least impactful? That is bordering on the absurd. Noisy activity between 4am and 6am would occur when most people are still asleep or trying to sleep. This seems counterintuitive. This also seems impactful. What can you do to change these times? These times are also outside the permitted COV noise ordinance time limits. Can you at a minimum change rail activity to the time period allowed by the COV noise ordinance?

## 3.11.4 Impact Discussion

Vessel loading and unloading is to be a 24-7 operation. Even though ambient noise has been determined to be less than that of combined operations at VMT, can monitoring be done at the NSLs once operations commence to determine if that assumption is true? If the assumption is proven false what are additional mitigations? And is it possible to suspend VMT loading operations from 12am-7am?

# Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

## 3.10.4 Impact Discussion

It is not clear as to why in Table 3.10-12 that NSL6 with an increase of 6dBA is not to be mitigated. Can you please explain more clearly? WHO standards require that current ambient noise levels are not increased at all especially, if the ambient noise already exceeds acceptable standards.

## 3.10.4 Impact Discussion

In tables 3-10.14 and 3-10.15 why are the proposed plant operational noise levels higher at night? This seems counterintuitive to what a community would demand. How is a higher nighttime noise level not impactful to the community's peaceful enjoyment of their homes? Aren't the people living in the area a part of the potentially impacted environment?

## 3.10.2 Existing Conditions

Being that many of the existing ambient conditions have a dBA level higher than what WHO considers an acceptable level, can no increase in ambient noise be projected or can mitigation maintain the current ambient levels?

## 3.11.4 Impact Discussion

Table 3.10-26 regarding combined operations and truck activity, why even though there increases in the dBA level of up to 10 dBA this is not considered significant? This continuous truck activity seems like it would be a continual low level stressor which would detract from residents' quality of life. This is what I would consider an equivalent to the proverbial dripping water torture only you slowly degrade people's mental state with noise instead of drops of water. Why is the stressor of continuous low level noise not considered for impact assessment?

## 3.10.4 Impact Discussion

Regarding Table 3.10-27 How is it possible to say that the construction noise will have less than significant impact simply because the City of Vallejo does not have a limit for construction noise exposure? Since when is the COV a noise expert? Can you find an applicable, modern, standard to evaluate against instead of shirking the responsibility to evaluate for impact? Many of the predicted noise levels are in excess of 60 dBA. Some are in excess of 70 dBA. There are standards for outdoor noise exposure that over a specified time indicate moderate annoyance at 50 and severe annoyance at 55 dBA. What can be done to mitigate anything over 55 dBA?

## 3.10.4 Impact Discussion

How would vibration during construction activity affect marine life? Particularly during pile driving? The analysis only takes into account the NSLs and human environment.

## 3.10.5 Mitigation Measures

# Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

Can we prohibit construction activity until after 9 AM on Saturdays? It is currently 7am to 7PM Mon-Sat. Can we give the residents a slight reprieve on weekends to sleep in one day?

## Biological Assessment

The biological assessment was done in the fall of 2007. Why is this adequate when it does not take into account the spring migratory season? Why was it not done around the time of the flyway festival when there are numerous migratory species present that could possibly be impacted by the construction and the plant and port operations? What is also interesting is that this assessment was done for another project that could possibly still fly with another investor, but the DEIR says there is no project alternative. There is just no project alternative that they like that would make money for Fettig/Bryan/Orcem/VMT.

## General Questions:

When developing processes, it is now common to generate FMEA – Failure Mode Effects Analyses. The FMEA identifies all possible failures, the likelihood of their occurrence and how to mitigate their effects. The purpose of the FMEA is to take actions to eliminate or reduce failures, starting with the highest-priority ones. For the both the VMT operations and the ORCEM operation have the possible failures been identified, and assessed for severity and likelihood of occurrence? It would seem to me that a failure at the VMT/ORCEM facility could have extreme environmental impacts. Have mitigations or corrective and preventive actions been identified to reduce the impacts of these possible failures? What are the possible failures? What is the likelihood of their occurrences? What can and will be done for prevention and if they occur, mitigation?

You say you are going to hire an expert to review pollution/emission data on an annual basis. Shouldn't the data be collected, analyzed, monitored on a shorter interval? A lot of egregious activity can occur in a year. Why such a long interval? Would monthly, quarterly and finally annual data analysis be more appropriate? Baseline data already exists. It shouldn't be much of a stretch to determine if a site's data is exceeding baseline.

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Robert Alexander inside Vallejo

October 28, 2015, 6:46 PM

A bad idea at a bad location . The health risks to our residents are significant. The dust problems created by the plant and trucks are obvious ,but the smoke pollution caused by the same trucks and the ship traffic have not been discussed enough .Ships use bunker oil ,the dirtiest of dirty fuels . There is a reason why every major U.S. port prohibits or will be prohibiting ships engines from running while docked . Expensive infrastructure is or will have to be put in place to provide all ship's electricity while docked . Will this infrastructure be in place ,here in Vallejo. Who will pay for it ? As someone who has worked at or near ports I'm acutely aware of what ship exhaust does to one's lungs ,but what about fallout damage to nearby vehicles and homes ? If a ship discharges it's exhaust(cleans the stacks) and damages the paint on a vehicle ,who will be responsible ? As for traffic problems we are all aware there will be more truck and train traffic . Check out the port at the city of Richmond (also a major railhead .) Traffic is routinely STOPPED at rail crossings EVERY day ,SEVERAL times a day for 10-20 minutes at a time . I'm not saying that will happen here ,but is the average citizen willing

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

to stop at a crossing for 10 minutes or so daily ? How are emergency vehicles going to be affected ?  
Too many problems, with too few explanations , for too few benefits !  
Bob Alexander

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Elaine Sanchez inside Vallejo

October 28, 2015, 5:18 PM

I can't believe the City Council is still entertaining this project with so much outcry from the public, actual citizens of Vallejo saying NO!! Don't let this happen to our beloved city!! This really makes me question who's pockets are being lined? Do City Officials live in the affected area? Most likely not. These are serious issues and should not be ignored: Cancer risk? Air pollution/quality? Noise and traffic pollution? Environment? Clean water (in a drought)? Road quality and repair? Number of actual Vallejo residence who will benefit in securing employment with this company(s)? If you have driven around Vallejo lately, you will notice our city has become very busy with citizens and visitors, we have so much to offer and wonderful opportunities to grow and expand in a POSITIVE manner. For years residence have rumored with excitement that In N Out is coming to Vallejo and what happened to the Northern California film industry? Instead we are considering a pollution filled company come in while ignoring the citizens of Vallejo. If the City Council approves this destruction, it will be a major disappointment to say the least. And would request all those involved, including the city council, disclose their personal tax return for the next 5-10 years to Vallejo residence as a sign of honesty, ethics and dedication. In closing, I was born and raised in Vallejo and have proudly planned to die here, please don't make me reconsider my future, enough damage has been made to and in Vallejo in the last 48 years.

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cynthia traylor inside Vallejo

October 28, 2015, 1:49 PM

This would be a huge mistake. Too close to RESIDENTS and we don't need anymore industrial mess in Vallejo. I don't feel the number of jobs created would offset the negative effects of this project: polution, traffic, etc etc. Don't do it. Cynthia Traylor, Carquinez Highlands Mobile Home Park

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Name not shown inside Vallejo

October 28, 2015, 7:16 AM

This is just another example of a bad decision by Vallejo. This is not going to make Vallejo a better place. Very disappointing.

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John Rice inside Vallejo

October 27, 2015, 11:18 AM

I am disappointed that a project such as this is being considered for Vallejo. This is a 19th century approach to "improving" our town and a benefit to outside interests at the expense of people who live here. How is it possible that our city administrators can consider allowing this to add another negative against the promise of Vallejo to become the great town to live in that it should be? I have read through these documents trying to understand what genuine benefit this would be to our town and the negatives so overwhelm the very few positives that I simply can't imagine how this got so far towards happening.

## Vallejo Marine Terminal/Orcem Project

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For a start, the modest income Vallejo would get from this project... Is it possible that this money could even make up just for the wear on tear on the city streets that the dramatic increase of big rig traffic would bring? This is just one of many concerns about this.

Basically, this would move Vallejo backwards. Only this time it would be Vallejo doing it to themselves if it is approved. In that regard we would deserve the inevitable outcome of lowering our esteem as a city. All I can think is "HOW CAN YOU ALLOW THIS?". This isn't a matter of reasoning the balance of rewards vs negatives, this is so overloaded with negatives I can't imagine any thinking Vallejo resident welcoming this. No, no, no.. a thousand times NO.

John Rice

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Sean Hennessey inside Vallejo

October 25, 2015, 10:01 PM

We do not need another dirty industry in Vallejo. As a physician, I see the delayed deleterious effects of MINSY pollution all the time in Vallejo. If the site can't be used for "anything else" then clean it up and make it usable, or wait a little longer and better technology will make it usable in the future.

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Christina Natividad inside Vallejo

October 25, 2015, 7:33 PM

No amount of jobs from this Cement Plant project is going to compensate for the effect this plant will cause in air quality which will cause domino effect in our health especially those who have asthma, as well as noise pollution intruding our right to quiet enjoyment etc; not to mention the amount of water this business will require and the increase in traffic and road maintenance it will produce impacting real estate values at a decline. I'd like the City of Vallejo to please retract or reject the proposal. As an alternative to create income for Vallejo, we may allow BART to come through. This will help with traffic and easy transportation to and from the City. Other alternatives also include beautification and improvement of the Marina to attract tourists and visitors, just like Embarcadero area in San Francisco. Any other alternatives will do for me, just nothing like a cement plant that should belong to a much less populated city with certain miles away from residential area. Thank you.

C Natividad

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Lynn Abee inside Vallejo

October 24, 2015, 1:09 PM

Lynn Abee

Response and questions to the DEIR

1. What I find most disturbing about the EIR is the Alternative Use Section. It indicates, in effect, that there are no acceptable alternative uses for the property. This is untrue. I believe that the land to be annexed from Solano County is the only thing that would require this land be used for marine purposes. I can think of a number of alternative uses that are much more aligned with the vision that are being contemplated by Vallejo residents in the new General Plan for the next 25 years, and would create more jobs than the pitiful few the

# Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

Marine Terminal Orcem Cement Factory project will generate. The alternatives below would all have significant construction jobs to satisfy the Building Trades Union.

There are number of ideas floating about, triggered by the consideration of this particular inappropriate project for this place and at this time. Here are some that I can envision:

A project similar to the one proposed for the property when it was bought in 2008 by Cherokee Brooks Street Vallejo, LLC-- a mixed use project with a restaurant, waterfront park, hundreds of housing units, and public access to the waterfront

A use of a similar property, called the Old Sugar Mill, has been done in downtown Sacramento.

- A campus for an art school, private or public. This has been done successfully in Savannah, Georgia, by the Savannah School of Art and Design, a private institution. Can you imagine what a thousand or two art school students could do to enliven that piece of land with their energy, creativity, and passion for life? And for the town? And for the brand of Vallejo in the region and beyond. Not to mention linking such a school with our growing and increasingly visible adult art community?
- A world class sports complex. There are sports complexes in many areas of the country dedicated to youth and adult sporting event pursuits: soccer, basketball, swimming, and the like. This would offer an opportunity for South Vallejo residents to improve their their health rather than tearing it down with a toxic cement plant and marine terminal.
- A mixed use senior development project. A place where seniors of a broad range of economic circumstances could live, work, be creative, and enjoy the Bay at a reasonable cost.
- An entertainment complex like the one at Red Rock in Denver. Constantly filled with music, dance, theater, events, educational programs, art exhibits, a makers' movement facility, a facility focused on kids and STEM related activities, an interactive aquatic museum, an Exploratorium like in San Francisco, outdoor and indoor theaters, places to build floats for our parades, and more.

2. At the recent EIR public meeting at the Library one of the City Representatives said that the substantial pollution that would be generated by the Marine Terminal/Orcem project would not affect Vallejo residents. While I doubt very seriously that this is true, it seems to be a "truism" of the DEIR. What's outrageous about this is the implication that if Vallejo is not affected, then dumping the problem and pollution on those downwind of us is not our concern. To say there is "no problem" is really saying Vallejo is willing to shift the impact of our nasty pollution on others in the region and ultimately, the rest of the world (10,000 tons of greenhouse gases, according to the EIR). The notion of "here World--our mess, your problem" is irresponsible. Why is this impact not considered in the DEIR as relevant and needing to be addressed?

3. Modest improvements to an already existing public dock on the Vallejo waterfront seems a paltry exchange for the loss of public access to the waterfront for 66 years. Why is Vallejo settling for so little for the loss of so much for so long? A significant piece of the property for this project belongs to Vallejo and will be

## Vallejo Marine Terminal/Orcem Project

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leased to the Marine Terminal, who will, in turn, lease it to Orcem. Can this be renegotiated.

4. Where will the limestone, the major ingredient in cement, be coming from? What is the chemical content of this limestone likely to be? Will it be particularly “clean” or “dirty”, especially in chemicals harmful to humans (radiation, dioxins and other toxins)? Can we insist that the limestone be obtained from “clean” sites rather than “dirty” ones?
5. What limitations are there on what will be shipped through the Terminal? Is oil and coal acceptable? A very strict, clear set of limitations should exist so that we don’t get surprised by things we don’t want being trundled through our neighborhoods and our water. Especially in the event of “accidents”, which are very likely to happen on sites of this type. Shouldn’t the DEIR address this?
6. I am familiar with toxic chemicals dumped in river water that will be there for a thousand years. If “accidents” do occur that dump materials being shipped through the Terminal into the water, how long will the effects of such pollution last? What is the half-life of limestone, toxins, dioxins? Who will do the clean up? Who will pay for it? Why isn’t this addressed in the DEIR?
7. A number of State and Local Agencies will be commenting on the DEIR. Will their comments and reports be part of the public record? Will they be announced and posted on the City’s web site? When?

Respectfully submitted,  
Lynne Abee

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Brian Bigham inside Vallejo

October 23, 2015, 10:17 PM

Let us not destroy the historical residential areas of South Vallejo with smog and detriment.

The Asian ships carrying slag cargo will be running 24/7 for up to 5 days a week at the port of the Vallejo Marine Terminal. Even diesel at that rate would be an extensive polluter, but as it turns out these type of ships almost always run on “bunker fuel”, which is basically crude oil and almost as heavy a pollutant as coal.

The sound pollution near the site is expected to be up to 60 decibels of operating noise. There is no excuse to have that amount of noise polluting the neighborhood during the 24/7 operation of the cement facility.

The roughly 300 trucks that are expected to use Lemon St every day will bring those heavy decibels from the facility all the way down the street every morning. These are not commercial zones! That level of sound is intolerable and only adds to the noise that the Vallejo Fire Department fire engine's already produce when they go down Lemon St to get to the same highways.

As planned, using a train to send and receive shipments will likely add to the traffic going down Sonoma Blvd and 5th St, Curtola Pkwy, and Solano Ave and increase the noise and pollution in these areas further. For reference, the train tracks cut directly into all of these major Vallejo streets, as well as many others going East/West through the city.



## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

Lastly, the additional truck traffic will be going right passed Lake Dalwigk Park, which just had somewhat of a facelift recently. The new playground that was just built is within 20 feet of the curb. It is clearly not going to be a peaceful area for children to play around after the trucks start rolling up and down Lemon St.

Not only will the residential areas suffer loss of value, and likewise loss of taxes, but so will the Lake Dalwigk public area that will become even harder to enjoy.

Let's go through with cleaning up the Napa River banks and Mare Island instead of building environmental hazards near them. Afterall, do people visiting/living in Vallejo really want to see the Ferry route worse off than it already is? You practically have to get to the waterfront, after entering Vallejo, in order to see anything aesthetic. I don't think a cement factory would be very pleasing too the eye. Neither is the rest of the junk that has accumulated on the Napa River banks in Vallejo.

Clearly, to myself and the majority of Vallejo residents, we do NOT want this polluting industry to be a part of our residential areas. KEEP OUT.

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K B inside Vallejo

October 23, 2015, 10:43 AM

From a Concerned Citizen

In February 2015, when I was thinking of moving to Vallejo, there were two main questions I had. Is the air quality healthy in Vallejo and is there good quality drinking water. These two things sold me on Vallejo as a healthy place to live. In April 2015, I moved here from Long Beach in Los Angeles County.

I lived in downtown Long Beach next to the Port of Long Beach and the Port of Los Angeles and numerous factories. This area is also called Cancer Alley. The rate of lung cancer and respiratory ailments is one of the highest in the nation due to the port activity, diesel ships, diesel trucks and toxic factories. In the four years I lived in Long Beach I developed COPD. This is permanent damage to my lungs. I will most likely die of it in the future.

There are several things going on here:

Regarding the transportation

1. The ships and trucks run on diesel fuel. The diesel fuel soot and smell drifts into your house. The oily soot is hard to get rid of once it is in your living area. It gets into the carpets, on the walls, on your dishes, in your bedding, and in your clothing, etc. Breathing it in gets lodged in your lungs and you can never ever get rid of it. Remember, homes need to have windows open to circulate fresh air.

Question. Will the cement factory owners be willing to install in every Vallejo home a filtering system to clean the toxic air coming in from the windows?

2. Most of the jobs at the ports and factories are union jobs, these workers make good money. It turns out most port workers do not live in Long beach, because it is too toxic. They don't want their children exposed to the toxins. They live in other surrounding areas where you don't have the TOXIC DRIFT. And they don't spend their

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

money in Long Beach.

Regarding the cement factory

1. The cement factory will have a toxic drift over all of Vallejo. As with Long Beach, the City of Vallejo and the cement company will be plagued with continuous lawsuits for decades to come.

Question. Will the cement factory owners be willing to install in every Vallejo home a filtering system to clean the toxic air coming in from the windows?

2. Once you allow a toxic factory in the neighborhood, then there will be a flood of other toxic industries that will want to be in Vallejo. Is this what you want? Really? Really?

3. The people of Vallejo will have ongoing lung damage. City of Vallejo will need to set up special Respiratory Clinics for the residents of Vallejo.

4. Don't be too set on locals getting these jobs. A high degree of the Vallejo young adults do not graduate from high school. There is a high degree of young adults that are not proficient in basic skills. Even factory workers need some basic skills.

5. The residents will be angry and will vote out all city officials that are in favor of this cement factory and other projects like this. And with that change, city employees who are in favor of toxic industries will be replaced with environmentally sensitive employees.

For those that don't know, many city council members and city employees in favor of toxic industries don't even live in Vallejo. So, why would they care about YOUR AIR?

6. This cement factory and other toxic industries like this will condemn Vallejo real estate values F O R E V E R from reaching their full bay area potential.

TRUST ME, THIS WILL NOT END WELL.

My questions for those making decision for me and you:

How will the air quality be monitored?

What organization will be in charge of air quality monitoring?

Will residents be part of supervising the air quality organization?

Will residents have a 50% or more representation in this air quality organization?

Who is going to pay for the monitoring of air quality?

What will happen if monitored result is less than acceptable?

If the air quality is not acceptable, what is the process to shut down industries that pollute our air?

In this shutting down process, will city officials represent the citizens of Vallejo or the toxic industries?

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Name not shown inside Vallejo

October 21, 2015, 9:07 PM

"MM-3.6-2d Orcem and VMT shall use greywater, recycled water, and rainwater catchment systems for

## Vallejo Marine Terminal/Orcem Project

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irrigation, if feasible, for proposed landscape areas. If at least one of these alternative water sources are not employed, Orcem and VMT shall demonstrate infeasibility to the City."

Is the VMT project allowed to use drinking quality water for industrial purposes? How is the permission to use drinking water for new industrial purpose beneficial to Vallejo? How much will VMT pay for water? What is the projected gallons of water per month need of the VMT and Orcem projects? Will VMT be given a discount for use of drinking water, or charged at the current commercial rate? Who will negotiate the water contract with VMT and/or Orcem?

How will Vallejoans be compensated for the illegal air pollution VMT/Orcem proposal brings?

How will the families of the expected 9+ people who will die from cancer from the pollution be compensated?

How will the families on Lemon Street be compensated when a child is hit by a train or truck and killed?

Who is paying the bills of children who go to the emergency room because of asthma?

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Name not shown inside Vallejo

October 21, 2015, 3:27 PM

I do not support the development of the Orcem plant. There is no denying that this plant will have a direct negative impact on the surrounding neighborhoods, from increased traffic, noise, and possible pollution, not to mention that they plan to operate 24 hours a day. I have not been convinced that the city will truly benefit for such a small operation with large negative environmental impact possibilities. I hope that you take the health, welfare, and happiness of the people who live on this area into consideration, and not just the measly tax income the city might get from this project.

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Sheila Serpa inside Vallejo

October 21, 2015, 1:04 PM

After reviewing the pros and cons of this project, my husband and I agree to whole-heartedly oppose the building of the Orcem plant.

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Ross Woody inside Vallejo

October 20, 2015, 10:35 AM

Please approve this project. It is the only business that has wanted to locate at this site since it closed more than 10 years ago. It is an Industrial site, and will best serve another Industrial Business.

The naysayers area claiming toxic pollution with no evidence to support their claims. There are 2 other government agencies that will oversee this business - The State Water Resources Control Board and the Bay Area Air Quality Management District.

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Name not shown inside Vallejo

October 19, 2015, 5:39 PM

Move forward with this project. The facts speak for themselves.

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Name not shown inside Vallejo

October 19, 2015, 4:36 PM

# Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

This city and its council has a history of making unwise decisions in relation to improving the welfare of its citizens. Do the one who decided for such a project on the council live in Vallejo? This plant will run 24-hours a day and will never close? What is the impact on water resource usage? A toxic cement plant located in Vallejo most likely decided by people who don't live here making decisions on the council.

David Wolins inside Vallejo

October 19, 2015, 10:32 AM

Below are my comments, questions and statements I wish included in the official record. My expectations are that the developer, its consultant and the city officials will provide responses to all of these questions, statements and comments.

## General comments

1. It is improbable that life for those people living in the proximity of the plant, those along the truck and train routes, and those within exposure to the plants pollution field will not be greatly impacted. As such the EIR must mitigate such impacts. What are the developers agreed upon methods of mitigating the air pollution, traffic, and noise? Those identified in the DEIR are inadequate or missing all together. It is the city's responsibility as the representative of the people to negotiate such offsets. Prior to the city's agreement to proceed with the installation of this plant, these offsets must be agreed upon.

Some suggested mitigations for these issues might include

air pollution - planting trees in the city,

- pay a public transportation fee to promote public transit and offset the pollution generated,
- Monitoring station with an associated web reporting station

traffic - Support local community centers for youth and seniors

- Agree to a semi-annual city audit of road conditions on the truck routes for developer to fully mitigate

noise - Fund the offset in the decrease in property values associated with the proximity to the plant

Specific issues associated with EIR:

Page 30 - Impact 3.2-6 The combined risks associated with all of those impacts deemed "Impact significant" require mitigation. The developer should pay for public oversight of the removal of the creosote pilings. The risk of water contamination is too great to just "believe" that the contractor will provide proper oversight. I ask that the city and developer state how they will mitigate the oversight issue.

Page 43 (ES-23) - MM-3.6-1 It is unacceptable for the developer to contend that the air pollution caused by this plant is significant and unavoidable. That said, it does not mean that the issues associated with these impacts should not be addressed. I ask that the city and developer state how they will mitigate this issue.

Page 43 (ES-23) - MM 3.6-2a-2d These potential mechanisms do nothing to assure the local community of the mitigation of the air, water, noise and vibration issues generated by this potential facility. I ask that the city and the developer state how they will assure the public that these pollutants will be mitigated during the life of the

## Vallejo Marine Terminal/Orcem Project

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proposed plant.

Page 58 (ES-38) - MM 3.12-4 It is demanded that developer provide semi-annual road deterioration assessment and after city approval, developer shall mitigate the road deterioration to restore roadway to the agreed upon fully functional condition. Developer should bear all costs associated with assessment and repair both initially and for the life of the project. This should include all roads and rail right of ways associated with these two developments. I am requesting that the city negotiate this mitigation with the developer.

Page 170 (3.2-10) Using Vacaville air quality measurements does not properly reflect Vallejo's environment. A more urban station would be better to reflect actual Vallejo conditions. This section needs to be rewritten using Vallejo ARB site AQS#060950004 ARB#48879. I am asking that this section be reviewed by city consultant and that the developer rework this section and indicate how using Vallejo air quality data impacts its original conclusions.

Page 195 (3.2-35) The sensitivity table is incomplete and inadequate showing a lack of knowledge and serious consideration associated with the issue of sensitive receptors. The list does not include Franklin Middle School or any of the parks and playgrounds that will be impacted by this plan. I ask that the city and developer revisit the issues associated with how this plant will impact these sensitive locations and state how these facilities will receive mitigation from the pollutants from this proposed plant.

This is the statement of David Wolins. Made on this October 20th, 2015 and signed virtually in Vallejo, CA.

David Wolins  
125 Sherrod Court  
Vallejo, CA 94591  
(707) 731-7928

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Joanna Lyons inside Vallejo

October 19, 2015, 8:35 AM

I oppose this development. My residence in Mariner's Landing is too close to the Orcem Project for safety, health, and traffic. Please do not allow this industrial plant to go forward. If you are reading this and your home was this close to the proposed development, would you support it? If so, please contact me with your reasons.  
Joanna Lyons

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Ronnie DeFount inside Vallejo

October 13, 2015, 7:58 PM

THE ORCEM PLAN IS WRONG FOR VALLEJO! The city is still recovering from the closure of Mare Island and the Recession of 2008. We do NOT NEED OR WANT a heavy industrial cement plant contributing noise & air pollution, destroying our streets, endangering delicate marine habitat, and destroying our beautiful Napa River waterway entrance to San Pablo Bay. No amount of money is worth the harmful impact Orcem would have on our city. PLEASE! The negatives far outweigh the 30 new jobs and the revenue it will provide to the city of Vallejo.

## Vallejo Marine Terminal/Orcem Project

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Orcem will be detrimental to our city, our waterfront & our citizens.

ORCEM, PLEASE GO SOMEWHERE ELSE.  
Vallejo residents will not support you.

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Name not shown inside Vallejo

October 13, 2015, 11:48 AM

Vallejo seems to have a history to making decisions that end up costing the city of Vallejo more money than the new business. Here is a prime example. The project may bring a few jobs, but there is no guarantee that this company will hire Vallejo residents. Who is going to pay for the cost of widening the roads to accommodate 300 trucks, and the wear and tear on the roads. I was told that Vallejo still needs over \$3 million to repair the current condition of our roads. The City of Vallejo is going to lose money when all the homes surrounding this plant lose value. Their taxes will go down to match the decrease in value. Will that amount be over \$300,000? Where is the 180,000 gallons of water per day going to come from. Is the city then going to increase prices to the residents of Vallejo because of the mass volume of water being used by ORCEM? At the meeting on Oct 7, there were a lot of questions that NO ONE could answer. WHY?? If you have been working on this project for over 2 yrs, the City Council should have been very aware of all possible issues and have solid workable answers for the people that actually live here. The City Council is willing to let our homes lose value, allow toxic chemicals into our environment to affect our health, allow over 200 trucks per day to pass by Schools and playgrounds. My favorite statement was, There is a clause in the lease, that if the company has a violation via release toxins, illegal dumping, the lease is void. And the city thinks that after building a \$50 million dollar facility and they have an accident that voids the lease that they are going to pack up and leave? They are going to descend on Vallejo and many lawyers and fight tooth and nail to stay. Vallejo does not have the money to fight back.

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Clinton Davidson inside Vallejo

October 12, 2015, 6:26 PM

Let's look at potential losers from this project. First the immediate losers:  
People in the immediate area who will see either their property values fall, their quality of life (from increased noise) suffer, or their health (through increased dust, green or not) suffer. Keep in mind that the noise estimates were made over a 24 hour period. While this is technically correct, there is a huge difference in quality of life between ten large diesel trucks rumbling through at three o'clock in the morning instead of noon.  
People who will be caught behind the train with its long cars.  
Solano county with its loss of property revenue from properties being reappraised.

Then the potential winners:

The City of Vallejo with increased tax revenues  
The City of Vallejo, which now shows after rejecting the Shell plant, that they are business-friendly.  
A few new jobs, which are of course open to people whether they live in Vallejo or not.  
The possibility of bringing in other businesses with the port.

But it looks like the City of Vallejo has not thought through all the costs:

Orcem has made no commitment to pay for the increased wear on Lemon street. Even without the ongoing

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

water ruptures between Solano and Porter, this cost will be considerable.

Bringing in a heavy industry goes against the charter for waterfront development. In effect, it's telling businesses that only heavy industries- the type typically located far from population centers- need apply. Keep in mind that those business have expensive externalities, as Mare Island did with pollution and ongoing cleanup costs.

The existing turn from Lemon to Derr street is narrow and dangerous. Will this be widened and the cost borne by the city? Will Orcem expect the City of Vallejo to use eminent domain to widen Lemon street, and have that cost also borne by the city?

I am certainly not against more business in Vallejo, but said business should not be one that ends up costing the city money, whether through decreased property values or increased road costs.

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Name not shown inside Vallejo

October 12, 2015, 1:50 PM

Go forward with both projects. The Vallejo Marine Terminal (VMT) and the Orcem Plant (Orcem).

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Cathryn Muzaffar inside Vallejo

October 10, 2015, 5:18 PM

I attended the meeting on Wednesday night. I am not happy about this proposal. I am not satisfied with the EIR, the amount of pollution that will be produced in a residential area. The other Orcem plants are not in residential areas. I have also gone on the record at the meeting where I spoke, and voiced other concerns.

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Charles Malarkey inside Vallejo

October 9, 2015, 12:22 PM

I have four questions and a comment.

1. Where will the water come from that Orcem or VMT would need in their operations?
2. In what condition would the water used in Orcem or VMT's operations be in after its use?
3. Where would the water used in Orcem or VMT's operations be disposed of?
4. Where are the dust, particulates and other airborne contaminants arising from Orcem or VMT's operations likely to travel to?

Finally, I do not support this project because the return to the city in terms of jobs and taxes is paltry as compared to the environmental and social impacts, including the noise, environmental and safety issues surrounding the numerous daily trucks and trains, and decreases in property values. In addition, this project is the worst example of environmental injustice, by locating a noisy and polluting plant in an area of the city with a high proportion of disadvantaged residents. Vallejo's waterfront is a resource that must be guarded against thoughtless development such as this.

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Drew Skau inside Vallejo

October 9, 2015, 11:03 AM



## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

After seeing the public showing in opposition to this project, it is utterly inexcusable to me that this project is even being considered any longer. It is clear that this project is not in the best interest of the city of Vallejo and would actually be a detriment to the city's prosperity. If this project goes through, it clearly shows that the current city council members do not have Vallejo's successful future in mind, and are just interested in their own profit.

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KC Boucher inside Vallejo

October 7, 2015, 11:19 PM

How about putting something there that will enrich the lives of its near by neighborhoods, instead of harm their health? And most importantly, would the city even consider putting a hazardous plant like this in a more affluent neighborhood? Thats more of a rhetorical question then not. Because I dont think they would! We are currently looking to buy a house, this assures me even more, that moving out of Vallejo is a good idea.

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Lenesha Anderson inside Vallejo

October 7, 2015, 11:03 AM

This is something I would not support at all. From what I'm reading, there would be less jobs and those jobs would not be for Vallejo residents, multiple health risks to residents in that area and a huge and negative increase of pollution, noise, and traffic. This is something that I believe Vallejo can do without.

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Lisa Watts inside Vallejo

October 7, 2015, 9:00 AM

This project offers too few jobs and economic benefit for the risks associated with industrializing the very, very valuable waterfront. This space needs to be treated as the precious commodity that it is, not as an opportunity to diversify. This port also will open the door to the transport of toxic goods through our neighborhoods, which will further put our citizens at risk. PLEASE, please do not support this project as there are many, many other uses for this space. Why not a luxury port for tourism where our citizens may also benefit economically through expansion of our eclectic, art filled downtown district?

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Douglas Hillyard inside Vallejo

October 6, 2015, 10:10 PM

The cement plant is just confirmation that we need people in our government with vision for building vallejo without the build without thinking criteria of a half century ago. When a town has a waterfront like ours, communities all over the world now are utilizing the resource to create beautiful areas that attract tourists, along with small businesses that may enhance the experience. San Antonio used their river to create a river walk that is popular. San Francisco for many years has had their waterfronts enveloped in cement, with no public access. They have got with it, and are opening parks and walkways, combined with businesses to attract people to the area. Vallejo can be more than a gateway to Napa. It can be a destination city. My imagination brings up a historical boat center on mare island, kayak center at General Mills area, bike paths and walkways all along the water. Much better than seeing cement plant as you come into town on ferry. People have to have a vision for what would make vallejo grow. We have arts, universities and a waterway that can make our town exceptional.

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

Cement plant is the wrong idea.

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Name not shown inside Vallejo

October 6, 2015, 2:48 PM

I emphatically DO NOT support this project! This is not a wise move for Vallejo. It will have serious long term environmental and public health impacts. Not to mention the visual and noise pollution.

I just spent half a million dollars on property close to this proposed site because I believed Vallejo was a city moving in the right direction. If this site project continues I WILL take AGGRESSIVE take legal action against the city of Vallejo as well as ORCEM to compensate me for the negative impact this plant will have on my property values.

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Lorianna Bender inside Vallejo

October 5, 2015, 8:25 AM

I do not agree with the city's plan. 25 jobs is not enough to compensate for the negative impact that it will have to our city. Trying to be a destination city with a toxic industrial plant isn't going to work... Plus the added traffic and congestion will create more problems for our roads in the long term. It's not worth it. Keep Vallejo beautiful and clean..

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Name not shown inside Vallejo

October 2, 2015, 12:38 PM

My family lives, works, and breathes in the possibly affected environment. The children and families I work with have enough stressors to deal with such as; poverty, hunger, and homelessness. I don't think adding health problems on top of what they may already have is okay. My son and I have severe asthma and we will be affected too. Please do not let this plant open up. We are trying to make a better Vallejo not a worse Vallejo. Bring in positive businesses, not one's that claim to be Green. Thank you for reading our words. I hope this will have a positive effect.

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David Riffert inside Vallejo

October 1, 2015, 12:29 PM

I have eight questions. 1) Will Orcem have a waste water treatment plant, if it produces either type of cement (and the Portland variety looks likely)? The Lehigh cement plant in Permanente has had toxic effluent pouring into Permanente Creek in the South Bay, which has severely impacted it (with respect to its health and ability to sustain life) for decades to come. The EPA, via a recent lawsuit, has forced this plant to build a five million dollar waste water treatment facility, particularly for silenium discharge. 2) How accurate are the projected mercury emissions for the proposed Orcem plant? The EPA only recently began tracking mercury emissions in 2007; this government agency is now saying that emissions are TWICE what they originally believed from the typical concrete production facility in the US. 3) How complete and accurate is the Orcem statement regarding the presence of hazardous materials stored on site and will this include the perilous hexavalent chromium, often associated with cement production? 4) With respect to slag imported from China to grind up and turn into

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

concrete, how certain can Orcem be that its material imports aren't laced with unknown toxins? 5) What kind of flammable and toxic fossil fuels will be stored on the proposed Orcem site? Recently there was a disastrous oil spill at a cement production facility in the Philippines and it would be prudent to ask, 'what steps will Orcem take for the protection of the land and sea if it will be storing thousands of gallons of oil on site?' It was only one year ago that Vallejo had the largest temblor in the Bay Area since the Loma Prieta event, and oil bunkers or fuel storage tanks will need to be of very high standard. 6.) Who would be in control of the Vallejo Marine Terminal, Orcem? And would bulk off-loads include trash/garbage with its attendant smells, seagulls, and potentially hazardous materials? 7) Did the applicant, Orcem, approach the City of Vallejo or were they solicited to apply by officers or agents of the City of Vallejo? 8) The EIR stated, "the proposed project would result in significant and unavoidable impacts to air quality, cultural resources, greenhouse gas emissions, noise, and traffic." My final question is, how does Orcem and the City of Vallejo interpret that this project would have a significant impact on cultural resources? Vallejo is increasingly becoming a center for artistic and cultural production, offering a better fit for the city than heavy industry. -- David Riffert, Vallejo homeowner.

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Jennifer Goheen inside Vallejo

September 29, 2015, 1:09 PM

In a letter to a journalist, Mr. Bryan said the project would be 100% privately funded. Please explain how this squares with DEIR page 57, MM 3.12-3, which says that to provide for the safe movement of trucks on Lemon Street, the applicant shall hire an engineer to assess what improvements are needed to the pavement and so on, and the DPW "shall determine the project's fair-share cost allocation for the necessary improvements. All necessary improvements shall be constructed prior to to the issuance of a certificate of occupancy." What does this mean? Is the city going to have to share the costs of the improvements or not? I do not understand the concept of a "fair-share cost allocation"—it sounds as though costs are split between the developer and the city. If so, I cry foul.

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Name not shown inside Vallejo

September 28, 2015, 4:13 PM

Once again, this electronic format for civic engagement has yielded a chorus of concerned voices--mainly repeating the oft heard arguments for forward-thinking economic development that would propel Vallejo into prominence in the Bay Area. However, what has been proposed falls short of that intention. Granted, staff is working very diligently to bring proposals forward; however, the bar must be set higher. In spite of my reservations to endorse the Marine Terminal/Orcem Project itself, I am heartened by the due diligence of my neighbors and their commitment to public dialog. Like so many others on the forum, I look forward to a revitalized Vallejo. Saying that, I cannot endorse this project. I believe we can do better. This is not the right fit for Vallejo going forward.

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Blair Abee inside Vallejo

September 28, 2015, 3:49 PM

Questions and Concerns About the EIR for Terminal and Cement Plant

1. Are the Terminal and Cement Plant interdependent? That is, does the success of the Terminal depend on the existence of the Cement Plant?

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

2. There is talk about garbage from San Francisco being shipped through the Terminal, being repackaged and sent on the Solano dump/recycling by Recology. Will there have to be an EIR on that?

3. I am concerned about several of the Impacts in the EIR have been deemed Significant and Unavoidable. What do these things mean?

a. 3.2-2. Exceeding BAAQMD NOx levels and being in conflict with the Clean Air Plan. What is the consequence of exceeding NOx levels? How bad is this for the environment? What will the impact be on the health of the people of Vallejo? Does exceeding mean that BAAQMD can scuttle the project? Is being in conflict with the Clean Air Plan a problem? What kind of problem? Will this come back to haunt us in the next 10-20 years? Put us out of compliance? Result in fines or other sanctions?

b. 3.2-4. Exceeding NOx emissions standards. Is this the same as 3.2-2? Are there other standards that are being exceeded besides BAAQMD levels? If the standards of some other agency, which one? What is the significance?

c. 3.2-6. Cancer risk. How much? What type of cancer? How many people could be affected? This may be deemed "less significant" but how much? For who?

d. 3.6-1. Exceeding Greenhouse Gas emissions. Greater than 10,000 metric tons of CO2 will be generated per year? Is this significant? What will be the health risks for the people east of the site? The people of the Bay Area? How does this compare to other uses for the property? Also, 3.6-1 doesn't seem to include the CO2 generated by the Orcem plant during operations and the problem mentioned below in item 5.

4. Referencing a study done in Italy in the publications Environ Int. 2012 May;41:1-7. doi:

10.1016/j.envint.2011.12.005. Epub 2012 Jan 14. 1Environmental Epidemiology and Cancer Registry Unit, National Cancer Institute, Via G. Venezian 1, 20133 Milano, Italy. [martina.bertoldi@istitutotumori.mi.it](mailto:martina.bertoldi@istitutotumori.mi.it) "A study of the health effects for the population living near a cement plant: an epidemiological assessment". The primary conclusion: "These results showed an association between the exposure to plant emissions and the risk of hospital admission for cardiovascular or respiratory causes; this association was particularly strong for children." This does not sound good for the children going to school within a half mile of the proposed plant. How can this be mitigated?

In addition, other studies have shown that cement kilns are known to release mercury into the air. Once the mercury is released into the air, it has to land somewhere which means on the land as well as into our waterways. The mercury contaminates everything. As well, cement plants release other toxins into our environment including dioxins. Dioxins can cause many health problems including non-Hodgkin's lymphoma and cancer. Minor effects of dioxin exposure can cause skin ailments, burning of the oral cavities, lightheadedness, urinary problems, aches and pains as well as nausea and vomiting. Exposure at low levels can also cause gastric problems and the excessive and abnormal growth of hair.

It is said that the closer you live to a cement plant the higher dioxin level you will get into your body. At high levels, the potential for more serious health problem increases: Infertility, developmental delays in children, liver problems, pancreatic issues and diseases of the circulatory and respiratory systems of the body. Diabetes and heart disease are higher in areas near cement plants. It doesn't seem that these issues are not addressed directly in the EIR. Why not?

5. The Orcem portion of the pollution study of the EIR assumes that Orcem will "primarily" use recycled, less polluting raw material CBFS to produce cement. However, Orcem will be allowed to produce Portland cement using standard raw materials if there is insufficient market demand for the recycled type. Portland cement is much more polluting and toxic, and the reason most manufacturing facilities of portland cement are located away from urban areas. Appendix D-1 seems to indicate that Portland cement will generate 9 times more CO2 than the CBFS type, an alternative not mentioned in the Impacts portion of the EIR. Also, I couldn't find any mention of the other, more dangerous, pollutants mentioned above. Is this a deficiency in the EIR?

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

6. What have the recommendations by the Planning Commission and other City Agencies been on the advisability of the project in its present form? In its Revised Operations Alternative?
7. Section ES. 9. of the draft EIR indicates that the Lead agency should address these three issues:
- Whether this environmental document adequately describes the environmental impacts of the proposed project.
  - Whether the recommended mitigation measures should be modified and/or adopted.
  - Whether there are other mitigation measures or alternatives that should be considered for the proposed project besides those identified in the Draft EIR.

The Report has a lot of details about the project and its impacts, but where in the draft EIR are these broad issues addressed?

8. What is the step by step process of the consideration of this project and the anticipated time line and the alternative scenarios? For example, what will the scenarios be in relation to the EIR once the public input period is over? Accept, reject, request a redo? If the EIR is deemed acceptable by the Planning Commission/Department is that the end of the discussion? Does the City Council have to approve?
9. What will the impact of County, Regional, State and Federal agency comments and concerns be? Will any of them be able to block the project from going forward? Which ones? Under what circumstances? A State of California Department of Fish and Wildlife letter sent the City of Vallejo in 2014 gave specific instructions for surveys of endangered species be done as part of the EIR. The EIR indicates that these surveys will be during the course of the project. Is this going to be a problem for the City of Vallejo? Has Fish and Wildlife commented on the EIR? If so, what did they say? If not, when will they be commenting? It seems that finding problems after the project starts could cause the project to be halted. Is this a possibility? Can they force a redo of the EIR? Under what circumstances? Same questions for the other agencies.
10. Lastly, a Fiscal and Economic Impact Report of the Project has been done examining the tax revenues and other direct and indirect economic impact that will accrue to the City of Vallejo. However, there is no mention of what the cost to the City of Vallejo will be during the 5 year period studied will be? Should this not be part of the equation--to see if the project will have more direct positive economic impact than it will cost?

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Name not shown inside Vallejo

September 28, 2015, 3:09 PM

I do not support this project! The city leadership is lacking a vision for Vallejo's future. This is NOT what the city needs! It is the WRONG direction to take for development!!!  
It's a shame that we are even considering this type of business, especially after having to battle to prevent LNG (liquid nitrogen gas plant) on Mare Island! Imagine how different Vallejo would be today had THAT project passed.  
This is so wrong!

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Name not shown inside Vallejo

September 27, 2015, 3:32 PM

NO! This is NOT the way to use valuable waterfront property! If we ever want Mare Island to live up to its potential, we must not put a huge, noisy, polluting cement plant right where it will be in plain view of that entire side of the island.

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

More importantly, that part of Vallejo is now residential. Use the land for purposes that directly benefit the residents, NOT for uses that will poison them.

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Name not shown inside Vallejo

September 25, 2015, 10:28 AM

When I first heard about the re use of the old General Mills plant by a green cement company, I thought that was good news. But now we are learning that the production process isn't green at all. I'm not sure how our zoning regs permitted this, but this isn't really an industrial area anymore. It's a neighborhood filled with children and a public school. We can't take these kinds of risks with the health of our neighbors and our children. Unless there is some way to fully mitigate these risks, we must sadly say no to this opportunity and keep looking for non polluting industries to become a part of our community. The health, safety and well being of our children must always come first. Kim T., 26 year Vallejo resident & voter.

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Kelsey Springer inside Vallejo

September 25, 2015, 10:01 AM

A few jobs is not worth the impact this ORCEM cement plant will have. The fact it is even under consideration is evidence of short-sightedness in Vallejo planning. We absolutely cannot support this project due to the environmental impact a deep marina and 24/7 cement production will have on both human and wetland ecosystems. Vallejo should focus on building a green, beautiful city and attracting projects that do not trade away our healthy, green future.

Please turn away environmental destruction and protect our city.

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Kathy Cook inside Vallejo

September 25, 2015, 8:31 AM

Vallejo is a JEWEL of a city and should be treated as the precious gem that it is. There are far more lucrative, environmentally friendly, and alluring projects that could be put there in place of a toxic industrial plant. The ORCEM plant is not green.

It is this kind of backward 19th century industrial thinking that keeps Vallejo from rising to the standards and value of its neighboring cities. Look at what was done with the revitalization of Emeryville, a former industrial area that is now a shopping and residential hot spot. Vallejo is very similar to the Larkspur San Rafael corridor. We have to do better!!!! We ARE better than this.

I've lived in San Francisco, Tiburon, Mill Valley, Fairfax, and Hamilton Field. I fell in love with the rough diamond of Vallejo, and easily imagined its full, beautiful potential future. I was able to buy a house at an affordable price with my median income. Something I could never do anywhere else ON the Bay. I have a gorgeous view with a bay breeze. We should not turn the coastline of Vallejo, or Mare Island for that matter, into a polluting, industrialized area. The value of the property, both aesthetically, geographically, and morally are worth so much more than what is currently being planned.

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

PLEASE PLEASE SAY NO TO THE ORCEM PROJECT!!!

Thank you,  
Kathy Cook  
132 B Street, Vallejo 94590

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Leslie Wetsch inside Vallejo

September 24, 2015, 9:58 PM

The EIR for the cement plant project has me very concerned. The area does need something, but I strongly believe that this isn't it. We can't afford to take a chance with our environment and the people living in that area. With Mare Island already a dormant toxic environment, getting clean industry in Vallejo is essential.

Please reject this project. It's not right for Vallejo!

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Brenda Crawford inside Vallejo

September 24, 2015, 8:10 PM

This is a really an inappropriate project for the city of Vallejo. How can our elected officials be so callous and out of touch with the needs of the residents! Why would you support a project that would harm children and families in South Vallejo! The increase traffic and the pollution in an area that is a hot spot for asthma and other respiratory diseases! How in good conscience could you consider a plant that provides few jobs and whose environmental impact has life altering impact..this whole project is environmental racism at it worse!

---

Name not shown inside Vallejo

September 24, 2015, 2:13 PM

I vehemently OPPOSE THIS PROJECT:

The EIR states, "As shown in Table 3.2-17, proposed project operations would exceed the threshold for cancer risk. Impacts would therefore be significant (Impact 3.2-6)."

I would live 5 minutes away from this facility. Despite any jobs that many occur from this, I cannot abide heightening the cancer risk in this area. I have lost several people to cancer. Clean businesses are the way to bring Vallejo on top. This will only cause more pain.

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Name not shown inside Vallejo

September 24, 2015, 1:46 PM

I oppose this project!

We're a young couple; we just bought a house near where this plant will be built. Don't ruin the future of our property with this. We were so happy to settle here, don't make us regret it.

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Carol Pearlman inside Vallejo

September 23, 2015, 4:42 PM



## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

I oppose this project. I think a cement factory on our beautiful waterfront is an example of wrong thinking for the future of Vallejo & how it should grow & develop. I'm unable to read the DEIR because I'm not smart enough, and I've no doubt it's a cornucopia of pollution hazards for the health of our community, but even if everything in that report was perfect, if that cement was good enough to eat, and produced more clean air & water for Vallejo, I don't want a cement factory on our beautiful waterfront.

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Name not shown inside Vallejo

September 22, 2015, 3:31 PM

NO, NO, NO to the VTM project. VTM is loudly marketing "green cement" company ORCEM while failing to inform the public exactly of other types of business it will court. The lighting and noise issues that cannot be mitigated are enough reasons for the council to say no to this project. Add in the daily transportation impact on our city, added pollutants to water and air (we are already at risk for increased air pollution due to refineries) which result in increased cancer risk and asthma rates for children, 24 hour operations, and the list goes on.....the city council should not approve this project.

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Phillip Sanchez inside Vallejo

September 21, 2015, 8:04 PM

As a resident of Vallejo, I'm happy the Vallejo Marine Terminal and Orcem projects are coming to our city. In fact, I'm one of a few currently earning income because of the projects. Some of my family and friends are looking forward to the job opportunities that will come with the construction and operations that follow.

A lot of the negative comments I've read about this project talk about how no other companies would ever build near the Orcem plant. Where would those companies actually build? There isn't any available land anywhere around the project site.

Vallejo has an industrial history that most people seem to be proud of. Well there isn't really any industry left. I think getting this site back into an industrial use is a good idea and it will lead to more business activity in the area. We need to encourage people to come to Vallejo, and not scare away the businesses that try to invest their money in our city.

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Kevin Forman inside Vallejo

September 21, 2015, 7:20 PM

After all Vallejoans and elected officials have done to increase transparency in city government and quality of life in Vallejo, it's so disappointing that this cement factory is even under consideration. Orcem's operational plant would be a 24/7 operational facility, and that would result in increased levels of various kinds of pollution-like light, noise and air- and increased risk of cancer. There are so many other ways the negatives greatly outweigh any positives of this project, and to label it as a "green" cement company is misleading, and might even be a deliberate example of "green washing" - an attempt to make it sound better than it actually is. I was initially excited about green industry finding a home in Vallejo, but don't be fooled. This isn't the right fit for this city. I would be terribly disappointed in any city official who would support this project. Please don't.

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Boudicca T inside Vallejo

September 20, 2015, 2:40 PM

# Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

I OPPOSE THIS PROJECT. I just spent the weekend reading the main 728-page report. Scary. The cumulative VMT/Orcem projects will seriously impact air quality and the health of residents nearby.

(Page 30 (detail and cancer risk map p.199-209): Impact 3.2-6: The combined project operations would exceed the BAAQMD [Bay Area Air Quality Mgmt Dept] threshold for cancer risk. Impacts would be significant. p394 process materials cancerous.)

Orcem is also planning on making the toxic portland cement in addition to the less toxic "green" cement if they can't make a profit from the LEED-qualifying cement. (page 367)

And there are no restrictions on what ships can unload at the new terminal adjacent to cement plant. "the VMT Terminal would handle a wide range of commodities including, but not limited to..." (page 187) There should be very strict limits on what could be unloaded so close to residential zones.

Yes, we need to clean up the mistakes of the past mill and the waterfront area. Yes, we need jobs. But not at this cost.

"The implementation of this project would commit future generations to the use of this site for the industrial production of GGBFS and or cement for the foreseeable future." (page 684)

## 1 Attachment

<https://pd-oth.s3.amazonaws.com/production/uploads/attachments/13gmgpgt0su8.6dj/undefined> (24.8 KB)

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Sarah Rice inside Vallejo

September 20, 2015, 2:36 PM

I've been a resident of Vallejo for well over 40 years, and my family has been here for several generations. We've been very active in the workings of our beloved city for a long LONG time. This project is wrong for Vallejo, and I'm extremely disappointed in any city official who backs it. Please DO NOT approve this project. There is no benefit worth its impact. Thank you.

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Name not shown inside Vallejo

September 20, 2015, 2:18 PM

As a resident withing a quarter mile of this proposed plant , I vehemently OBJECT to this project. We have toddlers breathing the air, not to mention the noise and dust pollution this would generate. This is not an industrial area. families live in the shadow of that lace and building this plant would kill everything we have been building here in Vallejo as a community.

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Shamus Thornton inside Vallejo

September 20, 2015, 1:21 PM

I OPPOSE THIS PROJECT.

The Environmental Impact Report (EIR) reveals that the Orcem project would have many bad impacts to the

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

residents of Vallejo. These collective negatives outweigh the benefits to the City of Vallejo. I hoped that this project would create cement that would reduce greenhouse gases, but my research hasn't confirmed these claims. So, I oppose this project for the following reasons:

**POLLUTION/CANCER** - The EIR states, "As shown in Table 3.2-17, proposed project operations would exceed the threshold for cancer risk. Impacts would therefore be significant (Impact 3.2-6)."

**NOISE** - The Noise Report states, "The results of the operational phase assessment have found that there is a potentially significant and permanent noise increase at some properties as a result of the VMT facilities operation." (Appendix K-1\_Noise Report for VMT 031514.pdf)

**TRAFFIC** - Trains with 100 cars will pass through Vallejo about 3 times a week, traveling in and out, at 10 miles per hour, causing waits of about 8 minutes at each railroad crossing (page 3.12-22). 208 trucks and 44 employees per day will go in and out (Table 3.12-9).

**LIGHT** - The EIR states, "The proposed project would involve 24-hour operations that would require extensive lighting for safety and security. These new sources of light and glare could adversely affect views in the project area, and the impact would be significant." (Table ES-1)

Please join me in opposing this project by posting your own comments, and attending meetings: "A public meeting will be held to gather input on Wednesday, October 7, 2015 from 6:00 – 8:00 p.m. in the Joseph Room at the John F. Kennedy Library, 505 Santa Clara Street. Public hearings on the project will be scheduled at Planning Commission and City Council meetings at the conclusion of the public review period. Specific meetings dates will be identified on this webpage in advance. - See more at: <http://www.cityofvallejo.net/cms/one.aspx?objectId=504593#sthash.0xVwEA1n.dpuf>"

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Name not shown inside Vallejo

September 20, 2015, 12:28 PM

Do not allow this company to have waterfront property so close to houses...the old Mill needs to be a revitalized area but for retail restaurants and open space- much like Petaluma's river walk area...do NOT put heavy industry here with gigantic tax beaks...it's bad for the city.

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reymundo zegri inside Vallejo

September 20, 2015, 11:23 AM

I pledge to work tirelessly to remove from office any city official who pushes through this plant. This is not in the city's best interest. This must be stopped.

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Shareen Anderson inside Vallejo

September 20, 2015, 11:21 AM

Vallejo, with its beautiful waterfront and historic buildings, has the opportunity to become a tourist destination. Tourism provides jobs, income for residents, businesses, and the city, and improves property values. The

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

ORCEM project will be a blight on the waterfront, will not create many jobs, nor will it bring substantial income to the city.

I'm definitely opposed to this project.

Shareen Anderson, Napa Street

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Jessica Toth inside Vallejo

September 19, 2015, 9:50 AM

I love Vallejo. Not a native, I have been here 10 + years now and I ask, Please keep Vallejo a wonderful place to live. Please do not let a Predatory Polluting Cement factory into this town. This Industry should be far away from residence in an Industrial ZONED Area.

I understand we need economy and jobs here, but making this deal with ORCEM is selling our future and our children's future and condemning Vallejo to an industrial sludge reality and reinforcing the reputation this place is a place where you can "dump the unwanted" Vallejo deserves better.

Many of the Citizens I talk with have heard rumors of Movie Studios and other Green business having an interest in calling Vallejo their home. Let us court those businesses.

Speaking to the bottom line: Orcem is asking for a 60 year contract paying only \$30,000 per month. The empty Harley Davidson Dealership is asking \$10,000 to rent this retail space. A difference of \$20,000? Something seems wrong with this picture. I would imagine a pollution based industry would be required to pay much more than 30K a month considering how profitable the industry is and how much it will pollute our air and Bay.

Let us not give into making a ROTTEN Deal for short term gain. Let us look even 7 years in the future and ask ourselves if this really is a good idea. What industry will then never consider a move to Vallejo with such a toxic "anchor".

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Kay Flavell inside Vallejo

September 18, 2015, 11:44 PM

Vallejo is a city of 100,000 plus with a rich historic past as the first West Coast US naval site, dating back to the early 1850s - California joined the Union in 1850. Our historic districts have a lot of varied housing dating to the 1860-1910 era, a wonderful resource. The navy moved out 20 years ago, and the redevelopment is still to happen, though the artists --always first signs of urban revitalization--are here already, and more arrive each day.

Most of the other former military and naval bases around the San Francisco Bay Area --such as the Presidio and Angel Island --are being kept green, thanks often to fighting women! Caroline Livermore was an important Marin environmentalist who fought for a GREEN Bay Area - which now produces millions in global tourism.

Seems to me Vallejo needs to move in the same direction. We have a superb Mare Island Shoreline Heritage Preserve site (thanks Myrna Hayes for your dedicated stewardship), we have two waterfronts with a mixture of historic buildings and sailing spaces(that can be as attractive as those of our beautiful sister city of Trondheim, Norway) and we have extensive wetlands that need protecting. What we most definitely do NOT need is a CEMENT factory adding to the pollution that is already produced in the Richmond area by Chevron and other industrial sites. An Irish company has come up such a proposal. Asthma is already too high among our Vallejo children. More dust, noise and pollution? Cement AIN'T GREEN, IT'S GREY! NO NO NO!

# Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

Here is my draft vision of Green Vallejo. What's your view?

## GREEN VALLEJO - Our Vision, 2015-2025

- We are dedicated to the preservation and creative interpretation of our city's rich cultural and natural heritage.
- We want to develop a strong cultural and environmental profile that attracts locals and national and international tourists.
- As a River and Bay City, we want a GREEN Vallejo in which everyone has access to outdoors recreation by the water (rivers, bays and lakes) and in green spaces.
- We want to encourage innovative GREEN industries that protect and enhance our historic districts, our watershed, wetlands and wildlife habitats and teach environmental stewardship.
- Specific goals (2015-2025): expand network of Community Gardens; develop garden industries; gardening training schemes for youth and adults reentering the workforce; maintain our historic sites, including our cemeteries; expand tours of historic houses, garden tours etc; develop Mare Island tourism on the model of Angel Island State Park --offering ferry+ mini-bus tours that include historic sites and unique environmental locations (Mare Island Shoreline Heritage Preserve); construct a Mare Island Lighthouse Memorial Lookout on Old Lighthouse Trail(Kate McDougal was lighthouse keeper, 1881-1917) ;
- We want to foster healthy lifelong learning and to provide a variety of quality educational opportunities through our schools and colleges
- We want to tell all our stories, celebrate our cultural diversity, develop world-class cultural tourism, and foster creativity and lifelong learning at every age
- Specific goals( 2015-2025) : gain more Bay Area visibility by developing a new collaborative cultural and intergenerational infrastructure – youth centers, schools, upgraded museums, galleries, art studios, three tertiary universities and new downtown senior campus.)

Draft prepared by Kay Flavell, Director of New Pacific Studio for Voices of Vallejo

E: [newpacificstudio@att.net](mailto:newpacificstudio@att.net) ;[newpacificstudio.org](http://newpacificstudio.org); FB New Pacific Studio -Vallejo CA

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Stephen Hallett inside Vallejo

September 18, 2015, 8:00 PM

On page 596 of the Draft EIR, we see Impact 3.12-5 states that the project would have a SIGNIFICANT impact on emergency access, yet I do not see a mitigation measure (MM) specific to this impact. I did a word search for MM-3.12-5 in the document and was only able to find a reference on page 473 that MM-3.12-5 would require improvements to Lemon Street. Yet, there is nothing in the document that describes specifically what MM-3.12-5 would require. Given that this is a glaring oversight (it deals with the safety of the citizens of Vallejo and yet we do not have an MM on this), I do not believe we can trust the rest of this DEIR. I am asking that it be redone. In the alternative, I am asking that the Citizens of Vallejo be given more time and the comment period be extended. I am also asking that there be more public meetings with the people who are in charge of this project. One meeting on the 7th of October is not enough.

I also would like to know how involved the residents who will be nearest to this plant have been. I do not believe there has been sufficient outreach to the communities that will be most impacted by this project. I am asking

## Vallejo Marine Terminal/Orcem Project

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there be much more effective outreach to involve the citizens who will be most impacted. Specifically, we should hold meetings in South Vallejo and send out information in the water and garbage bills of the people who live in South Vallejo.

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Name not shown inside Vallejo

September 18, 2015, 3:59 AM

Vallejo is finally becoming a city worthy of its beautiful geographic location. Let's not mar our waterfront for 62 years.

I am a new resident of Vallejo. i moved here with my husband for proximity to natural beauty and convenient transportation to San Francisco. I began learning about the proposal to build and operate a cement plant on Mare Island Strait a couple of months ago.

To my understanding, this proposed use of a portion of our waterfront involves a lease of 62 years. After it's built, it will employ about 25 workers and would contribute about \$350,000 per year to the City of Vallejo.

Once in operation, it will produce "green" cement, but the proposal allows for production of "dirty" Portland cement if the operating company sees fit.

I am not an engineer or scientist but I have been reading about cement production, and the recently available EIR report. It's difficult to understand.

I am asking our city to conduct a public education of this proposal.

i keep hearing from city officials to come to the meeting Oct 7 to voice my concerns.

How can I form an opinion if I am not educated about the process?

Please, do some public outreach regarding this proposal, it's a 62 year commitment !

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Jesse Santana inside Vallejo

September 17, 2015, 6:22 PM

As a Lemon st.resident I can only think what kind of people it's ruling our community that do not see the impact this company will be doing, on the traffic point of view, the noise pollution (300 trucks starting at 3am ) by the way the math doesn't add up,a truck every 6 minutes will be 10 trucks in an hour and 12 hours later will be 120 trucks but they report say 300 trucks going out. that will make 300 trucks coming in as well; The noise generated by the trucks and the train carrying 100 cars plus; the air pollutants etc. certainly the people doing the work on our behalf clearly do not live in Vallejo and thus do not represent Vallejoans best interest,the time limit should be extended and the whole community should be reach before a project this magnitude should be even considered.

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Cameron Shearer inside Vallejo

September 15, 2015, 3:07 PM

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

After nearly 20 yrs living here, it is evident that the west village of Vallejo is NOT an industrial area. The project ranks with LNG. Less than \$400K a year in taxes is less than residential property would bring into the general fund. It would also brand Vallejo at its river entry point as a non-residential area - nothing you'd want to come home to or to visit. We need for Vallejo to rise above those who see it as only a pig to be slaughtered. Those people do not live in the area and should not be making quality of life decisions against the taxpayers, voters, and folks who are just tired, tired, tired of good ole boy/girl politics. Elections are coming up, legacies are being set. Who wants to be known as one of the people who took down Vallejo, just because you could?

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Name not shown inside Vallejo

September 15, 2015, 2:59 PM

I do not feel that this is the right business for our town or the bay area. The outflow and additional pollution tied to this type of business will only add to the unhealthy state of our bay and our citizens. Please do not pursue this type of business.

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Monica Tipton inside Vallejo

September 15, 2015, 11:41 AM

This is NOT the clean industry we have asked for and have been led to believe was being pursued. This project is a health and environmental hazard that continues the history of destruction of this beautiful locality and of the planet in general. "Impossible to mitigate" is not acceptable. It is unthinkable that we might consider sacrificing the health and safety of even 1% of Vallejo's residents for the sake of 30 possible jobs, or stated another way, for the benefit of potentially 0.00026% of our population. There is no guarantee that those jobs will be filled with local workers, and yet there is a 100% guarantee that Vallejoans will suffer the inevitable health risks delineated in the EIR.

What do want Vallejo to become? Why are we mired in the past? Who in the world will want to move to a city with a dirty industrial operation that requires a disclosure of toxic pollutants in the escrow papers of their possible home, and perhaps even increased homeowners and health insurance rates? Coastal cities in Southern California only improved their economic conditions when they removed such facilities. I vehemently object to this project.

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Paula K Bauer inside Vallejo

September 15, 2015, 10:25 AM

Ms. Ouse,

I request that the entire project be put on hold pending finalization of the general plan update and selection of one of the three visions.

If that is denied, I ask that the applicant provide an additional DEIR that addresses the impact of portland cement processing since that is an allowed process under the current proposal but not addressed in the DEIR.

I request that the comment period be extended for as long as legally possible due to the complexity of the two



## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

projects and the size of the DEIR. As disclosed at the Monday night forum, the city did no outreach to the residents of south Vallejo who would be most affected by these two projects until release of the DEIR, and it doesn't appear that much was done after that time. An additional ground for this request is that the 700+ page DEIR was not available at the library until September 11, thus depriving computerless people of the opportunity to examine the DEIR.

It is simply unfair to Vallejoans to be given such a limited amount of time to review a document this complex and lengthy. It is also unfair to have only one public forum about this project, to hold it so close to the end of the comment period, to hold it in a venue that is completely inadequate, and to make it only two hours long. I request additional forums in appropriate venues of adequate duration with applicants in attendance who can answer questions about their process and its impact on Vallejo.

Paula Bauer

\* I tried to send this as an email last night to [andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net) but it was returned to me as undeliverable.

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Claire Siverson inside Vallejo

September 15, 2015, 9:54 AM

I attended the meeting last night facilitated by Community & Economic Development Director Andrea Ouse at the Joseph Room at the library. The room was full of mostly St Vincent's Hill residents with many intelligent questions about this plan. It's clear to me that 1) The City has not done enough to include the feedback of residents who will be most impacted by this project - those in South Vallejo; 2) There is not enough room at the Norman King Center to hold all the concerned Vallejo residents who may be attending the meeting planned there; 3) The residents of Vallejo need more time to consider the DEIR and project proposal.

Therefore, I request that the City extend the 10/19 deadline for public comment on the DEIR and move the Norman King meeting to a larger venue.

At the next meeting, be sure the facilitator is educated enough about the project to answer our questions. Ms Ouse was inadequately briefed last night. This is not a criticism of Ms Ouse, but more an indictment on the lack of support she has received from the City and the private contractor (Lisa Plowman) leading this project. The City of Vallejo seems to be underestimating the intelligence and groundswell of concern among the citizens. LNG redux.

Sincerely,  
Claire Siverson  
St Vincent's Hill

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Donald Osborne inside Vallejo

September 15, 2015, 9:06 AM

The DEIR inadequately addresses two issues that need to be looked at separately. I suggest that neither the Vallejo Marine Terminal nor the Orcem Project have fulfilled their requirements for an environmental impact report and ask that the DEIR be returned to them for revised and complete DEIRs representing each project

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

before any further consideration.

As an example of why this is necessary, I submit the the following statement:

On page 2-14 of the DEIR, the Vallejo Marine Terminal estimates an average of 48,000 Metric Tons maximum of materials transported by barge during the Phase 2 operations including ORCEM. Later in the DEIR it breaks out 6,600 MT of this related to ORCEM. This would indicate that ORCEM accounts for a proportionally small part of the barge operation at the Terminal. There is no indication in the DEIR what other operations are planned which would account for the additional 42,200 MT being transported by barge. I ask the VMT to identify any planned operations for the Terminal in addition to the ORCEM project and any substantive partnerships which are committed to the project or in active discussion and to revise its DEIR to reflect that activity.

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Nancy Hilton inside Vallejo

September 15, 2015, 8:47 AM

Considering the length of this report and the deadline for response, there is inadequate time for the majority of Vallejo citizens to be informed of the impact of this project and respond in a truly educated manner. I support a postponement of the deadline for public input.

Nancy Hilton

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Wayne Law inside Vallejo

September 14, 2015, 3:38 PM

As someone that would have to hear the trucks going by and also endure the additional dust and dirt thrown into the air I oppose this use. This also keeps the water front areas for commercial use which is not what we need more of in Vallejo. If we want to increase people wanted to live, work and play in Vallejo we need to clean up our act and as waterfront becomes available make it's use less negative on our community. I have watched the end of Lemon St. becoming more and more of a industrial waste land without any oversight by the city. I have reviewed Google earth photos of just a few years ago and compared them to the present and it is getting very ugly down there! We should be getting some of this waterfront set up for residents and others to use not more of it blocked off for cement plants! Where are retail outlets for food and shops that could well be used to convert that area. Why are we not seeking more of the things that we are missing here? I agree with others that stated that we don't need them on our waterfront.

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Name not shown inside Vallejo

September 13, 2015, 5:53 PM

This is a terrible idea that someone wants to get rich from. People need to be heard. Pollution, traffic, and noise will be terrible.

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Julie Stratton outside Vallejo

September 13, 2015, 4:35 PM

Not a good idea.

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

Under Impact 3.2-3, Table ES-1- the amount of watering required on a daily basis to mitigate "fugitive dust." Where is that water going to come from? It doesn't mention the amount of water in gallons per day but it notes that the material itself will be watered, the roads must be watered, the site must be watered, the transfer point, and "frequent watering of storage pile and three-sided enclosure for two of the three stockpiling areas. . . There is a mandate from the governor to limit water usage and this place is going to be dumping water on everything all day long.

Where is the water coming from?

And where does the water drain?

And how much "fugitive dust" escapes?

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Name not shown inside Vallejo

September 13, 2015, 12:06 PM

As much as I would like to support this project, I simply can't do it. I am well aware that Vallejo needs jobs. However this project will not result in enough jobs or in anyway enhance our waterfront according to the new general plan. This factory while claiming to be "green," will have significant and unavoidable negative environmental impact on our community. This factory will not enhance our air quality, noise levels, or enhance our waterfront. Why would we want to put a plant such as this near a residential neighborhood? This project does not bring enough money into Vallejo's coffers. Wrong project, wrong place, wrong time!

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Name not shown inside Vallejo

September 11, 2015, 3:07 PM

I oppose this because in the event of an accident the slag would have the same effect as the toxic cloud from the World Trade Center that has killed 1700 people from cancer since the buildings came down.

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Name not shown inside Vallejo

September 10, 2015, 10:20 PM

I am opposed until mitigation strategies can be provided.

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Curt Harding inside Vallejo

September 10, 2015, 10:17 PM

I think if orcem cement company is making low CO2 footprint cement then they should do it some where far away from where people live. orcem cement company only wants to be in Vallejo for there own benefits. I think its important to have good cement, but not so close to peoples homes. Vallejo is a vary nice town to live in, we don't need cement trucks noise. or a bunch of dust and light pollution,

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Chris Platzer inside Vallejo

September 10, 2015, 5:42 PM

30 Forty foot containers filled with Wine from Napa are moved by truck every day down don State Highway 29 on there way to the Port of Oakland where they are loaed on container ships bound for Asia. I have never heard

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

any rise up in opposition to the wine industry and how they move product, let alone insist that those containers be moved by rail. Where is the opposition to the quarry above Blue Rock Springs and the heavy truck on Lake Herman Road? Let's not leave out the Marine Terminal at the C&H factory in Crocket. How dare they ship sugar beets from Hawaii to be processed into sugar. Lest we forget that General Mills was a working flour mill until 2004, and was taking delivery of woo car trains almost on a daily basis.

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Matthew Musselman inside Vallejo

September 9, 2015, 10:43 PM

As a Vallejo resident, I oppose this deal as currently proposed.

If the cement factory is to be installed, what tangible benefits will be \*given\* to the community to offset the costs the community will endure? This is particularly in regards to residents who are most affected by its operations, namely those who live close to the factory, or along the related routes of heavy industrial transportation. For instance, what will offset the long-term health effects of increased small particulate matter from increased diesel traffic? How will residents who are pregnant be protected from this exposure? Costs like these should not be imposed on individuals and families. If they are, there should be tangible benefits to those paying the costs, namely the Vallejo community and specific residents in close proximity to increased industrial activities.

Currently, I have not seen any mention of any such benefits, and that is why I oppose this deal. Please clarify what will these benefits be? And how will they be actualized by residents in close proximity to increased industrial activity?

Kind regards,  
Matthew Musselman

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Name not shown inside Vallejo

September 9, 2015, 8:01 PM

Give them the ok.

After research of the parent company and already established sites doing the same as proposed here in Vallejo. All concerning environmental impacts according to the EIR, are of not of great significance. Noise levels will be mitigated, water will be used from the bay, and most of the new traffic will be a welcome to our new Vallejo Marine Terminal which would bolster trade and logistic capabilities of Vallejo. The only thing we don't have is an airport (maybe on mare island one day.)

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Camille Benitah inside Vallejo

September 9, 2015, 6:48 PM

I would like to oppose this project because the cement factory is harmful for the people and the environment. Bad air, too many trucks, to much light, too much noise. Vallejo cannot go that route. Please reject this project.

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Michelle Elikor inside Vallejo

September 9, 2015, 3:40 PM

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

I am against the proposed Orcem project for several reasons. The residents of Vallejo have been working hard to change the perception of Vallejo as a crime-ridden slum to a vibrant Bay-area destination. Right now we are in the position to create a city that will attract both tourists and people who have been displaced by the SF housing market. The proposed cement factor could de-rail these endeavors.

The cement factory would be the first thing anyone coming from the city by ferry would see and would also be highly visible from our waterfront and Mare Island; three things that would appeal to tourists. And nobody is going to want to move from SF to a city that has a large polluting factoring dominating the most attractive area in the city.

The increased truck and rail traffic would also impact people's ability to access these attractions - not to mention impacting Vallejo citizens the live or work in South Vallejo. The Carquinez toll plaza is already congested and adding large trucks to the mix is not going to help. I won't even go into how they will damage our roads.

I also have to question the suitability of the location as a marine terminal. It seems like having many large ships coming and going on a consistent basis would have a negative impact on pleasure crafts using the Napa river.

As a new merchant in downtown Vallejo, I am relying on the positive changes that have been occurring in Vallejo to help my business thrive. I don't see that happening if a large, polluting factory is located just down the street.

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lore hilburg outside Vallejo

September 9, 2015, 1:52 PM

As the owners of the only Julia Morgan home in Solano County located in the heritage district of Vallejo, my sister and I vehemently oppose this project. It is clear that this project would be a terrible detriment to the health and well being of the community. It would be a small short term gain for 1 business but a long term loss for the city's progress towards attracting cleaner jobs and businesses. Right now Vallejo has some of the best air and weather in the bay area but the cement factory would harm one of Vallejo's best qualities.

Please reject this application.  
Lore Hilburg and Linda Barker

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Susan b Anthony inside Vallejo

September 9, 2015, 1:43 PM

Questions presented to Orcem by Susan B. Anthony

What is their company policy with regards to boat traffic, protecting commuters on the road and on the water, vessel traffic , ferry service, private boaters, kayakers and issues with the Maritime hazards including the strong currents and the bridge supports of the San Francisco and San Rafael Bridges?

What is the company policy on the way they handle their cargo when fog is present?

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

What is their status on the vessels themselves, are they double hulled? If they loose power and ended up on the banks of the Faralone Islands, or on the rocks of the Potato Patch or drift into one of the bridges, what Hazard Insurance will they carry?

Is the company aware of the laws protecting any type of release with turbidity into the river and waterways?

During a heavy rain event, how will Orcem prevent silt from their plant from entering the river and waterways?

During a major rain event, how will the sediment and the turbidity of the water be prevented from entering the river and waterways?

Is Orcem et all aware the Environmental Protection Agency has deemed local inland bay waterways a Critical Ecosystem?

Is Orcem aware that Federal Laws are in place that apply to protecting our waterways especially for the health of the food chain for the native Salmon?

Is Orcem aware that San Pablo Bay, The Faralon Islands, Fanny Shoals, endangered species and critical ecosystems are protected under Federal Law?

Are there specific Federal laws imposed by the Environmental Protection Agency that kick in once a waterway and or critical habitat has been deemed a Critical Ecosystem? What provisions are added to the law for additional protection, put forth by the EPA under the designation "Critical Ecosystem?"

Is the Napa River Watershed and or San Pablo Bay included in this Critical Ecosystem?

Is Orcem aware that the San Francisco Bay Regional Water Quality Control Board is the controlling agency with regards to ground water run-off?

Has Orcem presented this factory proposal to the the San Francisco Bay Regional Water Quality Control Board?

Are they going to ask the San Francisco Bay Regional Water Quality Control Board what specific requirements by law will be required to protect the watershed from on sight contaminates being washed into the waterway?

Will the San Francisco Bay Regional Water Quality Control Board give them permission to discharge maintenance and or wash down water into the river?

What agency will oversee compliance that any discharge adheres to requirements? What parts per million are exceptable levels for the Orcem Industry to be able to release water into the waterway?

What are the statistics on "years of service of their employees" in their Orcem plant(s) that work directly with mixing concrete?

How many years of service can an employee endure the dust?

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

What are the medical effect to workers working directly with the mixtures and the noise from the various machines?

Does the Orcem company, do routine medical evaluation pertaining to testing lung capacity of their employees.

Does Orcem company, do routine medical evaluation, pertaining to testing the hearing capacity of their employees who are working around the processing machines?

What happens to Orcem employees when they can no longer breath?

What happens to Orcem employees when they no longer have the lung capacity to endure labor?

What compensation is given to Orcem employees families when as a result of enduring exposure to fabrication dust, they can no longer remain gainfully employed?

Does Orcem intend to use the river water for any part of maintenance, cleaning, fabrication and or productivity?

If Orcem has intent to use river water, has the Federal and State Fish and Wildlife been informed this plant has the intent to use water from the river?

If so, has Fish and Wildlife both Federal and or State given Orcem guidelines to protect bait fish and crustaceans from being sucked up in their pumps?

Does the California and or Federal Fish and Wildlife provided applications to industries that plan to use water from the river?

Does the State and or Federal Fish and Wildlife provided applications to industries that plan to release water into the river?

Are private industries allowed to release water into the river.

Has the EPA been notified of this proposal of Industry on the river?

Has the EPA been notified of Orcem et all of intent to procure/suck and or discharge water into the waterway.

Are there bait fish or crustaceans that are critical food and or listed as an endangered species that are also protected for a food source and for preservation of the native Salmon under Federal Protection that live in the river? If so what will ORCEM be required to do to protect the river from any adverse effects from their Industry.

I reserve the right to add more questions.

Submitted by:  
Susan B. Anthony  
September 9, 2015

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carla lease inside Vallejo

September 9, 2015, 11:24 AM



## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

ABSOLUTELY NOT!!! 24/7 operations of a cement factory which will provide only 20 jobs?? 18,000 gallons of water per day, in the middle of a serious drought?? Large all-night lighting?? Negative impacts to humans, wildlife, and views?? Ambient noise up as much as 10 decibels in some neighborhoods?? 300 cement trucks and four 77 car trains per day?? HELL NO!!! This is a fragile, recovering community. We are just beginning to see the light at the end of the tunnel. We have the infrastructure to be a thriving city worth visiting and living in. Vallejo is the last bastion of affordable homes in a potentially beautiful waterfront landscape in the Bay Area. We have the potential to be an actual destination, like Benicia. Why do you want to cut us off at the knees with this?! STOP!!!

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david Richards inside Vallejo

September 9, 2015, 9:36 AM

As an 18 year home owner and resident of Vallejo I heartily oppose this project. The one page of of benefits does NOT outweigh the many many pages of negative environmental and quality of life impact upon our city. We need to preserve and add to what is beautiful and positive about Vallejo not make ourselves a factory town. My son has asthma and we live downtown where we will be directly effected by the noise, light and air pollution. This company is not coming here to improve Vallejo but to get what it wants regardless of who lives here.

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Name not shown inside Vallejo

September 9, 2015, 9:15 AM

This project will have significant negative environmental impacts. 24/7 hour operation of a cement factory will require 24/7 large night light killing views and disrupting nesting habits of birds and wildlife. The ambient noise level is expected to increase as much as 10 decibels in some areas. 24/7. That is huge. Also disrupting residents and bird migration patterns. Although the greenhouse gases will be less than that of a traditional cement factory. The green house gases of ORCEM will NOT be in compliance with California's Clean Air Act. This and more is all stated in the EIR report found on the cities website. We also do not want 40-car trains running through the middle of town.

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Dirk Hoekstra inside Vallejo

September 9, 2015, 8:15 AM

This project does not seem advisable given the meager benefits it affords. I oppose it.

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Mimosa Montag inside Vallejo

September 8, 2015, 9:45 AM

As a current resident of Vallejo's Heritage district I am very opposed to this project mainly due to the serious threat of loud noise pollution and air pollution from a 24/7 operation. I take issue with the fact that the Orcem facility will not be in compliance of the California Clean Air Act. Also, the night lights will be disturbing to neighbors and wildlife in the area.

Questions:

How will air quality be monitored?

Who is going to be doing the air quality monitoring?

# Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

Will residents be part of the supervising body?  
What is the percentage of residents representatives in this supervising body?  
Who is going to pay for the monitoring of air quality?  
What will happen if monitored result is less than acceptable?

## 1 Attachment

<https://pd-oth.s3.amazonaws.com/production/uploads/attachments/13fl35m51xnk.52m/undefined> (14.5 KB)

Peter Brooks inside Vallejo

September 8, 2015, 9:41 AM

On pages 207 and 209 in the DEIR under the section of Air Quality the maps showing:  
Cancer Risk: Unmitigated Full Operations (48 Ships) Figure 3.2-1 and

Cancer Risk: Unmitigated Full Operations (48 Ships) Figure 3.2-2 show an purple/blue outline bordering the ORCEM facility.

What is the Cancer Risk (per million) inside the site boundary and why isn't this area colored in according to the legend?

Can you imagine trying to raise a family -- or even getting a good night's sleep -- with 300 cement trucks a day roaring by your home? (The closet home to ORCEM is about 100 yards away).

The cement factory will only create 20 full-time jobs...with no promise that these jobs will go to Vallejoans.

The draft environmental report includes a Map that shows which areas have an Increased Risk of Cancer. Is your home on this Map?

Under pressure, ORCEM admits that it will NOT limit itself to producing "green" cement. ORCEM will also produce the highly toxic Portland cement.

ORCEM will operate 24 hours a day, seven days a week. Can you imagine living anywhere near this noisy, dirty cement factory?

ORCEM will pay some taxes but the vast majority of ORCEM's profits will go back to Ireland and Texas.

Vallejo is NOT a toxic dumping ground! Say NO to ORCEM and YES to a healthy Vallejo.

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

j r inside Vallejo

September 7, 2015, 9:53 PM

This project will have significant negative environmental impacts.

24/7 hour operation of a cement factory will require 24/7 large night light killing views and disrupting nesting habits of birds and wildlife, including bird migration patterns.

The constant ambient noise level is expected to increase as much as 10 decibels in some areas. 24/7. That is huge and will definitely disrupt residents in a major way. The noise alone will decrease property values. Is the city going to cover the difference when they need to sell so they can get some sleep, or because the dust that was supposed to be nonexistent causes asthma in children, and other respiratory issues in adults?

Although the greenhouse gases will be less than that of a traditional cement factory, the greenhouse gases of ORCEM will NOT be in compliance with California's Clean Air Act. This and more is all stated in the EIR report found on the cities website.

We do not want a cement factory on our peaceful and tranquil waterfront. There are many fantastic things that can be done with the waterfront that would improve Vallejo, and bring in more healthy revenue.

This is not one of them. It is a move backwards into the 1950s, 1960s, and 1970s. We know a lot more now about what is healthy, beneficial, and sustainable. Apparently those factors are not part of the template of the people who made the decision to approve this factory. But they should be.

Michelle Gandley inside Vallejo

September 6, 2015, 6:16 PM

I absolutely oppose the idea of having this project go forward. This project is NOT a job creator (only 25 full time jobs) and has minimal economic benefit to the city (only \$360,000/year) AND it poses serious safety and health related risks as outlined in the EIR.

What is the upside for the city or its residents to have a cement factory on our waterfront??

As a resident of Vallejo's Heritage district, I moved to Vallejo from San Francisco because of the peace and tranquility of this waterfront city. This is a truly a magical city. We are surrounded by so much beauty in nature. And we have other resources we can utilize to make the modest amount of money that will come from this project.

Why are we pursuing this project??

According to the Environmental Impact Report, the serious threat of loud noise pollution from a 24/7 operation will increase the ambient noise level from operations of the cement factory as much as 10 decibels to some areas. That is huge! The EIR also states that the noise level during the development phase of the project would be even higher. The EIR states that hazardous waste will be produced and stored on site. Who will monitor and ensure that no hazardous waste will ever enter our air or our water?? All of the environmental impacts from the EIR were considered significant with few or minimal mitigation actions to be taken by Orcem. These include but are not limited to the following.

1- before operations even start, the removal of the existing pilings which are all made of creosote poses a serious threat of polluting both the water and the air. How will the city ensure that removal of creosote pilings do not pollute the bay or the air??

2- The construction of a very large pier will take much longer to erect than the pilings going in for the new Ferry on Mare Island and it is stated in the report that this noise will impact migratory and nesting habits of both birds

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

and fish. This is tragic because mare island is one of the largest resting areas for migratory birds.

3-Once operations begin: The 24/7 operation of Orcem will require large night lighting of the entire area all night significantly impacting views of residence in the area and once again impacting nesting habits of wild life.

4- Although green house gas emmisions are less than a traditional cement factory, the green house gasses of Orcem will not be in compliance with California's Clean Air Act. CEQA. And the company reserves the right to make other products based on market demands, which means WHAT? They can make any kind of cement, which is the dirtiest most polluting industry. How will the city ensure that our bay and our city does not get polluted??

No cement factory!!!!

---

Name not shown inside Vallejo

September 6, 2015, 2:45 PM

I am against the implementation of the Orcem project. Bad for the air quality and too much truck traffic on our streets. Will disrupt bird habitat in the area. Great blue heron, ospreys, coopers hawk, great egrets, caspi antem, and bats. No industry on the riverfront opposite mare island period.

---

David Cates inside Vallejo

September 5, 2015, 7:06 PM

I think we need to think this over very carefully. The draft Environmental Impact Report has a large of number of "Significant and Unavoidable" impacts to our environment including degradation of air quality.

I am still awaiting an "Economic Impact" report regarding the benefits from job creation and tax increment revenue to the City of Vallejo. The City of Vallejo should be receiving millions of dollars in revenue in exchange for such intensive land use.

We have no information about the cost of improvements to the city streets and our obligations for upgrading current street roads and bridges to accommodate this project

I am opposed to the Orcem portion of the project given the draft Environmental Impact Report. Too many costs and very few benefits to the citizens of Vallejo. The Vallejo Marine Terminal seems less impact-full on the environment and should be unbundled from the Orcem plant portion and reworked to provide a better deal for the city or maybe a city owned asset.

Additionally, the heavy industrial use like Orcem is not aligned with the citizens' vision of that portion of our waterfront based on current General Plan updates that are in process. I am very concerned that the time lines for this project and the General Plan update are not aligned.

I have suggested to Andrea, the mayor and city council that they make any approval of this project contingent on the update of our General plan zoning.

Dear Andrea, Mayor Davis and City Council,

Thank you to Katy Miessner and Robert McConnell for replying to my previous email as requested. I would still

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

like a response from the rest of my representatives on City Council and my Mayor. So, Pippin, Rozzana, Jesus, Osby and Bob please consider responding to me as your constituent, it's part of our democratic process and one of your job requirements as our public servants.

Andrea- I'd like to ask the following questions regarding aesthetics of the project:

The proposed project and mitigation regarding aesthetics pertains to lighting and does not take into account the view of the cement plant, supply barges and uncovered slag piles that will actually be there and viewable by the San Francisco Bay Ferry route. What was this comprehensive view not taken into account in the DEIR? I'd like to request that the view from ferries and other marine craft be labeled as a "major" impact on aesthetics even if lighting is mitigated by the applicant.

Has the City of Vallejo performed an estimate of the costs to make improvements to infrastructure including streets and other city owned assets? If so, what is that cost and is the city of Vallejo held harmless for the cost of those improvements and activities associated with the plant?

I also have the following request of the City Council and Planning Commission because of the highly intensive land use and significant and unavoidable impacts reported on this project:

Reduce the lease offer to 2 years and approval of Orcem's or any other applicant's project proposal for this site contingent on its alignment of a newly revised General Plan zoning for the site as part of the negotiation and future requirements.

I'd like to go on record as not in favor of the applicant's proposal in its current form and would urge each of you to work with Planning Commission to put in place the contingency I recommend for this waterfront site and the aesthetic view changes in the EIR.

Thank you all and I am confident that after you review this project and its impact on our local community you will find that yes it's economic development and just it's just not the right kind of economic development we need for Vallejo.

Please make these comments and suggestions part of the public feedback for the Orcem Project Proposal and if you need clarification or want to talk further please use my cell phone number listed in the previous email below.

All the best,

---

Karen Jameson inside Vallejo

September 4, 2015, 3:25 PM

I am in favor of this project.

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William Tweedy inside Vallejo

September 4, 2015, 1:39 PM

## Vallejo Marine Terminal/Orcem Project

What is your feedback on the Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project?

I believe that anything that can increase Vallejos ability to keep up with the commerce by providing a class A marine terminal is a win win for this City by the North Bay. By building a marine terminal and with the accessibility of the rails for train traffic this could be linked to Mare Island and bring more goods and supplies to the industrial business on mare island. This could reduce the amount of semi truck traffic in Vallejo and saving the streets from the wear and tear that they bring. I hope that the City Council will help this project move forward.

---

-----Original Message-----

From: Susan B Anthony [<mailto:sueccdogs@comcast.net>]

Sent: Monday, October 26, 2015 4:10 PM

To: Andrea Ouse <Andrea.Ouse@cityofvallejo.net>

Subject: Case Law regarding the ability to have the record demonstrate that "independent review" would be accomplished under CEQA consistent with "Freinds of La Vina vs. County of Las Angeles (1991) 232 Cal. App3d 1446.

We the People - The Public submit case law, regarding the ability to have the record demonstrate that "independent review" would be accomplished under CEQA consistent with "Freinds of La Vina vs. County of Las Angeles (1991) 232 Cal.App3d 1446.

On Oct 26, 2015, at 3:51 PM, Andrea Ouse <Andrea.Ouse@cityofvallejo.net> wrote:

Dear Ms. Anthony (BC: City Council) -

Thank you for submitting your questions. We will review and incorporate them into the record.

Regards,  
Andrea

Andrea Ouse, AICP

Community and Economic Development Director City of Vallejo | Economic Development Department  
(707) 648-4163 | [andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net) City Communications Sign-up

Note - this is a NEW email address. Please update your address book. Thank you!

-----Original Message-----

From: Susan B Anthony [<mailto:sueccdogs@comcast.net>]

Sent: Monday, October 26, 2015 2:01 PM

To: Andrea Ouse <Andrea.Ouse@cityofvallejo.net>

Cc: Mayor Osby Davis <Mayor@cityofvallejo.net>; Jesus Cristobal Malgapo <Jesus.Malgapo@cityofvallejo.net>; Pippin Dew-Costa <Pippin.Dew-Costa@cityofvallejo.net>; Robert H. McConnell <Robert.McConnell@cityofvallejo.net>; Katy Miessner <Katy.Miessner@cityofvallejo.net>; Bob Sampayan <Bob.Sampayan@cityofvallejo.net>; Rozzana Verder-Aliga <Rozzana.Verder-Aliga@cityofvallejo.net>  
Subject: Questions to the Environmental Impact Report for the ORCEM Cement and Deep Water Terminal Project

In behalf of the seventy three percent of Californians who are investing billions of dollars in protecting our environment, we would appreciate the special consideration of the following topics.

1. Will the lease agreement between ORCEM and the City Government have conditions enabling the City to shut down the ORCEM cement plant operations and will the ORCEM company be allowed to operate under a fictitious name preventing lawsuits against the main Concrete Company involved.
2. Who will pay for the clean up when it happens? (e.g. overturned vehicle, diesel spill, oil or diesel spill from a ballast tank purge)
3. With the San Andreas fault in mind will this project be built to earthquake standards. Will the old structures be retrofitted to earthquake standards.
4. Will bulk liquids be used and held on site in containers (e.g. glue, liquid binding agents, epoxy) If so, what additional safety features surrounding the tanks that contain liquid will be required.
5. Does the Endangered Species Act of California cover Our native fish species (e.g. chinook salmon, steel head trout, coastal and bay wildlife inhabitants and species of fish found no where else,) and if it does; the tax payers of California wish to include counsel on this and the following issues from an independent marine biologist.



Requesting the independent marine biologist answer the following questions.

Would any of the following conditions, that maybe present from the cement plants operations; cause harm or a disruption to wildlife or fish.

a. Salmon and Steelhead depend on scent of the water to find their way to their spawning ground. Could the dust particulates from the concrete plants operations and fugitive particulate matter that is continuously released into the air that settle into the water or by contaminated surface water run-off into the river.

Can foreign particulate matter taint the PH or scent of the surrounding waterway and is it conceivable to say that there is a threat to the Salmon becoming disorientated in determining the direction of their spawning grounds because of a change in the scent of the waterway.

b. What specific endangered species and endangered habitat maybe impacted by a catastrophic collision with an oil tanker?

c. What negative impacts would effect the wildlife and fish from the sound of the equipment used at the plants operation. (e.g. constant noise, low frequency ground vibration from grinding, equipment resonance from machines both on land and from within the Cargo Hole during the off loading and or loading of the Bulk Cargo Ships.

d. Can electrical grounding rods for the Electrical Service at the plant cause conductivity or electrical current to travel to waters edge when the groundwater contains salt. Can the transition of an electrical subsurface current cause the fish to become subjected to electrical current or to become polarized by the electrical current emitted along the shoreline.

e. Can Industrial ships emit electrical current and disturb or disorient fish in the water.

f. What negative effects occur to the fish if welding or fabricating goes on inside the Cargo Ship and the negative welding cable - terminal is grounded to the hull? Can electricity pass on into the salt water through the hull?

g. What effect does constant transmission of sound through the cargo ships hull cause to the fish and wildlife in the area? (e.g. pinging and banging in the cargo hole?)

h. What wildlife and fish species are critically endangered that species are residents and migratory inhabitants to the San Francisco Bay Delta region?

6. What is their intended route of travel into the San Francisco Bay Area? Will they be restricted to the Central Shipping Lane that swings around past the Farallon Islands or will they be allowed to use the Northern route which cuts between the fisheries of the Farallon Islands and Fanny Shoals.

7. Millions of tax payers dollars are at stake in the salmon restocking program of California's rivers and streams. The people of California wish to have a summary of The Economic Value of Striped Bass, Chinook Salmon and Steelhead Trout of the Sacramento and San Joaquin River System of 1985 by Phill Meyer's Resources Incorporated, located in the City of Davis, California included in the final decision.

8. Has a traffic study been done for both roadways and waterways. A traffic study should be done of the Northern and Central shipping lanes regarding: Barge, Tanker, Sport and Commercial Fishing traffic as it is today and its ability to handle any more safely.

9. Should a catastrophic spill occur and enter the River, the Bay, or the Pacific Shoreline, what is the name of the ORCEM Cement Company responsible Party. What is the specific "The Entity Name," who is the responsible Party to be held liable in a lawsuit?

10. Who is their insurance carrier(s)?

11. Will the company be required to carry insurance that will cover damages to the environment? If not, Why would the company be allowed to operate at Rivers edge without carrying Insurance that will cover damage to the environmental?

12. Does their insurance cover damages if their vessel hits a. bridge structure b. a commuter Ferry ?

13. Will a current copy of their insurance be required to be filed with the City Clerk as a public record.

Submitted by  
Susan B. Anthony  
900 Carolina Street  
Vallejo, CA 94590  
Home: 707 642-7332

cc:

Mayor@cityofvallejo.net

Jesus.Malgapo@cityofvallejo.net

Pippin.Dew-Costa@cityofvallejo.net

Robert.McConnell@cityofvallejo.net

Katy.Miessner@cityofvallejo.net

Bob.Sampayan@cityofvallejo.net

Rozzana.Verder-Aliga@cityofvallejo.net

**From:** [Stephen Hallett](mailto:Stephen.Hallett@cityofvallejo.net)  
**To:** [Andrea Ouse](mailto:Andrea.Ouse@cityofvallejo.net)  
**Cc:** [Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net); [Rozzana Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net); [Bob Sampayan@cityofvallejo.net](mailto:Bob.Sampayan@cityofvallejo.net); [Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net); [Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net); [Pippin.Dew-Costa@cityofvallejo.net](mailto:Pippin.Dew-Costa@cityofvallejo.net); [Robert H. McConnell](mailto:Robert.H.McConnell@cityofvallejo.net); [City.Atty@cityofvallejo.net](mailto:City.Atty@cityofvallejo.net); [city.manager@cityofvallejo.net](mailto:city.manager@cityofvallejo.net); [Plowman, Lisa A.](mailto:Plowman.Lisa.A@cityofvallejo.net)  
**Subject:** Comments on the DEIR  
**Date:** Wednesday, October 28, 2015 12:12:44 PM

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Andrea,

Please include these questions/comments in the DEIR. Thank you.

- (1) Why was the fact that Lemon Street is not a designated trucking route omitted from the Draft Environmental Impact report?
- (2) I would like for the final Environmental Impact Report to address the impact of designating Lemon Street as a trucking route. Also, please explain what has changed between when Lemon Street was removed as a designated trucking route and why it is that Lemon Street should now be rerouted.
- (3) Will there be any impact on property values in Vallejo as a result of this project? If so, what will the impact be?
- (4) How many trucks a day will be going in and out of the Cement factory?
- (5) Will the rate of asthma be worse in Vallejo after the Cement plant is put in place and if so by how much?
- (6) By How much does this project exceed the acceptable Cancer risk and by how much will Vallejo's cancer rate go up?
- (7) If demand for "Green" cement (I use the term "green" under protest and vigorously contest that this cement is in any way "green") is so strong, why will the Cement Factory need to be equipped with the ability to make Portland Cement?
- (8) Will the environmental impacts of producing Portland Cement made at this cement factory be worse than the production of "green" cement? If so, please describe them in detail.
- (9) There should be a separate Environmental Impact Report that addresses the production of Portland Cement at this Cement Factory.
- (10) ORCEM has been saying that the cement is safe enough to eat. If this is the case, have there been any peer-reviewed studies that demonstrate that this is true? If so, please include them in the record. If not, why is this claim being made. If there are any peer-reviewed studies that demonstrate that this is false, please include those in the record as well.
- (11) Is Orcem and/or VMT willing to pay the full cost of making the roads on Lemon Street suitable for their trucks?
- (12) Have any communities ever turned down ORCEM's request for a cement plant? If so, what communities are they and what were the reasons?

--  
Stephen Hallett,

are both adjacent locating the  
Orcem EIR cement factory in  
South Valley near the Nubia  
River. We are adjacent any  
industry on that side of the  
river for many reasons. Traffic,  
air quality and our bird nesting  
habitat will suffer. (The Great  
blue Heron, Ospreys, Caspian Tern,  
Carpenter Hawk, and the Great Egrets)

Also removing all of the  
trees (native or not) will affect these  
birds nesting habitat 100% not just



Dear Mr. Cues,

I have been a resident of Valley since 1941 so have seen many ups & downs in this city. I am very, very concerned about the current plans regarding the whole waterfront area. The waterfront should & could be our major asset, protected it is being turned into nothing, but cement & ever open a building to now a plan to ever open a cement factory in South Valley where I grew up.

So far we have our city hall, library & post office there - plus housing & now the indignity of parking garage and another in the planning. These buildings should be all there building to the center of the To, I must returned





945590592255

*The Andler Case  
Community + Economic Development  
555 Santa Clara St  
Vallejo, CA 94590*



OAKLAND CA 945  
05 OCT 2015 PM 9 L

**Ms. Mary Jacobs**  
301 Rome Dr  
Vallejo, CA 94589-1690

**From:** [robert schussel](#)  
**To:** [Plowman, Lisa A.](#)  
**Cc:** [Andrea Ouse](#); [Inder Khalsa](#)  
**Subject:** Diesel Particulates  
**Date:** Friday, October 09, 2015 2:42:39 PM

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Lisa

Would you please acknowledge receipt.

Attached is a Word document that contains various articles and abstracts about Diesel Particulates. YOU NEED TO READ THIS .

1) My concern is the DEIR does not adequately address the health hazards of Diesel Particulates that residents on or near the truck routes such as Lemon Street will be experiencing 24/7. You need to speak to those who did the Air quality Section and have them DO A MORE THOROUGH ANALYSIS AND DISCUSSION. Talking about air quality in a geographic area is very different than the amount of exposure that occurs when trucks go by your residents every few minutes.

2)The Clean Air Action Plan(see attachment) for Long Beach and LA Ports call for **Shore power or "Cold ironing" for Ocean-Going Vessels . I am very concerned that this may not occur in Vallejo.**

**Would you please make sure bottom of these concerns are addressed in the EIR responses**

Robert Schussel PhD.

**From:** Steven Dunsky [<mailto:sdunsky@gmail.com>]  
**Sent:** Wednesday, October 28, 2015 5:04 PM  
**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>  
**Cc:** Mayor Osby Davis <[Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net)>; Jesus Cristobal Malgapo <[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)>; Pippin Dew-Costa <[Pippin.Dew-Costa@cityofvallejo.net](mailto:Pippin.Dew-Costa@cityofvallejo.net)>; Robert H. McConnell <[Robert.McConnell@cityofvallejo.net](mailto:Robert.McConnell@cityofvallejo.net)>; Katy Miessner <[Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net)>; Bob Sampayan <[Bob.Sampayan@cityofvallejo.net](mailto:Bob.Sampayan@cityofvallejo.net)>; Rozzana Verder-Aliga <[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)>  
**Subject:** Air quality impacts- VMT/ORCEM

Dear Ms. Ouse,

I'm a Vallejo resident who recently became aware of this project.

Like most people, I don't have the time or expertise to closely study a 700 page EIR and to understand all of its implications.

A superficial reading, however, reveals that the VMT/ORCEM proposal exceeds Bay Area standards for both air quality and greenhouse gases, and the impacts are both significant and unavoidable.

Am I reading this correctly? If so, why would the City approve this project? With all that we know about increasing rates of asthma among urban youth, and the disastrous consequences of climate change, the emissions factor alone is more than enough to reject this plan.

We are all striving to make this a safer, healthier, cleaner and more livable place. In recent years, we have witnessed the restoration of our wetlands and creeks, preservation of open space, creation of community gardens, and beautification of our downtown and other neighborhoods.

This project contains multiple elements that move us in the other direction. Because the impacts cannot be mitigated, it seems the City has every right to deny the project. If the City does not wish to take on that responsibility, then I strongly suggest that the matter be put to a vote by the citizens of Vallejo.

I know this is complex issue, and the city staff have a large and unenviable task; and so, I want to conclude by thanking you for your service and your attention to my comments.

Sincerely,

Steve Dunsky  
320 El Camino Real  
Vallejo

**From:** [Bob Sampayan](#)  
**To:** [Andrea Ouse](#); [Plowman, Lisa A.](#)  
**Cc:** [Daniel Keen](#); [Katy Miessner](#)  
**Subject:** Environmental Justice Report  
**Date:** Wednesday, October 07, 2015 9:10:48 AM

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Good morning,

A couple of weeks ago, I asked whether an Environmental Justice Report was being completed for the VMT/Orcem project.

I haven't heard back. Can you please advise if one will be done and if not, the reason behind that decision?

thanks,

bob

Bob Sampayan  
Councilmember  
City of Vallejo  
555 Santa Clara St.  
Vallejo, CA 94590  
707-648-4130  
[bob.sampayan@cityofvallejo.net](mailto:bob.sampayan@cityofvallejo.net)

-----Original Message-----

From: Dawn Abrahamson

Sent: Tuesday, October 13, 2015 2:31 PM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>; Leslie Trybull <[Leslie.Trybull@cityofvallejo.net](mailto:Leslie.Trybull@cityofvallejo.net)>

Subject: FW: Opposing ALL THREE proposed General Plans. Vallejoans' want "Public Access with sidewalks All Along Our Waterfront on the East side of the Napa River.

FYI.

-----Original Message-----

From: Susan B Anthony [<mailto:sueccdogs@comcast.net>]

Sent: Tuesday, October 13, 2015 2:22 PM

To: Dawn Abrahamson <[Dawn.Abrahamson@cityofvallejo.net](mailto:Dawn.Abrahamson@cityofvallejo.net)>; Mayor Osby Davis <[Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net)>; Jesus Cristobal Malgapo <[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)>; Pippin Dew-Costa <[Pippin.Dew-Costa@cityofvallejo.net](mailto:Pippin.Dew-Costa@cityofvallejo.net)>; Robert H. McConnell <[Robert.McConnell@cityofvallejo.net](mailto:Robert.McConnell@cityofvallejo.net)>; Katy Miessner <[Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net)>; Bob Sampayan <[Bob.Sampayan@cityofvallejo.net](mailto:Bob.Sampayan@cityofvallejo.net)>; Rozzana Verder-Aliga <[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)>

Subject: Opposing ALL THREE proposed General Plans. Vallejoans' want "Public Access with sidewalks All Along Our Waterfront on the East side of the Napa River.

Re: Opposition to All Three General Plan proposals and Official Notice of "Contempt of Failure to Listen to the People and UPHOLD the PUBLICS Interest."

Official Notification, We the People - The Public allege this ACT of trying to change the GENERAL PLAN is in actuality, an attempt to produce 'legal paperwork for a foundation' to circumvent "Our Right to Public Access."

Dear City Manager, Representatives of OCEM/VMT Proponents and Vallejo City Council,

Please make these comments a part of The LEGAL OFFICIAL RECORDS.

The People you represent have spoken before you and have given you a clear message of disapproval of turning that section of Our Waterfront into a Shipping Terminal and or a Commercial / Industrial zone.

The three options to CHANGE the General Plan are UNACCEPTABLE. These three separate General Plans all include one thing in common, an attempt to produce 'legal paperwork for a foundation' to circumvent "Our Right to Public Access" along that South-Easterly section of Lineal Frontage of Our WATERFRONT.

All three of these proposals or senarios presented here to you on October 13, 2015 in the Council Chambers eliminate Public Access to the Waterfront and will cause damages to the Quality of Life for current residence and future residence by restricting access for recreational use and accepting one of these proposals circumvents the current plan to complete of Our Waterfronts Promenade along that South-Easterly section of the Napa River Waterfront.

Furthermore, Damages to The Peoples Interests and Infringement of Waterfront Access, whereby; if any of these scenarios to the General Plan are approved, and the ORIGINAL General Plan gets changed, Damages will also include all the public's expressed concerns regarding impacts on turning that section of Our Waterfront into a Shipping Terminal and or a Commercial / Industrial zone.

Whereby as part of the OFFICIAL RECORD, Damages will not be limited to the change of the General Plan but also to include DAMAGES from Toxic and Congestion Issues,

not limited to infringements on Our Quality of Living for Failure to anticipate the demand of an increase in population that will demand and require an increase in recreational space that will effectively require more Lineal footage of the waterfront as a promenade.

Furthermore, for the record; the so called "Needs Updating General Plan" shows planned development with more residential in close proximity to the current mud filled inundated boat ramp that lacks dredge maintenance, since it is packed full of mud.

Furthermore, the "Needs Updating General Plan" shows planned development of expanding the waterfront walking promenade to extend south and would provide a corridor for commuters, joggers, pet walking, biking, fishing and bird watching.

The corridor would provide access to the Ferry Terminal and the New Commuter Hub on Lemon Street. We the People have spoken before you and OPPOSE turning that section of Our Waterfront into a Shipping Terminal and or a Commercial / Industrial zone whereby eliminating Our Public Access and Our Right to Recreational Use..

Against the populous consensus We the People - The PUBLIC allege that this common change in all three of these proposals to Update the General Plan are an attempt to conspire with the Proponents of Orcem/VMT's as back door deal.

This is an OFFICIAL NOTICE that We the People - The Public, in your attempt to 'Ram this Proposal Through the Back Door,' is evidence of abuse of power. Whereby you are hereby NOTIFIED and being given written notice, should this version of a General Plan be approved your actions in this matter will be held "Contempt of Failure to Listen to the People and UPHOLD the PUBLICS Interest."

Please reject all three options.

Susan B. Anthony / We the People - The Public

Date: October 13, 2015

Time: 2:22 PM

Submitted By:  
Susan B. Anthony  
900 Carolina Street  
Vallejo, CA 94590



Home: 707 642-7332

October 24, 2015

Andrea Ouse,  
Community and Economic Development Director  
City of Vallejo 555 Santa Clara Street  
Vallejo, California 94590

Reference: Comments on Vallejo Marine Terminal (VMT) and ORCEM Project - Draft Environmental Impact Report (DEIR), State Clearinghouse Number 2014052057

Dear Ms. Ouse:

Thank you for the opportunity to comment on the Draft EIR referenced above. As an appointed member of the Vallejo General Plan Working Group and as a supporter of the San Francisco Bay Trail, my comments focus on the project's inadequate response to waterfront public access required by the McAteer Petris Act.

Background:

The McAteer Petris Act requires maximum feasible public access consistent with the proposed project within a 100 foot shoreline band adjacent to the waters of San Francisco and San Pablo Bays as well as contributing rivers. The Act is enforced by the Bay Conservation and Development Commission (BCDC). Ports are excluded from the on site requirement if offsite improvement of similar scope, scale and purpose are provided.

While not always the case, the public access requirement is often fulfilled by the development of segments the San Francisco Bay Trail through a specific property. The Bay Trail is a continuous recreational corridor encircling San Francisco and San Pablo Bays which passes along the shoreline of all nine Bay Area counties. Under Senate Bill 100, passed into law in 1987, the Association of Bay Area Governments (ABAG) was directed to develop a plan for the Bay Trail and provisions for its implementation. The plan designates a corridor in Vallejo which extends along the east side of the Mare Island Strait and the Napa River from the Al Zampa Bridge to the White Slough Area.

VMT/ ORCEM DEIR: Section 2.4.4 Off Site Improvements - Public Access Improvements (Pages 2-24):

In this section the VMT/Orcem DEIR proposes the installation of a new self propelled personal watercraft launch at the Vallejo municipal marina as mitigation for the project's inaccessible shoreline. The draft EIR states that because of Homeland Security Regulations the project site must be secured which precludes on site public access improvements to the waterfront.

Comments:

The precedent for in lieu off site mitigation requires that the improvement be similar in scope, scale and purpose as the on site shoreline improvement, a provision which BCDC has mandated for similar project locations and circumstances around the bay. Because of the project's location within the preferred alignment of the Bay Trail Corridor, public access improvements would typically have included provision for the development of a segment of the Bay Trail on the VMT/Orcem site. The improvement to the Vallejo Municipal Marina is not consistent with the scope, scale and purpose of public shoreline access. Therefore the proposed mitigations needs to be reconsidered and implemented if the VMT/Orcem project goes forward.

Two viable off site opportunities for appropriate mitigation are available:

- 1) Complete the "shovel ready" segment of Bay Trail from the existing White Slough Bay Trail along Sacramento Street and Wilson Avenue to Lighthouse Drive. This "gap" in the trail is described as Segment 5 in the March 2015 Bay Trail-Vine Trail Feasibility and Preliminary Engineering Study.
  
- 2) As a contribution to the Healthy Communities Element of the Vallejo General Plan and the Bay Trail, fund a preliminary engineering feasibility study for an alternative off street pedestrian/bikeway west of Sonoma Boulevard from the parking area near the Al Zampa Bridge to the Ferry Building (See attached map). Such an alignment is viable and would provide a safe pedestrian/ bike alternative Sonoma Boulevard from the Maritime Academy and South Vallejo Neighborhoods to facilities within these neighborhoods and to downtown.

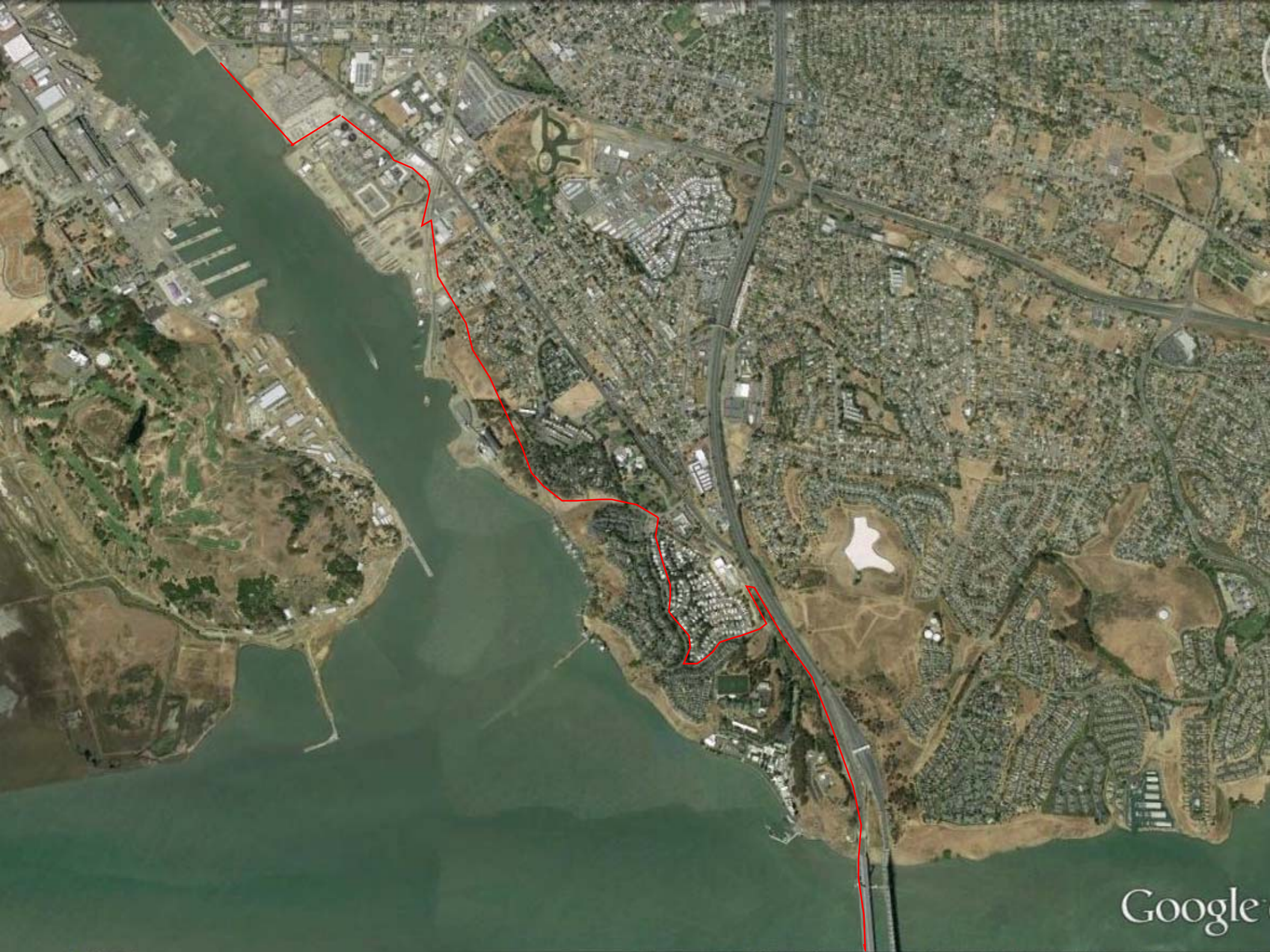
Thank you again for the opportunity to comment on the Draft EIR.

Yours sincerely,

*Cynthia Ripley*

Cynthia Ripley, Architect  
1305 Alabama Street  
Vallejo, California 94590  
Attachment - Map of South Vallejo Pedestrian Bike trail alignment





Google

1993

Imagery Date: 8/23/2014 38°04'43.62" N 122°14'14.12" W elev 138 ft eye alt 1



Andrea Durr  
 Economic Development Dept.  
 555. Santa Clara  
 Valley  
 California 94590



BATTLE OF NEWO  
 17th May 1812

30 SEP 2015 PM 5 L

OAKLAND CA 945

Deanna Forbes  
 301 Florida  
 Vallejo, CA 94593





Deanna Forbes  
Painter  
707-648-2426

Dear Andrew Dave,



The cement plant is a very bad idea.  
Why, still, in Vallejo's immediate No dumping zones  
the area had idea?

The city plant would make an ideal line/work  
place that would attract even more of the  
greater claim that we need to attract.

Because I have a bad case of the flu I've been  
unable to attend any of the meetings - Therefore  
options could be raised in no fast so to speak  
any study or protest. Why no fast?  
Deanna Forbes





**From:** [robert.schussel](#)  
**To:** [Andrea Ouse](#)  
**Cc:** [Inder Khalsa](#); [Plowman, Lisa A.](#)  
**Subject:** Mitigation for Lemon Street  
**Date:** Tuesday, October 27, 2015 1:04:25 PM

---

Ms Ouse

Would you please acknowledge receipt.

I realize I should try to consolidate all of my questions but I feel that the issue of mitigation for Lemon Street needs to be addressed.

It is my understanding that Lemon Street has sustained significant damage and is no longer a truck route. According to the DEIR VMT/Orcem are to pay their "fair share for the necessary improvements to Lemon Street. My questions are:

- 1) What is the City proposing as VMT/Orcem's "fair share" (both percentage and dollar amount).
- 2) How was/is the "fair share" percentage determined?
- 3) Since a significant amount of the future damage to Lemon Street will be from the trucks going to and from the VMT/Orcem site can they be required to pay for the periodic rehabilitation to the roadway? Can a fee per truck load etc. be assessed to cover the damage to the roadway?

Robert Schussel PhD.

'Federal Waters' Jurisdictional Laws to name Orcem, City Staff, City Council, Representatives et all in the Lawsuit and to be held liable separately and collectively for any damages.

To All City Staff, City Council, Representatives and the esteemed City Manager et all,

WE the PEOPLE do not want a Concrete Factory on Our Water Front. WE have fog on the bay and with private Industry, equipment failure and personal negligence a reality, a heavy load collision of concrete or slag can occur with a vehicle, a vessel, the San Francisco or the San Rafael Bridge, a private or commercial fishing boat, and even a commuter ferry.

1. Orcem will cause more congestion on already at capacity roadways and fog routinely effects our Waterways during the winter.

2 a. How much do these Orcem Trucks weigh when fully loaded? There are no weigh stations to monitor or prevent overloaded cement trucks from crossing the Benicia-Martinez or the Vallejo-Crocket bridges. How are you going to prevent over loaded trucks from going onto the bridges?

b. Ask the Bridge Authority "What side effects will the local bridges have from these heavy loads?" What are the side effects to the bridges that are directly caused by heavy loads?

3. WE the PEOPLE, object to more traffic on our roadways and waterways. What studies of HWY traffic have been provided to show evidence that this type of fabrication and distribution traffic will not present a safety hazard to the general public?

4. Some of our local Highways are inadequate. With reference to Hwy 37 a one lane Hwy suffering from severe congestion problems and Hwy 780 being only two



remedy, and the damage to the LUNGS is permanent.

11. No paid consultant would ever propose a dust producing facility upwind of the community they represent.

15. Should this Orchem facility be approved and issued a PERMIT, We the People, THE PUBLIC; here by proclaim and hold each and every one of you accountable, and reserve the right to sue all City Employees, Representatives and Council individually and collectively for a BREACH OF FIDUCIARY DUTY.

16. Furthermore, should this Orchem facility be approved without a vote or without the SUPPORT of the PEOPLE, whereby STAFF issues ORCEM a PERMIT without the discretionary OBJECTION of "We the People, THE PUBLIC;" "We the People, THE PUBLIC;" proclaim in this "NOTICE OF OBJECTION" and hold each and every one of you accountable, including ORCEM representatives et all and reserve the right to include in a lawsuit all City Employees and Our City Representatives et all, individually and collectively and hold accountable the detrimental effects this concrete plant will have, not limited to those suffering from asthma and residence that live in constant exposure and or close proximity to the plant, BOTH the present residents and FUTURE residents reserve all rights to collect for damages from: Dust, Noise, Traffic, Unauthorized release(s) of run-off into the waterways and any damages, be it from collisions, and or ill effects, be it on land or be it on the water or by any transport vehicle or vessel in contract with Orchem to deliver and or distribute Orchem products.

17. Furthermore, In the event of a Lawsuit, "We the People, THE PUBLIC;" in the event of any legal proceedings whereby the courts rule favorable regarding

1. "BREACH OF FIDUCIARY DUTY," in the procurement or Issuance of the ORCEM PERMIT as a result of actions by City Staff and or Representatives et all, including City Council, "The Settlement of the Lawsuit," will include termination of employment and or termination of City Benefits. 2. In the event of any legal proceedings whereby the courts rule favorable regarding "BREACH OF FIDUCIARY DUTY," or disregard to the safety issues brought forth here within and or failure to protect the public from the detrimental effects



Submitted by:

Susan B. Anthony  
900 Carolina Street  
Vallejo, CA 94590





Sept. 30, 2015

Ms. Andrea Ouse  
Community and Economic Development Dept.  
555 Santa Clara St  
Vallejo, CA 94590

*Copy for City Mgr. Dean Keen*

Also sent to: The City manager, Dean Keen  
Mayor Osby Davis and the members of the city council

Re: Proposed VMT/ORCEM projects

Dear Ms. Ouse,

Thank you for your presence at the Sept. 14 neighborhood meeting. It is much appreciated.

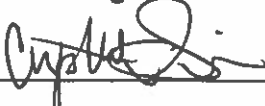
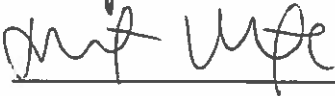
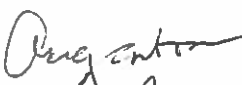
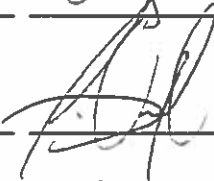
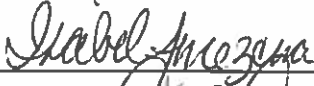
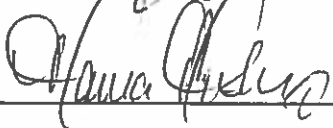

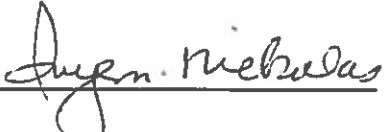
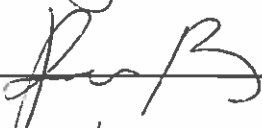





As discussed, we, the undersigned residents of Vallejo, are hereby officially requesting that these referenced projects be put on hold for at least 60 days; until we are given a chance to comprehensively understand what these referenced projects are all about and how it will affect our lives. This request is to give us a chance to be more educated on what is a DEIR and what are our responsibilities and/or repercussions if we do or don't participate in the due process of this permit application. Needless to say, we are in total darkness about it.

Further to this request, we want to have 2 or 3 town hall meetings, one to be held here in *South* Central Vallejo. We realized that the city is giving due process to these applicants, but as citizens who will be gravely impacted with these projects, we are requesting that due process should be extended to us as well.

Sincerely,

The undersigned residents of Vallejo:

Name	Signature	Contact Information
<u>Gladys Castillo</u>	<u><i>Gladys Castillo</i></u>	<u>707-563-1005 glad-fc@yahoo.com</u>
<u>Melissa Riggall</u>	<u><i>Melissa Riggall</i></u>	<u>707-315-2693</u>
<u>VICTOR DODGE</u>	<u><i>Victor Dodge</i></u>	<u>707-554-2752</u>

Name	Signature	Contact Information
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Tanashia Smith		707-400-3551
Marisa Alcazar		707-647-1360
Char-La Powell		707-317-8390
DAMON WILLIAMS		707-641-5689
ARIANA BARRA		707-470-9150

Name

Signature

Contact Information

Ana Montes Ana Mont 422-7345

Bunnie Todd Bunnie Todd 655-1117

Nancy Carnage Nancy 415-347-1860

Stove Sanders Stove Sanders 707-399-9167 \*

HEATHER SANDERS Heather Sanders (707) 310 1814 \*

Jade Singh Jade Singh (707) 235-2673

Queenie Foxerman Queenie Foxerman (510) 3955955

Louis Uoo Louis Uoo (707) 561-6505

Suzanne James Suzanne James 707-712-4196

Ricardo Espinoza Ricardo Espinoza 925-570-5127

Edgar Martinez Edgar Martinez 707-678-7803

Ken Szutu Ken Szutu 650-804-9192

Isidoro Yambao Isidoro Yambao 707-771-3052

Septiembre 30, 2015

Sra. Andrea Ouse

Departamento de Desarrollo de Comunidad y Económico

555 Calle Santa Clara,

Vallejo, CA 94590

Tambien enviado a: El Principal de la Ciudad, Dean Keen

El Alcalde de la ciudad, Osby Davis y

Miembros del Consejo de la Ciudad

Referencia: Los Proyectos VMT/ORCEM

Respetable Sra. Ouse:

Gracias por su presencia en la junta de la comunidad el 14 de Septiembre. Nosotros lo apreciamos mucho.


Como discutimos los residentes de la ciudad de Vallejo,le estamos pidiendo que los proyectos estén demorados por un periodo de sesenta días; hasta que nosotros

tengamos la oportunidad de entender de que se tratan los proyectos y como afectarán a nuestras vidas. Este requisito nos dará la oportunidad de estar más educados acerca de que es un DEIR y cuales son nuestras responsabilidades y/o problemas y si sí o no participamos en el proceso de esta solicitud del permiso. Queremos estar al tanto en ésto.

Más adelante, queremos tener dos o tres más juntas de la ciudad, una de esas para aquí en el centro de Vallejo. Sabemos que la ciudad está dando "due process" a estos solicitantes, pero queremos que "due process" también se extienda a las personas que van a ser afectadas por los proyectos.

Atentamente,

Los Residentes **Contraindicados** de Vallejo:

Nombre: Estela Granados Firma: 

Información de Contacto (707) 385-2009

Septiembre 30, 2015

Sra. Andrea Ouse

Departamento de Desarrollo de Comunidad y Económico

555 Calle Santa Clara,

Vallejo, CA 94590

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Atentamente,

Los Residentes **Contraindicados** de Vallejo:

Nombre: ~~Juliana~~ Mendoza      Firma: Juliana Mendoza,

Información de Contacto. 707 1655-0808

Septiembre 30, 2015

Sra. Andrea Ouse

Departamento de Desarrollo de Comunidad y Económico

555 Calle Santa Clara,

Vallejo, CA 94590

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Atentamente,

Los Residentes **Contraindicados** de Vallejo:

Nombre: *Faustina Alcon*

Firma: *Faustina Alcon*

Información de Contacto. *(707) 712 2833*

Septiembre 30, 2015

Sra. Andrea Ouse

Departamento de Desarrollo de Comunidad y Económico

555 Calle Santa Clara,

Vallejo, CA 94590

Tambien enviado a: El Principal de la Ciudad, Dean Keen

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Atentamente,

Los Residentes **Contraindicados** de Vallejo:

Rose Villegas-Cervania  
Nombre:

  
Firma:

R\_cervania@yahoo.com

Información de Contacto.

Septiembre 30, 2015

Sra. Andrea Ouse

Departamento de Desarrollo de Comunidad y Económico

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Vallejo, CA 94590

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Atentamente,

Los Residentes **Contraindicados** de Vallejo:

Nombre: Angelica Presencia      Firma: Angelica Presencia

Información de Contacto. (707) 652-5959



Sept. 30, 2015

Ms. Andrea Ouse  
Community and Economic Development Dept.  
555 Santa Clara St  
Vallejo, CA 94590

Also sent to: The City manager, Dean Keen  
Mayor Osby Davis and the members of the city council

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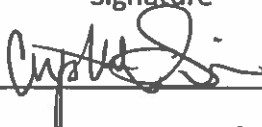

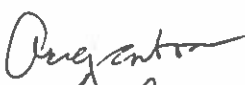
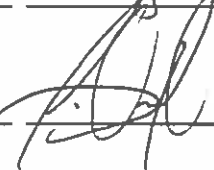
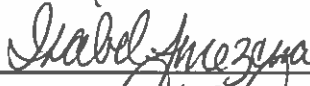
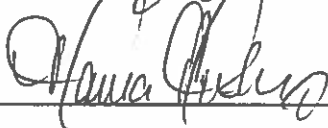

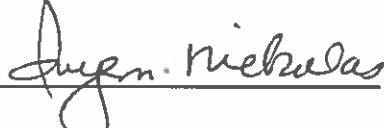
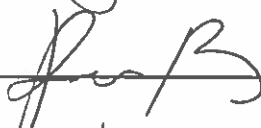

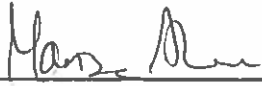



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<u>VICTOR DODGE</u>	<u>Victor Dodge</u>	<u>707-554-2752</u>

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Janashia Smith		707-400-3551
Marisa Alcaro		707 647-1360
Char-La Powell		707-317-8390
Damon Williams		707-641-5689
ARIANA WARRA		707-470-9150

Name

Signature

Contact Information

Ana Montes

Ana Mont

422-7345

Bonnie Todd

Bonnie Todd

655-1117

Nanie Canary

Nanie

415-377-1860

Stove Sanders

Stove Sanders

707-319-9167 \*

HEATHER SANDERS

Heather Sanders

(707) 310 1814 \*

Jade Singh

Jade Singh

707) 235-2673

Queenia Foreman

Queenia Foreman

(510) 3955955

Louis Voo

Louis Voo

(707) 561-6505

Suzanne James

Suzanne James

707-712-4196

Ricardo Espinoza

Ricardo Espinoza

925 570 5127

Edgar Martinez

Edgar Martinez

707-678 7803

Ken Szuta

Ken Szuta

650-804-9192

Isidoro Yambao

Isidoro Yambao

707-771-3052

Septiembre 30, 2015

Sra. Andrea Ouse

Departamento de Desarrollo de Comunidad y Económico  
555 Calle Santa Clara,  
Vallejo, CA 94590

Tambien enviado a: El Principal de la Ciudad, Dean Keen  
El Alcalde de la ciudad, Osby Davis y  
Miembros del Consejo de la Ciudad

Referencia: Los Proyectos VMT/ORCEM

Respetable Sra. Ouse:

Gracias por su presencia en la junta de la comunidad el 14 de Septiembre. Nosotro lo apreciamos mucho.

Como discutimos los residentes de la ciudad de Vallejo,le estamos pidiendo que los proyectos estén demorados por un periodo de sesenta días; hasta que nosotros

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Atentamente,

Los Residentes **Contraindicados** de Vallejo:

Nombre: *Angelica Presención*      Firma: *Angelica Presención*

Información de Contacto. *(707) 652-5959*

Septiembre 30, 2015

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Atentamente,

Los Residentes **Contraindicados** de Vallejo:

Rose Villegas-Cervania  
Nombre:

  
Firma:

R\_Cervania@yahoo.com

Información de Contacto.



Septiembre 30, 2015

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Atentamente,

Los Residentes **Contraindicados** de Vallejo:

Nombre: *Faustina Alcon*

Firma: *Faustina Alcon*

Información de Contacto. *(707) 712 2833*

Septiembre 30, 2015

Sra. Andrea Ouse

Departamento de Desarrollo de Comunidad y Económico

555 Calle Santa Clara,

Vallejo, CA 94590

Tambien enviado a: El Principal de la Ciudad, Dean Keen

El Alcalde de la ciudad, Osby Davis y

Miembros del Consejo de la Ciudad

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Atentamente,

Los Residentes **Contraindicados** de Vallejo:

Nombre: ~~Juliana~~ Mendoza      Firma: Juliana Mendoza,

Información de Contacto. 707 1655-0808

Septiembre 30, 2015

Sra. Andrea Ouse

Departamento de Desarrollo de Comunidad y Económico  
555 Calle Santa Clara,  
Vallejo, CA 94590

Tambien enviado a: El Principal de la Ciudad, Dean Keen  
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Atentamente,

Los Residentes **Contraindicados** de Vallejo:

Nombre: Estela Grzardos Firma: 

Información de Contacto (707) 385-2009

What is their status on the vessels themselves, are they double hulled? If they loose power and ended up on the banks of the Faralone Islands, or on the rocks of the Potato Patch or drift into one of the bridges, what Hazard Insurance will they carry?

Is the company aware of the laws protecting any type of release with turbidity into the waterways?

During a heavy rain event, how will Orcem prevent silt from their plant from entering the river and waterways?

Is Orcem et all aware the Environmental Protection Agency has deemed local inland bay waterways a Critical Ecosystem?

Is Orcem aware that Federal Laws are in place that apply to protecting our waterways especially for the health of the food chain for the native Salmon?

Is Orcem aware that San Pablo Bay, The Faralon Islands, Fanny Shoals, endangered species and critical ecosystems are protected under Federal Law?

Are there specific Federal laws imposed by the Environmental Protection Agency that kick in once a waterway and or critical habitat has been deemed a Critical Ecosystem? What provisions are added to the law for additional protection, put forth by the EPA under the designation "Critical Ecosystem."

Is the Napa River Watershed and or San Pablo Bay included in this Critical Ecosystem?

Is Orcem aware that the San Francisco Bay Regional Water Quality Control Board is the controlling agency with regards to ground water run-off?

Has Orcem presented this factory proposal to the the San Francisco Bay Regional Water Quality Control Board?

Are they going to ask the San Francisco Bay Regional Water Quality Control



Does Orcem company, do routine medical evaluation, pertaining to testing the hearing capacity of their employees who are working around the processing machines?

What happens to Orcem employees when they can no longer breath?

What happens to Orcem employees when they no longer have the lung capacity to endure labor?

What compensation is given to Orcem employees families when as a result of enduring exposure to fabrication dust, they can no longer remain gainfully employed?

Does Orcem intend to use the river water for any part of maintenance, cleaning, fabrication and or productivity?

If Orcem has intent to use river water, has the Federal and State Fish and Wildlife been informed this plant has the intent to use water from the river?

If so, has Fish and Wildlife both Federal and or State given Orcem guidelines to protect bait fish and crustaceans from being sucked up in their pumps?

Does the California and or Federal Fish and Wildlife provided applications to industries that plan to use water from the river?

Does the State and or Federal Fish and Wildlife provided applications to industries that plan to release water into the river?

Are private industries allowed to release water into the river.

Has the EPA been notified of this proposal of Industry on the river?

Has the EPA been notified of Orcem et all of intent to procure/suck and or discharge water into the waterway.

Have there been bait fish or crustaceans that are critical food for salmon under

From: Kelly <[kellyck@sbcglobal.net](mailto:kellyck@sbcglobal.net)>  
Sent: Tuesday, October 6, 2015 7:53 PM  
To: Andrea Ouse  
Subject: Cement factory

Kelly Kent  
Independent Professional

Vallejo, Ca [kellyck@sbcglobal.net](mailto:kellyck@sbcglobal.net)

City of Vallejo  
[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)

Dear Andrea:

Recently it has come to my attention that ORCEM Cement Factory will be making a new home right around the corner from mine. What has also been mentioned was the fact that not only will they be running for 24 hours a day, having 300+ trucks in and out of the area each day, and not creating many jobs for this community filled with willing and able bodies looking for work, but to my understanding, this company will create noise, air and water pollution.

As a homeowner in the Vallejo area since 2006 (I was just 26 years old when I invested in this community) and a working professional with my own business since 2002, I am very disturbed by this information and strongly believe it will pollute not only our environment here, but further pollute the community, driving people out that actually and truly love this city.

I ask that you listen to this community striving to make a turn around after our bankruptcy just a few years ago. Many of us stuck it through despite lack of law enforcement and other safety assurances. What I would like to see happen here is financial growth, which I am sure would be created by this company at first, but also growth for individuals and families here so that Vallejo becomes again what it once was when my grandparents were growing up, and how I still view it a lot of the time; a lovely city on the bay, centrally located and full of lovely people and businesses.

Thank you for your time and professional courtesy.  
Kelly C. Kent  
Homeowner, business owner and legal assistant

---

**From:** Umma Amina

**Sent:** Monday, October 12, 2015 6:53 PM

**To:** Andrea Ouse

**Subject:** Cement Mill

Hi,

I am a Vallejo resident and am concerned about the traffic and the water use that will be affected by this new facility. Will there be another meet and greet by the company so we can ask more questions?

Thank You,

Umma Amina

---

**From:** TrainKiller

**Sent:** Thursday, October 8, 2015 8:57 PM

**To:** Andrea Ouse

**Subject:** Cement Plant - In Favor

An excellent re-use for that plant area! I'm a home owner in Vallejo, and also keep my boat at Glen Cove Marina, just around the river from the site. I also live in Bakersfield, with plans to move here full-time in the future. It would be so nice to renew the "Port of Vallejo".... and take advantage of the riverfront. Use the existing rail service to the plant, too! More taxes for the city, more business for local businesses. ..truck drivers have to eat, too! Vallejo needs to build the tax base, not toss it away! Remember the Walmart mistake? Grab whatever jobs we can! Utilize Vallejo's unique sea-port & rail service & the freeway system....personally, I favor rail over trucks, but Vallejo needs to embrace the idea of a "clean" cement plant! I am in favor, 100%, of the proposed project! Jobs, taxes, business. .. C of V... approve the plant, it's the best thing to happen here in many, many years! Too bad we lost the bid on the Iowa! Let's don't loose this opportunity, too!

Sincerely,

Larry Fredeen

(134 Candy Drive Vallejo, CA 94589)

2005 Manning Street Bakersfield, CA 93309-3433

(661-205-5953)

Sent via the Samsung Galaxy Mega™, an AT&T 4G LTE smartphone

**From:** Jean Drolet [<mailto:sfjdrolet@gmail.com>] **On Behalf Of** Jean Drolet  
**Sent:** Thursday, October 29, 2015 12:11 PM  
**To:** Andrea Ouse  
**Subject:** Comments about the ORCEM VMT EIR.

I believe that much of the opposition to this project is rooted in misinformation that has grown from a failure to explain the project's impact properly. The misinformation appears to have been spread by a group of self-serving individuals who are not really interested in protecting the environment but instead want to see the development of expensive residential homes in hope of increasing their property value. Such residential development could have a much greater environment impact since their residents would likely have to travel long distances to work.

Anyone who is not trained in reading environment impact reports (EIRs) could easily conclude that this project is terrible. The wording can be terrifying to a lay man. The City and the project proponents should have done a better job of explaining the technical report in lay terms. They should have compared the project impacts to impacts of other projects or activities in the area. How many trucks travel Highway 29 or Interstate 80 each day? If one compared those numbers to the 300 trucks per day that are expected at the peak of the project one might feel a sense of relief that this project has acceptable environmental impact.

I think that the EIR does well in terms of thoroughness. But, the report's authors deserve little credit for that since that only means that they managed to gather a decent list of topics to look at. This list could have easily been assembled by looking at other EIRs of other projects in the Bay Area. Therefore their work should have focused on evaluating the impacts for this project. Unfortunately they seem to have only provided broad and overstated measures of the environmental impacts instead of providing useful and realistic quantitative estimates.

The EIR itself has failed by merely considering the local impacts. Clearly there could be some environmental benefits to this project which provides a more efficient way of shipping dry bulk materials via the waterways instead of by truck. The report should have contrasted the impact of the project to the alternative of moving goods with other means of transportation such as trucks and trains throughout the Bay Area or to the port of Oakland. In that sense this project may reduce overall climate-warming gases by reducing land travel and taking advantage of more efficient maritime transportation

The EIR also fails by only providing subjective measures of the anticipated impact. If noise is an impact it should state how many decibels will be heard at nearby residential properties. If there is a potential for ozone productions (due to NOX emissions), how much will this increase ozone in the area and how often will that push the level beyond acceptable limits. Valejo does not have an ozone problem and this project it unlikely to change that.

We are not short of residents in Vallejo. We are short of jobs and especially jobs that actually produce something tangible that is exported from our town to bring in money into our community. This project does this.

There is a silent majority of Vallejo residents who support the project. These people want to see more jobs in our city and they want to get rid of our reputation as a City that says no to all projects.

To be fair, I am concerned with some aspects of this project. First there is no guarantee that Orcem or VMT will thrive or even survive. What does the City plan to do if either one of them goes bankrupt? How will it recover its investment? Even if they are both economically viable, are the fees sufficient to cover the City's costs? Another problem is that the global supply of GGBFS is extremely limited — we must assume that Orcem will use alternative raw materials. We should not even hope that the railway company will upgrade its rails to reduce noise. A mere 200 train cars (4 trains) per month does warrant such a big investment. So expect a few noisy trains each month.

Jean Drolet  
602 Georgia St.

**From:** Jeff Carlson [<mailto:jeffdcarlson@gmail.com>]  
**Sent:** Tuesday, October 27, 2015 2:01 PM  
**To:** Andrea Ouse  
**Subject:** Comments on VMT/Orcem Draft EIR

Ms. Ouse,

Please add the attached file to the official record of public comments regarding the VMT/ORCEM project Draft Environmental Impact Report.

Regards,  
Jeff Carlson

Comments and Questions regarding the draft Environmental Impact Report Orcem/VMT

## 2 -- PROJECT DESCRIPTION

### 2.4.5 Development Agreement and/or Community Benefits Agreement:

- How does the applicant justify proposing a Community Benefits Agreement that would only last a fraction of the operational life of the project?
- Would the community need for such an agreement diminish significantly over the fifteen year life of the agreement, and what factors would lead to this attenuation?

Background: While VMT has some general descriptions of the shipments that would be unloaded at its proposed pier, nothing is said about the possibility of garbage shipments from San Francisco or any other Bay Area city. This is an important question since the city of San Francisco and Recology Inc. just signed an agreement to truck 5 million tons of San Francisco garbage to the Recology dump near Vacaville over a 15-year period.

- Is it possible that project operations in the future might involve transfer of municipal garbage?

This agreement between San Francisco and Recology has resulted in litigation, and in such cases there is always the possibility of an alternative to trucking -- such as garbage barges. Note that one of the principals in VMT is Marc Grisham, who was city manager in Pittsburg, CA, when garbage barges to that city were discussed a few years ago. The plan eventually was sidelined. Now Grisham is a principal in VMT which proposes a port facility capable of handling a large amount of barge and ship traffic.

- If transfer of municipal garbage would be allowed through this project in the future, what would be the environmental impacts associated with these materials that have not been specifically addressed in the draft environmental impact report?

The port facility would have a rail line that runs straight through the middle of Vallejo.

- If municipal garbage or trash transfer might be part of port operation, might that track serve as a route for a trash train to any Recology dumps, including the one between Napa and Vallejo, the one near Vacaville or the one in Yuba City?

- What environmental impacts might result from these operations that have not been specifically examined in the draft document?

#### Questions for VMT:

- Have you or will you consider using your proposed facility for docking garbage barges or ships from other Bay Area cities, in particular San Francisco?
- Have you or would you consider utilizing your proposed facility to unload garbage barges or ships and reload the garbage onto trucks or train cars for delivery to Recology landfills, including ones near Vallejo, Vacaville or Yuba City?
- If this is not part of your plans, would you agree up front, as a condition of approval from Vallejo and/or other governing agencies, to not accept such trash shipments and not arrange for trash shipments via truck or train from the VMT?
- Would you agree up front to prohibitions on handling materials with substances capable of creating health or environmental hazards in the event of accidents or errors involving shipments of such materials to or from VMT or Orcem facilities in South Vallejo?
- If you are not willing to make such an agreement, can you explain your reasons for such a refusal?

#### A related question for the city of Vallejo:

- Would the city impose a requirement that shipments to VMT or Orcem docks be restricted to prohibit shipments of garbage, coal, fuel of any type, and materials with any level of radioactive contamination, toxins or other hazardous substances that could result in health or environmental problems in the event of spills or other accidents involving ships, barges, trucks or trains?
- If the city, through its agencies or through its elected leaders, is unwilling to impose such restrictions, can you explain reasons for such a refusal?

### 3 -- ENVIRONMENTAL ANALYSIS

Cities, counties, and other local governmental entities have an important role to play in ensuring environmental justice for all of California's residents. Under state law:

"Environmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.(Gov. Code, § 65040.12, subd. (e)). Fairness in this context means that the benefits of a healthy environment should be available to everyone, and the burdens of pollution should not be focused on sensitive populations or on communities that already are experiencing its adverse effects.

- The draft EIR fails to adequately analyze and identify mitigation measures for the unequal burdens imposed on sensitive low income and ethnic minority populations.

The importance of a healthy environment for all of California's residents is reflected in CEQA's purposes. In passing CEQA, the Legislature determined: "The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern." (Pub. Res. Code, § 21000, subd. (a).) We must "identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds from being reached." (Id. at subd. (d).) Under CEQA, human beings are an integral part of the "environment." An agency is required to find that a "project may have a 'significant



effect on the environment” if, among other things, “[t]he environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly[.]” (Pub. Res.Code, § 21083, subd. (b)(3); see also CEQA Guidelines, 2§ 15126.2 [noting that a project may cause a significant effect by bringing people to hazards].)

- What is the racial and income distribution of the population of south Vallejo, particularly within three miles of the proposed project site, and how does it compare with the rest of Vallejo?
- What are the current rates of respiratory illness and the geographic distribution in south Vallejo of these conditions that distinguish the portion of the population particularly sensitive to the nitrogen oxide and PM emissions generated over years of project operations?
- Are school age children considered more sensitive than adults to the effects of increased atmospheric ground level nitrogen oxide and PM emissions?
- How many school days are projected to be lost annually with the added airborne nitrogen oxide and PM pollution among students in south Vallejo schools?
- What are the cumulative effects of fugitive slag and clinker dust, nitrogen oxides and resultant ozone, and PM emissions on sensitive receptors?
- How can the incidence of respiratory illness be expected to increase over time as a result of the cumulative effects of the various emissions resulting from the operation of the project over its lifetime?
- What additional burdens in terms of increased patient load and cost can be expected on local health care systems as a result of increased air pollution generated by the operation of the project over the next six or seven decades?

### 3.1 -- Aesthetics

#### 3.1.4 Impact Discussion

The impact on the scenic vista would depend in part on the cargo, in particular the VMT barge docking facility.

- What would prevent a future VMT agreement to accept municipal garbage via barge to be loaded on trucks destined for landfills?
- What would be the aesthetic impacts of operations that include transfer of municipal garbage that are not specifically addressed in the draft environmental impact report?
- Is there a potential for particular types of cargo other than those listed in this document coming in to the facility in the future that might cause significant visual or odor impacts?

3.1.5 Lighting: This section is incomplete. The intent to create a mitigation plan is not a mitigation measure that the public can evaluate, particularly when the impact is identified as significant without mitigation.

- There is insufficient evidence to determine if development of a plan that meets the stated set of goals is feasible.
- What specific shielding provisions will ensure that outdoor lighting is designed so that potential glare or light spillover to surrounding properties is minimized?
- Where will the monitoring stations used to make the assessment be located?
- How will light spillover be measured, and what equipment will be used?

- What standards will be used to determine whether a mitigated impact has been reduced to less than significant?
- What measuring methodology will be used to determine if the proposed project would create additional daytime or nighttime glare?
- What type of reflective materials will remain on the exterior surfaces of buildings?
- What percentage of surface area would consist of reflective materials?
- How will the plan define reflective materials?
- How do the placement of reflective materials relative to the location of light sources interact to affect light spillover to surrounding communities and sensitive biological resources?
- What type of landscape screening would be employed to shield neighboring properties from light spillover and where would it be placed?
- How would the twenty four hour lighting affect local bird and animal populations?
- Please specifically address locally known osprey nesting sites.
- What is the surface area of coastal water that would experience above ambient nighttime lighting from the project?
- What are the impacts of round the clock lighting in coastal waters to fish and populations of benthic organisms?

### 3.2 -- Air Quality

3.2.1 The California Health and Safety Code Section 41700 states: “This section of the Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any of those persons or the public...”

- In light of the known health hazards associated with nitrogen oxide emissions and the significant and unavoidable release of these pollutants during the projects operational phase, how does the proposed project comply with Section 41700?
- How many persons would be impacted by the unavoidable release of nitrogen oxides?
- What does the applicant consider to be a "considerable number" of impacted persons under Section 41700?
- How many persons will be impacted by the release of Diesel Particulate Matter, a known carcinogen?
- How many persons in the impacted area currently suffer from respiratory ailments that would exacerbate the health impacts of the nitrogen oxide and PM10 and PM2.5 emissions?
- How many persons within the impacted area currently suffer from other health conditions that may be exacerbated by exposure to these additional pollutants?
- What is the age profile of persons in the areas likely to be impacted and how is age likely to effect the overall cumulative project impact on the health of an individual as it relates to Section 41700?
- What methodology will be used to determine the geographic distribution of the persons likely to be impacted by nitrogen dioxide and PM emissions from all sources during the operational phase?

- Why is there no project alternative considered to provide power to ships to eliminate the need to idle ship engines in port when it would cut the NOx project emissions significantly?
- What is the additional estimated mortality among the exposed population as a result of idling ship engines in port?
- What is the incidence of respiratory illness that will be initiated or aggravated among the exposed population by requiring ships to idle in port to generate power?
- What quantity of the various identified air pollutants would be saved by cabling power from land to ships?

3.2.2 In discussing the existing conditions the DEIR notes that: “The monitoring station is located 2.5 kilometers northeast of the proposed facility. The monitoring station is also located approximately downwind of the facility based on the wind data for both Vallejo and Conoco-Phillips Rodeo meteorological stations and thus should be broadly representative of the location at which the maximum emissions from the facilities will occur. In relation to fugitive emissions from the facilities, the use of the Tuolumne Street station is likely to overestimate the background levels of PM2.5 due to the remote nature of the project site relative to the ambient monitoring station.” If the monitoring station is representative of the downwind area where the maximum emissions will occur, that puts a large residential area in the zone where maximum impacts would be expected.

- Why is there no evaluation of the cumulative impacts to these residents that would result from adding the proposed project emissions to the existing concentration of atmospheric pollutants these residents are already exposed to?
- What data was used to support the contention that 2.5 miles would lead to overestimation of background levels of PM2.5?
- Would that statement apply to PM10 emissions and why or why not?
- Is the monitoring station location representative of the area subject to maximum impacts from nitrogen dioxide emissions and the resulting ground level ozone concentrations emitted daily during the operational phase of the project?
- What modeling assumptions were used to determine the dispersal and concentration of the nitrogen oxide emissions and resulting ozone?
- What are the health profile demographics of the population in the zone expected to experience impacts from air pollutants produced during the operational phase of the project?
- What will be the cumulative effects of the PM emissions, the nitrogen oxide emissions, and fugitive dust generated over the lifetime of the project to residents in south Vallejo?
- Given the differences in wind patterns relative to source locations, how can the PM10 data from the Vacaville monitoring station be considered representative of the neighborhoods most impacted by emissions from the project operation?

3.2.4 Air Quality Impact Discussion: The BMP and fugitive dust control measures rely heavily on watering of transfer points, lay down storage piles, and roadways. Cement dust and dust from other project raw materials are highly alkaline and have the potential to alter pH when leached into soils and water.

- How much of the water applied for dust control will evaporate?

- How much of the water used for dust control will enter the soil and ultimately the coastal waters?
- What is the potential for altering soil pH on the site and what are the possible environmental impacts over decades?
- What is the potential for runoff from dust control measures combined with heavy rain events to contaminate or alter the pH of marine coastal waters?
- What are the threshold levels for significant impacts to marine organisms from changes in pH levels?
- Since dust control measures relying on surface watering of roadways do not remove the material which will accumulate over time, what is the ultimate fate of the fugitive dust?
- How much material in the form of fugitive dust will the project leach into soils on the project site per year?
- What is the composition of the dust relative to the different modes of operation describes for the project?
- Will fugitive dust be transported on vehicle tires leaving the loading facilities?
- What dust control measures prevent fugitive dust from escaping the clamshell cranes during the first stage of offloading ships?
- Will the height above sea level at which fugitive dust escapes during material transfer influence its dispersal distance and resulting impact on downwind residential areas and schools?

The MSDS information for blast furnace slag consistently advise keeping the material dry until use to prevent chemical reactions that add to the hazards of handling and storing the material.

- How does the addition of large quantities of water for dust control to the slag and clinker material react chemically with these materials and what environmental impacts might result from this interaction?

The target for fugitive dust control aims for 95% capture at multiple material transfer stages.

- What is the actual cumulative quantity of fugitive dust emissions from the 5% that escape at each step?
- What is the baseline 100% quantity by weight of the fugitive dust generated at each step without any control measures?

MSDS information for blast furnace slag from different sources and regions reveal considerable variation in the content of known environmentally hazardous and carcinogenic substances such as hexavalent chromium.

- The DEIR for this project fails to adequately consider variation in source composition and possible mitigation measures to prevent unanticipated environmental impacts.
- What standards will be used to prevent the import of known environmentally hazardous materials with the GGBFS and how would the composition of individual batches of material be determined?

#### 3.2.4 PDF-Q-1-2-3:

- How often will filters need replacing?

- What filter maintenance procedures ensure that filters are replaced before air leaving the building exceeds targets for particulates?
- How is the public guaranteed that proper maintenance procedures will be followed over the life of the project?
- How will the airflow exiting the building be monitored to ensure the filters are operating properly?

#### 3.2.4 PDF-AQ-4:

- How exactly is the moisture content determined to be adequate for 95% control?
- How is the water applied and how often?
- What measuring equipment will be used to determine moisture content?
- How much material will be released into the air on a weekly or monthly basis at full operation with 95% control at each stage of material transfer?
- What are the physical characteristics of the 5% total dust generated at each transfer that will be released into the atmosphere and why would that not be considered a significant impact to nearby sensitive populations?
- What guarantees that the dust control measures stipulated will continue throughout the operational life of the facility?

3.2.4 A): Since a primary goal of the Bay Area Clean Air Plan is to protect public health, the current health levels of the local population should be considered just as we consider ambient air levels to gauge the impact of additional pollutant emissions.

- What are the rates of respiratory illness among the youth of south Vallejo neighborhoods most likely to be impacted by diesel particulate emissions from trucks, trains, and ships and the ozone producing nitrogen oxide emissions?
- Has a survey been conducted to determine the number of local residents suffering illnesses like asthma and emphysema who would be most at risk from these pollutants?
- What will the wear of truck tires traveling through south Vallejo contribute to the PM count?
- How does the implementation of scheduled requirements related to equipment upgrades meet the primary goal to protect public health when the EIR clearly identifies significant unavoidable impacts to air quality on residential neighborhoods even with the required upgrades?
- Why would the release of significant amounts of these pollutants not be considered to be in opposition to the primary goal of the BAAQMD Clean Air plan to protect public health?

#### 3.2.4 B):

- What other air quality standard violations besides GHGs might the project make a substantial contribution to and how does the applicant define substantial?

Table 3.2-9: Construction Impacts: The combined emissions of Nitrogen oxides are barely under the 54 pounds per day level of significance. The model makes assumptions about the number of work days required for each phase.

- How sensitive to the number of work day assumptions is the model?

- How much difference between model work day estimates and actual time spent in the construction phases would it take to put the nitrogen oxides emission levels in the category of a significant impact?
- What other assumptions would lead to a cumulative model output over the 54 lb/day level of significance?

Table 3.2-12: The Orcem project in phase two is projected to put nine tons of particulate matter into the air per year.

- What is the projected geographic distribution over time of the deposition of this known cause of respiratory and cancer health risks given local weather patterns and settling rates?
- What will be the geographic distribution of the DPM deposition over time given projected truck and train traffic routes and local weather patterns?

### 3.2 Operational Impacts - Orcem

The Safety Data Sheet for blast furnace slag listed it as a class 1A carcinogen in addition to a source of damage to skin and lungs.

- How does the clamshell crane operation control fugitive dust as the GBFS material is offloaded from ships and transferred to the covered conveyors?
- How much of this dust might be transported off site on vehicle tires under wet or dry weather conditions?
- What guarantees that fugitive dust control measures that rely on best practices, e.g. use of water when picking material up out of an open GBFS storage pile, will continue throughout the operational life of the Orcem plant?

The target for best practices fugitive dust control for blast furnace slag or clinker material is 95% at each transfer point. Without a baseline that attaches units of measurement to a condition of no control it is impossible to evaluate the quantity or impact of the 5% that is not captured at each point of material transfer

- What is the cumulative quantity of fugitive dust that would result from the 5% loss at each point of transfer?
- What are the characteristics of the dust that escapes in terms of mass and particle size that would influence its distribution into the environment under various wind conditions?

Prevailing wind conditions on the site come across a large fetch of water and then run into the steep slope at the back of the site, which creates a major updraft. The top of the slope is used by parasailing enthusiasts to take advantage of this updraft.

- How does the topography of the project site under various wind conditions affect the distance and distribution of fugitive dust particles generated during project operations?
- How would the height at which fugitive dust is released combined with wind conditions and site topography affect the distribution and deposition of particles?

The DEIR mentions pet coke as a material that might be handled

- Would the pet coke mentioned as a possible future import possibly be burned in the facility's hot air generator or other plant operations?

- Has the use of pet coke been analyzed with regard the effect on emissions from the plant operation?
- How does pet coke compare to other fuel sources in terms of environmental impacts?

**From:** Mark Altgelt [<mailto:markaltgelt@sbcglobal.net>]

**Sent:** Thursday, October 29, 2015 1:03 AM

**To:** Andrea Ouse ; Bob Sampayan ; Jesus Cristobal Malgapo ; Katy Miessner ; Mayor Osby Davis ; Pippin Dew-Costa ; Robert H. McConnell ; Rozzana Verder-Aliga

**Subject:** Community hysteria, Vallejo's waterfront, Mare Island and Orcem

Dear Mayor Davis, City Council Members and Andrea Ouse,

I have heard discussions at community meeting about the proposed Vallejo Orcem facility having the capability to manufacture both Portland cement and Orcem green cement.

While researching the cement manufacturing process I spoke with Richard Bohan at the Portland Cement Association. He explained there are extensive EPA regulation for new production facilities that prevent contaminants and toxins like Nitrogen Dioxide from being released into the environment.

Mr Bohan took a quick look at the Vallejo Orcem Project website and could tell the Vallejo facility is for processing slag and not for manufacturing Portland cement which requires a massive kiln and a limestone quarry.

The Vallejo Orcem facility will operate in a vacuum to prevent pollution which exemplifies the regulatory requirements.

The Nevada Cement Company east of Reno has a closed system that filters out almost all of the particulate matter from the facilities exhaust.

It appears basic information about the Orcem facility and manufacturing processes have not been adequately explained to the public which has resulted in the mass hysteria that is growing out of control.

I missed the meeting with the Orcem representative last night but hopefully he had an opportunity to explain the pollution controls built into the manufacturing process and assure people of minimal health risks from the plant.

Despite assurances of environmental safeguards I also object to putting the Orcem Cement Plant at the General Mills site because of its proximity to homes, excessive big rig and train traffic, noise and consequential pollution.

I believe the best use of the waterfront land from the General Mill site to the Ferry Terminal would be to develop it with hotels, restaurants, retail stores and something like a small amusement park with an open air roller skating rink. (A place for Vallejo kids and families to go to have fun and get some exercise.) All along a beautiful promenade and picturesque waterfront.

The Vallejo Ferry to San Francisco, Trains to Napa and the Vallejo Transit Terminal and a rejuvenated Vallejo downtown would all be connected to the "Vallejo Waterfront Promenade Park".



The north end of Mare Island would be a better place for the Orcem cement plant but for the most benefit to Vallejo that vast space should be developed with a common theme like a technology, science or medical hub or hydroponic vertical indoor farming or specialty auto manufacturing.

The best place for the Orcem cement plant would be on the waterfront in Port Chicago or somewhere along Route 5.

For information about the cement manufacturing process I am sure Richard Bohan would be happy to help. He can be reached at 847-972-9038. Technical information is available at [www.apti-learn.net](http://www.apti-learn.net)

Mark Altgelt

From: Diana <[dynee2013@gmail.com](mailto:dynee2013@gmail.com)>  
Sent: Friday, October 2, 2015 6:57 PM  
To: Andrea Ouse  
Subject: Concerned citizen of Vallejo

We do not want a cement plant here thank you very much! Why don't you attract some commercial businesses here instead. Thank you

Sent from my iPad

-----Original Message-----

From: grace seldner [<mailto:gracesportraits@hotmail.com>]

Sent: Wednesday, October 28, 2015 11:35 AM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

Subject: concrete plant

Hello,

I just want to express my disapproval for the proposed concrete plant...we do not need a business that is going to pollute our air.....ruin our roads with huge trucks

I can be reached at graces [portraits@hotmail.com](mailto:portraits@hotmail.com)

thank you,

grace seldner  
1201 glen cove pkw #210  
vallejo, ca 94591

**From:** Milagros [<mailto:mjbnena@hotmail.com>]

**Sent:** Thursday, October 01, 2015 11:20 AM

**To:** Andrea Ouse

**Subject:** Environmental Justice and Community Health Impact Input on Draft Environmental Impact Report for ORCEM Plant and Vallejo Marine Terminal

Dear Andrea Ouse,

My name is Milagros Berrios. I am writing on behalf of my family and myself. We are hoping that ORCEM Plant will not open up in our city because we work, live, play, and breathe in the exact area that they plan to open up the plant. My child and I already have severe asthma and with the report sent from Lori Allio, PhD it will only worsen our health due to the affects of the plants output. I also work at Grace Patterson and near the Marina. This will affect not only me in my work place but also the children and families that I work with that attend the school. I hope you will take all of our health and well being into consideration .

Thank you,

**Milagros Berrios**

**From:** Coleen Cole [<mailto:coleenmariecole@gmail.com>]

**Sent:** Wednesday, October 07, 2015 11:07 AM

**To:** Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>; Plowman, Lisa A. <[maplowman@rmdesign.com](mailto:maplowman@rmdesign.com)>

**Cc:** [city.manager@cityofvallejo.net](mailto:city.manager@cityofvallejo.net); Craig Whittom <[Craig.Whittom@cityofvallejo.net](mailto:Craig.Whittom@cityofvallejo.net)>; Davis Osby <[mayor@ci.vallejo.ca.us](mailto:mayor@ci.vallejo.ca.us)>; Jesus Cristobal Malgapo <[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)>; Robert H. McConnell <[Robert.McConnell@cityofvallejo.net](mailto:Robert.McConnell@cityofvallejo.net)>; Bob Sampayan <[Bob.Sampayan@cityofvallejo.net](mailto:Bob.Sampayan@cityofvallejo.net)>; Katy Miessner <[Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net)>; Rozzana Verder-Aliga <[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)>; Dew-Costa Pippin <[pdew-costa@cityofvallejo.net](mailto:pdew-costa@cityofvallejo.net)>; Nathan Stout <[nathanstout@sonic.net](mailto:nathanstout@sonic.net)>; Linda Stout <[lindastout@sonic.net](mailto:lindastout@sonic.net)>

**Subject:** Norman King Center Booked for VMT/Orcem Public Meeting -

Andrea and Lisa,

At the St. Vincent's Hill Heritage Association meeting on September 14, an audience member asked why there was no public meeting being held in South Vallejo on the VMT/Orcem proposal

The audience was told that the Norman King Center was already booked, and that the Cal Maritime theater was too expensive.

The Norman King Center is booked for Sunday, October 25, 4-6 pm, for a community meeting on VMT/Orcem.

This email is an invitation to the city to use this Norman King booking as an official Public Hearing on the DEIR in South Vallejo so South Vallejo residents can officially enter their comments and questions into the DEIR record.

If the city does not avail itself of this booking, a group of concerned citizens will use this booking to hold an informal VMT/Orem meeting for the residents of South Vallejo and teach them how to enter their questions/concerns into the public record. However, the preferred scenario is to have a city-sponsored meeting where South Vallejo residents can legally state their concerns for the record.

Thank you for your consideration of this good-faith opportunity.  
See you tonight!

Coleen

--

Coleen Cole Morrison  
415-312-1812

**From:** robert schussel <rschussel@yahoo.com>  
**Sent:** Monday, October 05, 2015 1:59 PM  
**To:** Andrea Ouse  
**Cc:** Plowman, Lisa A.; Inder Khalsa; Leslie Trybull  
**Subject:** Re: one more question Some initial questions that need to be addressed on Wednesday

At the 3 plants in Europe do trucks have to go through residential areas near the plant to get to the major highway used?  
Robert Schussel PhD.

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**From:** robert schussel  
**To:** Andrea Ouse  
**Cc:** "Lisa A. Plowman ([maplowman@rrmdesign.com](mailto:maplowman@rrmdesign.com))"; Inder Khalsa ; Leslie Trybull  
**Sent:** Monday, October 5, 2015 12:15 PM  
**Subject:** Re: Some initial questions that need to be addressed on Wednesday

Ms Ouse

After reading a significant part of the ORCEM/VMT DERI there are some background questions that I hope could be answered for the Public on Wednesday. Also I would like to have the below considered as questions that need to be responded to in the DEIR.

A. For the three Ocrem plants in Europe

1. How many metric tons per week of GGBFS is processed at each plant?
2. How far is each plant located from residents/homes/apartments?
3. What are the emission and noise standards (including those for nearby residents) required at each location?
4. How many metric tons of the GBFS per week is brought in by barge/ship and how much by rail and truck?
5. How many metric tons of GGBFS per week leaves each plant by truck, barge and by rail?
6. Have any of the plants operated in mode 2 (Portland clinkers) or mode 3. How many days did these plants operate in mode 2 or 3 and approximately how many

metric tons were involved? How many extra round trips for trucks were required by day or week when in mode 2 and for mode 3?

7. What are the hours of operation at each plant for ships/barges, truck and rail?

B) Why isn't there any discussion in the DEIR about the impact of the VMT on Ferry operations? Will

this information be made available?

A. If standards for certain emissions such as SOx are not in Vallejo code or enforced by agencies etc. how can they be regulated to an acceptable level?

--For marine and railroad the City currently does not have standards for emissions and noise. Saying that impacts are not significant as standards don't exist do not help the Public or the environment. What can be done to impose standards?

Robert Schussel PhD.

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**From:** Leslie Trybull  
**To:** Leslie Trybull  
**Cc:** "Lisa A. Plowman ([maplowman@rrmdesign.com](mailto:maplowman@rrmdesign.com))"; Andrea Ouse ; Inder Khalsa  
**Sent:** Friday, October 2, 2015 10:30 AM  
**Subject:** Vallejo Marine Terminal/Orcem Draft EIR Review Deadline Extended

BC: Planning Commission, City Council

The Draft Environmental Impact Report (DEIR) for the Vallejo Marine Terminal/Orcem Project is now available for a 60-day public review period. The City has decided to extend the review period for the following reasons:

- (1) The unusual complexity of the proposed VMT/Orcem project and the highly technical nature of the environmental issues associated with this project.
- (2) The fact that the original posting of the EIR was missing certain source data from the appendices. While the analysis contained in the EIR is sound, the City wishes to provide the public with ample time to review not just the EIR, but also all of the supporting data.
- (3) Numerous requests from members of the public and officials for an extension of the review period.

The new review deadline will end at 5:00 p.m. on **November 2**, 2015; all comments on the DEIR must be received by the deadline to be considered. The full document and its appendices are available on the city's website at [www.cityofvallejo.net/VMTOrcemDraftEIR](http://www.cityofvallejo.net/VMTOrcemDraftEIR) or as a hard copy for review at the John F. Kennedy

Library (505 Santa Clara Street) and the City of Vallejo Planning Division (555 Santa Clara Street, 2<sup>nd</sup> Floor). Submit written comments to Community & Economic Development Director Andrea Ouse, 555 Santa Clara Street, Vallejo, CA 94590, by email at [andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net), or on the City's Open City Hall topic [here](#).

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**Leslie Trybull**

**Executive Secretary**

*City of Vallejo | Economic Development Dept., Planning Division*

[\(707\) 648-4326](tel:(707)648-4326) | [leslie.trybull@cityofvallejo.net](mailto:leslie.trybull@cityofvallejo.net)



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**From:** [entaoling@gmail.com](mailto:entaoling@gmail.com) on behalf of ∞Coach ∞ Wayne∞

**Sent:** Monday, October 5, 2015 2:12 PM

**To:** Andrea Ouse

**Subject:** Opposition to ORCEM cement plant proposal

I am strictly against this proposal for a cement plant here in Vallejo. While I know we have an industry background at one point the entire country did and we placed things on our lands inappropriately due to our lack of knowledge. Vallejo's gem of waterfront access is so unique and abundant perhaps we take it for granted, but it is our very unique and largest asset as well.

Many cities have moved forward from our industrial roots to new and healthier environments and placed the remaining heavy industry in areas that have less impact on our well being as a people. We can look at Napa (Napa Pipe) Emeryville and others to see that they are converting these areas to be people oriented. With the advent of technology, we as people have become the focus of how we build and live in our communities. Vallejo should join in that forward movement to attract others to share in our vision.

I will address just a few of the opening report (VMT\_Orcem Project Draft EIR of 728 pages) to site my disagreement with this proposal. I have not read the entire 4,566 pages in all the reports but I would be happy to discuss the pros and cons at any point in time. I would like to ask some simple questions before I site since those answers I could not find in the this report.

Loss of Real Estate Value by impacted neighborhoods. Who is going to compensate those residents who have moved to this area and now face the loss of value in homes? Our emotional sense of value is what determines things we buy and I believe that the value in homes in that area will decline whether or not the plant is perfect in what they claim. History tells us otherwise.

They mention in the proposal of still producing some of the old "non-green" method but they fail to give percentages (%) of how much. Who holds them accountable to some unknown amounts?

Vallejo is fortunate enough in that General Mills still existed to hold them responsible for any toxic waste that could be in the land now. What about the future on that land if this passes? Is there some sort of fund to fix what this cement plant might leave behind or does Vallejo city get stuck with the toxic bill like so many other cities have?

What guarantee would any of us have that if approved that they would follow the guidelines set up? Who is going to pay for the policing of those things they are accountable for?

Why are we not inviting developers to make other offers for use of this land like we have with all the Mare Island projects? They could build multi-use sports / concert complex like a mint ATT park since it would be on the waterfront. This attracts people not send them running away.

Do residents of the city realize that the trains running to that waterfront go all though this city? All the toxic transports would affect far more than just those residents closest to the proposed plant.

When they refer to lighting and keeping it within the site...they simply can't. With high overhead lights that bright they won't stay within the site due to the fact that light is naturally reflected.

Heavy cement trucks damage asphalt streets causing the breakage of the substrate. Even with filling in the ruts continually they will reappear. Who is going to pay for those repairs?

The dust and air pollution is the same thing...trucks and trains will naturally spread dust and air...you simply can't contain it on the site.  
There are so many issues that are listed as "Significant and unavoidable", so that means we just have to accept it?

We (as a society) invested millions of taxpayer dollars in the clean up along Hwy 37 and the salt ponds all the way up to Napa county. Why are we headed in a different direction now with other parts of waterfront access?

That area is supposedly zoned "light industry" but yet this is beyond heavy industry and in the category of "Intense industry". So what is Vallejo City officials allowing this in this zone so close to residential properties within a few yards away?

List from the report:

Page ES-2 ES.3	Where is the amount the city is receiving for the land lease? how much land and where is the location?
Page ES-2 ES.4	Paragraph 2 -How much impact to disturb the river bed that has settled for 20 years when dredging it out to 38 ft depth? How deep is the natural depth now?
Page ES-2 ES.4	Paragraph 4- How much impact does this new by product of the steel have on our environment? They claim to be "Green" but by what authority?
Page ES-5 ES.5	Bullet point 10- Around the clock...means 27/7/ 365 days a year!
Page ES-6 ES.6	Lights on as pointed out above...no way to contain light
Page ES-5 Impact 3.2-1	How much more "intense" and compared to what originally?

Page ES-5 Impact 3.2-2	We are measuring air pollution by the year of the truck? We have smog control centers, why don't they have to meet that standard?
Page ES-15 Impact 3.3-6	Since the green buoy right across from the site daily has seals on it how long would they really wait for them to leave?
Page ES-15 Impact 3.3-7	You can't contain light in open areas...it bounces around.
Page ES-16 Impact 3.3-9	Which way is it...Impact says "accidental release of these materials into the Napa River and the Bay-Delta ecosystem, therein posing a significant threat and significant impact..." yet this is referred to a "Less than significant" in column 3?
Page ES-23 Impact 3.6-2	We have a CAP plan in place but they don't have to follow it since they are in a marine environment? Why do we not change the CAP to include this? Why are they left out? Yet it still calls the impact significant!
Page ES-25 Impact 3.7-1	While they talk about hazardous spills they only say they will contain them but have "small" spill kits there. What happens if or when a LARGE spill happens??

I could go on here but this is as far as I got so you can see this is only in response to about 30 pages of the 728 to read on but I think you see the pattern here.

Thank you for hearing my voice  
Wayne Law  
Vallejo Resident

**From:** Jean Innes [<mailto:jeaninnes5944@gmail.com>]  
**Sent:** Tuesday, October 27, 2015 2:45 PM  
**To:** Andrea Ouse  
**Subject:** Orcem Cement Co.

To whom it may concern:

I live in north Vallejo, so Orcem would not affect me. However, Orcem has chosen a poor area of Vallejo where children already suffer from asthma. Shame on them. They do not choose areas adjacent to Beverly Hills or the wine country or north Marin. No, they trample on the little people. I hope the public outcry continues. Orcem's plans are a disaster and a disgrace.

Sincerely,  
Eugenia Innes

**From:** gaylenekb

**Sent:** Monday, October 5, 2015 11:58 PM

**To:** Andrea Ouse

**Subject:** Orcem hearing comment

Ms. Ouse:

I recently moved to the lovely little City of Vallejo. I moved here to be closer to the thriving Bay area art scene. I adored the Carnevale Fantastico Renaissance and Cultural Festival is likely coming to Vallejo's Blue Rock Springs Park. I love the downtown art scene and the farmer's market. Vallejo has small town charm and the pull of San Francisco's Haight & Ashbury district for today's artists.

Orcem will bring water and air pollution for a SMALL return in employment opportunities. Consider the impact of a facility such as Orcem on the National Historic Landmark of the shipyard, and the impact of the Mare Island Shoreline Preserve. Please be careful to include the additional impact of the drought on Vallejo's water resources as well.

I adore this area. Yes, there is unemployment, and areas that need to be restored. I just question if the environmental impact won't end up costing more in the long run, than a cement factory would bring into this area.

Gaylene Bartlett

-----Original Message-----

From: Janice Johnson [<mailto:jcj731@att.net>]

Sent: Wednesday, October 28, 2015 10:12 AM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

Subject: Orcem plant

I have read various reports and environmental studies regarding the proposal by Orcem. I am extremely concerned about the impact operation of this plant will have on our city. Recently many of us participated in a survey expressing our views on how we envision the future of Vallejo. The majority of residents want to see a non- industrial, people-friendly city with parks, walkways, retail businesses, etc. An environmentally healthy city. Let's make the most of our waterfront, hills, hiking trails and beautiful vistas. Think Sausalito!! We have the geography for it - we just need the right leadership to accomplish it. We can have industrial business in the right location with the right safeguards but Orcem is definitely not it.

Zoomed to you from my iPad

**From:** Renee Sanders

**Sent:** Thursday, October 8, 2015 5:39 PM

**To:** Andrea Ouse

**Subject:** ORCEM question

Hi Andrea,

I am a resident of South Vallejo and live in the Sandy Beach Road community. We have had visits from ORCEM representatives and I have been attempting to educate myself on the proposed addition of an industrial plant in this area.

I have several questions:

1: I understand there will be upwards of 300 big rigs PER DAY on Lemon Street/Sonoma. **Is that true??**

If that is correct, what will be done to provide a safe environment for residents including many children? The impact on traffic, wear/tear on streets, air quality and safety is a concern and must be taken in to consideration. This is a huge increase in traffic and the type of traffic traveling in this quiet residential area.

**What is being done to deal with this situation?**

2: I also understand that mile long trains will be used to haul in/out of the VMT and ORCEM. **Is this being addressed with the local community?**

**What time of day will the trains run??**

Please let me know what the City of Vallejo is doing to deal with this kind of a change to our community.

Thank you  
Renee

33 Sandy Beach Road  
Vallejo CA 94590

[renee.resource@gmail.com](mailto:renee.resource@gmail.com)

**From:** Williams, Michael S. [<mailto:Michael.Williams@napa.courts.ca.gov>]  
**Sent:** Monday, November 02, 2015 1:31 PM  
**To:** Andrea Ouse  
**Subject:** ORCEM

This is not a suitable place for a large transportation-dependent industry, and will substantially lower home values, decreasing Vallejo's attractiveness as a place to live.



-----Original Message-----

From: Lori Allio [<mailto:lmallio@att.net>]

Sent: Wednesday, September 30, 2015 4:57 PM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>; City Manager <[City.Manager@cityofvallejo.net](mailto:City.Manager@cityofvallejo.net)>

Cc: Rozzana Verder-Aliga <[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)>; Jesus Cristobal Malgapo <[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)>; [bsampayan@ci.vallejo.ca.us](mailto:bsampayan@ci.vallejo.ca.us); [rmccconnell@ci.vallejo.ca.us](mailto:rmccconnell@ci.vallejo.ca.us); Katy Miessner <[katym@mindspring.com](mailto:katym@mindspring.com)>; Katy Miessner <[Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net)>; Claudia Quintana <[Claudia.Quintana@cityofvallejo.net](mailto:Claudia.Quintana@cityofvallejo.net)>; Pippin Dew-Costa <[Pippin.Dew-Costa@cityofvallejo.net](mailto:Pippin.Dew-Costa@cityofvallejo.net)>

Subject: ORCEM VMT DEIR additional feedback

Dear Andrea and Dan:

Thank you for your ongoing dedication and service to the people of Vallejo. I know you are professionals who are balancing a broad range of interests and projects at any moment.

I must share with you, for the record, that I am troubled by the process being used for and the glaring omissions in the ORCEM / VMT public outreach process. This is a project that will have serious impact on community health and increased morbidity and mortality resulting from increased cancer rates, asthma rates, and more. The victims are statistically more likely to be children, particularly young children and residents living and going to school with direct proximity to the site and truck routes (homes are 20 yards from the site). The ORCEM VMT represents a significantly intensified use of the site and a dramatic increase in pollutants that are harmful to human health.

As I noted in previous feedback (attached to this email and incorporated by reference), CEQA requires an environmental justice analysis in cases such as these where a low income, minority population with substantial existing burdens is going to be negatively impacted. This area has double the asthma rates of the rest of California and burdens of crime, existing intense pollution from Hwys 80 and 29, and more. I again request that a full environmental justice analysis analyzing local health, social, environmental, economic and other impacts be provided to the community.

Clearly given this disgraceful and illegal omission, the City of Vallejo should at the very least be conducting robust and culturally appropriate outreach to this part of the community. Instead there has been one meeting notice which is very confusing and includes an unofficial open house listed within the body of the official announcement. It is not clearly stated that participation at the Open House will not be part of the public record. Some parents I spoke to who are beside themselves with worry about their kids who already suffer from asthma told me that they were planning to go to "the earlier meeting" because it was more convenient. There is rampant confusion and lack of understanding that there is only one official meeting and it is not the Open House listed on the Public Notice. I would like to respectfully request that the Open House for the ORCEM / VMT applicants be cancelled or rescheduled to another date and uncoupled from the official meeting. I would further respectfully request that additional official public input meetings convenient to the neighborhood be convened where public input and questions can be received from this community.

One final note, the notice did not indicate whether Spanish translation would be provided at the meeting on October 7. Half of the students at Grace Patterson elementary and approximately 1/4 to 1/3 of the residents of the neighborhood (depending on how the neighborhood is defined) are spanish speaking. It is essential that their voices are included in this discussion of a project that will so deeply

impact their health and the health of their children. I request that there be simultaneous Spanish translation provided at all public meetings for this project.

Thank you very much for your immediate attention to this.

Sincerely,

Lori Allio PhD

**From:** Ivan Tonge [<mailto:tongei@gofree.indigo.ie>]

**Sent:** Thursday, October 29, 2015 8:19 AM

**To:** Andrea Ouse

**Subject:** ORCEM's proposed development at Vallejo Marine Terminal

Attached is my personal reference for the above firm – based on my experience working with them in this Community.

Ivan Tonge  
Parish Priest  
St Patrick's  
Ringsend  
Dublin 4  
Ireland  
[tongei@gofree.indigo.ie](mailto:tongei@gofree.indigo.ie)  
++353872726868

## **Parish of St Patrick**

Ringsend

Dublin 4 – Ireland.

[tongei@gofree.indigo.ie](mailto:tongei@gofree.indigo.ie)

++ 353 87 272 6868

To whom it concerns,

### **Ecocem: Dublin, Ireland.**

I have been the Parish Priest in Ringsend – the Port Area of Dublin – for the past six years.

During that time I have got to know the people who run and work in Ecocem well.

They are a company whose production works are in our Area and have been here for many years.

I have personally worked with them both in our local schools, and in the Project to protect the riverbank beside the Church.

They have made a great contribution to our Area through their constant support of the Local Community. They have contributed to the Local Schools with expert advice, educational input with the teachers and pupils, and participated in the Board of Management of the Secondary Technical School.

They are a positive influence in our Community, and I would recommend them to you as a real support for your Community.

Yours Sincerely,

Rev. Ivan Tonge

Parish Priest.

27<sup>th</sup> October 2015.

**From:** Peter Brooks [<mailto:peterjbrooks@msn.com>]  
**Sent:** Wednesday, October 28, 2015 1:20 PM  
**To:** Andrea Ouse  
**Subject:** ORCEM/VMT DEIR questions for official submission

Hello Andrea,  
Please submit these questions for the 60-day DEIR period.

As always, thank you for your prompt attention.  
Peter Brooks  
714 York  
Vallejo, CA 94590

## Appendix J-1 - STORM WATER CONTROL PLAN

### **1.3 Pre- & Post-Development Peak Runoff Rates**

**The DEIR states that** "Peak runoff from the site will be reduced by a combination of three factors including the removal of the existing warehouse building at the site entry."

**QUESTION 1 -- How would the Runoff Rates be affected if the existing warehouse building at the site entry were NOT removed?**

**QUESTION 2 -- Will the plan to direct runoff to the vegetated swales, storm drain system, and bio-basin for detention and filtration still work if the existing warehouse building at the site entry is NOT removed?**

### **1.5 Opportunities and Constraints for Storm Water Control**

**STORM WATER CONTROL PLAN (SWCP) - The DEIR states that** debris and pollutants from unloading and/or vehicle operations can be adequately filtered prior to discharge.

**QUESTION 1 -- Can you please list examples of debris and pollutants and explain how the filtration process works?**

**QUESTION 2 -- Can it be determined how much of the debris and pollutants entering the filtration system come from VMT's operation vs. ORCEM's operation?**

## SECTION 2.0 MEASURES TO LIMIT IMPERVIOUSNESS

### 2.1 Measures to Reduce Development and Minimize Impervious Area

Per the DEIR, "The existing warehouse building at the site entry will be removed. The area will be paved or topped with gravel and used for truck/rail traffic and for stockpile of materials and/or equipment. A bio-basin and vegetated swales will be added to the site to increase the landscape (pervious) areas."

**QUESTION - Can you please explain where the aforementioned bio-basin and vegetated swales will be placed if the existing warehouse building at the site entry is NOT removed?**

## SECTION 3.0 SELECTION AND PRELIMINARY DESIGN OF STORM WATER TREATMENT BEST MANAGEMENT PRACTICES (BMPS)

The DEIR states that "Gravel/Stockpile area runoff has minor infiltration, and the remainder is directed to the storm drain system or to the bio-basin."

**QUESTION -- Can you explain why some Gravel/Stockpile area runoff goes to the bio-basin while other Gravel/Stockpile area runoff is diverted to the storm drain system?**

## SECTION 4.0 SOURCE CONTROL MEASURES

### 4.1 Description of Site Activities and Potential Sources of Pollutants

**TABLE 4-1 POTENTIAL POLLUTANT SOURCES AND CONTROLS** states that "Storm drain inlets will be marked with the words "No Dumping! Drains to Bay."

**QUESTION -- Can you please illustrate on the site map which areas on the site "Drain to Bay" and which areas go to filtration and treatment?"**

**QUESTION 2 -- Can you please explain why some Storm drain inlets drain to the Bay without filtration and treatment?**

---

**From:** VEE

**Sent:** Monday, October 12, 2015 1:50 PM

**To:** Andrea Ouse

**Subject:** public comment Vallejo Marine Terminal (VMT) and Orcem Plant

public comment Vallejo Marine Terminal (VMT) and Orcem Plant

please reject the VMT cement plant project.

This is a forever permanent quality of life disaster that will never go away !

home property values go down !

air quality will suffer forever ! indefinitely !

public safety will suffer forever ! indefinitely !

permanent quality of life will suffer, forever indefinitely !

please reject this permanent disaster and envision a brighter tomorrow for VALLEJO' future,the future belongs too the youth,not too use,please give them a clean bright future, hey deserve without this disaster.

the economic benefits don't add up in favor of this,we can do better !

VERONICA HERALD  
VALLEJO,CA 94591

---

**From:** JOE

**Sent:** Sunday, October 11, 2015 3:34 PM

**To:** Andrea Ouse

**Subject:** public comment VMT/Orcem Project  
public comment on the VMT/Orcem Project:

please reject the VMT/Orcem cement plant Project.

The VMT/Orcem cement plant project is wrong for VALLEJO future, a constant threat of problems will be generated stemming from its' operation set into motion if this plant is approved, having a 24hr cement plant operation is a recipe for disasters waiting to happen, constant threats to our residence safety, the constant pollution from the trucks trains, the noise pollution, our quality of life will be lowered if this plant is passed, this plant is bad news for current and future VALLEJO residence for an indefinite period of time, we can't change this once this has been approved, the economic factor doesn't add up in favor of this dangerous unsafe project, we need clean green jobs in VALLEJO.

J MILLIKEN

VALLEJO resident

Vallejo, ca 94591



**From:** [davcur@aol.com](mailto:davcur@aol.com)

**Sent:** Saturday, October 10, 2015 6:01 PM

**To:** Andrea Ouse

**Subject:** Questions concerning the proposed cement plant

Dear Ms. Ouse:

I am concerned about several facets of the proposed cement factory development. I would appreciate replies to the following questions/concerns:

1. In the Port of Los Angeles, docked ships are plugged into electrical outlets and their oil burning engines are turned off. Will that be true at the cement factory's wharf? One of the leading causes of air pollution in Ventura County comes from shipping offshore. How will the pollution be monitored.
2. It appears there will be a significant increase in truck traffic especially on Lemon Street. Who will pay for road upkeep?
- 3..The newspaper article indicated the permanent job creation would be about 29 people. Will a percentage of those people be Vallejo residents? How will that be tracked?
4. I have heard that the tax benefits to Vallejo will be minimal. How will I be able to understand where tax payments from the factory will be paid?
5. How many and for how long will constructions jobs be in effect?
6. Air pollution from the factory operation will be a factor. How ill that be measured, and what happens if the levels exceed standards? Are there standards now in place? What happens if the operation of the plant leads to results in excess of standards?
7. Should an accident occur, the immediate responders will be Vallejo Fire and Police Departments. Will the developers be paying for additional equipment/staffing for these services?
8. Dredging will affect Bay and Sacramento River water quality. How often and to what depth will dredging have to occur. Does the Environmental Impact Report detail the effect(s) of this dredging?
9. Will tugs be based at the wharf? Will this mean an increase of local jobs?
10. Twenty-nine jobs seems very few. Where might I see a realistic perspective on the job creation of this endeavor? Does this number include truck drivers, collateral service industries, etc?

Thank-you very much.

David Curtiss  
8401 Benavente Ct.  
Vallejo, CA., 94591  
707-647-3998

-----Original Message-----

From: Susan B Anthony [<mailto:sueccdogs@comcast.net>]

Sent: Monday, October 26, 2015 2:01 PM

To: Andrea Ouse <[Andrea.Ouse@cityofvallejo.net](mailto:Andrea.Ouse@cityofvallejo.net)>

Cc: Mayor Osby Davis <[Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net)>; Jesus Cristobal Malgapo <[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)>; Pippin Dew-Costa <[Pippin.Dew-Costa@cityofvallejo.net](mailto:Pippin.Dew-Costa@cityofvallejo.net)>; Robert H. McConnell <[Robert.McConnell@cityofvallejo.net](mailto:Robert.McConnell@cityofvallejo.net)>; Katy Miessner <[Katy.Miessner@cityofvallejo.net](mailto:Katy.Miessner@cityofvallejo.net)>; Bob Sampayan <[Bob.Sampayan@cityofvallejo.net](mailto:Bob.Sampayan@cityofvallejo.net)>; Rozzana Verder-Aliga <[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)>

Subject: Questions to the Environmental Impact Report for the ORCEM Cement and Deep Water Terminal Project

In behalf of the seventy three percent of Californians who are investing billions of dollars in protecting our environment, we would appreciate the special consideration of the following topics.

1. Will the lease agreement between ORCEM and the City Government have conditions enabling the City to shut down the ORCEM cement plant operations and will the ORCEM company be allowed to operate under a fictitious name preventing lawsuits against the main Concrete Company involved.
2. Who will pay for the clean up when it happens? (e.g. overturned vehicle, diesel spill, oil or diesel spill from a ballast tank purge)
3. With the San Andreas fault in mind will this project be built to earthquake standards. Will the old structures be retrofitted to earthquake standards.
4. Will bulk liquids be used and held on site in containers (e.g. glue, liquid binding agents, epoxy) If so, what additional safety features surrounding the tanks that contain liquid will be required.
5. Does the Endangered Species Act of California cover Our native fish species (e.g. chinook salmon, steel head trout, coastal and bay wildlife inhabitants and species of fish found no where else,) and if it does; the tax payers of California wish to include counsel on this and the following issues from an independent marine biologist.

Requesting the independent marine biologist answer the following questions.

Would any of the following conditions, that maybe present from the cement plants operations; cause harm or a disruption to wildlife or fish.

a. Salmon and Steelhead depend on scent of the water to find their way to their spawning ground. Could the dust particulates from the concrete plants operations and fugitive particulate matter that is continuously released into the air that settle into the water or by contaminated surface water run-off into the river.

Can foreign particulate matter taint the PH or scent of the surrounding waterway and is it conceivable to say that there is a threat to the Salmon becoming disorientated in determining the direction of their spawning grounds because of a change in the scent of the waterway.

b. What specific endangered species and endangered habitat maybe impacted by a catastrophic collision with an oil tanker?

c. What negative impacts would effect the wildlife and fish from the sound of the equipment used at the plants operation. (e.g. constant noise, low frequency ground vibration from grinding, equipment resonance from machines both on land and from within the Cargo Hole during the off loading and or loading of the Bulk Cargo Ships.

d. Can electrical grounding rods for the Electrical Service at the plant cause conductivity or electrical current to travel to waters edge when the groundwater contains salt. Can the transition of an electrical subsurface current cause the fish to become subjected to electrical current or to become polarized by the electrical current emitted along the shoreline.

e. Can Industrial ships emit electrical current and disturb or disorient fish in the water.

f. What negative effects occur to the fish if welding or fabricating goes on inside the Cargo Ship and the negative welding cable - terminal is grounded to the hull? Can electricity pass on into the salt water through the hull?

g. What effect does constant transmission of sound through the cargo ships hull cause to the fish and wildlife in the area? (e.g. pinging and banging in the cargo hole?)

h. What wildlife and fish species are critically endangered that species are residents and migratory inhabitants to the San Franciscos Bay Delta region?

6. What is their intended route of travel into the San Francisco Bay Area? Will they be restricted to the Central Shipping Lane that swings around past the Farallon Islands or will they be allowed to use the Northern route which cuts between the fisheries of the Farallon Islands and Fanny Shoals.

7. Millions of tax payers dollars are at stake in the salmon restocking program of California's rivers and streams. The people of California wish to have a summary of The Economic Value of Striped Bass, Chinook Salmon and Steelhead Trout of the Sacramento and San Joaquin River System of 1985 by Phill Meyeres Resources Incorporated, located in the City of Davis, California included in the final decision.

8. Has a traffic study been done for both roadways and waterways. A traffic study should be done of the Northern and Central shipping lanes regarding: Barge, Tanker, Sport and Commercial Fishing traffic as it is today and its ability to handle any more safely.

9. Should a catastrophic spill occur and enter the River, the Bay, or the Pacific Shoreline, what is the name of the ORCEM Cement Company responsible Party. What is the specific "The Entity Name," who is the responsible Party to be held liable in a lawsuit?

10. Who is their insurance carrier(s)?

11. Will the company be required to carry insurance that will cover damages to the environment? If not, Why would the company be allowed to operate at Rivers edge without carrying Insurance that will cover damage to the environmental?

12. Does their insurance cover damages if their vessel hits a. bridge structure b. a commuter Ferry ?

13. Will a current copy of their insurance be required to be filed with the City Clerk as a public record.

Submitted by  
Susan B. Anthony  
900 Carolina Street  
Vallejo, CA 94590  
Home: 707 642-7332

cc:

[Mayor@cityofvallejo.net](mailto:Mayor@cityofvallejo.net)

[Jesus.Malgapo@cityofvallejo.net](mailto:Jesus.Malgapo@cityofvallejo.net)  
[Pippin.Dew-Costa@cityofvallejo.net](mailto:Pippin.Dew-Costa@cityofvallejo.net)  
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[Bob.Sampayan@cityofvallejo.net](mailto:Bob.Sampayan@cityofvallejo.net)  
[Rozzana.Verder-Aliga@cityofvallejo.net](mailto:Rozzana.Verder-Aliga@cityofvallejo.net)

**From:** [robert schussel](#)  
**To:** [Andrea Ouse](#)  
**Cc:** [Plowman, Lisa A.](#); [Inder Khalsa](#); [Leslie Trybull](#)  
**Subject:** Re: Some initial questions that need to be addressed on Wednesday  
**Date:** Monday, October 05, 2015 12:16:06 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

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Ms Ouse

After reading a significant part of the ORCEM/VMT DERI there are some background questions that I hope could be answered for the Public on Wednesday. Also I would like to have the below considered as questions that need to be responded to in the DEIR.

A. For the three Ocrem plants in Europe

1. How many metric tons per week of GGBFS is processed at each plant?
2. How far is each plant located from residents/homes/apartments?
3. What are the emission and noise standards (including those for nearby residents) required at each location?
4. How many metric tons of the GBFS per week is brought in by barge/ship and how much by rail and truck?
5. How many metric tons of GGBFS per week leaves each plant by truck, barge and by rail?
6. Have any of the plants operated in mode 2 (Portland clinkers) or mode 3. How many days did these plants operate in mode 2 or 3 and approximately how many metric tons were involved? How many extra round trips for trucks were required by day or week when

in mode 2 and for mode 3?

7. What are the hours of operation at each plant for ships/barges, truck and rail?

B) Why isn't there any discussion in the DEIR about the impact of the VMT on Ferry operations? Will this information be made available?

- A. If standards for certain emissions such as SOx are not in Vallejo code or enforced by agencies etc. how can they be regulated to an acceptable level?

--For marine and railroad the City currently does not have standards for emissions and noise. Saying that impacts are not significant as standards don't exist do not help the Public or the environment. What can be done to impose standards?

Robert Schussel PhD.

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**From:** Leslie Trybull

**To:** Leslie Trybull

**Cc:** "Lisa A. Plowman (maplowman@rrmdesign.com)"; Andrea Ouse; Inder Khalsa

**Sent:** Friday, October 2, 2015 10:30 AM

**Subject:** Vallejo Marine Terminal/Orcem Draft EIR Review Deadline Extended

BC: Planning Commission, City Council

The Draft Environmental Impact Report (DEIR) for the Vallejo Marine Terminal/Orcem Project is now available for a 60-day public review period. The City has decided to extend the review period for the following reasons:

- (1) The unusual complexity of the proposed VMT/Orcem project and the highly technical nature of the environmental issues associated with this project.
- (2) The fact that the original posting of the EIR was missing certain source data from the appendices. While the analysis contained in the EIR is sound, the City wishes to provide the public with ample time to review not just the EIR, but also all of the supporting data.
- (3) Numerous requests from members of the public and officials for an extension of the review period.

The new review deadline will end at 5:00 p.m. on **November 2**, 2015; all comments on the DEIR must be received by the deadline to be considered. The full document and its appendices are available on the city's website at [www.cityofvallejo.net/VMTOrcemDraftEIR](http://www.cityofvallejo.net/VMTOrcemDraftEIR) or as a hard copy for review at the John F. Kennedy Library (505 Santa Clara Street) and the City of Vallejo Planning Division (555 Santa Clara Street, 2<sup>nd</sup> Floor). Submit written comments to Community & Economic Development Director Andrea Ouse, 555 Santa Clara Street, Vallejo, CA 94590, by email at [andrea.ouse@cityofvallejo.net](mailto:andrea.ouse@cityofvallejo.net), or on the City's Open City Hall topic [here](#).

---

**Leslie Trybull**

**Executive Secretary**

*City of Vallejo | Economic Development Dept., Planning Division*

*(707) 648-4326 | [leslie.trybull@cityofvallejo.net](mailto:leslie.trybull@cityofvallejo.net)*



**From:** Earl Jones [<mailto:jones1430@att.net>]

**Sent:** Tuesday, October 27, 2015 5:29 PM

**To:** Andrea Ouse

**Subject:** Vallejo MT and Orcem Plant

My name is Hazel M. Jones and I live at 700 Locust Drive in Vallejo. I oppose the building of such a plant and have listed all my objections in the following attachment..

I am opposed to a dirty industrial cement facility operating 24 hours a day in a city the size and scope of Vallejo. There is already heavy pollution in this city. Vallejo is bisected by Interstate 80, 780, and Highway 37. Currently operating in northeast Vallejo where my home is located is a gravel pit company operating 24 hours a day. I am a prisoner to noise and dust created by this company. The accumulation of dust in my home and grounds on a daily basis is so bad that all windows must be kept closed. Due to drought restrictions, we can no longer wash driveways or patio. Even without the drought, dust has always been an issue that we have had to deal with every day.

Would anybody in their right mind at city hall or the planning commission vote for 276 trucks a day traversing the streets of residential areas with homes and the safety and health of citizens and children at risk. Breathing problems, allergies and asthma has always been a huge problem with adults as well as children in Vallejo. Property values are affected. With that kind of traffic, where will the money come from to repair the streets that are already in bad shape? How can we draw tourists and develop the waterfront? Real Estate agents can forget about building any more houses in that vicinity.

Whose idea was this? Why are citizens only recently finding out about Orcem? Who are their friends at City Hall? What's the economic advantage to our city? 30 jobs is a joke. All the money on such a project goes outside the city. Someone will get rich, but they all live outside the city of Vallejo. This is not a win situation. It is a disaster waiting to happen.



**From:** Alan Barker [<mailto:abretail@yahoo.com>]  
**Sent:** Wednesday, October 28, 2015 5:04 PM  
**To:** Andrea Ouse  
**Cc:** Claudia Quintana  
**Subject:** Vallejo VMT/ORCEM DEIR

Comment/ Questions on the adequacy of the VMT/ORCEM DEIR

Andrea Ouse

**I believe the proposed DEIR is inadequate dealing with the proposed VMT/ORCEM 24/7 hours of operation.**

***Vallejo Municipal Code***

**7.84.010** General prohibition – Loud unnecessary and unusual noise.

"Notwithstanding any other provisions of the Vallejo Municipal Code and in addition thereto, it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area."

**I question the adequacy/accuracy of noise calculations done by AWN Consulting Limited for the VMT/ORCEM DEIR.**

For example:

Appendix K-2 Environmental Noise Impact of the Proposed Orcem Development, Vallejo, California Figure 1 Site Location.

The VMT Site *incorrectly* includes Sandy Beach residences.

Lt1 was selected to represent the noise environment of Sandy Beach Road residential land uses located along the waterfront.

Preliminary independent decibel checks *differ* from AWN established DB baseline for this site.

The DEIR should view the adjustment of 24/7 not as a reduction of the operation, such as the 25% reduction in production and throughput volumes, and therefore efficiency, as reflected in the Reduced Scale Alternative. That is infeasible for economic reasons, that lead to the No Project Alternative, which is not CEQU acceptable.

The DEIR should consider adjustment to the 24/7 as a *scheduling issue* to more accurately comply with City Municipal Guidelines and ordinances. Not all activities are 24/7 such as administrative, maintenance and some loading and unloading.

*Let's be clear, the noise effects related to 24/7 is the "elephant in the room."*

**I would ask the applicants to consider *adding* revised hours such as (6am to 10pm) to the 6.4.2 Revised Operations Alternative.**

**Questions:**

**With regards to the DEIR 25% Reduced Scale Alternative making the proposed project infeasible. What is that dollar amount?**

**Are the applicants or DUDEK or AWN aware of any other guidelines, ordinances or civil procedure relating to noise management and 24/7 operations relating to CEQA or NEPA?**

**Will the applicant redo DEIR noise levels testing for the Lt1 Sandy Beach area?**

**I sincerely appreciate the opportunity for input on the proposed VMT/ORCEM project.**

Alan Barker  
3 Sandy Beach  
Vallejo, California 94590  
925-389-0225

**From:** Alan Barker [<mailto:abretail@yahoo.com>]

**Sent:** Tuesday, October 27, 2015 3:56 PM

**To:** Andrea Ouse

**Cc:** Jesus Cristobal Malgapo ; Mayor Osby Davis ; Bob Sampayan ; Pippin Dew-Costa ; Rozzana Verder-Aliga ; Robert H. McConnell ; Katy Miessner ; Seifert ; Hannigan

**Subject:** Vallejo VMT/ORCEM DEIR

Comment/ Questions on the adequacy of the VMT/ORCEM DEIR

Andrea Ouse

**I believe the proposed DEIR is inadequate dealing with proposed annexation of land and its impact on the Public Trust Doctrine.**

Figure 2-2 of the VMT/ORCEM DEIR is used for reference.

"The 5.25-acre portion of the project site located outside the City limits, designated "Open Space-Community Park," would be annexed into the City and would be redesignated "Employment" and zoned "Intensive Use." The rezoning of the 5.25 acres has the potential to introduce a more intensive land use and an associated increase in truck travel, deliveries, and materials transport. However, it should be noted that the applicants are only proposing to use 1.99 acres of the 5.25 acres."

"The proposed boundary change would require approval from Solano County LAFCO."

#### **4.3.9 Land Use and Planning**

"A cumulative impact to land use and planning could occur if the proposed and cumulative projects contributed incrementally to a land use impact that is inconsistent with local plans and policies, including those set by the Bay Conservation and Development Commission, the City of Vallejo General Plan, and the Solano County General Plan. As described in Section 3.9, Land Use and Planning, the proposed project does not result in any significant impacts. However, the proposed project would involve the annexation and re-designation of 5.25 acres of land currently designated as "Park and Recreation" use in the Solano County General Plan, into "Employment" use by the City of Vallejo. This impact is considered to be less than significant."

**I believe the impact is significant and the DEIR has not adequately addressed alternatives.**

Figure 1-3 of the VMT/ORCEM DEIR is used for reference.

The shoreline to this 5.25-acre parcel is tideline property owned by the State of California. VMT is an upland property owner that does not include the tideland. Currently, the public has access to the tidelands laterally from the south and this is consistent with the Public Trust Doctrine. This property is used daily by the public for fishing, walking, bird watching, kayak launching and other recreational activities. No fence limiting public access to the property has been functional in the last decade. The legality of fencing restricting public access to tidelands without mitigation is a separate issue.

A suggested alternative would be *no annexation* of the parcel by the city of Vallejo.

By moving the maintenance shed and outside storage to a different VMT terminal site within the proposed project, this would not be a No Project Alternative and acceptable to CEQA. It would free the 1.99-acre from Homeland Security restrictions. This would also be an improvement consistent with the Project Requirements. (This would modify the VMT Terminal Site southern line to be inline with the ORCEM Site southern line in Figure 1-3 of the DEIR document.

Upland public access could be granted direct to the tidelands.

This 5.25 site is an area subject to the California State Lands Commission Public Trust Doctrine, and is also within the jurisdiction of the Bay Conservation and Development Commission, which are agencies subject to Executive Order S-13-08.

In an effort to preserve the "Open Space-Community Park" designation and satisfy Public Trust Doctrine, I would ask the applicant (VMT) to consider:

1. Deed restrictions on the property to grant public access and maintain a buffer.
2. Land exchange with the California State Lands Commission.
3. On-site mitigation for loss of public access to leasehold property with BCDC.
4. Gifting to Solano County Recreational District

Questions:

Why have there been no other on-site mitigation alternatives to the loss of public access to the leasehold parcel due to Homeland Security Restrictions?

Why is the kayak launch discussed in the DEIR as possible mitigation off-site?

Can the DEIR advance to final EIR without BCDC approved mitigation?

What mitigation will be proposed for Phase 2 of the project?

**I have forwarded my comments to Lieutenant Governor Gavin Newsom, State Lands Commission and sincerely appreciate the opportunity for input on the proposed VMT/ORCEM project.**

Alan Barker

3 Sandy Beach  
Vallejo, California 94590

**From:** Alan Barker [<mailto:abretail@yahoo.com>]

**Sent:** Monday, October 26, 2015 2:45 PM

**To:** Andrea Ouse

**Cc:** Mayor Osby Davis ; Jesus Cristobal Malgapo ; Pippin Dew-Costa ; Robert H. McConnell ; Katy Miessner ; Bob Sampayan ; Rozzana Verder-Aliga

**Subject:** Vallejo VMT/ORCEM DEIR

Comment/ Questions on the adequacy of the VMT/ORCEM DEIR

Andrea Ouse

I believe the proposed DEIR is inadequate due to the wrong type of DEIR selected for this proposed project. Two federal agencies are directly involved in the project and should require joint CEQA and NEPA (National Environmental Policy Act) review.

The first federal agency, Department of Homeland Security, VMT-controlled site, and no public access.

EPA has responsibility to prepare its own **NEPA** documents for compliance. EPA is charged under Section 309 of the Clean Air Act to review the environmental impact statements (EIS) of other federal agencies and to comment on the adequacy and the acceptability of the environmental impacts of the proposed action.

The second federal agency, Parent agency: U.S. Department of Defense U.S. Department of the Navy (DoN) owns/controls a navigational jetty within one mile of the proposed VMT/ORCEM site. The federal property is located adjacent to the Sandy Beach area. The jetty is in a state of disrepair and increased ship traffic wake could cause it to fail with environmental impact.

I believe that Joint EIR-EIS should be prepared.

### **CEQA GUIDELINES**

#### **California Code of Regulations, Title 14, Division 6, Chapter 3,**

#### **Article 11.Types of EIRs. (Sections 15160-15170)**

##### **Section 15170. Joint EIR-EIS.**

A lead agency under CEQA may work with a federal agency to prepare a joint document which will meet the requirements of both CEQA and NEPA. Use of such a joint document is described in Article 14, beginning with Section 15220.

Because of the inadequacy of the DEIR (CEQA only with no NEPA) I would ask that the NEW DEIR be implemented prior to proceeding to a Final EIR and INCLUDE NEPA. I would also

ask that the Public Review Period for the Joint EIR-EIS start over to allow Public Questions/Comments on the NEPA portion of the Draft.

**My Questions:**

**Will a Joint EIR-EIS be filed? If not, why? Other corrective actions taken to include NEPA review?**

**I have forwarded my comments to congressman Mike Thompson and sincerely appreciate the opportunity for input on the proposed VMT/ORCEM project.**

Alan Barker  
3 Sandy Beach  
Vallejo, California 94590

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From: Michelle Gandley <[michellegandley@gmail.com](mailto:michellegandley@gmail.com)>  
Sent: Friday, October 9, 2015 1:47 PM  
To: [opinion@timesheraldonline.com](mailto:opinion@timesheraldonline.com)  
Cc: Andrea Ouse  
Subject: VMT /ORCEM PROJECT. Straight from the horses mouth.

At the informational meeting held by VMT/ ORCEM on October 7th, I personally asked Mr. VMT himself, "since you only paid \$300,000 for this property at the bottom of the market, how much would you be willing to take to just go away?" His reply: "No amount of money could make us go away". He said. "I HAVE A VISION."

Really? That must mean Mr. VMT wants this REAL BAD. I agree. It is an ideal location for what they are proposing. It has deep water port. It has waterfront access that our city is willing to lease. It has railway access and it has highway access. No other place on the bay has this. And he bought a portion of the property and rights to the marine terminal for pennies on the dollar.

All of these things make it the perfect spot for Mr VMT's vision. Unfortunately at this point, according to the Environmental Impact Report, VMT and ORCEM cement factory are unwilling to do what it takes to mitigate most of the significant impacts BECAUSE, THEY DONT WANT TO INVEST IN THOSE THINGS. They are willing to put a 50 million dollar investment into building a port, BUT, they are NOT WILLING to put in shore power at that port. This means that the ships docked at the port requiring 3 days PER SHIP to unload will be idling diesel exhaust fumes using their own power THE ENTIRE TIME THEY ARE IN PORT! The EIR states that 7.5 ships per month will be offloading at this port. Each ship spends 3 days in port, idling their diesel fuel and exceeding the limits for CEQA greenhouse gasses 23 days out of every month! Make VMT PUT IN SHORE POWER. PERIOD! OR NO DEAL.

Secondly, The rail car noise is expected to have a SIGNIFICANT NOISE IMPACT though out the city simply because the railroads are so old. There currently exists technology of railroads that if installed throughout the urban areas of Vallejo would virtually silence the railway. A federal grant would be necessary to improve the rail road so WHY IS THIS NOT BEING MITIGATED. Make VMT /ORCEM responsible for getting those improvements complete. PERIOD! OR NO DEAL.

MR ORCEM, who I also had a conversation, indicated that ORCEM will be responsible for majority of the truck traffic ON CURTOLA Ave, LEMON Street AND HWY 29 and they ARE willing to help Vallejo repair some sections of road and sidewalks along Lemon St. now. However, they would NOT be willing to help maintaining those roads. REALLY? So you want to barrel through Vallejo using 300 semi trucks per day for the next 60 years but you are UNWILLING to maintain those roads ? WHAT??? MAKE THIS COMPANY MAINTAIN THE ROADS THEY ARE TEARING UP. PERIOD! OR NO DEAL.

Lastly, our city is willing to lease out 11 acres of waterfront property that was put in the City of Vallejo's trust by the State of California to be kept for PUBLIC access. One exception to the rule is maritime industry. Ok. That's fine Mr VMT. Since you were lucky enough to get OUR WATERFRONT, and significantly profit from it for the next 60 years, THEN clean up the surrounding waterfront ensuring public access to those areas. Plant some beautiful parks for the cause and build a PUBLIC fishing pier and/or PUBLIC boating pier.....just show some good faith toward our community.

My final point is that this city has a project on the table where we could be negotiating many many benefits for Vallejo because these people obviously have a lot of money to make on our waterfront. WHY IS OUR CITY GOVERNMENT SAYING. and I quote.

" Well something is better than nothing". Does our city government even know what is happening in San Francisco and the South Bay? Well here is an idea. Our city of Vallejo has fiber optics installed under ground. This is a perfect site for technology companies to come and tap into our fiber optics Why are the city planners sitting back waiting deals from cement factories instead of contacting tech companies



and building a tech center here. Especially, in light of the fact, that all of the techies love living in San Francisco. Oh....and we just happen to have Ferry Service to San Francisco. Why are we not going for truly clean industry that would bring thousands of jobs???

The statement something is better than nothing....comes from a place of weakness and insecurity.

Wake up !! You have something very valuable to negotiate with. We should be coming from a position of strength. As it stands, This is a bad deal for Vallejo and unless we get what should be a direct benefit to the citizens of Vallejo with minimal health risks, we should walk away!!!

Sincerely,  
Michelle Ferry.

**From:** Jeff Carlson [<mailto:jeffdcarlson@gmail.com>]  
**Sent:** Wednesday, October 28, 2015 5:40 PM  
**To:** Andrea Ouse  
**Subject:** VMT/ORCEM DEIR Comments

Ms. Ouse,

Please add the attached file to the official record of public comments regarding the VMT/ORCEM project Draft Environmental Impact Report.

Regards,  
Jeff Carlson

VMT/ORCEM project draft Environmental Impact Report Comments - part 2  
Jeff Carlson

### 3.3 -- Biological Resources

- Given the projected sea level rise over the decades of the project life, would sections of the site likely be eligible for classification as wetlands in the future with the no project alternative?
- What baseline topographic information and sea level calculations are used to make the determination of the effects of sea level rise on the project site over the life of the project?

The biological assessment site survey information is outdated and no longer reflects conditions extant at the site. The intervening eight years have seen some of the driest on record and the composition of the plant and animal community may have changed significantly as a result. The site was being mowed and disced annually at the time the 2008 biological survey information was collected. The project DEIR states: "Regular disking reduces the suitability of the grassland habitat for special -status wildlife species." That practice ceased years ago and the plant and animal community has changed significantly as a result.

- What is the current status of biological resources at the site that might be impacted by the project following a decade of human inactivity and climate change?

Appendix E-3 which purports to update the biological assessment information documents that the site has been without human activity for the past ten years in contrast to the conditions extant in the original survey. In the interim an osprey nest had been established on one of the buildings and the author posits that colonization of the buildings by Townsend's bats would be likely and require further evaluation.

- Since Appendix E-3 documents changes that have occurred relative to the buildings, why would changes to the plant and animal communities across the rest of the site following a decade without disturbance not reflect the same propensity to change?
- Why were no transect surveys conducted to update the biological assessment in a comprehensive manner?

Similarly Table 3.3-1 documents sightings of Caspian terns flying overhead and notes that suitable habitat consists of undisturbed shoreline locations that are nearly barren. While that description did not apply during the 2007 survey because of the human activity, the lack of disturbance in the years since make it likely that the site has become suitable habitat and may support reproduction by Caspian Terns, a USFWS Bird of Conservation Concern.

- Have Caspian Terns used the site for reproduction in the years since the 2007 evaluation?

The 2014 visit to update the biological assessment information does not indicate that a walking transect was performed of the former disturbed grassland or the extensive sloped section of the site that was previously being mowed annually but has now been left undisturbed for years. It would be expected under these conditions that once regular disturbance ceased the composition of the plant and animal communities would change significantly. The environmental impacts to biological resources can't be identified and mitigated without current full season surveys to establish baseline information.

- What is the current composition of plant and animal communities at the project site?
- Have any species of concern established at the site since the last transect surveys?

The peer review of the BRA points to the high potential for existing conditions to differ significantly from the biological assessment data contained in the DEIR after a decade with little human activity. It points to the example of the Townsend's big-eared bat which may well have established in the interim. The same can be said for the plant and animal community as a whole.

Appendix E-3 states:

"Additionally, since the BTR was written in 2008, Townsend's big-eared bat has been proposed as a candidate for listing as a state-threatened species. Appendix B of the BRA states that Townsend's big-eared bat is "very sensitive to human disturbance; is not present on the project site; the project site is regularly disturbed by human activity, and suitable day roosts are not available in the Project Area".

Townsend's big-eared bat is commonly found in buildings. Although this species is sensitive to disturbance, the site has been vacant for 10 years and therefore has had little to no disturbance, human or otherwise. Dudek recommends that a habitat assessment and pre-construction survey be performed to assess whether roosting bats occur in the buildings on the project site. If roosting bats are detected, Dudek recommends consultation with CDFW to identify appropriate measures to be taken to avoid/minimize impacts to the species, which can include approval to exclude any bats potentially found on the project site." However, an agency fails its CEQA duties when it simply requires a project applicant to obtain a biological report and then comply with any recommendations that may be made in the report. *Id.* citing *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359.

The well-documented potential for large ocean-going cargo vessels to spread invasive marine species has not been addressed in this document.

- What impacts to the local marine environment are associated with ocean-going vessels?
- What measures can be taken to avoid the transfer of invasive marine species by ships docking at the proposed facility?

According to the San Francisco Bay Area Water Emergency Transportation Authority in an Aug, 2014 addendum to a consulting service report, the city of Vallejo has historically conducted no eelgrass surveys. Eelgrass is a submerged aquatic plant of ecological importance in San Francisco Bay and identified by the National Marine Fisheries Service (NMFS) as essential fish habitat. Without a survey of the site and surroundings for essential fish habitat the potential for significant environmental impacts related to the dredging operation can't be assessed or mitigated.

- Would any stands of eelgrass be disturbed directly by dredging for the project?
- Would any off-site stands of eelgrass be subject to damage from increased turbidity or siltation as a result of dredging or project operations?

A CalEPA Dept. of Toxic Substances Control report in 2003 notes: "Winter run Chinook salmon appear in the Carquinez Strait as escaping (prespawning) adults and smolts moving into the ocean." Table 3.3-2 states regarding the Sacramento winter run and central valley spring run Chinook that "there is no evidence of their presence" even though such migrating fish would necessarily pass within close proximity of the site.

- Is there no evidence because there has been inadequate sampling of the waters adjacent to the proposed project site?

The CalEPA report also states: "The west shore of Mare Island constitutes the bulk of the most important green sturgeon nursery in San Francisco Bay." Given the proximity to the project site and critical importance to continued propagation, the DEIR fails to adequately examine possible impacts to this Species of Special Concern.

- Why is there no assessment of the contribution of the site and adjacent waters to the reproductive success of the green sturgeon when it is known they are known to be present?
- Why does Table 3.3-2 cite no evidence for steelhead near the site even though their presence was recently reported near the mouth of the Napa River?
- Is the lack of evidence for steelhead directly related to a lack of adequate sampling efforts to find this rare and genetically important species?

Impact 3.3-7: Considering the ecological significance and protected status of a number of fish species known to inhabit or transit the waters adjacent to the site, a mitigation consisting of an intent to form a plan is insufficient to determine whether the impacts of night lighting marine waters can be mitigated to a level of less than significant impact. Given the known presence of threatened pelagic prey species like delta and longfin smelt along with predatory fish and pinnipeds, the risk that minimum light levels necessary for project operations at night would facilitate predation remains a significant risk. There is not sufficient evidence to determine whether such a mitigation is known to be feasible even with the suggested elements listed in the DEIR, when the performance standard is lack of significant impact to threatened species.

- How can any level of lighting necessary for workers to function safely fail to significantly impact the behavior of local marine species?
- What data are used to support the claim that such a plan for a project on this scale is known to be feasible?

- How much variation in behavioral response to elevated light levels among pelagic species has been documented?
- Would other factors associated with elevated overnight light levels tend to congregate pelagic prey species and increase predation rates, such as attracting insects and other food sources to the project area?

#### Appendix E-1 Biological Resources Assessment

A 2007 404 Determination study of the proposed project site found:

"A small seasonal wetland (NWI classification = PEMC/F palustrine emergent wetland, seasonally to semipermanently flooded) identified as a potentially jurisdictional wetland is present at the base of a hillside in the southern portion of the Study Area. The wetland is dominated by FAC to OBL wetland species including cattail, Bermuda grass, willowherb, and bristly ox-tongue. The wettest area of the wetland, which may be better described as emergent marsh, has hydric soils characterized by histosols and was inundated or saturated at the time of the field visit. The drier areas of the wetland had moist soils exhibiting redoximorphic features. The source of the wetland's water was presumed to be hillside runoff or a hillside seep."

Section 4.1.2 states "a small (0.02 acres) seasonal wetland plant community is present in the southern portion of the Project Area at the base of a steep hillside. Portions of this wetland were ponded during the late June field visit and may have perennial hydrology." But later in Appendix E-1 we find:

#### 3.2.2.2 Special Status Species with a High Potential to Occur Monarch Butterfly (*Danaus plexippus*)

"Monarch winter roost sites are characterized by wind-protected tree groves with nectar and water sources nearby. This species has been documented to historically use the eucalyptus grove in the Project Area (CNDDB 2007, Appendix F). Protocol level surveys for monarch winter roosts were completed during the winter of 2007-2008. During these surveys no monarch butterflies were observed and several components of a suitable roost site, including abundant fresh water and dense understory, were determined to be missing. Therefore, it was determined that the Project Area does not provide a monarch winter roost site."

The conclusion that a single winter's absence of site use means the project area does not provide a winter roost site in spite of a history of roosting is largely based on a lack of fresh water and dense understory. And yet a late June survey found open ponded water on the site.

- Why would the open water source cited as still present in June not support a winter roosting monarch population?

The survey data in this document is insufficient to gauge the potential impact on this sensitive species.

- How might the intervening drought years have affected monarch butterfly roosting distributions?
- Does the ponding at the base of the slope continue through dry years after other sites that would be suitable in normal years have dried up?
- How do rainfall patterns affect the suitability of the proposed project site relative to nearby alternative roosting sites?

In addition, the person who was responsible for annual mowing of the understory reports that the practice was abandoned years ago, so the lack of a dense understory cited and photographically documented in the DEIR no longer describes actual site conditions. The combination of historic records of use as a monarch roosting site, the documented presence of open ponded water, and a dense understory all call into question the conclusion that the project site does not provide suitable habitat for winter roosting of monarchs. This potential impact requires further study of current site status. The information used to conclude that there is no potential impact is outdated and incomplete.

### 3.5 -- Geology and Soils

- Has the fill material deposited on the site in the past been tested for hazardous materials?
- Does the watering for dust control measures and the collection and reuse of runoff water have the potential to redistribute hazardous material contained in the fill material into the environment?
- What is the source of topographical baseline datum for the site used to determine potential flooding effects on project infrastructure and evaluate possible environmental impacts related to project operations and components when site is inundated?

### 3.7-- Hazards and Hazardous Materials

MSDS's for blast furnace slag from different sources around the world reveal that a variety of hazardous materials such as carcinogenic hexavalent chromium, lead and zinc oxides, and calcium sulfide which is highly toxic to aquatic life may occur in significant amounts. The composition of the source material that would be imported to the site and the potential for differing batches of slag to impact the environment differently has not been given due consideration in this document.

- What would guarantee that some of the water used in dust control would not make its way into the marine environment carrying toxic or hazardous materials from the blast furnace slag along with fugitive dust?
- How can the public be sure that fugitive dust emissions will not be carrying carcinogens from slag material along with the caustic respiratory irritants?
- How much does the chemical composition of blast furnace slag vary in the regions that will be sourced for the Vallejo plant?
- Do steel plants in the regions that would provide the slag for this project add steel scrap to their kettles which can result in hazardous materials ending up in the blast furnace slag?
- What measures could prevent significant environmental impacts resulting from hazardous materials imported in batches of blast furnace slag over the operational life of the facility?

### 3.8 -- Hydrology and Water Quality

- What is the potential for inundation according to Inundation Maps produced by the State of California?
- If some or all of the site is projected to be inundated, what is the projected timeline for that?
- What is the source of the topographic site data used to determine the likelihood of future inundation of all or a portion of the site?
- If the site were to be inundated either through sea level rise, tsunami, or extraordinary weather event, what environmental impacts would result?

A review of the draft EIR for the Orcem/VMT project shows just one paragraph about landslide potential from the steep, unstable hill above the old General Mills site. This is in section 3.8, which discusses ways to stop excessive runoff from going into the river and carrying pollutants with it. Micki Kelly, PWS, Plant Ecologist conducted a reconnaissance plant survey of the General Mills site in 2007 and reported a recent landslide adjacent to the mill. The lack of detailed analysis of the landslide potential suggests that the EIR has an inadequate system of berms and landfill designed to stop polluting runoff from the Orcem/VMT site from flowing into the Mare Island Strait, Carquinez Strait and San Pablo Bay. That could include pollutants such as Orcem's slag which according to Orcem representatives would be stockpiled against the steep hill. This issue has not been sufficiently examined in the draft document.

- Were those involved in preparation of the EIR aware of the long history of mud- and rock-slides off the steep hillside, which runs from from above the General Mills site south above adjacent Sandy Beach to the western edge of the California Maritime Academy?

Any resident of the adjacent Sandy Beach neighborhood who has lived there for more than two or three years can describe how land slides have come down the hill during heavy rains and covered their boardwalk, and even some of the decking or yards that face the hill above them, with tons of debris. Such slides could overwhelm the runoff control system described in the EIR. The potential for landslides during extreme weather events to impact project operation and the environment has not been sufficiently analyzed in the draft document given the documented history of these events.

### 3.9 -- Land Use and Planning

The EIR states that 2.74 acres of potential foraging habitat for sensitive fish species would be lost due to shoreline modifications, and another 12.1 acres would be temporarily degraded due mainly to dredging. However, the EIR concludes that the area at the site "is not considered to be of high quality as a foraging habitat and the incidence of sensitive fish species at the site is low." However, people who fish in this immediate area catch striped bass, sturgeon and other types of fish. Small mud sharks are known to enter the river from San Pablo Bay. Delta and longfin smelt are well documented in the adjacent waters. Seals come up river from the bay. Grass shrimp thrive in the Mare Island Strait. It appears the draft EIR is inadequate in its analysis of marine life in the project area.

- Can you describe the methodology used to determine that the incidence of sensitive fish species at the site is low, and that the site is not considered to be of high quality as a foraging habitat?

In discussing possible harmful effects, the draft EIR states that the VMT project component "would require a small amount filling, diking and dredging." But at 3.9-17, the EIR states that nearly 140,000 cubic yards of material would be dredged.

- What is the EIR's definition of "small" and would this amount of dredging really have no harmful effects on marine life in the area?

Another dredging-related question:

- Orcem president Steve Bryan has stated that there is a scouring water pattern that has kept the water off the mill site deep. However, at adjacent Sandy Beach to the south, it's a mudflat out in front of the homes there at every low tide. Navigation charts show extremely shallow water immediately to the north as well. How was the calculation of estimated dredged material arrived at?

Given the several hundred feet of shoreline to be utilized for Orcem and VMT piers, it would appear that the calculation of nearly 140,000 cubic yards of dredged material -- a huge amount -- might be too low.

- Also, to get to the depth needed for ship traffic, 35' mean lower low water, would the dredging have to go beyond removal of silt and get into bedrock?
- What is the depth of the main river channel now? Is it less than 35' mean lower low water?
- Regarding pollution, what may be in the silt as a result of more than 150 years of water-based activity on both sides of the Mare Island Strait?
- Have samples been collected and analyzed for substances that would contaminate the water column to the full depth of the proposed dredging?

The draft EIR states that only shallow sediment samples were taken. This appears to be inadequate.

- Were samples taken to bedrock levels? If not, why not?

For many years, the ACOE ran a large dredging ship in the Mare Island Strait to keep the water deep enough for Navy ship traffic.

- Were Army Corps of Engineers records reviewed to see whether the ACOE conducted sampling of dredged material in the river? If not, why not?



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From: Patricia <[vidasport@yahoo.com](mailto:vidasport@yahoo.com)>  
Sent: Thursday, October 8, 2015 7:11 PM  
To: Andrea Ouse  
Subject: VMT/ORCEM Draft EIR

Dear Ms. Ouse,

Vallejo has a rich maritime and industrial heritage that has waned to say the least, along with the middle class jobs it sustained. I therefore welcome the idea of creating a maritime terminal with links to rail as well as the cement processing plant. | 1

I do have concerns about Lemon Street and the truck traffic planned there. | 2 How will residents and pedestrians be protected from noise and dust stirred up by the trucks? | 3 Will the restriction of trucks to non commute hours and the use of newer model lower emission trucks apply to all the future VMT tenants? | 4 Would it be possible to create a physical separation from the trucks, perhaps lined with trees along Lemon Street? Could beautification of the Sonoma Blvd. corridor be linked to it? | 4

Sincerely,  
Patricia Brown  
Napa St.

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From: Kathryn Kellogg <[kathrynkkellogg@gmail.com](mailto:kathrynkkellogg@gmail.com)>  
Sent: Wednesday, October 7, 2015 10:35 PM  
To: Andrea Ouse  
Subject: VMT/ORCEM Draft EIR

Hello,

I was at the meeting tonight. And, these thoughts kept dancing through my head. The level of outspokenness against the plant is SO HIGH. So many people have stories just like mine. We invested in Vallejo. We just bought houses downtown for the great waterfront. But, now we're going to be ransacked with hundreds of trucks a day, trains not even a block from my house, and constant noise!! I would have never have bought here had I known. You are literally fucking my generations future. Do you want 20 something's to come to Vallejo? Do you want our town to be awesome? And, most importantly - the question that's been lulling in my mind - do you even care? I mean really? Can we prevent this? Can we do it? And, if so - please tell me how. We will make it happen. We don't want this. Don't ruin my investment. Don't ruin our plans and dreams. Don't decrease our property value for something that can't give Vallejo any value.

Concrete is not our future.

Concerned citizen & Vallejo home owner,  
Kathryn K.

Sent from my iPhone

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**From:** Patricia Gatz

**Sent:** Friday, October 2, 2015 1:13 PM

**To:** Andrea Ouse

**Subject:** VMT/Orcem project

Hello Andrea: Now that the DEIR comment period has been extended to November 2, would it be possible for a meeting to be held in South Vallejo on this project? IF you could do so, it would address the criticism by many that residents in South Vallejo have not had any notification, or information about the project. Several people I have spoken with are adamant that the October 7 meeting scheduled on the DEIR is not sufficient for outreach for the population in South Vallejo.

1

2

I have been going through the DEIR and see many flaws, such as using some reports that are 7 to 8 years old, i.e. the Biological Assessment for another project. These old reports should be updated for the current project. I am glad the comment period has been extended to allow us to have more time to go through this massive DEIR and provide comments.

3

4

I will be going to both the meetings scheduled on October 7 on the DEIR.

Patricia

**From:** Alan Barker [<mailto:abretail@yahoo.com>]

**Sent:** Friday, October 30, 2015 7:11 PM

**To:** Andrea Ouse

**Cc:** Jesus Cristobal Malgapo; Katy Miessner; Robert H. McConnell; Pippin Dew-Costa; Mayor Osby Davis; Bob Sampayan; Rozzana Verder-Aliga; Tami Hansen

**Subject:** VMT/ORCEM DEIR

Comment/ Questions on the adequacy of the VMT/ORCEM DEIR

Andrea Ouse

**I believe the proposed DEIR is inadequate on mitigation associated with water use.**

"Based on the estimated water demands described in the DEIR, and as shown in Table 3.13-1, ORCEM is expected to require up to 1,656 gallons of water per hour or 32,282 gallons per day."

" A total maximum of 9,922,840 gallons per year would be required for ORCEM's operations, assuming that *no recycling* of milling process water were to occur. *In reality*, this figure is *likely* to be smaller, based on ORCEM's *plans to recapture and reuse* a substantial portion of this process water."

**Question: What are the specific plans to recapture and reuse water by ORCEM? By VMT?**

**The proposed project would require a combined maximum of 46,082 gallons of water per day (13,800 gallons for VMT and 32,282 gallons for ORCEM).**

**Question: Of the combined usage of 46,082 gallons of water a day, how much, in gallons, will be reclaimed water?**

#### ***Wastewater***

"All wastewater collected from the project site would be treated at the Ryder Street WWTP. The Ryder Street WWTP has a permitted dry weather capacity of 15.5 million gallons per day . The short-term wet weather capacity of the Ryder Street WWTP is 60 million gallons per day. During the rainy season, the Ryder Street WWTP has a capacity of 35 million gallons per day for full secondary treatment and an additional 25 million gallons per day for primary treatment. The addition of 2,400 gallons of wastewater per day would constitute less than 0.02% of the total permitted dry weather treatment capacity of the Ryder Street WWTP.

**Currently, Ryder Street WWTP releases 6 million gallons of treated wastewater (Disinfected Secondary: 23 Recycled Water) into the Napa River per day.**

### ***Recycled Wastewater***

There are currently three types of recycled water listed under Title 17 and Title 22 of the California Code of Regulations.

"Wastewater produced by the District is secondary treated wastewater with a coliform count of about 1000 MPN per 100 milliliter, which is greater than the restricted use groups. Modifications to the sewer plant to create tertiary recycled water were estimated at \$11 million in the Reclaimed Water Study presented to the Board of Trustees June 2014. Distribution costs in the study were estimated at \$26 million for a total project cost of \$37 million."

Currently, the Ryder Street WWTP, adjacent to the proposed VMT/ORCEM site is unable to distribute recycled water to Vallejo citizens at this time because they are unable to meet the standards for unrestricted use.

### **Disinfected Secondary: 23 Recycled Water**

"Wastewater that has been oxidized and disinfected to reduce the median level of total coliform bacteria below a most probable number (MPN) of 23 per 100 milliliters. This water can be used for irrigation of non-crop vegetation such as cemeteries, restricted access golf courses, and freeway right of ways. *It must be used at times and places where public access is limited.*"

Currently, the Ryder Street WWTP, adjacent to the proposed VMT/ORCEM site, does not have a plan in place to distribute any of the water treated wastewater.

**Question: Would the applicants help Ryder Street WWTP develop a pilot site-specific plan to distribute secondary recycled wastewater?**

**Question: Would the applicants VMT/ORCEM consider using reclaimed wastewater for industrial use on the site where public access is limited?**

Thank you for allowing comments/ questions for the proposed VMT/ORCEM DEIR. Let's hope it is raining heavily outside the day you review these questions, but *what if it is not?*

Alan Barker  
3 Sandy Beach  
Vallejo, California 94590  
925-389-005

**From:** Alan Barker [<mailto:abretail@yahoo.com>]

**Sent:** Thursday, October 29, 2015 5:36 PM

**To:** Andrea Ouse

**Cc:** Daniel Keen; Tami Hansen; Mayor Osby Davis; Jesus Cristobal Malgapo; Pippin Dew-Costa; Robert H. McConnell; Rozzana Verder-Aliga; Bob Sampayan; Katy Miessner

**Subject:** VMT/ORCEM DEIR

Comment/ Questions on the adequacy of the VMT/ORCEM DEIR

Andrea Ouse

**I believe the proposed DEIR is inadequate on mitigation associated with future costs due to increased traffic.**

**Mitigation for Impact 3.12-4:** The proposed project would require physical improvements to Lemon Street in order to provide safe and efficient vehicle movements.

**MM-3.12-3** To provide for the safe movement of project trucks along with other existing pedestrian, bicycle, and vehicular traffic on Lemon Street between the project site and Sonoma Boulevard and through the intersection of Lemon Street/Sonoma Boulevard, **the applicants shall retain the services of a qualified engineer to prepare a structural pavement assessment for this segment of roadway, which shall be submitted for review and approval by the City Public Works Department.**

The assessment shall evaluate the existing pavement condition/strength against the project's demands utilizing methodology acceptable to the City, and shall identify recommended improvements (for example, overlay, reconstruction, base repair, etc.) necessary to meet this demand, based on the schedule of combined VMT and Orcem truck traffic.

**The City shall determine the project's fair-share allocation of costs in relationship to overall improvement costs,** and all necessary improvements shall be made prior to the issuance of a certificate of occupancy. In addition, the applicants shall work with the City of Vallejo Public Works Department to identify, design, and prepare a cost estimate for those physical improvements necessary to provide adequate sight distance and maneuvering capacity for trucks along this segment of roadway, including the intersection at Lemon Street/Sonoma Boulevard. The needed improvements may include for example, centerline striping, potential on-street parking changes, sidewalk gap closures and widening. **The applicants shall provide an engineers cost estimate for the improvements, to be approved by the Public Works Department. The Public Works Department shall determine the project's fair-share cost allocation for the necessary improvements.** All necessary improvements shall be constructed prior to the issuance of a certificate of occupancy.

Let's be clear, *it is going to cost a lot of money to improve roads and maintain them due to increased traffic from the proposed VMT/ORCEM Project!*

Rather than trying to negotiate cost for each improvement, summing the improvements, calculating depreciation, figuring fair-share allocation,

**I would suggest fee/toll per truck.**

**Examples only: 100 trucks, \$10/truck = \$1000/day, \$365,000/year for Public Works improvements/maintenance**

**276 trucks, \$10/truck = \$2760/day, \$1,007,400/year**

**100 trucks, \$20/truck = \$2000/day, \$730,000/year**

The price per truck is the only negotiating point. It simplifies the process, makes it transparent to the public and offers an economic incentive to the applicant to reduce truck traffic and utilize alternative methods, rail or barge.

Questions:

Will the applicant agree to a simplified cost per truck plan for road improvements and maintenance?

Will the applicant recommend (GBFS) be used for road improvements by the Vallejo Public Works Department?

Thank you for allowing comments/ questions for the proposed VMT/ORCEM DEIR.

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