CITY OF OAKLAND

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AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: William Gilchrist
Director, PBD

SUBJECT: Oakland Army Base Construction-Related Air Quality Plan for the Southeast and Central Gateway Sites

DATE: January 22, 2018

City Administrator Approval Date: 1/30/18

RECOMMENDATION

Staff Recommends That The City Council Receive An Informational Report On The Construction-Related Air Quality Plan Prepared By Prologis And Approved By The City Administrator For The Southeast And Central Gateway Sites Of The Oakland Army Base Redevelopment Project.

EXECUTIVE SUMMARY

Prologis, one of the developers of the Oakland Army Base Redevelopment Project, prepared an Air Quality Plan to reduce potential air-quality impacts during construction of the proposed trade and logistics warehouses, and of other uses that will be located on the Southeast and Central Gateway parcels of the City's portion of the former Oakland Army Base. The City Administrator approved this Air Quality Plan on November 30, 2017 (***Attachment A***). The mitigation measures for the Oakland Army Base Redevelopment Project require that an informational report be submitted to the City Council following the City Administrator's approval.

The City Administrator's approval is attached to this report and contains the draft Air Quality Plan (***Attachment B***), public comment letters (***Attachment C***), the final / approved Air Quality Plan (***Attachment D***) and additional background information (***Attachments E – H***).

BACKGROUND / LEGISLATIVE HISTORY

The Standard Conditions of Approval / Mitigation Monitoring and Reporting Program ("SCA/MMRP") approved on July 16, 2013 by the City Council for the Oakland Army Base Redevelopment Project contains requirements for reducing the potential environmental impacts of the project, including requirements to reduce impacts related to air quality and trucking.

Mitigation Measure PO-1 (Stakeholder Review of Air Quality and Trucking Plans) requires (1) the City to conduct a public process in the development and review of the air quality and trucking components of these plans to comply with the requirements of the SCA/MMRP and (2) City Administrator approval of these plans.

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On December 5, 2013, the City Administrator approved a plan to comply with construction-related air-quality requirements for the horizontal infrastructure phase of the project (e.g., new streets and utilities).

As the Army Base project gets built over time, individual developers of the project's vertical elements (e.g., new buildings and permanent activities) must secure approval of plans that comply with the air-quality mitigation measures of the SCA/MMRP. On October 2, 2016 the City Administrator approved such an Air Quality Plan for construction at the Northeast Gateway[1] site, located at the corner of Maritime Street and Burma Road. After securing approval of the Air Quality Plan and the necessary building permits, Prologis started construction of a trade and logistics warehouse at the Northeast Gateway site, which is nearing completion.

The second vertical development to be implemented will be at the Southeast and New Central Gateway sites, where Prologis is proposing to construct two trade and logistics warehouses plus a storage facility for shipping containers. Prologis submitted an Air Quality Plan for construction that would apply to both of these parcels, the Southeast Gateway (also referred to as CE-2) and the New Central Gateway (also referred to as CC-1).[2] This Air Quality Plan is the subject of this report.

ANALYSIS

The process to develop and approve the construction-related Air Quality Plan followed the requirements specified by the City Council in Mitigation Measure PO-1 of the SCA/MMRP, which requires a public outreach / review and comment period, as further described below under the "Public Outreach / Interest" section of this report.

This is the third Air Quality Plan for construction that the City has reviewed for the Army Base project as summarized in the "Background" section of this report. This Plan incorporates the enhancements that were included in the previous plans; therefore, the amount and scope of the public comments received about this Plan were limited. Public comments received on this draft Air Quality Plan focused on three subjects: (1) removing or clarifying confusing statements; (2) requiring the cleanest construction equipment; and (3) limiting the age of delivery trucks that will serve these construction sites. These items are further discussed below. Detailed responses to the public comments were prepared by City staff (***Attachment E***).

- Off-Road Construction Equipment: To reduce emissions from off-road construction equipment, the use of late-model equipment with low-emission Tier 4 engines is required. If such equipment is not available, Tier 3 engines can be used, but only under circumstances specifically outlined in the Air Quality Plan, which requires contractors to document the unavailability of this equipment within their own fleet, and to document

[1] The "Northeast Gateway" and "CE-1" are terms used to refer to the northern portion of the East Gateway area of the City's portion of the Oakland Army Base.
[2] The "Southeast Gateway" and "CE-2" are the terms used to refer to the southern portion of the East Gateway area of the City's portion of the Oakland Army Base, which is a development site of approximately 14.5 acres. The "New Central Gateway" and "CC-1" are the terms used to refer to the area previously referred to as Central Gateway. The "New Central Gateway" is a development site of approximately 28 acres.

their unsuccessful search for such equipment from at least three equipment rental agencies in the area.

Additionally, the Plan requires that the two most utilized pieces of construction equipment per job site, meaning the equipment projected to have the most utilization hours, must have Tier 4 engines. The contractor shall submit an estimated equipment-hour projection to the City with verification that Tier 4 equipment will be used for the two pieces of equipment projected to have the most utilization hours for each of these construction sites.

The Air Quality Plan provides additional details on equipment compliance and monitoring. For example, contractors can complete the required reporting of off-road equipment using the California Air Resources Board's (CARB) Diesel Off-Road Online Reporting System ("DOORS"), and all off-road equipment must be properly reported and labeled. Additionally, the Plan requires Prologis to submit the list of construction equipment brought on-site and the corresponding engine tier. This provision was included in this Plan so that a condition of approval added by the City Administrator to the previous Air Quality Plan for construction of the Northeast Gateway would not be necessary.

- Electric Power: Portable construction equipment will be powered by electricity from the project site's grid instead of diesel-powered generators, thereby reducing emissions.

- Electric Construction Equipment: All scissor lifts and small construction tools will be electric, not diesel powered, thereby reducing emissions.

- Idling Reduced for Construction Equipment and Construction Delivery Trucks: Trucks delivering to the construction sites as well as diesel construction equipment used at the construction sites will be prohibited from idling for more than two minutes. The statewide Air Resources Board regulation is a five-minute maximum idle time, so this Air Quality Plan requires an idling time which is 60 percent more restrictive than the statewide regulation.

- Compliance: The Air Quality Plan states that the entirety of the Plan will be provided to bidders so that the requirements of the Plan are included in all bids received, and will be included in the construction contracts that will be awarded by Prologis. This was added to the Plan to address a condition of approval from the previous air quality plan, for construction of Prologis' Northeast Gateway parcel, which required that Prologis obligate its contractors to comply with the Air Quality Plan through its construction contracts. This requirement was included in the current Plan, such that a condition of approval is not needed. The Air Quality Plan also states that there will be a Compliance Manager who will monitor and facilitate implementation of construction-related environmental requirements. All contractors will maintain daily logs that can be submitted to the Compliance Manager. The Compliance Manager will complete training courses offered by the CARB for emissions evaluation.

- Requirements before Operational Phases: The air quality mitigation measures for the Army Base address both the construction phase and the operational phase of the project. The Air Quality Plan, which is the subject of this memo, covers the construction phase; Prologis will seek approval of an Air Quality Plan for the operational phase of each building at a later date, prior to operation of each facility. The approved Air Quality Plan for construction includes a condition that "no operational activities at each of these sites shall commence until the City Administrator approves the Air Quality Plan for the operational phase of each of these sites."[3] This condition of approval is intended to address a concern previously expressed by the public that the Air Quality Plan for operations needs to be tied to the leases for each development parcel. The City will have a 66-year lease with Prologis for the CE-2 and CC-1 parcels, and this lease will require compliance with all applicable environmental requirements, which includes all mitigation measures. Therefore, a separate condition of approval is not necessary to require approval of the operational Air Quality Plan prior to Prologis entering into a sublease with a tenant.

An additional recommendation from the public was to restrict the age of the delivery trucks that will serve these construction sites such that all delivery trucks must have a 2010 or newer engine. Staff looked into the feasibility of implementing this recommendation, as did Prologis (***Attachment F***). Trucks are regulated at a statewide level by CARB under what is officially called the "Truck and Bus Rule." Imposing a requirement different from this statewide regulation for trucks delivering to these construction sites was not found to be feasible based on the complexity of construction practices. Requiring rental agencies, delivery companies, concrete companies and other parties to hold aside a portion of their fleet to deliver to these construction sites was determined not feasible. The CARB statewide Truck and Bus Rule applies to all the medium and heavy-duty trucks that will deliver to these construction sites, and contractors will be required to submit a Certificate of Compliance with this Statewide Rule, per Section 3.3d of the Plan (***Attachments D – G***).

FISCAL IMPACT

There is no fiscal impact of the City Council's action to receive this informational report; the City Administrator has already approved the Air Quality Plan. Furthermore, there are no fiscal impacts of implementing the Air Quality Plan since the Plan will be implemented and funded by Prologis.

PUBLIC OUTREACH / INTEREST

Regarding public outreach about this informational report, an email notification was sent to the stakeholders who have requested to be informed about air quality plans for the City's portion of the Oakland Army Base.

[3] Interoffice Memorandum with City Administrator approval (dated November 30, 2017) of Construction-Related Air Quality Plan for Southeast and Central Gateway sites at the Oakland Army Base.

Regarding public outreach during the review of the draft Air Quality Plan, the process outlined in Mitigation Measure PO-1 of the SCA/MMRP was adhered to, and is summarized as follows:

On May 1, 2017, Prologis submitted an initial version of an air quality plan for construction for their sites CE-2 and CC-1. On May 9, 2017 City staff held a meeting to review this initial version with staff from the Alameda County Public Health Department, Bay Area Air Quality Management District (BAAQMD), CARB and the Environmental Protection Agency (EPA). Input from the meeting including questions and recommendations on specific items were forwarded by City staff to Prologis.

On August 3, 2017, Prologis submitted a draft of the Air Quality Plan (***Attachment B***), which responded to much of the input from the air-quality agencies at the May 9 meeting. On August 4, 2017, the draft Air Quality Plan was released to stakeholders for the official public review period as required by Mitigation Measure PO-1; the official 17-day public review period was extended to 28 days, from August 4 to September 1, 2017, to allow more time for review. The City received comments from the Alameda County Public Health Department and CARB (***Attachment C***). On August 11, 2017, Prologis submitted the Construction Management Plan (CMP), which covers many elements of construction in addition to the Air Quality Plan. On August 24, 2017, the CMP was released to stakeholders for a 17-day public review period, though this is not required by Mitigation Measure PO-1.[4] The City received one comment letter on the CMP from the Alameda County Public Health Department (included in ***Attachment C***).

On August 23, 2017, a quarterly meeting attended by air quality stakeholders, including community-based organizations, community residents, and interested government agencies was held. Prologis made a presentation about how the Air Quality Plan (Aug. 3. 2017 version) had been refined and strengthened compared to the Air Quality Plan for their first construction site at the Northeast Gateway approved in October 2016, and how it had been revised since the version reviewed by the City and air district staff on May 9, 2017.

Following the end of the public-review period, City staff met with Prologis to discuss enhancements to the Air Quality Plan to address the written comments from the air quality agencies and comments stated at the quarterly stakeholder meeting. In response to these comments, Prologis submitted a technical analysis of some of the comments, prepared by Mitchell Air Quality consultant dated October 6, 2017, as well as revisions to the Air Quality Plan. The final version of the Air Quality Plan, dated October 16, 2017 and approved by the City Administrator on November 30, 2017, is attached (***Attachment D***) along with City staff responses to the public comments on the previous version of the Plan. (***Attachment E***).

[4] The initial draft Air Quality Plan submitted on August 3, 2017 only pertained to compliance with air quality requirements as required by the project mitigation measures. However, due to stakeholder interest in construction issues related to other topics besides air quality, Prologis submitted its entire Construction Management Plan – which addresses other topics in addition to air quality.

COORDINATION

The preparation of this report and the approved Air Quality Plan involved coordination between the Planning and Building Department and Army Base project staff through the City Administrator's office.

SUSTAINABLE OPPORTUNITIES

Economic: The Air Quality Plan will facilitate implementation of the Army Base project. In addition to the construction and operation jobs typically associated with new development, the Army Base project includes a Community Benefits Program with beneficial contracting and job requirements including funding for local jobs programs, and construction wage and labor requirements.

Environmental: The Air Quality Plan will facilitate implementation of the Army Base project, which the City Council determined to have beneficial environmental effects including the remediation of site contamination and increased access to open space. The Air Quality Plan itself will reduce potential air-quality impacts related to the construction at the Southeast and Central Gateway sites. The project will also be subject to other environmentally-friendly construction requirements, such as storm water management requirements and green building requirements. The potential adverse environmental impacts of the project have also been analyzed under the California Environmental Quality Act (CEQA) as discussed below.

Social Equity: The Air Quality Plan will facilitate implementation of the Army Base project, which includes the Community Benefits Program and environmental benefits discussed above, and the Air Quality Plan itself will reduce potential air quality impacts during construction on nearby residents of West Oakland.

CEQA

An Environmental Impact Report was certified in 2002 when the Oakland Army Base Area Redevelopment Plan was adopted. An Initial Study/Addendum was prepared in 2012 when the City Council approved the master plan for the project and the Lease Disposition and Development Agreement with Prologis CCIG Oakland Global, LLC, the master developer of the former Army Base. The action of the City Administrator to approve the Air Quality Plan implements the environmental requirements imposed by the SCA/MMRP.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council receive an informational report on the construction-related Air Quality Plan prepared by Prologis and approved by the City Administrator for the Southeast and Central Gateway sites of the Oakland Army Base Redevelopment Project.

For questions regarding this report, please contact Patricia McGowan, Planner IV, at (510) 238-3588.

Respectfully submitted,

WILLIAM GILCHRIST
Director, Planning and Building Department

Reviewed by:
Darin Ranelletti, Deputy Director
Bureau of Planning

Prepared by:
Patricia McGowan, Planner IV
Bureau of Planning

Attachments (8):

A. *City Administrator's November 30, 2017 Approval of Construction-Related Air Quality Plan for Southeast and Central Gateway sites at the Oakland Army Base*
B. *Draft Air Quality Plan for Construction of CE-2 and CC-1, prepared by Prologis (titled "Diesel Emissions Reduction and Air Quality Plan for Construction of CE-2: Southeast Gateway and CC-1: New Central Gateway parcels; dated August 3, 2017)*
C. *Public Comment Letters Received in Response to Draft Air Quality Plan for Construction of CE-2 and CC-1 (the version dated August 3, 2017)*
D. *Final / Approved Air Quality Plan for Construction of CE-2 and CC-1, prepared by Prologis (titled "Diesel Emissions Reduction and Air Quality Plan for Construction of CE-2: Southeast Gateway and CC-1: New Central Gateway parcels; dated October 16, 2017)*
E. *City response to public comment letters, dated October 30, 2017*

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F. Letter from Mitchell Air Quality consultant, dated October 6, 2017
G. Summary of the California Air Resources Board Truck and Bus Rule
H. Construction Management Plan for Construction of CE-2 and CC-1, dated October 23, 2017

Attachment A

City Administrator's Approval of Construction-Related Air Quality Plan for Southeast and Central Gateway Sites at the former Oakland Army Base
(approval memo dated November 30, 2017)

CITY OF OAKLAND

INTER OFFICE MEMORANDUM

TO: Sabrina B. Landreth
City Administrator

FROM: William Gilchrist
Director, PBD

SUBJECT: Construction-Related Air Quality Plan for Southeast and Central Gateway sites at the Oakland Army Base

DATE: November 22, 2017

City Administrator Approval _____ Date 11/30/17

RECOMMENDATION

Approve the construction-related Air Quality Plan (version dated October 16, 2017) for the Prologis development parcels located in the Southeast and Central Gateway areas of the Oakland Army Base subject to the following conditions:

1. Prologis shall inform the Bay Area Air Quality Management District and the California Air Resources Board when construction commences at each of these sites and provide contact information for a project representative at the site.

2. No operational activities at each of these sites shall commence until the City Administrator approves the Air Quality Plan for the operational phase of each of these sites.

EXECUTIVE SUMMARY

Prologis, one of the developers of the Oakland Army Base redevelopment project, has prepared an Air Quality Plan to reduce potential air quality impacts during construction of the proposed trade and logistics warehouses or other uses that will be located on the Southeast and Central Gateway parcels. The mitigation measures for the project require City Administrator approval of the Air Quality Plan.

BACKGROUND

The Standard Conditions of Approval/Mitigation Monitoring and Reporting Program ("SCA/MMRP") for the Oakland Army Base project contains requirements for reducing the potential environmental impacts of the project, including requirements for the following plans and strategies to reduce impacts related to air quality and trucking:

- Construction Management Plan (SCA AIR-1)
- Construction-Related Air Pollution Controls (SCA AIR-2)
- Truck Management Plan (Mitigation 4.3-7)
- Maritime and Rail-Related Emissions Reduction Plan (Mitigation 4.4-3b)
- Truck Diesel Emission Reduction Plan (Mitigation 4.4-4)
- Transportation Control Measures (Mitigation 4.4-5)
- Energy-Conserving Fixtures and Designs (Mitigation 4.4-6)
- Demonstration Projects (Mitigation 5.4-1)
- Parking and Transportation Demand Management (SCA TRANS-1)
- Construction Traffic and Parking (SCA TRANS-2)
- Traffic Control Plan – Hazardous Materials (Mitigation 4.3-13)

Mitigation Measure PO-1 (Stakeholder Review of Air Quality and Trucking Plans) requires the City to conduct a public process in the development and review of the air quality and trucking components of these plans to comply with the above requirements and requires City Administrator approval of these plans.

On December 5, 2013 the City Administrator approved the plan to comply with construction-related air quality requirements for the horizontal infrastructure phase of the project (e.g., new streets and utilities).

As the Army Base project is developed over time, individual developers of the project's vertical elements (e.g., new buildings and permanent activities) will submit plans to comply with these air quality mitigation measures. The first vertical development to be implemented is the trade and logistics warehouse by Prologis which is currently under construction at the Northeast Gateway[1] (also referred to as CE-1) at the corner of Maritime Street and Burma Road.

On October 2, 2016 the City Administrator approved the plan to comply with construction-related air quality requirements for construction at the Northeast Gateway site.

The second vertical development to be implemented will be at the Southeast and New Central Gateway sites where Prologis is proposing to construct two trade and logistics warehouses plus a shipping container storage facility. Prologis has submitted an Air Quality Plan for Construction that would apply to both of these parcels, the Southeast Gateway (also referred to as CE-2) and the New Central Gateway (also referred to as CC-1).[2]

On May 1, 2017 Prologis submitted an initial version of a plan to comply with air quality requirements during construction (referred to as the "Air Quality Plan") for CE-2 and CC-1. On May 9, 2017 City staff held a meeting to review this initial version with staff from the Alameda

[1] The "Northeast Gateway" and "CE-1" are terms used to refer to the northern portion of the East Gateway area.
[2] The "Southeast Gateway" and "CE-2" are the terms used to refer to the southern portion of the East Gateway area which is a development site of approximately 14.5 acres. The "New Central Gateway" and "CC-1" are the terms used to refer to the area previously referred to as Central Gateway. The "New Central Gateway" is a development site of approximately 28 acres.

County Public Health Department, Bay Area Air Quality Management District (BAAQMD), California Air Resources Board (ARB) and the Environmental Protection Agency (EPA). Input from the meeting including questions and recommendations on specific items were forwarded to Prologis.

On August 3, 2017 Prologis submitted a draft of the Air Quality Plan (see ***Attachment A***) which responded to much of the input from the air quality agencies at the May 9 meeting. On August 4, 2017, the draft Air Quality Plan was released to stakeholders for the official public review period as required by Mitigation Measure PO-1; the official 17-day public review period was extended to 28 days to allow more time for review, from August 4 to September 1, 2017. The City received comments from the Alameda County Public Health Department and California Air Resources Board (see ***Attachment B***). The comments are summarized and discussed in the "Key Issues" section below. On August 11, 2017 Prologis submitted the Construction Management Plan (CMP) which covers many elements of construction in addition to the Air Quality Plan. On August 24, 2017 the Construction Management Plan (CMP) was released to stakeholders for a 17-day public review period, though this is not required by Mitigation Measure PO-1.[3] The City received one comment letter on the CMP from the Alameda County Public Health Department (also included in ***Attachment B***).

On August 23, 2017 a quarterly meeting attended by air quality stakeholders, including community-based organizations, community residents, and interested government agencies was held. Prologis made a presentation about how the Air Quality Plan (Aug. 3. 2017 version) had been refined and strengthened compared the Air Quality Plan for their first construction site at the Northeast Gateway approved in October 2016, and how it had been revised since the version reviewed by City and air district staff on May 9, 2017.

Following the end of the public-review period, City staff met with Prologis to discuss enhancements to the Air Quality Plan to address the written comments from the air quality agencies and comments stated at the quarterly stakeholder meeting. In response to these comments, Prologis submitted a technical analysis of some of the comments, prepared by Mitchell Air Quality consultant dated October 6, 2017, as well as revisions to the Air Quality Plan. The latest version of the Air Quality Plan, dated October 16, 2017, is attached (see ***Attachment C***) along with City staff responses to the public comments on the previous version of the Plan. (see ***Attachment D***).

KEY ISSUES

This is the third Air Quality Plan for construction that the City has reviewed for the Army Base project as summarized in the "Background" section of this memorandum. This Plan incorporates the enhancements that were included in the previous plans, and because of that, the amount and

[3] The initial draft Air Quality Plan submitted on August 3, 2107 only pertained to compliance with air quality requirements as required by the project mitigation measures. However, due to stakeholder interest in construction issues related to other topics besides air quality, Prologis submitted its entire Construction Management Plan – which addresses other topics in addition to air quality.

scope of the public comments received about this Plan were limited. Public comments received on this draft Air Quality Plan focused on three subjects: removing or clarifying confusing statements; requiring the cleanest construction equipment; and limiting the age of delivery trucks that will serve these construction sites. These items are further discussed below. Also, refer to the responses to public comment letters prepared by City staff (see ***Attachment D***) which contain detailed response to the public comments.

- Off-Road Construction Equipment: To reduce emissions from off-road construction equipment, the use of late-model equipment with low-emission Tier 4 engines is required. If such equipment is not available, Tier 3 engines can be used but only under circumstances specifically outlined in the Air Quality Plan which require the contractor to document the unavailability of this equipment within their own fleet and to document their unsuccessful search for such equipment from at least three equipment rental agencies in the area.

  Additionally, the Plan requires that the two most utilized pieces of construction equipment per job site, meaning the equipment projected to have the most utilization hours, must have Tier 4 engines. The contractor shall submit an estimated equipment-hour projection to the City with verification that Tier 4 equipment will be used for the two pieces of equipment projected to have the most utilization hours for each of these construction sites.

  The Air Quality Plan provides additional details on equipment compliance and monitoring. For example, contractors can complete the required reporting of off-road equipment using the California Air Resources Board's Diesel Off-Road Online Reporting System ("DOORS") and all off-road equipment must be property reported and labeled. The requirement added by the City Administrator to the previous Air Quality Plan for construction of the Northeast Gateway – that Prologis submit the list of equipment brought on-site and the corresponding engine tier - is included in this Plan such that a condition of approval is not required.

- Electric Power: Portable construction equipment will be powered by electricity from the project site's grid instead of diesel-powered generators thereby reducing emissions.

- Electric Construction Equipment: All scissor lifts and small construction tools will be electric, not diesel powered, thereby reducing emissions.

- Idling Reduced for Construction Equipment and Construction Delivery Trucks: Trucks delivering to the constructions sites as well as diesel construction equipment will be prohibited from idling for more than two minutes. The statewide Air Resources Board regulation is a five-minute maximum idle time, so this Air Quality Plan requires an idling time which is 60% more restrictive than the statewide regulation.

- Compliance: The Air Quality Plan states that the entirety of the Plan will be provided to bidders so that the requirements of the Plan are included in all bids received and will be

included in the construction contracts that will be awarded by Prologis. This was added to the Plan to address a condition of approval from the previous air quality plan, for construction of Prologis' Northeast Gateway parcel, which required that Prologis obligate its contractors to comply with the Air Quality Plan through its construction contracts. This requirement was included in the current Plan, such that a condition of approval is not needed. The Air Quality Plan also states that a Compliance Manager that will monitor and facilitate implementation of construction-related environmental requirements. All contractors will maintain daily logs that can be submitted to the Compliance Manager. The Compliance Manager will complete training courses offered by the California Air Resources Board for emissions evaluation.

- Requirements before Operational Phases: The air quality mitigation measures for the Army Base address both the construction phase and the operational phase of the project. The Air Quality Plan which is the subject of this memo covers the construction phase; Prologis will seek approval of an Air Quality Plan for the operational phase of each building at a later date, prior to operation of each facility. The recommendation contained in this memorandum to approve this Air Quality Plan for construction includes a condition that "no operational activities at each of these sites shall commence until the City Administrator approves the Air Quality Plan for the operational phase of each of these sites." This condition of approval is intended to address a concern previously expressed by the public that the Air Quality Plan for operations need to be tied to the leases for each development parcel. The City will have a 66-year lease with Prologis for the CE-2 and CC-1 parcels and this lease will require compliance with all applicable environmental requirements (which includes all mitigation measures). Therefore, a separate condition of approval is not necessary to require approval of the operational Air Quality Plan prior to Prologis entering into a sublease with a tenant.

An additional recommendation from the public was to restrict the age of the delivery trucks which will serve these construction sites such that all delivery trucks must have a 2010 or newer engine. Staff looked into the feasibility of implementing this recommendation, as did Prologis (see ***Attachment E***). Trucks are regulated at a statewide level by the California Air Resources Board (CARB) under what is officially called the "Truck and Bus Rule." Imposing a requirement different from this statewide regulation, for trucks delivering to two construction sites, was not found to be practically feasible based on the complexity of construction practices. To require rental agencies, delivery companies, concrete companies and other parties to hold aside a portion of their fleet to deliver to these construction sites was determined not practically feasible. The CARB statewide Truck and Bus Rule will apply to all the medium and heavy-duty trucks which will deliver to these construction sites and contractors will be required to submit a Certificate of Compliance with this Statewide Rule, per Section 3.3d of the Plan. Refer to Attachments D, E and F for more detail.

CONCLUSION

The stakeholder review requirements for the proposed Air Quality Plan have been satisfied and the Air Quality Plan has been revised in response to comments received from the public. Staff

believes the Air Quality Plan is adequate and recommends that the City Administrator approve the Plan.

Pursuant to Mitigation Measure PO-1 (Stakeholder Review of Air Quality and Trucking Plans), following the City Administrator's approval of the Air Quality Plan staff will make an informational presentation to the City Council about the Air Quality Plan.

Please contact Patricia McGowan, Environmental Coordinator for the OAB at (510) 238-3588, if you have any questions.

WILLIAM GILCHRIST
Director, Planning and Building Department

Reviewed by:
Darin Ranelletti
Deputy Director
Planning and Building Department

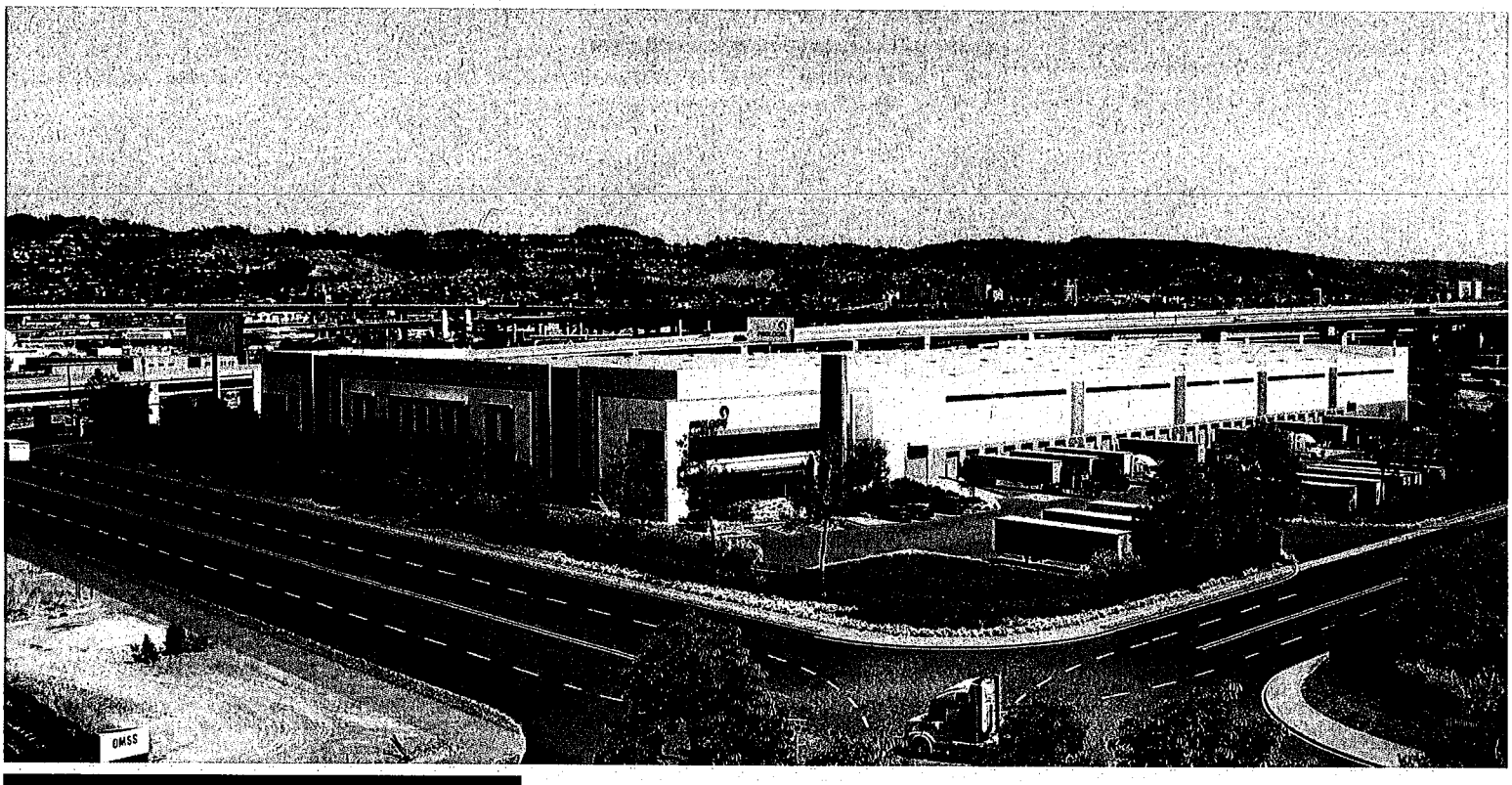
Prepared by:
Patricia McGowan
Environmental Coordinator for the OAB
Planning and Building Department

Attachments:

A. *Draft Air Quality Plan for Construction of CE-2 and CC-1, prepared by Prologis. (titled "Diesel Emissions Reduction and Air Quality Plan for Construction of CE-2: Southeast Gateway and CC-1: New Central Gateway parcels; dated August 3, 2017)*
B. *Public Comment Letters Received in Response to Draft Air Quality Plan for Construction of CE-2 and CC-1 (the version dated August 3, 2017).*
C. *Revised Air Quality Plan for Construction of CE-2 and CC-1, prepared by Prologis (titled "Diesel Emissions Reduction and Air Quality Plan for Construction of CE-2: Southeast Gateway and CC-1: New Central Gateway parcels; dated October 16, 2017)*
D. *City response to public comment letters, dated October 30, 2017.*
E. *Letter from Mitchell Air Quality consultant, dated October 6, 2017.*
F. *Summary of the California Air Resources Board Truck and Bus Rule.*
G. *Construction Management Plan for Construction of CE-2 and CC-1, dated October 23, 2017.*

Attachment B

Draft Air Quality Plan for Construction of CE-2 and CC-1, prepared by Prologis
(titled "Diesel Emissions Reduction and Air Quality Plan for Construction of CE-2,
Southeast Gateway and CC-1, New Central Gateway parcels;
dated August 3, 2017)



Prologis Oakland Global Logistics Center

DRAFT

Diesel Emissions Reduction and Air Quality Plan for Construction of

CE-2: Southeast Gateway Parcel
CC-1: New Central Gateway Parcel

Prepared For:

City of Oakland
Planning & Building Dept.
250 Frank Ogawa Plaza
Oakland, CA 94612

Prepared By:

Prologis
3353 Gateway Blvd.
Fremont, CA 94538
+1 510 656 1900 Phone
+1 510 656 4320 Fax

www.prologis.com

Submitted on:

v0: May 1, 2017
v1: August 3, 2017

PROLOGIS®

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1. PROJECT OVERVIEW & SITE PLAN

This Construction Air Quality (AQ) Plan covers the remaining Prologis projects, to be built on the Southeast Gateway and New Central Gateway of the Oakland Army Base Redevelopment site. See Fig. 1 below, showing the area and phase breakdown, which are further detailed in narrative below. The area under this AQ Plan is outlined in red.

The Southeast Gateway is Phase 2 of the Prologis projects, and consists of a 14.1-acre parcel located at the Southeast corner of Maritime St. and Burma Rd. Prologis is proposing to develop a 231,000 sf spec trade and logistics building and associated site improvements on this site.

The New Central Gateway site is Phase 3 of the Prologis projects, and consists of a 27-acre parcel located at the Southwest corner of Maritime St. and Burma Rd. Prologis plans to develop this site in two phases: SubPhase A) 16.5 acres, the westerly portion, as a container depot yard for Conglobal; and SubPhase B) 11.1 acres, the easterly portion, as a spec trade and logistics building, approximately 188,000 sf, with associated site improvements.

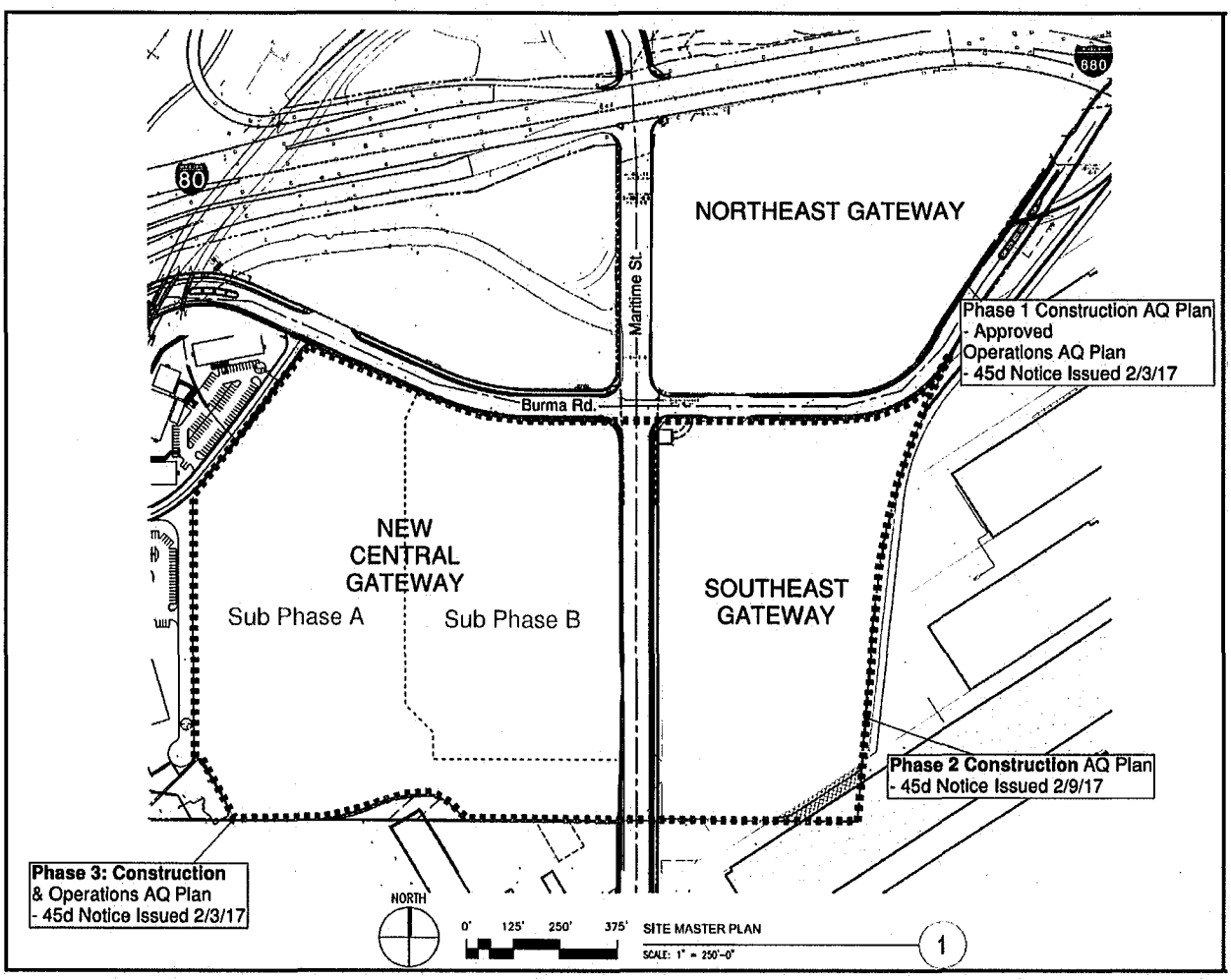


Figure 1 - Prologis Master Site Plan

2. SCA AIR-1: Construction Management Plan

2.1 Requirements

a. The project applicant shall submit to the Planning and Zoning Division and the Building Services Division for review and approval a construction management plan (CMP) that identifies the conditions of approval and mitigation measures to construction impacts of the project and explains how the project applicant will comply with these construction-related conditions of approval and mitigation measures.

2.2 CMP Response

b. Prologis will submit the CMP to the City of Oakland Planning and Building Departments during the plan check review process for site or building permits. Similar to the Northeast Gateway site, the CMP will include all of the AQ elements included this Construction AQ Plan.

3. SCA AIR-2: Construction Related Air Pollution Controls

3.1 Requirements

a. The entirety of this AQ Plan will be provided to all bidders on the Project, so that it is included in any bids received, and will be included in contracts let.
b. During Construction, the project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the Bay Area Air Quality Management District (BAAQMD).
c. Water all exposed surfaces of active construction areas at least twice daily (using reclaimed water if possible). Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
d. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
e. Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
f. Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).
g. Requirement: Limit vehicle speeds on unpaved roads to 15 miles per hour.
h. Idling times on diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not is use or reducing the

maximum idling time to three minutes (40% more restrictive than the five minutes as required by Title 13, Section 2485, of the California Code of Regulations. Clear signage to this effect shall be provided for construction workers at all access points.

i. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be shall be minimized either by shutting equipment off when not is use or reducing the maximum idling time to three minutes and fleet operators must develop a written idling policy (as required by Title 13, Section 2449 of the California Code of Regulations.)
j. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
k. Post a publicly visible sign that includes the contractor's name and telephone number to contact regarding dust complaints. When contacted, the contractor shall respond and take corrective action within 48 hours. The telephone numbers of contacts at the City and the BAAQMD shall also be visible. This information may be posted on other required on-site signage.
l. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
m. All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph.
n. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
o. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).
p. Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.
q. Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize wind-blown dust. Wind breaks must have a maximum 50 percent air porosity.
r. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
s. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.

t. All trucks and equipment, including tires, shall be washed off prior to leaving the site. Tire washing station will be included at each construction entrance. Water will be contained on-site and reused where possible.
u. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
v. Site accesses to a distance of 50 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel over filter fabric, consistent with the California Stormwater Quality Association's (CASQA) Best Management Practice (BMP) Handbook, Stabilized Construction Entrance/Exit Detail TC-1, as authorizeded by the National Pollutant Discharge Elimination System (NPDES) Permit administered by the EPA.
w. All equipment to be used on the construction site and subject to the requirements of Title 13, Section 2449 of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") must meet Emissions and Performance Requirements one year in advance of any fleet deadlines. The project applicant shall provide written documentation that the fleet requirements have been met.
x. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).

3.2 Dust Control Mitigation Plan

a. Use water trucks to water exposed surfaces during construction activities at least twice daily or more frequently if winds exceed 15 mph. Suspend excavation, grading, and demolition activities when average wind speed exceeds 20 mph. Maintain minimum soil moisture of 12% as indicated by laboratory samples or a moisture meter. Use reclaimed water for dust mitigation whenever feasible. Monitoring process will include: 1) Checking weather reports daily prior to starting construction activity to prepare for wind speeds as necessary. 2) Monitoring weather and dust as day progresses by setting up an anemometer wind speed sensor and checking periodically. 3) Increasing dust control watering as wind speeds increase to maintain minimum 12% moisture content, or to a point at which the earth becomes tacky.

b. Cover truck loads with tarpaulins or keep loads 2 feet below the sideboard of the truck bed to eliminate wind contact with soil or other loaded materials.

c. Require all operators tracking dirt/mud onto public roadways to have a wet power vacuum sweeper present daily during these activities and remove tracked dirt/mud at the end of each day or more frequently if needed.

d. Install construction area entrances at all ingress and egress sites to ensure dirt is kept off of public roads. Construction area entrances will be built using fabric and 3x5 rock to facilitate tire soil removal prior to leaving the site (or as defined by the guidelines in the Best Management Practice Handbook). Ingress/egress sites will also provide dry brushing of loose soil from tires and fenders.

e. As soon as practical and prior to rainy season, cover all access roads and/or permanent roads and building pads with aggregate or asphalt concrete to mitigate tracking of dirt and/or mud offsite.

f. Cover all inactive soil material stockpiles with plastic sheeting or non-toxic soil binders. Water all active stockpiles to maintain 12% moisture.

g. Install fencing with attached windscreen fabric on the windward side of the actively disturbed area of the construction site.

h. Replant vegetation in disturbed areas as quickly as possible.

i. Limit simultaneous occurrence of excavation, grading, and ground disturbance activities on the same area at any one time when feasible.

j. Draft and implement a Project SWPPP. The onsite QSP (TBD) will monitor runoff before, during, and after rain events. Deficiencies will be logged and corrected immediately. Inactive construction areas will be properly addressed with BMPs to eliminate erosion. Required BMPs will be outlined in the SWPPP and enforced with reporting and inspection.

k. Post signage and enforce 15 mph speed limit requirement for unpaved roads (Exhibit A).

l. Post signage and enforce dust complaint reporting requirement (Exhibit B). Take corrective action to remedy complaints within no more than 48 hours after receiving the complaint.

m. The Project Dust Compliance Manager will monitor and facilitate the implementation of mitigation measures. The Contractor will maintain Daily Inspection Logs throughout the Project.

n. Limit inactive construction areas (previously graded areas inactive for one month or more) by installing planting, finished hardscape, and paving as soon as possible.

o. Designate onsite Superintendent (identity TBD) as the person to monitor the dust control program and to order increased watering, as necessary.

p. Install fencing with attached windscreen fabric on the windward side of the actively disturbed area of the construction site.

q. Replant vegetation in disturbed areas as quickly as possible.

r. Limit simultaneous occurrence of excavation, grading, and ground disturbance activities on the same area at any one time when feasible.

s. Tire washing station will be included at each construction entrance and all equipment, including tires will be washed off prior to leaving the site.

t. Install construction area entrances at all ingress and egress sites to ensure dirt is kept off of public roads. Construction area entrances will be built using fabric and 3x5 rock to facilitate tire soil removal prior to leaving the site (or as defined by the guidelines in the Best Management Practice Handbook). Ingress/egress sites will also provide dry brushing of loose soil from tires and fenders

u. All contractors will be bound by contract to comply with the requirements of CCR Title 13, Section 2449. All written documentation that fleet requirements have been met will be submitted to the City of Oakland for record.

v. Install coatings meeting VOC content requirements specified in Project Specification.

3.3 Emission Control Mitigation Plan

a. All contractors will be encouraged to use Tier 4 off-road engines for all equipment brought to the site, as available. At a minimum, contractors will be required to use Tier 3 off-road engines for all equipment brought on-site. If Contractor must rent equipment, the Contractor shall contact a minimum of three (3) rental agencies in the Bay Area. If Tier 4 equipment is not available, Tier 3 equipment must be provided. Additionally, the two (2) most used pieces of equipment (equipment projected to have the most utilization hours), shall be Tier 4. Contractors shall provide Reporting and Labeling documentation required and enforced by CARB. In addition, each contractor shall submit specific list of equipment being proposed for this project site. Compliance officer to use this documentation to verify equipment meets requirement meets either Tier 4 or Tier 3 engine requirement, and ensure that equipment with Tier 1 or Tier 2 engines are not delivered or used on the site.

b. All contractors will be encouraged to use post 2010 model water trucks, as available.

c. Fuel being used will be compliant with California standards and consistent with regulatory requirements for Ultra Low Sulfur Diesel (USLD). Use late model (defined as Tier 4, manufactured post 2008, or Tier 3, manufactured post 2006) heavy-duty diesel-powered equipment, as well as zero and near-zero emission equipment at the Project Site to the extent that it is readily available in the San Francisco Bay Area.

d. Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area.

e. All scissor lifts and small tools will be electric. Use low-emission diesel fuel for all heavy-duty diesel-powered equipment.

f. Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. Temporary electric service from existing infrastructure will be provided on the job-site for contractors to use for small tools and equipment.

g. Keep all construction equipment properly tuned by a certified mechanic in accordance with the manufacturer's specifications. Operators will provide the Contractor with written documentation of equipment maintenance for all equipment to be used onsite. These maintenance logs shall be made available upon request.

h. All contractors will be bound by contract to comply with the requirements of CCR Title 13, Section 2449 (CARB Off-Road Diesel Regulations). All written documentation that fleet requirements for equipment to be used onsite have been met will be submitted to the City of Oakland for record.

i. The CARB Off-Road Diesel Vehicle Regulations will be enforced on this project using the requirements currently in effect and enforced by CARB. All emission standards and related requirements set forth in the CARB Regulations apply on the schedules set forth in the Regulations. https://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm

3.4 Idling Policy

a. Equipment operators must limit their unnecessary idling to 5 minutes. There are exceptions for vehicles that need to idle to perform work (such as a cranes providing hydraulic power to the boom), vehicles being serviced, or in a queue waiting for work. See Exhibit C for signage describing the Project Idling Policy.

3.5 Reporting and Labeling

a. Sellers of any equipment to be used on the Project must provide disclosure of the Off-Road regulation (exact language provided in the regulation) on the bill of sale or invoice, and must keep records that the disclosure was provided for three years after the sale. The seller must also report the vehicle sale to CARB via DOORS within 30 days of the sale.

b. Reporting can be completed using DOORS (Diesel Off-road online Reporting System), which is CARB's free online reporting tool for the Off-Road regulation. Additionally, hard copy reporting forms may be submitted. All equipment providers must review and update their information by March 1 of each year that annual reporting is required. Large fleets (fleet size > 5,000 HP) must report annually from 2012 to 2023, medium fleets (2,501 HP < fleet size < 5,000 HP) from 2016 to 2023, and small fleets (fleet size < 2,500 HP) from 2018 to 2028. For each annual reporting date, a fleet must report any changes to the fleet, hour meter readings (for low-use vehicles and vehicles used a majority of the time, but not solely, for agricultural operations), and also must submit the Responsible Official Affirmation of Reporting (ROAR) form. All of these items should be submitted using DOORS. In the event that a fleet cannot, or does not want to meet the fleet average emissions target in a given year, it may instead choose to comply with the BACT (Best Available Control Technology) requirements, which requires installation of VDECS (Verified Diesel Emission Control Strategies), ie. exhaust retrofits, on a certain percentage of their fleet.

c. All fleet equipment used onsite shall be properly labeled. After a fleet reports their vehicles to CARB, each vehicle is assigned a unique Equipment Identification Number (EIN). The fleet must label its vehicles within 30 days of receiving EINs. Labeling provisions of the Off-Road regulation were amended in December 2010 to require labels on both sides of each vehicle. Additionally, fleets reported as 'captive attainment area fleets' must have labels with a green background instead of red.

3.6 Restrictions on Adding Vehicles

a. The Off-Road regulation restricts fleets from adding vehicles with older tier engines. Contractors adding fleet equipment to be used on the Project shall comply with the following restrictions at a minimum of one year in advance of dates listed below.

b. Ban on adding Tier 0s – Effective January 1, 2014, a fleet may not add a vehicle with a Tier 0 engine to its fleet. (Note no Tier 0 engines will be permitted onsite).

c. Prohibition on adding Tier 1s – Also effective January 1, 2014, for large and medium fleets, and January 1 2016 for small fleets, a fleet may not add any vehicle with Tier 1 engine. The engine tier must be tier 2 or higher. (Note no Tier 1 engines will be permitted onsite).

d. Prohibition on adding Tier 2s – Beginning January 1, 2018, for large and medium fleets, and January 1, 2023, for small fleets, a fleet may not add a vehicle with a Tier 2 engine to its fleet. The engine tier must be Tier 3 or higher. (Note no Tier 2 engines will be permitted onsite).

3.7 Enforcement

a. Signage will be posted notifying Contractors that all equipment onsite is subject to the requirements of CCR Title 13, Section 2449 (CARB Off-Road Diesel Regulations) and must meet Emissions and Performance Requirements one year in advance of any fleet deadlines and enforced with inspection and reporting.

b. The Project Compliance Manager will monitor and facilitate the implementation of mitigation measures. Any off-road equipment that exhibits conditions outside of the manufacturer's specifications, or emits excessive visible smoke, shall be prohibited from operating on-site. All contractors will be subject to this provision and will maintain Inspection Logs daily throughout the project. Compliance Manager will complete online ARB courses for Visible Emissions Evaluation to enhance ability to ensure fleets are in compliance with CARB Regulations.

c. Post signage limiting truck and equipment idling time to five minutes or less, in accordance with CCR Title 13, Section 2485 & 2449. (Exhibit C)

d. A program to enforce and monitor vehicle compliance will be developed to ensure that vehicles associated with the Project comply with applicable local, regional, state, and federal air quality requirements. The program will include a gate check component to control vehicle access to and from the Project site and may include a voluntary decal program (i.e., "sticker program") whereby vehicles determined to be in compliance with Project requirements will be issued an exterior decal to assist in identifying compliant vehicles.

Exhibit A – Speed Limit Sign

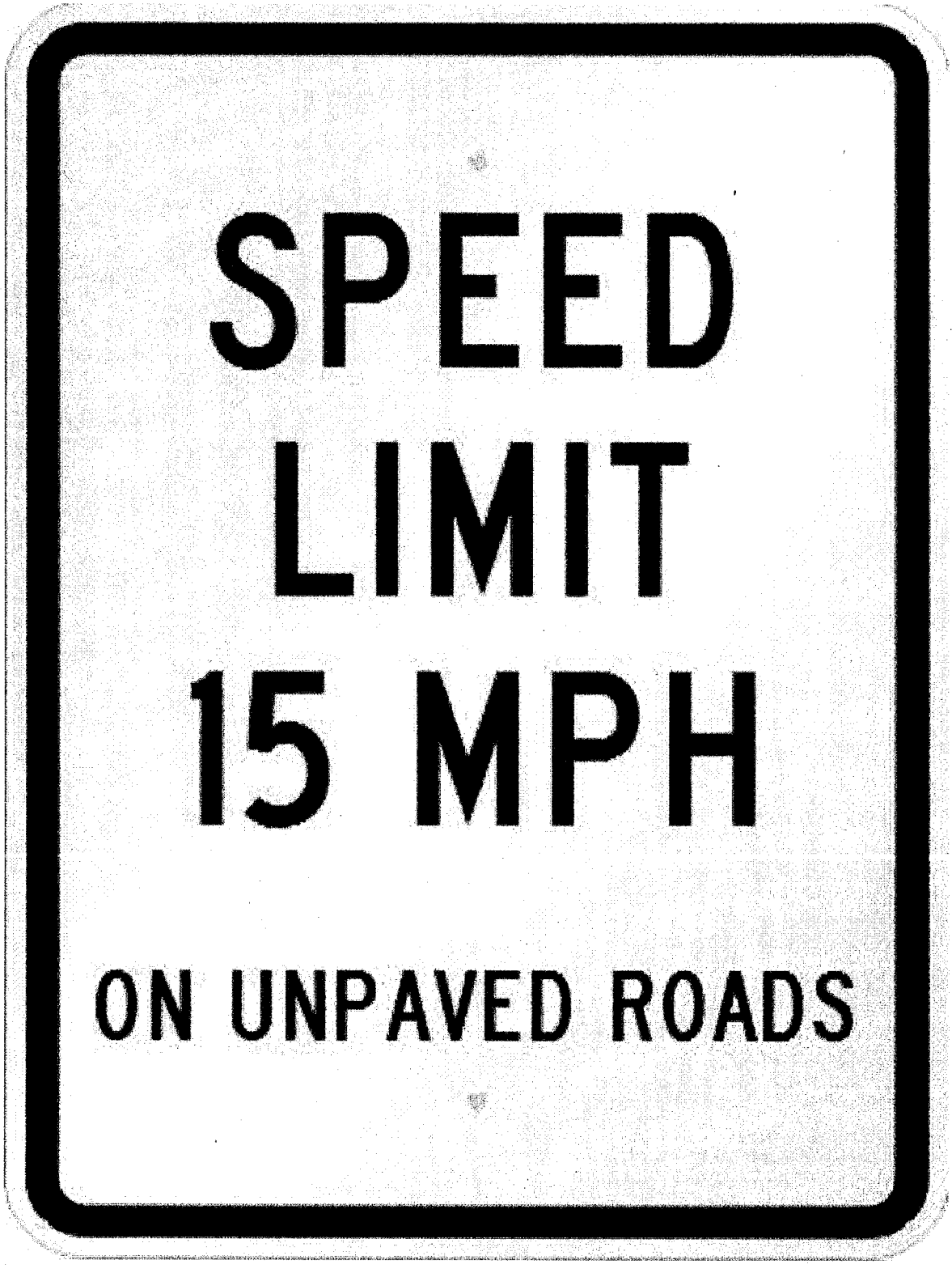


Exhibit B – Complaint Sign

ATTENTION

PERMITTED CONSTRUCTION HOURS:
Monday-Friday 7AM-7PM

There will be no work on site outside of permitted hours without written permission from City of Oakland.

FOR CONCERNS REGARDING DUST, CONSTRUCTION NOISE, EROSION OR ANY CONSTRUCTION ACTIVITY ON THIS PROJECT PLEASE CONTACT:

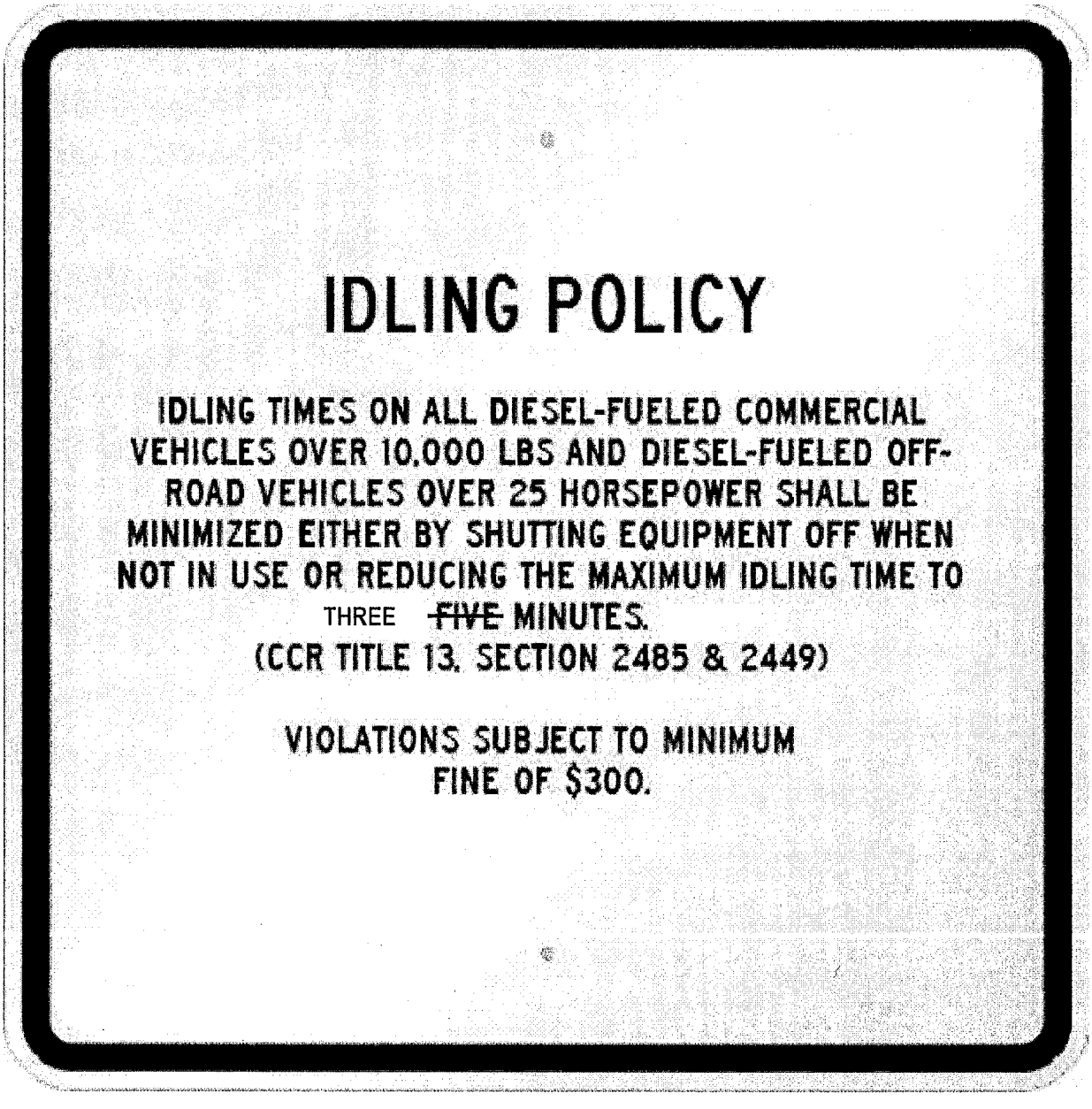
During Construction Hours – TBD
After Construction Hours -TBD

CITY OF OAKLAND CODE COMPLIANCE:
(510) 238-3381

OAKLAND POLICE DEPARTMENT 24 HR LINE:
(510) 777-3333

BAY AREA AIR QUALITY MANAGEMENT DISTRICT:
(800) 334-6367

Exhibit C – Idling Policy Sign



Attachment C

Public Comment Letters
Received in Response to Draft Air Quality Plan for Construction of CE-2 and CC-1
(the version dated August 3, 2017)

Air Resources Board

Mary D. Nichols, Chair
1001 I Street • P.O. Box 2815
Sacramento, California 95812 • www.arb.ca.gov

Matthew Rodriquez
Secretary for
Environmental Protection

Edmund G. Brown Jr.
Governor

August 30, 2017

Ms. Patricia McGowan
Environmental Coordinator
City of Oakland
Planning and Building Department
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, California 94612

Dear Ms. McGowan:

Thank you for providing the California Air Resources Board (CARB) the opportunity to comment on the Diesel Emissions Reduction and Air Quality Plan (AQ Plan or Plan) for Construction of CE-2: Southeast Gateway Parcel and CC-1: New Central Gateway Parcel (Project Site or Site). The AQ Plan provides an opportunity to ensure the cleanest possible construction practices and equipment are utilized while developing the Project Site. Eliminating and minimizing air quality impacts from the construction of this project is vital to protecting the health of nearby communities.

The AQ Plan outlines the requirements and mitigations that Site contractors will comply with to achieve emission reductions generated by on Site construction activity. CARB previously submitted comments on May 31, 2016, on the Northeast Gateway Construction Management Plan, and we acknowledge that the City of Oakland (City) staff modified several measures in this Plan based on those comments. However, CARB staff finds that several requirements in the AQ Plan need further clarification and strengthening in order to ensure proper implementation and that the Plan achieves the less-than-significant impacts determination made in the 2012 Oakland Army Base Project Initial Study/Addendum. These clarifications or strengthened requirements will help ensure that construction of the Project Site ultimately avoids or substantially lessens the significant and unavoidable impact to air quality identified in the 2002 Final Environmental Impact Report, by requiring all feasible[1] mitigation measures be incorporated (see Cal. Pub. Resources Code § 21081; 14 CCR § 15126.2(b).

[1]For the purposes of CEQA, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors. (California Code of Regulations, title 14, section 15364.)

To that end, CARB staff recommends the following clarifications or modifications:

1. Section 3.1.w.: Reference to CARB's Regulation for In-Use Off-Road Diesel Fueled Fleets (Off-Road Regulation) for performance requirements one year in advance of the regulation is confusing and irrelevant since the City is specifying specific tiers of equipment to be used on Site. Such language should be omitted from future air quality or construction plans subject to Mitigation PO-1.

2. Section 3.3.a.: This measure indicates that all contractors will be encouraged to use Tier 4 off-road engines for all equipment brought on Site, as available, and at minimum Tier 3 off-road engines. In addition, only the two most used pieces of equipment on Site are required to be Tier 4. To achieve the most diesel emission reductions from off-road equipment, the City should require that all off-road construction equipment used on Site, greater than 25 horsepower, meet U.S. EPA Tier 4 emission standards. Tier 4 equipment became available as early as 2008 for some horsepower categories, with the rest being made available in the 2012 timeframe. Therefore, CARB believes it is very unlikely there will be a shortage of Tier 4 equipment, and that it is technically feasible to require all Tier 4 equipment be used on Site. In addition, the City should require that Prologis enter into contractual agreements with construction companies capable of meeting this requirement. This would increase the enforceability of this mitigation and minimize potential construction delays as a result of subcontractors seeking Tier 4 rental equipment once construction has started.

3. Section 3.3.b.: This measure indicates that all contractors will be encouraged to use post-2010 model water trucks, as available. To be most protective of the local community from construction diesel emissions, the City should strengthen this measure to require, not encourage, that all water trucks and all other heavy-duty diesel trucks greater than 14,000 gross vehicle weight rating used on Site be equipped with 2010 or newer engines. Emissions from truck traffic (including construction trucks) severely impact the surrounding communities, and the City should take additional steps beyond CARB regulatory requirements and require the use of 2010 or newer engines. In a memo to "Staff of the Air Quality Agencies and Stakeholders", dated August 15, 2017, the City stated that "the trucks...are all independent truckers who are not hired by the general contractor...such a requirement imposed by [Prologis] on the general contractor/sub-contractors would be unenforceable and unrealistic." CARB disagrees with this statement, and believes it can be enforceable by requiring that Prologis enter into contractual agreements with construction

companies capable of meeting this requirement. In addition, an independent trucker could easily supply a print out of the truck's information (including engine model year and license plate) currently reported in CARB's Truck and Bus Reporting System (TRUCRS) and a Certificate of Reported Compliance in order to verify it has a 2010 or newer engine and is part of a compliant fleet.

4. Section 3.3.d.: This measure indicates that alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) will be utilized on Site to the extent that the equipment is readily available and cost-effective in the Bay Area. For enforceability, the City should require that Prologis enter into contractual agreements with construction companies capable of meeting this requirement.

5. Section 3.4.a.: Sections 3.4.h. and 3.4.i. limit idling to 3 minutes. However, this section states that "equipment operators must limit their unnecessary idling to 5 minutes." CARB believes this was most likely an error, and therefore should be corrected to limit idling to 3 minutes.

6. Sections 3.5.a. and b.: These sections are reiterating the requirements for selling and reporting off-road vehicles per CARB's Off-Road Regulation. CARB recommends removing these sections, as they are paraphrasing the requirements and could contain inaccuracies and cause confusion for off-road fleets. If the City includes information on reporting and labeling for off-road vehicles, direct fleets to the website for the Off-Road Regulation, available at: www.arb.ca.gov/ordiesel.

7. Section 3.5.c.: CARB recommends removing the language paraphrasing the labeling requirements of the Off-Road Regulation. Instead, this section should point to the regulation language, by stating: "All fleet equipment used on Site shall be properly reported and labeled, as required per CCR Title 13, Section 2449 (CARB's Off-Road Regulation)."

8. Section 3.6: This section, in general, describes components of CARB's Off-Road Regulation regarding adding older equipment to a fleet. Similarly to comment 1, above, including this information is confusing. The adding vehicles requirements are irrelevant, since the City is specifying specific tiers to be used on site. Such language should be omitted from future air quality or construction plans subject to Mitigation PO-1.

9. Section 3.7.a.: Again, meeting the requirements of the Off-Road Regulation one year in advance is irrelevant, therefore signage indicating this requirement is not needed.

10. Section 3.7.c.: This section refers to Exhibit C, which shows a sign stating that idling must be limited to three minutes or less. However, the language in this section references limiting idling to five minutes or less. This language should be corrected to say three minutes or less, which makes it consistent with the referenced Exhibit C.

CARB staff believes our recommended changes will further reduce harmful diesel emissions from the Site construction activities and reduce impacts to the nearby communities. In addition, we understand that the AQ Plan relates solely to the construction activities at the Project Site and that other plans for operations are forthcoming. We look forward to engaging on those plans as well, and hope that the City will commit to releasing the most robust, health protective plans possible for this and future projects. We are available to provide further assistance or clarify our comments as needed.

If you have questions, please contact Robbie Morris, Air Pollution Specialist, at (916) 327-0006 or robbie.morris@arb.ca.gov.

Sincerely,

Elizabeth Yura, Chief
Freight Activity Branch
Transportation and Toxics Division

cc: See next page

cc: Ms. Margaret Gordon
Co-Director
West Oakland Environmental
Indicators Project
349 Mandela Parkway
Oakland, California 94607

Brian Beverage
Co-Director
West Oakland Environmental
Indicators Project

Mr. Richard Grow, Lead
Environmental Justice Workgroup
U.S. Environmental Protection Agency, Region 9
75 Hawthorne Street, ENF-4-2
San Francisco, California 94105

Ms. Anna Lee
Work Group Coordinator
Alameda County Public Health Department
1000 Broadway, Suite 500
Oakland, California 94607

Mr. Dave Vintze
Air Quality Planning Manager
Bay Area Air Quality Management District
939 Ellis Street
San Francisco, California 94109

This document was received via e-mail from Anna Lee
Alameda County Public Health Department
regarding the **Diesel Emissions Reduction and Air Quality Plan for Construction** of
the Southeast Gateway Parcel (CE-2) and New Central Gateway Parcel (CC-1)
at the Oakland Army Base

August 31, 2017

Dear Pat:

Thank you for the opportunity to comment on the Diesel Emissions Reduction and Air Quality Plan for Construction of CE-2 Southeast Gateway Parcel and CC-1 New Central Gateway Parcel (Plan). Thank you also for the opportunity to meet with you and Darin Ranelletti on May 9, 2017 to review a preliminary draft of the Plan. The follow-up summary table of comments and changes to the Prologis Construction Air Quality plan that City staff produced helped in tracking these complex technical issues.

The Prologis Construction Air Quality plan presents both an opportunity to engage the community at large on air quality issues and sets the path towards utilizing the cleanest engines and equipment at the Oakland Army Base. As you know, there are historical and present day environmental challenges burdening the West Oakland community that contribute to adverse cumulative health impacts. Improving both the engagement process and identifying strong strategies to reduce and prevent air pollution ensures that adequate implementation of the MMRPs and supports a vision towards equitable health outcomes.

1. SCA AIR-1 - Construction Management Plan

    a. The City and Prologis staff clarified in the August 23rd, 2017 Stakeholder meeting that the Construction Management Plan includes things like noise, haul routes, hours of operation, fire hydrant and emergency services and is part of PO-1 of the MMRP. These are issues that pertain to public health and is of interest to the public. For the future, I recommend sending these plans out jointly with the Construction Air Quality Plans so that the public can have a fully-informed picture of the entire construction phase and a less cumbersome process of tracking and responding in a streamlined comment period.

    b. Furthermore, the City should consider creating an overarching Plan that lays out baseline requirements and policies to promote public health for the Oakland Army

Base. This would be an opportunity to create a strong vision and goals around improving air quality and community health and lay out clear expectations for future development that can later be tailored to the specific land uses and tenants. It would also help with streamlining the engagement process.

2. Applicable parties - Sometimes the Plan includes language that says, "Require all operators..." but for other measures, Prologis simply lists the emissions control strategy. The Plan needs to specify a responsible party either in the specific measure or in an introductory paragraph to a section.

    a. It is not clear how all Sub-contractors and Operators will be brought up to speed on all the relevant requirements in this Plan. Prologis should include language that specifies how Operators will be educated on the requirements, such as education at daily tailgate meetings and/ or having them sign a log indicating that they have been updated on the relevant mitigation measures and requirements.

3. SCA AIR-2 - Construction Related Air Pollution Controls

    a. 3.1.h and i - The current Construction Air Quality Plan was strengthened to a commitment to a 3 minute idling limit for diesel-fueled commercial vehicles over 10,000 lbs and off-road vehicles over 25 horsepower. While this is beyond the state regulation and a step in the right direction, 2 minute idling limit is the best practice published in BAAQMD's "Planning Healthy Places" document. Also, as noted in the August 23 Air Quality Stakeholder meeting, the idling limit needs to be made consistent throughout the document, including the Idling Policy section 3.4.a and Enforcement section 3.7.c. Both sections currently specify 5 minutes.

4. Emission Control Mitigations

    a. Section 3.3.a - This section was strengthened by including language to encourage Tier 4 off-road engines; requiring the use of Tier 3; requiring Sub-contractors to call at least 3 rental agencies for the Tier 4 equipment first and utilizing Tier 4 engines for the two pieces of equipment used the most. The City should require the use of Tier 4 engines for all off-road engines to achieve the strongest mitigations possible.

    b. Section 3.3.b - On-road trucks - Language in this section encourages the use of 2010 model water trucks. To be more health protective, the City should require a

commitment to model year 2010 or newer on-road trucks (including concrete, water and delivery trucks).

c. Section 3.3.e and 3.3.f - These sections say that scissor lifts and small tools will be electric and the use of low-emission diesel fuel for all heavy-duty diesel-powered equipment. These sections also specify that electricity will be used from infrastructure from areas surrounding the construction sites rather than diesel electric generators. The City should require language specifying where Prologis will get temporary electricity and that the use of diesel electric generators are a last resort if they lose power from PG&E.

5. 3.7.b - Enforcement - This is another section where the City could ask for more specificity from Prologis on how the Project Compliance Manager could be educating the Operators on the requirements, i.e. tailgate meetings, signing a log that the Operators have been updated on mitigation measures and requirements.

Moving forward, the City should consider requiring infrastructure for zero and near zero emissions delivery trucks in the Operations Plan given the emphasis on first and last trip distribution in the presentation from Prologis in the August 23 Air Quality Stakeholder meeting. There has been planning efforts on piloting this already, including the MTC Freight Emissions Reduction Action Plan.

The Health Department looks forward to continued partnership with City of Oakland around ensuring all Oaklanders breathe clean air and lead healthy lives. Please feel free to contact me if you have any questions or need clarification.

Best,

Anna Lee
Alameda County Public Health Department

This document was received via e-mail from Anna Lee
Alameda County Public Health Department
regarding the **Construction Management Plan** for
the Southeast Gateway Parcel (CE-2) and New Central Gateway Parcel (CC-1)
at the Oakland Army Base

September 11, 2017

Subject: Comments on Prologis Construction Management Plan for Southeast and New Central Gateway Sites

Dear Patricia:

Thank you for the opportunity to comment on the Prologis Construction Management Plan for Southeast and New Central Gateway Parcels (Plan). The Prologis Plan contains relevant information to understanding the broader health impacts from construction at this site. As you know, there are historical and present day environmental challenges burdening the West Oakland community that contribute to adverse cumulative health impacts. Improving both ways to include the community in a clear and accessible process and identifying the strongest feasible strategies to reduce health impacts ensures adequate implementation of the MMRPs and supports a vision towards equitable health outcomes.

1. Streamlining the Planning Process and Goal-setting

    a. As was mentioned in the previous comment letter submitted on August 31, 2017, the Air Quality Construction Plan and the Construction Management Plan both include topics that pertain to public health and subject to PO-1of the MMRPs. The City should try to have a more integrated planning process, sending plans out and presenting information jointly so that the public can have a fully-informed picture of the entire construction phase. This will help to streamline the planning and commenting process. Also, the City should consider laying out a broad visionary document around promoting sustainability and environmental justice to set up clear expectations for future development at the Oakland Army Base. These steps build on the ones that staff have put in place recently to improve the process, gain trust from the public and provide strong leadership.

2. Applicable parties - As previously mentioned, the Plan includes language that applies the mitigations to the Project Applicant. The City should require language to ensure

that the mitigations apply to all Operators and include language specifying how the Operators will be educated on all the relevant requirements in this Plan.

3. Noise Impacts

   a. SCA NOI-1 7.1.f. - The Plan says that requests to Building Services to work outside the normal construction work hours (7am-7pm) require a neighborhood survey to notify nearby residents and businesses within 300 feet of the job site. Given this site is within the very large Oakland Army Base and on the other side of the freeway, I recommend starting the 300 feet buffer for residences where residential land uses actually begin to be inclusive of more West Oakland residents. This might mean starting from the edge of the I-880 freeway/ Frontage Road.

   b. Exhibit P - Neighborhood Survey and Notice.

      i. This could be a helpful tool for notifying local residents and businesses and gathering input and information related to noise impacts. The City should request that Prologis include a description of what is being built in addition to the scope of construction activity to give a fuller picture of what is happening at the site. The City should also ensure that information is clearly highlighted about late night construction activities, if approved.

      ii. This exhibit looks identical to Exhibit M, Sample Public Notice, and does not include a survey. The City should request that a draft of the Survey portion of this exhibit be included in the Plan before approvals. Some things to possibly include in the survey are: existing concerns about noise from construction at this site, information about the use (residence/ businesses/ day care, park or other sensitive receptor), concerns about future construction noise, particularly late at night, and what those are, ideas for how to mitigate noise impacts, ways to be contacted and whether more information is desired.

      iii. The City should specify that both renters and owners should be notified.

      iv. The contact on the Notice is a Building Services staff person, but it is unclear how the City will report out to the community on construction noise or other

complaints. The OAB staff should be able to coordinate with Building Services staff and receive notification if major concerns or complaints get sent to Building Services and this should be reported out to the public and at the Stakeholders meetings.

c. SCA NOI-3 7.3 Noise Complaint Procedures and Mitigation Plan - Given Prologis will send out a Neighborhood Survey and Notification, the City should require that the information gathered from concerned community members should inform the Complaint Procedures and Mitigation Plan.

   i. 7.3.d. The Plan states that noise complaints will all be logged. The City should request language to specify that a copy of the log will be provided to the OAB City Team. If major noise issues arise, it would be a pertinent topic to be shared and discussed with the Stakeholders Advisory Group.

d. JGL Acoustics, Inc Noise Analysis from July 15, 2016 shows that concrete pouring activity will occur outside the allowable work times and their modeling shows they do not expect to exceed levels in the Oakland noise ordinance. SCA NOI-1, states that construction activities required to occur between 7am and 7 pm, Monday through Saturday except for barging and unloading of soil. Any exceptions need to receive prior written approvals by the Building Services Department. The City should ensure that this finding be included in the survey and notice (Exhibits M and P) to the local community.

4. Fire Safety - this section was incomplete. The City should require that this plan be reviewed before approvals.

5. Transportation

   a. The Plan states that a Construction Traffic and Parking Mitigation Plan and Exhibit E may be submitted if encroachment into the public right-of-way is required and will submit it EBMUD, the Port and Caltrans and then the City and then will revise the plan. The City should ensure proper implementation of SCA TRANS-2 of the MMRPs, which basically says that the project sponsor shall develop a plan to reduce traffic congestion and the effects of parking demand by construction workers and that it should be submitted to the City Planning and Zoning, Building Services and Transportation Services upon considering in good faith such comments and

revision.

b. Exhibit F - Haul Routes - The maps show the inbound truck route is Highway 24 to Brush St and 7th St. This route is along residential and other sensitive uses. To be more health protective, the City should consider using the route from Highway 24 to 580 to West Grand Ave to enter the Oakland Army Base. This would avoid driving through the neighborhood on local streets and reduce potential exposures to air pollution, noise and vibrations.

c. This section is incomplete and missing SCA TRANS-1, which covers parking and transportation demand management and should be approved prior to approval of the first permit for construction.

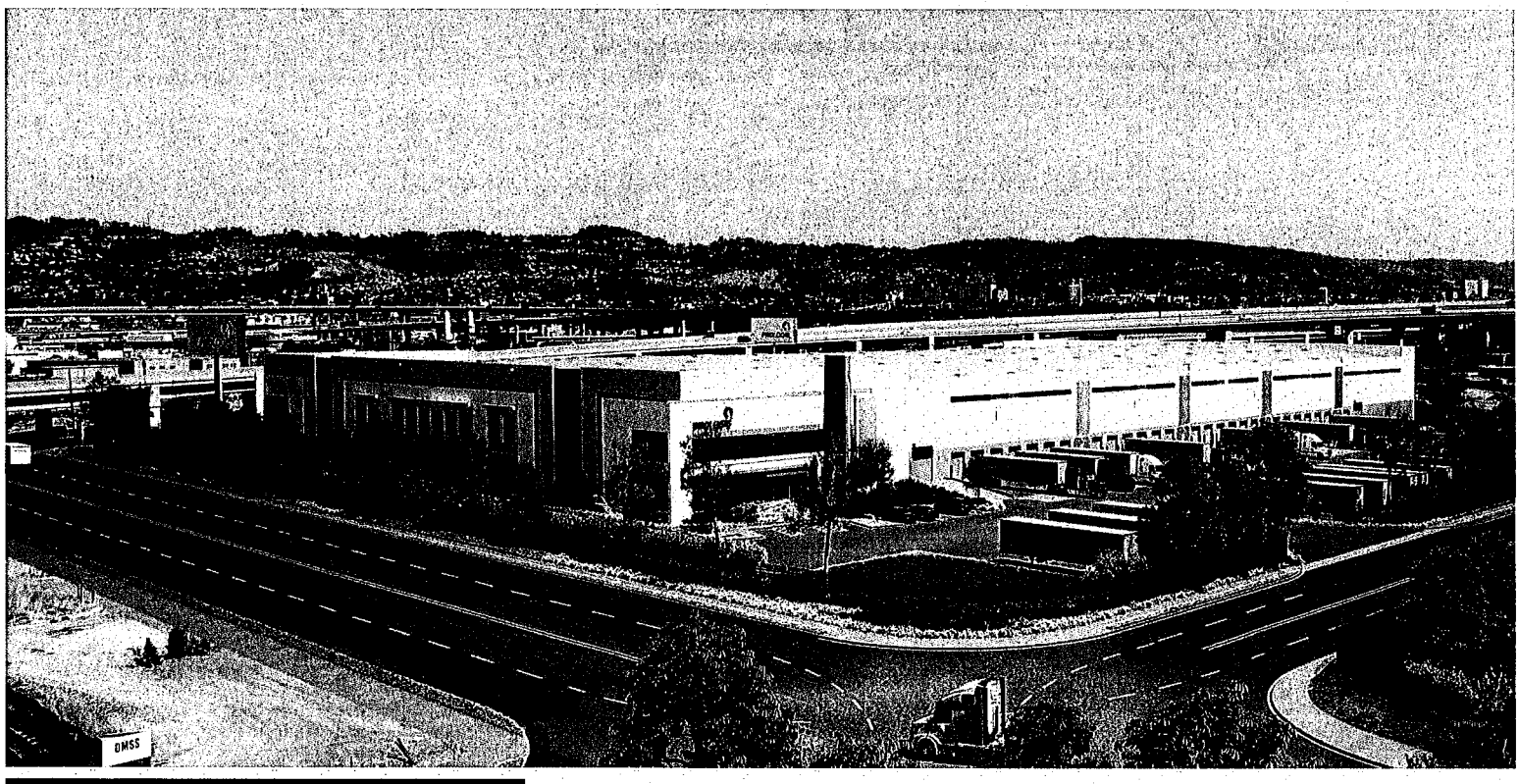
Please let me know if you have any questions.

Best,

Anna Lee
Alameda County Public Health Department

Attachment D

Approved Air Quality Plan for Construction of CE-2 and CC-1, prepared by Prologis (titled "Diesel Emissions Reduction and Air Quality Plan for Construction of CE-2, Southeast Gateway and CC-1, New Central Gateway parcels; **dated October 16, 2017**)



Prologis Oakland Global Logistics Center

APPROVED

Diesel Emissions Reduction and Air Quality Plan for Construction of

CE-2: Southeast Gateway Parcel
CC-1: New Central Gateway Parcel

Approved by City Administrator
11.30.17

Prepared For:

City of Oakland
Planning & Building Dept.
250 Frank Ogawa Plaza
Oakland, CA 94612

Prepared By:

Prologis
3353 Gateway Blvd.
Fremont, CA 94538
+1 510 656 1900 Phone
+1 510 656 4320 Fax

www.prologis.com

Submitted on:

v0: May 1, 2017
v1: August 3, 2017
v2 final: October 16, 2017

PROLOGIS®

Table of Contents

1. PROJECT OVERVIEW & SITE PLAN

This Construction Air Quality (AQ) Plan covers the remaining Prologis projects, to be built on the Southeast Gateway and New Central Gateway of the Oakland Army Base Redevelopment site. See Fig. 1 below, showing the area and phase breakdown, which are further detailed in narrative below. The area under this AQ Plan is outlined in red.

The Southeast Gateway is Phase 2 of the Prologis projects, and consists of a 14.1-acre parcel located at the Southeast corner of Maritime St. and Burma Rd. Prologis is proposing to develop a 231,000 sf trade and logistics building and associated site improvements on this site.

The New Central Gateway site is Phase 3 of the Prologis projects, and consists of a 27-acre parcel located at the Southwest corner of Maritime St. and Burma Rd. Prologis plans to develop this site in two phases: SubPhase A) 16.5 acres, the westerly portion, as a container depot yard for Conglobal; and SubPhase B) 11.1 acres, the easterly portion, as a trade and logistics building, approximately 188,000 sf, with associated site improvements.

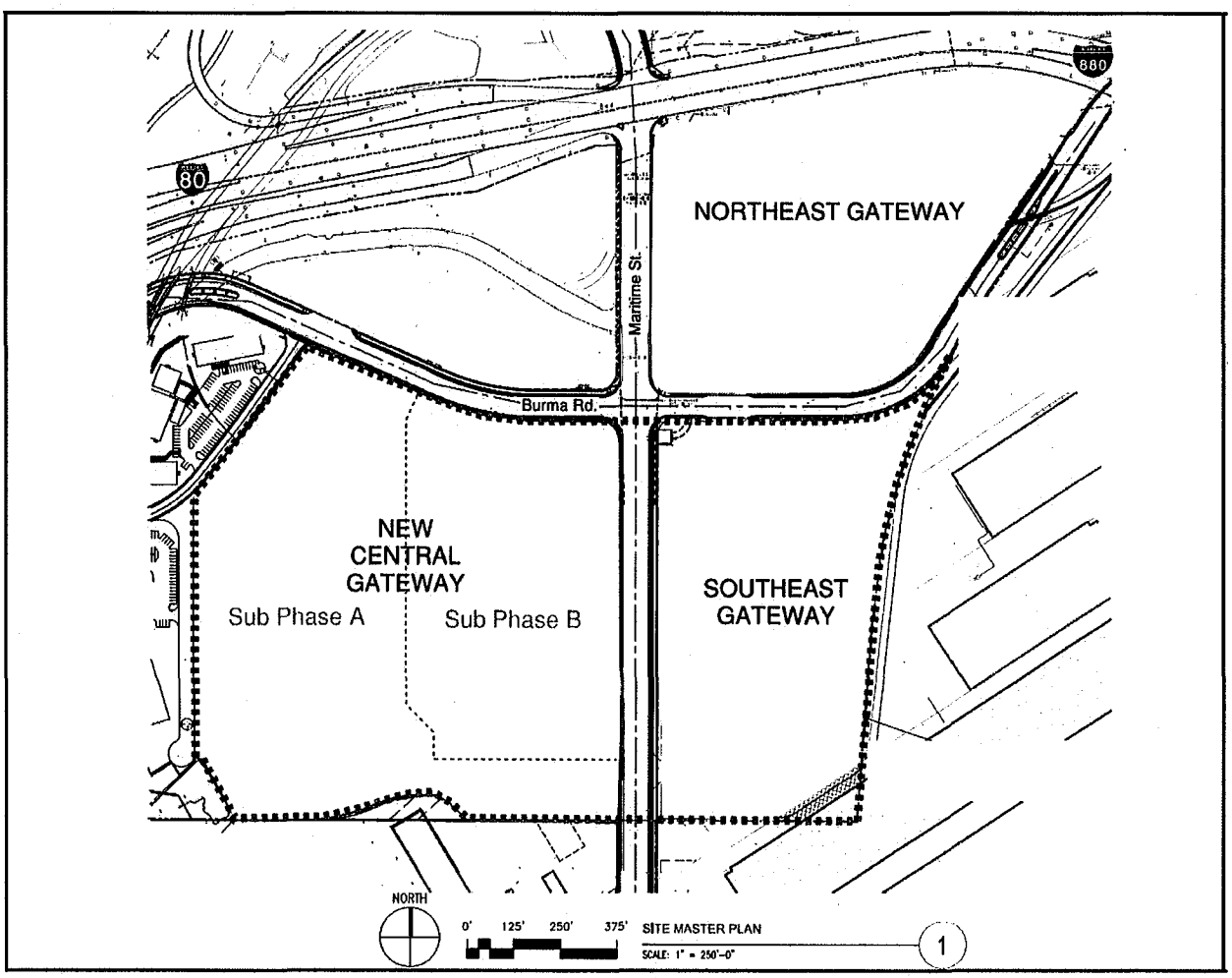


Figure 1 - Prologis Master Site Plan

2. SCA AIR-1: Construction Management Plan

2.1 Requirements

a. The project applicant, Prologis, shall submit to the Planning and Zoning Division and the Building Services Division for review and approval a construction management plan (CMP) that identifies the conditions of approval and mitigation measures to construction impacts of the project and explains how the project applicant will comply with these construction-related conditions of approval and mitigation measures.

2.2 CMP Response

b. Prologis will submit the CMP to the City of Oakland Planning and Building Departments during the plan check review process for site or building permits. Similar to the Northeast Gateway site, the CMP will include all of the AQ elements included this Construction AQ Plan.

3. SCA AIR-2: Construction Related Air Pollution Controls

3.1 Requirements

a. The entirety of this AQ Plan will be provided to all bidders on the Project, so that it is included in any bids received, and will be included in contracts let.

b. During construction, the project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the Bay Area Air Quality Management District (BAAQMD).

c. Water all exposed surfaces of active construction areas at least twice daily (using reclaimed water if possible). Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.

d. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).

e. Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

f. Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).

g. Requirement: Limit vehicle speeds on unpaved roads to 15 miles per hour.

h. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a

certified mechanic and determined to be running in proper condition prior to operation.

i. Post a publicly visible sign that includes the contractor's name and telephone number to contact regarding dust complaints. When contacted, the contractor shall respond and take corrective action within 48 hours. The telephone numbers of contacts at the City and the BAAQMD shall also be visible. This information may be posted on other required on-site signage.
j. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
k. All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph.
l. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
m. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).
n. Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.
o. Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize wind-blown dust. Wind breaks must have a maximum 50 percent air porosity.
p. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
q. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
r. All trucks and equipment, including tires, shall be washed off prior to leaving the site. Tire washing station will be included at each construction entrance. Water will be contained on-site and reused where possible.
s. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
t. Site accesses to a distance of 50 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel over filter fabric, consistent with the California Stormwater Quality Association's (CASQA) Best Management Practice (BMP) Handbook, Stabilized Construction Entrance/Exit

Detail TC-1, as authorized by the National Pollutant Discharge Elimination System (NPDES) Permit administered by the EPA.

u. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).

3.2 Dust Control Mitigation Plan

a. Use water trucks to water exposed surfaces during construction activities at least twice daily or more frequently if winds exceed 15 mph. Suspend excavation, grading, and demolition activities when average wind speed exceeds 20 mph. Maintain minimum soil moisture of 12% as indicated by laboratory samples or a moisture meter. Use reclaimed water for dust mitigation whenever feasible. Monitoring process will include: 1) Checking weather reports daily prior to starting construction activity to prepare for wind speeds as necessary. 2) Monitoring weather and dust as day progresses by setting up an anemometer wind speed sensor and checking periodically. 3) Increasing dust control watering as wind speeds increase to maintain minimum 12% moisture content, or to a point at which the earth becomes tacky.

b. Cover truck loads with tarpaulins or keep loads 2 feet below the sideboard of the truck bed to eliminate wind contact with soil or other loaded materials.

c. Require all operators tracking dirt/mud onto public roadways to have a wet power vacuum sweeper present daily during these activities and remove tracked dirt/mud at the end of each day or more frequently if needed.

d. Install construction area entrances at all ingress and egress sites to ensure dirt is kept off of public roads. Construction area entrances will be built using fabric and 3x5 rock to facilitate tire soil removal prior to leaving the site (or as defined by the guidelines in the Best Management Practice Handbook). Ingress/egress sites will also provide dry brushing of loose soil from tires and fenders.

e. As soon as practical and prior to rainy season, cover all access roads and/or permanent roads and building pads with aggregate or asphalt concrete to mitigate tracking of dirt and/or mud offsite.

f. Cover all inactive soil material stockpiles with plastic sheeting or non-toxic soil binders. Water all active stockpiles to maintain 12% moisture.

g. Install fencing with attached windscreen fabric on the windward side of the actively disturbed area of the construction site.

h. Replant vegetation in disturbed areas as quickly as possible.

i. Limit simultaneous occurrence of excavation, grading, and ground disturbance activities on the same area at any one time when feasible.

j. Draft and implement a Project SWPPP (Stormwater Pollution Prevention Plan). The onsite QSP (Qualified SWPPP Practitioner) will monitor runoff before, during, and after rain events. Deficiencies will be logged and corrected immediately. Inactive construction areas will be properly addressed with BMPs to eliminate erosion. Required BMPs will be outlined in the SWPPP and enforced with reporting and inspection.

k. Post signage and enforce 15 mph speed limit requirement for unpaved roads (Exhibit A).

l. Post signage and enforce dust complaint reporting requirement (Exhibit B). Take corrective action to remedy complaints within no more than 48 hours after receiving the complaint.

m. The Project Dust Compliance Manager will monitor and facilitate the implementation of mitigation measures. The Contractor will maintain Daily Inspection Logs throughout the Project.

n. Limit inactive construction areas (previously graded areas inactive for one month or more) by installing planting, finished hardscape, and paving as soon as possible.

o. Designate onsite Superintendent (identity TBD) as the person to monitor the dust control program and to order increased watering, as necessary.

p. Install fencing with attached windscreen fabric on the windward side of the actively disturbed area of the construction site.

q. Replant vegetation in disturbed areas as quickly as possible.

r. Limit simultaneous occurrence of excavation, grading, and ground disturbance activities on the same area at any one time when feasible.

s. Tire washing station will be included at each construction entrance and all equipment, including tires will be washed off prior to leaving the site.

t. Install construction area entrances at all ingress and egress sites to ensure dirt is kept off of public roads. Construction area entrances will be built using fabric and 3x5 rock to facilitate tire soil removal prior to leaving the site (or as defined by the guidelines in the Best Management Practice Handbook). Ingress/egress sites will also provide dry brushing of loose soil from tires and fenders

u. All contractors will be bound by contract to comply with the requirements of CCR Title 13, Section 2449. All written documentation that fleet requirements have been met will be submitted to the City of Oakland for record.

v. Install coatings meeting VOC content requirements specified in Project Specification.

3.3 Emission Control Mitigation Plan

a. During all construction activities, off-road construction equipment greater than 25 horsepower shall meet US EPA Tier 4 emission standards. If such equipment is not available, then equipment which meets Tier 3 engine standards can be used but only under the following circumstances:
   - All contractors must submit letters to the City of Oakland providing information on the availability of Tier 4 construction equipment to be used on each construction site and information on their search for Tier 4 rental equipment, should their fleet not have all the necessary Tier 4 equipment available for use on this project site.
   - If the contractor must rent equipment, then the contractor shall contact a minimum of three rental agencies in the Bay Area and submit documentation about the availability of such rental equipment.
   - If Tier 4 equipment is not available during the specified construction periods, then Tier 3 can be used, subject to restriction 3.3b below.

b. The two most utilized pieces of construction equipment per job site (the equipment projected to have the most utilization hours) must be Tier 4 equipment. The contractor shall submit an estimated equipment-hour projection to the City of Oakland with verification that Tier 4 equipment will be used for the two pieces projected to have the most utilization hours.

c. All contractors shall submit a list of specific off-road equipment being proposed for use at each project site. The Compliance Officer shall use this documentation to verify that equipment meets the requirements of Tier 4 or Tier 3, and shall ensure that equipment with Tier 1 or Tier 2 engines are not delivered to nor used on each construction site.

d. During all construction activities, all On-Road trucks delivering materials and/or equipment to the site are required to comply with the Air Resources Board regulations for on-road trucks in the Truck and Bus Rule. Contractors shall furnish CARB Compliance certificates to the City of Oakland for on-road trucks demonstrating compliance with the Truck and Bus Rule.

e. All contractors will be encouraged to use post 2010 model water trucks, as available.

f. Fuel being used will be compliant with California standards and consistent with regulatory requirements for Ultra Low Sulfur Diesel (USLD).

g. Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area.

h. All scissor lifts and small tools will be electric.

i. Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. Temporary electric service from existing infrastructure will be provided on the job-site for contractors to use for small tools and equipment. Contractor shall make substantial efforts to contact PG&E well in advance of start of construction to allow adequate time for the connection to temporary job site power. The use of diesel generators shall only be used as a last resort option.

j. Keep all construction equipment properly tuned by a certified mechanic in accordance with the manufacturer's specifications. Operators will provide the Contractor with written documentation of equipment maintenance for all equipment to be used onsite. These maintenance logs shall be made available upon request.

k. All contractors will be bound by contract to comply with the requirements of CCR Title 13, Section 2449 (CARB Off-Road Diesel Regulations). All written documentation that fleet requirements for equipment to be used onsite have been met will be submitted to the City of Oakland for record.

3.4 Idling Policy

a. All on-road trucks serving the construction sites shall minimize idling be shutting off the truck at all possible times. Additionally, all trucks used during construction of these sites shall be **prohibited from idling more than two minutes** when loading and unloading, staging, when waiting in a queue, or when not in active use. Exemptions from the two-minute idling rule will be allowed when required for safety, or when equipment is in use.

b. All off-road diesel equipment over 25 horsepower sites shall minimize idling be shutting off the equipment at all possible times. Additionally, diesel off-road equipment used during construction of these sites shall be **prohibited from idling more than two minutes** when not in active use. Exemptions from the two-minute idling rule will be allowed when required for safety, when vehicles need to idle to perform work (such as cranes providing hydraulic power to the boom), or when equipment is in use.

c. See Exhibit C for signage describing the Project Idling Policy.

3.5 Reporting and Labeling

a. Reporting can be completed using DOORS (Diesel Off-road online Reporting System), which is CARB's free online reporting tool for the Off-Road regulation. Further information on reporting and labeling for off-road vehicles is available at: www.arb.ca.gov/ordiesel.

b. All fleet equipment used onsite shall be properly reported and labeled as required per CCR Title 13, Section 2449 (CARB's Off-Road Regulation). After a fleet reports their vehicles to CARB, each vehicle is assigned a unique Equipment Identification Number (EIN). The fleet must label its vehicles within 30 days of receiving EINs. Labeling provisions of the Off-Road regulation were amended in December 2010 to require labels on both sides of each vehicle. Additionally, fleets reported as 'captive attainment area fleets' must have labels with a green background instead of red. All construction contractors shall comply with and monitor compliance with Air Resources Board regulations for Off-Road construction equipment, CCR Title 13, Section 2449. To document compliance, all fleets shall provide ARB Certificates of Compliance with the Off-Road Regulations to the City of Oakland.

3.6 Enforcement

a. The Project Compliance Manager will monitor and facilitate the implementation of mitigation measures. Any off-road equipment that exhibits conditions outside of the manufacturer's specifications, or emits excessive visible smoke, shall be prohibited from operating on-site. All contractors will be subject to this provision and will maintain Inspection Logs daily throughout the project. Compliance Manager will complete online ARB courses for Visible Emissions Evaluation to enhance ability to ensure fleets are in compliance with CARB Regulations. Compliance Manager shall communicate Plan requirements to subcontractors in weekly tailgate or coordination meetings.

b. Post signage limiting truck and equipment idling time to two minutes or less, in accordance with CCR Title 13, Section 2485 & 2449. (Exhibit C)

c. A program to enforce and monitor vehicle compliance will be developed to ensure that vehicles associated with the Project comply with applicable local, regional, state, and federal air quality requirements.

Exhibit A – Speed Limit Sign

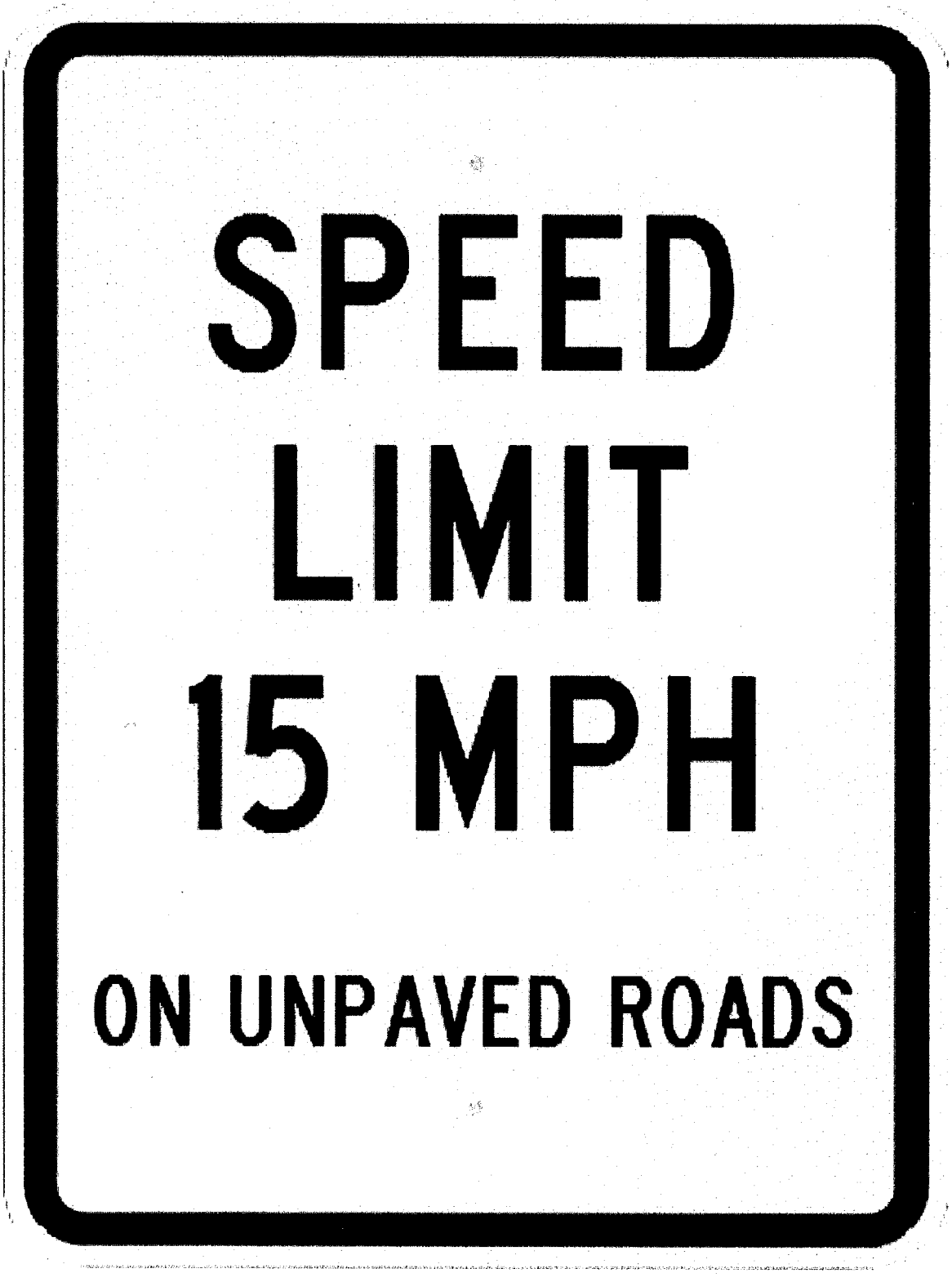


Exhibit B – Complaint Sign

ATTENTION

PERMITTED CONSTRUCTION HOURS:
Monday-Friday 7AM-7PM

There will be no work on site outside of permitted hours without written permission from City of Oakland.

FOR CONCERNS REGARDING DUST, CONSTRUCTION NOISE, EROSION OR ANY CONSTRUCTION ACTIVITY ON THIS PROJECT PLEASE CONTACT:

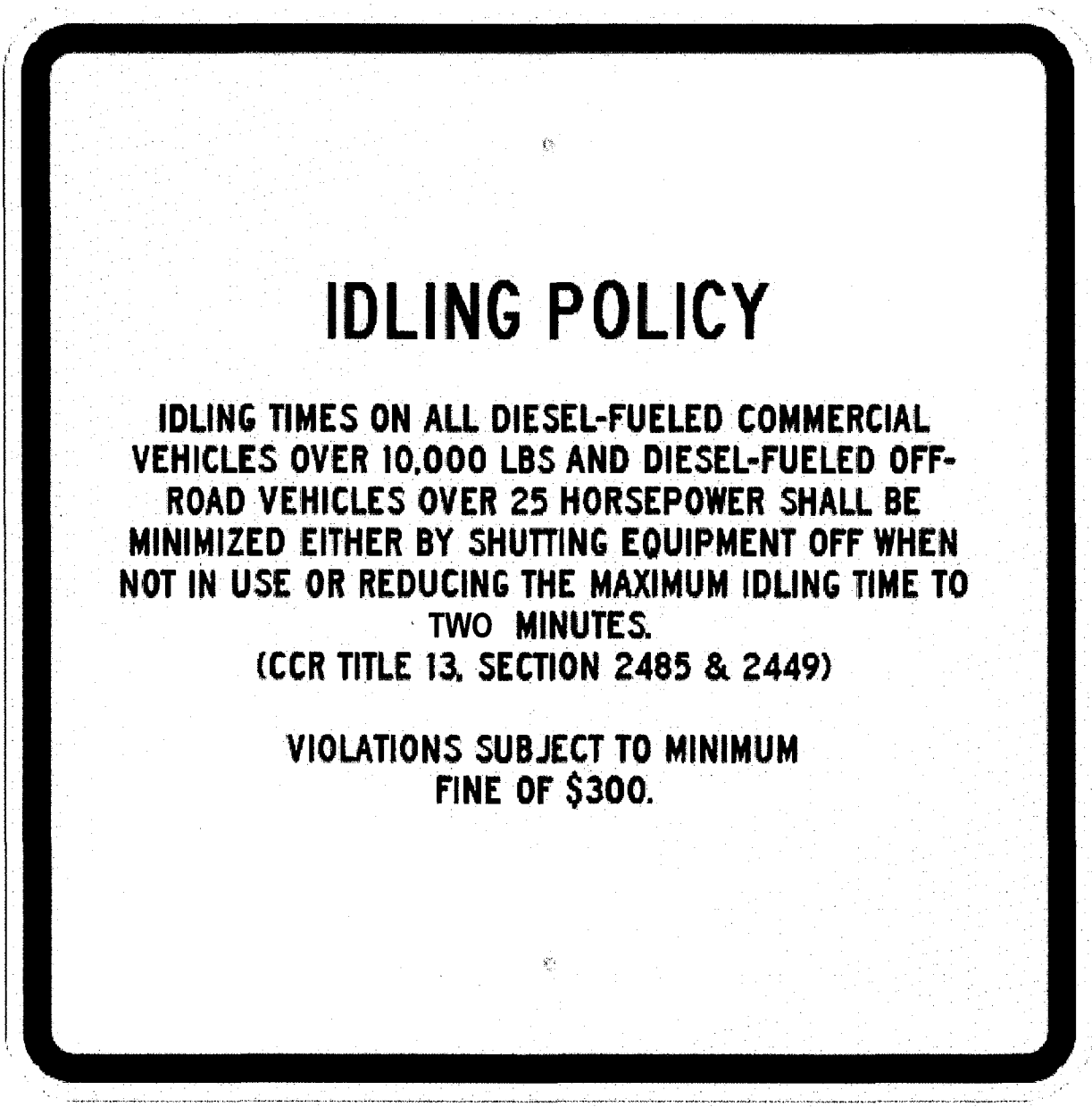
During Construction Hours – TBD
After Construction Hours -TBD

CITY OF OAKLAND CODE COMPLIANCE:
(510) 238-3381

OAKLAND POLICE DEPARTMENT 24 HR LINE:
(510) 777-3333

BAY AREA AIR QUALITY MANAGEMENT DISTRICT:
(800) 334-6367

Exhibit C – Idling Policy Sign



Attachment E

City response to public comment letters
(dated October 30, 2017)

Air Resources Board

Mary D. Nichols, Chair
001 I Street • P.O. Box 2815
Sacramento, California 95812 • www.arb.ca.gov

Matthew Rodriguez
Secretary /or
Environmental Protection

Edmund G. Brown Jr.

City of Oakland Response
to recommendations from ARB on the
Diesel Emission Reduction and Air Quality Plan
for Construction of CE-2 SE Gateway and CC-1 New Central Gateway at the Oakland Army Base
October 30, 2017

August 30, 2017

Ms. Patricia McGowan
Environmental Coordinator
City of Oakland
Planning and Building Department
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, California 94612

Dear Ms. McGowan:

Thank you for providing the California Air Resources Board (CARB) the opportunity to comment on the Diesel Emissions Reduction and Air Quality Plan (AQ Plan or Plan) for Construction of CE-2: Southeast Gateway Parcel and CC-1 : New Central Gateway Parcel (Project Site or Site). The AQ Plan provides an opportunity to ensure the cleanest possible construction practices and equipment are utilized while de /eloping the Project Site. Eliminating and minimizing air quality impacts from the construction of this project is vital to protecting the health of nearby communities.

The AQ Plan outlines the requirements and mitigations that Site contractors will comply with to achieve emission reductions generated by on Site construction activity. CARB previously submitted comments on May 31, 2016, on the Northeast Gateway Construction Management Plan, and we acknowledge that the City of Oakland (City) staff modified several measures in this Plan based on those comments. However, CARB staff finds that several requirements in the AQ Plan need further clarification and strengthening in order to ensure proper implementation and that the Plan achieves the less-than-significant impacts determination made in the 2012 Oakland Army Base Project Initial Study/Addendum. These clarifications or strengthened requirements will help ensure that construction of the Project Site ultimately avoids or substantially lessens the significant and unavoidable impact to air quality identified in the 2002 Final Environmental Impact Report, by requiring all feasible [1] mitigation measures be incorporated (see Cal. Pub. Resources Code § 21081; 14 CCR § 15126.2(b).

For the purposes of CEQA, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors. (California Code of Regulations, title 14, section 15364.)

To that end, CARB staff recommends the following clarifications or modifications:

1. Section 3. 1.w. : Reference to CARB' s Regulation for In-Use Off-Road Diesel Fueled Fleets (Off-Road Regulation) for performance requirements one year in advance of the regulation is confusing and irrelevant since the City is specifying specific tiers of equipment to be used on Site. Such language should be omitted from future air quality or construction plans subject to Mitigation PO-1.
City Response: Agreed; this section had been deleted from the Oct. 16, 2017 version of the Plan.

2 Section 3.3.a.: This measure indicates that all contractors will be encouraged to use Tier 4 off-road engines for at! equipment brought on Site, as available, and at minimum Tier 3 off-road engines. In addition, only the two most used pieces of equipment on Site are required to be Tier 4. To achieve the most diesel emission reductions from off-road equipment, the City should require that all off-road construction equipment used on Site, greater than 25 horsepower, meet U.S. EPA Tier 4 emission standards. Tier 4 equipment became available as early as 2008 for some horsepower categories, with the rest being made available in the 2012 timeframe. Therefore, CARB believes it is very unlikely there will be a shortage of Tier 4 equipment, and that it is technically feasible to require all Tier 4 equipment be used on Site. In addition, the City should require that Prologis enter into contractual agreements with construction companies capable of meeting this requirement. This would increase the enforceability of this mitigation and minimize potential construction delays as a result of subcontractors seeking Tier 4 rental equipment once construction has started.
City Response: Section 3.3a in the Oct. 16, 2017 version of the Plan has been modified to require Tier 4 off-road construction equipment. If such equipment is not available, then the use of Tier 3 construction equipment will be allowed only under specified situations outlined in Section 3.3a. Additionally, per Section 3.3b, the two most utilized pieces of construction equipment, based on projected hours of usage at each specific construction site, are required to be Tier 4. Refer to the letter from Mitchell Air Quality, dated Oct. 6, 2017 for the projected emission reduction from this requirement compared to the statewide average.

3 Section 3.3.b.: This measure indicates that all contractors will be encouraged to use post-2010 model water trucks, as available. To be most protective of the local community from construction diesel emissions, the City should strengthen this measure to require, not encourage, that all water trucks and all other heavy-duty diesel trucks greater than 14,000 gross vehicle weight rating used on Site be equipped with 2010 or newer engines. Emissions from truck traffic (including construction trucks) severely impact the surrounding communities, and the City should take additional steps beyond CARB regulatory requirements and require the use of 2010 or newer engines. In a memo to "Staff of the Air Quality Agencies and Stakeholders", dated August 15, 2017, the City stated

that "the trucks... are all independent truckers who are not hired by the general contractor... such a requirement imposed by [Prologis] on the general contractor/sub-contractors would be unenforceable and unrealistic." CARB disagrees with this statement, and believes it can be enforceable by requiring that Prologis enter into contractual agreements with construction companies capable of meeting this requirement. In addition, an independent trucker could easily supply a print out of the truck's information (including engine model year and license plate) currently reported in CARB' s Truck and Bus Reporting System (TRUCRS) and a Certificate of Reported Compliance in order to verify it has a 2010 or newer engine and is part of a compliant fleet.

City Response: The ARB Truck and Bus Rule is the State regulation which applies to medium and heavy-duty trucks which will deliver to these construction sites. Contractors and delivery companies serving these construction sites will be required to submit a Certificate of Compliance with this statewide Rule, per Section 3.3d of the Oct. 16, 2017 version of the Plan. We are recommending to the City Administrator that implementation of a more stringent standard, as recommended in your letter, which would require construction trucks to exceed the ARB Rule by having 2010 or newer engines in advance of the January 1, 2020 effective date of that component of the Rule, is not economically or practically feasible. The statewide Truck and Bus Rule will require 2010 or newer engines from January 1, 2020 to 2023. For the City of Oakland to require implementation of that component of this Statewide Rule two to five years in advance for the two construction sites covered by this Plan is not practically feasible.

As you know, for the purposes of CEQA, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. Please refer to the letter from Mitchell Air Quality, dated Oct. 6, 2017, which provides information about construction trucks. Specifically, this letter addresses the feasibility of requiring 2010 engine years for concrete trucks since this type of truck will comprise the largest number of trucks serving these construction sites. Central Concrete and CEMEX Concrete both have batch plants near the construction sites and, per the project applicant, are likely to bid these contracts. The fleets of both companies comply with the current standards of the Truck and Bus Rule, and both companies are in the process of upgrading their trucks in anticipation of the 2020-2023 phase-in of the stricter standard of the Truck and Bus Rule requiring 2010 engines. Both companies deliver concrete throughout the Bay Area and park their fleets of 229 to 420 trucks at their various locations in the Bay Area. The letter explains that concrete pouring is an on-demand and time-sensitive operation. The concrete mix in the barrel trucks needs to be delivered to the jobsite within an hour of loading, which requires that the companies have a full array of vehicular assets that can be flexibly deployed.

We are advising the City Administrator that requiring such companies to reserve certain trucks from their fleets to deliver to two construction sites at the OAB is an infeasible and impracticable requirement to impose on individual construction sites. Such a requirement would be operationally inefficient and could result in increased construction costs, construction delays or compromised construction quality. Please refer to the letter from Mitchell Air Quality for more information.

4 Section 3.3.d. : This measure indicates that alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) will be utilized on Site to the extent that the equipment is readily available and cost-effective in the Bay Area. For enforceability, the City should require that Prologis enter into contractual agreements with construction companies capable of meeting this requirement.
City Response: We agree that the use of construction equipment powered by alternative fuel is a good component of this AQ Plan. We believe that encouraging its use, as stated in Section 3.3g, instead of requiring its use through contracts is appropriate at this time when such alternative fuel construction equipment is of limited availability.

5. Section 3.4.a.: Sections 3.4.h. and 3.4.i. limit idling to 3 minutes. However, this section states that ' equipment operators must limit their unnecessary idling to 5 minutes.' CARB believes this was most likely an error, and therefore should be corrected to limit idling to 3 minutes.
City Response: Agreed, and in fact we have further reduced the idling time to two minutes which is 60% more restrictive than the ARB regulation. Refer to Sections 3.4a and b of the Oct. 16, 2017 version of the Plan.

6. Sections 3.5.a. and b.: These sections are reiterating the requirements for selling and reporting off-road /vehicles per CARB s Off-Road Regulation. CARB recommends removing these sections, as they are paraphrasing the requirements and could contain inaccuracies and cause confusion for off-road fleets. If the City includes information on reporting and labeling for off-road vehicles, direct fleets to the website for the Off-Road Regulation, available at: www. arb. ca. gov/ordiesel.
City Response: Agreed; this section had been deleted from the Oct. 16, 2017 version of the Plan and Section 3.5a has been modified to redirect readers to the ARB website.

7. Section 3.5. c.: CARB recommends removing the language paraphrasing the labeling requirements of the Off-Road Regulation. Instead, this section should point to the regulation language, by stating: 'All fleet equipment used on Site shall be properly reported and labeled, as required per CCR Title 13, Section 2449 (CARB's Off-Road Regulation).'
City Response: Agreed; Section 3.5b in the Plan dated Oct. 16, 2017 has been modified to reference the reporting and labeling requirements of CCR Title 13,

section 2449.

8 Section 3.6: This section, in general, describes components of CARB s Off-Road Regulation regarding adding older equipment to a fleet. Similarly to comment 1, abo\/e, including this information is confusing. The adding vehicles requirements are irrelevant, since the City is specifying specific tiers to be used on site. Such language should be omitted from future air quality or construction plans subject to Mitigation PO-1.
City Response: Agreed; this section had been deleted from the Oct. 16, 2017 version of the Plan.

9 Section 3.7.a.: Again, meeting the requirements of the Off-Road Regulation one year in advance is irrelevant, therefore signage indicating this requirement is not needed.
City Response: Agreed; this section had been deleted from the Oct. 16, 2017 version of the Plan

10 Section 3.7.c.: This section refers to Exhibit C, which shows a sign stating that idling must be limited to three minutes or less. However, the language in this section references limiting idling to five minutes or less. This language should be corrected to say three minutes or less, which makes it consistent with the referenced Exhibit C.
City Response: Agreed. Exhibit C in the Oct. 16, 2017 version of the Plan had been corrected and we have further reduced the idling time to two minutes which is 60% more restrictive than the ARB regulation.

CARB staff believes our recommended changes will further reduce harmful diesel emissions from the Site construction activities and reduce impacts to the nearby communities. In addition, we understand that the AQ Plan relates solely to the construction activities at the Project Site and that other plans for operations are forthcoming. We look forward to engaging on those plans as well, and hope that the City will commit to releasing the most robust, health protective plans possible for this and future projects. We are available to provide further assistance or clarify our comments as needed.

If you have questions, please contact Robbie Morris, Air Pollution Specialist, at (916) 327-0006 or robbie.morris@arb.ca.gov.

Sincerely,

Elizabeth Yura, Chief
Freight Activity Branch
Transportation and Toxics Division

cc: See next page

cc: Ms. Margaret Gordon
Co-Director
West Oakland Environmental
Indicators Project
349 Mandela Parkway
Oakland, California 94607

Brian Beveridge
Co-Director
West Oakland Environmental
Indicators Project

Mr. Richard Grow, Lead
Environmental Justice Workgroup
U S. Environmental Protection Agency, Region 9
75 Hawthorne Street, ENF-4-2
San Francisco California 94105

Ms. Anna Lee
Work Group Coordinator
Alameda County Public Health Department
1000 Broadway, Suite 500
Oakland, California 94607

Mr. Dave Vintze
Air Quality Planning Manager
Bay Area Air Quality Management District
939 Ellis Street
San Francisco, California 94109

City of Oakland Response
to recommendations from Alameda Co. Public Health Dept. on the
Diesel Emission Reduction and Air Quality Plan
for Construction of CE-2 SE Gateway and CC-1 New Central Gateway
at the Oakland Army Base
October 30, 2017

The following document was received via e-mail from Anna Lee,
Alameda County Public Health Department

August 31, 2017

Dear Pat:

Thank you for the opportunity to comment on the Diesel Emissions Reduction and Air Quality Plan for Construction of CE-2 Southeast Gateway Parcel and CC-1 New Central Gateway Parcel (Plan). Thank you also for the opportunity to meet with you and Darin Ranelletti on May 9, 2017 to review a preliminary draft of the Plan. The follow-up summary table of comments and changes to the Prologis Construction Air Quality plan that City staff produced helped in tracking these complex technical issues.

The Prologis Construction Air Quality plan presents both an opportunity to engage the community at large on air quality issues and sets the path towards utilizing the cleanest engines and equipment at the Oakland Army Base. As you know, there are historical and present day environmental challenges burdening the West Oakland community that contribute to adverse cumulative health impacts. Improving both the engagement process and identifying strong strategies to reduce and prevent air pollution ensures that adequate implementation of the MMRPs and supports a vision towards equitable health outcomes.

1. SCA AIR-1 - Construction Management Plan

    a. The City and Prologis staff clarified in the August 23rd, 2017 Stakeholder meeting that the Construction Management Plan includes things like noise, haul routes, hours of operation, fire hydrant and emergency services and is part of PO-1 of the MMRP. These are issues that pertain to public health and is of interest to the public. For the future, I recommend sending these plans out jointly with the Construction Air Quality Plans so that the public can have a fully-informed picture of the entire construction phase and a less cumbersome process of tracking and responding in a streamlined comment period.

City Response: The diesel emission reduction / air quality plan for construction will typically be prepared by the applicant well in advance of preparing the other components of the Construction Management Plan. We will strive to make the process as straight-forward and uncomplicated for the public and the Stakeholders as possible but we may find in the future that releasing the diesel emission reduction / air quality plan for public comment, prior to the construction management plan, could be necessary.

b. Furthermore, the City should consider creating an overarching Plan that lays out baseline requirements and policies to promote public health for the Oakland Army Base. This would be an opportunity to create a strong vision and goals around improving air quality and community health and lay out clear expectations for future development that can later be tailored to the specific land uses and tenants. It would also help with streamlining the engagement process.

City Response: The Standard Conditions of Approval/Mitigation Monitoring and Reporting Program which was adopted by the City Council for the former Oakland Army Base (OAB) outlines the requirements that the City must follow. We will continue to work with your Agency, plus BAAQMD and ARB, to improve air quality and public health, and to have an effective engagement process.

2. Applicable parties - Sometimes the Plan includes language that says, "Require all operators..." but for other measures, Prologis simply lists the emissions control strategy. The Plan needs to specify a responsible party either in the specific measure or in an introductory paragraph to a section.

   a. It is not clear how all Sub-contractors and Operators will be brought up to speed on all the relevant requirements in this Plan. Prologis should include language that specifies how Operators will be educated on the requirements, such as education at daily tailgate meetings and/ or having them sign a log indicating that they have been updated on the relevant mitigation measures and requirements.

   City Response: Agreed. Section 3.6 of the Oct. 16, 2017 version of the Plan states that the Project Compliance Manager will monitor and facilitate the implementation of the measures in the AQ Plan, and that weekly tailgate or coordination meetings will be held with subcontractors to communicate the requirements of this Plan.

3. SCA AIR-2 - Construction Related Air Pollution Controls

   a. 3.1.h and i - The current Construction Air Quality Plan was strengthened to a commitment to a 3 minute idling limit for diesel-fueled commercial vehicles over 10,000 lbs and off-road vehicles over 25 horsepower. While this is beyond the state regulation and a step in the right direction, 2 minute idling limit is the best practice published in BAAQMD's "Planning Healthy Places" document. Also, as noted in the August 23 Air Quality Stakeholder meeting, the idling limit needs to be made

consistent throughout the document, including the Idling Policy section 3.4.a and Enforcement section 3.7.c. Both sections currently specify 5 minutes.

City Response: Agreed. Section 3.4 a and b of the Oct. 16, 2017 version of the Plan allows a maximum two-minute idling limit for on-road vehicles and off-road equipment. This is 60% more restrictive than the current ARB regulations.

4. Emission Control Mitigations

   a. Section 3.3.a - This section was strengthened by including language to encourage Tier 4 off-road engines; requiring the use of Tier 3; requiring Sub-contractors to call at least 3 rental agencies for the Tier 4 equipment first and utilizing Tier 4 engines for the two pieces of equipment used the most. The City should require the use of Tier 4 engines for all off-road engines to achieve the strongest mitigations possible.

   City Response: Section 3.3a in the Oct. 16, 2017 version of the Plan has been modified to require Tier 4 off-road construction equipment. If such equipment is not available, then the use of Tier 3 construction equipment will be allowed only under specified situations outlined in Section 3.3a. Additionally, per Section 3.3b, the two most utilized pieces of construction equipment, based on projected hours of usage at each specific construction site, are required to be Tier 4. Refer to the letter from Mitchell Air Quality, dated Oct. 6, 2017 for the projected emission reduction from this requirement compared to the Statewide average.

   b. Section 3.3.b - On-road trucks - Language in this section encourages the use of 2010 model water trucks. To be more health protective, the City should require a commitment to model year 2010 or newer on-road trucks (including concrete, water and delivery trucks).

   City Response: The ARB Truck and Bus Rule is the State regulation which applies to medium and heavy-duty trucks which will deliver to these construction sites. Contractors and delivery companies serving these construction sites will be required to submit a Certificate of Compliance with this statewide Rule, per Section 3.3d of the Oct. 16, 2017 version of the Plan. We are recommending to the City Administrator that implementation of a more stringent standard, as recommended in your letter, which would require construction trucks to exceed the ARB Rule by having 2010 or newer engines in advance of the January 1, 2020 effective date of that component of the Rule, is not economically or practically feasible. The Statewide Truck and Bus Rule will require 2010 or newer engines from January 1, 2020 to 2023. For the City of Oakland to require implementation of that component of this Statewide Rule two to five years in advance for the two construction sites covered by this Plan is not practically feasible.

   As you know, for the purposes of CEQA, "feasible" means capable of being

accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. Please refer to the letter from Mitchell Air Quality, dated Oct. 6, 2017, which provides information about construction trucks. Specifically, this letter addresses the feasibility of requiring 2010 engine years for concrete trucks since this type of truck will comprise the largest number of trucks serving these construction sites. Central Concrete and CEMEX Concrete both have batch plants near the construction sites and, per the project applicant, are likely to bid these contracts. The fleets of both companies comply with the current standards of the Truck and Bus Rule, and both companies are in the process of upgrading their trucks in anticipation of the 2020-2023 phase-in of the stricter standard of the Truck and Bus Rule requiring 2010 engines. Both companies deliver concrete throughout the Bay Area and park their fleets of 229 to 420 trucks at their various locations in the Bay Area. The letter explains that concrete pouring is an on-demand and time-sensitive operation. The concrete mix in the barrel trucks needs to be delivered to the jobsite within an hour of loading, which requires that the companies have a full array of vehicular assets that can be flexibly deployed. We are advising the City Administrator that requiring such companies to reserve certain trucks from their fleets to deliver to two construction sites at the OAB is an infeasible and impracticable requirement to impose on individual construction sites. Such a requirement would be operationally inefficient and could result in increased construction costs, construction delays or compromised construction quality. Please refer to the letter from Mitchell Air Quality for more information.

c. Section 3.3.e and 3.3.f - These sections say that scissor lifts and small tools will be electric and the use of low-emission diesel fuel for all heavy-duty diesel-powered equipment. These sections also specify that electricity will be used from infrastructure from areas surrounding the construction sites rather than diesel electric generators. The City should require language specifying where Prologis will get temporary electricity and that the use of diesel electric generators are a last resort if they lose power from PG&E.

City Response: Agreed; Section 3.3h of the Oct. 16, 2017 version of the Plan states that all scissor lifts and small tools will be electric, NOT diesel powered. And Section 3.3i of the Oct. 16, 2017 version of the Plan states that the contractor shall make substantial efforts to contact PG&E will in advance of the start of construction to allow adequate time for the connection to temporary power for the job site. It also states that the use of diesel generators shall be only as a last resort.

5. 3.7.b - Enforcement - This is another section where the City could ask for more specificity from Prologis on how the Project Compliance Manager could be educating the Operators on the requirements, i.e. tailgate meetings, signing a log that the Operators have been updated on mitigation measures and requirements.
City Response: Agreed. Section 3.6 of the Oct. 16, 2017 version of the Plan states that the Project Compliance Manager will monitor and facilitate the implementation of the measures in the AQ Plan, and that weekly tailgate or coordination meetings will be held with subcontractors to communicate the requirements of this Plan.

Moving forward, the City should consider requiring infrastructure for zero and near zero emissions delivery trucks in the Operations Plan given the emphasis on first and last trip distribution in the presentation from Prologis in the August 23 Air Quality Stakeholder meeting. There has been planning efforts on piloting this already, including the MTC Freight Emissions Reduction Action Plan.

The Health Department looks forward to continued partnership with City of Oakland around ensuring all Oaklanders breathe clean air and lead healthy lives. Please feel free to contact me if you have any questions or need clarification.

Best,

Anna Lee
Alameda County Public Health Department

City of Oakland Response
to recommendations from Alameda Co. Public Health Dept. on the
Construction Management Plan
for Construction of CE-2 SE Gateway and CC-1 New Central Gateway Parcel
at the Oakland Army Base
October 30, 2017

The following document was received via e-mail from Anna Lee
Alameda County Public Health Department

September 11, 2017

Comments on Prologis Construction Management Plan for Southeast and New Central Gateway

Dear Patricia:

Thank you for the opportunity to comment on the Prologis Construction Management Plan for Southeast and New Central Gateway Parcels (Plan). The Prologis Plan contains relevant information to understanding the broader health impacts from construction at this site. As you know, there are historical and present day environmental challenges burdening the West Oakland community that contribute to adverse cumulative health impacts. Improving both ways to include the community in a clear and accessible process and identifying the strongest feasible strategies to reduce health impacts ensures adequate implementation of the MMRPs and supports a vision towards equitable health outcomes.

1. Streamlining the Planning Process and Goal-setting

   As was mentioned in the previous comment letter submitted on August 31, 2017, the Air Quality Construction Plan and the Construction Management Plan both include topics that pertain to public health and subject to PO-1of the MMRPs. The City should try to have a more integrated planning process, sending plans out and presenting information jointly so that the public can have a fully-informed picture of the entire construction phase. This will help to streamline the planning and commenting process. Also, the City should consider laying out a broad visionary document around promoting sustainability and environmental justice to set up clear expectations for future development at the Oakland Army Base. These steps build on the ones that staff have put in place recently to improve the process, gain trust from the public and provide strong leadership.

   City Response: The diesel emission reduction / air quality plan for construction will typically be prepared by the applicant well in advance of preparing the other components of the Construction Management Plan. We will strive to make the

process as straight-forward and uncomplicated for the public and the Stakeholders as possible but we may find in the future that releasing the diesel emission reduction / air quality plan for public comment, prior to the construction management plan, could be necessary.

Regarding your comment to laying out a broad visionary document for the OAB, the Reuse Plan for the former OAB provides a broad vision and the Standard Conditions of Approval / Mitigation Monitoring and Reporting Program (SCA/MMRP) outline the requirements that the City and Port must follow.

2. Applicable parties - As previously mentioned, the Plan includes language that applies the mitigations to the Project Applicant. The City should require language to ensure that the mitigations apply to all Operators and include language specifying how the Operators will be educated on all the relevant requirements in this Plan.

   City Response: This Plan applies to the contractors and subcontractors involved in construction of these two sites. The Project Compliance Manager will monitor and facilitate the implementation of the requirements of the Plan.

3. Noise Impacts

   a. SCA NOI-1 7.1.f. - The Plan says that requests to Building Services to work outside notify nearby residents and businesses within 300 feet of the job site. Given this site is within the very large Oakland Army Base and on the other side of the freeway, I recommend starting the 300 feet buffer for residences where residential land uses actually begin to be inclusive of more West Oakland residents. This might mean starting from the edge of the I-880 freeway/ Frontage Road.

      City Response: The requirements of Standard Condition of Approval (SCA) Noise-1 were adopted by the Oakland City Council and specifically state notification within 300 feet of the construction site. The spirit of the SCA Noise-1 is to allow comments by people who could be impacted by construction noise if work beyond the normal hours of construction is proposed. The letter prepared by a noise consultant, see Exhibit R of the CMP, shows no noise impacts at 2,300 feet from the construction site. Additionally, no noise complaints were received during the construction of the Phase 1 building, referred to as CE-1, which was built by the same applicant. So, we are recommending to the City Administrator that both the spirit and the letter of the regulations are met by applying SCA Noise-1 as stated in the adopted SCA/MMRP.

   b. Exhibit P - Neighborhood Survey and Notice.

      i. This could be a helpful tool for notifying local residents and businesses and

gathering input and information related to noise impacts. The City should request that Prologis include a description of what is being built in addition to the scope of construction activity to give a fuller picture of what is happening at the site. The City should also ensure that information is clearly highlighted about late night construction activities, if approved.

ii. This exhibit looks identical to Exhibit M, Sample Public Notice, and does not include a survey. The City should request that a draft of the Survey portion of this exhibit be included in the Plan before approvals. Some things to possibly include in the survey are: existing concerns about noise from construction at this site, information about the use (residence/ businesses/ day care, park or other sensitive receptor), concerns about future construction noise, particularly late at night, and what those are, ideas for how to mitigate noise impacts, ways to be contacted and whether more information is desired.

The City should specify that both renters and owners should be notified.

City Response: A neighborhood survey is required if residences are located within 300 feet of the construction site. No residences are located within this distance; the nearest residence is 2,300 feet away, so a neighborhood survey and notice will not be required.

iii. The contact on the Notice is a Building Services staff person, but it is unclear how the City will report out to the community on construction noise or other complaints. The OAB staff should be able to coordinate with Building Services staff and receive notification if major concerns or complaints get sent to Building Services and this should be reported out to the public and at the Stakeholders meetings.

City Response: Agreed; per your recommendation, if major noise issues arise, we will bring this to the attention of the Stakeholders group.

c. SCA NOI-3 7.3 Noise Complaint Procedures and Mitigation Plan - Given Prologis will send out a Neighborhood Survey and Notification, the City should require that the information gathered from concerned community members should inform the Complaint Procedures and Mitigation Plan.

i. 7.3.d. The Plan states that noise complaints will all be logged. The City should request language to specify that a copy of the log will be provided to the OAB City Team. If major noise issues arise, it would be a pertinent topic to be shared and discussed with the Stakeholders Advisory Group.

City Response: Agreed. Section 7.3 of the CMP outlines how noise complaints will be handled and the Noise Complaint Mitigation Plan, contained in the CMP, states that complaint logs will be submitted to the City Building Services Division both monthly and upon request. Additionally, per your recommendation, if major noise issues arise, we will bring this to the attention of the Stakeholders group. For information, during construction of the Phase 1 building (constructed by this applicant) no noise complaints were received.

d. JGL Acoustics, Inc Noise Analysis from July 15, 2016 shows that concrete pouring activity will occur outside the allowable work times and their modeling shows they do not expect to exceed levels in the Oakland noise ordinance. SCA NOI-1, states that construction activities required to occur between 7am and 7 pm, Monday through Saturday except for barging and unloading of soil. Any exceptions need to receive prior written approvals by the Building Services Department. The City should ensure that this finding be included in the survey and notice (Exhibits M and P) to the local community.

City Response: A neighborhood survey is required if residences are located within 300 feet of the construction site. No residences are located within this distance; the nearest residence is 2,300 feet away, so a neighborhood survey and notice will not be required.

4. Fire Safety - this section was incomplete. The City should require that this plan be reviewed before approvals.

City Response: Agreed. The Oakland Building Services Division will coordinate with the Oakland Fire Department regarding the fire safety section prior to approval of the CMP.

5. Transportation

a. The Plan states that a Construction Traffic and Parking Mitigation Plan and Exhibit E may be submitted if encroachment into the public right-of-way is required and will submit it EBMUD, the Port and Caltrans and then the City and then will revise the plan. The City should ensure proper implementation of SCA TRANS-2 of the MMRPs, which basically says that the project sponsor shall develop a plan to reduce traffic congestion and the effects of parking demand by construction workers and that it should be submitted to the City Planning and Zoning, Building Services and Transportation Services upon considering in good faith such comments and revision.

b. Exhibit F - Haul Routes - The maps show the inbound truck route is Highway 24 to Brush St and 7th St. This route is along residential and other sensitive uses. To be more health protective, the City should consider using the route from Highway

24to580 to West Grand Ave to enter the Oakland Army Base. This would avoid driving through the neighborhood on local streets and reduce potential exposures to air pollution, noise and vibrations.

City Response: We appreciate this observation. The submitted Haul Routes were previously approved by the Oakland Department of Transportation but we will bring this component of the Haul Routes to their attention. The Oakland Building Services Division will coordinate with the Oakland Department of Transportation regarding the inbound Haul Route from the direction Highway 24 prior to approval of the CMP.

c. This section is incomplete and missing SCA TRANS-1, which covers parking and transportation demand management and should be approved prior to approval of the first permit for construction.

City Response: A transportation demand management plan, which contains policies to encourage carpooling and the use of mass transit, is not required for construction employees. It is typically submitted prior to construction because after construction, the applicant and tenants can occupy the building. In the case of the buildings covered by this CMP, transportation demand management plans will be required prior to issuance of the certificate of occupancy because the building permits will be issued in phases. So, concurrent with the issuance of the permit to build the interior of the building, such TMP's will be required and must be approved prior to the certificate of occupancy for each building/use.

Please let me know if you have any questions.

Best,

Anna Lee
Alameda County Public Health Department

Attachment F

Letter from Mitchell Air Quality consultant
(dated October 6, 2017)

Mitchell Air Quality Consulting

October 6, 2017

Cory Chung, Vice-President – Development Manager
Prologis
3353 Gateway Blvd.
Fremont, CA 94538

Subject: **Construction Equipment Mitigation Assessment for the Prologis Oakland Global Logistics Center Project in Oakland, California**

Dear Mr. Chung:

Mitchell Air Quality Consulting (MAQC) has prepared the following assessment of the effects of applying additional mitigation measures to reduce air pollutant emissions during the construction of Oakland Global Logistics Center.

The analysis assessed the emissions from construction of a generic warehouse in Alameda County using the CalEEMod 2013 emission model to determine the benefits of using equipment certified to Environmental Protection Agency (EPA) Tier 4 Standards compared to the Statewide average and to the equipment used in Phase 1 of the project. The equipment used in Phase 1 was tracked for each contractor using diesel equipment on the project site. The CalEEMod default equipment list was modified to match the percentages of equipment certified to Tier 3, Tier 4 Interim, and Tier 4 Final standards used on Phase 1 of the project. A second analysis was prepared using Tier 4 Interim and Tier 4 Final equipment. The final scenario used all Tier 4 Final equipment to determine the benefit from using all Tier 4 Final and no Tier 4 Interim equipment. The results are presented in Table 1.

Table 1: Construction Equipment Emission Mitigation Scenarios

Scenario	Emissions (tons)			
	NO_X	Percent Reduction from Statewide Average	$PM_{2.5}$	Percent Reduction from Statewide Average
Statewide Average	37.48	0.00%	1.9245	0.00%
Phase 1 Fleet (Tier 3, 4I, and 4F)	11.46	69.44%	0.3933	79.56%
Tier 4I and 4F only (with Phase 1 4I quantities))	4.06	89.16%	0.1061	94.49%
Tier 4 Only	2.91	92.24%	0.1061	94.49%
Reduction from Phase 1 Fleet Mix to all Tier 4 Final	8.5	22.8%	0.29	14.92%

The example project analysis shows that emissions using the equipment mix containing the same percentages of Tier 3, Tier 4 Interim, Tier 4 Final used on Phase 1 would result in a 69.4 percent decrease in NOx emissions and a 79.6 percent decrease in PM2.5 emissions compared to the statewide average construction equipment. Using all Tier 4 Final equipment would provide an additional 22.8 percent NOx reduction and a 14.9 percent reduction in PM2.5 compared to the fleet mix percentages from Phase 1. The all Tier 4 fleet would provide a 92.2 percent NOx reduction and a 94.5 percent PM2.5 reduction compared to the statewide average.[1] The conclusion that may be drawn from this analysis is that for the pollutant of most concern (PM2.5), just encouraging (and not requiring) the use of Tier 4 over Tier 3 equipment resulted in an almost 80 percent emissions reduction as compared to statewide averages and mandating all Tier 4 equipment to be used at the site would only provide a minimal improvement over the actual equipment used during the first phase of project construction. Given today's active and equipment-constrained construction market, it is not feasible to provide 100 percent Tier 4 equipment and meet the schedule and cost framework that enables a project to be built.

NOx emissions are precursors to regional ozone formation and would have an insignificant impact on NO_2 concentrations in the local community and on regional ozone formation from secondary photochemical reactions. The PM2.5 emissions are mostly comprised of diesel particulate matter (DPM) that is a toxic air contaminant. The nearest sensitive receptor is approximately 3,000 feet from the project site. It is unlikely that project construction activities would result in a significant increase in cancer risk at this distance. The California Air Resources Board Air Quality Land Use Handbook indicates that DPM emission concentrations and related health risk decrease by 70 to 80 percent within 1,000 feet from the source of emissions. Therefore, the increase in emissions from the project would not be distinguishable from background concentrations of DPM emissions at the receptor location. Although, the project emissions would make a cumulative contribution to impacts from all sources of TAC emissions in the area, the BAAQMD threshold for cumulative toxic impacts (rescinded due to legal challenge) did not provide a quantitative cumulative contribution threshold for projects constructed in areas with existing significant impacts from other sources. CEQA case law indicates that the threshold for cumulative contribution is not zero.

In any case, the project emissions would result in a miniscule increase in risk at the nearest receptor and in the wider community. Finally, the mix of Tier 3 and Tier 4 equipment proposed by the application provides a substantial reduction in emissions and should be considered feasible mitigation whereas Tier 4 may not be available when needed due to the high level of construction activity occurring in the region and the age distribution of the equipment currently in use in the Bay Area.

On Road Construction Delivery Trucks

The project will require deliveries of materials by heavy duty trucks during project construction. The issue to be addressed is whether it is feasible for Prologis to require vendors to use trucks that are 2010 or newer and what would be the difference in emissions relying on business as usual compared with requiring the 2010 or newer trucks. Multiple vendors are expected to deliver materials to the site, but the largest source

[1] Please note that this analysis shows the relative benefits of each mitigation strategy and is not intended to provide an estimate of the project's actual emissions.

of truck trips will be concrete deliveries. The contractor estimates that over the course of 2 – 3 months of the most intense concrete pouring activity at each remaining site, there will be approximately 1,800 concrete truck trips from the batch plant to the site. Prologis requested truck age and emission data from the two most likely concrete suppliers that bid on concrete for Phase 1 (Central and CEMEX) and would likely make deliveries for future project phases. The following summarizes the Central and CEMEX fleet information.

Central has a medium size truck fleet with 229 trucks registered with the Air Resources Board (ARB) in California. Of the 229 trucks, 216 are in operation, 95 are 2010 or newer, and 95 are MY 2000 or newer and equipped with particulate filter retrofits. The remaining 26 active trucks are not equipped with particulate filters.

CEMEX has a larger truck fleet with 900 trucks registered with the Air Resources Board (ARB) in California. Of the 900 trucks, 420 are 2010 or newer, 220 are 2004-2006 trucks equipped with particulate filter retrofits, and the remaining 260 are older trucks without particulate filters.

Since 2007 all new trucks sold in California are required to reduce PM emissions by 98 percent compared to uncontrolled engines. PM filters used in retrofits of older trucks are required to reduce PM emissions by at least 85 percent, but often achieve reductions as high as 98 percent. The ARB Truck and Bus Rule requires all trucks to meet 2010 engine emission standards during a 2020 to 2023 phase in period (several years after the buildings are scheduled to be built) with some exceptions based on fleet size and compliance options. PM compliance is achieved either by purchasing a newer used truck built to the model year (MY) 2007 or later emissions standard and factory equipped with a PM filter, or by installing a retrofit PM filter on an existing truck. Ultimately by 2023, the Regulation requires that trucks operating in most regions of the State have an engine that is MY 2010 or newer, which has significantly lower PM and NOx emissions. This means that older trucks operated by Central, CEMEX and the other vendors making deliveries in State will ultimately be replaced or retrofitted to comply with the regulation. However, in the interim period, a minority of deliveries will continue to be made by trucks with engines that are 2009 and older that are in full compliance with all regulations.

Central supplied all the concrete on Phase 1 and the following analysis provides more details regarding the Central truck fleet that operates closest to the site. Central operates 216 trucks from their 12 Bay Area locations of which 14 trucks are housed at their Oakland location. The vast majority of projects in Oakland would be served by trucks stationed in Oakland except in periods of high demand. On those days, trucks would be brought in from other locations to serve the Oakland projects. The Bay Area Central fleet is relatively new with an average vintage of 2009. Of the 216 trucks, 95 or 44 percent are 2010 or newer. The fleet includes 190 trucks equipped with PM filters, both factory (2007 and newer) and retrofit engines (2000-2006). In total, 88 percent of the Central fleet is equipped with PM filters that reduce emissions by up to 98 percent. Therefore, on average only 12 percent of deliveries in the Bay Area would be made by vehicles without PM filters. Concrete pouring is an on-demand, time sensitive operation, as the mix in the barrel needs to be delivered to the site within an hour of loading, or else the concrete hardens in the truck or will not meet specifications once set and cannot be used in the ultimate construction. It is critical to keep the flow of concrete deliveries continuous, until the pour is done to avoid costly waste and rework. On a

typical large pour day, the site will receive 80 to 100 concrete deliveries with different trucks that cycle from the plant to the site. Even without a 2010 or newer truck mandate, there is still an 88 percent chance that the site will get a 2010 or newer or older retrofit truck. The minimal potential air quality benefit of mandating only 2010 and newer vehicles is offset by the lack of feasibility to ensure that such vehicles are available when actually needed for a job. Concrete suppliers such as Central and CEMEX serve multiple customers per day and need to have the flexibility to dispatch trucks as needed per the demand, and cannot "reserve" certain trucks to exclusively serve certain sites. It is infeasible to require that 100 percent of the trucks delivering to the site be 2010 or newer as that could lead to delays in concrete service and potential rework as described above.

The analysis examined the emission differences between using on-road heavy duty trucks for construction delivery trips that are 2010 and newer compared to a 2004 truck without a PM filter. EMFAC 2014 was used to estimate PM2.5 emissions from trucks meeting these criteria. EMFAC 2014 incorporates the benefits of the ARB Truck and Bus Rule. The Truck and Bus Rule requires all trucks to meet 2010 engine emission standards during a 2020 to 2023 phase in period with some exceptions based on fleet size and compliance options. The results of the analysis are presented below.

The Central fleet is 44 percent 2010 or newer and 88 percent is equipped with PM filters. Based on EMFAC 2014 emission factors, vehicles with PM filters (MY 2010 and newer) operate at a rate of 0.0103 grams per mile and the vehicles without PM filters (MY 2004) operate at rate of 0.1109 grams per mile. The running emissions for the current Central blended fleet average heavy duty T7 truck PM2.5 emissions are 0.0224 grams per mile. Based on these rates, the Central fleet average is 79.8 percent cleaner than trucks without PM filters. Using all trucks that are 2010 or newer would result in a 54.1 percent reduction in PM2.5 per mile emissions compared to the Central average fleet rate, however this transition will happen over time, as the remaining 12% of Central's non-filtered fleet is modified.

Keep in mind that the emissions from non-local trucks will not occur near the project site. Truck trips may originate anywhere the product is stored or manufactured which could be from other states or regions of California.

Although using newer than average trucks would provide an additional emission reduction, requiring deliveries to the site to be limited to a certain age vehicle would not be feasible due to lack of control over the trucking fleets that could make deliveries to the site. Prologis has no authority to require Central, CEMEX, or other suppliers to use only new trucks for its project. For deliveries other than concrete, materials are often hauled by independent contract haulers, not contractor fleet trucks. Materials are purchased from different vendors depending on supply availability and cost. Freight companies cannot keep newer trucks idle while waiting for a delivery requiring a newer vehicle. Delivery trucks compliant with the ARB Truck and Bus Rule are legally authorized to transport goods in California and prohibiting some trucks from out of state to make deliveries could be seen as a violation of Interstate Commerce regulations. Experience in the immediate Oakland market has shown that local independent operators generally have older trucks. Requiring use of trucks which exceed the ARB regulations could actually negatively impact emission reduction by increasing travel distances in order to locate a newer compliant truck and could potentially disqualify local vendors that may have an older but ARB compliant truck fleet.

In summary:

- The analysis shows that the construction equipment mix of Tier 3 and Tier 4 engines used for Phase 1 of the Project substantially reduced NOx and PM2.5 emissions – by almost 80 percent below the statewide averages. The Project will endeavor to meet or exceed this trend, however cannot have the mandate of 100 percent Tier 4 imposed due to constraints on the local equipment market and practicalities of how the project needs to get built on a certain schedule.

- Regulating on-road trucks coming to the Project is not something that Prologis has the control or power over. The trucks that come to the site will be legally compliant with the ARB Truck and Bus rule.

- It is infeasible to mandate suppliers and material delivery operators to use newer trucks to deliver to the Project. If implemented even as a policy only, there would be negative impacts to Project schedule, overall feasibility, and the local economy.

- The most impactful on-road trucks serving the Project are concrete deliveries. The major area concrete suppliers have a reasonably new or retrofitted ARB certified fleet, and that alone substantially reduces emissions by a meaningful amount.

If you have any questions regarding this analysis, please call me at (559) 246-3732, or via email at dmitchell@mitchellaq.com

Sincerely,

David M. Mitchell

David M. Mitchell, Owner
Mitchell Air Quality Consulting
1164 E. Decatur Avenue
Fresno, CA 93720

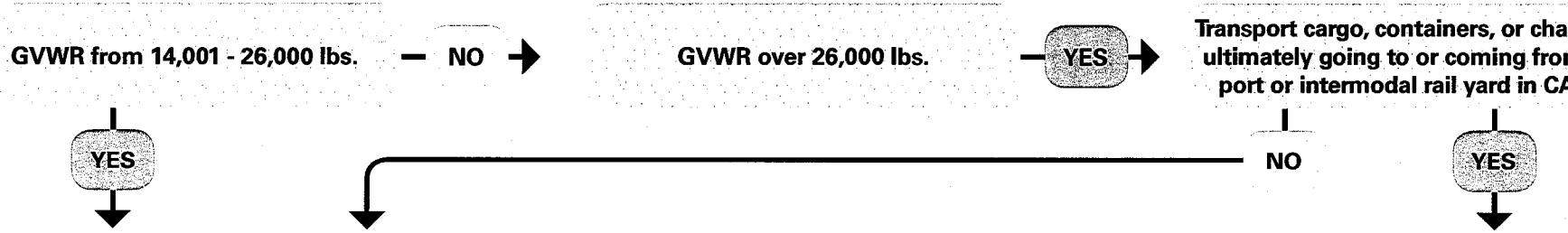
Attachment G

Summary of the California Air Resources Board Truck and Bus Rule

California Environmental Protection Agency

Air Resources Board

Diesel vehicles with a gross vehicle weight rating (GVWR) over 14,000 lbs. that operate in California (including those based out of state) must comply with ARB rules.



Truck & Bus Rule

Lighter Vehicles GVWR 14,001-26,000 lbs.

- Require a 2010 or newer model year engine from January 1, 2015 to 2023

Heavier Vehicles GVWR 26,001 lbs. or more

- 1996-2004 model year engines require a diesel particulate filter now
- 2005-2006 model year engines require a diesel particulate filter by January 1, 2014
- 1993 and older engines must upgrade to 2010 or newer model year engines by January 1, 2015
- 1994-1995 engines must upgrade to 2010 or newer model year engines by January 1, 2016
- All vehicles will require 2010 or newer model year engines from January 1, 2020 to 2023

Details about additional compliance options and reporting requirements can be found at: ***arb.ca.gov/truckstop*** or **866-634-3735**

Drayage Rule

Class 7 Trucks – GVWR 26,001 – 33,000 lbs.

Class 8 Trucks – GVWR 33,001 lbs. or more

Heavy Vehicles GVWR 26,001 lbs. or more

- Class 7 trucks operating in the South Coast Air Basin require a diesel particulate filter now
- Class 8 trucks with 1994-2006 model year engines require a diesel particulate filter now
- All trucks will require 2007 or newer model year engines by January 1, 2014
- All trucks will require 2010 or newer model year engines by January 1, 2023

All drayage trucks must register in ARB's Drayage Truck Registry prior to port or rail yard entry. For more information: ***arb.ca.gov/drayagetruck*** or **888-247-4821**

Note: This page summarizes portions of ARB's Drayage and Truck and Bus rules and should not be substituted for the actual regulatory language or requirements. Your fleet may also be subject to other ARB regulations. Please contact ARB's hotlines listed on this page for additional information.

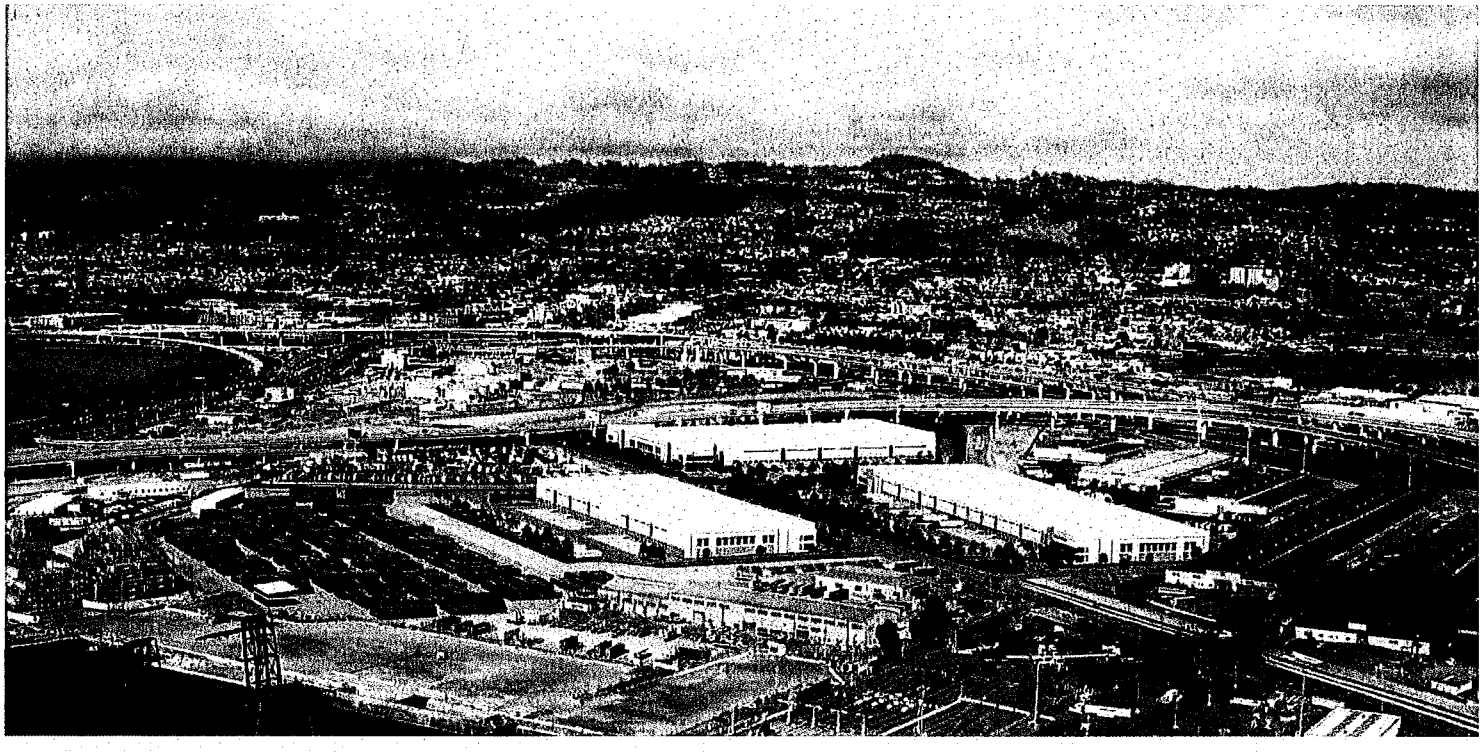
06/2013

Attachment H

Construction Management Plan
for the Southeast Gateway Parcel (CE-2) and New Central Gateway Parcel (CC-1)

Dated October 23, 2017

Appendix A contains the
Air Quality Plan for Construction of the Southeast Gateway Parcel (CE-2) and
the New Central Gateway Parcel (CC-1)
Dated October 16, 2017



Prologis Oakland Global Logistics Center

Construction Management Plan

CE-2: Southeast Gateway Parcel
CC-1: New Central Gateway Parcel

Prepared For:

City of Oakland
Planning & Building Dept.
250 Frank Ogawa Plaza
Oakland, CA 94612

Prepared By:

Prologis
3353 Gateway Blvd.
Fremont, CA 94538
+1 510 656 1900 Phone
+1 510 656 4320 Fax

www.prologis.com

See Appendix A for Air Quality Plan.

Submitted on:
v0: August 11, 2017
v1: August 24, 2017
v2: October 23, 2017

PROLOGIS

Table of Contents

1.0 PROJECT OVERVIEW & SITE PLAN

This Construction Management Plan (CMP) covers the remaining Prologis projects, to be built on the Southeast Gateway and New Central Gateway of the Oakland Army Base Redevelopment site. See Fig. 1 below, showing the area and phase breakdown, which are further detailed in narrative below. The areas covered under this CMP are outlined in red.

The Southeast Gateway is Phase 2 of the Prologis projects, and consists of a 14.1-acre parcel located at the Southeast corner of Maritime St. and Burma Rd. Prologis is proposing to develop a 232,750 sf spec trade and logistics building and associated site improvements on this site.

The New Central Gateway site is Phase 3 of the Prologis projects, and consists of a 27-acre parcel located at the Southwest corner of Maritime St. and Burma Rd. Prologis plans to develop this site in two phases: SubPhase A) 16.5 acres, the westerly portion, as a container depot yard for Conglobal; and SubPhase B) 11.1 acres, the easterly portion, as a spec trade and logistics building, approximately 188,000 sf, with associated site improvements.

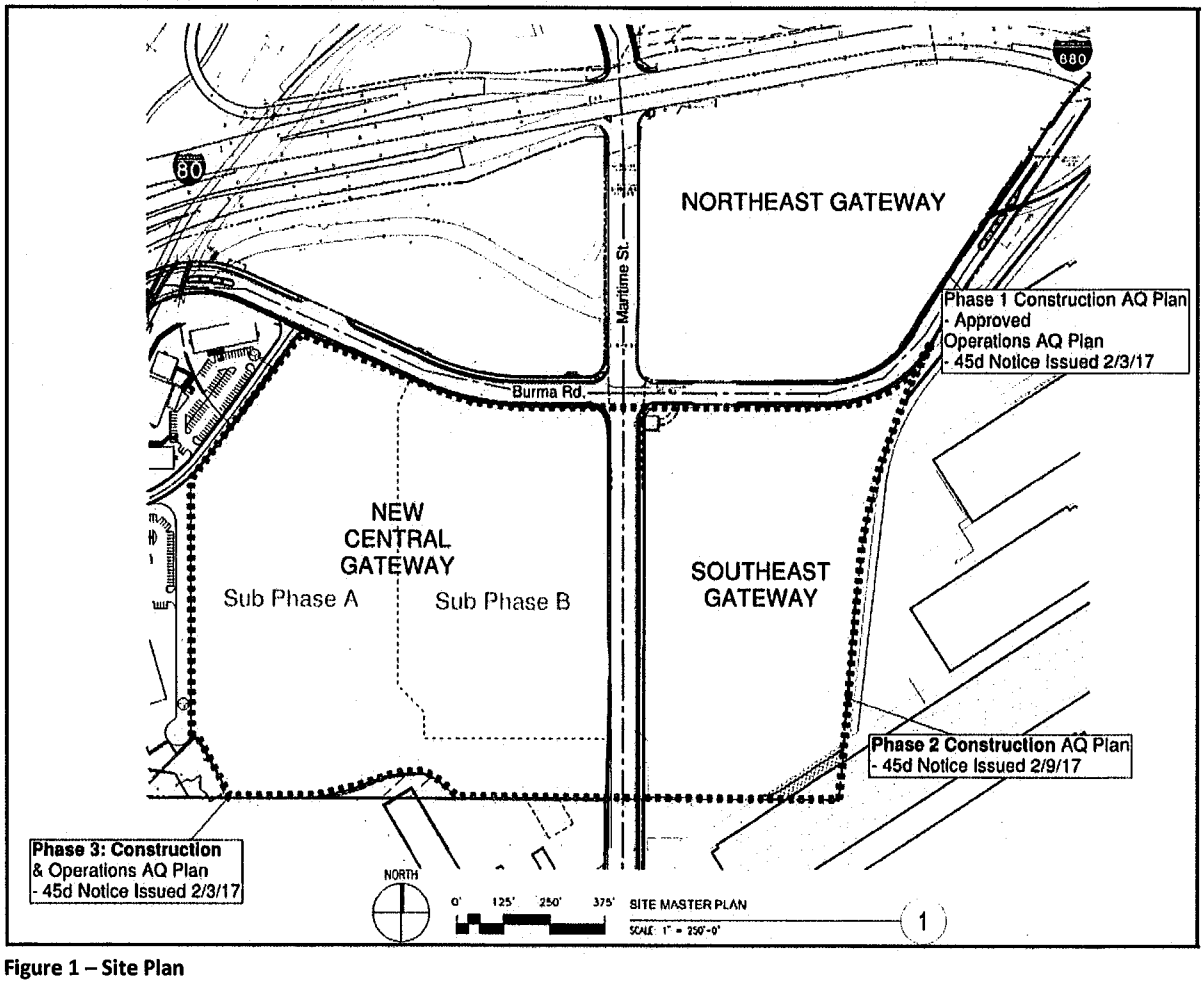


Figure 1 – Site Plan

2.0 AIR QUALITY

2.1 SCA AIR-2: Construction Related Air Pollution Controls

See Appendix A for separate Diesel Emissions Reduction and Air Quality Plan for Construction v2 dated 10/16/17, taking into consideration stakeholder comments as required by MM PO-1.

3.0 CULTURAL RESOURCES

3.1 SCA CULT-1: Archaeological Resources

Mitigation Implementation/Monitoring: Ongoing throughout demolition, grading and/or construction.

Requirements:

Pursuant to Section 15064.5 of the CEQA Guidelines in the event of an unanticipated discovery of an archaeological resource during ground disturbing activities the following provisions shall be instituted:

Archaeological Resource Discovery Plan:

a. Halt all activities within a 50-foot radius of discovery of prehistoric or historic subsurface cultural resources, contact a qualified archaeologist or paleontologist to review discovery, and immediately notify the City.
b. Determine avoidance measures and/or further actions in consultation with City and a qualified archaeologist or paleontologist. Basin Research Associates, Inc., 510-430-8441

3.2 SCA CULT-2: Human Remains

Mitigation Implementation/Monitoring: Ongoing throughout demolition, grading and/or construction.

Requirements:

Pursuant to Section 15064.5 of the CEQA Guidelines in the event of an unanticipated discovery of human skeletal remains during ground disturbing activities the following provisions shall be instituted:

Human Remains Discovery Plan:

a. Halt all activities upon discovery of human skeletal remains, contact the Alameda County Coroner to review discovery, and immediately notify the City.

b. Cease all activities within a 50-foot radius of discovery if the County Coroner determines that the remains are Native American, until appropriate arrangements are made.

3.3 SCA CULT-3: Paleontological Resources

Mitigation Implementation/Monitoring: Ongoing throughout demolition, grading and/or construction.

Requirements:

Pursuant to Section 15064.5 of the CEQA Guidelines in the event of an unanticipated discovery of a paleontological resource during ground disturbing activities the following provisions shall be instituted:

Paleontological Resource Discovery Plan:

a. Halt all activities within a 50-foot radius of discovery of prehistoric or historic subsurface cultural resources, contact a qualified archaeologist or paleontologist to review discovery, and immediately notify the City.

b. Determine avoidance measures and/or further actions in consultation with City and a qualified archaeologist or paleontologist. Basin Research Associates, Inc., 510-430-8441

4.0 GEOLOGY AND SOILS

4.1 SCA GEO-1: Erosion and Sedimentation Control Plan

Mitigation Implementation/Monitoring: Prior to issuance of a demolition, grading, or building permit; and ongoing throughout demolition, grading, and/or construction:

Requirements:

The project applicant shall obtain a grading permit if required by the Oakland Grading Regulations pursuant to Section 15.04.660 of the Oakland Municipal Code. The grading permit application shall include an erosion and sedimentation control plan for review and approval by the Building Services Division. The erosion and sedimentation control plan shall include all necessary measures to be taken to prevent excessive storm water runoff or carrying by storm water runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading operations. The plan shall include, but not be

limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and storm water retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated storm water runoff and sediment volumes shall be included, if required by the Director of Development or designee. The plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.

Erosion and Sediment Control Mitigation Plan:

Erosion Control Plans (*Exhibit B*) are submitted to the Oakland Building Services Department as required for a grading permit pursuant to Section 15.04.660 of the Oakland Municipal Code. As required by code the Erosion Control Plan provides for the following:

- Prevents excessive storm water runoff
- Utilizes appropriate short-term erosion control methods, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, storm water retention basins, and devices to trap, store, and filter sediment.
- The storm drain system shall be inspected to verify that the onsite system is cleared of debris and/or sediment. A copy of the survey shall be submitted to the City for review and approval.
- Grading will be prohibited between October 15 and April 15 unless written authorization is obtained from the City Building Services Division.

5.0 HAZARDS AND HAZARDOUS MATERIALS

5.1 SCA HAZ-1: Best Management Practices for Soil and Groundwater Hazards

Mitigation Implementation/Monitoring: Ongoing throughout demolition, grading, and/or construction activities.

Requirements:

The project applicant shall implement all of the following Best Management Practices (BMPs) regarding potential soil and groundwater hazards:

a. Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner or if designated for off-site disposal at a permitted facility, the soil shall be loaded, transported and disposed of in a safe and secure manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board (RWQCB) and/or the Alameda County Department of Environmental Health (ACDEH) and policies of the City of Oakland. The excavation, on-site management, and off-site disposal of soil from Project areas within the OARB shall follow the DTSC-approved RAP/RMP.

b. Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Oakland, the RWQCB and/or the ACDEH. The on-site management and off-site disposal of groundwater extracted from Project areas within the OARB shall follow the DTSC-approved RAP/RMP for Project areas within the OARB. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building (pursuant to the Standard Condition of Approval regarding Radon or Vapor Intrusion from Soil and Groundwater Sources.

c. Prior to issuance of any demolition, grading, or building permit, the applicant shall submit for review and approval by the City of Oakland, written verification that the appropriate federal, state or county oversight authorities, including but not limited to the RWQCB and/or the ACDEH, have granted all required clearances and confirmed that the all applicable standards, regulations and conditions for all previous contamination at the site. The applicant also shall provide evidence from the City's Fire Department, Office of Emergency Services, indicating compliance with the Standard Condition of Approval requiring a Site Review by the Fire Services Division pursuant to City Ordinance No. 12323, and compliance with the Standard Condition of Approval requiring a Phase I and/or Phase II Reports.

Hazards and Hazardous Material Mitigation Plan:

See *Exhibit O* for closure reports related to RMP/RAP. See *Exhibit N* for Fire Safety Phasing Plan.

All subcontractors shall be required by to comply with the RAP/RMP and Soils Management Plan which includes provisions for the following:

a. All soil stockpiles shall be consolidated in a safe and secure manner.

b. Soil shall be profiled prior to off-haul and disposal.

c. All soils determined to be unsuitable for reuse onsite shall be loaded, transported and disposed of in a secure and safe manner and in accordance with applicable local, state, and federal laws, regulations, and/or policies.

d. Groundwater pumped onsite shall be contained in a safe and secure manner and will only be disposed of at permitted facilities.

5.2 SCA HAZ-2: Hazards Best Management Practices

See *Exhibit O* and *Appendix B* for ccompletion reports related to RMP/RAP

Mitigation Implementation/Monitoring: Ongoing throughout demolition, grading, and/or construction activities.

Requirements:

The project applicant and construction contractor shall ensure Best Management Practices (BMPs) are implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following:

a. Follow manufacture's recommendations on use, storage, and disposal of chemical products used in construction.

b. Avoid overtopping construction equipment fuel gas tanks.

c. During routine maintenance of construction equipment, properly contain and remove grease and oils.

d. Properly dispose of discarded containers of fuels and other chemicals.

e. Ensure that construction would not have a significant impact on the environment or pose a substantial health risk to construction workers and the occupants of the proposed development. Soil sampling and chemical analyses of samples shall be performed to determine the extent of potential contamination beneath all USTs, elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition, or construction activities would potentially affect a particular development or building.

f. If soil, groundwater or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notification of regulatory agency(ies) and implementation of the actions

described in the City's Standard Conditions of Approval (and DTSC-approved RAP/RMP for Project area within the OARB), as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.

Hazards Best Management Practices Mitigation Plan:

a. During construction comply with the RAP/RMP and Soils Management Plan.

b. Prepare a Project Storm Water Pollution Prevention Plan (SWPPP) that includes site hazardous materials and waste management BMPs, proper procedures for storing and handling construction materials onsite, and cleanup measures for accidental releases.

c. Collect environmental samples if suspected contamination, abandoned drums, USTs, elevator shafts, clarifiers, or subsurface hydraulic lifts are encountered during construction, and immediately notify Mark Arniola with the City of Oakland at (510) 238-7371.

d. Prepare task-specific Health and Safety Plan for construction activities in areas with known or suspected contamination.

e. Follow recommendations provided by a qualified environmental consultant for the profiling, handling, treating, transportation, and/or disposal of any other materials classified as potentially hazardous waste.

f. Any suspect contamination encountered during construction requires compliance with the RAP/RMP and notification of appropriate parties, including the City (Mark Arniola) and regulatory agencies.

6.0 HYDROLOGY AND WATER QUALITY

6.1 SCA HYD-1: Storm Water Pollution Prevention Plan (SWPPP)

Mitigation Implementation/Monitoring: Prior to and ongoing throughout demolition, grading, and/or construction activities.

Requirements:

The project applicant must obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The project applicant must file a notice of intent (NOI) with the SWRCB. The project applicant will be required to prepare a storm water pollution prevention plan (SWPPP) and submit the plan for review and approval by the Building Services Division. At a minimum, the SWPPP shall include a description of construction materials, practices, and equipment storage

and maintenance; a list of pollutants likely to contact storm water; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to storm water; Best Management Practices (BMPs), and an inspection and monitoring program. Prior to the issuance of any construction-related permits, the project applicant shall submit to the Building Services Division a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP shall start with the commencement of construction and continue through the completion of the project. After construction is completed, the project applicant shall submit a notice of termination to the SWRCB.

Storm Water Pollution Prevention Action Items:

- Prepare a construction SWPPP signed by a Qualified SWPPP Developer (QSD).
- File a NOI with the SWRCB.
- Submit SWPPP to the Water Board and City for review and approval.
- File a NOT with the SWRCB at the completion of construction.
- On behalf of the Developer and/or its Contractor, a QSP will perform periodic inspections to confirm compliance.

7.0 NOISE

7.1 SCA NOI-1: Days/Hours of Construction Operation

Mitigation Implementation/Monitoring: Ongoing throughout demolition, grading, and/or construction activities.

Requirements:

The project applicant shall require construction contractors to limit standard construction activities as follows:

a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Saturday, except that barging and unloading of soil shall be allowed 24 hours per day, 7 days per week for about 15 months.

b. Any construction activity proposed to occur outside of the standard hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division. The project applicant shall also submit an air

quality report prepared by a qualified professional evaluating the air quality impacts of the special activities, if the duration of each activity exceeds 6 months.

c. No construction activity shall take place on Sundays or Federal holidays, except as noted above.

d. Construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.

e. Applicant shall use temporary power poles instead of generators where feasible.

f. All requests to Building Services to work outside normal work days & hours require a Neighborhood Survey (*Exhibit P*) to be circulated at least 10-days in advance of proposed work to nearby residents and businesses within 300 feet of the job site. A draft of the Neighborhood Survey needs to be approved by Building Services prior to circulating it for community input. Results of the survey are forwarded to Building Services 2 days in advance of scheduled work, to be considered prior to granting written authorization.

Construction Work Hours Plan:
Developer and/or its Contractor will specify in the Project Plans, install signage, and perform periodic inspections, including gate checks, to confirm the following actions:

a. Construction activities will be conducted Monday through Saturday from 7:00am to 7:00 pm. (*Exhibit H*)
b. Sunday and holiday hours will be from 7:00 am to 4:00 pm with prior City approval and shall conform to the City of Oakland Weekend Noise Ordinance restrictions.
c. Utilize temporary power poles instead of generators when feasible.

7.2 SCA NOI-2: Noise Control

Mitigation Implementation/Monitoring: Ongoing throughout demolition, grading, and/or construction activities.

Requirements:

Noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of Section 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the Planning and Zoning Division and Building Services.

To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to the Planning and

Zoning Division and the Building Services Division review and approval, which includes the following measures:

a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).

b. Except as provided herein, Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.

c. Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.

d. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.

Noise Control Mitigation Plans:

Developer and/or its Contractor will specify in the Project Plans, install signage (*Exhibit H*), and perform periodic inspections to confirm the following actions:

a. Use BACTs for noise control on construction equipment and trucks.

b. Use hydraulically or electrically powered impact tools.

c. Use exhaust mufflers when pneumatically powered tools are imperative.

d. Locate stationary noise sources as far from receptors as possible.

e. Limit the noisiest phases of construction to periods of no more than 10 consecutive days.

f. Comply with decibel levels and other aspects of the City of Oakland Noise Ordinance.

7.3 SCA NOI-3: Noise Complaint Procedures

Mitigation Implementation/Monitoring: Ongoing throughout demolition, grading, and/or construction activities.

Requirements:

Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:

a. A procedure and phone numbers for notifying the Building Services Division staff and Oakland Police Department (during regular construction hours and off-hours).

b. A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours).

c. The designation of an on-site construction complaint and enforcement manager for the project.

d. Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity.

e. A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

Noise Complaint Mitigation Plan:

Developer and/or its Contractor will perform periodic inspections to confirm the following actions:

a. The project team will hold a pre-construction meeting with the Building Services Division staff to discuss noise control measures and to provide an opportunity for inspection and verification of noise control measures.

b. The project team will post signage with construction hours of operation and contact information for the Building Services Department, Oakland Police Department and the Contractor's noise enforcement representatives. The Contractor's noise enforcement representative(s) is/are responsible for documenting complaints in the Noise Complaint Log and remedying complaints within 48 hours after receiving the complaint.

c. The project team will notify neighbors and occupants within 300 feet of the project site at least 30 days in advance of extreme noise generating activities.

d. All noise complaints received will be documented in the Noise Complaint Log (Exhibit J). At a minimum the following information will be documented in the log: date of complaint, contact information for person providing a noise complaint, reason for the complaint, action taken and/or resolution. Additionally, an email will be notified within 48 hours with an explanation of the corrective measures taken, if applicable. Complaint Logs (Exhibit I) will be maintained up to date and shall be submitted to the Building Services Division monthly and upon request.

7.4 SCA NOI-6: Pile Driving and Other Extreme Noise Generators

Mitigation Implementation/Monitoring: Ongoing throughout demolition, grading, and/or construction activities.

Requirements:

To further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90dBA, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division to ensure that maximum feasible noise attenuation will be achieved. This plan shall be based on the final design of the project. A third-party peer review, paid for by the project applicant, may be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project applicant. The criterion for approving the plan shall be a determination that maximum feasible noise attenuation will be achieved. A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official, and the deposit shall be submitted by the project applicant concurrent with submittal of the noise reduction plan. The noise reduction plan shall include, but not be limited to, an evaluation of implementing the following measures. These attenuation measures shall include as many of the following control strategies as applicable to the site and construction activity:

a) Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings.

b) Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions.

c) Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site.

d) Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts.

e) Monitor the effectiveness of noise attenuation measures by taking noise measurements.

Extreme Noise Generator Mitigation Plan:

Developer, its Contractor, and/or its consultant will:

a. In the event of a noise complaint, will contract with a qualified acoustical engineer to access construction noise levels at City approved monitoring locations, in order to verify compliance with Oakland Noise Regulations related to construction. The consultant will produce a site-specific noise reduction plan with recommended noise control measures for review and approval by Building Services, and the project sponsors will apply all prescribed noise reduction measures in this plan.

b. Developer and/or its Contractor will perform periodic inspections to confirm compliance.

c. Hire qualified noise consultant for initial noise assessment and provide written letter with findings. See Exhibit R – Noise Consultant Review Letter.

8.0 PUBLIC SERVICES

8.1 SCA PSU-2: Fire Safety Phasing Plan, MM 4.9-3

Mitigation Implementation/Monitoring: Prior to issuance of a demolition, grading, and/or construction and concurrent with any p-job submittal permit.

Requirements:

The Port and City shall require developers within their respective jurisdictions to notify OES of their plans in advance of construction or remediation activities. Each developer proposing construction in the redevelopment project area would be required to notify OES prior to initiation of construction, so that OES may plan emergency access and egress taking into consideration possible conflicts or interference during the construction phase. The developer would also be required to notify OES once construction is complete.

Fire Safety Phasing Plan:

The Developer or its Contractor will:

a. Notify California Emergency Management Agency (CalEMA, formerly OES) prior to and at the completion of construction.
b. Submit a separate fire safety phasing plan (Exhibit N) to the Planning and Zoning Division and Fire Services Division for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features.

9.0 TRANSPORTATION

9.1 SCA TRANS-2: Construction Traffic and Parking
Mitigation Implementation/Monitoring: Prior to the issuance of a demolition, grading or building permit; and ongoing throughout demolition, grading, and/or construction.

Requirement:

The project sponsor and construction contractor shall meet with appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project (see also SCA TRANS-1, especially "h") and other nearby projects that could be simultaneously under construction. The project sponsor shall develop a construction management plan. The plan shall be submitted to EBMUD, the Port, and Caltrans for their review and comment ten (10) business days before submittal to the City. The project sponsor shall consider in good faith such comments and revise the plan as appropriate. The revised plan shall be submitted for review and approval by the City's Planning and Zoning Division, the Building Services Division, and the Transportation Services Division. The plan shall include at least the following items and requirements:

a) A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.

b) Notification procedures for adjacent project sponsors and public safety personnel regarding when major deliveries, detours, and lane closures will occur.

c) Location of construction staging areas for materials, equipment, and vehicles at an approved location.

d) A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. Planning and Zoning shall be informed who the Manager is prior to the issuance of the first permit issued by Building Services.

e) Provision for accommodation of pedestrian flow.

f) Provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on-street spaces (see also SCA TRANS-1, especially "h").

g) Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the applicant's expense, within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the City Building Inspector and/or photo documentation, at the applicant's expense, before the issuance of a Certificate of Occupancy.

h) Any heavy equipment brought to the construction site shall be transported by truck, where feasible.

i) No materials or equipment shall be stored on the traveled roadway at any time.

j) Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion.

k) All equipment shall be equipped with mufflers.

l) Prior to the end of each work day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.

m) A traffic construction management analysis was performed which recommended certain improvements to the Adeline/5th and Adeline/3rd Street and Adeline Street intersection, which is discussed under construction impacts of the Traffic and Transportation section of the 2012 OARB Initial Study/Addendum. The requirement for these improvements is not applicable to Prologis's vertical project.

Construction Traffic and Parking Mitigation Plan:

The Developer, its Contractor, or its consultant will prepare a Traffic Control Plan if encroachment into the public right-of-way is required. When required, a Traffic Control Plan will be submitted to EBMUD, the Port, and CalTrans for review and comment no less than 10 days prior to submittal to the City. Incorporate comments and revise plan as appropriate.

a. Submit the Traffic Control Plan to the City for review and approval prior to undertaking any project construction that affects pedestrian or vehicular circulation in the public right-of-way.

b. Schedule major truck trips and deliveries to avoid peak traffic hours.

c. Designate construction access routes, construction staging areas, remediation staging areas, construction and visitor parking areas, and pedestrian walkways. Delineate these areas on Project plans. (See *Exhibit D & F*). All truck traffic involving vehicles over 2 tons are restricted to pre-approved tuck route (*Exhibit F*). This will be a contractual requirement. In addition, this requirement will be communicated at the each subcontractor preconstruction meeting and weekly subcontractor meetings

d. Notify adjacent property owners and occupants and public safety personnel and erect electronic message boards in advance of major deliveries, detours, and/or lane closures. (*Exhibit M*)

e. Survey and document existing conditions prior to construction. Repair damage to streets caused by construction equipment within one week of occurrence unless damage is anticipated to continue. Immediately repair damage that is a threat to public health or safety.

f. Transport heavy equipment to the site by truck/trailer.

g. Require all operators tracking dirt/mud onto public roadways to have a wet power vacuum sweeper present daily during these activities and remove tracked dirt/mud at the end of each day or more frequently if needed. (See Dust Control Mitigation Plan)

h. Install construction area entrances at all ingress and egress sites to ensure dirt is kept off of public roads. (*See Exhibit B* and Dust Control Mitigation Plan)

i. Draft and implement a Project SWPPP. Required BMPs will be outlined in the SWPPP and enforced with reporting and inspection.

j. Inspect construction area and vicinity daily, and collect and properly dispose of construction-related litter, whether located on the property, within the public rights-of-way, or adjacent properties.

k. Post signage and enforce traffic control measures with reporting and/or inspection.

l. Develop a process for receiving, responding to, and tracking complaints. (See *Exhibit J*)

m. The Project Compliance Manager will monitor and facilitate the implementation of mitigation measures. The Compliance Manager will maintain Daily Inspection Logs throughout the Project. (See *Exhibit L*)

n. All equipment will be equipped with mufflers to reduce pollutants and noise. Developer, its Contractor, and/or its consultant will perform periodic inspections to confirm compliance.

o. An updated Project Truck Log (*Exhibit K*) will be submitted to Building Services monthly and upon request. The log will summarize all deliveries and off-hauls involving weights (truck + haul load) of 2 to 5 tons, and > 5 tons.

p. Project Truck Log (*Exhibit K*) and pre-and post-construction videos (Exhibit Q) will be taken to assess potential wear and tear solely due to traffic directly and specifically attributable to construction of the Project.

10.0 UTILTIES

10.1 SCA UTL-2: Waste Reduction and Recycling

Mitigation Implementation/Monitoring: Prior to the issuance of a demolition, grading or building permit.

Requirement:

The project applicant will submit a Construction & Demolition Waste Reduction and Recycling Plan (WRRP) and an Operational Diversion Plan (ODP) for review and approval by the Public Works Agency. Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition (C&D) recycling. Affected projects include all new construction, renovations/alterations/modifications with construction values of $50,000 or more (except R-3), and all demolition (including soft demo). The WRRP must specify the methods by which the development will divert C&D debris waste generated by the proposed project from landfill disposal in accordance with current City requirements. Current standards, FAQs, and forms are available at http://www2.oaklandnet.com/Government/o/PWA/o/FE/s/GAR/OAK024368 or in the Green Building Resource Center. After approval of the plan, the project applicant shall implement the plan.

Waste Reduction and Recycling Plan:

The Developer, its Contractor, or its consultant will:

a. Prepare a Waste Reduction and Recycling Plan. Submit the plan to the City for review and approval.

b. Identify and track all waste for applicability of reuse or diversion.

LIST OF EXHIBITS

EXHIBIT A – SITE PLAN
EXHIBIT B – EROSION CONTROL PLAN
EXHIBIT C – PROJECT SCHEDULE
EXHIBIT D – SITE LOGISTICS PLAN
EXHIBIT E – TRAFFIC CONTROL PLAN
EXHIBIT F – HAUL ROUTE
EXHIBIT G – SIGNAGE: SPEED LIMIT
EXHIBIT H – SIGNAGE: DUST REPORTING, NOISE COMPLAINTS, WORK HOURS
EXHIBIT I – SIGNAGE: IDLING POLICY
EXHIBIT J – DUST AND NOISE COMPLAINT LOG FORM
EXHIBIT K – PROJECT TRUCK LOG FORM
EXHIBIT L – DAILY SITE INSPECTION LOG FORM
EXHIBIT M – SAMPLE PUBLIC NOTICE
EXHIBIT N – FIRE SAFETY PHASING PLAN
EXHIBIT O – RAP/RMP INFORMATION
EXHIBIT P – NEIGHBORHOOD SURVEY AND NOTICE
EXHIBIT Q – PRECONSTRUCTION VIDEO
EXHIBIT R – NOISE CONSULTANT REVIEW LETTER

Appendices:

Appendix A – DIESEL EMISSIONS AND AIR QUALITY PLAN
Appendix B – DTSC COMPLETION CERTIFICATES

EXHIBIT A – SITE PLAN

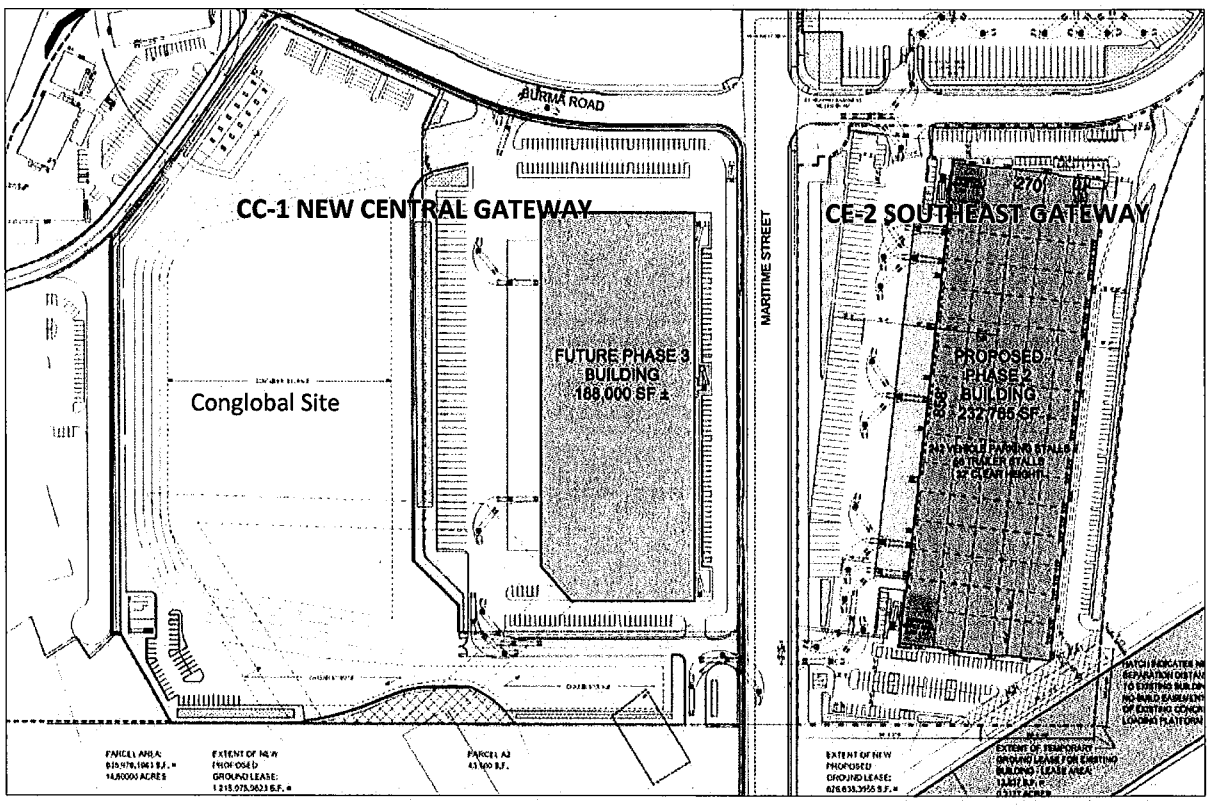
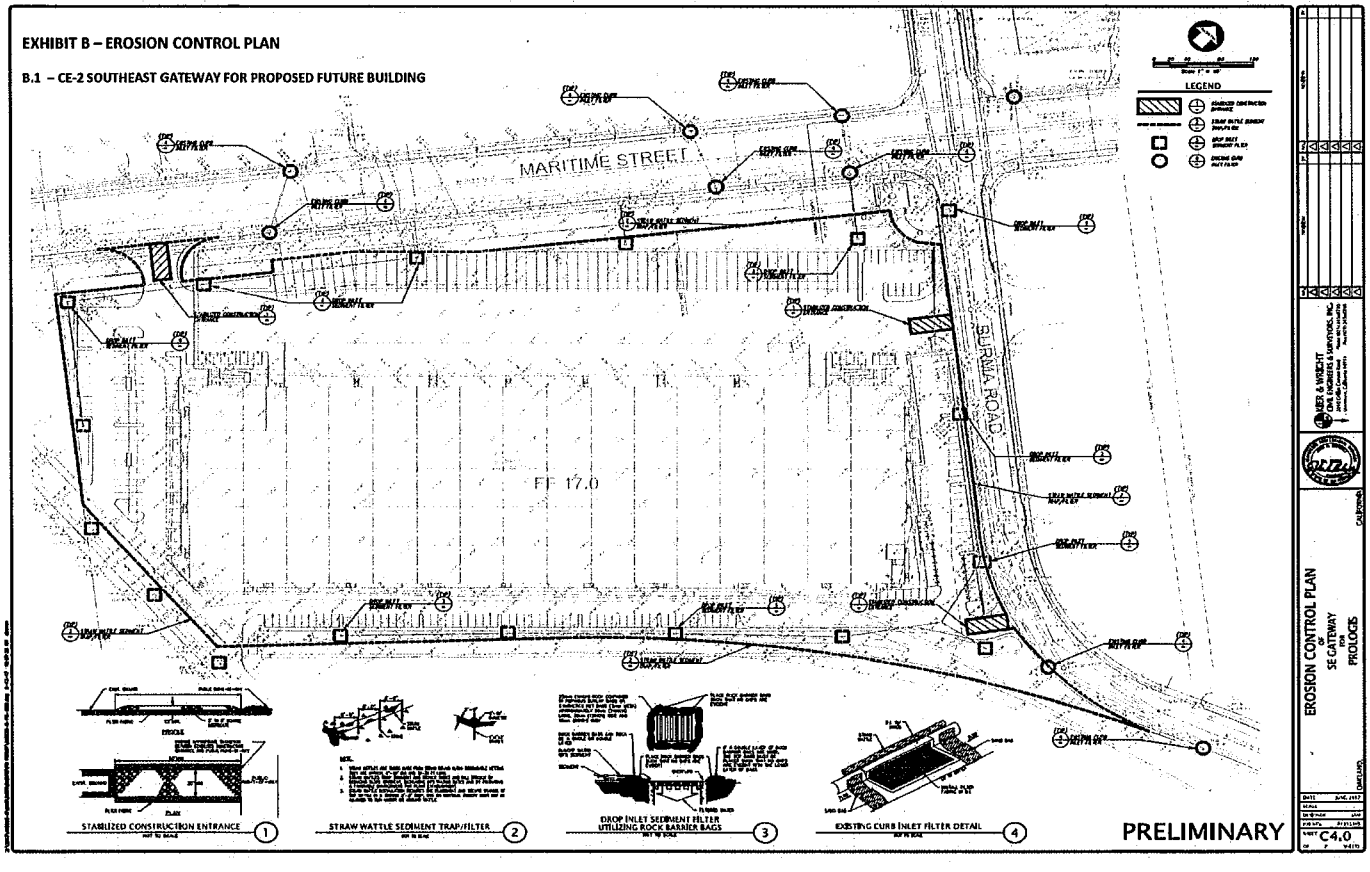


EXHIBIT B – EROSION CONTROL PLAN

B.1 – CE-2 SOUTHEAST GATEWAY FOR PROPOSED FUTURE BUILDING



EROSION CONTROL PLAN
SE GATEWAY
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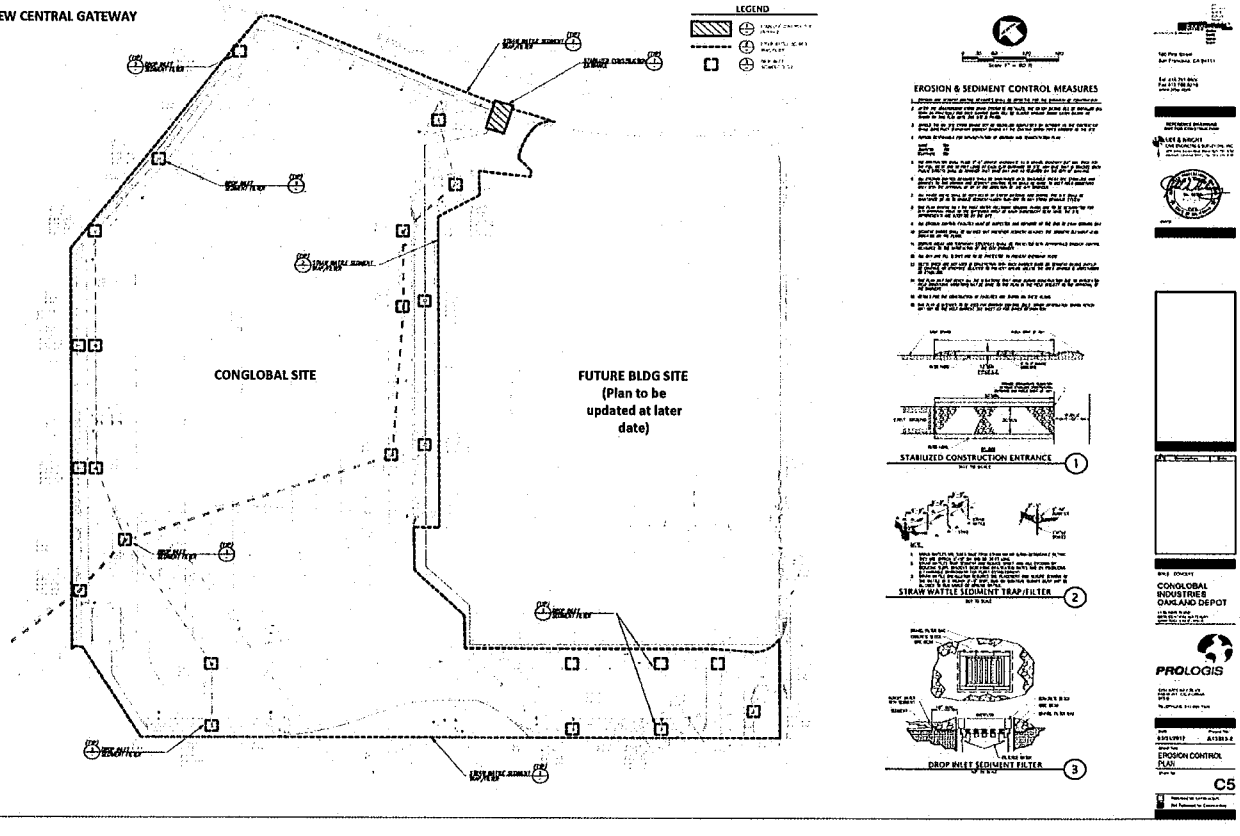
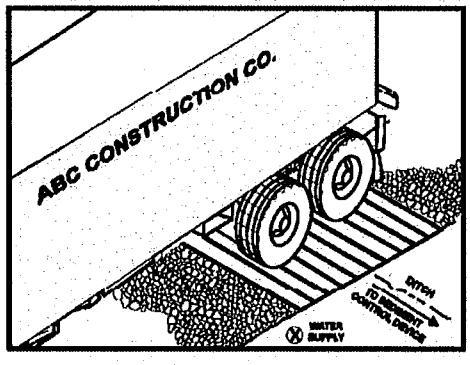
B.2 – CC-1 NEW CENTRAL GATEWAY



Entrance/Outlet Tire Wash TC-3



Objectives

EC	Erosion Control	
SE	Sediment Control	☒
TC	Tracking Control	☑
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:
☑ Primary Objective
☒ Secondary Objective

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

TC-1 Stabilized Construction Entrance/Exit

Description and Purpose

A tire wash is an area located at stabilized construction access points to remove sediment from tires and under carriages and to prevent sediment from being transported onto public roadways.

Suitable Applications

Tire washes may be used on construction sites where dirt and mud tracking onto public roads by construction vehicles may occur.

Limitations

- The tire wash requires a supply of wash water.
- A turnout or doublewide exit is required to avoid having entering vehicles drive through the wash area.
- Do not use where wet tire trucks leaving the site leave the road dangerously slick.

Implementation

- Incorporate with a stabilized construction entrance/exit. See TC-1, Stabilized Construction Entrance/Exit.
- Construct on level ground when possible, on a pad of coarse aggregate greater than 3 in. but smaller than 6 in. A geotextile fabric should be placed below the aggregate.
- Wash rack should be designed and constructed/manufactured for anticipated traffic loads.

- Provide a drainage ditch that will convey the runoff from the wash area to a sediment trapping device. The drainage ditch should be of sufficient grade, width, and depth to carry the wash runoff.
- Use hoses with automatic shutoff nozzles to prevent hoses from being left on.
- Require that all employees, subcontractors, and others that leave the site with mud caked tires and undercarriages to use the wash facility.
- Implement SC-7, Street Sweeping and Vacuuming, as needed.

Costs

Costs are low for installation of wash rack.

Inspection and Maintenance

- Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and of two-week intervals in the non-rainy season to verify continued BMP implementation.
- Inspect BMPs subject to non-stormwater discharge daily while non-stormwater discharges occur.
- Remove accumulated sediment in wash rack and/or sediment trap to maintain system performance.
- Inspect routinely for damage and repair as needed.

To be used at all construction entrances/exits

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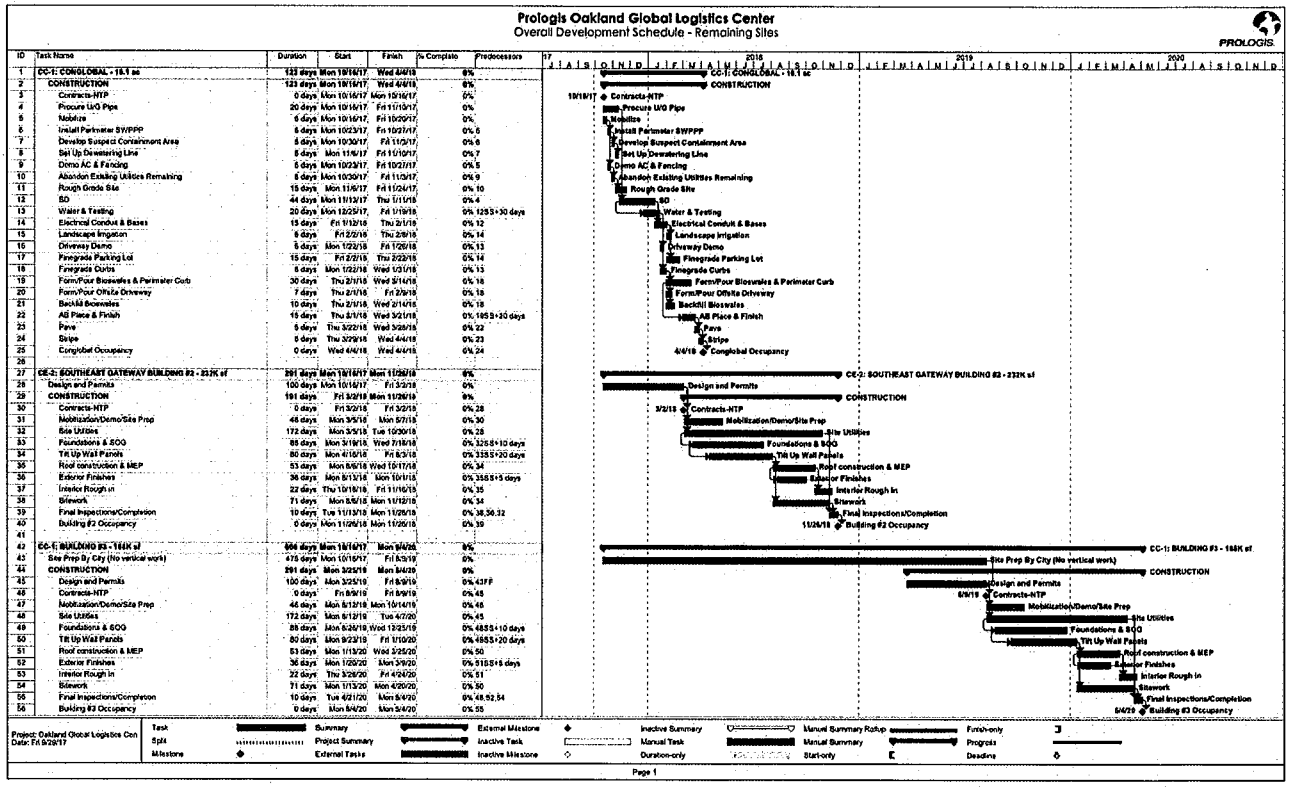
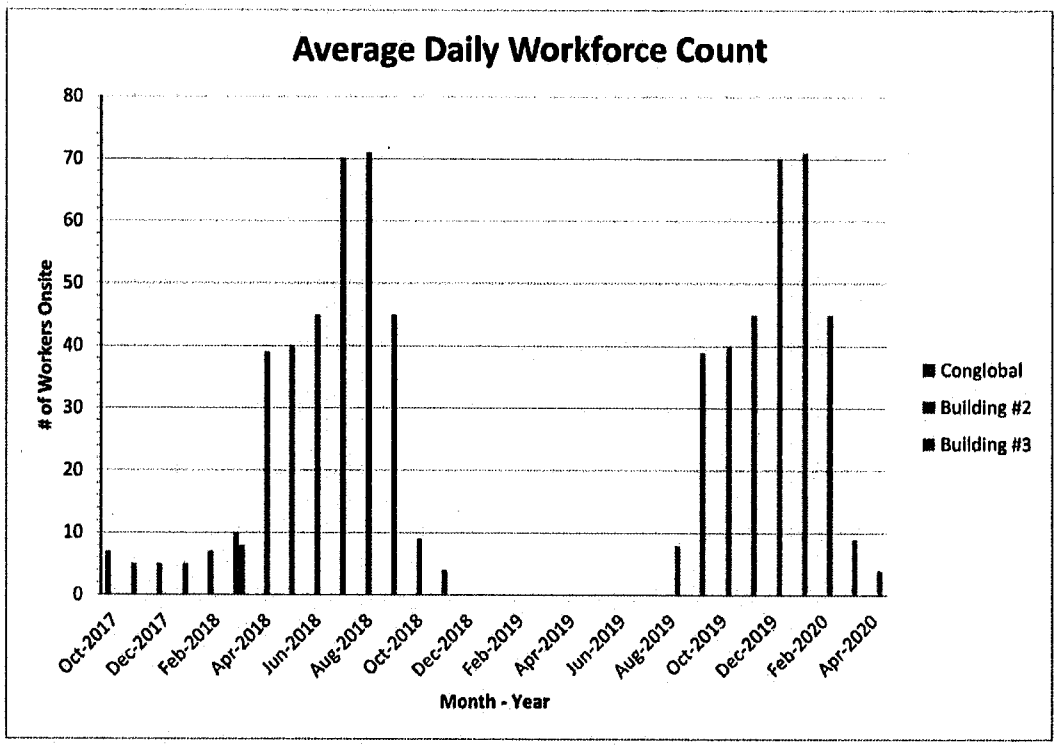
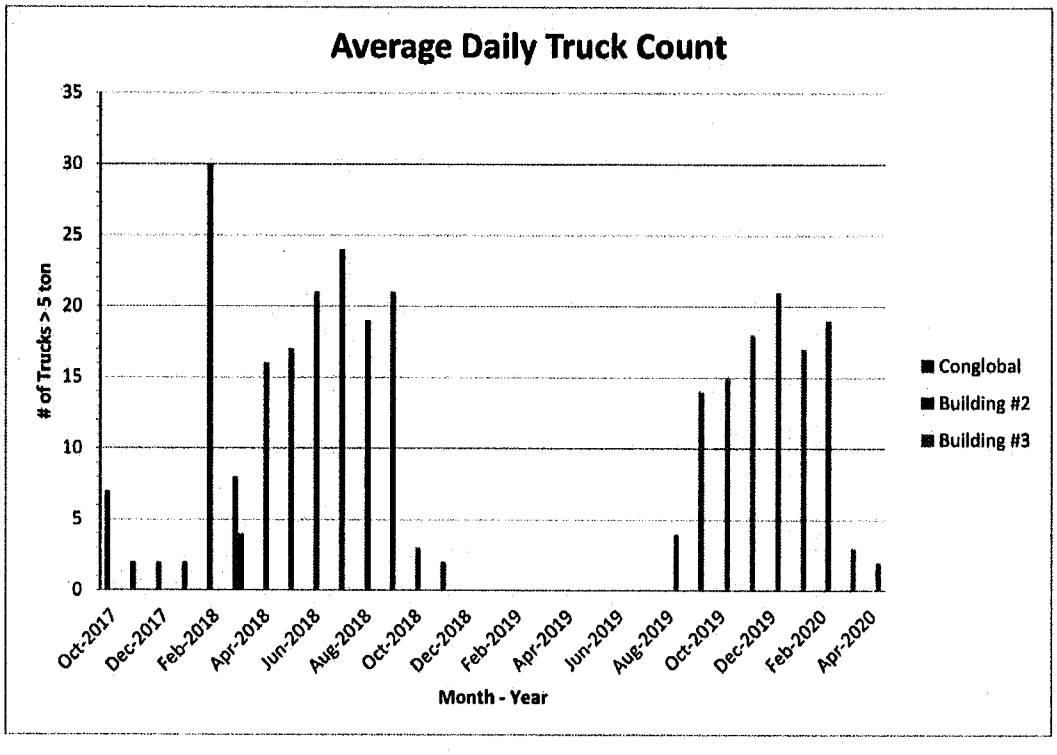
EXHIBIT C – PROJECT SCHEDULE







Note: Months with most trucks represents likely paving or concrete pour timeframes.

EXHIBIT D – SITE LOGISTICS PLAN

D.1 – CE-2 SOUTHEAST GATEWAY

Monetta, John

From: Trujillo, Miguel
Sent: Monday, November 20, 2017 2:47 PM
To: Monetta, John
Cc: Quesada, Bill; Orduna, Enrique
Subject: RE: Prologis Oakland Army Base Remaining Sites Fire Safety Phasing Plan
Attachments: Fire Safety During Construction Contractor form July 2017.docx; Major Project Under Construction (7 13 17).xls

John and Bill,

The attached plans are approved as detailed.

Please see the standard California Fire Code requirements for construction sites.

Maybe the last 3 items would not be applicable to small projects or those projects without /wood combustible construction.

Bill, we can always meet at a later date to discuss details so these conditions can be placed on your approval.

Thank you.
Miguel

From: Monetta, John
Sent: Monday, November 20, 2017 11:55 AM
To: Trujillo, Miguel <MTrujillo@oaklandnet.com>
Cc: Quesada, Bill <BQuesada@oaklandnet.com>
Subject: FW: Prologis Oakland Army Base Remaining Sites Fire Safety Phasing Plan

Miguel

Please find attached the two Fire Safety Phasing Plans for your review and approval. Hard signature on the plans or an email responding back that the attached are approved will work.

Please let me know if you have any questions.

Thank you,

JOHN MONETTA PROJECT MANAGER I
CITY OF OAKLAND, City Administrator's Office
Oakland Army Base Project Implementation
250 Frank H. Ogawa Plaza, 5th Floor, Oakland CA 94612
Tel: 510.238.7325 Fax: 510.238.3691

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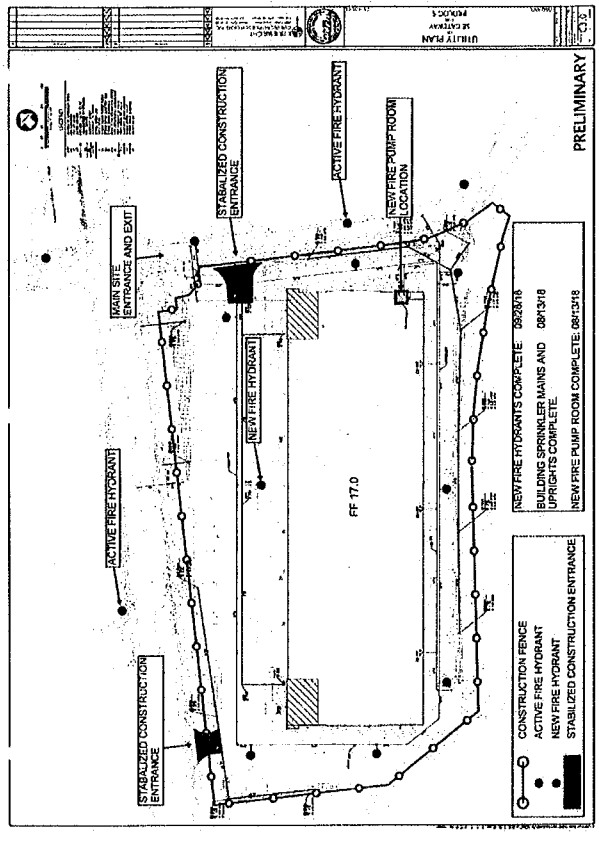

D.2 – CC-1 CONGLOBAL NEW CENTRAL GATEWAY

Monetta, John

From: Trujillo, Miguel
Sent: Monday, November 20, 2017 2:47 PM
To: Monetta, John
Cc: Quesada, Bill; Orduna, Enrique
Subject: RE: Prologis Oakland Army Base Remaining Sites Fire Safety Phasing Plan
Attachments: Fire Safety During Construction Contractor form July 2017.docx; Major Project Under Construction (7-13-17).xls

John and Bill,

The attached plans are approved as detailed.

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Maybe the last 3 items would not be applicable to small projects or those projects without /wood combustible construction.

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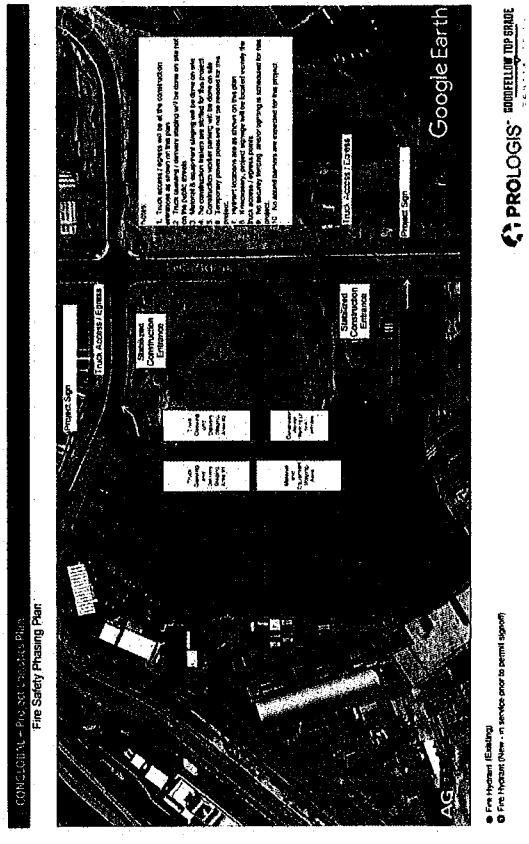
Please let me know if you have any questions.

Thank you,

JOHN MONETTA PROJECT MANAGER I
CITY OF OAKLAND, City Administrator's Office
Oakland Army Base Project Implementation
250 Frank H. Ogawa Plaza, 5th Floor, Oakland CA 94612
Tel: 510.238.7125 Fax: 510.239.3691



Note: Plan to be updated at later date to include Logistics Plan for Building #3 portion of CC-1 site.

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EXHIBIT E – TRAFFIC CONTROL PLAN

At this time, it is not anticipated that there will be any lane closures or work in the public right-of-way associated with this construction. The Developer, its Contractor, or its Consultant will prepare a Traffic Control Plan if encroachment into the public right of way is required. When required, a Traffic Control Plan will be submitted to EBMUD, the Port, and CalTrans for review and comment no less than 10 days prior to submittal to the City. Incorporate comments and revise plan as appropriate.

EXHIBIT F – HAUL ROUTES

EXHIBIT G – SIGNAGE: SPEED LIMIT

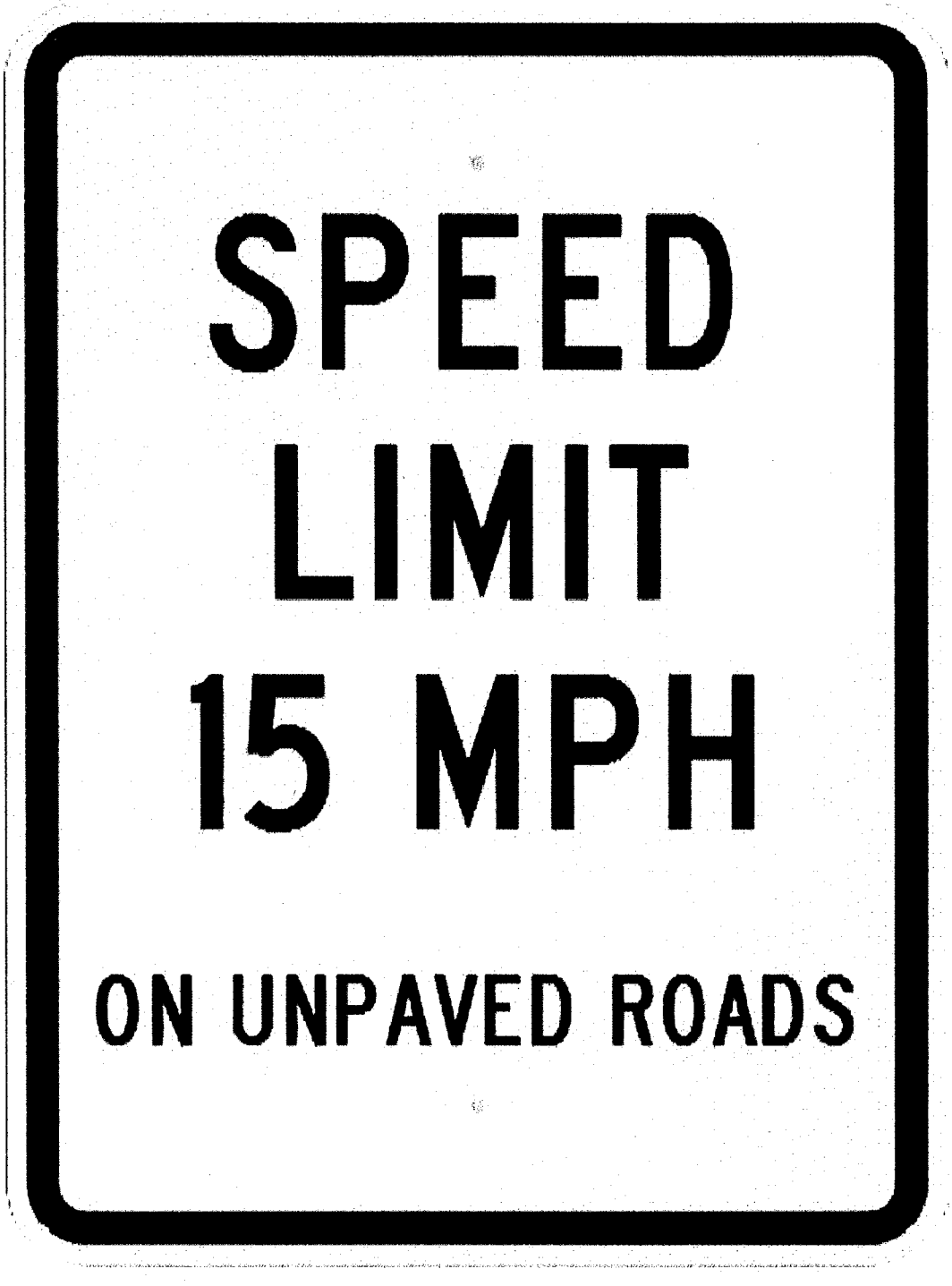

EXHIBIT H – SIGNAGE: DUST REPORTING, NOISE COMPLAINTS, WORK HOURS

H.1 – CE-2 SOUTHEAST GATEWAY BUILDING #2 AND CC-1 BUILDING #3

ATTENTION

PERMITTED CONSTRUCTION HOURS: MONDAY - SATURDAY 7AM - 7PM

There will be no work on site outside of permitted hours without written permission from the City of Oakland.

FOR CONCERNS REGARDING DUST, CONSTRUCTION NOISE, EROSION, OR ANY CONSTRUCTION ACTIVITY ON THIS PROJECT PLEASE CONTACT:

During Construction Hours: Randy Knaus, 925-580-4756

After Construction Hours: Randy Knaus, 925-580-4756

City of Oakland Code Compliance:
(510) 238-3381
Oakland Police Department 24 Hr Line:
(510) 777-3333
Bay Area Air Quality Management District:
(800) 334-6367

Note: Sign shall be updated accordingly as each individual project team is identified or upated.

EXHIBIT H – SIGNAGE: DUST REPORTING, NOISE COMPLAINTS, WORK HOURS
H.2 – CC-1 CONGLOBAL NEW CENTRAL GATEWAY

ATTENTION

PERMITTED CONSTRUCTION HOURS: MONDAY - SATURDAY 7AM - 7PM

There will be no work on site outside of permitted hours without written permission from the City of Oakland.

FOR CONCERNS REGARDING DUST, CONSTRUCTION NOISE, EROSION, OR ANY CONSTRUCTION ACTIVITY ON THIS PROJECT PLEASE CONTACT:

During Construction Hours: Kevin Delany, 925-250-2116
After Construction Hours: Kevin Delany, 925-250-2116

City of Oakland Code Compliance:
(510) 238-3381
Oakland Police Department 24 Hr Line:
(510) 777-3333
Bay Area Air Quality Management District:
(800) 334-6367

Note: Sign shall be updated accordingly as each individual project team is identified or upated.

EXHIBIT I – SIGNAGE: IDLING POLICY

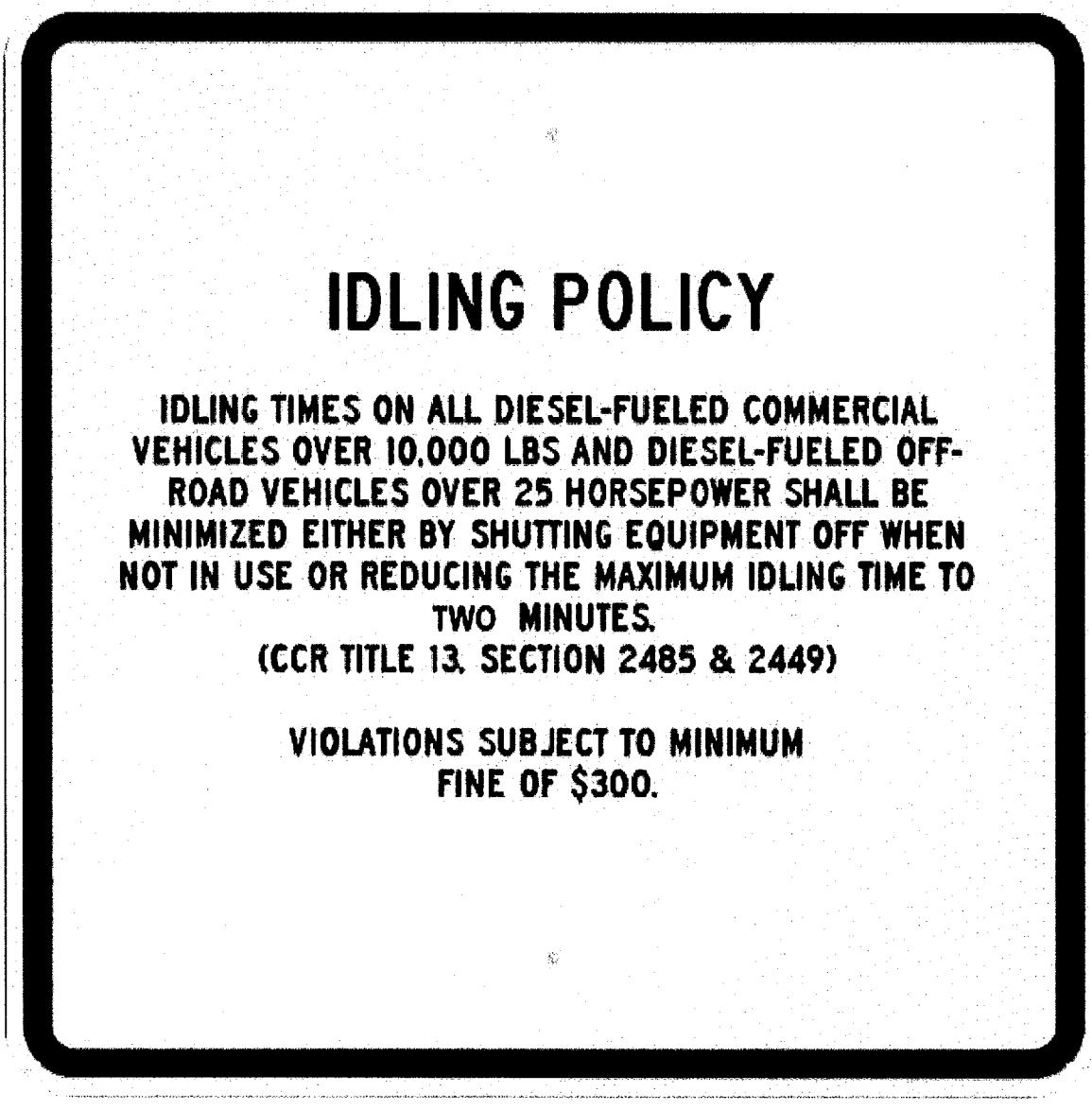

EXHIBIT J –COMPLAINT FORM

Complaint Log

Name and Address of Notifier	Telephone Number and/or Email	Date and Time of Call/Email	Nature of Complaint (Traffic/Noise/Dust/Etc.)	Actions Taken	Resolutions
	Received By	Directed To			
	Received By	Directed To			
	Received By	Directed To			

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EXHIBIT K – PROJECT TRUCK LOG FORM

Project: Prologis Northeast Gateway
Date:

Truck Information Form

Time In	Time Out	Vehicle Type	License Plate Number	Trucker's Name	Driver's Name	Material	Documentation [1]	Destination	Quantity	Check one of the below: 2-5 Tons	Check one of the below: > 5 Tons

[1] Documentation carried by the driver will include:

- Bills of lading or non-hazardous or hazardous waste manifests;
- Proof of insurance, valid registration, and current driver's license;
- Material profile information (reflecting chemical analysis results);
- Material weight records; and
- Complete copy of the Traffic Control Plan.

EXHIBIT L – DAILY SITE INSPECTION LOG FORM

Project Name: Prologis Northeast Gateway

Construction Site Condition Log

Location:	Decription of Damage:	Date:	Inspected

EXHIBIT M – SAMPLE PUBLIC NOTICE

G.W.C. WHITING
(1883-1974)

WILLARD HACKERMAN
PRESIDENT AND CEO

FOUNDED 1909

THE WHITING-TURNER CONTRACTING COMPANY

(INCORPORATED)

ENGINEERS AND CONTRACTORS

4690 CHABOT DRIVE, SUITE 120
PLEASANTON, CALIFORNIA 94588
925-485-0800
FAX 925-485-0854
www.whiting-turner.com

CONSTRUCTION MANAGEMENT
GENERAL CONTRACTING
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SPECIALTY CONTRACTING
OFFICE/HEADQUARTERS
RETAIL/SHOPPING CENTERS
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INSTITUTIONAL
DATA CENTERS
SPORTS AND ENTERTAINMENT
INDUSTRIAL
WAREHOUSE/DISTRIBUTION
MULTI-FAMILY RESIDENTIAL
ENVIRONMENTAL
BRIDGES, CONCRETE

WRITER'S DIRECT NUMBER IS
925-271-6606

Dear Neighbors,

I am writing to inform you of the upcoming work at the Prologis Northeast Gateway project located in the City of Oakland. The project site is located on the cross streets of Maritime and Burma Road.

Commencement of construction work is scheduled to begin on or around 7/15/2016. Your property address is within a 300' radius of the project site and this letter is providing notice that construction activities involved with construction may exceed the 90dBA level for a period of 10 working days between 7/28/2016 and 8/11/16.

Any construction work over 90dBA is considered an extreme noise generating activity. The City of Oakland requires all property owners within 300' of the project to be notified 30 days prior to any extreme noise activities taking place. Any work over 90dBA will be performed between the hours of 8:00 a.m. and 4:00 p.m. Monday thru Friday. Construction work that may exceed 90dBA will include:

1. The installation and erection of concrete panels.
2. Removal of construction debris into trucks via excavators and front loader equipment.
3. Construction equipment including, but not limited to, excavators, loaders, mobile crane, and dump trucks.

Whiting-Turner looks forward to working closely with our new neighbors and would like to create a solid relationship with them. If a complaint shall arise, please contact the undersigned below, and all complaints received will be noted in a Complaint Log. The log will include at a minimum the following information: The date of complaint, contact information for all complainant(s), reason for complaint, action taken, and resolution notes. Corrective measures will be immediately taken to address any and all complaints, should they occur. Copies of the Complaint Log will be submitted to Inspections Services monthly and, if so desired, upon request. These noise complaint procedures will be posted along the perimeter of the construction site prior to the commencement of construction. Should you have any noise complaints during construction please follow these procedures.

Most of the extreme noise generating activities will take place during the excavation work during the early stages of the project. We will send additional notices as required for additional upcoming work. If you would like to receive email notifications in lieu of or in addition to a hard copy please provide your email address to Steve.Rodriguez@whiting-turner.com.

Additional project information may be requested should you have any questions by contacting the undersigned.

Sincerely,

Steve Rodriguez
Whiting-Turner Contracting Company
925-271-6590
Steve.Rodriguez@whiting-turner.com

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EXHIBIT N – FIRE SAFETY PHASING PLAN

To be inserted after Fire Dept. approval.

Table 1
Risk Management Plan and Remedial Action Plan Information
Southeast Gateway Property
Oakland, California

RAP/RMP Designation	Northing	Easting	Location / Description	Constituents of Concern	Summary of Actions	Final Report Reference	Remedial Action Certification	Conditions / Exceptions / Comments
RMP 29	1479587	485337	The western portion of Building 806 was used to store hazardous materials	TPH, PAHs, Metals, VOCs, Pesticides	No action required, soil samples analyzed were less than the remediation goals.	Maetec, 2011	3/17/2011	
Categorical LBP / Spills	NA	NA	Potential lead-based paint in soil and potential historical spills to soil adjacent to Buildings 804, 805, 806, and 807.	Lead, metals, PAHs, VOCs	No action required, soil samples analyzed were less than the remediation goals.	The Bodhi Group, 2014	4/11/2014	
Categorical RR	NA	NA	Pending	TPH, PAHs, Metals	Pending	Pending	Pending	
Categorical Utilities	NA	NA	Pending	TPH, PAHs, VOCs, Metals	Pending	Pending	Pending	

The Bodhi Group, 2014 - Final Completion Report, Potential Impacts to Shallow Soil From Lead Based Paint on Buildings 804 Through 808, 830, 832, 833, 834, 90, and 991, and Historical Spills and Stains North of 14th Street, Former Oakland Army Base, Economic Development Conveyance Area, Oakland, California. February.
Maetec, 2011 - Letter regarding Revised Request for Completion - RMP Locations 7, 22, and 29, Former Oakland Army Base - Economic Development Conveyance Area, Oakland, California. February 25.
TPH = Total petroleum hydrocarbons
PAHs = Polycyclic aromatic hydrocarbons
VOCs = Volatile organic compounds
RMP = Risk Management Plan
RAP = Remedial Action Plan
LBP = Lead Based Paint
RR = Railroad

Table 1
Risk Management Plan and Remedial Action Plan Information
Central Gateway Property
Oakland, California

RAP/RMP Designation	Northing	Easting	Location / Description	Constituents of Concern	Summary of Actions	Final Report Reference	Action Certification Date	Conditions / Exceptions / Comments
RMP 8	2126709.1068	6040036.5407	Vehicle service garage in Bldg. S-4 prior to 1979, contained three 1,700 gallon gasoline ASTs. TPH, PAHs, and metals detected in soil and TPH and metals detected in groundwater during OBRA/Army Phase II.	TPH, PAHs, Metals	No action required. TPH, VOCs, and metals remain in soil and groundwater at concentrations less than remediation goals.	Montclari, 2011	6/28/2011	
RMP 9	2126135.6337	6040109.8122	A grease trap located near the Building 60. TPH and acetone were detected previously in soil. No chemicals were detected in groundwater.	TPH, VOCs, Metals	Grease trap removed in 2013. No action required. Lead detected in soil above remediation goals, but included as part of Building 99 Debris Area. TPH, VOCs, and other metals remain in soil at concentrations less than remediation goals.	AMEC, 2013	12/13/2013	
RMP 10	2126049.0027	6039996.5729	Former paint storage shed located north of Bldg. 99.	TPH, VOCs, Metals	No action required. TPH, VOCs, and metals remain in soil at concentrations less than remediation goals.	Montclari, 2011	6/28/2011	
RMP 11	2126052.9759	6039975.6179	Former paint shop located north of Bldg. 99. Metals, VOCs, and TPH detected in soil and metals and VOCs detected in groundwater during OBRA/Army Phase II.	TPH, VOCs, Metals	No action required. TPH, VOCs and metals remain in soil below remediation goals. VOCs and metals remain in groundwater below remediation goals.	EKI, 2009	4/5/2010	Vinyl chloride detected at 0.9 ug/L exceeds commercial ESL for VI, will require VI assessment
RMP 15	2125906.8269	6040425.6955	Former Building 70 washrack.	TPH, Metals	Washrack demolished at an unspecified date. TPH and metals remain in soil at concentrations less than remediation goals.	AMEC, 2012	6/26/2012	Vinyl chloride detected in groundwater 50 feet south at a concentration of 13.8 ug/L, will require VI assessment.
RMP 16	2126135.6563	6040629.9211	Former Building 6 incinerator for destroying classified documents.	PAHs, Metals	No evidence of ash observed during foundation removal. PAHs and metals remain in soil at concentrations less than remediation goals.	AMEC, 2013	12/13/2013	
RMP 17	2126151.1828	6040646.3709	Former Building 42 was a PX gas station with associated tanks 42A and 42B. Soil samples collected near the former building contained low concentrations of TPH, BTEX, PAHs, and VOCs during OBRA/Army Phase II. Groundwater samples contained low concentrations of petroleum VOCs.	TPH, VOCs, Metals	USTs removed in 1965. TPH, VOCs, and metals remain in soil below remediation goals. TPH and VOCs remain in groundwater at concentrations less than remediation goals.	AMEC, 2013	12/13/2013	RMP 17 relates to the gas station building, and RMPs 101 and 103 relate to the former USTs.
RMP 18	2126158.4906	6040663.4316	Former Building 41 washrack associated with the the former PX gas station. Metals, PAHs, and pesticides detected in soil and metals detected in groundwater during OBRA/Army Phase II.	TPH, VOCs, Metals	Washrack demolished in 1965. No evidence of releases observed during foundation removal. TPH, VOCs and metals remain in soil at concentrations less than remediation goals.	AMEC, 2013	12/13/2013	
RMP 19	2126272.3044	6040825.9750	An oil/water separator located northeast of Bldg. 5 was connected to a floor drain system for Bldg. 5. The oil/water separator may not have been removed.	TPH, VOCs, Metals	No removal records for the oil water separator exist, no evidence of feature identified during testing, residual TPH, VOCs and metals in soil and groundwater below remediation goals	Montclari, 2011	6/28/2011	
RMP 86	2125938.5441	6040184.6242	Building 85 photograph processing laboratory	TPH, VOCs, Metals	No action required. VOCs and metals remain in soil and groundwater at concentrations less than remediation goals.	EKI, 2009	4/5/2010	Vinyl chloride detected at 0.6 ug/L exceeds commercial ESL for VI, will require VI assessment.
RMP 93	2126249.6750	6040610.1176	One former 550-gal diesel UST (Tank 2A). Residual chemicals in soil.	TPH, VOCs, PAHs	UST removed in 1990. TPH, VOCs, PAHs and metals present in soil at concentrations less than remediation goals. TPH, VOCs, and PAHs present in groundwaterat concentrations less than remediation goals.	EKI, 2009	4/5/2010	Regional Board NFA granted on January 10, 2003
RMP 101	2126193.1387	6040671.8019	UST 42A. Soil samples collected near the former building contained low concentrations of TPH, BTEX, PAHs, and VOCs during OBRA/Army Phase II. Groundwater samples contained low concentrations of petroleum VOCs.	TPH, VOCs, metals	UST reportedly removed in 1965, geotechnical investigation and test pits in 2013 confirmed removal. TPH and metals remain in soil at concentrations less than remediation goals. Petroleum VOCs remain in groundwater at concentrations less than remediation goals.	AMEC, 2013	12/13/2013	Regional Board granted NFA on December 20, 2013
RMP 102	2126142.0666	6040615.3500	UST 42B. Soil samples collected near the former building contained low concentrations of TPH, BTEX, PAHs, and VOCs during OBRA/Army Phase II. Groundwater samples contained low concentrations of petroleum VOCs.	TPH, VOCs	UST removed in 1965, geotechnical investigation and test pits in 2013 confirmed removal. TPH and metals remain in soil at concentrations less than remediation goals. Petroleum VOCs remain in groundwater at concentrations less than remediation goals.	AMEC, 2013	12/13/2013	Regional Board granted NFA on December 20, 2013
RMP 105	2126426.0020	6040392.0419	One former 1000-gal diesel UST (Tank 1A).	TPH, VOCs, PAHs	UST removed in 1999. TPH, VOCs and PAHs remain in soil at concentrations less than remediation goals. TPH and PAHs remain in groundwater at concentrations less than remediation goals.	EKI, 2009	4/5/2010	City of Oakland granted an NFA on April 9, 2001. Regional Board granted NFA on December 20, 2013
RMP 106	2126239.0122	6040576.2416	One former 550-gal diesel UST (Tank 2).	TPH, VOCs, PAHs	UST removed in 1990. Petroleum VOCs remain in soil at concentrations less than remediation goals. TPH, PAHs, and petroleum VOCs present in groundwaterat concentrations less than remediation goals.	EKI, 2009	4/5/2010	Regional Board reportedly issued an NFA, no date provided in report, undated Regional Board letter in Appendix A references 5 USTs with "TK" number scheme.

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Table 1
Risk Management Plan and Remedial Action Plan Information
Central Gateway Property
Oakland, California

RAP/RMP Designation	Northing	Easting	Location / Description	Constituents of Concern	Summary of Actions	Final Report Reference	Action Certification Date	Conditions / Exceptions / Comments
RMP 107	2126285.9988	6040823.6260	One former 550-gal waste oil UST (Tank 19).	TPH, VOCs, PAHs, Metals	UST removed in 1996, some over-excavation of soil performed, TPH, VOCs, and metals remain in soil at concentrations less than remediation goals	EKI, 2009, Montelari, 2011,	6/28/2011	Report states NFA requested from Regional Board in 1997, unable to locate letter
RMP 108	2126431.6813	6040399.1522	One former 1000-gal fuel oil UST (Tank 1).	TPH, VOCs, PAHs	UST removed in 1990. TPH, petroleum VOCs, and PAHs remain in soil and groundwater at concentrations less than remediation goals.	EKI, 2009	4/5/2010	Regional Board reportedly issued and NFA, no date provided in report, undated Regional Board letter in Appendix A references 5 USTs with "TK" number scheme.
RMP 109	2126277.6268	6040742.7393	One former 2,000-gal diesel UST (Tank 20).	TPH, VOCs, PAHs	UST removed in 1999. TPH, petroleum VOCs, and PAHs remain in soil at concentrations less than remediation goals.	EKI, 2009	4/5/2010	Regional Board NFA granted on January 10, 2003
RMP 154	2126119.0000	6040363.0000	Lead and TPH detected in soil above remediation goals during Building 1 RAP site excavation, Bantan Avenue access restrictions delayed removal.	TPH, Lead	Additional soil removal actions performed in 2013. Excavation continued to expand and to remove soil containing TPH (lead above remediation goal completed). Excavation activities terminated when additional access restrictions were encountered. New RMP 162 created for remaining TPH impacted soil not removed to the southwest. New RMP 163 created for remaining TPH impacted soil beneath existing light pole. One sidewall sample from the western portion of the excavation contained lead above remediation goal that was attributed to Building 99 Debris Area.	AMEC, 2013	12/13/2013	Delayed removal from Building 1 RAP site. One sidewall soil sample location (154CS024) from the western portion of the excavation contained lead above remediation goal attributed to Building 99 Debris Area.
RMP 155	2126118.0000	6040568.0000	Lead in soil under the southern end of Building 6.	Lead	Additional soil removal actions performed in 2013. Final confirmation samples for lead and TPH were at concentrations less than remediation goals. Residual TPH and lead in soil remain at concentrations less than remediation objectives. Groundwater investigated as part of ORP Building 1 RAP Site.	AMEC, 2013	12/13/2013	Delayed removal from Building 1 RAP site.
RMP 156	2126208.0000	6040196.0000	Lead in soil at sample location BITP001, near Building 60, believed to be part of Building 1 RAP site.	TPH, PAHs, Lead	Soil excavation was performed in 2013. TPH, metals and PAHs present in soil at concentrations less than remediation objectives.	AMEC, 2013	12/13/2013	
RMP 162	2126096.1812	6040421.9576	TPH in soil at concentrations exceeding remediation goals in samples RMP154CS023, RMP154CS027 and RMP154CS028	TPH	Further soil excavation to the southwest pending	EKI, 2016	Pending	Work Plan calls for developer to perform.
RMP 163	2126111.0887	6040362.0755	TPH in soil at concentrations exceeding remediation goals in sample RMP154CS002	TPH	Further soil excavation around light pole pending	EKI, 2016	Pending	Work Plan calls for developer to perform.
RMP 164	2126455	6040423	During excavation activities related to pier removal for Building 1 in 2014, a 250-gal UST was discovered. No record for this UST exists but speculated to have stored diesel fuel.	TPH, VOCs, PAHs	UST removed in 2014, no evidence of a release observed on soil and groundwater. TPH and metals remain in soil at concentrations less than remediation goals. TPH remains in groundwater at concentrations less than remediation goalas.	AMEC, 2014	12/29/2014	No references to Regional Board NFA letter identified.
RMP 167A	2125730	6040259	Lead impacted soil around former Building 88.	Lead	Excavation complete, soil disposal pending	EKI, 2017	Pending	
RMP 168	2126497	6040298	Area around historical sampling locations DEBRISCS001, DEBRISCS002, BATTAANCS004, and BATTAANCS005.	PAHs	PAHs in soil exceeding remedition goals; additional characterization in progress to determine if remedial action is warranted.	Pending	Pending	
Categorical LBP	NA	NA	Potential lead-based paint in soil adjacent to Building 60	Lead	No action required, soil samples analyzed were less than the remediation goal for lead.	AMEC, 2013	12/13/2013	Final EKI report pending completion of utility abandonment
Categorical RR	NA	NA	Railroad tracks east of Building 6	None	The railroad ballast was removed in 2013, no visual staining or elevated VOC readings detected and in accordance with procedures no samples collected for laboratory analysis.	AMEC, 2013	12/13/2013	Final EKI report pending completion of utility abandonment
ORP Building 1 RAP Site	NA	NA	Waste material containing petroleum hydrocarbons and lead under acidic conditions from historical Oil Recycling Plant operations between the late 1920's through 1941. Waste material existed beneath fill placed for construction of Building 1, which was demolished in 2002. Area of chemical impact existed north of Buildings 60 and 70, and west of Building 6. Groundwater flow was calculated in a northerly direction.	TPH, Lead	Over 12,000 tons of excavated soil was treated to stabilize lead and transported off-site for disposal. Over burden and imported soil was tested and used for backfill material. Confirmation soil sampling confirmed removal of soil exceeding remediation goals, with the exception of three locations that contained access issues and were designated as RMPs 154, 155, and 156. TPH and lead remain in soil at concentrations less than remediation objectives. Post-excavation groundwater monitoring identified TPH and VOCs in groundwater at concentrations less than remediation objectives.	AMEC, 2009a, AMEC, 2009b	6/18/2009, 10/22/2009	Monitoring well abandonment documentation not identified. Will require VI assessment.

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Table 1
Risk Management Plan and Remedial Action Plan Information
Central Gateway Property
Oakland, California

RAP/RMP Designation	Northing	Easting	Location / Description	Constituents of Concern	Summary of Actions	Final Report Reference	Action Certification Date	Conditions / Exceptions / Comments
Building 99 RAP Site	NA	NA	Building 99 was constructed in 1918 for ship building and several other metal working and equipment maintenance activities. The majority of Building 99 and related features were located off-Site to the south. However, groundwater impacted with VOCs (primarily vinyl chloride) associated with this area exists on to the southern portion of the Site. The extent of historical groundwater impact by vinyl chloride is illustrated by the Building 99 RAP Site boundary on Figure 2.	VOCs	No action required since all VOCs below remediation goals. Residual VOCs remain present in groundwater along the southern Site boundary.	Baseline, 2007	6/24/2009	Source for VOCs in groundwater remains unknown. Monitoring well abandonment documentation not identified. Will require VI assessment
Building 99 Debris Area	2126544.88 2126208.25 2126042.87 2126042.88	6039897.39 6040257.41 6040257.41 6039826.37	The Building 99 Debris Area exists south of former Building 1 and encompassed former Building 60 on the southwestern portion of the Site. The area was filled with dredge material and imported fill in the early 1940's. The origin for the debris is not specifically known. The debris area exists at depths between 2.5 feet and 7.0 feet bgs and contains metals and PAHs at concentrations exceeding remediation goals, and Asbestos.	Metals, PAHs, ACMs	Containment with additional institutional controls was selected as the remedy for the Building 99 Debris Area. Containment consists of a clean soil cap and/or surface paving. Additional institutional controls consist of 1) surveying boundary coordinates; 2) creating a clean utility corridor for future development; 3) DTSC notification requirements prior to earthwork; and 4) additional health and safety requirements for earthwork.	EKI, 2013	12/31/2013	Monitoring well abandonment documentation not identified.

AMEC, 2009a - AMEC Geomatrix, Inc., Revised Remediation Completion Report, Former ORP/Building One Remediation, Former Oakland Army Base, EDC Area, Oakland, California. February 13.
AMEC, 2009b - AMEC Geomatrix, Inc., Annual Groundwater Monitoring Report, Former ORP/Building 1 Area Remediation Project, Former Oakland Army Base/Economic Development Conveyance Area, Oakland, California. July 24.
AMEC, 2012 - AMEC Environment & Infrastructure, Inc., letter regarding Request for Completion - RMP Locations 15 and 91, and Summary of Remediation Activities at RMP Location 98, Former Oakland Army Base, Economic Development Conveyance Area, Oakland, California. June 6.
AMEC, 2013 - AMEC Environment & Infrastructure, Inc., letter regarding Request for Completion and Summary of Remediation Activities, RMP Locations 9, 16, 17, 18, 101, 102, 154, 155, and 156, Railroad Ballast and Lead Based Paint Categorical RMPs, Former Oakland Army Base, Economic Development Conveyance Area, Oakland, California. December 12.
AMEC, 2014 - AMEC Environment & Infrastructure, Inc., letter regarding Request for Completion - RMP Locations 164 Underground Storage Tank Location, Former Oakland Army Base, Economic Development Conveyance Area, Oakland, California. August 6.
Baseline, 2007 - Baseline Environmental Consulting, Completion Report, VOCs in Groundwater Near Building 99 RAP Site, July.
EKI, 2009 - Erler & Kalinowski, Inc., Request for Completion - RMP Locations 11, 75, 86, 93, 105, 106, 107, 108, and 109 in the Central Gateway Area, Former Oakland Army Base - EDC Area, Oakland, California. October 15.
EKI, 2013 - Erler & Kalinowski, Inc., Completion Report for the Building 99 Debris Area, Former Oakland Army Base - EDC Area, Oakland, California. July 29.
EKI, 2016 - Erler & Kalinowski, Inc., Work Plan for Remediation of RMP Locations 162 and 163, Gateway Development Area, Former Oakland Army Base, Oakland, California. October 20.
EKI, 2017 - Erler & Kalinowski, Inc., Work Plan for Remediation of RMP Location 167A, Gateway Development Area, Former Oakland Army Base, Oakland, California. April 21.
Montclair, 2011 - Montclair Environmental Management, letter regarding Request for Completion - RMP Locations 8, 10, 107107, and 97 in Central Gateway Ara, Former Oakland Army Base, Oakland, California. May 25.
TPH = Total petroleum hydrocarbons
PAHs = Polycyclic aromatic hydrocarbons
VOCs = Volatile organic compounds
PCBs = Polychlorinated biphenyls
ACMs = Asbestos-containing material
BTEX = benzene, toluene, ethylbenzene, and total xylenes
UST = Underground storage tank
AST = Aboveground storage tank
NFA = No Further Action
RMP = Risk Management Plan
RAP = Remedial Action Plan
bgs = below ground surface
gal = gallon
ug/l = micrograms per liter
VI = vapor intrusion

EXHIBIT P –NEIGHBORHOOD SURVEY AND NOTICE

NEIGHBORHOOD SURVEY/ NOTICE

Project Name

Project Address

RE: PROPOSED SATURDAY WORK SCHEDULE: [Insert Dates]

Dear Neighbor:

[Explain the purpose of letter is to inform neighbors that a 'request' has been made to Building Services to authorize work on numerous upcoming Saturdays, and that input from neighbors is being solicited.)

[Insert explanation of WHY this work needs to be accomplished outside of normal working DAYS or HOURS (i.e. M-F, 7am – 7pm).

[Explain the site management measures that are and will remain in place to control noise, dust, parking, traffic and other impacts related to this job site].

WHAT: Scope of Construction Activity that you are requesting to do, including size of work force, equipment to be used, etc... **[Work scope must be limited to relatively quiet work to satisfy the Oakland Noise Ordinance limit of 55 dba on weekends in residential areas. No material deliveries, off hauling, or other loud unenclosed activities]**

WHERE: Work location to be limited to inside only with windows and doors closed.

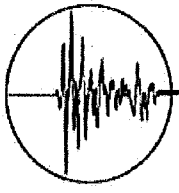
WHEN: 9am – 5pm, Saturdays from xx/xx/xx to yy/yy/yy. **[Our Office will only authorize up to 4 Saturdays at a time, until a track record of complaint-free performance is established that we can support. We also reserve the right to withdraw Saturday authorization for failure to satisfy important construction-related Planning Conditions of Approval]**

Please forward your comments, questions, or concerns to (contact info for project managers, including phone # and email address] or to Bill Quesada, Oakland Building Services, (510) 238-6345, bquesada@oaklandnet.com.

For emergencies or site complaints regarding this construction site, please contact the job superintendent (contact # and email of the on-site job superintendent). **[The GC must maintain a job superintendent on-site all day for each requested Saturday, to manage construction and complaints. No subs working alone].**

EXHIBIT Q –PRECONSTRUCTION VIDEO

Prologis or its Contractor will contract with Municon Consultants to perform pre and post construction video surveys per the quote below:



Municon Consultants

Vibration Monitoring, Construction Instrumentation, Photo Surveys

1.00 PRE- AND POST-CONSTRUCTION VIDEO SURVEY OF TRUCK HAUL ROUTES.

1.01 General.

You have informed us that you need a pre- and post-construction video survey of the approved inbound and outbound truck haul routes of your project. The truck haul route map shows the use of city streets, freeway on- and-off ramps and city streets. We will perform a video survey of the pavement conditions of the streets you identified as truck haul routes. Maritime Street from West Grand Avenue to 7th Street, West Grand avenue from Frontage Road to Maritime Street and E. Burma Road which runs alongside the site, 7th Street from Maritime Street to Brush Street and Brush Street from 7th Street to 19th Street.

Our video survey is not a "Pavement condition evaluation" as we will offer no recommendations or conclusions as to the causes of distress observed or remaining service life of the pavement, and we will not perform deflectometer or other tests on the pavement.

1.10 Scope.

1.11 PRE-CONSTRUCTION VIDEO SURVEY

Municon will perform a pre-construction video survey of pavement conditions of **Maritime Street** from West Grand Avenue to 7th Street, **West Grand Avenue** from Frontage Road to Maritime Street, **Burma Road** from its intersection with Maritime Street to its end at the cul de sac of Burma, **7th Street** from Maritime Street to Brush Street and **Brush Street** from 7th Street to 19th Street. We will survey all the lanes, sidewalks, gutters and other existing facilities. We will document existing conditions in high definition digital videography using a HD digital video camera. We will contemporaneously narrate the video with descriptions of the location being viewed and any distress, damage or other anomalies, the direction of the camera view, and the date and time at the time of videotaping. We will perform the video survey of the pavement conditions for a:

LUMP SUM.....**$6,000.**

1.12 POST-CONSTRUCTION VIDEO SURVEY

Upon the end of your project, Municon will perform a post-construction video survey of pavement conditions of the same roads documented in our pre-construction video survey. We will perform the post-construction video survey of the pavement conditions for a:

LUMP SUM.....**$6,000.**

1.13 WORK PRODUCTS –VIDEO SURVEY RECORDS.

We will submit to you two (2) bound copies of our report, which will include DVDs (or, if permitted, USB storage device) with the original HD video files as recorded, a letter describing our survey and attesting to taking the video, and a site plan showing the areas surveyed. Electronic copies of the documentation will be included on the DVDs.

The costs for preparing the documentation and production of our reports are included in the costs for the survey above.

1.20 TIMING AND SCHEDULE.

We anticipate that we can complete our video survey in one full day in the field, including travel time. We request one week of advance notice, if possible, to begin work on the surveys.

Processing of the data and report production require additional office efforts beyond the field time. Reports will be delivered within two (2) weeks of the completion of the field survey.

VIDEO SURVEY TOTAL.....$12,000.

*** * * No sections 2, 3 or 4 in this proposal * * ***

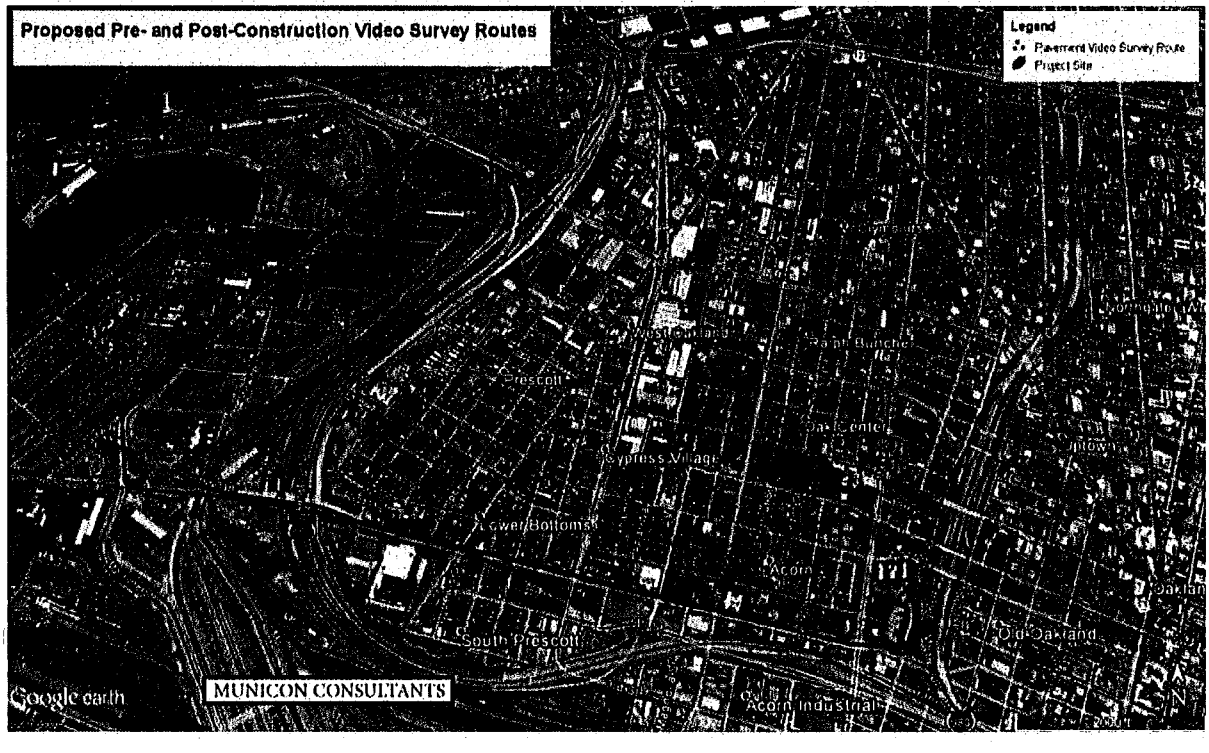


EXHIBIT R – NOISE CONSULTANT REVIEW LETTER

JGL ACOUSTICS INC

September 29, 2017

Prologis, L.P.
3353 Gateway Blvd.
Fremont, CA 94538

Attention: Cory Chung
Subject: Oakland Global Logistics Center, Phase 2
Construction Noise Impacts

Ladies & Gentlemen:

This report addresses the issue of construction noise impacts from the proposed project located on the south side of West Grand Avenue on both sides of Maritime Street in Oakland, CA. The project consists of 3 parts, which will be constructed sequentially at different times: a container storage area and two warehouse buildings. Figure 1 shows the site location relative to the nearby freeways with the proposed project parts highlighted in yellow. CE-2 will be a warehouse building with an approximate floor area of 232,762 square feet, and CC-1b will be a warehouse building with an approximate floor area of 188,000 square feet. Both buildings will have loading docks on the west side and a parking lot on the other sides. CC-1a will be a paved container storage area. Figure 2 presents a site plan for the project. This report specifically addresses the issue of environmental noise impacts resulting from the construction of these three elements.

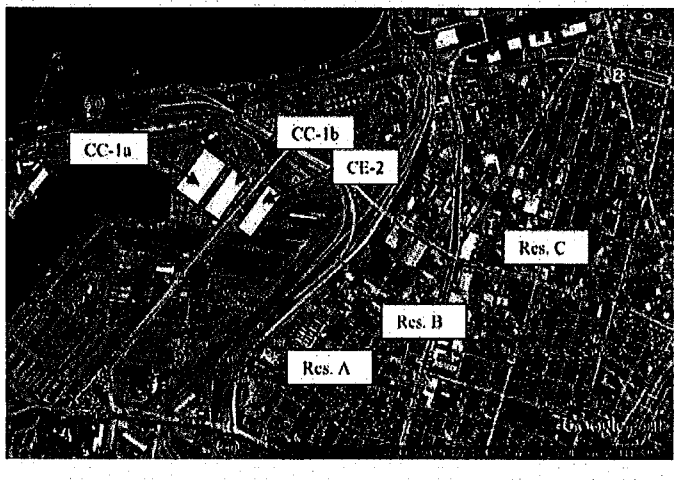


Figure 1.

Aerial view showing the location of the site (shown in yellow) relative to nearby freeways and nearest residences (shown by red triangles).

5266 NW Village Park Drive
Issaquah, WA 98027
(425) 649-9344 (voice)
(425) 649-0737 (fax)

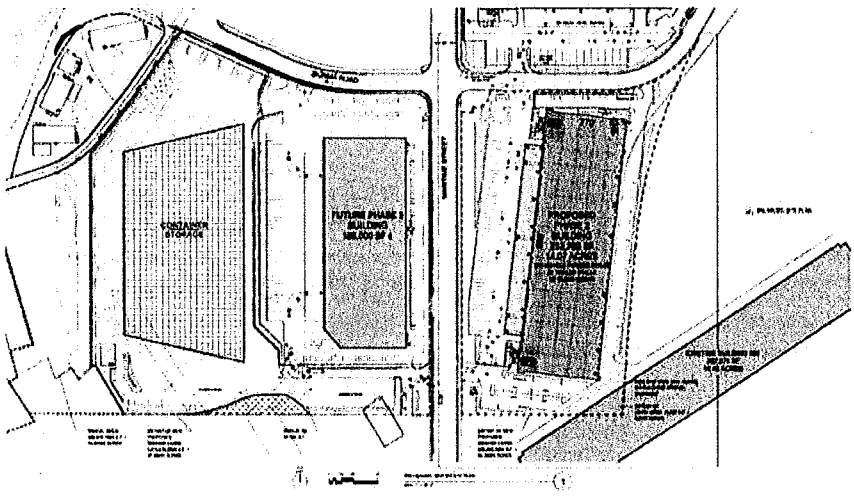


Figure 2. Site plan for Phase 2 showing container storage area and 2 new buildings.

As shown in Figure 2 the project is surrounded on all sides by local streets, and beyond these streets is additional industrial property. The nearest residential property is on the east side of I-880, more than 2,000 feet southeast of the proposed project.

Standard Conditions of Approval

This project has received several conditions of approval related to noise. SCA NOI-1 requires that construction activities are limited to 7:00 AM to 7:00 PM Monday through Saturday. It is my understanding that concrete work will occur outside of the allowed construction hours for a period of 6 days to pour the building slab and 8 days to pour the tilt up walls. It will be important to ensure that late night construction work meets the requirements of OMC 8.18.020 relating to nuisance noise impacts to residential areas.

Oakland Construction Noise Ordinance

Table 17.120.04 in the Oakland Noise Ordinance establishes maximum allowable noise levels for construction projects impacting industrial, commercial, and residential receiving properties. The maximum allowable noise level during the 7 AM to 7 PM weekday period on commercial and industrial property is 85 dB for short term operations

and 70 dBA for long term operations. . The maximum allowable noise level during the 7 AM to 7 PM weekday period on residential property is 80 dBA for short term operations and 65 dBA for long term operations. On weekends the maximum allowable levels are 15 dBA lower for short term operations and 10 dBA lower for long term operations.

Construction Noise Sources

According to the Contractor, Table 1 presents a listing of the major noise sources associated with the late night construction phase of this project. Table 2 identifies the noise sources that are expected to operate during normal construction hours. Equipment sound levels and usage factors were obtained from the FHWA Construction Noise Handbook. The usage factor represents the percentage of the time that the noise source is generating its maximum noise level.

Late night work is expected to last for 6 days to pour the building floor slab, with as many as 13 concrete trucks per hour and start times beginning as early as 1:00 AM and as late as 4:00 AM. Late night work for pouring the tilt up walls is expected to last for 8 days, with as many as 8 trucks per hour and a proposed start time of 4 AM. At any one time, the maximum number of concrete trucks on the construction site is expected to be 4.

Predicted Construction Noise Levels

Construction noise levels were computed in the vicinity of the subject project using the internationally recognized computer model CadnaA (ver. 4.6.156). The assessment of late night operations assumed continuous operation of 7 concrete trucks on site with 4 diesel generators to create power for the lights. The total on-site sound power level for all of the late night sources is126 dB (ref. 1 picowatt), taking into account the usage factor and the total number of concrete truck on site at one time. The predicted total late night construction noise level at the adjacent properties and at the nearest residences is shown in Table 3.

Table 1. Late night noise sources and expected source noise level.

Source Description	Number of Sources/Hr.	Usage Factor (%)	LpA (dBA @ 50 feet)	Est. LwA (dB ref. 1 pW)
Concrete Trucks	13	40%	85	117
Generator (lights)	4	100%	80	112

Table 2. Construction sources and source noise levels occurring from 7 AM to 7 PM.

Source Description	Number of Sources	Usage Factor (%)	LpA (dBA @ 50 feet)	Est. LwA (dB ref. 1 pW)
Grading Scraper	1	40	85	117
Loader	2	40	80	112
Grader	1	40	85	117
Water Truck	2	40	84	116
Skip Loader	2	40	80	112
Paving Machine	1	50	85	117
Roller Compactor	1	20	85	117
Vibratory Plate Compactor	1	20	80	112
Transfer Dump Truck	1	40	84	116
Power Tool Generator	2	50	82	114
Power Tool Compressor	1	40	80	112
Backhoe	2	40	80	112
Dump Truck	2	40	84	116
Concrete Truck	2	40	85	117
Concrete Pump	1	20	82	114
Concrete Saw	1	50	85	117
Crawler Crane	1	16	85	117
Diesel Boom Lift	2	20	85	117
Diesel Forklift	2	50	85	117
Street Sweeper	1	50	85	117
Excavator	1	40	85	117
Diesel Scissor Lift	1	20	85	117

Table 3. Predicted project noise levels (dBA) for CE-2.

Receiver	Day/Night	Distance to Nearest Source	Noise Level	Max. Allowed
Residence A	Late Night	2,301 feet	44.8	45
Residence B	Late Night	2,741 feet	43.6	45
Residence C	Late Night	3,989 feet	39.3	45
Residence A	Daytime	2,301 feet	48.1	65
Residence B	Daytime	2,741 feet	47.0	65
Residence C	Daytime	3,989 feet	42.4	65

5266 NW Village Park Drive
Issaquah, WA 98027
(425) 649-9344 (voice)
(425) 649-0737 (fax)

Table 4. Predicted project noise levels (dBA) for CC-1b.

Receiver	Day/Night	Distance to Nearest Source	Noise Level	Max. Allowed
Residence A	Late Night	3,057 feet	44.8	45
Residence B	Late Night	3,385 feet	43.9	45
Residence C	Late Night	4,927 feet	41.7	45
Residence A	Daytime	3,057 feet	46.0	65
Residence B	Daytime	3,385 feet	45.1	65
Residence C	Daytime	4,927 feet	41.5	65

Table 5. Predicted project noise levels (dBA) for CC-1a.

Receiver	Day/Night	Distance to Nearest Source	Noise Level	Max. Allowed
Residence A	Late Night	3,562 feet	43.0	45
Residence B	Late Night	3,965 feet	42.2	45
Residence C	Late Night	5,284feet	41.0	45
Residence A	Daytime	3,562 feet	44.2	65
Residence B	Daytime	3,965 feet	43.4	65
Residence C	Daytime	5,284feet	41.5	65

The predicted construction noise levels shown in Tables 3, 4, and 5 meet the requirements of the Oakland noise ordinance. It should be emphasized that the nearest residences are all located on the other side of I-880, and the background noise level from this freeway will likely exceed the predicted construction noise levels by a significant margin, even in the middle of the night. As a result, it is extremely unlikely that the construction noise would be audible anywhere in the residential area.

If you have any questions or comments regarding these findings, do not hesitate to contact me directly.

Very truly yours,
JGL Acoustics, Inc.

Jerry G. Lilly, P.E., FASA
President
Member INCE (*Bd. Cert.*), ASHRAE, ASTM, NCAC

5266 NW Village Park Drive
Issaquah, WA 98027

(425) 649-9344 (voice)
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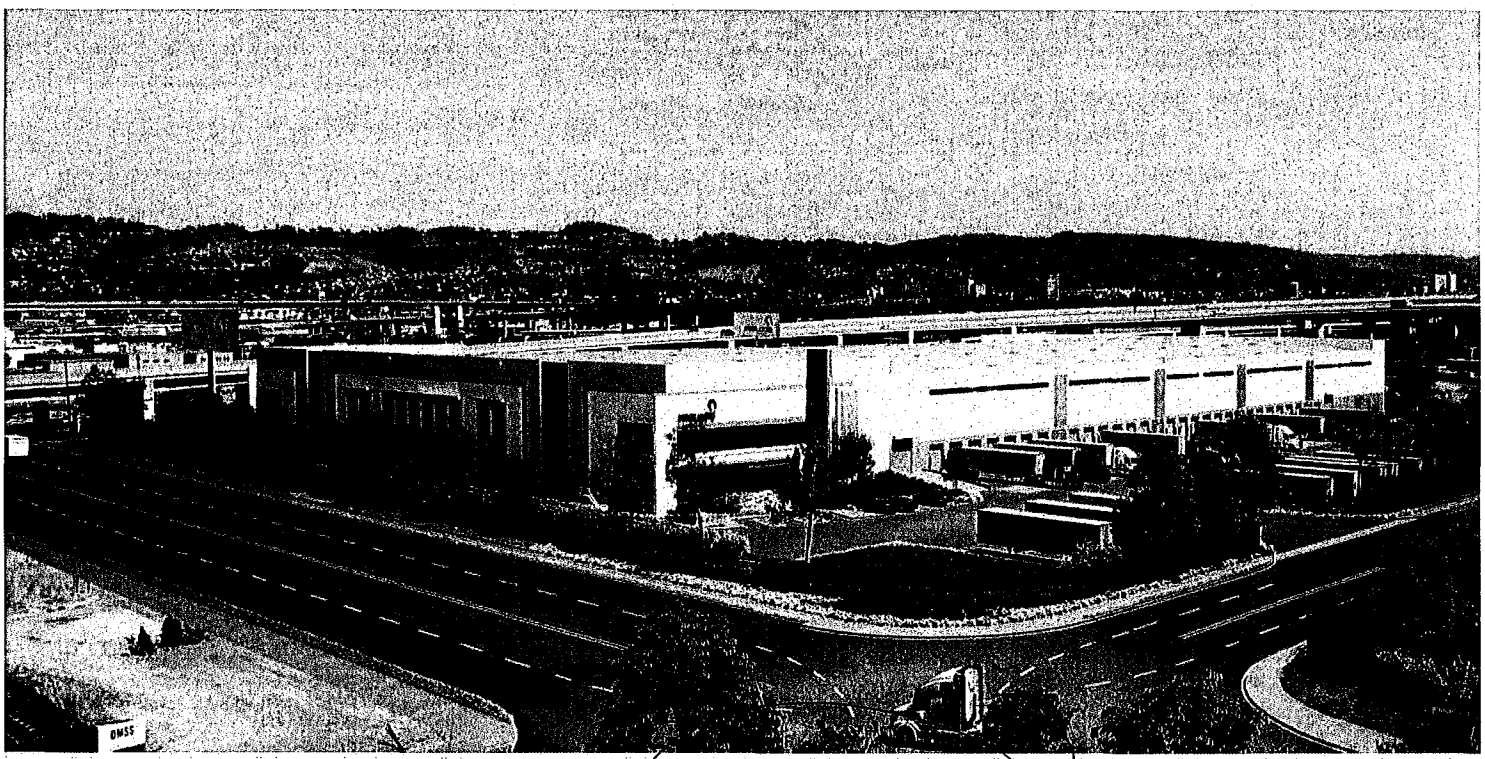
APPENDIX A - DIESEL EMISSIONS AND AIR QUALITY PLAN FOR CONSTRUCTION OF CE-2: SOUTHEAST GATEWAY PARCEL AND CC-1: NEW CENTRAL GATEWAY PARCEL



Prologis Oakland Global Logistics Center

Approved

Diesel Emissions Reduction and Air Quality Plan for Construction of

CE-2: Southeast Gateway Parcel
CC-1: New Central Gateway Parcel

Approved by City Administrator
November 30, 2017

Prepared For:

City of Oakland
Planning & Building Dept.
250 Frank Ogawa Plaza
Oakland, CA 94612

Prepared By:

Prologis
3353 Gateway Blvd.
Fremont, CA 94538
+1 510 656 1900 Phone
+1 510 656 4320 Fax

www.prologis.com

Submitted on:

v0: May 1, 2017
v1: August 3, 2017
v2 final: October 16, 2017

PROLOGIS

Table of Contents

1. PROJECT OVERVIEW & SITE PLAN

This Construction Air Quality (AQ) Plan covers the remaining Prologis projects, to be built on the Southeast Gateway and New Central Gateway of the Oakland Army Base Redevelopment site. See Fig. 1 below, showing the area and phase breakdown, which are further detailed in narrative below. The area under this AQ Plan is outlined in red.

The Southeast Gateway is Phase 2 of the Prologis projects, and consists of a 14.1-acre parcel located at the Southeast corner of Maritime St. and Burma Rd. Prologis is proposing to develop a 231,000 sf trade and logistics building and associated site improvements on this site.

The New Central Gateway site is Phase 3 of the Prologis projects, and consists of a 27-acre parcel located at the Southwest corner of Maritime St. and Burma Rd. Prologis plans to develop this site in two phases: SubPhase A) 16.5 acres, the westerly portion, as a container depot yard for Conglobal; and SubPhase B) 11.1 acres, the easterly portion, as a trade and logistics building, approximately 188,000 sf, with associated site improvements.

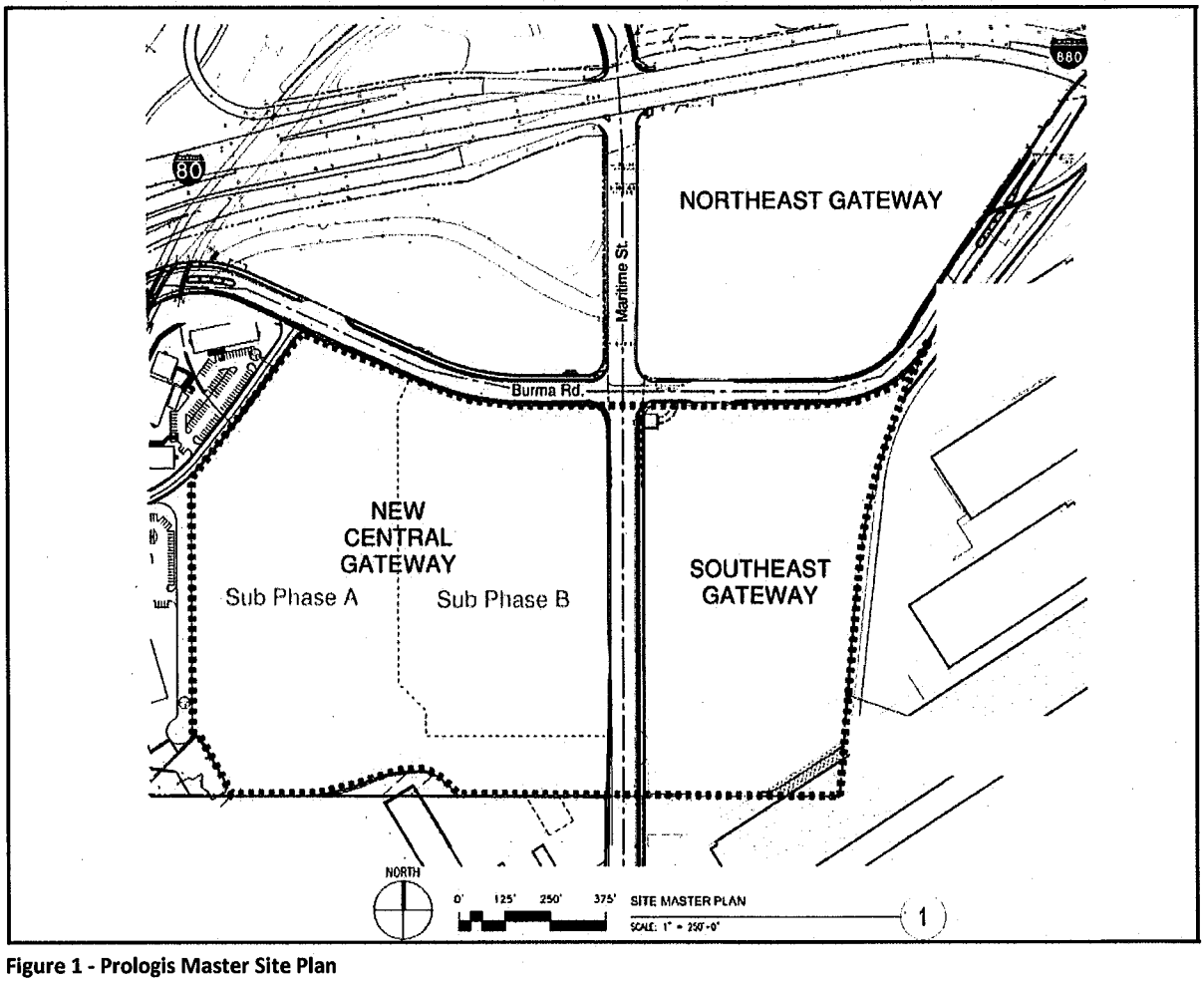


Figure 1 - Prologis Master Site Plan

2. SCA AIR-1: Construction Management Plan

2.1 Requirements

a. The project applicant, Prologis, shall submit to the Planning and Zoning Division and the Building Services Division for review and approval a construction management plan (CMP) that identifies the conditions of approval and mitigation measures to construction impacts of the project and explains how the project applicant will comply with these construction-related conditions of approval and mitigation measures.

2.2 CMP Response

b. Prologis will submit the CMP to the City of Oakland Planning and Building Departments during the plan check review process for site or building permits. Similar to the Northeast Gateway site, the CMP will include all of the AQ elements included this Construction AQ Plan.

3. SCA AIR-2: Construction Related Air Pollution Controls

3.1 Requirements

a. The entirety of this AQ Plan will be provided to all bidders on the Project, so that it is included in any bids received, and will be included in contracts let.

b. During construction, the project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the Bay Area Air Quality Management District (BAAQMD).

c. Water all exposed surfaces of active construction areas at least twice daily (using reclaimed water if possible). Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.

d. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).

e. Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

f. Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).

g. Requirement: Limit vehicle speeds on unpaved roads to 15 miles per hour.

h. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a

certified mechanic and determined to be running in proper condition prior to operation.

i. Post a publicly visible sign that includes the contractor's name and telephone number to contact regarding dust complaints. When contacted, the contractor shall respond and take corrective action within 48 hours. The telephone numbers of contacts at the City and the BAAQMD shall also be visible. This information may be posted on other required on-site signage.
j. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
k. All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph.
l. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
m. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).
n. Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.
o. Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize wind-blown dust. Wind breaks must have a maximum 50 percent air porosity.
p. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
q. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
r. All trucks and equipment, including tires, shall be washed off prior to leaving the site. Tire washing station will be included at each construction entrance. Water will be contained on-site and reused where possible.
s. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
t. Site accesses to a distance of 50 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel over filter fabric, consistent with the California Stormwater Quality Association's (CASQA) Best Management Practice (BMP) Handbook, Stabilized Construction Entrance/Exit

Detail TC-1, as authorized by the National Pollutant Discharge Elimination System (NPDES) Permit administered by the EPA.

u. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).

3.2 Dust Control Mitigation Plan

a. Use water trucks to water exposed surfaces during construction activities at least twice daily or more frequently if winds exceed 15 mph. Suspend excavation, grading, and demolition activities when average wind speed exceeds 20 mph. Maintain minimum soil moisture of 12% as indicated by laboratory samples or a moisture meter. Use reclaimed water for dust mitigation whenever feasible. Monitoring process will include: 1) Checking weather reports daily prior to starting construction activity to prepare for wind speeds as necessary. 2) Monitoring weather and dust as day progresses by setting up an anemometer wind speed sensor and checking periodically. 3) Increasing dust control watering as wind speeds increase to maintain minimum 12% moisture content, or to a point at which the earth becomes tacky.

b. Cover truck loads with tarpaulins or keep loads 2 feet below the sideboard of the truck bed to eliminate wind contact with soil or other loaded materials.

c. Require all operators tracking dirt/mud onto public roadways to have a wet power vacuum sweeper present daily during these activities and remove tracked dirt/mud at the end of each day or more frequently if needed.

d. Install construction area entrances at all ingress and egress sites to ensure dirt is kept off of public roads. Construction area entrances will be built using fabric and 3x5 rock to facilitate tire soil removal prior to leaving the site (or as defined by the guidelines in the Best Management Practice Handbook). Ingress/egress sites will also provide dry brushing of loose soil from tires and fenders.

e. As soon as practical and prior to rainy season, cover all access roads and/or permanent roads and building pads with aggregate or asphalt concrete to mitigate tracking of dirt and/or mud offsite.

f. Cover all inactive soil material stockpiles with plastic sheeting or non-toxic soil binders. Water all active stockpiles to maintain 12% moisture.

g. Install fencing with attached windscreen fabric on the windward side of the actively disturbed area of the construction site.

h. Replant vegetation in disturbed areas as quickly as possible.

i. Limit simultaneous occurrence of excavation, grading, and ground disturbance activities on the same area at any one time when feasible.

j. Draft and implement a Project SWPPP (Stormwater Pollution Prevention Plan). The onsite QSP (Qualified SWPPP Practitioner) will monitor runoff before, during, and after rain events. Deficiencies will be logged and corrected immediately. Inactive construction areas will be properly addressed with BMPs to eliminate erosion. Required BMPs will be outlined in the SWPPP and enforced with reporting and inspection.

k. Post signage and enforce 15 mph speed limit requirement for unpaved roads (Exhibit A).

l. Post signage and enforce dust complaint reporting requirement (Exhibit B). Take corrective action to remedy complaints within no more than 48 hours after receiving the complaint.

m. The Project Dust Compliance Manager will monitor and facilitate the implementation of mitigation measures. The Contractor will maintain Daily Inspection Logs throughout the Project.

n. Limit inactive construction areas (previously graded areas inactive for one month or more) by installing planting, finished hardscape, and paving as soon as possible.

o. Designate onsite Superintendent (identity TBD) as the person to monitor the dust control program and to order increased watering, as necessary.

p. Install fencing with attached windscreen fabric on the windward side of the actively disturbed area of the construction site.

q. Replant vegetation in disturbed areas as quickly as possible.

r. Limit simultaneous occurrence of excavation, grading, and ground disturbance activities on the same area at any one time when feasible.

s. Tire washing station will be included at each construction entrance and all equipment, including tires will be washed off prior to leaving the site.

t. Install construction area entrances at all ingress and egress sites to ensure dirt is kept off of public roads. Construction area entrances will be built using fabric and 3x5 rock to facilitate tire soil removal prior to leaving the site (or as defined by the guidelines in the Best Management Practice Handbook). Ingress/egress sites will also provide dry brushing of loose soil from tires and fenders

u. All contractors will be bound by contract to comply with the requirements of CCR Title 13, Section 2449. All written documentation that fleet requirements have been met will be submitted to the City of Oakland for record.

v. Install coatings meeting VOC content requirements specified in Project Specification.

3.3 Emission Control Mitigation Plan

a. During all construction activities, off-road construction equipment greater than 25 horsepower shall meet US EPA Tier 4 emission standards. If such equipment is not available, then equipment which meets Tier 3 engine standards can be used but only under the following circumstances:
   - All contractors must submit letters to the City of Oakland providing information on the availability of Tier 4 construction equipment to be used on each construction site and information on their search for Tier 4 rental equipment, should their fleet not have all the necessary Tier 4 equipment available for use on this project site.
   - If the contractor must rent equipment, then the contractor shall contact a minimum of three rental agencies in the Bay Area and submit documentation about the availability of such rental equipment.
   - If Tier 4 equipment is not available during the specified construction periods, then Tier 3 can be used, subject to restriction 3.3b below.

b. The two most utilized pieces of construction equipment per job site (the equipment projected to have the most utilization hours) must be Tier 4 equipment. The contractor shall submit an estimated equipment-hour projection to the City of Oakland with verification that Tier 4 equipment will be used for the two pieces projected to have the most utilization hours.

c. All contractors shall submit a list of specific off-road equipment being proposed for use at each project site. The Compliance Officer shall use this documentation to verify that equipment meets the requirements of Tier 4 or Tier 3, and shall ensure that equipment with Tier 1 or Tier 2 engines are not delivered to nor used on each construction site.

d. During all construction activities, all On-Road trucks delivering materials and/or equipment to the site are required to comply with the Air Resources Board regulations for on-road trucks in the Truck and Bus Rule. Contractors shall furnish CARB Compliance certificates to the City of Oakland for on-road trucks demonstrating compliance with the Truck and Bus Rule.

e. All contractors will be encouraged to use post 2010 model water trucks, as available.

f. Fuel being used will be compliant with California standards and consistent with regulatory requirements for Ultra Low Sulfur Diesel (USLD).

g. Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area.

h. All scissor lifts and small tools will be electric.

i. Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. Temporary electric service from existing infrastructure will be provided on the job-site for contractors to use for small tools and equipment. Contractor shall make substantial efforts to contact PG&E well in advance of start of construction to allow adequate time for the connection to temporary job site power. The use of diesel generators shall only be used as a last resort option.

j. Keep all construction equipment properly tuned by a certified mechanic in accordance with the manufacturer's specifications. Operators will provide the Contractor with written documentation of equipment maintenance for all equipment to be used onsite. These maintenance logs shall be made available upon request.

k. All contractors will be bound by contract to comply with the requirements of CCR Title 13, Section 2449 (CARB Off-Road Diesel Regulations). All written documentation that fleet requirements for equipment to be used onsite have been met will be submitted to the City of Oakland for record.

3.4 Idling Policy

a. All on-road trucks serving the construction sites shall minimize idling be shutting off the truck at all possible times. Additionally, all trucks used during construction of these sites shall be **prohibited from idling more than two minutes** when loading and unloading, staging, when waiting in a queue, or when not in active use. Exemptions from the two-minute idling rule will be allowed when required for safety, or when equipment is in use.

b. All off-road diesel equipment over 25 horsepower sites shall minimize idling be shutting off the equipment at all possible times. Additionally, diesel off-road equipment used during construction of these sites shall be **prohibited from idling more than two minutes** when not in active use. Exemptions from the two-minute idling rule will be allowed when required for safety, when vehicles need to idle to perform work (such as cranes providing hydraulic power to the boom), or when equipment is in use.

c. See Exhibit C for signage describing the Project Idling Policy.

3.5 Reporting and Labeling

a. Reporting can be completed using DOORS (Diesel Off-road online Reporting System), which is CARB's free online reporting tool for the Off-Road regulation. Further information on reporting and labeling for off-road vehicles is available at: www.arb.ca.gov/ordiesel.

b. All fleet equipment used onsite shall be properly reported and labeled as required per CCR Title 13, Section 2449 (CARB's Off-Road Regulation). After a fleet reports their vehicles to CARB, each vehicle is assigned a unique Equipment Identification Number (EIN). The fleet must label its vehicles within 30 days of receiving EINs. Labeling provisions of the Off-Road regulation were amended in December 2010 to require labels on both sides of each vehicle. Additionally, fleets reported as 'captive attainment area fleets' must have labels with a green background instead of red. All construction contractors shall comply with and monitor compliance with Air Resources Board regulations for Off-Road construction equipment, CCR Title 13, Section 2449. To document compliance, all fleets shall provide ARB Certificates of Compliance with the Off-Road Regulations to the City of Oakland.

3.6 Enforcement

a. The Project Compliance Manager will monitor and facilitate the implementation of mitigation measures. Any off-road equipment that exhibits conditions outside of the manufacturer's specifications, or emits excessive visible smoke, shall be prohibited from operating on-site. All contractors will be subject to this provision and will maintain Inspection Logs daily throughout the project. Compliance Manager will complete online ARB courses for Visible Emissions Evaluation to enhance ability to ensure fleets are in compliance with CARB Regulations. Compliance Manager shall communicate Plan requirements to subcontractors in weekly tailgate or coordination meetings.

b. Post signage limiting truck and equipment idling time to two minutes or less, in accordance with CCR Title 13, Section 2485 & 2449. (Exhibit C)

c. A program to enforce and monitor vehicle compliance will be developed to ensure that vehicles associated with the Project comply with applicable local, regional, state, and federal air quality requirements.

Exhibit A – Speed Limit Sign

Exhibit B – Complaint Sign

ATTENTION

PERMITTED CONSTRUCTION HOURS:
Monday-Friday 7AM-7PM

There will be no work on site outside of permitted hours without written permission from City of Oakland.

FOR CONCERNS REGARDING DUST, CONSTRUCTION NOISE, EROSION OR ANY CONSTRUCTION ACTIVITY ON THIS PROJECT PLEASE CONTACT:

During Construction Hours – TBD
After Construction Hours -TBD

CITY OF OAKLAND CODE COMPLIANCE:
(510) 238-3381

OAKLAND POLICE DEPARTMENT 24 HR LINE:
(510) 777-3333

BAY AREA AIR QUALITY MANAGEMENT DISTRICT:
(800) 334-6367

Exhibit C – Idling Policy Sign