

SECTION 3 - AFFECTED ENVIRONMENT

3.0 INTRODUCTION

This section provides a brief overview description of the airfield and support facilities, population trends of the Columbus MSA, industrial and commercial growth characteristics, and contemplated future actions involving OSUA. Details regarding these issues are included in Section 4 of this EA.

3.1 LOCATION AND EXISTING ALP

See Section 1 for descriptions of the project location and the existing ALP.

3.2 LAND USES AND ZONING

The study area contains a variety of urban and suburban land uses including residential, industrial, and commercial. OSUA is predominantly surrounded by residential land to the north, east and south with a mixture of retail, residential, and commercial establishments immediately west of the airport along Sawmill Road. The current airport property is used for agricultural, educational, and aviation purposes (Figure 4). There are several parks located along the Olentangy River approximately one mile east of the airport. The current airport property is zoned for Manufacturing use by the city of Columbus, while most of the properties surrounding the airport have been zoned for Residential.

3.3 POPULATION, INDUSTRIAL, AND COMMERCIAL CHARACTERISTICS

The Columbus Metropolitan Statistical Area (MSA) is one of the fastest growing areas in Ohio. The Columbus MSA is made up of the following counties: Delaware, Fairfield, Franklin, Licking, Madison, and Pickaway. Table 2 shows relevant social and demographic trends for the Columbus MSA.

Table 7. Demographics of the Columbus MSA.

Columbus MSA	1980	1990	2000
Population	1,093,316	1,345,400	1,540,157
Unemployment Rate	6.0%	5.2%	4.0%
Housing Units	NA	547,847	653,067
Percentage High School Graduates*	71.9%	80%	85.8%
Percentage College Graduates*	19.2%	23.2%	29.1%

Source: www.census.gov. *Residents age 25 and older

The largest employers within Franklin County include: The Ohio State University, The Limited Inc, Nationwide Insurance Enterprise, and Bank One Corporation.



3.4 CONTEMPLATED FUTURE ACTIONS

The impact analysis included in this EA addresses only those actions identified as part of the Preferred Alternative in Section 2. While the OSUA Master Plan and ALP identify other capital improvements that will be needed in the future, this EA does not address those potential expansions and upgrades since they are anticipated to occur outside of the timeframe covered by this EA. The projects listed below are anticipated to be constructed by OSUA within the next 15 years, but are not evaluated as part of this EA. These projects have independent utility and do not depend on the Preferred Alternative for viability. When these other potential improvements are ready for advancement, an environmental document appropriate for the level of the proposed action will be required.

- Construction of new facilities in the south side building area including an administration/terminal building, additional parking, a flight education center, a historical research and education center, a car rental facility, and a maintenance shop.
- Development of a corporate airpark (i.e., hangars, taxiways, support facilities, and offices) on the north side of airport property.

