Prologis Oakland Global Logistics Center

DRAFT

Air Quality Plan for Operations of the Good Eggs Fulfillment 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

Address: 2000 Maritime St, Suite 200, Oakland, CA 94607
Site Ref: CE-2, Southeast Gateway Parcel

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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 will occupy our warehouse buildings at the OAB.

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

1.1 Purpose of this Air Quality Plan for Operations of the Good Eggs Facility

The purpose of this Air Quality Plan for Operations of the Good Eggs Facility at CE-2 Warehouse (Plan) is to:

- Provide clear direction for tenant of this warehouse regarding operation air quality and energy conservation requirements for Tenant Improvements (TI) and for on-going operations throughout the duration of their lease.
- 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, and then revised with an Initial Study/Addendum in 2012 (OAB Project). In both of these documents, the goals and mitigations were very broad, attempting to cast a wide net over a master plan level development that was still in the conceptual stage. One of the objectives of this diesel emission reduction and operational air quality plan for the Good Eggs facility is to clarify and distill which requirements apply to operations of this particular facility, to clarify any vagueness in the applicable SCA/MMs and to comply with the mitigation measures.

1.1.1: This document applies to the tenant referred to as Good Eggs which will occupy the 116,246 s.f., a portion of the 232,785 s.f. of the Prologis warehouse at the Oakland Global Logistics Center, referred to as CE-2, address: 2000 Maritime Street.

1.1.2: 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.

1.1.3: The tenant will be required to demonstrate how compliance is achieved on the specific user level.

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

1.1.5: The City of Oakland, 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 referred to as Good Eggs which will occupy a portion 116,246 s.f.) of the Prologis warehouse referred to as CE-2, totaling 232,785 square feet located at 2000 Maritime Street. The shell of the building is anticipated to be completed in March 2019 with tenant improvements being completed by June 2019.

Description of Operations

- Good Eggs is an online grocery and meal kit delivery service that provides absurdly fresh local produce, meal kits for every occasion, grocery staples, and wine, beer, and spirits – all delivered same day to Bay Area Homes.
- Receives deliveries by gasoline powered box trucks, vans, cars and some diesel semi-trucks.
- Roughly half the Semi-truck deliveries and 2/3 of the Box Truck deliveries arrive in refrigerated vehicles.
- Electrical outlets at the loading docks are installed so any trucks that are capable of plugging into power can run their refrigeration off of the electricity while loading and unloading.
- Approximately 36,000 square feet of the facility will be refrigerated or freezer space.
- Refrigerated product arrives in vehicles as described above.
- Good Eggs is using a state-of-the-art CO2 refrigeration system, which has 1,500 to 4,000 times less of a detrimental effect on the environment than that of traditional synthetic refrigerant.
- Good Eggs takes these deliveries and repacks them in the warehouse for delivery per customer orders.
- Products in the warehouse are moved by manually-propelled carts, racks, and pallet jacks; or on electric order pickers and fork lifts.

- At peak capacity, Good Eggs expects to send out 120 delivery routes on an average day. with a fleet of up to 40 vehicles. These vehicles will be 40% gasoline powered box trucks and 60% gasoline powered Sprinter / Transit vans. Each vehicle of the fleet will make 2-3 deliveries with the remainder of delivery routes taken in personal vehicles.
- Good Eggs expects to have a fleet of 15 vehicles at launch. There will be one gasoline box truck and the rest will all be gasoline Sprinter / Transit type vans
- Good Eggs hopes to have it's internal fleet fully electric by 2021 but that depends on availability and affordability of appropriate electric vehicles in the marketplace.
- Employee count: Good Eggs will launch with 50 employees for warehouse operations with peak capacity up to 300 employees, not including delivery drivers described above.

Inbound Deliveries by type and frequency (Avg / day) at Launch (2019):

Semi Truck - Diesel	6.85
Box Truck - Non-Diesel	21.74
Van or Car - Non-Diesel	32.43
Third Party Carrier	4.00

Inbound Deliveries by type and frequency (Avg / day) at peak capacity (2022):

Semi Truck - Diesel	10.14
Box Truck - Non-Diesel	25.57
Ice - Non-Diesel	1.00
Van or Car - Non-Diesel	32.43
Third Party Carrier	4.00

2.2. Upon termination of the Good Eggs lease, a different Air Quality Plan or an addendum to this Plan may be required as determined by the City of Oakland.

See Fig. 1 for Site Plan.

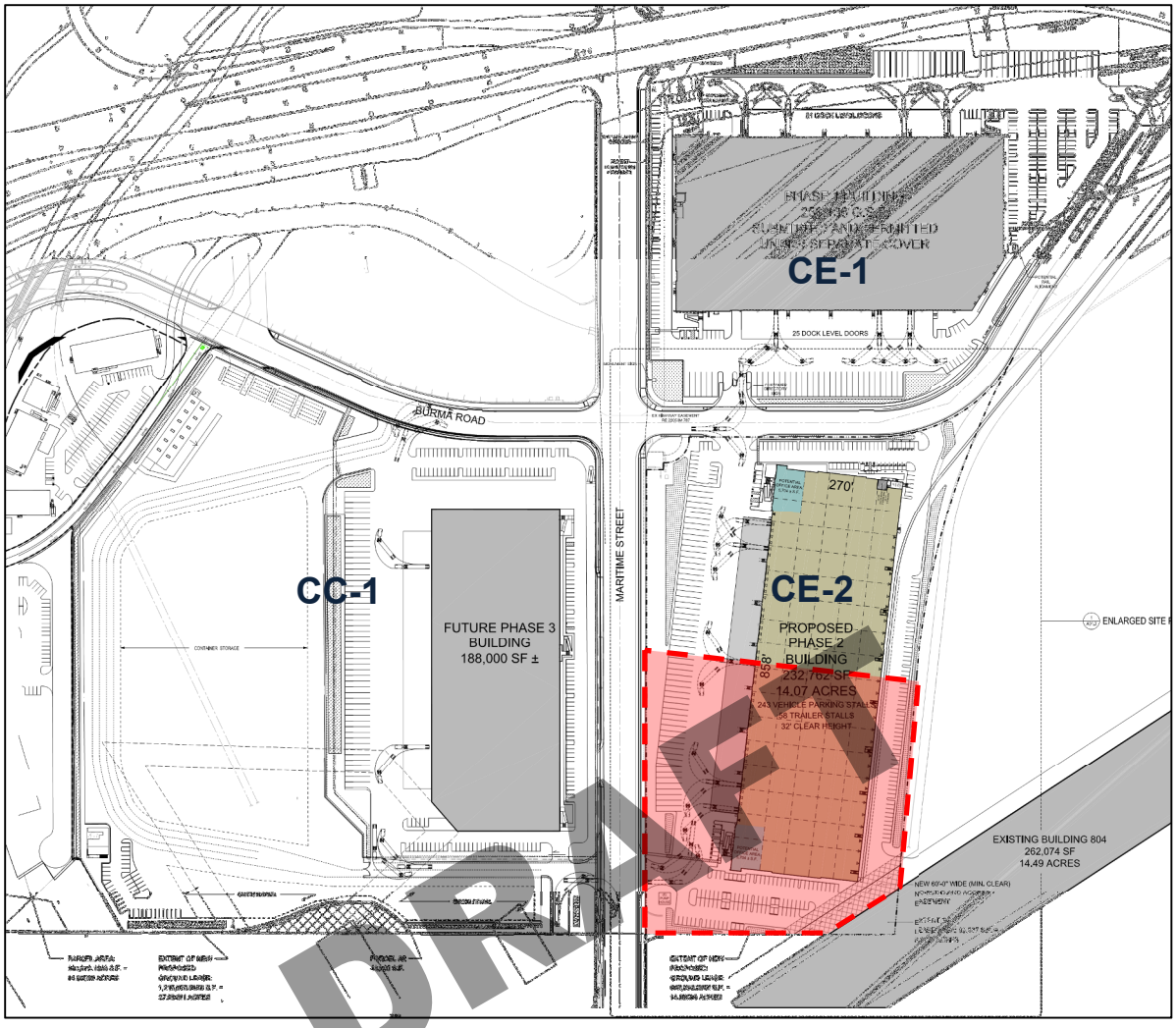

Figure 1: Site Plan – Overall Site showing building and Good Eggs' lease area subject to this Plan

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.

3. SCA/MMRP REQUIREMENTS

The Oakland Army Base Redevelopment (OARB) project was approved in 2002, and then revised with an Initial Study/Addendum in 2012. The City of Oakland prepared a Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCA/MMRP) for the OAB Redevelopment 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 of Oakland (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 this building, 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. Good Eggs is a warehouse logistics facility, so it is not categorized as containing sensitive receptors and it is located inland, therefore MM 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/Previously Approved
AIR-2	Construction Related Air Pollution Controls	Construction Mgmt Plan/Previously Approved
TRANS-2	Construction Traffic & Parking	Construction Mgmt Plan/Previously Approved
MM 4.3-13	Traffic Control Plan – Hazmat	Construction Mgmt Plan/Not Applicable
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 Good Eggs Facility

This Plan contains the following components:

4.1) Truck and Equipment Diesel Emission Reduction (MM 4.4-4)
4.2) Encourage, Lobby, and 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 (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 (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) On-Road Trucks – All diesel trucks with a gross vehicle weight rating over 14,000 pounds entering the site of this warehouse must comply with the Truck and Bus Regulation of CARB which is in effect at the time of operation of the truck(s).

4.1.2) Drayage Trucks[1] – Good Eggs is not a maritime operation as it relies on goods locally and sustainably derived. However, should Good Eggs receive cargo from the maritime terminals, an intermodal rail yard, or property of the Port of Oakland, the trucks doing so must comply with the Drayage Truck Regulation (DTR) of the California Air Resources Board (CARB) which is in effect at the time of operation of the truck(s). See California Air Resource Board's Drayage Truck Regulation for more details, including truck engine year requirements and truck registry requirements.

4.1.4) Trucks with transport refrigeration units (TRUs) – Roughly half the Semi-truck deliveries and 2/3 of the Box Truck deliveries arrive at the Good Eggs facility in refrigerated vehicles. Electrical outlets have been provided at the loading dock so any trucks that are capable of plugging into power can run refrigeration with electricity while loading and unloading. Good Eggs shall use "good faith" efforts to maximize the number of deliveries with plug-in refrigeration compatible delivery trucks with the goal of 100%. Good Eggs would be responsible for ensuring use of electrical outlets during loading and unloading.

[1] Drayage trucks are defined by CARB as diesel-fueled Class 7 or Class 8 Trucks with gross vehicle weight rating 26,001 lbs. or more that transport cargo, containers, or chassis to or from a port or intermodal rail yard in CA.

4.1.3) Idling Rules for all trucks - All size and types of in-bound and out-bound delivery vehicles shall be prohibited from idling more than 2 minutes when loading and unloading or staging at this site. The idling rules shall be posted in easily-visible locations on-site and shall be enforced by Good Eggs.

4.1.4) Management of Loading Docks or loading/unloading - A dock management or loading/unloading system shall be developed specific to Good Eggs for delivery requirements to ensure that truck idling times do not exceed two minutes when the trucks are on site.

4.1.5) Compliance with Truck Routes and with the West Oakland Truck Management Plan – All trucks serving the Good Eggs warehouse must use designated truck routes to arrive and depart from this building. 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 commercial trucks and vans are required including, but not limited to, the CARB Tractor-Trailer Greenhouse Gas Reduction Regulation, Periodic Smoke Inspection Program, Statewide Truck and Bus Regulation or Drayage Regulation.

b. All truck fleets owned by Good Eggs, or under contract with Good Eggs to provide delivery services to/from this warehouse, shall provide proof of compliance through CARB certificates of compliance or copies of annual smoke test results.

<u>Off-Road Equipment used in the Good Eggs operation</u>

4.1.7) Off-Road Equipment

a. Outdoor off-road equipment over 25 horsepower, including but not limited to yard equipment, exterior forklifts and pallet jacks, shall be zero and near-zero emission equipment. This includesTier 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, and alternative-fueled equipment.

b. Indoor off-road equipment including but not limited to interior forklifts, scissor lifts, pallet jacks and “order pickers” shall be electric, propane or alternative-fueled equipment.

c. Good Eggs shall submit an equipment list of all off-road equipment to be used both indoors and outdoors to demonstrate that zero and near-zero emission (including Tier 4 or 4i diesel equipment or equivalent) equipment, or electric, propane, bio-diesel or alternative-fueled equipment will be used during operations.

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 the section of this Plan related to the Technology Review Program.

4.1.80) 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

Good Eggs shall evaluate emission reduction demonstration projects that promote technological advances in improving air quality. Examples of some demonstration projects include but not limited to: CNG/LNG trucks energy generation via alternative systems electricity.

Good Eggs is encouraged to utilize innovative and cleaner technology/equipment from operations in other Good Eggs locations.

Good Eggs will provide contact information to the BAAQMD for receipt of information regarding grants, vouchers and other funding opportunities for demonstration opportunities.

Good Eggs will report on demonstration projects considered per the Technology Review Program below.

4.3. Technology Review Program

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

Good Eggs 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. Good Eggs shall submit such technology review to the City upon request.

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 Good Eggs, then Good Eggs shall implement such technology within 12 months.

4.4 Sustainable Design and Construction

Sustainable design of tenant improvements 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 regional air quality regulations and are required to implement the following:

4.4.1) LEED Gold – The core and shell of this building achieved a "Gold" level certification per the United States Green Building Council's (USGBC's) Leadership in Environmental and Environmental Design (LEED) rating system, which surpassed the requirements of the statewide Title 24 building code requirements and the requirements of the SCA/MMRP. As part of the Gold level Core and Shell certification, it is expected that the tenant improvements (TI) will be performed under a separate scope and includes a provision to include the following sustainable design measures in the TI not a part of the shell build-out.

Good Eggs must follow the design guidelines set forth under LEED Gold Core and Shell system. This LEED addenda shall be included by Prologis as an exhibit to the tenant's lease. In 2018, requirements of LEED Gold include items such as:

- Bike storage, changing rooms and showers
- Low flow plumbing fixtures
- Energy efficient lighting, including light emitting diode fixtures (LED)
- Natural ventilation

Good Eggs is also encouraged, but not required, to obtain LEED-CI (Commercial Interiors) certification, preferably also at a Gold level.

4.4.2) Title 24 Compliance – Tenant construction and improvements 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 required in order to obtain a building or TI permit from the City of Oakland.

4.4.3) Renewable Energy and Infrastructure for charging Electric Trucks and Off-Road Equipment–

a. Good Eggs is highly encouraged to provide a renewable energy system or combination of systems (solar/wind/mechanical/tidal/hydrogen) designed to offset 20% of building's annual electrical consumption. Good Eggs and Prologis are currently working on providing solar panels to offset electricity demand with the plan to install once the exact refrigeration and electrical loads are determined.

b. Rooftop solar photovoltaic (PV) power is preferred and is in the planning stages.

c. The shell building roof structure of this warehouse building has been designed to support solar panel load.

d. The electrical room has been sized for additional future solar PV infrastructure.

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 warehouse. Some of these TCM's could be initiated and implemented by the City and the Port for the OARB project as part of a fair share program.

Transportation Control Measures

Separate from a fair share program, Good Eggs 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.
13 – Showers and lockers will be provided part of the tenant improvements.

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

4.5.1) Fair Share Participation – The developer of this building is participating in the City's defined "fair share" program and has contributed to it's fair share funded TCM programs, as described in the Fair Share Program.. The City shall take lead on implementing the "fair share" program.

4.5.2) Parking and Transportation Demand Management – Good Eggs shall prepare and implement a Parking and Transportation Demand Management Plan per SCA TRANS-1, consistent with the number of onsite 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 (NOx), particulate matter (PM) 10 and PM2.5; the applicable Threshold for each of these pollutants as clarified on page 132 of the Initial Study/Addendum was 15 tons per year. Table 3.3-8 on page 150 of the Initial Study/Addendum shows that OAB Project emissions of NOx exceed the Threshold of Significance, while also showing that the other pollutants do not exceed the Threshold of Significance.

Operations of the Good Eggs facility shall, as stated in MM 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 NOx and reducing PM2.5, which is a toxic air contaminant.

4.6.1: To determine if the diesel emission reduction actions required by this Plan will reduce emissions associated with operations of the Good Eggs facility to a less than significant level, such emissions shall be quantified, prior to occupancy. Please note that the Good Eggs operations relies mostly on gasoline powered box trucks and vans for incoming deliveries and exclusively with gasoline powered box trucks and vans for outbound deliveries. As such, Good Eggs has approximately 7 daily diesel powered semi-trucks per day at launch and approximately 10 diesel powered semitrucks per day at full capacity.

This shall be done by quantifying the emissions from diesel trucks which will serve the Good Eggs facility using the Institute of Transportation Engineers (ITE) Trip Generation 10th edition OR actual verifiable data of the Good Eggs daily truck and passenger vehicle trips, and the most recent California Emissions Model (CALEEMod) to quantify emissions per ton per year for their operations.

RESULTS: This quantification of emissions was undertaken in March 2019 using data from Good Eggs on the daily truck and passenger vehicle trips and the CALEEMod 2016. This analysis looked at three different points in time: 1) At launch below full capacity (2019); full capacity (2020); and at 2024. The analysis showed that NOx emissions will be: .66 tons per year at launch; 2) 0.84 NOx at full capacity in 2022 and; 3) 0.68 NOx in year 2024 (Exhibit A). This amount is below the Threshold of Significance for NOx which, per the 2012 Initial Study/Addendum, was 15 tons of NOx per year. As stated previously, the 2012 Initial Study / Addendum found that PM2.5 emissions associated with the trucks from this facility fall below the individual project threshold of increased cancer risk: less than 10 cases per million, non-cancer hazard index less than 1.0, and PM2.5 level of less than 0.3ug/m3 annual average.

4.6.2 As other uses and facilities are constructed at the OAB, the required operational air quality plan for each individual project will quantify its individual emissions and provide a calculation for the cumulative emissions of all permanent projects at the OAB based on the prior operational air quality plans against the Thresholds.

4.6.3 If emissions per tenant exceed the Threshold of Significance when added together with other permanent operations under way at the OAB, then all tenants will meet and discussr with the City of Oakland to evaluate what other feasible measures can be implemented to further reduce emissions from operations. Any measures agreed to by both City and tenants shall be implemented within a reasonable time period agreed upon by the City and the tenant(s) .

5. PLAN IMPLEMENTATION

Good Eggs 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 30daynotice 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
4.1	**T/E Diesel Emission Reduction**		
	4.1.1 – Drayage Trucks	[provide truck or truck fleet compliance certificate]	If operations change such that drayage trucks are used.
	4.1.2 – On Road Trucks	[provide truck fleet compliance certificate]	Prior to occupancy and upon audit.
	4.1.4 – Off Road Equipment	[provide off-road equipment fleet info; participate in CARB DOORS program]	Prior to occupancy and upon audit.
	4.1.6 – Idling Rules	[provide idling policy signage]	Prior to occupancy
	4.1.7 – Dock Management	[provide a plan to monitor truck deliveries and potential queuing]	Prior to occupancy
	4.1.8 – CARB Compliance	[provide fleet info]	Continuous
4.2	**Sustainable TI Design**		
	4.2.1 – LEED Gold Compliance	[reference plan sheets or submittals where LEED Addenda items are shown]	
	4.2.2 – Title 24 Compliance	[provide statement on sheet indicating T24 compliance]	Prior to issuance of building permit for tenant improvements
	4.2.3 – Renewable Energy	[if proposed, describe solar PV or other onsite renewable energy	If proposed.

		system – how many kW, expected generation]	
4.3	**Transportation Control Measures**		
	4.3.1 – Fund Fair Share Programs	[City assessed fair share]	Paid by Prologis in full
	4.3.2 – Parking/TDM Program	[provide a plan to reduce employee single-driver traffic]	Prior to occupancy
4.4	**Demonstration Projects**		
	4.4.1 – Demo Projects Participation	[provide any demonstration projects]	
4.5	**Technology Review**		
	4.5.1 – Technology Review Program	[provide periodic updates over time]	
4.6	Quantification of NOx emissions 4.6.1: Per tenant 4.6.2: compared to portion of CEQA Threshold 4.6.3: Tenants and City will meet and discuss other feasible reduction measures to be implemented within an agreed upon time frame.		

Timing to implement most of these plan elements will happen as the tenant improvements are constructed or as operations begin. However, Prologis nor the tenant controls the implementation timing of the fair share program elements. The fair share elements are City led programs.

From time to time, tenant may be required to provide reporting on the progress or maintenance of various plan elements (for example, updating truck fleet as new vehicles are purchased). Any update requests shall be initiated by the City and tenant shall provide the requested information.

Exhibit A

This is a Summary of the report findings done by Mitchell Air Quality March 2019 report submitted to City of Oakland.

Quantification of Diesel Emissions for the Good Eggs facility at CE-1

In order to determine if the diesel emission reduction actions required by the *Air Quality Plan for Operations of the Good Eggs Facility at the CE-2 Warehouse* will reduce NOx emissions below the Thresholds of Significance specified in the Initial Study/Addendum for development at the Oakland Army Base Project, the emissions associated with operations of the Good Eggs facility was quantified. This quantification of NOx emissions was undertaken in March 2019 using data from Good Eggs on the daily truck and passenger vehicle trips and the CALEEMod 2016.

This analysis showed NOx emissions will be 0.68 tons of NOx per year which is well below emissions estimated in 2012 for a transloading warehouse of this size, well below the Threshold of Significance which is 15 tons per year.

Tenant	Size of lease area	Number of daily truck trips	Number of daily employee trips	NOx emissions estimated in 2012 for a transloading warehouse of this size (tons/year)	NOx emissions estimated in in 2024 based on Good Eggs use[2] (tons/year)	Threshold of Significance for NOx in tons/year[3]
Good Eggs	116,246	20	500	2.91	0.68	15

As stated in Section 4.6 of the *Air Quality Plan for Operations of the Good Eggs facility at the CE-2 Warehouse* other tenants at the OAB Project will be required to quantify the emissions associated with their operations. These estimates will form a calculation for the cumulative emissions for all permanent projects at the OAB to determine if cumulative emissions stay below the Threshold of Significance. See Section 4.6 for more details.

Toxic Air Contaminants

[2] Quantification of emissions from diesel trucks serving the PODS facility was done based on data from PODS estimating the daily truck and passenger vehicle trips, and the current California Emissions Model (CALEEMod) 2016.

[3] Thresholds of Significance are as specified in the 2012 Initial Study/Addendum, pages 132 and 133.

PM2.5 emissions associated with the trucks serving this facility fall below the individual project threshold of increased cancer rise: less than 10 cases per million, the non-cancer hazard index less than 1.0, and PM2.5 level of less than -.3ug/m3 annual average.