

## **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>

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

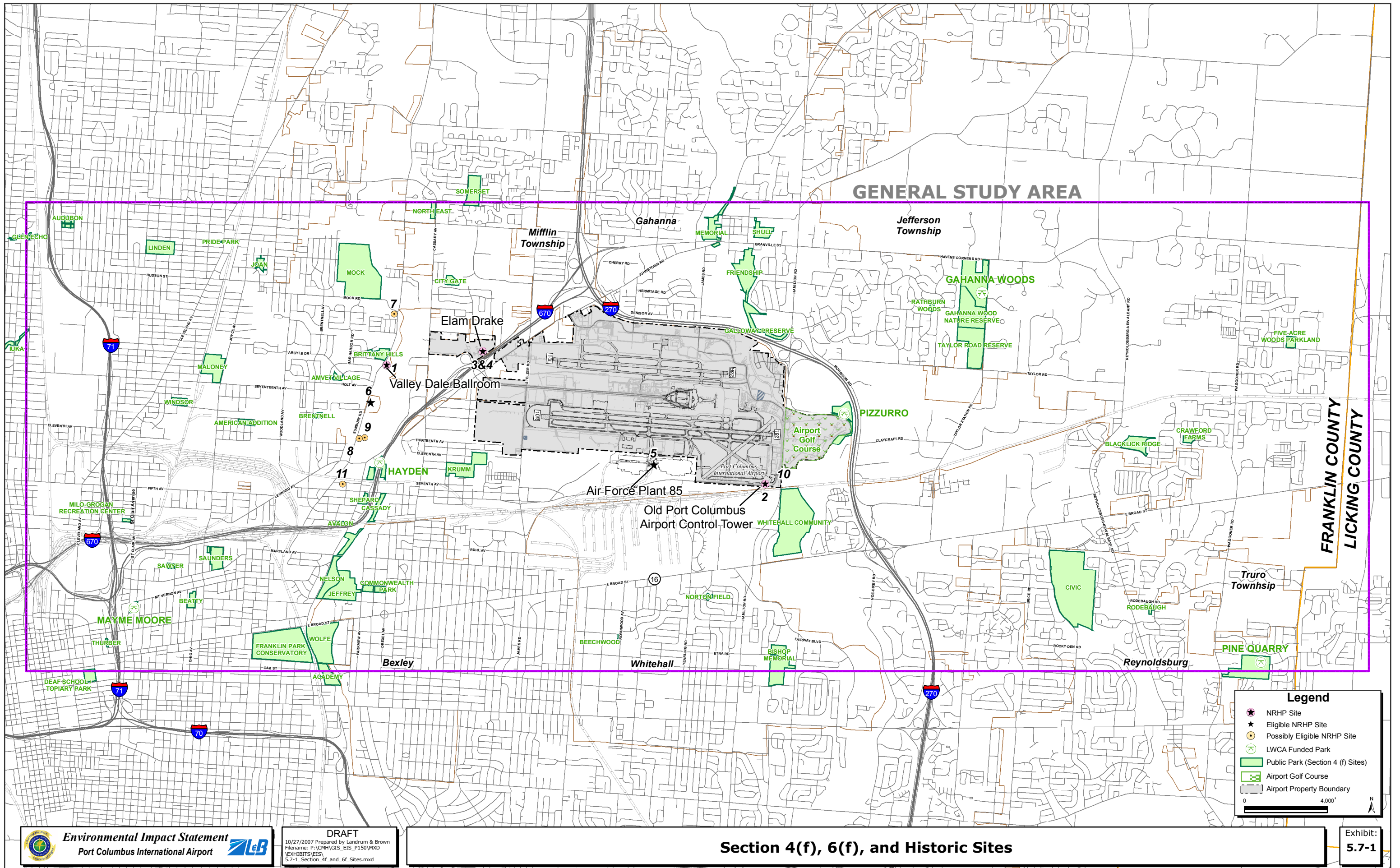
Coordination in accordance with the National Historic Preservation Act of 1966 (NHPA), Section 106 is on-going with regard to the historic and archaeological studies being conducted for the project. Where historic sites are determined to be eligible for inclusion in the NRHP, the Columbus Regional Airport Authority (CRAA) and the Federal Aviation Administration (FAA) are required to comply with all requirements of the NHPA prior to disturbance of a structure or site. There are twelve 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**. 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, Archeological, and Cultural Resources*, for further discussion regarding NHPA Section 106. These locations are shown on **Exhibit 5.7-1, Section 4(f), 6(f), and Historic Sites**.

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<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



**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  | Ersine 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. **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*. Consultation with the City of Columbus and the Department of Interior regarding the potential impacts to Section 4(f), 6(f), and historic sites is on-going. Appendix I, *Airport Golf Course*, and Appendix N, *Department of Transportation 4(f) Consultation*, includes documentation of this consultation.



**Table 5.7-2  
SECTION 4(f) AND SECTION 6(f) RESOURCES 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             |
| 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                 | yes                      | Gahanna              |
| Galloway preserve             |                          | Gahanna              |
| Glen Echo                     |                          | Columbus             |
| Hayden                        | yes                      | Columbus             |
| Iuka                          |                          | Columbus             |
| Jeffrey                       |                          | Bexley               |
| Joan                          |                          | Columbus             |
| Krumm                         |                          | Columbus             |
| Linden                        |                          | Columbus             |
| Maloney                       |                          | Columbus             |
| Mayme Moore                   | yes                      | Columbus             |
| Memorial                      |                          | Gahanna              |
| Milo-Grogan                   |                          | Columbus             |
| Milo-Grogan Recreation Center |                          | Columbus             |
| Mock                          |                          | Columbus             |
| Nelson                        |                          | Columbus             |
| North East                    |                          | Columbus             |
| Norton field                  |                          | Whitehall            |
| Pine quarry                   | yes                      | Reynoldsburg         |
| Pizzurro                      | yes                      | 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**

The existing noise exposure for the LWCA-funded parks and other public parks is presented in **Table 5.7-3**. One of the LWCA-funded parks (Pizzurro Park) is located within the 60-70 DNL existing condition noise contour. None of the other parks are located within the 65 DNL existing condition noise contour. 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 |
|----------------|-------------------|---------------|-----------------------|--------------|--------------|--------------|--------------|-----------------------|--------------|--------------|--------------|--------------|
| 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 alternatives where the noise levels would be less than 65 DNL.

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 alternatives where noise levels would be less than 65 DNL.

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. Two parks, including LWCA-funded Pizzurro 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. 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**

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. As of December 2007, the CRAA 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**, shows the existing Airport Golf Course layout.

### **Impacts**

As a result of the 800-foot relocation of Runway 10R/28L included in the 2012 Alternative C2a, the approach lighting system to existing Runway 28L would 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.

### **Consultation**

The Airport Golf Course is a public recreation facility and as such, consultation with the City of Columbus and the Department of Interior is occurring. 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 are in the process of negotiating an agreement on financial terms to assist in offsetting the anticipated reduction in revenue during the construction period. The City of Columbus has concurred with the golf course layout and the need to resolve the financial terms.<sup>5</sup>

### **INDIRECT IMPACTS**

Three parks, including LWCA-funded Pizzurro Park, are located within the 65 - 70 DNL noise contour for 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. Noise impacts to historic structures from the 2012 Alternative C2a are listed in Table 5.7-4.

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<sup>5</sup> Letter from Alan McKnight, Director of Columbus Parks and Recreation, City of Columbus, October 18, 2007. See Appendix I, *Airport Golf Course*.



**Alternative C2b:**

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

The direct impacts discussed under the 2012 Alternative C2a would remain the same for the 2012 Alternative C2b. 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). Three parks, including LWCA-funded Pizzurro Park, are located within the 65 – 70 DNL noise contour for 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**

The direct impacts discussed under the 2012 Alternative C2a would remain the same for the 2012 Alternative C3a. 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. Three parks, including LWCA-funded Pizzurro Park, are located within the 65 – 70 DNL noise contour for the 2012 Alternative C2b. 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)**

The direct impacts discussed under the 2012 Alternative C2a would remain the same for the 2012 Alternative C3b. 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. Three parks, including LWCA-funded Pizzurro Park, are located within the 65 – 70 DNL noise contour for the 2012 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**

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. Two parks, including LWCA-funded Pizzurro 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. 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**

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. Four parks, including LWCA-funded Pizzurro Park, are located within the 65 – 70 DNL noise contour for 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**

As discussed under the 2018 Alternative C2a, there would be no direct impacts to Section 4(f), 6(f), or historic sites. 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. Four parks, including LWCA-funded Pizzurro Park, are located within the 65 – 70 DNL noise contour for the 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**

As discussed under the 2018 Alternative C2a, there would be no direct impacts to Section 4(f), 6(f), or historic sites. There would be changes to the noise levels associated with the 2018 Alternative C3a. Three parks, including LWCA-funded Pizzurro Park, are located within the 65 – 70 DNL noise contour for the 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)**

As discussed under the 2018 Alternative C2a, there would be no direct impacts to Section 4(f), 6(f), or historic sites. 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. Four parks, including LWCA-funded Pizzurro Park, are located within the 65 – 70 DNL noise contour for the 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 there are negotiations occurring regarding the financial terms for reducing the economic impact of the construction. 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.

Refer to Chapter Five, Section 5.8, *Historic, Architectural, Archeological, and Cultural Resources*, for further discussion relating to historic structures.

