

5.14 FARMLAND

The *Farmland Protection Policy Act* (FPPA) of 1981 (7 U.S.C § 4201-4209) was enacted to minimize the extent to which Federal programs contribute to unnecessary and irreversible conversion of farmland to non-agricultural uses. Prime farmland is defined as land that possesses the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides, and labor, without intolerable soil erosion. Unique farmland is considered land other than prime farmland that is used for the production of specific high-value food and fiber crops.

5.14.1 EXISTING CONDITIONS: 2006

The Detailed Study Area contains approximately 126 acres of undeveloped land located to the southwest of existing Runway 10R/28L (see **Exhibit 5.14-1, *Undeveloped Land in the Detailed Study Area***). The undeveloped land is bisected by Stelzer Road. The United States Geological Survey (USGS) identifies a portion of this area as former Air Force Plant 85. The area is currently not being used for agricultural purposes.

5.14.2 FUTURE CONDITIONS: 2012 AND 2018

The environmental consequences of implementing the Sponsor's Proposed Project or its alternatives are provided for both 2012 and 2018 conditions.

The proposed development alternatives would have an impact on soils by converting undeveloped land. However, there is a general absence of farms and farmland in the area due to the urbanization present in the vicinity of the Port Columbus International Airport (CMH or Airport), as well as the zoning and land use ordinances enacted by the local units of government. Local development plans, in conjunction with city and county zoning ordinances, have already committed the areas for airport and other urban development.

In accordance with the FPPA, a request was made to determine whether the land that would potentially be impacted by the Sponsor's Proposed Project or its alternatives were considered to be prime or unique farmlands. The Federal Aviation Administration (FAA) initiated coordination on August 10, 2007 with the Natural Resources Conservation Service (NRCS) regarding the runway development alternatives at CMH. See Appendix L, *Farmlands*. The NRCS responded on September 28, 2007 with the determination that "there are no Prime, Unique or Locally Important Farmland soils within the project area because the area is considered, by definition, to be urbanized."¹

¹ Appendix L, United States Department of Agriculture, Farmland Conversion Impact Rating, Form AD-1006.

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Environmental Impact Statement
Port Columbus International Airport



FINAL
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Farmland in the Detailed Study Area.mxd

Undeveloped Land in the Detailed Study Area

Exhibit:
5.14-1

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