

## **5.7 DEPARTMENT OF TRANSPORTATION SECTION 4(f) LANDS<sup>1</sup>**

This Environmental Impact Statement (EIS) includes an investigation of impacts due to the proposed development (Federal action) upon areas such as parks, recreation areas, or wildlife and waterfowl refuges. Historic structures are also included if they are on or are eligible for listing on the National Register of Historic Places (NRHP). Areas such as these are considered significant and are protected under Section 4(f) of the Department of Transportation (DOT) Act.<sup>2</sup>

### **5.7.1 FEDERAL REGULATIONS**

The DOT Act of 1966 was one of the earliest and most significant pieces of transportation legislation relative to environmental protection. Pursuant to the Act, it is stated that:

The Secretary shall not approve any program or project which requires the use of any publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic structure of national, state, or local significance as so determined by such officials unless:

- There is no feasible and prudent alternative to the use of such land; and,
- The project includes all possible planning to minimize harm to the land resulting from such use.<sup>3</sup>

Based on the analysis presented in this section and in Appendix N, *Department of Transportation 4(f) Coordination*, the Federal Aviation Administration (FAA) has made the following determinations:

- There are Section 4(f) resources that will be directly impacted as a result of Sponsor's Proposed Project (which is also the FAA's preferred alternative). These resources include the Airport Golf Course and portions of Air Force Plant 85, which is a property that is eligible for the National Register of Historic Places (NRHP).
- The only alternative that does not impact these Section 4(f) resources is Alternative A: No Action. However, this alternative does not meet the purpose and need for the project.
- As a result, there is no feasible and prudent alternative to the use of such land.

---

<sup>1</sup> Section 4(f) of the Department of Transportation Act of 1966 is currently codified as 49 U.S.C. § 303(c). Consistent with FAA Order 1050.1E, Appendix A, paragraph 6.1a, Section 303(c) will be referred to as Section 4(f).

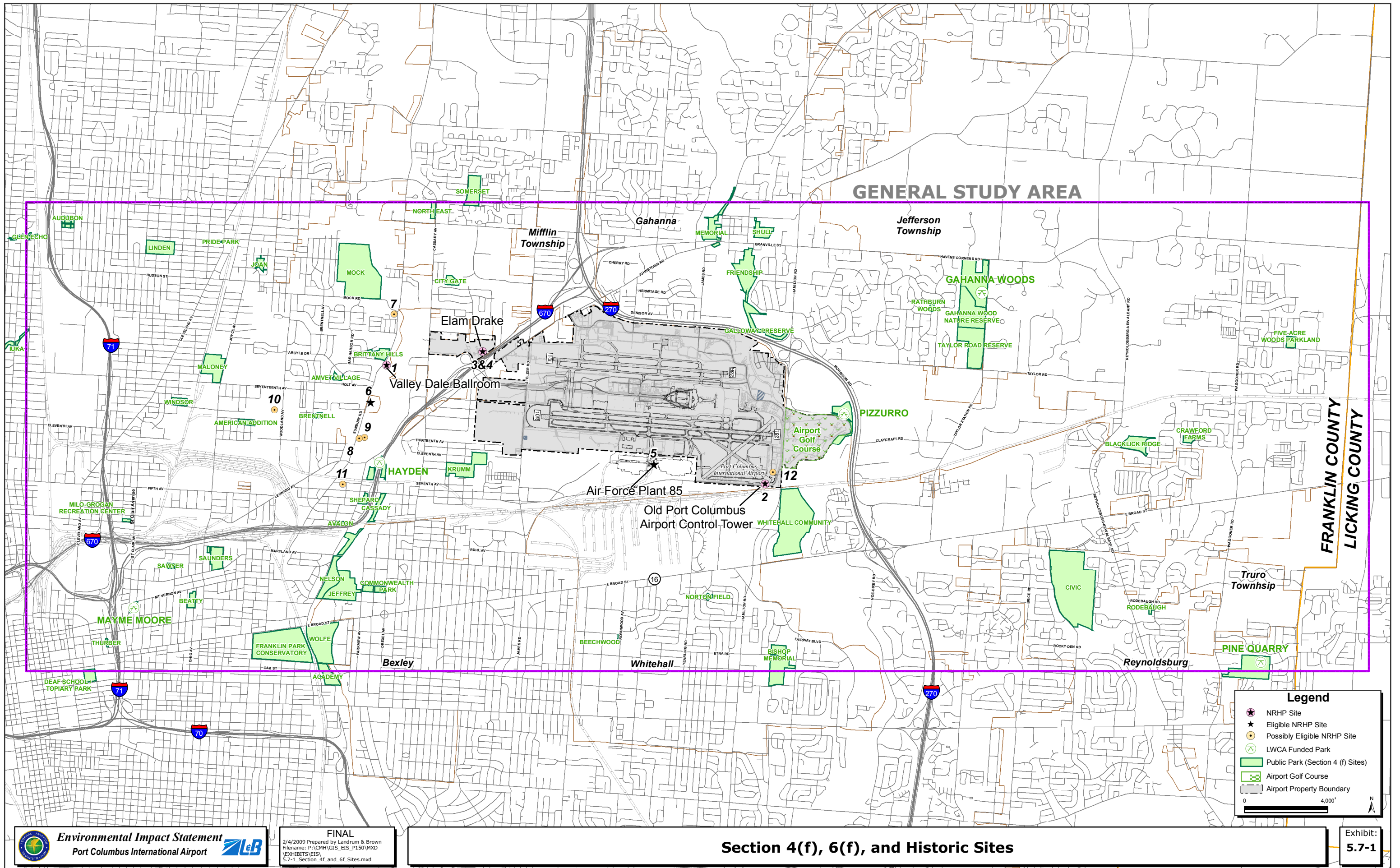
<sup>2</sup> There has been no Statement of Insignificance issued by any Federal, State, or local official with jurisdiction regarding the historic sites, per 49 U.S.C. § 303.

<sup>3</sup> Federal Aviation Administration Order 1050.1E, Environmental Impacts: Policies and Procedures, 2006 (FAA Order 1050.1E), Appendix A, paragraph 6.1a

- The Sponsor's Proposed Project (which is also the FAA's preferred alternative) includes the fewest impacts to Section 4(f) resources, thus satisfying the requirement that the project includes all possible planning to minimize harm to the land resulting from such use.

#### **5.7.1.1 National Historic Preservation Act of 1966, Section 106**

Coordination in accordance with the National Historic Preservation Act of 1966 (NHPA), Section 106 is on-going with regard to the historic and archaeological studies being conducted for the project. Where historic sites are determined to be eligible for inclusion in the NRHP, the Columbus Regional Airport Authority (CRAA) and the FAA are required to comply with all requirements of the NHPA prior to disturbance of a structure or site. There are 12 sites in the General Study Area (GSA) that are on or eligible for listing on the NRHP. These sites are listed in **Table 5.7-1** and shown on **Exhibit 5.7-1, Section 4(f), 6(f), and Historic Sites**. Two sites, Old Airport Control Tower – on the NRHP and Former Air Force Plant 85 – eligible for listing on the NRHP, are within the Detailed Study Area (DSA). Refer to Section 5.8, *Historic, Architectural, Archaeological, and Cultural Resources*, for further discussion regarding NHPA Section 106. See Appendix J, *Historic Resources*, for copies of coordination between the FAA and the Ohio Historic Preservation Office regarding this project.



**THIS PAGE INTENTIONALLY LEFT BLANK**



**Table 5.7-1  
HISTORIC RESOURCES IDENTIFIED IN THE AREA OF POTENTIAL EFFECT  
Port Columbus International Airport**

Map No.	OHI /Site No.	Name/Address of Property	APE
<b>Listed on the National Register of Historic Places</b>			
1	n/a	Valley Dale Ballroom, 1590 Sunbury Road	Indirect
2	FRA-1793-12	Old Port Columbus Airport Control Tower, 4920 E. Fifth Ave. west of Hamilton	Direct
3	FRA-2605-12	Elam-Drake Residence, 2738 Ole Country Lane	Indirect
4	FRA-2606-12	Elam-Drake Residence (barn), 2738 Ole Country Lane	Indirect
<b>Eligible for Listing on the National Register of Historic Places</b>			
5	FRA-8366-12	Air Force Plant 85, 4300 E. Fifth Ave. (multiple structures)	Direct
6	FRA-2063-14	House at 1388 Sunbury Road – Ohio Dominican University	Indirect
<b>Possibly Eligible for Listing on the National Register of Historic Places</b>			
7	FRA-2052-14	1891 Sunbury Road	Indirect
8	FRA-2068-14	Wehrle Hall – Ohio Dominican University, Sunbury Road	Indirect
9	FRA-2069-14	Erskine Hall – Ohio Dominican University, Sunbury Road	Indirect
10	n/a	Evergreen Cemetery, 1401 Woodland Ave.	Indirect
11	FRA-2054-14	873 Walcutt Avenue – Shepard School	Indirect
12	n/a	Hangar 1 (Transcontinental Air Transport Hangar), 575 N. Hamilton Road north of Fifth Avenue at southeast corner of Airport	Direct

Note: "n/a" denotes no OHI/Site No. assigned.

Source: ASC Group, 2007.

### **5.7.1.2 Land and Water Conservation Act, Section 6(f)**

Section 6(f) of the Land and Water Conservation Act (LWCA) is also pertinent to Section 4(f) lands. Section 6(f) prohibits recreational facilities funded under the LWCA from being converted to non-recreational use unless approval is received from the director of the grantor agency.

Five parks or recreational facilities in the GSA were funded under the LWCA: Gahanna Woods City Park, Hayden Falls Park, Mayme Moore Park, Pine Quarry Park, and Pizzurro Park.<sup>4</sup> None of these sites would be converted to non-recreational use as a result of the project. Of the five facilities within the GSA, only a portion of the Pizzurro Park, located east of the Port Columbus International Airport (CMH or Airport), is currently and would be potentially exposed to noise levels greater than 65 DNL resulting from proposed development at the Airport. None of the alternatives under consideration in this EIS would result in noise levels at Pizzurro Park exceeding 75 DNL. Therefore no constructive use taking or conversion of land would occur.

<sup>4</sup> Ohio Department of Natural Resources Office of Real Estate and Land Management, *Federal Land and Water Conservation Fund Projects: Franklin County*. 2007.

## **5.7.2 APPLICABILITY OF SECTION 4(f)**

The development alternatives proposed at CMH that include replacing Runway 10R/28L, as well as constructing a new passenger terminal, would not require the physical acquisition of any LWCA funded park or recreation area. However, the Airport Golf Course located east of the Airport on Hamilton Road, would be reconfigured due to the relocation of the approach lighting system to Runway 28L. It has been determined that Section 4(f) is applicable to the impact to the Airport Golf Course.

In addition, 51 public parks which are not under the jurisdiction of the LWCA were assessed for airport-generated noise impacts. Section 4(f) may be applicable to these parks and therefore are included in the assessment of impacts. **Table 5.7-2**, identifies both the LWCA and non-LWCA funded parks assessed in this EIS. These locations are shown on Exhibit 5.7-1, *Section 4(f), 6(f), and Historic Sites*.

There are 12 structures in the GSA that are either listed on the NRHP, eligible for listing on the NRHP, or potentially eligible for listing on the NRHP. All 12 of these sites may be indirectly impacted as a result of increased noise levels. Three of these sites are located within the DSA and may be directly impacted as a result of this project. Because Section 4(f) requires that any program or project that includes the use of any publicly-owned land from an historic structure of national, state, or local significance, the FAA has determined that Section 4(f) is applicable to the 12 historic or potentially historic properties in the GSA and therefore are included in the assessment of impacts.

Consultation with the City of Columbus and the Department of Interior regarding the potential impacts to Section 4(f), 6(f), and historic sites has concluded. Appendix I, *Airport Golf Course*, Appendix J, *Historic Resources*, and Appendix N, *Department of Transportation 4(f) Consultation*, includes documentation of the FAA's findings and consultation.

**Table 5.7-2  
SECTION 4(f) AND SECTION 6(f) PARKS AND RECREATION AREAS IN THE  
GENERAL STUDY AREA  
Port Columbus International Airport**

<b>Name of Park</b>	<b>LWCA Grant Funded</b>	<b>Park Operator</b>
Academy		Gahanna
American Addition		Columbus
Amvet		Columbus
Airport Golf Course		Columbus
Audubon		Columbus
Avalon		Columbus
Beatty		Columbus
Beechwold		Columbus
Bishop Memorial		Whitehall
Blacklick Ridge		Columbus
Brentnell		Columbus
Brittany Hills		Columbus
Cassady		Columbus
City Gate		Columbus
Civic		Reynoldsburg
Commonwealth park		Bexley
Crawford Farms		Columbus
Creekside		Gahanna
Deaf School / topiary park		Columbus
Five acre woods parkland		Jefferson Township
Franklin Park		Columbus
Franklin Park Conservatory		Columbus
Friendship		Gahanna
Gahanna wood nature reserve		Gahanna
Gahanna Woods	<b>Yes</b>	Gahanna
Galloway preserve		Gahanna
Glen Echo		Columbus
Hayden	<b>Yes</b>	Columbus
Iuka		Columbus
Jeffrey		Bexely
Joan		Columbus
Krumm		Columbus
Linden		Columbus
Maloney		Columbus
Mayme Moore	<b>Yes</b>	Columbus
Memorial		Gahanna
Milo-Grogan		Columbus
Milo-Grogan Recreation Center		Columbus
Mock		Columbus
Nelson		Columbus
North East		Columbus
Norton field		Whitehall
Pine quarry	<b>Yes</b>	Reynoldsburg
Pizzurro	<b>Yes</b>	Gahanna
Pride		Columbus
Rathburn woods		Gahanna
Rodebaugh		Reynoldsburg
Saunders		Columbus
Sawyer		Columbus
Shepard		Columbus
Shull		Gahanna
Somerset		Columbus
Taylor road reserve		Gahanna
Thurber		Columbus
Whitehall Community		Whitehall
Windsor		Columbus
Wolfe		Columbus

Source: Landrum & Brown, 2007.

### **5.7.3 EXISTING CONDITIONS: 2006**

According to the FAA land use compatibility guidelines, most parks and recreation areas exposed to noise levels below 70 DNL are compatible and not significantly impacted. Only those parks and recreation areas where natural quiet or performances occur on a regular basis are considered non-compatible with noise levels between 65 and 70 DNL. Parks and recreation areas exposed to noise levels below 65 DNL are considered to be compatible unless there is some extenuating circumstance related to its use, such as a national park. Of the 57 parks and recreation areas identified in the GSA, 52 are exposed to noise levels below 65 DNL in the existing condition and all of the future alternative conditions assessed in this EIS. None of those 52 parks contain uses that would require a threshold of noise lower than 65 DNL.

The existing noise exposure for the LWCA-funded parks and other public parks that receive noise in excess of 65 DNL under any of the project alternatives is presented in **Table 5.7-3**. Portions of the LWCA-funded Pizzurro Park and portions of the Airport Golf Course are located within the 65-70 DNL existing condition noise contour. Pizzurro Park, located east of the Airport, on the east side of Big Walnut Creek has a fenced dog park area, canoe launch, fishing, basketball court, softball fields, and picnic area. These uses are compatible with the noise levels and the value of the park is not diminished as a result of the noise levels present under existing conditions. The Airport Golf Course, located east of the Airport on Hamilton Road, is an 18-hole public use golf course. The golf course was constructed in 1966 after the existing Runway 10R/28L was constructed. The layout of the golf course was significantly influenced by the location of approach lights extending east from the runway. The golf course has proven to be a popular destination for golfers over the years. Noise levels of 65 – 70 DNL are considered compatible with golf courses and therefore, neither the use nor the value of the course is affected by the existing noise from the Airport.

Existing noise levels at the historic sites is presented in **Table 5.7-4**. Three of the 10 historic sites are located within the 65 - 70 DNL noise contour.

**Table 5.7-3  
SUMMARY OF NOISE IMPACTS TO SECTION 4(f) and 6(f) SITES  
Port Columbus International Airport**

Name of Park	LWCA Grant Funded	2006 Baseline	2012 Alt A: No Action	2012 Alt C2a	2012 Alt C2b	2012 Alt C3a	2012 Alt C3b	2018 Alt A: No Action	2018 Alt C2a	2018 Alt C2b	2018 Alt C3a	2018 Alt C3b
Airport Golf Course	no	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70
Brentnell	no	-	-	-	-	-	-	-	65-70	65-70	-	65-70
Brittany Hills	no	-	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70
Krumm	no	-	-	65-70	65-70	65-70	65-70	-	65-70	65-70	65-70	65-70
Pizzurro	yes	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70

Note: Parks not listed in table receive noise levels less than 65 DNL in all alternatives.  
 "-" denotes where the noise levels would be less than 65 DNL for that alternative.

Source: Landrum & Brown, 2007.

**Table 5.7-4  
SUMMARY OF NOISE IMPACTS TO SECTION 4(f) AND HISTORIC STRUCTURES  
Port Columbus International Airport**

Map Number	OHI Number	Description	2006 Baseline	2012 Alt A: No Action	2012 Alt C2a	2012 Alt C2b	2012 Alt C3a	2012 Alt C3b	2018 Alt A: No Action	2018 Alt C2a	2018 Alt C2b	2018 Alt C3a	2018 Alt C3b
1	n/a	Valley Dale Ballroom	-	65-70	65-70	-	65-70	-	65-70	65-70	-	65-70	-
2	FRA-1793-12	Old Port Columbus Airport Control Tower	65-70	65-70	70-75	70-75	65-70	65-70	65-70	70-75	70-75	70-75	70-75
3	FRA-260512, FRA-2606-12	Elam Drake House	65-70	70-75	70-75	70-75	70-75	70-75	70-75	70-75	65-70	70-75	65-70
4	FRA-260512, FRA-2606-12	Elam Drake Barn	65-70	70-75	70-75	70-75	70-75	70-75	70-75	70-75	65-70	70-75	65-70
5	FRA-8366-12	Air Force Plant 85, 4300 E. Fifth Ave. (multiple structures)	-	-	65-75	65-75	65-75	65-75	65-70	65-75	65-75	65-75	65-75
6	FRA-2063-14	House at 1388 Sunbury Rd	-	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70
7	FRA-2052-14	1891 Sunbury Rd	-	-	-	-	-	-	-	-	-	-	-
8	FRA-2068-14	Wehrle Hall – Ohio Dominican University, Sunbury Rd	-	-	-	-	-	-	-	-	-	-	-
9	FRA-2069-14	Erskine Hall – Ohio Dominican University, Sunbury Rd	-	-	-	-	-	-	-	-	-	-	-
10	n/a	Evergreen Cemetery	-	-	-	-	-	-	-	-	-	-	-
11	FRA-2054-12	Shepard School	-	-	-	-	-	-	-	-	-	-	-
12	n/a	Hangar 1 (Transcontinental Air Transport Hangar), 575 N. Hamilton Road	-	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70	65-70

Note: “-” denotes where noise levels would be less than 65 DNL for that alternative.

Source: Landrum & Brown, 2007.



## **5.7.4 FUTURE CONDITIONS: 2012**

### **Alternative A: 2012 No Action**

Under 2012 Alternative A, no Section 4(f), 6(f), or historic sites would be directly impacted because there would be no construction activities. Three parks, including LWCA-funded Pizzurro Park, Airport Golf Course, and Brittany Hills Park, are located within the 65 – 70 DNL noise contour for 2012 Alternative A. Noise impacts to parks from 2012 Alternative A are listed in Table 5.7-3. The relationship of airport noise and the value and uses at Pizzurro Park and the Airport Golf Course are described under Section 5.7.3. That discussion concludes that due to the uses at Pizzurro Park and Airport Golf Course, it is determined that neither the use nor the value of the parks would be diminished by noise levels of 65 – 70 DNL. Brittany Hills Park has a recreation center, a playground, and basketball courts. These uses are compatible with the noise levels and the value of the park is not diminished as a result of the noise levels that would be present for the 2012 Alternative A condition.

Six historic structures that are listed, eligible for listing, or possibly eligible for listing in the NRHP would be located within the 65 DNL noise contour. Noise impacts to historic structures from 2012 Alternative A are listed in Table 5.7-4. 2012 Alternative A represents the No Action Alternative and provides a baseline to compare impacts from other alternatives.

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

The analysis of Alternative C2a includes the potential for both direct (physical taking) and indirect (noise) impacts. The following sections describe the direct and indirect impacts.

## **DIRECT IMPACTS**

### **Background**

#### **Airport Golf Course**

Under 2012 Alternative C2a, the Airport Golf Course located east of the Airport on Hamilton Road, would be impacted by the relocation of Runway 10R/28L 800 feet to the south. The following provides more information on the golf course and the potential impacts. The Airport Golf Course opened in 1966 on land owned by the City of Columbus. The CRAA now owns the golf course property and leases it to the City of Columbus to manage the golf course. The golf course was opened after the construction of Runway 10R/28L at the Airport. As a result, the original design of the golf course was heavily influenced by the requirements to maintain setbacks and clear zones around the approach lighting system to Runway 28L. **Exhibit 5.7-2, Existing Airport Golf Course Layout**, shows the existing Airport Golf Course layout.

### Historic Structures

Several structures that are either historic on their own or part of an historic district are located on the south side of the Airport in the DSA. These include: the Old Port Columbus Airport Control Tower (NRHP listed); Buildings 3 and 7 of Air Force Plant 85, now referred to as the Columbus International Aircenter (CIAC) (NRHP eligible); and Hangar 1, known as the Transcontinental Air Transport Hangar (potentially eligible for NRHP). See Exhibit 5.7-1 for the location of each of these sites.

### **Impacts**

As a result of the 800-foot relocation of Runway 10R/28L included in the 2012 Alternative C2a, there would be direct impacts to the Airport Golf Course and two historic structures.

#### Airport Golf Course

Implementation of Alternative C2a would result in the approach lighting system to existing Runway 28L to be shifted 800 feet to the south. This would result in the reconfiguration of at least nine holes to meet 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.

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 of construction, 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. However, these would be temporary impacts that would be corrected after the full course reopens.

### Historic Structures

Implementation of Alternative C2a would result in the removal of Building 7 and a portion of Building 3 of the former Air Force Plant 85, which is eligible for listing on the NRHP. This would constitute a physical taking of these resources.







**THIS PAGE INTENTIONALLY LEFT BLANK**

## **Consultation**

### Airport Golf Course

The Airport Golf Course is a public recreation facility and as such, consultation with the City of Columbus and the Department of Interior occurred throughout the study process. To date, a proposed reconfigured golf course layout has been developed in coordination with the City of Columbus that will allow the relocation of the light lane to occur while maintaining at least nine holes of play on the course at all times. **Exhibit 5.7-3, *Redesigned Airport Golf Course***, shows the reconfigured golf course layout. In addition, the CRAA and the City of Columbus have negotiated an agreement on financial terms to assist in offsetting the anticipated reduction in revenue during the construction period. This agreement between the City of Columbus and the CRAA is memorialized in a Memorandum of Understanding which was executed on December 12, 2008.<sup>5</sup>

### Historic Structures

The FAA has conducted consultation in accordance with Section 106 of the NHPA with the OHPO regarding this project. Specifically, that consultation has included the determination of historic properties and potential adverse impacts. The OHPO has concurred with the FAA's determination of historic properties in the APE and the determination of potential adverse impacts. Appendix J, *Historic Resources*, includes copies of technical reports and consultation between the FAA and the OHPO regarding this matter.

## **INDIRECT IMPACTS**

Four parks, including LWCA-funded Pizzurro Park, Airport Golf Course, Brittany Hills Park, and Krumm Park, are located within the 65 - 70 DNL noise contour for 2012 Alternative C2a. As described previously in this section, due to the uses at Pizzurro Park, Airport Golf Course, and Brittany Hills Park, it is determined that neither the use nor the value of the parks would be diminished by the level of noise under 2012 Alternative A. Krumm Park is the only one of the four where the noise levels would increase from below 65 DNL to 65 – 70 DNL. The park features athletic fields for soccer and football, a basketball court, parking lot, picnic areas, playground, a pond, recreation center, a lighted tennis court, and walking trails. These uses are not noise-sensitive and therefore neither the use nor the value of the park would be diminished by the noise levels under 2012 Alternative C2a. Noise impacts to parks from the 2012 Alternative C2a are listed in Table 5.7-3.

Seven historic structures that are listed, eligible for listing, or possibly eligible for listing in the NRHP would be located within the 65 DNL noise contour. Of the potentially significant historic structures, one of the seven is residential and has already received sound insulation through the CRAA's previous sound insulation program. None of the structures would receive noise levels at or above 75 DNL.

---

<sup>5</sup> Letter from Alan McKnight, Director of Columbus Parks and Recreation, City of Columbus, December 12, 2008. See Appendix I, *Airport Golf Course*.

**THIS PAGE INTENTIONALLY LEFT BLANK**







**THIS PAGE INTENTIONALLY LEFT BLANK**

**Alternative C2b:  
2012 Relocate Runway 10R/28L 800 Feet to the South – Noise Abatement  
Scenario B**

**DIRECT IMPACTS**

The direct impacts discussed under the 2012 Alternative C2a would remain the same for the 2012 Alternative C2b.

**INDIRECT IMPACTS**

There would be changes to the noise levels associated with 2012 Alternative C2b due to the implementation of the recommended measures from the Airport's updated Noise Compatibility Program (NCP). However, the same four parks listed for Alternative C2a, including LWCA-funded Pizzurro Park, Airport Golf Course, Brittany Hills Park, and Krumm Park, are located within the 65 – 70 DNL noise contour for 2012 Alternative C2b. Due to the uses at these parks, it is determined that neither the use nor the value of the parks would be diminished by the level of noise under 2012 Alternative C2b. Noise impacts to parks from the 2012 Alternative C2b are listed in Table 5.7-3.

Six historic structures that are listed, eligible for listing, or possibly eligible for listing in the NRHP would be located within the 65 DNL noise contour. Of the potentially significant historic structures, one of the six is residential and has already received sound insulation through the CRAA's previous sound insulation program. None of the structures would receive noise levels at or above 75 DNL. Noise impacts to historic structures from the 2012 Alternative C2b are listed in Table 5.7-4.

**Alternative C3a:  
2012 Relocate Runway 10R/28L 702 Feet to the South – Noise Abatement  
Scenario A**

**DIRECT IMPACTS**

The direct impacts discussed under the 2012 Alternative C2a for the Airport Golf Course would remain the same for the 2012 Alternative C3a. However, there would be a difference in the impacts to historic structures.

Under the 2012 Alternative C3a, one historic structure would be directly impacted due to the relocation of Runway 10R/28L 702 feet to the south. A ramp tower located on the top of Building 7 of the former Air Force Plant 85 would be removed to comply with FAA airport design standards. Air Force Plant 85 is eligible for listing on the NRHP due to the aircraft manufacturing activities that occurred at the site and the architectural significance of the original structures, which were designed by Albert Kahn. Since its original construction in 1943, Building 7 has undergone a number of improvements and additions, one of which was the addition of a ramp tower in 1953. The FAA has determined that removal of the ramp tower would constitute an adverse impact because it would modify the existing structure which is a contributing building to the Air Force Plant 85 historic district. However, the

ramp tower was not part of Albert Kahn's original work and was built after the time when the Air Force Plant 85 was being used for the manufacturing activities that made it eligible for the NRHP. Based on these facts, the FAA has determined that removal of the structure is not a significant impact and would actually return the site to a condition where it is closer to its original layout and architecture.

## **INDIRECT IMPACTS**

There would be changes to the noise levels associated with the 2012 Alternative C3a due to the relocation of Runway 10R/28L 702 feet to the south. However, the same four parks listed for Alternative C2a, including LWCA-funded Pizzurro Park, Airport Golf Course, Brittany Hills Park, and Krumm Park, are located within the 65 – 70 DNL noise contour for 2012 Alternative C3a. Due to the uses at these parks, it is determined that neither the use nor the value of the parks would be diminished by the level of noise under 2018 Alternative C3a. Noise impacts to parks from the 2012 Alternative C3a are listed in Table 5.7-3.

Seven historic structures that are listed, eligible for listing, or possibly eligible for listing in the NRHP would be located within the 65 DNL noise contour. Of the seven potentially significant historic structures, one is residential and has already received sound insulation through the CRAA's previous sound insulation program. None of the structures would receive noise levels at or above 75 DNL. Noise impacts to historic structures from the 2012 Alternative C3a are listed in Table 5.7-4.

### **Alternative C3b:**

#### **2012 Relocate Runway 10R/28L 702 Feet to the South – Noise Abatement Scenario B (Sponsor's Proposed Project)**

## **DIRECT IMPACTS**

The direct impacts discussed under the 2012 Alternative C3a would remain the same for the 2012 Alternative C3b.

## **INDIRECT IMPACTS**

There would be changes to the noise levels associated with the 2012 Alternative C3b due to implementation of the recommended measures from the Airport's updated NCP. However, the same four parks listed for Alternative C2a, including LWCA-funded Pizzurro Park, Airport Golf Course, Brittany Hills Park, and Krumm Park, are located within the 65 – 70 DNL noise contour for 2012 Alternative C3b. Due to the uses at these parks, it is determined that neither the use nor the value of the parks would be diminished by the level of noise under 2018 Alternative C3b. Noise impacts to parks from the 2012 Alternative C3b are listed in Table 5.7-3.

Six historic structures that are listed, eligible for listing, or possibly eligible for listing in the NRHP would be located within the 65 DNL noise contour. Of the potentially significant historic structures, one of the six is residential and has already received sound insulation through the CRAA's previous sound insulation program. None of the structures would receive noise levels at or above 75 DNL. Noise impacts to historic structures from the 2012 Alternative C3b are listed in Table 5.7-4.

### **5.7.5 FUTURE CONDITIONS: 2018**

In addition to 2012, the environmental consequences of the Sponsor's Proposed Project and its alternatives are provided for 2018. The 2018 alternatives include the addition of the proposed passenger terminal and parking garage in the midfield area. There are no parks, recreation areas, wildlife refuges, or historic structures located in the area where the proposed passenger terminal would be constructed. However, there are potential changes in the noise impacts associated with each alternative. These potential changes in the noise impacts are described below.

#### **Alternative A: 2018 No Action**

##### **DIRECT IMPACTS**

Under the 2018 Alternative A, no Section 4(f), 6(f), or historic sites would be directly impacted because there would be no construction activities.

##### **INDIRECT IMPACTS**

Three parks, including LWCA-funded Pizzurro Park, Airport Golf Course, and Brittany Hills Park, are located within the 65 – 70 DNL noise contour for the 2018 Alternative A. Noise impacts to parks from the 2018 Alternative A are listed in Table 5.7-3. Due to the uses at these parks, it is determined that neither the use nor the value of the parks would be diminished by the level of noise under 2018 Alternative C2b. The relationship of airport noise and the value and uses at Pizzurro Park and the Airport Golf Course, are described under Section 5.7.3. A similar discussion for Brittany Hills Park is provided under Section 5.7.4.

Seven historic structures that are listed, eligible for listing, or possibly eligible for listing in the NRHP would be located within the 65 DNL noise contour. Of the potentially significant historic structures, one of the seven is residential and has already received sound insulation through the CRAA's previous sound insulation program. Noise impacts to historic structures from the 2018 Alternative A are listed in Table 5.7-4. The 2018 Alternative A represents the No Action Alternative and provides a baseline to compare impacts from other alternatives.

#### **Alternative C2a: 2018 Relocate Runway 10R/28L 800 Feet to the South and Construct Midfield Terminal (T2) – Noise Abatement Scenario A**

##### **DIRECT IMPACTS**

Under the 2018 Alternative C2a, no Section 4(f), 6(f), or historic sites would be directly impacted because there are no such properties in the area where the proposed terminal would be built.

## **INDIRECT IMPACTS**

Five parks, including LWCA-funded Pizzurro Park, Airport Golf Course, Brentnell Park, Brittany Hills Park, and Krumm Park are located within the 65 – 70 DNL noise contour for 2018 Alternative C2a. The determination that the value and uses at Pizzurro Park, the Airport Golf Course, Brittany Hills Park, and Krumm Park would not be diminished with this level of noise is described under Sections 5.7.3 and 5.7.4. Brentnell Park is the only one of the five where the noise levels would increase from below 65 DNL to 65 - 70 DNL with implementation of the alternative. Brentnell Park consists of a basketball court, parking lot, picnic areas, recreation center, and a lit tennis court. These uses are not noise-sensitive and therefore neither the use nor the value of the park would be diminished by the noise levels under 2018 Alternative C2a. Noise impacts to parks from the 2018 Alternative C2a are listed in Table 5.7-3.

Seven historic structures that are listed, eligible for listing, or possibly eligible for listing in the NRHP would be located within the 65 DNL noise contour. Of the potentially significant historic structures, one of the seven is residential and has already received sound insulation through the CRAA's previous sound insulation program. Noise impacts to historic structures from the 2018 Alternative C2a are listed in Table 5.7-4.

### **Alternative C2b:**

#### **2018 Relocate Runway 10R/28L 800 Feet to the South and Construct Midfield Terminal (T2) – Noise Abatement Scenario B**

## **DIRECT IMPACTS**

As discussed under the 2018 Alternative C2a, there would be no direct impacts to Section 4(f), 6(f), or historic sites.

## **INDIRECT IMPACTS**

There would be changes to the noise levels associated with the 2018 Alternative C2b due to the implementation of the recommended measures from the Airport's updated NCP. However, the same five parks listed for Alternative C2a, including LWCA-funded Pizzurro Park, Airport Golf Course, Brentnell Park, Brittany Hills Park, and Krumm Park, are located within the 65 – 70 DNL noise contour for 2018 Alternative C2b. Due to the uses at these parks, it is determined that neither the use nor the value of the parks would be diminished by the level of noise under 2018 Alternative C2b. Noise impacts to parks from the 2018 Alternative C2b are listed in Table 5.7-3.

Six historic structures that are listed, eligible for listing, or possibly eligible for listing in the NRHP would be located within the 65 DNL noise contour. Of the potentially significant historic structures, one of the six is residential and has already received sound insulation through the CRAA's previous sound insulation program. None of the structures would receive noise levels at or above 75 DNL. Noise impacts to historic structures from the 2018 Alternative C2b are listed in Table 5.7-4.



**Alternative C3a:  
2018 Relocate Runway 10R/28L 702 Feet to the South and Construct  
Midfield Terminal (T2) – Noise Abatement Scenario A**

**DIRECT IMPACTS**

As discussed under the 2018 Alternative C2a, there would be no direct impacts to Section 4(f), 6(f), or historic sites.

**INDIRECT IMPACTS**

There would be changes to the noise levels associated with the 2018 Alternative C3a. However, the same five parks listed for Alternative C2a, including LWCA-funded Pizzurro Park, Airport Golf Course, Brentnell Park, Brittany Hills Park, and Krumm Park, are located within the 65 – 70 DNL noise contour for 2018 Alternative C3a. Due to the uses at these parks, it is determined that neither the use nor the value of the parks would be diminished by the level of noise under 2018 Alternative C3a. Noise impacts to parks from the 2018 Alternative C3a are listed in Table 5.7-3.

Seven historic structures that are listed, eligible for listing, or possibly eligible for listing in the NRHP would be located within the 65 DNL noise contour. Of the potentially significant historic structures, one of the seven is residential and has already received sound insulation through the CRAA's previous sound insulation program. None of the structures would receive noise levels at or above 75 DNL. Noise impacts to historic structures from the 2018 Alternative C3a are listed in Table 5.7-4.

**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)**

**DIRECT IMPACTS**

As discussed under the 2018 Alternative C2a, there would be no direct impacts to Section 4(f), 6(f), or historic sites.

**INDIRECT IMPACTS**

There would be changes to the noise levels associated with the 2018 Alternative C3b due to the implementation of the recommended measures from the Airport's updated NCP. However, the same five parks listed for Alternative C2a, including LWCA-funded Pizzurro Park, Airport Golf Course, Brentnell Park, Brittany Hills Park, and Krumm Park, are located within the 65 – 70 DNL noise contour for 2018 Alternative C3a. Due to the uses at these parks, it is determined that neither the use nor the value of the parks would be diminished by the level of noise under 2018 Alternative C3b. Noise impacts to parks from the 2018 Alternative C3b are listed in Table 5.7-3.

Six historic structures that are listed, eligible for listing, or possibly eligible for listing in the NRHP would be located within the 65 DNL noise contour. Of the potentially significant historic structures, one of the six is residential and has already received sound insulation through the CRAA's previous sound insulation program. None of the structures would receive noise levels at or above 75 DNL. Noise impacts to historic structures from the 2018 Alternative C3b are listed in Table 5.7-4.

### **5.7.6 SECTION 6(f) EVALUATION**

As stated earlier in this section, five recreational facilities that were funded under the LWCA are located within the GSA. These locations are shown on Exhibit 5.7-1, *Section 4(f), 6(f), and Historic Sites*. Of these five LWCA-funded recreational facilities, only the Pizzurro Park, located east of the Airport, would be potentially impacted by the Sponsor's Proposed Project or its alternatives. This section provides an evaluation of the potential impacts resulting from the Sponsor's Proposed Project on Section 6(f) lands.

#### **5.7.6.1 Noise**

Pizzurro Park is located east of the Airport near Big Walnut Creek and encompasses 18.57 acres. Under existing conditions, 4.35 total acres of Pizzurro Park are impacted by noise levels over 65 DNL. The 2012 Alternative A would result in 4.63 total acres impacted by noise levels above 65 DNL with no impacts over 75 DNL. Each of the development alternatives would decrease the total acreage of Pizzurro Park impacted by noise levels greater than 65 DNL over the 2012 Alternative A. The Alternative C3b, the Sponsor's Proposed Project, would impact approximately 3.92 acres by noise levels of 65 DNL or greater. **Exhibit 5.7-4, 2012 No Action and 2012 Alternative C3b 65 DNL Noise Contours**, shows the location of the 65 DNL of both the 2012 Alternative A and the 2012 Alternative C3b. Because the area exposed to significant noise levels (-0.43 acres) would decrease as a result of implementing the Sponsor's Proposed Project, it was determined that the noise impacts resulting from the Sponsor's Proposed Project do not constitute a constructive use taking or conversion of land subject to Section 6(f) of the LWCA or Section 4(f) of the DOT Act. Therefore, there would not be an impact to a Section 6(f) resource due to noise from the Sponsor's Proposed Project.

#### **5.7.6.2 Other Potential Impacts**

Due to the location of the Pizzurro Park in relationship to the project area, there would be no other impacts to the park related to water resources, wetlands, floodplains, or light emissions.

### **5.7.7 CONCLUSION**

All the proposed alternatives were considered in an effort to determine ways to avoid or minimize impacts to the Section 4(f) and 6(f) lands near CMH.

Alternative C2a/b and C3a/b include the construction of a replacement Runway 10R/28L 800 and 702 feet south of existing Runway 10R/28L, respectively, and represent the greatest impacts to Section 4(f) lands. These alternatives would require reconfiguration, a “physical taking,” of the Airport Golf Course due to the relocation of the approach lighting system for Runway 28L. There would be no prudent or feasible alternative to its reconfiguration if these development plans are implemented. However, there has been agreement among the CRAA and the City of Columbus regarding the layout of the golf course and negotiations have concluded regarding the financial terms for reducing the economic impact of the construction.<sup>6</sup> These agreements would make the Airport Golf Course equal to its existing conditions.

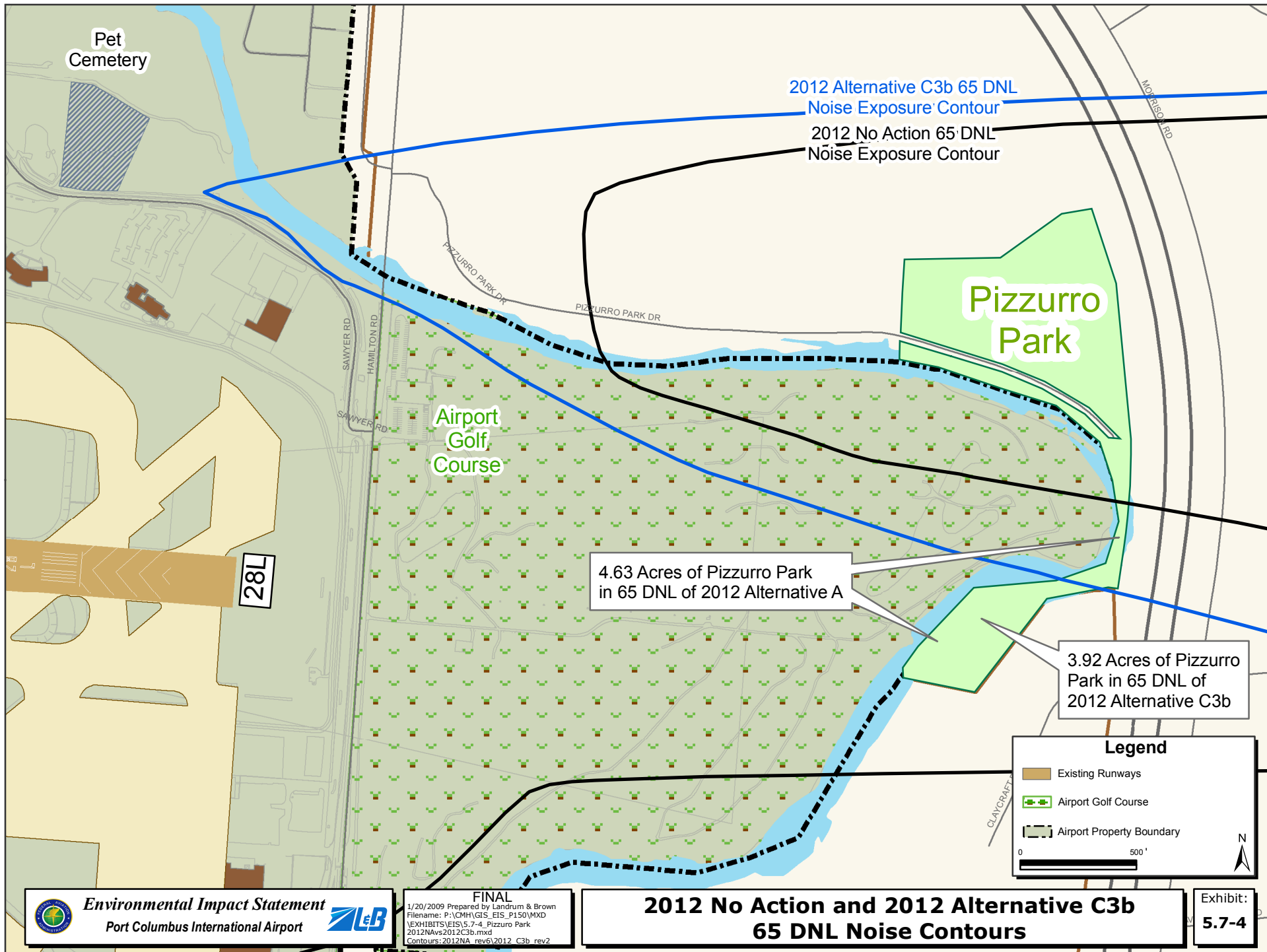
The total area of Pizzurro Park exposed to noise levels greater than 65 DNL decreased for Alternative C3b (Sponsor’s Proposed Project) from the 2012 Alternative A condition. None of the alternatives would result in noise levels exceeding 75 DNL in the Pizzurro Park. Therefore, the Sponsor’s Proposed Project would not constitute a constructive use taking or conversion of Section 4(f) or 6(f) land.

Alternative C3a/b would require the removal of the Ramp Tower on Building 7 of Air Force Plant 85 historic district. However, consultation with the OHPO and the CRAA are negotiating a Memorandum of Agreement, which outlines the methods by which the Ramp Tower may be removed. Refer to Chapter Five, Section 5.8, *Historic, Architectural, Archaeological, and Cultural Resources*, for further discussion relating to historic structures.

---

<sup>6</sup> The CRAA and City of Columbus entered into a Memorandum of Understanding (MOU) on December 12, 2008 regarding the reconfiguration of the Airport Golf Course (see Appendix I for a copy of the signed MOU).

**THIS PAGE INTENTIONALLY LEFT BLANK**



**THIS PAGE INTENTIONALLY LEFT BLANK**