6. CONSIDERATION OF IMPACTS OF PROPOSED REDEVELOPMENT

Section 21100 of the California Environmental Quality Act (CEQA) sets forth requirements for the disclosure of types of impacts in an Environmental Impact Statement (EIR). Sections 15126 and 15128 of the CEQA Guidelines identify the following subjects to be addressed in an EIR related to impacts that would occur with implementation of a proposed project or program:

- effects determined to be less than significant;
- significant environmental effects;
- significant environmental effects that cannot be avoided;
- mitigation measures to avoid or reduce significant impacts;
- alternatives to avoid or reduce significant impacts;
- significant irreversible environmental changes; and
- the potential to induce growth and associated secondary impacts.

Chapter 4: Setting and Baseline, Impacts, and Mitigation, and Chapter 5: Cumulative Impacts, include CEQA-required information regarding less than significant program impacts, significant and unavoidable adverse program impacts, and feasible measures recommended to mitigate significant impacts. Chapter 7: Alternatives to the Proposed Redevelopment Program, includes CEQA-required information regarding alternatives to avoid or reduce significant impacts of program implementation. These subjects are also summarized in Chapter 1: Summary.

The remainder of this chapter presents information regarding the two CEQA-required impact discussions not addressed elsewhere in this document: significant irreversible environmental changes that would occur with implementation of the redevelopment program; and the potential of the redevelopment program to induce growth and associated secondary impacts.

6.1 SIGNIFICANT, IRREVERSIBLE ENVIRONMENTAL CHANGES OF REDEVELOPMENT

6.1.1 Definition

Irreversible environmental changes may include the following:

- Significant consumption of non-renewable resources (*e.g.*, soils, water, fossil fuels) during construction or during operation of an action are considered irretrievable commitments. A large commitment of non-renewable resources makes their removal from an area or non-use thereafter unlikely. Irretrievable commitments of resources should be evaluated to ensure consumption is warranted.

- Primary impacts and, in particular, secondary impacts (such as a new roadway that provides access to a previously inaccessible area) generally commit future generations to similar uses.
- Environmental accidents associated with an action may be irreversible.

6.1.2 Analysis

For purposes of this analysis, the unavoidable, adverse, long-term impacts of redevelopment identified in Chapter 4 and summarized in Chapter 1 are considered irreversible environmental changes, and others are identified in the following discussion.

Commitment of the following resources would occur under redevelopment as proposed:

Land. Approximately 700 acres of land would be permanently committed for a variety of uses. The majority of this land is currently developed, or was previously developed and is now vacant. Although this is a substantial land dedication, given its current developed status, its irreversible commitment to the redevelopment program is considered less than significant.

Bay. Approximately 26 net acres of Bay surface, 26 net acres of deepwater and related habitats, and 2.5 million cubic yards of Bay volume would be permanently committed to creating fastland for New Berth 21. The irreversible commitment of this Bay resource to redevelopment is considered significant; with implementation of mitigation (permit conditions) imposed by the relevant regulatory agencies at the time of permitting, this commitment would be rendered less than significant.

Non-Renewable Energy. As a result of redevelopment, fossil-based products would be permanently committed to fuel construction-phase equipment; operations-phase mobile equipment, including vehicles (passenger cars, busses, transport trucks), trains, cargo handling equipment, and ships; and lighting, climate control, and site maintenance. The amount of energy consumed to implement redevelopment is not expected to be unusually large or wasteful, and its irreversible commitment is not considered significant.

6.2 GROWTH-INDUCING IMPACTS

6.2.1 Definition

Growth-inducing impacts include ways in which a proposed action could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in the definition of growth-inducing projects are those that would remove obstacles to population growth. For example, a major expansion of a waste water treatment plant might, for example, promote more construction in service areas. Additionally, increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. An EIR must also discuss the

characteristics of some projects that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

The environmental impacts of growth inducement are secondary, or indirect, physical effects of growth that may be passively "accommodated" or actively stimulated by a project. Secondary effects of growth inducement typically include, but are not limited to, increased traffic, degradation of air quality, loss of biological resources, and increased demand on public services. The Oakland General Plan establishes land use development patterns and growth policies that allow for the orderly expansion of urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer service, schools, parks, and solid waste service. An action that would result in growth that conflicted with the General Plan could indirectly cause additional adverse environmental impacts and other public services impacts not previously envisioned, and not previously evaluated and disclosed under CEQA.

6.2.2 Analysis

Redevelopment as proposed represents "infill" development—development in an area surrounded by urban development, and served by existing utilities and public services. Utilities and public services such as water and sewer already exist at the site. While utilities and service systems would be rebuilt to serve redevelopment, the rebuilt system would be located and sized to serve the redevelopment program: the systems would not be extended into undeveloped or underdeveloped areas outside the redevelopment project area, nor would they include excess capacity that could allow additional growth beyond that envisioned for the redevelopment program. As such, the provision of infrastructure to the redevelopment area would not induce growth beyond that planned under the redevelopment program and discussed in Chapter 4: Setting and Baseline, Impacts, and Mitigation.

Job generation is a key benefit of this redevelopment program; however, job generation can induce growth by attracting new employees from outside the area. As discussed in Section 4.8: Population, Housing, and Employment, employment from the redevelopment program would result in modest amounts of population and housing growth in the area; these amounts fall well within the estimates of growth projected for Oakland through 2020 by the Association of Bay Area Governments. This modest amount of growth would induce commensurate modest increases in traffic (and associated air pollutants), and demand for infrastructure and public services. These effects would be modest and within projections[1]. Redevelopment would intensify land uses and expand existing transportation facilities, which would result in increased ship, vehicle, and train activity. Reconfiguration of marine and rail facilities and realignment of area roadways would substantially increase efficiencies of the redevelopment project area transportation system. This increase in efficiency would somewhat offset the increased activity,

[1] Increases in population and vehicle activity, and demand for housing and services related to such increases as a direct or indirect result of redevelopment, are discussed in relevant sections of Chapter 4: Setting and Baseline, Impacts, and Mitigation.

and would substantially improve the transportation system relative to future conditions without efficiencies due to redevelopment. Therefore, the growth-inducing impact of redevelopment is considered less than significant.

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