

Douglas Hammon

From: Wes Butch [wbutch@dlz.com]
Sent: Monday, April 11, 2005 1:13 PM
To: Douglas Hammon; Bud Baeslack
Cc: Jason Whitten
Subject: Re: the impact of OSU airport's transformation from educational to commercial

Here is a summary that answers your inquiries:

To date, we have had numerous discussions with FAA about (1) how they want the noise analysis performed in relation to historic buildings and (2) how they want to present this information to the SHPO. We have spoken with Ernie and Brad Davidson at least five or six separate times about the issue and have also exchanged some emails. Some of these discussions occurred during conference calls where OSU was involved (Doug and/or the Dean), so you two probably remember some of this. FAA has also had several discussions with SHPO about the analysis methods and who should be permitted to be consulting parties (FAA wanted to handle this coordination directly rather than have it done by DLZ).

As for the methods of this analysis - FAA had approved the following:

(1) Identify Area of Potential Effect (APE). This is the area that needs to be inventoried for historic structures that could be affected by the project. Due to the controversy here, FAA had directed us to expand this beyond the customary limits which would have been the 65 DNL contour. They instructed us to include all areas inside the 65 DNL and also those areas that would experience a 5 dB noise increase regardless of whether they are inside the 65 contour or not. We had performed some preliminary runs using the previous default profiles/thrust and come up with preliminary maps of this. There was only one small area to the southwest of the airport where there was more than a 5 dB increase. This effort was then put on hold pending the new profile/thrust analysis which is still underway. I am somewhat concerned that FAA could change their mind about how they want to define the APE once they see that the homes in downtown Worthington are almost certainly not inside the APE as they have defined it. Time will tell on that question. If downtown Worthington is not in the APE as defined by FAA, then Ernie has noted that some other type of analysis may be warranted at those sites (such as the supplemental analysis proposed in our most recent contract modification request letter). Our latest contract modification letter also requested budget for our subconsultant (ASC Group) to inventory this new area of the APE since it was not included in the previous work. To date, there are no historic sites inside the previous 65 contour, and it is not known if there are any inside the new areas.

(2) Identify consulting parties. FAA has identified the consulting parties who will have the opportunity to comment on the information produced as part of the Section 106 process.

(3) Identify effects of the proposed action upon historic properties. If any properties are identified inside the APE, FAA will make a determination of "no effect", "no adverse effect", or "adverse effect" for each property.

(4) Coordination with SHPO and other consulting parties. FAA will document their findings with respect to items 1-3 above in a letter and send it to SHPO and the consulting parties asking for comments and/or concurrence. We previously drafted a version of this letter which was sent to FAA. When the new contours are developed, we will update the letter.

(5) Coordinate mitigation measures (if needed). If there are adverse effects from the project, mitigation measures would be discussed and agreed upon with SHPO and the consulting parties. A legally binding memorandum of agreement would be developed and signed.

Let me know if there are any questions that arise from this.

Wes

4/13/2005

----- Original Message -----

From: [Doug Hammon](#)

To: [Bud Baeslack](#)

Sent: Sunday, April 10, 2005 3:20 PM

Subject: Re: the impact of OSU airport's transformation from educational to commercial

Wes has been in contact with both SHPO and the FAA regarding this issue, both in writing and verbally. I will make sure he includes reference to these discussions in the information that he provides to you.

Doug

----- Original Message -----

From: [Bud Baeslack](#)

To: [Doug Hammon](#)

Sent: Sunday, April 10, 2005 3:06 PM

Subject: RE: the impact of OSU airport's transformation from educational to commercial

Doug -- Thanks for following up on this, I would also like to know of any discussions we or our consultants have had with the historical buildings office, or with the FAA, Thanks, Bud

From: Doug Hammon [<mailto:dhammon@osuairport.org>]

Sent: Sunday, April 10, 2005 9:36 AM

To: wbutch@dlz.com

Cc: Bud Baeslack

Subject: Fw: the impact of OSU airport's transformation from educational to commercial

Wes - Welcome back. I believe we made some good progress this past week, and Jason was a big help getting everything coordinated.

From the e-mails below, John Haueisen is once again making strong accusations against the University regarding the historical analysis. With respect to the Dean's questions below, can you provide a detailed description of the analysis we expect to undertake with regards to historical features, depending on the outcome of the noise analysis? I know you and I have discussed this from time-to-time, but I'm not sure I remember the details thorough enough to provide a good response.

Please provide as early as possible tomorrow, since it may be needed for a meeting tomorrow evening.

Thanks,

Doug

----- Original Message -----

From: [Bud Baeslack](#)

To: [Doug Hammon](#)

Sent: Sunday, April 10, 2005 7:46 AM

Subject: FW: the impact of OSU airport's transformation from educational to commercial

Doug -- In the case of proceeding with the runway and hangers, what historical structures analysis would we be performing, and what has the FAA already told us to do, but we decided to defer until after the noise study? Can you please be pretty specific as this could come up tomorrow evening at the city council meeting, Thanks, Bud

From: john haueisen [mailto:jswhaueisen@yahoo.com]

Sent: Saturday, April 09, 2005 9:05 PM

To: Dave Elder; Ms. Geri Alles; matthew mcmillen enviro protection specialis; Irene Porter; David Goodman; ernest gubry; karen holbrook; Jim Hughes; Linda Reidelbach; Deborah
<http://www.house.gov/pryce/IMA/write.htm> Pryce; Senator George Voinovich; Bud Baeslack; Patrick Tiberi; WCC

Subject: the impact of OSU airport's transformation from educational to commercial

To Parties Involved in the Transformation of the Ohio State University Airport from an Educational to an essentially Commercial facility:

I am sending you a copy of this letter addressed to Mr. Nau, of the Advisory Committee on Historic Preservation, because it relates to the OSU airport's complete disregard for your its neighbors in Worthington.

Contrary to a few letters to the editor, most residents do not wish to close the airport; just that it start acting like a good neighbor to the surrounding communities.

As you are aware, Worthington has numerous historic sites and buildings with a unique historical heritage, which has been ignored by OSU airport's transformation from an educational facility into a predominantly commercial enterprise. This is wrong and should be curtailed.

Sincerely,

John L. Haueisen

Enc:Nau letter, maps of historic sites and OSU flight path, list of historic sites

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