

## **6.0 LONG-TERM IMPLICATIONS OF THE PROJECT**

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### **6.1 SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE MITIGATED**

The environmental effects of the Proposed Project, Alternatives A through C and the No Project Alternative are addressed in Sections 4.1 through 4.10 of this EIR. Implementation of the Project would result in potentially significant impacts for the following topical issues: air quality, biological resources (Alternative C only), greenhouse gas (“GHG”) emissions, land use and planning, noise, and transportation/traffic, as discussed in Sections 4.1 through 4.10 and summarized in Table 1-3.

### **6.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE CAUSED BY THE PROJECT**

#### **6.2.1 COMMITMENT OF RESOURCES**

Neither the Proposed Project nor the alternatives propose any physical improvements; therefore, the Project would not require a commitment of nonrenewable or slowly renewable building materials associated with construction activities. However, the operation of John Wayne Airport (“JWA”) at a higher level of service would require an ongoing commitment for usage of an increased level of resources. The Proposed Project and alternatives would involve an increase in the usage of jet fuel, water, natural gas, and electricity at JWA. The magnitude of the increased usage would be associated with the number of flights and level of passenger service associated with the alternative being evaluated. Assuming the County of Orange maintains the existing, authorized noise and access restrictions, the No Project Alternative would result in the smallest incremental increase in demand for resources because the potential increase in the number of regulated flights and passengers served would be the least of all the scenarios evaluated. Conversely, Alternative C would have the greatest impact because it would have the greatest increase in the number of regulated flights and passengers served. Additionally, it is reasonable to assume that, if the additional flights proposed as part of the Project are not offered at JWA, some of the trips would still occur, which may require passengers to travel to more distant airports or use alternative modes of travel. The travel to these other airports and/or utilization of other modes of travel also would require a commitment of resources.

### **6.3 GROWTH-INDUCING IMPACTS OF THE PROPOSED ACTION**

Pursuant to Sections 15126(d) and 15126.2(d) of the State California Environmental Quality Act (“CEQA”) Guidelines (14 *California Code of Regulations* [“CCR”]), this section is provided to examine: (1) ways in which the Project could foster economic or population growth and (2) the construction of additional development, either directly or indirectly, in the surrounding environment. Per Section 15126.2(d) of the State CEQA Guidelines, growth-inducing effects are not necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this Project could contribute to

significant changes in the environment, beyond the direct consequences of the proposed Settlement Agreement Amendment.

When considering growth-inducing impacts, it is important to consider the context and historical growth trends of the area. There are many factors that can affect the amount, location, and rate of growth in Orange County and the region in general. These factors include market demand for housing, employment, and commercial services; the acknowledged desirability of climate and living/working environment and commercial economy; the availability of other services/infrastructure; and the land use and growth management policies of local jurisdictions.

Orange County has experienced significant growth in population over the past 50 years. Population in the County has increased from 703,928 in 1960 to 3,019,356 in 2010 (CDR 2012a). Concurrent with significant increases in population, the economic character of Orange County has dramatically changed. The predominately rural/agricultural character of Orange County has changed to a diversified commercial/industrial economy. High technology industries, biomedical facilities, retail commercial, light manufacturing, administrative and financial services, and tourism have become major components of the County's economy. In 1965, the employment-to-population ratio was 22 percent. By 2010, the ratio had increased to approximately 49 percent countywide (note this was down from 54 percent in 2008). Not only had the proportion of jobs to residents increased, but it was also based on a dramatically larger population. The growth in population and employment is projected to continue through 2030 and beyond. Based on the *Orange County Projections 2010 Modified*, developed by the Center for Demographic Research at California State University at Fullerton, between 2010 and 2030, an approximate 13.0 percent increase in population and a 16.6 percent increase in employment is projected to occur in Orange County (CDR 2012a).

To address this issue, potential growth-inducing effects are examined through analysis of the following questions:

- 1. Would this Project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?**

The Project would remove obstacles to growth in terms of the number of flights and the allowed number of passengers served at JWA. However, this growth pertains only to the Airport and has been assumed in the impact analyses presented in Sections 4.1 through 4.10 for the Project.

The Project does not provide needed infrastructure that would facilitate growth. Additionally, the area surrounding the Airport either is already developed or designated as open space (i.e., Upper Newport Back Bay). The area does not require any improvements associated with the Airport to achieve the planned growth levels. The Project also would not result in any modifications to land uses or land use policies that would encourage the redevelopment of the Project vicinity with more intense land uses.

**2. Would this Project result in the need to expand one or more public services to maintain desired levels of service?**

The Project would not require the expansion of any public services in order to maintain the desired levels of service at the Airport or in the service districts serving the Airport. The Proposed Project, Alternative A, and the No Project Alternative would not require any utility improvements. With Alternatives B and C, wastewater improvements may be required to accommodate more than 12.96 MAP. However, the improvements, if required, would be expected to be associated with localized facilities at and connecting to JWA rather than improvements that would increase capacity at a district-wide level.

**3. Would this Project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?**

JWA is an important contributor to the economy of Orange County. In 2012, the Airport provided 22,000 jobs (19,500 full-time equivalent jobs). The direct employment generated \$1.5 billion in gross domestic product (“GDP”) and \$2.8 billion in economic output. JWA operations contribute an estimated \$3.3 billion and \$6.0 billion, in total GDP and total economic output, respectively, to the local economy. JWA sustains itself financially through fees and charges and does not receive support from Orange County’s general fund. Additionally, in 2012, taxes paid by passengers, employers and employees at JWA totaled \$231 million. The majority of the amount collected (73 percent) accrued to the state government, mostly via sales taxes. The federal government received approximately \$48 million in income taxes and employment-related taxes (e.g., social security contributions). County and city governments also received approximately \$14 million based on activity at JWA, through special user assessment fees and sales taxes. (InterVISTAS Consulting 2014)

The Airport’s role in contributing to the local economy is expected to continue for the Project with increases in the number of jobs serving the additional flights and MAP, as well as the tax revenue brought in both directly and indirectly by services at JWA. As discussed above, the economic benefit would likely extend beyond the Airport to other governmental agencies, as well as the general economy.

Orange County is the third largest county in California by population and sixth largest in the United States. The estimated gross county product for 2012 was \$195 billion, which is approximately 10 percent of the gross state product. (CDR 2013) Tourism is an important component of the County’s economy, with approximately 42 million visitors each year. (OCVA 2014)

Though an important contributor, the Airport is just one component of the overall economic base of Orange County. With the Project, the Airport is expected to continue supporting the projected population and economic base for the County. Between 2010 and 2030, 247,736 jobs are projected to be added to the Orange County economy. (CDR 2012b). These countywide growth projections reflect the local general plans, which have established land uses necessary to accommodate the growth. Therefore, the increased economic activity associated with the Airport is not expected to change the growth levels or patterns in Orange County. As a result, economic effects associated with the Project would not significantly affect the environment.

**4. Would approval of this Project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?**

The Project would serve as an aviation-related growth-stabilizing factor because the permitted aviation activity at JWA through 2030 would be clearly defined. This action would not affect policies related to any uses off the Airport property. The Project would not result in a precedent or policy that would encourage or facilitate additional growth beyond the Airport.

## **6.4 REFERENCES**

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