

APPENDIX A-1

Initial Study and Notice of Preparation

**INITIAL STUDY
FOR
THE VALLEJO MARINE TERMINAL/ORCEM PROJECT**

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
BCDC	Bay Conservation and Development Commission
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Vallejo
EIR	Environmental Impact Report
I-780	Interstate Highway 780
I-80	Interstate Highway 80
NEPA	National Environmental Policy Act
Orcem	Orcem California Inc.
VMC	Vallejo Municipal Code
VMT	Vallejo Marine Terminal LLC

VALLEJO MARINE TERMINAL PROJECT AND ORCEM PROJECT

INITIAL STUDY

The subject Initial Study addresses potential environmental impacts associated with the construction and operation of the proposed Vallejo Marine Terminal Project and Orcem Project (collectively, “proposed project”). The Initial Study has been prepared pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines. In accordance with the provisions of CEQA and local CEQA Guidelines, as the Lead Agency, the City of Vallejo is solely responsible for approval of the proposed project. As part of the decision-making process, the City is required to review and consider the project’s potential environmental effects. This Initial Study is an informational document providing the City of Vallejo decision-makers, other Responsible Agencies, and public agencies, and the public with an objective assessment of the potential environmental impacts that could result from the proposed project.

PROJECT TITLE: Vallejo Marine Terminal Project and Orcem Project

LEAD AGENCY: City of Vallejo

CONTACT PERSON: Michelle Hightower, Senior Planner

PROJECT LOCATION: 790 and 800 Derr Avenue, Vallejo, California

PROJECT APPLICANT: Vallejo Marine Terminal LLC and Orcem California Inc.

GENERAL PLAN: Employment and Open Space-Community Park

ZONING: Intensive Use

EXISTING LAND USE: The 39.1-acre project site contains the former General Mills deep-water terminal and buildings associated with the former General Mills plant. The General Mills plant closed in 2004 and the project site has since remained vacant.

PROJECT SUMMARY The City of Vallejo (City) Economic Development Department, Planning Division, has received two separate, but related, applications to revitalize and repurpose the site formerly occupied by a General Mills production facility. Vallejo Marine Terminal LLC (VMT) and Orcem California Inc. (Orcem) have submitted two separate applications for a Major Use Permit and Site Development Permit with the goal of establishing both a marine terminal and a processing facility for the production of a high-performing “green” cement material (together, the proposed project).

The proposed VMT Project focuses on 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 on approximately 10.5 acres referred to as the VMT

Terminal Site. The VMT Project also establishes other uses (outside the 10.5 acres) on the project site, including potential storage and reuse of several existing former General Mills buildings for administrative and commercial office purposes. The VMT terminal would be constructed in two separate phases over a period of time. Construction of the terminal would require fill activities, and dredging would be required for both phases.

The proposed Orcem Project involves use of a separate 4.83-acre portion of the former General Mills site for the construction and operation of an industrial facility for the production of a cement material produced with less polluting air emissions than the traditional portland cement material used in most California construction projects.

PROJECT LOCATION

The 39.1-acre project site is located at 790 and 800 Derr Avenue in the southwestern portion of the City of Vallejo, California, fronting the Mare Island Strait (Figures 1 and 2). The project site is regionally accessible to vehicular traffic from Interstate Highways 80 (I-80) and 780 (I-780) via State Highway 29 (Sonoma Boulevard), Curtola Parkway and Lemon Street, to Derr Avenue. It is also accessible for rail transportation via the California Northern rail line network that extends to the site and traverses north-south through Vallejo, as well as for shipping transportation via the proposed VMT deep-water terminal (Figure 2).

PROJECT SITE CHARACTERISTICS

The entire project site is owned or controlled by VMT; however, Orcem would lease a 4.83-acre portion of the site for its proposed operations, while VMT would operate on the remaining 34.3 acres (Figure 3).

The project site contains the former General Mills deep-water terminal and buildings associated with the former General Mills plant. The General Mills plant closed in 2004 and the project site has since remained vacant. The remaining General Mills buildings on the project site include an administration building, garage, warehouse, bakery bulkhouse, manager's house and garage, barn, flour mill, old bulkhouse, new bulkhouse, welding shop, pipe storage area, forklift repair area, dock remnants, and grain silos.

The entire project site is located within the City Planning Area, but 5.5 acres of the site are located outside the City boundary in the City's Sphere of Influence. The portion of the project site within the City boundary is designated "Employment" in the City's General Plan and the zoning designation is "Intensive Use." The portion of the project site located outside the City boundary is designated "Open Space-Community Park" in the City's General Plan and does not have a City zoning designation (City of Vallejo 1999).

Much of the project site is identified by the Federal Emergency Management Agency, as part of the National Flood Insurance Program, on the Flood Insurance Rate Map as being within Zone "X." Zone X contains areas of 2% annual chance of flood with average depths of less than 1 foot.

SURROUNDING LAND USES AND SETTING

The project site is bounded by the Mare Island Strait to the west, a steep hillside to the east, rail lines and existing industrial uses to the north, and undeveloped areas to the south. Residential uses are located atop and behind the hillside to the east and southeast from the site. The residential uses include the Bay Village Apartments to the southeast, Harbor Park Apartments and single-family residences to the northeast, 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 project site.

PROPOSED PROJECT CHARACTERISTICS

The proposed project includes two separate projects, the VMT Project and Orcem Project, as described below.

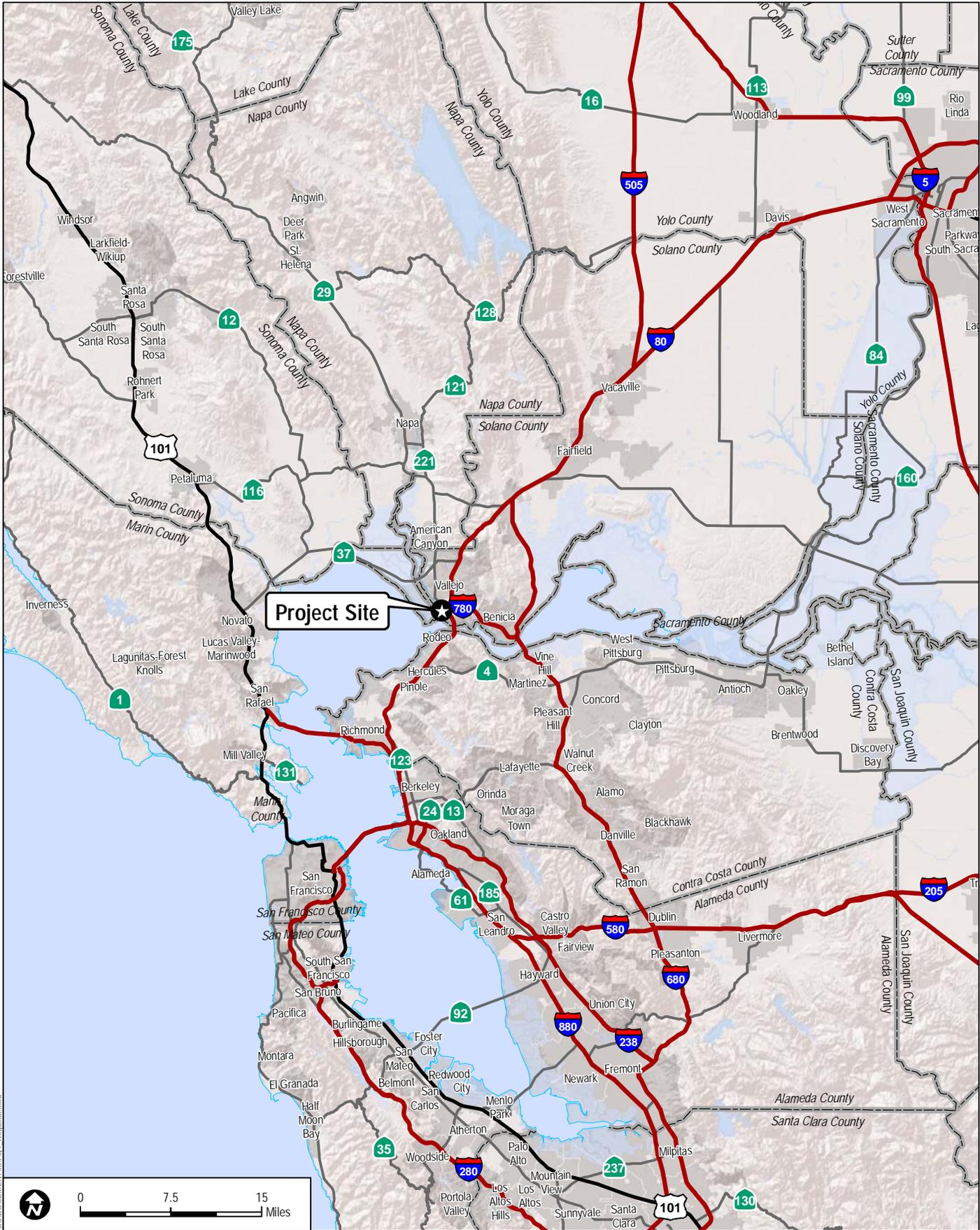


FIGURE 1
Regional Map

DUDEK

8301

VALLEJO MARINE TERMINAL/ORCEM PROJECT INITIAL STUDY

Path: Z:\Projects\8301\01\WAPDOC\DOCUMENTS\VIEWER1_Regional.mxd



0 1,000 2,000
Feet

DUDEK

SOURCE: USGS 7.5-Minute Series Benicia Quadrangle

FIGURE 2
Vicinity Map

8301

VALLEJO MARINE TERMINAL/ORCEM PROJECT INITIAL STUDY



Path: Z:\Projects\8301\1\MAPDOCUMENTS\FIG3_AerialView.mxd



0 250 500 Feet



Project Site

DUDEK

SOURCE: ESRI 2013

8301

VALLEJO MARINE TERMINAL/ ORCEM PROJECT INITIAL STUDY

FIGURE 3
Aerial View of Project Site

VMT Project

The VMT Project would reestablish industrial uses on a portion of the 34.3 acres designated as the VMT project site (a portion of the combined 39.1-acre project site) located at 790 Derr Avenue. 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 activities and dredging. The VMT Project would be constructed in two separate phases over a period of time largely depending on market forces. 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.

The VMT Project would 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 would be aggregates, the terminal would be designed to include both shipping and receiving of a wide range of products, including feed grains, manufactured steel, timber/lumber, rock, aggregate, ores and related materials.

Orcem Project

The Orcem Project would involve construction and operation of an industrial facility for the production of a cement material produced with less polluting air emissions than the traditional portland cement material used in California construction projects. The Orcem Project would involve construction of approximately 75,000 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 the 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. Orcem would import most of the raw materials used in the proposed plant via the proposed wharf on the adjoining VMT site.

ENTITLEMENTS AND REQUIRED APPROVALS

- **City of Vallejo:** Certification of Environmental Impact Report (EIR).
- **City of Vallejo:** Major Use Permit per Vallejo Municipal Code (VMC) Section 16.34.040.B.1.
- **City of Vallejo:** Site Development Permit per Chapter 19.60 of the VMC.
- **City of Vallejo:** Encroachment Permits to make improvements for utility lines, intersection improvements, and related safety improvements along Derr Avenue, Lemon Street, and possibly Sonoma Boulevard and Curtola Parkway.
- **City of Vallejo:** Lot Line Adjustment or Parcel Map pertaining to parcel boundaries.
- **City of Vallejo:** General Plan Amendment from Open Space-Community Park to Employment for parcel outside City boundary.

- **City of Vallejo:** Pre-zoning to establish City zoning of Intensive Use effective upon annexation for property outside City boundary.
- **City of Vallejo:** Resolution of Application to the Local Agency Formation Commission for annexation.
- **Vallejo City Council & Solano County Board of Supervisors:** Tax Exchange Agreement (depending on whether covered by existing Master Exchange Agreement) affecting sharing of government revenues generated from that portion of the project site to be annexed to the City (southerly 5.5 acres).
- **Solano Local Agency Formation Commission:** Annexation to the City of Vallejo for 5.5 acres of the project site located outside City Boundary but within City Sphere of Influence.
- **City of Vallejo and Solano County:** Finalize and approve the Site Management Plan currently in draft form identifying remaining use and maintenance responsibilities affecting a portion of the site, based on closure of the former General Mills operations.
- **San Francisco Bay Conservation and Development Commission (BCDC):** An Administrative Permit is anticipated from BCDC for the Orcem Project, based on a Consistency Determination with the Bay Plan (applicable to improvements within 100 feet of San Francisco Bay); a Commission Permit and Consistency Determination with the Bay Plan are required for the VMT Project (Phases 1 and 2).
- **San Francisco Regional Water Quality Control Board:** Water Quality Certification under Section 401 of the Clean Water Act for construction or operation of facilities for both the Orcem and VMT Projects, that would result in a discharge into navigable waters of the United States (and possible National Pollutant Discharge Elimination System Stormwater Discharge Permit approval, depending on status of City Master Permit).
- **Bay Area Air Quality Management District:** Review and determination of adequacy for Air Quality Mitigation Plan, and related permits, including possible issuance of a Title 5 Clean Air Act Permit under authority of the U.S. Environmental Protection Agency (includes all air pollution requirements that apply to the source, including emissions limits and monitoring, record keeping, and reporting requirements).
- **California State Historic Preservation Office:** Consultation under Section 106 of the National Historic Preservation Act with respect to historic structures within the project site.
- **California State Lands Commission:** Possible consultation with respect to lands in trust to the City, leased to VMT, and subleased to Orcem.
- **California Department of Fish and Wildlife:** Consultation and permitting may be needed based on potential impacts to California Listed and Special-Status Species (no jurisdictional streambeds or waters of the state would be affected).
- **California Department of Transportation (Caltrans):** Review of plans and possible permits and related actions associated with potential improvements within state right-of-way.

- **U.S. Environmental Protection Agency:** National Pollutant Discharge Elimination System General Permit for Stormwater Discharges from Construction Activities as required by the Clean Water Act (depending on status of City Master Permit).
- **U.S. Army Corps of Engineers, San Francisco District:** Permits under Section 404 of the Clean Water Act for the filling of jurisdictional wetlands/waters (Direct Discharge into Bay), together with applicable National Environmental Policy Act (NEPA) documentation. Permits under Sections 404 of the federal Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899 for dredging and ongoing maintenance.
- **U.S. Fish and Wildlife Service:** Section 7 consultation with the U.S. Fish and Wildlife Service under the federal Endangered Species Act if endangered species may be affected by the project.
- **National Marine Fisheries Service:** Consultation related to potential effects on protected marine species.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/ Water Quality |
| <input checked="" type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| | | <input type="checkbox"/> None with Mitigation |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: _____ Date: _____

Printed Name: _____ For: _____

EVALUATION OF ENVIRONMENTAL IMPACTS:

I. AESTHETICS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a., c., d. The proposed project would involve the demolition of existing structures and the construction of new buildings and pier structures, which would substantially alter the existing visual character and quality of the site which is situated along Mare Island Strait. In addition, the project would introduce new sources of light and potentially glare that could impact views in the area. Impacts to aesthetics would therefore be potentially significant and will be analyzed in the EIR.

b. There are no officially designated state scenic highways within Solano County, and the only eligible state scenic highway is Highway 37, which is located approximately 4 miles from the project site. Therefore, no impacts to scenic resources within a state scenic highway would occur.

II. AGRICULTURE AND FORESTRY RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. - e. The project site is currently zoned “Intensive Use” and is identified as “Urban and Built-Up Land” by the Department of Conservation Farmland Mapping and Monitoring Program (DOC 2011). The site was previously used by General Mills as a processing plant and deep-water terminal. The site is not under a Williamson Act contract, nor is it classified as forestland. Therefore, the proposed project would have no impact on agricultural and forestry resources and no further discussion is required in the EIR.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district may be relied upon to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. - e. The proposed project would involve both construction and operational activities that have the potential to cause significant impacts related to air quality emissions and objectionable odors. Therefore, air quality impacts will be addressed in the EIR.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. - e. The proposed project involves demolition and construction both on land and in the water, which could potentially impact terrestrial and marine biological resources. Although the project site has been previously disturbed and developed, there is the potential for significant adverse impacts to special-status species and habitats, sensitive natural communities, and federally protected wetlands as a result of the proposed project. Impacts to biological resources will therefore be addressed in the EIR.

- f. The project would not conflict with a currently approved habitat conservation plan or natural community conservation plan.

V. CULTURAL RESOURCES

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a. The proposed project involves the demolition and/or reuse of old and deteriorating structures, which while not currently listed as historic, could result in a significant impact to historical resources. Therefore, impacts to historical resources will be addressed in the EIR.

b. – d. The proposed project is located on a site that has been previously disturbed and developed; however, there is the potential for the discovery of unknown archaeological and paleontological resources, including human remains, during excavation and other ground-disturbing activities associated with construction of the proposed project. Therefore, impacts would be potentially significant and these issues will be addressed in the EIR.

VI. GEOLOGY AND SOILS

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

VI. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. – d. The proposed project is located within the seismically active San Francisco Bay Area and would therefore expose people and structures to risks associated with seismic and geologic events. Construction of the project could result in soil erosion and the loss of topsoil. In addition, the project site may be located on unstable or expansive soil. Therefore, impacts would be potentially significant and geology and soils will be addressed in the EIR.

e. The project does not involve any septic tanks for alternative wastewater disposal systems; therefore, no impacts would occur.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a., b. The proposed project would involve both construction and operational activities that have the potential to cause significant impacts related to greenhouse gas emissions. Therefore, greenhouse gas emissions impacts will be addressed in the EIR.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. – d. The proposed project involves demolition and construction activities, including demolition of historic buildings, excavation, dredging, and other in-water work, which all have the potential to create a significant hazard to the public in the event that hazardous materials are present on site. The project site is located within one-quarter mile of an existing elementary school. Therefore, impacts would be potentially significant and will be evaluated in the EIR.

e., f. The project site is not located in the vicinity of any airports. The nearest airport is the Napa County Airport, located approximately 10 miles north of the project site. Therefore, no impacts would result.

- g. The proposed project would result in an increase in truck and rail traffic to and from the project site, which could potentially impair or interfere with an adopted emergency response plan. Therefore, potential impacts will be evaluated in the EIR.
- h. As indicated on Figure HS-9 of the Solano County General Plan, the project site is within a “Moderate Wildland Fire Hazard Area” (Solano County 2008). The project site has been previously developed, and the proposed project would not increase the risks associated with wildland fires. Therefore, impacts would be less than significant.

IX. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

which would impede or redirect flood flows?

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a. – f. The proposed project would alter the existing hydrology of the site and could result in potential impacts to water quality and drainage. Therefore, these potentially significant impacts will be evaluated in the EIR.

g. The proposed project does not include any housing; therefore, no impact would occur.

h, i. Much of the project site is identified by the Federal Emergency Management Agency, as part of the National Flood Insurance Program, on the Flood Insurance Rate Map as being within Zone “X.” Zone X contains areas of 2% annual chance of flood with average depths of less than 1 foot. Therefore, impacts would be potentially significant and will be evaluated in the EIR.

j. The project site includes land and water areas that could potentially be impacted by tsunami. Although inundation by seiche and mudflow is not anticipated, impacts related to tsunami risk would be potentially significant and will be evaluated in the EIR.

X. LAND USE AND PLANNING

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- a. - b. The proposed project could potentially conflict with existing land use plans, policies, and regulations applicable to the project site annexation. Therefore, impacts will be evaluated in the EIR.
- c. The project would not conflict with an applicable habitat conservation plan or natural community conservation plan since such a plan has not been adopted for this area.

XI. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a., b. As described in the City's (1999) General Plan, only one area within the City's Sphere of Influence has been identified as an important mineral resource site (Lake Herman Quarry), and this site is more than 5 miles from the project site. The project site is not located in an area with known mineral resources; therefore, no impact would result. The proposed project would in fact result in an increase in cement production in the area.

XII. NOISE

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. NOISE

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

a. - d. Construction and operation of the proposed project would result in an increase in noise and vibration in the area, which could trigger significant impacts. Therefore, impacts to noise will be evaluated in the EIR.

e., f. The project site is not located in the vicinity of any airports. The nearest airport is the Napa County Airport, located approximately 10 miles north of the project site. Therefore, no impacts would result.

XIII. POPULATION AND HOUSING

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. - c. The proposed project does not include any residential development, nor would it require the demolition of any residential uses. In addition, although the project would increase employment opportunities, it is not anticipated to induce substantial population growth. Therefore, no impacts would result.

XIV. PUBLIC SERVICES

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. The proposed project could increase the demand for fire and police protection due to the nature of the proposed uses on the site, which would include general industrial uses. The increase in demand could result in a potentially significant impact to these services, and they will be evaluated in the EIR.

No impacts to school, parks, or other public facilities are anticipated since the proposed project would not cause an increase in population in the area.

XV. RECREATION

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might, have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. The proposed project would not involve any increase in the use of existing parks or recreational facilities since it does not involve any residential development

and would not contribute to population growth in the City. Therefore, no impact would result.

- b. The proposed project may require the development of a public trail or other recreational use on or off the project site, which could have an adverse effect on the environment. Therefore, potential impacts related to the construction of recreational facilities will be evaluated in the EIR.

XVI. TRANSPORTATION/TRAFFIC

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a., b., f. The proposed project would cause an increase in truck, rail, and ship traffic due to the transport of cargo and materials. In addition, there would be an increase in traffic associated with the increase in employment on site. The increase in traffic generated by the project may conflict with applicable plans and policies, including the City's General Plan and the Solano County Congestion Management Program. Therefore, impacts to traffic would be potentially significant and will be evaluated in the EIR.

- c. The project would not have any impact on air traffic patterns and therefore would not result in any substantial safety risks related to air traffic.
- d. As described above, the proposed project would result in an increase in truck, rail, and ship traffic to and from the project site, which may increase hazards. In addition, the VMT Project includes the construction of modern deep-water terminal, which would potentially impact marine navigation in the project area. Therefore, impacts would be potentially significant and will be evaluated in the EIR.
- e. As described above, the proposed project would result in an increase in truck, rail, and ship traffic to and from the project site, which could potentially impact emergency access. Therefore, impacts to emergency access will be evaluated in the EIR.
- f. The increase in traffic associated with the proposed project may cause conflicts with adopted policies related to public transit and bicycle and pedestrian facilities. Therefore, impacts would be potentially significant and will be evaluated in the EIR.

XVII. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. - g. The proposed project would increase the demand on existing utilities and service systems serving the project site, including water, wastewater, stormwater, and solid waste facilities. Impacts to utilities and service systems would be potentially significant and will be evaluated in the EIR.

VIII. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a 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 projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. As discussed above, the proposed project could result in potentially significant impacts to biological resources and historic resources. Therefore, these issues will be evaluated in the EIR.
- b., c. The project’s potential cumulative impacts in the project area and region and the potential to result in adverse effects on human beings will also be evaluated in the EIR.

REFERENCES

City of Vallejo. 1999. *Vallejo General Plan*. July 1999.

City of Vallejo Municipal Code

DOC (Department of Conservation). 2011. "Solano County Important Farmland Map 2010." June 2011.

Project Application Information.

Solano County. 2008. Chapter 5: "Public Health and Safety." In *Solano County General Plan*. August 5, 2008.

REPORT PREPARERS

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City of Vallejo
Planning Division
California Environmental Quality Act

NOTICE OF PREPARATION

TO: Responsible and Trustee Agencies, Organizations, and Interested Parties

FROM: City of Vallejo
555 Santa Clara Street
Vallejo, California 94590

SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the Vallejo Marine Terminal/Orcem Project

The City of Vallejo (City) will be the lead agency under the California Environmental Quality Act (CEQA) and will prepare a EIR for the project identified below.

AGENCIES: The City requests review from public agencies as to the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project, in accordance with California Code of Regulations, Title 14, Section 15082(b), if the agency will need to use the EIR prepared by the City when considering any permit or other approval for the project.

ORGANIZATIONS AND INTERESTED PARTIES: The City requests comments and concerns from organizations and interested parties regarding the environmental issues associated with construction and operation of the proposed project.

PROJECT TITLE: Vallejo Marine Terminal and Orcem Project

PROJECT LOCATION: The 39.1-acre project site is located at 790 and 800 Derr Avenue in the southwestern portion of the City of Vallejo, California, fronting the Mare Island Strait.

PROJECT DESCRIPTION: The proposed project includes two separate projects, the Vallejo Marine Terminal LLC (VMT) Project and Orcem California Inc. (Orcem) Project, as described below.

VMT Project

The VMT Project would reestablish industrial uses on a portion of the 34.3 acres designated as the VMT project site (a portion of the combined 39.1-acre project site) located at 790 Derr Avenue. 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 activities and dredging. The VMT Project would be constructed in two 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.

Orcem Project

The Orcem Project would involve construction and operation of an industrial facility for the production of a recycled and treated cement material produced with less polluting air emissions than the traditional portland cement material used in most California construction projects. The Orcem Project would involve construction of approximately 75,000 square feet of buildings and equipment, together with outdoor storage areas, on a 4.83-acre portion of the former General Mills plant site to be leased from VMT. Several of the buildings and the equipment previously used by General Mills within the Orcem Site would be demolished in order to accommodate construction and operation of the proposed cement production facility. Orcem would import most of the raw materials used in the proposed plant via the proposed wharf on the adjoining VMT site.

Additional project details are provided in the Initial Study, which is available for review at the City's website: <http://www.ci.vallejo.ca.us/>.

POTENTIAL ENVIRONMENTAL EFFECTS: The following areas of potentially significant environmental impact will be analyzed in the Draft EIR: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services, Recreation, Transportation and Traffic, and Utilities and Service Systems. Potential cumulative impacts and potential for growth inducement will also be addressed; alternatives, including the No Project Alternative, will be evaluated. An Initial Study evaluating the project's environmental effects in other resource areas is available for review at the City's website: <http://www.ci.vallejo.ca.us/>.

PUBLIC REVIEW PERIOD: This NOP is available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15082(b), for 30 days. The comment period for the NOP begins May 20, 2014, and ends on June 19, 2014. Due to the limits mandated by state law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

RESPONSES AND COMMENTS: Please indicate a contact person for your agency and send your responses and comments to:

Michelle Hightower, Senior Planner
City of Vallejo
555 Santa Clara Street
Vallejo, California 94590
707.648.4506
MHightower@ci.vallejo.ca.us

SCOPING MEETING: The City will hold a scoping meeting on May 29, 2014. The meeting will be held at 6:30 p.m. at the Norman C. King Center located at 545 Magazine Street, Vallejo, California. The meeting agenda will be posted on the City's website:

<http://www.ci.vallejo.ca.us/cms/one.aspx?objectId=22200>

Interested parties are welcome to attend and present environmental information or concerns that you believe should be addressed in the EIR.

The NOP and related CEQA documents for this project will be available for review on the Web. You can view this NOP and the Initial Study electronically at: <http://www.ci.vallejo.ca.us/>.

If you require additional project information, please contact Michelle Hightower, Senior Planner, at 707.648.4506.

