

## **5.4 SECONDARY (INDUCED) IMPACTS**

Major development proposals often involve the potential for induced or secondary impacts on surrounding communities. Examples of these impacts include: shifts in patterns of population movement and growth; public service demands; and changes in business and economic activity to the extent influenced by airport development. Induced impacts will normally not be significant except where there are also significant impacts in other categories, especially noise, land use, or direct social impacts.

### **5.4.1 PATTERNS OF POPULATION AND GROWTH**

#### **5.4.1.1 Existing Conditions**

Franklin County encompasses approximately 540 square miles. The County had a total estimated population of over 1,090,000 in 2005.<sup>1</sup> The Central Ohio Region<sup>2</sup> is currently experiencing rapid growth that began nearly 20 years ago. Between 1990 and 2000, the population of the Central Ohio Region grew by 15 percent, compared to a growth rate of five percent statewide.<sup>3</sup> The population of Franklin County is projected to grow by an additional 26 percent between 2000 and 2030. Employment in Franklin County is also expected to grow by 43 percent between 2000 and 2030. The jurisdictions within the General Study Area (GSA) are expected to experience population growth at 20 percent and employment growth at nearly 30 percent during the same timeframe. This growth is expected to be highest in the jurisdictions of New Albany and Gahanna, north of Port Columbus International Airport (CMH or Airport).<sup>4</sup> **Table 5.4-1** and **Table 5.4-2** show these estimates for each jurisdiction within the GSA.

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<sup>1</sup> U.S. Census Bureau, Annual Population Estimates, 2006.

<sup>2</sup> The "Central Ohio Region" is defined by the Mid-Ohio Regional Planning Commission as the area contained in the seven counties of Delaware, Fairfield, Franklin, Licking, Madison, Pickaway, and Union. *Regional Fact Book, Regional Growth Strategy, Central Ohio*, August 2004, Mid-Ohio Regional Planning Commission.

<sup>3</sup> U.S. Census Bureau, 1990 and 2000 Population Counts.

<sup>4</sup> *2030 Population, Household and Employment Forecast*, April 2006, Mid-Ohio Regional Planning Commission.

**Table 5.4-1  
POPULATION ESTIMATES, 2000 TO 2030  
Port Columbus International Airport**

PLACE	POPULATION			PERCENT GROWTH, 2000-2030
	2000	2005	2030 (projected)	
Gahanna	33,317	34,675	38,843	16.6%
Reynoldsburg	27,460	29,107	32,275	17.5%
Columbus	693,183	767,274	831,458	19.9%
Whitehall	17,354	17,365	16,955	-2.3%
Bexley	12,152	12,205	11,759	-3.2%
New Albany	4,778	6,827	14,588	205.3%
Mifflin Township	308	315	722	134.4%
<b>General Study Area Total</b>	<b>788,552</b>	<b>867,768</b>	<b>946,600</b>	<b>20.0%</b>
<b>Franklin County Total</b>	<b>1,046,127</b>	<b>1,144,479</b>	<b>1,316,365</b>	<b>25.8%</b>

Source: 2030 Population, Household and Employment Forecast, April 2006, Mid-Ohio Regional Planning Commission.

**Table 5.4-2  
EMPLOYMENT ESTIMATES, 2000 TO 2030  
Port Columbus International Airport**

PLACE	EMPLOYMENT			PERCENT GROWTH, 2000-2030
	2000	2005	2030 (projected)	
Gahanna	9,492	12,641	15,720	65.6%
Reynoldsburg	10,130	10,554	11,769	16.2%
Columbus	492,671	513,638	622,471	26.3%
Whitehall	14,109	13,759	14,275	1.2%
Bexley	3,291	3,478	4,013	21.9%
New Albany	1,144	4,594	20,711	1710.4%
Mifflin Township	610	600	634	3.9%
<b>General Study Area Total</b>	<b>531,447</b>	<b>559,264</b>	<b>689,593</b>	<b>29.8%</b>
<b>Franklin County Total</b>	<b>689,786</b>	<b>735,186</b>	<b>984,261</b>	<b>42.7%</b>

Source: 2030 Population, Household and Employment Forecast, April 2006, Mid-Ohio Regional Planning Commission.

Land use in the Central Ohio Region is changing in response to the growth trend. The amount of agricultural land decreased by ten percent from the early 1980s through the late 1990s. In the Central Ohio region, Franklin County has experienced the largest share of population growth over the past 20 years. However, its share of growth is projected to decline in the coming years as the surrounding counties attract more people. Forty percent of new houses are being built outside of Franklin County in low density residential areas at the outer edge of existing urbanized areas.

### **5.4.1.2 Future Conditions: 2012**

#### **Alternative A: 2012 No Action**

Alternative A includes no development. Therefore, Alternative A would not result in significant shifts in patterns of population movement or growth outside of the GSA.

#### **Alternative C2a: 2012 Relocate Runway 10R/28L 800 Feet to the South – Noise Abatement Scenario A**

The construction of replacement Runway 10R/28L 800 feet to the south of existing Runway 10R/28L would include the acquisition of 36 residential properties for clearing the Runway Protection Zone (RPZ). The properties that are acquired by the Columbus Regional Airport Authority (CRAA) would be converted to open space and the residents of the properties would be relocated. Based on analysis completed in Section 5.3, *Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks*, comparable housing exists for the residents in nearby communities. Therefore, Alternative C2a would not result in significant shifts in patterns of population movement or growth outside of the GSA.

**Stormwater Detention Basin:** One entrance driveway and 24 parking spaces associated with the 94<sup>th</sup> Aero Squadron restaurant would be removed to allow for expansion of the ravine located south of Sawyer Road. The ravine is a small tributary of Big Walnut Creek and the proposed expansion will allow stormwater drainage during construction and operation from the proposed airfield projects. The driveway off Sawyer Road will be relocated in-kind, west of the present location and replacement parking areas will be constructed west of the building resulting in no net loss in parking capacity or access to the restaurant. Because there are two entrance driveways to the restaurant and an abundance of parking, disruption of access and parking for the restaurant would be temporary and minimal.

#### **Alternative C2b: 2012 Relocate Runway 10R/28L 800 Feet to the South – Noise Abatement Scenario B**

Alternative C2b includes the same relocation of Runway 10R/28L, 800 feet to the south, as Alternative C2a along with operational changes proposed in the 2007 Part 150 Noise Compatibility Study (2007 Part 150 Study).<sup>5</sup> The proposed operational changes would not change the RPZ acquisition area described in Alternative C2a. Therefore, Alternative C2b would not result in significant shifts in patterns of population movement or growth outside of the GSA.

**Stormwater Detention Basin:** The stormwater detention basin would stay the same as described under Alternative C2a.

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<sup>5</sup> The Final Part 150 Study Update for Port Columbus International Airport was submitted to the FAA for approval in November 2007. The FAA accepted the NEMs on December 5, 2007. The FAA issued a Record of Approval on the NCP on May 28, 2008.

**Alternative C3a:  
2012 Relocate Runway 10R/28L 702 Feet to the South – Noise Abatement  
Scenario A**

The construction of replacement Runway 10R/28L 702 feet to the south of existing Runway 10R/28L would include the acquisition of 36 residential properties for clearing the RPZ. The properties that are acquired by the CRAA would be converted to open space and the residents of the properties would be relocated. Based on analysis completed in Section 5.3, *Socioeconomic Impacts Environmental Justice, and Children's Environmental Health and Safety Risks*, comparable housing exists for the residents in nearby communities. Therefore, Alternative C3a would not result in significant shifts in patterns of population movement or growth outside of the GSA.

**Stormwater Detention Basin:** The stormwater detention basin would stay the same as described under Alternative C2a.

**Alternative C3b:  
2012 Relocate Runway 10R/28L 702 Feet to the South – Noise Abatement  
Scenario B (Sponsor's Proposed Project)**

Alternative C3b includes the same relocation of Runway 10R/28L, 702 feet to the south, as Alternative C3a along with operational changes proposed in the 2007 Part 150 Study. The proposed operational changes would not change the RPZ acquisition area described in Alternative C3a. Therefore, Alternative C3b would not result in significant shifts in patterns of population movement or growth outside of the GSA.

**Stormwater Detention Basin:** The stormwater detention basin would stay the same as described under Alternative C2a.

### **5.4.1.3 Future Conditions: 2018**

In addition to 2012, the environmental consequences for 2018 are provided because that is the anticipated year for opening the proposed passenger terminal.

**Alternative A:  
2018 No Action**

Alternative A includes no development. Therefore, Alternative A would not result in significant shifts in patterns of population movement or growth outside of the GSA.

**Alternative C2a:  
2018 Relocate Runway 10R/28L 800 Feet to the South and Construct  
Midfield Terminal (T2) – Noise Abatement Scenario A**

The 2018 Alternative C2a includes relocation of Runway 10R/28L 800 feet to the south as described under 2012 Alternative C2a and the construction of the proposed passenger terminal and parking garage. The proposed terminal and

parking garage would be constructed on Airport property. Therefore, Alternative C2a would not result in significant shifts in patterns of population movement or growth outside of the GSA.

**Alternative C2b:**

**2018 Relocate Runway 10R/28L 800 Feet to the South and Construct Midfield Terminal (T2) – Noise Abatement Scenario B**

The 2018 Alternative C2b includes the same construction projects as Alternative C2a (relocation of Runway 10R/28L 800 feet to the south and construction of the proposed passenger terminal and parking garage), along with operational changes proposed in the 2007 Part 150 Study. The proposed operational changes would have no affect on population movement. Therefore, Alternative C2b would not result in significant shifts in patterns of population movement or growth outside of the GSA.

**Alternative C3a:**

**2018 Relocate Runway 10R/28L 702 Feet to the South and Construct Midfield Terminal (T2) – Noise Abatement Scenario A**

The 2018 Alternative C3a includes relocation of Runway 10R/28L 702 feet to the south as described under 2012 Alternative C3a and the construction of the proposed passenger terminal and parking garage. The proposed terminal and parking garage would be constructed on Airport property. Therefore, Alternative C3a would not result in significant shifts in patterns of population movement or growth outside of the GSA.

**Alternative C3b:**

**2018 Relocate Runway 10R/28L 702 Feet to the South and Construct Midfield Terminal (T2) – Noise Abatement Scenario B (Sponsor's Proposed Project)**

The 2018 Alternative C3b includes the same construction projects as Alternative C3a (relocation of Runway 10R/28L 702 feet to the south and construction of the proposed passenger terminal and parking garage), along with operational changes proposed in the 2007 Part 150 Study. The proposed operational changes would have no affect on population movement. Therefore, Alternative C3b would not result in significant shifts in patterns of population movement or growth outside of the GSA.

## **5.4.2 PUBLIC SERVICE DEMANDS**

### **5.4.2.1 Existing Conditions: 2006**

The Rural/Metro Corporation provides on-Airport Aircraft Rescue and Fire Fighting (ARFF) services and security assistance to the Airport. The on-duty ARFF staff consists of a Fire Chief, Captain, three firefighter/paramedics, and three firefighter/Emergency Medical Technicians (EMT). The security component provides guards twenty-four hours a day at two Air Operations Area (AOA) checkpoints and a minimum of two guards providing traffic enforcement on the Arrival and Departure drives leading into the terminal building. The staffing is supplemented with

"reserve" or part-time personnel that maintain identical certifications as the full-time staff members. These "reserve" personnel help fill vacancies.<sup>6</sup> **Table 5.4-3** lists existing fire departments in the GSA. **Table 5.4-4** lists existing police departments in the GSA. **Table 5.4-5** lists existing hospital services in the GSA.

**Table 5.4-3  
FIRE DEPARTMENTS WITHIN THE GSA  
Port Columbus International Airport**

<b>FACILITY</b>	<b>ADDRESS</b>	<b>LOCATION TO CMH</b>
Whitehall Fire Department	390 S. Yearling Road, Whitehall, OH	South
Truro Township Fire Department	6900 E. Main St., Reynoldsburg, OH	Southeast
Mifflin Township Fire Department	475 Rocky Fork Blvd., Gahanna, OH	Northeast
Rural Metro Fire Department	4925 Sawyer Rd, Columbus, OH	On Airport
Columbus Division of Fire	2464 E. Fifth Ave., Columbus, OH	Southwest
Jefferson Township Fire Department	6767 Havens Corners Road, Blacklick, OH	Northeast

Source: Landrum & Brown, 2007.

**Table 5.4-4  
POLICE DEPARTMENTS WITHIN THE GSA  
Port Columbus International Airport**

<b>FACILITY</b>	<b>ADDRESS</b>	<b>LOCATION TO CMH</b>
Whitehall Police Department	365 Yearling Rd., Whitehall, OH	South
Gahanna Police Department	460 Rocky Fork Blvd., Gahanna, OH	North
CRAA Airport Police	4600 International Gateway, Columbus, OH	On Airport

Source: Landrum & Brown, 2007.

**Table 5.4-5  
HOSPITALS WITHIN THE GSA  
Port Columbus International Airport**

<b>FACILITY</b>	<b>ADDRESS</b>	<b>LOCATION TO CMH</b>
University Hospital East	1492 E. Broad Street, Columbus, Ohio	Southwest
Chalmers P. Wylie VA Hospital	420 N. James Road, Columbus, Ohio	South
Mount Carmel Hospital East	6001 E. Broad Street, Columbus, Ohio	Southeast

Source: Landrum & Brown, 2007.

<sup>6</sup> [http://www.ruralmetro.com/services/fire\\_arffprof.htm](http://www.ruralmetro.com/services/fire_arffprof.htm), accessed August 2007.

#### **5.4.2.2 Future Conditions: 2012**

##### **Alternative A: 2012 No Action**

Alternative A includes no development. Therefore, Alternative A would not result in significant impacts to public service demands.

##### **Alternative C2a: 2012 Relocate Runway 10R/28L 800 Feet to the South – Noise Abatement Scenario A**

The construction of replacement Runway 10R/28L 800 feet to the south of existing Runway 10R/28L would not reduce the level of vehicular access on local roadways by emergency vehicles to the Airport or surrounding developments. In addition, there would be no impact to hospitals in the area. Therefore, Alternative C2a would not result in significant impacts to public service demands.

##### **Alternative C2b: 2012 Relocate Runway 10R/28L 800 Feet to the South – Noise Abatement Scenario B**

Alternative C2b includes the same relocation of Runway 10R/28L, 800 feet to the south, as Alternative C2a along with operational changes proposed in the 2007 Part 150 Study. The proposed operational changes would have no impact on either emergency vehicles attempting to access the Airport or surrounding areas or hospitals in the area. Therefore, Alternative C2b would not result in significant impacts to public service demands.

##### **Alternative C3a: 2012 Relocate Runway 10R/28L 702 Feet to the South – Noise Abatement Scenario A**

The construction of replacement Runway 10R/28L 702 feet to the south of existing Runway 10R/28L would not reduce the level of vehicular access on local roadways by emergency vehicles to the Airport or surrounding developments. In addition, there would be no impact to hospitals in the area. Therefore, Alternative C3a would not result in significant impacts to public service demands.

##### **Alternative C3b: 2012 Relocate Runway 10R/28L 702 Feet to the South – Noise Abatement Scenario B (Sponsor's Proposed Project)**

Alternative C3b includes the same relocation of Runway 10R/28L, 702 feet to the south, as Alternative C3a along with operational changes proposed in the 2007 Part 150 Study. The proposed operational changes would have no impact on either emergency vehicles attempting to access the Airport or surrounding areas or hospitals in the area. Therefore, Alternative C3b would not result in significant impacts to public service demands.

#### **5.4.2.3 Future Conditions: 2018**

In addition to 2012, the environmental consequences for 2018 are provided because that is the anticipated year for opening the proposed passenger terminal.

**Alternative A:  
2018 No Action**

Alternative A includes no development. Therefore, Alternative A would not result in significant impacts to public service demands.

**Alternative C2a:  
2018 Relocate Runway 10R/28L 800 Feet to the South and Construct  
Midfield Terminal (T2) – Noise Abatement Scenario A**

The construction of replacement Runway 10R/28L 800 feet to the south of existing Runway 10R/28L and construction of the proposed passenger terminal and parking garage would not reduce the level of vehicular access on local roadways by emergency vehicles to the Airport or surrounding areas. In addition, there would be no impact to hospitals in the area. Therefore, Alternative C2a would not result in significant impacts to public service demands.

**Alternative C2b:  
2018 Relocate Runway 10R/28L 800 Feet to the South and Construct  
Midfield Terminal (T2) – Noise Abatement Scenario B**

Alternative C2b includes the same relocation of Runway 10R/28L, 800 feet to the south and construction of the proposed passenger terminal and parking garage as Alternative C2a, along with operational changes proposed in the 2007 Part 150 Study. The proposed operational changes would have no impact on either emergency vehicles attempting to access the Airport or surrounding areas or hospitals in the area. Therefore, Alternative C2b would not result in significant impacts to public service demands.

**Alternative C3a:  
2018 Relocate Runway 10R/28L 702 Feet to the South and Construct  
Midfield Terminal (T2) – Noise Abatement Scenario A**

The construction of replacement Runway 10R/28L 702 feet to the south of existing Runway 10R/28L and construction of the proposed passenger terminal and parking garage would not reduce the level of vehicular access on local roadways by emergency vehicles to the Airport or surrounding areas. In addition, there would be no impact to hospitals in the area. Therefore, Alternative C3a would not result in significant impacts to public service demands.



**Alternative C3b:  
2018 Relocate Runway 10R/28L 702 Feet to the South and Construct  
Midfield Terminal (T2) – Noise Abatement Scenario B (Sponsor’s Proposed  
Project)**

Alternative C3b includes the same relocation of Runway 10R/28L, 702 feet to the south and construction of the proposed passenger terminal and parking garage as Alternative C3a, along with operational changes proposed in the 2007 Part 150 Study. The proposed operational changes would have no impact on either emergency vehicles attempting to access the Airport or surrounding areas or on hospitals in the area. Therefore, Alternative C3b would not result in significant impacts on public service demands.

**5.4.3 BUSINESS AND ECONOMIC ACTIVITY**

**5.4.3.1 Existing Conditions**

In 2006, the Airport transported an estimated 6.7 million passengers and processed over 10,400 metric tons of freight and mail to meet the needs of regional businesses and consumers. The CRAA sponsored a study<sup>7</sup> to quantify the economic benefits that stem from the Airport. The current economic impact of the Airport, which is estimated at nearly \$2.2 billion, includes expenditures by 85 on-Airport businesses and government agencies and nearly 1.1 million visitors to the Columbus region that arrive via CMH, as well as the multiplier effect associated with this spending. In addition, the study revealed more than 23,500 residents of the Columbus region are employed, directly or indirectly, at CMH and generated \$624.9 million in annual payroll. These employees represent 2.1 percent of all the jobs in Columbus’ six-county Metropolitan Statistical Area (MSA). CMH’s total economic impact comprises 3.1 percent of the estimated Gross Metropolitan Product (GMP) for the Columbus MSA.

**5.4.3.2 Future Conditions: 2012**

**Alternative A:  
2012 No Action**

Alternative A includes no new construction or changes in operating procedures. Therefore, this alternative would not result in significant impacts to business and economic activity.

**Alternative C2a:  
2012 Relocate Runway 10R/28L 800 Feet to the South – Noise Abatement  
Scenario A**

The construction of replacement Runway 10R/28L 800 feet to the south of existing Runway 10R/28L would result in a temporary increase in business and economic activity due to construction of the relocated Runway 10R/28L. Alternative C2a would not result in any permanent increases in economic or business activity.

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<sup>7</sup> *Regional Airports Economic Impact Study*, January 2005, Columbus Regional Airport Authority.

**Alternative C2b:  
2012 Relocate Runway 10R/28L 800 Feet to the South – Noise Abatement Scenario B**

Alternative C2b includes the same relocation of Runway 10R/28L, 800 feet to the south, as Alternative C2a along with operational changes proposed in the 2007 Part 150 Study. The proposed operational changes would not change business or economic impacts on the area.

**Alternative C3a:  
2012 Relocate Runway 10R/28L 702 Feet to the South – Noise Abatement Scenario A**

The construction of replacement Runway 10R/28L 702 feet to the south of existing Runway 10R/28L would have a temporary increase in business and economic activity due to construction of the relocated Runway 10R/28L. Alternative C3a would not result in any permanent increases in economic or business activity.

**Alternative C3b:  
2012 Relocate Runway 10R/28L 702 Feet to the South – Noise Abatement Scenario B (Sponsor's Proposed Project)**

Alternative C3b includes the same relocation of Runway 10R/28L 702 feet to the south, as Alternative C3a along with operational changes proposed in the 2007 Part 150 Study. The proposed operational changes would not change business or economic impacts in the area.

**5.4.3.3 Future Conditions: 2018**

In addition to 2012, the environmental consequences for 2018 are provided because that is the anticipated year for opening the proposed passenger terminal.

**Alternative A:  
2018 No Action**

Alternative A includes no new construction or changes in operating procedures. Therefore, this alternative would not result in significant impacts to business and economic activity.

**Alternative C2a:  
2018 Relocate Runway 10R/28L 800 Feet to the South and Construct Midfield Terminal (T2) – Noise Abatement Scenario A**

The construction of replacement Runway 10R/28L 800 feet to the south of existing Runway 10R/28L and construction of the proposed passenger terminal and parking garage would result in a temporary increase in business and economic activity. Alternative C2a would also result in permanent increases in economic and business activity due to the additional jobs that would be created at the proposed passenger terminal.

**Alternative C2b:  
2018 Relocate Runway 10R/28L 800 Feet to the South and Construct  
Midfield Terminal (T2) – Noise Abatement Scenario B**

Alternative C2b includes the same construction projects, relocation of Runway 10R/28L 800 feet to the south and proposed passenger terminal, as Alternative C2a along with operational changes proposed in the 2007 Part 150 Study. The proposed operational changes would not result in changes to economic and business activity. Therefore, Alternative C2b would result in the same temporary and permanent impacts to economic and business activity as Alternative C2a.

**Alternative C3a:  
2018 Relocate Runway 10R/28L 702 Feet to the South and Construct  
Midfield Terminal (T2) – Noise Abatement Scenario A**

The construction of replacement Runway 10R/28L 702 feet to the south of existing Runway 10R/28L and construction of the proposed passenger terminal and parking garage would result in a temporary increase in business and economic activity. Alternative C3a would also result in permanent increases in economic and business activity due to the additional jobs that would be created at the proposed passenger terminal.

**Alternative C3b:  
2018 Relocate Runway 10R/28L 702 Feet to the South and Construct  
Midfield Terminal (T2) – Noise Abatement Scenario B (Sponsor's Proposed  
Project)**

Alternative C3b includes the same construction projects, relocation of Runway 10R/28L 702 feet to the south and proposed passenger terminal, as Alternative C3a along with operational changes proposed in the 2007 Part 150 Study. The proposed operational changes would not result in changes to economic and business activity. Therefore, Alternative C3b would result in the same temporary and permanent impacts to economic and business activity as Alternative C3a.

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