

CHAPTER FIVE OTHER CEQA MANDATED SECTIONS

As required by the California Environmental Quality Act (CEQA), this chapter provides a discussion of other CEQA considerations based on the technical analyses presented in Chapter 4, *Environmental Setting, Impacts, and Mitigation Measures*. These considerations include significant unavoidable adverse impacts, growth inducing impacts, and significant, irreversible environmental changes. The detailed analysis of the effects the Proposed Project would have on the environment is provided in Chapter Four.

5.1 SIGNIFICANT, UNAVOIDABLE ADVERSE IMPACTS

CEQA Guidelines §15126.2(b)¹ require that an Environmental Impact Report (EIR) describe those impacts that cannot be fully mitigated as part of a proposed project action. In some cases, no feasible mitigation measures are available to reduce significance of environmental impacts. In other cases, mitigation measures may be available in connection with the proposed project, but they do not reduce an impact to a less-than-significant level without substantially altering the basic project characteristics. In both of these cases, impacts are considered to be significant and unavoidable. The Draft EIR identified feasible mitigation measure that would reduce all the significant and potentially significant environmental impacts resulting from the proposed project to less-than-significant levels. This EIR finds that no significant, unavoidable impacts would occur if the proposed project were to be implemented.

5.2 GROWTH INDUCING IMPACTS

CEQA Guidelines (§15126.2[d]) require that an EIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by the CEQA Guidelines as:

The way in which a proposed project could foster economic or population growth, or the construction of additional housing is either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.²

¹ Title 14, California Code of Regulations, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act.

² Title 14, California Code of Regulations, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act.

The Proposed Project would have the effect of allowing existing aircraft that use Gness Field Airport (DVO or Airport) that are currently weight restricted by the runway length to depart fully loaded. The project (an 1,100-foot runway extension) is not intended or expected to cause an unforecasted growth in aircraft operations at DVO. The contribution of aviation infrastructure, such as runways, taxiways, apron area, and hangars, contribute at most only incidental growth in operations at an airport, unless the airport is already capacity constrained. The runway extension will not change the capacity of DVO because the "throughput rate" or capacity of the airport, i.e., the maximum number of aircraft operations that can take place in an hour, will not change from existing conditions as a result of extending the runway. This is because only one aircraft at a time can use the runway, regardless of the runway's length. National and regional economic cycles have much more of an effect on aircraft operations than aviation infrastructure, which is why economic indicators are used in estimating future aviation demand.

Annually, the Federal Aviation Administration (FAA) produces a national aerospace forecast report that forecasts aviation activity for a 20-year period.³ These forecasts have found the demand for aviation is driven by economic activity. That is, aviation activity typically responds to economic demand rather than creates economic demand. The forecast for a specific airport, such as the DVO Aviation Activity Forecast included in Appendix C, is influenced by the same economic factors as the national aerospace forecast.

With regard to induced changes in fleet mix, as a public use airport DVO is available to all aircraft that can be accommodated by its facilities. Although the Airport is classified as a B-I airport, (i.e., designed for use by aircraft with a wingspan of less than 49 feet and approach speeds of 91 to 120 knots), aircraft larger than the critical aircraft (Cessna 525) currently operate at the airport and are expected to continue to do so in the future. Furthermore, these larger aircraft will likely continue to operate at DVO with or without implementation of Alternative B or Alternative D. Larger aircraft using DVO typically have limitations on their operating capabilities at DVO such as being limited below their full payload of passengers, cargo, or fuel, especially during takeoff, similar to the limitations on the critical aircraft for DVO.

It is possible that certain pilots who use one size of aircraft at DVO now, could choose to use larger aircraft in the future, if the runway extension is implemented. However, it is more likely that the aircraft fleet mix at DVO accurately reflects the local economic demand for aviation activity, including aviation user choices regarding their preferred size of aircraft. This is because those aviation users who prefer using DVO but require larger aircraft, can already access DVO under current conditions by reducing their payload or fuel.

³ FAA Aerospace Forecasts at [www.faa.gov/about/office org/headquarters offices/apl/aviation forecasts/](http://www.faa.gov/about/office_org/headquarters_offices/apl/aviation_forecasts/)

There are other airport facilities throughout the Bay Area region and since the availability of air service is not frequently cited as a constraint to the development of new housing or commercial areas, the extension of the runway would not be considered an action that would remove a significant constraint to regional development. The Proposed Project would not involve additional expansion or extension of infrastructure facilities or roadways that could induce unplanned growth adjacent to DVO. Thus, the Proposed Project is not anticipated to induce additional growth on vacant industrially zoned land near the airport or other developable land in the region.

5.3 SIGNIFICANT, IRREVERSIBLE, ENVIRONMENTAL CHANGES

CEQA Guidelines §15126.2(c)⁴ require that an EIR identify any significant irreversible changes to the physical environment that would result from a proposed project. Such changes typically include the irreversible commitment of non-renewable resources. Construction activity would result in consumption of natural resources such as water, sand, gravel, and fill material. In addition fossil fuel will be consumed by construction equipment. However, due to the amount of resources required, and the fact that these resources are locally available and not in short supply, this impact is not considered to be significant. Therefore, the Proposed Project does not have the potential to cause significant, irreversible, environmental changes.

⁴ Title 14, California Code of Regulations, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act.

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