

APPENDIX N

DEPARTMENT OF TRANSPORTATION SECTION 4(f)

There were a number of Department of Transportation Section 4(f)¹ properties that were evaluated for impacts, but for the Federal Aviation Administration's (FAA's) preferred alternative (Alternative C3b), there were two properties where impacts were identified. Therefore, the discussion below focuses on those two properties. Additional information for the Section 4(f) and Section 106 resources can be found in Chapter 5.7 Department of Transportation Section 4(f) Lands.

N.1 NAME OF OWNER AND TYPE OF SECTION 4(f) PROPERTY

Airport Golf Course

The Columbus Regional Airport Authority (CRAA), which operates the Port Columbus International Airport (CMH or Airport), owns the Airport Golf Course. It is leased to the City of Columbus Recreation and Parks Department Golf Division (CRPDGD) to manage as the Airport Golf Course. The Airport Golf Course is considered a recreational use facility.

Air Force Plant 85 (Columbus International Aircenter)

The Air Force Plant 85, now referred to as the Columbus International Aircenter (CIAC), is privately owned and is located to the south of the Airport. The Air Force Plant 85 is eligible for listing on the NRHP as a historic district. A ramp tower on Building 7 is the only structure impacted by the FAA's preferred alternative.

N.2 SIZE

Airport Golf Course

The Airport Golf Course is an 18-hole facility and sits on approximately 135.6 acres.

Air Force Plant 85 (Columbus International Aircenter)

Building 7 of the Air Force Plant 85 is approximately 687,500 square feet.

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

N.3 VISUAL INFORMATION

Airport Golf Course

The Airport Golf Course is located to the east of the Airport and to the west of Big Walnut Creek. It is accessed via Hamilton Road. The location of the Airport Golf Course is shown in Chapter 1, *Background*, on **Exhibit 1-1**.

Air Force Plant 85 (Columbus International Aircenter)

The Air Force Plant 85 is located south of the Airport and is accessed using East Fifth Avenue. Building 7 sits on the northern portion of the site and has direct views into the Airport.

N.4 USES

Airport Golf Course

The Airport Golf Course is owned by the CRAA and managed by the CRPDGD. The golf course is 18-holes and has a small club house and parking lot associated with it. The CRAA's proposed project will result in a physical taking of the Airport Golf Course with mitigation to make the Section 4(f) resource whole again.

The Airport Golf Course currently has a Medium Intensity Lighting System with Runway Alignment Lights (MALSR). This system is aligned with the centerline for the current Runway 10R/28L. The CRAA is proposing to relocate Runway 10R/28L and the associated MALSR 702 feet south of its existing location. The proposed system would be identical to the one that is currently on the Airport Golf Course. There could potentially be fewer equipment shelters. The number of light bars and spacing requirements for the replacement system is similar to the existing system.

Former Air Force Plant 85 (Columbus International Aircenter)

Building 7 is privately owned and includes warehouse, office, and airplane hangar/maintenance facilities.

N.5 ACCESS

Airport Golf Course

The Airport Golf Course is a public-owned, public-use facility. Approximately 40,000 – 45,000 rounds of golf are played at the Airport Golf Course annually.

Air Force Plant 85 (Columbus International Aircenter)

The CIAC is a privately owned business and therefore access is limited to the employees and customers of the company.

N.6 ASSOCIATED AREAS

Airport Golf Course

There are no other golf courses in the vicinity of the Airport. The CDRPGD manages seven golf courses throughout the City.

Historic Structures

In addition to the Air Force Plant 85 historic district, there are two other historic structures in the vicinity of the site. These are: Hangar 1 (Transcontinental Air Transport Hanger) and the Old Airport Control Tower.

N.7 PRUDENT AND FEASIBLE ALTERNATIVES

As a part of the Environmental Impact Statement (EIS) for the proposed relocation of Runway 10R/28L the FAA is completing the DOT Section 4(f) consultation with the Department of Interior. As a part of the EIS process, an extensive review of alternatives was conducted. The alternatives were grouped into off-site and on-site alternatives. The off-site alternatives included the use of other airport/regional management alternatives and other modes of transportation and/or telecommunications.

The on-site alternatives that were evaluated were non-runway/terminal development alternatives; other technologies such as additional air traffic equipment; activity or demand management; runway development; and terminal development alternatives.

The off-site alternatives and on-site alternatives for non-runway/terminal development, other technologies, and activity or demand management can be found in Section 3.3, Off-Site Alternatives, Section 3.4.1, Non-Runway Development Alternatives, Section 3.4.2, Other Technologies, and 3.4.3, Activity or Demand Management Alternatives.

A summary of Section 3.4.4, Runway Alternatives is presented below, including the No Action Alternative.

Alternative A is the No Action Alternative and assumes that Runway 10R/28L would be maintained in place without a full reconstruction. Alternative A is depicted in Chapter 3, *Alternatives*, **Exhibit 3-1**. The runway would continue to undergo smaller overlays and localized reconstruction on portions of the runway. This alternative would not impact the Airport Golf Course or the Air Force Plant 85. While this alternative is feasible in the short-term, it does not address the need for a full reconstruction of the runway before pavement failure and it does not provide the Airport with an expanded terminal development envelope for actual and projected growth at the Airport. This alternative is carried forward and evaluated in the EIS under the requirements set forth by the National Environmental Policy Act.

Alternative B is to reconstruct Runway 10R/28L in place. There are two alternatives within Alternative B: B1 – Reconstruct Runway 10R/28L in Current Location and B2 – Reconstruct Runway 10R/28L in Current Location and Relocate Runway 10L/28R 700 feet to the North.

Alternative B1 would include a full reconstruction of Runway 10R/28L in its current location. This is depicted in **Exhibit 3-2**. The runway would maintain its current length of 10,125 feet. This alternative would not provide for an expanded terminal envelope for actual and projected growth at the Airport.

Alternative B1 would not impact the Airport Golf Course or the Air Force Plant 85. Alternative B1 provides the Airport with a reconstructed Runway 10R/28L, but it does not provide the Airport with an expanded terminal development envelope and the ability to implement long-term delay reduction technology. Thus, Alternative B1 does not meet the purpose and need for the project. This alternative is not evaluated further.

Alternative B2 would include the full reconstruction of Runway 10R/28L in its current location, as well as the relocation of Runway 10L/28R, 700 feet to the north to allow for an expanded terminal development envelope. Alternative B2 is shown in **Exhibit 3-3** and **Exhibit 3-4**. Runway 10R/28L length would maintain its present length of 10,125 feet. Runway 10L/28R would maintain its present length of 8,000 feet when it is relocated.

This alternative (B2) would not impact the Airport Golf Course or the Air Force Plant 85. This alternative is not prudent or feasible based on other environmental and design impacts. First, Bridgeway Avenue, which is a east/west thoroughway would have to be terminated or rerouted across Big Walnut Creek near the east end of Runway 10R/28L. The road is currently located in the floodplain to Big Walnut Creek. Relocating the road would require the raising of Bridgeway Avenue and the construction of two bridges over Big Walnut Creek to maintain airport and road design standards. Impacts to relocating Runway 10L/28R include potential height impacts to the runway approaches for I-670, I-270, and Johnstown Road. There would be impacts to the north airfield development area, including impacts to large corporate hangars, general aviation hangars and aprons, airport maintenance buildings, fuel farms, and airfield run-up barriers. A minimum of 18 commercial/industrial businesses would need to be acquired and relocated. There is no guarantee that these businesses would be able to relocate in the Columbus area. While, this alternative meets a portion of the purpose and need, it is unreasonable to carry it forward due to the environmental impacts to Big Walnut Creek and associated floodplain, socioeconomic impacts due to business removal and road termination or relocation, and the increased cost of between \$53 million to \$72 million, above the \$162 million for the Airport's proposed project.

Alternative C1 relocates Runway 10R/28L 1,500 feet south of its existing location. See **Exhibit 3-5** and **Exhibit 3-6**. This alternative was evaluated because it would provide 4,300 feet separation between the two runways, the minimum runway

separation required for dual simultaneous instrument arrivals without any additional air traffic control equipment required. The length for Runway 10R/28L would be maintained at 10,125 feet.

This alternative (C1) would not impact the Airport Golf Course. There are additional environmental and financial impacts to this alternative that do not make it prudent or feasible. The first environmental impact would be the acquisition and demolition of major industrial developments, such as the CIAC (Air Force Plant 85), Seven-Up Bottling Group of Columbus, and the Airway Industrial Park. There is no guarantee that the businesses would be able to relocate in the Columbus region. The Old Airport Control Tower, which is listed on the NRHP, would need to be removed. This project would also include the acquisition of 48 residential properties. The cost of this alternative is an additional \$167 million more than the CRAA's Proposed Project.

Alternative C2 relocates Runway 10R/28L 800 feet south of its existing location. **Exhibit 3-7** and **Exhibit 3-8** depict this alternative. The runway length would be 10,113 feet.

This alternative (C2) would impact the Airport Golf Course and a portion of Building 3 and all of Building 7 of the Air Force Plant 85. Thirty-six residential properties (35 homes) would be acquired.

Alternative C3 relocates Runway 10R/28L 702 feet south of its existing location. **Exhibit 3-9** and **Exhibit 3-10** shows this alternative. This is the minimum the runway can be moved and still provide for sufficient space for dual simultaneous instrument arrivals with additional air traffic control equipment and provide a sufficient terminal envelope. The runway length would be 10,113 feet.

This alternative (C3) will impact the Airport Golf Course and the ramp tower on Building 7 of the Air Force Plant 85. However, because the ramp tower was an addition to the original Building 7, its removal would bring the building closer to the original architecture, which was one of the contributing factors to its historic significance. Thirty-six residential properties (35 homes) would be acquired. This is the CRAA's proposed project and the FAA's preferred alternative.

N.8 MITIGATION

On October 18, 2007, the CRPDGD sent a letter to the FAA indicating the areas where levels of concurrence have been reached between the two parties and items that are still under discussion. On December 12, 2008, the CRPDGD sent another letter to the FAA stating that the two parties have reached an agreement and that a Memorandum of Understanding (MOU) had been executed. The general points from the MOU are summarized below:

- The Airport Golf Course will be returned to an 18-hole facility that is comparable to the character, distance, and style of the current course and conforms to all relevant FAA guidelines concerning airport design standards, safety, and maintenance of approach light systems.

The course layout shown in Layout Option "A-1" of the golf course reconfiguration report satisfies all of these requirements.

- The Airport Golf Course will remain within the boundaries of the current course.
- The CRAA will fund and manage the reconstruction of the Airport Golf Course.
- There is a desire by both the CRAA and CRPDGD to compress the schedule of the reconstruction as much as possible to reduce the amount of time the Airport Golf Course is less than an 18-hole facility.
- There is a desire by both the CRAA and CRPDGD to maintain at least nine playable holes during the reconstruction. The feasibility of this will require further analysis during the design phase of the project.
- The CRPDGD will participate in the reconstruction process in the following areas: selection of the design consultants and contractors; development of construction specifications; sign-off on final design; and sign-off on delivery of the finished course.
- CRPDGD will be compensated for loss and/or revenue attributed to impacts of reconstruction of the golf course.

N.9 CONSULTATION WITH THE CITY OF COLUMBUS

Airport Golf Course

Additional information for the Airport Golf Course, including meeting minutes and correspondence can be found in Appendix I, Airport Golf Course.

The CRAA started coordination with the CRPDGD in 2004 when the CRAA was doing initial planning for the proposed relocated runway. To that effect, the CRPDGD has participated in the presentation of a study that assessed alternative golf course layouts. The CRPDGD understands the purpose of relocating Runway 10R/28L and the resulting need to relocate the approach lights, which will cause the golf course to be reconfigured. The first meeting took place on July 8, 2004. Participants were the CRAA, CRPDGD, Landrum & Brown, and URS (consultants). The meeting included a project overview, the Airport Golf Course and Future Approach Lighting System, Environmental Items, and a Q&A. At this meeting, the CRPDGD provided the CRAA with golf course architects that could be used in the planning study phase of this project. CRAA did retain the recommended golf course architect.

Since the initial meeting, the CRPDGD and the CRAA have negotiated an agreement regarding the reconfiguring of the golf course. This agreement is memorialized in a Memorandum of Understanding (MOU) that was executed on December 12, 2008. In addition, the CRPDGD states that because the Airport Golf Course will be made whole after the reconfiguration, there is no 'taking' of a Section 4(f) resource. Appendix I, *Airport Golf Course*, includes copies of the letter and MOU.

Department of Transportation Section 4(f) Consultation

Department of Interior Letter to FAA, July 23, 2008
FAA Letter to Department of Interior, October 24, 2008
Email from Department of Interior to FAA, December 11, 2008
Email from Department of Interior to FAA, February 6, 2009

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United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

OFFICE OF ENVIRONMENTAL POLICY AND COMPLIANCE

1849 C STREET, NW, Room 2342-MIB
Washington, DC 20240
PHONE: 202/208-4169
FAX: 202/208-6970

To: Ms. Katherine Jones Date: July 23, 2008

FAA/MI

Ph: 734-229-2958

FAX: 734-229-2950

Pages: 7 , including this cover sheet.

From: ETHEL SMITH

Subject: Port Columbus Intl AP, OH [ER 08/498]

Attached is the Department of the Interior's comments dated July 23, 2008, on subject project.



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240



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PEP/NRM

ER 08/498

Ms. Katherine S. Jones
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, Michigan 48174

Dear Ms. Jones:

As requested, the Department of the Interior (Department) has reviewed the May 2008 draft Environmental Impact Statement (EIS) and the Section 4(f) Evaluation for Port Columbus International Airport - Development of a New Passenger Terminal and Other Associated Airport Projects - City of Columbus, Franklin County, Ohio. This project involves the replacement of Runway 10R/28L, additional taxiways for the new Runway, associated facilities, a new apron and terminal in the midfield, and implementation of mitigation measures identified in the 2007 Final Part 150 Study Update at Port Columbus International Airport (CMH). The Department offers the following comments and recommendations for your consideration.

GENERAL COMMENTS

The draft EIS is thorough, and clearly identifies the need for the project as well as the impacts from all alternatives. However, all necessary summary information is not available in convenient locations, causing reviewers to page back and forth through a rather large volume. In addition, the electronic version of the document was extremely difficult to find on the Internet, and the file size was enormous (loading the chapter on noise could take 15 minutes or more with a very fast computer). The document is not terribly read-friendly and could stifle public review and comment.

We note that in the time since it was written, Skybus Airlines is no longer in operation. This will not affect the growth projections for CMH as the accelerated growth that this carrier may have had on the airport had been included for disclosure purposes only and will not affect any of the alternatives identified within this report.

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SECTION 4(f) EVALUATION COMMENTS

The draft EIS does not identify a Preferred Alternative and indicates that consultation with other parties with potential Section 4(f) properties is still ongoing. We find that consideration of all potential Section 4(f) properties is lacking. Therefore, the Department would not concur with the Federal Aviation Administration (FAA) that there are no feasible and prudent alternatives to the proposal as presented which would result in impacts to Section 4(f) properties, or that all possible planning needed to minimize potential harm to this resource has been employed.

The project proposes several changes at CMH that may affect properties eligible for consideration under Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 303). The one property identified in the Section 4(f) Evaluation is the golf course located to the east of one runway on property owned by the City airport authority and managed by the City of Columbus. Changes in runway configuration would require a change in the configuration of nine of the holes at the golf course, but apparently would not significantly impact the values of the property. Avoidance alternatives were explored but those involved unacceptable impacts to other resources and/or substantial costs.

Noise impacts are possible at some or all of approximately 51 other public park properties in the airport area, but the evaluation notes that only 4 of these will be impacted indirectly by noise. It is unclear how increases in noise levels at these parks will affect their use or values.

Impacts to historic resources are discussed in the Section 4(f) on resources, but it is unclear how they are considered as Section 4(f) resources. According to the chapter on historic resources in the draft EIS, only one of the action alternatives to be considered through the full analysis (Alternative C2a/b) will likely directly affect a property eligible for the National Register of Historic Places. However, we note that both action alternatives (C2a/b and C3a/b) have the potential to directly impact eligible properties. We believe that the FAA has overlooked these properties in this analysis and should be aware of the fact that properties eligible for or nominated to the National Register should be included as eligible Section 4(f) properties. Despite the assurances found in the draft EIS that consultation with the State Historic Preservation Officer (SHPO) will result in a satisfactory result, these properties have not been considered under the Section 4(f) Evaluation. We do not find any evidence of correspondence with the SHPO over impacts to historic properties in this document. We would assume such correspondence would have been included if it existed given the amount of meeting notes, invitations, e-mails, letters, handouts, and PowerPoint slides included in the 262 pages (22 MB of data) of Appendix A -- Agency Scoping and Coordination.

Indirect impacts to historic properties from noise is acknowledged in the draft EIS but the mitigation for those impacts appears to be limited to soundproofing. It is unclear

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whether the FAA considered increased noise levels at some historic properties to be adverse impacts under Section 106 of the National Historic Preservation Act. Since these properties would also be eligible under Section 4(f), indirect impacts could constitute a constructive use, if the impacts are so severe as to threaten the integrity of the resource. However, as we point out above, we have no indication of consultation with the SHPO.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

In general, the U.S. Fish and Wildlife Service (FWS) recommends that proposed projects minimize water quality impacts and impacts to quality fish and wildlife habitat, such as forests, streams, and wetlands. Note that wetlands may exist on sites that are not designated wetland by the National Wetland Inventory. We recommend that the proposed project use best construction techniques to minimize erosion. Preventing establishment of non-native, invasive plants is critical in maintaining quality habitats. All disturbed areas should be mulched and re-vegetated with native plants.

Wetland mitigation measures will be coordinated with the U.S. Army Corps of Engineers. A potential site in Gahanna is being investigated. Compensatory mitigation for wetland impacts will be provided offsite in order to preclude establishing habitats that could increase wildlife nuisance issues at the airport. The FWS has no objection to offsite mitigation but does recommend that it occur within the Big Walnut Creek watershed.

A ravine that contains a small tributary to Big Walnut Creek will be expanded. This expansion is to provide a storm water detention basin for the flow of water from impervious surfaces at the site. The ravine currently provides approximately 9.1 acre-feet of storage. The project will expand the ravine to provide 29.2 acre-feet of storage. Streams and associated hydrologic features provide valuable functions including water purification, nutrient cycling, ground water recharge, and wildlife habitat. The creation of a detection basis reduces the functions that the stream had previously provided. The FWS recommends that any unavoidable impacts to all aquatic resources should be offset by appropriate mitigation including stream creation or enhancement that addresses all of the functions that will be impacted.

ENDANGERED SPECIES COMMENTS

The proposed project lies within the range of the Indiana bat (*Myotis sodalis*), a federally-listed endangered species. Since first listed as endangered in 1967, their population has declined by nearly 60 percent. Several factors have contributed to the decline of the Indiana bat, including the loss and degradation of suitable hibernacula; human disturbance during hibernation; pesticides; and the loss and degradation of forested habitat, particularly stands of large, mature trees. Fragmentation of forest habitat may also contribute to declines. During winter, Indiana bats hibernate in caves

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and abandoned mines. Summer habitat requirements for the species are not well defined but the following are considered important:

- (1) dead or live trees and snags with peeling or exfoliating bark, split tree trunk and/or branches, or cavities, which may be used as maternity roost areas;
- (2) live trees (such as shagbark hickory and oaks) which have exfoliating bark; and
- (3) stream corridors, riparian areas, and upland woodlots which provide forage sites.

There are several forested areas within the project site. A forested area exists within the vicinity of Stelzer Road on the west side of the airport, along the ravine where the proposed detention basin is to be located, at the golf course, and along Big Walnut Creek.

Proposed impacts to the site: Due to height restrictions, trees may be trimmed in the southern forested area west of Stelzer Road and along the Airport Golf Course. Under Alternative C2a/b, approximately 17 acres of forested habitat will be affected. Alternative C3a/b would impact 15 acres of forest. Extensive tree trimming could impact suitable habitat for the Indiana bat. Approximately 21 suitable roost trees were found within the second-growth forested areas and along Big Walnut Creek. An endangered species survey report indicates that no individual bats were observed. However, no specific survey was conducted to determine if Indiana bats are present. The draft EIS states (on page 5.9-4, under heading 5.9.1.3) that trees along Big Walnut Creek are not expected to be removed.

Quantity/quality of the Indiana bat habitat onsite: The forested area west of Stelzer Road lacks any connection with any high-quality forested habitat. The area of the storm water detention basin is currently a vegetated ravine that flows into Big Walnut Creek. The site has limited foraging potential. During the site visit conducted on June 12, 2008, two potential roost trees were observed. These trees did not receive enough solar exposure to be maternity roost trees. Tree removal along the perimeter of the ravine will be avoided if possible. At the golf course, isolated trees are scattered throughout the site. A riparian corridor exists along Big Walnut Creek and may provide potential foraging habitat for the Indiana bat. At this time, it is not known if the trees within the riparian corridor of Big Walnut Creek will need to be removed.

The draft EIS describes activities that are scheduled to occur through 2018. A site visit was conducted on June 12, 2008, and the recommendations provided in this letter are based on the conditions and information available at this time. These recommendations are made for any tree trimming or removal that is to occur before the end of 2009. The FWS recommends that any tree trimming or removal that is to occur after 2009 be coordinated with the FWS to evaluate changes in habitat and information on federally listed species.

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The draft EIS states (on page 5.9-4, under heading 5.9.1.3) that trees along Big Walnut Creek are not expected to be removed. A segment of Big Walnut Creek and its riparian corridor is located within the runway protection zone. If trees are to be removed from this area, further coordination with the FWS is necessary to determine potential impacts to the Indiana bat.

The FWS recommends that any tree trimming or removal be minimized as much as possible. Tree trimming and removal in areas other than the riparian corridor of Big Walnut Creek should occur between September 30 and April 1 to avoid potential impacts to the Indiana bat.

The proposed project lies within the range of the clubshell mussel (*Pleuroberma clava*), northern riffleshell (*Epioblasma torulosa rangiana*), snuffbox mussel (*Epioblasma triquetra*), and Soloto madtom (*Noturus trautmani*). Due to the project location and description, the project, as proposed, should not impact these species or their habitats.

The proposed project lies within the range of the rayed bean mussel (*Villosa fabalis*), a Federal candidate species. A proposed rule to list the rayed bean under the Endangered Species Act as either endangered or threatened is currently being developed and may be completed in 2008. Once this is an officially proposed species, conferencing is required under Section 7 of the ESA. Potential habitat for the rayed bean mussel exists within Big Walnut Creek. The draft EIS states (on page 5.9-4, under heading 5.9.1.3) that trees along Big Walnut Creek are not expected to be removed. If trees immediately adjacent to Big Walnut Creek must be removed or if other activities that may release sediment into the stream (such as equipment crossings or in-stream work) is to occur, further coordination with the FWS is requested to determine if surveys are warranted.

SUMMARY COMMENTS

Consultation under Section 7 of the ESA may be warranted for this project if suitable habitat for federally-listed species may be impacted by this project. This letter provides technical assistance only and does not serve as a completed Section 7 consultation document.

The Department has a continuing interest in working with the FAA to ensure that project impacts to resources of concern to the Department are adequately addressed. For matters related to Section 4(f), please contact Nick Chevance, the Regional Environmental Coordinator, National Park Service, Midwest Regional Office, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone; 402-661-1844. For matters related to fish and wildlife resources, and federally-listed threatened and endangered species, please continue to coordinate with Ms. Mary Knapp, Field Supervisor, U.S.

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Fish and Wildlife Service, 6950 Americana Parkway, Suite H, Reynoldsburg, Ohio
43068-4127, telephone: 614-469-6923.

We appreciate the opportunity to review the documents and provide comments.

Sincerely,



Willie R. Taylor
Director, Office of Environmental
Policy and Compliance



U.S. Department
of Transportation
**Federal Aviation
Administration**

Detroit Airports District Office
Metro Airport Center
11677 South Wayne Road, Ste. 107
Romulus, MI 48174

October 24, 2008

Mr. Willie R. Taylor, Director
U.S. Department of Interior
Office of Environmental Policy and Compliance
1849 C Street, NW
Room 2342-MIB
Washington, DC 20240

Dear Mr. Taylor:

Environmental Impact Statement/Department of the Interior Coordination Follow-up for
Port Columbus International Airport, Columbus, Ohio

The Federal Aviation Administration (FAA) is providing additional information to the Department of the Interior (DOI) in response to your letter dated July 23, 2008. The letter was from the DOI in response to the Draft Environmental Impact Statement (DEIS) and Section 4(f) coordination for the proposed airport development at the Port Columbus International Airport located in Columbus, Ohio.

The DOI reviewed the DEIS and provided comments on the Section 4(f) evaluation, Fish and Wildlife Coordination Act, and endangered species. Below is updated information related to the project decision making process, and a summary of the response to comments and references to the appropriate attachments:

Updated Project Decision Making Information: The FAA issued a DEIS on May 16, 2008. The public comment period was from May 16, 2008 through July 11, 2008. Public hearings were held on June 11 and 12, 2008. We received no comments from the public related to the historic resources or potentially National Register of Historic Places (NRHP)-eligible resources that could be impacted.

The FAA has evaluated the three alternatives that were presented in the DEIS. The three alternatives were: Alternative A – No Action; Alternative C2 – Relocate Runway 10R/28L 800 Feet to the South; and Alternative C3 - Relocate Runway 10R/28L 702 Feet to the South. Alternative C2 and C3 each have two sub-alternatives that related to the implementation of the Airport Sponsor's approved Part 150 program. C2a and C3a evaluated the runway alternatives without implementing the approved Part 150 Study; Alternatives C2b and C3b evaluated the runway alternatives with the implementation of the approved Part 150 Study. The FAA is selecting Alternative C3b as the environmentally preferred alternative for the Final EIS because it fulfills the stated

purpose and needs, and results in the fewest impacts of the development alternatives. The only alternative that does not include new impacts to Section 4(f) resources is Alternative A – No Action. However, Alternative A does not meet the purpose and need for the project. Therefore, there are no feasible and prudent alternatives that would avoid impacts to Section 4(f) resources.

Section 4(f) Evaluation: The FAA has identified that there are potential impacts to four types of Section 4(f) resources. These resources are the Airport Golf Course, Air Force Plant 85, other Section 106 resources, and Parks located in the 65 + DNL. A summary of each potentially impacted resource follows:

Airport Golf Course: The Columbus Regional Airport Authority (CRAA) has been working with the Columbus Parks and Recreation Department Golf Division (CPRDGD) on developing a Memorandum of Understanding (MOU). The MOU has been drafted but not signed. Currently, most of the terms of the MOU is being followed by both parties while it is being reviewed by their respective legal departments. All areas of the MOU have been agreed upon except for the compensation formula and length of time for lost revenue payments. The CRAA and CPRDGD are still discussing the compensation formula and determining the length of time and amount of lost revenues while the golf course is a 9-hole facility.

The CRAA and FAA asked for clarification regarding the type of concurrence the CPRDGD was looking for in this process; for example, formal concurrence points with letters, memos, etc. or more informal concurrence such as meeting minutes or record of phone conversations. The CPRDGD provided a draft formula to be used in determining monetary losses while the Airport Golf Course is 9 holes and being reconstructed. The CRAA and FAA asked for additional information related to how the compensation formula was developed, as well as the historical cash flow of the Airport Golf Course so that preliminary payment numbers could be calculated. The CRAA, CPRDGD, and FAA continue to work towards a resolution on compensation.

Air Force Plant 85: The FAA continued consultation with the Ohio Historic Preservation Office (OHPO) on the potential impacts to Air Force Plant 85. The FAA is selecting Alternative C3b as the environmentally preferred alternative. The FAA recommended to the OHPO that the removal of the Ramp Tower on Building 7 of Air Force Plant 85 would be an adverse impact, however removing the Ramp Tower would more closely align the building with its original form and would provide a positive outcome to the adverse impact. The letter to the OHPO (including all attachments to the OHPO letter) is included as an attachment to this letter. When we receive a response from the OHPO, we will forward it to the DOI.

Other Section 106 Resources: The other Section 106 resources are the Nationwide Hangar, TAT Hangar, and previously identified structures in the 65 DNL as listed, eligible for listing, or possibly eligible for list in the NRHP. The FAA continued consultation with the OHPO on other Section 106 resources. The OHPO asked for additional information on the FAA's determination of the Nationwide Hangar as not being eligible for the NRHP. The Nationwide Hangar does not share the same level of

significance as compared to the potentially NRHP-eligible TAT Hangar nor does it retain the same level of design that was associated with the early hangars at the Airport. Additional information is included in the OHPO attachment.

There were eleven other historic structures identified in the 65+ DNL contour (six of these structures are listed, eligible for listing, or possibly eligible for listing in the NRHP). Of these potentially significant six structures, one is a residential structure and has already received sound insulation under a previous airport development program and is now considered compatible. The remaining five structures are considered compatible from an FAA land use compatibility perspective. There is no constructive use of these properties.

Parks located in the 65+ DNL: 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. A discussion of the five parks located in the 65+ DNL contour for No Action or the FAA's environmentally preferred alternative is in the attachment titled, "Parks located in the 65+ DNL".

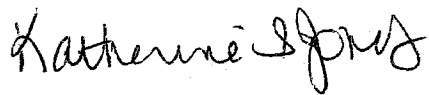
Endangered Species:

Rayed Bean Mussel: The preferred alternative will not have any crossing or in-stream work located in Big Walnut Creek.

Indiana Bat: The FAA and CRAA have determined that no trees located along Big Walnut Creek would have to be removed for the project. Additionally, it has been determined that the CRAA will only cut trees between September 30 and April 1. The CRAA will check with the U.S. Fish and Wildlife Service to see if the dates have been updated when tree cutting is initiated.

If you have any additional questions, please do not hesitate to contact me at (734) 229-2958 or Katherine.S.Jones@faa.gov. When the FAA receives comments from the OHPO related to the Section 106 evaluation, we will forward a copy of the letter to you for your use, as necessary for completing your Section 4(f) evaluation.

Sincerely,

A handwritten signature in black ink, appearing to read "Katherine S. Jones". The signature is fluid and cursive, with the first name being the most prominent.

Katherine S. Jones
Community Planner

Cc:

Rob Adams, Landrum & Brown
David Wall, CRAA
Nick Chevance, DOI-NPS
Dr. Mary Knapp, DOI-USFWS

Attachment

Ohio Historic Preservation Office Letter

(w/ all attachments submitted to DOI and NPS only)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Detroit Airports District Office
Metro Airport Center
11677 South Wayne Road, Ste. 107
Romulus, MI 48174

October 3, 2008

Ms. Lisa Adkins,
Ohio Historic Preservation Office
567 East Hudson St.
Columbus, OH 43211-1030

Dear Ms. Adkins:

Environmental Impact Statement/Section 106 Coordination at
Port Columbus International Airport, Columbus, Ohio

The Federal Aviation Administration (FAA) is providing additional information to the Ohio Historic Preservation Office (OHPO) in response to your letter dated July 14, 2008. The letter was from the OHPO in response to the Draft Environmental Impact Statement (DEIS) and Section 106 coordination for the proposed airport development at the Port Columbus International Airport.

The OHPO reviewed and had comments on the following reports: "Historic Property Survey of the Direct Effects APE for the Section 106 Evaluation and the EIS for Improvements to Port Columbus International Airport"; and "Historic Property Survey of the Indirect Effects APE for the Section 106 Evaluation and the EIS for Improvements to Port Columbus International Airport". The OHPO also provided limited comments on "Assessment of Effects Report to Air Force Plant 85 for the Section 106 Evaluation and the EIS for Improvements to Port Columbus International Airport".

Below is updated information related to the project decision making process and a summary of the response to comments and references to the appropriate attachments:

Updated Project Decision Making Information: The FAA issued a DEIS on May 16, 2008. The public comment period was from May 16, 2008 through July 11, 2008. Public hearings were held on June 11 and 12, 2008. We received no comments from the public related to the historic resources or potentially National Register of Historic Places (NRHP)-eligible resources that could be impacted.

The FAA has evaluated the three alternatives that were presented in the DEIS. The three alternatives were: Alternative A – No Action; Alternative C2 – Relocate Runway 10R/28L 800 Feet to the South; and Alternative C3 - Relocate Runway 10R/28L 702 Feet to the South. Alternative C2 and C3 each have two sub-alternatives that related to the implementation of the Airport Sponsor's approved Part 150 program. C2a and C3a evaluated the runway alternatives without implementing the approved Part 150 Study;

Alternatives C2b and C3b evaluated the runway alternatives with the implementation of the approved Part 150 Study. The FAA is selecting Alternative C3b as the environmentally preferred alternative for the Final EIS because it fulfills the stated purpose and needs and results in the fewest impacts of the development alternatives.

The DEIS, Section 5.8, Historic, Architectural, Archeological, and Cultural Resources and Appendix J provide the resource analysis for the preferred alternative, C3b. This letter responds to the specific comments that the OHPO provided in a letter dated July 14, 2008 in their review of the DEIS and Section 106 evaluation.

Alternative C3b will impact two historic resources – Building 7 located in the NRHP-eligible Air Force Plant 85 and the Nationwide Hangar. The FAA is making a determination of an adverse effect on Air Force Plant 85 Building 7. Building 7 is a contributing building to the NRHP-eligible Air Force Plant 85. The entirety of Building 7 will not be impacted, however the Ramp Tower, which was added onto the building in the mid-1950s would have to be removed to comply with FAA airport design standards. Air Force Plant 85 Historic District was determined NRHP-eligible by OHPO in 1996 for its significant association with the local involvement in the military industrial expansion associated with World War II, its association with the Lustron Corporation, manufacturers of post-war prefabricated housing, and as an excellent example of the work of Albert Kahn, the premier American industrial architect of the early twentieth century.

The Ramp Tower was not a part of the original Air Force Plant 85 design and did not contribute to the significance of Air Force Plant 85 as identified by the NRHP-eligibility determination in 1996. It was presumably constructed after 1953 when the south runway was extended. The Ramp Tower post-dates World War II and has no association with the contributing factors that make Building 7 a part of the NRHP-eligible Historic District. The Ramp Tower is not associated with the military industrial activities, Lustron Corporation, or Albert Kahn's design of the historic district or Building 7 – the three elements that make Air Force Plant 85 NRHP-eligible. Removing the Ramp Tower would remove a piece of the building that does not contribute to the district's historical significance.

The removal of the Ramp Tower will not be an adverse effect to the NHHP-eligible Air Force Plant 85 Historic District or Building 7 and would align the building more closely with its original form. This alternative minimizes the impacts to Section 106 resources and also provides a positive mitigation resolution to the affected resource in that Building 7 will have a non-original element of the building removed, thus restoring Building 7 to its more original form. Additional information is found in the attachment, "Air Force Plant 85/Building 7 Ramp Tower".

The second historic resource is the Nationwide Hangar. The OHPO asked for additional information regarding FAA's analysis and determination of the Nationwide Hangar not being eligible for the NRHP. The Nationwide Hangar does not share the same level of significance as compared to the potentially NRHP-eligible TAT Hangar nor does it retain

the same level of design that was associated with the early hangars at the Airport. Additional information is found in the attachment, "Nationwide Hangar".

OHPO Comment: The section 106 reports are sufficient for those buildings included within the campus of Ohio Dominican University. The report shows that the project's APE bisects the campus. Unfortunately, no photographs or analysis was provided to support the assertion that there is no historic district associated with this campus. It is requested that additional information that better documents the buildings located within the project APE and adjacent to it. The Ohio Historic Inventory form for Sansbury Hall should be included with this additional information.

FAA Response: See the attachment, "Ohio Dominican University". The FAA is providing additional photos to support our determination that the campus of Ohio Dominican University is not eligible as a historic district. We have also included additional photographs of the buildings and completed an Ohio Historic Inventory form for Sansbury Hall.

OHPO Comment: It is requested that Ohio Historic Inventory forms and more detailed eligibility evaluations should be prepared for properties shown in photo 4, photo 5, and photo 6.

FAA Response: See the attachment, "OHI Forms/Photos 4, 5, and 6". The FAA is providing the Ohio Historic Inventory forms for Photo 4, Photo 5, and Photo 6. Attached to each Ohio Historic Inventory form is additional information regarding each subject property.

OHPO Comment: It is requested that additional photos and analysis in support of the negative eligibility determination for the Nationwide Hangar, since it appears to date to the same early airport development period as the TAT Hangar. The supporting materials do not provide sufficient information to clearly show the diminished integrity described in the survey's analysis.

FAA Response: See the attachment, "Nationwide Hangar". The FAA is providing additional information on the negative eligibility determination for the Nationwide Hangar.

OHPO Comment: The project is not sufficiently advanced for us to be able to concur with any specific effects determination for the project at this time, either direct effect at Plant 85 or indirect effects elsewhere.

FAA Comment: See additional information provided under "Updated Project Decision Making Information" and the attachment "Air Force Plant 85/Building 7 Ramp Tower".

OHPO Comment: OHPO requests that any comments provided by consulting parties or members of the public regarding historic properties or potential effects be provided to our office.

FAA Response: The FAA received no comments during the public comment period (May 16, 2008 through July 11, 2008) or during the public hearings, June 11 and 12, 2008.

OHPO Comment: We ask that a table be prepared and submitted to OHPO that lists the previously surveyed properties found to be demolished during field surveys.

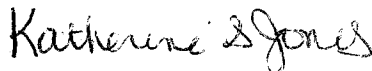
FAA Comment: The requested table is attached.

The FAA requests that the OHPO review the additional information provided and provide comments regarding the Section 106 process. We look forward to continuing to work with you on a successful resolution to the proposed project and potential impacts.

This letter also informs the ACHP that the FAA is making a finding of an adverse effect on Building 7 located in the NRHP-eligible historic district of Air Force Plant 85. However, in removing the Ramp Tower from Building 7, we are not affecting the historical significance that Building 7 contributes to the NRHP-eligible Air Force Plant 85 historic district or the individual NRHP-eligibility of Building 7. We are removing a part of the Building that was not a part of the original design and did not contribute to the historical significance of Air Force Plant 85.

If you have any additional questions, please do not hesitate to contact me at (734) 229-2958 or Katherine.S.Jones@faa.gov.

Sincerely,

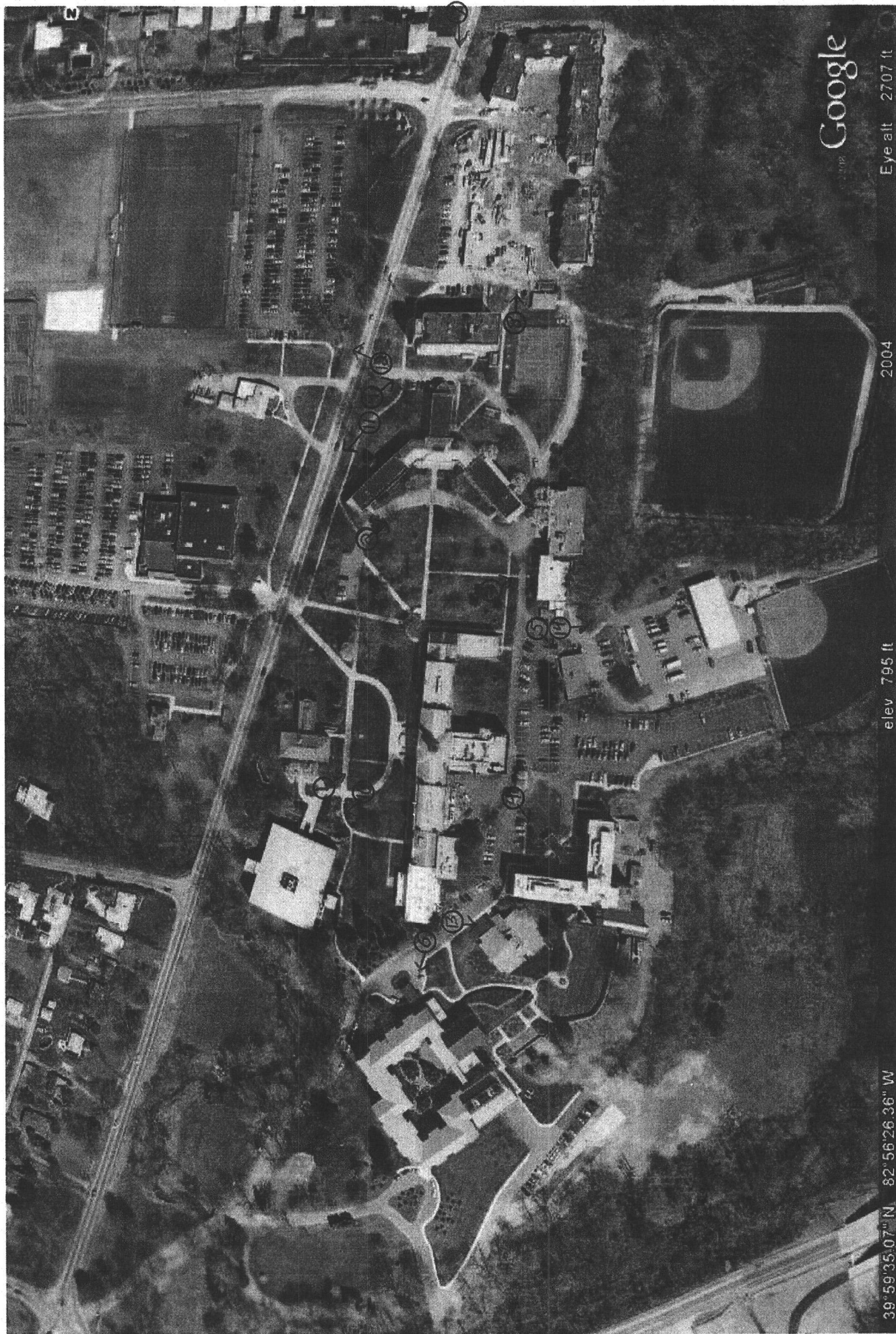


Katherine S. Jones
Community Planner

Cc: Rob Adams, Landrum & Brown
David Wall, CRAA
Katy Harris, ACHP

ATTACHMENT

Ohio Dominican University



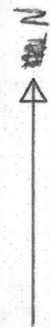
Google

Eye alt 2707 ft

2004

elev 795 ft

39°59'35.07"N 82°56'26.36"W



The Ohio Dominican University (ODU) campus is recommended as not eligible for inclusion in the National Register of Historic Places (NRHP) as a historic district due to the predominantly modern appearance of most of the campus. Wehrle Hall was completed in 1912, and Erskine and Sansbury Halls were completed in 1929 (Plates 1 and 2). The original portion of St. Albert Hall was built in 1941, but the building has been more than doubled in size with a modern addition (Plate 3). Mohun Health Center, originally a dormitory, dates to 1956–57 (Plate 4). The physical plant building may be the same as the 1924 coal house/pump house depicted on the 1961 Sanborn map of Columbus (Plate 5). In contrast the original St. Mary's of the Springs Academy building has been demolished, and the convent/Sisters House has been replaced twice (the 1868 building in 1975, and the 1970 building in 2002) [Plate 6]. A complex of dormitories, dating from the 1970s to the present, is located at the north end of the campus (Plates 7–9). A 1971 library (now Spangler Learning Center) is located at the south end of the campus (Plate 10). Lynam Hall and the Aquinas Priory (later the Neighborhood Center) have recently been demolished to make way for a new building presently under construction (Plate 11). The west side of Sunbury Road also contains a modern sports stadium and extensive parking lots (Plate 12). The campus also contains other modern buildings as well (Plates 13 and 14). The ODU campus has expanded greatly since the 1970s, both in area and in the number and size of its facilities. Although individual buildings within the campus may be eligible for the NRHP (Erskine and Wehrle Halls in particular), the campus as a whole lacks integrity of design, setting, and feeling. The campus's appearance is that of a few older buildings interspersed among modern buildings, rather than a historic campus containing modern buildings.

Burton, Katherine

1959 *Make the Way Known: the History of the Dominican Congregation of St. Mary's of the Springs, 1822 to 1957*. Farrar, Straus & Cudahy, New York.

Columbus Citizen

1929 "Dormitory Completed at St. Mary of the Springs." 19 October: 7.

Columbus Dispatch

1968 "St. Mary Building Ground is Broken." 2 May: 1A.

Mahoney, Dennis M.

2002 "Dominicans Complete Motherhouse." *Columbus Dispatch*. 25 June: 2E.

McGarey, Mary

1975 "Nuns' Prayers Go with Convent." *Columbus Dispatch*. 21 May: B13.

Samuelson, Robert E., Pasquale C. Grado, Judith L. Kitchen, and Jeffrey T. Darbee

1976 *Architecture: Columbus*. Foundation of the Columbus Chapter of the American Institute of Architects, Columbus.

Sanborn Map Company

1961 *Insurance Maps of Columbus, Ohio*, Volume 4. Sanborn Map Company, New York.



Plate 1. Wehrle Hall (left) and Erskine Hall (right)



Plate 2. Sansbury Hall



Plate 3. St. Albert Hall, 1941 building to right, modern addition to left



Plate 4. Mohun Health Center



Plate 5. Physical Plant building



Plate 6. Sisters House



Plate 7. New dormitories at north end of campus from Sunbury Road.



Plate 8. New dormitories at north end of campus.



Plate 9. Fitzpatrick Hall.



Plate 10. Spangler Learning Center (library)



Plate 11. New building under construction on west side of Sunbury Road. Lynam Hall (FRA-2064-14) was located toward the left side of this photo, but has been demolished.



Plate 12. Modern stadium and parking lots on west side of Sunbury Road.



Plate 13. Martin de Porres Center



Plate 14. Sports fields and storage buildings on east edge of campus.



Ohio Historic Preservation Office

567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. FRA-09786-14		4. Present Name(s) Sansbury Hall		FRA-09786-14 2. County Franklin 4. Present or Historic Name(s) Sansbury Hall
2. County Franklin		5. Historic or Other Name(s) Sansbury Hall		
6. Specific Address or Location Ohio Dominican University Sunbury Road		19a. Design Sources		35. Plan Shape Other
6a. Lot, Section or VMD Number		20. Contractor or Builder Charles J. Lang & Company		36. Changes associated with 17/17b Dates: 17. Original/Most significant construct 17b.
7. City or Village Columbus		21. Building Type or Plan Other Building Type		37. Window Type(s) Modern Replacements
9. U.T.M. Reference Quadrangle Name: Southeast Columbus 17 334300 4428690 Zone Easting Northing		22. Original Use, if apparent Dormitory Church/Religious Structure		38. Building Dimensions 325 x 210
10. Classification: Building		23. Present Use Dormitory Church/Religious Structure		39. Endangered? NO By What?
11. On National Register? NO		24. Ownership Private		40. Chimney Placement No chimney observed
13. Part of Established Hist. Dist? NO		25. Owner's Name & Address, if known Ohio Dominican University Sunbury Road		41. Distance from & Frontage on Road
15. Other Designation (NR or Local)		26. Property Acreage		51. Condition of Property: Good/Fair
16. Thematic Associations: University		27. Other Surveys		52. Historic Outbuildings & Dependencies Structure Type Date Associated Activity
17. Date(s) or Period 1929		28. No. of Stories Three story		53. Affiliated Inventory Numbers Historic (OHI) FRA-02068-14 FRA-02069-14 Archaeological (OAI)
17b. Alteration Date(s)		29. Basement? Yes		
18. Style Class and Design Second Renaissance Revival		30. Foundation Material Other		
18a. Style of Addition or Elements(s)		31. Wall Construction Unknown		
19. Architect or Engineer John Quincy Adams		32. Roof Type Flat Roof Material Built-up (tar paper, membrane, graveled)		
		33. No. of Bays Side Bays		
		34. Exterior Wall Material(s) Stretcher or running bond		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) Sansbury Hall is a three-story Y-shaped dormitory with brick (stretcher bond) walls and a stone veneer foundation. Most of the roof is flat, although the center portion of the building has a pitched roof covered with slate shingles. The building is designed in the Second Renaissance Revival style of architecture, although most of the building has relatively little stylistic embellishment. The center portion of the building, in the center of the arms of the Y, is the major focus of ornament on the building. The center five bays of this section, including the main entrance, project slightly forward of the rest of the section, and the roof is hipped. The first floor is clad in limestone veneer. The windows are set in arched and recessed niches. Banded and fluted columns flank the main entrance, which is topped with a broken pediment with a cartouche. The double doors are replacements. The second floor windows have triangular pediments. The third floor windows have more elaborate keystones, but otherwise are the same as the other windows of the building. Most of the building's windows are topped with flat arches with keystones. The first floor windows of continued...				
43. History and Significance (Continue on Reverse if necessary) Construction of Sansbury Hall was completed in October 1929. The building was constructed at the same time as Erskine Hall. The total cost of the building was said to be close to \$1 million. The dormitory when completed had 125 dormitory rooms, reception rooms, a social hall, and a chapel. The building was named for Mother Angela. What is now Ohio Dominican University was established in 1924 as St. Mary's of the Springs College, a four-year liberal arts college for women. Sansbury Hall was part of an early building program to provide the facilities to operate the college.				
44. Description of Environment and Outbuildings (See #52) Sansbury Hall is presently near the center of the Ohio Dominican campus, with modern dormitories extending to the north, Sunbury Road immediately to the west, St. Albert's Hall to the east, and a large open area to the south. Much of the campus now consists of modern buildings.				
45. Sources of Information Columbus Citizen, 19 October 1929, p. 7; Burton, Katherine, 1959, Make the Way Known: the History of the Dominican Congregation of St. Mary's of the Springs, Farrar, Straus & Cudahy, New York; Kiefer, Sr. Monica, 1975, Dominican Sisters, St. May of the Springs: A History, Springs Press, Columbus; Terpstra, Douglas, 2007; History/Architecture Survey of the Area of Potential Effects for Indirect Effects for the Proposed Improvements to Port Columbus International Airport, Cities of Columbus and continued...				
46. Prepared By: Douglas Terpstra		47. Organization: ASC Group, Inc.		48. Date Recorded: 08/22/2008
49. PIR Reviewer:				50. PIR Review Date:

1. No. FRA-09786-14	4. Present Name(s) Sansbury Hall	RA-0978 1-14
2. County Franklin	5. Historic or Other Name(s) Sansbury Hall	
8. Site Plan with North Arrow		54. Farmstead Plan : Door Selection: Single centered Door Position: Flush Orientation: Other Symmetry: Bilateral asymmetry

Report Associated With Project:
NADB #:



1. No. FRA-09786-14	4. Present Name(s) Sansbury Hall	:RA-0978 -14
2. County Franklin	5. Historic or Other Name(s) Sansbury Hall	
42. <i>Further Description of Important Interior and Exterior Features (Con't)</i> the chapel wing (north ell) have round arched tops. With the exception of the stained glass chapel windows, all of the windows are vinyl replacements. French doors with transoms occupy the center four ground floor bays of the east wing; these bays have been converted to windows in the west wing. The outer ends of the east and west wings originally were two-story porches, although the openings have been sealed off and the doorways converted to windows.		
43. <i>History and Significance (Con't)</i>		
44. <i>Description of Environment and Outbuildings (Con't)</i>		
45. <i>Sources (Con't)</i> Gahanna, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati.		

ATTACHMENT

OHI Forms/Photos 4, 5, & 6



Ohio Historic Preservation Office

567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. FRA-09787-12		4. Present Name(s) Stewart House		FRA-09787-12 Franklin 2. County Franklin 4. Present or Historic Name(s) Stewart House
2. County Franklin		5. Historic or Other Name(s) Gildo Guzzo House		
6. Specific Address or Location 1116 Parkview Boulevard		19a. Design Sources		35. Plan Shape Rectangular
6a. Lot, Section or VMD Number Kensington Lot 11		20. Contractor or Builder		36. Changes associated with 17/17b Dates: 17. Original/Most significant construct
7. City or Village Columbus		21. Building Type or Plan Other House Type		17b.
9. U.T.M. Reference Quadrangle Name: Southeast Columbus 17 334875 4428490 Zone Easting Northing		22. Original Use, if apparent Single Dwelling		37. Window Type(s) Modern Replacements
10. Classification: Building		23. Present Use Single Dwelling		38. Building Dimensions 39 x 34
11. On National Register? NO		24. Ownership Private		39. Endangered? NO By What?
13. Part of Established Hist. Dist? NO		25. Owner's Name & Address, if known Ronald E. Stewart 1116 Parkview Boulevard		40. Chimney Placement Gable end, exterior
15. Other Designation (NR or Local)		26. Property Acreage .57 ac		41. Distance from & Frontage on Road F: 100 ft
16. Thematic Associations: Residential		27. Other Surveys		51. Condition of Property: Good/Fair
17. Date(s) or Period 1929		28. No. of Stories Two story		52. Historic Outbuildings & Dependencies Structure Type Garage
17b. Alteration Date(s)		29. Basement? Yes		Date 1929
18. Style Class and Design No academic style - Vernacular		30. Foundation Material Brick bearing		Associated Activity Original/Most significant construction
18a. Style of Addition or Elements(s)		31. Wall Construction Balloon/western/platform frame		53. Affiliated Inventory Numbers Historic (OHI)
19. Architect or Engineer		32. Roof Type Gable Roof Material Clay tile		Archaeological (OAI)
19a. Style of Addition or Elements(s)		33. No. of Bays 2 Side Bays 2		
19b. Exterior Wall Material(s) Stretcher or running bond				
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) FRA-9787-12 is a two-story, side-gabled house with a large cross gable projecting forward from the south end of the farade and a smaller, shallower cross gable marking the front entrance at the north end of the farade. The house is not built in any architectural style, but is larger and has a more elaborate design than many suburban houses of the period and may have been architect-designed or been built from plans ordered from a house catalog (Sears, etc.). The walls and foundation are covered in stretcher bond brick, and the main roof is covered with rounded clay tiles. The porches and additions have asphalt shingle roofs. The windows are modern replacements; most are double hung, although some casement and picture windows are located on the first floor of the farade and on the south addition. A one-story hipped roof addition is located on the west half of the south wall. A one-story hipped roof addition lines the east (rear) wall. A small gable-roof, partially enclosed stoop on the north wall shelters a side entrance; the stoop is an addition, although the doorway appears to be original. The porch at the front entrance has a concrete block foundation, continued...				
43. History and Significance (Continue on Reverse if necessary) According to information obtained from the Franklin County Auditor's website, the house was built in 1929, and the property was owned by members of the Guzzo family from 1928 to 1971. This house and its neighbor to the north (FRA-9788-12) appear to be the first houses (or at least the earliest surviving) in the Kensington subdivision. Development of the subdivision likely ceased due to the Great Depression. Later, most of the subdivision was re-subdivided into the 1960s-70s subdivision present to the east and south. Lutheran Social Services and the Kensington Place senior citizens' housing complex occupy most of the rest of the original subdivision. The house's original address may have been 2521 Johnstown Road.				
44. Description of Environment and Outbuildings (See #52) A modern subdivision of ranches and split levels occupies the land to the east and south. I-670 is located a short distance to the west, although a tree line blocks views of the highway. The house is set well back from Parkview Boulevard/Johnstown Road and has large front and rear yards, with few trees on the property. An original flat-roof brick garage is located east of (behind) the house. A concrete block addition has been made to the garage, and a modern metal shed is located adjacent to continued...				
45. Sources of Information Terpstra, Douglas; 2007; History/Architecture Survey of the Area of Potential Effects for Indirect Effects for the Proposed Improvements to Port Columbus International Airport, Cities of Columbus and Gahanna, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati.				
46. Prepared By: Douglas Terpstra		47. Organization: ASC Group, Inc.		48. Date Recorded: 08/22/2008
49. PIR Reviewer:				50. PIR Review Date:

1. No. **FRA-09787-12**

4. Present Name(s) **Stewart House**

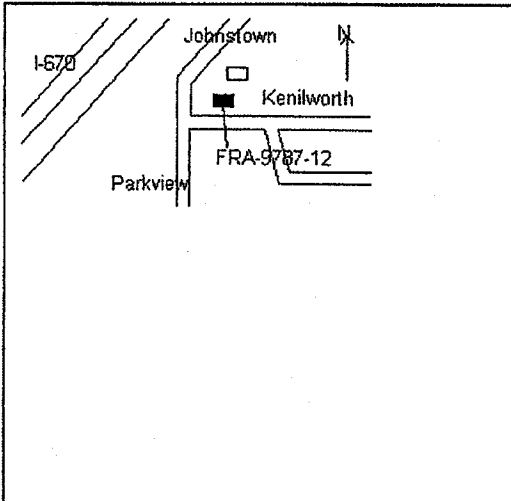
2. County **Franklin**

5. Historic or Other Name(s) **Gildo Guzzo House**

FRA-0978
-12

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:
Single off center

Door Position:
Flush

Orientation:
Lateral axis

Symmetry:
Other

Report Associated With Project:

NADB #:



1. No. **FRA-09787-12**

4. Present Name(s) **Stewart House**

2. County **Franklin**

5. Historic or Other Name(s) **Gildo Guzzo House**

RA-0978
-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

a concrete deck, a shed roof, and metal posts and railings.

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

the garage.

45. *Sources (Con't)*

FRA-9787-12, located at 1116 Parkview Boulevard, is a two-story, side-gabled house with a large cross gable projecting forward from the south end of the façade and a smaller, shallower cross gable marking the front entrance at the north end of the façade (Plate 1). The house is not built in any architectural style, but is larger and has a more elaborate design than many suburban houses of the period and may have been architect-designed or been built from plans ordered from a house catalog (Sears, etc.), although no specific Sears model matches this design. The walls and foundation are covered in stretcher bond brick, and the main roof is covered with rounded clay tiles. The porches and additions have asphalt shingle roofs. The windows are modern replacements; most are double hung, although some casement and picture windows are located on the first floor of the façade and on the south addition. A one-story hipped roof addition is located on the west half of the south wall (Plate 2). A one-story hipped roof addition lines the east (rear) wall (Plate 3). A small gable-roof, partially enclosed stoop on the north wall shelters a side entrance; the stoop is an addition, although the doorway appears to be original. The porch at the front entrance has a concrete block foundation, a concrete deck, a shed roof, and metal posts and railings. The house is set well back from Parkview Boulevard/Johnstown Road and has large front and rear yards, with few trees on the property (Plate 4). An original flat-roof brick garage is located east of (behind) the house (Plate 5). A concrete block addition has been made to the garage, and a modern metal shed is located adjacent to the garage. Lutheran Social Services and the Kensington Place senior citizens' housing complex are located to the south, and a 1960s–70s subdivision is located to the east and south (Plate 6).

According to information obtained from the Franklin County Auditor's website, the house was built in 1929, and the property was owned by members of the Guzzo family from 1928 to 1971. The house's original address may have been 2521 Johnstown Road. The house is not known to be associated with historic events or trends under Criterion A. The house appears to have been intended to be part of a planned subdivision (Kensington Subdivision) that failed due to the Great Depression. Only this house and its neighbor to the north (FRA-9788-12) appear to have been built. Most of the rest of the subdivision was replatted and developed in the 1960s and 1970s with ranch and split level houses. The house is not known to be associated with a person or people important in history under Criterion B. No information was found identifying any member of the Guzzo family as historically significant. The house is not a significant

example of a type, period, or method of construction under Criterion C. The house has some interesting design features, including the multiple gables and the clay tiles on the roof, but is not an example of an architectural style or house type. The design source for the house is undetermined. FRA-9787-12 retains integrity of location, design, materials, workmanship, and feeling. The integrity of setting and association has been lost to the later residential subdivision to the east and south. The house lacks significance and is recommended as not eligible for inclusion in the NRHP.



Plate 1. FRA-9787-12, view southeast.



Plate 2. FRA-9787-12, view northeast.



Plate 3. FRA-9787-12, view northwest.



Plate 4. FRA-9787-12 and FRA-9788-12, view northeast.



Plate 5. FRA-9787-12, garage, view northwest.



Ohio Historic Preservation Office

567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. FRA-09788-12	4. Present Name(s) Butler House
2. County Franklin	5. Historic or Other Name(s) John Guzzo House
6. Specific Address or Location 2541 Johnstown Road	19a. Design Sources Sears, Roebuck: Alhambra model
6a. Lot, Section or VMD Number Kensington Lot 12	20. Contractor or Builder
7. City or Village Columbus	21. Building Type or Plan American foursquare
9. U.T.M. Reference Quadrangle Name: Southeast Columbus 17 334885 4428525 Zone Easting Northing	22. Original Use, if apparent Single Dwelling
10. Classification: Building	23. Present Use Single Dwelling
11. On National Register? NO	24. Ownership Private
13. Part of Established Hist. Dist? NO	25. Owner's Name & Address, if known Jonathan S. Butler 2541 Johnstown Road
15. Other Designation (NR or Local)	26. Property Acreage .38 ac
16. Thematic Associations: Residential	27. Other Surveys
17. Date(s) or Period 1929	28. No. of Stories Two and a half story
18. Style Class and Design No academic style - Vernacular	29. Basement? Yes
18a. Style of Addition or Element(s)	30. Foundation Material Brick bearing
19. Architect or Engineer	31. Wall Construction Balloon/western/platform frame
	32. Roof Type Hip
	33. No. of Bays 3 Side Bays 2
	34. Exterior Wall Material(s) Stretcher or running bond
	35. Plan Shape Square
	36. Changes associated with 17/17b Dates: 17. Original/Most significant construct 17b.
	37. Window Type(s) Modern Replacements
	38. Building Dimensions 29 x 29
	39. Endangered? NO By What?
	40. Chimney Placement Off center within roof surface
	41. Distance from & Frontage on Road F: 94 ft
	51. Condition of Property: Good/Fair
	52. Historic Outbuildings & Dependencies Structure Type Garage
	Date 1929
	Associated Activity Original/Most significant construction
	53. Affiliated Inventory Numbers Historic (OHI)
	Archaeological (OAI)

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

FRA-9788-12 is a two-and-one-half-story house and may have been built from plans ordered from a Sears, Roebuck house catalog. The house's basic form is an American Foursquare. The walls and foundation are covered in stretcher bond brick, and the pyramidal main roof is covered with rounded clay tiles. The front porch and side stoop also have clay tile roofs. A covered porch shelters the front entrance at the south end of the farade and continues north across most of the rest of the farade as an open, raised patio. The covered porch has concrete steps and brick posts. The front door is original. A gable roof, partially enclosed stoop shelters a side entrance in the north wall. The stoop has stone quoins and keystones. The windows are modern replacements; picture windows have been inserted in several locations of the first floor. A basement entrance is located in the east (rear) wall.

43. History and Significance (Continue on Reverse if necessary)

According to information obtained from the Franklin County Auditor's website, the house was built in 1929, and the property was owned by members of the Guzzo family from 1928 to 1950. This house and its neighbor to the south (FRA-9787-12) appear to be the first houses (or at least the earliest surviving) in the Kensington subdivision. Development of the subdivision likely ceased due to the Great Depression. Later, most of the subdivision was re-subdivided into the 1960s-70s subdivision present to the east and south. Lutheran Social Services and the Kensington Place senior citizens' housing complex occupy most of the rest of the original subdivision. The house design is adapted from the Alhambra model found in Sears, Roebuck house catalogs off and on from 1918 to 1929. The house is not continued...

44. Description of Environment and Outbuildings (See #52)

A modern subdivision of ranches and split levels occupies the land to the east and south. I-670 is located a short distance to the west, although a tree line blocks views of the highway. The house is set well back from Parkview Boulevard/Johnstown Road and has large front and rear yards, with few trees on the property. An original flat-roof brick garage is located at the northeast corner of the house. A second garage, constructed of concrete block, is located directly behind the original continued...

45. Sources of Information

Sevenson, Katherine and H. Ward Jandl, 1986, Houses by Mail: A Guide to Houss from Sears, Roebuck and Company, John Wiley & Sons, New York; Terpstra, Douglas; 2007; History/Architecture Survey of the Area of Potential Effects for Indirect Effects for the Proposed Improvements to Port Columbus International Airport, Cities of Columbus and Gahanna, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati.

46. Prepared By: **Douglas Terpstra**
49. PIR Reviewer:

47. Organization: **ASC Group, Inc.**

48. Date Recorded: **08/22/2008**
50. PIR Review Date:

FRA-0978
8-122. County
Franklin4. Present or Historic Name(s)
Butler House6. Specific Address or Location
2541 Johnstown Road

1. No. **FRA-09788-12**

4. Present Name(s) **Butler House**

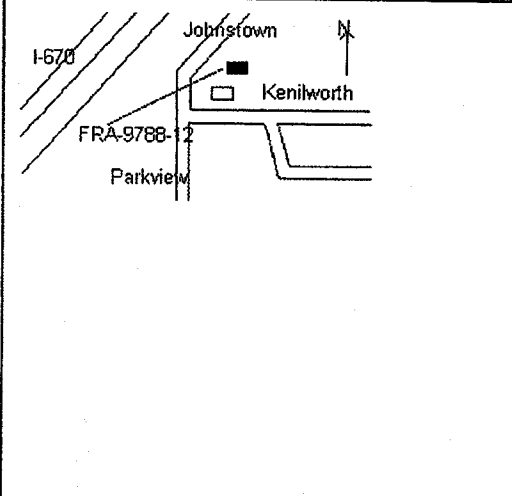
2. County **Franklin**

5. Historic or Other Name(s) **John Guzzo House**

RA-0978
I-12

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:
Single off center

Door Position:
Flush

Orientation:
Other

Symmetry:
Bilateral asymmetry

Report Associated With Project:

NADB #:



1. No. FRA-09788-12	4. Present Name(s) Butler House	FRA-0978 1-12
2. County Franklin	5. Historic or Other Name(s) John Guzzo House	
42. Further Description of Important Interior and Exterior Features (Con't)		
43. History and Significance (Con't) an exact match and dispenses with most of the Mission/Spanish Colonial features depicted in the catalogs, with the exception of the roof tiles. Other small deviations from the Alhambra design are also present.		
44. Description of Environment and Outbuildings (Con't) garage.		
45. Sources (Con't)		



Plate 6. View east along Kenilworth Road from Parkview Boulevard.

FRA-9788-12 is a two-and-one-half-story house located at 2541 Johnstown Road (Plates 7 and 8). The house's basic form is an American Foursquare. The walls and foundation are covered in stretcher bond brick, and the pyramidal main roof is covered with rounded clay tiles. The front porch and side stoop also have clay tile roofs. A covered porch shelters the front entrance at the south end of the façade and continues north across most of the rest of the façade as an open, raised patio. The covered porch has concrete steps and brick posts. The front door is original. A gabled roof, partially enclosed stoop shelters a side entrance in the north wall. The stoop has stone quoins and keystones. The windows are modern replacements; picture windows have been inserted in several locations on the first floor. A basement entrance is located in the east (rear) wall (Plate 9). An original flat-roof brick garage is located at the northeast corner of the house (Plate 10). A second garage, constructed of concrete block, is located directly behind the original garage.

According to information obtained from the Franklin County Auditor's website, the house was built in 1929, and the property was owned by members of the Guzzo family from 1928 to 1950. The house's design has been adapted from the Alhambra model found in Sears, Roebuck house catalogs off and on between 1918 and 1929, although the owner or builder deviated greatly from the model as shown in the catalog (Plate 11). The Alhambra model is a

Mission/Spanish Colonial design, with a stucco exterior and multicurved mission parapets in place of standard gables at various locations. FRA-9788-12 retains the basic form and fenestration as the Alhambra, but dispenses with all of the Mission/Spanish Colonial design features, with the exception of the clay tile roof. Other minor deviations from the Alhambra also are present, including the front steps leading to the porch, instead of the patio, and the projecting entry enclosure at the doorway leading into the projecting side stair hall.

The house is not known to be associated with historic events or trends under Criterion A. The house appears to have been intended to be part of a planned subdivision (Kensington Subdivision) that failed due to the Great Depression. Only this house and its neighbor to the south (FRA-9787-12) appear to have been built. Most of the rest of the subdivision was replatted and developed in the 1960s and 1970s with ranch and split level houses. The house is not known to be associated with a person or people important in history under Criterion B. No information was found identifying any member of the Guzzo family as historically significant. The house is not a significant example of a type, period, or method of construction under Criterion C. Although derived from a catalog house design, the owner and/or builder took great liberties with the model design, and FRA-9788-12 does not have any of the stylistic features that provide visual associations with the model's Spanish name and is not good example of this model of Sears catalog house. On its own merits, the house is not a strong example of an architectural style or house type. FRA-9788-12 retains integrity of location, design, materials, workmanship, and feeling. The integrity of setting and association has been lost to the later residential subdivision to the east and south. The house lacks significance and is recommended as not eligible for inclusion in the NRHP.

Stevenson, Katherine and H. Ward Jandl

1986 *Houses by Mail: A Guide to Houses from Sears, Roebuck and Company*. John Wiley & Sons, New York.



Plate 7. FRA-9788-12, view southeast.



Plate 8. FRA-9788-12, view northeast.



Plate 9. FRA-9788-12, view northwest.



Plate 10. FRA-9788-12, garages, view north.



Ohio Historic Preservation Office

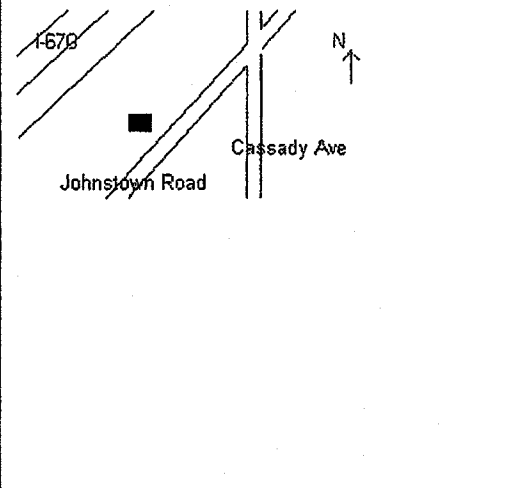
567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

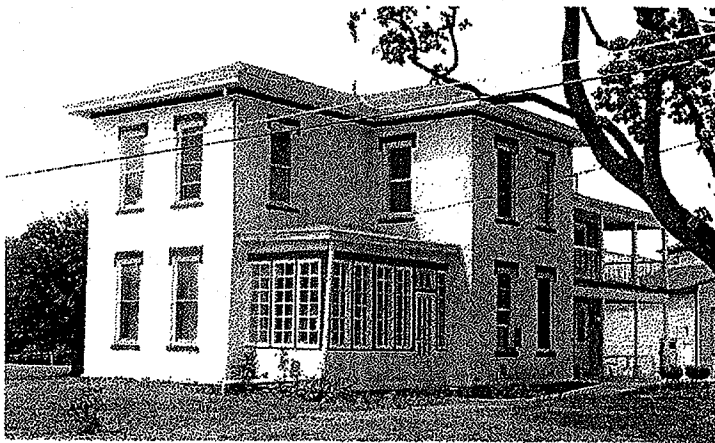
RPR Number:

1. No. FRA-09789-12		4. Present Name(s) Treonze-Giammarco House		9-12 FRA-0978
2. County Franklin		5. Historic or Other Name(s) Dorsey House		
6. Specific Address or Location 2568 Johnstown Road		19a. Design Sources		2. County Franklin
		20. Contractor or Builder		
6a. Lot, Section or VMD Number		21. Building Type or Plan Other House Type		4. Present or Historic Name(s) Treonze-Giammarco House
7. City or Village Mifflin (Township of)		22. Original Use, if apparent Single Dwelling		
9. U.T.M. Reference Quadrangle Name: Southeast Columbus 17 334975 4428680 Zone Easting Northing		23. Present Use Single Dwelling		35. Plan Shape T-shaped
10. Classification: Building		24. Ownership Private		
11. On National Register? NO		25. Owner's Name & Address, if known Sandro Treonze and Pasquale Giammarco 2849 Switzer Ave Columbus		36. Changes associated with 17/17b Dates: 17. Original/Most significant construct 17b.
13. Part of Established Hist. Dist? NO		26. Property Acreage 1.441		37. Window Type(s) Modern Replacements
15. Other Designation (NR or Local)		27. Other Surveys		38. Building Dimensions 57 x 33
16. Thematic Associations: AGRICULTURE		28. No. of Stories Two story		39. Endangered? NO By What?
17. Date(s) or Period 1860		29. Basement?		40. Chimney Placement No chimney observed
17b. Alteration Date(s)		30. Foundation Material Unknown		41. Distance from & Frontage on Road F: 215 ft
18. Style Class and Design Italianate		31. Wall Construction Brick bearing		51. Condition of Property: Good/Fair
18a. Style of Addition or Element(s)		32. Roof Type Hip Roof Material Asphalt shingle		52. Historic Outbuildings & Dependencies Structure Type Date Associated Activity
19. Architect or Engineer		33. No. of Bays 2 Side Bays 3		53. Affiliated Inventory Numbers Historic (OHI)
		34. Exterior Wall Material(s) Common or American bond		Archaeological (OAI)
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) FRA-9789-12 is a T-plan Italianate-style house. The house is not a high-style example of the Italianate; the shallow hipped roof and the window lintels are the primary features of the style present on this house. The walls are brick, mostly in 7/1 American bond. The roof is covered in asphalt shingles. The windows are mostly modern replacements. The house has a two-story, hipped roof rear addition. This addition is wood-framed and clad in vinyl siding. A two-story porch lines the north side of this addition. A concrete ramp leads to a concrete pad deck at the ground level of this porch. The porch posts have been clad in aluminum. There is a door on the first floor within the porch and double French doors on the second floor of the porch. Small one-story additions line the south side of the addition. A side door with a concrete patio also is located on the south side of the addition. An older enclosed porch is located in the northeast corner of the house's ells.				
43. History and Significance (Continue on Reverse if necessary) The construction date was obtained from the Franklin County Auditor's website. Elizabeth Dorsey is labeled as the property owner on Marble's 1883 county map and Modie & Kilmer's 1910 county atlas. The house is depicted on the 1900 East Columbus quadrangle (USGS 15' topographic map). The 1872 county atlas does not depict a building or label a property owner on this piece of land. The Dorsey family continued to own the property into the 1960s. Elizabeth Dorsey owned 38 acres of land at this location, so the property likely was once a small farm, although no old outbuildings survive with the property today.				
44. Description of Environment and Outbuildings (See #52) A large modern garage/warehouse building is located behind the house. I-670 runs along the west edge of this property, but is out of sight due to a tree line at the edge of the property. The houses to either side of FRA-9789-12 are modern ranch houses, and the buildings to the north, near the intersection of Johnstown Road and Cassady Avenue, are commercial in character.				
45. Sources of Information Caldwell et al.; 1872; Caldwell's Atlas of Franklin County and the City of Columbus, Ohio; J. A. Caldwell and H. T. Gould, Columbus. Marble, R.R.; 1883; Map of Franklin County, Ohio; G.J. Brand, Columbus. Modie & Kilmer; 1910; Modie & Kilmer's Folio Atlas of Franklin County, Ohio; Modie & Kilmer, Columbus. Terpstra, Douglas; 2007; History/Architecture Survey of the Area of Potential Effects for Indirect Effects for the Proposed Improvements to Port Columbus International Airport, Cities of continued...				
46. Prepared By: Douglas Terpstra		47. Organization: ASC Group, Inc.		48. Date Recorded: 08/22/2008
49. PIR Reviewer:				50. PIR Review Date:

1. No. FRA-09789-12	4. Present Name(s) Treonze-Giammarco House	FRA-0978 I-12
2. County Franklin	5. Historic or Other Name(s) Dorsey House	

8. Site Plan with North Arrow	54. Farmstead Plan :	Door Selection: Unknown Door Position: Unknown Orientation: Other Symmetry: Bilateral asymmetry
		

Report Associated With Project:
 NADB #:



1. No. **FRA-09789-12**

4. Present Name(s) **Treonze-Giammarco House**

2. County **Franklin**

5. Historic or Other Name(s) **Dorsey House**

RA-0978
1-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

45. *Sources (Con't)*

Columbus and Gahanna, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati.

The ALHAMBRA INTERIORS



Plate 11. Alhambra model from Sears, Roebuck & Co., "Honor Bilt" Modern Homes, 1926.

FRA-9789-12 is a T-plan Italianate-style house located at 2568 Johnstown Road (Plates 12 and 13). The house is not a high-style example of the Italianate; the shallow hipped roof and the window lintels are the primary features of the style present on this house. The walls are brick, mostly in 7/1 American bond. The roof is covered in asphalt shingles. The windows are mostly modern replacements. The house has a two-story, hipped roof rear addition. This addition is wood-framed and clad in vinyl siding. A two-story porch lines the north side of this addition. A concrete ramp leads to a concrete pad deck at the ground level of this porch. The porch posts have been clad in aluminum. There is a door on the first floor within the porch and double French doors on the second floor of the porch. Small one-story additions line the south side of the addition. A side door with a concrete patio also is located on the south side of the addition. An older enclosed porch is located in the northeast corner of the house's ell. A large modern garage/warehouse building is located behind the house (Plate 14). I-670 runs along the west edge of this property, but is out of sight due to a tree line at the edge of the property. The houses to either side of FRA-9789-12 are modern ranch houses, and the buildings to the north,

near the intersection of Johnstown Road and Cassady Avenue, are commercial in character (Plate 15).

The construction date of 1860 was obtained from the Franklin County Auditor's website. Elizabeth Dorsey is labeled as the property owner on Marble's 1883 county map and Modie & Kilmer's 1910 county atlas. The house is depicted on the 1900 East Columbus quadrangle (USGS 15' topographic map). The 1872 county atlas does not depict a building or label a property owner on this piece of land. The Dorsey family continued to own the property into the 1960s. Elizabeth Dorsey owned 38 acres of land at this location on the historic atlas maps, so the property likely was once a small farm, although no old outbuildings survive with the property today.

The house has no significant associations with historic events or trends under Criterion A. Although likely once a farmhouse, the property retains no agricultural land or old outbuildings. The house has no associations with a person or people important in history under Criterion B. No information was found identifying any member of the Dorsey family as historically significant. The house is not a significant example of a type, period, or method of construction under Criterion C. The house has the barest minimum of design elements to give the appearance of the Italianate style and is not a significant example of the style. The house's original appearance also has been altered with a large wood-framed addition. The house retains integrity of location, materials, and feeling. The large addition and the enclosed front porch have removed the integrity of design. The loss of farmland and outbuildings and the introduction of modern houses and I-670 have removed the integrity of setting. The additions and window replacements have removed the integrity of workmanship. The loss of farmland and outbuildings has removed any associations with agricultural history. FRA-9789-12 lacks significance and integrity and is recommended as not eligible for inclusion in the NRHP.



Plate 12. FRA-9789-12, view north.



Plate 13. FRA-9789-12, view southwest.



Plate 14. FRA-9789-12, house and modern garage, view north.



Plate 15. View northeast along Johnstown Road from south of FRA-9789-12.

ATTACHMENT

Nationwide Hangar

The Nationwide Hangar (FRA-9676-12), in contrast to the TAT Hangar (FRA-9675-12), has been recommended as not eligible for inclusion in the NRHP for two reasons: 1) the Nationwide Hangar does not share the same level of historic significance as the TAT Hangar and 2) the Nationwide Hangar has a lower level of integrity than the TAT Hangar. Even before the site for Port Columbus had been chosen, the city of Columbus had been chosen as the eastern terminus for the air travel portion of Transcontinental Air Transport's (TAT) combined rail-air transcontinental travel service. Unlike most of the early airlines, which focused mostly on airmail transport, TAT intended to develop passenger air travel in competition with railroad service. When opened, Port Columbus had the only combined air and rail passenger station in the world. TAT later became Trans World Airlines (TWA) with transcontinental flight-only service from Columbus. The dedication of Port Columbus Airport on July 8, 1929, featured the inaugural flight of TAT service from the airport. The Nationwide Hangar had not yet been constructed at this time. When constructed, the Nationwide Hangar was leased by the Curtiss Flying Service, which operated a flight school, charter service for short flights or sightseeing, and sales agency for airplane sales. The TAT Hangar is significant for its associations with the establishment of Port Columbus Airport and for the introduction of passenger air travel in the U.S. The Nationwide Hangar, while an early hangar at Port Columbus, does not have the same significant historic associations as the TAT Hangar.

The early buildings at Port Columbus had restrictions as to size, form, and ornament. All of the buildings were to be of concrete and brick construction, using buff colored bricks with black bricks forming striping (Plates 1 and 2). This design pattern is still evident on the NRHP-listed Old Port Columbus Airport Control Tower, although it appears to have been painted over on the TAT Hangar. Also prominent in old images is the common design motif on the corner piers of the hangars: three small windows at the top with an arched opening below containing windows on both exposed sides and a doorway on one side. The Nationwide Hangar once shared this design motif with the TAT Hangar and a no longer extant Municipal Hangar (Plates 3 and 4). Today, the corner piers of the Nationwide Hangar have been refaced with concrete, covering over the arches and all of the fenestration, except the south side doorway (Plates 5-7). The alterations to the Nationwide Hangar are not severe, but do remove a significant component of the common design of the early terminal and hangars at Port Columbus. This fact, in combination with the much lower level of significance of the Nationwide Hangar in comparison

to the TAT Hangar, has led to the recommendation that the Nationwide Hangar (FRA-9676-12) is not eligible for the NRHP.

Burton, Walter E.

1929 The Air-Rail Station at Port Columbus. *Aviation*. 2 November: 889-891.

Columbus Metropolitan Library

n.d. Vertical Files: Port Columbus scrapbook. Columbus Metropolitan Library, central library.

Highway Topics

1929 Columbus – A Great Air Harbor. November: 23.

Hopkins, George E.

1975 Transcontinental Air Transport, Inc. *American Heritage*. 27(1).

Stebbins, Clair

1979 Port Columbus In Forefront of Aviation's Development. *Columbus Dispatch*. 5 July: B14.

Waldron, Bob

1958 In the Days of the Tin Goose. *Columbus Dispatch Magazine*. 21 September: 6-10.



Plate 1. TAT Hangar in 1929.

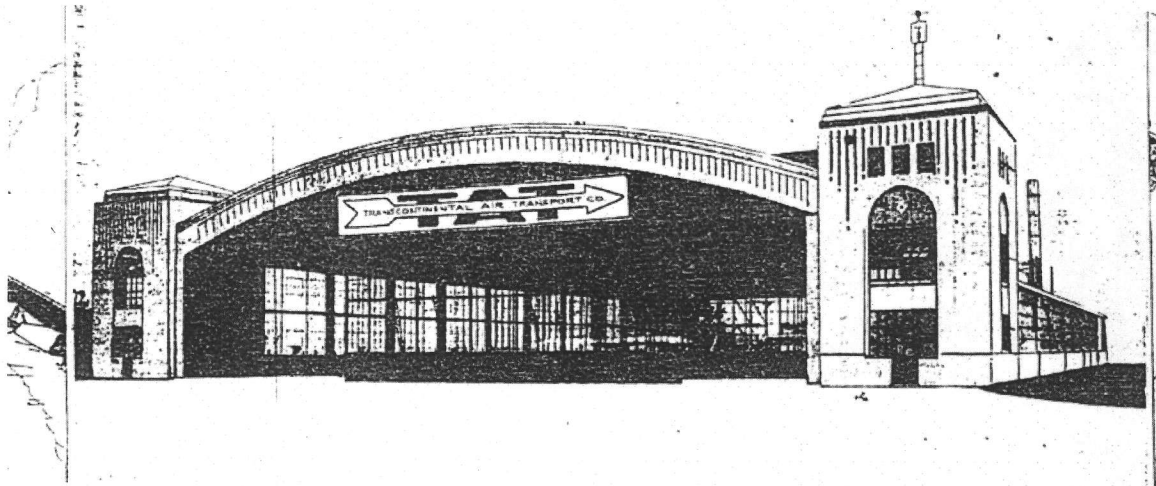


Plate 2. TAT Hangar in 1929.

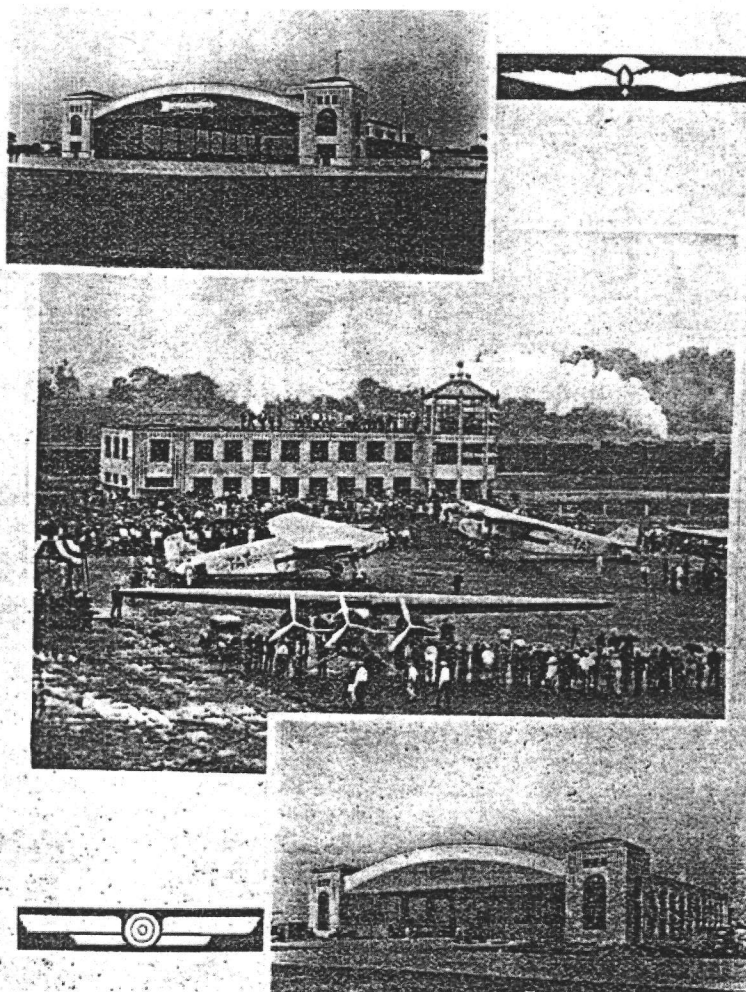


Plate 3. The TAT Hangar is at the top, and the Nationwide Hangar is at the bottom. The two differ in that the doorway is on the front on the TAT Hangar piers and on the side on the Nationwide Hangar piers. From a 1929 publication.

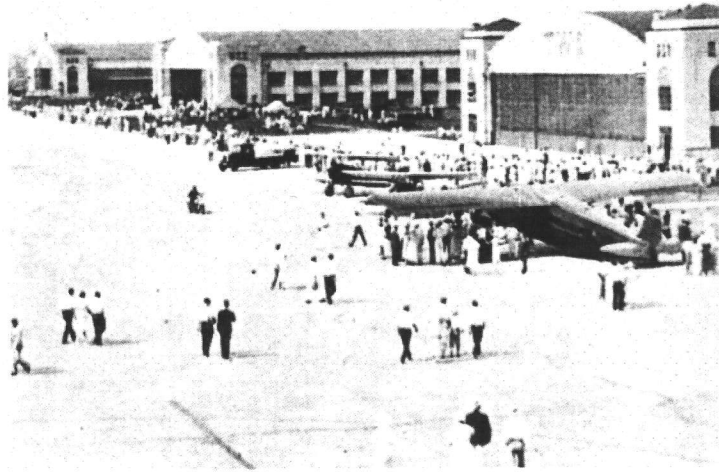


Plate 4. The TAT Hangar (right), Nationwide Hangar (center), and Municipal Hangar (left), date unknown but probably 1930s.



Plate 5. Nationwide Hangar, view southeast.



Plate 6. Nationwide Hangar, view east.



Plate 7. Nationwide Hangar, view northeast.

ATTACHMENT

Air Force Plant 85/Building 7 Ramp Tower

The original Building 7 at Air Force Plant 85 was constructed in 1943 and originally was approximately two-thirds of the width of the manufacturing building located to the south (Building 6). The building was divided into two spaces: a hangar and a manufacturing and testing facility. The Ramp Control Tower (Building 1) was constructed at the northeast corner of Building 7 in 1953. Building 7 was extended to the east with additional hangar space in 1954 (Building 7A) making it the same width as Building 6. The Lustron Corporation operated out of Buildings 6 and 7 from 1948 to 1951 (EarthTech and CCRG 1996). Port Columbus Airport occupied only the southeast corner of what is now the airport until 1952, when the present south runway was almost doubled in length to the west, extending it past Air Force Plant 85. Construction of a new airport control tower also began in 1953, and a new central terminal was dedicated in 1958 (Chanchani and Terpstra 2007).

Building 7 is a contributing building of the National Register of Historic Places (NRHP)-eligible Air Force Plant 85 Historic District. Air Force Plant 85, particularly those buildings constructed between 1940 and 1944, are significant for their association with the local involvement in the military industrial expansion associated with World War II, their association with the Lustron Corporation, manufacturers of post-war prefabricated housing, and as an excellent example of the work of Albert Kahn, the premier American industrial architect of the early twentieth century.

The Ramp Tower (Building 1) presumably was constructed to assist aircraft manufactured at Air Force Plant 85 with transition from plant property to the main Port Columbus taxiways of the south runway as extended in the 1950s. There was no need for a control tower prior to 1953 because the Port Columbus runway did not extend far enough to the west for aircraft to access it directly from Building 7. Once on Port Columbus property, the main Port Columbus control tower presumably then had authority over military aircraft using the south runway. The Ramp Tower post-dates World War II and has no association with Building 7's military industrial activities during the war or with Albert Kahn's design for the facility as a whole or Building 7 specifically. The Ramp Tower also post-dates the Lustron Corporation's association with Building 7. The Ramp Tower did not perform a significant role in the production of aircraft at the facility during the Cold War. Therefore, the Ramp Tower does not contribute to the significance of Building 7 as part of Air Force Plant 85 and is not an important component of the building's integrity. As a non-contributing alteration to Building 7, the

removal of the ramp tower would not be an adverse effect to the Air Force Plant 85 Historic District or to Building 7.

EarthTech and Commonwealth Cultural Resources Group

1996 *Historic Building Inventory and Evaluation, Air Force Plant 85, Columbus, Ohio*. Earth Tech, Colton, California, and CCRG, Jackson, Michigan. Submitted to U.S. Department of the Army, Fort Worth District, Corps of Engineers, Fort Worth, Texas, and U.S. Department of the Air Force, Aeronautical Systems Center, Office of Environmental Management, Wright-Patterson Air Force Base, Ohio. Copies on file at Wright-Patterson Air Force Base, Dayton, Ohio.

Chanchani, Samiran, and Douglas Terpstra

2007 *Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio*. ASC Group, Columbus, Ohio. Submitted to Landrum & Brown, Cincinnati, Ohio. Copies on file at the Ohio Historic Preservation Office, Columbus, Ohio.

ATTACHMENT

**Table 1 – Previously inventoried properties found to be demolished
during survey work**

Table 1. Previously inventoried properties found to be demolished during survey work

Inventory No.	Address/Location/Name	Description
FRA-764-6	South side of Claycraft Road	Vernacular brick house
FRA-765-6	North side of Claycraft Road	Two vernacular frame houses
FRA-2051-14	1773 Joyce Avenue	Brick school
FRA-2323-6	South side of Claycraft Road, second house west of Taylor Station Road	House
FRA-2064-14	1173 Sunbury Road	Lynam Hall at Ohio Dominican University
FRA-4310-12	2500 DeMonye Drive	Vernacular house
FRA-8375-12	4300 E. Fifth Ave at Air Force Plant 85	Thermodynamics Laboratory
FRA-8376-12	4300 E. Fifth Ave at Air Force Plant 85	Wind Tunnel
FRA-8386-12	4300 E. Fifth Ave at Air Force Plant 85	Guardhouse
FRA-8387-12	4300 E. Fifth Ave at Air Force Plant 85	Guardhouse

ATTACHMENT

Table 2 – Summary of Impacts

**Port Columbus International Airport
Environmental Impact Statement/Section 106 Evaluation
Table 2 – Summary of Impacts**

Map No.	OHI/Site No.	Name/Address of Property	APE	Impact	FAA Determination	Additional Information
Listed on the National Register of Historic Places (NRHP)						
1	n/a	Valley Dale Ballroom, 1590 Sunbury Road	Indirect	No		
2	FRA-1793-12	Old Port Columbus Airport Control Tower, 4920 E Fifth Ave., west of Hamilton	Direct	No		
3	FRA-2605-12	Elam-Drake Residence, 2738 Ole Country Lane	Indirect	No		
4	FRA-2606-12	Elam-Drake Residence (barn) 2738 Ole Country Lane	Indirect	No		
Eligible for Listing on the National Register of Historic Places						
5	FRA-8366-12	Air Force Plant 85, 4300 E. Fifth Ave. (multiple structures)	Direct	Yes	Adverse effect	See notes
6	FRA-2063-14	House at 1388 Sunbury Road – Ohio Dominican University	Indirect	No		
Possibly Eligible for Listing on the National Register of Historic Places						
7	FRA-2052-14	1891 Sunbury Road	Indirect	No		
8	FRA-2068-14	Wehrle Hall – Ohio Dominican University, Sunbury Road	Indirect	No		
9	FRA-2069-14	Erskine Hall – Ohio Dominican University, Sunbury Road	Indirect	No		

Map No.	OHI/Site No.	Name/Address of Property	APE	Impact	FAA Determination	Additional Information
10	n/a	Evergreen Cemetery, 1401 Woodland Ave	Indirect	No		
11	FRA-2054-14	873 Walcutt Ave, Shepard School	Indirect	No		
12	n/a	Hangar 1 (Transcontinental Air Transport Hangar), 575 N. Hamilton Road north of Fifth Avenue at southeast corner of Airport)	Direct	No		
<i>Not Eligible for Listing on the National Register of Historic Places</i>						
13	n/a	Eastlawn Cemetery, 1340 Woodlawn Ave	Indirect	No		
14	n/a	Dominican Sisters Cemetery, Ohio Dominican University	Indirect	No		
15	n/a	Stelzer Cemetery	Direct	Yes	No historic properties effected	See notes
16	n/a	Brown Pet Cemetery, between Big Walnut Creek and Port Columbus International Airport	Direct	No		
17	FRA-1800-12	1955 Sunbury Road	Indirect	No		
18	FRA-2051-14	1773 Joyce Road	Indirect	No		
19	FRA-2057-14	887 Taylor Avenue	Indirect	No		
20	FRA-2058-14	2660 East Fifth Avenue	Indirect	No		
21	FRA-2059-14	800 Nelson Road	Indirect	No		
22	FRA-2062-14	1458 Sunbury Road	Indirect	No		
23	FRA-2063-14	1386 Sunbury Road	Indirect	No		
24	FRA-3091-14	2209-2211 East Fifth Avenue	Indirect	No		

Map No.	OHI/Site No.	Name/Address of Property	APE	Impact	FAA Determination	Additional Information
25	FRA-2323-6	Second House on south side of Claycraft Road, west of Taylor Station Road, Gahanna	Indirect	No		
26	FRA-2534-14	1705 Sunbury Road	Indirect	No		
27	FRA-4829-14	1942 Stelzer Road	Indirect	No		
28	FRA-4830-14	1968 Stelzer Road	Indirect	No		
29	FRA-4831-14	1990 Stelzer Road	Indirect	No		
30	FRA-4832-14	2010 Stelzer Road	Indirect	No		
31	FRA-4833-14	2020 Stelzer Road	Indirect	No		
32	FRA-8424-14	2451 Airport Drive	Indirect	No		
33	FRA-8425-14	2445 Airport Drive	Indirect	No		
34	FRA-8390-12	2090 Sunbury Road	Indirect	No		
35	FRA-8392-12	Vicinity of 2090 Sunbury Road	Indirect	No		
36	FRA-8391-12	Vicinity of 2090 Sunbury Road, Mifflin Township	Indirect	No		
37	n/a	Hangar 3 (Nationwide Hangar), 645 N. Hamilton Road north of Fifth Avenue at southeast corner of Airport	Direct	Yes		See notes
38	n/a	Sansbury Hall, Sunbury Road, Ohio Dominican University	Indirect	No		
39	n/a	Kingry Cemetery, vicinity of 2142 Mock Road	Indirect	No		

Notes:

Map No. 5: The FAA is making a determination of an adverse effect on Air Force Plant 85. The preferred alternative will remove a non-functioning Ramp Tower from Building 7. However, the Ramp Tower is not associated with the historical context of Air Force Plant 85. Additional analysis on the Ramp Tower can be found in the attachment, "Air Force Plant 85" and the report "Assessment of Effects Report for Effects to Air Force Plant 85 due to Improvements to Port Columbus International Airport, Columbus, Franklin County, Ohio".

Additionally, Building 30, FRA8378-12 (AL007) is an open storage shed constructed during World War II, it is not individually eligible, but is eligible as part of the Air Force Plant 85 complex. This storage shed is not considered to be a contributing structure to the historical integrity of Air Force Plant 85.

Map No. 15: The Stelzer Cemetery was evaluated in the report, "Report of the Stelzer Cemetery Relocation and Delineation, Pursuant to the Port Columbus International Airport Expansion Section 106 Consultation and Environmental Impact Statement, City of Columbus, Mifflin Township, Franklin County, Ohio". The FAA makes a finding of no historic properties effected. However, the Columbus Regional Airport Authority is working with the Stelzer family on making arrangements for the final disposition of the Stelzer cemetery to the Mifflin Township Cemetery in 1930.

Map No. 37: The Nationwide Hangar will be required to be demolished to meet airport design standards for the proposed runway. The FAA is making a recommendation that the Nationwide Hangar is not eligible for the NRHP.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Detroit Airports District Office
Metro Airport Center
11677 South Wayne Road, Ste. 107
Romulus, MI 48174

October 3, 2008

Ms. Lisa Adkins,
Ohio Historic Preservation Office
567 East Hudson St.
Columbus, OH 43211-1030

Dear Ms. Adkins:

Environmental Impact Statement/Section 106 Coordination at
Port Columbus International Airport, Columbus, Ohio

The Federal Aviation Administration (FAA) is providing additional information to the Ohio Historic Preservation Office (OHPO) in response to your letter dated July 14, 2008. The letter was from the OHPO in response to the Draft Environmental Impact Statement (DEIS) and Section 106 coordination for the proposed airport development at the Port Columbus International Airport.

The OHPO reviewed and had comments on the following reports: "Historic Property Survey of the Direct Effects APE for the Section 106 Evaluation and the EIS for Improvements to Port Columbus International Airport"; and "Historic Property Survey of the Indirect Effects APE for the Section 106 Evaluation and the EIS for Improvements to Port Columbus International Airport". The OHPO also provided limited comments on "Assessment of Effects Report to Air Force Plant 85 for the Section 106 Evaluation and the EIS for Improvements to Port Columbus International Airport".

Below is updated information related to the project decision making process and a summary of the response to comments and references to the appropriate attachments:

Updated Project Decision Making Information: The FAA issued a DEIS on May 16, 2008. The public comment period was from May 16, 2008 through July 11, 2008. Public hearings were held on June 11 and 12, 2008. We received no comments from the public related to the historic resources or potentially National Register of Historic Places (NRHP)-eligible resources that could be impacted.

The FAA has evaluated the three alternatives that were presented in the DEIS. The three alternatives were: Alternative A – No Action; Alternative C2 – Relocate Runway 10R/28L 800 Feet to the South; and Alternative C3 - Relocate Runway 10R/28L 702 Feet to the South. Alternative C2 and C3 each have two sub-alternatives that related to the implementation of the Airport Sponsor's approved Part 150 program. C2a and C3a evaluated the runway alternatives without implementing the approved Part 150 Study;

Alternatives C2b and C3b evaluated the runway alternatives with the implementation of the approved Part 150 Study. The FAA is selecting Alternative C3b as the environmentally preferred alternative for the Final EIS because it fulfills the stated purpose and needs and results in the fewest impacts of the development alternatives.

The DEIS, Section 5.8, Historic, Architectural, Archeological, and Cultural Resources and Appendix J provide the resource analysis for the preferred alternative, C3b. This letter responds to the specific comments that the OHPO provided in a letter dated July 14, 2008 in their review of the DEIS and Section 106 evaluation.

Alternative C3b will impact two historic resources – Building 7 located in the NRHP-eligible Air Force Plant 85 and the Nationwide Hangar. The FAA is making a determination of an adverse effect on Air Force Plant 85 Building 7. Building 7 is a contributing building to the NRHP-eligible Air Force Plant 85. The entirety of Building 7 will not be impacted, however the Ramp Tower, which was added onto the building in the mid-1950s would have to be removed to comply with FAA airport design standards. Air Force Plant 85 Historic District was determined NRHP-eligible by OHPO in 1996 for its significant association with the local involvement in the military industrial expansion associated with World War II, its association with the Lustron Corporation, manufacturers of post-war prefabricated housing, and as an excellent example of the work of Albert Kahn, the premier American industrial architect of the early twentieth century.

The Ramp Tower was not a part of the original Air Force Plant 85 design and did not contribute to the significance of Air Force Plant 85 as identified by the NRHP-eligibility determination in 1996. It was presumably constructed after 1953 when the south runway was extended. The Ramp Tower post-dates World War II and has no association with the contributing factors that make Building 7 a part of the NRHP-eligible Historic District. The Ramp Tower is not associated with the military industrial activities, Lustron Corporation, or Albert Kahn's design of the historic district or Building 7 – the three elements that make Air Force Plant 85 NRHP-eligible. Removing the Ramp Tower would remove a piece of the building that does not contribute to the district's historical significance.

The removal of the Ramp Tower will not be an adverse effect to the NHHP-eligible Air Force Plant 85 Historic District or Building 7 and would align the building more closely with its original form. This alternative minimizes the impacts to Section 106 resources and also provides a positive mitigation resolution to the affected resource in that Building 7 will have a non-original element of the building removed, thus restoring Building 7 to its more original form. Additional information is found in the attachment, "Air Force Plant 85/Building 7 Ramp Tower".

The second historic resource is the Nationwide Hangar. The OHPO asked for additional information regarding FAA's analysis and determination of the Nationwide Hangar not being eligible for the NRHP. The Nationwide Hangar does not share the same level of significance as compared to the potentially NRHP-eligible TAT Hangar nor does it retain

the same level of design that was associated with the early hangars at the Airport. Additional information is found in the attachment, "Nationwide Hangar".

OHPO Comment: The section 106 reports are sufficient for those buildings included within the campus of Ohio Dominican University. The report shows that the project's APE bisects the campus. Unfortunately, no photographs or analysis was provided to support the assertion that there is no historic district associated with this campus. It is requested that additional information that better documents the buildings located within the project APE and adjacent to it. The Ohio Historic Inventory form for Sansbury Hall should be included with this additional information.

FAA Response: See the attachment, "Ohio Dominican University". The FAA is providing additional photos to support our determination that the campus of Ohio Dominican University is not eligible as a historic district. We have also included additional photographs of the buildings and completed an Ohio Historic Inventory form for Sansbury Hall.

OHPO Comment: It is requested that Ohio Historic Inventory forms and more detailed eligibility evaluations should be prepared for properties shown in photo 4, photo 5, and photo 6.

FAA Response: See the attachment, "OHI Forms/Photos 4, 5, and 6". The FAA is providing the Ohio Historic Inventory forms for Photo 4, Photo 5, and Photo 6. Attached to each Ohio Historic Inventory form is additional information regarding each subject property.

OHPO Comment: It is requested that additional photos and analysis in support of the negative eligibility determination for the Nationwide Hangar, since it appears to date to the same early airport development period as the TAT Hangar. The supporting materials do not provide sufficient information to clearly show the diminished integrity described in the survey's analysis.

FAA Response: See the attachment, "Nationwide Hangar". The FAA is providing additional information on the negative eligibility determination for the Nationwide Hangar.

OHPO Comment: The project is not sufficiently advanced for us to be able to concur with any specific effects determination for the project at this time, either direct effect at Plant 85 or indirect effects elsewhere.

FAA Comment: See additional information provided under "Updated Project Decision Making Information" and the attachment "Air Force Plant 85/Building 7 Ramp Tower".

OHPO Comment: OHPO requests that any comments provided by consulting parties or members of the public regarding historic properties or potential effects be provided to our office.

FAA Response: The FAA received no comments during the public comment period (May 16, 2008 through July 11, 2008) or during the public hearings, June 11 and 12, 2008.

OHPO Comment: We ask that a table be prepared and submitted to OHPO that lists the previously surveyed properties found to be demolished during field surveys.

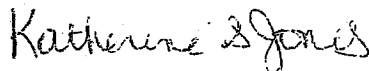
FAA Comment: The requested table is attached.

The FAA requests that the OHPO review the additional information provided and provide comments regarding the Section 106 process. We look forward to continuing to work with you on a successful resolution to the proposed project and potential impacts.

This letter also informs the ACHP that the FAA is making a finding of an adverse effect on Building 7 located in the NRHP-eligible historic district of Air Force Plant 85. However, in removing the Ramp Tower from Building 7, we are not affecting the historical significance that Building 7 contributes to the NRHP-eligible Air Force Plant 85 historic district or the individual NRHP-eligibility of Building 7. We are removing a part of the Building that was not a part of the original design and did not contribute to the historical significance of Air Force Plant 85.

If you have any additional questions, please do not hesitate to contact me at (734) 229-2958 or Katherine.S.Jones@faa.gov.

Sincerely,



Katherine S. Jones
Community Planner

Cc: Rob Adams, Landrum & Brown
David Wall, CRAA
Katty Harris, ACHP

Attachment

Parks Located in the 65+ DNL

Pizzuro Park

Pizzuro Park is an LWCA-funded park located east of the Airport, on the east side of Big Walnut Creek. It has a fenced dog park area, canoe launch, fishing, basketball court, softball fields, and picnic area. These uses are compatible with existing and future noise levels and neither the value nor the use of the park would be diminished as a result of the Sponsor's Proposed Project.

Airport Golf Course

The Airport Golf Course, located east of the Airport on Hamilton Avenue, 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. Therefore, neither the use nor the value of the course would be diminished as a result of the Sponsor's Proposed Project.

Brittany Hills Park

Brittany Hills Park, located west of the Airport, has a recreation center, a playground, and basketball courts. These uses are compatible with existing and future noise levels and neither the value nor the use of the park would be diminished as a result of the Sponsor's Proposed Project.

Krumm Park

Krumm Park, located southwest of the Airport, has 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 compatible with existing and future noise levels and neither the value nor the use of the park would be diminished as a result of the Sponsor's Proposed Project.

Brentnell Park

Brentnell Park, located west of the Airport, has a basketball court, parking lot, picnic areas, recreation center, and a lit tennis court. These uses are compatible with existing and future noise levels and neither the value nor the use of the park would be diminished as a result of the Sponsor's Proposed Project.

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.

Attachment

Land Use Compatibility Guidelines – 14 CFR Part 150

**Table 5.2-1
LAND USE COMPATIBILITY GUIDELINES - FAR PART 150**

LAND USE	YEARLY DAY-NIGHT AVERAGE SOUND LEVEL (DNL) IN DECIBELS					
	BELOW 65	65-70	70-75	75-80	80-85	OVER 85
<u>RESIDENTIAL</u>						
Residential, other than mobile homes & transient lodgings	Y	N ¹	N ¹	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N ¹	N ¹	N ¹	N	N
<u>PUBLIC USE</u>						
Schools, hospitals, nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y ²	Y ³	Y ⁴	N ⁴
Parking	Y	Y	Y ²	Y ³	Y ⁴	N
<u>COMMERCIAL USE</u>						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail -- building materials, hardware, and farm equipment	Y	Y	Y ²	Y ³	Y ⁴	N
Retail trade, general	Y	Y	25	30	N	N
Utilities	Y	Y	Y ²	Y ³	Y ⁴	N
Communication	Y	Y	25	30	N	N
<u>MANUFACTURING AND PRODUCTION</u>						
Manufacturing, general	Y	Y	Y ²	Y ³	Y ⁴	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y ⁶	Y ⁷	Y ⁸	Y ⁸	Y ⁸
Livestock farming and breeding	Y	Y ⁶	Y ⁷	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
<u>RECREATIONAL</u>						
Outdoor sports arenas and spectator sports	Y	Y	Y ⁵	N ⁵	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

**Table 5.2-1, Continued
LAND USE COMPATIBILITY GUIDELINES - FAR PART 150**

The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Key To Table A-1

Y (Yes) Land use and related structures compatible without restrictions.

N (No) Land use and related structures are not compatible and should be prohibited.

NLR Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure

25, 30, 35 Land use and related structures generally compatible; measures to achieve a NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

Notes for Table A-1

1. Where the community determines that residential or school uses must be allowed, measures to achieve outdoor-to-indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as five, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
2. Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
3. Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
4. Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
5. Land use compatible provided special sound reinforcement systems are installed.
6. Residential buildings require a NLR of 25 dB.
7. Residential buildings require a NLR of 30 dB.
8. Residential buildings not permitted.

Source: FAR Part 150 Airport Noise Compatibility Planning, Appendix A, Table 1.

----- Forwarded by Katherine S Delaney/AGL/FAA on 02/04/2009 02:02 PM -----

Katherine S
Jones/AGL/FAA
AGL-DET-ADO,
Detroit, MI
Sent by:
Katherine S
Delaney
12/11/2008 03:20
PM

Nicholas_Chevance@nps.gov
Ethel_Smith@ios.doi.gov
Subject
Re: Section 4(f) Evaluation for
Port Columbus International
Airport, Columbus, Ohio(Document
link: Katherine S Delaney)

To
cc

Nick:

Thanks for all the information. I am out of the office until Monday so I can scan and email you the attachment about the parks Monday am.

As an update to the other information on your email, I should have a copy of the MOU between the City of Columbus and the Columbus Regional Airport Authority by next week. I am currently working with the Ohio SHPO to get their responses from our correspondence. We sent them correspondence on Oct 3, 2008 that provided the additional information that they requested. Once I get that letter, I will email it to you.

Thanks again for your quick response. If you have any questions, please let me know.

Katy

Katherine S. Delaney
Community Planner
Detroit Airports District Office
Phone: (734) 229-2958

Note - On December 17, 2008 my email address will change to
Katherine.S.Delaney@faa.gov

Nicholas_Chevance
@nps.gov
12/11/2008 09:32
AM

Katherine S Jones/AGL/FAA@FAA
Katherine.S.Delaney@faa.gov,
Ethel_Smith@ios.doi.gov
Subject
Section 4(f) Evaluation for Port
Columbus International Airport,
Columbus, Ohio

To
cc

Katy -

Rather than call, I thought I'd see if we can formalize this just a bit by putting a response down in writing. I'm basing the response on the letter of October 24, addressed to Dr. Taylor, OEPC Director, with a copy to me. For the life of me, I can't locate that letter here, but thanks for faxing it to me. I've included Ethel Smith, the OEPC staff person who handles transportation projects for the Department, on the conversation

In our letter to you, the Department wrote that there were three areas of concern for Section 4(f) resources, but because FAA had not identified a preferred alternative, we were hesitant to make any kind of determination on avoidance or mitigation. The Final EIS will identify a preferred, and with that, we can begin to see what affects to Section 4(f) properties might remain.

The first issue is with the golf course. We typically wait to see whether the owner of the property agrees with the impacts and mitigation to recreational properties, and then look at the mitigation to see that it seems fair in terms of protection of the recreational resources. From the letter, and based on your conversation with me today, it appears that the Airport Authority and the Parks and Recreation Department have reached an agreement on the impacts and mitigation, and that I would recommend that the Department agree that mitigation seems fair and reasonable. There will be some loss of recreational opportunities on a temporary basis, but those opportunities should be restored after construction has ended.

In terms of the historic properties, the FAA letter indicates that consultation with the Ohio Historic Preservation Office (OHPO) is still on-going. At a minimum, we would want to see that the OHPO had agreed to the determinations of eligibility, and has either concurred that there is no adverse effect under Section 106, or that a Memorandum of Agreement has been executed that properly considers the mitigation of impacts to historic resources. At least at the time of the FAA letter, consultation had not concluded. The Department would hesitate to agree with a determination that all measures to minimize harm had been taken if the OHPO had not agreed to them first. We would tend to defer to the OHPO on eligibility and effect and would likely become involved more closely if it appeared the decision by a preservation office did not treat a historic property correctly, or if the property is a National Historic Landmark. The National Park Service has to be involved in any activities that affect Historic Landmarks. Since consultation is still ongoing, we would not make a determination on whether the project has identified all 4(f) resources, or whether all measures to lessen impacts had been employed.

Finally, the issue of impacts to historic properties from noise doesn't appear to be settled either. I don't see any indication the OHPO has made a determination on adverse effects to properties from noise, despite the conclusion of no constructive use.

In terms of the noise impacts to the five parks located in the preferred alternative, I may want to review the attachment concerning the impacts to those parks. The letter only says that there is information on those, but it doesn't say what the conclusions are.

In conclusion, the issue concerning the golf course appears to be resolved

and we would likely agree there is no reasonable or feasible alternative to the temporary use of that facility, and that the mitigation seems reasonable. If you do have information that relates to the concurrence of the OHPO to the determinations of eligibility effect of the FAA on the historic properties, I would need to see those. And I would like to see the attachment concerning noise levels in the parks. If those parks seem to meet the guidelines you outline, I would suggest the Department would agree to the no constructive use.

Hope all this helps. Thanks for the information.

Nick Chevance
Regional Environmental Coordinator
National Park Service
Midwest Regional Office
601 Riverfront Drive
Omaha, Nebraska 68102
Phone: 402-661-1844
Fax: 402-661-1982

----- Forwarded by Nicholas Chevance/Omaha/NPS on 02/06/2009 12:51 PM -----

Nicholas Chevance

To:

Katherine.S.Jones@faa.gov

02/06/2009 12:14

cc: Ethel

Smith/PEP/OS/DOI@DOI

PM CST

Subject: Re: Section 4(f)

Evaluation for Port Columbus International Airport,

Columbus, Ohio(Document

link: Nicholas Chevance)

Katy -

Thanks first for being patient. I apologize for taking so long to get back to you.

In the original letter from the Department of the Interior we declined to agree that there were no feasible or prudent alternatives because of a lack of an identified preferred alternative. In addition, we declined to agree that all possible planning to minimize impacts to Section 4(f) resources had been considered. In my original email to you back in December, I outlined the issues we had raised through the Department's letter. I also addressed where I thought we were at that time in terms of meeting those concerns.

The first issue was with the golf course. As I indicated in December, we typically wait to see whether the owner of the property agrees with the impacts and mitigation to recreational properties, and then look at the mitigation to see that it seems fair in terms of protection of the recreational resources. Based on the execution of the agreement document, and as I indicated in December, we would agree that there is no feasible or prudent alternative to the use of the golf course, and the mitigation for the impacts to the golf course is acceptable.

For the historic properties, it still appears that consultation is still ongoing with the State Historic Preservation Officer (SHPO). An agreement document has been prepared and offered to the SHPO concerning the historic hanger, but it hasn't been signed by the SHPO. From that I then assume that the SHPO has not raised issues with noise impacts to any of the other historic resources, and that the hanger is the only resource considered. Based on that agreement document, the mitigation appears fine for that structure, and we would agree that 1) all Section 4(f) resources have been identified, 2) there appears to be no feasible or prudent alternative to the use of those resources, and 3) all planning measures to minimize harm have been employed, assuming the SHPO agrees to sign the agreement document. We would expect the Final EIS to include a copy of the signed agreements, as well as copies of all of the correspondence from the SHPO demonstrating their concurrences with the eligibility and effect on historic properties.

And I did spend some time reviewing the noise impacts data that you

provided on the other 4(f) resources (parks) and would agree that there would not be any additional impact to those resources from this project. We would agree with a no constructive use determination.

In terms of what comes next, typically a transportation agency submits the proper number of copies of the Final EIS to the Department. The Department then has 30 days to review and submit any additional comments on that document detailing where the Final EIS does not resolve issues with Section 4(f) resources. What I typically look for is that the transportation agency has provided the documentation in the Final EIS that is evidence the consultation with other parties has taken place and has been successfully concluded (such as letters of concurrence or signed agreement documents). If we find that the issues have been properly considered, we typically sent a no comment to the Department. The Department does not typically send a no comment to the submitting agency. No response is taken as no additional comments.

Thanks again for you patience.

Nick Chevance
Regional Environmental Coordinator
Midwest Regional Office
601 Riverfront Drive
Omaha, Nebraska 68102
402-661-1844
402-661-1982 (fax)