

APPENDIX B-1
VMT Application

VALLEJO MARINE TERMINAL, LLC

Application for:

Site Development Permit

**Originally Filed: April 15, 2013
Revised and Updated September 5, 2013
Amended and Resubmitted March 12, 2014**

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APPENDIX A: Updated Plans & Diagrams

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APPENDIX B: FEMA FIRM Map for VMT Site

APPENDIX C: Photo Inventory for Site

APPENDIX D: Assessors Maps for VMT Site

APPENDIX E: Technical Environmental Studies

Topical Area	Document	Date	Author
1. Aesthetics Simulations	<u>Photo Simulations</u> : Accurate computer simulations of the completed Orcem and VMT Projects developed for six viewpoint locations using high-resolution digital photographs.	02/24/14	WDF
2. Air Quality Report	<u>Air Quality Analysis</u> : Complete report on existing conditions and projected increases in BAAQMD-listed criteria pollutants associated with construction and operation of the Orcem California and VMT Projects (individual and cumulative), including existing (background) criteria pollutant levels, and projected increases surrounding the Project Sites and along the major transportation corridors to be utilized for import and export of goods and materials. The analysis addresses all issues identified under the Vallejo General Plan and follows the specific methodology as determined by the BAAQMD in 2014. The analysis includes a detailed Health Risk Assessment which focuses on the potential for exposure of residents and other sensitive receptors to concentrated pollutants both in the vicinity of the Projects and along the transportation corridors.	Est. 03/14/14	AWN, Illingworth & Rodkin
3. Biology	a. <u>Biological Assessment Report</u> : A complete biological assessment was prepared by WRA in 2008 in connection with the former Brooks Street residential project, addressing biological communities present as well as both special status plants and animals. b. <u>Arborist Report</u> : A complete arborist report was prepared by WRA in 2008 for the entire site in connection with the former Brooks Street residential project, including a full tree survey, mapping of trees using GPS technology, and assessment of the health of all existing trees.	02/2008 04/2008	WRA WRA
4. Cultural Resources	<u>Historic Resources Evaluation Report</u> : This report was prepared on 04/15/08 by Carey & Co. to address existing conditions and the potential for reuse of structures specific to the former "Brooks Street" residential project proposal.	04/15/08	Carey & Company
5. Geology & Soils	<u>Geotechnical Investigation Reports</u> : Series of reports prepared for the entire combined Project Site, including (1) Geotechnical Investigation Reports prepared on 08/31/06 and 06/27/08 by ENGEO Inc. for the former Brooks Street project; (2) Geotechnical and Environmental Consultation report prepared on 02/20/13 by Treadwell & Rollo, specific to the Orcem site and development of the proposed "green cement" plant; (3) Phase I & II ESA Reports conducted in 2006-2007 for the previous Brooks Street project by Northgate Environmental Management, Inc.; (4) A Notice of Closure Request pertaining to earlier fuel release on the General Mills site circulated in September 2013, which once finalized, will lead to implementation of a Site Management Plan (SMP) to eliminate the need for further monitoring, investigation, or cleanup, based on maintenance of a cap placed over a portion of the site (Note that discussions are continuing between the City, the Solano County Department of Resource Management and the former and current property owners (General Mills and VMT) regarding details of the SMP and its restrictions on use of a small portion of the Project site); and (4) Site Investigation and Groundwater monitoring Reports prepared in 2006-2007 (for Brooks Street) by Malcolm Pirine Consultants describing fuel releases, detailing UST investigations, groundwater sampling documentation, laboratory testing results, clean-up efforts, and groundwater monitoring and sampling.	2006-2013	ENGEO, Treadwell & Rollo, Northgate Environment Management Malcolm Pirine

6. Greenhouse Gasses	<u>GHG Emissions Report</u> : Comprehensive analysis of GHG emissions associated with construction and operation of the Orcem California and VMT Projects (individual and cumulative), including measurement of Project-specific CO ₂ e emissions, as well as a summary of net CO ₂ e elimination associated with use of GGBFS produced at the Orcem California Plant in comparison to conventional Portland cement. The report follows methodology as specifically established by the BAAQMD.	Est. 03/14/14	AWN, Illingworth & Rodkin
7. Hydrology & Water Quality	<u>Storm Water Control Plan and Hydrology Analysis</u> : Engineered preliminary Storm Water Control Plan for Orcem Site #1 identifying methodology for collection, treatment and discharge of stormwater, and also identifying the location and sizing of retention basins and proposed discharge points. Also included is the project civil engineer's description of hydrology setting for the project, including a description of the watershed, runoff and drainage, along with a summary of anticipated potential impacts and recommended mitigation measures.	Est. 03/14/14	Meridian Associates Engineering
8. Fiscal Analysis	<u>Fiscal & Economic Analysis</u> : Analysis of economic and fiscal benefits of the Orcem and VMT Projects on the City of Vallejo, Solano County, special districts, and State, including quantified estimates of direct revenues (property, sales and utility taxes, fees and licenses, and lease revenues), indirect revenues (local capture of employment wages), employment generation, economic development benefits (infrastructure and market opportunities, and local business expenditures) through the year 2020.	03/04/14	Field Guide Consulting
9. Noise	<u>Acoustical Analysis</u> : Complete report on existing conditions and projected noise increases associated with construction and operation of the VMT Project, including short and long-term measurement of existing (ambient) noise conditions, and projected noise increases surrounding the Project Sites and along the major transportation corridors to be utilized for import and export of goods and materials. Projected noise increases are tabulated and presented using methodology as prescribed in the City of Vallejo General Plan and Noise Ordinance.	Est. 03/14/14	AWN, Illingworth & Rodkin



CITY OF VALLEJO

Central Permit Center

Business License (707) 648-4310

Building (707) 648-4374

Fire Prevention (707) 648-4565

Planning (707) 648-4326

Public Works (707) 651-7151

Planning Application

Appointments may be required for certain planning application submittals. Appointments must be made at least 24 hours in advance. Please call (707) 648-4326 to set up the appointment.

Application No: _____
Planner: _____
Date Accepted: _____

Property Address: 790 Derr Street, Vallejo, CA 94590 APN: 0061 - 160 - 230

- Administrative Permit, Major Use Permit, Minor Use Permit, Minor Exception, Parcel Map, Planned Development, Preliminary Review, Sign Permit, Site Development, Tentative Map, Zoning Amendment, Other

Applicant Name Blaise Fettig Applicant Phone 510 261-2400

Applicant Address Livingston St. Pier City Oakland Zip 94606

Applicant E-Mail Address bfettig@vortex-sfb.com

Name of Legal Property Owner Vallejo Marine Terminal, LLC Owner Phone 510 261-2400

Owner Address Same as above City Zip

Architect Name Architect Phone

Architect Address City Zip

I hereby certify the truth of this application and acknowledge that any inaccuracies in it shall, at the City's option, result in automatic invalidation of the action based thereon and that final approval is dependent on compliance with the City's requirements.

Signature of Owner Date: 4/15/13

Signature of Applicant Date: 4/15/13

Detailed Description of Proposal (attach additional pages as necessary):

See Attached Detailed Project Description

General Plan: Intensive Use Zoning: Intensive Use

For Residential Projects:

Lot Area: Exiting Units: Proposed Units: No. of Units Demolished:

Existing Square Footage: Proposed Square Footage:

For Commercial/Industrial Projects: (SEE PROJECT DESCRIPTION & PLANS)

Existing Building Sq. Ft.: 54,000 Total Sq. Ft. Demo: 47,000 Total Bldg. Sq. Ft. Proposed: 0

Parking (for all development projects):

Existing Parking Spaces: Proposed Parking Spaces: 40 MAX.

Sign (Sign Permits only):

Total Existing Signs: Total Proposed Signs: Bldg./Tenant Space Frontage:

Maximum Sign Area: Area of Existing Signs: Area of Proposed Signs:

Circle Single/Double Face Electrical Freestanding/Monument Projecting Roof Wall Other

Total Area: Sign Area Remaining: Action: Date:

Planning Application

<h3 style="margin: 0;">Planning Application Fees</h3>	<h3 style="margin: 0;">Finance Stamp</h3>
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For Official Use Only	Application No.: _____ Property Address: _____ Project Planner: _____
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Application Type	Receipt Code	Application Fee
Index Codes: Planning: 001-1502- Public Works: 001-2502-		
<input type="checkbox"/> Administrative Permit	310-36-24 (SN) 310-30-25 (P6) 310-30-26 (P3)	\$ P2 \$ P3 \$
<input type="checkbox"/> Certificate of Compliance <small>(Pub. Works Eng. Review)</small>	310-30-09 (PM) 310-30-10 (EI) 310-30-25 (P6) 310-30-26 (P3)	\$ EI \$ P2 \$ P3 \$
<input type="checkbox"/> Certificate of Conformity	310-30-27 (P7) 310-30-25 (P6) 310-30-26 (P3)	\$ P2 \$ P3 \$
<input type="checkbox"/> Deposit Account # _____	601-0000-207-09-90 (P9)	\$
<input type="checkbox"/> Development Agreement ____ Amendment ____ Annual Review	310-30-28 (DA) 310-30-25 (P6) 310-30-26 (P3)	\$ P2 \$ P3 \$
<input type="checkbox"/> General Plan Amendment	310-36-25 (ZL) 310-30-25 (P6) 310-30-26 (P3)	\$ P2 \$ P3 \$
<input type="checkbox"/> Lot Line Adjustment <small>(Pub. Works Eng. Review)</small>	310-36-11 (TM) 310-30-10 (EI) 310-30-25 (P6) 310-30-26 (P3)	\$ EI \$ P2 \$ P3 \$
<input type="checkbox"/> Major Use Permit <small>(Pub. Works Eng. Review)</small>	310-36-18 (AM) 310-30-10 (EI) 310-30-25 (P6) 310-30-26 (P3)	\$ EI \$ P2 \$ P3 \$
<input type="checkbox"/> Minor Exception <small>(Pub. Works Eng. Review)</small>	310-36-20 (ME) 310-30-10 (EI) 310-30-25 (P6) 310-30-26 (P3)	\$ EI \$ P2 \$ P3 \$
<input type="checkbox"/> Minor Use Permit <small>(Pub. Works Eng. Review)</small>	310-36-19 (P8) 310-30-10 (EI) 310-30-25 (P6) 310-30-26 (P3)	\$ EI \$ P2 \$ P3 \$
<input type="checkbox"/> Parcel Map – less than 5 lots <small>(Pub. Works Eng. Review)</small>	310-36-11 (TM) 310-30-10 (EI) 310-30-25 (P6) 310-30-26 (P3)	\$ EI \$ P2 \$ P3 \$

Application Type	Receipt Code	Application Fee
Index Code: Planning: 001-1502- Public Works: 001-2502-		
<input type="checkbox"/> Planned Development ____ Master Plan ____ Unit Plan <small>(Pub. Works Eng. Review)</small>	310-30-21 (P5) 310-30-10 (EI) 310-30-25 (P6) 310-30-26 (P3)	\$ EI \$ P2 \$ P3 \$
<input type="checkbox"/> Public Notice ____ 200' ____ 500'	310-30-09 (PM) 310-30-25 (P6) 310-30-26 (P3)	\$ P2 \$ P3 \$
<input type="checkbox"/> Sign Permit	310-36-24 (SN) 310-30-25 (P6) 310-30-26 (P3)	\$ P2 \$ P3 \$
<input type="checkbox"/> Site Development <small>(Pub. Works Eng. Review)</small>	310-30-08 (SD) 310-30-10 (EI) 310-30-25 (P6) 310-30-26 (P3)	\$ EI \$ P2 \$ P3 \$
<input type="checkbox"/> Small Lot Subdivision	310-36-11 (TM) 310-30-25 (P6) 310-30-26 (P3)	\$ P2 \$ P3 \$
<input type="checkbox"/> Specific Plan ____ ____ Specific Plan ____ Amendment	310-36-25 (ZL) 310-30-25 (P6) 310-30-26 (P3)	\$ P2 \$ P3 \$
<input type="checkbox"/> Tentative Map - 5 or more lots <small>(Pub. Works Eng. Review)</small>	310-36-11 (TM) 310-30-10 (EI) 310-30-25 (P6) 310-30-26 (P3)	\$ EI \$ P2 \$ P3 \$
<input type="checkbox"/> Variance	310-36-26 (VA) 310-30-25 (P6) 310-30-26 (P3)	\$ P2 \$ P3 \$
<input type="checkbox"/> Zoning & Code Text Amendment	310-36-25 (ZL) 310-30-25 (P6) 310-30-26 (P3)	\$ P2 \$ P3 \$
<input type="checkbox"/> Other _____	_____ 310-30-25 (P6) 310-30-26 (P3)	\$ P2 \$ P3 \$
	TOTAL	\$

Indemnification Agreement

790 Derr Street, Vallejo, CA 94590

Project Address

As part of the application, the applicant and/or property owner agree to defend, indemnify, and hold harmless the City of Vallejo, its agents, officers, council members, employees, boards, commissions, and Council from any and all claims, actions or proceedings brought against any of the foregoing individuals or entities, seeking to attack, set aside, void or annul any approval of the application or related decision, or the processing or adoption of any environmental documents or negative declarations which relate to the approval. This indemnification shall include, but is not limited to, all damages, costs, expenses, attorney fees or expert witness fees that may be awarded to the prevailing party arising out of or in connection with the approval of the application or related decision, whether or not there is concurrent, passive or active negligence on the part of the City, its agents, officers, council members, employees, boards, commissions, and Council. If for any reason any portion of this indemnification agreement is held to be void or unenforceable by a court of competent jurisdiction, the remainder of the agreement shall remain in full force and effect.

The City of Vallejo shall have the right to appear and defend its interest in any litigation arising from the approval of the application or any related decision through its City Attorney or outside counsel selected by the City Attorney. The applicant shall be required to reimburse the City for attorney's fees incurred by the City in connection with the litigation.

I have read and agree with all of the above.

Blaise Fettig

Applicant (please print name)

Applicant signature

Vallejo Marine Terminal, LLC

Property owner name (if different from the applicant)

Property owner signature (if different from the applicant)

4/15/13
Date

4/15/13
Date



CITY OF VALLEJO

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Public Works
(707) 651-7151

Major Use Permit

Appointments may be required for some Planning project submittals. Appointments must be made at least 24 hours in advance. Please call the main desk (707) 648-4326 to set up the appointment.

What is a Major Use Permit?

The City of Vallejo is divided into zoning districts which govern the uses that owners may have on their property. A conditional use permit is a Planning Commission approval allowing a use or activity not granted as a matter of right within a zoning district. It allows the City to evaluate uses which may be suitable only in certain locations or only if designed or operated in a particular manner.

What are some of the uses requiring a use permit?

Conditional uses subject to a use permit are identified in the Zoning Ordinance for each zoning district. For residential districts, projects requiring a use permit include: multi-family developments containing nine or more dwelling units, churches, recreational and educational facilities, and community services. For commercial areas, conditional uses vary according to the particular zoning district, but usually include service stations, fast food or take out restaurants, medical services, sale of alcoholic beverages, operation of a business between the hours of twelve (12 midnight) and six (6) a.m., and vehicle sales, leasing and repair.

Why do I need a Business License and a Use Permit?

The Business License is granted to the individual and is essentially a tax. The Use Permit is granted to the land/location after review of the use relative to certain criteria. A use permit may be transferred to a new business in the same location if there are no changes in the use.

What are the steps in the process?

You may request preliminary review of your project by the Planning Division and/or Technical Project Review Committee. This process takes approximately 3 weeks but can save time later by resolving issues early in the review. Please refer to the "Preliminary Review" handout.

A planner will review the application for completeness. State law requires that staff determine whether the application is complete within 30 days. Planning staff usually does this within 3 weeks, depending on workload.

Some use permit applications are subject to the Environmental Review process. If staff advises you that your project is subject to Environmental Review, please refer to the "Environmental Review" handout.

Major Use Permit

What is required for application submittal?

MAJOR USE PERMIT CHECKLIST

The following items must be submitted for a complete application. To ensure that all items are provided, please check off the box for each item that is shown. If an item is not applicable, write N/A next to the box. Incomplete applications will not be accepted.

- Application:** Completed planning application signed by the property owner and applicant.
- Fees:** A filing fee of \$_____
A notice fee of \$_____.
- Description:** Detailed written description of your project/use which may include square footage of proposed and existing, Construction Type, Occupant Load, Occupancy Classification, Fire Sprinkler System: existing and/or non-existing, Days/hours of operation, Number of employees, Number of persons (if public assembly area), Restroom facilities, Trash/litter control methods, Storage, including any hazardous materials, On-site parking available to use, Proposed signs (sign application may be needed), Security and public safety measures, if applicable, Interior modifications to the building relative to the proposed use, Site Improvements and Utility Plan. (See VSFCD handout) and Site Development Plan including site improvement and utility plans (for vacant lots).
- Supplemental questionnaire** refer to "Major Use Permit Supplemental Information".
- Plans:** Eight (8) set of plans: Site plan, building elevations, utility site plan and floor plans. Please refer to the "How to Draw a Site Plan" handout. Also, please provide one 8 ½ x 11 reduction of all plans. Plans must show all structures, street rights of way, driveways and vegetation within 100 feet of subject parcel. The plans must indicate the proposed occupancy classification, occupancy load and show buildings less than 20 feet from property line. Landscaping both existing and proposed.
- Site Photos:** Color photos showing the existing property and the adjacent properties.

How long does the approval process take?

A planner will review the application for completeness. State law requires that staff determine whether the application is complete within 30 days.

Upon submittal of a complete application, planning staff will route the plans to the appropriate departments and agencies for comments. These may include Public Works, Fire Prevention, Vallejo Sanitary and Flood Control District (VSFCD) and others. A project will then be scheduled for a public hearing before the Planning Commission once the application is accepted as complete.

What is involved in a public hearing?

At least 10 days (21 days if an Initial Study has been prepared) prior to the Planning Commission hearing, property owners within 500 feet of the boundaries of the subject property will be notified of the public hearing.

Major Use Permit

At the hearing, the Commission will consider the information provided by the Planning Division staff and hear comments from the public. After the public hearing portion of the meeting is concluded, the Commissioners will use the information presented to make a decision on your request. Their decision may be to approve, conditionally approved or denied the project.

Can a decision be appealed?

Yes, the Planning Commission decision can be appealed to the City Council. To appeal, the appellant shall submit a letter stating the reasons of the appeal and how it affects them. The appeal must be filed with the City Clerk within 10 calendar days after the Planning Commission action. A public hearing will then be set for the City Council to consider the appeal. The hearing would occur within 30 days of the appeal.

If no appeal is filed within 10 days of the Planning Commission action date, the project determination is final.

When are hearings held?

The Planning Commission usually holds public hearings on the first and third Mondays of each month at 7:00 p.m. in the City Council Chambers, 555 Santa Clara Street.

The City Council usually holds public hearings the second and fourth Tuesdays of each month at 7:00 p.m. in the City Council Chambers, 555 Santa Clara Street.

When does my use permit expire?

Use permit approval is valid for 24 months unless authorized construction has begun prior to the expiration date. If a use permit is approved in conjunction with an approved tentative map of 5 or more lots, it may be extended an additional 36 months.

What do I need after my Use Permit approval?

The Planning Commission Staff Report will typically contain several Conditions of Approval from several departments and agencies that will need to be satisfied in addition to conditions from the Planning Division. For example, you may have to comply with certain conditions from the City's Water Division to receive water service and conditions from VSFCDD to receive a sewer connection and/or conditions from the City Engineer. Additionally, you may be required to secure a grading permit and an encroachment permit, and Construction Plans for Site Improvements from the Public Works Department and a building permit, from the Building Division.

The following additional handouts or approvals may be useful or necessary to you:

1. Processing your project through VSFCDD – Contact VSFCDD at 644-8949
2. Approval of site improvement plan by VSFCDD – Contact Water 648-4307, Fire 648-4474, Public Works 648-4315
3. Guidelines for obtaining a grading permit– Contact Public Works at 648-4315
4. Building permit application & fees – Contact Building at 648-4374
5. Landscaping/Irrigation Standards – Refer to the Landscape/Irrigation Standards handout
6. On-Site/Off-Site Improvement Plans – Contact Public Works at 648-4315

What if I need more information?

For further information please contact the City of Vallejo Planning Division at (707) 648-4326.

Major Use Permit Supplemental Information

If you are applying for the sale of alcoholic beverages, you must also complete "Off-Site Sale of Alcohol Supplemental Questionnaire".

PROJECT INFORMATION

PROPERTY ADDRESS _____

ASSESSOR'S PARCEL NO. _____

PURPOSED USE

DESCRIPTION OF PROPOSED USE (include products/services provided, alcohol sales, etc.) _____

Additional Licenses/Approvals Required: State: _____ Regional _____

BUILDINGS

Existing Gross Floor Area _____ Portions Thereof to be Used _____ New Construction _____

PARKING Current Spaces _____ Proposed Spaces _____

TYPICAL OPERATION – Complete for all uses, as applicable.

Days of Operation _____ Hours of Operation _____

Number of Full-time Employees _____ Number of Part-Time Employees _____

Outdoor Activities (storage, work areas, etc.) _____

Hazardous or Volatile Materials _____

SUPPLEMENTAL INFORMATION FOR SELECTED USES

Medical Services: Number of Full-time Practitioners _____ Number of Additional Full-time Employees _____

Religious Assembly: Number of Fixed Seats (20" of pew = 1 seat) _____ or Gross Floor Area w/o seats _____

Day Care: Name & Address of Agency of Licenses Operator & Facility _____

Maximum Number of Persons to be cared for Under the License _____

Number of Persons Residing Full-time in the Facility _____

Off-Site Sale of Alcohol Supplemental Questionnaire

Prior to the Planning Commission hearing to consider your application, you are encouraged to meet and discuss your proposal with the Vallejo Police Department, Crime Prevention Division, the local neighborhood associations, surrounding property owners and local businesses in the area.

Applicant Name: _____ Phone No.: (____) _____

Business Name: _____

Business Address: _____ Phone No.: (____) _____

What type of Business?

- | | |
|--|---|
| <input type="checkbox"/> Specialty Shop | <input type="checkbox"/> Convenience Market |
| <input type="checkbox"/> Gas Station | <input type="checkbox"/> Market |
| <input type="checkbox"/> Liquor Store | <input type="checkbox"/> Supermarket |
| <input type="checkbox"/> Other (explain) | |

What type of ABC license will you be applying for?

- Type 20 – Off –sale beer & wine
- Type 21 – Off-sale general
- Other (specify)

What hours will your business be open?

What hours will your business be selling alcohol?

What is the square footage of the store (gross floor area)? _____

What will be the square footage dedicated to the sale of alcohol items? _____

Major Use Permit

Indicate which of the following ways of eliminating graffiti you are planning on using:

- Planting vines next to fences
 - Inspecting fences and the outside of building regularly for graffiti
 - Paint wall and other surfaces with "anti-graffiti" coating
 - Paying a staff member to paint over the graffiti or painting it myself
 - Paying a paint contractor to paint over the graffiti
 - Other (specify)
-
-

The Zoning Ordinance regulates the size, location and type of signage that may be used by a business. Please indicate which of the following methods of advertising you intend to use for your facility (separate sign permits will be required. Refer to PH-40):

- Sign painted on building wall
- Non-illuminated sign attached to building
- Illuminated sign attached to building
- Free-standing sign

Temporary window signs may not occupy more than 15% of the ground floor window area. Which, if any, of the following sign(s) do you intend to use:

- Hand-letter window signs
 - Neon window signs
 - Posters provided by the alcohol beverage distributors
 - Other (specify)
-
-

Security: Please indicate below which of the public safety measures you intend to use at your facility:

- Locate cash register so it is visible from street
 - Video camera monitoring
 - Bullet resistant glass surrounding cash register
 - Post "No Loitering" sign
 - Discourage patrons from loitering
 - Security guard
 - Post police telephone numbers
 - Telephone police, if necessary
 - Pay phone for outgoing calls only
 - Iron window bars
 - Other (specify)
-

Major Use Permit

Indicate how you intend to illuminate your parking areas and adjacent walkways: _____

Do you intend to place video arcade games in your facility? If so, how many? _____

What will be the number of employees? _____

Which company or individual are you planning on using for your "Responsible Beverage Service Training Program"? _____

The following optional questions pertain to issues which the City of Vallejo has no regulatory authority over. The questions are included as a matter of public information.

Which of the following types of alcoholic beverages do you intend to sell? Check all that apply

- Individual containers of beer, less than 40 oz
- 40 oz beers
- 6-12 packs of beer, ale or wine coolers
- Cases of beer or wine
- Malt liquor, 12 oz or greater
- Kegs of beer
- Individual containers of wine cooler
- Low-price wines, 750 ml or larger
- Wines, 750 ml or larger
- Premium wines, 750 ml or larger
- 6-12 packs of wine coolers
- Individual containers of fortified wines, less than 500 ml
- Fortified wines, any size
- Distilled spirits, smaller than pint-size
- Distilled spirits, pint-size or larger
- Other (specify)

Will any of the beverages you plan to sell be sold chilled? Yes No

Will the majority of your beverages be sold at discount prices? Yes No

What number/types of in-store promotional advertising supplied by alcohol distributors will you be using?

Major Use Permit

List any similar businesses that you have owned or managed.

Business Name	Street Address	City	State	Dates of Ownership/Management

Do you have any Alcohol Beverage Control violations at any of the businesses you listed above? If so, please list the business name, the dates of any violations, the type of violation and the circumstances under which it occurred:



CITY OF VALLEJO

Central Permit Center

Business License
(707) 648-4310

Building
(707) 648-4374

Fire Prevention
(707) 648-4565

Planning
(707) 648-4326

Public Works
(707) 651-7151

Site Development Permit

Appointments may be required for this planning application. Appointments must be made at least 24 hours in advance. Please call the main desk (707) 648-4326 to set up the appointment.

What is a Site Development Permit?

A site development permit is a staff level review of the site design, architecture, interior vehicular and pedestrian access, and circulation components of a proposed project.

When is a site development permit required?

A site development permit is required for the following:

- ❖ New construction, including single family homes.
- ❖ Significant exterior alterations and additions to residential and nonresidential uses for which a building permit is required.
- ❖ Relocation or movement of any building or structure to a new location.
- ❖ Parking lots containing 10 or more spaces.

What are the steps in the process?

- You may request preliminary review of your project by the Planning Division and/or Technical Project Review Committee. This process takes approximately 3 weeks but can save time later by resolving issues early in the review. Please refer to the "Preliminary Review" handout for more information.
- A planner will review the application for completeness. State law requires that staff determine whether the application is complete within 30 days. Planning staff usually does this within 3 weeks, depending on workload.
- Some site development permit applications are subject to the Environmental Review process. If staff advises you that your project is subject to Environmental Review, please refer to the "Environmental Review" handout.
- For commercial buildings less than 20 feet from the property line, provide sections or elevations that show any parapets or roof extensions.

Site Development Permit

What is required for plan submittal?

SITE DEVELOPMENT PERMIT CHECKLIST

The following items must be submitted for a complete application. To ensure that all items are provided, please check off the box for each item that is shown. If an item is not applicable, write N/A next to the box. Incomplete applications will not be accepted.

- Application:** A completed planning application signed by the property owner and applicant.
- Fees:** An application fee of \$_____.
A public notice fee of \$_____.
- Plans:** Eight (8) sets of plans: Site plan, building elevations and floor plans. Please refer to the "Site Plan and Elevation Checklist" handout. Site plan must show project relationship to structures, driveways and vegetation on adjacent properties, and proposed and existing utility improvements.
- Samples of building materials and colors.**
- Site Photos:** Color photos showing the existing property and the adjacent properties.
- Flood Zone Information.** Check the FEMA maps to determine if the project is within a flood zone. If the project site or a portion of the project site is within the flood zone, please indicate the location of the flood zone on the site plan.
- Miscellaneous:** Other requirements determined by the Planning Division to be necessary to evaluate the project.

What is the approval process?

Upon submittal of a complete application, the Planning staff will route the plans to the appropriate departments and agencies for comments. Notice of the site development application will be mailed to all property owners within a 200-foot radius of the subject property. This notice gives the property owners 14 to 21 days, depending on whether environmental review is required, to comment on the application. Staff will then take action and the project determination will be in the form of a written report from the Planning Division.

What is the decision based on?

After receiving comments from the public and relevant City divisions and appropriate outside agencies (e.g., Vallejo Sanitation and Flood Control District), the Planning Division will review the proposed application for compliance with relevant standards in the Zoning Ordinance related to height, setback, lot coverage, landscaping, parking, open space, etc. Staff will also determine whether the project is consistent with the General Plan or other relevant plans adopted by the City for the project area.

Site Development Permit

Finally, Planning Staff will determine whether the project is well-composed urban design and whether the quality and character of the project is consistent with the surrounding area.

Can a decision be appealed?

Yes, any Planning Division determination may be appealed to the Planning Commission through the Planning Commission Secretary. To appeal, the appellant shall submit a letter stating the reasons of the appeal and how it affects them. The appeal must be filed with the Planning Division within 10 calendar days after the decision is made. A public hearing will then be set for the Planning Commission to consider the appeal. If a Commission decision is appealed to the City Clerk, a public hearing before the City Council will be scheduled.

If no appeal is filed within 10 days of the determination date, the project determination is final.

When are appeals hearings held?

The Planning Commission usually holds public hearings on the first and third Mondays of each month at 7:00 p.m. in the City Council Chambers, 555 Santa Clara Street.

The City Council usually holds public hearings on the second and fourth Tuesdays of each month at 7:00 p.m. in the City Council Chambers, 555 Santa Clara Street.

When does my site development permit expire?

Approval of a site development permit shall expire automatically 18 months after the date of issuance unless authorized construction has commenced prior to the expiration date, whereupon the permit is vested and will not expire. The Planning Manager, at his/her discretion, may extend the approval for 12 months upon written request if the application is consistent with current plans and policies.

What if I need more information?

For further information please contact the City of Vallejo Planning Division at (707) 648-4326.

2.0 PROJECT DESCRIPTION

2.1 INTRODUCTION

The proposed Vallejo Marine Terminal (VMT) project (the "VMT Project") focuses on re-establishing the industrial use of this centrally-located marine industrial property. The VMT Project will achieve this goal through 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 (the "VMT Terminal"). As described below, the VMT Terminal will be constructed in phases over a period of time, as dictated by economic demands. In addition to the construction and operation of this modern terminal, the VMT Project also includes reuse of several existing buildings, and establishment of commercial office and industrial businesses consistent with the City of Vallejo's Intensive Use District standards on this former General Mills manufacturing site.

2.2 PROJECT LOCATION & EXISTING CONDITIONS

The VMT Project will be situated on a site of approximately 34.3 acres¹, substantially located within the City of Vallejo, California, in Solano County (the "VMT Site"). As further described below, the VMT Site is situated within the City of Vallejo Planning Area. The specific address of the VMT Site is 790 Derr Avenue, and incorporates Parcels 1, 2, 3, 4a, 4b, and 5 as shown in the Preliminary Planning Exhibit (Appendix A-3). The VMT Site incorporates a portion of the property formerly occupied by the General Mills flour plant, and is situated along the eastern bank of the Mare Island Strait. As identified in Figure 6 below (San Francisco Bay Plan Map 2 Showing the VMT Site), Mare Island Strait continues north from San Pablo Bay, past the VMT Site and through the City of Vallejo, where it transitions into the Napa River.

2.2.1 Regional Setting

The VMT Site, as identified in Figure 1, is located within southwesterly Vallejo, California, fronting directly on the Mare Island Strait. The entire VMT Site is located within the Planning Area for the City of Vallejo. The vast majority of the VMT Site (approximately 28.8 acres) is currently inside the City Boundary, with the remaining approximately 5.5 acres outside the City Boundary but within the City's Sphere of Influence (see Section 2.5.3 and Figure 5 below for additional details). Three primary sources of transportation currently serve the VMT Site: (1) Shipping via

¹ The 34.3-acre VMT Site represents that portion of the entire 39.61 acres owned or controlled by VMT, less: (1) The 4.83 acres leased to Orcem California, Inc. (and addressed separately in the Orcem Project application); and (2) Several smaller parcels totaling 0.51 acres which are not a part of the VMT Project.

Mare Island Strait, which connects to San Francisco Bay and provides access to raw materials and finished products for import and export worldwide; (2) Rail transportation via the existing California Northern Railroad short line which serves Vallejo and the North Bay, and connects to the Union Pacific Railroad; and (3) Surface streets connecting to Interstate freeways 780 and 80 providing access to the Bay Area and Central Valley.

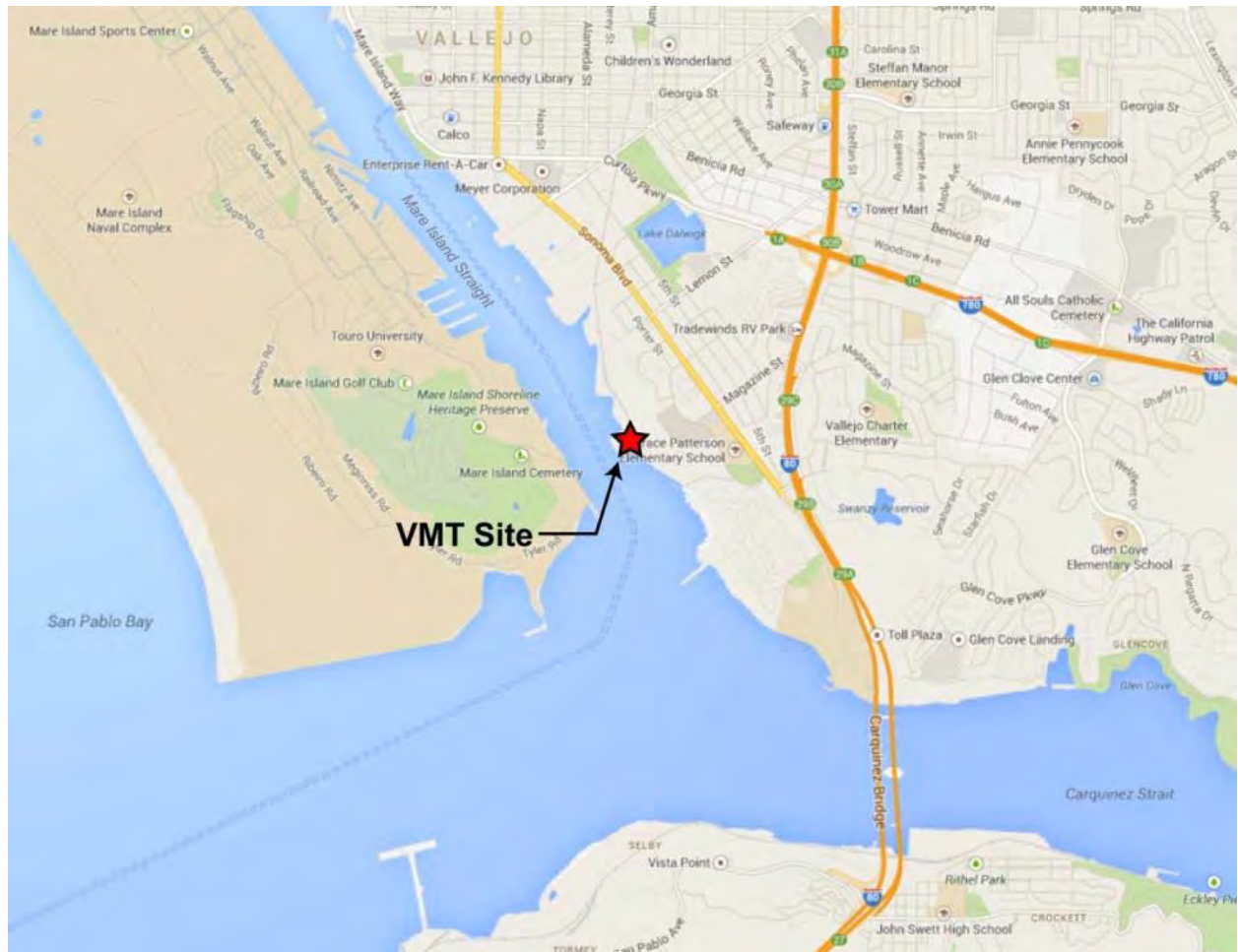


Figure 1: Regional Setting

2.2.2 Local Setting, General Plan & Zoning

Setting: The 34.3-acre VMT Site (see aerial view Figure 2 below) contains the remnants of the former General Mills deep water terminal fronting to the west on Mare Island Strait. The site is also bounded by a steep hillside to the east, and remaining underdeveloped areas to the north and south. The nearest residential uses are situated uphill, to the east and southeast of the VMT Site, all approximately 1,000 feet from the proposed VMT Terminal improvements which front on Mare

Island Strait. These residential uses include: (a) The Bay Village Townhouses located to the southeast at an elevation of approximately 150 feet; (b) The Harbor Park Apartments located to the east at a base elevation of approximately 100 feet; (c) Single family residences situated along Browning Way and Winchester Street to the northeast at a base elevation of between 100 and 150 feet; and (d) The Sandy Beach residences situated to the south, at the water's edge, and just outside the City of Vallejo boundary. The nearest school is Grace Patterson Elementary, located approximately 1,500 feet to the southeast.

Several buildings associated with the former General Mills Plant remain on the VMT Site, and have remained vacant since General Mills closed the plant in 2004. Photographs of all of the existing structures on and adjoining the VMT Site are included in Appendix C. The VMT Site is currently secured by a fence which extends around nearly the entire land portion of the VMT property holdings.

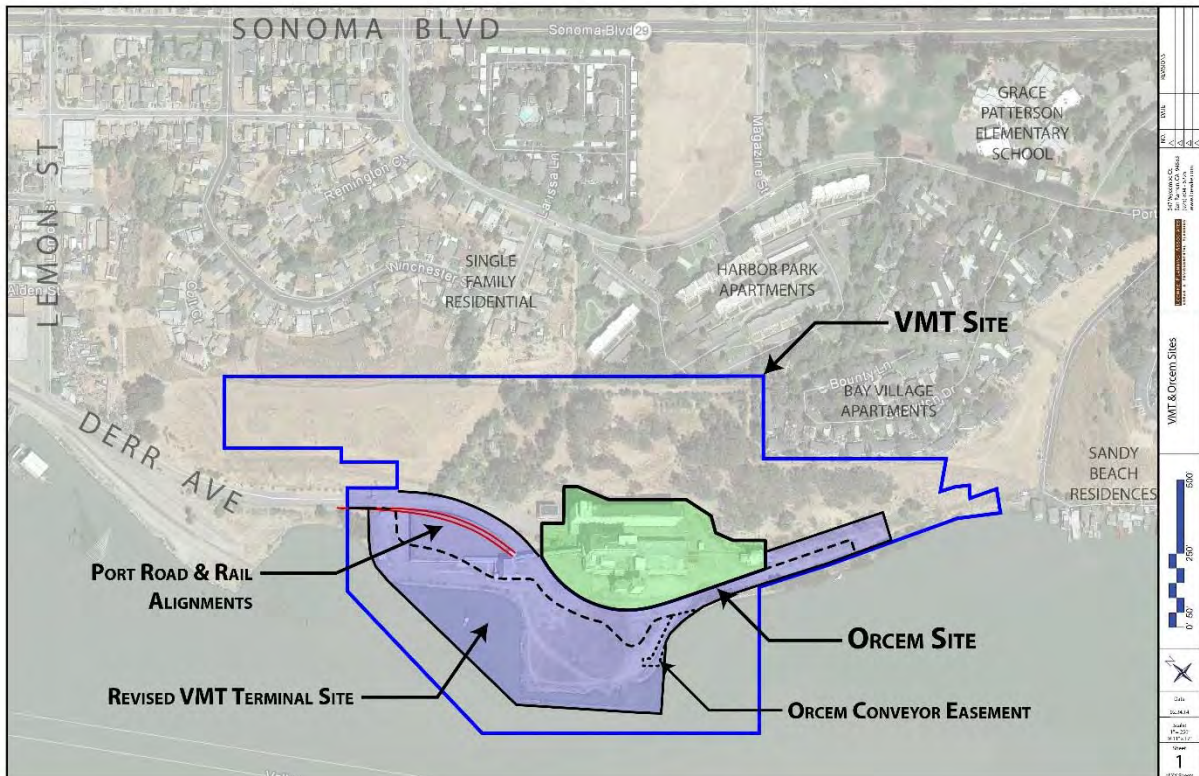


Figure 2: Aerial View of VMT Project Site

Existing Structures: Table 1a below lists all of the former General Mills buildings and equipment originally located within the 34.3-acre VMT Site, together with their approximate sizes. The location of these buildings and related former General Mills facilities are identified in Figure 3 below. Buildings and related improvements #1-8,

listed in Table 1b below, including the existing Flour Mill and Grain Silos/Elevator buildings are situated entirely within the adjoining 4.83-acres leased by Orcem California, Inc. (the "Orcem Site"), and are unaffected by the proposed VMT Project. Remaining structures #9-10 and #13-15 as listed in Table 1a below on the VMT Site would not be directly affected by any of the proposed VMT Project improvements or operations as described in Section 2.4. As discussed under Section 2.4.7 below, several of these existing buildings will be reused in the future for economically viable commercial office and/or administrative uses, consistent with the City's Intensive Use District limitations. Warehouse Building #11 will be demolished either prior to or concurrently with improvement of the VMT Terminal Phase 2 wharf, in order to accommodate rail access, create better internal traffic flow and provide a more accessible lay-down area for barge cargoes. Buildings #9-15 vary in size from approximately 380 s.f. to 42,500 s.f., and comprise a total of approximately 56,000 s.f. in area.

Remaining portions of the severely damaged and decayed wharf structure (Map reference #16 in Figure 3 and Table 1a) will be carefully removed as part of VMT Terminal Phase 1 improvements because they are not physically suitable or economically feasible for reuse or repair. The remnants of the old wooden wharf have experienced substantial decay over the past century, and in the last decade in particular. The new deep water terminal (Phase 1 wharf) will be constructed at this location as shown in Plan Sheets A-4, A-5, A-6 and A-8 in Appendix A.

Map Ref.	Element	Element Type	Footprint (s.f.)	Floor Area (s.f.)
9	Administrative Building	Building	2,100	4,200
10	Garage	Building	1,910	1,910
11	Warehouse	Building	42,500	42,500
12	Bakery Bulkhouse	Building	4,700	4,700
13	Manager's House	Building	985	1,970
14	Manager's Garage	Building	380	380
15	Barn	Building	500	500
16	Dock (Remnants)	Structure	0	0
Total:			53,075	56,160

Table 1a: Original General Mills Buildings & Equipment on VMT Site

Table 1b below shows the other remaining General Mills structures identified in Figure 3 on the adjoining Orcem Site for reference. None of these structures on the adjoining Orcem site are directly affected by the VMT Project.

Map Ref.	Element	Element Type	Footprint (s.f.)	Floor Area (s.f.)
1	Grain Silos & Elevator	Equipment	17,700	17,700
2	Flour Mill	Building	35,000	134,800
3	Old Bulkhouse	Building	1,200	1,200
4	New Bulkhouse	Building	1,100	1,100
5	Welding Shop	Building	400	400
6	Pipe Storage	Building	600	600
7	Forklift Repair	Building	300	300
8	Mill Run Canopy ²	Building	0	0
Total on Orcem Site:			56,300	156,100

Table 1b: Original General Mills Buildings & Equipment on Orcem Site

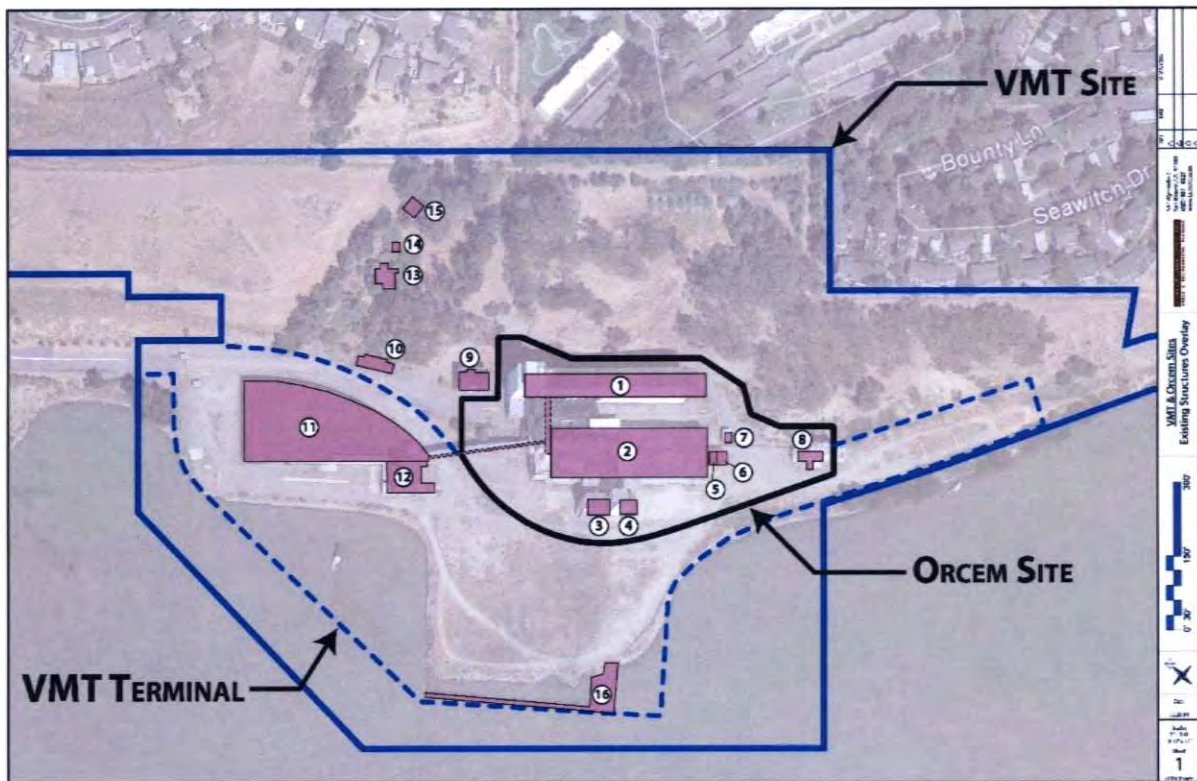


Figure 3: Former General Mills Structures Located on Orcem & VMT Sites

² Mill Run Canopy structure was dismantled for scrap metal in 2012; its original location is shown in Figure 3 for reference purposes only.

Flooding Potential: The VMT Site is identified by the Federal Emergency Management Agency (FEMA), as part of the National Flood Insurance Program, on the Flood Insurance Rate Map (FIRM) as being within Zone "X". Zone X contains areas of 2% annual chance of flood with average depths of less than one foot. The FEMA FIRM Map identifying both the VMT Site and adjoining Orcem Site is included in attached Appendix B.

General Plan and Zoning: As shown in Figure 4 below, the City of Vallejo General Plan designates that portion of the VMT Site within the City (the great majority of the VMT Site) as "Employment"; this portion of the VMT Site is currently zoned "Intensive Use" (see Section 2.5.3 for details regarding the small portion of Site currently outside the City boundary). The Intensive Use Zoning District is Vallejo's heaviest industrial district. The regulations for this district distinguish between "Permitted Uses" and "Permitted Uses Subject to A Major Use Permit". As detailed in Chapter 16.34 of the City Code, "General Industrial Uses" are "Permitted Uses" (Section 16.34.020.C.2), whereas "Heavy Industrial Uses" are permitted upon the issuance of a major use permit (Section 16.34.040.B.1).

Code Section 16.06.530 classifies "General Industrial Uses" as consisting of "*industrial plants engaged in manufacturing, compounding, processing, assembling, packaging, treatment or fabrication of materials and products*". It classifies "Heavy Industrial Uses" as "*all other plants*" or any such plant which "*involves the compounding of radioactive materials, petroleum refining or manufacturing of explosives*". The VMT Project deep water terminal and related commercial and industrial uses would operate like other permitted General Industrial uses, because they would not involve the manufacturing of explosives or use of similarly dangerous materials.

The Vallejo General Plan provides for two types of industrial development in Vallejo: (a) "Light" (cleaner and more compatible with less intensive uses such as residential); and (b) "Heavy" (with higher noise, odor, air pollution, traffic and sewage treatment demands/emissions). Operation of the VMT Project land uses, as described in Section 2.4.4 below, would be compatible with either of these land use types because none of the activities would involve generation of extensive noise, air pollution or sewage treatment demand. Like other General or "light" Industrial Uses, these proposed uses do involve use of truck, rail and shipping transport.

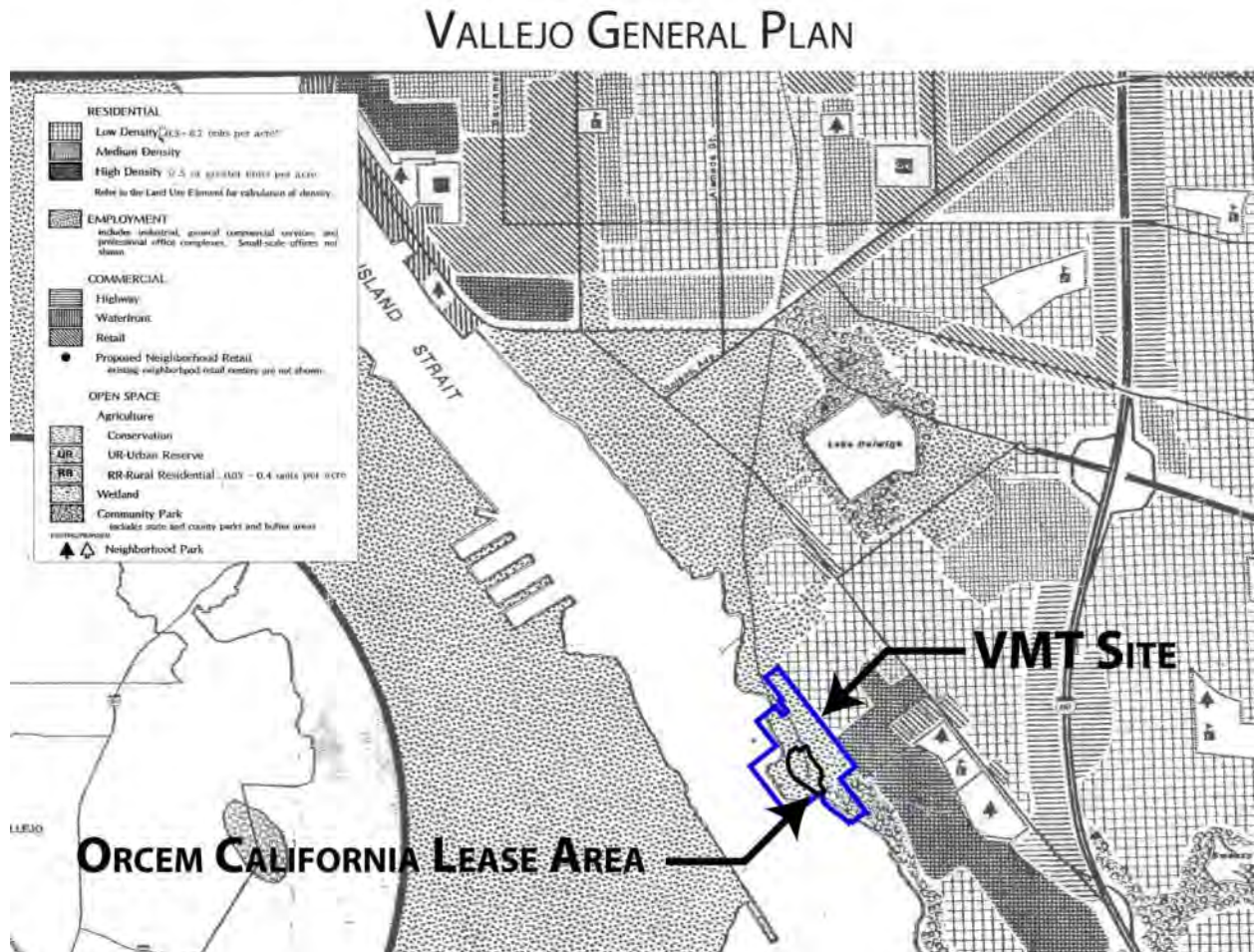


Figure 4: Vallejo General Plan Land Use Map

2.3 PROJECT OBJECTIVES & BENEFITS

The primary purpose of the VMT Project is to re-establish the industrial use of this centrally-located marine industrial property through removal of the remnants of the severely damaged timber wharf, construction of a modern deep water terminal, and revitalizing existing trucking and rail connections, primarily servicing the import and export of bulk and break-bulk commodities.

Public Benefits: This proposed revitalization of the VMT Site will provide a range of beneficial effects for the surrounding community and the City of Vallejo as a whole, including:

- Management and skilled labor employment opportunities will be created for local and regional residents by both the construction phases, as well as the long-term operations of the deep water terminal and other commercial and industrial uses on

the site. It is estimated that marine terminal operations will generate approximately 20 construction jobs, and at full capacity will generate 59 direct permanent full-time jobs plus additional 20 indirect and 18 induced jobs, as detailed in Appendix E-9 and summarized as follows:

Direct Permanent Full-Time Jobs:	59
Indirect Permanent Jobs:	20
<u>Induced Jobs:</u>	<u>18</u>
Total Jobs Created by Project:	97

- The VMT Project will generate various tax revenues including property taxes and assessments, possessory interest tax, and utility user fees. Additional local revenues are likely to be generated by the secondary effect of discretionary employee expenditures and stimulation of business activity related to local import and export of products. The Fiscal and Economic Study in Appendix E-9 estimates that the VMT Project will enhance the value of this site from \$4.10 million (2012 dollars) to an estimated \$13.75 million by 2022, while contributing a total of over \$157,000 annually in resulting property tax revenues.
- The negative community effect of abandoned property will be removed by re-establishing a commercially viable working marine terminal and compatible future commercial and industrial uses.
- The VMT Project will act as a catalyst for other industry and local businesses which support marine transportation activities. As documented in the Fiscal and Economic Study included in Appendix E-9, the VMT Project has the ability to help catalyze additional industrial activities within the City of Vallejo and the surrounding region, and could represent a major step toward helping to revitalize this waterfront, boost the number of local jobs, stimulate public revenues, and re-brand the City as a multi-modal, industrial hub within the Bay Area.
- The VMT Project will include mitigation of any significant environmental impacts associated with the project, including traffic, air quality and noise.

Project Objectives: The basic objectives of the VMT Project are as follows:

- To re-establish and optimize the industrial use of this centrally-located marine industrial property through removal of those remaining components of the severely damaged timber wharf and construction of a modern deep water terminal.
- To incorporate both trucking and rail connections, primarily servicing the import and export of bulk and break-bulk commodities.

- To maximize accommodations for shipping and receiving of a wide range of products through the VMT Terminal, including loading and unloading of ships (of up to between 40,000 and 70,000 metric tons in size) through the Phase 1 wharf, along with a combination of barge and other smaller vessels through the Phase 2 wharf.
- To accommodate a combined annual throughput capacity for Phases 1 & 2 of the VMT Terminal operations of up to approximately 2 million tons of goods and materials (160,000 tons per month), in order to meet import and export demands for raw materials and finished products serving both Vallejo and the region, with exports reaching worldwide markets. A portion of this Terminal capacity (as described below) is reserved for accommodation of the Orcem Project raw materials import needs.
- To implement intermodal upgrades designed to optimize cargo handling operations across the terminal.
- To maximize throughput capacity through modern design initiatives enabling the most efficient use of the limited ground area, taking advantage of existing truck, rail, and shipping access for import and export of raw materials and finished products serving both Vallejo and the region, with exports reaching worldwide markets.
- 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 environmental impacts.
- To expedite the permitting and construction of Phase 1 of the VMT Terminal deep water terminal improvements within a period of not more than 12 months to support shipping and receiving operations on a phased-growth basis that requires 24-hour operations during vessel loading and/or discharge.
- To make efficient use of the former General Mills Administrative Building and Garage identified in Table 1a above to accommodate terminal operations and tenant office needs.
- To establish and operate potential future administrative and/or commercial office uses within the existing Managers Residence located at the northeasterly portion of the site, thereby providing additional employment opportunities and further reducing commute distances for local residents.

2.4 PROJECT COMPONENTS

The proposed VMT Project will consist of the following components:

2.4.1 Phasing of VMT Terminal Wharf Improvements

The VMT Terminal involves two separate phases of construction based on projected growth of cargo throughput over the first several years of operations:

- **Phase 1:** Replacement of the severely damaged 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 (see plans in Appendix A-4, A-5, A-6 and A-7). Phase 1 will include approximately 22,000 cubic yards of solid fill, most of which is within the footprint of the existing wharf. It is anticipated that the engineered fill will come exclusively from recycled material on-site made available through the demolition and processing of several obsolete structures. The approximate new net fill area is 12,000 square feet (less than one-third of an acre). 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 and Sections Diagram included in Appendix A-4; this design depth will subsequently be maintained through a Corps Section 10 Maintenance Permit.

In addition to the wharf construction, Phase 1 improvements will include installation of a steel maintenance shed approximately 50' wide by 120' long toward the southern end of the site as shown in Appendix A-8). Phase 1 improvements will also include upgrading and realignment of the existing rail service on the site (see plans in Appendices A-5 and A-6 for details), along with completion of various site improvements within the 10.5-acre deep water terminal project area (described below and shown in Appendix A-3). The existing Warehouse Building (#11 in Figure 3) will be demolished in order to accommodate rail access and an area for transferring goods and materials to or from rail cars ("Rail Transloading" area as shown in Appendix A-5), and to establish efficient terminal logistics. As shown in Appendix A-6, a mobile wheel loader reclaim hopper will be positioned opposite the Orcem Plant (between VMT the Phase 1 and 2 boundaries), and connected to a rail car loading station via an enclosed transfer conveyor. This common mobile system makes it possible for both VMT and Orcem to load and unload rail cars, while maximizing the efficiency of lay-down areas for VMT ship and barge cargoes. Trucks will be loaded via front end loader. The timing for demolition of the Warehouse Building and improvement of the Phase 1 Rail Transloading facility is subject to market demand.

- **Phase 2:** New construction is proposed for a second concrete pile supported wharf with structural concrete deck, and associated mooring and fender systems, for shallower draft barge operations, as shown in Appendices A-4, A-5 and A-7. The Phase 2 wharf improvements are situated immediately north of and connect diagonally between Phase 1 and a point on the shore directly opposite the northwest corner of the old Warehouse Building (Building #11 in Table 1a above). A rip-rap dike will be constructed along the shoreward alignment of the wharf, and fill will be placed from the existing shoreline out to the dike. Phase 2 will include approximately 115,000 cubic yards of solid fill. The solid fill areas

created for Phase 2, approximately 77,500 square feet or 1.8 acres in total, will be used as a lay-down area for dry bulk and break-bulk cargoes as illustrated in Appendices A-5 and A-7. Dredging of approximately 65,000 cubic yards will also be required, pursuant to a Corps permit, as part of Phase 2 to establish a berthing depth of -25 feet to -38 feet MLLW (see Section C-C in Appendix A-4), and will thereafter be maintained pursuant to a Section 10 Maintenance Permit from the Corps.

The proposed Phase 2 wharf design shown in Appendix A-7 was developed to accommodate the essential ultimate ship and cargo handling capacities detailed in Table 2, while concurrently minimizing the area of Bay fill. As further discussed in Section 2.4.6, the expanded lay-down area provided in proposed Phase 2 (see Appendix A-7) supports the process of transferring cargo from ship to barge, or ship to rail, thereby dramatically improving terminal efficiency and reducing air and noise impacts along transportation corridors within the City of Vallejo. This proposed Phase 2 “diagonal” wharf design was selected to replace the more conventional Single-Wharf design alternative shown in Appendix A-9 as a means of minimizing Bay fill impacts. The Single-Wharf alternative accommodates a second vessel in tandem with the Phase 1 wharf, in order to facilitate a substantially larger cargo handling area and greater total cargo volume capacity (roughly two additional acres of usable area). However, the Single-Wharf alternative (Appendix A-9) would result in 3.8 acres of Bay fill, compared to 1.8 acres for the proposed “diagonal” design (Appendix A-7). Due to limited logistical benefits and a greater than 50% reduction in Bay fill, the Single-Wharf Alternative was replaced by the current “diagonal” design for Phase 2.

2.4.2 Methodology for Construction of Wharf Improvements

VMT Terminal Phase 1 construction will begin with the installation of approximately ninety (90) 24-inch diameter precast concrete piles as identified in the plan in Appendix A-4, which will be driven down to the underlying bedrock layer. The anticipated design is a reinforced concrete wharf, comprised of structural concrete caps along pile rows, and a structural concrete deck extending 500 wall-feet along approximately the same line as the existing wharf, with an approximate width of 35 feet (which varies in relationship to the current shoreline). The top elevation of the completed concrete deck will be approximately +11.5 feet MLLW.

The remaining elements of the severely damaged timber structure will be carefully removed to accommodate installation of the concrete piles and wharf improvements. Any debris or creosote release from what remains of this crumbling timber wharf will be contained within a temporary floating containment boom during demolition; the containment boom will facilitate efficient clean-up of debris. Some rip-rap will be required along the land interface of the wharf as well as the slope beneath the wharf as shown in Sections A-A and B-B in Appendix A-4. Additionally, rip-rap and

engineered fill will be placed shoreward of the eastern edge of the wharf in order to “square out” the land-wharf interface.

Six (6) steel pipe mooring piles as detailed in Appendix A-4, and of 48 inches in diameter, will then be driven within the footprint of the wharf and along the shoreline in order to establish mooring points for vessels. On the water side of the wharf, the channel will be dredged to a depth of -38.0 feet MLLW to accommodate deep draft vessels and barges typically engaged in carrying bulk and break-bulk cargoes. Beneficial use of dredge material will be sought on-site, and any material unfit for re-use will be deposited at the Carquinez disposal site. The on-site construction duration will be 4-6 months, with an anticipated start date of January 2015.

VMT Terminal Phase 2 will involve the construction of a new concrete pile supported wharf with structural concrete deck of approximately 590 wall-feet, running in a northerly direction from the northern edge of the Phase 1 wharf to the shoreline as shown in the plans in Appendices A-4, A-5 and A-7. The Phase 2 wharf will have a height of approximately +11.5 feet MLLW, with a width similar to the Phase 1 wharf. Similar construction methods used in Phase 1 will be followed for Phase 2. The rock dike will be installed as shown in Section C-C in Appendix A-4, utilizing a rip-rap dike with fill placed between the dike and existing shoreline. In order to backfill this area, engineered fill, consisting of beneficial use of dredged material mixed with Class 2 aggregate processed from building demolitions will be placed behind the dike and allowed to dry over time. Upon reaching the moisture content as specified by the Engineer of Record, the area will be compacted for use.

The on-site construction duration for Phase 2 will be 6-8 months with an anticipated start date of January 2016. Engineered fill placement will commence upon completion of the wharf. It is anticipated that drying time for the soil placed behind the dike will require approximately 14 months prior to use. During the construction of each phase, there will be approximately 20 persons working on the site and on-board various construction barges and tugs. Materials will be delivered to and shipped from the completed Phase 1 and 2 Terminal Site by various means including barges, ships, trucks and rail cars.

2.4.3 Site Parcelization and Orcem California Lease

The VMT Site consists of approximately 34.3 acres which are currently divided into a total of 7 parcels as shown in Appendix A-3. Orcem California, Inc. has entered into a long-term lease on the 4.83 acres identified as Parcel 5 (Orcem Site) adjoining and easterly of the VMT Terminal for purposes of permitting and developing a plant for the production of Ground Granulated Blast Furnace Slag (GGBFS) and related cement products³. The Orcem Site and Orcem Project are the subject of separate applications, including a Major Use Permit and Site Development Permit from the City of Vallejo. As described in the Orcem Project applications, raw materials

³ See Orcem California, Inc. application for Major Use Permit and Site Development Permit for details.

arriving by ship will be transported from the VMT Terminal to the Orcem Site via enclosed conveyor system (Orcem Phases 1 and 2). The VMT Terminal portion of the overall VMT Project will be constructed within Parcel 7. The existing General Mills Warehouse, Administrative Building Garage, and Manager's House are all contained within Parcel 1.

2.4.4 Phase 1 & 2 Land Uses

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
- Gypsum

Storage: 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 identified in Appendices A-5, A-6 and A-7 within the 10.5-acre VMT Terminal shipping and receiving site area. Existing pavement within these areas will be removed where necessary in order to complete finished elevation grading for storm water management, and to establish permeable surfaces where appropriate. 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 as described above). 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. Temporary storage structures could be used if all-weather coverage is warranted.

Staffing: During vessel loading/unloading operations, there could be up to 40 individuals working on the site. During regular operations, it would be expected that 25 individuals engaged in cargo loading and off-loading, site maintenance operations, and administrative duties would be at the facility on a permanent basis. Additionally, there will be truck drivers and rail equipment handlers who will enter and exit the site based on operational needs.

Parking: A paved parking area for employees will be provided adjoining the existing Administrative Building (Building #9 in Table 1a) as shown in Appendices A-5, A-6 and A-7 with a capacity for 40 vehicles, consistent with peak-period employee and visitor estimates for both the 10.5-acre VMT Terminal and Office uses on the VMT Site. Ample all-weather surfaced space is also available to accommodate loading/unloading operations and truck and equipment parking within the VMT Terminal Site. These parking and operations areas have been incorporated into the Storm Water Management Plan (SWMP) for the site (see Appendix A-10).

Building Usage: The existing 42,500 square foot Warehouse and adjoining Bakery Bulkhouse (Buildings #11 and #12 listed in Table 1a above and identified in Figure 3), may be used initially for Phase 1 VMT Terminal support operations. Use of these buildings will include administrative and operational support, and warehouse / distribution space. As discussed in Section 2.4.7, the Warehouse and Bakery Bulkhouse Buildings will be demolished prior to Phase 2 in order to accommodate rail access, establish efficient terminal logistics, and provide a more accessible lay-down area for barge cargoes.

The 4,200 square foot Administration Building (#9), and 1,910 square foot Garage (#10), as identified in Figure 3, will initially be used as part of the Phase I VMT Terminal administrative and operational support, and may later be used together with the remaining existing buildings listed in Table 1a for those independent complementary uses as discussed in Section 2.4.7.

A small metal framed equipment storage and Maintenance Building of approximately 6,000 square feet will be located as shown in Appendix A-8 approximately 237 feet south of the Orcem Site at the base of the slope. The internal Port Access Road will be extended south in VMT Phase 1 to allow access to this building by equipment used at the wharf. The area between the Maintenance Building and the southerly Orcem Site boundary may be used to park equipment when not in use at the wharf. The equipment storage area and Maintenance Building are located approximately 200 feet west of the nearest residential land use boundary. Pursuant to Municipal Code Section 16.57.030(A.1), these facilities will not require approval of a Major Use Permit because they will not be operated between the hours of twelve midnight and six a.m.

Public Access: There will be no public access to the VMT Site. Because of ship movements this will be a Department of Homeland Security controlled site. All workers, including rail engineers and truck drivers, will be required to have a Transportation Worker Identification Credential to access secured portions of the site at all times. Additionally, the VMT Terminal will be a heavy industrial site with rail car, truck, and heavy equipment operations. Access to the planned commercial and industrial uses proposed for reuse of the existing buildings described above will be subject to the same security clearance and access control limitations.

2.4.5 Site Infrastructure & Transportation Facilities

- The northern VMT Site boundary (adjoining Derr Avenue) will remain secured with fencing and will continue to be served by the existing gated entrance.
- A rock jetty will be placed within the alignment of (and replace) the existing fence at the southern end of Parcel 4 (at the southerly end of the VMT Site). A new chain link fence will be installed along the top of the jetty and extend east to connect with the VMT Site boundary fence. The purpose of the rock jetty and fence is to improve site security by creating a stronger deterrent to trespassers.
- Perimeter site fencing will be repaired as necessary, as part of an overall effort to enhance site security consistent with DHS marine terminal security requirements.
- VMT Site lighting will be provided where necessary for safety. All lighting will be shielded or designed to prevent off-site glare.
- A storage area for above-ground tank diesel fuel for filling site mobile equipment, together with associated spillage protection systems, will be provided in the surface water drainage network within the 10.5-acre deep water terminal site.
- A storm water control system will be provided to meet applicable requirements of the City of Vallejo, the Regional Water Quality Control Board and BCDC.
- An existing 8-10" diameter looped water main currently serves the overall VMT Site and adjoining Orcem Site, delivering raw water for fire protection purposes. This fire protection system will be upgraded with placement of approved fire hydrants, and permanently maintained in accordance with Fire Department standards to provide sustained water volumes for fire suppression purposes within the VMT Project deep water terminal area.
- An existing California Northern rail spur line currently extends into the overall VMT Site, running parallel to and west of the internal Port Access Road. It is proposed that this line be upgraded and realigned, as referenced in Figure 2 and shown in Appendices A-5, A-6 and A-7 in order to accommodate rail cars positioned for loading and unloading of materials. This improvement to the existing spur line will also serve the adjoining Orcem Site.

2.4.6 Project Transportation Modes & Anticipated Volumes

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.

Ship Operations: 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, consistent with the Orcem

Project proposal. 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 Table 2 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 tons (1 ship) per month. During this mode of operation, the Phase 1 Orcem Project is expected to transport an additional 40,000 tons (1 additional ship) per month of raw materials via enclosed conveyor directly to the Orcem Site. 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 identified in Appendix A-5. Table 2 shows that with rail improvements in place under the “Truck & Rail” mode, up to 60,000 tons of VMT cargo can be processed through the Phase 1 Terminal (in addition to Orcem’s Phase 1 40,000 monthly tons of raw materials). Two-thirds of this 60,000 monthly ton volume is expected to be transported via rail car (up to 100 rail cars per day with an average of 4.5 unit trains per month, as shown in Table 2); 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 tons per month (in addition to the Orcem Phase 1 volume) by maximizing truck volumes at 40,000 tons per month (2,000 trucks per month) and concurrently increasing rail car volumes to 8 unit trains (of 100 cars each) per month.

Vallejo Marine Terminal - VMT Cargo Transportation Options													
Phase	Max Monthly Cargo	Wharf 1	Conveyor & Surge Bin	Wharf 2	% Trucks	# Trucks/Day	# Trucks/Month	% Rail	# Rail Cars/Day	Unit Trains/Day	Unit Trains/Month	%Barge	Barge Volume (tons)
Truck only	40,000	Yes	No	No	100%	83.33	2,000	0%	0	0	0	0%	0
Truck & Rail	60,000	Yes	Yes	No	33%	83.33	1,000	66%	100	0.33	4.50	0%	0
Alternate	112,500	Yes	Yes	No	36%	83.33	2,000	64%	100	0.33	8.00	0%	0
Truck / Rail / Barge	120,000	Yes	Yes	Yes	25%	83.33	1,500	25%	100	0.33	3.25	50%	60,000
Alternate	120,000	Yes	Yes	Yes	33%	83.33	2,000	60%	100	0.33	8.00	6%	7,500
Assumptions:													
Outbound by truck	40,000 tons, 20 tons per truck = 2,000 trucks per month; 24 days per month = 83.33 trucks per day; 2 10-hour shifts per day = 4.17 trucks per hour												
Truck & Rail - Wharf 1	40,000 tons outbound by rail. 90.72 tons per rail car = 441 rail cars; max 2 100-car unit trains per week = 2.5 weeks; 20,000 outbound by truck, 20 tons per truck = 1,000 trucks per month; 83.33 trucks per day = 12 days												
Alternate	40,000 tons outbound by truck as above in truck-only mode; 72,500 tons outbound by rail @ 90.72 tons/car = 800 rail cars/month; 2 100-car unit trains per week @ 4 weeks												
Truck / Rail / Barge	Maximize daily truck count at 83.33 for 25% of cargo; remain at 2 unit trains per week (inbound or outbound cargo) for 25% of cargo; remainder of 60,000 tons of cargo leaves site by barge												
Alternate	Maximize daily truck count at 83.33 for 33% of cargo or 40,000 tons; remain at 2 unit trains per week for 60% of cargo or 72,500 tons; remainder of 7,500 tons of cargo leaves site by barge												
Max Monthly Cargo	Four 40,000 ton vessels per month (160,000 tons/month); each vessel at berth for approximately one week; one week each month reserved for Orcem. If Orcem production requires more than one vessel per month, a reduction in VMT imports would be necessary.												

Table 2: VMT Cargo Transportation Options

VMT Phase 2 Volumes: Construction of the Phase 2 wharf 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 the environmental impacts of both truck and rail transportation that may otherwise be used. 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 wharf will be “transloading” of cargo between ships and barges. Additional necessary lay-down area is provided in Phase 2 (see Appendix A-7) to support the transload process, whereby an inbound Phase 1 Wharf cargo could 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. Cargoes that are transloaded from ship to barge will not leave the site by truck or rail, thereby improving efficiency and reducing air and noise impacts along transportation corridors within the City of Vallejo.

As shown in Table 2, 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 tons 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 tons). The combined Phase 1 and 2 VMT terminal volumes would be decreased to 96,400 total monthly tons in order to accommodate concurrent Orcem Phase 2 import of up to 63,400 tons of raw materials monthly via enclosed conveyor into the Orcem Site (a combined 4 ships per month or 160,000 monthly tons).

The final VMT Phase 2 operational mode identified in Table 2 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 7,500 tons per month. Again, these volumes would be decreased to a combined 96,400 total monthly tons in order to accommodate concurrent Orcem Phase 2 import of up to 63,400 tons of raw materials monthly. Both “Truck, Rail & Barge” modes represent maximized VMT cargo volumes of 1.44 million tons per year, which when added to the Orcem Phase 2 import volume represents a maximum capacity of 1.92 million tons 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 will be 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 metric ton) 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 would require up to 8 monthly unit trains of up to 100 cars per episode (800 total monthly cars). The Rail Transloading improvements shown in Appendices A-6 and A-7 show a capacity to accommodate up to sixteen (16) rail cars for loading at one time. Existing California Northern Railroad track spurs that adjoin the VMT Site's northerly entrance will be used to store rail cars during the loading process. The VMT Project anticipates use of 2 switch-mobiles or a small locomotive to handle rail car movements on the VMT Site and to and from the California Northern Railroad track spurs adjacent to the Site. A mobile wheel loader reclaim hopper will be connected to a rail car loading station via an enclosed transfer conveyor to accommodate loading and unload rail cars. Additionally, there will be 2 Caterpillar 988 front end loaders and 2-3 diesel forklifts to handle cargo movements in the lay-down areas of the VMT Terminal. A third Caterpillar 988 will be needed after completion of the Phase 2 construction. Trains would be scheduled to minimize interference along major street routes.

VMT Terminal Operations with Orcem Volumes: As summarized in Table 2 and further discussed above, based on an average of four vessel movements per month at the Phase 1 VMT Terminal (including both Orcem and VMT cargoes), and vessel capacities of approximately 40,000 metric tons, an estimated maximum average of approximately 155,000 (US) tons of materials will be processed via all modes of transport through the Phase 1 Terminal monthly. 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 tons in Orcem Phase 1 to a maximum of 760,000 annual tons in Orcem Phase 2. As noted above under VMT Phase 2 Volumes, the maximum volume of VMT cargoes for the "Truck, Rail and Barge" modes will scale back slightly when the Orcem reaches maximized Phase 2 volumes. The maximum capacity of the VMT Terminal in Phase 2 mode is made possible by the enhanced "transloading" and barge accommodation capabilities.

Truck Operations: Trucks will access the VMT Site from Derr Avenue coming from Lemon Street through a predominately commercial area. They will transit to the freeway along State Route 29 for southbound Interstate 80 traffic, and along Lemon Street for northbound Interstate 80 and eastbound Interstate 780 traffic. All efforts will be made to avoid residential neighborhoods.

As shown in Table 2 Above, maximum monthly VMT truck volumes will be limited to 40,000 tons (2,000 trucks per month). Trucks will be loaded using front end loaders. Completion of rail improvements and introduction of the VMT "Truck & Rail" mode will reduce this maximum truck volume by 50% (1,000 monthly trucks) as roughly two-thirds of cargo volume is handled by train. Truck volumes would reach a maximum of 30,000 tons (1,500 trucks) per month under the "Truck, Rail and Barge" mode.

Table 3 below shows the estimated volume of trucks, rail cars, ships and barges accessing the combined VMT and Orcem Sites under cumulative conditions. Maximum VMT component volumes have been reduced from the figures in Table 2 to reflect increased maximum Orcem Phase 2 raw material imports by ship.

Mode	Ships (Ave. #)	Barge (tons)	Trucks (tons)	Rail (tons)	Total (tons)
Orcem Phase 1 GBFS + VMT Truck Only	2	0	81,700	0	81,700
Orcem Phase 2 GBFS + VMT Truck & Rail	3	0	44,000	76,000	120,000
Orcem Phase 2 GBFS + VMT Truck & Rail Alt.	4	0	91,900	68,100	160,000
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

Table 3: Combined VMT & Orcem Monthly Transportation Volumes by Mode

2.4.7 Other Potential Future Uses of VMT Site

Future uses planned for the approximately 10 remaining acres of usable VMT Site area (exclusive of the 10.5 acres allocated for VMT Terminal operations) include alternative reuse of the former General Mills Administrative Building (approx. 4,200 s.f.; Building #9) and Garage (approx. 1,910 s.f.; Building #10) to accommodate a variety of complementary warehousing, office and general manufacturing uses. These future independent uses may involve long-term leases (as in the case of the Orcem Project) with the potential for minor additions. In addition, the original Manager's House (approx. 1,970 s.f.; Building #13), Manager's Garage (approx. 380 s.f.; Building #14) and Barn (approx. 500 s.f.; Building #15), all located within the northeasterly portion of the site, may be used in the future for complementary administrative and/or commercial office uses. In order to create better internal traffic flow, accommodate rail access, and provide a more accessible lay-down area for barge cargoes, the Warehouse (Building #11) and Bulkhouse (Building #9) will be demolished prior to the Phase 2 VMT Terminal improvements.

2.4.8 Anticipated Project Permits

The following known and potential discretionary permits are listed by agency as both anticipated and possible for full implementation of the VMT Project:

1. **City of Vallejo:** Major Use Permit per Code Section 16.34.040.B.1 (see discussion in Section 2.5.2 below).
2. **City of Vallejo:** Site Development Permit per Chapter 19.60 of the City Code.
3. **City of Vallejo (Lead Agency):** Supporting Environmental Documentation in

form of a certified EIR to address all phases and future components of VMT Project, with possible overriding finds to support the Project in the event that any unavoidable post-mitigation impact cannot be reduced to a less than significant level. This environmental document will also describe the Federal permitting requirements as provided for pursuant to NEPA to be administered by the Corps of Engineers.

4. **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 Blvd. and Curtola Parkway.
5. **San Francisco Bay Conservation and Development Commission (BCDC):** Commission Permit and Consistency Determination with the Bay Plan (Phase 1 and Phase 2).
6. **San Francisco Regional Water Quality Control Board (RWQCB):** Water Quality Certification under Section 401 of the Clean Water Act for construction or operation of facilities that would result in a discharge into navigable waters of the U.S. (and possible National Pollutant Discharge Elimination System Stormwater Discharge Permit approval, depending on status of City Master Permit).
7. **Bay Area Air Quality Management District (BAAQMD):** Review and determination of adequacy for Air Quality Mitigation Plan.
8. **City of Vallejo:** General Plan Amendment from Open Space-Community Park to Employment for parcel outside City Boundary (see Section 2.5.3 below).
9. **City of Vallejo:** Pre-Zoning to establish City Zoning of Intensive Use effective upon annexation for property outside City Boundary (Section 2.5.3).
10. **City of Vallejo:** Resolution of Application to LAFCO for Annexation (section 2.5.3).
11. **City of Vallejo and Solano County:** Finalize and approve the Site Management Plan (SMP) 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.
12. **Vallejo City Council & Solano County Board of Supervisors:** Tax Exchange Agreement (depending on whether covered by existing Master Exchange Agreement; see Section 2.5.3).
13. **Solano LAFCO:** Annexation to the City of Vallejo for property outside City but within City Sphere of Influence (Section 2.5.3).
14. **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).

15. **U.S. Army Corps of Engineers, San Francisco District:** 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.
16. **City of Vallejo:** Lot Line Adjustment or Parcel Map pertaining to final parcel boundaries.
17. **California State Historic Preservation Office:** Consultation under Section 106 of the National Historic Preservation Act with respect to historic structures within the VMT Site.
18. **U.S. Environmental Protection Agency (EPA):** National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges from Construction Activities as required by the Clean Water Act (depending on status of City Master Permit).
19. **California Department of Transportation (Caltrans):** Review of plans and possible permits and related actions associated with potential improvements within State right-of-way.
20. **U.S. Fish & Wildlife Service:** Section 7 Consultation under the Federal ESA, as may be needed depending on analysis of project effects and Corps of Engineers jurisdiction.
21. **California Department of Fish and Wildlife:** Consultation and permitting as 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).
22. **National Marine Fisheries Service (NOAA Fisheries):** Consultation related to potential effects on protected marine species.
23. **California State Lands Commission:** Possible consultation with respect to lease of lands in trust to the City of Vallejo and VMT.

2.5 CONSISTENCY WITH POLICIES & PLANS

All current and future components of the proposed VMT Project will achieve full consistency with applicable City General Plan and San Francisco Bay Plan policies as follows:

2.5.1 Consistency with General Plan Policies

As noted above, the VMT Site is designated for accommodation of "Employment" land uses (see Figure 4). The Vallejo General Plan provides for two types of industrial uses on properties designated for Employment uses: (a) "Light" (cleaner

and more compatible with less intensive uses such as residential); and (b) "Heavy" (with higher noise, odor, air pollution, traffic and sewage treatment demands/emissions). Operation of the VMT Project land uses, would be compatible with either of these land use types because none of the activities would involve generation of extensive noise, air pollution or sewage treatment demand. Like other General or "light" Industrial Uses, these proposed uses involve use of truck, rail and shipping transport (as described above). The proposed VMT Project would help to fulfill the objectives of the General Plan by providing additional employment opportunities as described in Section 2.3 above. Because a small portion of the VMT Site (approximately 5.5 acres as noted above) is located outside the current City boundary, the corresponding General Plan designation will need to be revised to "Employment".

2.5.2 Compliance with Zoning District Standards

The City of Vallejo "Intensive Use" Zoning District is implemented consistent with the General Plan's policies for the "Employment" Land Use Designation. The Intensive Use District is Vallejo's heaviest industrial district. The regulations for this district distinguish between "Permitted Uses" and "Permitted Uses Subject to a Major Use Permit". As detailed in Chapter 16.34 of the Code, "General Industrial Uses" are "Permitted Uses" (Section 16.34.020.C.2), whereas "Heavy Industrial Uses" are permitted upon the issuance of a major use permit (Section 16.34.040.B.1). Because a small portion of the VMT Site (approximately 5.5 acres as noted above) is located outside the current City boundary, the corresponding Zoning district will need to be revised to "Intensive Use".

Code Section 16.06.530 classifies "General Industrial Uses" as consisting of "*industrial plants engaged in manufacturing, compounding, processing, assembling, packaging, treatment or fabrication of materials and products*". It classifies "Heavy Industrial Uses" as "*all other plants*" or any such plant which "*involves the compounding of radioactive materials, petroleum refining or manufacturing of explosives*". VMT's proposed uses do not involve any of the described "Heavy Industrial Uses".

Zoning Ordinance Chapter 16.90.010 outlines the City of Vallejo's site development plan approval procedure. This application for Site Development Permit approval is in compliance with Sections 16.90.020 D-E which require approval of a Site Development Permit for any project involving the improvement of parking lots for 10 or more parking spaces (the proposed VMT project accommodates parking for up to 40 spaces), or construction which requires the issuance of a building permit. In accordance with Section 16.90.080, because the project requires concurrent approval of a Use Permit, the Site Development Permit is to be reviewed and approved by the Planning Commission. The VMT application specifically qualifies for approval based on the following Site Development Permit criteria:

1. The proposed VMT Project development and uses meet the intent and specific standards and criteria prescribed in pertinent sections of the City Zoning

Ordinance (Title 16 of the City Code). Specifically, the proposed VMT Project land uses and improvements are in full compliance with the purposes of the Intensive Use District as provided for in Section 16.34.010. In addition, the proposed uses are consistent with and the list of permitted and conditionally permitted uses contained in Section 16.34.020B and C, and 16.34.040A and B. The VMT Project therefore qualifies as a conditional use in the Intensive Use District. The proposed VMT Project uses and site improvements also satisfy all of the Site Development Standards of Section 16.34.060.

2. The proposed VMT Project development and uses are consistent with all applicable policies and the Employment Land Use Designation of the Vallejo General Plan (see Section 2.5.1 above).
3. The proposed VMT Project development and uses achieve an organization of land uses and grouping of structures which are well related one to another and which, taken together, will result in a well-composed urban design, with consideration given to site, height, arrangement, texture, material, color and appurtenances, the relation of these factors to other structures in the immediate area, and the relation of the development to the total setting as seen from key points in the surrounding area.
4. The proposed VMT Project development and uses are of a quality and character which harmonize with, and serve to protect the value of, private and public investments in the area, consistent with General Plan goals and policies.
5. The design of the VMT Project conforms in all significant respects with all applicable official plans of the City; no district plans or development and control maps have been adopted by the city council applicable to this site.

2.5.3 Annexation of Parcels within City Sphere of Influence

As noted above, the entire 34.3 acre VMT Site is located within the Planning Area for the City of Vallejo. The vast majority of this area (approximately 28.8 acres) is currently inside the City Boundary. As shown in Figure 5 below, the remaining approximately 5.5 acres are outside the City Boundary but within the City's Sphere of Influence (SOI), as approved by the Solano County Local Agency Formation Commission (LAFCO).

These 5.5 acres within the City SOI have not yet been pre-zoned by the City of Vallejo. As noted in Section 2.4.8 above, pre-zoning of these 5.5 acres to the "Intensive Use District" is requested to facilitate identification of a permanent land use strategy upon annexation to the City. In addition, an amendment of the City's General Plan Land Use Designation from "Open Space-Community Park" to "Employment" is concurrently proposed. These proposed zoning and land use designations are identical to those applicable to the contiguous 28.8 acres now within the City Boundary.

Concurrently with amendment of the Land Use Designation and pre-zoning of the 5.5 acres, the City Council is asked to adopt a Resolution of Application to LAFCO for Annexation. Approval of the City annexation by LAFCO must be supported by prior ratification of a Tax Exchange Agreement between the City and County (or confirmation of the applicability of an existing Master Exchange Agreement).

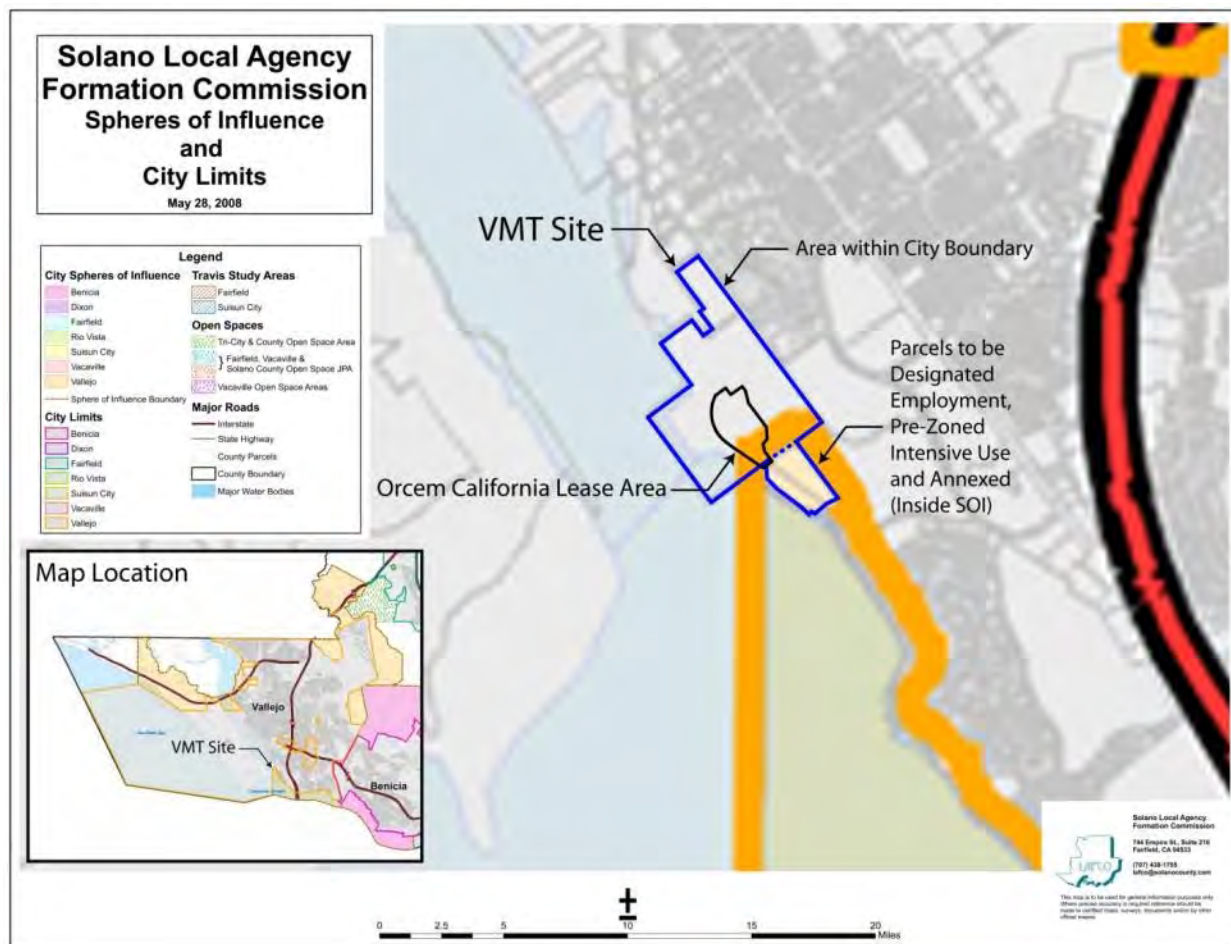


Figure 5: Solano LAFCO City & SOI Boundaries

2.5.4 San Francisco Bay Plan Consistency

The San Francisco Bay Plan, as adopted by the Bay Conservation and Development Commission, includes a series of specific policies and Commission recommendations targeted to foster conservation and stimulate economic development around San Francisco Bay. Bay Plan Map 2, as reflected in Figure 6 below, identifies the VMT Site as being within Plan Area #6, which the Commission has specifically designated for development of "Water Related Industry" within the Vallejo area. Bay Plan Policies for Area #6 indicate that "some fill may be needed" within this area in order to fully accommodate the planned and desired land uses, and to create commercially viable use of the shoreline. As described within the Construction of Wharf Improvements (section 2.4.2 above), it is anticipated that a

small area of fill will be required in both phases of the VMT Terminal, in order to achieve necessary design parameters for marine logistics.

This VMT Site is located within the jurisdiction of the Bay Conservation and Development Commission, which administers the San Francisco Bay Plan. Mare Island Strait is identified as a "Certain Waterway" on the Bay Plan, which provides navigable water access to the designated "Vallejo Water-Related Industrial Area" including the VMT Site. Major Conclusions and Policies Section 4 of the Bay Plan states the following:

"4. Justifiable Filling. Some Bay filling may be justified for purposes providing substantial public benefits if these same benefits could not be achieved equally well without filling. Substantial public benefits are provided by:

- *Developing adequate port terminals, on a regional basis, to keep San Francisco Bay in the forefront of the world's great harbors during a period of rapid change in shipping technology.*
- *Developing adequate land for industries that require access to shipping channels for transportation of raw materials or manufactured products."*

During construction of the VMT Terminal, a small area of the Mare Island Strait will be filled. Phase 1 will include approximately 22,000 cubic yards of solid fill, most of which is within the footprint of an existing wharf. The approximate new net fill area is 12,000 square feet. Phase 2 will include approximately 115,000 cubic yards of solid fill. The solid fill areas created, approximately 77,500 square feet in total, will be used as back area for the loading and unloading of cargo and as a lay-down area for marine construction materials. The only structures in this area will be cargo handling equipment and other appurtenances needed for the movement of goods and materials.

BAY PLAN EXHIBIT

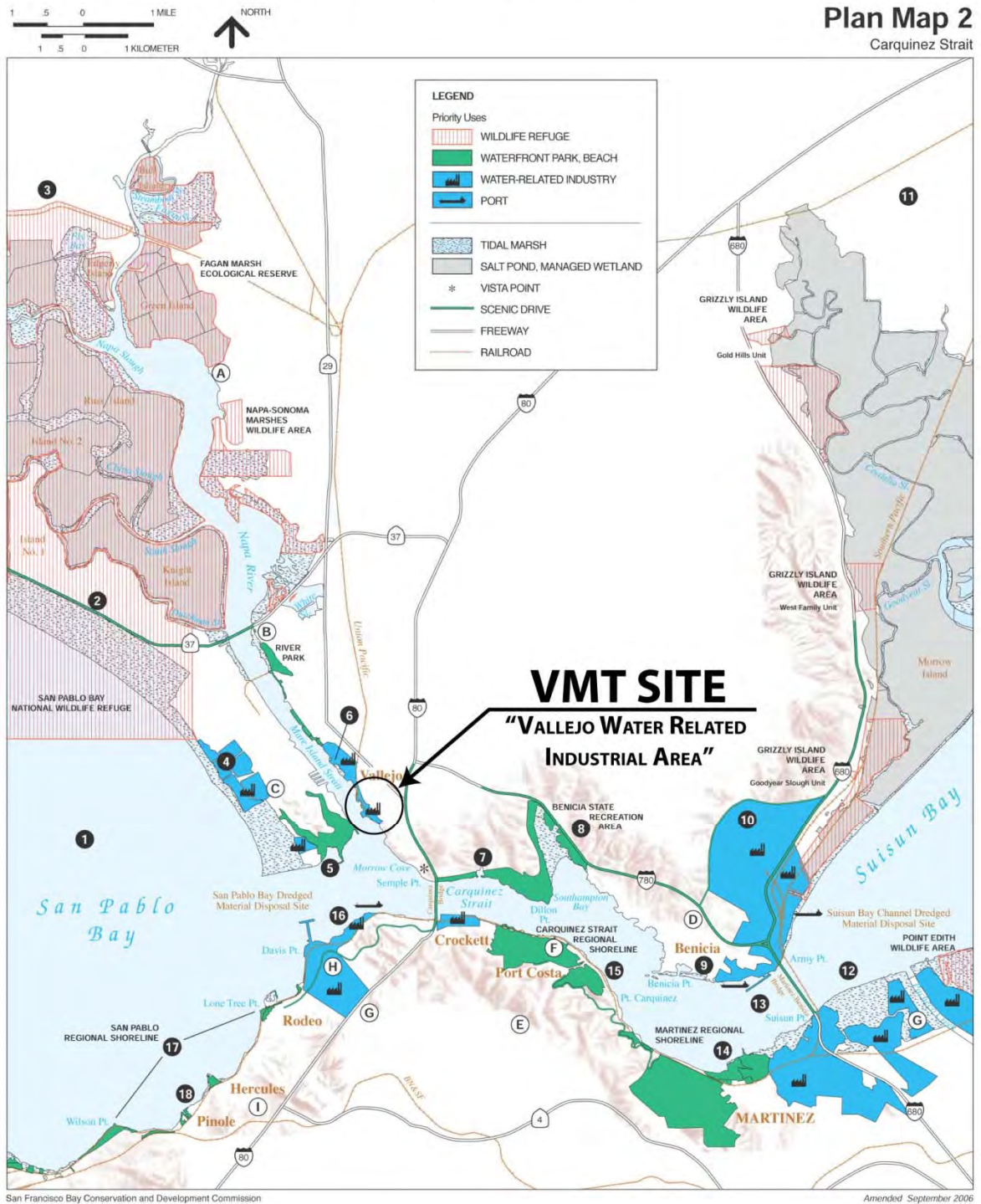


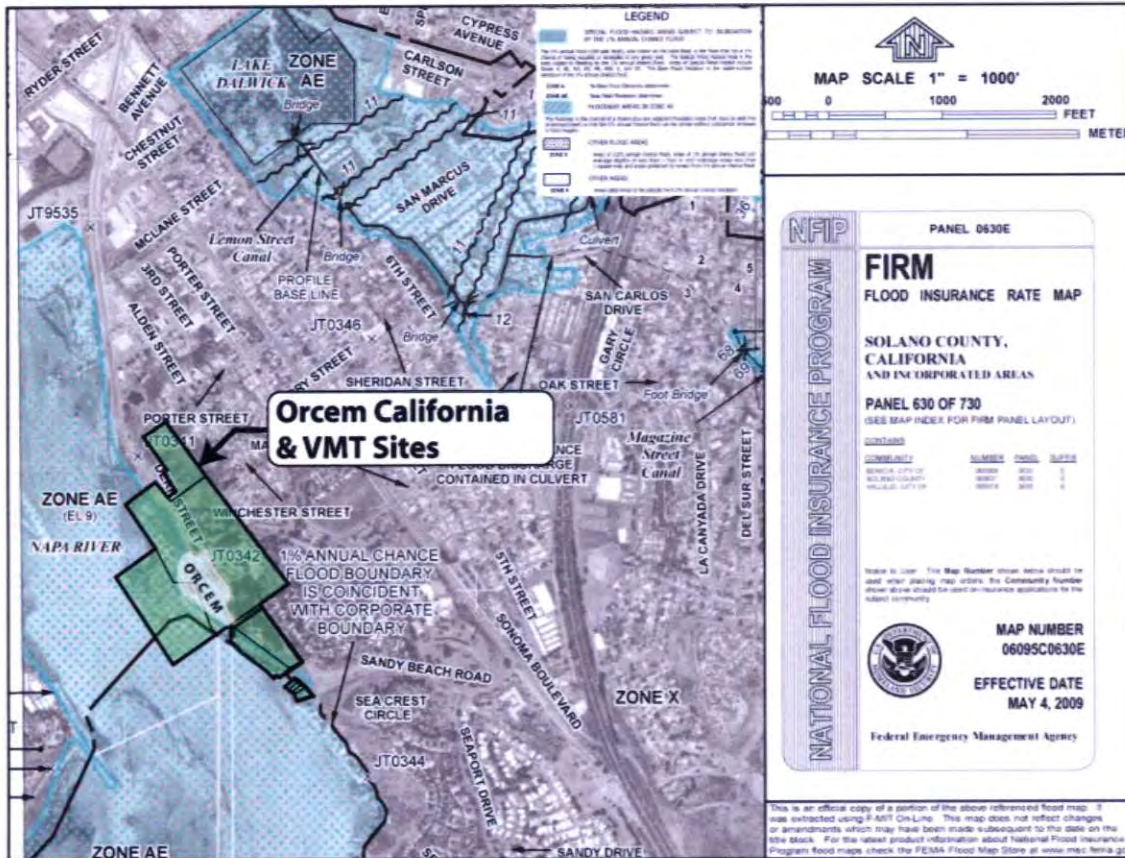
Figure 6: San Francisco Bay Plan Map 2 Showing VMT Site

APPENDIX A: Updated Plans and Diagrams

- A-1 VMT Site Aerial
- A-2 Existing Buildings
- A-3 Parcel Configurations and Phase Boundaries
- A-4 Pile Supported Pier Layout & Sections
- A-5 VMT Site Area Utilization
- A-6 VMT Phase 1 Land Use & Site Improvements
- A-7 VMT Phase 2 Land Use & Site Improvements
- A-8 Parcel 4 Storage Building
- A-9 Single Wharf Alternative Phase 2 Land Use & Site Improvements
- A-10 Preliminary Storm Water Management Plan

APPENDIX B: FEMA FIRM Map for VMT Site

APPENDIX B



APPENDIX C: Photo Inventory for VMT Site

ADMINISTRATION BUILDING



C-3

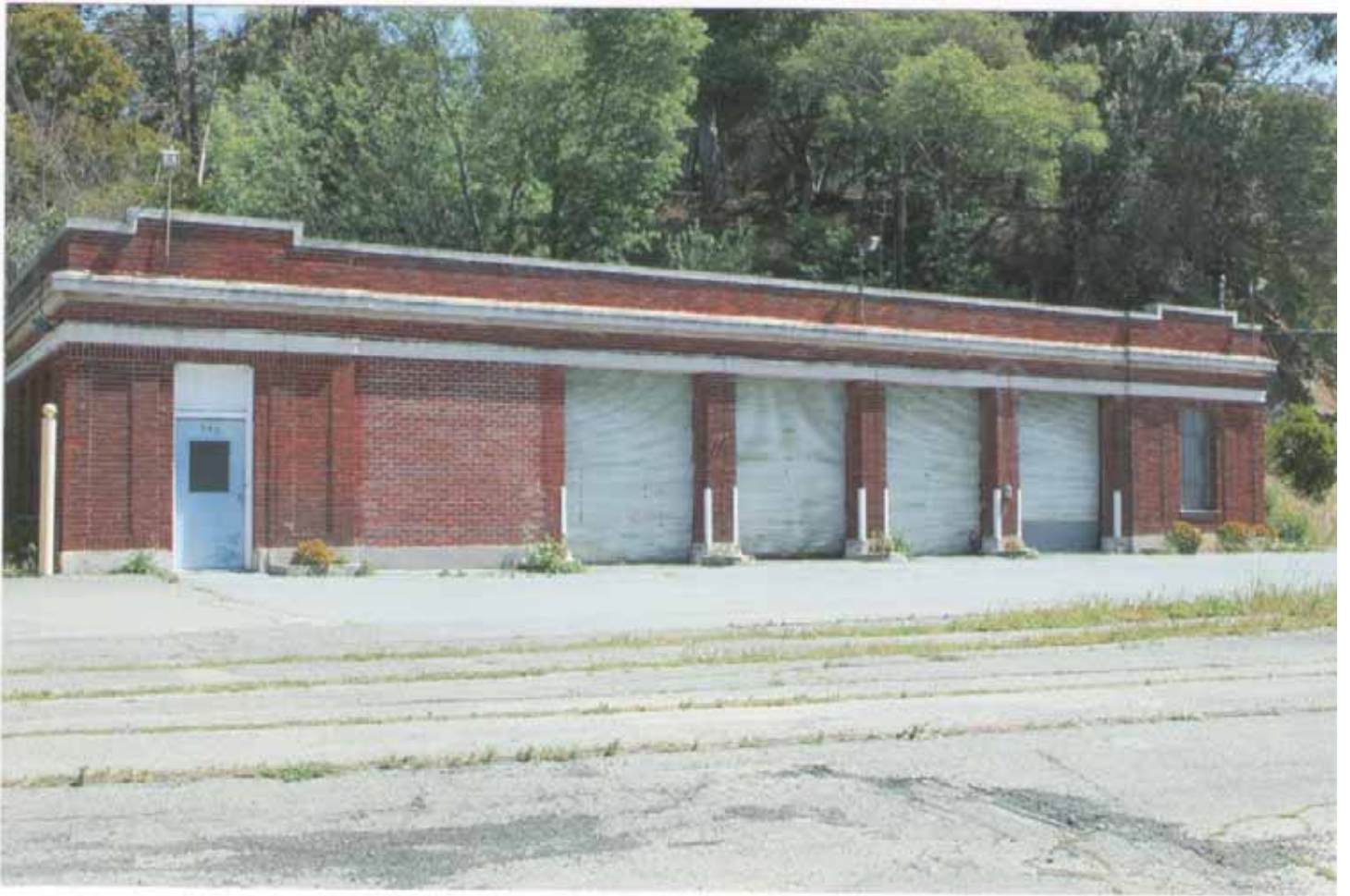




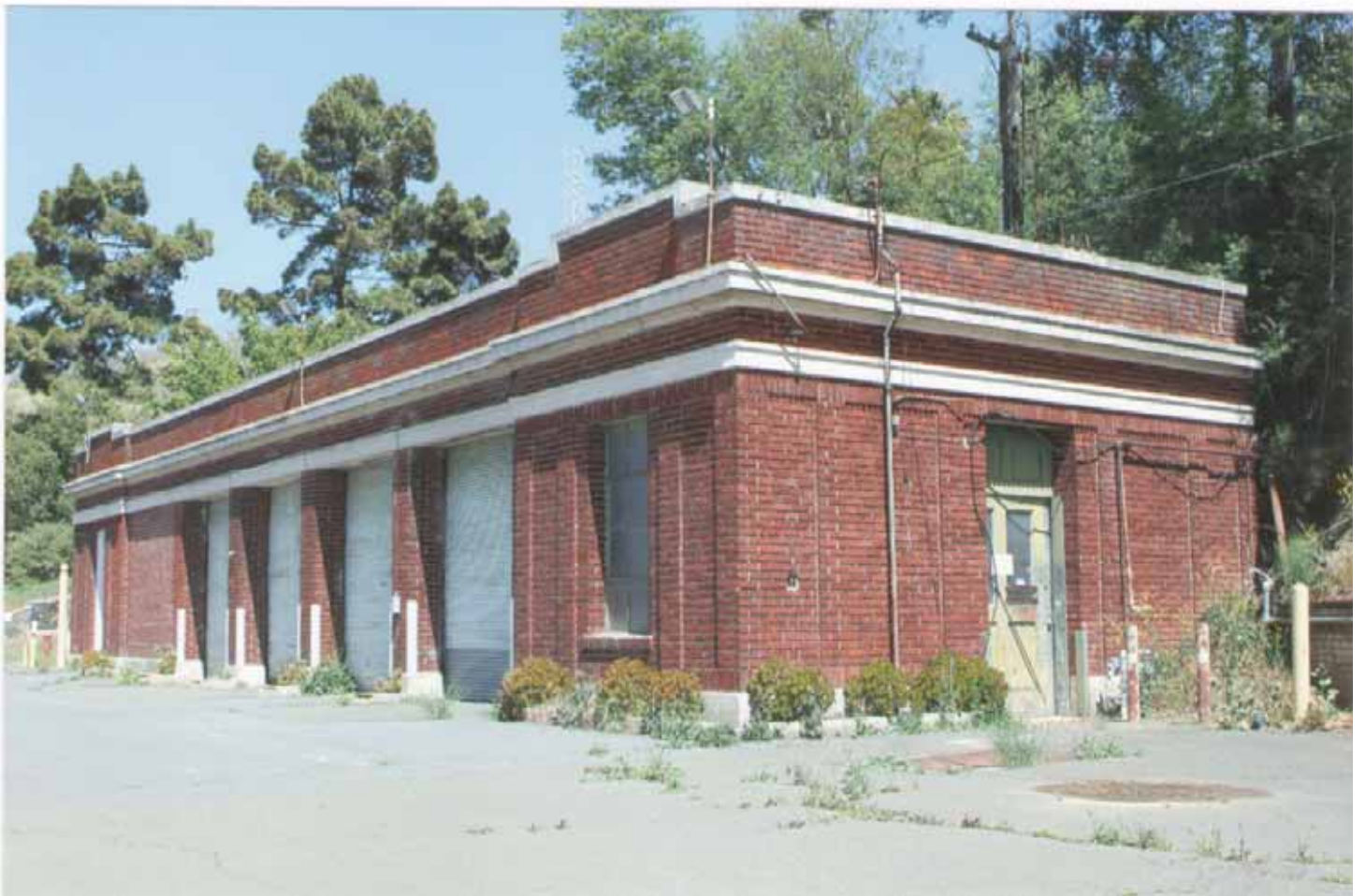
C-4



GARAGE



C-6





C-7

WAREHOUSE



C-9





C-10



ENTRY STATIONS

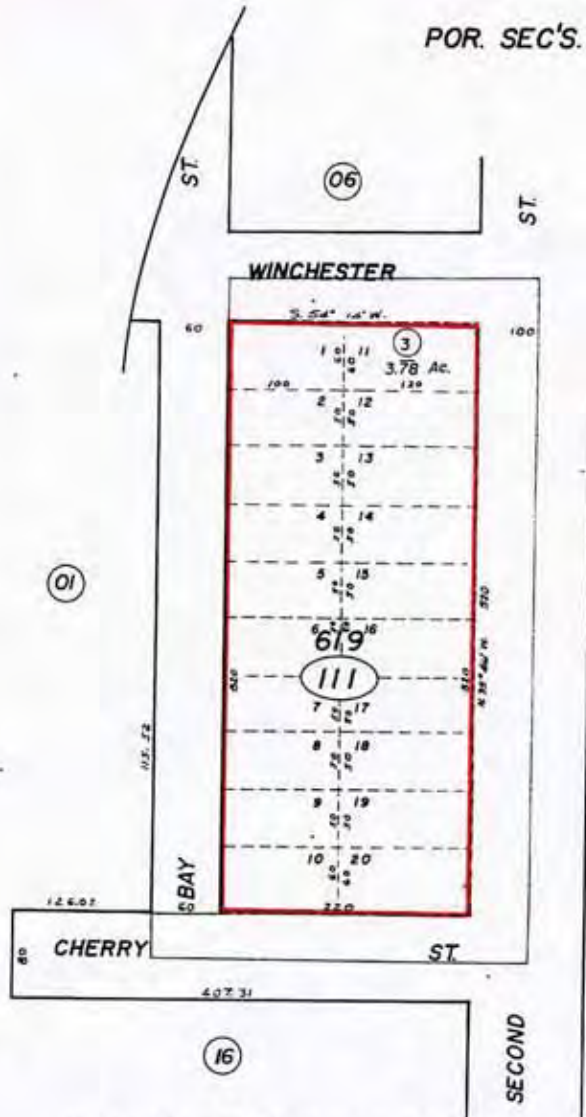


C-12



APPENDIX D: Assessors Maps for VMT Site

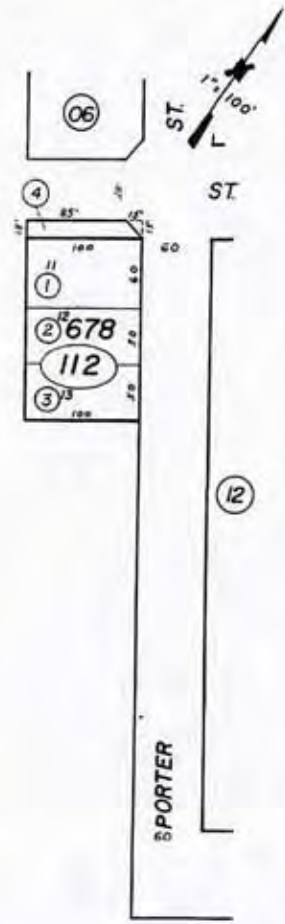
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0061 010 040	Southern Pacific Co	*no Site Address*		CA	00000	1 Market St	San Francisco	CA	94105
0061 010 120	Southern Pacific Co	*no Site Address*		CA	00000	1 Market St	San Francisco	CA	94105
0061 061 210	Reading Robert W Tr	*no Site Address*		CA	00000	565 S Mason Rd #345	Katy	TX	77450
0061 160 140	Ramirez Martin E & Juana R Jt	*no Site Address*		CA	00000	362 Winchester St	Vallejo	CA	94590
0061 160 180	M2 Vallejo 178 LP	933 Porter St	Vallejo	CA	94590	933 Porter St	Vallejo	CA	94590
0061 222 040	Price Charles C Jt	344 Winchester St	Vallejo	CA	94590	344 Winchester St	Vallejo	CA	94590
0061 222 050	Magdaleno Juan M & Rosa E Jt	350 Winchester St	Vallejo	CA	94590	350 Winchester St	Vallejo	CA	94590
0061 222 060	Johnson James W & K A Tr	356 Winchester St	Vallejo	CA	94590	909 Rollingwood Dr	Vallejo	CA	94591
0061 222 070	Chanan Poonam	362 Winchester St	Vallejo	CA	94590	362 Winchester St	Vallejo	CA	94590
0061 222 080	Bagos Alfred Samuel Cosca	368 Winchester St	Vallejo	CA	94590	368 Winchester St	Vallejo	CA	94590
0061 222 090	Gomez Ramon N & Demetria B Jt	374 Winchester St	Vallejo	CA	94590	374 Winchester St	Vallejo	CA	94590
0061 222 160	Arbizo Cindy J	101 Colt Ct	Vallejo	CA	94590	101 Colt Ct	Vallejo	CA	94590
0061 222 170	Pasion Cristeta U	100 Colt Ct	Vallejo	CA	94590	100 Colt Ct	Vallejo	CA	94590
0061 232 050	Azam Hashim E & Aminabibi H	101 Browning Way	Vallejo	CA	94590	101 Browning Way	Vallejo	CA	94590
0061 232 060	Yingst Nancy Tr	300 Winchester St	Vallejo	CA	94590	162 Waterview	Vallejo	CA	94591
0061 232 070	Diaz Santos C & Agustina Jt	306 Winchester St	Vallejo	CA	94590	5617 Via Cervano	Bakersfield	CA	93312
0061 232 080	Bagos Virgilio C & Evelyn S Jt	312 Winchester St	Vallejo	CA	94590	312 Winchester St	Vallejo	CA	94590
0061 232 090	Laroco Marcelo A & G B Tr	318 Winchester St	Vallejo	CA	94590	318 Winchester St	Vallejo	CA	94590
0062 010 130	Vallejo Marine Terminal LLC	800 Derr St	Vallejo	CA	94590	Livingston St Pier	Oakland	CA	94606
0062 010 180	Vallejo Marine Terminal LLC	800 Derr St	Vallejo	CA	94590	Livingston St Pier	Oakland	CA	94606
0062 010 390	Seashore Land Corp	*no Site Address*		CA	00000	14450 Leland Cir	Saratoga	CA	95070
0062 020 050	Pendola William J Jr Tr	1 Sandy Beach Rd	Vallejo	CA	94590	1 Sandy Beach Rd	Vallejo	CA	94590
0062 020 140	Leatham George Thurman	9 Sandy Beach Rd	Vallejo	CA	94590	30 Ina Ct	Alamo	CA	94507
0062 020 170	Bullock Richard Benbow	12 Sandy Beach Rd	Vallejo	CA	94590	1847 Grant Ave	San Francisco	CA	94133
0062 020 190	Sims Darold	15 Sandy Beach Rd	Vallejo	CA	94590	46 Madrona St	Mill Valley	CA	94941
0062 020 260	Toch Paul & Marilyn Tr	8 Sandy Beach Rd	Vallejo	CA	94590	8 Sandy Beach Rd	Vallejo	CA	94590
0062 130 010	Kw & Wdc Vallejo LLC	1107 Porter St	Vallejo	CA	94590	9701 Wilshire Blvd #700	Beverly Hills	CA	90212



Vallejo, City of; R.M. Bk. 1, Pgs. 122 & 123

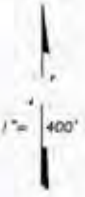
May 28 1971
 February 21, 1976
 March 1978
 REVISION DATE BY

NOTE - ASSESSOR'S BLOCK & LOT NUMBERS SHOWN IN CIRCLES



CITY OF VALLEJO
Assessor's Map Bk. 61 -Pg. 11
County of Solano, Calif.

7071



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1	N.35°49'33"W	544.29'
2	N.35°49'33"W	366.72'
3	N.54°12'00"E	487.79'
4	R=600'	L=30.41'
5	R=267.76'	L=48.34'
6	R=347.76'	L=62.78'
7	S.56°37'28"W	80.46'
8	S.74°38'43"W	66.16'
9	S.50°32'09"E	240.27'
10	N.48°25'48"W	39.28'
11	R=372.50'	L=264.49'
12	R=372.50'	L=116.10'
13	S.52°34'56"W	97.95'
14	N.14°22'11"W	280.70'
15	R=171.06'	L=303.51'
16	N.0°02'04"W	141.02'
17	N.54°10'38"E	163.55'
18	N.33°49'33"W	210.21'
19	N.54°10'38"E	120.12'
20	N.35°39'10"W	115.52'
21	N.54°21'20"E	126.62'
22	N.35°30"E	80.08'
23	S.34"E	196.74'
24	S.24"E	149.16'
25	N.30"W	191.40'
26	N.54°55'56"W	59.60'
27	N.54°15"W	42.44'
28	S.75°01'04"W	226.52'
29	S.70°05'07"W	159.95'
30		

Vallejo, City of , R.M. Bk. 1 Pg. 122 & 123
Assessor's Block Numbers Shown in Ellipses, Assessor's Parcel Numbers Shown in Circles

180-18	Chg/Wm/Ry	10-6-11	Cr
180-22&23	(Ord)	5-30-07	JS
Adj. Bk. 94	Rd	3-24-87	FD
180-20&21		5-22-84	DWB
REVISION		DATE	BY

NOTE: This map is for assessment purposes only. It is not intended to define legal boundary rights or imply compliance with land division laws.

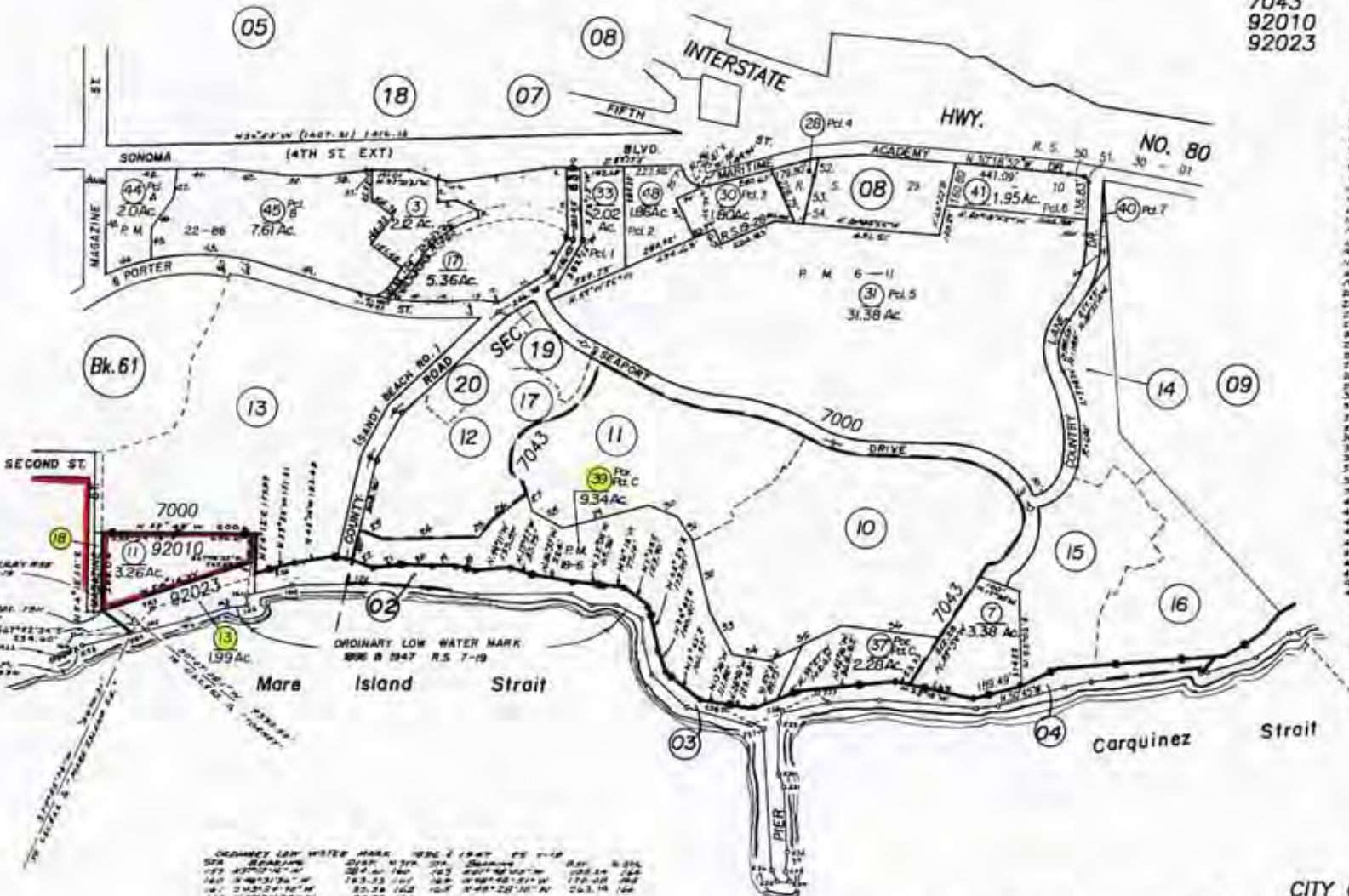
CITY OF VALLEJO
Assessor's Map Bk. 61 Pg. 16
County of Solano, Calif.

12-13

7000
7043
92010
92023



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1	N 12° 13' 32" W	154.03'
2	N 72° 43' E	67.37'
3	S 87° 12' 34" W	82.77'
4	S 75° 34' 24" W	82.77'
5	S 83° 12' 34" W	82.77'
6	S 24° 13' 32" E	82.77'
7	S 83° 12' 34" W	82.77'
8	S 83° 12' 34" W	82.77'
9	S 83° 12' 34" W	82.77'
10	S 83° 12' 34" W	82.77'
11	S 83° 12' 34" W	82.77'
12	S 83° 12' 34" W	82.77'
13	S 83° 12' 34" W	82.77'
14	S 83° 12' 34" W	82.77'
15	S 83° 12' 34" W	82.77'
16	S 83° 12' 34" W	82.77'
17	S 83° 12' 34" W	82.77'
18	S 83° 12' 34" W	82.77'
19	S 83° 12' 34" W	82.77'
20	S 83° 12' 34" W	82.77'
21	S 83° 12' 34" W	82.77'
22	S 83° 12' 34" W	82.77'
23	S 83° 12' 34" W	82.77'
24	S 83° 12' 34" W	82.77'
25	S 83° 12' 34" W	82.77'
26	S 83° 12' 34" W	82.77'
27	S 83° 12' 34" W	82.77'
28	S 83° 12' 34" W	82.77'
29	S 83° 12' 34" W	82.77'
30	S 83° 12' 34" W	82.77'
31	S 83° 12' 34" W	82.77'
32	S 83° 12' 34" W	82.77'
33	S 83° 12' 34" W	82.77'
34	S 83° 12' 34" W	82.77'
35	S 83° 12' 34" W	82.77'
36	S 83° 12' 34" W	82.77'
37	S 83° 12' 34" W	82.77'
38	S 83° 12' 34" W	82.77'
39	S 83° 12' 34" W	82.77'
40	S 83° 12' 34" W	82.77'
41	S 83° 12' 34" W	82.77'
42	S 83° 12' 34" W	82.77'
43	S 83° 12' 34" W	82.77'
44	S 83° 12' 34" W	82.77'
45	S 83° 12' 34" W	82.77'
46	S 83° 12' 34" W	82.77'
47	S 83° 12' 34" W	82.77'
48	S 83° 12' 34" W	82.77'
49	S 83° 12' 34" W	82.77'
50	N 26° 10' 18" W	82.12'
51	R-20'	26.91'
52	N 63° 29' 34" E	75.90'
53	N 65° 21' 32" E	190.01'
54	N 305° 2' 24" W	31.67'

ORDINARY LOW WATER MARK	1986 & 1987	PS 1-18	BY	DATE
174	174.00	174.00	174.00	174.00
175	175.00	175.00	175.00	175.00
176	176.00	176.00	176.00	176.00
177	177.00	177.00	177.00	177.00
178	178.00	178.00	178.00	178.00
179	179.00	179.00	179.00	179.00
180	180.00	180.00	180.00	180.00
181	181.00	181.00	181.00	181.00
182	182.00	182.00	182.00	182.00
183	183.00	183.00	183.00	183.00
184	184.00	184.00	184.00	184.00
185	185.00	185.00	185.00	185.00
186	186.00	186.00	186.00	186.00
187	187.00	187.00	187.00	187.00
188	188.00	188.00	188.00	188.00
189	189.00	189.00	189.00	189.00
190	190.00	190.00	190.00	190.00
191	191.00	191.00	191.00	191.00
192	192.00	192.00	192.00	192.00
193	193.00	193.00	193.00	193.00
194	194.00	194.00	194.00	194.00
195	195.00	195.00	195.00	195.00
196	196.00	196.00	196.00	196.00
197	197.00	197.00	197.00	197.00
198	198.00	198.00	198.00	198.00
199	199.00	199.00	199.00	199.00
200	200.00	200.00	200.00	200.00

Assessor's Block Numbers Shown in Ellipses, Assessor's Parcel Numbers Shown in Circles

010-43	KR (Mm)	10-6-11	CP
R.S. 30-01		11-17-10	CP
R.S. 29-10		6-10-09	CP
ADJ. PGS 15&20		1-02-09	DV
REVISION		DATE	BY

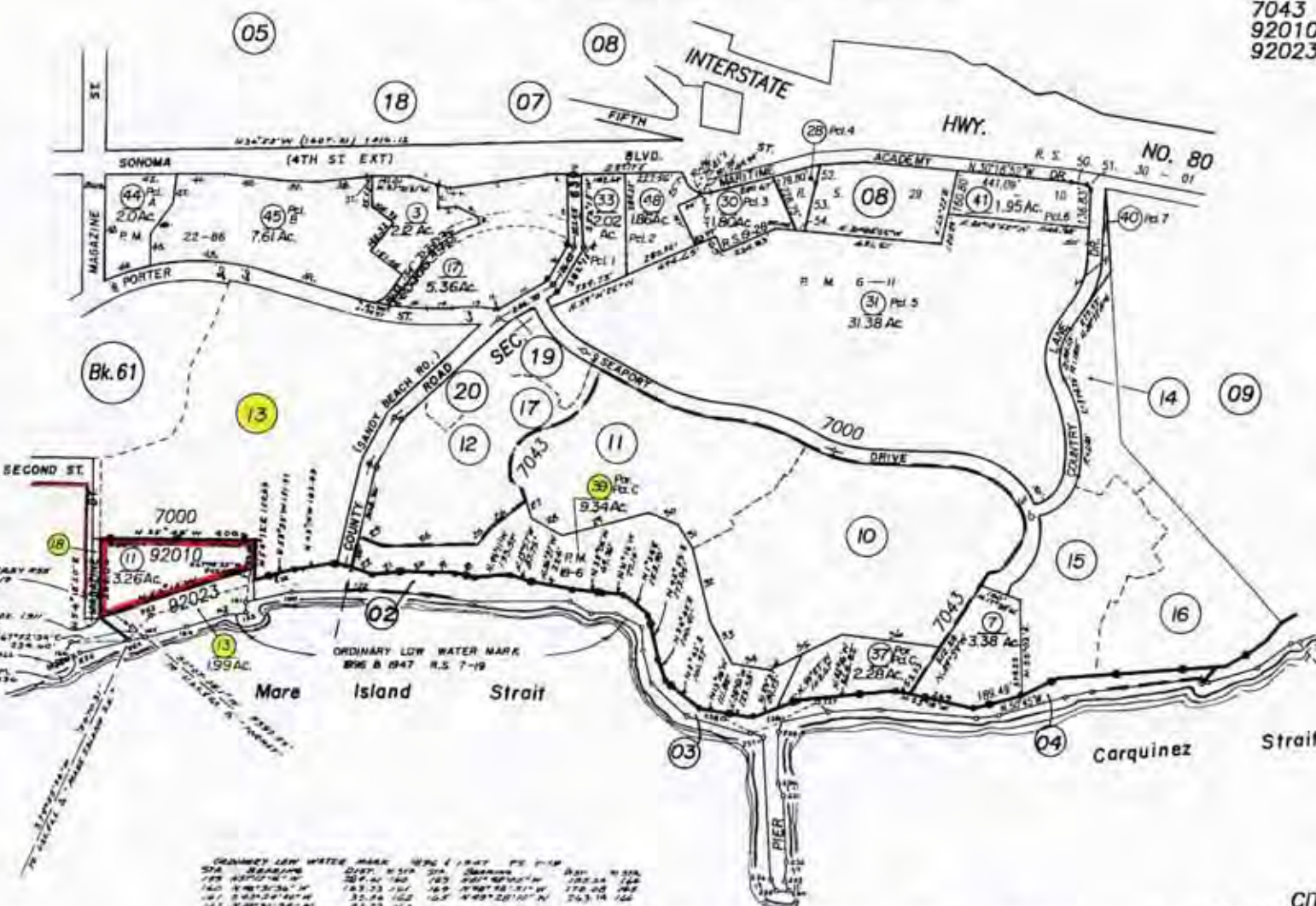
NOTE: This map is for assessment purposes only. It is not intended to define legal boundary rights or imply compliance with land division laws.

CITY OF VALLEJO
Assessor's Map Bk. 62 Pg. 01
County of Solano, Calif.

7000
7043
92010
92023



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1	N 21° 13' 32" W	154.43'
2	N 52° 43' E	81.33'
3	N 57° 13' 36" W	87.77'
4	N 53° 12' 34" W	87.50'
5	N 53° 12' 34" W	74.17'
6	S 24° 13' 02" E	83.86'
7	S 83° 04' 18" E	127.75'
8	S 83° 04' 18" E	200.00'
9	S 22° 15' W	274.52'
10	S 82° 55' W	140.38'
11	N 27° 42' W	248.28'
12	N 25° 12' 22" E	2.25.00'
13	N 12° 11' 17" W	2.112.86'
14	N 21° 13' 32" W	170.87'
15	N 21° 13' 32" W	2.189.45'
16		
17	N 12° 11' 17" W	19.40'
18	N 12° 11' 17" W	140.66'
19	N 12° 11' 17" W	110.80'
20	N 12° 11' 17" W	108.45'
21	N 12° 11' 17" W	131.09'
22	N 12° 11' 17" W	97.70'
23	N 12° 11' 17" W	362.51'
24	N 12° 11' 17" W	20.00'
25	N 12° 11' 17" W	172.88'
26	N 12° 11' 17" W	71.40'
27	N 12° 11' 17" W	238.84'
28	N 12° 11' 17" W	19.21'
29	N 12° 11' 17" W	140.38'
30	N 12° 11' 17" W	112.65'
31	N 12° 11' 17" W	292.53'
32	N 12° 11' 17" W	170.86'
33	N 12° 11' 17" W	140.38'
34	N 12° 11' 17" W	348.48'
35	N 12° 11' 17" W	348.30'
36	N 12° 11' 17" W	20.1.00'
37	N 12° 11' 17" W	140.38'
38	N 12° 11' 17" W	101.55'
39	N 12° 11' 17" W	135.46'
40	N 12° 11' 17" W	271.70'
41	N 12° 11' 17" W	424.16'
42	N 12° 11' 17" W	194.75'
43	N 12° 11' 17" W	127.00'
44	N 12° 11' 17" W	150.00'
45	N 12° 11' 17" W	115.00'
46	N 12° 11' 17" W	421.48'
47	N 12° 11' 17" W	350.50'
48		
49		
50	N 26° 10' 18" W	62.12'
51	R=20'	L= 28.91'
52	N 65° 25' 34" E	75.90'
53	N 85° 21' 52" E	190.01'
54	N 30° 52' 24" W	31.67'

ORDINARY LOW WATER MARK	DATE	PS	TYPE
574	8/27/91	274	Survey
179	8/27/91	179	Survey
160	8/27/91	160	Survey
141	8/27/91	141	Survey
122	8/27/91	122	Survey
103	8/27/91	103	Survey
84	8/27/91	84	Survey
65	8/27/91	65	Survey
46	8/27/91	46	Survey
27	8/27/91	27	Survey
8	8/27/91	8	Survey

Assessor's Block Numbers Shown in Ellipses, Assessor's Parcel Numbers Shown in Circles

G10-43	RR (Mm)	10-6-11	C
R.S. 30-01		11-17-10	C
R.S. 29-10		6-10-09	C
ADU PGS 19820		1-02-09	DN
REVISION		DATE	BY

NOTE: This map is for assessment purposes only. It is not intended to define legal boundary rights or imply compliance with land division laws.

CITY OF VALLEJO
Assessor's Map Bk. 62 Pg. 01
County of Solano, Calif.

POR. SEC. 30, T. 3N. R. 3W. M.D.B&M.

Tax Area Code
92010
92003

62-02

ORDINARY LOW WATER MARK 1947	MEAN HIGH TIDE LINE 1955 R.S. 7-19
374 230° 24' 34" W - 363.66	137 139° 13' 16" W - 389.31
375 132° 41' 34" W - 311.85	140 139° 13' 16" W - 389.31
376 103° 41' 34" W - 282.60	141 139° 13' 16" W - 389.31
377 132° 41' 34" W - 311.85	142 139° 13' 16" W - 389.31
378 230° 24' 34" W - 363.66	143 139° 13' 16" W - 389.31
379 132° 41' 34" W - 311.85	144 139° 13' 16" W - 389.31
380 103° 41' 34" W - 282.60	145 139° 13' 16" W - 389.31
381 132° 41' 34" W - 311.85	146 139° 13' 16" W - 389.31
382 230° 24' 34" W - 363.66	147 139° 13' 16" W - 389.31
383 132° 41' 34" W - 311.85	148 139° 13' 16" W - 389.31
384 103° 41' 34" W - 282.60	149 139° 13' 16" W - 389.31
385 132° 41' 34" W - 311.85	150 139° 13' 16" W - 389.31



ORDINARY LOW WATER MARK 1947
FROM W.B. BOGGS SURVEY - PER
SUPERIOR COURT, SOL. CO. NO. 18949 &
19259 R.S. 7-19

1. N. 32° 46' 20" E	42.81
2. S. 37° 02' 13" E	7.60
3. N. 64° 34' 10" E	6.57
4. N. 87° 17' 32" E	21.81
5. S. 34° 09' 40" E	2.61
6. N. 64° 34' 10" E	3.02

Sandy Beach, R.S. Bk. 1, Pg. 1

020-24,27 & 28 7-23-76 -MSP
020-25 08-08-76 6-11-76 -MSP
020-22,23 & 24 6-11-76 -MSP
REVISION DATE BY

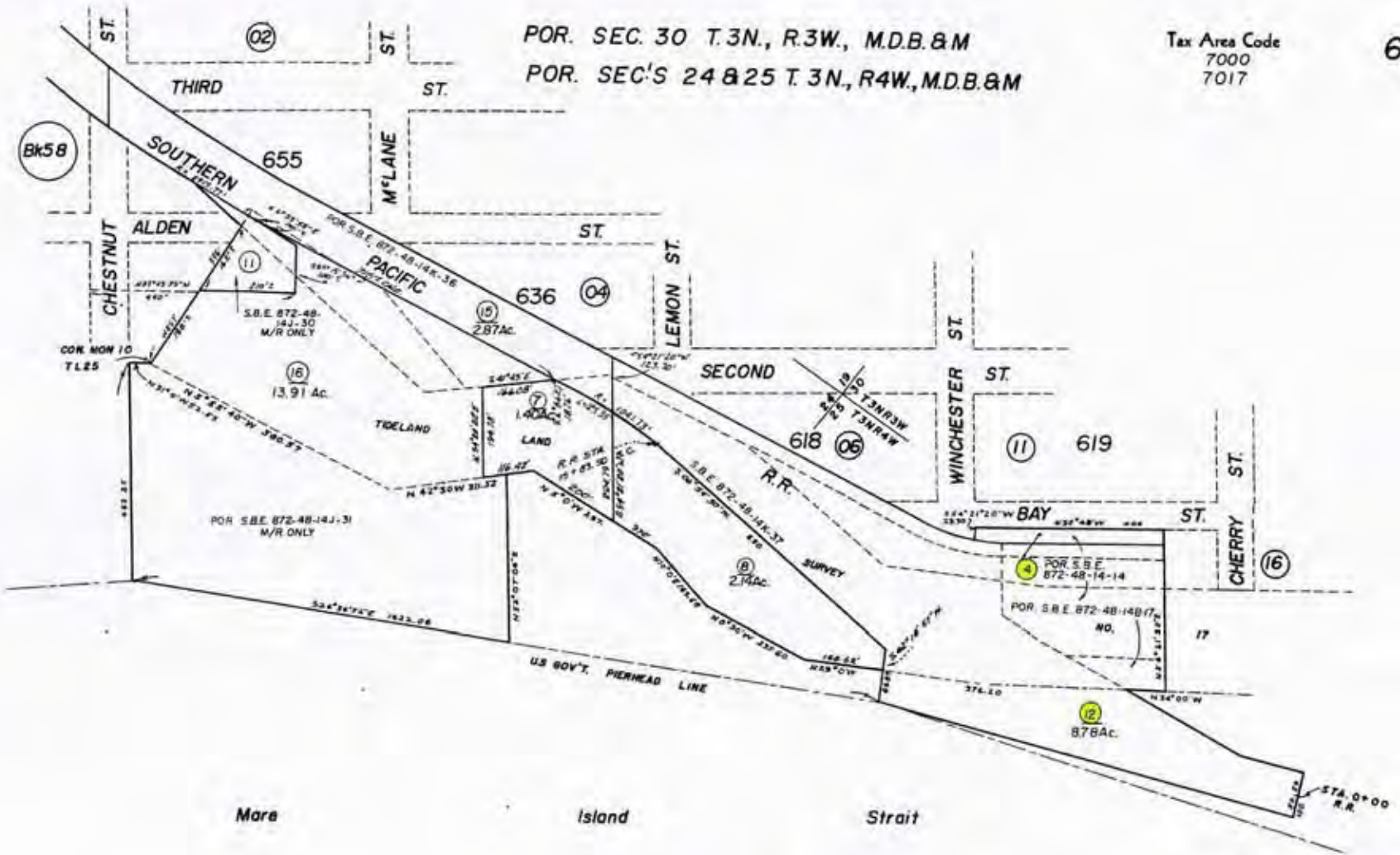
NOTE - ASSESSOR'S BLOCK
& LOT NUMBERS
SHOWN IN CIRCLES

VICINITY OF VALLEJO
Assessor's Map Bk. 62 - Pg. 02
County of Solano, Calif.

7778

POR. SEC. 30 T.3N., R.3W., M.D.B.&M
 POR. SEC'S 24 & 25 T.3N., R.4W., M.D.B.&M

Tax Area Code
 7000
 7017



More Island Strait

Vallejo, City of; R.M. Bk. 1, Pgs. 122 & 123

1447	CORRECTION	10/24/88	TRP
1448	13	1/14	5-5-81
1449	14	1/14	5-5-81
1450	15	1/14	5-5-81
1451	16	1/14	5-5-81
1452	17	1/14	5-5-81
1453	18	1/14	5-5-81
1454	19	1/14	5-5-81
1455	20	1/14	5-5-81
1456	21	1/14	5-5-81
1457	22	1/14	5-5-81
1458	23	1/14	5-5-81
1459	24	1/14	5-5-81
1460	25	1/14	5-5-81
1461	26	1/14	5-5-81
1462	27	1/14	5-5-81
1463	28	1/14	5-5-81
1464	29	1/14	5-5-81
1465	30	1/14	5-5-81
1466	31	1/14	5-5-81
1467	32	1/14	5-5-81
1468	33	1/14	5-5-81
1469	34	1/14	5-5-81
1470	35	1/14	5-5-81
1471	36	1/14	5-5-81
1472	37	1/14	5-5-81
1473	38	1/14	5-5-81
1474	39	1/14	5-5-81
1475	40	1/14	5-5-81
1476	41	1/14	5-5-81
1477	42	1/14	5-5-81
1478	43	1/14	5-5-81
1479	44	1/14	5-5-81
1480	45	1/14	5-5-81
1481	46	1/14	5-5-81
1482	47	1/14	5-5-81
1483	48	1/14	5-5-81
1484	49	1/14	5-5-81
1485	50	1/14	5-5-81
1486	51	1/14	5-5-81
1487	52	1/14	5-5-81
1488	53	1/14	5-5-81
1489	54	1/14	5-5-81
1490	55	1/14	5-5-81
1491	56	1/14	5-5-81
1492	57	1/14	5-5-81
1493	58	1/14	5-5-81
1494	59	1/14	5-5-81
1495	60	1/14	5-5-81
1496	61	1/14	5-5-81
1497	62	1/14	5-5-81
1498	63	1/14	5-5-81
1499	64	1/14	5-5-81
1500	65	1/14	5-5-81
1501	66	1/14	5-5-81
1502	67	1/14	5-5-81
1503	68	1/14	5-5-81
1504	69	1/14	5-5-81
1505	70	1/14	5-5-81
1506	71	1/14	5-5-81
1507	72	1/14	5-5-81
1508	73	1/14	5-5-81
1509	74	1/14	5-5-81
1510	75	1/14	5-5-81
1511	76	1/14	5-5-81
1512	77	1/14	5-5-81
1513	78	1/14	5-5-81
1514	79	1/14	5-5-81
1515	80	1/14	5-5-81
1516	81	1/14	5-5-81
1517	82	1/14	5-5-81
1518	83	1/14	5-5-81
1519	84	1/14	5-5-81
1520	85	1/14	5-5-81
1521	86	1/14	5-5-81
1522	87	1/14	5-5-81
1523	88	1/14	5-5-81
1524	89	1/14	5-5-81
1525	90	1/14	5-5-81
1526	91	1/14	5-5-81
1527	92	1/14	5-5-81
1528	93	1/14	5-5-81
1529	94	1/14	5-5-81
1530	95	1/14	5-5-81
1531	96	1/14	5-5-81
1532	97	1/14	5-5-81
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1534	99	1/14	5-5-81
1535	100	1/14	5-5-81

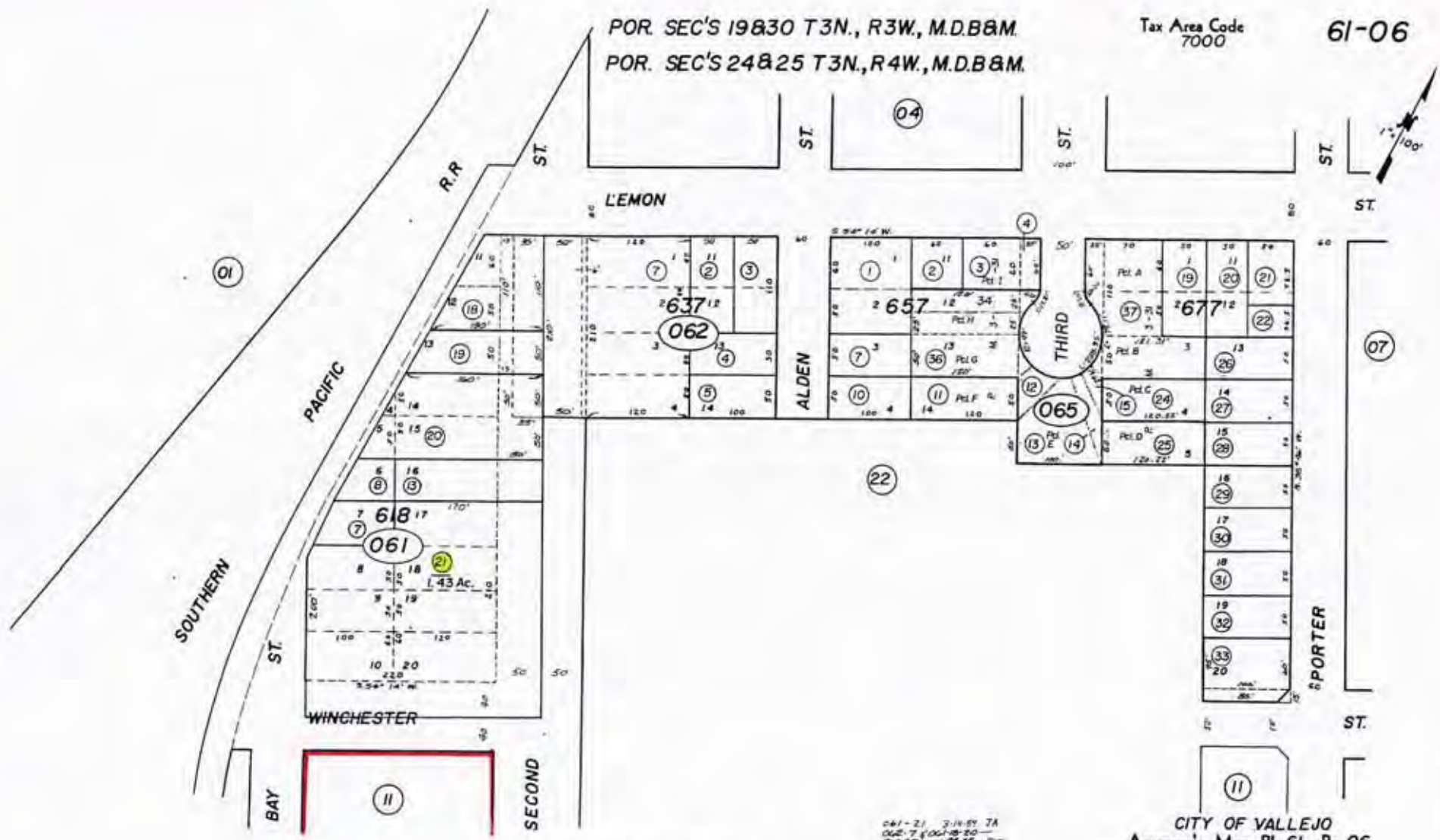
NOTE - ASSESSOR'S BLOCK & LOT NUMBERS SHOWN IN CIRCLES

CITY OF VALLEJO
 Assessor's Map Bk. 61 -Pg. 01
 County of Solano, Calif.

POR. SEC'S 19&30 T3N., R3W., M.D.B&M.
 POR. SEC'S 24&25 T3N., R4W., M.D.B&M.

Tax Area Code
7000

61-06



Vallejo, City of; R.M. Bk. 1, Pgs. 122 & 123

041-21 3-14-89 TA
 062-7 6-04-89-20
 062-57 1-22-85 GJ
 REVISION DATE BY
 NOTE - ASSESSOR'S BLOCK
 & LOT NUMBERS
 SHOWN IN CIRCLES

CITY OF VALLEJO
 Assessor's Map Bk. 61 -Pg. 06
 County of Solano, Calif.

59-10

(12) PORTER

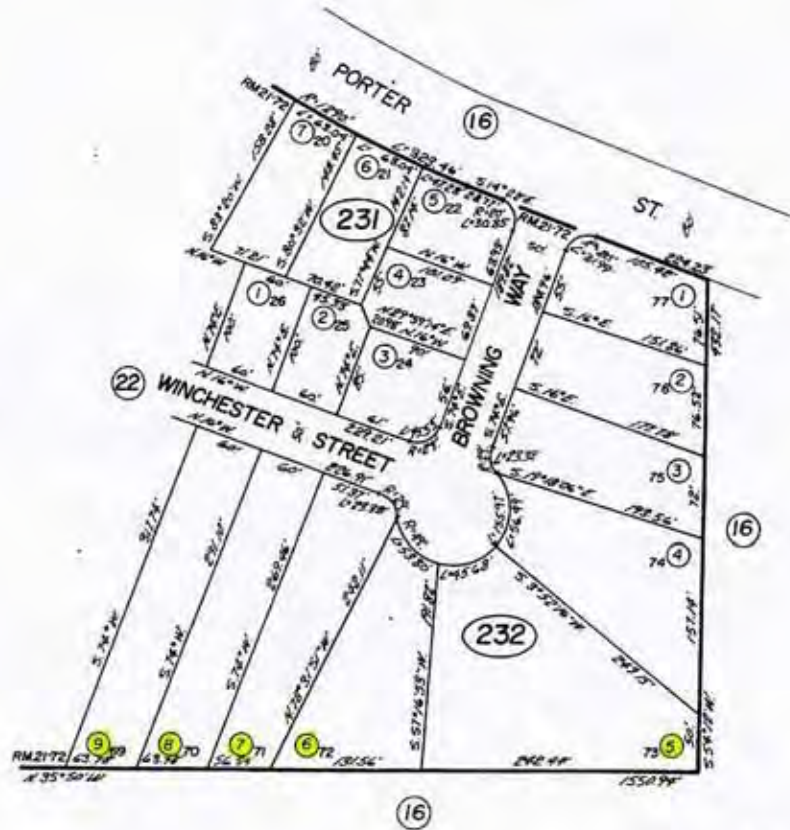


Greenridge Subdivision R.M. Bk. 21, Pg. 72

REVISION	DATE BY

NOTE-ASSESSOR'S BLOCK
& LOT NUMBERS
SHOWN IN CIRCLES

CITY OF VALLEJO
Assessor's Map Bk. 61 -Pg. 22
County of Solano, Calif.



Greenridge Subdivision R.M. Bk.21, Pg.72

REVISION	DATE	BY

NOTE-ASSESSOR'S BLOCK
& LOT NUMBERS
SHOWN IN CIRCLES

CITY OF VALLEJO
Assessor's Map Bk.61 -Pg.23
County of Solano, Calif.



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Bay View Townhouses (Reversion to Acreage) R.M. Bk. 48 Pg. 81

Assessor's Block Numbers Shown in Ellipses, Assessor's Parcel Numbers Shown in Circles

ADJ. PG. 20	1-2-09	DV
130-02 N.R.	7-20-87	DJ
131-01 ADJ. PG. 01		
R.M. 48-81	3-24-87	PD
REVISION	DATE	BY

NOTE: This map is for assessment purposes only. It is not intended to define legal boundary rights or imply compliance with land division laws.

CITY OF VALLEJO Assessor's Map Bk. 62 Pg. 13

County of Salano, Calif.

10-11

APPENDIX E: Technical Environmental Studies

Topical Area	Document	Date	Author
10. Aesthetics Simulations	<u>Photo Simulations</u> : Accurate computer simulations of the completed Orcem and VMT Projects developed for six viewpoint locations using high-resolution digital photographs.	02/24/14	WDF
11. Air Quality Report	<u>Air Quality Analysis</u> : Complete report on existing conditions and projected increases in BAAQMD-listed criteria pollutants associated with construction and operation of the Orcem California and VMT Projects (individual and cumulative), including existing (background) criteria pollutant levels, and projected increases surrounding the Project Sites and along the major transportation corridors to be utilized for import and export of goods and materials. The analysis addresses all issues identified under the Vallejo General Plan and follows the specific methodology as determined by the BAAQMD in 2014. The analysis includes a detailed Health Risk Assessment which focuses on the potential for exposure of residents and other sensitive receptors to concentrated pollutants both in the vicinity of the Projects and along the transportation corridors.	Est. 03/14/14	AWN, Illingworth & Rodkin
12. Biology	<u>a. Biological Assessment Report</u> : A complete biological assessment was prepared by WRA in 2008 in connection with the former Brooks Street residential project, addressing biological communities present as well as both special status plants and animals.	02/2008	WRA
	<u>b. Arborist Report</u> : A complete arborist report was prepared by WRA in 2008 for the entire site in connection with the former Brooks Street residential project, including a full tree survey, mapping of trees using GPS technology, and assessment of the health of all existing trees.	04/2008	WRA
13. Cultural Resources	<u>Historic Resources Evaluation Report</u> : This report was prepared on 04/15/08 by Carey & Co. to address existing conditions and the potential for reuse of structures specific to the former "Brooks Street" residential project proposal.	04/15/08	Carey & Company
14. Geology & Soils	<u>Geotechnical Investigation Reports</u> : Series of reports prepared for the entire combined Project Site, including (1) Geotechnical Investigation Reports prepared on 08/31/06 and 06/27/08 by ENGEO Inc. for the former Brooks Street project, (2) Geotechnical and Environmental Consultation report prepared on 02/20/13 by Treadwell & Rollo, specific to the Orcem site and development of the proposed "green cement" plant; (3) Phase I & II ESA Reports conducted in 2006-2007 for the previous Brooks Street project by Northgate Environmental Management, Inc.; (4) A Notice of Closure Request pertaining to earlier fuel release on the General Mills site circulated in September 2013, which once finalized, will lead to implementation of a Site Management Plan (SMP) to eliminate the need for further monitoring, investigation, or cleanup, based on maintenance of a cap placed over a portion of the site (Note that discussions are continuing between the City, the Solano County Department of Resource Management and the former and current property owners (General Mills and VMT) regarding details of the SMP and its restrictions on use of a small portion of the Project site); and (4) Site Investigation and Groundwater monitoring Reports prepared in 2006-2007 (for Brooks Street) by Malcolm Pirnie Consultants describing fuel releases, detailing UST investigations, groundwater sampling documentation, laboratory testing results, clean-up efforts, and groundwater monitoring and sampling.	2006-2013	ENGEO, Treadwell & Rollo, Northgate Environmental Management, Malcolm Pirnie

15. Greenhouse Gasses	<u>GHG Emissions Report</u> : Comprehensive analysis of GHG emissions associated with construction and operation of the Orcem California and VMT Projects (individual and cumulative), including measurement of Project-specific CO ₂ e emissions, as well as a summary of net CO ₂ e elimination associated with use of GGBFS produced at the Orcem California Plant in comparison to conventional Portland cement. The report follows methodology as specifically established by the BAAQMD.	Est. 03/14/14	AWN, Illingworth & Rodkin
16. Hydrology & Water Quality	<u>Storm Water Control Plan and Hydrology Analysis</u> : Engineered preliminary Storm Water Control Plan for Orcem Site identifying methodology for collection, treatment and discharge of stormwater, and also identifying the location and sizing of retention basins and proposed discharge points. Also included is the project civil engineer's description of hydrology setting for the project, including a description of the watershed, runoff and drainage, along with a summary of anticipated potential impacts and recommended mitigation measures.	Est. 03/14/14	Meridian Associates Engineering
17. Fiscal Analysis	<u>Fiscal & Economic Analysis</u> : Analysis of economic and fiscal benefits of the Orcem and VMT Projects on the City of Vallejo, Solano County, special districts, and State, including quantified estimates of direct revenues (property, sales and utility taxes, fees and licenses, and lease revenues), indirect revenues (local capture of employment wages), employment generation, economic development benefits (infrastructure and market opportunities, and local business expenditures) through the year 2020.	03/04/14	Field Guide Consulting
18. Noise	<u>Acoustical Analysis</u> : Complete report on existing conditions and projected noise increases associated with construction and operation of the VMT Project, including short and long-term measurement of existing (ambient) noise conditions, and projected noise increases surrounding the Project Sites and along the major transportation corridors to be utilized for import and export of goods and materials. Projected noise increases are tabulated and presented using methodology as prescribed in the City of Vallejo General Plan and Noise Ordinance.	Est. 03/14/14	AWN, Illingworth & Rodkin

