

## **The Ohio State University Airport Master Plan Update**

### **Public Meeting 1**

Tuesday, December 5, 2017, 6:00-8:00 p.m.  
The Ohio State University Airport, Hangar 1  
2300 West Case Road, Columbus, OH 43235

### **Meeting Summary**

#### **Meeting Purpose**

- To gather community input on the airports strengths, weaknesses, vision and long-term goals
- To discuss the public's role in the master plan update process
- To address questions and concerns

#### **Meeting Participants**

A total of 113 participants attended the public meeting.

#### **Project Team Participants**

The following team members were present:

- Kimberly Moss, The Ohio State University - Physical Planning & Real Estate Department
- Doug Hammon, The Ohio State University Airport
- Hannah Higgins, The Ohio State University - Physical Planning & Real Estate Department
- Matt Schutte, The Ohio State University - College of Engineering
- Carlos Ruiz-Coll, The Ohio State University Airport
- John Baer, Woolpert
- Maria Muia, Woolpert
- Greg Shuttleworth, Woolpert
- Marie Keister, Engage Public Affairs
- Nick Hoffman, Engage Public Affairs/MurphyEpson
- Jeanna Packard, Engage Public Affairs/MurphyEpson

*The Ohio State University Airport contracted with Woolpert to provide an independent assessment, technical consultation and planning for the master plan update. Engage Public Affairs has been hired to engage stakeholders and the public in the update process. The master plan is being developed based on community input and data-driven insight. Ohio State Airport is committed to keeping the public informed and providing opportunities for community input.*

#### **Public Meeting Overview**

The public meeting was held in an open house format with a presentation and question and answer session from 6:30-7:30 p.m. Before and following the presentation, participants were invited and encouraged to review exhibits and provide input through an interactive discussion exercise asking attendees about the strengths, weaknesses, and their goals for the Ohio State Airport. Attendees began arriving at 5:30 p.m. A total of 113 people signed in at the meeting. During the two-week comment period 18 comment forms and one email response were received.

Marie Keister (Engage Public Affairs) opened the presentation portion of the meeting, introduced the project team and provided an overview of the meeting purpose, format and discussion guidelines. Doug



Hammon (The Ohio State University Airport) and Kimberly Moss (The Ohio State University) provided opening remarks to welcome everyone and thank them for participating. Doug and Kimberly emphasized that the master plan is being updated based on research and community and stakeholder input. The planning process is in the early stages and will continue during the next twelve months.

Marie explained that The Ohio State University Airport (Ohio State Airport) began updating its master plan fall, 2017 to identify current and future needs and gain consensus on investment priorities for the next 20 years.

The airport is one of the leading general aviation facilities in the nation.\* With less than 30 university airports nationwide, including three owned by tier-1 research institutions, Ohio State Airport is considered one of the nation's premier university-owned and operated facilities. This important teaching and research laboratory supports interdisciplinary learning, discovery and engagement. The airport is also an important contributor to the economic vitality of the central Ohio region by providing key services to Columbus area businesses.

The master plan will combine community engagement with the university's strategic vision to formulate the blueprint for the airport's long-term development. The Federal Aviation Administration will cover 90 percent of the nearly \$873,000 study.

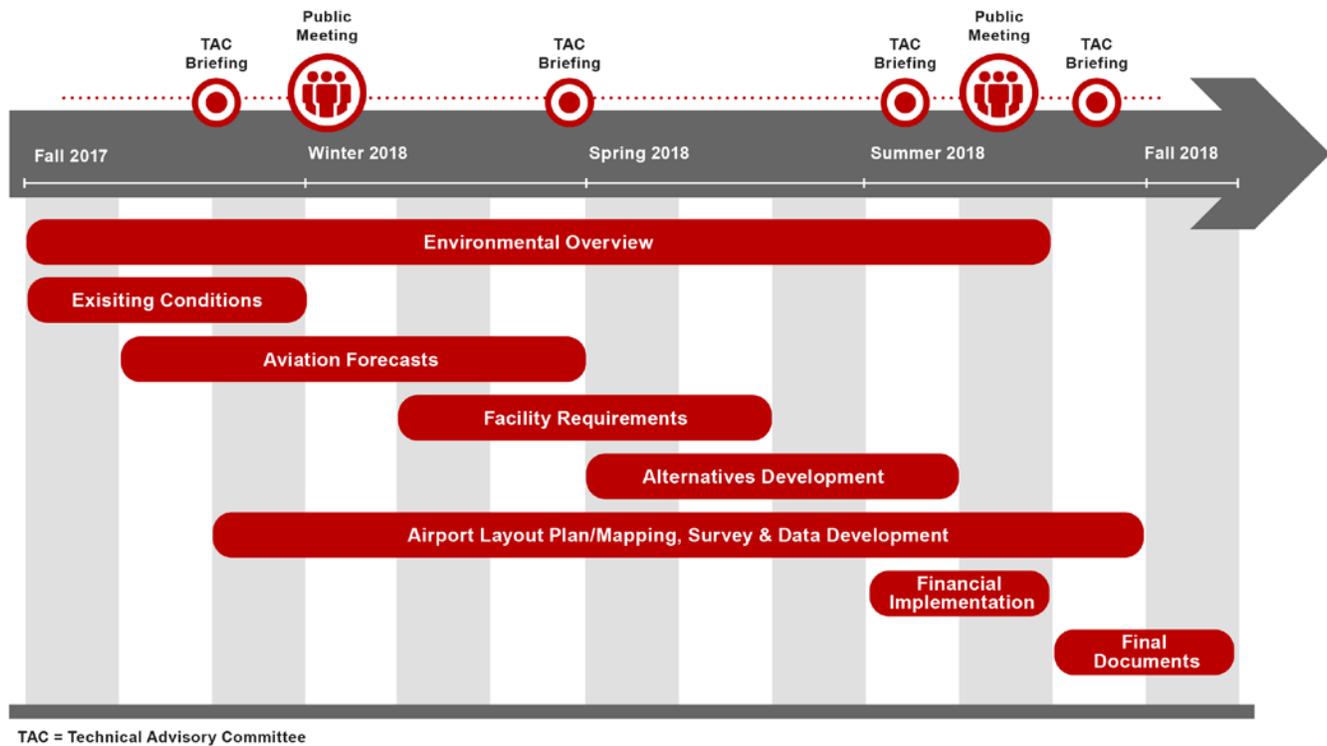
\* *The Federal Aviation Administration cited Ohio State Airport as one of 84 national priority general aviation airports in its General Aviation Airports: A National Asset, 2012 ([www.faa.gov/airports/planning\\_capacity/ga\\_study](http://www.faa.gov/airports/planning_capacity/ga_study)).*

John Baer (Woolpert) then led a presentation which discussed the study area, research to date and schedule overview.



*Project Study Area*





**Project Schedule**

John then explained several master plan development steps, shown below, along with a status of each:

- **Environmental Overview.** The environmental overview includes research in each of the National Environmental Policy Act (NEPA) environmental review categories (water air, biological, farmland, and archaeological resources, noise, land use, etc.) via public sources and previous studies completed at the airport. All sections are in a final draft stage, except the “Noise and Compatible Land Use” section of the impact categories. This section is dependent upon information gathered from the airport’s noise analysis, anticipated to be completed after preferred alternatives for development are chosen. Once this information is received and reviewed, the Environmental Overview final draft will be completed.
- **Inventory of Existing Conditions.** A draft of the Inventory of Existing Conditions has been started. This covers history and current conditions, airport location and role, regional setting/surrounding airports, Federal Aviation Administration (FAA) Airport Improvement Program Grant history, existing airport facilities, instrument approaches and financials. Woolpert is reviewing profit/loss statements and is waiting for verification on which categories to include with the airport’s reported operating expenses. Woolpert will draft the existing airport facilities section of the narrative report with on-site building condition assessments being conducted by subconsultant Brandstretter Carroll Inc. (BCI).
- **Aviation Forecasts.** An aircraft list was pulled from the FAA’s National Based Aircraft Inventory (NBAI) Program and Ohio State Airport provided their aircraft report. The next step will be to reconcile these lists and then use that information for the baseline of the aviation forecast. The forecast projects future demand, which in turn helps determine facility needs.

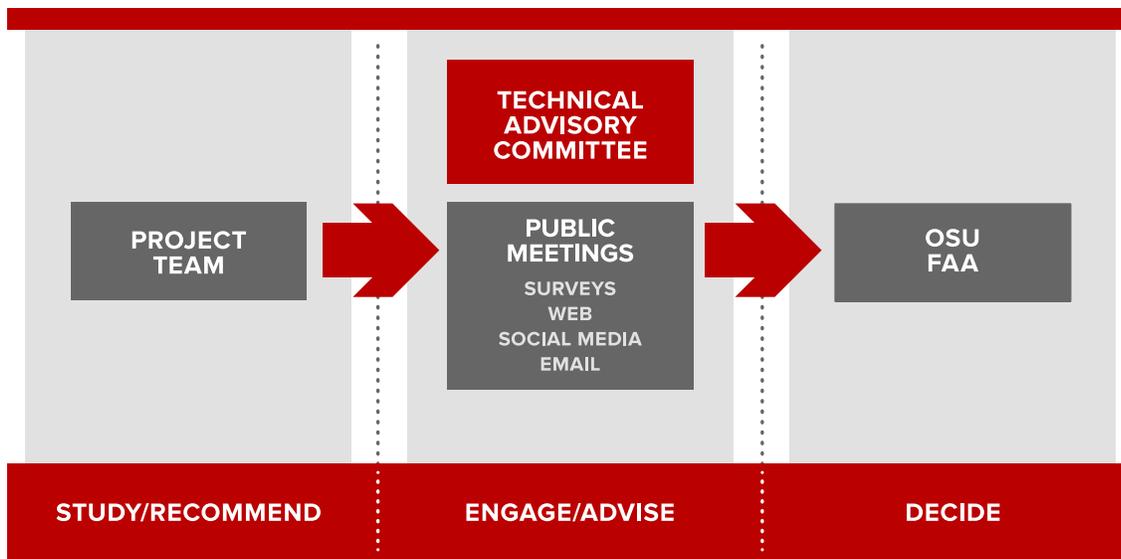




- **Facility Requirements.** Once the aviation forecast is completed, facility requirements can be identified.
- **Alternatives Development & Evaluation.** Once the aviation forecast is completed, alternatives can be developed to address identified technical and stakeholder needs as well as other public input. A user survey was developed to help identify needs and preferences, which in turn will inform the development of the master plan.
- **Airport Layout Plan (ALP) Set.** The ALP is the airport's official record drawing, which documents and graphically illustrates the airport's existing conditions and its potential 20-year capital developments. It provides the basis for justifying aeronautical facilities in addition to other programmed and recommended project improvements identified by the airport sponsor or FAA. Once base mapping is completed in the next month or two, the ALP existing sheets can begin being produced. Once the alternatives are developed, the remaining ALP sheets can be finalized.
- **ALP/GIS Imagery Acquisition, Mapping, Survey & Data Development.** Imagery acquisition, field survey and AGIS setup have all been completed. Woolpert is continuing to work on aero-triangulation, obstruction analysis, compilation, cartography, orthoimagery, 18B compliant mapping and safety critical deliverables, and plans and reports.
- **Facilities Implementation & Financial Feasibility Analysis.** Once preferred alternatives are selected and evaluated, an implementation plan and feasibility analysis will be prepared and included in the final master plan document.

Marie then reviewed the public involvement program, highlighting the public's role and decision framework.

### DECISION FRAMEWORK



Marie further emphasized that public input is an important part of the master plan update process. Community members are encouraged to participate in upcoming meetings and invited to submit feedback





at the meetings or via the website. Information about public meetings will be shared on the project website, local news and the airport's Facebook, LinkedIn, Twitter and Instagram pages.

### **Discussion: Comments & Questions**

Following the presentation, Marie facilitated discussion with the audience. Participants were invited to ask questions and make comments. Below is a summary of the discussion.

#### Questions during the presentation:

- *Who determines the aviation forecast requirements?*  
The FAA has specific guidelines for forecasting aviation activity that must be followed, and the agency will approve the OSU forecasts as part of the airport master plan, which will include projections for based aircraft and operations.
- *How is the forecast developed?*  
The consultant team's comprehensive forecast for based aircraft and operations evaluates the airport from several angles, including socioeconomic indicators, historic trends, and the airport's market share today vs. the FAA's 20-year predications. It includes both FAA information and Ohio State Airport-specific information.
- *Central Ohio is expected to grow by 500,000 to a million people by 2050, is that being considered in the forecast?*  
Yes. The airport is aware of the anticipated population increase and is taking this into consideration as plans are developed.
- *Central Ohio has an air transport network that includes Rickenbacker and John Glenn International Airports. Is this being taken into consideration in the master plan update?*  
Ohio State Airport considers themselves a part of the air transport network and includes a representative of the Columbus Regional Airport Authority in many of its planning/development projects, including the master plan update.
- *Security does not appear in the list of elements being developed for the master plan. How is security being addressed?*  
The Ohio State University Airport was the first general aviation airport in the state to develop a comprehensive security plan, following the guidelines set forth by the Transportation Security Administration, and considers security a high priority. Security is not a stand-alone element of the master plan but will be incorporated into the facility requirements section.
- *Is drone usage being considered? How will this be handled?*  
Ohio State Airport is working with drone pilots to proactively develop solutions. The airport was the first site with drones and manned aircrafts occupying the same air space.
- *What's going to happen with the north runway?*  
The master plan is in the early stages of development. User surveys and data collected as part of the forecast and facility requirements are being reviewed to help determine future functions, needs and long-term investment priorities.
- *Is there a decibel limit being considered?*  
Decibel limits are determined by the FAA. The FAA defines acceptable noise based on an average of all noise occurrences during the course of a day.





- *Who is represented on the Technical Advisory Committee (TAC)?*  
The TAC is made up of numerous airport stakeholders, including city of Columbus, Franklin County, MORPC, Ohio State administrators, surrounding communities, airport users, local residents and businesses.
- *How are you planning to handle green space such as the sheep farm?*  
The master plan is being updated based on research and community and stakeholder input. The planning process is in the early stages and will continue during the next twelve months. Details will continue to be shared on the website and at public meetings, as it's made available.  
The sheep farm is part of a separate project and comments regarding that property should be submitted to Erin Prosser, Director of Community Relation, The Ohio State University - Physical Planning & Real Estate Department, via email at [prosser.20@osu.edu](mailto:prosser.20@osu.edu).
- *Is the master plan being implemented now?*  
No. The master plan is still in the research and development phase. We will be working to finalize the plan during the next twelve months. Implementation of the plan will follow.

Comments recorded before and after the presentation:

- There wasn't enough notice about the public meeting.
- Parking for the meeting was bad because it was dark and there was construction. Suggest having students assist with flashlights.
- More outreach/engagement is needed if the airport is committed to public involvement.
- Keep the cattle.
- Expand West Case Rd. to improve traffic.
- The noise study showed that a lot of the noise is because of CMH.
- Giving pilots feedback on their noise levels in relation to other pilots would encourage them to be less noisy. Pilots want to be part of the solution and help the community. Providing other feedback to pilots in an educational/constructive way would also help, for example share the community's request to limit touch and goes after night.
- Community/residents need to be better educated. Things are busier, but technology has helped planes become quieter. In the past, there were fewer planes but they were noisier.
- The airport's facilities are functional but dilapidated. It would be nice to fix things up but the public needs to be realistic. A good facility doesn't necessarily mean it's pretty. Things should be in good repair, but it's more important to put money where it matters most.
- It may be helpful to the public to break up concerns into topics and educate on each: facilities, green space, noise, curb appeal, etc.
- Airport needs to have more competitive fuel costs. Many pilots go to Delaware or other airports to fuel up.

Following the question and answer session but prior to the conclusion of the meeting the public was invited to review project exhibits, fill out comment forms and provide input through an interactive discussion exercise.





**Interactive Discussion Exercise**

The opportunity to provide input on the airport’s strengths, weaknesses, opportunities, threats, goals/desired outcomes, master plan process was made available in the back of the meeting space. Participants put their comments on post-it notes and attached the notes to sheets of paper labeled strengths, weaknesses, opportunities, threats, goals/desired outcomes, master plan process. Below is a summary of the feedback received.

<b>What are Ohio State Airport’s Strengths?</b>	
<b>Themes</b>	<b>Specific Statements</b>
<b>Location</b>	<ul style="list-style-type: none"> <li>▪ Location and versatility of facility</li> <li>▪ Great location for business</li> <li>▪ Proximity to businesses</li> <li>▪ Easy access to local companies and travel</li> </ul>
<b>Land</b>	<ul style="list-style-type: none"> <li>▪ Open ground around airport, clear view (2)</li> <li>▪ Green spaces</li> </ul>
<b>Economic Development</b>	<ul style="list-style-type: none"> <li>▪ Contributor to economic health of area</li> </ul>
<b>Research &amp; Academic Advancement</b>	<ul style="list-style-type: none"> <li>▪ Great flight education opportunities</li> <li>▪ Teaching airport</li> <li>▪ Wonderful opportunities for students of all ages to participate in educational programs</li> <li>▪ Great educational program opportunities including research</li> <li>▪ Realistic and fast-paced training environment</li> <li>▪ Pipeline of engineers and students to become aviators</li> </ul>
<b>Leadership &amp; Staff</b>	<ul style="list-style-type: none"> <li>▪ Great communication from director</li> <li>▪ Director’s commitment to environmental issues</li> <li>▪ Understands general aviation planes</li> </ul>
<b>Reputation</b>	<ul style="list-style-type: none"> <li>▪ Historical significance, as it has been in operation a very long time</li> <li>▪ Name recognition/stature</li> </ul>
<b>Facility/Amenities</b>	<ul style="list-style-type: none"> <li>▪ Control tower (2)</li> <li>▪ Restrooms on ramps</li> <li>▪ Great air craft maintenance shop</li> <li>▪ Multiple runways</li> <li>▪ New hangars</li> </ul>
<b>Community Relations</b>	<ul style="list-style-type: none"> <li>▪ Locally based Experimental Aircraft Association (EAA)</li> <li>▪ Partnerships with metro parks for trail development</li> </ul>





What are Ohio State Airport's Weaknesses?

Themes	Specific Statements
<b>Community Relations</b>	<ul style="list-style-type: none"> <li>▪ Lack of info getting to public/neighbors</li> <li>▪ Hard for public to receive info, newspaper isn't sufficient</li> <li>▪ Northwest bulletin doesn't get delivered without a subscription to the Dispatch</li> <li>▪ Airport communication with tenants</li> <li>▪ Lack of focus on general aviation (GA) development with respect to EAA. Allow and publicize more events (young eagles, etc.)</li> </ul>
<b>Location</b>	<ul style="list-style-type: none"> <li>▪ Landlocked, no room for expansion</li> </ul>
<b>Runways</b>	<ul style="list-style-type: none"> <li>▪ Runway 14/32 needed for certain weather. Nearest AC tenant is all the way up to Mansfield</li> </ul>
<b>Hangars</b>	<ul style="list-style-type: none"> <li>▪ Hangars need painted</li> <li>▪ Airport needs more corporate hangar space</li> </ul>
<b>Facility/Amenities</b>	<ul style="list-style-type: none"> <li>▪ Airport facilities appear neglected from street/lack of curb appeal (2)</li> <li>▪ Avionics shop poorly managed (2)</li> <li>▪ No bike path to airport</li> <li>▪ Restaurant too small, needs to be bigger and longer hours</li> <li>▪ Beacon hard to see, move it to tower</li> </ul>
<b>Misc.</b>	<ul style="list-style-type: none"> <li>▪ # of opportunities without National Intercollegiate Flying Association (NIFA) traffic practice</li> <li>▪ Overbooking field</li> <li>▪ Pilot shortage</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>▪ Noise/vibrations of low-flying aircrafts makes windows rattle and feels like plane is going to land on roof</li> </ul>





<b>What are Ohio State Airport's Opportunities?</b>	
<b>Themes</b>	<b>Specific Statements</b>
<b>Land</b>	<ul style="list-style-type: none"> <li>▪ Park/multi-use path: biking, hiking and walking paths (4)</li> <li>▪ Use park as Gateway to Buckeye Land (4)</li> <li>▪ Agriculture: Graze more cows/sheep (2)</li> <li>▪ Community trail connections from Sawmill to Linworth</li> <li>▪ No high rises</li> <li>▪ Utilize pasture/grassland</li> <li>▪ Ensure adequate green space for noise abatement and safety</li> <li>▪ Native plants</li> <li>▪ Wet lands</li> <li>▪ Keep the pollinators</li> <li>▪ Butterfly presence along runways</li> </ul>
<b>Facility/Amenities</b>	<ul style="list-style-type: none"> <li>▪ 360 tower view for visitors (2)</li> <li>▪ Columbus Metropolitan library branch here</li> <li>▪ Music, food, events</li> <li>▪ Rollercoaster</li> <li>▪ Add Wi-Fi to east ramp hangars</li> <li>▪ Create opportunities for non-aviation people to want people to come to airport</li> <li>▪ Community meeting facilities to support aviation partners</li> <li>▪ Train on vintage and rehab restoration</li> <li>▪ Fix the boundary fences to make this an attractive place to be</li> <li>▪ Significant potential, blank slate!</li> <li>▪ Support for fuel types 94UL &amp; 102 UL</li> <li>▪ Availability for Mogas fuel types</li> </ul>
<b>Runways</b>	<ul style="list-style-type: none"> <li>▪ Grass runway</li> <li>▪ Extend north runway</li> <li>▪ Bring back runway 14-32</li> <li>▪ Expand runways to improve safety margins for larger aircrafts</li> </ul>
<b>Hangars</b>	<ul style="list-style-type: none"> <li>▪ Repair Old T-Hangars</li> </ul>
<b>Economic Development</b>	<ul style="list-style-type: none"> <li>▪ Increased income to area businesses as a result of an improved airport</li> </ul>





<b>What are Ohio State Airport's Opportunities?</b>	
<b>Themes</b>	<b>Specific Statements</b>
<b>Reputation</b>	<ul style="list-style-type: none"> <li>▪ Center of excellence for aviation past, present and future</li> <li>▪ Become a leader in discovering paths to affordable aviation</li> <li>▪ Use our stature to redefine "compatible use" to demonstrate creative ways to combine uses</li> </ul>
<b>Research &amp; Academic Advancement</b>	<ul style="list-style-type: none"> <li>▪ Continued flight and aviation education</li> <li>▪ Keep the airport expanding and support the educational and company access</li> <li>▪ Better public education as new observance area has greater capacity for viewing</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>▪ Increased aerospace engineering opportunities bring possibility of quieter planes</li> <li>▪ No education equals no air craft noise improvement</li> <li>▪ Find solutions to ameliorate noise pollution</li> <li>▪ Sound Exposure Level (SEL) instead of Yearly Day-Night Average Sound Levels (DNL)</li> </ul>
<b>Community Relations</b>	<ul style="list-style-type: none"> <li>▪ Airport opportunities should have an Short Message Service (SMS) that includes tenants' input</li> <li>▪ Airport management should improve engagement w/ tenants</li> <li>▪ More coordination between users allowing for programs and events.</li> <li>▪ Airport could be a learning opportunity for all and not just university students</li> </ul>

<b>Threats</b>	
<b>Themes</b>	<b>Specific Statements</b>
<b>Land</b>	<ul style="list-style-type: none"> <li>▪ Loss of green space and environmental damage</li> <li>▪ Loss of green space, damage to watershed, \$ vs values</li> <li>▪ Encroachment of houses on the airport boundaries (Sawmill-Case)</li> <li>▪ Loss of OSU sheep farm to development rather than to community hub and park</li> <li>▪ Commercial development on Sawmill and 161</li> <li>▪ Potential loss of sheep farm land</li> </ul>





<b>Threats</b>	
<b>Themes</b>	<b>Specific Statements</b>
<b>University Relations</b>	<ul style="list-style-type: none"><li>▪ University's lack of commitment to keep the airport (5)</li><li>▪ OSU Board &amp; Administration need to value the benefits of aviation education opportunities</li><li>▪ Overthinking and committee locked</li></ul>
<b>Identity</b>	<ul style="list-style-type: none"><li>▪ Losing focus on education</li><li>▪ Too focused on catering to business aviation</li></ul>
<b>Noise</b>	<ul style="list-style-type: none"><li>▪ Noise from training pilots flying over houses (7a.m.-11p.m.), especially on weekends</li><li>▪ Noise from helicopters taking off north vs east west</li><li>▪ Over utilization and noise</li><li>▪ Too much noise</li></ul>
<b>Community Relations</b>	<ul style="list-style-type: none"><li>▪ Lack of coordination among all users</li><li>▪ Public w/ shortsighted views who don't understand the long-term benefits of aviation education</li><li>▪ Uneducated public – need outreach on airport and GA benefits</li><li>▪ Public ignorance (need more education and engagement)</li></ul>
<b>Misc.</b>	<ul style="list-style-type: none"><li>▪ # ops without NIFA traffic practice</li></ul>





Goals/Desired Outcomes	
Themes	Specific Statements
<b>Land</b>	<ul style="list-style-type: none"> <li>▪ No commercial development (public or private) (5)</li> <li>▪ More green space (including farm &amp; natural areas; along 161) (4)</li> <li>▪ More cows (3)</li> <li>▪ Nature/green space preserved; used in environmentally wise ways for humans, animals, butterflies, bees</li> <li>▪ Multi use path: bike path along Case Rd that connects Scioto and Olentangy River paths</li> <li>▪ Park (3): <ul style="list-style-type: none"> <li>○ Nature park w/ hiking trails along Godown Rd</li> <li>○ Parkland around edges</li> <li>○ Park &amp; community hub at OSU sheep farm across from airport</li> </ul> </li> <li>▪ Residential airpark</li> <li>▪ Wetlands</li> </ul>
<b>Community Relations</b>	<ul style="list-style-type: none"> <li>▪ Balance airport needs use with community (noise, etc.)</li> <li>▪ Co-learning community education space, such as sport air workshops</li> <li>▪ Flight school useable by general public</li> <li>▪ Maintain airport as local resource to keep open space and help limit growth (residential)</li> <li>▪ More focus on GA development.; more publicity for EAA, young eagles and their events</li> <li>▪ More opportunity for other flight clubs, schools to develop/grow FAA Part 61 and PT 141 schools and regulations (work together)</li> <li>▪ Concern about the number of training flights increasing</li> </ul>
<b>Facility &amp; Services</b>	<ul style="list-style-type: none"> <li>▪ Renovate airport</li> <li>▪ Fuel self-serve</li> <li>▪ Support for affordable flying using fuels UL98 &amp; UL102</li> </ul>
<b>Innovation</b>	<ul style="list-style-type: none"> <li>▪ Proactive approach to innovative tech, such as UAVs, new A/C development and aerospace engineering education</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>▪ Decibel laws</li> </ul>
<b>Misc.</b>	<ul style="list-style-type: none"> <li>▪ Share hosting of NIFA national meet</li> </ul>





What Does Success Look Like (The Process)?	
Themes	Specific Statements
<b>Community Relations</b>	<ul style="list-style-type: none"> <li>▪ Continued education of public on the benefits of the airport to the community (2)</li> <li>▪ Public meetings (better sound system, provide list of names of contributing officials)</li> <li>▪ Pay attention to airport neighbors</li> <li>▪ Communicate with public and make community part of airport</li> <li>▪ Increased coordination and focus on all airport users, not just university</li> <li>▪ Science and aerospace programs open to community education</li> <li>▪ Create opportunities for youth to want to come here, like COSI</li> <li>▪ Transparency</li> <li>▪ Opportunity to review and comment on aviation forecast &amp; airport layout plan prior to next public meeting</li> <li>▪ Open communication between all airport users, tenants and stakeholders</li> </ul>
<b>University Relations</b>	<ul style="list-style-type: none"> <li>▪ Commitment by OSU to the next generation of aviators' development</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>▪ Lessen noise</li> </ul>
<b>Land</b>	<ul style="list-style-type: none"> <li>▪ Commitment by OSU to develop university's sheep farm into a park with a library, community center and gardens/park</li> <li>▪ Retention of green spaces</li> <li>▪ Nature trails (along Godown Road)</li> </ul>
<b>Finance</b>	<ul style="list-style-type: none"> <li>▪ Money</li> </ul>

## Comment Summary

### Comment Forms

During the meeting, attendees were invited to share feedback on comment forms. A total of 18 comment forms and one email response were returned which included a total of 123 individual comments collected.

#### Feedback from comment forms included:

- *Airport Strengths (38 comments)*
  - Location (5)
  - Offers pilot training to OSU students and new pilots; serves student needs (3)





- Helps restrict development (and any additional traffic that would come with development) (3)
- Associated with a Tier 1 university (2)
- Historic (2)
- Helps to keep green space (2)
- A restaurant that is open to public (Jack & Benny's) (2)
- Close to the heart of the city, to OSU, downtown Columbus, Muirfield Village. It's perfectly situated to be a show park and gateway for visitors to the university and for all facility users
- Easy access
- Capacity
- Able to serve private pilots as well as corporate jets
- Flight volume remains within what is reasonable given that it's surrounded by residences
- Status as research and educational institution maintains quality and state-of-the art practices
- Established presence
- Stable
- Shares resources with the College of Agriculture to showcase how mixed-use development can work—housing, livestock, agriculture, aviation, green space
- Provides good airport for small (2-4 seat) airplanes
- Students want to come to airport for instruction due to instruction from private pilots through multi-channel engines and instruction ratings
- Has a control tower
- Observation deck open to public
- Businesses
- Local attraction
- Hosts many events such as SAFECON; school; scout OSU athletics activities; military jumps
- I enjoy seeing and hearing the planes, the open space, the grazing cattle and horses. It's great for children to be around/see
- Asset to community as it's one of the only unique institutions within our boundaries
- Good neighbor as it seeks community input
- *Airport Weaknesses (20 comments)*
  - Noise (4)
  - Lack of community outreach (4)
  - Landlocked by previous development, limits expansion (2)
  - Location
  - Lack of support for private pilots
  - Outdated facilities and buildings





- Planes and drones shouldn't be flown in the same air space
- Too close to residential areas
- Selling off of sheep farm and reducing green space
- No real "pop." Something is needed to make the airport stand out from the others
- Vulnerable to privatization
- Doesn't generate enough income to make its own improvements
- Two-lane road leading to location
- *Goals for the Next 20 Years? (32 comments)*
  - A Restrict growth around airport lands (2)
  - Convert 57 acres of sheep farm to a community hub and showplace for all visitors and airport users. Hub could consist of a library, senior center, cultural/arts center, community gardens, walking paths, bike paths connecting to Olentangy trail (2)
  - Becomes one of the premier flight education airports
  - Facilities continue to be upgraded and expanded
  - Expanded facilities, areas and/or bleachers for audience to observe operations and events such as SAFECOM competitions
  - More open and inviting to public
  - Nice big park
  - More cows. The presence of cows in an urban/suburban environment is important as it represents one of Ohio's primary industries. I hope to be able to drive my children by the cows in 20 years
  - Healthy, small airport
  - Hold onto as much green space as possible
  - Calming presence that helps to slow down the changing neighborhood
  - To have airport not try to compete for traffic with Port Columbus/John Glenn - I've lived in the area for 40 years and am alarmed at how rapidly development is occurring - the airport doesn't need to join the parade
  - Support development of OSU sheep farm into a community park with bike trails connecting Scioto and Olentangy trails, community gardens, library and spacious community center, preserve green space, protect watersheds and minimize traffic
  - Stable economy along Bethel and Sawmill
  - Specialized facilities for pilots and pilot family club, in addition to OSU students
  - Airport could provide community outreach and go into schools, clubs, meetings, etc. to explain flight fundamentals, etc.
  - Remain owned and managed by OSU, not developers, 3rd party managers
  - Keep control tower
  - Relatively same blue print that was presented with state of the art offerings
  - Airport returns to its educational mission, training and research
  - Students participate in SAFECOM at far off airports to practice cross-country flying





- Airport checks with communities in path of historic activities before planning to limit noise overhead
- Change flight that are strictly over schools
- Airport would be closed or used only as a demonstration airport with minimal to no traffic
- Continue seeing cattle and horses
- Sheep farm property turned into a park and library. There isn't a library in the area and what better place than directly across from the airport?
- Improved "curbside appeal" so airport appearance enhances neighborhood instead of buildings looking like factories (i.e. better paint colors)
- Offer more flight experience beyond just for travel to general public and then adequately publicize the opportunities
- Minimal capacity increase
- Use land near West Case as a park for public
- *Define Success for The Master Plan Update Process (22 comments)*
  - Creation of a holistic, fiscally sound plan that clearly articulates the needs of the airport and community while also establishing appropriate boundaries; the plan should be realistic and certain timelines, checkpoints and lists of things to be accomplished (2)
  - Values comments from airport neighbors (residents) at least as much as those of the business community, who live far away and well out of range of increasing noise levels (2)
  - Make sure local communities are well informed (2)
  - Developing a plan that won't impact surrounding communities with noise or increased traffic
  - To not be mostly driven by business interests
  - Local communities become airport's cheerleaders
  - Airport would explain to all parties affected by the plan of increase in traffic/noise, threats, flight paths for CMH using Next Gen flight control
  - Meetings at least every two months to share plans including usage of sheep and cattle grazing land, plans for parking of aircrafts and cars, noise abatement
  - North runway doesn't need to be lengthened
  - Transparency and honesty
  - Airport listens to residents and abides by their desires to reduce or eradicate noise pollution and putting their homes in danger
  - Community involvement, listen to community/neighborhood feedback
  - Meets the needs of the airport without adding to climate issues, congestion or environmental concerns
  - Be creative and forward thinking in its approach
  - Keep the area as beautiful as possible
  - Majority of public feeling their input was heard
  - No significant increase in capacity





- Future capacity increase would be distributed among existing airports
- Consideration of need for an additional airport in central Ohio
- *Other Comments (11 comments)*
  - This airport is an indicator of one of the things that makes OSU great. The size could be leveraged to offer more research opportunities in agriculture, aviation, planning and development, and environmental science.
  - Plans for the main building look good and can only enhance the area.
  - We enjoy the lookout tower and close access to the airport.
  - I do not want the airport to expand.
  - Please value public input from residential neighbors as much as businesses that use the airport.
  - The number of operations has greatly increased with the SAFECOM meets (and other activities). Students from other schools arrive early to practice, increasing the noise. Spread the practice/noise among other schools. I flew in two national meets.
  - Vague documents on project website suggest that airport is being deceptive.
  - I attended the Dec. 5, 2017 meeting in Hangar 1.
  - I envision as people leave the airport they would be directed to tour the Don Scott Memorial Park to see what true cooperation among OSU, city of Columbus and the community looks like: A beautiful gateway to the university and city of Columbus.
  - As a member of the N.W. community, I'm very interested in converting the sheep farm to a community hub, as it's one of the last open parcels in the area.
  - Post compilation of public comments to website with repetitive comments indicated.

## Future Meeting

### Public Meeting 2

Tuesday, July 17, 2018, 6:00-8:00 p.m. (tentative)  
The Ohio State University Airport, Hangar 1  
2160 West Case Road, Columbus, OH 43235

