

5.8 HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended (16 U.S.C. § 470(f)), protects properties that are listed in or determined eligible for inclusion in the National Register of Historic Places (NRHP). The NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties, and to consult with the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officers (THPO), and other parties to develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on historic properties. The Advisory Council on Historic Preservation (ACHP) is afforded a reasonable opportunity to comment on such undertakings. The requirements of Section 106 are implemented under 36 CFR Part 800, *Protection of Historic Properties*. Compliance with the National Environmental Policy Act of 1969 (NEPA), (42 U.S.C. § 4321), Section 101(b) is being undertaken concurrently with the Section 106 process. 36 CFR Part 800.8, *Coordination With the National Environmental Policy Act*, allows for the use of the NEPA process for Section 106 purposes. This allows the public to provide comments regarding the eligibility of historic properties and any resolution of adverse effects. Archaeological sites are protected under the NHPA, and the Section 106 process is applied in a similar fashion when a project involves excavation of any kind.

Section 4(f) of the Department of Transportation Act of 1966, as amended, and currently codified as 49 U.S.C. § 303 (c), protects historic and/or cultural resources of national, State, or local significance and other natural public features from conversion to transportation use unless there is no prudent or feasible alternative. It will be referred to as Section 4(f) in this section.

A series of historic, architectural, archaeological, and cultural resource assessment surveys were prepared in accordance with NEPA, Section 106, and Section 4(f) (see Appendix J, *Historic Resources*, Attachments 1 - 5). These surveys provided information to assist in the identification of NRHP-listed, determined NRHP-eligible, potentially NRHP-eligible, and National Register Landmark properties potentially affected by the improvements proposed for implementation at Port Columbus International Airport (CMH or Airport).

In accordance with the NHPA (particularly Section 106), direct and indirect impacts from Federal actions on historic, architectural, archaeological, and other cultural resources must be considered. Per the NHPA, the Federal Aviation Administration (FAA) has consulted with the Ohio SHPO (see correspondence in Appendix J). A literature search and field investigation was conducted to identify historic, architectural, archaeological, or cultural resources within the Area of Potential Effect (APE).

5.8.1 AREA OF POTENTIAL EFFECT (APE)

The geographic area of potential impact to historic and archaeological resources is referred to as the APE, as established pursuant to the NHPA. The resources identified within the APE include historic or archaeological properties potentially impacted by a proposed project. The determination of the APE considers the character of a project area and the potential for cultural resources to be found. The APE is defined on two levels: one level for the potential direct (physical) impacts and the second level for the potential indirect (non-physical) impacts.¹ Direct impacts include areas located within the current and potential future Airport boundary that could be potentially affected by the Sponsor's Proposed Project or its alternatives. Such development and construction activities could result in the disturbance of historic properties. **Exhibit 5.8-1, Area of Potential Effect – Direct Impacts**, shows this area.

The area of indirect impact within the APE was determined by combining the 2018 60+ Day-Night Average Sound Level (DNL) noise exposure contours for the Sponsor's Proposed Project or its alternatives. This composite contour was based on the latest forecast² of operations in order to encompass the largest area of potential impact. **Exhibit 5.8-2, Area of Potential Effect – Indirect Impacts**, shows this area.

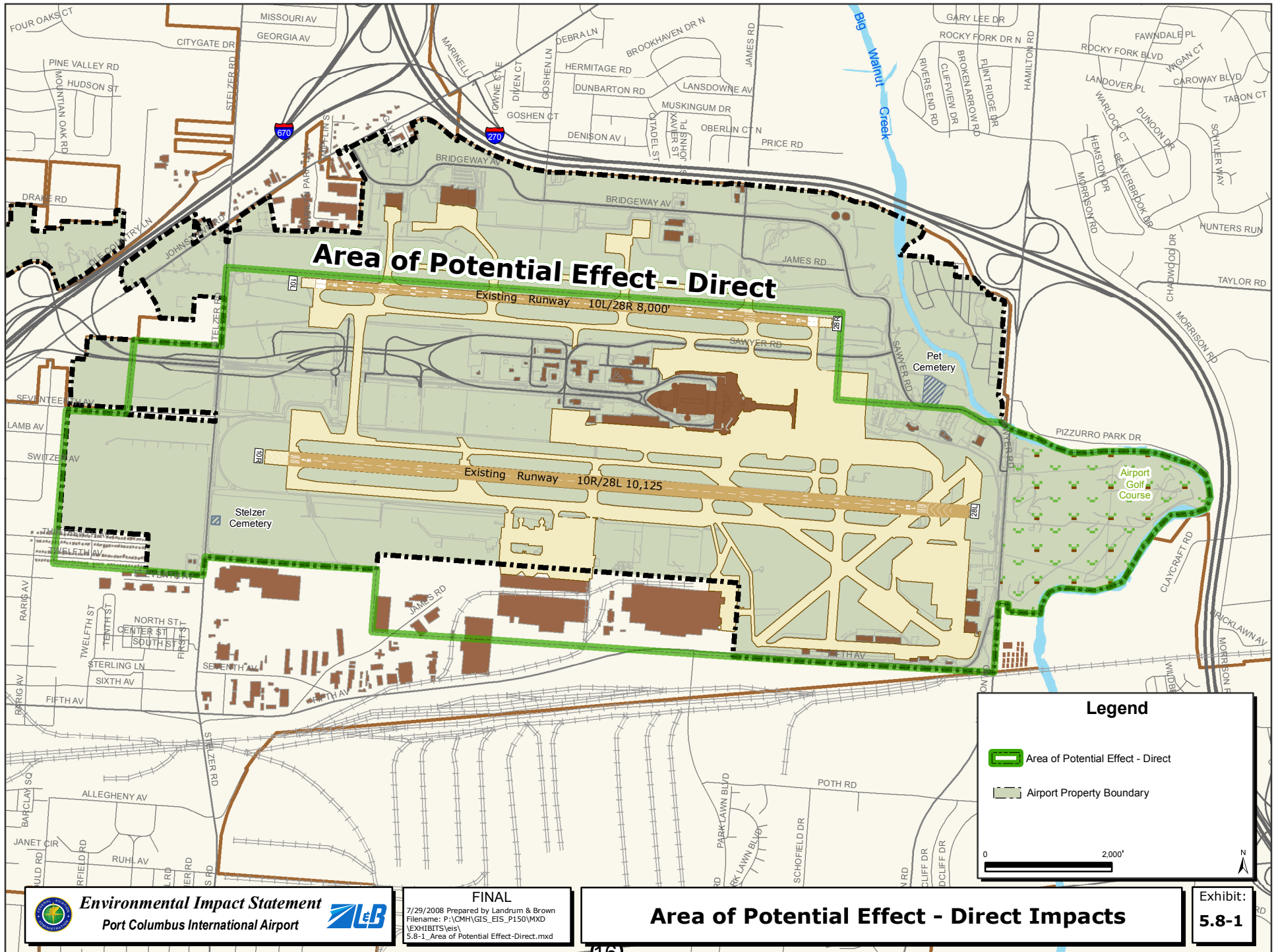
5.8.2 HISTORIC AND ARCHITECTURAL RESOURCES

Background research, historic and current aerial photograph analyses, and a reconnaissance field survey were conducted to identify NRHP-listed, determined NRHP-eligible, or possibly NRHP-eligible historic resources located within the direct impact APE. The historic resources field surveys were conducted in February, August, and September 2007. These surveys included both "windshield" and pedestrian surveys to confirm that historic resources, initially identified through background research and analyses of aerial photographs, were visually verified and properly mapped. Historic resources within the APE of direct impact were given a preliminary visual reconnaissance, photographed, and identified on current aerial photographs. The significance of each resource was evaluated for its potential eligibility for listing in the NRHP. Historic physical integrity was determined from site observations, field data, and photographic documentation.

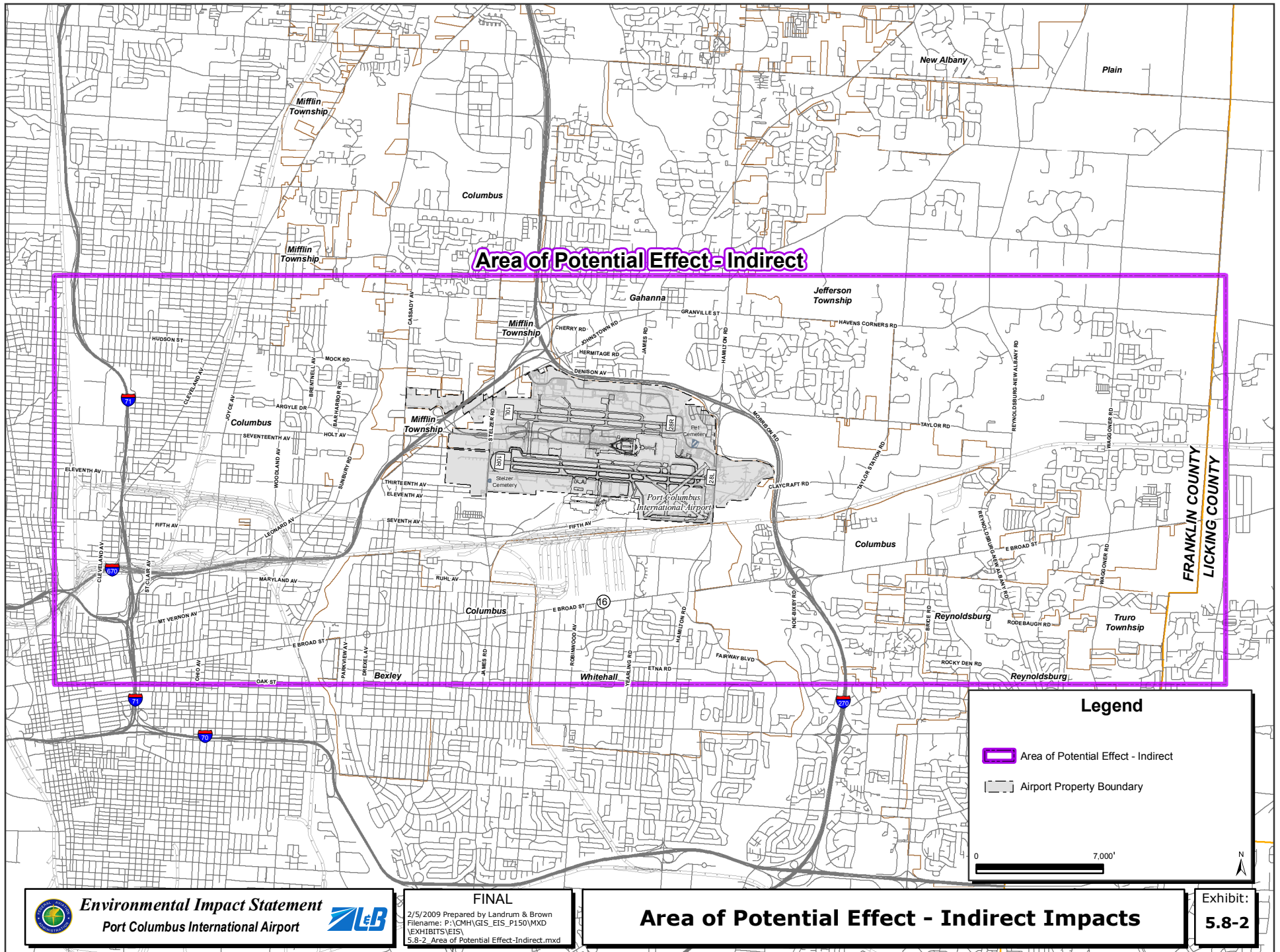
The historic resources identified within the airport boundary and in areas immediately surrounding the Airport, where direct or indirect effects may occur, are identified in **Table 5.8-1**. Of the 39 resources identified, four are currently listed in the NRHP, two are eligible for listing in the NRHP, five are possibly eligible for listing in the NRHP, and the remaining do not appear to be eligible for inclusion in the NRHP.

¹ Direct and indirect impacts may be referred to as primary and secondary impacts, respectively.

² *Aviation Forecasts – Port Columbus International Airport*, May 2006, Landrum & Brown.



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**Table 5.8-1
HISTORIC RESOURCES IDENTIFIED IN THE AREA OF POTENTIAL EFFECT
Port Columbus International Airport**

Map No.	OHI/Site No.	Name/Address of Property	APE
Listed on the National Register of Historic Places			
1	n/a	Valley Dale Ballroom, 1590 Sunbury Road	Indirect
2	FRA-1793-12	Old Port Columbus Airport Control Tower, 4920 E. Fifth Ave. west of Hamilton	Direct
3	FRA-2605-12	Elam-Drake Residence, 2738 Ole Country Lane	Indirect
4	FRA-2606-12	Elam-Drake Residence (barn), 2738 Ole Country Lane	Indirect
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
6	FRA-2063-14	House at 1388 Sunbury Road – Ohio Dominican University	Indirect
Possibly Eligible for Listing on the National Register of Historic Places			
7	FRA-2052-14	1891 Sunbury Road	Indirect
8	FRA-2068-14	Wehrle Hall – Ohio Dominican University, Sunbury Road	Indirect
9	FRA-2069-14	Erschine Hall – Ohio Dominican University, Sunbury Road	Indirect
10	n/a	Evergreen Cemetery, 1401 Woodland Ave.	Indirect
11	FRA-2054-14	873 Walcutt Avenue – Shepard School	Indirect
12	n/a	Hangar 1 (Transcontinental Air Transport Hangar), 575 N. Hamilton Road north of Fifth Avenue at southeast corner of Airport	Direct
Not Eligible for Listing on the National Register of Historic Places			
13	n/a	Eastlawn Cemetery, 1340 Woodlawn Ave.	Indirect
14	n/a	Dominican Sisters Cemetery, Ohio Dominican University	Indirect
15	n/a	Stelzer Cemetery, between 13 th and 17 th Avenues	Direct
16	n/a	Brown Pet Cemetery, between Big Walnut Creek and Port Columbus International Airport	Direct
17	FRA-1800-12	1955 Sunbury Road	Indirect
18	FRA-2051-14	1773 Joyce Road	Indirect
19	FRA-2057-14	887 Taylor Avenue	Indirect
20	FRA-2058-14	2260 East Fifth Avenue	Indirect
21	FRA-2059-14	800 Nelson Road	Indirect
22	FRA-2062-14	1458 Sunbury Road	Indirect
23	FRA-2063-14	1386 Sunbury Road	Indirect
24	FRA-3091-14	2209-2211 East Fifth Avenue	Indirect
25	FRA-2323-6	Second House on south side of Claycraft Road west of Taylor Station Road, Gahanna	Indirect
26	FRA-2534-14	1705 Sunbury Road	Indirect
27	FRA-4829-14	1942 Stelzer Road	Indirect
28	FRA-4830-14	1968 Stelzer Road	Indirect
29	FRA-4831-14	1990 Stelzer Road	Indirect

Table 5.8-1, Continued

**HISTORIC RESOURCES IDENTIFIED IN THE AREA OF POTENTIAL EFFECT
Port Columbus International Airport**

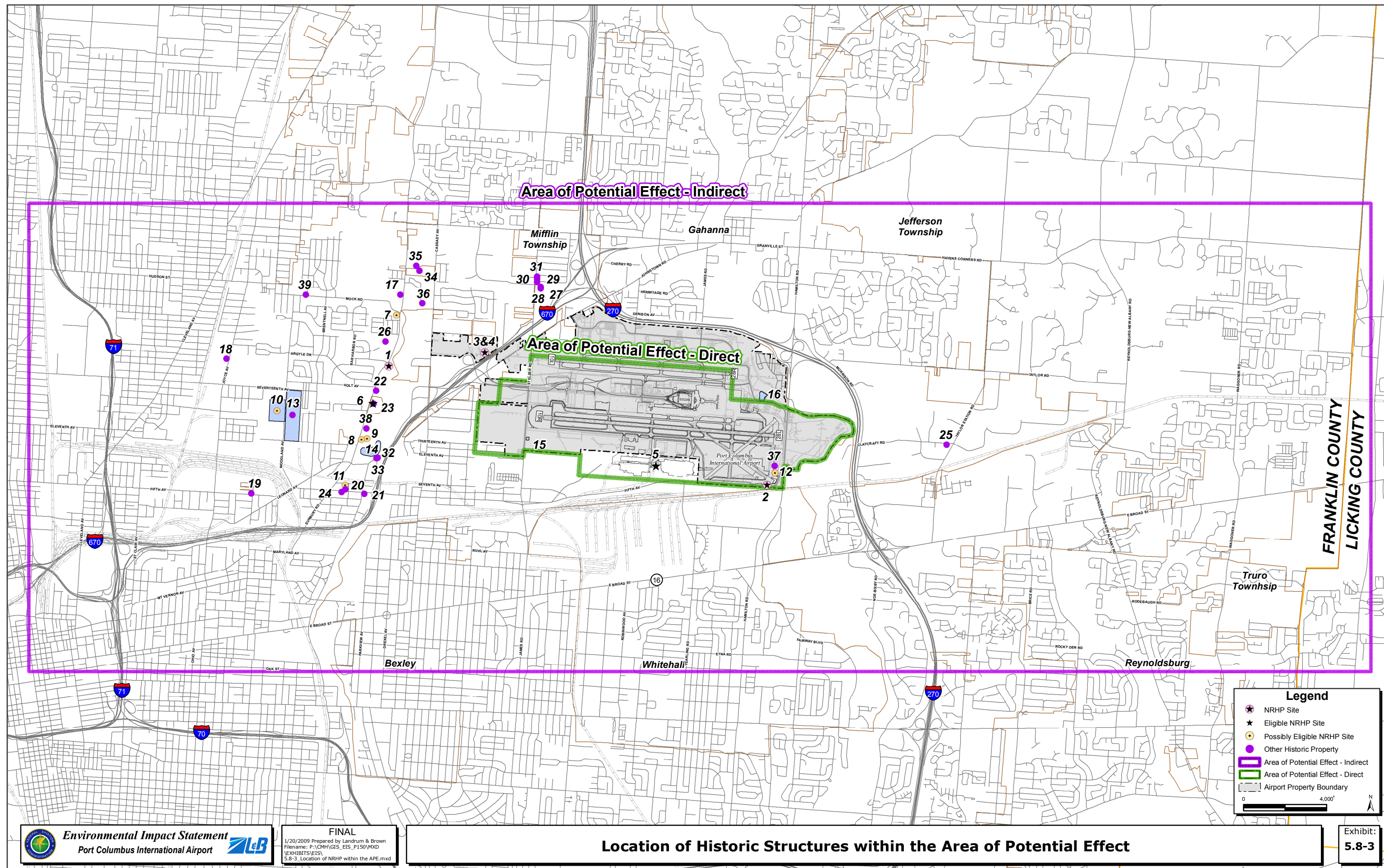
Map No.	OHI/Site No.	Name/Address of Property	APE
30	FRA-4832-14	2010 Stelzer Road	Indirect
31	FRA-4833-14	2020 Stelzer Road	Indirect
32	FRA-8424-14	2451 Airport Drive	Indirect
33	FRA-8425-14	2445 Airport Drive	Indirect
34	FRA-8390-12	2090 Sunbury Road	Indirect
35	FRA-8392-12	Vicinity of 2090 Sunbury Road	Indirect
36	FRA-8391-12	Vicinity of 2090 Sunbury Road, Mifflin Township	Indirect
37	n/a	Hangar 3 (Nationwide Hangar), 645 N. Hamilton Road north of Fifth Avenue at southeast corner of Airport	Direct
38	n/a	Sansbury Hall, Sunbury Road, Ohio Dominican University	Indirect
39	n/a	Kingry Cemetery, vicinity of 2142 Mock Road	Indirect

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

Source: ASC Group, 2007.

5.8.2.1 Existing Conditions: 2006

The historic architectural inventory identified 12 historic resources that are listed, eligible for listing, or possibly eligible for listing in the NRHP. The Elam-Drake Residence was listed on the NRHP in 1978. This property will either be removed or demolished in an independent project being conducted by the Columbus Regional Airport Authority (CRAA). As such, the Sponsor's Proposed Project will have no impact on the Elam-Drake Residence. Two other structures listed on the NRHP include the Old Port Columbus Airport Control Tower and the Valley Dale Ballroom listed in the NRHP in 1979 and 1982, respectively. The Air Force Plant 85 complex (currently referenced as the Columbus International Aircenter) has several buildings constructed between 1940 and 1944. Air Force Plant 85 is eligible for the NRHP as a historic district. A house located at 1388 Sunbury Road is also eligible for the NRHP. Five historic structures are located within the 65 DNL of the 2006 Baseline noise contour (See Chapter Four, *Affected Environment*, Section 4.7, *Noise*). Table 5.8-1 lists all structures within the APE identified as listed in, eligible for listing, or possibly eligible for listing in the NRHP. **Exhibit 5.8-3, *Location of Historic Structures within the Area of Potential Effect***, shows the location of these structures within the APE.



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Three structures that are listed, eligible for listing, or possibly eligible for listing in the *NRHP*, are commercial or public buildings. Pursuant to current FAA regulations, these structures are considered ineligible for Federally-sponsored sound insulation because they are neither residential nor are they a noise-sensitive public facility. These structures, while existing within the 65 DNL noise contour, do not qualify for designation as noise-impacted due to their non-residential use. As such, they would not be impacted by the proposed expansion project. These structures include:

- Valley Dale Ball Room – Commercial;
- Old Port Columbus Airport Tower – Airport Use; and
- Air Force Plant 85 – Commercial/Warehousing.

Three types of historic structure impacts would occur due to the project: physical taking for construction-related activities, newly impacted by the 65 DNL noise contour, and a 1.5 decibel (dB) increase in noise within the 65 DNL noise contour. These project impacts would be mitigated through environmental mitigation.

The subsequent sections detail structures potentially impacted under each of the alternatives. **Table 5.8-2** provides summary information on the degree of impact to each historic structure identified during the survey.

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**Table 5.8-2
SUMMARY OF IMPACTS TO HISTORIC STRUCTURES
Port Columbus International Airport**

Map Number	OHI Number	Description	2006 Baseline	2012 Alt A: No Action	2012 Alt C2a	2012 Alt C2b	2012 Alt C3a	2012 Alt C3b	2018 Alt A: No Action	2018 Alt C2a	2018 Alt C2b	2018 Alt C3a	2018 Alt C3b
1	n/a	Valley Dale Ballroom	-	65-70 DNL	65-70 DNL	-	65-70 DNL	-	65-70 DNL	65-70 DNL	-	65-70 DNL	-
2	FRA-1793-12	Old Port Columbus Airport Control Tower	65-70 DNL	65-70 DNL	70-75 DNL	70-75 DNL	65-70 DNL	65-70 DNL	65-70 DNL	70-75 DNL	70-75 DNL	70-75 DNL L	70-75 DNL
3	FRA-260512, FRA-2606-12	Elam Drake House	65-70 DNL	70-75 DNL	70-75 DNL	70-75 DNL	70-75 DNL	70-75 DNL	70-75 DNL	70-75 DNL	65-70 DNL	70-75 DNL	65-70 DNL
4	FRA-260512, FRA-2606-12	Elam Drake Barn	65-70 DNL	70-75 DNL	70-75 DNL	70-75 DNL	70-75 DNL	70-75 DNL	70-75 DNL	70-75 DNL	65-70 DNL	70-75 DNL	65-70 DNL
5	FRA-8366-12	Air Force Plant 85, 4300 E. Fifth Ave. (multiple structures)	-	-	65-75 DNL	65-75 DNL	65-75 DNL	65-75 DNL	65-70 DNL	65-75 DNL	65-75 DNL	65-75 DNL	65-75 DNL
6	FRA-2063-14	House at 1388 Sunbury Rd	-	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
7	FRA-2052-14	1891 Sunbury Road	-	-	-	-	-	-	-	-	-	-	-
8	FRA-2068-14	Wehrle Hall – Ohio Dominican University, Sunbury Road	-	-	-	-	-	-	-	-	-	-	-
9	FRA-2069-14	Erskine Hall – Ohio Dominican University, Sunbury Road	-	-	-	-	-	-	-	-	-	-	-
10	n/a	Evergreen Cemetery, 1401 Woodland Ave.	-	-	-	-	-	-	-	-	-	-	-
11	FRA-2054-12	Shepard School	-	-	-	-	-	-	-	-	-	-	-
12	n/a	Hangar 1 (Transcontinental Air Transport Hangar) 575 N. Hamilton Rd.	-	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL

Table 5.8-2, Continued
SUMMARY OF IMPACTS TO HISTORIC STRUCTURES
Port Columbus International Airport

Map Number	OHI Number	Description	2006 Baseline	2012 Alt A: No Action	2012 Alt C2a	2012 Alt C2b	2012 Alt C3a	2012 Alt C3b	2018 Alt A: No Action	2018 Alt C2a	2018 Alt C2b	2018 Alt C3a	2018 Alt C3b
13	n/a	Eastlawn Cemetery, 1340 Woodlawn Ave.	-	-	-	-	-	-	-	-	-	-	-
14	n/a	Dominican Sisters Cemetery, Ohio Dominican University	-	-	-	-	-	-	-	-	-	-	-
15	n/a	Stelzer Cemetery	65-70 DNL	65-70 DNL	70-75 DNL	70-75 DNL	70-75 DNL	70-75 DNL	65-70 DNL	70-75 DNL	70-75 DNL	70-75 DNL	70-75 DNL
16	n/a	Brown Pet Cemetery	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
17	FRA-1800-12	1955 Sunbury Road	-	-	-	-	-	-	-	-	-	-	-
18	FRA-2051-12	1773 Joyce Road	-	-	-	-	-	-	-	-	-	-	-
19	FRA-2057-12	887 Taylor Avenue	-	-	-	-	-	-	-	-	-	-	-
20	FRA-2058-12	2260 East Fifth Avenue	-	-	-	-	-	-	-	-	-	-	-
21	FRA-2059-12	800 Nelson Road	-	-	-	-	-	-	-	-	-	-	-
22	FRA-2062-14	1458 Sunbury Road	-	65-70 DNL	65-70 DNL	-	65-70 DNL	-	65-70 DNL	-	-	-	-
23	FRA-2063-14	1386 Sunbury Road	-	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
24	FRA-3091-12	2209-2211 East Fifth Avenue	-	-	-	-	-	-	-	-	-	-	-
25	FRA-2323-6	Second House on south side of Claycraft Road west of Taylor Station Road, Gahanna	-	-	-	-	-	-	65-70 DNL	-	-	-	-
26	FRA-2534-14	1705 Sunbury Road	-	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL

Table 5.8-2, Continued
SUMMARY OF IMPACTS TO HISTORIC STRUCTURES
Port Columbus International Airport

Map Number	OHI Number	Description	2006 Baseline	2012 Alt A: No Action	2012 Alt C2a	2012 Alt C2b	2012 Alt C3a	2012 Alt C3b	2018 Alt A: No Action	2018 Alt C2a	2018 Alt C2b	2018 Alt C3a	2018 Alt C3b
27	FRA-4829-12	1942 Stelzer Road	-	-	-	-	-	-	-	-	-	-	-
28	FRA-4830-12	1968 Stelzer Road	-	-	-	-	-	-	-	-	-	-	-
29	FRA-4831-12	1990 Stelzer Road	-	-	-	-	-	-	-	-	-	-	-
30	FRA-4832-12	2010 Stelzer Road	-	-	-	-	-	-	-	-	-	-	-
31	FRA-4833-12	2020 Stelzer Road	-	-	-	-	-	-	-	-	-	-	-
32	FRA-8424-12	2451 Airport Drive	-	-	-	-	-	-	-	-	-	-	-
33	FRA-8425-12	2445 Airport Drive	-	-	-	-	-	-	-	-	-	-	-
34	FRA-8390-12	2090 Sunbury Road	-	-	-	-	-	-	-	-	-	-	-
35	FRA-8392-12	Vicinity of 2090 Sunbury Road	-	-	-	-	-	-	-	-	-	-	-
36	FRA-8391-12	Vicinity of 2090 Sunbury Road, Mifflin Township	-	-	-	-	-	-	-	-	-	-	-
37	n/a	Hangar 3 (Nationwide Hangar), 645 N. Hamilton Road	-	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
38	n/a	Sansbury Hall, Sunbury Road, Ohio Dominican University	-	-	-	-	-	-	-	-	-	-	-
39	n/a	Kingry Cemetery, vicinity of 2142 Mock Road	-	-	-	-	-	-	-	-	-	-	-

Note: "-"denotes sound levels less than 65 DNL.

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

Source: ASC Group, 2007, Landrum & Brown, 2007.

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5.8.2.2 Future Conditions: 2012

Alternative A: 2012 No Action

Under the 2012 Alternative A, no historic structures would be directly impacted because there would be no construction activities. Twelve historic structures would be located within the 65+ DNL noise contour (six of which are listed, eligible for listing, or possibly eligible for listing in the NRHP). Impacts to historic structures from 2012 Alternative A are listed in Table 5.8-2. The 2012 Alternative A represents the No Action Alternative and provides a baseline to compare impacts from other alternatives.

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

Under the 2012 Alternative C2a, three historic structures would be directly impacted due to the relocation of Runway 10R/28L 800 feet to the south. Two of the structures to be removed, Building 7 and a portion of Building 3 of the former Air Force Plant 85, are eligible for listing on the NRHP. Removal of Building 7 and portions of Building 3 would constitute an adverse impact to Air Force Plant 85, significantly diminishing its historic value. The third structure, Hangar 3 (Nationwide Hangar) in the southeastern portion of the Airport, is neither currently eligible nor considered possibly eligible for the NRHP.

Thirteen historic structures would be located within the 65+ DNL noise contour (seven of which are listed, eligible for listing, or possibly eligible for listing in the NRHP). Of the potentially significant historic structures, one of the seven is residential and has already received sound insulation through the CRAA's previous sound insulation program. Impacts to historic structures from the 2012 Alternative C2a are listed in Table 5.8-2.

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

Under the 2012 Alternative C2b, three historic structures would be directly impacted due to the relocation of Runway 10R/28L 800 feet to the south. Two of the structures to be removed, Building 7 and a portion of Building 3 of the former Air Force Plant 85, are eligible for listing on the NRHP. Removal of Building 7 and portions of Building 3 would constitute an adverse impact to Air Force Plant 85, significantly diminishing its historic value. The third structure, Hangar 3 (Nationwide Hangar) along Hamilton Road in the southeastern portion of the Airport, is not currently eligible nor considered possibly eligible for the NRHP.

Eleven historic structures would be located within the 65+ DNL noise contour (six of which are listed, eligible for listing, or possibly eligible for listing in the NRHP). Of the potentially significant historic structures, one of the six is residential and has

already received sound insulation through the CRAA's previous sound insulation program. Impacts to historic structures from the 2012 Alternative C2b are listed in Table 5.8-2.

Alternative C3a:

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

Under the 2012 Alternative C3a, two historic structures would be directly impacted due to the relocation of Runway 10R/28L 702 feet to the south. A ramp tower located on the top of Building 7 of the former Air Force Plant 85 would be removed to comply with FAA airport design standards. Air Force Plant 85 is eligible for listing on the NRHP due to the aircraft manufacturing activities that occurred at the site and the architectural significance of the original structures, which were designed by Albert Kahn. Since its original construction in 1943, Building 7 has undergone a number of improvements and additions, one of which was the addition of a ramp tower in 1953. The FAA has determined that removal of the ramp tower would constitute an adverse impact because it would modify the existing structure which is a contributing building to the Air Force Plant 85 historic district. However, the ramp tower was not part of Albert Kahn's original work and was built after the time when the Air Force Plant 85 was being used for the manufacturing activities that made it eligible for the NRHP. Based on these facts, the FAA has determined that removal of the structure is not a significant impact and would actually return the site to a condition where it is closer to its original layout and architecture. The FAA and CRAA are consulting with the Ohio SHPO to develop a Memorandum of Agreement, which will outline the findings and methods to be used if the Ramp Tower is removed. The second structure, Hangar 3 (Nationwide Hangar) along Hamilton Road in the southeastern portion of the Airport, is neither currently eligible nor considered possibly eligible for the NRHP at this time.

Thirteen historic structures would be located within the 65+ DNL noise contour (seven of which are listed, eligible for listing, or possibly eligible for listing in the NRHP). Of the potentially significant historic structures, one of the seven is residential and has already received sound insulation through the CRAA's previous sound insulation program. Impacts to historic structures from the 2012 Alternative C3a are listed in Table 5.8-2.

Alternative C3b:

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

Under the 2012 Alternative C3b, two historic structures would be directly impacted due to the relocation of Runway 10R/28L 702 feet to the south. A ramp tower located on the top of Building 7, not the building itself, of the former Air Force Plant 85 would be removed to comply with FAA airport design standards. Air Force Plant 85 is eligible for listing on the NRHP due to the aircraft manufacturing activities that occurred at the site and the architectural significance of the original structures, which were designed by Albert Kahn. Since its original construction in 1943, Building 7 has undergone a number of improvements and additions, one of which was the addition of a ramp tower in 1953. The FAA has determined that removal of

the ramp tower would constitute an adverse impact because it would modify the existing structure which is a contributing building to the Air Force Plant 85 historic district. However, the ramp tower was not part of Albert Kahn's original work and was built after the time when the Air Force Plant 85 was being used for the manufacturing activities that made it eligible for the NRHP. Based on these facts, the FAA has determined that removal of the structure is not a significant impact and would actually return the site to a condition where it is closer to its original layout and architecture. The FAA and CRAA are consulting with the Ohio SHPO to develop a Memorandum of Agreement, which will outline the findings and methods to be used if the Ramp Tower is removed. The second structure, Hangar 3 (Nationwide Hangar) along Hamilton Road in the southeastern portion of the Airport, is not currently eligible nor considered possibly eligible for the NRHP at this time.

Eleven historic structures would be located within the 65+ DNL noise contour (six of which are listed, eligible for listing, or possibly eligible for listing in the NRHP). Of the potentially significant historic structures, one of the six is residential and has already received sound insulation through the CRAA's previous sound insulation program. Impacts to historic structures from the 2012 Alternative C3b are listed in Table 5.8-2.

5.8.2.3 Future Conditions: 2018

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

Alternative A: 2018 No Action

Under the 2018 Alternative A, no historic structures would be directly impacted because there would be no construction activities. Fourteen historic structures would be located within the 65+ DNL noise contour (seven of which are listed, eligible for listing, or possibly eligible for listing in the NRHP). Impacts to historic structures from the 2018 Alternative A are listed in Table 5.8-2. The 2018 Alternative A represents the No Action Alternative and provides a baseline to compare impacts from other alternatives.

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

Twelve historic structures would be located within the 65+ DNL noise contour (seven of which are listed, eligible for listing, or possibly eligible for listing in the NRHP). Of the potentially significant historic structures, one of the seven is

residential and has already received sound insulation through the CRAA's previous sound insulation program. Impacts to historic structures from the 2018 Alternative C2a are listed in Table 5.8-2.

Alternative C2b:

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

Eleven historic structures would be located within the 65+ DNL noise contour (six of which are listed, eligible for listing, or possibly eligible for listing in the NRHP). Of the potentially significant historic structures, one of the six is residential and has already received sound insulation through the CRAA's previous sound insulation program. Impacts to historic structures from the 2018 Alternative C2b are listed in Table 5.8-2.

Alternative C3a:

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

Twelve historic structures would be located within the 65+ DNL noise contour (seven of which are listed, eligible for listing, or possibly eligible for listing in the NRHP). Of the potentially significant historic structures, one of the seven is residential and has already received sound insulation through the CRAA's previous sound insulation program. Impacts to historic structures from the 2018 Alternative C3a are listed in Table 5.8-2.

Alternative C3b:

2018 Relocate Runway 10R/28L 702 Feet to the South and Construct Midfield Terminal (T2) – Noise Abatement Scenario B (Sponsor's Proposed Project)

Eleven historic structures would be located within the 65+ DNL noise contour (six of which are listed, eligible for listing, or possibly eligible for listing in the NRHP). Of the potentially significant historic structures, one of the six is residential and has already received sound insulation through the CRAA's previous sound insulation program. Impacts to historic structures from the 2018 Alternative C3b are listed in Table 5.8-2.

5.8.3 ARCHAEOLOGICAL RESOURCES

Archaeological resources are material remains, such as graves, tools, pottery, and remnant foundations, left by past human life and cultures. The importance of most archaeological sites lies in the data they contain that may help expand knowledge of history or prehistory. The APE for archaeological resources is limited to those areas that would be directly impacted due to construction activities. The following subsections identify archaeological resources present within the APE and discusses the impacts to those resources as a result of the proposed alternatives.

5.8.3.1 Existing Conditions: 2006

Two archaeological sites were identified within the Detailed Study Area (DSA) during the Archaeology Survey. See Chapter Four, *Affected Environment*, Exhibit 4-3 for a graphic of the DSA. Based on the distribution of artifacts, the lack of intact cultural context associated with these artifacts, and the paucity of diagnostic artifacts, none of these archaeological sites or isolated finds has been recommended as potentially eligible for inclusion in the NRHP.³ Therefore, no further archaeological study has been recommended at these locations.

Additional field work was conducted on the east side of the Airport Golf Course, in the brushy wooded area west of Stelzer Road, and on the east side of Stelzer Road including the Stelzer Cemetery site. **Exhibit 5.8-4, *Archaeological Field Work***, shows the location of the areas where archaeological field work was conducted for this EIS. The survey indicated that no significant or potentially significant archaeological sites are located within any of the sites.

Field work was also conducted at the site where the Stelzer Cemetery was thought to exist (east side of Stelzer Road, south of existing Runway 10R/28L). In the course of this investigation, a headstone with the family name of Stelzer and three grave shafts with a small amount of remains were located. The location and size of the grave shafts, along with the items found at the site make it reasonably certain that these items were part of the Stelzer Cemetery. Further research found that the human remains from the Stelzer Cemetery were relocated to the Mifflin Township Cemetery in 1930. Therefore, it is concluded that the items found at the site were inadvertently left at this site when the cemetery was relocated. Originally, it was believed that this site may be disturbed due to the proposed runway and taxiway construction. However, through planning the CRAA has determined that the site will not be disturbed with the exception of a small amount of fill being placed over the site. The CRAA has corresponded with the living descendants of the Stelzer family and developed a plan for addressing the site. This plan includes relocating the headstone to the Mifflin Township Cemetery with the other Stelzer family graves, placing the small amount of artifacts found at the site back into the grave shafts, placing a ground plaque on the site to identify it as the location of the Stelzer Cemetery, and providing access to the site for Stelzer family members. A copy of the correspondence between the CRAA and the Stelzer family is located in Appendix J, *Historic Resources*. Through consultation with the Ohio SHPO, the FAA has determined that the cemetery is not considered historically significant because no persons of historical significance are buried at the site.

5.8.3.2 Future Conditions: 2012

As mentioned above, only those areas where physical disturbance is expected to occur have the potential to contain archaeological resources that may be impacted. The following paragraphs provide a summary of potential impacts from the various alternatives.

³ *Cultural Resources Existing Conditions and Survey Methodology Report for the Port Columbus International Airport*, February 1, 2007, ASC Group.

**Alternative A:
2012 No Action**

Alternative A includes no new construction. Therefore, this alternative would not result in the disturbance of any identified archaeological sites.

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

Alternative C2a includes relocation of Runway 10R/28L 800 feet to the south. This alternative would not result in the disturbance of any identified archaeological sites.

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

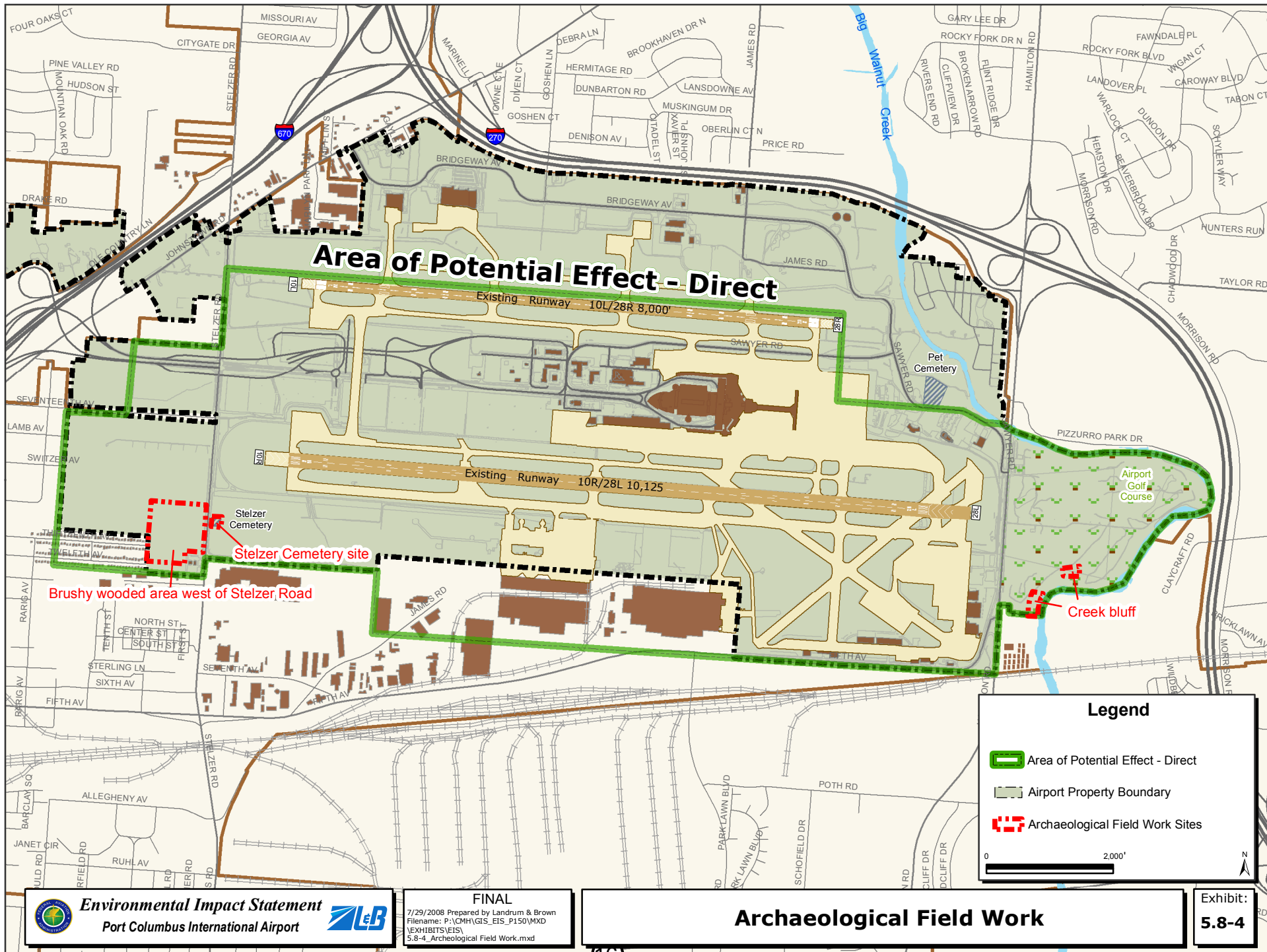
Alternative C2b includes the same relocation of Runway 10R/28L 800 feet to the south as Alternative C2a, along with operational changes proposed in the 2007 Part 150 Noise Compatibility Study (2007 Part 150 Study). This alternative would not result in the disturbance of any identified archaeological sites.

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

Alternative C3a includes relocation of Runway 10R/28L 702 feet to the south. This alternative would not result in the disturbance of any identified archaeological sites.

**Alternative C3b:
2012 Relocate Runway 10R/28L 702 Feet to the South – Noise Abatement Scenario B (Sponsor's Proposed Project)**

Alternative C3b includes the same relocation of Runway 10R/28L 702 feet to the south as Alternative C3a, along with operational changes proposed in the 2007 Part 150 Study. This alternative would not result in the disturbance of any identified archaeological sites.



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5.8.3.3 Future Conditions: 2018

In addition to 2012, the environmental consequences for 2018 are provided because that is the anticipated year of the opening of the proposed passenger terminal.

Alternative A: 2018 No Action

Alternative A includes no new construction or changes in operating procedures. Therefore, this alternative would not result in the disturbance of any identified archaeological sites.

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

Alternative C2a includes the construction of the proposed passenger terminal and parking garage. This alternative would not result in the disturbance of any identified archaeological sites.

Alternative C2b: 2018 Relocate Runway 10R/28L 800 Feet to the South and Construct Midfield Terminal (T2) – Noise Abatement Scenario B

Alternative C2b includes the same construction of the proposed passenger terminal and parking garage as Alternative C2a, along with operational changes proposed in the 2007 Part 150 Study. This alternative would not result in the disturbance of any identified archaeological sites.

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

Alternative C3a includes the construction of the proposed passenger terminal and parking garage. This alternative would not result in the disturbance of any identified archaeological sites.

Alternative C3b: 2018 Relocate Runway 10R/28L 702 Feet to the South and Construct Midfield Terminal (T2) – Noise Abatement Scenario B (Sponsor's Proposed Project)

Alternative C3b includes the same construction of the proposed passenger terminal and parking garage as Alternative C3a, along with operational changes proposed in the 2007 Part 150 Study. This alternative would not result in the disturbance of any identified archaeological sites.

5.8.4 MITIGATION COMMITMENTS

Since the preparation of the Draft EIS, the FAA has continued to work with the Ohio SHPO regarding the determination of adverse impacts (see Appendix J, *Historic Resources*). The FAA and CRAA are consulting with the Ohio SHPO to develop a Memorandum of Agreement, which will outline the findings and methods to be used if the Ramp Tower is removed. As noted above, while the removal of the ramp tower is considered an adverse impact, it actually brings the building closer to the original architecture that contributed to its historic significance.

Noise impacts associated with the alternatives included up to seven structures located within the 65 DNL of the various alternatives that are either on the NRHP, eligible for listing on the NRHP, or are possibly eligible for listing on the NRHP. Of these, one receives an increase in noise (Air Force Plant 85) under Alternative C2a/b and Alternative C3a/b. However, because Air Force Plant 85 is a compatible land use, no mitigation would be required for increases in noise levels. One structure (1388 Sunbury Road) is a noise-sensitive residential land use. This house received sound insulation in 1995-1996 through the CRAA's previous sound insulation program.