

# **SUPPORTING ALTERNATIVE 7**

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## **SOCIAL**

**Hermann Schwaner, PE**

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**From:** BETH ADAMS <badams@kent.edu>  
**To:** <hschwaner@r-e-l.com>  
**Cc:** <tomc@ts.kent.edu>  
**Sent:** Thursday, January 22, 2004 2:35 PM  
**Subject:** 1/21/04 Meeting

For your records

----- Forwarded by BETH ADAMS/VPB/Kent on 01/22/2004 02:40 PM -----

"cwilson@mangobay  
.com" <stetercpa  
cc: badams@kent.edu  
01/22/2004 02:16 Subject: 1/21/04 Meeting  
PM

Dear Beth

I attended the meeting at Stow City regarding the proposals for the new additions to the Kent State Airport. I will be breaking ground on my new house in Pambi Farms the spring and am very concerned about any proposal to extend the runway for the airport.

I have read the document that was presented and feel that the only two options are to keep the airport as is or proposal 7. Proposal 7 makes the most sense because of the area, the cost, the ability to expand and the ease of moving to an existing airport.

Most of the people at the meeting do not want any expansion. There were a handful that did. The most disturbing thing heard was that the City of Stow and its residence had no VOTE in the matter. We are left with the Kent State Board of Directors making the choice on what proposal is sent to the FAA. I don't feel that a group of Kent State elects should be able to decide whether or not to destroy several families homes and devalue the other homes in the area.

In my opinion, it would nice to avoid as much conflict as possible. Neither the residence nor the college will win if this not resolved without going to court. There is a compromise within this proposal, I just hope Kent State give the City of Stow a chance to make everyone happy

Lee A. Hostetler  
5439 Serra Vista Ct  
Stow, Ohio  
[Stetercpa@hotmail.com](mailto:Stetercpa@hotmail.com)

**Hermann Schwaner, PE**

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From: BETH ADAMS <badams@kent.edu>  
 To: <hschwaner@r-e-l.com>  
 Cc: <tomc@ts.kent.edu>  
 Sent: Thursday, January 22, 2004 2:36 PM  
 Subject: Kent State Airport Master plan

For your records

----- Forwarded by BETH ADAMS/VPB/Kent on 01/22/2004 02:41 PM -----

Tom Radcliffe  
 <tradcliffe@stadelman.net> To: badams@kent.edu  
 cc:  
 Subject: Kent State Airport Master plan  
 01/22/2004 02:07  
 PM  
 Please respond to  
 tradcliffe

Dear Beth,  
 I attended the last 2 public meetings regarding the airport. Last night's meeting was very heated, but there were some good comments that came out of it. One such comment I would like to reiterate in an effort to make sure it is considered.

Someone suggested that Kent State should consider splitting up the activities at the airport between Stow and Portage county. This would decrease the traffic usage at the Stow airport which would make the residents happy but would not completely eliminate the location all together (which would make other residents happy). This would also serve to decrease the need to spend a lot of money at the Stow location which should free up more of the money to be used in Portage county.

This option has not to my knowledge been examined. However, given the anger level experienced last night, I would think that Kent State would be very aware at this point that expansion is NOT an option. At the same time I hope Kent State realizes that the airport is not getting a bad rap so much as the "bad apples" are giving it a black eye. I live a mile from the runway (as the crow flies) which means that aircraft should be around 5,000 feet above my house. I can pretty much tell which ones are at that altitude because they're always the students who don't appear to be completely stable... but they are very high up there. Then there's the "bad apples". There are pilots who buzz the neighborhoods and should have their licenses taken away.

If Kent state wants to run a school, that's fine. However I am opposed to any expansion whatsoever that gives any more leeway for these "bad apple" pilots to utilize the airport. They are unsafe and they are a continuous nuisance! It is obvious to me that Kent State can not or will not police

this situation. They can police the students, but they can't say anything to the people who are not students. So I don't want the risky flying right over my backyard if I have anything to say about it.

Thomas A Radcliffe  
4195 Maribend Dr.  
Stow, OH 44224

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**Hermann Schwaner, PE**

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**From:** BETH ADAMS <badams@kent.edu>  
**To:** <hschwane@r-e-l.com>  
**Cc:** <tomc@ts.kent.edu>  
**Sent:** Monday, January 26, 2004 7:41 AM  
**Subject:** Fw: Airport Plans

For our records

The email from Connie Kavulla was to the trustees and I was copied.

----- Forwarded by BETH ADAMS/VPB/Kent on 01/26/2004 07:46 AM -----

connie kavulla  
 <ckavulla@neo.rr.com> To: badams@kent.edu  
 cc:  
 Subject: Fw: Airport Plans  
 01/24/2004 10:27  
 AM

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

From: connie kavulla  
 To: trustees@kent.edu  
 Sent: Saturday, January 24, 2004 10:26 AM  
 Subject: Airport Plans

While enjoying the early morning snow in the woods at my home, 2899 Heatherwood Court, I doubt thoughts of habitat destruction, as well as homes, will be destroyed if the airport plans include destroying this area. What are you thinking?

I've been an educator for 27 years. Receiving my degree from Kent State, as well as graduate work. My son attended KSU, and thanks to the education he received there, is now an art director of Spin Magazine. So my family does have ties to KSU, never thinking KSU would one day destroy the home and habitat that I selected six years ago.

I will attend all public meetings and encourage any and all of my neighbors, as well as graduates of KSU to attend future meetings. Where does the Alumni Association stand on this issue? I would think KSU would be concerned if this organization did not support these tactics.

Connie Kavulla  
 2899 Heatherwood Court  
 Stow, Ohio  
 686-2697  
 CKAVULLA@neo.rr.com

----- Forwarded by BETH ADAMS/VPB/Kent on 01/26/2004 07:46 AM -----

Phirefli@aol.com  
 To: badams@kent.edu  
 01/24/2004 11:16 cc:

**Hermann Schwaner, PE**

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**From:** THOMAS CLAPPER <tclapper@kent.edu>  
**To:** <hschwaner@r-e-l.com>  
**Sent:** Monday, January 26, 2004 8:15 AM  
**Subject:** airport

Herman For the record. tomclapper

----- Forwarded by THOMAS CLAPPER/VPB/Kent on 01/26/2004 08:19 AM -----

THOMAS CLAPPER  
To: phirefli@aol.com  
01/26/2004 08:14 cc:  
AM Subject: airport

Ms. Miller Regarding your email on Alternative 6, new airport site. As a component of the Master plan process the FAA requires that we consider a new airport. More then anything else this is a comparison number to alternative 7, merge operations with existing site. The existing site has significant advantages over an entire new site. At the existing site airport infrastructure is already in place and this site would need much less improvement then a new site. Additionally the existing site is already incorporated in the air space plan for northeast Ohio.

All information regarding Alternative 6 is in the report that you have accessed. As you can see the cost to implement a new site is much higher then the existing site. Another advantage of the existing site is access to the Ohio turnpike. Thank you for your comment regarding the airport master plan.

tomclapper

**Herman Schwaner**

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**From:** "BETH ADAMS" <badams@kent.edu>  
**To:** <tradcliffe@stadelman.net>  
**Sent:** Tuesday, February 10, 2004 8:42 AM  
**Subject:** Re: Airport Master plan

Good morning,

Thank you for your comments and interest in the airport. I have forwarded your email to Tom Clapper, General Manager - Transportation Services, for reply.

We hope to see you at the next public input meeting scheduled for Wednesday, February 18 and Thursday, February 19. Because of the expected high number of attendees, both meetings will follow the same agenda. The meetings will be held at Stow City Hall beginning at 7:00 p.m.

Again, thank you for your comments, they will become part of the master plan.

Beth Adams

Tom Radcliffe  
<tradcliffe@stadelman.net> To: badams@kent.edu  
cc:  
Subject: Airport Master plan  
02/10/2004 08:37  
AM  
Please respond to  
tradcliffe

I have reviewed the newly revised master plan and have the following comments and questions.

1. I am happy to see Alternative #8 coming on board as a viable option. I believe it would make a lot of people happy to see it go that way.
2. Can you tell me why some of the other options are still on the board? I am referring to the more intrusive "options" that would obviously require acquisition of land from private citizens. I was under the impression that

the next meeting would involve only those options that don't alienate the community and fuel the fires of distaste that is currently in the mouths of the residents who live in the vicinity of the airport.

3. I am concerned that with all these options still being considered that the meetings have been a waste of time.

Thomas A Radcliffe  
4195 Maribend Dr  
Stow, OH 44224

Phone = (330) 926-2600  
Fax = (330) 926-4531

[tradcliffe@stadelman.net](mailto:tradcliffe@stadelman.net)

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**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** <hschwaner@r-e-l.com>  
**Sent:** Tuesday, February 10, 2004 4:45 PM  
**Subject:** Re: Airport Master plan

Herman Fyi for your record. tomclapper

----- Forwarded by THOMAS CLAPPER/VPB/Kent on 02/10/2004 04:50 PM -----

THOMAS CLAPPER

To: tradcliffe@stadelman.net  
02/10/2004 04:43 cc:  
PM Subject: Re: Airport Master plan(Document link: THOMAS CLAPPER)

Mr. Radcliffe Thank you for your comments regarding the Kent State Airport Master Plan, your comments will become part of the public input record.

Alternative 8, as you suggest, does offer some advantages. Conversely, alternative 8 has high implementation and long term operating costs. We posted revised chapter six yesterday that gives detailed assessment of each alternative. As per the last public meeting we are now focusing in on two alternatives for final analysis. We will discuss these two final alternatives at the February 18 and 19 public meeting.

The consultant has clearly stated the community opinion as expressed regarding any physical expansion or increase in air activity in chapter six, specially in the environmental section, social and socioeconomic impacts regarding the existing site.

Regarding your concern that the public meeting have been a waste of time. I would disagree. Public input has been extremely helpful in shaping this Master Plan. We recognize that public support is critical to transfer the plan into a reality.

Again, thank you for your comments, they are much appreciated.

tomclapper

**Herman Schwaner**

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**From:** "BETH ADAMS" <badams@kent.edu>  
**To:** "Clements, Ronald G." <Ronald.G.Clements@saint-gobain.com>  
**Sent:** Thursday, February 19, 2004 9:41 AM  
**Subject:** Re: Kent State Airport Master Plan Meeting - February 18, 2004

Thank you for attending the public meeting last night.

Your comments regarding the Kent State University Airport Master Plan are very important to us. Your comments will be part of the public record and will be forwarded to Tom Clapper and Hermann Schwaner (Richland Engineering).

Beth A. Adams  
 Senior Secretary  
 Transportation Services  
 Phone: (330) 672-1949  
 Fax: (330) 672-3662

"Clements, Ronald G."  
 <Ronald.G.Clements@saint-gobain.com> To: badams@kent.edu  
 cc:  
 Subject: Kent State Airport Master Plan Meeting - February  
 02/19/2004 09:15 AM 18, 2004

I attended the most recent update meeting for the Kent State airport master plan at the Stow City Hall last night.

It was obvious that there are a number of deeply held pinions as to the direction that Kent State should pursue in this matter. My wife and I purchased a home in Pambi Farms in 2003 fully aware that the airport was in operation but frankly not knowing its future; in fact the information provided by our real estate agent, admittedly rumor, was that the airport would close sometime in the future. However in the year we have lived there we don't find the aircraft noise to be especially annoying - in some cases the noise from the freight trains that run south of our property are more noticeable. However we are concerned that increased volume of air traffic could create a noise issue and cause us to not enjoy the outdoor environment that we have created around our home.

As to last night - I was pleased to hear that the committee is in favor of the either the "no expansion" option or the relocation option. The "no expansion" option would be acceptable for me if there were some binding commitments from the university as to the future growth limits of the flight school. In meetings the maximum number of students has fluctuated between 150 and 165. Furthermore there is the potential for increasing jet traffic into the airport especially as new technology appears on the market (a recent article in US Today suggested that GE and Honda were co-developing an "ultra small" jet engine for use in 6 - 8 passenger jet planes). Although there are a number of other options within 20 - 30 miles of the facility and the likelihood of this becoming a significant portion of airport traffic may be low, it is nevertheless a concern.

Options 1a/1b are obviously the best possibilities to be recommended to the Board of Trustees if the intent is to keep the airport at its present location. However it would NOT be welcomed by the larger Stow and area population, if the mood at last night's meeting is representative of the larger population. I'm certain that this would lead to protests, lawsuits, delays, acrimony, add costs and a diminished public image of Kent State. If the words of the master plan are to be believed then one of the goals of the master plan would not have been met - that of living in harmony with the community.

Option 7 is the best for all.

For area residents it means that the airport would eventually be moved and all issues with noise, late night flights, safety etc. would be removed - this meets the objective of "area wide and community acceptance". For the University flight operations it would provide a facility that is up to date and capable of handling demand for the next 20 years and beyond - this meets the objective of "a desirable level of service and convenience". And for the University in general there would be a net 15 million dollars in cash flow from the sale of the airport property to developers - this meets the objective of "highest efficiency in the preservation and use of resources". In today's economic environment when funding to universities is under attack, such a windfall would have a huge, positive impact on all aspects of Kent State University. If the intent of this is to maximize the asset utilization then option 7 is the best one, from a business perspective.

By recommending and accepting Option 7, Kent State University will be making the best decision for all stakeholders.

Thank you for allowing my input on this matter

Ron Clements  
3245 Suffolk Downs,  
Stow, OH

**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** <Ronald.G.Clements@saint-gobain.com>; <hschwaner@r-e-l.com>  
**Sent:** Thursday, February 19, 2004 10:33 AM  
**Subject:** Re: Kent State Airport Master Plan Meeting - February 18, 2004

Mr. Clements Thank you very much for your very well thought out comments. Your comments will be included in the public record.

Regarding some specific's of your comments. I am not aware of any way the Airport could enter into a binding commitment capping future air activity growth. The Paton Airport is a public airport. Your comments regarding advancement of small jets is correct. Significant advancements are occurring in this area. NASA is leading a program call Small Aircraft Transportation Systems. This is innovative research and development regarding future air travel.

I concur with your assessment regarding the larger Stow community and expressed opinion. Regarding Alternative 7, consultant assessment references the same points you have made. Alternative 7 clearly seems the best long term option not only for Kent State, but for aviation in general, for the communities, etc. A goal in this process has been to find the win-win opportunities, Alternative 7 matches this goal.

Again, thank you for your comments.

tomclapper

BETH ADAMS  
 <badams@kent.edu> To: "Clements, Ronald G."  
 <Ronald.G.Clements@saint-gobain.com>  
 02/19/2004 09:41 cc:  
 AM Subject: Re: Kent State Airport Master Plan Meeting -  
 February 18, 2004

Thank you for attending the public meeting last night.

Your comments regarding the Kent State University Airport Master Plan are very important to us. Your comments will be part of the public record and will be forwarded to Tom Clapper and Hermann Schwaner (Richland Engineering).

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

From: Jack Wiolland

To: [tcclapper@kent.edu](mailto:tcclapper@kent.edu)

Cc: [nomoreplanes@neo.rr.com](mailto:nomoreplanes@neo.rr.com)

Sent: Sunday, March 21, 2004 9:28 PM

Subject: Airport Expansion

Dear Mr.Clapper,

I am voicing my concern over the Airport potential expansion here in Stow. I feel that the communities have grown to the point that the Flight School and increased traffic is not a good idea at all. I know that KSU will have to make a decision that is financially correct for now and in the future so I hope that the board will follow the guidance given to it by Richland Engineering. Relocation, even though I enjoy the Airport as it is now, appears to be the only option that makes the most sense.

I live at 3055 Oaklawn Park Blvd., which is in Pambi Farms, and my family will be truly impacted by the growth if it is done at the current sight.

I hope and pray that the residents and their investments are protected and that the University does not increase in size and strength directly over our families rooftops.

Respectfully,

Jack Wiolland

**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** "Jack Wolland" <jwiolland@neo.rr.com>  
**Cc:** <hschwaner@r-e-l.com>  
**Sent:** Monday, March 22, 2004 7:07 AM  
**Subject:** Re: Airport Expansion

Mr. Wiolland Thank you for your comments regarding the Airport Master Plan. Your comments will become a part of the public record. tomclapper

**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tblapper@kent.edu>  
**To:** <hschwaner@r-e-l.com>  
**Sent:** Monday, March 22, 2004 7:08 AM  
**Subject:** Stow Airport

Herman For the record tomclapper

----- Forwarded by THOMAS CLAPPER/VPB/Kent on 03/22/2004 07:10 AM -----

Deanwbd@aol.com

To: billmar7@webtv.net  
 03/20/2004 01:12 AM cc: katherine.c.jones@faa.gov,  
 inetey@teach.kent.edu, rmangrum@kent.edu,  
 pgaston@kent.edu, jlorece@kent.edu, tplacho@kent.edu,  
 fender@kentohio.org, schultz@kentohio.org,  
 wilson@kentohio.org, oswitch@kent.org,  
 deleone@kentohio.org, ferrara@kentohio.org,  
 felton@kentohio.org, hawksley@kentohio.org,  
 gavrilloff@kentohio.org, bargerstock@kentohio.org,  
 raji@kent.edu, tblapper@kent.edu, relark@kent.edu,  
 trustees@kent.edu, jnobles@kent.edu, dbaden@kent.edu,  
 dcreamer@kent.edu, mayor@stow.oh.us, djda@prodigy.net,  
 CPOJIM4863@aol.com, stowcity@stow.oh.us, DSaltis@aol.com,  
 johnwysmierski@cerdian.com, Gauthone@aol.com,  
 StowChuck@aol.com, mayor@munroefalls.com,  
 lcingle@munroefalls.com, jmorrison@munroefalls.com,  
 dbertsch@munroefalls.com, jacase@munroefalls.com,  
 claubaug@munroefalls.com, wschneider@munroefalls.com  
 Subject: Stow Airport

We are in favor of Resolution 7 which would relocate the KSU Flight Training School from the Stow Airport to the Portage County Airport.

More flights and larger planes at the Stow Airport are NOT conducive to the increased population surrounding the Stow Airport. This increased population includes new homes, businesses, nursing homes, and schools.

Keep the Stow Airport as it is, but NO to the expansion of the present facility, and NO to locating the KSU Flight Training School at the Stow Airport.

When this airport was first built, Stow was an agricultural community. Now, in 2004 Stow has become a fast growing, suburban metropolis. The Stow Airport was envisioned being located in a farming community, not in the type of community Stow has become. Please support Resolution 7!

Thank you for your time and attention to this matter.

Margaret C. Daniels  
4469 Salsbury Lane  
Stow, Ohio 44224

330-688-6965

----- Forwarded by THOMAS CLAPPER/VPB/Kent on 03/22/2004 07:10 AM -----

Jack Wiolland  
<jwiolland@neo.rr.com> To: tclapper@kent.edu  
cc: nomoreplanes@neo.rr.com  
Subject: Airport Expansion  
03/21/2004 09:28  
PM

Dear Mr.Clapper,

I am voicing my concern over the Airport potential expansion here in Stow. I feel that the communities have grown to the point that the Flight School and increased traffic is not a good idea at all. I know that KSU will have to make a decision that is financially correct for now and in the future so I hope that the board will follow the guidance given to it by Richland Engineering. Relocation, even though I enjoy the Airport as it is now, appears to be the only option that makes the most sense.

I live at 3055 Oaklawn Park Blvd., which is in Pambi Farms, and my family will be truly impacted by the growth if it is done at the current sight. I hope and pray that the residents and their investments are protected and that the University does not increase in size and strength directly over our families rooftops.

Respectfully,

Jack Wiolland

----- Forwarded by THOMAS CLAPPER/VPB/Kent on 03/22/2004 07:10 AM -----

nomoreplanes@neo.rr.com To: "Undisclosed-Recipient;"@kent.edu  
cc:  
03/22/2004 01:09 AM Subject: Fw: Airport Expansion

**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** <Deanwbd@aol.com>  
**Cc:** <hschwaner@r-e-l.com>  
**Sent:** Monday, March 22, 2004 7:06 AM  
**Subject:** Re: Stow Airport

Ms. Daniels Thank you for your comment regarding the Airport Master Plan. Your comment will become a part of the public record. tomclapper

**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** <hschwaner@r-e-l.com>  
**Sent:** Wednesday, March 24, 2004 12:27 PM  
**Subject:** Airport Master Plan

Herman For the record. tomclapper

----- Forwarded by THOMAS CLAPPER/VPB/Kent on 03/24/2004 12:28 PM -----

kdwenge@po.myersi  
nd.com                      To: THOMAS CLAPPER <tclapper@kent.edu>  
cc:  
03/23/2004 11:51              Subject: Airport Master Plan  
AM

Why can't you build a crosswind runway? In the 1984 master plan the school was going to build a 2,500 foot long crosswind runway. However due to development around the airport it could not be built. Which development? Kohls? Why can't the planes takeoff and land over a retail shopping outlet? Wouldn't that confine most of the noise associated with the planes to the retail shopping outlet?

**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** <kdwenge@po.myersind.com>  
**Cc:** <hschwaner@r-e-l.com>  
**Sent:** Wednesday, March 24, 2004 12:26 PM  
**Subject:** Re: Airport Master Plan

With the construction of the Target store and the other development to the east we have a situation of people congregated under the clear zone of the take-off, landing approach pattern. You can not have a congregation of people in this area. There are also problems to the crosswind runway to the west side. It would require property acquisition and place housing in the Charring Cross area under the approach/take off pattern.

The benefit of a crosswind runway is to accommodate the amount of time when the wind is not conducive to the north/south runway. Wind coverage on the north/south runway is a 95%, making the cost/benefit to the crosswind runway marginal at best.

Thank you for your comments.

tomclapper

**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** "Steve Bauman" <sbauman@neo.rr.com>  
**Cc:** <hschwaner@r-e-l.com>  
**Sent:** Monday, April 05, 2004 8:10 AM  
**Subject:** Re: KSU airport expansion

Mr and Mrs Bauman Thank you for your comments regarding the Kent State Airport master plan. Your comments will be included in the public record.  
 tomclapper

Steve Bauman  
 <sbauman@neo.rr.com> To: tclapper@kent.edu  
 cc:  
 Subject: KSU airport expansion  
 04/04/2004 12:17  
 PM

Dear Mr. Clapper,

We are writing to you to express our concern about the possibility that KSU will expand the airport in Stow. We have been homeowners in Munroe Falls, in a neighborhood near the airport, since 1993. We understand that the airport was here "before we were", as its supporters point out. We do not object to it continuing to operate at its current size and level of activity.

We are very worried however by the prospect of the University expanding the airport's runways to accomodate larger aircraft, and by the possibility of increased traffic, take-offs, and landings.

Airport expansion will have an extremely negative impact on the community. Increased aircraft traffic will result in increased noise and a much higher risk of accidents, reducing both our quality of life and our property values.

We understand that the University believes it needs a larger airport in order to offer a high quality flight training program. However, the area around the airport has grown and changed. Expanding the existing facility will impose too high a cost on the airport's neighbors.

We attended the first public meeting on this issue at the Stow City

Council. At that meeting they showed aerial photographs of the area surrounding the airport taken 40 years ago, and compared them to photos taken recently. It was clear that the open space that surrounded the airport has been filled with housing and businesses in recent years. Increased noise levels will impact a greater number of people, and the higher population density puts more people at risk in the event of an accident.

Times change--it's clear that expanding the KSU airport is not the right answer for the University or for the community.

We strongly urge you to support option number seven of the master plan proposal, to relocate the Kent State flight training school to the Portage County Airport.

Thank you for your consideration,

Steve & Cindy Bauman  
505 Park Ridge Drive  
Munroe Falls, OH 44262

**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** <hschwaner@r-e-l.com>  
**Sent:** Friday, April 09, 2004 1:26 PM  
**Subject:** Re: KSU airport plans

Herman FYI, for the record. tomclapper

----- Forwarded by THOMAS CLAPPER/VPB/Kent on 04/09/2004 01:28 PM -----

THOMAS CLAPPER

To: P Dipane <phd1063@yahoo.com>  
 04/09/2004 01:25 cc:  
 PM Subject: Re: KSU airport plans(Document link: THOMAS CLAPPER)

Mr. Dipane Thank you for your comments regarding the airport master plan. Your comments will be included in the public record. tomclapper

P Dipane

<phd1063@yahoo.co To: trustees@kent.edu  
 m> cc: mayor@stow.oh.us, mayor@muroefalls.com,  
 sistrict42@ohr.state.oh.us,  
 04/09/2004 01:10 kcouglin@mailr.sen.state.oh.us, ccartwri@kent.edu,  
 PM dcreamer@kent.edu, tclapper@kent.edu,  
 katherine.s.jones@faa.gov  
 Subject: KSU airport plans

As a resident of the Munroe Falls community and a businessman in Stow, I find the only possible solution to the KSU airport future in Stow is to move the airport and its training facility to Portage County.

I moved to the area before any airport expansions and do not see any plausibility in continuing to expand the airport in light of the developemnt of housing and commercial ventures that have occurred in this area over the past 20 years.

It would seem in the best interest of the community and its citizens to move the airport and training to Portage County where the flight program could continue

to grow.

The only ones that will profit from keeping the airport and training facility in Stow are those that have a financial stake in the facility currently. These are the only voices I have heard in favor of keeping the facility in Stow.

I believe the citizens of these communities have expressed clearly over the last 15 years that they have no desire to see this facility expand either physically or operationally.

The only question remains is whether the administration of KSU and our elected official will listen to these voices.

Please hear what we are asking!

Sincerely,  
Phillip H. Dipane  
150 River Park Blvd.  
Munroe Falls

---

Do you Yahoo!?  
Yahoo! Small Business \$15K Web Design Giveaway  
[http://promotions.yahoo.com/design\\_giveaway/](http://promotions.yahoo.com/design_giveaway/)

**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** "Denise Sway" <dsway0203@hotmail.com>  
**Cc:** <hschwaner@r-e-l.com>  
**Sent:** Thursday, April 15, 2004 7:16 AM  
**Subject:** Re: Runway Expansion

Denise Thank you for your comments regarding the airport master plan.  
Your comments will be included in the public record. tomclapper

Denise Sway  
<dsway0203@hotmail.com> To: Tclapper@kent.edu  
cc:  
Subject: Runway Expansion  
04/14/2004 10:01  
AM

To Whom It May Concern:

As a new resident of Stow, I am totally against and upset about the expansion of your runway.  
We have just moved in (1 month) and our house is on Oaklawn Park Blvd. I would have no house left!! Please do not expand the runway. It would be totally devastating to my family and community.

Sincerely,

Denise Sway  
3067 Oaklawn Park Blvd.  
Stow, Ohio 44224

---

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<http://join.msn.com/?page=features/mlb&pgmarket=en-us/go/onm00200439ave/direct/01/>

**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** <hschwaner@r-e-l.com>  
**Sent:** Tuesday, May 25, 2004 7:20 AM  
**Subject:** Airport Vote

Herman For the record. tomclapper

----- Forwarded by THOMAS CLAPPER/VPB/Kent on 05/25/2004 07:23 AM -----

Mike Crimaldi  
<mcrimaldi@neo.rr.com> To: Trustees <trustees@kent.edu>  
cc: Tom Clapper <tclapper@kent.edu>  
Subject: Airport Vote  
05/24/2004 10:10  
PM

Trustees:

I live in Munroe Falls near the south end of the runway. My family and I strongly oppose any expansion of the runway or of the flight training school. We often see planes flying in areas well outside of the suggested flight paths, and often much lower than they are supposed to be flying. It is obvious to those of us living in these areas that your school has very little control over the actions of your flight students. Any increase in either flights or students will clearly create an unsafe situation in our neighborhoods. None of us wants to see an accident happen, but any expansion would seem to be pushing everyone's luck to the limits. With all the controversy and conflict surrounding this issue, we sincerely hope you do the right thing for our communities and vote for no expansion of either facilities or flights. In my heart I believe this is also the right decision for the University.

Sincerely  
Mike, Terri, Lisa, and Lori Crimaldi

# ENVIRONMENTAL

  
**KENT STATE**  
UNIVERSITY

January 7, 2004

Mr. William Brunsdon  
2618 L'ermitage Road  
Stow, OH 44224

Dear Mr. Brunsdon:

At the December 10 public meeting regarding the Kent State University Airport Master Plan, you indicated that consultant had not followed up regarding noise levels in the vicinity of your residence. I apologize for not providing the feedback earlier.

Richland Engineering took decibel readings near your residence on June 17, 2003. The noise meter was located at curbside in front of 2618 L'ermitage.

1. Ambient noise, no traffic on street in front of 2618 L'ermitage – 37.2 db
2. Single event noise, car passing in front of 2618 L'ermitage – 64.9 db
3. Single event noise, Kent State University Flight Training aircraft touch and go flight – 63.3 db

The next public meeting for the airport master plan is scheduled for Wednesday, January 21, 7:00 pm at Stow City Hall.

Sincerely,

  
Thomas J. Clapper  
General Manager

TJC:baa

Cc: Hermann Schwaner, P.E., Richland Engineering

**Department of Public Safety**  
**Transportation Services**

1950 State Route 59 • P.O. Box 5190 • Kent, Ohio 44242-0001  
330-672-RIDE • Fax: 330-672-3662 • <http://www.kent.edu/campusbus>

January 16, 2004

Mr. Thomas J. Clapper  
General Manager  
Department of Public Safety  
Transportation Services  
1950 State Route 59 / P.O. Box 5190  
Kent, Ohio 44242

Dear Mr. Clapper:

I received your letter dated January 7<sup>th</sup> regarding the noise level in the vicinity of my residence located at 2618 L'Ermitage Place. Per your letter, Richland Engineering took decibel readings near my curbside and they were as follows:

1. Ambient noise, no traffic on street in front of home – 37.2 db
2. Single event noise, car passing in front of home 64.9 db
3. Single event noise, Kent State University flight training Aircraft Touch and go flight- 63.3 db.

I must again state that I disagree a meter was placed by my home on this date since my wife and I both work out of our home, were home all day, and no one from Richland met with us, nor did we see any such device at our curb.

On the date in question, I met with you, Richland Engineering, and our council representative, Janet D'Antonio, to express my concerns that a Citation -10 just flew extremely low over my house. I also mentioned the excessive noise created by this plane as well as your flight program's "touch and go" landings. The resolve of this meeting was for Richland Engineering to follow me home to place a noise measuring device at my residence. With this in mind, I question why Richland would put a meter on my curb without further talking to me or my wife and assuring us such device was in place.

Aside from this point of contention, I find their conclusions amusing and a futile attempt to indicate a car passing in front of my house emits more noise than your planes passing over my home. First, if the meter had been placed at the back of my home, which my family uses a great deal in the spring and summer seasons, I contend it would have registered cars passing in front of my home as ambient noise. In fact, I can assure you that we do not hear cars that pass on the street in front of our home since this noise is blocked by the house.

Next, your plane example which registered a 63.3 db reading is overhead while the car reading was as it passed in front of the curb. Applying commonsense would lead any individual to conclude that the proximity of placement of the device measuring the reading to the item emitting the noise would have a factor in the decibels the source would register. Transmission loss and sound channels must also be factored into any

conclusion. I graduated from Kent State University and know how to perform research. In fact, legitimate sources validate the information contained herein. Measuring noise at the source is not what is of concern. Rather, measuring its decibels at the point it reaches the human ear is the issue. Furthermore, the frequency and duration of the noise also affects the degree of irritation. A car passes the house in a matter of seconds as opposed to your plane's circling of my home for sometimes forty-five minutes.

Let me go on to state that research indicates your car decibel readings comply with studies conducted on a **busy street**. However, your plane readings do not comply with studies that have shown these readings actually be somewhere in the 70 to 90 db range.

Mr. Clapper, I understand your need to expand Kent State's flight training program. I further understand your need to upgrade the training aircraft to include those that are in market demand. However, let me assure you, any plan that incorporates expansion at the current facility will be met with extreme opposition. As you are aware, there is a strong and growing base of Stow residents gearing up to fight any change in status to the current flight training school and/or its facilities.

Hopefully, you, Kent State Administrators, and Stow City officials will consider the impact of your proposed changes to the long-term viability of this community before reaching a final conclusion. We look forward to further discussions at this Wednesday's meeting. Please feel free to contact me if you have any questions.

Sincerely,

William R. Brunsdon  
2618 L'Ermitage Place  
Stow, Ohio 44224  
330.686.8831

Cc: Hermann Schwaner, P.E., Richland Engineering  
Ms. Karen Fritschel, Mayor, City of Stow

**Hermann Schwaner, PE**

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**From:** BETH ADAMS <badams@kent.edu>  
**To:** <hschwaner@r-e-l.com>  
**Cc:** <dennisb@ts.kent.edu>  
**Sent:** Wednesday, January 21, 2004 12:12 PM  
**Subject:** Email

For your records -

Beth A. Adams  
 Senior Secretary  
 Transportation Services  
 Phone: (330) 672-1949  
 Fax: (330) 672-3662

----- Forwarded by BETH ADAMS/VPB/Kent on 01/21/2004 12:17 PM -----

"Smyth, Tom"  
 <Tom.Smyth@omnova.com>      To:    "'badams@kent.edu'" <badams@kent.edu>  
    cc:  
    Subject: Airport plans  
 01/21/2004 09:58  
 AM

Ms. Adams,

Hello, my name is Tom Smyth and I live at 2675 North River Road (this is the first house in lot 19 directly next to the driving range on North River Road). I am sure that you are receiving multiple requests for information and I feel that I need to also have some questions addressed given my close proximity to airport property. My home, as well as the other 3 homes that were left when Pambi Farms was developed, are still on well water and septic systems. In fact, we have been told that we can not be connected into the system, without great expense, do to previous engineering decisions that did not dig deep enough with the current piping. The reason I mention this is because during a large construction project, like may occur at the airport, the local ecology can be disrupted along with multiple sources of possible ground water contamination being present. With the possible relocation of the airport building facilities to the Southwest corner of the airport property there will be an ever present possibility of groundwater contamination. This presents frightening possibilities not only for unsafe drinking water, but for unsafe cooking, cleaning and bathing water for the homes in lot 19 along north river road that have not been presented with the alternative of city supplied utilities. I would ask that providing these provisions be incorporated as part of the airport development plans. That, or the the homes in this location directly adjacent to the airport property be incorporated into the lands to be purchased for the expansion plans. I own an acre and a half of prime real estate at this point with a home that my wife and I have put substantial time into remodeling. I am concerned that the plans do not include

appropriate measures to insure that the safety, health and monetary values of my property, and surrounding properties, are not diminished.

I am sure that you are busy with getting ready for the meeting today at City Hall. I unfortunately will not be able to make it do to business commitments that I have already made for this evening. Please respond with how I need to proceed to have these concerns addressed.

Regards,

Thomas M. Smyth

Six Sigma Blackbelt  
Chemical Engineer  
OMNOVA Solutions Inc.  
Mogadore Plant  
330-628-6488

Together we can accomplish anything

Kent State Airport

If the expansion of the KENT STATE AIRPORT were to occur increasing the north-south runway air space to involve going north of Route 59 and south of N. River Road, as a matter of precedent, if not challenged, a yet future expansion could conceivably come about. This airport started out as a single engine small plane operation, located in an area that was destined to be a residential neighborhood as it has become. The fact that technology has made possible smaller jet engine planes that need only a little more runway length to take-off, does not create the justification of invading the expanding residential neighborhood, and so begin the wholesale take-over of the residential community surrounding the airport.

The other alternative of going to Portage County where there is not the space problem and encroachment upon existing residential neighborhoods, at a much less cost of land acquisition and expense of making necessary highway changes, seems the only sensible solution.

The only real argument that I have heard is that for those who would vote for the present major changes, are those persons who would be inconvenienced in having to drive a few miles to the Portage County location.

Joe M. Tolave  
576 Willow Grove Dr  
Monroe Falls, MI

**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** <hschwaner@r-e-l.com>  
**Sent:** Monday, March 01, 2004 7:23 AM  
**Subject:** Airport Options

Herman FYI tomclapper

----- Forwarded by THOMAS CLAPPER/VPB/Kent on 03/01/2004 07:24 AM -----

Ann Hildebrand  
<ahildeb0@kent.ed To: 'THOMAS CLAPPER' <tclapper@kent.edu>  
u> cc:  
Subject: Airport Options  
02/29/2004 02:37  
PM

Dear Mr. Clapper:

I write as a resident of Munroe Falls who lives in the neighborhood of the airport as well as an alumnus of KSU and a member of its faculty for thirty-six years. I have attended the public meetings and listened to the various views that have been expressed. I want to thank you for making those meetings forums for the fair and frank discussion of a matter of high interest.

After much thought, I am convinced that the University must make the decision that is in the best interests of its long-term educational mission, as well as one that is as near as possible compatible with the best interests of the residents of Stow and Munroe Falls, especially those who reside in the areas nearest the airport.

Option 1A is clearly inconsistent with the best interests of a flight program that will inevitably grow in the next decades. It would, however, negatively affect the quality of life of the residents by increasing noise pollution. This is thus a no-win option for both the University and the residents.

Option 1B is also a no-win option for both the University and the residents.

It would markedly increase the volume of traffic and add significantly larger and noisier aircraft to the mix, thus deleteriously affecting the quality of life in the neighborhood of the airport. It would increase resentment and create an on-going public relations problem for the University. But it would not allow the flight program and general aviation

traffic to evolve to meet projected demands.

Option 7 is obviously the best long-term option for all parties. Unlike the Stow facility, the Portage County Airport is far less land-locked and far fewer residences would be affected by its development. It would allow for the upgrading of facilities, the expansion and lengthening of the runway, and the measured growth of the flight training program. It would also have the happy outcome of putting the University's program in its home county.

William H. Hildebrand  
Emeritus Professor of English

Herman Schwaner

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** <hschwaner@r-e-l.com>  
**Sent:** Wednesday, March 10, 2004 7:29 AM  
**Subject:** Re: airport

Herman FYI tjc

----- Forwarded by THOMAS CLAPPER/VPB/Kent on 03/10/2004 07:30 AM -----

James Jewett  
 <jiji@raex.com>      To: THOMAS CLAPPER <tclapper@kent.edu>  
                                  cc:  
 03/10/2004 06:30      Subject: Re: airport  
 AM

Mr Clapper,

I want to thank you and your office for the excellent job of reporting you have done on the airport planning project. The E-mails and letters have been very much appreciated.

I also wanted to thank Kent State for working hard to be a responsible neighbor. I have found the Kent airport receptive and responsive to my concerns in the years I have lived in the Munroe Falls area.

With those thoughts in mind, I wanted to say that I was encouraged by the direction of the planning process. In speaking to neighbors, it is worth stating that we hope the planning process proceeds in a direction that would not increase the noise levels in our community. Considering future plans, it would appear that alternative 7 might be best suited to our needs.

On the other hand, if future plans were to keep operations as is, with no subsequent increases in flights or noise levels (i.e. larger aircraft / 2 engine aircraft), then we would be more than willing to keep the airport as our neighbor.

I have confidence that Kent State will make the decisions needed to ensure a positive ongoing relationship with the community in the years to come.

Respectfully,

James Jewett

**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** "James Jewett" <jjj@raex.com>  
**Cc:** <hschwaner@r-e-l.com>  
**Sent:** Wednesday, March 10, 2004 7:28 AM  
**Subject:** Re: airport

Mr. Jewett Thank you for your comments regarding the Airport master plan. We recognize the importance of community involvement and opinion regarding the airport and long term decisions. I am very pleased with the extend of involvement and clear message regarding the airport planning process we have had from the community and believe the best outcome will be achieved.  
tomclapper

**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** <hschwaner@r-e-l.com>  
**Sent:** Monday, March 22, 2004 10:25 AM  
**Subject:** Airport Expansion

Herman FYI, for the record. tomclapper

----- Forwarded by THOMAS CLAPPER/VPB/Kent on 03/22/2004 10:27 AM -----

mcrimaldi@neo.rr.  
com                      To: "Undisclosed-Recipient;"@kent.edu  
cc:  
03/22/2004 09:01        Subject: Airport Expansion  
AM

I have lived in River Park Estates, Munroe Falls for about 15 years. We see and hear the planes, but we are used to it and if the level of activity stays as it has been, then I have no problem with the airport. But according to all the information I have received, staying at these levels is not feasible for the airport. I have been told it needs to grow and expand. This is not acceptable for myself and all the neighbors I have spoken with. Any increase in air traffic over our development will create a situation I don't think it will be possible to ignore. Seeing larger aircraft over my home will make me wonder about safety issues for my family. Most business, as they grow and need larger facilities, are forced to move to areas where they can have more space. I don't see the difference here. The airport is clearly a business, and has spent thousands of dollars on engineering opinions that all point to a move. Why should the community tolerate a larger version of this airport. If it was a machine shop or factory the choice would be clear. They would have to move. For the sake of the whole community, please do all you can to make sure the Portage County option is selected.

Michael Crimaldi

**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** <mcrimaldi@neo.rr.com>  
**Cc:** <hschwaner@r-e-l.com>  
**Sent:** Monday, March 22, 2004 10:25 AM  
**Subject:** Re: Airport Expansion

Mr. Crimaldi Thank you for your comments regarding the airport master plan. You have raised a good point. Your comments will become a part of the public record. tomclapper

**Herman Schwaner**

---

**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** <hschwaner@r-e-l.com>  
**Sent:** Monday, March 29, 2004 7:08 AM  
**Subject:** Airport expansion

----- Forwarded by THOMAS CLAPPER/VPB/Kent on 03/29/2004 07:10 AM -----

Mario Carvajal  
<carvajal57@msn.com> To: tclapper@kent.edu  
cc:  
Subject: Airport expansion  
03/27/2004 05:52  
PM

Dear Dr. Clapper:

We are absolutely against the expansion of the airport and of the flight training program. The increase in noise, pollution, risk, and the deterioration of the quality of life in the whole area are completely unacceptable. On top of that, the negative impact on property values and the difficulty of even selling our house give us no choice but oppose this project.

Sincerely,

Mario Carvajal  
carvajal57@msn.com

**Herman Schwaner**

---

**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** "Mario Carvajal" <carvajal57@msn.com>  
**Cc:** <hschwaner@r-e-l.com>  
**Sent:** Monday, March 29, 2004 7:08 AM  
**Subject:** Re: Airport expansion

Thank you for your comments regarding the airport master plan, your comments will be included in the public record. tomclapper

**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** "Kurt Thomas" <kpthomas@neo.rr.com>; <hschwaner@r-e-l.com>  
**Sent:** Monday, April 05, 2004 8:00 AM  
**Subject:** Re: Kent State University - Airport Master Plan

Mr. Thomas Thank you for your comments regarding the Kent State Airport master plan. Your comments will become a part of the public record.  
 tomclapper

Kurt Thomas  
 <kpthomas@neo.rr.com> To: tclapper@kent.edu  
 cc: nomoreplanes@neo.rr.com  
 Subject: Kent State University - Airport Master Plan  
 04/04/2004 03:13 PM

To: Tom Clapper

I have been advised that the Kent State University master plan for the KSU Flight School contains the following three options: (1) Keep the KSU Flight School at the KSU Airport in Stow with no expansion of facilities (2) Keep the KSU Flight School at the KSU Airport in Stow and widen the runway to 75 feet (3) Relocate the KSU Flight School to the Portage County Airport.

I am a new resident of Pambi Farms, having been transferred to this area in June of 2003. My family and I spent a significant amount of time looking for a new home and the Pambi Farms community represented the best option for raising our young family in a safe, clean, and friendly neighborhood. The Roses Run Golf Course was definitely a plus and the close proximity of the KSU Airport was definitely a minus. We ended up purchasing a home on Pimlico Boulevard and have settled nicely into the area and the community.

Pimlico Boulevard is east of the airport and thus for the most part the current air traffic level is tolerable; however, any increase in the air traffic volume or use of larger more powerful aircraft would certainly diminish the quality of life of the Pambi Farms community. It is understandable that the KSU Flight School might want to expand, but it is not understandable to do it in such a manner as to destroy one of the nicest communities in the Stow / Munroe Falls area. Increased flight traffic would severely hurt Pambi Farms and cause great economic harm to the residents of the area. If KSU feels that expansion is a must, then

option #3 is the only decision that can be made in good conscience. Please remember that many of those in the communities that will be affected by any expansion have young children that could be the Kent State University students of the future. This is not a threat, but merely to point out that decisions made today can definitely have an impact on tomorrow.

Please proceed with option #3 and may the KSU Flight School grow and prosper in the future.

Sincerely,

Kurt P. Thomas  
3241 Pimlico Blvd  
Stow, Oh 44224  
(330) 689-0301

**Herman Schwaner**

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**From:** "THOMAS CLAPPER" <tclapper@kent.edu>  
**To:** "Betty Evans" <bevans810@sbcglobal.net>  
**Cc:** <hschwaner@r-e-l.com>  
**Sent:** Friday, April 09, 2004 8:01 AM  
**Subject:** Re: Airport Expansion

Mr. and Mrs. Evans Thank you for your comments regarding the airport master plan. Your comments will be included in the public record.  
tomclapper

Betty Evans  
<bevans810@sbcglo To: tclapper@kent.edu  
bal.net> cc:  
Subject: Airport Expansion  
04/08/2004 11:29  
PM

We are residents of Stow. We live in the direct landing path of the airport. PLEASE, no more expansion for Stow! The thought of the noise from jets coming in just a few yards over our home is unbearable. Please consider the alternate option of moving the flight school to Portage Co. Stow is a heavily populated area with nursing homes, senior citizen apartments and a school right in your flight path. Too many planes and inexperienced pilots is a recipe for disaster. Think of what casualties even one crash of a small plane could do here. Portage County is an isolated area with few houses and plenty of room for growth of the airport in the future. Please opt for the move!  
Theodore and Betty Evans  
2634 L'Ermitage PL, Stow

## ECONOMIC

Richland Engineering Limited

102174

From: "THOMAS CLAPPER" <tclapper@kent.edu>  
1 <reltd@r-e-l.com>  
Sent: Tuesday, April 08, 2003 11:57 AM

Herman I spoke to Jerry Novak, owner of Novak Aircraft Maintenance. Jerry affirmed to me that from his perspective closure of KSU airport and consolidation with Portage County airport has significant advantages for his business. He is for the closure, merge with Portage Airport alternative. Please adjust record to reflect Jerry viewpoint. tomclapper

cc: HS, GS

04/08/2003

**Hermann Schwaner, PE**

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From: THOMAS CLAPPER <tclapper@kent.edu>  
 To: <hschwaner@r-e-l.com>  
 Sent: Monday, January 26, 2004 7:15 AM  
 Subject: Airport

Herman For the record. tomclapper

----- Forwarded by THOMAS CLAPPER/VPB/Kent on 01/26/2004 07:19 AM -----

Ann Hildebrand  
 <ahildeb0@kent.edu> To: tclapper@kent.edu  
 cc:  
 Subject: Airport  
 01/25/2004 04:06  
 PM

Dear Mr. Clapper,

Congratulations again on keeping your cool--and even injecting some unintentional humor--at the Stow public meeting on Wednesday, January 21. I will itemize my comments for clarity and ease of reply.

1. I agree with Wednesday's vocal majority--that KSU flight training should be moved to another site. Plan 7--moving to the existing Portage County airfield--is a good one, both for economically depressed Portage County and for KSU.

However, considering the University's projections for growth in Flight Training over just the next 20 years, Plan 6--purchasing 398 acres near Edinburgh--seems an even better fiscal bet for KSU. The cost differential between Plans 6 and 7 is, surprisingly, not that great and expansion potential in Plan 6 seems limitless. Either move would bring flight students closer to KSU-Salem's newly expanded technology facility and contribute substantially to the development of rural Portage County's much needed economic initiatives.

2. The present airport should be closed and the land sold--with great attention paid to both to its worth and its best use. Even Stow residents who are sentimental about the as-is-airport must realize that Plan 1--"do nothing"--is a pipedream that runs counter to the University's Flight Training and fiscal interests. Plan 1A is but a weak short-term fix and a waste of University money.

And Plan 1B, with its change in ARC from AI to AII, would generate community danger and anger over a far wider area than that affected by the airport as it is now. In fact, expanding the present landlocked site IN ANY WAY does not address realistically the inevitable future demands for airport expansion over the next decades--unless the University is willing to

become The Monster Who Ate Stow.

3. The FAA should be urged to see that ANY flight facility in Stow is past its time. A commercial operator (should one be found) would outrage Stow residents much more than KSU's flight training program. An airport open to the public, without the safety/traffic oversights of KSU, could become a nightmare, with unmonitored All air traffic 24 hours a day. Safety of homes, schools, retirement and shopping facilities would be severely jeopardized if a plot of land chartered in 1911--only a decade after the birth of flight, when plans were small and few--pretended to claim prior domain over a flourishing residential community in the age of ever increasing airplane volume and size.

As for commercial and private operations currently housed at the airport, there are other airfields in Summit and surrounding counties that would welcome their business and recreational flying, albeit it unsubsidized by Kent State University.

4. The Stow audience was clearly incredulous that you had not considered the impact of airport expansion on residential property-values. A primary talking point (since 1989) of Sergio Sponza, one resident-member of the Standing Committee, has been the economic impact of the airport's presence--its potential negative effect on residential property values and tax revenues to the City of Stow. The Master Plan cannot be candid or complete without addressing these very practical matters.

5. In addition to the University's apparent disingenuousness in 4. above, I think false assurances are being given when Dr. Netty prefaces his rhetorically authoritative answers to concerned residents' pressing questions: "I assure you that. . ." -- the Flight Program has no intent to re-initiate open enrolment; that KSU has no intent to acquire property by Eminent Domain; that residents' brochure initiatives contain lies, etc. The University should not in any way appear to be deceiving or demeaning the public affected by its Airport initiatives.

6. In spite of the fact that any Airport decision is, finally, the University's, KSU should inform and involve local leaders (Mayors, City Councils, Planning Commissions) and residents of not only Stow but Munroe Falls, West Kent, and even Tallmadge--for an expanded airport would impact all these neighborhoods. KSU must not allow itself to be seen as furtive in its decision making.

The University should remember that its students come mostly from the communities that surround it. Kent State cannot afford to mislead, misinform--or, most importantly, MISUSE--the clientele that feeds it.

Sincerely,

Ann M. Hildebrand  
Emeritus Professor, English  
Kent State University

**Hermann Schwaner, PE**

---

**From:** THOMAS CLAPPER <tclapper@kent.edu>  
**To:** Ann Hildebrand <ahildeb0@kent.edu>  
**Cc:** <hschwaner@r-e-l.com>  
**Sent:** Monday, January 26, 2004 7:14 AM  
**Subject:** Re: Airport

Ann Thank you for your comments regarding the Airport Master Plan.

It was clear in both the first meeting and the second meeting that residents of Stow oppose any expansion of the Airport. We recognize the air/land use conflict that exists today and for the long term.

Regarding impact on property value. This is a difficult subject. The consultants are doing additional research regarding this topic., The problem is that values are in the eye of the beholder. We have not been able to find an industry wide standard to measure property value impact. This is not to say the concern is not valid.

I agree with you that we must be completely candid regarding information regarding the Master Plan and engage the community. The FAA guidelines are very clear on this topic. "The master plan, whether it contemplates a new airport or improvements to an existing airport, must be acceptable to the public and the public's representatives if it is to be useful."

Again, thank you for your comment, they will become a part of the public record.

tomclapper

102174

February 8, 2004

To: Kent State Airport  
Kent State Board of Trustees  
City of Stow

Re: Kent State Airport

Thank you for allowing us to be included at the recent meeting at Stow City Hall Chambers. We attended as concerned home owners from Pambi Farms. We purchased our home about two years ago and obviously knew the airport was in close proximity. We currently have no problems with any flight traffic or noise from the airport. In fact, we thoroughly enjoy the Kent State Aviation Day and look forward to it each year.

However, we are totally opposed to any expansion that may be in the plans for this area. Our home was purchased because we were able to upgrade and felt the area would offer us an excellent investment and good resale value once we retire and downsize. However, we are quite concerned about the effect this expansion may have on home values in our area. Also, there would be considerable more air traffic adding to noise and of course, the safety factor for those living in the immediate area as well as the entire Stow community.

It appears there are many options "on the table" at this time. It was obvious to those in attendance at the recent meeting, that the cost involved with expanding the current location could be massive. There appeared to be several options - at different locations - at a much more affordable price for Kent State University.

As the parents of two college graduates and a son who is currently attending college, we are well aware of the spiraling costs of an education. We recently read that Kent State has raised fees for campus residents to cover the cost of past housing renovations (and probably future ones, too). It is most likely the tuition cost will increase for the next school year, too. Is it difficult to justify the costs involved with this expansion? All the plans appeared to be workable and it seems to be an easy decision to be **cost-conscious** and direct any excess funding to other areas of the university which serves such a large population of students.

We hope the future meetings will offer more insight and better answers to questions posed by the attendees. This did not happen at the first meeting we attended. Most answers were vague as we were told over and over it was a "process". That was a pat answer that evening.

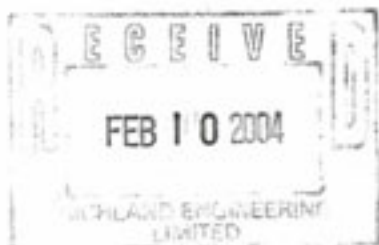
We are sure there are many variables yet to be investigated. We hope your solution will result in **no changes** with the current Kent State Airport facility. We would also hope you could empathize with our position as home owners in the area in such close proximity to the facility.

Thank you.

*Michael W. Peterson*

*Jeanne Peterson*

Mike & Jeanne Peterson  
3372 Churchill Downs, Stow, OH 44224  
330-688-9548



CC: FAA

CC: HS, JS

**KENT STATE**  
UNIVERSITY

February 10, 2004

Mr. and Mrs. Mike Peterson  
3372 Churchill Downs  
Stow, OH 44224

Dear Mike and Jeanne:

I am in receipt of your February 8, 2004 letter regarding the Kent State University Airport Master Plan. Your letter will become part of the public record.

I do empathize with your position.

We have posted revised Chapter IV (Analysis of Alternatives) on our website at: <http://www.kent.edu/airport/MasterPlan.cfm>, and have made revised master plan documents available at the Stow-Munroe Falls Library. The consultant has included reference to public sentiment opposing any physical expansion of the airport and/or additional air activity.

The next public meeting is scheduled for Wednesday, February 18 and Thursday, February 19, 7:00 P.M. at Stow City Hall. We have scheduled two meetings because of the anticipated high attendance; the same agenda will be followed at both meetings. As discussed at the previous public meeting, the sponsor, Kent State, will narrow the alternative list to two feasible alternatives for consideration. We will discuss these at the upcoming public meeting.

Thank you for your comments regarding the Kent State University Airport Master Plan.

Sincerely,

  
Thomas J. Clapper  
General Manager

TJC:baa

Cc: Hermann Schwaner, Richland Engineering

**Department of Public Safety**  
**Transportation Services**

1950 State Route 59 • P.O. Box 5190 • Kent, Ohio 44242-0001  
330-672-RIDE • Fax: 330-672-3662 • <http://www.kent.edu/campusbus>



"Mario Carvajal"  
<carvajal57@msn.com>

To: Katherine S Jones/AGL/FAA@FAA  
cc:  
Subject: KSU Airport expansion

03/27/2004 05:54 PM

Dear Ms. Jones:

We are absolutely against the expansion of the airport and of the flight training program. The increase in noise, pollution, risk, and the deterioration of the quality of life in the whole area are completely unacceptable. On top of that, the negative impact on property values and the difficulty of even selling our house give us no choice but oppose this project.

Sincerely,

Mario Carvajal  
[carvajal57@msn.com](mailto:carvajal57@msn.com)



"Natalie Bonkowski"  
<natbonkowski@neo.rr  
.com>

04/04/2004 04:22 PM

To: Katherine S Jones/AGU/FAA@FAA  
CC:  
Subject: Fw: AIRPORT EXPANSION- SHOULDN'T OUR FAMILIES COME  
FIRST?

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

**From:** Natalie Bonkowski

**To:** [trustees@kent.edu](mailto:trustees@kent.edu)

**Sent:** Sunday, April 04, 2004 4:16 PM

**Subject:** AIRPORT EXPANSION- SHOULDN'T OUR FAMILIES COME FIRST?

I am writing in regards to the possible expansion of the Kent State Airport. Let me begin by saying I was born and raised in the city of Stow. Last year I built a \$365,000 home in the Pambi Farms Developement w/ the sole purpose of raising my children here. I have watched this city develop in ways that make me very proud to live here. I truly believe we have a story of rags to riches when it comes to our city. Although I was not detered from building with the Airport in it's current state, it is a surprisingly huge annoyance. The noise, the constant fear of accidents because they seem to have a flight path that is very low and way too close to where my child plays football in the back yard, not to mention that it is a MAJOR eyesore in this part of the community. I think it is time for the residents of Stow to live in the community that they deserve. The city of Stow is deemed a residential community and that means that the RESIDENTS come first! We work very hard to pay to live in this city. Our city. There is no place for a business of this kind in the middle of our residential community. How can an expansion of the airport even be an option, unless you are driven by greed? No runway should be that close to where we eat our dinner, and live our lives everyday. You can't squeeze a square into a place where only a circle fits. If the Airport expands I will be forced to find a more suitable place to live. I work too hard for this. This wasn't a clause in the 30- year mortgage loan documents.



"Kurt Thomas"  
<kpthomas@neo.rr.com>

04/04/2004 03:14 PM

To: Katherine S Jones/AGL/FAA@FAA  
cc: <nomoreplanes@neo.rr.com>  
Subject: Kent State University - Airport Master Plan

To: Katherine S. Jones (FAA Community Planner)

I have been advised that the Kent State University master plan for the KSU Flight School contains the following three options: (1) Keep the KSU Flight School at the KSU Airport in Stow with no expansion of facilities (2) Keep the KSU Flight School at the KSU Airport in Stow and widen the runway to 75 feet (3) Relocate the KSU Flight School to the Portage County Airport.

I am a new resident of Pambi Farms, having been transferred to this area in June of 2003. My family and I spent a significant amount of time looking for a new home and the Pambi Farms community represented the best option for raising our young family in a safe, clean, and friendly neighborhood. The Roses Run Golf Course was definitely a plus and the close proximity of the KSU Airport was definitely a minus. We ended up purchasing a home on Pimlico Boulevard and have settled nicely into the area and the community.

Pimlico Boulevard is east of the airport and thus for the most part the current air traffic level is tolerable; however, any increase in the air traffic volume or use of larger more powerful aircraft would certainly diminish the quality of life of the Pambi Farms community. It is understandable that the KSU Flight School might want to expand, but it is not understandable to do it in such a manner as to destroy one of the nicest communities in the Stow / Munroe Falls area. Increased flight traffic would severely hurt Pambi Farms and cause great economic harm to the residents of the area. If KSU feels that expansion is a must, then option #3 is the only decision that can be made in good conscience. Please remember that many of those in the communities that will be affected by any expansion have young children that could be the Kent State University students of the future. This is not a threat, but merely to point out that decisions made today can definitely have an impact on tomorrow.

**Please proceed with option #3 and may the KSU Flight School grow and prosper in the future.**

Sincerely,

Kurt P. Thomas  
3241 Pimlico Blvd  
Stow, Oh 44224  
(330) 689-0301

## GENERAL STATEMENTS

**Hermann Schwaner, PE**

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**From:** THOMAS CLAPPER <tclapper@kent.edu>  
**To:** <hschwaner@r-e-l.com>  
**Sent:** Thursday, December 11, 2003 12:12 PM  
**Subject:** Airport concerns and meeting of Dec. 10

Herman Attached is a comment I received regarding the meeting last night, I have responded. I am forwarding this comment for you file.

Also, we have now confirmed the date at Jan 21, 7pm at Stow City Hall for the next public meeting. I have let Andy of the Stow Sentry know of this date and he will include date in his article. I will revise our web site of the next date, prepare advertisements, notices, etc.

tomclapper

----- Forwarded by THOMAS CLAPPER/VPB/Kent on 12/11/2003 12:20 PM -----

Ann Hildebrand  
 <ahildeb0@kent.edu> To: tclapper@kent.edu  
 cc: 'BETH ADAMS' <badams@kent.edu>  
 Subject: Airport concerns and meeting of Dec. 10  
 12/11/2003 10:41  
 AM

Dear Mr. Clapper,

Let me commend you on your coolness and focus amid the diverse comments at last night's meeting.

My husband and I will give our input on the details of the second Airport Master Plan in separate communications. But for now, let me just reiterate a couple of points I made last night.

IT IS IMPERATIVE THAT THIS PROCESS BE OPEN, HAVE NO TAIN OF SECRECY OR SPECIAL INTERESTS. The community has huge ownership in what happens to and at the airport. They must not be excluded. To that end:

1. The complete list of members of the "standing committee," the constituency they represent, and how they were appointed/elected should be made public--indeed should be up front on any documents pertaining to the new Master Plan.
2. All public meetings (times and places) should be scheduled and announced a month in advance IN A SOURCE AVAILABLE TO ALL, probably the local newspapers. The University should NOT assume that everyone who is deeply concerned about this issue that could change the face of the community has access to a computer or the necessary software to download the Master Plan updates. You were correct in pointing out that most folks don't live with

the kind of technical jargon so familiar to you. Extra effort must be made to make things clear and open.

3. No segment of the concerned populace should be excluded from public meetings--especially not the Press. Even a hint of coverup is detrimental to this process.

I understand that the University is under legal obligation to draft a Master Plan every 20 years. It is good for the community to see ALL details of current and future operations. Only then can residents and the Airport ever hope to live together--or apart, as I am convinced must be the case. But more on that later.

Ann Hildebrand  
Emeritus Professor, English

PS: You mentioned the Airport's "benefits to the community." For the next meeting I would like specifics on this, with numbers that include what the University gives Stow and what Stow gives back (police, fire, etc.)--preferable in dollar terms. Another pertinent figure would be tax revenue

NOT collected by Stow because of the University's tax-free status. People have to be assess the REAL implications of these new proposals as carefully as they would their own finances.

And by the way, how much IS Flight Training and airport operation in deficit? The safety director (I missed his name) was clear in pointing out that "the University does NOT make money" from either.