
Fw: Concerns Regarding the Proposed Airport Master Plan Alternatives

From Brandy Steffen <brandy.steffen@jla.us.com>

Date Wed 12/18/2024 9:52 AM

To Jen Winslow <Jen.winslow@jla.us.com>; Ashley Balsom <ashley.balsom@jla.us.com>

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Senior Program Manager + Partner

She/Her » [Why pronouns matter](#)

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Meeting + email hours 9 a.m.–5 p.m. Monday–Thursday » Administrative-only hours Friday

[Check my availability](#) » [Schedule a 30 minute check-in](#)

JLA Public Involvement's mission: To create collaborative, meaningful and exceptionally effective public processes that lead to better, more inclusive outcomes.

I will be on vacation starting Monday, 12/23/24 and will return on Monday, 01/06/25.

JLA will be closed December 24 through January 1 to allow our entire team time to rest and recover. Please get in touch early with any anticipated needs during this time. Wishing you a lovely end to 2024!

From: THOMAS Alex R <Alex.R.THOMAS@odav.oregon.gov>

Sent: Wednesday, December 18, 2024 9:51 AM

To: Brandy Steffen <brandy.steffen@jla.us.com>; Samantha Peterson <SPeterson@CenturyWest.com>; BEACH Anthony <Anthony.BEACH@odav.oregon.gov>

Subject: FW: Concerns Regarding the Proposed Airport Master Plan Alternatives

Hello,

Good morning. Please include within the UAO record.

ALEX THOMAS

OREGON DEPARTMENT OF AVIATION (ODAV)

POLICY, PLANNING, & PROGRAMS MANAGER



CELL 971-375-2357

EMAIL Alex.R.Thomas@ODAV.Oregon.Gov

SALEM, OR 97302

WWW.OREGON.GOV/AVIATION

[Schedule a meeting with me.](#)

[Schedule a meeting with any of the programs listed below.](#)

Alternative Contacts:

COAR Grants: Grants@ODAV.Oregon.Gov

Procurement / Contracts: Contracts@ODAV.Oregon.Gov

Pavement (PEP/PMP): Pavement@ODAV.Oregon.Gov

Land Use / Tall Structure: LandUse@ODAV.Oregon.Gov

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From: Aric Krause <aric.j.krause@gmail.com>
Date: Wednesday, December 18, 2024 at 09:35
To: THOMAS Alex R <Alex.R.THOMAS@odav.oregon.gov>
Subject: Concerns Regarding the Proposed Airport Master Plan Alternatives

You don't often get email from aric.j.krause@gmail.com. [Learn why this is important](#)

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Dear ODAV/ Alex Thomas,

I am writing to express my strong concerns regarding the refined preliminary alternatives outlined in the Aurora State Airport Master Plan update. After reviewing the details, I believe several aspects of the plan should be reconsidered due to their potential negative impacts on the surrounding community and existing infrastructure.

1. Displacement of Residents and Businesses:

Both Alternative 1A and 1B involve significant property acquisitions that would displace numerous residential and commercial properties. Specifically, Alternative 1A impacts 13 residential and 4 commercial properties, while 1B impacts 20 residential and 4 commercial properties. This level of displacement creates unnecessary hardship for community members and disrupts the stability of the area.

2. Traffic and Infrastructure Strain:

Shifting Hubbard Highway, along with realigning roads such as Keil Road, poses risks of increasing traffic congestion and disrupting existing transportation networks. These changes could have long-term repercussions for commuters and freight traffic.

3. Issues with Alternative 2:

While Alternative 2 avoids shifting Hubbard Highway, it requires relocating key airport infrastructure, including air traffic control towers and segmented circles. Additionally, this alternative necessitates the acquisition of 37 acres for runway alignment, with a total of 105 acres being earmarked for future aeronautical use. The removal and replacement of hangars in this plan would also lead to short-term disruptions for airport operations and long-term inefficiencies for existing tenants. The lack of helicopter parking and limited large aircraft accommodations further suggests this alternative does not fully meet the operational needs of the airport.

4. Community Engagement and Feedback:

While the document mentions public review and feedback, the proposed alternatives suggest

that many community concerns remain unaddressed. A more robust and inclusive engagement process is essential to ensure all voices are heard and considered.

5. FAA Compliance vs. Community Needs:

While I understand the FAA's requirement for compliance with design standards, this must be balanced with the needs and well-being of the surrounding community. Placing undue emphasis on expansion at the cost of local harmony is counterproductive and risks eroding public trust.

I strongly urge you to reconsider these alternatives and explore options that align more closely with the values and priorities of the community. Sustainable growth and thoughtful planning can coexist, but only if the concerns of all stakeholders are taken seriously.

Thank you for your attention to this matter. I would be happy to discuss these concerns further or participate in a forum to work towards more balanced solutions.

As a Commercial Pilot, tenant, CAA Club member, and Van's Aircraft employee my life is very much impacted by this proposal and I am not in support of the options on the table today.

Sincerely,

Aric Krause

aric.j.krause@gmail.com