

Marina Bay Neighborhood Council Minutes of May 14th, 2008 Meeting

The meeting was called to order at 7:30 PM by Vice President Diane Hedler. Other officers present were Pat Kiely, Treasurer and Virginia Finlay, Immediate Past President and Acting Secretary. As usual, self introductions of those in attendance were made.

- 1. Beat Officer's Report:** Sergeant David Harris announced that Officer Tod Opdyke has recently been promoted to Sergeant. This is a well deserved promotion and the community was delighted in the recognition given to Officer Opdyke. The promotion ceremonies will take place on May 29th, 2008.

Officer Opdyke reported that the Marina Bay neighborhood crime statistics continue to be very low and that "things are in excellent shape". He stressed the importance of continued vigilance by the community. For immediate issues please call the Police Department at the numbers noted below. To report suspicious activity, from a hard line telephone, call 911. Officer Opdyke reminded us once again that **when using a cell phone** do not call 911 but call 233-1214 to be connected directly to the Richmond Police Department Dispatch Unit. For ongoing issues you can use e-mail. For a general message to all of the beat officers for the Marina Bay area the address is pdbeat1@richmondpd.net. To contact Officer Opdyke the address is topdyke@richmondpd.net. To contact Sergeant Harris the address is dharris@richmondpd.net.

- 2. Orton Development Conditional Use Permit for the Ford Building:** Troy Peterson and James Madsen representing Orton Development presented revised plans for the development of the Craneway and Boiler House at the Ford Assembly Building. These new plans include the placement of the kitchen in the Boiler House and using the Craneway space as a multipurpose venue with flexible seating options. Plans include a restaurant, a jazz club and use as a special events venue as well as home for the Rosie the Riveter World War II Home Front National Historical Park Visitor's Center. Orton has been working with the National Park Service to provide temporary space until a permanent design has been developed and funded. Interim plans include placing historic artifacts on display throughout the Craneway. Orton has applied for a Conditional Use Permit from the City of Richmond Planning Commission. The hearing is scheduled for May 15th, 2008.

The proposed hours of operation are from 7 AM until 2 AM 7 days per week. Orton is hoping to be operational by the Fall of 2008. Orton will have an oversight role in the operation of the space but day to day management will be vested in firms specializing in restaurant and venue operations. Questions were raised by the audience regarding noise (most specifically impacting the homes located in the Sunset Pointe subdivision), handicapped access and heating throughout the space. Mr. Madsen and Mr. Peterson stated that a noise study had

been performed that showed that there should not be a problem for the residential community; that handicapped access would be available from the back side of the building (although parking would be adjacent to the Sheridan Park site at the foot of Harbor Way South) and that heating would be in service throughout the entire site.

There were four votes taken at the meeting. The 1st question put to a vote was “How many of the attendees were in favor of a restaurant operation located at the Craneway”? Of the 36 attendees, the vote was overwhelmingly positive with only 1 person abstaining. The 2nd question put to a vote was “How many attendees would prefer that the operation closed at 11 PM”? Of the 36 attendees, the overwhelming majority did not support the question, 1 person voted yes and 1 person abstained. The 3rd question put to a vote was “How many attendees supported the operation staying open until 2 AM”? The overwhelming majority supported these hours, 6 persons voted no, and 1 person abstained. The 4th question was “How many persons supported the operation staying open until 2 AM on Friday and Saturday nights only”? The overwhelming majority were not in favor of this question, 5 persons were in favor of these hours of operation and 1 person abstained.

- 3. Communities for a Better Environment Response to the Chevron Energy and Hydrogen Renewal Project:** Greg Karras, Senior Scientist for Communities for a Better Environment (CBE) stated that CBE is trying to reduce Chevron’s pollution and make sure that it does not increase in future. CBE is advocating that a cap on dirty oil refining that limits the oil processed to its current quality is the most important step that could prevent increased pollution.

Mr. Karras noted that heavier crude oil is harder to process than a medium gravity crude oil. Refining heavier crude oil can cause increased pollution due to additional pollutants being input into the refining system, as well as the increase of processing requirements, the increase in malfunctions of refining equipment and systems due to the effects of the additional pollutants being refined and the increase of toxic gases that escape into the environment. One of the additional impacts of heavier crude oil refining is the increase of sulfur in the stock. Mr. Karras noted that flare emissions increased significantly when higher sulfur oil is refined.

According to CBE, from 1987 through 1998, nine out of every ten barrels of oil purchased for processing in the Chevron Richmond Refinery were originally from the Alaskan oil fields. From 1999 through 2002, the Refinery began to run large amounts of Saudi and Iraqi oils. From 2003 through the present, six out of every ten barrels originate in Saudi, Arabia or Iraq.

After review of the environmental documents, one of the important questions that CBE is asking is “If the project will not change total oil input or product amounts, why is its “replacement” equipment bigger?” An additional question that is being

posed by CBE is “How do we know the project enables dirty oil refining?” They state that independent expert reviews performed for CBE, the California Attorney General’s Office, the Air District Board, et cetera, substantiates this finding. And the fact that “Chevron will not voluntarily commit to an enforceable oil quality cap” reinforces this assertion.

CBE goes on to claim that Chevron’s potential oil switch could greatly increase global warming emissions, flare SO₂ and VOC emissions, catastrophic incident risk at the Refinery, mercury releases, selenium discharges, FCC PM and SO₂ emissions and oil spill impacts. Also noted is that the timing and extent of these impacts depends mainly on the quality of oils to be refined. CBE states that Chevron has covered up these potential impacts and that the Environmental Impact Report does not analysis them.

CBE believes that an oil quality cap would limit the refinery to its current oil quality performance. They also believe that a cap would work by applying the different oil characteristics that cause different types of pollution or cause pollution is different ways. CBE also asserts that an oil quality cap could measure compliance at the places where these dirty oil characteristics could be measured most accurately. Namely, quality of crude oil input after blending, quality of separate gas oil input after blending and volume of heavier/dirtier oil processed by de-asphalting and cracking. A cap is needed because one type of oil refining may cause an increase in pollution while another type of oil refining may not create an increase in pollution. CBE maintains that there would still be enough oil in the world wide marketplace to maintain the refinery’s production with a cap in place.

In summation, CBE asks that a cap be permanent, that it covers the key oil characteristics that cause pollution and that it prevents a large potential increase in dirty oil refining pollution. They further assert that an oil quality cap is needed to protect the health of the community because huge pollutant increases could overwhelm “pollutant capture” technology and that “capture” technology is not identified for some pollutant releases. CBE also states that the cap is needed for environmental justice because large increases in local impacts result from dirty oil refining pollution and input quality is already capped for other parts of the fossil fuel chain.

There being no further business, the meeting was adjourned at 9:15 PM.

Respectfully submitted,

Virginia Finlay, Immediate Past President
(and Acting Secretary)