



INTER OFFICE MEMORANDUM

TO: Sabrina B. Landreth
City Administrator

FROM: Rachel Flynn

SUBJECT: Construction-Related Air Quality Plan
by Prologis for Northeast Gateway at
Army Base site

DATE: September 8, 2016

City Administrator
Approval

Date

10/4/16

RECOMMENDATION

Approve the construction-related Air Quality Plan for the Prologis development site located in the Northeast Gateway area of the former 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 the site and provide contact information for a project representative at the site.
2. No lease for the development shall be executed and no operational activities at the site shall commence until the City Administrator approves the Air Quality Plan for the operational phase of the site.
3. Prologis shall submit the list of off-road construction equipment brought on-site and the corresponding engine tier upon request by the City.
4. Prologis shall obligate its construction contractor to comply with the Air Quality Plan and the requirements of the Standard Conditions of Approval / Mitigation Monitoring and Reporting Program through the construction contract, agreement, or other functionally equivalent and enforceable mechanism.

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 warehouse located in the Northeast Gateway. 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 (“SCAMMRP”) for the 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 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 meet these air quality requirements. The first vertical development being implemented is the trade and logistics warehouse project by Prologis at the Northeast Gateway.¹

On March 3, 2016, Prologis presented an initial version of a plan to comply with air quality requirements during construction (referred to as the “Air Quality Plan”) at a quarterly meeting attended by air quality stakeholders, including community-based organizations, community residents, and interested government agencies.

On April 25, 2016, Prologis submitted the first draft of the Air Quality Plan to the City (see *Attachment A*). On May 13, 2016, the draft Air Quality Plan was released to stakeholders for a 17-day public review period as required by Mitigation Measure PO-1. The City received comments from the following organizations: West Oakland Environmental Indicators Project; Ditching Dirty Diesel; Alameda County Public Health Department; Bay Area Air Quality

¹ The “Northeast Gateway” is a term used by Prologis to refer to the northern portion of the East Gateway area.

Management District; and California Air Resources Board (see *Attachment B*). The comments are summarized and discussed in the “Key Issues” section below.

City staff met with Prologis numerous times to discuss potential enhancements to the Air Quality Plan to address public comments and reduce potential air quality impacts. In addition, staff conducted a visit to the site with staff from the Port of Oakland and the California Air Resources Board on July 21, 2016, and had a follow-up conference call with Prologis, the project contractor, the Bay Area Air Quality Management District, and the California Air Resources Board on August 3, 2016. In response to feedback from City staff and stakeholders, Prologis submitted revisions to the Air Quality Plan on July 18, July 27, and August 30, 2016.² The latest draft of the Air Quality Plan, dated August 30, 2016, is attached along with a cover letter from Prologis that responds to the public comments on the previous version of the Plan (see *Attachment C*).

KEY ISSUES

Public comments received on the draft Air Quality Plan ranged from detailed comments targeting a specific issue to larger, general comments about the overall project. Comments could be loosely grouped into the following three categories: Overall Army Base Project Implementation; Construction vs. Operational Phases; and Details Regarding Construction-Phase Compliance. These categories are further discussed below. Also, refer to the cover letter prepared by Prologis (in *Attachment C*) that contains a detailed response to the public comments.

Overall Army Base Project Implementation

Some stakeholders sought clarity on how the different Air Quality Plans and environmental requirements are being implemented over the construction phases and operational phases of the different elements of the overall Army Base project being developed at different times by different parties. Staff has prepared an exhibit to better identify the different Air Quality Plans associated with the project (see *Attachment D*).

In order to better track the construction and operational phases of the overall Army Base project, and their corresponding Air Quality Plans, the Bay Area Air Quality Management District and the California Air Resources Board have requested notification when construction of the subject Prologis building begins. Staff believes this request is appropriate and recommends a corresponding condition to this effect when the City Administrator approves the subject Air Quality Plan (see Condition #1 in “Recommendation” section above).

² The initial draft Air Quality Plan submitted on April 25, 2016, 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 – when it submitted revisions to the Air Quality Plan.

Construction vs. Operational Phases

The air quality requirements for the Army Base project address both the construction phase and operational phase of the project. Prologis is currently seeking approval of an Air Quality Plan for the construction phase of the first building; it will seek approval of an Air Quality Plan for the operational phase of the first building at a later date. Like the construction-phase Air Quality Plan, the operational-phase Air Quality Plan will also require stakeholder review and City Administrator approval.

Many of the strategies recommended in the public comments to reduce air quality impacts relate to the operational phase of the development that are implemented when a tenant occupies the building and property. According to Prologis a tenant has not yet been identified for the property. Prologis is proposing to construct a “cold shell,” meaning improvements for the individual tenant (e.g., office-restroom buildouts, equipment, and electrical, plumbing, and mechanical systems) will be installed later depending upon the needs of the tenant. Many of the strategies to reduce air emissions, such as electrification of warehouse and transportation equipment, can be implemented with the future tenant improvements and are not being precluded by the current design and construction of the building. Prologis will have guidelines for tenant improvements (“TI Guidelines”) in individual leases that specify environmental and other requirements that the tenant must meet. Along with the environmental requirements from the Army Base SCAMMRP, the proposed building is also subject to City green building regulations requiring the building to meet Leadership in Energy and Environmental Design (“LEED”) Gold standards. Operational-related SCAMMRP and LEED requirements can be adequately fulfilled by individual future tenants through the TI Guidelines or other lease-related, functionally equivalent mechanism. It is important for the operational-phase Air Quality Plan, particularly the elements related to individual tenant operations, to be in place before tenant operations begin. Accordingly, staff recommends a condition be attached when the City Administrator approves the subject Air Quality Plan that requires City Administrator approval of the operational-phase Air Quality Plan before any leases for the project are executed or operational activities at the site commence (see Condition #2 in “Recommendation” section above).

Details Regarding Construction-Phase Compliance

Some stakeholders raised questions on the initial draft Air Quality Plan regarding how specific construction-related air quality requirements will be met. In response, Prologis added more specificity to the Plan. Below are some examples of where the Plan has been enhanced.

- Dust Monitoring: To control fugitive dust from the site, exposed dirt surfaces will be watered regularly. A wind speed sensor will be installed on the site and monitored periodically. Watering will be adjusted based on wind speed with increased watering during high winds (over 15 mph) and activities suspended during excessive wind (over 20 mph). Watering will occur until adequate moisture is achieved when the earth becomes tacky.

- Off-Road Equipment: To reduce emissions associated with off-road equipment, all contractors will use late-model equipment with lower-emission Tier 4 engines if available. At a minimum, Tier 3 engines will be required if Tier 4 engines are not available. The Air Quality Plan provides additional details on equipment compliance and monitoring. For example, contractors can provide documentation from the California Air Resources Board's Diesel Off-Road Online Reporting System ("DOORS") indicating engine specifications for equipment brought on-site. To assist with monitoring project performance with this requirement, staff recommends a condition be attached when the City Administrator approves the subject Air Quality Plan that requires Prologis to submit the list of equipment brought on-site and the corresponding engine tier upon request by the City (see Condition #3 in "Recommendation" section above).
- Electric Power: Portable equipment will be powered by electricity from the project site's grid instead of diesel-powered generators thereby reducing emissions.
- Compliance: The Air Quality Plan identifies 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. To further promote compliance, staff recommends a condition be attached when the City Administrator approves the subject Air Quality Plan that requires Prologis to obligate its construction contractor to comply with the Air Quality Plan and the requirements of the SCAMMRP through the construction contract, agreement, or other functionally equivalent and enforceable mechanism (see Condition #4 in "Recommendation" section above).

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 on the Air Quality Plan to the City Council.


To: Sabrina B. Landreth, City Administrator

Subject: Construction-Related Air Quality Plan by Prologis for Northeast Gateway at Army Base site

Date: September 8, 2016

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Please contact Darin Ranelletti, Deputy Director, at (510) 238-3663, if you have any questions.



RACHEL FLYNN

Director, Planning and Building Department

Prepared by:

Darin Ranelletti

Deputy Director, Planning and Building
Department

Attachments:

- A. *Initial Draft Air Quality Plan for Construction Prepared by Prologis (titled "Northeast Gateway Construction Management Plan [Air Quality Elements]"; dated April 25, 2016)*
- B. *Public Comment Letters Received in Response to Draft Air Quality Plan dated April 25, 2016*
- C. *Revised Air Quality Plan for Construction Prepared by Prologis (titled "Northeast Gateway Construction Management Plan" including related documents; dated August 30, 2016)*
- D. *Air Quality Plan Implementation at Army Base – Tentative Timeline*

Attachment A

Initial Draft Air Quality Plan for Construction Prepared by Prologis (titled “Northeast Gateway Construction Management Plan [Air Quality Elements]; dated April 25, 2016)

NORTHEAST GATEWAY CONSTRUCTION MANAGEMENT PLAN (AIR QUALITY ELEMENTS)



Initial Submittal: April 25, 2016

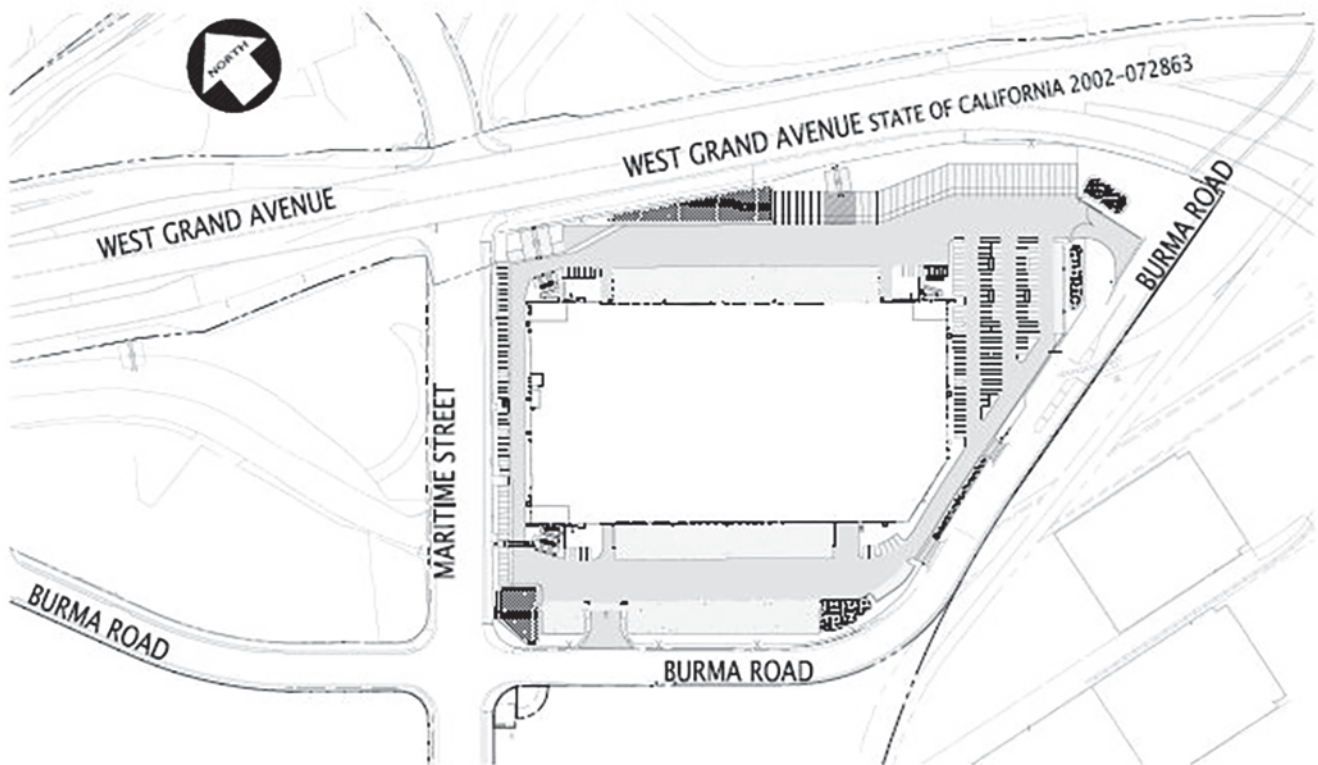


1- Project Overview and General Information.....1
2- Air Quality (SCA-AIR-2).....2-5

List of Exhibits

A. Site Plan and Elevation.....	I. Log: Dust and Noise Complaints..
B. Erosion Control Plan.....	J. Signage: Equipment Idle Time Restrictions.....
C. Project Schedule.....	K. Sample Public Notice.....
D. Project Logistics Plan.....	L. Project Truck Log.....
E. Approved Traffic Control Plan- <i>TBD</i> ...	M. Daily Site Inspection Log.....
F. Approved Truck Haul Route.....	
G. Signage: Speed Limit.....	
H. Signage: Dust Reporting, Noise Complaints, and Construction Work Hours.....	

1. Project Overview and General Information



On the Northeast Gateway site Prologis will construct a new 256,000 sf warehouse on a site covering approximately 702,000sf bordered by Maritime Street, Burma Road and West Grand Ave. The project site improvements will include new underground utilities, landscaping, concrete and ac paving and bio-swales. The new warehouse building will include 55 truck docks, 78 trailer parking stalls, 171 auto parking stalls and two electric vehicle charging stations.

2. Air Quality - Construction Related Air Pollution Controls

SCA-AIR-2 Construction Related Air Pollution Controls

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

Requirements:

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):

- a. 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.
- b. 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).
- c. 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.
- d. 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.
- e. Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).
- f. Requirement: Limit vehicle speeds on unpaved roads to 15 miles per hour.
- g. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 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.
- h. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes and fleet operators must develop a written idling policy (as required by Title 13, Section 2449 of the California Code of Regulations.)
- i. 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.
- j. 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.
- k. 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.

2. Air Quality - Construction Related Air Pollution Controls

- l. All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph.
- m. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- n. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).
- o. 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.
- p. 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.
- q. 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.
- r. 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.
- s. All trucks and equipment, including tires, shall be washed off prior to leaving the site.
- t. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel.
- u. 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.
- v. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).

Dust Control Mitigation Plan:

The Erosion Control Plan (Exhibit B) was submitted to the City as part of the 02/08/2016 Issue for Permit Drawings. In addition to the dust control measures included in The Erosion Control Plan the following items will be implemented to control dust -

- 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.

2. Air Quality - Construction Related Air Pollution Controls

- 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 (Randy Knaus) 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 G).
- l. Post signage and enforce dust complaint reporting requirement (Exhibit H). Take corrective action to remedy complaints within no more than 48 hours after receiving the complaint.
- m. The Project Dust Compliance Manager (Randy Knaus) will monitor and facilitate the implementation of mitigation measures. The Contractor will maintain Daily Inspection Logs throughout the Project.

Emission Control Mitigation Plan:

To reduce emissions generated by equipment operating onsite the following protocols will be implemented –

- a. Use late model heavy-duty diesel-powered equipment at the Project Site to the extent that it is readily available in the San Francisco Bay Area. Use low-emission diesel fuel for all heavy-duty diesel-powered equipment.
- b. Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and

2. Air Quality - Construction Related Air Pollution Controls

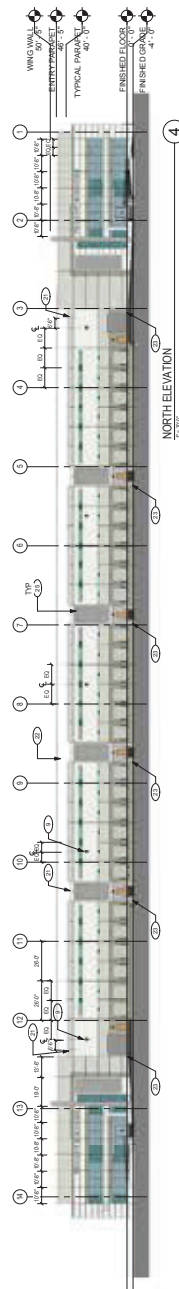
unleaded gasoline) to the extent that the equipment is readily available and cost effective in the San Francisco Bay Area.

- c. Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.
- d. 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.
- e. Enforce requirements of CCR Title 13, Section 2449 (CARB OffRoadDiesel Regulations) and Title 13, Section 2485 with reporting and/or inspection and enforce construction equipment maintenance requirements.
- f. The Project Compliance Manager (Randy Knaus) will to monitor and facilitate the implementation of mitigation measures. All contractors subject this provision will maintain Daily Inspection Logs throughout the Project.
- g. Post signage limiting truck and equipment idling time to five minutes or less. (Exhibit J)

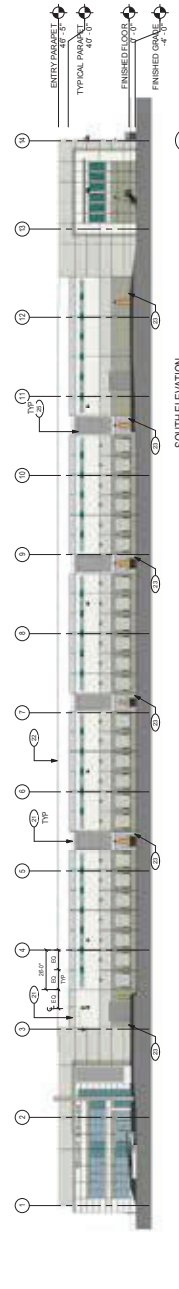
Exhibit A- Site Plan and Elevation



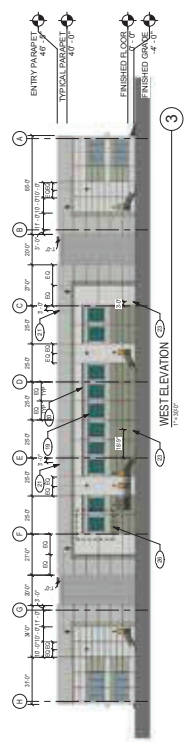
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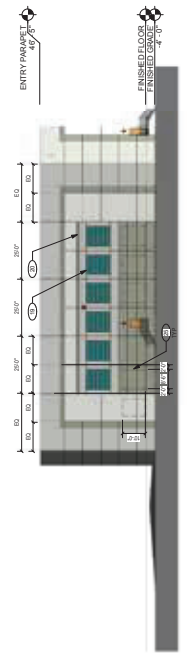
NORTH ELEVATION
1"=20'



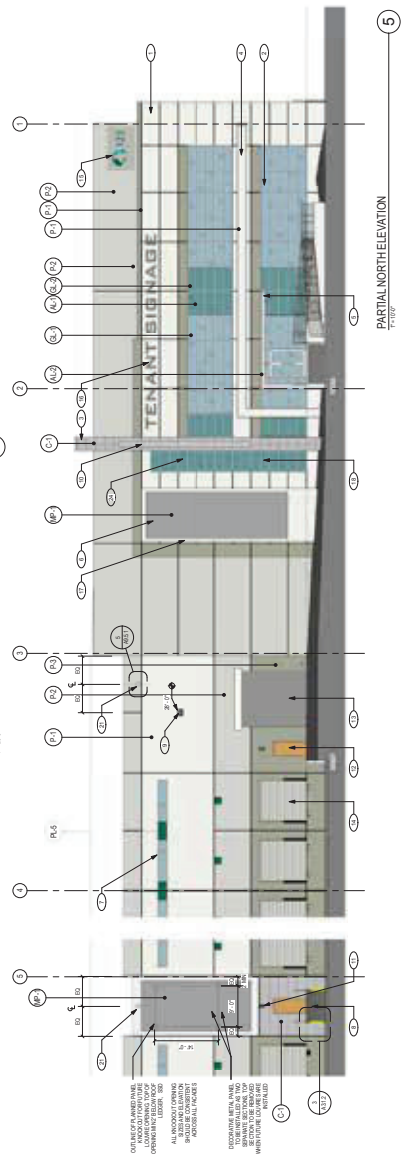
SOUTH ELEVATION
1"=20'



WEST ELEVATION
1"=20'



SOUTH-EAST-OBLIQUE CORNER
1"=20'



PARTIAL NORTH ELEVATION
1"=20'

KEY NOTES

1. REFER TO ALL NOTES ON ALL DRAWINGS FOR MATERIALS AND FINISHES.
2. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND ALL APPLICABLE REGULATIONS.
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EXTERIOR FINISH SCHEDULE

ITEM	DESCRIPTION
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P99	TOMATCH PROLOGIS STANDARD COLOR
P100	TOMATCH PROLOGIS STANDARD COLOR

GENERAL NOTE: PROVIDE EXTERIOR WALL TRANSITIONS ON EXTERIOR WALL AND INTERIOR AND FINISHES @ INSIDE SEE 4.1



3300 AVENUE PAVO
SAN FRANCISCO, CA 94134
TELEPHONE: 415 770 1800

DATE: 10/20/20
PROJECT NO: 10204.00

SCALE: AS SHOWN
ELEVATIONS

DATE: 10/20/20
PROJECT NO: 10204.00

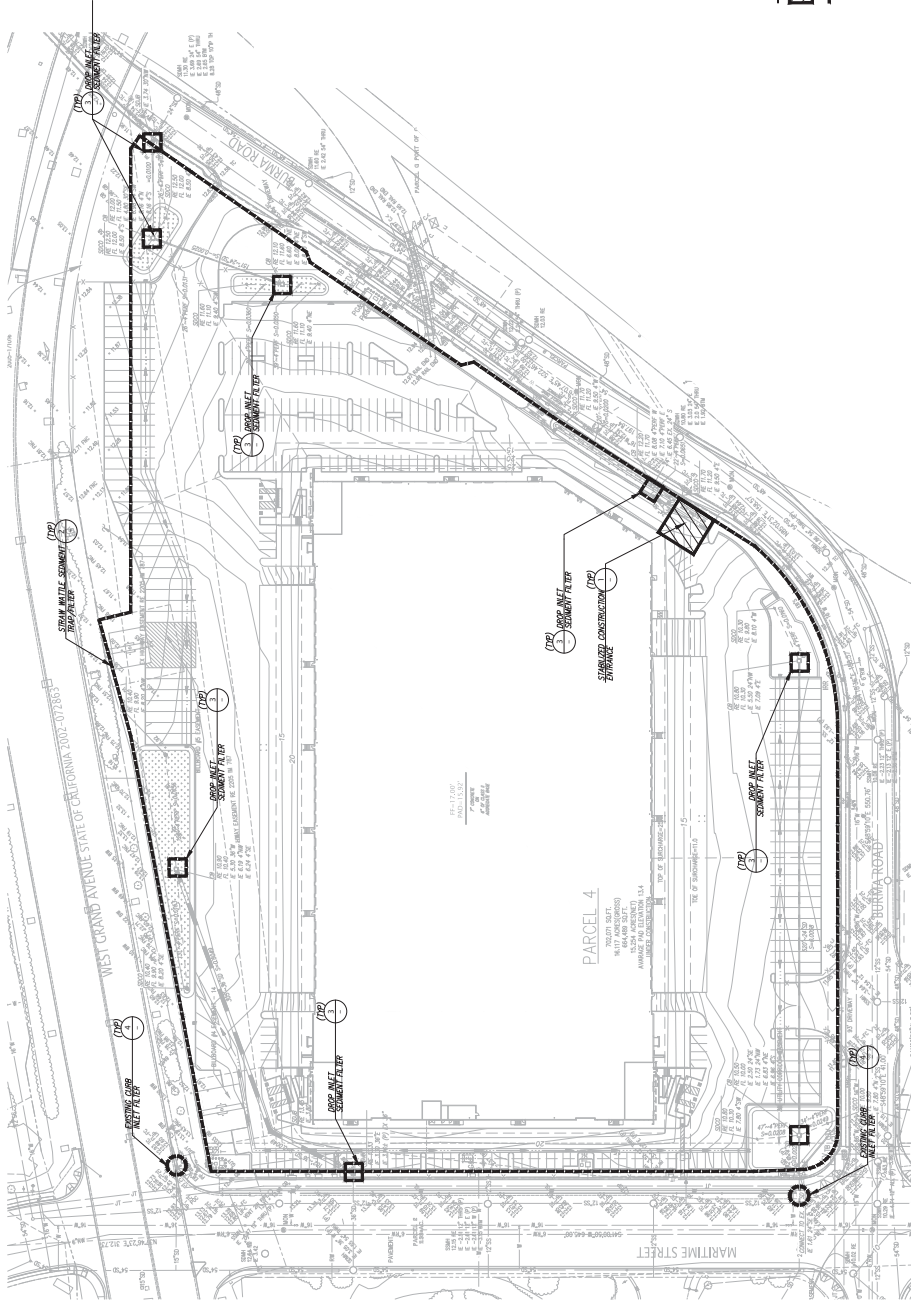


Exhibit B- Erosion Control Plan

OKIER & WRIGHT
CIVIL ENGINEERS & LANDSCAPERS, INC.
2880 CENTER CITYWAY ROAD
LIVERMORE, CALIFORNIA 94551
PHONE (925) 454-9788
FAX (925) 454-9790

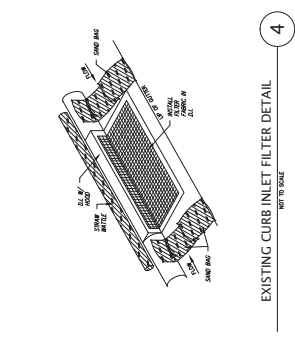
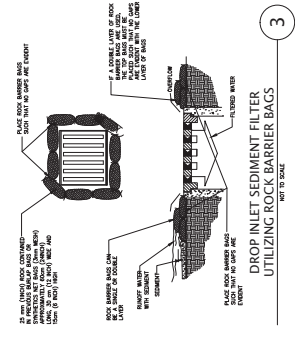
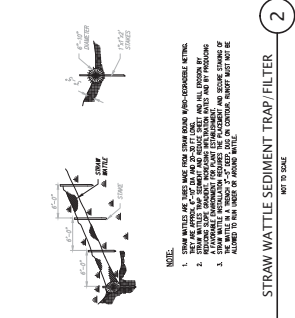
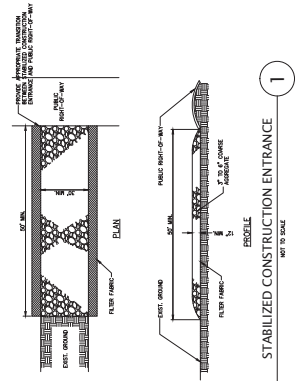


0 50 100
Scale 1" = 50' ft



LEGEND

	STABILIZED CONSTRUCTION ENTRANCE
	STRAW WATTLE SEDIMENT TRAP/FILTER
	DROP INLET SEDIMENT FILTER
	EXISTING CURB INLET FILTER



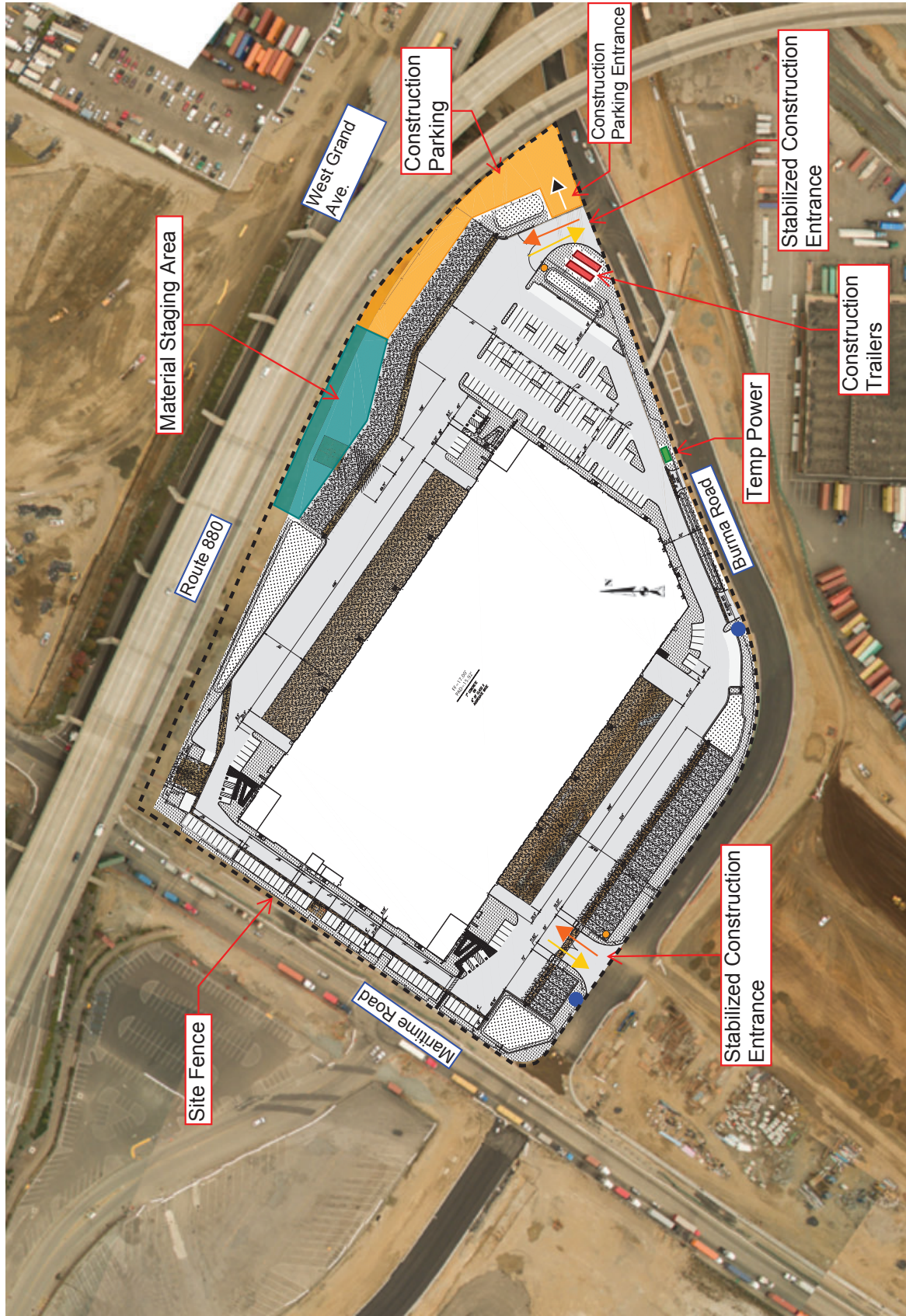
PROLOGIS
1000 CALIFORNIA AVENUE
OAKLAND, CALIFORNIA 94612
TELEPHONE: (916) 865-1000

PROJECT NO. 151553-1
DATE: JULY 2016
SHEET NO. A1533-1
PROJECT: EROSION CONTROL PLAN

SCALE: C6
DESIGNED BY: C. WRIGHT
DRAWN BY: C. WRIGHT
CHECKED BY: C. WRIGHT
APPROVED BY: C. WRIGHT



Exhibit D- Project Logistics Plan

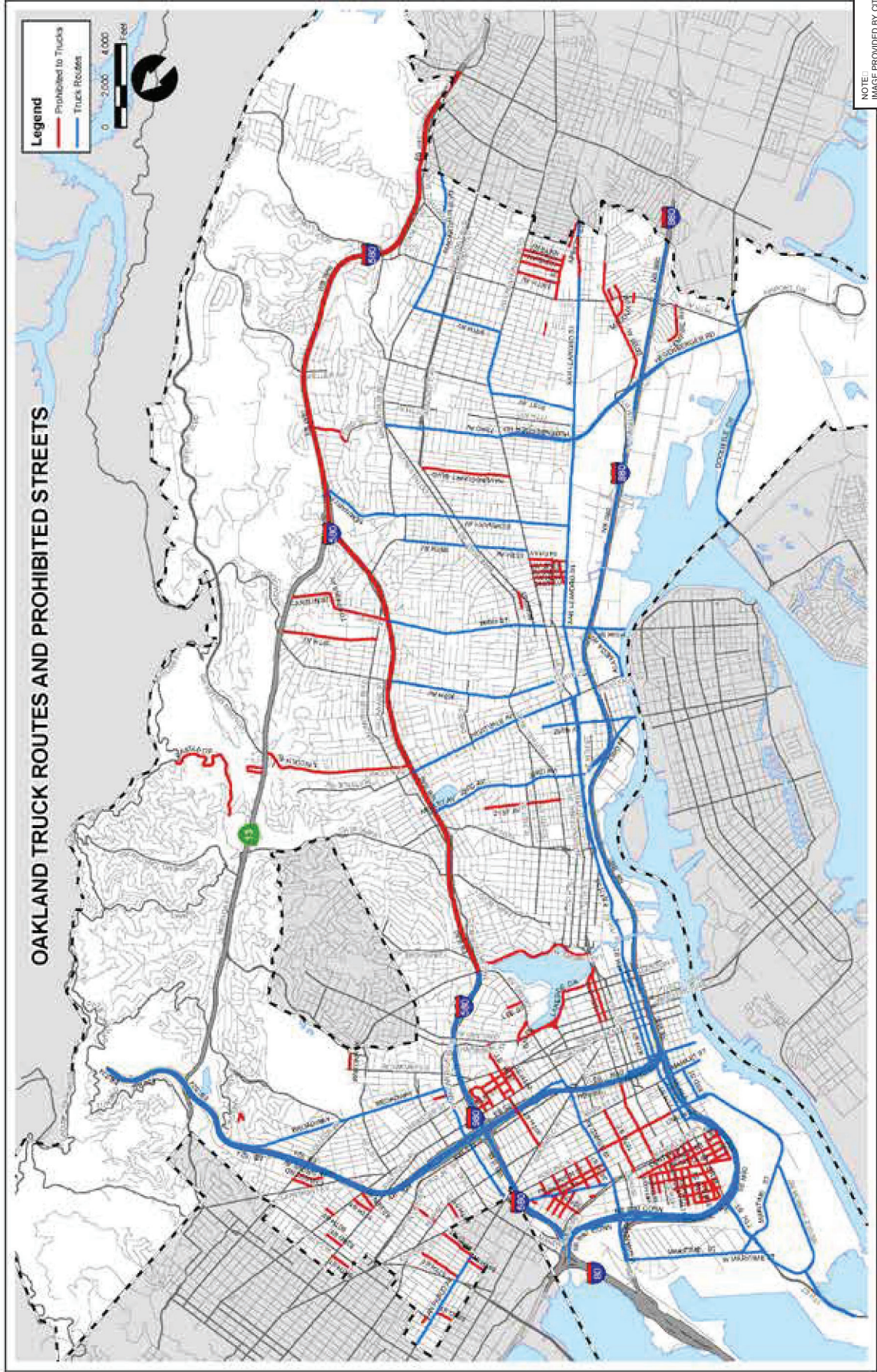


- Fire Hydrant
- Construction Signage
- - - Construction Fence

Exhibit E- Approved Traffic Control 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.

Exhibit F- Approved Truck Haul Route



NOTE: IMAGE PROVIDED BY CITY OF OAKLAND

DATE	REV	DATE	COMMENT
04/02 <td></td> <td></td> <td></td>			
8/23/2013 <td></td> <td></td> <td></td>			
25945 <td></td> <td></td> <td></td>			
AD-0335.01 <td></td> <td></td> <td></td>			

PROJECT INFO: CITY OF OAKLAND TRUCK ROUTES AND PROHIBITED STREETS
CITY OF OAKLAND, ALAMEDA COUNTY, CALIFORNIA

ARCHITECTURAL DIMENSIONS
JAMES HEIBRONER
510 445 8800
OAKLAND PLAZA, SUITE 975
OAKLAND, CA 94612

ARCHITECTURAL DIMENSIONS

DRAWING NO.: TCP-2
SHEET: 1 OF 1

DATE: 8/23/2013
DRAWN BY: J. AMANDA
CHECKED BY: K. ROSSO





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 – Randy Knaus (925)-271-6023

After Construction Hours – Steve Rodriguez (925-)-271-6590

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

IDLING POLICY

IDLING TIMES ON ALL DIESEL-FUELED COMMERCIAL VEHICLES OVER 10,000 LBS AND DIESEL-FUELED OFF-ROAD VEHICLES OVER 25 HORSEPOWER SHALL BE MINIMIZED EITHER BY SHUTTING EQUIPMENT OFF WHEN NOT IN USE OR REDUCING THE MAXIMUM IDLING TIME TO FIVE MINUTES.

(CCR TITLE 13, SECTION 2485 & 2449)

VIOLATIONS SUBJECT TO MINIMUM FINE OF \$300.

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

WILLARD HACKERMAN
PRESIDENT AND CEO

FOUNDED 1909

THE WHITING-TURNER CONTRACTING COMPANY

(INCORPORATED)

ENGINEERS AND CONTRACTORS

CONSTRUCTION MANAGEMENT
GENERAL CONTRACTING
DESIGN-BUILD
SPECIALTY CONTRACTING
OFFICE/HEADQUARTERS
RETAIL/SHOPPING CENTERS
HEALTHCARE
BIOTECH/PHARMACEUTICAL
HIGH TECH/CLEANROOM

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

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



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

WILLARD HACKERMAN
PRESIDENT AND CEO

FOUNDED 1909

THE WHITING-TURNER CONTRACTING COMPANY

(INCORPORATED)

ENGINEERS AND CONTRACTORS

CONSTRUCTION MANAGEMENT
GENERAL CONTRACTING
DESIGN-BUILD
SPECIALTY CONTRACTING
OFFICE/HEADQUARTERS
RETAIL/SHOPPING CENTERS
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ENVIRONMENTAL
BRIDGES, CONCRETE

WRITER'S DIRECT NUMBER IS
925-271-6606

Dear Neighbors,

Due to safety reasons, pedestrian traffic will be periodically shut down on Maritime Street between Tuesday 9/15/2016 and Friday 10/16/2016 while demolition and excavation activities are in progress. Pedestrian barricades will be set in place to re-route all pedestrian traffic to the detour per the approved Traffic Control Plan. Please reference the included closure plan exhibit from our Traffic Control Plan that shows the areas that will be closed. The shutdown dates will be posted on our website within 2 days prior to shut down.

If you should have any problems or questions we encourage you to call or stop by our construction trailer located on site.

Additional project information may be requested should you have any questions using the contact below.

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



Attachment B

Public Comment Letters Received in Response to Draft Air Quality Plan dated
April 25, 2016

From: [Margaret Gordon](#)
To: [Ranelletti, Darin](#); robbie.morris@arb.ca.gov; [Marvin, Cynthia@ARB](#); dvintze@baaqmd.gov; [Richard Grow](#); [Lee, Anna, Public Health, CAFE](#)
Subject: Comments Standard Conditions of Approval/Mitigation Measures for the Prologtis:
Date: Monday, May 23, 2016 11:52:06 AM

Comments Standard Conditions of Approval/Mitigation Measures for the Prologtis:

1. Nothing about Solar
2. Shuttle Services to not bring cars into West Oakland
3. No traffic study cars or trucks
4. There's not an emission reduction plan
5. **EIR** is over ten years old
6. No Zero emission plan or new technology
7. No Green Infrastructure
8. No use of electric truck for local freight transportation
9. No spraying of water from an enclosed fence during construction
10. No hours of operation
11. Nothing in the plan green house gases reduction
12. The item on the warehouse is not subject to Planning Commission
13. We don't if there will be indoor air filtration for workers.
14. There nothing about recycling and no waste added to the project

Thank you,

Ms. Margaret Gordon/Co-Director
West Oakland Environmental Indicators Project
349 Mandela Pkwy.
Oakland, Ca. 94607
[510-257-5645](tel:510-257-5645)
WWW.WOEIP.ORG





Robbie Morris
California Air Resources Board
Freight Transport Branch
Transportation and Toxics Division

May 25, 2016

Dear Robbie ,

Thank you for providing us the documents and opportunity to comment on the Pologis project in West Oakland . As you undoubtedly know, West Oakland has long been suffering cumulative impacts from the Freight Industry and as such was designated by BAAQMD as one of their CARE communities .

Given the existing conditions and forecasts for expanded freight operations (rail, maritime, air, and trucking), we ask that CARB take an extra critical look at this project and determine what measures can be implemented to eliminate or at least reduce impacts on this community from this company's operations.

Following are our comments and recommendations on the project:

- * The AQ measures outlined in the documents to control dust seem adequate if they are actually implemented for the duration of the construction project. We have had examples of large scale projects (Bay View/Hunters Point) where the measures were initially implemented but later dropped. The affected residents had little recourse and suffered health hazards as a result.
- * The designated person or persons assigned to monitor the dust control program and to order the increased watering to prevent transport of dust should be identified to the public along with their phone numbers. That their duties should include holidays and weekend periods

when construction work is not in progress demonstrates a more serious commitment to mitigation and is welcomed.

* The Construction Signage near the Construction Parking Entrance appears to be set back too far into property – one should not have to go behind the fence to be able to read it . The sign should be easily readable from the street.

* This document is primarily about outlining and regulating construction procedures. However, there are important considerations in the design of the building and development of the project that should be addressed. For example, will the building and finished property create yet another Heat Island that will raise energy demands, elevate emissions of air pollutants and Green House gases, and impair water quality? This is a very large project that has a significant footprint in the area and should be required to incorporate cool roofs, cool pavement, and vegetation to mitigate its impacts on the area.

* This Prologis project includes 55 Trucks, 78 trailer parking stalls, 171 parking stalls and only 2 electric charging stations (for passenger vehicles only we believe).

There is no mention of utility design , planning , and infrastructure for future Heavy Duty charging stations , forklifts, and cargo handling equipment. It would be very helpful to have ARB provide aggressive guidance here in accordance with its Sustainable Freight Policy. If this policy is to be “Transformative” as the governor has declared it must seriously weigh in on projects such as this in a comprehensive manner. If the current plans do not account for the future energy needs of zero emission HD trucks it will probably be prohibitively expensive to install these needed technologies later.

We have many concerns about this project and believe it needs more scrutiny and adaptations to be up to date with current thinking and compliance with reducing GHG and a Sustainable Freight Policy. Please consider the following :

1. The EIR for the Prologis project is over 10 years old. Freight in all sectors has risen dramatically during this time and is on track to continue; hence projects such as this. It is inappropriate to pretend that it is still accurate and valid.
2. This project has not used any Green Infrastructure. There is an opportunity here to follow the example the Port has shown works. One example being the solar panel carports .
3. West Oakland is a very busy hub of Freight activity yet there has not been a Traffic Study for cars and trucks for this project.
4. We would like Prologis to establish Shuttle Services for their employees in order to reduce the number of cars coming into West Oakland. This should not be an undue

burden as BART is nearby and measures to reduce VMT are an important part of the Region's and State's Freight Policies.

5. The hours of operation might be a problem and we have not been informed if there are any limits.
6. We are uncertain of the extent of the Planning Commission's rulings here.
7. We have no information about conditions for workers at this site. Will there be indoor air filtration?
8. An Emission Reduction Plan has not been presented or formulated as far as we know.
9. As previously stated, there is no plan presented for the future use of Zero emission vehicles and their associated infrastructure. We understand that Prologis is primarily in the Short Haul Freight business and would therefore be an ideal candidate for Zero emission Trucks or hybrids.
10. We have not seen how Prologis plans to handle recycling and not add waste to the project.

Before it's too late, we really need a pro-active push by ARB here to get our decision makers, planners, and developers to be "Transformative" with a Sustainable Freight System we are striving to achieve.

Sincerely,

Frank Gallo

Ms Margaret Gordon

Brian Beveridge

Ditching Dirty Diesel

WOEIP

WOEIP

CCFC

CCFC

Sincerely,

Frank Gallo

Ditching Dirty Diesel

CCFC

From: [Lee, Anna, Public Health, OOD](#)
To: [Ranelletti, Darin](#)
Cc: [Davis M.D., Muntu, Public Health, OOD](#); [Galvez, Sandi, Public Health, OOD](#)
Subject: RE: Notice of Availability of Northeast Gateway Air Quality Plan for Construction (Prologis)
Date: Tuesday, May 31, 2016 5:04:36 PM

Dear Darin:

My comments on the Air Quality Plan for Construction prepared by Prologis are below. I'm sorry if some of this is already addressed. I wasn't back from maternity leave when they gave their presentation, so I'm just going off of what I gathered from the written materials and checking in with Jen Lucky. I hope these comments are helpful to strengthening the measures to reduce air pollution at the Prologis site.

Please let me know if you have any questions.

Best,
Anna

Sustainable Attributes

- Given the proximity of the Prologis site to the Bay, I wonder if the developer is aware and has thought about site design features that could help thwart sea level rise and flooding. This is a reality we need to consider and it could be a preventative cost saving and safety measure.

Green Building

- Pleased to see the green building aspects of the plan and hope that if Prologis hasn't already, that they align this with the City's Green Building Checklist to ensure the plan promotes Oakland's vision and meets the requirements around Sustainability. Doing this exercise could also help showcase how the project measures against the goals of the City.

Dust

- Dust is a major concern especially because of the weather patterns and existing health inequities in West Oakland; the prevailing wind carries visible dust and air pollution into the West Oakland community.
- It is unclear if there will be demolition of any structures on the site. If so, ensure that watering measures are included in the dust mitigation plan.

Diesel emissions

- Diesel emissions are also a major concern given the existing health burdens in West Oakland.
- Question for the City: How does the Prologis plan align or support the development of the Standard Condition of Approval Mitigation 4.4-3b (West Gateway Rail and Maritime Emissions Reduction Program) and Mitigation 4.4-4 (City and Port truck diesel emission program)? I didn't see any mention of these programs in the Prologis Plan.
- The plan includes ensuring maintenance of the diesel equipment used during construction and operations. The plan does not explicitly say that the developer and sub-contractors must comply with the engine requirements from CARB. Please ensure that it does.
- Although the regulatory limit for idling is 5 minutes, it would be beneficial to reducing air pollution if the developer and sub-contractors minimized idling to 2 minutes when feasible.
- Another way to minimize idling, particularly for highly polluting refrigerated truck units (so

this might be an operations measure), is utilizing truck plug-in capability. If it is feasible, it would be great to include this into the Plan as a pollution reduction measure.

Truck Routes and Circulation

- Truck hauling routes should be designed to minimize exposure to community from emissions, fugitive dust, potential hazardous materials, vibrations and traffic safety issues.
- There is a West Oakland Truck Route that should be noted and included in the Plan.
- Concerning Exhibit F, Truck Haul Route, it should be noted that there is an updated East Oakland truck route that occurred in 2015 that includes 98th Avenue and a number of other revisions. They can contact the City's Transportation Services Division for these revisions.

Community Engagement

- Public Notice - Sending notification and giving opportunity to engage neighbors is important to ensuring immediate health and safety concerns from the development are addressed and gaining community confidence and support of the project. In West Oakland, there are a number of community organizations and institutions that would be great places to post information and engage, including sending the letter about the project and phone numbers for project managers and making regular presentations. The developer should contact local community leaders for a comprehensive list, but some places and groups to include are: West Oakland Senior Center, libraries, the West Oakland Youth Center and the Hoover Resident Action Council (I can help connect to the Council).
- Public Process - A question for the City: After City Administrator approval, will there be a public process for the Planning Commission and City Council to review and adopt the plan or is this an administrative process moving forward?

Anna Lee

Local Policy Coordinator

Place Matters, Office of the Director

Alameda County Public Health Department

1000 Broadway, Suite 500

Oakland, CA 94607

anna.lee@acgov.org | Phone: (510) 267-8019

Like us on [Facebook](#) | Visit our [Website](#)



Please consider the environment **before** printing this email.

From: Ranelletti, Darin [mailto:DRanelletti@oaklandnet.com]

Sent: Friday, May 20, 2016 12:37 PM

To: 'Jahmese Myres'; Cole, Doug; Cappio, Claudia; 'Mark McClure'; 'Megan Morodomi'; 'Joanne Park'; 'Jack Broadbent'; 'Hhilken@baaqmd.gov'; 'akirk@baaqmd.gov'; 'jroggenkamp@baaqmd.gov'; 'David Vintze'; 'jkitowski@arb.ca.gov'; 'Cynthia Marvin'; McElhaney, Lynette; Cook, Brigitte; Thao, Sheng; 'rebecca.flournoy@acgov.org'; 'Jared Blumenfeld'; 'Richard Grow'; 'stew.sonnerberg@dot.gov'; 'Richard Sinkoff'; 'Anne Whittington'; 'tleong@portoakland.com'; 'Brent Bucknum'; 'bill@oaklandmss.com'; 'brian.woeip@gmail.com'; 'Margaret Gordon'; 'Cory'; 'jmajor@prologis.com'; 'robbie.morris@arb.ca.gov'; 'sydney.vergis@arb.ca.gov'; Klein, Heather; 'Maile.smith@ngem.com'; 'James Heilbronner'; Kaplan, Rebecca; Lee, Anna, Public Health, OOD; 'Jess@sfbaysc.org'; Jones, Andre

Subject: RE: Notice of Availability of Northeast Gateway Air Quality Plan for Construction (Prologis)

Dear Army Base Air Quality Stakeholders:

In my previous email to you (see below), I stated that the deadline for comments on the Air Quality

Pan for Construction prepared by Prologis for the Northeast Gateway site is 5:00 pm on Monday, May 30, 2016, which is Memorial Day. Pursuant to the Standard Conditions of Approval and Mitigation Monitoring and Reporting Program for the Oakland Army Base Project, if the deadline falls on a holiday, the deadline is extended to the next business day. Therefore, the deadline for comments is **5:00 pm on Tuesday, May 31, 2016**.

Please contact me at 510-238-3663 or dranelletti@oaklandnet.com if you have any questions.

Regards,

Darin Ranelletti

Darin Ranelletti, Deputy Director | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 3315 | Oakland, CA 94612 | Phone: (510) 238-3663 | Fax: (510) 238-6538 | Email: dranelletti@oaklandnet.com | Website: www.oaklandnet.com/planning

From: Ranelletti, Darin

Sent: Friday, May 13, 2016 12:51 PM

To: 'Jahmese Myres'; Cole, Doug; Cappio, Claudia; 'Mark McClure'; 'Megan Morodomi'; 'Joanne Park'; 'Jack Broadbent'; 'Hhilken@baaqmd.gov'; 'akirk@baaqmd.gov'; 'jroggenkamp@baaqmd.gov'; 'David Vintze'; 'jkitowski@arb.ca.gov'; 'Cynthia Marvin'; McElhane, Lynette; Cook, Brigitte; Thao, Sheng; 'rebecca.flournoy@acgov.org'; 'Jared Blumenfeld'; 'Richard Grow'; 'stew.sonnerberg@dot.gov'; 'Richard Sinkoff'; 'Anne Whittington'; 'tleong@portoakland.com'; 'Brent Bucknum'; 'bill@oaklandmss.com'; 'brian.woeip@gmail.com'; 'Margaret Gordon'; 'Cory'; 'jmajor@prologis.com'; 'robbie.morris@arb.ca.gov'; 'sydney.vergis@arb.ca.gov'; Klein, Heather; 'Maile.smith@ngem.com'; 'James Heilbronner'; Kaplan, Rebecca; 'Anna.lee@acgov.org'; 'Jess@sfbaysc.org'; Jones, Andre

Subject: Notice of Availability of Northeast Gateway Air Quality Plan for Construction (Prologis)

Dear Army Base Air Quality Stakeholders:

The City of Oakland has received a draft of the Air Quality Plan for Construction at the Northeast Gateway from the developer, Prologis. Prologis presented an overview of this Plan at the Quarterly Air Quality Stakeholder Meeting on March 3, 2016. Pursuant to the Standard Conditions of Approval and Mitigation Monitoring and Reporting Program for the Oakland Army Base Project, the City is providing 17 calendar days for public review and comment on the draft Plan.

The draft Plan is available on the City's website:

<http://www2.oaklandnet.com/oakca1/groups/ceda/documents/report/oak058692.pdf>

Written comments must be received no later than **5:00pm on Monday, May 30, 2016**. Written comments should be sent via email, mail or fax to:

Darin Ranelletti, Deputy Director
City of Oakland, Planning and Building Department
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612
Email: dranelletti@oaklandnet.com
Fax: 510-238-6538

The Plan is subject to approval by the City Administrator. The City will review the written comments that are received and revise or supplement the draft Plan as appropriate prior to approval by the City Administrator. Within 90 days of the approval, there will be an informational presentation to the City Council concerning the Plan.

Please contact me at 510-238-3663 or dranelletti@oaklandnet.com if you have any questions.

Regards,

Darin Ranelletti

Darin Ranelletti, Deputy Director | City of Oakland | Bureau of Planning | 250 Frank H. Ogawa, Suite 3315 | Oakland, CA 94612 | Phone: (510) 238-3663 | Fax: (510) 238-6538 | Email: dranelletti@oaklandnet.com | Website: www.oaklandnet.com/planning



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

June 3, 2016

Darin Ranelletti
City of Oakland
Bureau of Planning
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

ALAMEDA COUNTY
Tom Bates
Scott Haggerty
Rebecca Kaplan
Nate Miley

Subject: Northeast Gateway Construction Management Plan

CONTRA COSTA COUNTY
John Gioia
David Hudson
(Secretary)
Karen Mitchoff
Mark Ross

Dear Mr. Ranelletti,

MARIN COUNTY
Katie Rice

NAPA COUNTY
Brad Wagenknecht

Bay Area Air Quality Management District (Air District) staff appreciates the opportunity to review the Northeast Gateway Construction Management Plan (Plan) submitted to the City of Oakland (City) by Prologis for construction of a 256,000 square foot warehouse (Project) within a portion of the Oakland Army Base. As part of the former Oakland Army Base, the site and therefore this Project is subject to eight air quality mitigation measures described in the Oakland Army Base Project (OAB) 2002 Final Environmental Impact Report, the 2012 Initial Study/Addendum, the Mitigation Monitoring and Reporting Program, and the Lease Disposition and Development Agreement (LDDA). Air District staff understands that approval of the Plan by the City Administrator will allow construction to proceed without any further discretionary approvals from the City.

SAN FRANCISCO COUNTY
John Avalos
Edwin M. Lee
Eric Mar
(Chair)

Air District staff is concerned that the Plan submitted by the developer, Prologis, only addresses air quality impacts associated with construction activity and does not address long term operational emissions associated with the Project. The Plan for this Project does not implement six of the eight air quality mitigation measures that future development is required to implement within the OAB. It should be noted that the eight air quality mitigation measures, which include the City's Standard Conditions of Approval, and which were approved by the Oakland City Council, were expected to be applied to future development within the OAB to lessen significant air quality impacts identified in the environmental documents for the OAB. Approval of the Northeast Gateway Construction Management Plan in its current form would preclude this Project from being required to implement legally binding mitigation measures promised to the surrounding community and approved by the Oakland City Council.

SAN MATEO COUNTY
David J. Canepa
Carole Groom
Warren Slocum

SANTA CLARA COUNTY
Cindy Chavez
Liz Kniss
(Vice-Chair)
Jan Pepper
Rod G. Sinks

SOLANO COUNTY
James Spering
Osby Davis

SONOMA COUNTY
Teresa Barrett
Shirlee Zane

Jack P. Broadbent
EXECUTIVE OFFICER/APCO

Connect with the
Bay Area Air District:



In the Attachment to this letter, Air District staff has provided specific comments on the proposed strategies in the Plan to ensure that construction related

emissions are reduced to the extent feasible. In addition, Air District staff is also recommending that the Plan be amended to include the other adopted air quality mitigation measures identified in the previous environmental documents to reduce the significant air quality impacts anticipated to occur in the West Oakland community, including impacts from Project operations. Air District staff believes that full implementation of all previously adopted mitigation measures is needed for the Project as proposed to assure that West Oakland air quality is not adversely affected. This was the promise of *A Bold Vision: Redeveloping the Former Oakland Army Base*, which was approved by the Oakland City Council.

Air District staff is available to assist the City in addressing these comments. If you have any questions, please contact Alison Kirk, Senior Environmental Planner at (415) 749-5169 or akirk@baaqmd.gov.

Sincerely,



Jean Roggenkamp
Deputy Executive Officer

Cc: Director Tom Bates
Director Scott Haggerty
Director Rebecca Kaplan
Director Nate Miley
Oakland Mayor Libby Schaaf
Heather Arias, California Air Resources Board

Attachment

Attachment

The comments provided below are in response to the Northeast Gateway Construction Management Plan (Plan) recently submitted to the City of Oakland by Prologis; and in relation to the California Environmental Quality Act (CEQA) mitigation requirements adopted by the City of Oakland to lessen the impacts from operational activities associated with development within the Oakland Army Base. As identified in the comments below, the Plan only addresses the CEQA mitigation requirements related to construction activity and does not address the mitigation requirements for operational activities at the Oakland Army Base.

SCA-AIR-1 and SCA-AIR-2

SCA-AIR-1 requires the project applicant to submit a construction management plan that “identifies the conditions of approval and mitigation measures to construction impacts of the project and explains how the project applicant will comply.” SCA-AIR-2 provides the list of conditions of approval and mitigation measures that projects are required to implement to lessen significant air quality impacts related to construction and operation.

The Northeast Gateway Construction Management Plan submitted to comply with SCA-AIR-1 includes all the construction related mitigation measures listed in SCA-AIR-2, but does not provide the specificity needed to “explain how the project applicant will comply”. There are a number of measures that provide an “option” for compliance; in these instances, Air District staff recommends that the applicant identify the criteria for choosing one option over another and identify the process for making that decision. For example, measure (a) requires the Project to increase dust control watering when wind speeds exceed 15 miles per hour; and measure (k) requires soil moisture to be maintained at a minimum of 12 percent; and measure (l) requires all excavation, grading, and demolition activities to be suspended when wind speeds exceed 20 miles per hour. The Plan should identify specifically how wind speeds and soil moisture will be monitored and who is required to maintain compliance logs.

Measure (u) requires all equipment used on the construction site and subject to Title 13, Section 2449 of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”) to meet emissions requirements one year in advance of any fleet deadlines. To comply, the proposed Plan indicates that “The project applicant shall provide written documentation that fleet requirements have been met.” It is not clear who the written documentation will be submitted to and who will ensure that the appropriate equipment is used at the construction site. Air District staff recommends that this and all projects at the Oakland Army Base submit off-road registration documents approved by the Air Resources Board to determine a fleet’s compliance with this requirement. In addition, Air District staff also recommends that only Tier 4 off-road engines be used at the OAB, and if Tier 4 off-road engines are not available for a particular use, then Tier 3 off-road engines be used.

Measure (v) requires the use of low VOC “coatings beyond local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).” Air District staff recommends that the Plan identify what the current regulations require and demonstrate how the Project will reduce VOC emissions beyond these requirements.

SCA-AIR-3

SCA-AIR-3 is not currently proposed to be implemented by the Project. This measure addresses public exposure to toxic air contaminants (TACs) and requires measures be implemented by new development to reduce indoor and outdoor concentrations to TACs. The Air District recommends that the Plan be amended to include the requirements of SCA AIR-3.

Mitigation 4.4-3

Mitigation 4.4-3 is not currently proposed to be implemented by the Project. This measure requires the Port of Oakland to implement a criteria pollutant reduction program aimed at reducing or off-setting Port-related emissions in West Oakland from its maritime and rail operations to less than significant levels *prior to the start of operations*. Since this Project will facilitate operations at the Port of Oakland, the Air District recommends that the Project include measures within the Plan to comply with this requirement. These measures could include electrification of the 55 loading docks within the Project, and requiring the Port of Oakland to use only the lowest emitting off-road cargo handling equipment to load trucks using the Project site.

Mitigation 4.4-4

Mitigation 4.4-4 is not currently proposed to be implemented by the Project. This measure requires the City of Oakland and the Port of Oakland to jointly create, maintain, and fund on a fair share basis a truck diesel emission reduction program *prior to the start of operations*. The program shall be sufficiently funded to strive to “reduce redevelopment related contributions to local West Oakland diesel emissions to less than significant levels”. This Project will have 55 truck loading docks and 78 trailer parking stalls. Diesel particulate matter emissions, a known toxic air contaminant, will substantially increase in the West Oakland community. The environmental documents identified significant air quality impacts from exactly this type of development. Air District staff recommends that the Plan be amended to include the development of an off-site mitigation program such that there is no net increase in emissions from this Project within the West Oakland community.

Mitigation 4.4-5

Mitigation 4.4-5 is not currently proposed to be implemented by this project. This measure requires major developers to fund feasible Transportation Control Measures (TCMs) for reducing vehicle emissions from commercial, institutional, and industrial operations. Air District staff recommends that the Plan be amended to include this mitigation measure and specifically identify this Project’s share of funding for the TCMs listed below

- Provide incentives to encourage workers to carpool or use public transportation (TCM 4)
- Provide shuttles to and from the West Oakland BART station, and mid-day shuttles to food service establishments/commercial areas (TCM 5 and 8)
- Provide preferential parking for carpool and vanpool vehicles (TCM 9)
- Charge parking fees for single occupancy vehicle commuters (TCM 10)
- Install weather-protected bicycle parking for employees (TCM 11)
- Provide safe, direct access for bicycles to adjacent bicycle routes (TCM 12)

- Provide showers and lockers for employees bicycling or walking to work (TCM 13)
- Provide direct, safe, attractive pedestrian access from the project to transit stops and adjacent developments (TCM 14).

Mitigation 4.4-6

Mitigation 4.4-6 3 is not currently proposed to be implemented by this Project. This measure requires the City of Oakland and the Port of Oakland to implement sustainable development policies and strategies related to new development design and construction. Air District staff recommends that the Plan include this mitigation measure and explain how the construction practices at the Project are consistent with this measure. In addition, Air District staff recommends that the Plan include measures to address sustainable development, such as installation of on-site renewable energy generation, use of ground source space heating, and thermal hot water heating.

Mitigation 5.4-1

Mitigation 5.4.-1 3 is not currently proposed to be implemented by this project. This measure requires the City of Oakland and the Port of Oakland to encourage, lobby, and potentially participate in emission reduction demonstration projects that promote technological advances in improving air quality. Air District staff recommends that the Project identify potential new technological advances that could be demonstrated at this Project.



Air Resources Board



Matthew Rodriguez
Secretary for
Environmental Protection

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

Edmund G. Brown Jr.
Governor

May 31, 2016

RECEIVED

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**CITY OF OAKLAND
BUREAU OF PLANNING**

Mr. Darin Ranelletti
City of Oakland
Planning and Building Department
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, California 94612

Dear Mr. Ranelletti:

Thank you for providing the Air Resources Board (ARB) the opportunity to comment on the Northeast Gateway Construction Management Plan (Air Quality Elements) (Plan). This Plan provides an opportunity to ensure the cleanest possible construction practices while constructing the Northeast Gateway site. Eliminating and minimizing air quality impacts from the construction of this project is vital to protecting the health of nearby communities.

Overall, we find that the Plan contains measures that will achieve reductions in emissions generated by onsite construction activity. Specifically, the Dust Control Mitigation Plan and the use of the electricity infrastructure surrounding the construction site over electrical generators powered by internal combustion are helpful in reducing emissions.

Documents like this Plan are important to the public as they can help to provide transparency and accountability while following through with commitments made during the environmental review period. It is important to develop specific actions to ensure that the public is well informed about the project and proposed solutions to the project's potential impacts. Although several measures in the Plan provide sufficient detail, others need further clarification in order to ensure proper implementation and enforcement of the measures included in the Plan as well as ensure meaningful public engagement. This further clarification will help ensure the project ultimately avoids or substantially lessens the significant and unavoidable impact to air quality identified in the 2002 Draft Environmental Impact Report and Final Environmental Impact Report, and achieves the less-than-significant impacts determination made in the 2012 Addendum, by implementing all feasible mitigation.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

General Recommendations

For both this and subsequent Subject Plans, consider the following:

- 1) Coordinate and consult with the community on construction and operations related vehicle circulation, identify selected routes that divert traffic away from neighborhood streets and is least impactful to the surrounding communities. Include details of the agreed upon truck routes in the Plan. Meaningful coordination with the community takes time, and to ensure that project development stays on schedule, we recommend that this work be initiated as soon as possible if you have not already done so.
- 2) Specify the public review release date and expected content for each of the remaining Subject Plans for this project, subject to Mitigation Measure PO-1 (Stakeholder Review of Air Quality and Trucking Plans). It is expected that the remaining Subject Plans will be released in a timeframe that will allow for meaningful public review and response by the City of Oakland and project developer prior to when they are scheduled according to the Standard Conditions of Approval and Mitigation Monitoring and Reporting Program.
- 3) Include Plan requirements in the contractual agreement between Prologis and the construction management company in order to strengthen enforceability.

Construction Related Recommendations

To ensure that the Plan meets the goals of Mitigation Measure SCA Air-2, and to ensure that the project's construction-related impacts to air quality remain less than significant, ARB recommends clarifying several measures, strengthening enforceability, and including additional measures that ARB staff finds feasible and critical to reducing emissions and protecting public health. Details of these recommendations are below:

- 1) Define "late model" under Emission Control Mitigation Plan, protocol "a". We suggest requiring all medium-heavy and heavy-heavy duty trucks, including any alternative fuel vehicles, meet or exceed 2010 emission standards. In addition, consider clarifying the parameters of this measure by requiring all off-road vehicles and equipment meet Tier 4 engine standards. If Tier 4 is not available, the off-road equipment should meet Tier 3 engine standards. Also, consider requiring each contracted fleet to provide an ARB Certificate of Compliance to the onsite Project Compliance Manager prior to commencing operations.

- 2) Clarify the intention of “low-emission diesel fuel” in the Emission Control Mitigation Plan, protocol “a”. This type of fuel is already standard in California; therefore, it is unclear what additional control this measure is offering. As written, this protocol also seems to limit equipment onsite to diesel power. Please consider editing to allow for the flexibility to use zero and near-zero emission equipment as well.
- 3) Define “alternative fuel construction equipment” under Emission Control Mitigation Plan protocol “b”. Without specifying equipment type, it is difficult to determine if this protocol provides appropriate mitigation. We recommend requiring the use of electric construction tools or amending the Plan to identify a target for the minimum amount of electric power tools that will be used onsite, explaining how this measure will be enforced, and clarifying for the public how the target was derived. In addition, we suggest requiring all off-road vehicles and equipment meet Tier 4 engine standards. If Tier 4 is not available, the off-road equipment should meet Tier 3 engine standards.
- 4) In Emission Control Mitigation Plan measure “f”, there are several areas where further clarification and strengthening of the provision is needed:
 - a. In addition to monitoring and facilitating implementation of the mitigation measures, the Project Compliance Manager should also ensure compliance with mitigation measures and the Plan. Specify that the Project Compliance Manager will refer any non-compliant fleets to the Bay Area Air Quality Management District for investigation or potential penalties.
 - b. Clarify which contractors are subject to this provision. It is our expectation that all contractors should be subject to oversight by the Project Compliance Manager.
 - c. Specify what the Daily Inspection Logs will include and how often they will be reviewed by the Project Compliance Manager.
- 5) In the Emission Control Mitigation Plan, define the phrases “extent that it is readily available” under protocol “a”, “extent that the equipment is readily available and cost effective” under protocol “b”, and “extent feasible” under protocol “c”. As currently written, it is unclear what criteria will be used, making it difficult to ensure implementation and enforcement of the protocols.
- 6) Consider requiring each equipment operator or sub-contractor to show proof of compliance for each on-road vehicle subject to ARB’s Periodic Smoke Inspection Program prior to operating at the site. Additionally, any off-road equipment that

Mr. Darin Ranelletti
May 31, 2016
Page 4

exhibits conditions outside of the manufacturer's specifications, or emits excessive visible smoke, should be prohibited from operating on-site. Please detail how these requirements will be enforced, in the Plan.

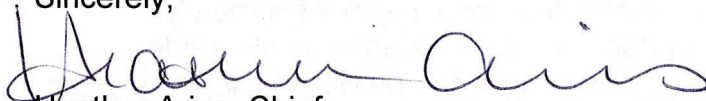
We understand that the Plan relates directly to construction activities at the project site. However, we want to take this opportunity to also support the incorporation of zero and near-zero emission technologies, especially for yard and on-road trucks, that are commercially available throughout operation of the facility. ARB's Technology and Fuels Assessments provide information on the current and projected development of mobile source technologies and fuels, including current and anticipated costs at widespread deployment. The assessments can be found at <http://www.arb.ca.gov/msprog/tech/tech.htm>. Additionally, please consider implementing, and planning accordingly for, the necessary infrastructure to support the zero emission and near-zero emission technology vehicles and equipment that will be operating at the Northeast Gateway in the future. There are several ways ARB could support implementing these recommendations, including technical assistance and funding programs. More information on ARB funding programs can be found at <http://www.arb.ca.gov/ba/fininfo.htm>.

Closing

ARB staff appreciates the opportunity to comment on the Plan. We are pleased to provide assistance for successful implementation and enforcement of this effort that serves the region's distribution and air quality needs, while protecting public health. If you would like to understand more about ARB's freight related work, please see our Sustainable Freight: Pathways to Zero and Near-Zero Emissions Discussion Document at <http://www.arb.ca.gov/gmp/sfti/sfti.htm>.

Please include ARB on the City of Oakland's Stakeholder List to receive information on the Subject Plans, pursuant to Mitigation Measure PO-1. If you have questions, please contact Ms. Robbie Morris, Air Pollution Specialist, Freight Transport Branch, at (916) 327-0006 or via email at Robbie.Morris@arb.ca.gov.

Sincerely,



Heather Arias, Chief
Freight Transport Branch
Transportation and Toxics Division

cc: See next page.

Mr. Darin Ranelletti
May 31, 2016
Page 5

cc: Mr. Connell Dunning
Transportation Team Supervisor
U.S. Environmental Protection Agency,
Region 9
75 Hawthorne Street, ENF-4-2
San Francisco, California 94105

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

Ms. Alison Kirk
Senior Environmental Planner
Bay Area Air Quality Management
District
939 Ellis Street
San Francisco, California 94109

Mr. Chuck McKetney
Community Assessment, Planning,
& Evaluation Director
Alameda County Public Health Department
1000 Broadway, Suite 500
Oakland, CA 94607

Ms. Robbie Morris
Air Pollution Specialist
Freight Transport Branch
Transportation and Toxics Division

Attachment C

Revised Air Quality Plan for Construction Prepared by Prologis (titled “Northeast Gateway Construction Management Plan” including related documents; dated August 30, 2016)



August 30, 2016

Darin Ranelletti, Deputy Director
City of Oakland – Bureau of Planning
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612

Via Email

RE: DRX151553 - Oakland Global Logistics Center #1 – Response to Air Quality Stakeholder Comments to SCA-MMRP Public Outreach Element (Mitigation Measure PO-1)

Dear Darin:

We are in receipt of the Stakeholder comments to the construction related Air Quality Standard Conditions of Approval (SCA AIR-1 and SCA AIR-2), which you forwarded via email on June 7, 2016. Subsequent to the conference call we had with various stakeholders on 8/3/16, and for your use in staff recommendation that the public outreach process has been satisfied, we are pleased to present the following responses:

Global Responses:

We received comments from several different stakeholder groups relating to the same topic, which we address by providing the following clarifications:

1. EIR Date/Update – Several comments pertained to the EIR for the project being 10+ years old. We are working from the entitlements provided under the 2012 Development Agreement and SCA-MMRP as amended by City Council 7/16/2013, and includes the 2012 OARB Initial Study/EIR Addendum.
2. Sustainable Design/Attributes – Several groups commented on the lack of Green Building and/or sustainable design elements. The air quality plans submitted for review pertained primarily to the air quality measures during construction. There is a separate Mitigation Measure (MM4.4-6) that relates to energy conserving fixtures and design. To that end, this project will meet and exceed the minimum requirements for MM4.4-6, as well as achieve a LEED Gold certification. Some specific examples of sustainable project design include but not are limited to: building finish floor above the 50-year projected sea level rise, high reflectance “cool” TPO roof, low VOC paints, high recycled content building materials, water efficient irrigation and plantings, energy efficient LED lighting, and low E glazing.
3. Operational Issues – There were several comments pertaining to operational issues that will be addressed at a separate time. The purpose of this phase of public outreach was to get feedback regarding **construction related** air quality items only. The future Air Quality Operations Plan will be subject to the same stakeholder review and any operational comments will be addressed at that time.
4. Future Tenant Improvements - The Project currently under consideration is a “Cold Shell”, meaning that no tenant improvements (“TI”) are being constructed. The Cold Shell does not involve any interior improvements such as warehouse lighting, office/restroom buildouts, equipment, or racking. The space is unoccupiable until a TI permit is approved, for which the Landlord (Prologis) will have approval rights over. As part of the LEED process, Prologis will have an TI Guidelines exhibit to the Tenant lease, which will

require the Tenant to implement certain sustainable elements into their design, for example – low flow toilets, or 240v+ plugs for truck refrigerated units. It is important to note that the Cold Shell building design will not preclude mitigations to emissions during Operations phase.

5. Covered Elsewhere in SCA-MMRP – Several comments address items covered elsewhere in the SCA-MMRP, not specifically a part of Air Quality conditions.

Specific Responses:

1. West Oakland Environmental Indicators Project (WOEIP) Comments:

Comment 1: Nothing about solar

Response: Solar (rooftop or carport) is not a project requirement. We do note that the rooftop is solar-ready - if an energy off-taker is determined in the future, the roof structure has been designed to take an ancillary load of 3 to 5 psf and could be added on.

Comment 2: Shuttle Services do not bring cars into West Oakland

Response: See global response #3 - future Air Quality Operations Plan.

Comment 3: No traffic study cars or trucks

Response: See global response #1 – EIR Update.

Comment 4: There's not an emission reduction plan

Response: See global response #3 - future Air Quality Operations Plan.

Comment 5: EIR is over ten years old

Response: See global response #1 – EIR Update.

Comment 6: No zero emission plan or new technology

Response: See global response #3 - future Air Quality Operations Plan.

Comment 7: No Green Infrastructure

Response: See global response #2 – sustainable design.

Comment 8: No use of electric truck for local freight transportation

Response: See global response #3 - future Air Quality Operations Plan.

Comment 9: No spraying of water from an enclosed fence during construction.

Response: Water must be used during construction to keep dust down. All water used will be contained onsite, behind the fence.

Comment 10: No hours of operations

Response: See global response #4. Standard hours of operations are per SCA NOI-1, Mon – Sat, 7am to 7pm, other hours with prior approval by the City. See CMP, Section 7a.

Comment 11: Nothing in the plan about greenhouse gases reduction.

Response: See global response #4. Not a part of Air Quality. See SCA GCC-1, Greenhouse Gas Reduction. Timing is at Certificate of Occupancy, not prior to permits.

Comment 12: The item on the warehouse is not subject to Planning Commission.

Response: Confirmed, staff approves conformance with Project Design Guidelines.

Comment 13: We don't if there will be indoor air filtration for workers.

Response: Project will comply with mandatory LEED Indoor Environmental Quality Prerequisite #1 – Minimum IAQ performance.

Comment 14: There nothing about recycling and no waste added to the project.

Response: Not a part of Air Quality. See SCA UTL-2, CMP Section 10.

2. Ditching Dirty Diesel Asterick #5 – Charging Stations and Sustainable Freight Policy:

* This Prologis project includes 55 Trucks, 78 trailer parking stalls, 171 parking stalls and only 2 electric charging stations (for passenger vehicles only we believe).

There is no mention of utility design , planning , and infrastructure for future Heavy Duty charging stations , forklifts, and cargo handling equipment. It would be very helpful to have ARB provide aggressive guidance here in accordance with its Sustainable Freight Policy. If this policy is to be “Transformative” as the governor has declared it must seriously weigh in on projects such as this in a comprehensive manner. If the current plans do not account for the future energy needs of zero emission HD trucks it will probably be prohibitively expensive to install these needed technologies later.

Response: EV chargers are for passenger vehicle charging only and are provided voluntarily by Prologis. Forklift charging stations are typically provided with tenant improvements as their location is critical to a user’s operations. As we understand it, the Sustainable Freight Action Plan is in the implementation phase, with proposed pilot projects already in motion. By virtue of geography, the Project is located within close proximity to intermodal, first-mile, last-mile, and transportation infrastructure of the freight supply chain, which are all goals of the Sustainable Freight Action Plan.

3. ACPH Diesel Emissions Bullet Point #5 – Truck Plug-in Capability

- Another way to minimize idling, particularly for highly polluting refrigerated truck units (so this might be an operations measure), is utilizing truck plug-in capability. If it is feasible, it would be great to include this into the Plan as a pollution reduction measure.

Response: If Prologis leases to a tenant that has refrigerated storage space, it is standard practice to install charging outlets at dock doors designated for cold deliveries. Tenant is not known at this time so this item is still to be determined, but it is commonly part of Tenant Improvements. As we develop the Air Quality Operations Plan, we will work with the City to incorporate appropriate operations requirements regarding charging outlets at dock doors, which would be enforced via TI Guidelines within the Tenant’s lease.

4. BAAQMD Attachment re: SCA-AIR-1 – Dust Monitoring

The Northeast Gateway Construction Management Plan submitted to comply with SCA-AIR-1 includes all the construction related mitigation measures listed in SCA-AIR-2, but does not provide the specificity needed to “explain how the project applicant will comply”. There are a number of measures that provide an “option” for compliance; in these instances, Air District staff recommends that the applicant identify the criteria for choosing one option over another and identify the process for making that decision. For example, measure (a) requires the Project to increase dust control watering when wind speeds exceed 15 miles per hour; and measure (k) requires soil moisture to be maintained at a minimum of 12 percent; and measure (l) requires all excavation, grading, and demolition activities to be suspended when wind speeds exceed 20 miles per hour. The Plan should identify specifically how wind speeds and soil moisture will be monitored and who is required to maintain compliance logs.

Response: The contractor 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. See CMP, Section 2, Dust Mitigation Control Plan.

5. BAAQMD Attachment re: measure (u) – CARB verification

Measure (u) requires all equipment used on the construction site and subject to Title 13, Section 2449 of the California Code of Regulations (“California Air Resources Board Off-Road Diesel Regulations”) to meet emissions requirements one year in advance of any fleet deadlines. To comply, the proposed Plan indicates that “The project applicant shall provide written documentation that fleet requirements have been met.” It is not clear who the written documentation will be submitted to and who will ensure that the appropriate equipment is used at the construction site. Air District staff recommends that this and all projects at the Oakland Army Base submit off-road registration documents approved by the Air Resources Board to determine a fleet’s compliance with this requirement. In addition, Air District staff also recommends that only Tier 4 off-road engines be used at the OAB, and if Tier 4 off-road engines are not available for a particular use, then Tier 3 off-road engines be used.

Response: See CMP Section 2, Emission Control Mitigation Plan, part e: 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.

See CMP Section 2, Emission Control Mitigation Plan, part h: All contractors will be encouraged to use Tier 4 off-road engines for all equipment brought to the site if available. At a minimum, required to use Tier 3 off-road engines for all equipment brought on-site. Contractors shall provide documentation from CARBS DOORS website with fleet summary. Compliance officer to use this documentation to verify equipment meets either Tier 4 or Tier 3 requirement.

6. BAAQMD Attachment re: measure (v) – Low VOC Coatings

Measure (v) requires the use of low VOC “coatings beyond local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).” Air District staff recommends that the Plan identify what the current regulations require and demonstrate how the Project will reduce VOC emissions beyond these requirements.

Response: All coatings will meet VOC Content requirements specified in the attached Project Specification – See Attachment A. This specification meets or exceeds the limits per BAAQMD Regulation 8, Rule 3.

7. ARB Construction Related Recommendations (“CRR’s”) #1 – CARB verification

- 1) **Define “late model” under Emission Control Mitigation Plan, protocol “a”. We suggest requiring all medium-heavy and heavy-heavy duty trucks, including any alternative fuel vehicles, meet or exceed 2010 emission standards. In addition, consider clarifying the parameters of this measure by requiring all off-road vehicles and equipment meet Tier 4 engine standards. If Tier 4 is not available, the off-road equipment should meet Tier 3 engine standards. Also, consider requiring each contracted fleet to provide an ARB Certificate of Compliance to the onsite Project Compliance Manager prior to commencing operations.**

Response: See CMP Section 2, Emission Control Mitigation Plan, part a & h: All Contractors will be required to use minimum Tier 3 off-road engines for all equipment brought on-site. Contractors shall provide documentation from CARBS DOORS (Diesel Off-road Online Reporting System) website with their fleet summary. Compliance officer to use this documentation to verify equipment meets Tier 4 or Tier 3 requirement.

8. ARB CRR’s #2 – Low Emission Fuel

Clarify the intention of “low-emission diesel fuel” in the Emission Control Mitigation Plan, protocol “a”. This type of fuel is already standard in California; therefore, it is unclear what additional control this measure is offering. As written, this protocol also seems to limit equipment onsite to diesel power. Please consider editing to allow for the flexibility to use zero and near-zero emission equipment as well.

Response: See CMP Section 2, Emission Control Mitigation Plan, part a - d: Fuel being used will be compliant with California standards and consistent with regulatory requirements for ULSD (Ultra Low Sulfur Diesel). Contractors shall use late model (defined as Tier 4 or Tier 3 heavy-duty diesel-powered equipment, as well as zero and near-zero emission equipment to the extent that it is readily available in the San Francisco Bay Area. Electric boom lifts, scissors lifts, and small tools will be utilized to the extent feasible.

9. ARB CRR’s #3 – Alternative Fuel Equipment

Define “alternative fuel construction equipment” under Emission Control Mitigation Plan protocol “b”. Without specifying equipment type, it is difficult to determine if this protocol provides appropriate mitigation. We recommend requiring the use of electric construction tools or amending the Plan to identify a target for the minimum amount of electric power tools that will be used onsite, explaining how this measure will be enforced, and clarifying for the public how the target was derived. In addition, we suggest requiring all off-road vehicles and

Response: See CMP Section 2, Emission Control Mitigation Plan, part e: Temporary electric service from existing infrastructure will be provided on the job-site for contractors to use for small tools and equipment.

10. ARB CRR's #4 – measure (f) response

In addition to monitoring and facilitating implementation of the mitigation measures, the Project Compliance Manager should also ensure compliance with mitigation measures and the Plan. Specify that the Project Compliance Manager will refer any non-compliant fleets to the Bay Area Air Quality Management District for investigation or potential penalties.

Response: See CMP Section 2, Emission Control Mitigation Plan, part f: The Project Compliance Manager (Randy Knaus) 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. In addition, the Compliance Manager will complete ARB courses for Visible Emissions Evaluation to enhance ability to ensure equipment is in compliance.

Please note that not every comment was individually addressed in the specific comments section as the responses may have been redundant to other specific responses or covered by one of the global responses.

If you have any questions or comments regarding the responses to the stakeholder review comments, please do not hesitate to contact me.

Sincerely,



Cory Chung
Development Manager

Cc: John Monetta, City of Oakland
Bill Quesada, City of Oakland
Jeff Major, Prologis
Janet Frentzel, Prologis
Jakub Swander, Whiting-Turner
Adam Smith, Whiting-Turner
Steve Rodriguez, Whiting-Turner

Encl: Attachment A – Painting Specification for Low VOC Content Applications
Attachment B – Construction Management Plan, Rev. 3 – August 30, 2016



SECTION 099123

INTERIOR PAINTING

SUMMARY

- A. **Section Includes:** Surface preparation and the application of paint systems on interior substrates as scheduled at the end of the section.

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

- A. Drawings and general provisions of the Contract, including General Conditions, and other Division 01 Sections, apply to this Section.

1.2 LEED REQUIREMENTS

- A. VOC Content: For field applications that are inside the weatherproofing system, paints and coatings shall comply with VOC content limits of authorities having jurisdiction and the following VOC content limits:
 1. Flat Paints and Coatings: 50 g/L.
 2. Nonflat Paints and Coatings: 150 g/L.
 3. Dry-Fog Coatings: 400 g/L.
 4. Primers, Sealers, and Undercoaters: 200 g/L.
 5. Anticorrosive and Antirust Paints Applied to Ferrous Metals: 250 g/L.
 6. Zinc-Rich Industrial Maintenance Primers: 340 g/L.
 7. Pretreatment Wash Primers: 420 g/L.
 8. Shellacs, Clear: 730 g/L.
 9. Shellacs, Pigmented: 550 g/L.

1.3 LEED SUBMITTALS

- A. Product Data: For paints and coatings, indicating VOC content.

1.1 ACTION SUBMITTALS

- A. Product Data: **For each type of product.** Include preparation requirements and application instructions.
- B. **Samples for Verification:** For each type of paint system and in each color and gloss of topcoat.
 1. Submit Samples on rigid backing, 8 inches square.
- C. **Product List:** Include color designations.

NORTHEAST GATEWAY CONSTRUCTION MANAGEMENT PLAN

Original: April 15th, 2016

Rev #1: July 18th, 2016

Rev #2: July 27th, 2016

Rev #3: August 30th, 2016



THE WHITING-TURNER CONTRACTING COMPANY

4690 Chabot Drive, Suite 120
Pleasanton, California 94588

STEVE RODRIGUEZ

Assistant Project Manager
Office: 925-271-6020
Mobile: 925-351-4622

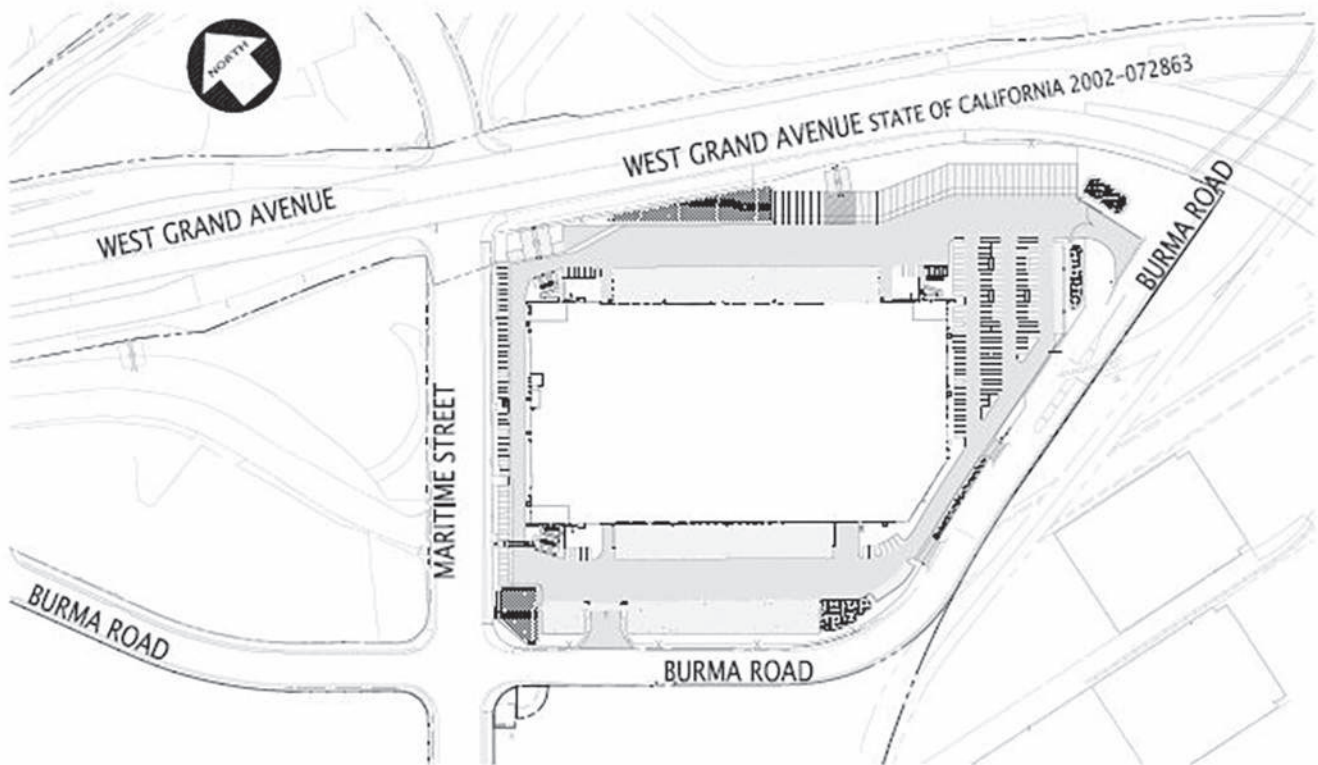


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1. Project Overview and General Information



On the Northeast Gateway site Prologis will construct a new 256,000 sf warehouse on a site covering approximately 702,000sf bordered by Maritime Street, Burma Road and West Grand Ave. The project site improvements will include new underground utilities, landscaping, concrete and ac paving and bio-swales. The new warehouse building will include 55 truck docks, 78 trailer parking stalls, 171 auto parking stalls and two electric vehicle charging stations.

2. Air Quality - Construction Related Air Pollution Controls

SCA-AIR-2 Construction Related Air Pollution Controls

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

Requirements:

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):

- a. 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.
- b. 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).
- c. 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.
- d. 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.
- e. Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).
- f. Requirement: Limit vehicle speeds on unpaved roads to 15 miles per hour.
- g. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 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.
- h. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes and fleet operators must develop a written idling policy (as required by Title 13, Section 2449 of the California Code of Regulations.)
- i. 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.
- j. 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.
- k. 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.

2. Air Quality - Construction Related Air Pollution Controls

- l. All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph.
- m. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- n. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).
- o. 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.
- p. 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.
- q. 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.
- r. 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.
- s. 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.
- 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.
- u. 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.
- v. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).

Dust Control Mitigation Plan:

The Erosion Control Plan (Exhibit B) was submitted to the City as part of the 02/08/2016 Issue for Permit Drawings. In addition to the dust control measures included in The Erosion Control Plan the following items will be implemented to control dust -

- 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:

2. Air Quality - Construction Related Air Pollution Controls

- 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 (Randy Knaus) 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 G).
 - l. Post signage and enforce dust complaint reporting requirement (Exhibit H). Take corrective action to remedy complaints within no more than 48 hours after receiving the complaint.
 - m. The Project Dust Compliance Manager (Randy Knaus) 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.

2. Air Quality - Construction Related Air Pollution Controls

- o. Designate Randy Knaus (WT Superintendent) 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.

Emission Control Mitigation Plan:

To reduce emissions generated by equipment operating onsite the following protocols will be implemented –

Equipment and Fuel Requirements

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

2. Air Quality - Construction Related Air Pollution Controls

- d. Electric boom lifts, scissor lifts, and small tools will be utilized to the extent feasible. Use low-emission diesel fuel for all heavy-duty diesel-powered equipment.
- e. 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.
- f. 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.
- g. 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.
- h. 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>

The requirements outlined below are currently in effect and being enforced by CARB:

Idling

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 crane providing hydraulic power to the boom), vehicles being serviced, or in a queue waiting for work. See Exhibit J for signage describing the Project Idling Policy.

Disclosure, Reporting and Labeling

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.

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 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.

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

2. Air Quality - Construction Related Air Pollution Controls

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.

Restrictions on Adding Vehicles

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.

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).

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).

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).

Enforcement

i. 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.

j. The Project Compliance Manager (Randy Knaus) 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.

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

l. 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.

SCA-CULT-1: Archaeological Resources

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

Requirements:

Pursuant to CEQA Guidelines section 15064.5 (f), “provisions for historical or unique archaeological resources accidentally discovered during construction” should 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.

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, 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. Ph: 510-430-8441

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 Alameda County Coroner determines that the remains are Native American, until appropriate arrangements are made.

4. Geology and Soils- Erosion and Sedimentation Controls

SCA-GEO-1: Erosion & Sedimentation Plan

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 Action:

An Erosion Control Plan (Exhibit B) was 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:

- a. Prevents excessive storm water runoff
- b. 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.
- c. 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.
- d. Grading will be prohibited between October 15 and April 15 unless written authorization is obtained from the City Building Services Division.

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.

SCA-HAZ-2: Hazards Best Management Practices

See Exhibit O for closure 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 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.) (Farallon Consulting, LLC Ph: 510-879-6800)

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:

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

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

Mitigation Implementation/Monitoring: Ongoing throughout demolition, grading, and/or construction activities. The project applicant shall require construction contractors to limit standard construction activities as follows:

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.
- c. Utilize temporary power poles instead of generators when feasible.

SCA-NOI-2: Noise Control & SCA-NOI-5: Operational Noise – General

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

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.

SCA-NOI-3: Noise Complaint Procedures

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

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; and
- 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. Randy Knaus and Steve Rodriguez are the Contractor's noise enforcement representatives for this project. Randy and Steve 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 I). 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.

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 assess 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.

SCA-PSU-2: Fire Safety Phasing Plan – Mitigation 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.

SCA-TRANS-2: Construction Traffic and Parking

Mitigation Implementation/Monitoring: Prior to the issuance of a demolition, grading or building permit; and on-going 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. Specifically, to further implement SCA TRANS-2,
- 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. (Exhibit D & F) All truck traffic involving vehicles over 2 tons are restricted to pre-approved truck route. 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 K)
- 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 I)
- m. The Project Compliance Manager Randy Knaus will monitor and facilitate the implementation of mitigation measures. The Compliance Manager will maintain Daily Inspection Logs throughout the Project. (See exhibit M)
- 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 L) 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 L) 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 North East Gateway.

SCA-UTL-2: Waste Reduction and Recycling

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

Requirements:

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 Action:

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.

Exhibit A- Site Plan and Elevation

SITE STATISTICS

PARCEL NUMBER: 018 05070000
 HEIGHT: CENTRAL BUSINESS DISTRICT: N/A
 MAP: PERM AND ZONING 11 105 550
 MAINT. CORRIDOR: NO
 MAMMIFER FLOOR AREA: 5
 BUSINESS MIX: NO
 CCID: NO
 LOCAL HISTORIC PROPERTY CATEGORY: LOCAL REGISTER: NO
 PORT OF OAKLAND JURISDICTION: NO
 SITE LOCATION: DISTRICT: NO
 COHEN WING: NO
 LOCAL HISTORIC LANDMARK: NO
 DISSENTED HISTORIC DISTRICT: NO
 LOCAL HISTORIC LANDMARK: NO
 FLOODZONE: NO
 MAINTENANCE ZONE: NO
 VALID FIRE ASSESSMENT DISTRICT: NO
 TOTAL SITE AREA: 782,071.27 SQ. FT. = 18.12 ACRES
 SITE COVERAGE: 36.8% (1,538,357.57 SQ. FT.)
 TOTAL TOILET PARKING: 271 STALLS (141 M, 130 SF)
 PARKING STANDARDS (1) & (2) 200: 18 DEEP, 8.5' WIDE
 STANDARD PARKING STALLS: 180 STALLS (100% 100% 100% 100%)
 PARALLEL PARKING STALLS: 200 STALLS (15' WIDE)
 DRIVE SIZE (WIDTH) (1) & (2) 200: 21 FEET MINIMUM
 REQUIRED PARKING PER ZONING CODE: 1,000 SF (WHICH IS GREATER)
 INDUSTRIAL ACTIVITY (1) (16,000): 14 STALLS
 REQUIRED PARKING BY USE:
 OFFICE @ 100 SF: 178 STALLS = 71,028 SF
 WAREHOUSE @ 100 SF: 178 STALLS = 71,028 SF
 TOTAL PARKING PROVIDED: 356 STALLS

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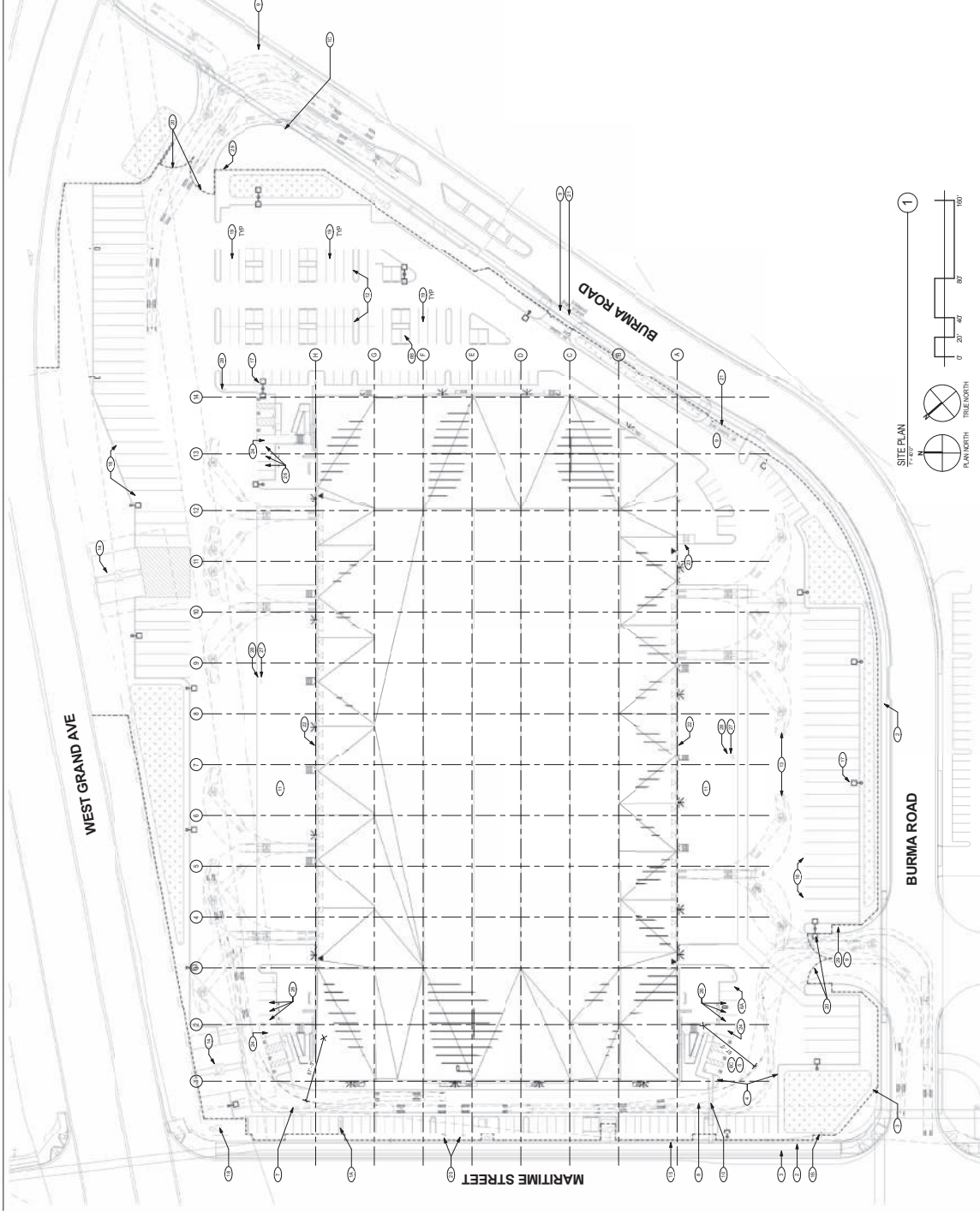
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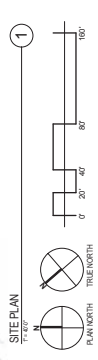
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- ### KEY NOTES
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PROLOGIS
 2300 AVENUE BLVD
 OAKLAND, CA 94612
 TELEPHONE: 916.888.1800

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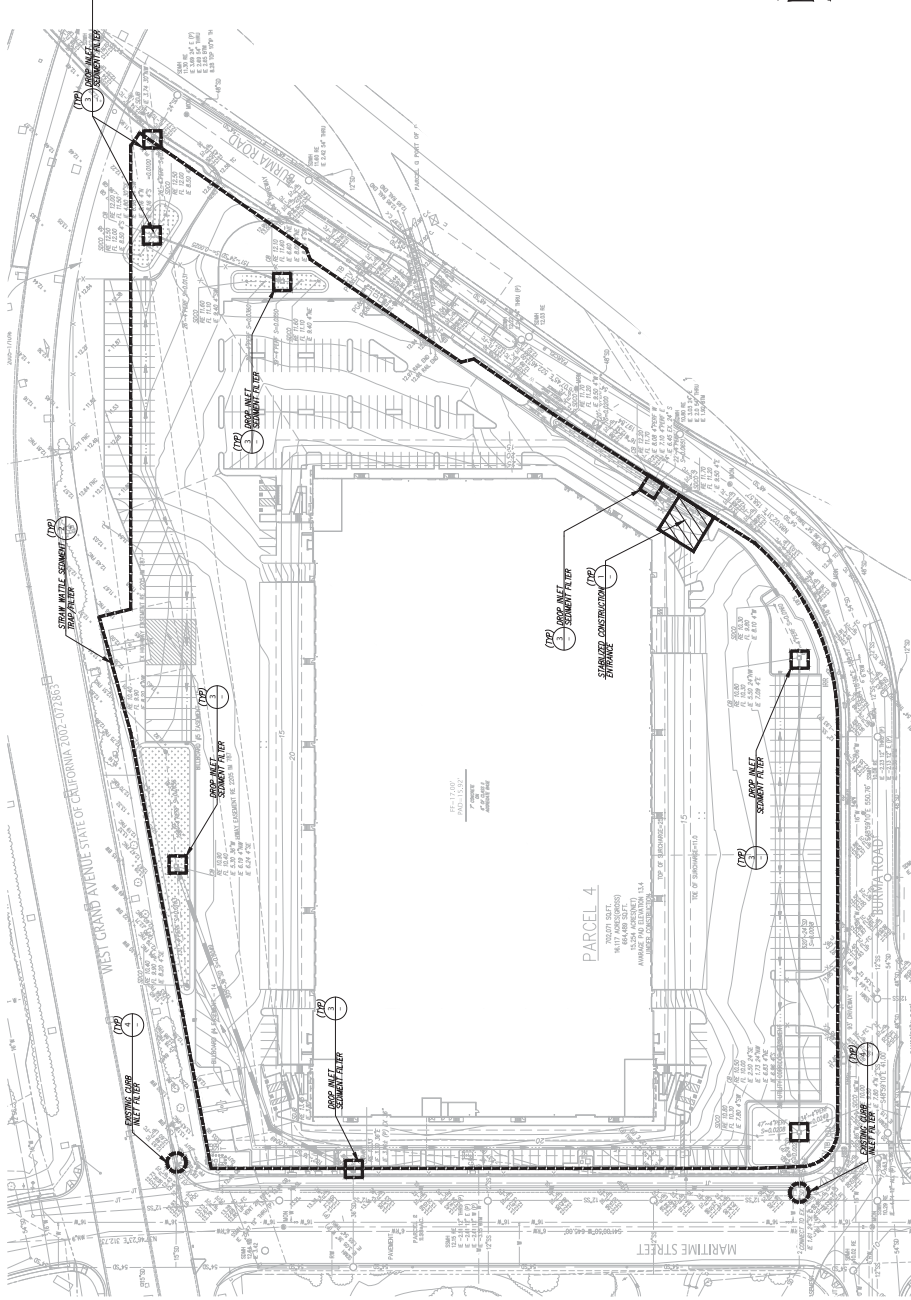
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 WATKINS TURNER

Exhibit B- Erosion Control Plan

SKIER & WRIGHT
 CIVIL ENGINEERS & LANDSCAPERS, INC.
 2880 CENTER CITYWAY ROAD
 LIVERMORE, CALIFORNIA 94551
 PHONE (925) 454-9700
 FAX (925) 454-9700



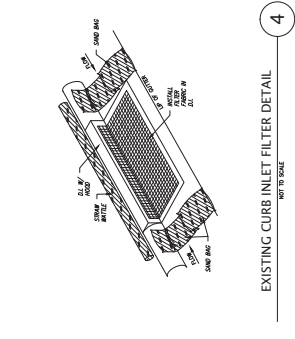
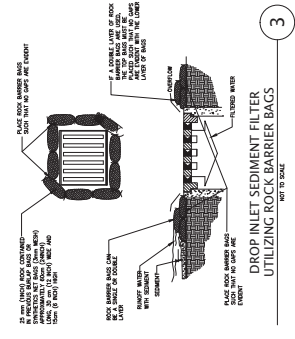
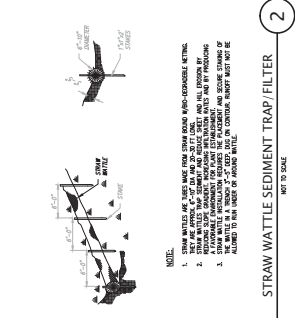
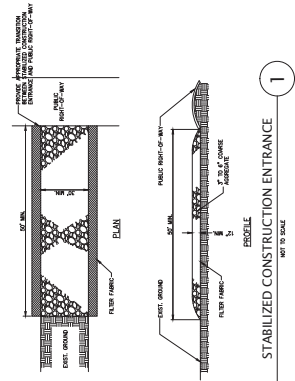
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DATE:	10/11/2016
PROJECT:	PARCEL 4
SCALE:	AS SHOWN
DESIGNED BY:	SKIER & WRIGHT
CHECKED BY:	SKIER & WRIGHT
APPROVED BY:	SKIER & WRIGHT

LEGEND

	STABILIZED CONSTRUCTION ENTRANCE
	STRAW WATTLE SEDIMENT TRAP/FILTER
	DROP INLET SEDIMENT FILTER
	EXISTING CURB INLET FILTER



- NOTE:**
- STRAW WATTLE IS TO BE USED WITH STRAW BUNDLES WHICH ARE RESPONSIBLE WITHIN THE WATTLE.
 - STRAW WATTLE SHALL BE PLACED OVER THE GRAVEL BED AND SHALL BE PLACED OVER THE FILTER FABRIC.
 - STRAW WATTLE SHALL BE PLACED OVER THE GRAVEL BED AND SHALL BE PLACED OVER THE FILTER FABRIC.

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PROLOGIS
 1000 BAYVIEW BLVD
 OAKLAND, CALIFORNIA 94612
 TEL: (415) 764-1000

PROJECT:
 OAKLAND GLOBAL LOGISTICS CENTER
 DATE:
 JAN 2016
 SHEET NO:
 EROSION CONTROL PLAN

SCALE:
 C6
 DRAWN BY:
 CHECKED BY:
 APPROVED BY:



Exhibit C- Project Schedule

WHITING-TURNER CONTRACTING COMPANY		PROLOGIS - OAB NORTHEAST GATEWAY												Prologis			
Page: 1 of 2		PROJECT SCHEDULE															
Activity ID	Activity Name	OD	Start	Finish	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2017
290	PROLOGIS PHASE 1 - Aug 4, 2016 Working	290	04-Feb-16 A	19-May-17													
199	PROJECT MILESTONES	199	25-Feb-16 A	28-Apr-17													
199	PROJECT SUMMARY	199	24-Feb-16 A	28-Apr-17													
174	PRECONSTRUCTION / CONTRACT / DESIGN	174	24-Feb-16 A	04-Jan-17													
65	BUDGET & GMP	65	24-Feb-16 A	16-Aug-16													
35	DESIGN DOCUMENTS & PERMITTING	35	24-Feb-16 A	10-Aug-16													
31	SUBCONTRACTOR BID /AWARD	31	09-May-16 A	16-Aug-16													
174	PROCUREMENT	174	22-Jun-16 A	04-Jan-17													
61	INCREMENTAL SUBMITTALS	61	18-Jul-16 A	27-Oct-16													
80	UNDERGROUND UTILITIES - EBMUD	80	12-Jul-16 A	01-Nov-16													
32	UNDERGROUND UTILITIES - WATER/SEWER/STORM	32	12-Jul-16 A	24-Aug-16													
36	UNDERGROUND UTILITIES- FIRE WATER	36	05-Jul-16 A	07-Sep-16													
53	CONCRETE	53	08-Jul-16 A	21-Sep-16													
50	BRBF'S	50	17-Aug-16	26-Oct-16													
50	COLUMNS & LEDGERS	50	17-Aug-16	26-Oct-16													
50	METAL STAIRS	50	17-Aug-16	26-Oct-16													
45	STOREFRONT	45	15-Sep-16	16-Nov-16													
45	METAL WALL PANELS	45	28-Oct-16	04-Jan-17													
40	HOLLOW METAL DOORS	40	03-Aug-16	28-Sep-16													
25	GLAZING SYSTEM	25	15-Sep-16	19-Oct-16													
45	OVERHEAD DOORS	45	15-Sep-16	16-Nov-16													
40	SITE PERIMETER FENCE	40	28-Oct-16	27-Dec-16													
63	FIRE PUMP	63	05-Jul-16 A	31-Oct-16													
39	FIRE SPRINKLER SYSTEM	39	22-Jun-16 A	12-Aug-16													
63	PANELIZED ROOF SYSTEM	63	18-Jul-16 A	31-Oct-16													
75	ELECTRICAL	75	17-Aug-16	02-Dec-16													
183	CONSTRUCTION	183	29-Aug-16	19-May-17													
45	MOBILIZATION/DEMO/SITE PREP	45	29-Aug-16	31-Oct-16													
168	SITE UTILITIES	168	29-Aug-16	28-Apr-17													
88	FOUNDATIONS & SOG	88	14-Sep-16	20-Jan-17													
77	SITECAST PANELS	77	14-Oct-16	06-Feb-17													
31	SITECAST FABRICATION - QUAD 1	31	27-Oct-16	12-Dec-16													
36	SITECAST FABRICATION - QUAD 2	36	27-Oct-16	19-Dec-16													
41	SITECAST FABRICATION - QUAD 3	41	14-Oct-16	13-Dec-16													
40	SITECAST FABRICATION - QUAD 4	40	20-Oct-16	16-Dec-16													
33	SITECAST FABRICATION - QUAD 5	33	27-Oct-16	14-Dec-16													
31	SITECAST FABRICATION - QUAD 6	31	01-Nov-16	15-Dec-16													
4	SITECAST ERECTION	4	01-Feb-17	06-Feb-17													
51	ROOF CONSTRUCTION & MEP EQUIPMENT	51	28-Dec-16	13-Mar-17													
35	EXTERIOR FINISHES	35	20-Dec-16	09-Feb-17													

TASK filter: All Activities
© Oracle Corporation

Exhibit E - 8.4.16

Date Date: 03-Aug-16
Print Date: 18-Aug-16

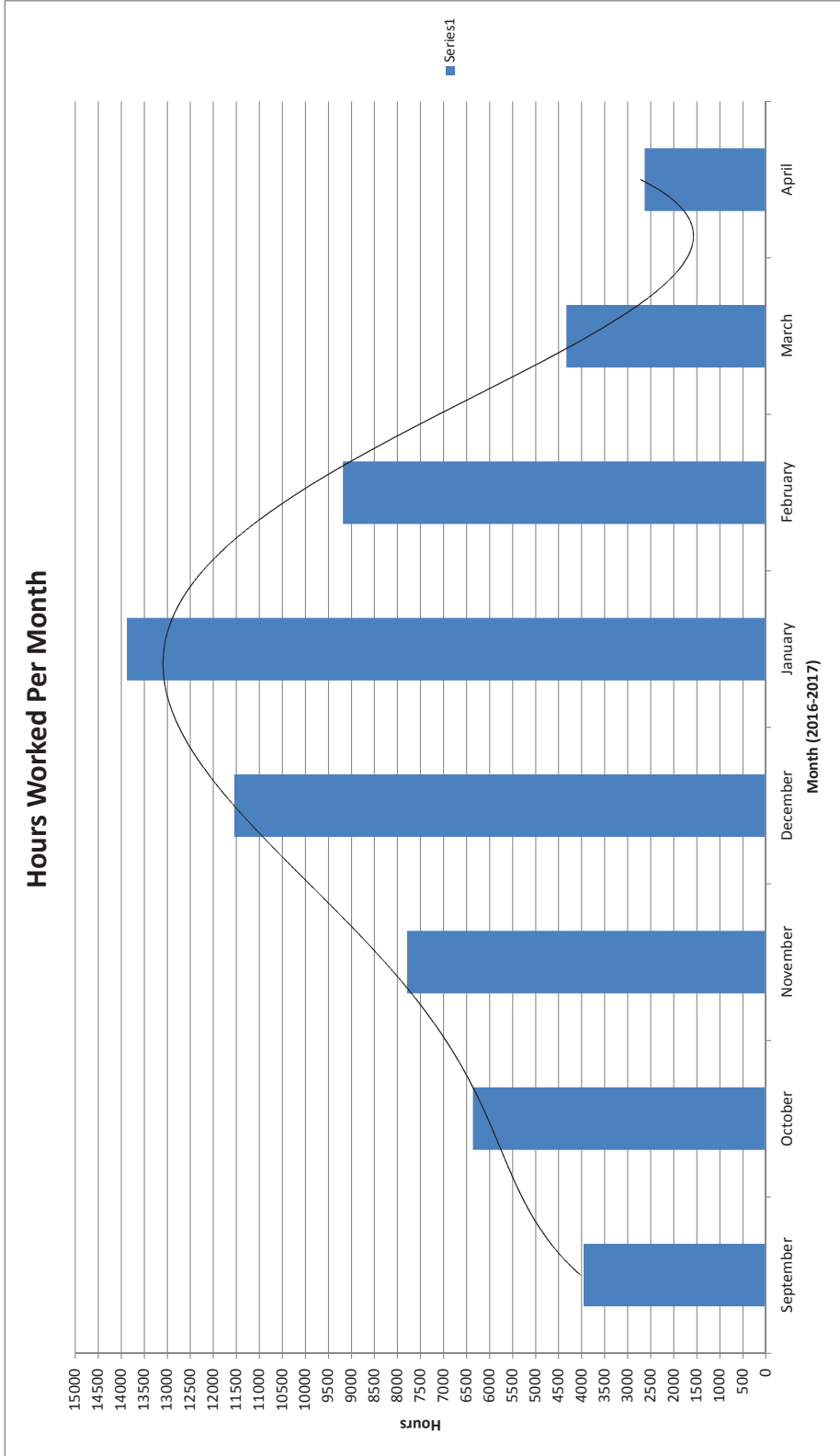


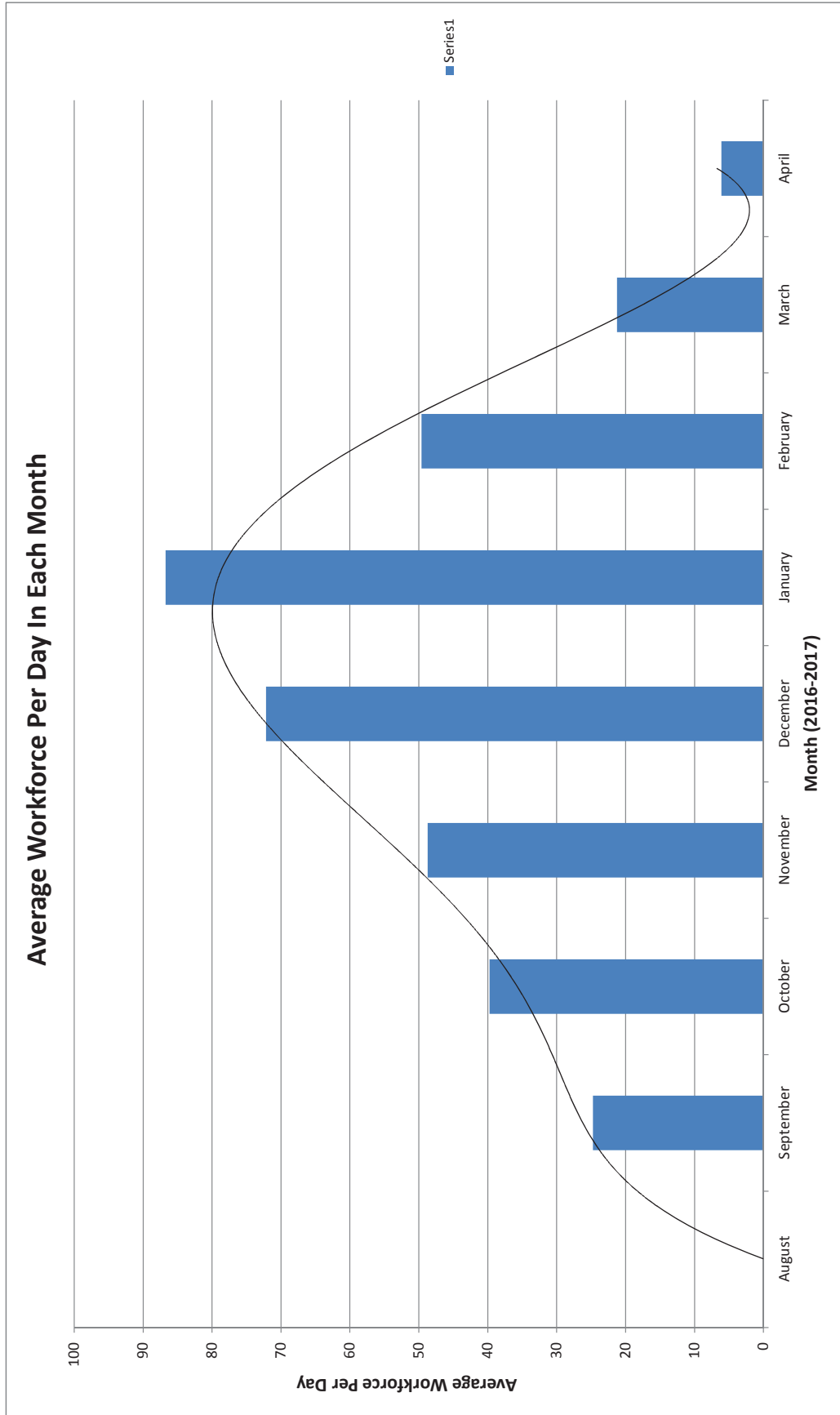
WHITING-TURNER CONTRACTING COMPANY Page: 2 of 2		PROLOGIS - OAB NORTHEAST GATEWAY PROJECT SCHEDULE												Prologis						
Activity ID	Activity Name	OD	Start	Finish	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	
	INTERIOR ROUGH-IN	22	18-Jan-17	16-Feb-17																
	SITEWORK	68	15-Dec-16	24-Mar-17																
	FINAL INSPECTIONS / PROJECT COMPLETION	65	17-Feb-17	19-May-17																

	<i>Exhibit E - 8.4.16</i>	
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Date Date: 03-Aug-16		TASK filter: All Activities
Print Date: 18-Aug-16		© Oracle Corporation

Exhibit C- Project Schedule





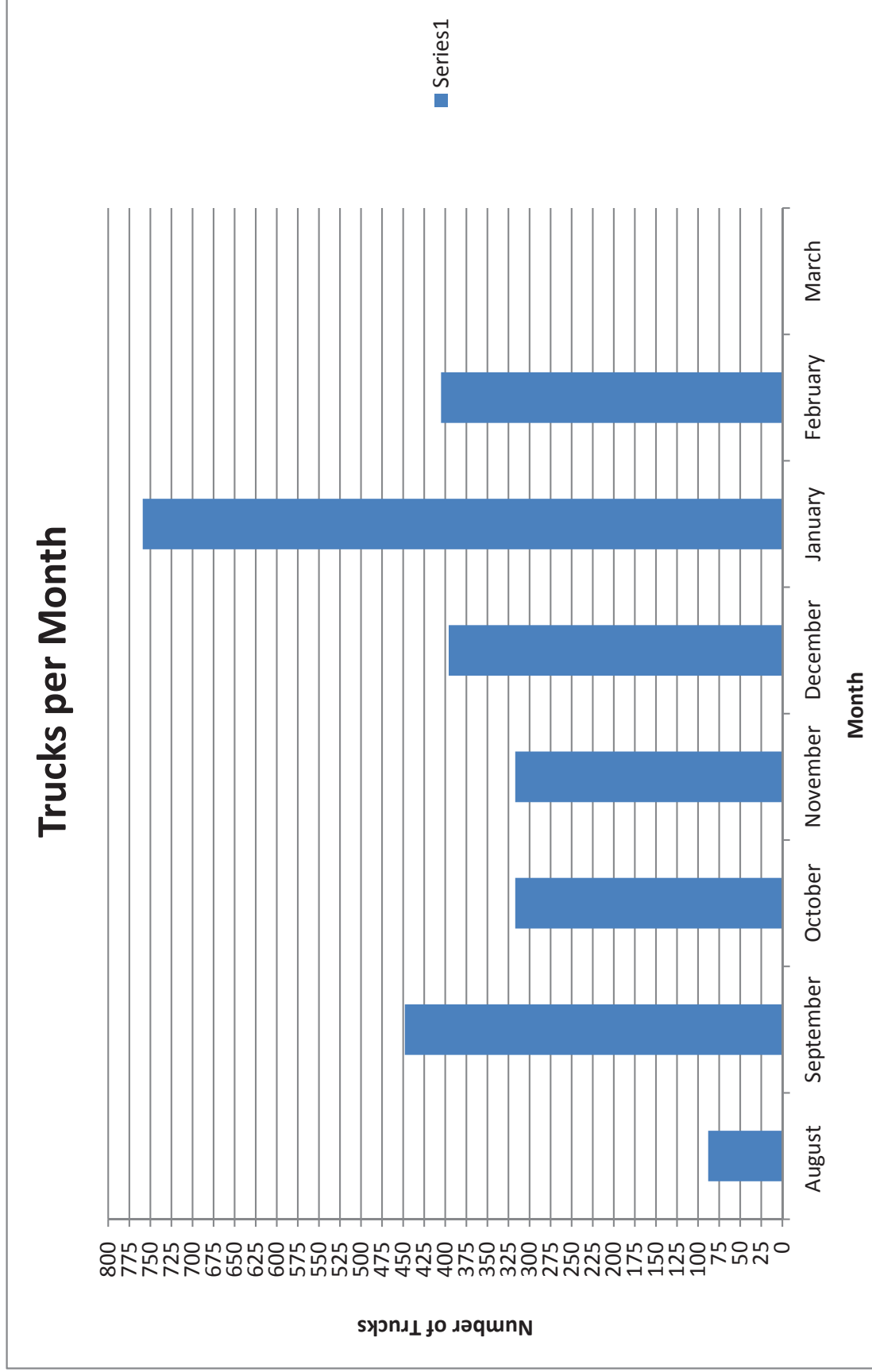
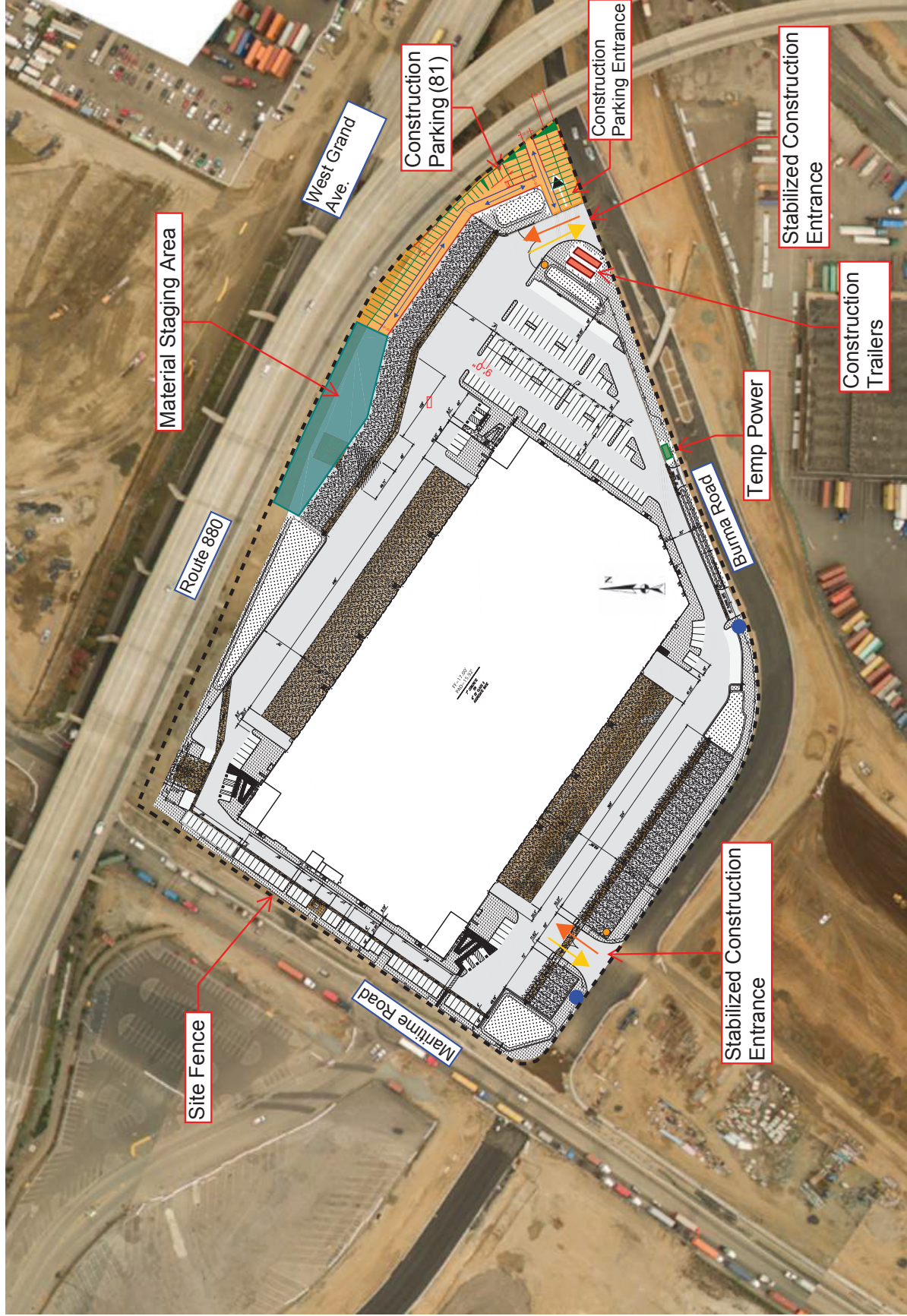


Exhibit D- Project Logistics Plan



- Fire Hydrant
- Construction Signage
- - - Construction Fence

*All truck queuing will be accommodated on-site. No queuing on public streets will be necessary.

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- Approved Truck Haul Route



Exhibit F- Approved Truck Haul Route



Inbound Truck Routes

APPROVED
 Transportation Services Division
 CITY OF OAKLAND
 Date: 7/7/14



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 – Randy Knaus (925)-271-6023

After Construction Hours – Steve Rodriguez (925-)-271-6590

CITY OF OAKLAND CODE COMPLIANCE:

(510) 238-3381

OAKLAND POLICE DEPARTMENT 24 HR LINE:

(510) 777-3333

BAY AREA AIR QUALITY MANAGEMENT DISTRICT:

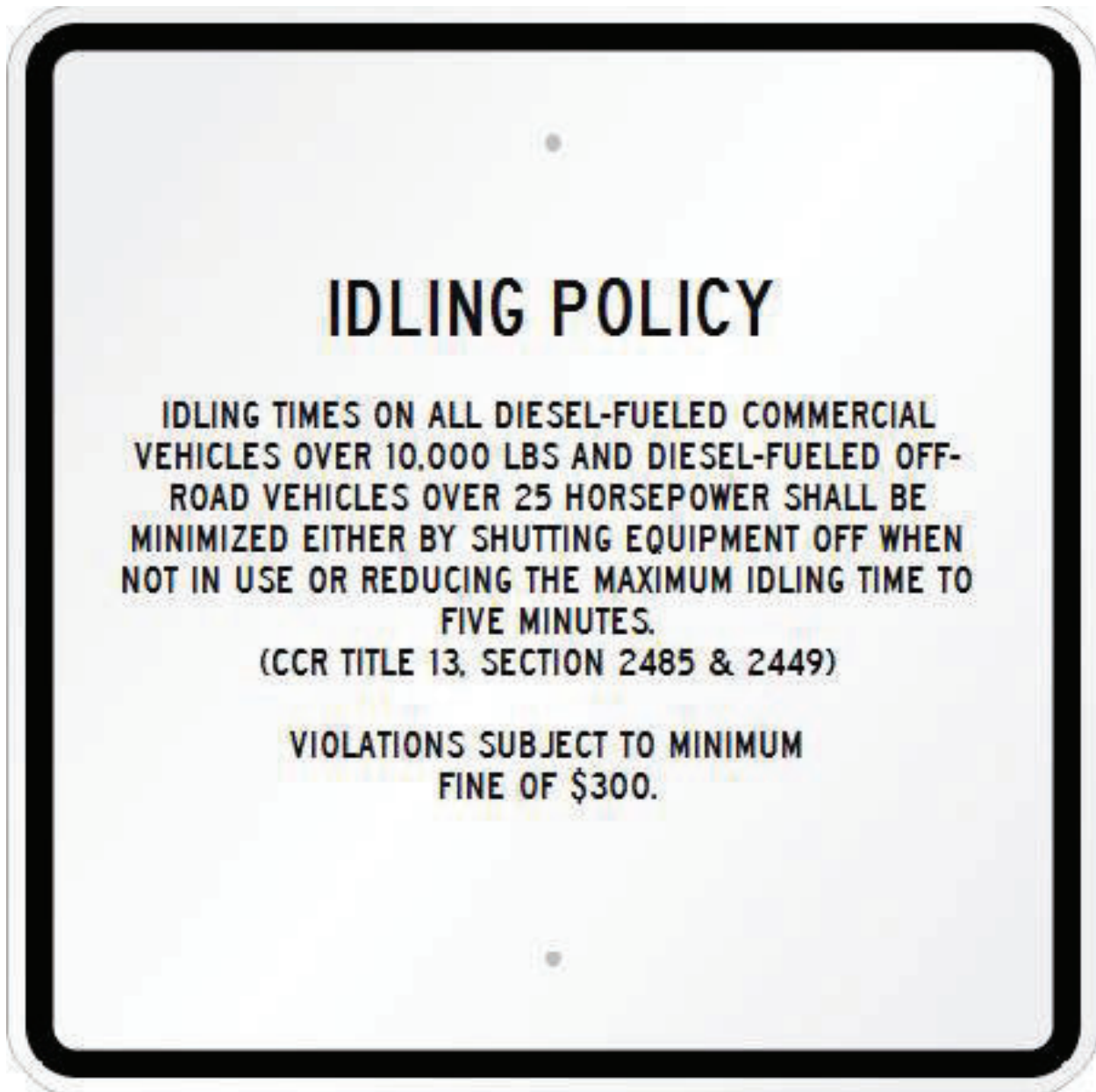
(800) 334-6367

Exhibit I - Log: Dust and Noise Complaints

Project Name: Prologis Northeast Gateway

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.)
	Received By	Directed To	
	Received By	Directed To	
	Received By	Directed T	



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

WILLARD HACKERMAN
PRESIDENT AND CEO

FOUNDED 1909

THE WHITING-TURNER CONTRACTING COMPANY

(INCORPORATED)

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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

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

WILLARD HACKERMAN
PRESIDENT AND CEO

FOUNDED 1909

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BRIDGES, CONCRETE

WRITER'S DIRECT NUMBER IS
925-271-6606

Dear Neighbors,

Due to safety reasons, pedestrian traffic will be periodically shut down on Maritime Street between Tuesday 9/15/2016 and Friday 10/16/2016 while demolition and excavation activities are in progress. Pedestrian barricades will be set in place to re-route all pedestrian traffic to the detour per the approved Traffic Control Plan. Please reference the included closure plan exhibit from our Traffic Control Plan that shows the areas that will be closed. The shutdown dates will be posted on our website within 2 days prior to shut down.

If you should have any problems or questions we encourage you to call or stop by our construction trailer located on site.

Additional project information may be requested should you have any questions using the contact below.

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

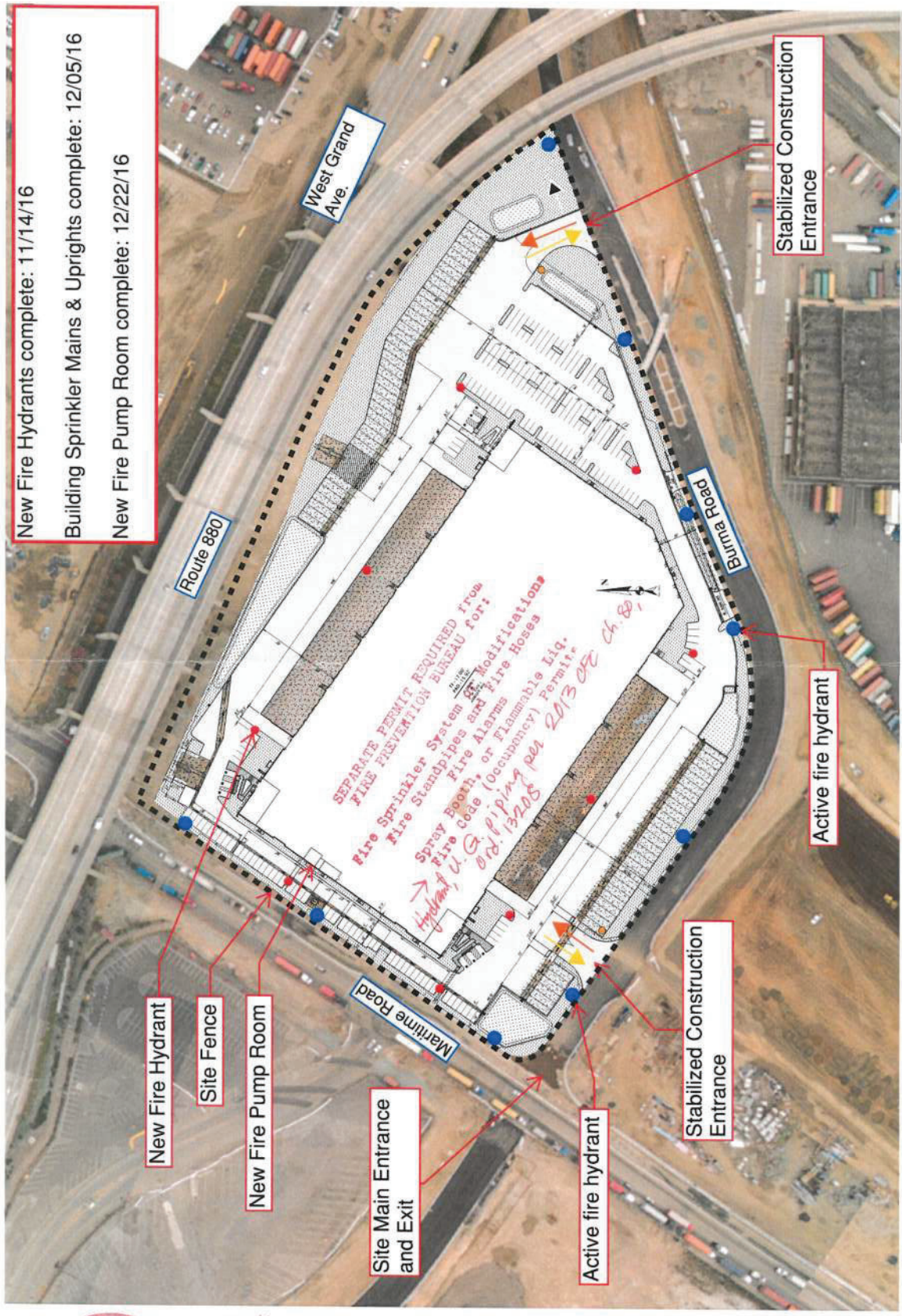
Exhibit N- Fire Safety Phasing Plan

Conceptual Review:

As noted.



Subject to approval of shop drawings & hydraulic cables.



New Fire Hydrants complete: 11/14/16
 Building Sprinkler Mains & Uprights complete: 12/05/16
 New Fire Pump Room complete: 12/22/16

- Existing Active Fire Hydrant
- New Fire Hydrant
- Construction Signage
- Construction Fence

Exhibit O- RMP- RAP Information

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

RAP/RMP Designation	Northing	Easting	Location/Description	Constituents of Concern	Summary of Actions	Final Report Reference	DTSC Remedial Action Certification Date
RMP 22	2126388.536	6041985.046	Bldg. T-816 was a hazardous waste accumulation shed. TPH was detected in a soil sample collected near the former shed. No VOCs or TPH were detected in groundwater.	TPH, PAHs, VOCs	No action required. TPH remains in soil less than remediation goals.	Mastic, 2011	3/15/2011
RMP 23	2126546.617	6041720.998	Facility 815 was a washrack with waste oil sump, associated sand trap, and two associated 550-gallon waste oil USTs (Tanks 7 and 8).	TPH, PAHs, VOCs, Metals	Tanks were removed in 1990. Other structures were removed and the area was overexcavated in 1999. TPH, VOCs, PAHs, and metals remain in soil less than remediation goals. TPH, VOCs, and PAHs remain in groundwater below remediation goals.	EKI, 2010	7/19/2010
RMP 24	2126541.346	6041784.181	An oil-water separator (OWS-2) was located near Facility 815, and was removed and overexcavated in 1999.	TPH, PAHs, VOCs, Metals	Overexcavated in 1999. TPH, VOCs, PAHs, and metals remain in soil below remediation goals. TPH, VOCs, and PAHs remain in groundwater less than remediation goals.	EKI, 2010	7/19/2010
RMP 25	2126479.042	6041875.34	Former Bldg. T-815 was a paint and solvent storage shed.	TPH, PAHs, VOCs, Metals	Shed was removed after 1999. TPH, VOCs, PAHs, and metals remain in soil less than remediation goals. TPH, and VOCs remain in groundwater less than remediation goals.	EKI, 2010	7/19/2010
RMP 87	2126504.825	6041606.784	Building 812 was a former vehicle and equipment maintenance shop.	TPH, PAHs, VOCs, Metals, PCBs	No action required. TPH, VOCs, PAHs, and metals remain in soil less than remediation goals. TPH, VOCs, and metal remain in groundwater less than remediation goals.	EKI, 2010	7/19/2010
RMP 88	2126383.153	6042258.566	Building 823 was a wood shop and heavy equipment maintenance shop with a paint room	TPH, PAHs, VOCs, Metals, PCBs	No action required. TPH, VOCs, and metals remain in soil less than remediation goals. TPH, VOCs, and metal remain in groundwater less than remediation goals.	EKI, 2010	7/19/2010
RMP 113	2126434.841	6042138.387	One former 1000-gallon fuel oil UST (Tank A, a.k.a. TK15).	TPH, PAHs, VOCs, Metals, PCBs	Tank A removed in 1990. TPH and VOCs remain in soil and groundwater less than remediation goals.	EKI, 2010	7/19/2010
RMP 114	2126527.224	6041477.077	One former 550-gallon waste oil UST (Tank 8A).	TPH, PAHs, VOCs, Metals, PCBs	Removed in 1996. TPH and metals remain in soil less than remediation goals. TPH, VOCs, PAHs, and metals remain in groundwater less than remediation goals.	EKI, 2010	7/19/2010
RMP 123	2126562.164	6041727.832	Two former 550-gallon waste oil USTs (Tanks 7 and 8).	TPH, PAHs, VOCs, Metals	UST 7 removed in 1990 and UST 8 removed in 1981. TPH, VOCs, PAHs, and metals remain in soil less than remediation goals. TPH, VOCs, and PAHs remain in groundwater less than remediation goals.	EKI, 2010	7/19/2010
RMP 159	2126588.287	6041712.97	Confirmation soil samples near a utility line with PAHs in soil at concentrations exceeding Remediation Goals	TPH, PAHs, VOCs	Soil excavation in 2013. TPH, VOCs, and PAHs remain in soil less than remediation goals.	AMEC, 2013	6/27/2013
RAP Site 5	NA	NA	VOCs in groundwater proximate to Buildings 808 and 823. Vinyl chloride detected in reconnaissance groundwater samples at concentrations exceeding remediation goals, but less than remediation goals in monitoring well samples.	VOCs	No action. VOCs remain in groundwater less than remediation goals.	EKI, 2009	6/8/2009 and 6/18/09

AMEC, 2013 - AMEC Environment & Infrastructure, Inc. letter regarding Request for Completion and Summary of Remediation Activities, RMP Locations 98 and 159, Former Oakland Army Base, Economic Development Conveyance Area, Oakland, California. June 18.
 EK1, 2009 - Erler & Kalinowski, Inc., Completion Report for VOCs in Groundwater at Buildings 808 and 823, Former Oakland Army Base - EDC Area, Oakland, California. April 24.
 EK1, 2010 - Erler & Kalinowski, Inc. letter regarding Request for Completion - RMP Locations 23, 24, 25, 87, 88, 113, 114, and 123 in the East Gateway Area, Former Oakland Army Base - EDC Area, Oakland, California. June 29.

Mastic, 2011 - Mastic Engineering and Consulting, Inc. letter regarding Revised Request for Completion - RMP Locations 7, 22, and 29, Former Oakland Army Base - Economic Development Conveyance Area, Oakland, California. February 25.
 DTSC = California Department of Toxic Substances Control

PAHs = polycyclic aromatic hydrocarbons
 PCBs = polychlorinated biphenyls
 RAP = Remedial Action Plan
 RMP = Risk Management Plan
 TPH = total petroleum hydrocarbons
 VOCs = volatile organic compounds





Linda S. Adams
Acting Secretary for
Environmental Protection



Department of Toxic Substances Control

Leonard E. Robinson
Acting Director
700 Heinz Avenue
Berkeley, California 94710-2721



Edmund G. Brown Jr.
Governor

REMEDIAL ACTION CERTIFICATION

Risk Management Plan Locations 7, 22, and 29
Oakland Gateway Development Area
700 Murmansk Street, Suite 3
Oakland, California 94607

1. Certification of Remedial Action:

I hereby certify that the foregoing information is true and correct to the best of my knowledge.

Henry Wong
Remedial Project Manager
Brownfields and Environmental Restoration Program

3/15/2011

Date

Karen M. Toth, P.E.
Unit Chief
Brownfields and Environmental Restoration Program

3/17/2011

Date

Gerard Aarons, PG 7430, CHG 771
Engineering Geologist,
Geological Services Unit
Office of Geology
Brownfields and Environmental Restoration Program

3/15/2011

Date

2. **Certification Statement:** Based upon the information which is currently and actually known to the Department of Toxic Substances Control (DTSC),

 DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented and that no further removal/remedial action is necessary.

 DTSC has determined, based upon a remedial investigation or site characterization that the site poses no significant threat to public health, welfare or the environment and therefore implementation of removal/remedial measures is not necessary.

 X DTSC has determined that all appropriate removal/remedial actions have been completed and that all acceptable engineering practices were implemented; however, the site requires ongoing operation and maintenance (O&M) and monitoring efforts. The site will be deleted from the "active" site list following (1) a trial operation and maintenance period and (2) execution of a formal written settlement between the Department and the responsible parties, if appropriate. However, the site will be placed on the Department's list of sites undergoing O&M to ensure proper monitoring of long-term clean-up efforts.

3. **Site Name and Location:**

Risk Management Plan (RMP) Locations 7, 22, and 29
Oakland Gateway Development Area
700 Murmansk Street, Suite 3
Oakland, California 94607

- A. List of any other names that have been used to identify the site:

RMP Locations

- RMP Location 7 – Former incinerator (Building 147) and an adjoining concrete garbage pit, 1 acre
- RMP Location 22 – Former hazardous waste accumulation shed (Building T-816), 0.1 acre
- RMP Location 29 – Hazardous material storage bay at the west end of Building 806, 0.8 acre

Alternative Names for the Project Site

- Gateway Development Area
- Former Oakland Army Base – Economic Development Conveyance Area
- Oakland Army Base (OARB)
- Base Realignment and Closure (BRAC) Parcels 3, 11, and 12
- Operable Units 1 and 4

B. Address of site if different from above:

RMP Location 7 is near Buildings 141 and 145 located the intersection of Burma Road and Bataan Avenue; RMP Location 22, is located near the intersection of Tobruk Street and Burma Road, RMP Location is located at the west end of Building 806 at West 19th Street, in the City of Oakland, California.

C. Assessor's Parcel Number: 0000-0507-001-11
(This number starts with the letter "O" and follows by three zeros.)

D. DTSC Identification Numbers:

Site Code: 201537
EnviroStor ID: 01970016

4. Responsible Parties:

Landowner

City of Oakland

Contact Person:

Mr. Mark Arniola, P.G.
Environmental Program Specialist
Public Works Agency
Environmental Services Division
City of Oakland
250 Frank H. Ogawa Plaza, Suite 5301
Oakland, California 94612-2034
(510) 238-7371
marniola@oaklandnet.com

5. Brief History:

Prior to 1916, much of the area encompassing OARB was natural tidal marsh or shallow open water. Subsequent land reclamation activities in the general areas created the land where OARB is situated. The Army began operation at OARB in the early 1940s, closed the base in September 1999, and transferred 363.5 acres of property to the City of Oakland in July 2003. In August 2006, the City of Oakland deeded approximately half of the transferred area to the Port of Oakland. DTSC has renamed the transferred 363.5-acre property as the "Oakland Gateway Development Area."

On September 27, 2002, DTSC approved the Remedial Action Plan (RAP) and selected remedies for seven RAP Sites and approximately 150 RMP Locations.

RMP Locations and features include washracks, sumps, oil/water separators, miscellaneous operations, underground storage tanks, aboveground storage tanks, former industrial and chemical handling locations, historical spills and stains, lead in soil around buildings, former polychlorinated biphenyl (PCB)-transformers and equipment locations, storm drains and sanitary sewers, railroad tracks, and marine sediments. The RAP selects a presumptive remedy outlined in the Risk Management Plan (Appendix E of the RAP) for supplementing environmental data and implementing necessary cleanup actions during infrastructure installation or redevelopment.

On August 8, 2003, the City of Oakland and DTSC executed and recorded the *Covenant to Restrict Use of Property, Environmental Restriction* for the Oakland Gateway Development Area, which includes RMP Locations 7, 22, and 29. Since the former base property is not being remediated to residential or drinking water standards, the Covenant requires land and groundwater use restrictions and compliance with the RMP for proper soil and groundwater management.

6. RMP Locations 7, 22, and 29:

On February 25, 2011, the City of Oakland finalized the *Request for Completion - RMP Location 7, 22, and 29* documenting the achievement of the remedial action objectives.

RMP Location 7

RMP Location 7 is a one-acre area where a former incinerator (Building 147) and an adjoining concrete garbage pit were located. The Army constructed the 10-ton incinerator and adjoining 16' x 6' x 3.5' adjoining concrete garbage pit in 1948; the Army demolished the incinerator and pit in 1964. The Army's record does not indicate the types of waste that were burned in the incinerator or stored in the pit. Since 1964, the area has been a mostly paved and gravel surface open area used for trailer and cargo container storage. The area is currently undeveloped.

The Army and City of Oakland collected six soil samples and two groundwater samples and analyzed for volatile organic compounds (VOC), semi-volatile SVOCs, polycyclic aromatic hydrocarbons (PAH), total petroleum hydrocarbons as diesel (TPH-d), TPH as motor oil (TPH-mo), metals, PCBs, dioxins, and furans. Soil and groundwater analytical results do not show chemical of concern (COC) concentrations above remediation goals.

RMP Location 22

RMP Location 22 measure approximately 0.1 acre and is an area where a former is a location a former hazardous waste accumulation shed (Building T-816) was located. The building is no longer on site and is assumed to have been

demolished. The area is currently undeveloped. No additional operational record regarding Building T-816 was available for review.

The Army and City of Oakland collected five soil samples and one groundwater sample and analyzed for VOCs, SVOCs, PAHs, TPH-d, TPH-mo, metals, and PCBs. Soil and groundwater analytical results do not show COC concentrations above remediation goals.

RMP Location 29

RMP Location 29 is a hazardous material storage bay of approximately 0.8 acre at the west end of Building 806. Hazardous material stored in this area included chlorinated hydrocarbons, pesticide, insecticides, mercuric solutions, and flammable materials. According to the Army's August 2001 report, the western-most bay of Building 806 was also the designated storage area for radioactive items. The Army report indicates that no spills of radiological items have occurred and that the results of surveys conducted in 1999 were free from any evidence of radiological contamination.

The Army and City of Oakland collected nine soil samples and two groundwater samples and analyzed for VOCs, SVOCs, PAHs, TPH-d, TPH-mo, metals, pesticides, and PCBs. Soil and groundwater analytical results do not show COC concentrations above remediation goals.

Approval of Request for Completion

On March 15, 2011, DTSC approved the Request for Completion and concluded that the City of Oakland (a) had adequately investigated RMP Locations 7, 22, and 29, (b) had demonstrated achievement of the remedial action objectives, and (c) had implemented the required institutional control remedy for the subject RMP Locations.

All RAP Sites and RMP Locations within the Oakland Gateway Development Area, upon remedy implementation, continue to be parts of the RMP Implementation Area. The August 8, 2003 *Covenant to Restrict Use of Property, Environmental Restriction* requires landowner(s) to follow the risk management protocols set forth in the RMP regarding planning and implementation of earthwork construction, redevelopment, and/or post-development activities.

7. Type of Site:

Included in EnviroStor? Yes

RCRA Permitted Facility	_____	Bond Funded	_____
RCRA Facility Closure	_____	RP Funded	_____
NPL	_____	Federal Facility	_____

Other (i.e., walk-in): Please see Section 14.E of this Certification for project funding.

8. Size of Site:

RMP Locations 7, 22, and 29 encompass approximately two acres.

Small Medium Large Extra Large

9. Dates of Remedial Action

The Army and the City of Oakland investigated RMP Locations 7, 22, and 29 from 2000 through 2010. On August 8, 2003, the City of Oakland and DTSC executed and recorded the *Covenant to Restrict Use of Property, Environmental Restriction* for the Oakland Gateway Development Area, which includes RMP Locations 7, 22, and 29.

10. Response Action Taken on Site: (check appropriate action)

Initial removal or remedial action (site inspection/sampling)

Final remedial action

RCRA enforcement/closure action

No action, further investigation verified that no cleanup action at site was needed

A. Type of Remedial Action:

The RAP selects the following remedies for the RMP Locations:

- For locations where no contamination has been found to date, the area will be inspected and sampled in accordance with the RMP during redevelopment to confirm no contamination exists above remediation goals at these locations;
- For locations requiring additional soil and groundwater characterization, the areas will be inspected and sampled/monitored during redevelopment as outlined in the RMP;
- For locations requiring removal of an existing structure or sites where impacted soil is anticipated, the RMP assumes that an average of about 50 cubic yards of debris and contaminated soil

will be removed at each site and disposed as hazardous substances at an off-site permitted facility; and

- Implementation of institutional controls to:
 - Prohibit sensitive land uses;
 - Restrict construction of groundwater wells and extraction of groundwater without DTSC's approval;
 - Prevent disturbance of surface soil, subsurface soil, and groundwater monitoring wells, except as conducted pursuant to the RMP; and
 - Comply with the RMP for soil and groundwater management, maintenance of ground covers, mitigation during earthwork, management of below grade structures, and construction dewatering.

B. Estimated quantity of waste associated with the site (i.e., tons/gallons/cubic yards) was:

1. _____ Waste Treated Amount: _____
2. _____ Untreated (capped sites) Amount: _____
3. _____ Soil Removed Amount: _____
4. _____ Wastewater Removed Amount: _____
5. X Institutional Controls

The institutional controls remedy applies to all Oakland Gateway Development Area property including RMP Locations 7, 22, and 29.

11. Cleanup Levels/Standards

A. What were the cleanup standards established by DTSC pursuant to the final remedial action plan or workplan (if cleanup occurred as the result of a removal action workplan or interim remedial measures prior to development of a RAP)?

The RAP specifies risk-based remediation goals for meeting the remedial action objectives based on commercial and industrial reuses. Remediation goals for most chemicals are risk-based and represent the lowest calculated values of the non-carcinogenic or carcinogenic risk goal for each chemical of concern (COC) that are protective of all potentially exposed populations. However, some remediation goals are based on other chemical-specific parameters (such as potential leachability of a

chemical from soil to groundwater) when these values are more stringent than the calculated human health goals.

The RAP, Table 7-11 lists numerical cleanup targets as the soil and groundwater remediation goals that correspond to a 1×10^{-6} incremental lifetime cancer risk for each COC. When more than ten carcinogenic COCs are present at concentrations exceeding remediation goals, the overarching remedial action objective is the cumulative target risk level of 1×10^{-5} for carcinogenic COCs applicable at each RAP Site and RMP Location.

Remediation goals represent the maximum allowable concentrations for the respective COCs and cannot be increased to allocate amongst the residual COCs to meet the overarching cumulative risk of 1×10^{-5} . However, remediation goals can be adjusted downward, as need, if the cumulative cancer risk level exceeds 1×10^{-5} or the total hazard index (HI) exceeds 1. Remedial action objectives are achieved when residual COCs in soil and groundwater are no greater than a cumulative HI of 1 or a cumulative carcinogenic risk of 1×10^{-5} for each potentially exposed population.

The Army investigated RMP Locations 7, 22, and 29 from 2000 through 2010. COC concentrations in soil and groundwater samples are below remediation goals. The number of samples and types of analyses at the subject RMP Locations are adequate to demonstrate that the remedial action objectives established in the DTSC-approved RAP/RMP have been met. RMP Locations 7, 22, and 29 are not significant sources of soil and groundwater contamination and no significant data gaps are evident.

B. Were the specified cleanup standards met? Yes No

C. If "no", why not:

12. DTSC Involvement in the Remedial Action:

A. Did DTSC order the Removal Action?

Yes No Date of Order _____

B. Did DTSC review and approve (check appropriate action and indicate date of review/approval if done):

_____ Sampling Analysis Procedures Date: _____

_____ Health & Safety Protections Date: _____

Removal/Disposal Procedures Date: _____

Remedial Action Plan Date: September 27, 2002

Removal Action Workplan Date: _____

C. If site was abated by a responsible party, did DTSC receive a signed statement from a licensed professional on all Remedial Action?

Yes No Name: Bethany P. Flynn, P.G., 5710

D. Did a registered engineer or geologist verify that acceptable engineering practices were implemented?

Yes No Name: Gerard Aarons, P.G., 7430

E. Did DTSC confirm completion of all remedial action?

Yes No Date of verification: March 15, 2011

F. Did DTSC (directly or through a contractor) actually perform the Remedial Action?

Yes No

G. Was there a community relations plan in place?

Yes No

H. Was a remedial action plan or removal action workplan developed for this site?

Yes No

I. Did DTSC hold a public meeting regarding the draft RAW or RAP?

Yes No

J. Were public comments addressed?

Yes No

Date of DTSC analysis and response: September 27, 2002

K. Are all of the facts cited above adequately documented in the DTSC files?

Yes No

If no, identify areas where documentation is lacking.

13. EPA Involvement in the Remedial Action:

- A. Was the EPA involved in the site cleanup?
Yes No
- B. If yes, did EPA concur with all remedial actions?
Yes No
- C. EPA comments: EPA staff provided consultative services on this project.

EPA staff involved in cleanup:

Xuan-Mai Tran
 Remedial Project Manager
 U.S. Environmental Protection Agency
 Region IX
 Federal Facilities Cleanup Branch
 75 Hawthorne Street, (SFD-8-2)
 San Francisco, California 94105
 (415) 972-3002
Tran.Xuan-Mai@epamail.epa.gov

14. Other Regulatory Agency Involvement in the Cleanup Action:

Agency:	Activity:
<input checked="" type="checkbox"/> RWQCB	The Regional Water Quality Control Board staff provided consultative services on this project.
<input type="checkbox"/> ARB	_____
<input type="checkbox"/> CHP	_____
<input type="checkbox"/> Caltrans	_____
<input type="checkbox"/> Other	_____

Name of contact persons and agency:

George Leyva, P.G.
 Project Manager
 California Regional Water Quality Control Board
 1515 Clay Street, Suite 1400
 Oakland, California 94612
 (510) 622-2379
gleyva@waterboards.ca.gov

15. Post-Closure / Post-Remedy Activities:

- A. Will there be post-closure / post-remedy activities at this site? (e.g., Operation and Maintenance)
 Yes X No

If yes, describe:

On August 8, 2003, the City of Oakland and DTSC executed and recorded the *Covenant to Restrict Use of Property, Environmental Restriction* (Series No. 2003466371) for the Oakland Gateway Development Area, which includes RMP Locations 7, 22, and 29. The City of Oakland implemented the institutional control remedy by recording the Covenant with the Alameda County Assessor's Office. Since the former base property is not being remediated to residential and drinking water standards, the Covenant requires land and groundwater use restrictions and compliance with the RMP for proper soil and groundwater management. The RMP is Appendix E to the September 27, 2002 DTSC-approved RAP.

The remedial action objectives were based on commercial and industrial land uses. Since residual chemicals in soil and groundwater at the site render the property not suitable for unrestricted use, five-year statutory reviews are required for RMP Locations 7, 22, and 29. The trigger date for a statutory five-year review was the mobilization date of first remedy implementation for the Oakland Gateway Development Area project (i.e., Building 1 RAP Site on November 28, 2005). The City of Oakland has submitted the draft Five-Year Review Report in June 2010.

- B. Have post-closure plans been prepared and approved by DTSC?
 Yes No X
 Post-closure plan is not required or necessary for this site.

- C. What is the estimated duration of post-closure (including operations and maintenance activities) activities?

Unless ended in accordance with the *Covenant to Restriction Use of Property, Environmental Restriction*, by law, or by DTSC in the exercise of its discretion, the Covenant and five-year review requirements shall continue in effect in perpetuity.

- D. Are deed restrictions proposed or in place? Yes X No

If yes, have deed restrictions been recorded with the County recorder?

Yes No Date: August 8, 2003

If no, who is responsible for assuring that the deed restrictions are recorded?

Who is the DTSC contact person?

Henry Wong
Hazardous Substances Engineer
Brownfields and Environmental Restoration Program
(510) 540-3770
hwong@dtsc.ca.gov

E. Has cost recovery been initiated? Yes No

Has DTSC received all payments? Yes No

If yes, amount received \$ _____; _____% of DTSC costs billed.

On November 13, 2008, DTSC determined that the Army has failed to meet certain obligations of the Memorandum of Agreement (MOA) entered into between the Army, DTSC, RWQCB in April 2003. Specifically, the Army has failed to provide funds for DTSC and RWQCB oversight under Section 27.1 of the MOA. Section 27.1 requires that oversight funds will be "... provided through the Defense/State Memorandum of Agreement (DSMOA), executed August 21, 1992 ... or some other appropriate mechanism as agreed upon by the parties ..."

To date the Army has not provided alternative mechanism for payment of oversight costs to DTSC and RWQCB. Accordingly, DTSC and RWQCB have not been paid for oversight costs since July 2008. The Army's and DTSC's management teams are working toward a resolution on this issue.

F. Were local planning agencies notified of the cleanup action?

Yes No If yes, the name and address of agency:

Mark Arniola, P.G.
Environmental Program Specialist
Public Works Agency
Environmental Services Division
City of Oakland
250 Frank H. Ogawa Plaza, Suite 5301
Oakland, California 94612-2034
(510) 238-7371

marniola@oaklandnet.com

16. Expenditure of Funds and Source:

(Information to be supplied by Accounting Unit)

Funding Source and Amount Expended:

_____ HWCA	\$ _____	_____ HSA	\$ _____
_____ HSCF	\$ _____	_____ RCRA	\$ _____
_____ RP	\$ _____	_____ Other	\$ _____
_____ Federal Cooperative Agreement \$ _____			

17. Problems Encountered Which Caused Major Delays: None

18. Accomplishment Unique to the Project: None

19. Final Use of Site: The City of Oakland plans to develop RMP Locations 7, 22, and 29 and vicinity areas for commercial and industrial land uses.



Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maziar Movassaghi
Acting Director
700 Heinz Avenue
Berkeley, California 94710-2721



Arnold Schwarzenegger
Governor

July 19, 2010

Mr. Mark Arniola, P.G.
Environmental Program Specialist
Public Works Agency
Environmental Services Division
City of Oakland
250 Frank H. Ogawa Plaza, Suite 5301
Oakland, California 94612-2034
marniola@oaklandnet.com

DTSC APPROVAL, COMPLETION REQUEST, RMP LOCATIONS 23, 24, 25, 87, 88, 113, 114, and 123, FORMER OAKLAND ARMY BASE – ECONOMIC DEVELOPMENT CONVEYANCE AREA, OAKLAND, CALIFORNIA

Dear Mr. Arniola:

The Department of Toxic Substances Control (DTSC) has received the June 29, 2010 *Request for Completion – RMP Locations 23, 24, 25, 87, 88, 113, 114, and 123 in the East Gateway Area* (Completion Request). The Completion Request reports the remedial action implemented at eight Risk Management Plan (RMP) Locations totaling approximately 1.55-acre within the East Gateway Area of the Former Oakland Army Base – Economic Development Conveyance Area (also known as the Oakland Gateway Development Area) in Oakland, California. The City of Oakland is requesting completion of the following eight RMP Locations:

- RMP Location 23 – Former Facility 815 consisted of a washrack, a sand trap, and five collection sumps,
- RMP Location 24 – Former oil water separator (OWS-2) near former Facility 815,
- RMP Location 25 – Former Building T-815 used as a paint and solvent storage shed,
- RMP Location 87 – Building 812,
- RMP Location 88 – Building 823,
- RMP Location 113 – Former 1,000-gallon fuel oil Underground Storage Tank-A (UST-A),
- RMP Location 114 – Former 550-gallon waste oil UST-8A, and

Mr. Mark Arniola
July 19, 2010
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- RMP Location 123 – Two former 550-gallon waste oil USTs (Tanks 7 and 8).

In 1999, the Army excavated the RMP Location 23 area and removed stained soils associated with the sand trap and washrack; however, the Army encountered an active fire main, fire hydrant, and power poles on the north side of excavation. Residual chemical of concern (COC) concentrations in soil at the north sidewall have slightly exceeded remediation goals. The City of Oakland has created a new RMP Location identified as “*RMP Location 159 – Residual soil at North Side of Building 815 Excavation.*” RMP Location 159 will be addressed during future site redevelopment.

The September 27, 2002 DTSC-approved Remedial Action Plan (RAP) for the former Oakland Army Base requires remediation of RAP Sites and RMP Locations. The Completion Request reports soil and groundwater data at the RMP Locations 23, 24, 25, 87, 88, 113, 114, and 123, summarizes previous impacted-soil removal activities at RMP Locations 23, 113, and 123, and demonstrates that the residual COC concentrations at these RMP Locations meet the remedial action objectives specified in the RAP. The City of Oakland plans to develop the East Gateway Area for commercial and industrial land uses.

On June 25, 2010, DTSC provided comments on the draft Completion Request. The City of Oakland has responded to DTSC’s comments and revised the Completion Request satisfactorily. Based on the information presented in the Completion Request, DTSC concludes that the City of Oakland (a) has investigated RMP Locations 23, 24, 25, 87, 88, 113, 114, and 123 adequately, (b) has removed impacted-soil from RMP Locations 23, 113, and 123, (c) has demonstrated achievement of the remedial action objectives, and (d) has implemented the required institutional control remedy for the subject RMP Locations. DTSC hereby approves the Completion Request and concurs with identification of RMP Location 159.

Please note that all RMP Locations and RAP Sites, upon remedy implementation, continue to be parts of the RMP Implementation Area. Such areas will still be subject to the risk management protocols set forth in the RMP regarding planning and implementation of earthwork construction, redevelopment, and/or post-development activities. In the event that the City of Oakland, future landowners, and/or developers discover unknown contamination and the RMP cannot address such new contamination, DTSC reserves the right to require additional environmental work, as appropriate.

Mr. Mark Arniola
July 19, 2010
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If you have any questions, please contact me at (510) 540-3770.

Sincerely,



Henry Wong
Remedial Project Manager
Brownfields and Environmental Restoration Program

Email Distribution:

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Mr. Mark Arniola
July 19, 2010
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San Francisco Bay Regional Water
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1515 Clay Street, Suite 1400
Oakland, California 94612
gleyva@waterboards.ca.gov

Mr. Bill Brawner
Army's Program Manager for
Oakland Gateway Development Area
Operational Army and Medical Branch
Department of the Army
2530 Crystal Drive
Room 5066E
Arlington, Virginia 22202
bill.brawner@conus.army.mil

Mr. Scott Armstrong
Army's BRAC Environmental Coordinator for
Oakland Gateway Development Area
CALIBRE
5200 Oleander Drive
Carmichael, California 95608
scott.armstrong@calibresys.com



Matthew Rodriguez
Secretary for
Environmental Protection



Department of Toxic Substances Control

Deborah O. Raphael, Director
700 Heinz Avenue
Berkeley, California 94710-2721



Edmund G. Brown Jr.
Governor

REMEDIAL ACTION CERTIFICATION

RMP Locations 98 and 159
Oakland Gateway Development Area
700 Murmansk Street, Suite 3
Oakland, California 94607

1. Certification of Remedial Action:

I hereby certify that the foregoing information is true and correct to the best of my knowledge.

Henry Wong, P.E.
Remedial Project Manager
Brownfields and Environmental Restoration Program

6/27/2013
Date

Karen M. Toth, P.E.
Unit Chief
Brownfields and Environmental Restoration Program

6/25/2013
Date

Gerard Aarons, PG 7430, CHG 771
Engineering Geologist
Geological Services Unit
Office of Geology
Brownfields and Environmental Restoration Program

6/27/2013
Date

2. **Certification Statement:** Based upon the information which is currently and actually known to the Department of Toxic Substances Control (DTSC),

DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented and that no further removal/remedial action is necessary.

DTSC has determined, based upon a remedial investigation or site characterization that the site poses no significant threat to public health, welfare or the environment and therefore implementation of removal/remedial measures is not necessary.

DTSC has determined that all appropriate removal/remedial actions have been completed and that all acceptable engineering practices were implemented; however, the site requires ongoing operation and maintenance (O&M) and monitoring efforts. The site will be deleted from the "active" site list following (1) a trial operation and maintenance period and (2) execution of a formal written settlement between the Department and the responsible parties, if appropriate. However, the site will be placed on the Department's list of sites undergoing O&M to ensure proper monitoring of long-term clean-up efforts.

3. **Site Name and Location:**

RMP Locations 98 and 159
Oakland Gateway Development Area
700 Murmansk Street, Suite 3
Oakland, California 94607

- A. List of any other names that have been used to identify the site:

RMP Locations

- RMP Location 98: A former 550-gallon gasoline above ground storage tank (AST) located west of Building 14
- RMP Location 159: The location of a former sand trap and vehicle wash rack

Alternative Names for the Project Site

- Base Realignment and Closure Parcels 4 and 11
- Operable Unit 1
- Gateway Development Area
- Former Oakland Army Base – Economic Development Conveyance Area
- Oakland Army Base

B. Address of site if different from above:

RMP Location 98 is located on the south side of Burma Road, west of its intersection with Maritime Street, in the City of Oakland, California. RMP Location 159 is located on the south side of Ukraine Street, east of its intersection with Maritime Street, in the City of Oakland, California.

C. Assessor's Parcel Number: O000-0507-001-11
(This number starts with the letter "O" and is followed by three zeros.)

D. DTSC Identification Numbers:

Site Code: 201537
EnviroStor ID: 01970016

4. **Responsible Parties:**

Landowner
City of Oakland

Contact Person:
Mr. Mark Arniola, P.G.
Environmental Program Specialist
Public Works Agency
Environmental Services Division
City of Oakland
250 Frank H. Ogawa Plaza, Suite 5301
Oakland, California 94612-2034
(510) 238-7371
marniola@oaklandnet.com

5. **Project History:**

Prior to 1916, much of the area encompassing the former Oakland Army Base was natural tidal marsh or shallow open water. Subsequent land reclamation activities in the general areas created the land where the Army property is situated. The Army began operation at the former Oakland Army Base in the early 1940s, closed the base in September 1999, and transferred 363.5 acres of property to the City of Oakland in July 2003. In August 2006 the City of Oakland deeded approximately half of the transferred area to the Port of Oakland. DTSC has renamed the transferred 363.5-acre property as the "Oakland Gateway Development Area."

On September 27, 2002, DTSC approved the Remedial Action Plan (RAP) and selected remedies for seven RAP Sites and approximately 150 Risk

Management Plan (RMP) Locations. RAP Sites are large areas with contaminated soil and/or groundwater that must be remediated before infrastructure installation or redevelopment. In contrast, RMP Locations and features include washracks, sumps, oil/water separators, miscellaneous operations, underground storage tanks, aboveground storage tanks, former industrial and chemical handling locations, historical spills and stains, lead in soil around buildings, former polychlorinated biphenyl (PCB)-transformers and equipment locations, storm drains and sanitary sewers, railroad tracks, and marine sediments. The RAP has selected a presumptive remedy outlined in the Risk Management Plan (Appendix E of the RAP) for supplementing environmental data and implementing necessary cleanup actions during infrastructure installation or redevelopment.

On August 8, 2003, the City of Oakland and DTSC executed and recorded the *Covenant to Restrict Use of Property, Environmental Restriction (Covenant)* for the Oakland Gateway Development Area, which includes RMP Locations 98 and 159. Since the former base property is not being remediated to residential or drinking water standards, the Covenant requires land and groundwater use restrictions and compliance with the RMP for proper soil and groundwater management.

6. RMP Locations 98 and 159:

On June 18, 2013, the City of Oakland finalized the *Request for Completion and Summary of Remediation Activities RMP Locations 98 and 159 (Completion Request)* (a) presenting soil and groundwater data collected by the Army and supplemented by the City of Oakland, (b) summarizing the soil remediation activities, (c) evaluating whether the data satisfy RMP sampling requirements, and (d) documenting achievement of the remedial action objectives at the RMP Locations.

RMP Location 98

RMP Location 98 is the former 550-gallon gasoline AST located near the southwest corner of Building 14. The AST was removed in 1998; its installation date is unknown. The AST was reportedly used to store unleaded gasoline drained from vehicles before they were loaded onto ships and to fuel vehicles off-loaded from ships. The RAP identifies lead impacted soil at RMP Location 98.

- 1997 through 2000 Investigation:

In July 1997, August 1998, and February 2000, the Army collected a total of 17 soil samples at depths from the ground surface to 7 feet below ground surface (bgs). The soil samples were analyzed for volatile organic compounds (VOCs), polycyclic aromatic hydrocarbons (PAHs), total petroleum hydrocarbons in gasoline range (TPH-g), TPH in diesel range

(TPH-d), TPH in motor oil range (TPH-mo), and metals. For these 17 soil samples, lead concentrations in two samples at 2 feet bgs and 1.5 feet bgs were detected at 2,910 mg/kg and 883 mg/kg, respectively, above the lead remediation goal of 750 mg/kg. All other chemicals of concern (COCs) were detected with soil concentrations below the remediation goals.

In July 1997 and August 1998, the Army collected five grab groundwater samples from four borings for VOC, TPH-g, TPH-d, TPH-mo, and metal analyses. All COCs were detected with groundwater concentrations below remediation goals.

- 2011 Remediation:

In June 2011 the City of Oakland excavated the lead-impacted soil to a depth of three feet within a 10-foot by 30-foot area. Five soil samples (RMP98CS001 through RMP98CS005) were collected from the four sidewalls and the bottom for lead analysis. The analytical result of bottom sample (RMP98CS005) indicated the lead was present at a concentration of 950 mg/kg. The sidewall samples were all below the remediation goal. In July 2011 the City of Oakland continued excavation down to the water table (approximately 5 feet bgs). Following the over-excavation extension, a soil sample (RMP98CS007) was collected from the excavation bottom for lead analysis; the lead concentration was detected at a concentration of 19 mg/kg in this bottom confirmation sample.

During the initial excavation activities conducted in June 2011, an area of stained soil with a petroleum-like odor was encountered in the northeast corner of the excavation. A sample of this material (RMP98CS006) was collected and submitted for VOC, PAH, PCB, TPH-d, TPH-g, and TPH-mo analyses. Analytical results indicated the presence of VOCs, PAHs, and TPH-d at concentrations above the respective remediation goals. In July 2011 the excavation was extended five feet beyond the initial boundary to "chase" the petroleum impacted material. Following this over-excavation, three additional sidewall samples (RMP 98CS008 through RMP 98CS010) and one bottom sample (RMP98CS011) were collected for VOC, PAH, and TPH-d analyses. All COC concentrations from the four additional confirmation samples were below remediation goal.

- 2012 Data Gap Investigation:

In April 2012 the City of Oakland conducted a data gap investigation to further evaluate the extent of lead in soil near sampling location ICFAS04S01, because the July 2011 excavation was obstructed by the presence of a tenant trailer and a buried electrical power line. Nine soil samples were collected from four borings (RMP98SL001 through RMP98SL004) advanced to 3.5 feet bgs. Analytical results from the nine soil samples indicated that the 2 to 2.5-

feet bgs sample in three of the four borings had lead concentrations that exceeded the remediation goal. Concentrations at the 2 to 2.5-foot bgs samples ranged from 340 mg/kg (RMP98SL003-2-2.5) to 12,000 mg/kg (RMP98SL002-2.5). None of the samples collected from 3 to 3.5-foot bgs depths exceeded the lead remediation goal. No evidence of petroleum hydrocarbons (visual or olfactory) was identified within the soil samples suggesting that the lead contamination may not have been associated with the 550-gallon gasoline AST.

- **2013 Remediation:**

In February 2013 the City of Oakland excavated the lead-impacted area identified in April 2012 to a depth of 3 feet. Following the excavation, five soil samples (RMP98CS012 through RMP98CS016) were collected from the four sidewalls and bottom for lead analysis.

In addition, soil was excavated in an area down to 1.5 feet bgs that was not excavated during the 2011 excavation due to the presence of a buried electrical power line. Care was taken to avoid damaging the electrical line that was encountered within a concrete covered utility conduit at a depth of 1.5 feet bgs. Once the concrete overlying the electric line was uncovered, a bucket width (3 feet) was excavated west of the electrical line to collect one soil sample (RMP98CS017) for VOC, semi-volatile organic compounds (SVOCs), TPH-d, and lead analyses.

Analytical results from soil samples (RMP98CS012 through RMP98CS017) were detected with COCs below remediation goals.

Four-point composite samples collected from the excavated soil placed into the two stockpiles were also analyzed for VOCs, SVOCs, PCBs, TPH-g, TPH-d, TPH-mo, and metals. Based on the analytical results, approximately 28 cubic yards of soil was disposed of as a RCRA hazardous waste at a landfill in Buttonwillow, California. Another 28 cubic yards of soil was disposed of as nonhazardous solid waste at Keller Canyon Landfill in Bay Point, California.

RMP Location 159

RMP Location 159 is located at the northwestern corner of Facility 815. Former Facility 815 (RMP Location 23) consisted of a vehicle washrack, a sand trap, an oil water separator (RMP Location 24), and two waste oil underground storage tanks (USTs) (RMP Location 123). The two RMP Location 123 USTs were removed in 1990 and Facility 815 and the associated RMP Locations 23 and 24 features were dismantled and removed in 1999. Excavation, over-excavation, confirmation sampling and soil and groundwater investigations performed at Facility 815 resulted in completion of RMP Locations 24 and 123 and all but the

northwestern portion of RMP Location 23. The northwestern portion of RMP 23 was subsequently split apart from RMP Location 23 and identified as new RMP Location 159. DTSC approved the completion request for RMP Locations 23, 24, and 123 in July 2010.

- 1999 Army Excavation of Former Facility 815:

During excavation at the Former Facility 815 (i.e., RMP Location 23) in November 1999, the Army collected nine confirmation soil samples (11S26, 11S28 through 11S31, 11S35, 11S36, and 11S41) at the northeastern sidewall, which are in the southwestern margin of RMP Location 159. Stained soil was present on the northeastern excavation sidewall, indicative of COC impacted soil; however, excavation was halted due to the presence of a fire main, two power poles, and a fire hydrant located near the northeastern limit of the excavation. Analytical results of excavation soil samples 11S31, 11S35, and 11S41 indicated that COCs were present above their respective remediation goals at northeastern sidewall of the Former Facility 815.

In December 1999, the Army subsequently collected 11 soil samples from five borings (11S42 through 11S45 and 11S47) drilled during a data gap investigation along a transect parallel to the excavation just north of the power poles to determine if COCs were present within soil just north fire main, power poles, and the fire hydrant that halted excavation in November 1999. In January 2000, two additional soil samples were collected from one boring (11S46) located west the Former Facility 815. Analytical results of excavation soil samples 11S31, 11S35, and 11S41 indicated that COCs were present above their respective remediation goals at northeastern sidewall of the Former Facility 815. Soil samples collected in December 1999 and January 2000 were below laboratory reporting levels or detected at concentrations below remediation goals.

Groundwater samples were previously collected from five wells and seven grab groundwater soil borings in the vicinity of the Former Facility 815 for VOC, PAH, PCB, pesticide, petroleum hydrocarbons, and metal analyses. All analytes in the groundwater samples were detected at concentrations below their respective remediation goals.

- 2010 Creation of RMP 159:

During the review of a completion request for RMP Location 23 in early 2010, DTSC designated the northeastern sidewall, where samples 11S31, 11S35, and 11S41 were located, as RMP Location 159. Analytical results of excavation confirmation samples 11S31, 11S35, and 11S41 indicated that COCs were present above their respective remediation goals at RMP Location 159 as follows:

- TPH-d was detected at a concentration of 11,000 mg/kg at 6-feet bgs in soil sample 11S31 (TPH-d remediation goal is 8,000 mg/kg),
 - TPH-g was detected at a concentration of 2,500 mg/kg at 5.5-feet bgs in soil sample 11S41 (TPH-g remediation goal is 2,400 mg/kg),
 - Total xylenes were detected at a concentration of 2.5 mg/kg at 5.5-feet in soil sample 11S41 and at a concentration of 1.66 mg/kg at 3.5 feet bgs in soil sample 11S35 (total xylenes remediation goal is 1 mg/kg),
 - Naphthalene was detected at a concentration of 6 mg/kg at 5.5-feet in soil sample 11S41 (naphthalene remediation goal is 4.9 mg/kg),
 - Chrysene was detected at a concentration of 7.7 mg/kg at a depth of 3.5-feet in soil sample 11S35 (chrysene remediation goal is 4.7 mg/kg).
- 2013 Soil Excavation:

In February 2013 the City of Oakland excavated a 2-foot by 20-foot trench to approximately 6 feet bgs at RMP Location 159. Following the excavation, five soil samples (RMP 159CS001 through RMP 159CS005) were collected from the four sidewalls and bottom for VOC, SVOCs, TPH-g, TPH-d, and TPH-mo analyses. Soil analytical results do not show COC concentrations above remediation goals.

One four-point composite sample collected from the excavated soil was also analyzed for VOCs, SVOCs, PCBs, TPHs, and metals. Based on the analytical results, approximately 9 cubic yards of soil was disposed of as non-hazardous solid waste at a permitted landfill in Bay Point, California.

The excavation was backfilled in March 2013 with clean fill to a depth of approximately 2.5 feet bgs. From 2.5 feet bgs to the surface, the excavation was backfilled with 2-sack sand cement slurry to insure that areas near the sewer line would be supported.

A 2-foot by 20-foot trench was the only area excavated out of the proposed 7-foot by 43-foot excavation to encompass sample location 11S31 due to the presence of buried utility lines, the fire main, two power poles, and a fire hydrant. In addition to a water line that was previously known to run the down the middle of the proposed excavation, an AT&T distribution line was identified by Underground Service Alert and an unknown utility was identified during the geophysical utility clearance. The unknown utility was determined to be a 6-inch sewer line located approximately 2 feet bgs.

The excavations conducted at RMP Location 159 in 1999 and 2013 removed the maximum amount of soil that could be accessed without risking worker safety or causing damage to underground utilities. The residual TPH-d concentration at soil sample location 11S31 at 6 feet bgs contains TPH-d at 11,000 mg/kg (remediation goal is 8,000 mg/kg). Since TPH-d concentrations at 11S26 (9.4 mg/kg), 11S28 (1.4 mg/kg), 11S35 (530 mg/kg excavated), 11S42 at 2 feet bgs (5 mg/kg), 11S42 at 5 feet bgs (5 mg/kg), and 11S42 at 5.5 feet bgs (4 mg/kg) were all collected within approximately 12 feet of location 11S31, it seems the elevated TPH-d concentration at 11S31 is well bounded.

RMP Location 159 is still part of the RMP Implementation Area and hence subject to the risk management protocols set forth in the RMP regarding planning and implementation of earthwork construction or other redevelopment or post-development subsurface construction activities.

Approval of Completion Request

On June 27, 2013, DTSC approved the June 18, 2013 Completion Request and concluded that the City of Oakland (a) had adequately assessed, investigated, and remediated RMP Locations 98 and 159, (b) had demonstrated achievement of the remedial action objectives, and (c) had implemented the required institutional control remedy for the subject areas.

All RAP Sites and RMP Locations within the Oakland Gateway Development Area, upon remedy implementation, continue to be parts of the RMP Implementation Area. The August 8, 2003 *Covenant to Restrict Use of Property, Environmental Restriction* requires landowner(s) to follow the risk management protocols set forth in the RMP regarding planning and implementation of earthwork construction, redevelopment, and/or post-development activities.

7. Type of Site:

Included in EnviroStor? Yes

RCRA Permitted Facility	_____	Bond Funded	_____
RCRA Facility Closure	_____	RP Funded	_____
NPL	_____	Federal Facility	_____
Other (i.e., walk-in):	<u> X </u>		

8. Size of Site:

Approximately 810 square feet

Small X Medium _____ Large _____ Extra Large _____

9. Dates of Remedial Action

The Army, City of Oakland, and Port of Oakland assessed, investigated and remediated RMP Locations 98 and 159 from April 2002 through June 2013. On August 8, 2003, the City of Oakland and DTSC executed and recorded the *Covenant to Restrict Use of Property, Environmental Restriction* for the Oakland Gateway Development Area, which includes RMP Locations 98 and 159.

10. Response Action Taken on Site: (check appropriate action)

- Initial removal or remedial action (site inspection/sampling)
- Final remedial action
- RCRA enforcement/closure action
- No action, further investigation verified that no cleanup action at site was needed

A. Type of Remedial Action:

The RAP selects the following remedies:

- In-situ chemical oxidation/reduction; and
- Implementation of institutional controls to:
 - Prohibit sensitive land uses;
 - Restrict construction of groundwater wells and extraction of groundwater without DTSC's approval;
 - Prevent disturbance of surface soil, subsurface soil, and groundwater monitoring wells, except as conducted pursuant to the RMP; and
 - Comply with the RMP for soil and groundwater management, maintenance of ground covers, mitigation during earthwork, management of below grade structures, and construction dewatering.

B. Estimated quantity of remediation waste/hazardous waste associated with the site (i.e., tons/gallons/ cubic yards) was:

1. Waste Treated Off-Site Amount: _____
2. Untreated (capped sites) Amount: _____
3. Soil Removed Amount: 65 cubic yards

4. _____ Groundwater Disposed Off-Site Amount: _____

5. X Institutional Controls
 The institutional controls remedy applies to all Oakland Gateway Development Area property including RMP Locations 98 and 159.

11. Cleanup Levels/Standards

A. What were the cleanup standards established by DTSC pursuant to the final remedial action plan or workplan (if cleanup occurred as the result of a removal action workplan or interim remedial measures prior to development of a RAP)?

The RAP, Table 7-11 lists numerical cleanup targets as the soil and groundwater remediation goals that correspond to a 1×10^{-6} incremental lifetime cancer risk for each COC. When more than ten carcinogenic COCs are present at concentrations exceeding remediation goals, the overarching remedial action objective is the cumulative target risk level of 1×10^{-5} for carcinogenic COCs applicable at each RAP Site and RMP Location.

Remediation goals represent the maximum allowable concentrations for the respective COCs and cannot be increased to allocate amongst the residual COCs to meet the overarching cumulative risk of 1×10^{-5} . However, remediation goals can be adjusted downward, as need, if the cumulative cancer risk level exceeds 1×10^{-5} or the total hazard index (HI) exceeds 1. Remedial action objectives are achieved when residual COCs in soil and groundwater are no greater than a cumulative HI of 1 or a cumulative carcinogenic risk of 1×10^{-5} for each potentially exposed population.

B. Were the specified cleanup standards met? Yes X No _____

C. If "no", why not:

12. DTSC Involvement in the Remedial Action:

A. Did DTSC order the Removal Action?

Yes _____ No X Date of Order _____

B. Did DTSC review and approve (check appropriate action and indicate date of review/approval if done):

If no, identify areas where documentation is lacking.

13. EPA Involvement in the Remedial Action:

- A. Was the EPA involved in the site cleanup?
Yes No
- B. If yes, did EPA concur with all remedial actions?
Yes No
- C. EPA comments: EPA staff provided consultative services on this project.

EPA staff involved in cleanup:

Xuan-Mai Tran
 Remedial Project Manager
 U.S. Environmental Protection Agency
 Region IX
 Federal Facilities Cleanup Branch
 75 Hawthorne Street, (SFD-8-2)
 San Francisco, California 94105
 (415) 972-3002
tran.xuan-mai@epamail.epa.gov

14. Other Regulatory Agency Involvement in the Cleanup Action:

Agency:	Activity:
<input checked="" type="checkbox"/> RWQCB	The Regional Water Quality Control Board staff provided consultative services on this project.
<input type="checkbox"/> ARB	_____
<input type="checkbox"/> CHP	_____
<input type="checkbox"/> Caltrans	_____
<input type="checkbox"/> Other	_____

Name of contact persons and agency:

George Leyva, PG
 Project Manager
 California Regional Water Quality Control Board

1515 Clay Street, Suite 1400
Oakland, California 94612
(510) 622-2352
george.leyva@waterboards.ca.gov

15. Post-Closure / Post-Remedy Activities:

- A. Will there be post-closure / post-remedy activities at this site? (e.g., Operation and Maintenance)
Yes No

If yes, describe:

On August 8, 2003, the City of Oakland and DTSC executed and recorded the *Covenant to Restrict Use of Property, Environmental Restriction* (Alameda County Series Number 2003466371) for the Oakland Gateway Development Area, which includes Building 991 RAP Site. The City of Oakland implemented the institutional control remedy by recording the Covenant with the Alameda County Assessor's Office. Since the former base property is not being remediated to residential and drinking water standards, the Covenant requires land and groundwater use restrictions and compliance with the RMP for proper soil and groundwater management. The RMP is Appendix E to the September 27, 2002 DTSC-approved RAP.

The remedial action objectives were based on commercial and industrial land uses. Since residual chemicals in soil and groundwater at the site render the property not suitable for unrestricted use, five-year statutory reviews are required for RMP Locations 98 and 159. The trigger date for a statutory five-year review was the mobilization date of first remedy implementation for the Port-owned portion of the Oakland Gateway Development Area project (i.e., UST 11/12/13 RAP Site on August 1, 2007). On August 30, 2012, the Port of Oakland submitted the draft Five-Year Review to DTSC for review. DTSC plans to complete its review of the Five-Year Review by July 2013.

- B. Have post-closure plans been prepared and approved by DTSC?
Yes No
A post-closure plan is not required or necessary for this site.

- C. What is the estimated duration of post-closure (including operations and maintenance activities) activities?

Unless ended in accordance with the *Covenant to Restriction Use of Property, Environmental Restriction*, by law, or by DTSC in the exercise of

its discretion, the Covenant and five-year review requirements shall continue in effect in perpetuity.

- D. Are deed restrictions proposed or in place? Yes No

If yes, have deed restrictions been recorded with the County recorder?

Yes No Date: August 8, 2003

If no, who is responsible for assuring that the deed restrictions are recorded?

Who is the DTSC contact person?

Henry Wong, P.E.
Hazardous Substances Engineer
Brownfields and Environmental Restoration Program
(510) 540-3770
henry.wong@dtsc.ca.gov

- E. Has cost recovery been initiated? Yes No

Has DTSC received all payments? Yes No

If yes, amount received \$ _____; _____% of DTSC costs billed.

On November 13, 2008, DTSC determined that the Army has failed to meet certain obligations of the Memorandum of Agreement (MOA) entered into between the Army, DTSC, and RWQCB in April 2003. Specifically, the Army has failed to provide funds for DTSC and RWQCB oversight under Section 27.1 of the MOA. Section 27.1 requires that oversight funds will be "... provided through the Defense/State Memorandum of Agreement (DSMOA), executed on August 21, 1992 ... or some other appropriate mechanism as agreed upon by the parties..." Accordingly, DTSC and RWQCB have not been paid for oversight costs since July 2008.

The City's, Port's, Army's and DTSC's management teams are working toward a resolution on this issue.

- F. Were local planning agencies notified of the cleanup action?

Yes No If yes, the name and address of agency:

Mark Arniola, PG

Environmental Program Specialist
Public Works Agency
Environmental Services Division
City of Oakland
250 Frank H. Ogawa Plaza, Suite 5301
Oakland, California 94612-2034
(510) 238-7371
marniola@oaklandnet.com

16. Expenditure of Funds and Source:

(Information to be supplied by Accounting Unit)

Funding Source and Amount Expended:

_____ HWCA	\$ _____	_____ HSA	\$ _____
_____ HSCF	\$ _____	_____ RCRA	\$ _____
_____ RP	\$ _____	_____ Other	\$ _____
_____ Federal Cooperative Agreement	\$ _____		

17. Problems Encountered Which Caused Major Delays: None

18. Accomplishment Unique to the Project: None

19. Final Use of Site: The City of Oakland plans to develop RMP Locations 98 and 159 and vicinity for commercial and industrial land uses.



Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maziar Movassaghi
Acting Director
700 Heinz Avenue
Berkeley, California 94710-2721




Arnold Schwarzenegger
Governor

REMEDIAL ACTION CERTIFICATION

Buildings 808 and 823 Remedial Action Plan Site
Oakland Gateway Development Area
700 Murmansk Street, Suite 3
Oakland, California 94607

1. Certification of Remedial Action:

I hereby certify that the foregoing information is true and correct to the best of my knowledge.



Henry Wong
Remedial Project Manager

6/18/2009

_____ Date



Dot Lofstrom, P.G.
Leader
East Bay Urban Infill Team

6-18-09

_____ Date





Daniel Murphy, P.E.
DTSC Civil Engineer in Responsible Charge

6/18/09

_____ Date

2. Certification Statement: Based upon the information which is currently and actually known to the Department of Toxic Substances Control (DTSC),

- DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented and that no further removal/remedial action is necessary.
- DTSC has determined, based upon a remedial investigation or site characterization that the site poses no significant threat to public health, welfare or the environment and therefore implementation of removal/remedial measures is not necessary.
- DTSC has determined that all appropriate removal/remedial actions have been completed and that all acceptable engineering practices were implemented; however, the site requires ongoing operation and maintenance (O&M) and monitoring efforts. The site will be deleted from the "active" site list following (1) a trial operation and maintenance period and (2) execution of a formal written settlement between the Department and the responsible parties, if appropriate. However, the site will be placed on the Department's list of sites undergoing O&M to ensure proper monitoring of long-term clean-up efforts.

3. Site Name and Location:

Buildings 808 and 823 Remedial Action Plan (RAP) Site
(aka: VOCs in Groundwater at Buildings 808 and 823)
Oakland Gateway Development Area
700 Murmansk Street, Suite 3
Oakland, California 94607

A. List of any other names that have been used to identify the site:

VOCs in Groundwater at Buildings 808 and 823
Former Oakland Army Base – Economic Development Conveyance Area
Oakland Army Base
A portion of Base Realignment and Closure (BRAC) Parcel 11
A portion of Operable Unit 1

B. Address of site if different from above:

Areas east of 2413 Ukraine Street, Oakland, California

C. Assessor's Parcel Number: O000-0507-001-11

D. DTSC Identification Numbers:

Operable Unit: Buildings 808 and 823
Site Code: 201537
EnviroStor ID: 01970016

4. **Responsible Parties:**

Landowner

City of Oakland

Contact Person

Mr. Mark Arniola
Environmental Program Specialist
Public Works Agency
Environmental Services Division
City of Oakland
250 Frank H. Ogawa Plaza, Suite 5301
Oakland, California 94612-2034
(510) 238-7371
marniola@oaklandnet.com

Relationship to Site: Contact person for responsible party

5. **Brief Description and History of the Site:**

The Buildings 808 and 823 RAP Site, also known as “VOCs in Groundwater at Buildings 808 and 823,” is an approximately 1.3-acre site within the former Oakland Army Base (OARB), Oakland, California. Prior to 1916, much of the area encompassing the OARB was natural tidal marsh or shallow open water. Subsequent to 1916, land was created and industrial buildings constructed that predate OARB activities.

The Army constructed Building 808 in 1942 and used it as a general purpose warehouse. Building 808 is currently occupied by a commercial tenant, Lighting by Steinheimer, and is used as a warehouse and production office for lighting and set design. Inactive railroad tracks are adjacent to Building 808.

The Army also constructed Building 823 in 1942. Army historical documents show that Building 823 contained a paint room, paint booth finishing room, and carpenter shop. Currently, Building 823 is occupied by a commercial tenant, Arthur Freyer Lighting, and is used as a warehouse and production office for lighting design. Records indicate that Army personnel stripped paint at Building

823 with chemicals such as chlorinated solvents. Other reports indicate that Building 823 was also used as a heavy equipment maintenance facility. Specific locations and types of equipment and chemicals that were involved with these historical operations by the Army are unknown.

Vinyl chloride and lesser concentrations of other volatile organic compounds (VOCs) were present in shallow groundwater in an area north of Building 808 and south of Building 823. No significant soil contamination has been identified and the source of the VOCs in shallow groundwater is not known. Possible sources include Building 823, and storm drains and sanitary sewers that run through the area.

Maximum VOC concentrations detected in shallow groundwater from grab groundwater locations near Buildings 808 and 823 are vinyl chloride at 267 micrograms per liter ($\mu\text{g/L}$), cis-1,2 dichloroethene at 13 $\mu\text{g/L}$, trans 1,2 dichloroethene at 3.6 $\mu\text{g/L}$, trichloroethene at 4.1 $\mu\text{g/L}$, and 1,1 dichloroethene at 2 $\mu\text{g/L}$. VOCs in shallow groundwater near Buildings 808 and 823 appear to be in steady state and are not migrating.

The lateral extent of VOC-impacted shallow groundwater was further delineated as part of the City of Oakland's Phase II Investigation in May 2002. Vinyl chloride at concentrations of less than 5 $\mu\text{g/L}$ were detected in groundwater samples collected along the southern edge of this area. VOC-impacted groundwater near Buildings 808 and 823 was defined as a RAP Site because vinyl chloride in two grab groundwater samples (Locations 11S49 and 11S50 with 267 and 111 $\mu\text{g/L}$ of vinyl chloride, respectively) collected in January 2000 exceeded the remediation goal of 32 $\mu\text{g/L}$.

On September 27, 2002, DTSC approved the RAP for the former Oakland Army Base. The RAP selected in-situ bioremediation of vinyl chloride in groundwater, groundwater monitoring, and institutional controls as the remedy for the Buildings 808 and 823 RAP Site.

On May 19, 2003, the City of Oakland and DTSC entered into a Consent Agreement to bind the City to enter into environmental restrictions for the Oakland Gateway Development Area as necessary to protect human health and the environment, and to require the remediation of the former base by the City in accordance with the RAP and associated Risk Management Plan (RMP). The RMP is Appendix E to the September 27, 2002 DTSC-approved RAP.

On August 6, 2003, Governor Davis approved the early transfer of approximately 363.5 acres of the former Oakland Army Base to the City of Oakland. The Buildings 808 and 823 RAP Site is a portion of the transferred property.

On August 8, 2003, the City of Oakland and DTSC executed and recorded the *Covenant to Restrict Use of Property, Environmental Restriction* (Covenant) for the Oakland Gateway Development Area, which includes the Buildings 808 and 823 RAP Site. The City of Oakland implemented the institutional control remedy by recording the Covenant with the Alameda County Assessor's Office. Since the former base property is not being remediated to residential or drinking water standards to allow for unrestricted reuse, the Covenant requires land and groundwater use restrictions and compliance with the RMP for proper soil and groundwater management.

On October 24, 2005, DTSC approved the *Pre-Design Investigation Memorandum* (PDIM) for additional four quarters of groundwater monitoring to better define the plume boundary and to aid preparation of the remedial design document. Vinyl chloride is the only COC for the Buildings 808 and 823 RAP Site. The maximum detected concentration of vinyl chloride in groundwater from four recent quarterly monitoring events was 26 µg/L, which is below the remediation goal of 32 µg/L. All other VOCs were below the respective remediation goals.

On March 20, 2009, DTSC issued the "Risk Management Plan Modification" letter specifying new language for RMP, Section 6.2 regarding vapor intrusion mitigation measures. This RMP Modification requires additional evaluation and consultation with DTSC if new buildings were to be constructed at the Buildings 808 and 823 RAP Site and vicinity areas.

6. Type of Site:

Included in EnviroStor? Yes

RCRA Permitted Facility	_____	Bond Funded	_____
RCRA Facility Closure	_____	RP Funded	_____
NPL	_____	Federal Facility	_____

Other (i.e., walk-in): Please see Section 14.E of this Certification.

7. Size of Site:

Approximately 1.3 Acres

Small _____ Medium X Large _____ Extra Large _____

8. Dates of Remedial Action

The City of Oakland conducted four quarterly groundwater monitoring events pursuant to the DTSC-approved PDIM from December 2005 to September 2006. On April 24, 2009, the City of Oakland submitted the final Completion Report summarizing the monitoring activities, presenting analytical data, and requesting closure of the subject RAP Site.

9. Response Action Taken on Site: (check appropriate action)

Initial removal or remedial action (site inspection/sampling)

Final remedial action

RCRA enforcement/closure action

No action, further investigation verified that no cleanup action at site was needed

A. Type of Remedial Action:

The RAP selected the following remedy for the Buildings 808 and 823 RAP Site:

- In-situ bioremediation of vinyl chloride in groundwater and groundwater monitoring;
- Remediation to allow for planned land uses (i.e., commercial and industrial) consistent with the Amended Reuse Plan; and
- Implementation of institutional controls to:
 - Prohibit sensitive land uses;
 - Restrict construction of groundwater wells and extraction of groundwater without DTSC's approval;
 - Prevent disturbance of surface soil, subsurface soil, and groundwater monitoring wells, except as conducted pursuant to the RMP; and
 - Comply with the RMP for soil and groundwater management, maintenance of ground covers, mitigation during earthwork, management of below grade structures, and construction dewatering.

B. Estimated quantity of waste associated with the site (i.e., tons/gallons/ cubic yards) was:

1. _____ Waste Treated Amount: _____
2. _____ Untreated (capped sites) Amount: _____
3. _____ Soil Removed Amount: _____
4. _____ Wastewater Removed Amount: _____
5. _____ Institutional Controls Amount: 1.3 Acres

10. Cleanup Levels/Standards

- A. What were the cleanup standards established by DTSC pursuant to the final remedial action plan (RAP) or workplan (if cleanup occurred as the result of a removal action workplan (RAW) or interim remedial measures (IRM) prior to development of a RAP)?

Risk-based remediation goals developed for OARB are utilized to meet the remedial action objectives. These goals were developed and presented in the RAP, including the rationale, calculation, and input parameters used in establishing the remediation goals. Remediation goals for most chemical are risk-based and represent the lowest calculated values of the non-carcinogenic or carcinogenic risk goal for each chemical of concern that are protective of all potentially exposed populations. However, some remediation goals are based on other chemical-specific parameters (such as potential leachability of a chemical from soil to groundwater) when these values are more stringent than the calculated human health goals.

Achievement of the Remedial Action Objectives

Are COC concentrations below the respective remediation goals?

Vinyl chloride is the only COC for the Buildings 808 and 823 RAP Site. The maximum detected concentration of vinyl chloride in groundwater from four recent quarterly monitoring events was 26 µg/L, which is below the remediation goal of 32 µg/L. All other VOCs were below the respective remediation goals.

Are cumulative excess cancer risk less than 1.0E-05 and non-cancer hazard index less than 1 for potential human receptors?

Using the maximum detected vinyl chloride of 26 µg/L and other VOC concentrations from the 2005 and 2006 groundwater data sets and all soil

data, the cumulative risks and hazardous index (HI) for the indoor commercial worker (i.e., potential human receptors) are as follows:

Groundwater Risk: 8.1E-07
 Soil Risk: 2.0E-07
 Total Risk: 1.1E-06 → *Less than 1.0E-05*

Groundwater HI: 3.6E-04
 Soil HI: 1.9E-04
 Total HI: 5.5E-04 → *Less than 1*

The total risk and hazard index are less than the remedial action objectives.

B. Were the specified cleanup standards met? Yes No

C. If "no", why not:

11. DTSC Involvement in the Remedial Action:

A. Did DTSC order the Removal Action?

Yes No Date of Order _____

B. Did DTSC review and approve (check appropriate action and indicate date of review/approval if done):

Sampling Analysis Procedures Date: _____

Health & Safety Protections Date: _____

Removal/Disposal Procedures Date: _____

Remedial Action Plan Date: September 27, 2002

Removal Action Workplan Date: _____

C. If site was abated by a responsible party, did DTSC receive a signed statement from a licensed professional on all Remedial Action?

Yes No Name: Michael Steiger, P.E., C63348

D. Did a registered engineer or geologist verify that acceptable engineering practices were implemented?

Yes No Name: Daniel Murphy, P.E., C49465

E. Did DTSC confirm completion of all Remedial Action?

Yes No Date of verification: June 8, 2009

F. Did DTSC (directly or through a contractor) actually perform the Remedial Action?

Yes No

G. Was there a community relations plan in place?

Yes No

H. Was a remedial action plan or removal action workplan developed for this site?

Yes No

I. Did DTSC hold a public meeting regarding the draft RAW or RAP?

Yes No

J. Were public comments addressed?

Yes No

Date of DTSC analysis and response: September 27, 2002

K. Are all of the facts cited above adequately documented in the DTSC files?

Yes No

If no, identify areas where documentation is lacking.

12. EPA Involvement in the Remedial Action:

A. Was the EPA involved in the site cleanup?

Yes No

B. If yes, did EPA concur with all remedial actions?

Yes No

C. EPA comments: EPA staff provided consultative services on this project.

EPA staff involved in cleanup:

Xuan-Mai Tran

Remedial Project Manager
 U.S. Environmental Protection Agency
 Region IX
 Federal Facilities Cleanup Branch
 75 Hawthorne Street, (SFD-8-2)
 San Francisco, California 94105
 (415) 972-3002

13. Other Regulatory Agency Involvement in the Cleanup Action:

Agency:	Activity:
<input type="checkbox"/> RWQCB	The Regional Water Quality Control Board (RWQCB) staff provided consultative services on this project.
<input type="checkbox"/> ARB	_____
<input type="checkbox"/> CHP	_____
<input type="checkbox"/> Caltrans	_____
<input type="checkbox"/> Other	_____

Name of contact persons and agency:

Devender Narala
 Project Manager
 California Regional Water Quality Control Board
 1515 Clay Street, Suite 1400
 Oakland, California 94612
 (510) 622-2309

14. Post-Closure / Post-Remedy Activities:

- A. Will there be post-closure / post-remedy activities at this site? (e.g., Operation and Maintenance)
 Yes No

If yes, describe:

On August 8, 2003, the City of Oakland and DTSC executed and recorded the *Covenant to Restrict Use of Property, Environmental Restriction* (Covenant) for the Oakland Gateway Development Area, which includes

the Buildings 808 and 823 RAP Site. The City of Oakland implemented the institutional control remedy by recording the Covenant with the Alameda County Assessor's Office. Since the former base property is not being remediated to residential and drinking water standards to allow for unrestricted reuse, the Covenant requires land and groundwater use restrictions and compliance with the RMP for proper soil and groundwater management. The RMP is Appendix E to the September 27, 2002 DTSC-approved RAP.

The City of Oakland and DTSC executed the *Covenant to Restrict Use of Property, Environmental Restriction* on August 8, 2003, which:

- o Prohibit sensitive land uses;
- o Restrict construction of groundwater wells and extraction of groundwater without DTSC's approval;
- o Prevent disturbance of surface soil, subsurface soil, and groundwater monitoring wells, except as conducted pursuant to the RMP; and
- o Comply with the RMP for soil and groundwater management, maintenance of ground covers, mitigation during earthwork, management of below grade structures, and construction dewatering.

The remedial action objectives were based on commercial and industrial land uses. Since residual chemicals in soil and groundwater at the site render the property not suitable for unrestricted use, five-year statutory reviews are required for the Buildings 808 and 823 RAP Site. The trigger date for a statutory five-year review was the mobilization date of first remedy implementation for the Oakland Gateway Development Area project (i.e., Building 1 RAP Site on November 28, 2005). Therefore, DTSC should review and approve the first statutory five-year review report on or before November 28, 2010. As a result, DTSC shall receive the first Draft Five-Year Review Report in May 2010.

B. Have post-closure plans been prepared and approved by DTSC?

Yes ____ No X

Post-closure plan is not required or necessary for this site.

C. What is the estimated duration of post-closure (including operations and maintenance activities) activities?

Unless ended in accordance with the *Covenant to Restriction Use of Property, Environmental Restriction*, by law, or by DTSC in the exercise of its discretion, the covenant and five-year review requirements shall continue in effect in perpetuity.

D. Are deed restrictions proposed or in place? Yes X No ____

If yes, have deed restrictions been recorded with the County recorder?

Yes No Date: August 8, 2003

If no, who is responsible for assuring that the deed restrictions are recorded?

Who is the DTSC contact person?

Henry Wong, (510) 540-3770

Name/Phone Number

E. Has cost recovery been initiated? Yes No

Has DTSC received all payments? Yes No

If yes, amount received \$ _____; _____% of DTSC costs billed.

On November 13, 2008, DTSC determined that the Army has failed to meet certain obligations of the Memorandum of Agreement (MOA) entered into between the Army, DTSC, RWQCB in April 2003. Specifically, the Army has failed to provide funds for DTSC and RWQCB oversight under Section 27.1 of the MOA. Section 27.1 requires that oversight funds will be "... provided through the Defense/State Memorandum of Agreement (DSMOA), executed August 21, 1992 ... or some other appropriate mechanism as agreed upon by the parties..."

To date the Army has provided no alternative mechanism for payment of oversight costs to DTSC and RWQCB. Accordingly, DTSC and RWQCB have not been paid for oversight costs since July 2008.

F. Were local planning agencies notified of the cleanup action?

Yes No If yes, the name and address of agency:

Mark Arniola, P.G.
Environmental Program Specialist
Public Works Agency
Environmental Services Division
City of Oakland
250 Frank H. Ogawa Plaza, Suite 5301
Oakland, California 94612-2034
(510) 238-7371

marniola@oaklandnet.com

15. Expenditure of Funds and Source:

(Information to be supplied by Accounting Unit)

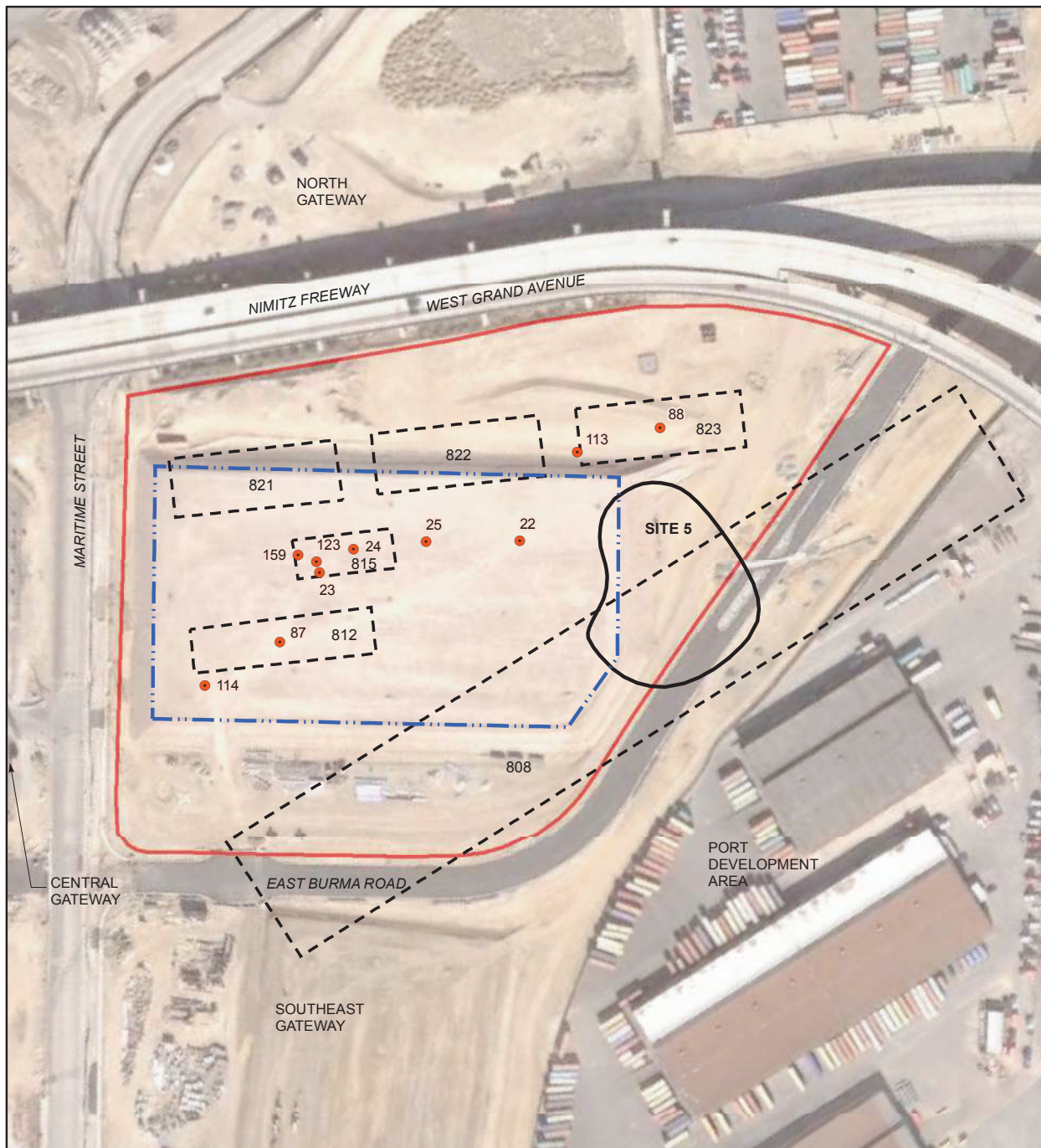
Funding Source and Amount Expended:

_____ HWCA	\$ _____	_____ HSA	\$ _____
_____ HSCF	\$ _____	_____ RCRA	\$ _____
_____ RP	\$ _____	_____ Other	\$ _____
_____ Federal Cooperative Agreement	\$ _____		

16. Problems Encountered Which Caused Major Delays: None.

17. Accomplishment Unique to the Project: None.

18. Final Use of Site: The City of Oakland plans to develop the site for commercial and/or industrial land uses.



LEGEND

- RMP LOCATION
- ▭ REMEDIAL ACTION PLAN
- ▭ SITE BOUNDARY
- APPROXIMATE PROPOSED FUTURE BUILDING LOCATION
- APPROXIMATE FORMER BUILDING LOCATION



0 200
SCALE IN FEET

NOTES:

812 = FORMER BUILDING DESIGNATION RMP = REMEDIAL ACTION PLAN
113 = RMP NUMBER



Washington
Issaquah | Bellingham | Seattle
Oregon
Portland | Bend | Baker City
California
Oakland | Sacramento | Irvine

Quality Service for Environmental Solutions | farallonconsulting.com

Drawn By: tperrin

Checked By: SA

Date: 5/19/2016

Disc Reference:

Document Path: G:\Projects\1071 Prologs\1071009 2015 Due Diligence\1009 Oakland Army Base\GIS\Figure NE_RMP-RAP-Future-FormerBldg.mxd

FIGURE 1
SITE PLAN
NORTHEAST GATEWAY PROPERTY
OAKLAND, CALIFORNIA

FARALLON PN: 1071-009

From: Wong, Henry@DTSC [mailto:Henry.Wong@dtsc.ca.gov]
Sent: Monday, August 08, 2016 9:44 AM
To: Claudia Cuadrado <ccuadrado@ekiconsult.com>; 'Mark Arniola' <marniola@oaklandnet.com>
Cc: 'Jeff Rubin' <jrubin@portoakland.com>; 'Lydia Huang' <lydia@baseline-env.com>;
'sree@thebodhigroup.com' <sree@thebodhigroup.com>; 'Frentzel, Janet' <JFrentzel@prologis.com>; Beth,
Margarete@Waterboards <Margarete.Beth@waterboards.ca.gov>; 'Dan Nourse'
<dan@rojeconsulting.com>; Steve Miller <smiller@ekiconsult.com>; Ryan Casey
<rcasey@ekiconsult.com>
Subject: RE: Draft Completion Request for Categorical RMP Locations in the East Gateway Area

Hi Claudia and Mark,

Thank you for the responses, revised Request for Completion – Categorical RMP Locations in the East Gateway Area (Completion Request), and Tables 1 through 7. DTSC has no further comment. Please finalize the Completion Request.

Henry Wong
Project Manager
Brownfields and Environmental Restoration Program
Department of Toxic Substances Control
700 Heinz Avenue
Berkeley, California 94710-2721
(510) 540-3770
Henry.Wong@dtsc.ca.gov

Exhibit P- Neighborhood Survey & 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].**



July 29, 2016

The Whiting-Turner Contracting Company
4690 Chabot Drive, Suite 120
Pleasanton, California 94588
Attn: Ryan Dotson

RE: OAKLAND GLOBAL LOGISTICS CENTER PHASE I, NORTH EAST GATEWAY, OAKLAND, CA
SUBJECT: Proposal for Pre-construction and Post-Construction Haul Route Video Survey

Please find herein our proposal for the truck haul route video survey for your project at **Oakland Global Logistics Center Phase I, North East Gateway, Oakland, California (the Project)**. With extensive experience with all phases of construction monitoring and litigation mitigation in urban environments, we are uniquely qualified to handle this assignment. We have over 24 years of experience in the execution and document control for large and small scale pre-construction photo and video surveys.

***** We are Reliable *****

We have over 24 years of experience and a strong record of repeat clients.

***** We are Experienced *****

We have conducted more pre-construction photo surveys than other West Coast firms.

***** We are Safety Conscious *****

We hold regular weekly “toolbox” safety meetings as our personnel are regularly tending our equipment on or adjacent to contractor heavy construction sites.

***** We are Certified *****

▪ CA UCP - UDBE (12867) ▪ CA DGS-SBE (18229) ▪
SF HRC LBE/W CMD 31810741 ▪ SBA SBE (Woman-Owned) 79-9371554
CA DIR # 1000002530



PRE-CONSTRUCTION PHOTO AND VIDEO SURVEYS

Municon specializes in pre-construction photo and video surveys with large numbers of buildings (as many as 350) and the document control of data. We have performed photo surveys for the Cathedral Hill Hospital, the San Francisco City Hall, the Transbay Terminal demolition, demolition of San Francisco Pier 36, the Warren Avenue/BART/UPRR undercrossing in Fremont, the BART Oakland Airport Connector, and multiple other public works and private projects in San Francisco and the Bay Area. We have performed video surveys of the route leading to the Harry Tracy Water Treatment Plant, the project site for the Warren Avenue Undercrossing in Fremont, the route to the Calaveras Dam, and multiple other public works and private projects in San Francisco and the Bay Area.

PROJECT DESCRIPTION

On the Northeast Gateway site Prologis will construct a new 256,000 sf warehouse on a site covering approximately 702,000sf bordered by Maritime Street, Burma Road and West Grand Ave. The project site improvements will include new underground utilities, landscaping, concrete and ac paving and bio-swales. The new warehouse building will include 55 truck docks, 78 trailer parking stalls, 171 auto parking stalls and two electric vehicle charging stations.

Yours truly,
MUNICON Consultants

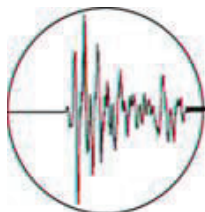
Aemero L. Hailemichael

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Barry C. Roth

Barry Roth, P.E. 16090
Principal Engineer

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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 * * ***



5.00 CONTRACTUAL TERMS CONDITIONS & LIMITATIONS.

1. Authorization can be by simple purchase order or professional agreement referencing this proposal.
2. No certified payrolls; we are not a contractor, labor, trade nor union signatory. No retention. Payment within 30 days of invoicing.
3. We will provide insurance up to our existing limits and statutory workers compensation limits.
4. No indemnification of any person's active negligence.
5. Access arrangements to be provided by project owner unless explicitly offered herein.
6. Unless specifically called for or explicitly offered herein, written interpretations or professional opinions, and other data reports are not included.
7. Usage rates for equipment apply for each month, or part of a month, the equipment is deployed for use on your project. These rates will apply each month, if your work durations exceed our estimates.

We believe that the estimate and proposal herein addresses the requirements of the permit conditions for photo documentation, and we look forward to working with you on this project. All work proposed here will be under the direction of the undersigned.

Yours truly,
MUNICON Consultants

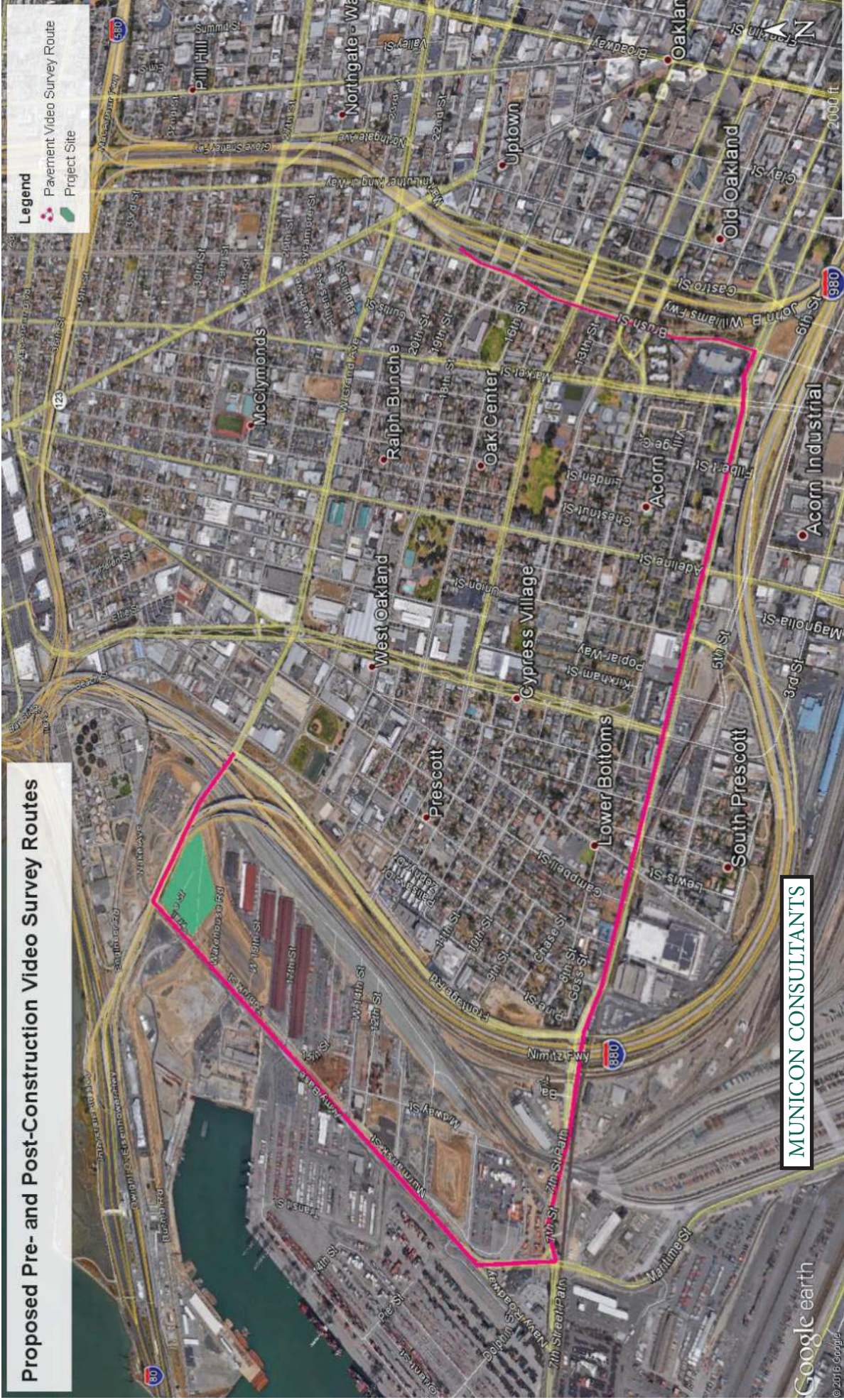
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July 15, 2016
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July 15, 2016

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

Attention: Cory Chung
Subject: Oakland Global Logistics Center, Phase 1
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 between Maritime Street and Burma Road in Oakland, CA. Figure 1 shows the site location relative to the nearby freeways with the proposed project location highlighted in yellow. The proposed project will consist of a single warehouse building with an approximate floor area of 256, 216 square feet. The building will have loading docks on the north and south sides and a parking lot in the northeast corner. Figure 2 presents a site plan for the project. This report specifically addresses the issue of environmental noise impacts resulting from the construction of the Phase 1 building.

Figure 1.

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



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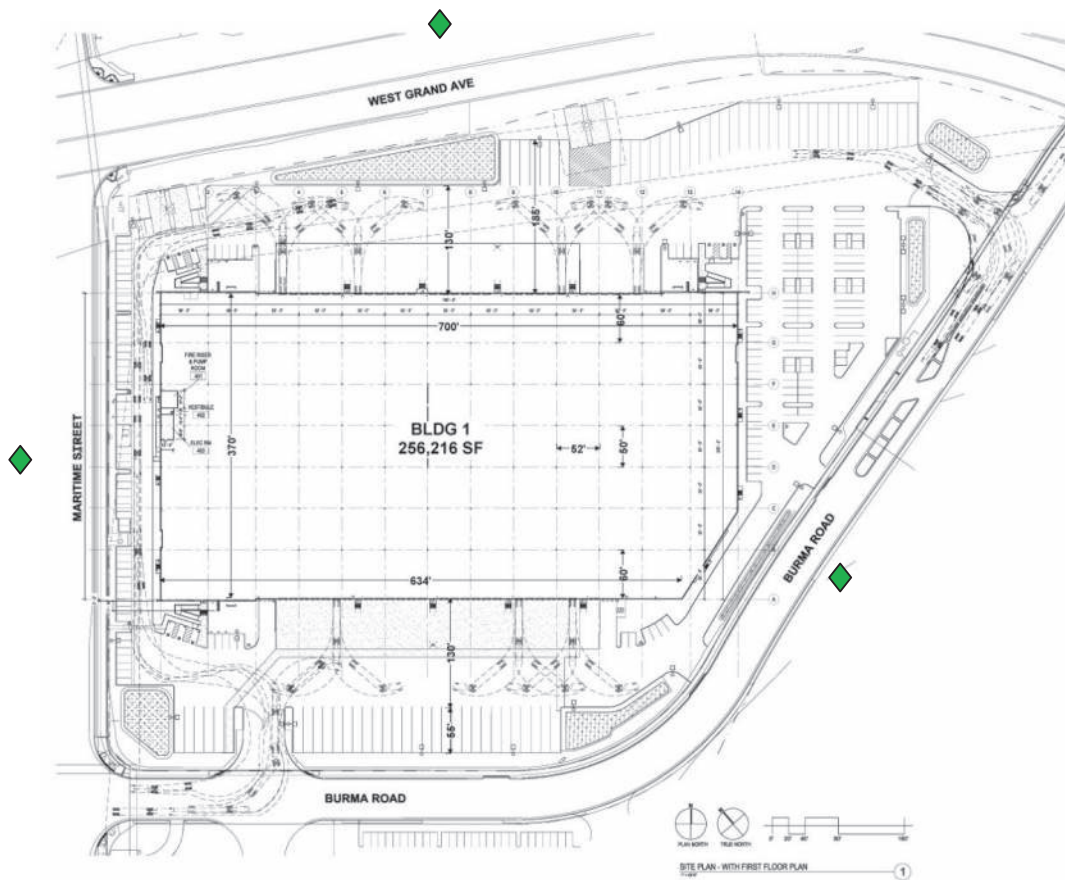


Figure 2. Site plan for the Phase 1 building showing noise model receiver locations.

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 2,500 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

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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 7.

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 is 126 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.

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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 noise sources and 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

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Table 3. Predicted late night noise levels (dBA).

Receiver	Distance to Nearest Source	Predicted	Max. Allowed
Across Maritime St.	120 feet	68.7	70
Across Burma Rd.	296 feet	68.6	70
Across W. Grand Ave.	120 feet	62.3	70
Residence A	2,516 feet	44.5	45
Residence B	2,621 feet	44.6	45
Residence C	3,661 feet	40.9	45

The predicted construction noise level shown in Table 3 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 in the residential area.

Table 4 presents the predicted daytime noise level at each of the six receiver locations of interest. Interestingly enough, the total sound power level of all 31 daytime noise sources is virtually the same as the late night noise sources. As a result, the predicted daytime noise levels are nearly the same as the predicted nighttime noise levels.

Table 4. Predicted daytime noise levels (dBA).

Receiver	Distance to Nearest Source	Predicted	Max. Allowed
Across Maritime St.	120 feet	67.7	70
Across Burma Rd.	296 feet	66.6	70
Across W. Grand Ave.	120 feet	62.3	70
Residence A	2,516 feet	44.1	65
Residence B	2,621 feet	44.2	65
Residence C	3,661 feet	40.5	65

Note that the predicted daytime noise levels are at or below the maximum allowed noise levels, so the proposed project is expected to fully comply with the Oakland noise ordinance.

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July 15, 2016
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If you have any questions or comments regarding these findings, do not hesitate to contact me directly.

Very truly yours,
JGL Acoustics, Inc.

A handwritten signature in black ink that reads "Jerry G. Lilly".

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

Attachment D

Air Quality Plan Implementation at Army Base – Tentative Timeline

**Oakland Army Base Redevelopment Project
Tentative Timeline for Air Quality Plan Implementation (subject to change)
September 8, 2016**

Horizontal Infrastructure			
Site	Developer	Facility Type	Construction Timeline
Entire Site (City portion of Army Base)	City/CCIG	Infrastructure (e.g., streets & utilities)	Dec. 2013 – Jun. 2017

Approved Dec. 2013

Vertical Development					
Site	Developer	Facility Type	Construction-Phase Air Quality Plan Estimated Timeline	Operational-Phase Air Quality Plan Estimated Timeline	Estimated Start of Operations
Northeast Gateway ¹	Prologis	Trade & Logistics Warehouse	Mar. – Sep. 2016	Sep. 2016 – Jun. 2017	Jan. – Jun. 2017 Jun. 2017
New Central Gateway – Phase 1 ²	Prologis	Ancillary Maritime Support Services	Sep. – Nov. 2016	Nov. 2016 – Mar. 2017	Oct. 2016 – Mar. 2017 Mar. 2017
West Gateway	Oakland Bulk & Oversized Terminal	Marine Bulk Terminal	Oct. 2016 – Mar. 2017	Mar. 2017 – Aug. 2018	Mar. – Aug. 2018 Aug. 2018
Southeast Gateway ³	Prologis	Trade & Logistics Warehouse	Feb. – Jul. 2017	Jul. 2017 – Mar. 2018	Oct. 2017 – Mar. 2018 Mar. 2018
New Central Gateway – Phase 2 ⁴	Prologis	Trade & Logistics Warehouse	Mar. – Aug. 2017	Aug. 2017 – Apr. 2018	Nov. 2017 – Apr. 2018 Apr. 2018
AMS Site	OMSS	Ancillary Maritime Support Services	May – Sep. 2017	Sep. 2017 – Dec. 2017	Jul. – Dec. 2017 Dec. 2017
North Gateway 1	CASS	Recycling	May – Sep. 2017	Sep. 2017 – Feb. 2019	Sep. 2018 – Feb. 2019 Feb. 2019
North Gateway 2	CWS	Recycling	Oct. 2017 – Mar. 2018	Mar. 2018 – Sep. 2020	Apr. – Sep. 2020 Sep. 2020
MH-1 ⁵	CCIG	Trade & Logistics Warehouse	Nov. 2019 – Apr. 2020	Apr. 2020 – Mar. 2021	Oct. 2020 – Mar. 2021 Mar. 2021

¹ “Northeast Gateway” is the northern portion of the East Gateway area.

² “New Central Gateway” is the eastern portion of the former Central Gateway area.

³ “Southeast Gateway” is the southern portion of the East Gateway area.

⁴ “New Central Gateway” is the eastern portion of the former Central Gateway area.

⁵ “MH-1” is the western portion of the former Central Gateway area.

**Oakland Army Base Redevelopment Project
Tentative Timeline for Air Quality Plan Implementation (subject to change)
September 8, 2016**

Air Quality Plan Components

The list below identifies which air quality-related requirements from the Oakland Army Base Standard Conditions of Approval / Mitigation Monitoring and Reporting Program ("SCAMMRP") are anticipated to be addressed in the Construction-Phase Air Quality Plan and the Operational-Phase Air Quality Plan.

Construction-Phase Air Quality Plan:

- Construction Management Plan (SCA AIR-1)
- Construction-Related Air Pollution Controls (SCA AIR-2)
- Construction Traffic and Parking (SCA TRANS-2)
- Traffic Control Plan – Hazardous Materials (Mitigation 4.3-13)

Operational-Phase Air Quality Plan:

- 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)