



## MACARTHUR BART TRANSIT VILLAGE CITY OF OAKLAND

In 2008, the City of Oakland Redevelopment Agency completed an EIR for the MacArthur Transit Village, an 8-acre mixed-use, transit-oriented development project adjacent to the MacArthur BART station. The proposed MacArthur Transit Village would include 624 units of high-density housing, approximately 42,500 square feet of ground-floor retail, and 5,000 square feet of community space, and provide a significant opportunity for an automobile-free environment.



In 2016, Baseline assisted in the preparation of an addendum to the 2008 EIR, which included the analysis of potential air quality and greenhouse gas (GHG) impacts associated with the development of up to 675 additional residential units on Parcel B of the MacArthur Transit Village. Changes in regulatory guidance, thresholds of significance, and modeling programs since completion of the 2008 EIR presented a unique challenge for the CEQA addendum. To be conservative, Baseline estimated air pollutant and GHG emissions for the maximum development scenario of the modified project that can be accommodated without exceeding the vehicle trip generation estimated in the 2008 EIR.

Health risks to the maximally exposed individual sensitive receptor were assessed in accordance with guidance from the Bay Area Air Quality Management District and the Office of Environmental Health Hazard Assessment. Dispersion of diesel particulate matter emissions from off-road construction equipment, worker vehicles, vendor trucks, and hauling trucks travelling along roadways on or adjacent to the project site was modelled using the U.S. Environmental Protection Agency's Industrial Source Complex Short Term (ISCST3) air dispersion model. Cumulative health risks from nearby major roadways, existing stationary sources, a proposed backup generator, and reasonably foreseeable future developments in the project vicinity were also included in the air quality analysis. Based on the conservative analysis, Baseline determined that construction and operation of the modified project would not substantially increase the severity of significant impacts identified in the 2008 EIR, nor would it result in new significant impacts associated with air pollutant and GHG emissions.

