

5.3 SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

This section assesses the potential socioeconomic impacts, environmental justice impacts, and children's environmental health and safety risks that would occur as a result of implementing the Sponsor's Proposed Project or its alternatives.

5.3.1 SOCIOECONOMIC IMPACTS

Socioeconomic impacts are assessed to determine the effect that the proposed airport development would have on the social and economic fabric of the surrounding communities. The types of socioeconomic impacts that typically arise from airport development are:

- Extensive relocation of residents without the availability of sufficient replacement housing;
- Extensive relocation of community businesses that would create severe economic hardship for the affected communities;
- Disruptions of local traffic patterns that would substantially reduce the levels of service of the roads serving the airport and its surrounding communities; and
- A substantial loss in community tax base.

The following analyzes the impacts that the Sponsor's Proposed Project and its alternatives would have with respect to the above factors.

5.3.1.1 Relocation of Residences

Implementation of the Sponsor's Proposed Project would result in the acquisition and conversion of residential properties to Airport property. The properties required for the proposed relocated runway are located west of the Port Columbus International Airport (CMH or Airport) within a neighborhood of the City of Columbus, generally referred to as East Columbus. The proposed area of residential acquisition has been identified and is discussed in Section 5.3.1.1.2, *Future Conditions: 2012*. The following text discusses the existing conditions and the project alternatives.

5.3.1.1.1 EXISTING CONDITIONS: 2006

The Airport is surrounded by many different types of land uses including industrial, commercial, residential, vacant, and interstate transportation infrastructure. The closest residential neighborhood to the project area is located southwest of the Airport in an area commonly referred to as the East Columbus Neighborhood. For the purposes of identifying the boundaries for assessing potential impacts, the Neighborhood is bounded on the south by East 5th Avenue, by Cassady Avenue and Johnstown Road on the west, by East 13th Avenue on the north, and by Airport property and Krumm Park on the east. This area includes approximately

750 homes and apartments. Most of the single-family homes were built between 1910 and 1960 and are a combination of owner-occupied and rental properties. **Exhibit 5.3-1, Assessment Area of East Columbus Neighborhood** shows the location of this Neighborhood in relationship to the Airport.

5.3.1.1.2 FUTURE CONDITIONS: 2012

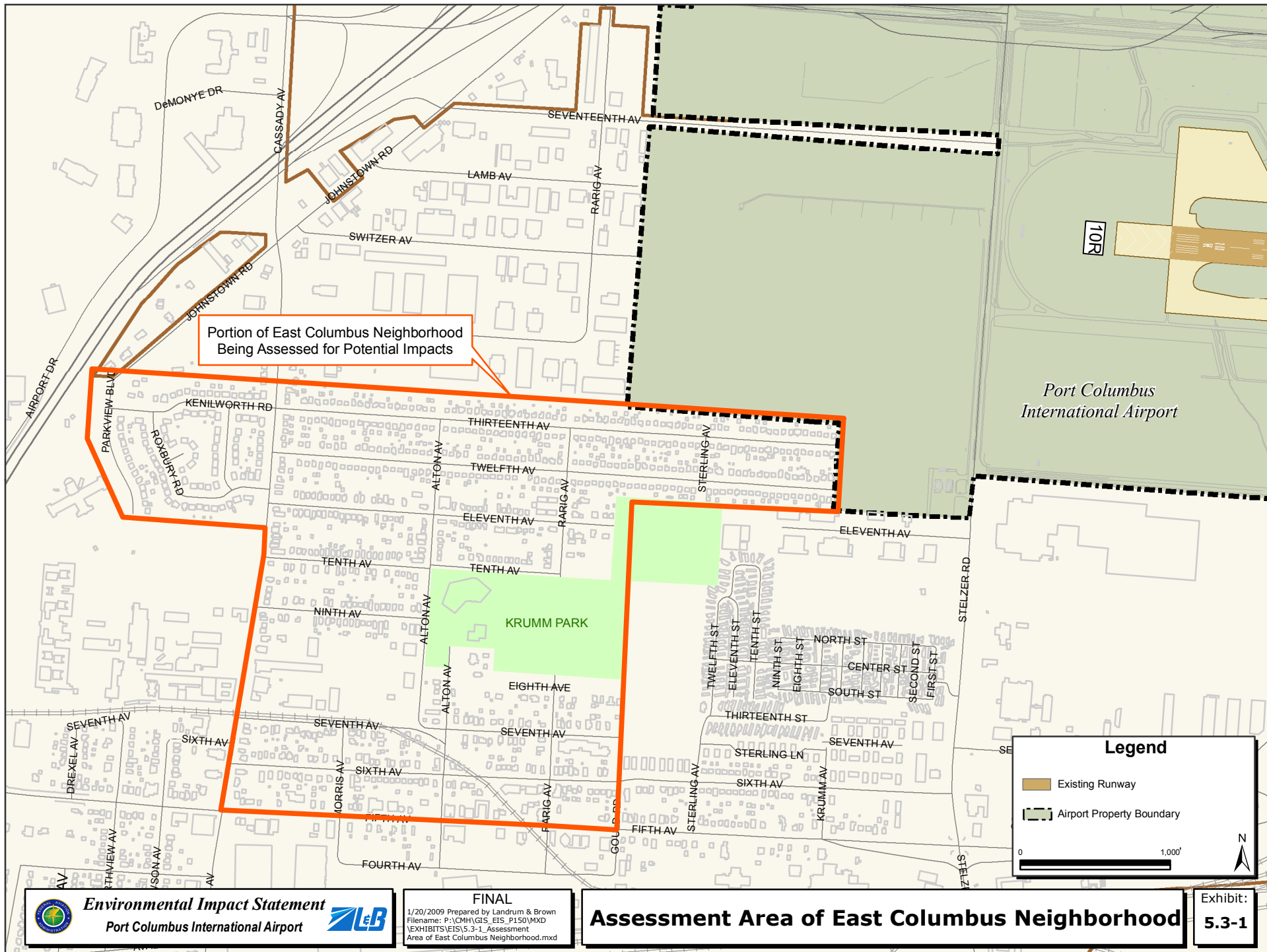
Implementation of the various alternatives being evaluated would require acquisition and relocation of several properties in the East Columbus Neighborhood in order to comply with Federal Aviation Administration (FAA) guidance regarding Runway Protection Zones (RPZs). According to FAA Advisory Circular (AC) 150/5300-13, paragraph 212, *Runway Protection Zone*, the airport owner must control the RPZ. This includes clearing the RPZ of incompatible land objects and property. Paragraph 212 (a)(2)(b) states: "Land uses prohibited from the RPZ are: residences and places of public assembly. (Churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons typify places of public assembly.)" For each alternative, the minimum number of homes to be acquired for the RPZ is discussed. It is recognized that acquisition of the minimum area would create 'holes' in the streetscape that could reduce neighborhood continuity. In an effort to reduce the potential disruption of a portion of the Neighborhood, recommendations for additional acquisition areas are provided as part of the mitigation commitments.

Alternative A: 2012 No Action

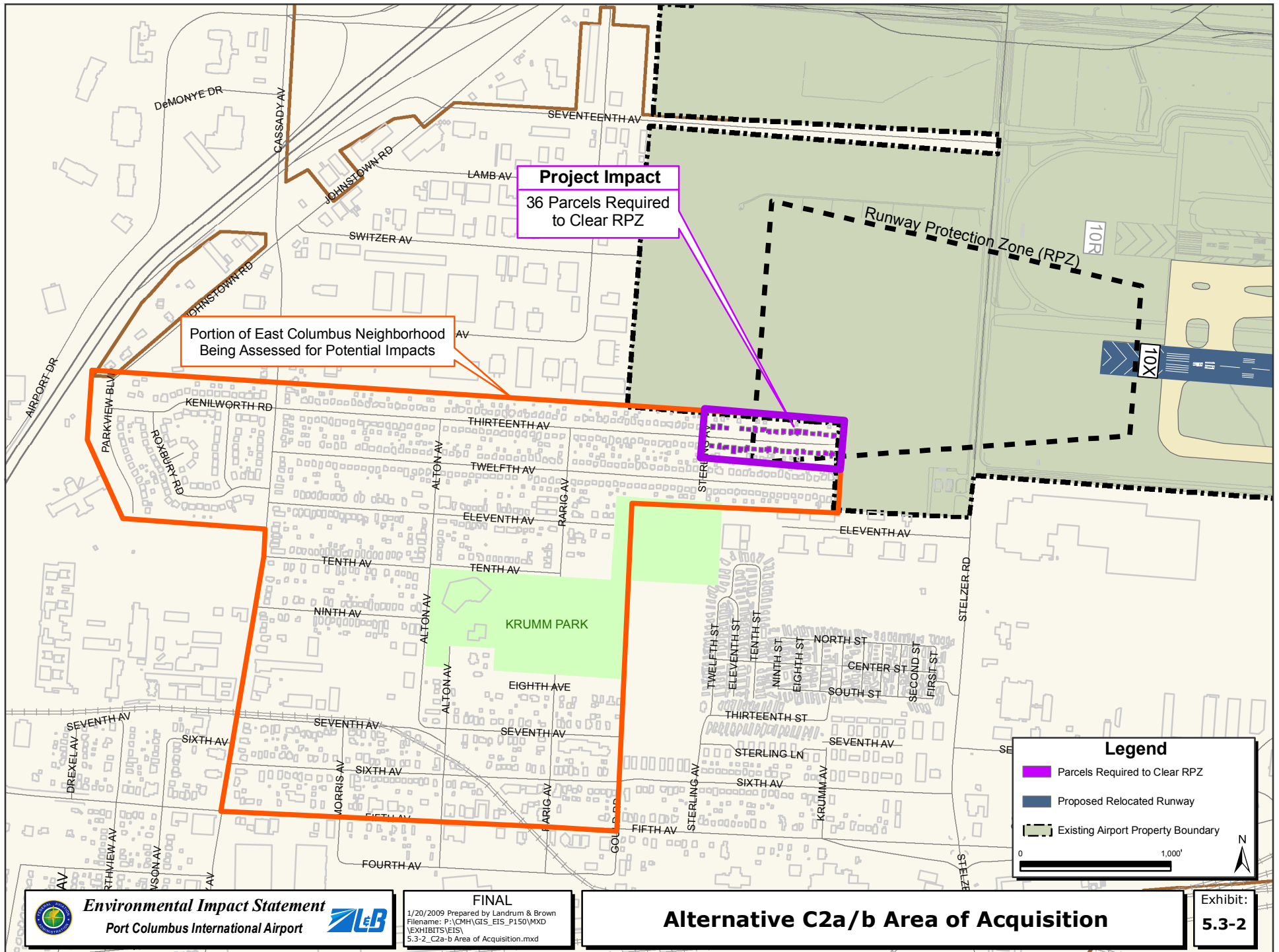
Because the No Action Alternative would not result in further development, the acquisition and relocation of residences would not be required.

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 require the acquisition of 36 residential properties for clearing the RPZ and vacating a portion of East 13th Avenue east of Sterling Avenue. **Exhibit 5.3-2, Alternative C2a/b Area of Acquisition** shows the properties that would be acquired as a result of implementing this alternative. As shown on the map, these 36 properties are the eastern most properties on the street and are bounded by Airport property on two sides. The acquisition and relocation of the residents from these 36 properties is considered an impact of this alternative. Appendix G, *Proposed Property Acquisition*, Table G-1, *Property Identified for Acquisition*, provides a list of all properties that would be acquired for this alternative with the tax parcel number, street address, existing land use, and acreage for each parcel, as well as documentation of outreach that was conducted with the owners and residents of the properties.



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A negotiated purchase program would be offered to the 36 properties in this area. A negotiated purchase program is the purchase of real property through negotiation (i.e., the offer of fair market value) and involves the payment of relocation assistance and moving expenses, which is consistent with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (49 CFR Part 24). A discussion of the racial and income characteristics of this area are included in Section 5.3.2, *Environmental Justice*. The acquired property would be converted to open space, which is a land use that is compatible with RPZs. If a negotiated purchase agreement cannot be reached with a property owner, the Columbus Regional Airport Authority (CRAA) could use eminent domain to gain ownership of the properties.

Stormwater Detention Basin: One entrance driveway and 24 parking spaces associated with the 94th 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.

Mitigation Commitments: Mitigation for this alternative includes providing relocation assistance to the residents of these properties.

Relocation Assistance

In support of the analysis in this EIS, an assessment of the availability of comparable replacement housing was conducted. The CRAA will prepare a formal relocation plan after the FAA issues a Record of Decision on this project. As a result of implementing Alternative C2a, residents eligible for relocation benefits would include those occupying the 35 residential units (one lot is vacant) being acquired for clearing the proposed Runway 10R/28L RPZ. The relocation plan would address any special needs of the residents being relocated, including low income households, concentrations of minority populations, and elderly and disabled persons. Relocation assistance would be provided for residents in full compliance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (49 CFR Part 24).

Based on the replacement housing assessment, approximately 26 percent of the properties in the acquisition area are owner-occupied properties with the average market price of residential units west of the Airport being \$44,580 to \$64,000.¹ A real estate market survey showed that sufficient housing exists in Franklin County to accommodate the proposed relocation of the owner-occupied homes. During the summer of 2007 in Franklin County there were approximately 44 two-bedroom/one-bath homes on the market with an average price of \$56,400, 158 three-bedroom/one-bath homes on the market with an average price of \$67,223, and 15

¹ Port Columbus International Relocation Plan, August 2007, THC, Inc.

four-bedroom/one-bath homes on the market with an average price of \$73,490. **Table 5.3-1** summarizes this information. The selected communities have housing types that are comparable to that of the housing in the East Columbus area and dwellings that would meet the requirement of 49 CFR Part 24, that replacement housing be decent, safe, and sanitary.² For more information on the survey methodologies and results, see Appendix H, *Preliminary Relocation Plan*.

**Table 5.3-1
NUMBER OF COMPARABLE SINGLE-FAMILY RESIDENTIAL UNITS
AVAILABLE IN SELECT* FRANKLIN COUNTY REAL ESTATE MARKETS
Port Columbus International Airport**

Size of Dwelling	4 Bedroom/ 1 Bath	3 Bedroom/ 1 Bath	2 Bedroom/ 1 Bath
Homes available	15	158	44
Avg. Square Feet (Heated)	1,378	1,152	919
Average Listing	\$73,490	\$67,223	\$56,400

* Selected markets included Multiple Listing Service areas 11, 14, 41, and 61 in Franklin County.

Source: *Port Columbus International Relocation Plan*, August 2007, THC, Inc.

Due to the large number of rental properties in the proposed acquisition area, single-family rental properties were also surveyed. The identification of single-family rental properties is more of a challenge than identifying single-family houses for sale because there is much less data available for locations of rental properties as compared to the sales data for single-family homes. However, the survey of replacement housing did identify average rental rates and ranges in the proposed acquisition area and for nearby communities.

Unlike owner-occupied housing where a negotiated purchase program is offered, tenant-occupants would be offered rental assistance payments based on either a comparison of market rents or on an income basis. The first method is based on a calculation of the market rent at comparable replacement dwellings minus the actual rent that the tenants are paying in the acquisition area on East 13th Avenue. Section 204 (a) of the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (49 CFR Part 24) states that "Such payment shall consist of the amount necessary to enable such person to lease or rent for a period not to exceed 42 months, a comparable replacement dwelling." The second method is applied to low income households as defined by the Department of Housing and Urban Development (HUD) Public Housing programs, where rental assistance payments are computed to assure that the replacement dwelling rent does not exceed 30 percent of the household's monthly gross income.

² See Appendix I, for more information on what is considered decent, safe, and sanitary as defined in 49 CFR Part 24.

Based on the available information at the time the survey was completed (August 2007), average rental rates for the proposed acquisition area and for comparable areas was prepared. The findings of this analysis are summarized in **Table 5.3-2**. The average rent supplement is expected to range from \$6,720 to \$9,954, which would exceed the statutory limits for assistance payment under the *Uniform Relocation Assistance and Real Property Acquisition Policies Act*. In general, lower rental rates in the proposed acquisition area are a result of the homes being older and smaller than the majority of other rental properties in nearby areas. It is not uncommon for smaller properties to require higher rent supplement payments because there are no other houses as small as the subject properties.

**Table 5.3-2
AVERAGE RENT SUPPLEMENT PAYMENT
Port Columbus International Airport**

Size of Comparable Dwelling	4 Bedroom/ 1 Bath	3 Bedroom/ 1 Bath	2 Bedroom/ 1 Bath
Comparable Neighborhoods Average Rent/Month	\$1,225	\$900	\$725
Acquisition Area Average Rent	\$988	\$716	\$565
Difference between Comparable Rents and Acquisition Area Rents	\$237	\$184	\$160
Average Rent Supplement Payment (42 month maximum)*	\$9,954	\$7,728	\$6,720

Source: *Port Columbus International Relocation Plan*, August 2007, THC, Inc.

In cases where tenant-occupied rent supplements are expected to exceed the statutory limits, housing of last resort procedures must be considered and applied as necessary to provide comparable replacement housing. 49 CFR Part 24 § 206 (a) of the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* deals with housing of last resort and states that:

If a program or project undertaken by a Federal agency or with Federal financial assistance cannot proceed on a timely basis because comparable replacement dwellings are not available, and the head of the displacing agency determines that such dwellings cannot otherwise be made available, the head of the displacing agency may take such action as is necessary or appropriate to provide such dwellings by use of funds authorized for such project. The head of the displacing agency may use this section to exceed the maximum amounts which may be paid under sections 203 and 204 on a case-by-case basis for good cause as determined in accordance with such regulations as the head of the lead agency shall issue.

Therefore, based on the data currently available, it is likely that tenant-occupant rent supplement payments will routinely go into housing of last resort. The CRAA has committed to provide rent supplement payments beyond the maximum allowable amount on a case-by-case basis for eligible residents.

Based on the number of homes being recommended for acquisition and the number of residents being relocated, it is anticipated that the relocation program could be completed in 12 to 24 months. Relocation would be complete prior to opening of the runway for air traffic, which would conform to the requirements of 49 CFR Part 24 that call for an orderly and humane relocation process.

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 and, in addition, the implementation of the operational recommendations of the 2007 Part 150 Noise Compatibility Study (2007 Part 150 Study).³ The implementation of the operational recommendations of the 2007 Part 150 Study would not alter the location of the RPZ. Therefore, the potential impacts would be the same as described for Alternative C2a.

Alternative C3a:

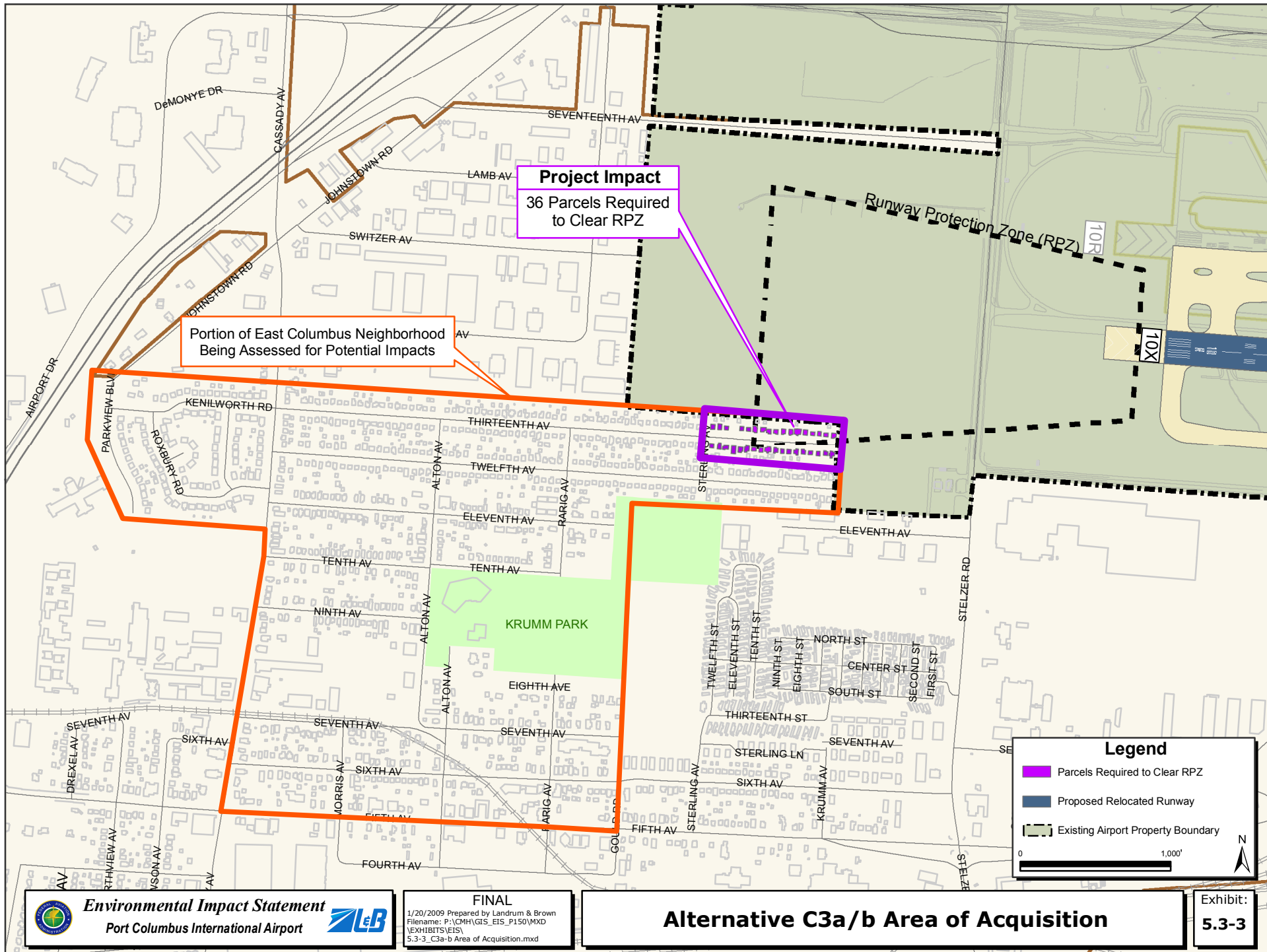
2012 Relocate Runway 10R/28L 702 Feet to the South – Noise Abatement Scenario A

The construction of replacement Runway 10R/28L 702 feet to the south of existing Runway 10R/28L would result in the acquisition of the same 36 residential properties for clearing the RPZ and vacating East 13th Avenue, as discussed for Alternative C2a. **Exhibit 5.3-3, Alternative C3a/b Area of Acquisition** shows the properties that would be acquired as a result of implementing this alternative. The properties are located east of Sterling Avenue on East 13th Avenue. The acquisition and relocation of the residents from these 36 properties is considered an impact of this alternative. Appendix G, Table G-1, provides a list of all properties that would be acquired for this alternative with the tax parcel number, street address, existing land use, and acreage for each.

A negotiated purchase program would be offered to the 36 properties in this area. A negotiated purchase program is the purchase of real property through negotiation (i.e., the offer of fair market value) and would involve the payment of relocation assistance and moving expenses, consistent with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (49 CFR Part 24). A discussion of the racial and income characteristics of this area are included in Section 5.3.2 *Environmental Justice*. The acquired property would be converted to open space, which is a land use that is compatible with RPZs. If a negotiated purchase agreement can not be reached with a property owner, the CRAA could use eminent domain to gain ownership of the properties.

Mitigation Commitments: Mitigation for this alternative includes providing relocation assistance to the residents of these properties.

³ 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.



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Relocation Assistance

Relocation assistance for all residents in the acquisition area would be provided for residents in full compliance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (49 CFR Part 24). Based on the number of homes being recommended for acquisition and the number of residents being relocated, it is anticipated that the relocation program could be completed in 12 to 24 months.

Relocation would be complete prior to opening of the runway for air traffic, which would conform to the requirements of 49 CFR Part 24 that call for an orderly and humane relocation process.

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, and, in addition, the implementation of the operational recommendations of the 2007 Part 150 Study. The implementation of the operational recommendations of the 2007 Part 150 Study would not alter the location of the RPZ. Therefore, the potential impacts would be the same as described for Alternative C3a.

5.3.1.1.3 FUTURE CONDITIONS: 2018

The potential environmental impacts as a result of the implementation of the Sponsor's Proposed Project and its alternatives are also provided for 2018, the anticipated opening year of the first phase of the proposed passenger terminal. Because the implementation of the proposed passenger terminal would not change the location of the RPZ and would not result in any additional residential acquisition, the impacts described under Section 5.3.1.1.2, *Future Conditions: 2012*, for each alternative would remain the same for 2018.

5.3.1.2 Relocation of Businesses

Implementation of the Sponsor's Proposed Action or its alternatives would result in impacts to businesses, some of which are located off-Airport. The potentially impacted businesses are located south and east of the Airport and are discussed in Section 5.3.1.2.2, *Future Conditions: 2012*. The following text discusses the existing conditions.

5.3.1.2.1 EXISTING CONDITIONS: 2006

The Airport is surrounded by many different types of land uses, including industrial, commercial, residential, vacant, and interstate transportation infrastructure. The areas to the south, east, and west of the Airport have the greatest potential for being impacted by the project. There are no businesses to the east of the Airport in the area where physical changes would occur as a result of the project. To the south of the Airport, there are two major businesses: Seven-up Bottling Group of

Columbus and the Columbus International Aircenter (which offers direct airfield access to various airline maintenance businesses and warehousing/distribution for businesses not requiring airfield access). To the east of the Airport, there is the Airport Golf Course, a cement plant, a storage facility business, and Hangar #3, which is owned by the CRAA and leased to NetJets. **Exhibit 5.3-4, Existing Businesses** shows the location of these businesses in relationship to the Airport.

5.3.1.2.2 FUTURE CONDITIONS: 2012

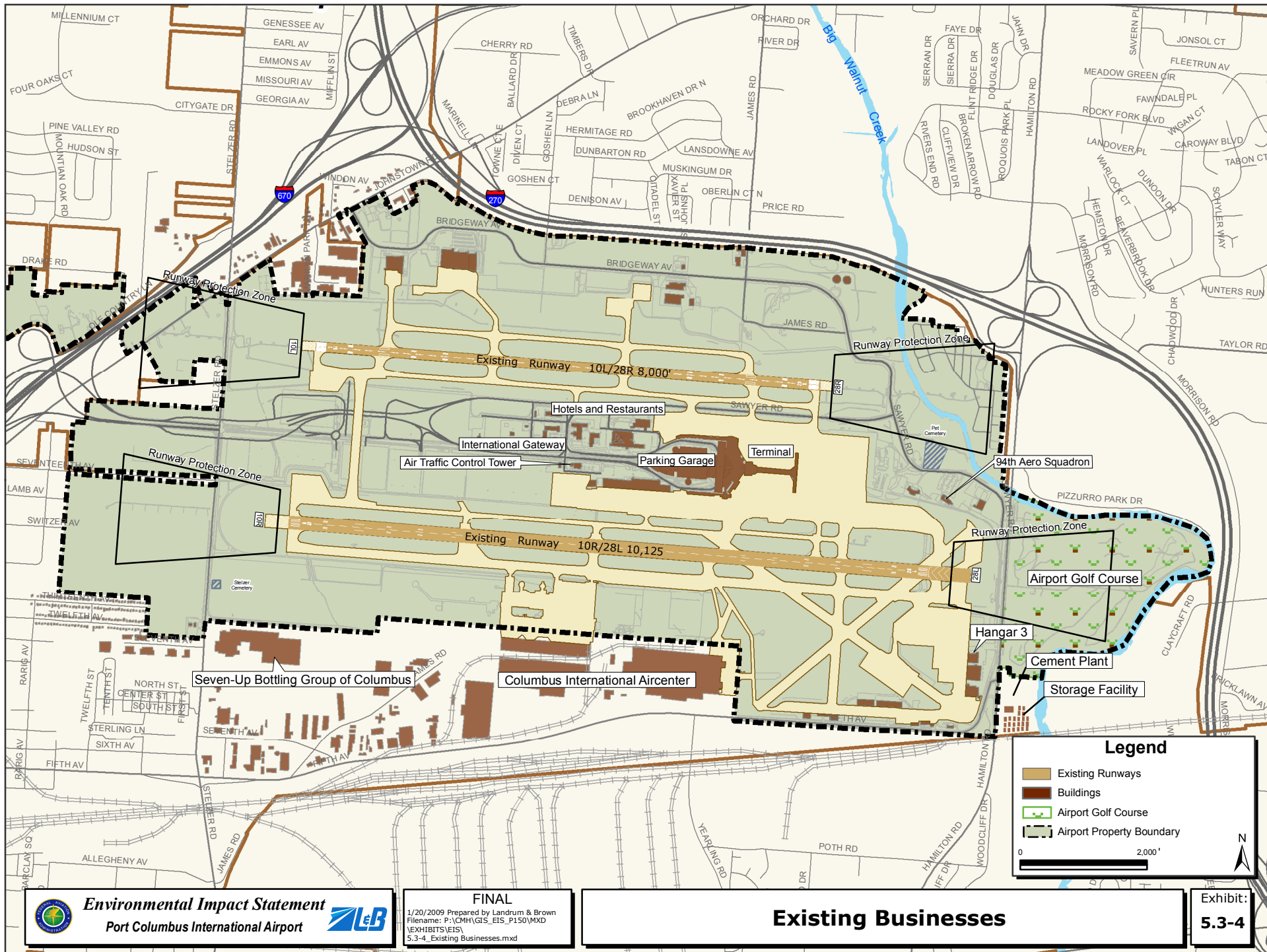
The following sections describe the potential impacts to businesses as a result of implementing the Sponsor's Proposed Project or its alternatives.

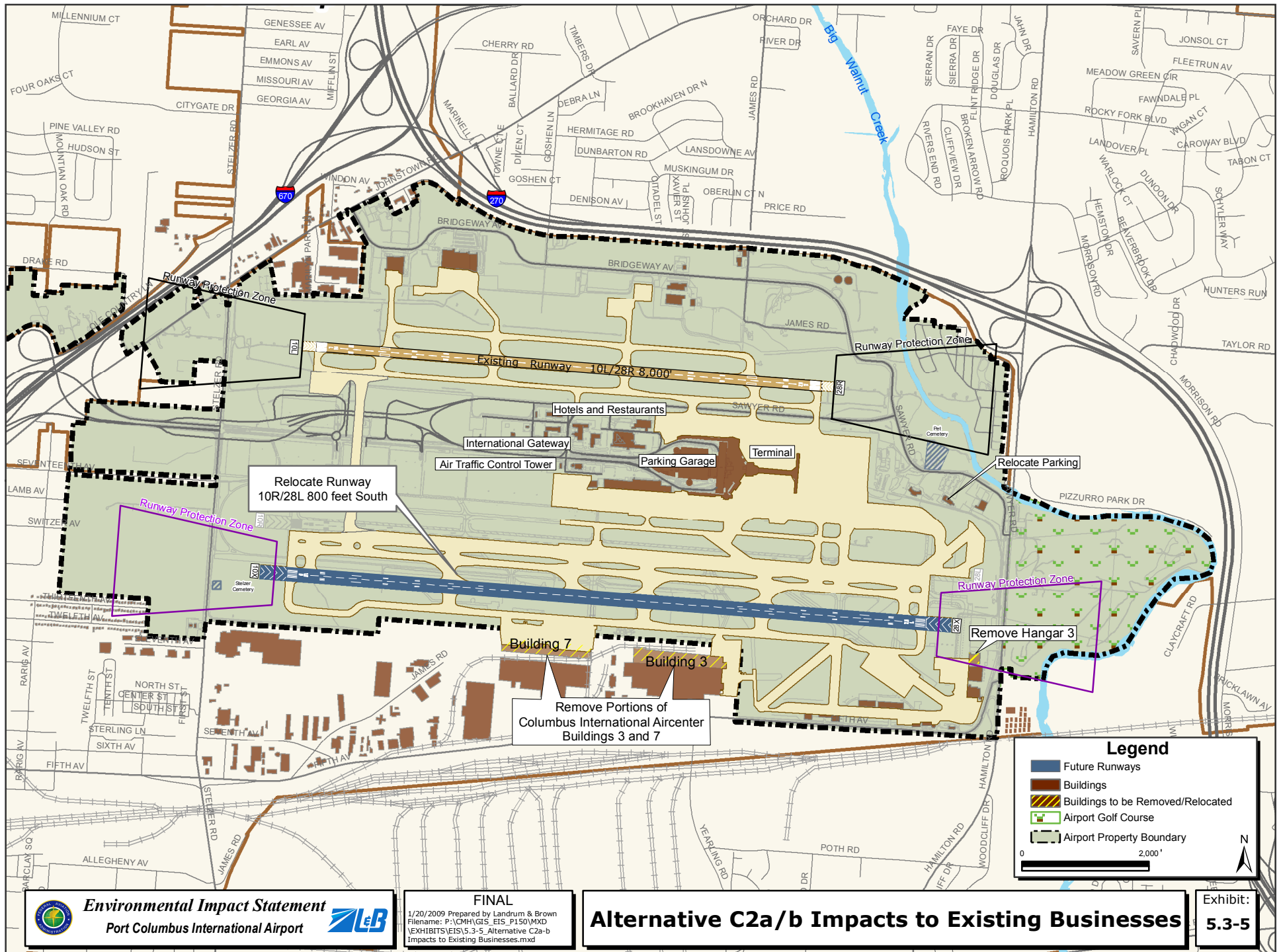
Alternative A: 2012 No Action

Because the No Action Alternative would not result in further development, the relocation of businesses would not be required.

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

To be in compliance with FAA safety and height restrictions the construction of a replacement Runway 10R/28L 800 feet to the south of existing Runway 10R/28L would require the acquisition and demolition of portions of the Columbus International Aircenter (specifically Building 7 and the northern portion of Building 3). **Exhibit 5.3-5, Alternative C2a/b Impacts to Existing Businesses** shows the location of the building acquisition and demolition that would occur as part of this alternative. The tenants of Building 7, which currently include American Eagle Airlines, Chautauqua Airlines, Mesa Airlines, and Million Air, could be relocated to other sites in the south airfield. Building 3, which is primarily leased to Value City Department Stores and Northwest Airlines, would be reduced in size by approximately 250,000 square feet (30 percent of the total).





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Alternative C2a/b Impacts to Existing Businesses

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It is likely that the reduction in space would require Value City Department Stores to relocate all or part of the warehouse function to another location. Because warehousing generally relies on centralized sites with maximum space available, it is assumed that the entire warehouse would relocate to a facility of the same size or larger, and not split the operation. A review of the warehousing market in Franklin County finds that there are sufficient replacement warehouses available to accommodate this relocation. Due to the availability of replacement warehouse facilities in Franklin County, it is not anticipated that a significant adverse impact to employment would be expected. The portion of the building that would be removed would include the entire operation for Northwest Airlines. This use could also be accommodated on other areas of the airfield.

The Airport Golf Course, located east of the Airport, would be impacted by the relocation of Runway 10R/28L 800 feet to the south. The approach lighting system to the existing Runway 28L, which currently is located in the golf course, would be shifted 800 feet to the south and cause reconfiguration of at least nine holes due to FAA requirements regarding the location of greens, tees, or fairways in proximity to the approach lights. Specific guidance from FAA states that:

- Golf holes may not be located between the new Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) nor will golf shots be allowed between the new light towers;
- Golf shots will be played away from or toward the lights but not over them; and
- Golf activities should not be closer than 20 feet to the MALSR light lane.⁴

During re-construction of the golf course, it is the desire of both the CRAA and the City of Columbus to maintain a minimum of nine holes. The feasibility of this will be further analyzed and determined during the design phase of the project. The re-construction is anticipated to occur over an 18 month period, and at the end, the golf course would return to an 18-hole facility. It is anticipated that during construction, there would be temporary economic impacts to the golf course due to reduced greens fees. As a result, the golf course may choose to reduce the number of staff employed at the golf course. However, these would be temporary impacts that would be corrected after the full course reopens. Because the Airport Golf Course is a public recreation facility, a Department of Transportation 4(f) evaluation is being completed (see Section 5.7, *Department of Transportation Section 4(f) Lands*).⁵

Mitigation Commitments: Mitigation for this alternative includes offering relocation assistance to displaced businesses and reconfiguring the Airport Golf Course.

⁴ See Appendix I, *Airport Golf Course*, for copies of correspondence on this issue.

⁵ See Appendix N, *Department of Transportation 4(f) Coordination*, for copies of correspondence on this issue.

Relocation Assistance

As a result of implementing Alternative C2a, a number of businesses would be relocated. Where applicable, impacted businesses would be provided relocation assistance in compliance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (49 CFR Part 24).

Airport Golf Course Reconfiguration

The CRAA owns the land where the Airport Golf Course is located and leases it to the City of Columbus, Recreation and Parks Department, to manage the course. As a result of coordination with the City of Columbus, the CRAA has developed a plan for reconfiguring the golf course that would accommodate the approach lighting system in accordance with FAA guidelines and would ultimately return the golf course to an 18-hole facility. The CRAA would reconfigure the Airport Golf Course to insure that it returns to a comparable 18-hole facility. The CRAA and City of Columbus have negotiated an agreement regarding how this process would occur. That agreement has been memorialized in a Memorandum of Understanding, which was fully executed on December 10, 2008 (see Appendix I, *Airport Golf Course*). The anticipated cost of reconfiguring the golf course is estimated to be approximately \$2 million, which the CRAA has committed to fund.

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, and, in addition, implementation of the operational recommendations of the 2007 Part 150 Study. The implementation of the operational recommendations of the 2007 Part 150 Study would not alter the location of the RPZ. Therefore, the potential impacts would be the same as described above for Alternative C2a.

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 require the acquisition or demolition of any businesses. Minor building modifications (removal of an unused tower on the top of Building 7) to the Columbus International Aircenter would occur, but no businesses would be displaced or reduced in size.

The Airport Golf Course, located east of the Airport, would be impacted by the relocation of Runway 10R/28L 702 feet to the south. The impact to the golf course would be generally the same under this alternative as was described for Alternative C2a (see Alternative C2a above for a complete discussion of the impacts).

Mitigation Commitments: Mitigation for this alternative includes reconfiguring the Airport Golf Course.

Airport Golf Course Reconfiguration

As discussed above under Alternative C2a, the CRAA has committed to reconfiguring the Airport Golf Course and to work with the City of Columbus to identify other initiatives that may be put in place during the construction period to help offset the reduction in revenue.

Alternative C3b:

2012 Relocate Runway 10R/28L 702 Feet to the South – Noise Abatement Scenario B

Alternative C3b includes the same relocation of Runway 10R/28L 702 feet to the south as Alternative C3a, and, in addition, the implementation of the operational recommendations of the 2007 Part 150 Study. The implementation of the operational recommendations of the 2007 Part 150 Study would not alter the location of the RPZ. Therefore, the potential impacts would be the same as described for Alternative C3a.

5.3.1.2.3 FUTURE CONDITIONS: 2018

The environmental consequences of the Sponsor's Proposed Project (Alternative C3b) and its alternatives are provided for 2018. 2018 represents the anticipated opening year of the first phase of the proposed passenger terminal. Because the implementation of the proposed passenger terminal would not change the location of the RPZ and would not result in any additional impacts to existing businesses, the impacts described under Section 5.3.1.2.1, *Future Conditions: 2012*, for each alternative would remain the same for 2018.

5.3.1.3 Disruptions of Local Traffic Patterns

FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, states that an Environmental Impact Statement (EIS) should determine if disruptions of local traffic patterns, that would substantially reduce the levels of service of the roads serving the Airport and its surrounding communities, would occur as a result of implementing the Sponsor's Proposed Project or its alternatives. For the project being assessed in this EIS, there is one proposed minor modification to an off-Airport roadway. This modification is the realignment of Stelzer Road south of International Gateway and north of Eleventh Avenue. Stelzer Road would be shifted to the west approximately 50 feet to accommodate the approach lighting system. Both alternatives that include the runway relocation (C2a/b and C3a/b) would

include this modification. The only difference between the two alternatives is the location of the roadway shift. **Exhibit 5.3-6, *Potential Stelzer Road Realignments*** shows the location of the proposed Stelzer Road realignment for both alternatives. This shift in the road would result in occasional disruptions to traffic during construction, which is anticipated to be less than six months. After the realignment, no impacts to traffic service would be expected. Therefore, there would be no significant disruption of local traffic patterns as a result of implementing the Sponsor's Proposed Project or its alternatives in either the 2012 or the 2018 conditions.

5.3.1.4 Substantial Loss in Community Tax Base

FAA Order 1050.1E states that an EIS should determine if a substantial loss in community tax base would occur as a result of implementing the Sponsor's Proposed Project or its alternatives.

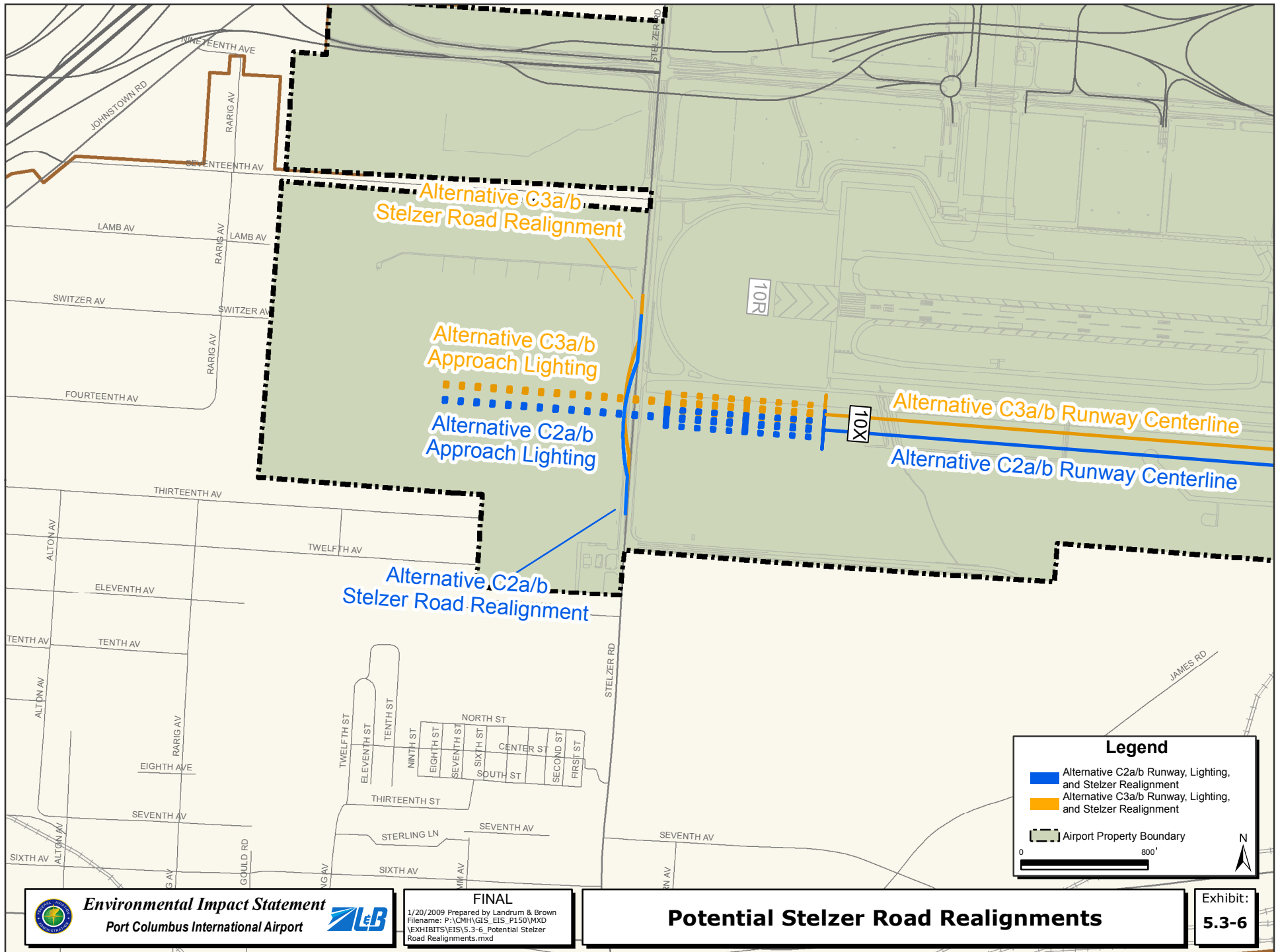
As noted in the preceding sections, the implementation of the Sponsor's Proposed Project or its alternatives would result in the acquisition of property and the temporary disruption and relocation of some local businesses. These impacts would affect the local tax base for Franklin County and the City of Columbus, in some cases causing a reduction in the amount of tax revenue that would be collected. Tax impacts that were assessed included the following:

- Loss of property tax revenue from properties that would be acquired as a result of one of the proposed alternatives;
- Loss of income tax revenue from businesses that are temporarily disrupted as a result of one of the proposed alternatives; and
- Increase in income tax revenue as a result of new jobs created by the project.

In 2006, Franklin County collected approximately \$360,173,000 in property taxes⁶ and the City of Columbus collected approximately \$496,245,000 in income taxes.⁷ In order to assess the potential loss of property tax revenue and income tax revenue, it is necessary to understand the elements of each alternative that would remove homes, businesses, or reduce workforce. For the 2012 Alternatives C2a/b, it is estimated that there would be a loss of \$127,760 in property tax revenue collected by Franklin County and \$4,996 in income tax collected by the City of Columbus due to the acquisition and removal of homes and businesses. The 2012 Alternatives C3a/b do not require the acquisition of businesses, but would result in the same number of homes being acquired as Alternatives C2a/b. Losses in property tax revenues for these alternatives are estimated to be \$24,432 and losses in income tax are estimated to be \$4,996. In each of these alternatives, the

⁶ *Comprehensive Annual Financial Report for the Fiscal Year Ending December 31, 2006, 2007, Franklin County, Ohio.*

⁷ *Ohio, Comprehensive Annual Financial Report for the Fiscal Year Ending December 31, 2006, 2007, City of Columbus.*



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Potential Stelzer Road Realignments

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Airport Golf Course would be reconfigured as a result of relocating the runway. During re-construction of the golf course, it is the desire of both the CRAA and the City of Columbus to maintain a minimum of nine holes. The feasibility of this will be further analyzed and determined during the design phase of the project.

There would likely be reductions in staff and sales receipts during reconfiguration; however, losses in sales tax or income tax revenue would be minimal and temporary. Increased employment in construction due to the project would likely offset any decrease in income tax revenue. These reductions in tax revenue represent a small percentage of the annual tax revenue for Franklin County and the City of Columbus.

For the 2018 alternatives C2a/b and C3a/b, the impacts associated with the acquisition of homes, businesses, and the Airport Golf Course would remain the same as described for 2012. However, because the 2018 alternatives include a new passenger terminal, these alternatives result in temporary increases in construction related jobs. In addition, permanent new jobs in food service, concessions, parking, and security at the new terminal would be created. It is estimated that in 2018, when Phase 1 of the terminal is anticipated to be operational, an additional \$158,400 in annual income tax would be generated for the City of Columbus.

5.3.2 ENVIRONMENTAL JUSTICE

On February 11, 1994, the President of the United States signed Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*. Executive Order 12898 requires all Federal agencies to address disproportionate and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations. The Executive Order also directs Federal agencies to incorporate environmental justice as part of their overall mission by conducting their programs and activities in a manner that provides minority and low-income populations an opportunity to participate in agency programs and activities.

The U.S. Department of Transportation and the White House Office of Environmental Justice define minority as "individuals who are Black/African-American, Hispanic, Asian, Pacific Islander, American Indian, Eskimo, Aleut, or other non-white persons". The Office of Environmental Justice indicates that for populations to be considered as a minority, the minority composition should either exceed 50 percent, or be greater than the minority population percentage in the general population of the geographic area under analysis. The appropriate unit of geographic analysis may be a governing body's jurisdiction, a neighborhood, a census tract, or other similar unit.

The Executive Order relates to requirements in Title VI of the *Civil Rights Act of 1964* (Title VI), the *National Environmental Policy Act* (NEPA), the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (49 CFR Part 24), and other applicable statutes and regulations. Title VI provides that no person will, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition, be excluded from participation in, be denied the benefits of,

or be otherwise subject to discrimination under any program of the Federal, state, or local government. Title VIII of the *1968 Civil Rights Act* guarantees each person equal opportunity in housing.

FAA Order 1050.1E provides guidance for the preparation of environmental justice analysis in support of an EIS. Section 16.2a (1) of the Order states that EISs should discuss the significant impact that a project would cause, then identify affected populations. If a significant impact would affect low income or minority populations at a disproportionately higher level than it would other population segments, an environmental justice issue is likely. Based on a review of the direct and indirect effects and the population characteristics of the area around the Airport, there was one impact category (noise) where significant impacts would occur. The significant noise impacts will be assessed for disproportionately high impacts to minority and low-income populations. The proposed relocation of residents on East 13th Avenue was also identified as a non-significant impact, but because of the nature of the impact and its location, it will also be assessed for disproportionately high impacts to minority and low-income populations.

For purposes of assessing potential environmental justice issues related to significant noise impacts, the census blocks that generally represent the 65 Day-Night Average Sound Level (DNL) noise contour for the No Action Alternative are used as the base geographical unit for comparison with the 65 DNL noise contours and the area of significant noise increases for each of the alternatives. For purposes of assessing the residential relocation impacts, the census blocks that generally represent the East Columbus Neighborhood⁸ are used as the base geographical unit for comparison with the proposed acquisition area.

5.3.2.1 Existing Conditions: 2006

In order to quantify the potential environmental justice impacts associated with the Sponsor's Proposed Project and its alternatives, a demographic breakdown of the potentially affected population was prepared.⁹ **Table 5.3-3**, summarizes the percentage of minority residents and the area's income characteristics used for this analysis. The results of the demographic analysis show that within the Columbus Metropolitan Statistical Area (MSA), approximately 83.1 percent of the population is White, 13.1 percent is Black, and the remaining 3.8 percent consists of American Indian, Asian, Hispanic, and other races. According to the 2000 U.S. Census data¹⁰ the median household income for the Columbus MSA is \$47,718 per year. For the EIS, a General Study Area (GSA) has been developed for the purposes of identifying

⁸ The boundaries of the East Columbus Neighborhood for this EIS were presented earlier in this section (Section 5.3.1.1.1).

⁹ The examination of potential impacts on minority used the 2000 U.S. Census. The examination of potential impacts on low income populations used the 2007 Department of Housing and Urban Development poverty guidelines, accessed on-line at http://www.huduser.org/datasets/il/il2007/2007summary.odt?inputname=METRO18140M18140*Columbus%2C+OH+HUD+Metro+FMR+Area&selection_type=hmfa&year=2007, on October 29, 2007.

¹⁰ <http://www.census.gov/hhes/www/poverty/threshld/thresh00.html>, accessed August 23, 2007.

potential impacts associated with noise exposure and overflights. Within the GSA, the racial breakdown is 52.8 percent White, 41.8 percent Black, and 5.5 percent other races. The median household income for the GSA is \$37,269.

Analysis of noise impacts will be an important element in understanding the potential environmental justice issues because it has been determined that a significant increase in noise would occur as a result of implementing the Sponsor's Proposed Project or its alternatives (see Section 5.1, *Noise*). For the Existing Condition noise contour, it was found that approximately 23.9 percent of the population is White, 70.1 percent is Black, and the remaining six percent consists of other races, such as American Indian, Asian, and Hispanic. Median income for this area is \$35,279.

Similarly, the assessment of impacts associated with the proposed acquisition area requires an understanding of the minority population and median income for the East Columbus Neighborhood. Within the East Columbus Neighborhood approximately 21.7 percent of the population is White, 67.7 percent Black, and 10.6 percent American Indian, Asian, Hispanic and other races.¹¹ Median income for this area is \$22,304. Based on the definition provided by the Office of Environmental Justice, the areas exposed to 65 DNL and the East Columbus Neighborhood are minority populations because the minority population exceeds 50 percent of the total population.

**Table 5.3-3
PERCENTAGE OF MINORITY RESIDENTS AND AVERAGE MEDIAN
HOUSEHOLD INCOME
Port Columbus International Airport**

	Columbus Metropolitan Statistical Area¹	General Study Area	65 DNL Existing Condition	East Columbus Neighborhood²
<u>Race</u>	<u>Percent</u>	<u>Percent</u>	<u>Percent</u>	<u>Percent</u>
White	83.1	52.8	23.9	21.7
Black	13.1	41.8	70.1	67.7
American Indian	0.3	0.3	0.2	0.4
Asian	2.3	1.5	1.4	0.2
Other	1.2	3.7	4.4	10.0
Total	100	100	100	100
Average Median Household Income	\$47,718	\$37,269	\$35,279	\$22,304

¹ Columbus Metropolitan Statistical Area consists of the following counties: Franklin, Madison, Union, Pickaway, Delaware, Morrow, Fairfield, and Licking.

² East Columbus Neighborhood refers to the portion of the community that is likely to experience the direct and indirect effects of the project.

Sources: 2000 U.S. Census of Population, U.S. Census Bureau, 2007.
Landrum & Brown, 2007.

¹¹ 2000 U.S. Census of Population, U.S. Census Bureau, 2007.

However, according to U.S. Census data the median household income for the 65 DNL noise contour for Existing Conditions is \$35,279 per year. The median household income for the census tract representing the East Columbus Neighborhood is \$22,304 per year. The U.S. Census Bureau does not release income data at the block or block group level. As a result, a more detailed income analysis is not currently possible. For this EIS, the poverty threshold, as established by the HUD for the Columbus Metro Fair Market Rent Area for 2007,¹² has been used as the low-income threshold. The poverty threshold for a one-person household is \$13,500. A household containing four persons would be considered below the poverty level if their household income were less than \$19,300. Therefore, no further income analysis will be conducted because neither the area within the 65 DNL noise contour of the Existing Conditions nor the East Columbus Neighborhood would be identified as a low-income community.

5.3.2.2 Future Conditions: 2012

As noted in the preceding section, the area with the greatest potential for being impacted by the Sponsor's Proposed Project or its alternatives is the area exposed to significant increases in noise and the proposed acquisition area in the East Columbus Neighborhood. The following text discusses the potential environmental justice impacts that could result from implementing the Sponsor's Proposed Project or its alternatives.

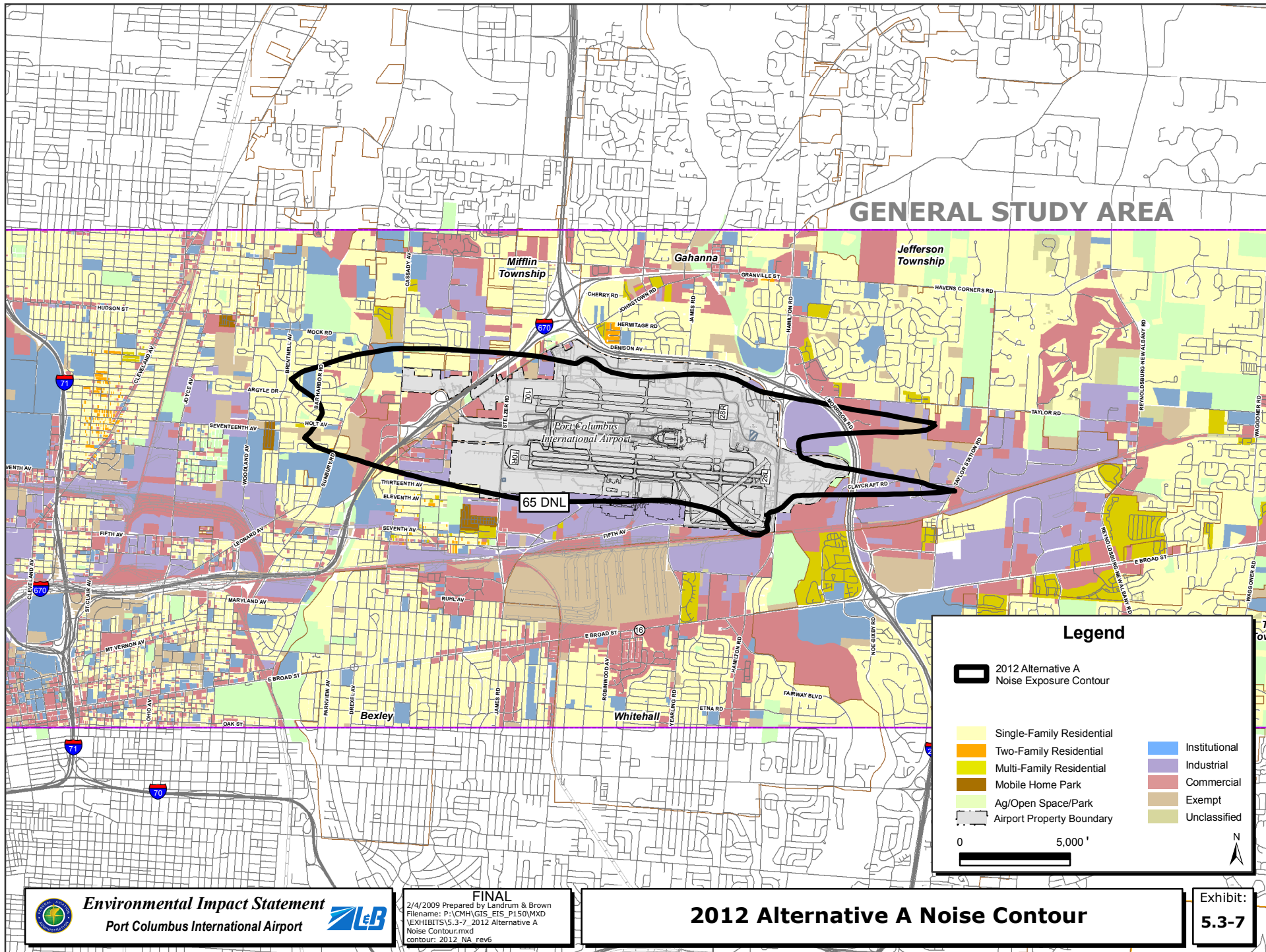
Alternative A: 2012 No Action

The No Action Alternative would result in no airport development. Therefore, there would be no acquisition of residential properties and the noise levels around the Airport would occur as a result of normal airport activity. Within the 65 DNL noise contour of the 2012 Alternative A, approximately 14.8 percent of the population is White, 77.5 percent is Black, and the remaining 7.7 percent consists of other races such as American Indian, Asian, and Hispanic. **Exhibit 5.3-7, 2012 Alternative A Noise Contour** shows the 65 DNL noise contour for the 2012 Alternative A. **Table 5.3-4** summarizes the percentage of minority population within the 65 DNL and the areas of significant noise increase for each alternative.

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 changes in noise exposure and the acquisition of residential properties located in the East Columbus Neighborhood. Each of these and the potential environmental justice impacts are discussed below.

¹² http://www.huduser.org/datasets/il/il2007/2007_summary.odt?inputname=METRO_18140M18140*Columbus%2C+OH+HUD+Metro+FMR+Area&selection_type=hmfa&year=2007, accessed on October 29, 2007



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**Table 5.3-4
NOISE IMPACTS TO MINORITY POPULATION HOUSEHOLDS
IN 2012 AND 2018
Port Columbus International Airport**

Alternative	2012	2018
	Minority ² Population	Minority ² Population
A ¹ 65 DNL	77.5%	65.2%
C2a 65 DNL	66.6%	63.1%
C2a Area of Significant Noise Increase ³	57.9%	58.9%
C2b 65 DNL	62.7%	62.5%
C2b Area of Significant Noise Increase ³	56.7%	57.9%
C3a 65 DNL	67.2%	63.0%
C3a Area of Significant Noise Increase ³	57.7%	57.0%
C3b 65 DNL	66.1%	62.8%
C3b Area of Significant Noise Increase ³	59.2%	57.9%

¹ For the purposes of assessing potential environmental justice issues related to significant noise impacts, the census blocks that generally represent the 65 DNL noise contour for the Alternative A: No Action are used as the base geographical unit for comparison with the 65 DNL noise contours and the area of significant increased noise for each of the alternatives.

² Based on the definition of minority populations, the Black community is the minority population being assessed for environmental justice impacts because the percentage is above 50 percent.

³ FAA Order 1050.1E uses a 1.5 DNL increase within the 65 DNL over noise-sensitive land uses (e.g., residential) to identify an area of significant noise increase.

Source: Landrum & Brown, 2007. 2000 U.S. Census, Summary File 3.

Within the 65 DNL noise contour of the 2012 Alternative C2a, approximately 25.8 percent of the population is White, 66.6 percent is Black, and the remaining 7.6 percent consists of other races. As a result of implementing Alternative C2a, significant noise increases would occur. The area of significant noise increase is located east, west, and south of the Airport and is racially distributed with 33.6 percent of the population White, 57.9 percent Black, and the remaining 8.5 percent of other races. **Exhibit 5.3-8, 2012 Alternative C2a Noise Contour with Areas of Significant Increase** shows the 65 DNL noise contour and the area of significant noise increase for the 2012 Alternative C2a. Table 5.3-4 summarizes the percentage of minority population within the 65 DNL and the areas of significant noise increase for each alternative.

As discussed above in Section 5.3.1.1.2, 24 properties located in the relocated RPZ and an additional 12 properties would be acquired and removed for mitigation purposes for Alternative C2a. All 36 of these properties are located on East 13th Avenue in the East Columbus Neighborhood. As stated above, adequate housing supply exists in Franklin County to accommodate the proposed relocations. The racial makeup of the East Columbus Neighborhood is 21.7 percent White, 67.7 percent Black, and 10.6 percent other races.¹³ Census data does not provide

¹³ 2000 U.S. Census of Population, U.S. Census Bureau, 2007.

the refinement necessary to isolate this individual residential block (East 13th Avenue east of Sterling Avenue) to determine the exact percentage of each racial group and no other data source is available that would provide that information.

From the analysis above, the significant noise impacts associated with the project would occur over areas that include a smaller percentage of minority population than the No Action and the 65 DNL noise contour for Alternative C2a. In addition, the proposed area of acquisition is not distinctly different from the racial makeup of the East Columbus Neighborhood. Therefore, Alternative C2a would not disproportionately impact any minority populations within the Airport environs.

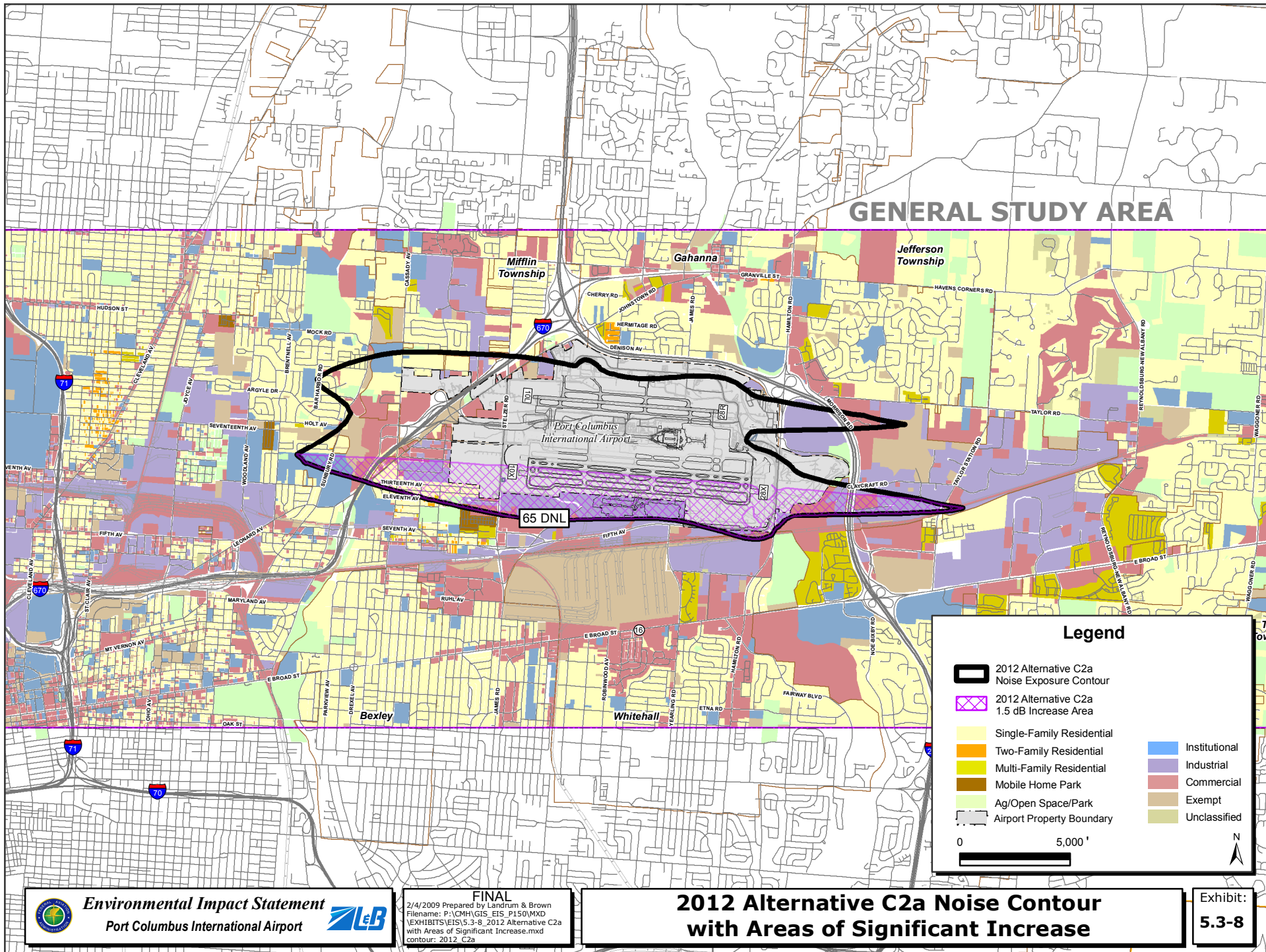
Alternative C2b:

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

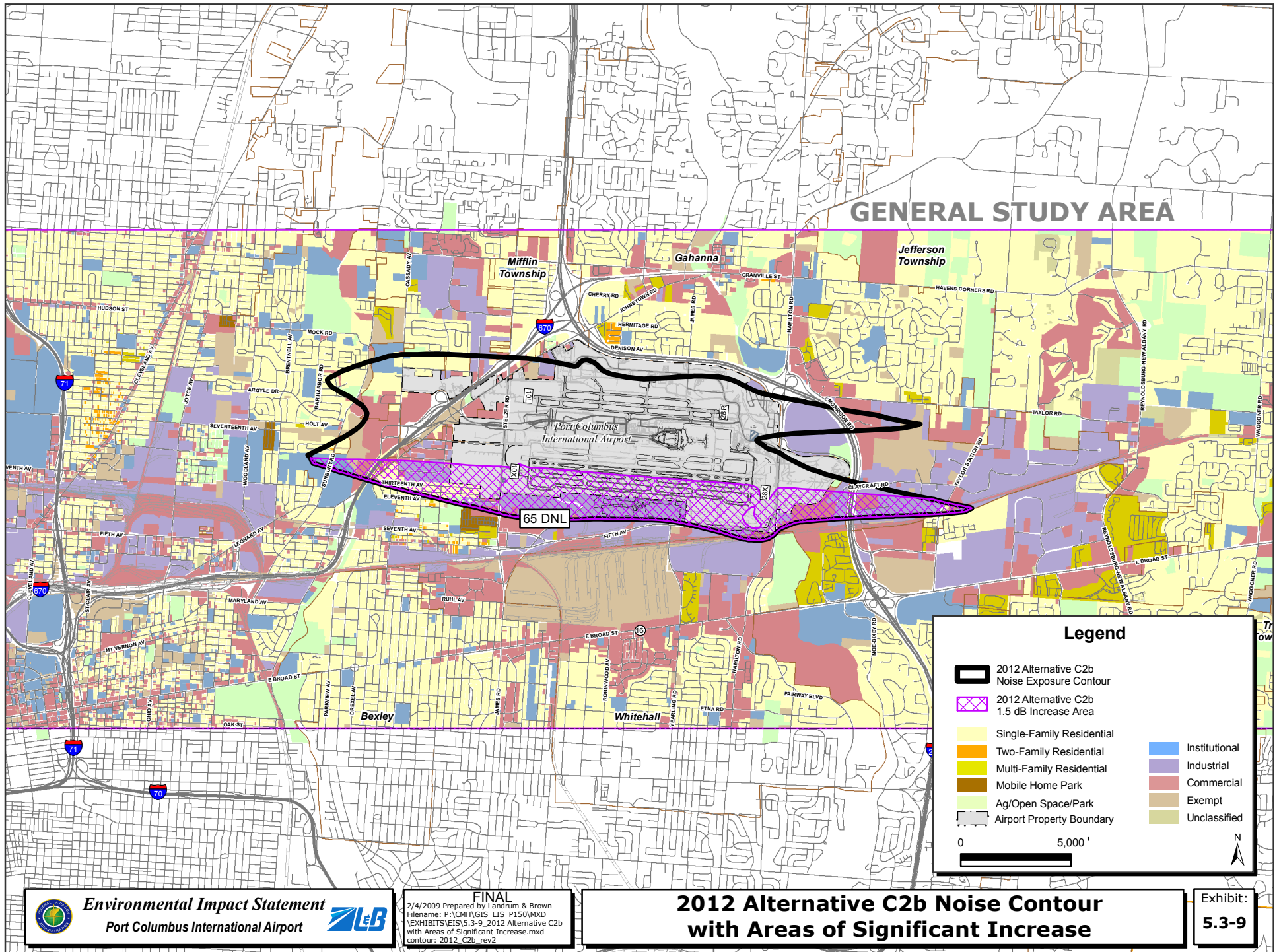
Alternative C2b includes the same relocation of Runway 10R/28L 800 feet to the south as Alternative C2a, and, in addition, the implementation of the operational recommendations of the 2007 Part 150 Study. The implementation of the operational recommendations of the 2007 Part 150 Study would alter the noise exposure for the communities surrounding the Airport. The location of the proposed RPZ and proposed acquisition area would be the same as Alternative C2a. Therefore, the potential impacts described above for Alternative C2a would also apply to this alternative.

Within the 65 DNL noise contour of the 2012 Alternative C2b, approximately 29.3 percent of the population is White, 62.7 percent is Black, and the remaining 8.0 percent consists of other races. As a result of implementing Alternative C2b, significant noise increases would occur. The area of significant increase is located east, west, and south of the Airport and is racially distributed with 34.5 percent of the population White, 56.7 percent Black, and the remaining 8.8 percent of other races. **Exhibit 5.3-9, 2012 Alternative C2b Noise Contour with Areas of Significant Increase** shows the 65 DNL noise contour and the area of significant noise increase for the 2012 Alternative C2b. Table 5.3-4 summarizes the percentage of minority population within the 65 DNL and the areas of significant noise increase for each alternative.

From the analysis above, the significant noise impacts associated with the project would occur over areas that include a smaller percentage of minority population than the No Action Alternative and the 65 DNL noise contour for Alternative C2b. In addition, the proposed area of acquisition is not distinctly different from the racial makeup of the East Columbus Neighborhood. Therefore, Alternative C2b would not disproportionately impact any minority populations within the Airport environs.



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Environmental Impact Statement
Port Columbus International Airport



FINAL
2/4/2009 Prepared by Landrum & Brown
Filename: P:\CMH\GIS_EIS_P150\MXD
EXHIBITS\EIS_5.3-9_2012 Alternative C2b
with Areas of Significant Increase.mxd
contour: 2012_C2b_rev2

2012 Alternative C2b Noise Contour with Areas of Significant Increase

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5.3-9

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**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 result in changes in noise exposure and the acquisition of residential properties located in the East Columbus Neighborhood. Each of these and the potential environmental justice impacts are discussed below.

Within the 65 DNL noise contour of the 2012 Alternative C3a, approximately 25.3 percent of the population is White, 67.2 percent Black, and 7.5 percent other races. As a result of implementing Alternative C3a, significant noise increases would occur. The area of significant noise increase is located east, west, and south of the Airport and is racially distributed with 33.6 percent of the population White, 57.7 percent Black, and the remaining 8.7 percent of other races. **Exhibit 5.3-10, 2012 Alternative C3a Noise Contour with Areas of Significant Increase** shows the 65 DNL noise contour and the area of significant noise increase for the 2012 Alternative C3a.

Table 5.3-4 summarizes the percentage of minority population within the 65 DNL and the areas of significant noise increase for each alternative.

As discussed above in Section 5.3.1.1.2, 36 properties located in the relocated RPZ would be acquired and removed for Alternative C3a. All 36 of these properties are located on East 13th Avenue, east of Sterling Avenue, in the East Columbus Neighborhood. As stated above, adequate housing supply exists in Franklin County to accommodate the proposed relocations. The racial makeup of the East Columbus Neighborhood is 21.7 percent White, 67.7 percent Black, and 10.6 percent other races.¹⁴ Census data does not provide the refinement necessary to isolate this individual residential block (East 13th Avenue east of Sterling Avenue) to determine the exact percentage of each racial group and no other data source is available that would provide that information.

From the analysis above, the significant noise impacts associated with the project would occur over areas that include a smaller percentage of minority population than the No Action Alternative and the 65 DNL noise contour for Alternative C3a. In addition, the proposed area of acquisition is not distinctly different from the racial makeup of the East Columbus Neighborhood. Therefore, Alternative C3a would not disproportionately impact any minority populations within the Airport environs.

¹⁴ 2000 U.S. Census of Population, U.S. Census Bureau, 2007.

**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, and the implementation of the operational recommendations of the 2007 Part 150 Study. The implementation of the operational recommendations of the 2007 Part 150 Study would alter the noise exposure for the communities surrounding the Airport. The location of the proposed RPZ and proposed acquisition area would be the same as Alternative C3a. Therefore, the potential impacts described above for Alternative C3a would apply to this alternative.

Within the 65 DNL noise contour of the 2012 Alternative C3b, approximately 25.5 percent of the population is White, 66.1 percent is Black, and the remaining 8.4 percent consists of other races. As a result of implementing Alternative C3b, significant noise increases would occur. The area of significant increase is located east, west, and south of the Airport and is racially distributed with 31.1 percent of the population White, 59.2 percent Black, and the remaining 9.7 percent of other races. **Exhibit 5.3-11, 2012 Alternative C3b Noise Contour with Areas of Significant Increase** shows the 65 DNL noise contour and the area of significant noise increase for the 2012 Alternative C3b. Table 5.3-4 summarizes the percentage of minority population within the 65 DNL and the areas of significant noise increase for each alternative.

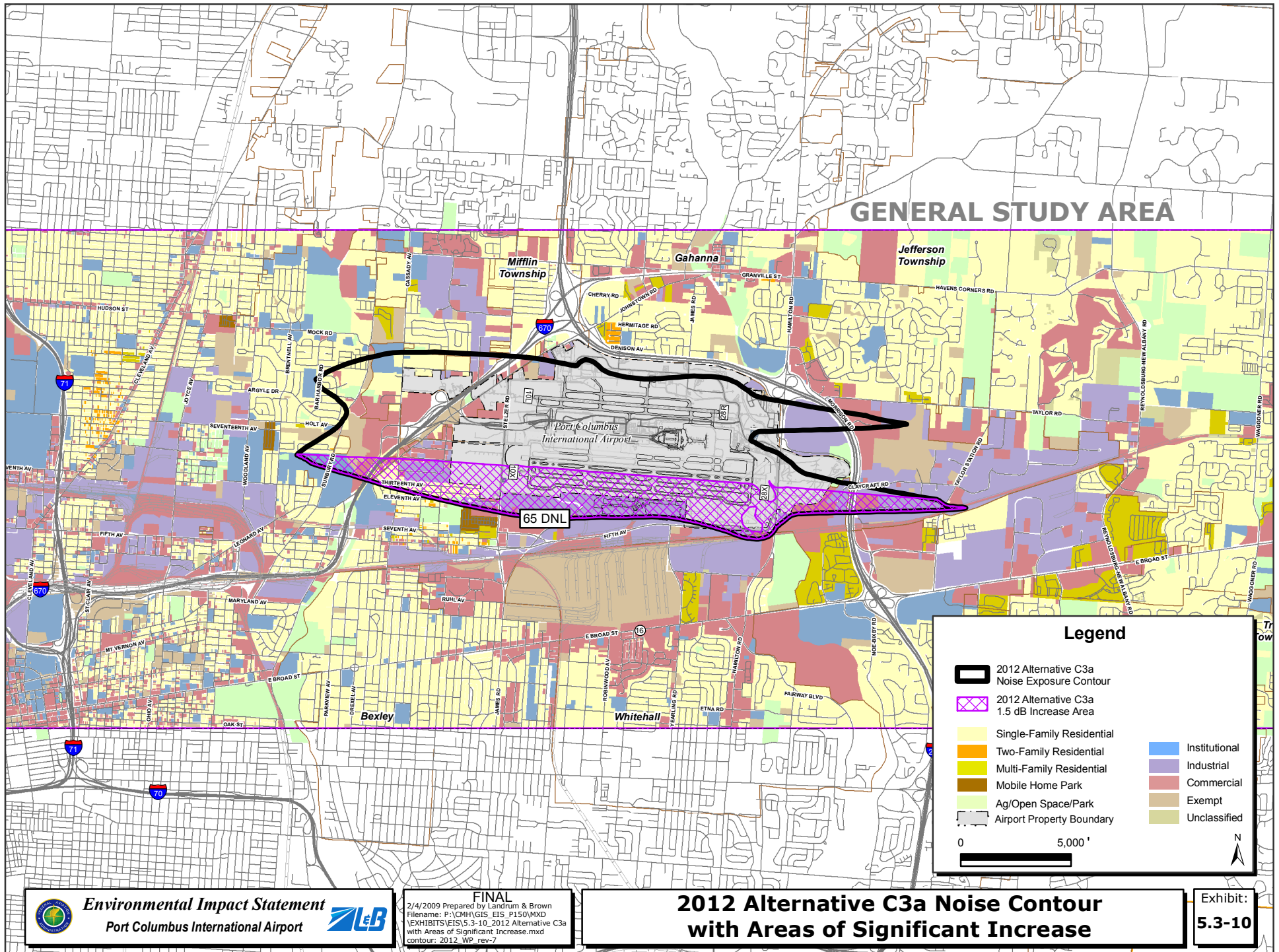
From the analysis above, the significant noise impacts associated with the project would occur over areas that include a smaller percentage of minority population than the No Action Alternative and the 65 DNL noise contour for Alternative C3b. In addition, the proposed area of acquisition is not distinctly different from the racial makeup of the East Columbus Neighborhood. Therefore, Alternative C3b would not disproportionately impact any minority populations within the Airport environs.

5.3.2.3 Future Conditions: 2018

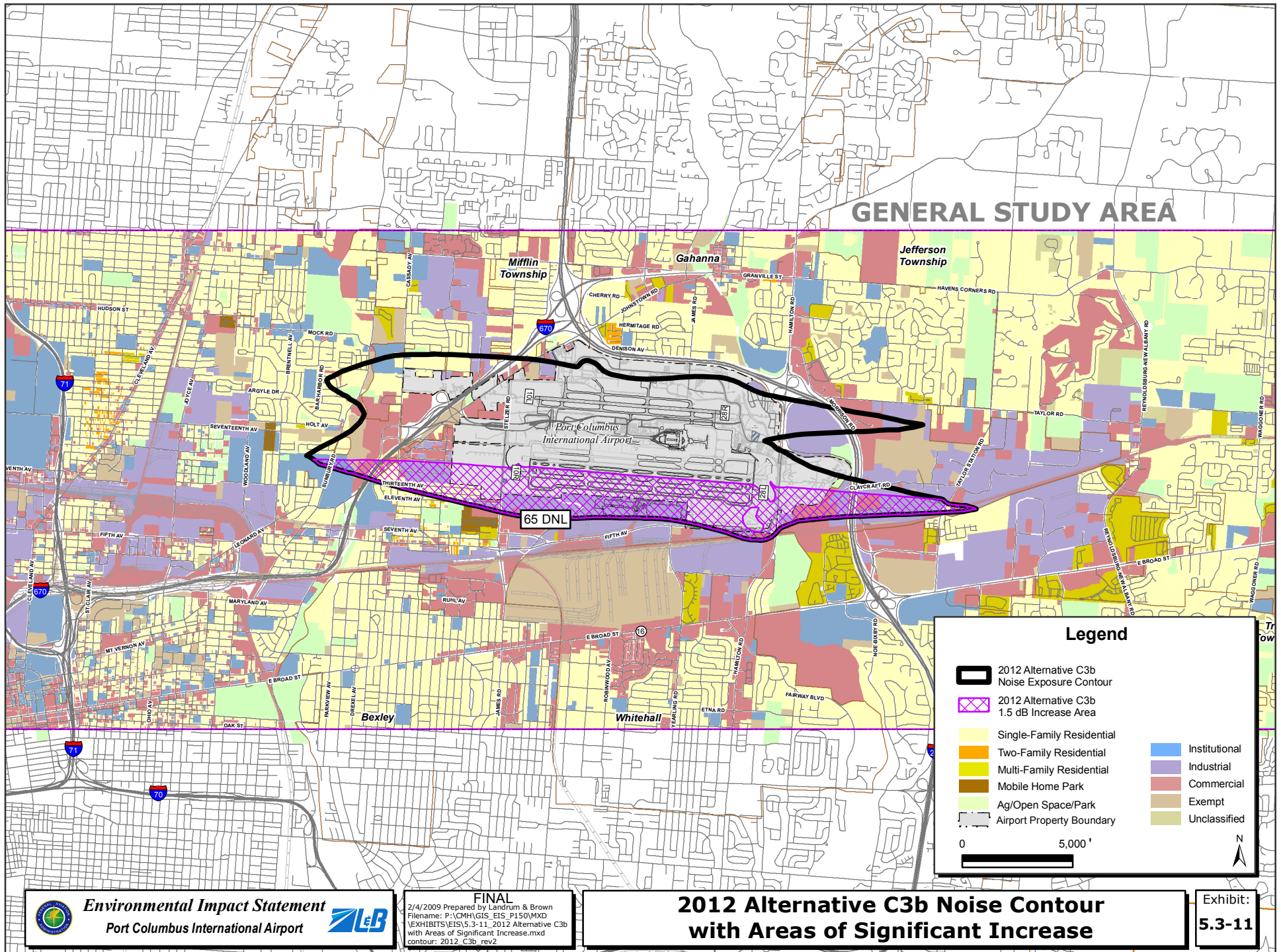
The following text discusses the potential environmental justice impacts that could result from implementing the Sponsor’s Proposed Project or its alternatives.

**Alternative A:
2018 No Action**

The No Action Alternative would result in no airport development. Therefore, there would be no acquisition of residential properties and the noise levels around the Airport would occur as a result of normal airport activity. Within the 65 DNL noise contour of the 2018 Alternative A, approximately 28.9 percent of the population is White, 65.2 percent is Black, and the remaining 5.9 percent consists of other races such as American Indian, Asian, and Hispanic.



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Exhibit 5.3-12, 2018 Alternative A Noise Contour shows the 65 DNL noise contour for the 2018 Alternative A. Table 5.3-4 summarizes the percentage of minority population within the 65 DNL and the areas of significant noise increase for each alternative.

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 the construction of a new passenger terminal would result in changes in noise exposure and the acquisition of residential properties located in the East Columbus Neighborhood. Each of these and the potential environmental justice impacts are discussed below.

Within the 65 DNL noise contour of the 2018 Alternative C2a, approximately 28.9 percent of the population is White, 63.1 percent is Black, and the remaining 8.0 percent consists of other races. As a result of implementing Alternative C2a, significant noise increases would occur. The area of significant noise increase is located east, west, and south of the Airport and is racially distributed with 32.7 percent of the population White, 58.9 percent Black, and the remaining 8.4 percent of other races. **Exhibit 5.3-13, 2018 Alternative C2a Noise Contour with Areas of Significant Increase** shows the 65 DNL noise contour and the area of significant noise increase for the 2018 Alternative C2a.

Table 5.3-4 summarizes the percentage of minority population within the 65 DNL and the areas of significant noise increase for each alternative.

The 2018 Alternative C2a would require the same acquisition area described under the 2012 Alternative C2a. Therefore, the potential impacts and determination that there would be no environmental justice issue for this area would also apply to the 2018 Alternative C2a.

From the analysis above, the significant noise impacts associated with the project would occur over areas that include a smaller percentage of minority population than the No Action Alternative and the 65 DNL noise contour for 2018 Alternative C2a. In addition, the proposed area of acquisition is not distinctly different from the racial makeup of the East Columbus Neighborhood. Therefore, 2018 Alternative C2a would not disproportionately impact any minority populations within the Airport environs.

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 a new passenger terminal as Alternative C2a, and the implementation of the operational recommendations of the 2007 Part 150 Study. The implementation of the operational recommendations of the 2007 Part 150 Study would alter the noise exposure for the communities surrounding the Airport. The location of the proposed RPZ and proposed acquisition area would be the same as Alternative C2a. Therefore, the potential impacts described above for Alternative C2a would apply to this alternative.

Within the 65 DNL noise contour of the 2018 Alternative C2b, approximately 29.4 percent of the population is White, 62.5 percent is Black, and the remaining 8.1 percent consists of other races. As a result of implementing Alternative C2b, significant noise increases would occur. The area of significant increase is located east, west, and south of the Airport and is racially distributed with 33.5 percent of the population White, 57.9 percent Black, and the remaining 8.6 percent of other races. **Exhibit 5.3-14, 2018 Alternative C2b Noise Contour with Areas of Significant Increase** shows the 65 DNL noise contour and the area of significant noise increase for the 2018 Alternative C2b. Table 5.3-4 summarizes the percentage of minority population within the 65 DNL and the areas of significant noise increase for each alternative.

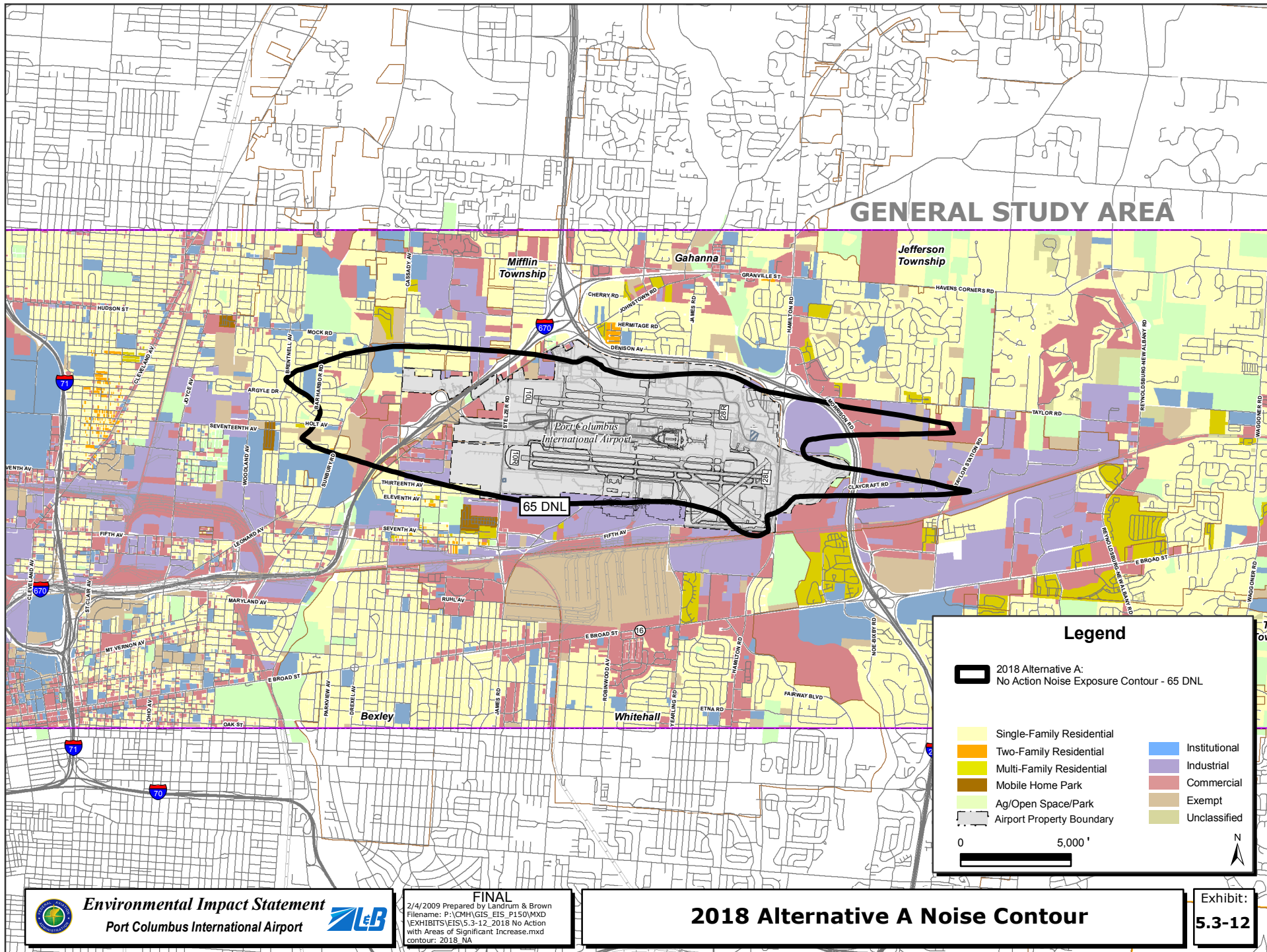
From the analysis above, the significant noise impacts associated with the project would occur over areas that include a smaller percentage of minority population than the No Action Alternative and the 65 DNL noise contour for Alternative C2b. In addition, the proposed area of acquisition is not distinctly different from the racial makeup of the East Columbus Neighborhood. Therefore, Alternative C2b would not disproportionately impact any minority populations within the Airport environs.

Alternative C3a:

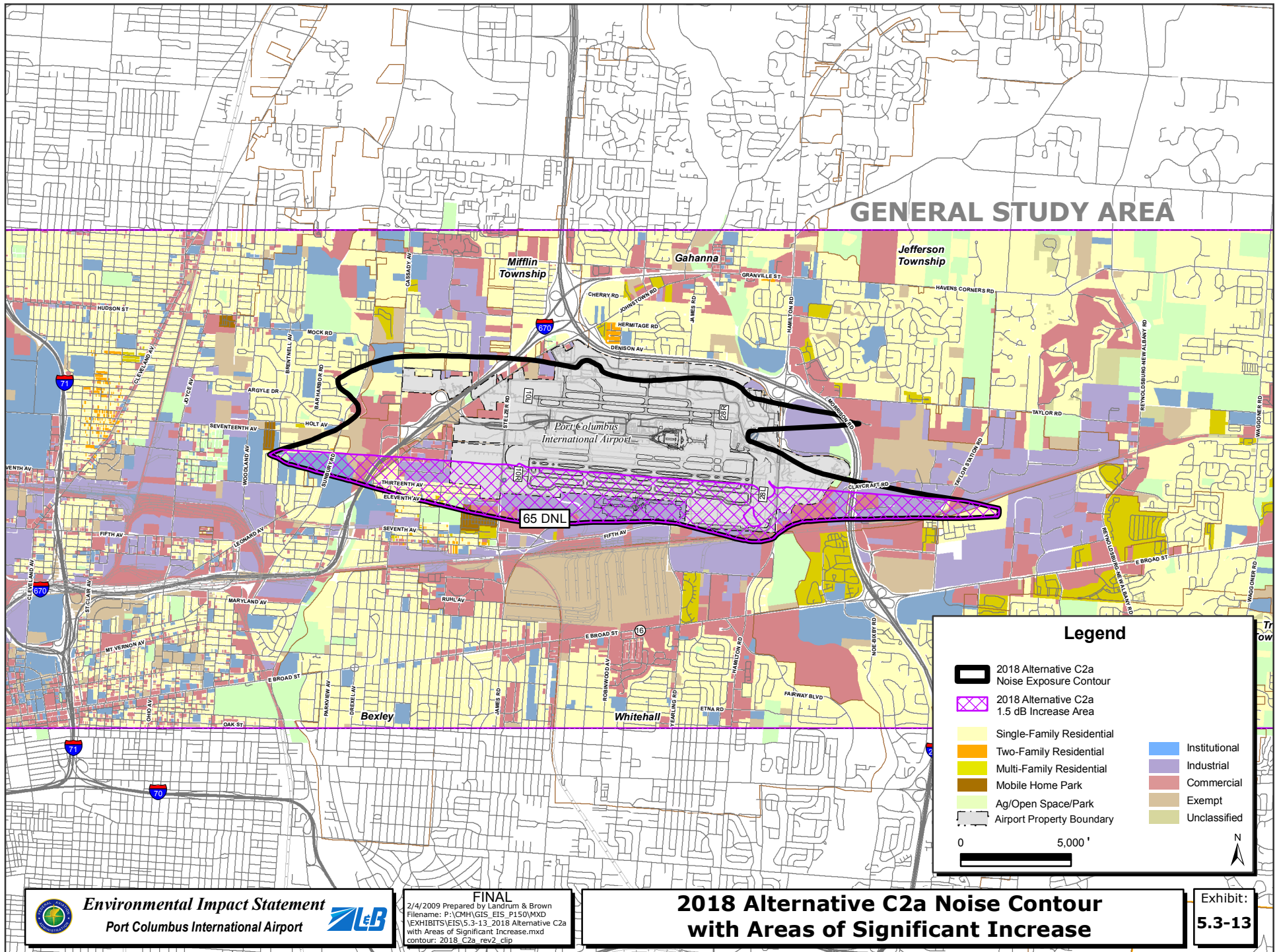
**2018 Relocate Runway 10R/28L 702 Feet to the South and Construct
Midfield Terminal (T2) – Noise Abatement Scenario A**

The construction of replacement Runway 10R/28L 702 feet to the south of existing Runway 10R/28L and the construction of a new passenger terminal would result in changes in noise exposure and the acquisition of residential properties located in the East Columbus Neighborhood. Each of these and the potential environmental justice impacts are discussed below.

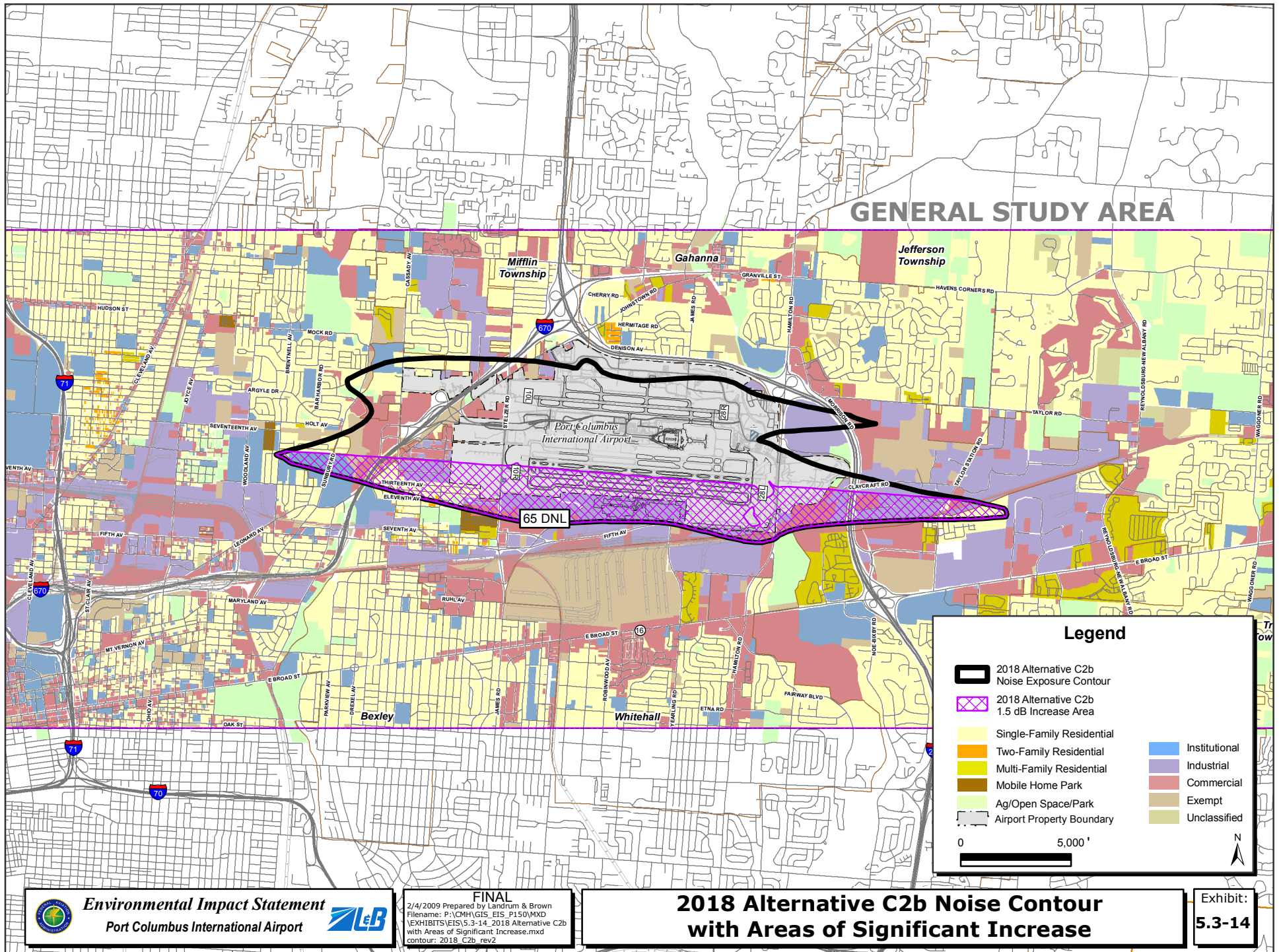
Within the 65 DNL noise contour of the 2018 Alternative C3a, approximately 29.4 percent of the population is White, 63.0 percent is Black, and the remaining 7.6 percent consists of other races. As a result of implementing Alternative C3a, significant noise increases would occur. The area of significant noise increase is located east, west, and south of the Airport and is racially distributed with 34.5 percent of the population White, 57.0 percent Black, and the remaining



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8.5 percent of other races. **Exhibit 5.3-15, 2018 Alternative C3a Noise Contour with Areas of Significant Increase** shows the 65 DNL noise contour and the area of significant noise increase for the 2018 Alternative C3a. Table 5.3-4 summarizes the percentage of minority population within the 65 DNL and the areas of significant noise increase for each alternative.

The 2018 Alternative C3a would require the same acquisition area described under the 2012 Alternative C3a. Therefore, the potential impacts and determination that there would be no environmental justice issue for this area would also apply to the 2018 Alternative C3a.

From the analysis above, the significant noise impacts associated with the project would occur over areas that include a smaller percentage of minority population than the No Action Alternative and the 65 DNL noise contour for 2018 Alternative C3a. In addition, the proposed area of acquisition is not distinctly different from the racial makeup of the East Columbus Neighborhood. Therefore, 2018 Alternative C3a would not disproportionately impact any minority populations within the Airport environs.

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 relocation of Runway 10R/28L 702 feet to the south and the new passenger terminal as Alternative C3a, and, in addition, the implementation of the operational recommendations of the 2007 Part 150 Study. The implementation of the operational recommendations of the 2007 Part 150 Study would alter the noise exposure for the communities surrounding the Airport. The location of the proposed RPZ and proposed acquisition area would be the same as Alternative C3a. Therefore, the potential impacts described for Alternative C3a would apply to this alternative.

Within the 65 DNL noise contour of the 2018 Alternative C3b, approximately 29.2 percent of the population is White, 62.8 percent is Black, and the remaining 8.0 percent consists of other races. As a result of implementing Alternative C3b, significant noise increases would occur. The area of significant increase is located east, west, and south of the Airport and is racially distributed with 33.6 percent of the population White, 57.9 percent Black, and the remaining 8.5 percent other races. **Exhibit 5.3-16, 2018 Alternative C3b Noise Contour with Areas of Significant Increase** shows the 65 DNL noise contour and the area of significant noise increase for the 2018 Alternative C3b. Table 5.3-4 summarizes the percentage of minority population within the 65 DNL and the areas of significant noise increase for each alternative.

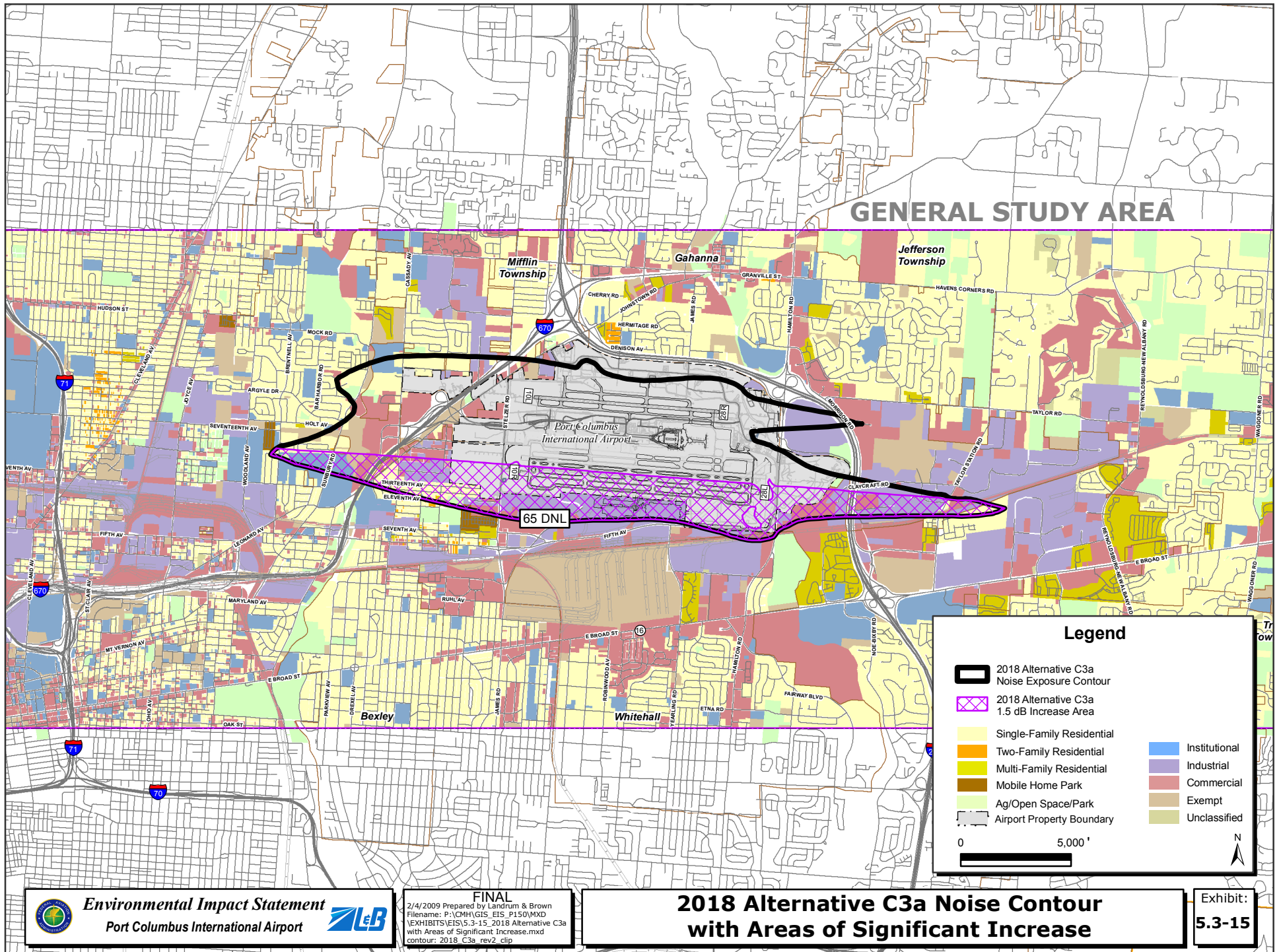
From the analysis above, the significant noise impacts associated with the project would occur over areas that include a smaller percentage of minority population than the No Action Alternative and the 65 DNL noise contour for Alternative C3b. In addition, the proposed area of acquisition is not distinctly different from the racial makeup of the East Columbus Neighborhood. Therefore, Alternative C3b would not disproportionately impact any minority populations within the Airport environs.

5.3.3 CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

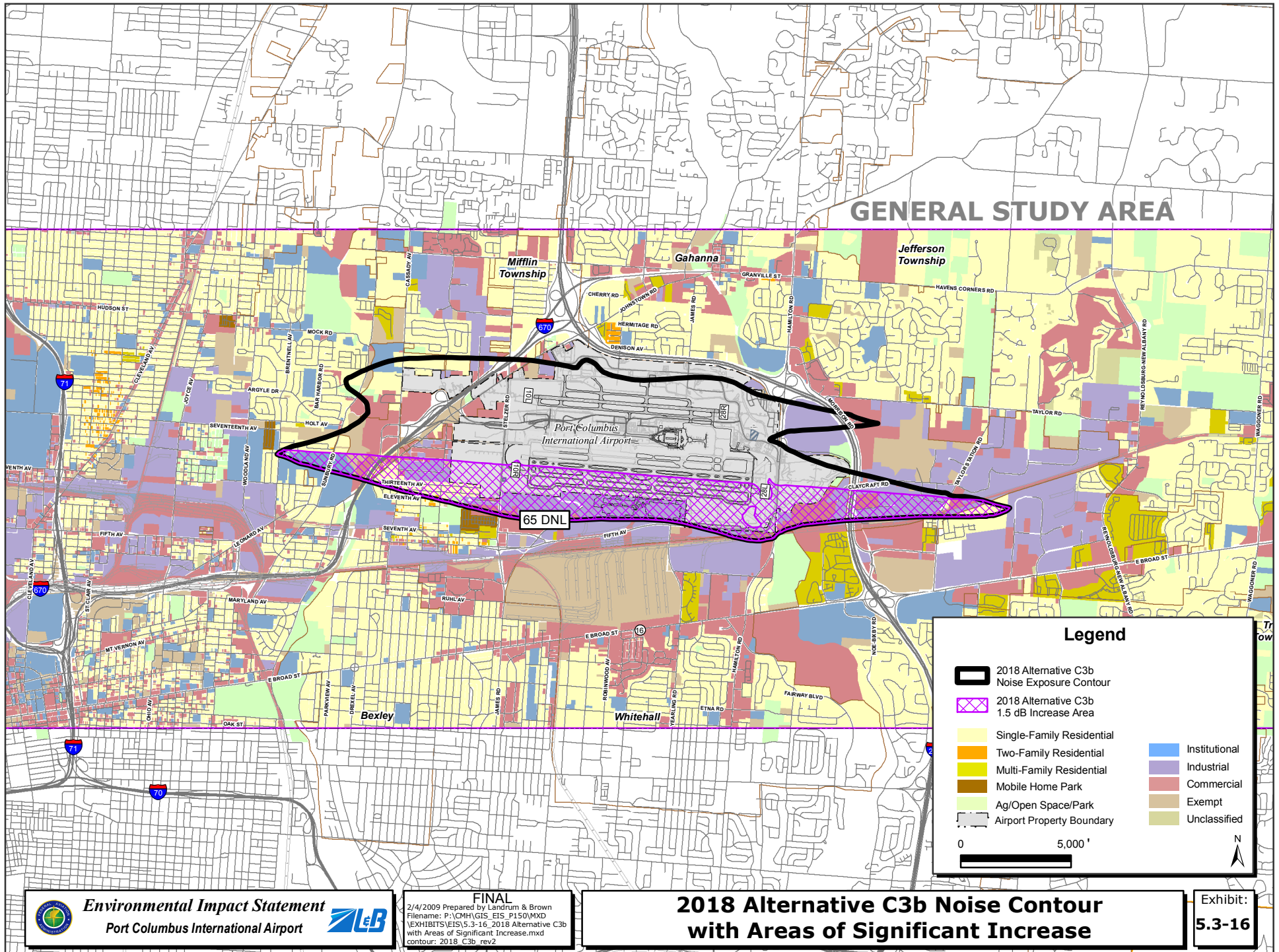
Based on a review of available data conducted as part of this EIS, implementation of the Sponsor's Proposed Project or its alternatives would not result in an elevated risk related to health or safety concerns for children. According to the Ohio Department of Health, the primary children's health concern statewide is asthma and related lung disorders.¹⁵ Based on the analysis detailed in Section 5.5, *Air Quality*, none of the alternatives would create air quality conditions that would worsen breathing conditions for children. Based on the analyses detailed in Section 5.6, *Water Quality*, none of the alternatives would result in the release of harmful agents into surface or groundwater resources above levels permitted by the State of Ohio and Federal regulations. Coordination with agencies was conducted throughout the EIS process to review health data and identify specific concerns related to children's health and safety.

Based on the analyses conducted in this EIS, implementation of the runway development alternatives would not result in the release of, or exposure to significant levels of harmful agents in the water, air, or soil that would affect children's health or safety.

¹⁵ Ohio Department of Health, 2006.



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