



# Prologis Oakland Global Logistics Center

*Prepared For:*

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

*Prepared By:*

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

[www.prologis.com](http://www.prologis.com)

## Air Quality Plan for Operations of the ConGlobal Container Depot and Repair Facility

**APPROVED** by the  
City Administrator,  
December 17, 2018

Address: 11 Burma Rd, Oakland, CA  
Site Ref: CC-1, New Central Gateway Parcel

*Submitted on:*

v.4 - Dec. 6, 2018

 **ITS ConGlobal**  
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# 1. INTRODUCTION

Prologis is the leading global owner, operator, and developer of logistics real estate. We serve manufacturers, retailers, e-commerce businesses, transportation companies, and logistics providers with the facilities that support local, regional and global trade. Our buildings are located close to transportation infrastructure such as railways, seaports, highways, and airports. We provide our customers with best-in-class facilities and have a long history of industry-leading corporate governance and transparency.

As the ground lessee of 58 acres of the City's former Oakland Army Base site (OAB) property for the next 66 years, we intend to be good stewards of the land, and recognize the concerns of the West Oakland community we and our tenants will operate in. Prologis is also committed to the success of our business and the success of our customer's businesses who occupy our sites at the OAB.

Working towards the goals for improved air quality will require coordination and collaboration from all tenants to plan and implement emission reduction actions that are impactful, practical, and feasible.

## 1.1 Purpose of this Air Quality Plan for the Operations of the ConGlobal Container Depot and Repair Facility

The purpose of this Air Quality Plan for Operations of the ConGlobal Container Depot & Repair Facility (Air Quality Plan) is to:

- Provide clear direction for the tenant regarding operational air quality and energy conservation requirements for their on-going operations throughout the duration of their lease as well as for their tenant improvements.
- Provide a documented path of compliance for the Standard Conditions of Approval/Mitigation Monitoring and Report Program (SCA/MMRP) relating to air quality and public outreach as outlined in Mitigation Measure PO-1, which involves public outreach to Oakland Army Base stakeholders.

The Oakland Army Base Redevelopment project was approved in 2002; the project was then refined with an Initial Study/Addendum in 2012 (OAB Project). In both documents, the goals and mitigations were very broad, attempting to cast a wide net over a master plan development that was still in the conceptual stage. One of the objectives of this diesel emission reduction and operational air quality plan for the ConGlobal Container Depot & Repair facility is to clarify and distill which requirements apply to operations of this facility, to clarify any vagueness in the applicable elements of the SCA/MMRP, and to comply with applicable mitigation measures.

**1.1.1:** This document applies to the tenant referred to as ConGlobal. ConGlobal is under lease with Prologis to occupy 16.5 acres, a portion of the site commonly referred to as New Central Gateway (CC-1)

and addressed: 11 Burma Road, Oakland, CA. The requirements of this Air Quality Plan apply to ConGlobal operations and are applicable throughout the duration of their lease.

**1.1.2:** This Plan will become a component of Tenant Lease documents.

**1.1.3:** The tenant will be required to demonstrate how compliance with the specific elements of this Plan is achieved on the specific user level.

**1.1.4:** The tenant is required to comply with all applicable state and regional air quality regulations and are required to implement the components of this document.

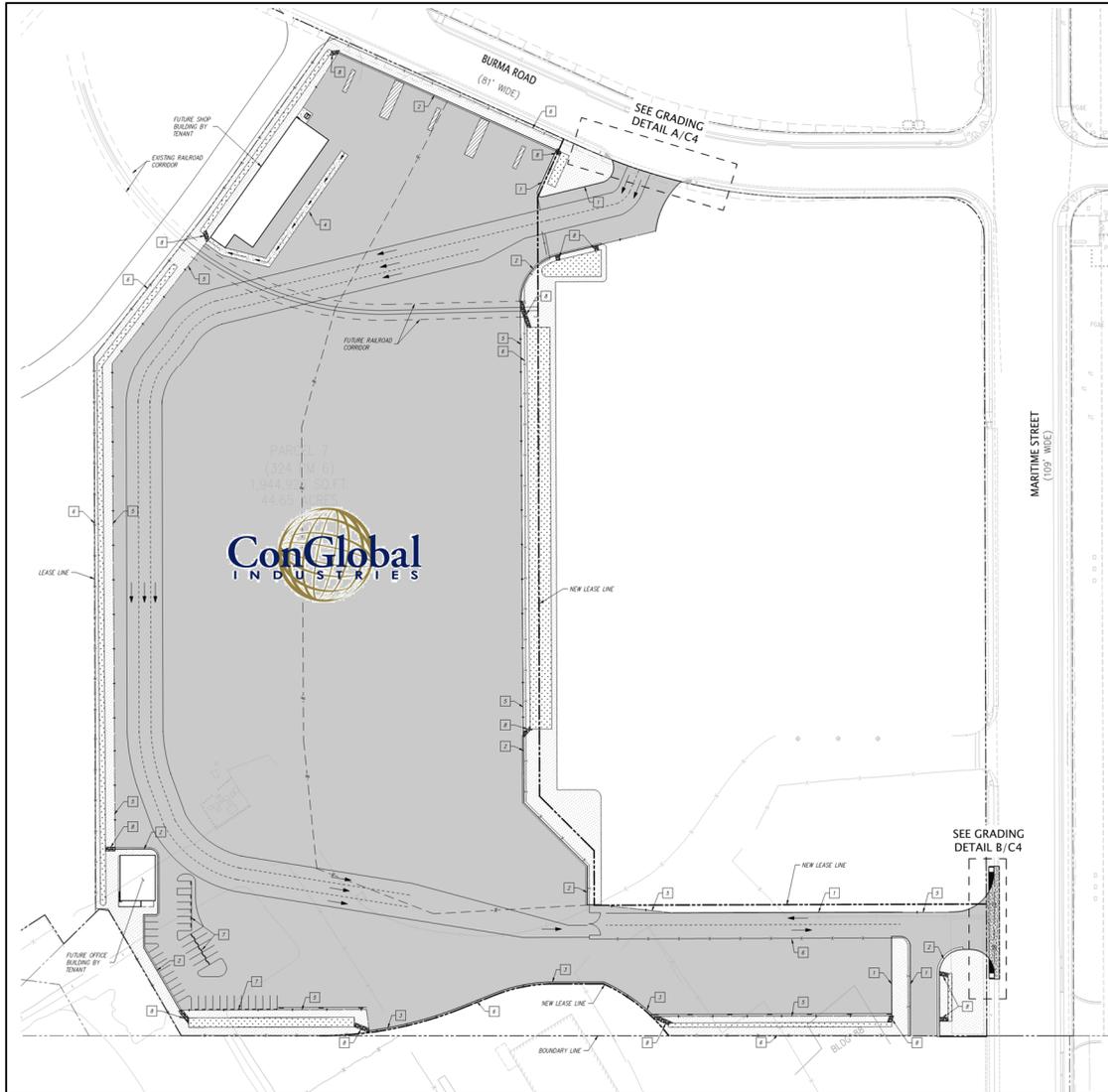
**1.1.5:** The City of Oakland (City), as the lead agency under the California Environmental Quality Act (CEQA), will determine compliance with the applicable mitigation measures and will determine compliance with this Plan.

## **2. TENANT SUBJECT TO THIS PLAN**

**2.1** This Plan applies to the tenant known as ConGlobal. ConGlobal has a lease with Prologis to occupy a 16.5 acre portion of the site known as CC-1 with an address of 11 Burma Road, Oakland, CA. See Figure 1 for site plan

**2.2** Upon termination of the ConGlobal lease, or if there are significant changes in ConGlobal operations from that described in section 2.1, a different air quality plan or an addendum to this Plan may be required as determined by the City.

**2.3** If an amendment or exception to this Plan is requested or determined to be necessary, the City will evaluate the scope of the amendment/exception and shall determine the necessary process for undertaking such an amendment/exception. Stakeholder notification will be provided for amendments or exceptions which the City determines to be substantive.



**Figure 1: Site Plan - ConGlobal Facility at 11 Burma Road**

## **2.4 Description of Operations Subject to this Plan**

ConGlobal – Oakland, a key part of the supply chain, is a container depot provider serving the shipping, trucking, logistics, and other transport-intermodal related industries. ConGlobal’s business is designed to reduce truck queuing and alleviate congestion at Marine terminals across the USA. They do this by handling trucks outside of the maritime terminal to efficiently pick up and return empty containers used in shipping through the Port. ConGlobal is currently a tenant within the Port of Oakland, located on a 27-acre facility at 555A Maritime St (near 7<sup>th</sup> St). The Port is downsizing ConGlobal’s current lease area and ConGlobal plans to relocate approximately 60% of their operations to Prologis’ New Central Gateway site at 11 Burma Rd.

This 16.5-acre site is a build to suit that will essentially be a large paved parking lot, and will be used to store empty containers, stacked up to 6-high (approximately 55 feet in total height), as well as undertake minor repairs and touch up painting to containers, as needed. There will be a metal shed-type “shop” building (+/-8,650 sf), where container repair and touch-up painting will be performed. ConGlobal is maintaining flexibility to place a small administrative office (+/-2,500 sf) to manage and oversee the container storage operations, however, initially, they will use the shop building to house any administrative personnel necessary for running the operation. ConGlobal, as part of a technology review process, is looking into automating the truck check in and drayage standard air quality compliance through cameras and computer software. Adjacent to the shop building, containers are washed with potable water from EBMUD in combination with a recycled (“gray”) water system that stores and filters the recycled water for re-use.

ConGlobal’s day to day operation at this site will primarily consist of accommodating trucks that are dropping off or picking up empty shipping containers. ConGlobal shall be using the current Port Drayage standards for trucks entering the site. When trucks enter the site from the dual-lane driveway on Burma Rd, they drive to a point inside the site to confirm compliance with the Port Drayage standards, which is placed deep into the site to allow for ample on-site queuing if needed (3 lanes, approximately 700 ft per lane). With the truck engine turned off and not idling, the driver goes through a 5 minute check-in process where he /she is assigned a specific location on-site to drop off or receive their container load. CARB certification is verified by accessing the CARB database or the STEP sticker program to determine the vehicle meets the current Port Drayage Standards. Trucks are turned away if the database search determines the truck is not certified with CARB or does not meet the Drayage standards of the Port. As stated above, ConGlobal is looking to implement an automated system where the license plate of the truck is captured by video and CARB database check is done automatically. The site plan shown in Figure 1 is a build to suit intentionally designed to be more efficient than ConGlobal’s current operations at their other Port location. ConGlobal’s cargo handling equipment (CHE) operators then transport the empty container to or from the truck/chassis using side handling equipment. After the empty container is fully secured or removed, the driver then proceeds to exit the site via a driveway onto Maritime Street and the cargo handling equipment is then used to drop or pick the next load.

The following additional activities will be performed inside the maintenance shop building:

- Container repairs and custom modifications.
- Touch up and minor painting of containers. This will be done with rollers and waterborne paint using low VOC products. All paint and painting operations shall be per an active Bay Area Air Quality Management District (BAAQMD) “permit to operate.” See Appendix A for an example of ConGlobal’s 2017 permit from the BAAQMD.

The following additional activities are performed outdoors on the site:

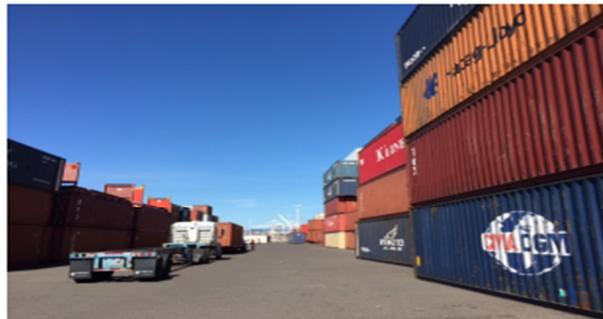
- Container washing will be performed at the site. ConGlobal uses a system whereby water used in washing is re-used several times until such time as no longer effective in washing containers.
- Maintenance, repair and temperature setting for refrigerated containers (reefers). This will occur outdoors, adjacent to the maintenance shop, in the portion of the parking area shown on the site plan (See Figure 1)
- Chassis storage, repairs and Federal Motor Carrier Association (FMCSA) service. This will occur outdoors.



Truck queue



CHE in operation



Container pick up/drop off



Elevated reefer cleaning pads



Reefer plug ins



Chassis storage and movement

Photos of Existing ConGlobal Operation at 555A Maritime St.

### 3. SCA/MMRP REQUIREMENTS

The City of Oakland prepared a Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCA/MMRP) for the OAB Project which was approved by the Oakland City Council on July 16, 2013 superseding a previous version dated October 15, 2012.

This Plan will focus on the air quality Conditions of Approval and Mitigation Measures (together “MM’s”) identified in the SCA/MMRP. The entirety of the SCA/MMRP is available on the City of Oakland website.

Table 1 below lists the air quality related MMs applicable to this tenant/building. Under direction from the City, Prologis bifurcated these MMs related to air quality into construction vs. operational requirements. Prior to receiving the building shell and sitework permits for construction of vertical improvements, Prologis prepared (and the City approved) the Construction Management Plan, which addressed the construction related air quality MMs. The table below shows how the applicable air quality MMs are addressed. Additionally, it should be noted that SCA Air-3 applies only to buildings which will contain sensitive receptors (e.g., hospitals, schools, etc.) and MM4.4-3b applies only to maritime uses at the West Gateway. ConGlobal is not categorized as containing sensitive receptors and it is located inland, therefore SCA Air-3 and MM 4.4-3b do not apply.

**Table 1: Summary of Air Quality Standard Conditions of Approval and Mitigation Measures, and the Response Method which addresses each one**

SCA/MM #	Description	Response Method
AIR-1	Construction Management Plan	Construction Mgmt Plan
AIR-2	Construction Related Air Pollution Controls	Construction Mgmt Plan
TRANS-2	Construction Traffic & Parking	Construction Mgmt Plan
MM 4.3-13	Traffic Control Plan – Hazmat	Construction Mgmt Plan
MM 4.4-6	Energy Conserving Fixtures/Design	Air Quality Operational Plan
MM 4.4-4	Truck Diesel Emissions Reduction Plan	Air Quality Operational Plan
MM 4.4-5	Transportation Control Measures	Air Quality Operational Plan
TRANS-1	Parking and Transportation Demand Mgmt	Air Quality Operational Plan
MM 5.4-1	Demonstration Projects	Air Quality Operational Plan

## **4. Elements of this Air Quality Plan for Operations of the ConGlobal Container Storage & Repair Facility**

This Plan contains the following components:

- 4.1) Truck and Equipment Diesel Emission Reduction (MM 4.4-4)
- 4.2) Participate in Emission Reduction Demonstration Projects (MM 5.4-1)
- 4.3) Technology Review Program (MM 4.4-4)
- 4.4) Sustainable Design and Construction (SCA TRANS-1, MM 4.4-6)
- 4.5) Transportation Control Measures and Parking/Transportation Demand Management (SCA TRANS-1, MM 4.4-5)
- 4.6) Quantification of Diesel Emissions (MM 4.4-4)

### **4.1 Truck and Equipment Diesel Emission Reduction**

The requirements listed below will reduce the diesel emissions including diesel particulate matter and nitrogen oxides produced during the operation of this warehouse.

#### **Trucks**

**4.1.1) Trucks** – All trucks delivering or picking up containers at this site will meet the Drayage Truck Rule adopted by the California Air Resources Board (CARB). See California Air Resource Board’s Drayage Truck Regulation for more details, including truck engine year requirements and truck registry requirements.

**4.1.2) Transport refrigeration units (TRUs)** – The only TRU’s at this site arrive and are stored empty. Minor repairs to the TRUs will occur on site and the TRU’s will be plugged into on-site electricity during the repair process, if needed.

**4.1.3) Idling Rules for diesel trucks** - All trucks shall be prohibited from idling more than 2 minutes when on the ConGlobal site. See CARB regulation for diesel trucks for description of what is considered idling. The idling rules shall be posted in easily-visible locations on-site and shall be enforced by ConGlobal.

**4.1.4) Management of Container Delivery and Pick-up** - To ensure that truck idling times do not exceed two minutes when the trucks are on site, ConGlobal shall be responsible to manage ConGlobal operations to ensure compliance with the two minute idling requirement.

**4.1.5) Compliance with Truck Routes and with the West Oakland Truck Management Plan** – All trucks serving the ConGlobal Container Depot and Repair Facility are required to use designated truck routes to arrive and depart from this facility and throughout circulation in the city of Oakland. Additionally, such

trucks shall comply with the West Oakland Truck Management Plan, upon its approval, or with other City-approved truck regulations in effect at the time of operation of the truck serving this tenancy.

**4.1.6) CARB Compliance for Trucks –**

a. Compliance with applicable air quality regulations for medium and heavy duty-diesel trucks is required including, but not limited to, the CARB Drayage Rule, the CARB Tractor-Trailer Greenhouse Gas Reduction Regulation, and the Periodic Smoke Inspection Program.

b. All trucks entering the ConGlobal site shall provide proof of compliance with all applicable CARB regulations including, but not limited to, certificates of compliance and copies of annual smoke test results. ConGlobal shall confirm with CARB database or the STEP sticker program that the individual trucks meet all applicable CARB regulations and the Drayage Truck Regulation.

**Off-Road Equipment used in the ConGlobal operation**

**4.1.7) Off-Road Equipment**

a. Off-road equipment over 25 horsepower, including but not limited to yard equipment, exterior forklifts, cargo handling, yard hostler/truck and side picks shall be near-zero or zero emission equipment. This includes Tier 4i or Tier 4 diesel equipment (or equivalent if Tier system is not applicable to a particular piece of equipment); such equipment can also be electric, propane, bio-diesel, unleaded gasoline and alternative-fueled equipment.

b. ConGlobal is encouraged to use electric or alternative-fueled off-road equipment and to participate in pilot programs, grant funding and vouchers from the BAAQMD for electric and alternative fuel trucks, yard hostlers and off-road equipment.

c. ConGlobal has secured, as of October 2018, and will be deploying an electric yard hostler at this site.

d. ConGlobal shall submit an equipment list of all off-road equipment to be used at this site to demonstrate that zero and near-zero emission (including Tier 4 or 4i diesel equipment or equivalent) equipment, or electric, propane, bio-diesel, unleaded gasoline or alternative-fueled equipment will be used during operations. The list of equipment proposed for use on this site, as of November 2018, is shown as Exhibit A.

e. All off-road equipment shall be properly serviced and maintained throughout the life of the equipment.

f. Compliance with all applicable CARB regulations for off-road diesel equipment used at this site is required, including but not limited to the Diesel Off-Road Online Reporting System (DOORS) and the Equipment Identification Number (EIN).

g. Also see Section 4.3 of this Plan related to the Technology Review Program.

**4.1.8) Idling Rules for off-road equipment** - Diesel off-road equipment shall be prohibited from idling more than 2 minutes when loading and unloading, staging, or when not in active use. See CARB regulation for in-use off-road diesel vehicles for clarification of what is considered idling. The idling rules shall be posted in easily-visible locations on-site.

## **4.2 Participation in Emissions Reduction Demonstration Projects**

**4.2.1)** ConGlobal shall evaluate and participate, as feasible, in emission reduction demonstration projects that promote technological advances in improving air quality. Examples of some demonstration projects include but are not limited to: hybrid or electric yard hostlers and fork lifts, biodiesel powered yard equipment, CNG/LNG technology implementation, energy generation via mechanical systems using truck weight to generate electricity.

**4.2.2):** ConGlobal is encouraged to utilize innovative and cleaner technology/equipment from operations in other ConGlobal locations.

**4.2.3)** ConGlobal will provide contact information to CARB and BAAQMD for receipt of information regarding grants, vouchers and other funding opportunities for demonstration opportunities.

**4.2.4)** ConGlobal will report on the demonstration projects they have considered per the Technology Review Program (see Section 4.3 of this Plan).

## **4.3. Technology Review Program**

**4.3.1)** ConGlobal shall use cleaner technology over time as it becomes more readily available, practical and economically feasible. To accomplish this, ConGlobal shall review new technology every three years and with equipment turnover (prior to acquisition of, or lease of) additional or replacement off-road equipment to see if zero or near-zero equipment is economically feasible and practical.

**4.3.2)** ConGlobal shall investigate and make part of such analysis, any grant, voucher or other type of program that would help offset cost and/or otherwise make such equipment available, practical and economically feasible. ConGlobal shall submit such technology review to the City.

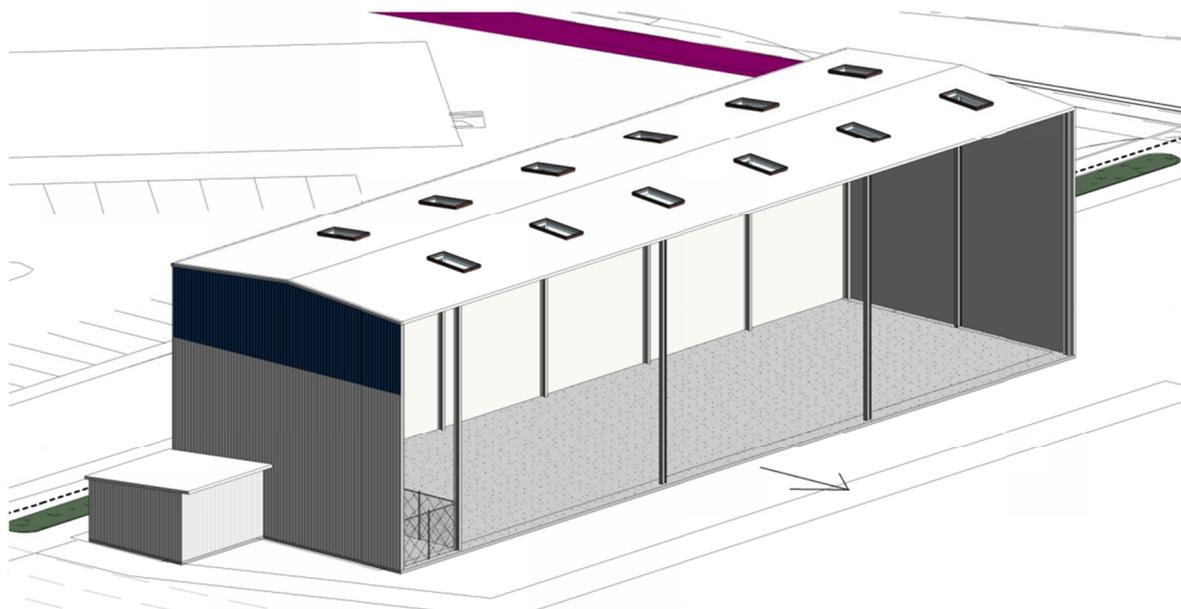
**4.3.3)** If the technology review demonstrates that new technology/equipment will be effective in substantially reducing emissions, is available, practical and economically feasible as determined by ConGlobal, then ConGlobal shall implement such technology within 12 months.

#### **4.4 Sustainable Design and Construction**

Sustainable design has a beneficial impact on long-term emissions reduction, improved air quality and reduced energy consumption. Tenants are required to comply with all applicable state and local building/zoning codes related to sustainable design, and are required to implement the following:

**4.4.1) Title 24 Compliance** - If ConGlobal decides to build the administration building, the building shall meet Title 24 (Building Energy Efficiency Program) of the International Building Code (IBC)/California Code of Regulations (CCR) to satisfy Mitigation Measure 4-4.6. This will be incorporated into the design of the administration building and verified by the City of Oakland as part of the building permit application.

The proposed maintenance shop will be an open-sided structure, with a roof, three walls and an open façade on the east side of the building. Since it is an open structure, per the IBC and CCR, Title 24 is not applicable. Even though Title 24 is not applicable, several energy efficient measures will be undertaken: The roof will be equipped with sky lights to reduce the need for lighting. All lighting that is installed will be LED. Ventilation will be natural, not mechanical, with openings on the west façade to allow natural air flow and ventilation. See Figure 2.



CONTAINER REPAIR SHOP ISOMETRIC VIEW

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Figure 2 – Container Maintenance Shop Building, approximately 8,650 sf

**4.4.2) Electrical infrastructure for charging electric equipment** - Ample power is planned for the site to accommodate the current and future potential for electrical charging of off-road equipment and trucks. As ConGlobal is an outdoor equipment user, power is taken to an above ground switch gear with enough excess capacity to easily add future equipment charging capabilities.

**4.4.3) Electrical Power for Servicing and Repairing Refrigerated Containers** - In the area of the site where repair and servicing of TRU (Transport Refrigerated Unit) will take place, electrical power connections will be installed so that these containers can be plugged into the electrical grid during testing and repair. Since these containers are empty during the time they are stored on site, they only need to be plugged in during service and repair. Adequate plug in locations will be provided.

**4.4.4) BAAQMD Permit for painting** – ConGlobal shall continue to renew their existing BAAQMD permit for their paint operations and shall secure BAAQMD permits for the painting activities at the 11 Burma Road site, if required. All paint will be low VOC and applied with rollers. An example of the existing permit is attached as Appendix A

#### **4.5 Transportation Control Measures & Parking/Transportation Demand Management**

Transportation Control Measures (TCMs) in MM4.4-5 are intended to provide alternative ways for employees to commute to work at this facility. Some of these TCM's could be initiated and implemented by the City and the Port for the OAB project as part of a fair share program and others will be implemented directly by the tenant.

**4.5.1) Transportation Control Measures** - Separate from a fair share program, ConGlobal is required to implement TCMs 9, 11, and 13 per MM 4.4-5:

9 – Provide preferential parking for carpool and vanpool vehicles per City of Oakland and LEED standards.

11 – Secure, weather protected bicycle parking shall be provided on-site, such as through bike lockers or indoor bike rack in the maintenance shed.

Additionally, electrical vehicle charging stations for cars will be installed in the parking lot of this facility and as well as necessary infrastructure in place for future truck charging stations.

**4.5.2) Fair Share Participation** – In addition to 4.5.1, this tenant may be required to contribute to fair share funded TCM programs, as described in MM 4.4-5. City shall take lead on establishing Fair Share Plan, and implementing a fair and equitable allocation amongst projects.

**4.5.3) Parking and Transportation Demand Management** – ConGlobal shall prepare and implement a Parking and Transportation Demand Management Plan per SCA TRANS-1, consistent with the number of on-site employees, with the goal of reducing drive-alone commute trips during the peak traffic periods.

## 4.6 Quantification of Diesel Emissions

The 2012 Initial Study/Addendum analyzed whether the OAB Project (as defined in Chapter 2 of the Initial Study/Addendum) would result in total OAB Project emissions which exceed Thresholds of Significance as specified in the 2012 Addendum. Such Thresholds are established for reactive organic gases, nitrogen oxides (NO<sub>x</sub>), particulate matter (PM) 10. The applicable Threshold for each of these pollutants as clarified on pages 132 and 133 of the Initial Study/Addendum was 15 tons per year; a Threshold for PM<sub>2.5</sub> was not established at that time. Table 3.3-8 on page 150 of the Initial Study/Addendum shows that OAB Project emissions of NO<sub>x</sub> exceed the Threshold of Significance, while also showing that the other pollutants do not exceed the Threshold of Significance.

Operations of all uses at the OAB shall, as stated in Mitigation Measure 4.4-4, “strive to reduce contributions to West Oakland diesel emissions to less than significant levels”, using the thresholds of significance identified in the 2012 Initial Study / Addendum. Reducing diesel emissions will have two benefits: reducing NO<sub>x</sub>, and reducing diesel particulate matter which is a toxic air contaminant.

**4.6.1** ConGlobal has been a tenant at the Port since 2009 and is relocating a portion of their operations to the site at 11 Burma Road which is the subject of this Plan. So the emissions associated with this business are not new emissions they are simply being relocated from a site at the Port (555 Maritime Street) to a site at the OAB. Since ConGlobal was already operational at 555 Maritime Street in 2012, at the time the emissions from the OAB project were quantified in the Initial Study/Addendum, there is no increase in emissions in the general area as a result of this move. See Appendix D. Notwithstanding, the emissions from the operations at this facility have, as stated in MM 4.4-4, “strived to reduce contributions to West Oakland diesel emissions to less than significant levels” by requiring all trucks to comply with the CARB Drayage Rule; by requiring all off-road equipment such as fork lifts and side picks to be Tier 4, Tier 4i, electric or alternative fuel; by restricting truck and equipment idling to 2 minutes and by the use of an electric yard hostler to move empty containers around on the ConGlobal site .

## 5. PLAN IMPLEMENTATION

ConGlobal shall submit to the City’s Environmental Review Officer documentation of compliance with each element of this Plan per Table 2 below. The City will be responsible for reviewing and approving the compliance.

Such compliance shall be subject to audit at City’s discretion, not more than one per year, other than the Technology Review which is to be submitted to the City every three years. The City shall give 30-day notice prior to audit. The results of the compliance audit shall be available upon request and posted to the City’s website.

Table 2 – Operational AQ Plan Compliance Summary Table Example

ID	Description of Plan Element	Compliance Method/Description	Required Date of Compliance
<b>4.1</b>	<b>Truck /Equipment Diesel Emission Reduction</b>		
	4.1.1 –Trucks	[provide proof that truck or truck fleet compliance certificates were checked by ConGlobal for all trucks delivering and removing containers from this site]	Continuous
	4.1.2- Trucks with TRU’s	N.A.	N.A.
	4.1.3 – Idling Rules for trucks	[provide idling policy signage]	Prior to occupancy
	4.1.4 – Delivery / Pick up Management	[Conglobal is responsible for implementing 2-minute idle policy]	Continuous
	4.1.5 – Compliance with Truck Routes and Truck Management Plan	Provide information to truck drivers who serve this facility	Continuous
	4.1.6 – CARB Compliance	[provide fleet info]	Continuous
	4.1.7 – Off Road Equipment	[provide off-road equipment fleet info; participate in CARB DOORS program]	Prior to occupancy and upon audit.
	4.1.8 – Idling Rules for off-road equipment	[provide idling policy signage]	Prior to occupancy
<b>4.2</b>	<b>Demonstration Projects</b>		
	4.2-.4 – Demo Projects Participation	[provide any demonstration projects]	On-going with documentation upon audit
<b>4.3</b>	<b>Technology Review</b>		
	4.3.1-3 – Technology Review Program	[provide technology review every three years]	Every three years continuously
<b>4.4</b>	<b>Sustainable Design</b>		

4.4.1 – Title 24 Compliance	[show on building permit plans for administration building, if such building moves forward.]	With building permit
4.4.2,3 – Renewable Energy	[show on building permit plans]	With building permit
<b>4.5</b>	<b>Transportation Control Measures</b>	
4.5.1 – Transp. Control measures	[show on building permit plans]	Prior to issuance of the permanent certificate of occupancy
4.5.2 – Fund Fair Share Programs	[City to assess fair share once program is finalized]	Prior to issuance of the permanent certificate of occupancy or upon finalization of Fair Share program by the City
4.5.3 – Parking/TDM Program	[provide a plan to reduce employee single-driver traffic]	Prior to issuance of permanent certificate of occupancy, if applicable.
<b>4.6</b>	<b>Quantifications of Diesel Emissions</b>	
4.6.1: Quantification of emissions	[N/A]	N/A

## Exhibit A

ConGlobal will use the following off-road equipment to operate this container storage and maintenance facility:

- four (4) cargo handling equipment (side-pick handlers)
- two (2) forklifts
- one (1) yard hostler

See Figure 2 for photos of the equipment being used at their existing Port of Oakland operations.

1. The four cargo handlers and two fork lifts will be relocated from their current site at 555A Maritime Street, at the Port of Oakland.
2. The four cargo handlers are equipped with 2013 to 2016 model year engines –All are Tier 4i or Tier 4 final (this is a rating for off-road diesel engines;).
3. The two forklifts will be propane or Tier 4 or Tier 4i diesel. Electric forklifts for this operation are encouraged when economically feasible and practical.
4. The yard hostler/yard truck is equipped with a 2016 model year engine and is Tier 4.
5. All equipment is and will remain registered with the California Air Resources Board.
6. See Appendix B for a more detailed information about this Equipment List.
7. ConGlobal has secured for a voucher from BAAQMD for an electric yard hostler and is being deployed at this site.





## Appendix B – Equipment List

Equipment Type	#	Chassis Make & Model	Chassis Model Year	Engine Model (Tier)	Engine Retrofit/ Repower? (Tier)	Engine Model Year and Service Start Date *	Gasoline (G), Diesel (D), LNG, CNG or Propane	Engine Rated HP	Hours of Use In 2017	Cumulative Hours on Engine (Estimated Life)
Example: RTG Crane	2		2006		Y (Tier 3)	2006	D	250	1800 hours/year	28,800 (40,000)
Fork 11ft	1	TAMAR	2007		Y T-3	2007	D	200	500 hours/year	11,315 (20K)
Fork 11ft	1	TAYLOR	2010		Y T-3	2010	D	205	500 hours/year	6,823 (20K)
Fork 11ft	1	HYSTER	2015	4F		2015	D	160	1200 year	1,578 (20K)
Fork 11ft	1	HYSTER	2016			2016	Propane	59	1800 year	1,195 (20K)
Fork 11ft	1	HYSTER	2016			2016	Propane	59	1800 year	1,484 (20K)
510e Pick	1	TAYLOR	2010		Y T-3	2010	D	205	1200 year	11,440 (20K)
510e Pick	1	TAYLOR	2008		Y T-3	2010	D	200	1200 year	13,912 (20K)
510e Pick	1	HYSTER	2014	4		2013	D	220	1800 year	6,927 (20K)
510e Pick	1	HYSTER	2014	4		2013	D	220	1800 year	5,697 (20K)
510e Pick	1	HYSTER	2014	4		2014	D	220	1800 year	5,691 (20K)
510e Pick	1	HYSTER	2016	4F		2016	D	225	1800 year	2,452 (20K)
Yard Truck	1	Capacity	2016	4F		2016	D	200	500 year	717 (20K)
Fork 11ft	1	Toyota	2006			2006	Propane	53	750 year	7,477 (20,000)

\* Especially important if the engine is newer than the equipment  
 \*\* Please identify what equipment is leased, not owned  
 \*\*\* Add rows to the table as necessary.

**Fuel Usage**  
 Red-dye off-road diesel for yard trucks (average gal/month): 2300 gal  
 Red-dye off-road diesel for other equipment (average gal/month): 200 gal

Additional comments: \_\_\_\_\_  
 Please submit survey information to Diane Heinze

N:/EnvPlan/Air quality/2017 Emissions Inventory/CHE Survey

Note: Equipment shown in boxes will be brought over to the OAB New Central Gateway site. No tier 3 equipment shall be brought over.

## Appendix C – No Idling Signage



**APPENDIX D – AQ CONSULTANT LETTER DETERMINATION ON EMISSIONS**

# Mitchell Air Quality Consulting

December 5, 2018

Jeff Major  
Prologis  
3353 Gateway Blvd.  
Fremont, CA 94538

**Subject: ConGlobal Industries Relocation Project Air Quality Assessment in Oakland, California**

Dear Mr. Major:

Per your request, Mitchell Air Quality Consulting (MAQC) conducted an assessment of potential air quality impacts of the relocation of the ConGlobal Industries facility from its current location at 555A Maritime Street in the Port of Oakland to a new location in the Central Gateway Area (CC1). The site move will provide improved access to the facility and no net increase in truck trips compared to its current location. The new location is expected to provide a decrease in onsite truck travel emissions because the new site is closer to freeway access points than the existing facility. Regional emissions from offsite truck travel would remain the same.

CEQA requires that existing uses be considered as part of the environmental baseline when determining project impacts. New impacts are the result in increased activity allowed by project approval. In this case there is no increase in activity at the OARB project site since the use was existing at the time the environmental document was prepared. Furthermore, the 2012 IS/MND included development at the Central Gateway site with similar uses to the ConGlobal Industries facility, so the effects on sensitive receptors of having development at that particular location were addressed in the 2012 IS/MND health risk assessment. Therefore, no air quality impacts not previously addressed would occur as a result the relocation.

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

Sincerely,



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