

“D”

Public Comments Received After
Commencement of March 1, 2017,
Public Hearing

From: elisa_adler
To: Ayers, Dana
Cc: tkscottco@aol.com; jerigillPC@outlook.com; joellegPC@gmail.com; mikebasayne@gmail.com; anne.cotrell@lucene.com
Subject: Fwd: HEARING, PALMAZ LIVING TRUST APPLICATION - NAPA COUNTY P 14-00261
Date: Monday, April 24, 2017 8:55:37 AM
Attachments: [PALMAZ - Elisa Adler.doc](#)

Dear Ms. Ayers;

Attached please find (again) my comments on the proposed Palmaz airport.

I sent you these same comments earlier with a commissioner address error and the date I anticipated you'd be needing them. Please replace my previous mail with this one.

Thank you,

Elisa Adler

From: Elisa Adler
Genesee Valley, Plumas County, California
elisaadler@frontiernet.net

May 12, 2017

To: Dana Ayers, Planner in Charge: dana.ayers@countyofnapa.org
CC: Napa County Planning Commissioners

RE: PALMAZ LIVING TRUST APPLICATION - NAPA COUNTY P 14-00261

Dear Ms. Ayers:

My family has been following the proposed Palmaz family application for a heliport in Napa County in the Napa Valley Register. We've been doing so because the recent construction of a heliport in a place where the Plumas County General Plan *excludes* heliports has harmed a community, way of life, and the quiet where we've lived and worked for the last forty years close to animals and the land. We know the sound of and value of quiet; our lives depend on listening and hearing, something the new noise from the helicopter disrupts and erodes.

From outside and *inside* our house two miles as the crow flies from the heliport, we hear the Palmaz helicopter's arrivals and departures. It's a noise that displaces and dominates. Even if the first noise lasts only a few minutes, it's startling and unnerving. It extends itself through every thought and cell of a body and degrades the values and quality of life in what has been a quiet rural valley.

The engineering and environmental expert studies that are surely part of the Palmaz application, will attempt to assess *future* impacts rather than actual ones that will *follow* the granting of an eventual permit. These studies will be speculative. Here, where the Palmaz helipad and hangar that was permitted and finalized as a "Barn and storage building" we now live with the *actual* impacts of the Palmaz heliport and flight.

The Palmaz claim that they need their private helicopter for transportation, and to monitor a small herd of cattle on a small valley ranch, surrounded by mountains and trees. Their cattle are fenced and unlikely to get anywhere they wouldn't be readily seen from the ground. Besides, livestock monitoring and husbandry is done on the ground *close* to the animals, something impossible from a helicopter. The Palmaz claim that their helicopter is the "functional equivalent" of a truck or tractor, and their heliport is the equivalent of a barn. We say it's a violation of more than twenty years of County planning, and degrades community, people and place in ways too numerous to mention now. The cumulative effects of the heliport impact *public* health, while the beneficiaries of the heliport are only private – a whim of one family that doesn't want to be inconvenienced by using the nearby County airport.

Sincerely,

Elisa Adler

From: [T Beller](#)
To: [Mike Gallagher](#); [Ayers, Dana](#)
Cc: [Steve and Lee Stefanki](#); [Mary T Beller](#); [Mary Elke](#); [Constance Gallagher](#); [Jeanne Johnston](#); [chrismcclu@gmail.com](#); [Randy Gularte](#)
Subject: Re: Notice of Planning Commission Public Hearing Regarding Palmaz Personal Use Heliport Use Permit
Date: Saturday, May 06, 2017 3:37:55 PM

Thanks, Mike—I share your concerns.

From: Mike Gallagher <mikeg@citypass.com>
Date: Saturday, May 6, 2017 at 12:58 PM
To: "Ayers, Dana" <Dana.Ayers@countyofnapa.org>
Cc: Mike Gallagher <mikeg@citypass.com>, Steve and Lee Stefanki <ranchostefanki@sbcglobal.net>, T Beller <tbeller@sbcglobal.net>, Mary Elke <mary@elkevineyards.com>, connie gallagher <constancegallagher@gmail.com>, Jeanne Johnston <jeannej@napavalleycc.com>, "chrismcclu@gmail.com" <chrismcclu@gmail.com>, Randy Gularte <RAGularte@heritagesir.com>
Subject: Re: Notice of Planning Commission Public Hearing Regarding Palmaz Personal Use Heliport Use Permit

Hello Dana, So sorry that I can't attend the hearing May 17th on Palmaz Heliport. I have many concerns about granting this permit, but the affect on property values in the Coombsville area needs to studied and quantified. I believe any reasonable person would be less likely to want to buy my property, if there was a Heliport nearby. I think a 10% drop in the value of property is logical and reasonable. I think we should ask John Tuteur, the county assessor, for his option on this. Would anyone prefer to buy a property near a Heliport? I don't think so!

Thank you for your work and help.

Best regards,

Mike Gallagher
Co-founder and Co-chair
CityPASS
mikeg@citypass.com
1035 Barrow Lane
Napa, CA 94558
707 266 4518c

Sent from my iPhone

On May 5, 2017, at 5:14 PM, Ayers, Dana <Dana.Ayers@countyofnapa.org> wrote:

Interested Party,

Attached is a notice of a public hearing scheduled for 9:00 a.m. (or as soon thereafter as the matter can be heard) on the morning of May 17, 2017, before the Napa County Planning Commission regarding the proposed Palmaz Personal Use Heliport (Use

Permit Application No. P14-00261).

At this meeting, the Planning Commission will resume the public hearing begun on March 1, 2017, to accept additional public testimony on the use permit request and the environmental impact report (EIR) prepared for the project. Following the hearing, the Planning Commission will be asked to make a tentative decision on whether to certify the EIR and whether to approve or deny the requested use permit.

Questions about the information contained in this notice can be directed to my attention, at the email address or phone number below.

You are receiving this email because you have expressed an interest in or submitted a comment letter on the proposed project or the draft EIR for the proposed project. If you wish to have your email address removed from this list, please contact me by reply to this email.

Regards,

Dana Ayers, Planner
Napa County
Planning, Building & Environmental Services
1195 Third Street, Napa, CA 94559
Phone: 707-253-4388
Fax: 707-299-4320

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<PHN PC_Palmaz Heliport_051717.pdf>

Ayers, Dana

Subject: FW: Additions to today's testimony before planning commission on proposed heliport

From: Planning
Sent: Thursday, March 02, 2017 7:41 AM
To: Ayers, Dana; Frost, Melissa
Subject: FW: Additions to today's testimony before planning commission on proposed heliport

This came in yesterday afternoon.

*Terri Abraham
Planner
Napa County Planning, Building, and Environmental Services
1195 Third St., Suite 210
Napa CA 94559
707.299.1331
707.299.4075 direct fax*

terri.abraham@countyofnapa.org
New County Web site www.countyofnapa.org

The happiest people don't have the best of everything. They just make the best of everything they have. Live simply, love generously care deeply, and speak kindly.

From: Joyce Bender [<mailto:joyceabender@mac.com>]
Sent: Wednesday, March 01, 2017 3:51 PM
To: Planning
Cc: Kit Long; Brian Bender
Subject: Additions to today's testimony before planning commission on proposed heliport

My name is Joyce Bender. I live at 199 Waters Road. This is a Napa address but is located in the eastern part of the county off Highway 121.

I would like to revise my comments in light of what I heard in the hearing this morning.

I have two concerns about the proposed heliport and others that may follow if this one is approved. The first is noise. This seems to have been adequately considered by the applicant except for disturbance to birds. Helicopter noise usually lasts a very short time. I find it much less disruptive than loud tools and music, barking dogs and noisy vehicles. However, nesting birds are more sensitive. There should be an ample buffer between the helicopter flight path and the heron rookery and Golden Eagle nesting tree during nesting season. This point is a serious deficit in the EIR.

My second concern is climate change. Since the applicant is already making the projected number of flights, this specific heliport wouldn't appear to have a significant effect. I heard no reference to this topic this morning except my own. In the future I trust the county will begin considering potential climate impacts of all new projects. Including the whole functional unit in a climate impact assessment rather than just one element by

itself would foster creativity in addressing potential problems. Mitigation measures could counteract negative effects like increased greenhouse gas emissions. The county could mandate that the net effect be beneficial to the environment.

I'm also worried about ongoing compliance with conditions of approval since this applicant has a history of past serious environmental violations. Could the flights ever be stopped? It seemed to me that the applicant stated that the county has no authority to limit flights as that power rests with the FAA. Will illegal private heliports proliferate regardless of the county's decision? The applicant could be required to submit real-time flight data so the helicopter could be monitored by citizens using inexpensive smart-phone apps like Flightradar24. Screensnaps like the ones below (with more flight data) showing a helicopter (in red northwest of Sacramento) and a commercial flight could be used for documentation of non-compliant flights but to what end?

Another concern I have after hearing the testimony this morning is that the heliport as proposed would violate the general plan. However, this seems only to require a paperwork change to correct. I believe landowners should not be subject to capricious project denials when their land use conforms to the general plan. The fact that some people would rather not have an approved use on a neighbor's land doesn't seem relevant to me. The people who buy the land and pay taxes on it shouldn't be denied legal rights to use it as they wish without very compelling reasons. Eight one-way trips a week doesn't sound compelling to me. I'd be overjoyed if our neighbors' dogs only barked that often.

I'm appalled at the class-warfare mentality of the email I received informing me about this hearing. "We" is a small and under-appreciated word. Holding together a large, diverse population like ours is no easy task. It requires civility and compromise in a spirit of goodwill. Right now that's in short supply. Inflammatory rhetoric that fuels resentment between divisions based on wealth is no more helpful than discrimination based on race, religion, gender, political-party affiliation or favorite ice-cream flavor. As my friend Kate would say, " We're all Napkins." We all want to enjoy our lives in this incredible place.

There are now too many of us for everyone to be able to just "do their own thing." But I still want to be able to call America **and this county**, "the land of the free." I still want a government that is respectful of property rights rather than an oppressive bureaucracy that seems to be in the business of callously squashing dreams at every turn. For this to happen, both citizens and elected officials will have to be generous enough and patriotic enough to do the hard work required. We need to listen with open hearts and make reasonable compromises. If we have the will, we **can** craft decisions that preserve as much freedom as possible while protecting the public interest and our beautiful, small blue planet.

Thank you,

Joyce Bender
030117 - Napa, CA

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From: [Planning](#)
 To: [Joyce Bender](#), [Tom Moline](#)
 Subject: [FY: Address to today's testimony before planning commission on proposed heliport](#)
 Date: Thursday, March 02, 2017 7:41:08 AM
 Attachments: [image.png](#), [image.png](#)

This came in yesterday afternoon.

Tarri Abraham
 Planner
 Napa County Planning, Building, and Environmental Services
 1258 Third St., Suite 210
 Napa CA 94559
 707.259.1331
 707.259.4077 direct fax

tarri.abraham@countyofnapa.org
 New County Web site: www.countyofnapa.org

The happiest people don't have the best of everything. They just make the best of everything they have. Live simply, love generously, care deeply, and speak kindly.

From: Joyce Bender [mailto:joycebender@mac.com]
 Sent: Wednesday, March 01, 2017 3:51 PM
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 Cc: Kit Long; Brian Bender
 Subject: Additions to today's testimony before planning commission on proposed heliport

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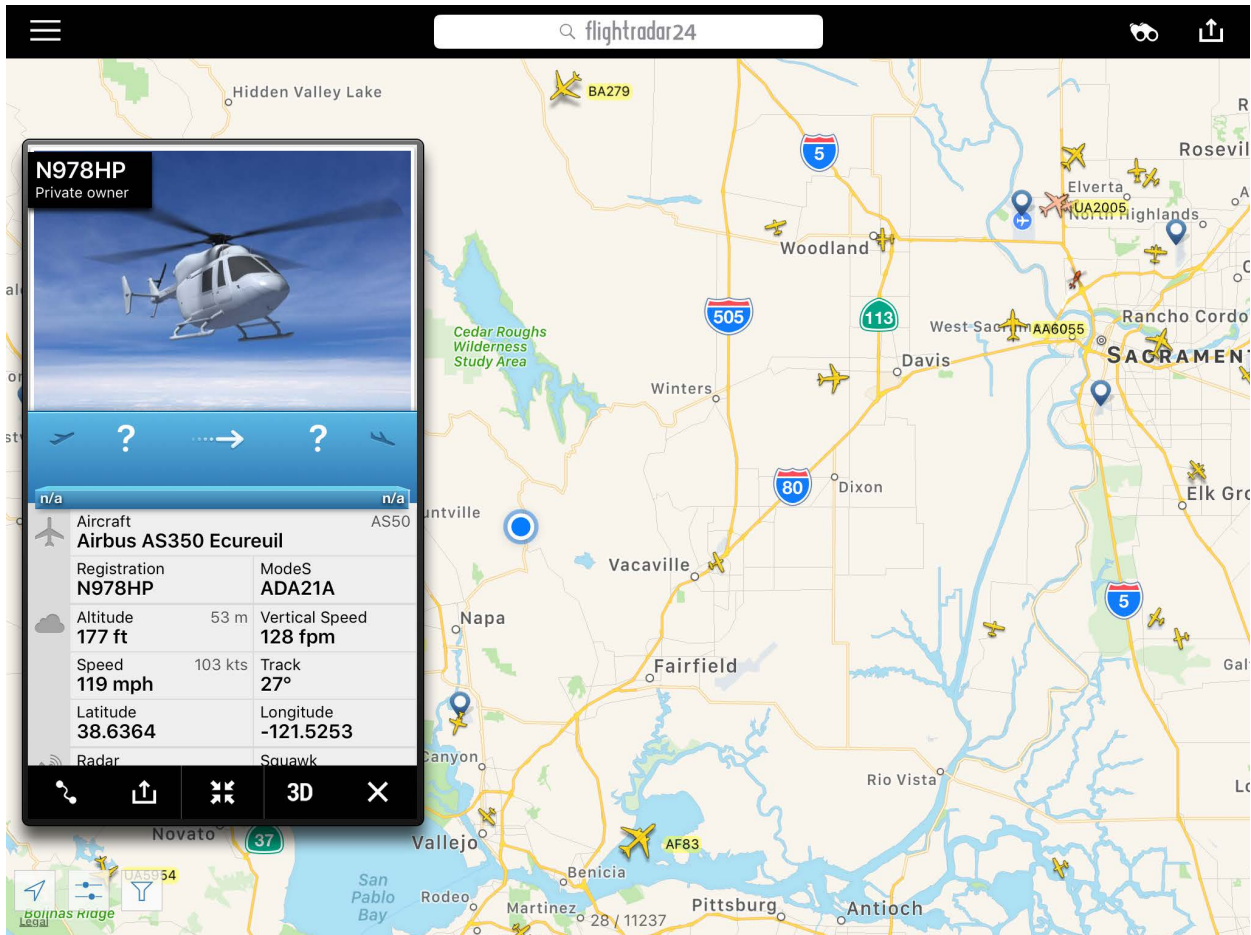
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Thank you.

Joyce Bender
 030117 - Napa, CA



AF83 AFR83
Air France (SkyTeam Livery)



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SFO → **CDG**
San Francisco → Paris

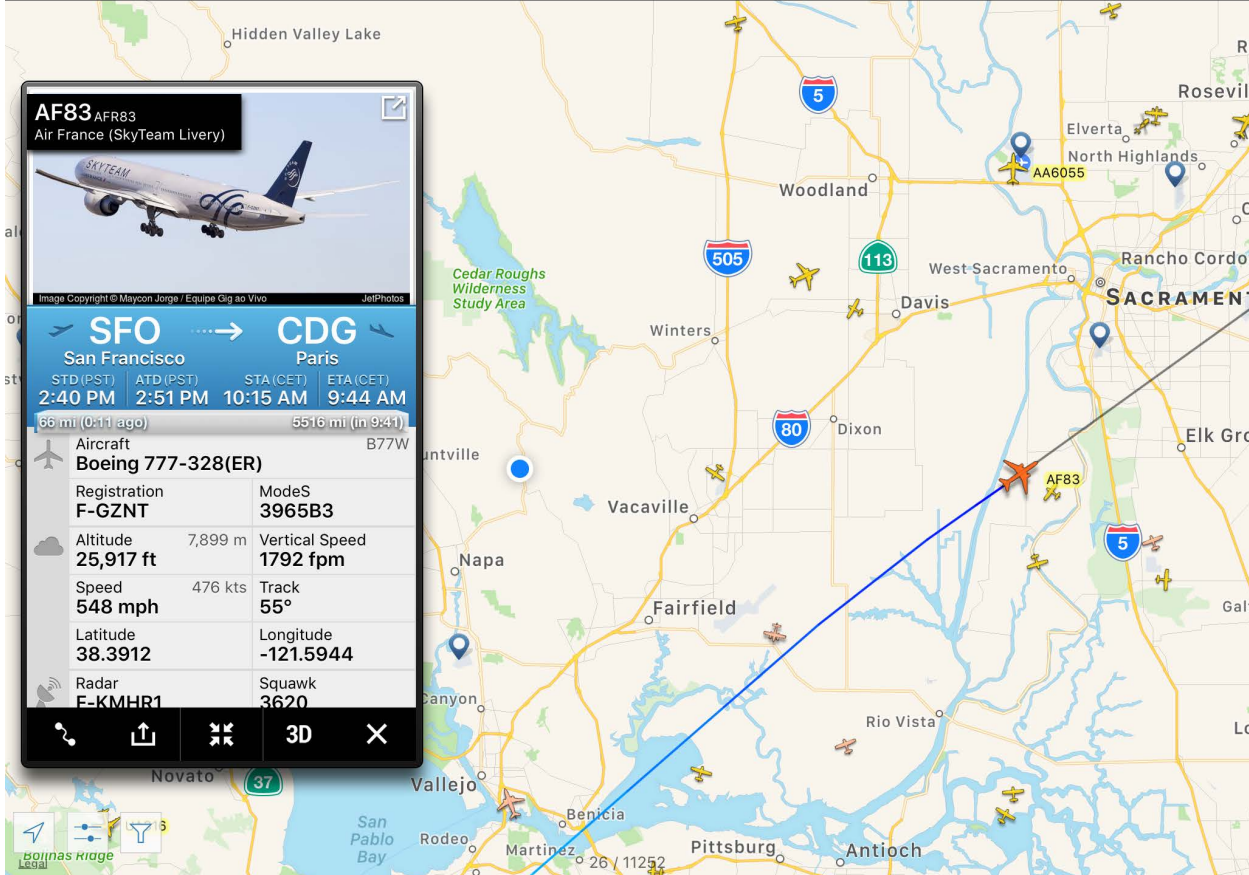
STD (PST)	ATD (PST)	STA (CET)	ETA (CET)
2:40 PM	2:51 PM	10:15 AM	9:44 AM

86 mi (0:11 ago) 5516 mi (In 9:41)

Aircraft **Boeing 777-328(ER)** B77W

Registration F-GZNT	ModeS 3965B3
Altitude 25,917 ft 7,899 m	Vertical Speed 1792 fpm
Speed 548 mph 476 kts	Track 55°
Latitude 38.3912	Longitude -121.5944
Radar F-KMHR1	Squawk 3620

Navigation icons: Home, Map, Radar, 3D, Close



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From: [Alan Borem](#)
To: [Ayers, Dana](#)
Cc: [Pedroza, Alfredo](#)
Subject: Dana.Ayers@countyofnapa.org
Date: Tuesday, April 25, 2017 6:37:23 PM

I live at 2138 First Ave in Napa and I would like to voice my opposition to allowing the Helipad to be built on Hagen Ave. My house is located on the flight path and I do not want any low flying helicopters going over my house. I don't understand why this person can't land at the Airport and take a car over. It is only a 10 min drive. Don't allow this to happen just because he is lazy and has a lot of money.

Thank you

Alan Borem

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Theresa and Hugh Carpenter
 3960 Hagen Rd.
 Napa, CA 94558

April 25, 2017

Planner Dana Ayers
 Napa County Planning Commission
 1195 Third St.
 Napa, CA 94559



Dear Planner Ayers,

We are writing as an interested party, a very close neighbor, to the proposed Palmaz Heliport. Our address is 3960 Hagen Rd., AP# 049-350-027-000. We are very opposed to the negative impact on our peaceful, rural environment of intermittent helicopter landings, flyovers, and departures. There is no helicopter noise in our area unless there is a wild fire, or a terrible car accident on the road to Lake Berryessa. Our property is at the edge of the proposed “no-fly zone”, and we can tell that any helicopter noise will be a shocking, jarring disturbance to the usual quiet at our home. We bought our property in 2007, planning to savor the peaceful, rural life in our later years.

To quote from the amended environmental impact report:

“Further, helicopter use occurring along the proposed western and northeastern flight paths would result in maximum (Lmax) noise levels that exceed applicable Napa County exterior noise standards during daytime and nighttime flights at existing sensitive receptors. This impact would be significant. Allowing use of the southeastern route, still invites a host of problems into our area because of one wealthy individual's frivolous desires. The existing Napa County Airport is only a ten to fifteen-minute drive to his house.

The No Project Alternative is the environmentally superior alternative, because most of the significant impacts of the project would be avoided.”

We can see that you commissioners will not be able to regulate these flights, if you once approve them, and the FAA is stretched too thin to respond to us neighbors in the Hagen Rd. area with complaints. If this heliport is approved, we think that our property values will be negatively affected, especially having to disclose such a horrible noise nuisance to a potential buyer of our home. Even if the Palmaz lawyer, Brian Russell, states that a disclosure of this heliport will not be required, all of the realtors in Napa County are keenly aware of the protests of us neighboring homeowners, and would disclose such a heliport in our quiet hills of Coombsville.

We think that the wide array of rare plants, wild animals and birds who are living, nesting and breeding in our area, will be disturbed, shocked, and frightened by such a development in the hills.

In conclusion, we think this is a frivolous application for a personal heliport, whether the helipad is 1 mile north on vacant land, or on the home ranch on Hagen Rd. The result of a personal heliport in the mountains of the Coombsville area, will be a disruption of the quality of life, loss of property values for many citizens, and possibly many more applications for personal heliports in other areas of rural Napa County.

Please deny this application.

Sincerely,
Theresa Sandison Carpenter and Hugh Carpenter

From: [Wendy Cole](#)
To: [Ayers, Dana](#)
Subject: Palmaz helicopter
Date: Monday, May 08, 2017 9:02:14 PM

Dear Ms. Ayers

I am writing to express my opposition to the private heliport requested by Mr. Palmaz. I live in St. Helena near the St. Helena Hospital. The REACH helicopter regularly flies over our house bringing patients to the hospital. I totally understand that this is necessary and have no complaints about it. However, it is extremely noisy and intrusive when it comes in, and if it were owned by a person or business who just does not want to deal with the horrendous traffic in this valley, to be used for the business of furthering his wealth, I would decidedly object.

The county should not set a precedent by allowing this heliport.

I request that this permit is denied.

Sincerely,

Wendy Cole

From: [Morrison, David](#)
To: [Frost, Melissa](#); [Fuller, Lashun](#); [Ayers, Dana](#)
Cc: [Gallina, Charlene](#); [Anderson, Laura](#)
Subject: FW: Palmaz Hearing March 1, 2017
Date: Thursday, March 02, 2017 9:07:57 AM

From: Patricia Damery [mailto:pdamery@patriciadamery.com]
Sent: Thursday, March 02, 2017 8:35 AM
To: joellegPC@gmail.com; mikebasayne@gmail.com; anne.cottrell@lucene.com; terry scott; Jeri Gill
Cc: Morrison, David; Diane Shepp
Subject: Palmaz Hearing March 1, 2017

Dear Commissioners Gill, Gallagher, Basayne, Cottrell, and Scott:

Yesterday I attended the hearing for the Palmaz Heliport. I have concerns about a statement made by Christian Palmaz's attorney, Brian Russell. I had to leave about 12:15, so you may have addressed this, but I would like clarification on this:

Russell stated (and this is in the slides and the video): "Palmaz currently flies four arrivals and departures per week. These flights are governed by the FAA. Napa County does not have jurisdiction over these flights. Palmaz can fly any altitude and on any safe and unobstructed flight path. Palmaz's current flights are not limited by a "no fly zone". Palmaz is currently legally flying their helicopter which is governed by the FAA in the airspace that would be occupied by the Project if it is approved. Flights are occurring four times a week. Therefore, approving the Project would not generate additional noise in Napa County since Palmaz is already flying in that airspace four times per week."

1. Palmaz may be flying legally, but is he taking off and landing legally? What landing space is Christian Palmaz using in the four arrivals and departures, evidently legally flying through the proposed no-fly zone? Is he in code violation now, using a non-permitted landing site? If so, how can you trust any agreements he makes?

2. Was he basically saying, if you don't permit this helipad, we are going to do it anyway, and you can't do anything about it? Is this effectively true?

While this may not have the forum for Ms. Shepp's comment about this same statement (and Palmaz's attitude), I do think her concern needs to be addressed or clarification made by Palmaz and Russell. Was the statement meant to be a kind of bulldozing by Palmaz? If so, it only stirs disbelief and anger in neighbors and in those of us sitting in the room (it doesn't feel good to be threatened, if that is what this was), who also care not only about the impact of Palmaz's flights but also about the cumulative impact of such County permitting. This permitting would set a precedent for future heliports— those doing it illegally now applying, as well as anyone who could afford such a venture. There is enough money in this valley that this will open a Pandora's box of issues and noise for all of us. While I do not fault anyone wanting to avoid our traffic and driving into the distance of remote locations, I am a strong proponent of consideration of the impact on the larger public and the environment of any

decision that we make. I feel like this is what is sadly missing in our county, country, and perhaps in each of our psyches. What we do is like a pebble cast into a pond. The ripples extend far from the point of contact.

Thank you for your consideration of this question and request for clarification of intent.

Kind regards,
Patricia Damery

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From: [Tom Edwards](#)
To: [Ayers, Dana; \(ranchostefanki@sbcglobal.net\) \ <ranchostefanki@sbcglobal.net>, \ Randy Gularte \(ragularate@aol.com\) \ <ragularate@aol.com>, \ Bill Dodd \(bill.dodd@countyofnapa.org\) \ <bill.dodd@countyofnapa.org>, clay gregory <clay@legendarynapavalley.com>, David Mering <DMering@meringcarson.com>, connie gallagher <constancegallagher@gmail.com>, \ Kirk Candland \(kcandland@gmail.com\) \ <kcandland@gmail.com>, \ Mary Elke \(mary@elkevineyards.com\) \ <mary@elkevineya; Randy Gularte; Bill Dodd; clay gregory; David Mering; connie gallagher; Kirk Candland; Mary Elke; mljmg@comcast.net; T Beller; Laurence Rasmussen; Tom Edwards; Brian Gallagher; meg.gallagher5@gmail.com](#)
Cc: [Thomas Edwards](#)
Subject: No on Palmaz heli-pad
Date: Saturday, March 04, 2017 3:51:34 PM

Hello Dana, and Everyone,

My wife Gloria and I are the owners our home at 2049 North 3rd. Avenue at Barrow Lane, Napa. We are enthusiastically against more sky noise... on top of the wind machines, loading trucks, spraying pesticides and many other vineyard work related sounds including autos parking in the vineyards.

All the neighbors signed onto our deeds and amendments when we purchased our properties. We follow the rules and so should the Palmaz's of the world. When the rules are about to change, the people need to be in agreement.

Introducing another element of danger to potential aviation crashes and collisions with the growing number of spraying DRONES in the sky, is asking for more trouble. Airports have flight paths, and have to reach certain elevations after takeoff and upon landing. The more distractions we introduce into the environment, the more things can go very wrong.

Delivery drones may be the future unregulated and unsafe distractions tangling with helicopters if this request is granted.

Sincerely,

Thomas K. Edwards
cell- 707 333-5154

Gordon E. Evans

March 15, 2017

Ms. Dana Ayers. Planner III
Napa County PBES Dept.
1195 Third St., Suite 210
Napa, CA 94599

Re: Palmaz Heliport - UP #P14-00261, Recommended Support

Dear Ms. Ayers,

By way of introduction, I am a 22-year resident of Napa County and the City of Napa. For the past 12 years I have lived at the home we built on Atlas Peak Rd. I have been a pilot for 50 years, with more than 6,000 flight hours (civilian and military, including combat) in over 70 different types of aircraft, including 6 types of helicopters. Additionally, over the past 25 years, I have flown for the US Coast Guard Auxiliary, the Napa County Sheriff's Aero Squadron, Angel Flight, the EAA (Experimental Aircraft Assoc.) Young Eagles Program, the AOPA (Aircraft Owners and Pilots Assoc.) "Fly-A-Leader" Program and the Veterans' Airlift Command. Also, although I'm neither an attorney nor a licensed realtor, I have made my primary living for the past 31 years as an investor in, and manager of, commercial property.

I was initially opposed to this project as originally proposed, and publicly so stated at the NOP hearing in January, 2015. I also wrote a letter to you stating my objections.

However, with the inclusion of the Mt. George Alternative Site and the more stringent self-imposed restrictions proposed by the Applicant in the DEIR and FEIR, my views have changed. Also, I have personally visited both proposed sites and have flown the approach and departure paths for the Mt. George Alternative Site in a fixed-wing aircraft. There is now no question in my mind that this site is superior for a variety of reasons, and the project should be allowed to proceed.

Over the past year, I have heard and read of many concerns about the project, the most impassioned of which were presented in the Public Comments at the Planning Commission Hearing on March 1, 2017. I would like to address them herewith:

March 15, 2017

Ms. Dana Ayers. Planner III

Page 2 of 3

1. **Safety** - Always an appealing argument and impossible to refute, under its guise specious and incendiary claims have been made against helicopters. Modern machines, such as the Applicant's twin-engined Bell 429 are no more inherently unsafe than a soccer mom's SUV, when properly maintained and operated by a trained, experienced and currently proficient pilot, such as Mr. Palmaz. Also, the intended use of this aircraft does not include the more hazardous known risks of law enforcement, firefighting, pipeline and electrical transmission line patrol (and repair), logging (or other external material transport), rescue, on-call emergency medical transport or even single-engine tourist helicopter operations along Kauai's Na Pali coast.

2. **Noise** - Admittedly a subjective matter, depending on the individual. In this case, however, the design and configuration of the Bell 429 make it one of the quietest civilian helicopters on the market today. Additionally, the flight profiles proposed by the Applicant, plus the fact that the Mt. George Site is located above the altitude at which the majority of aircraft transit the Napa Valley, make the "noise footprint" far less noticeable, regardless of the listener's aural sensitivity.

3. **Property Values** - Several realtors have stated that property values will definitely decline. That's purely speculative, as has been stated by the PBES Director, Mr. David Morrison. More importantly, it would be extremely difficult, if not impossible, to find a comparable private heliport that has the same site characteristics and restrictive guidelines as those proposed by the Applicant. In fact, the only property value that is a certainty to be affected is the Applicant's, which will be adjusted upwards.

4. **Animal "Trauma"** - Objections have been raised by animal owners, particularly of horses and goats. Although not an authority on either species, I have encountered numerous kinds of animals, both wild and domesticated, adjacent to, and actually on, various airports, regardless of fencing. For example, cattle graze on the southern boundary of the Napa County Airport, next to Runway 6-24. Deer have had to be chased off the active runways and taxiways at Napa. A landowner has horses on property just west of the cattle. Parrott Field in

March 15, 2017

Ms. Dana Ayers. Planner III

Page 3 of 3

Angwin has cattle and geese lounging next to its runway boundaries. The Sea Ranch and Ocean Ridge Airports in Sonoma County have not only horses and cattle alongside and directly next to, and under, their approach and departure paths, but frequently have assorted deer, turkeys and wild pigs actually on the runways. They appear to coexist nicely with variety of aircraft up to and including large corporate jets - the only "trauma" being the one suffered by the pilot of an airplane unfortunate enough to collide with an animal. As for the goats, the speaker said her animals are naturally frightened by airborne predators, and so are alarmed by the appearance of airplanes, drones and hot air balloons overhead. Might as well restrict those, too, as a gesture of sensitivity to the goats.

5. **"Pandora's Box"** - An overriding fear expressed by most opponents is that, if approved, this project will "open the door" to a sky filled with hordes of helicopters. Mr. Palmaz has expended (in my estimation) hundreds of thousands of dollars thus far to document the viability and transparency of this project. That alone should serve as a considerable barrier to future applicants. If the County codifies his proposed voluntary restrictions as minimum required standards, that should set the bar high enough to deter most of those prospective applicants, or at least cause them to have second thoughts.

6. **Enforceability** - The tamper-proof electronic recording devices installed in Mr. Palmaz' helicopter, combined with the strict "zero tolerance" policy proposed, make this task an easy one for the County. It could impose sanctions and/or fines, but as the FAA attorney stated, if a violation is proven, the permit is rescinded. Period.

With all that said, I strongly encourage the Planning Commission to approve the permit utilizing the Mt. George Alternative Site, subject to the precedent-setting self-imposed restrictions proposed by the Applicant.

Sincerely,

Gordon Evans

From: [Dave Ficeli](#)
To: [Ayers, Dana](#)
Cc: [Dave Ficeli](#); [Christi Coors Ficeli](#)
Subject: Napa County Residents Opposed to Palmaz Helipad
Date: Tuesday, April 25, 2017 9:07:47 PM

Dear Ms. Ayers,

We wanted to write you a brief email voicing our strenuous opposition to the proposed helipad on/near Mount George. As neighbors and local business owners with families, we certainly understand the desire to create efficiencies in daily life through various conveniences.. That said, under know reasonable vantage point, could we find this request by the Palmaz family remotely plausible or reasonable. I'm not even sure why this "request" continues to utilize valuable county agenda time. We watch our county take strong stances and measures on a daily basis to preserve the "ag land" values of this special place. I'm happy to go into great detail on all the reasons this request is ridiculous (eg. 1. The airport is 20 minutes from their winery...), but out of respect for your time and mine, I will just trust that you are like-minded and that this will be the last we hear of this proposal. If you have any questions or would like to discuss, please feel free to call or email me. I am unable to attend the May 17th hearing as I will be out of town tending to an ill relative. Thank you for your time and consideration.

Respectfully,

The Ficeli Family
5250 Country Lane
Coombsville

Dave Ficeli

dave@cellardwines.com

mobile: [707.294.7999](tel:707.294.7999)

office: [707.666.0608](tel:707.666.0608)

efax: [707.260.6097](tel:707.260.6097)

Palmaz Heliport proposal.



I am hopeful that the staff report prepared for the May 17 meeting will contain additional information about environmental impacts , as the FEIR circulated in advance of the March 1 meeting needs considerable work.

Both the DEIR and the FEIR are singularly silent on the question of how the alternative site would be accessed during the construction phase. Immediately following the March 1 meeting I asked Dana Ayers to provide me with this information, also with information about whether helicopters would be used during the construction phase at either site. On April 27 Ms. Ayers informed me that access to the alternative site during construction for vehicles and material would be from Monticello Road through the Kenzo Estates property and that no helicopters would be employed at either site during the construction phase. I trust that the forthcoming staff report will more fully analyze the impacts of the construction at the alternative site with this in mind. And I also propose that if the Planning Department recommends the issuance of a permit for either site it do so with the explicit condition that helicopters not be used in the construction phase.

I asked Dana Ayers following the January, 2017, meeting if the road that goes between the Palmaz residential parcels and the alternative site would be used for transportation of pilot and passengers, and she said yes. The calculations of the impacts if this road is to be used cannot be done as easily as the EIR assumes. For one thing even though it is only 1.2 miles from the alternative site to the residence it is incredibly steep most of the way. I expect it would take considerably longer, require much more fuel, and generate many more emissions than a trip from the Napa Airport. I request that if the Planning Department is seriously considering the alternative site it revise the calculations of the FEIR to reflect this reality.

In the draft EIR (3.2-10 and 11) consideration is given to General Plan Policy AG/LU-12, which stipulates that no new non-agricultural use or development of a parcel located in an agricultural area shall be permitted unless it is needed for the agricultural use of the parcel (with certain exceptions apparently not relevant here). The DEIR seeks to justify the proposed use as it would be an accessory use to the existing residence. The alternative site is on an entirely different parcel which is also covered by AG/LU-12 and has no residence. The operative language of the Policy is “parcel”.

I have already proposed (Comment 133 -4 in 3 Comments and Responses p. 3-116) that if approval is granted for the project at either the original or the alternative site the applicant be required to post a bond to indemnify neighbors for loss of value in the event of fire or other damage attributable to helicopter operations and maintenance whether or not negligence can be proved.

Proposed additional conditions for alternative site:

1. If the primitive road going between the lower Palmaz properties and residences and the alternative site is used for transporting pilot and passengers it should not be used at any time when lights would be needed. Current proposals call for flights only during the “daytime” hours of 7:00a.m. to 10:p.m. It is ambiguous whether the proposal means during these particular hours or in fact limits activity to “daytime”, however that might be defined. A 7am or 10 pm takeoff/ landing during the winter months is clearly not going to be in daylight. And if the referenced road is used for early or late departures it will by virtue of the severity of the journey involve very early or very late use. From some regions of the county – including Highway 29 at the Butler Bridge – it is highly visible, and lights would be very disturbing and perhaps distracting to motorists and others.
2. The so-called “no-fly” zone should include the area over the lower Palmaz properties insofar as it is below the altitude of the alternative zone. I am sure that some of Mr. Palmaz’s personal guests would love to have a bird’s eye tour of the vineyards, but that would create the same noise and other problems that the Planning Department thinks might be alleviated by using the alternative site.

Thanks very much for your consideration. I anticipate making additional comments once I see the forthcoming staff report.

Sarah Dunlap Galbraith

Property owner, 2300 Third Avenue North

From: [Brian Gallagher](#)
To: [Ayers, Dana](#)
Subject: Palmaz Helicopter Pad
Date: Monday, March 06, 2017 8:37:14 AM

Dana,

I would like to submit public comment regarding the Helicopter Pad that Christian Palmaz is seeking approval for at Palmaz Winery in Coombsville. I was lucky enough to spend all 18 years of my childhood in the Coombsville area where my parents still reside.

We are strongly opposed to the approval of this helicopter pad. It will bring significant noise pollution to our serene valley immediately and set a dangerous precedent for the construction of other helicopter pads throughout Napa.

Please do not prioritize the frivolous desires of a privileged, arrogant individual over thousands of other Valley residents who practice communal stewardship and respect.

Thank you for your time.

Brian Gallagher

1035 Barrow Lane
Napa, CA 94558
202.701.7370

From: [Mike Gallagher](#)
To: [Ayers, Dana](#)
Cc: [Mike Gallagher](#); [Steve and Lee Stefanki](#); [Mary T Beller](#); [Mary Elke](#); [Constance Gallagher](#); [Jeanne Johnston](#); chrismcclu@gmail.com; [Randy Gularte](#)
Subject: Re: Notice of Planning Commission Public Hearing Regarding Palmaz Personal Use Heliport Use Permit
Date: Saturday, May 06, 2017 12:58:23 PM

Hello Dana, So sorry that I can't attend the hearing May 17th on Palmaz Heliport. I have many concerns about granting this permit, but the affect on property values in the Coombsville area needs to studied and quantified. I believe any reasonable person would be less likely to want to buy my property, if there was a Heliport nearby. I think a 10% drop in the value of property is logical and reasonable. I think we should ask John Tuteur, the county assessor, for his option on this. Would anyone prefer to buy a property near a Heliport? I don't think so!

Thank you for your work and help.

Best regards,

Mike Gallagher
Co-founder and Co-chair
CityPASS
mikeg@citypass.com
1035 Barrow Lane
Napa, CA 94558
707 266 4518c

Sent from my iPhone

On May 5, 2017, at 5:14 PM, Ayers, Dana <Dana.Ayers@countyofnapa.org> wrote:

Interested Party,

Attached is a notice of a public hearing scheduled for 9:00 a.m. (or as soon thereafter as the matter can be heard) on the morning of May 17, 2017, before the Napa County Planning Commission regarding the proposed Palmaz Personal Use Heliport (Use Permit Application No. P14-00261).

At this meeting, the Planning Commission will resume the public hearing begun on March 1, 2017, to accept additional public testimony on the use permit request and the environmental impact report (EIR) prepared for the project. Following the hearing, the Planning Commission will be asked to make a tentative decision on whether to certify the EIR and whether to approve or deny the requested use permit.

Questions about the information contained in this notice can be directed to my attention, at the email address or phone number below.

You are receiving this email because you have expressed an interest in or submitted a comment letter on the proposed project or the draft EIR for the proposed project. If

you wish to have your email address removed from this list, please contact me by reply to this email.

Regards,

Dana Ayers, Planner
Napa County
Planning, Building & Environmental Services
1195 Third Street, Napa, CA 94559
Phone: 707-253-4388
Fax: 707-299-4320

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<PHN PC_Palmaz Heliport_051717.pdf>

From: [Rebecca Holt](#)
To: [Ayers, Dana](#)
Subject: Dana.Ayers@countyofnapa.org
Date: Wednesday, March 15, 2017 4:25:44 PM

I am highly opposed to the Palmaz heliport, is there a better way to convey this to the Napa County board? I missed the community meeting regarding the project.

Thank you
Rebecca Holt
Napa property owner

Sent from my iPhone

From: [Marissa](#)
To: [Ayers, Dana](#)
Cc: [McDowell, John](#)
Subject: Re: Notice of Airport Land Use Commission Hearing
Date: Friday, May 05, 2017 11:55:55 PM

Of course-It is so clear, this Land Use Proposal, is a question of Privilege vs. the People...where are we going here?

Marissa

On May 6, 2017, at 2:12 AM, Ayers, Dana <Dana.Ayers@countyofnapa.org> wrote:

Interested Party,

Attached is a notice of a public hearing scheduled for 8:00 a.m. on the morning of May 17, 2017, before the Airport Land Use Commission (ALUC) regarding the proposed Palmaz Personal Use Heliport (P17-00037 – ALUC).

As explained in the notice, the ALUC will be reviewing the proposal solely to make a determination of whether the proposed heliport is consistent with the Napa County Airport Compatibility Plan, and the ALUC is not authorized to make any decisions regarding certification of the project environmental impact report (EIR) or approval or denial of the use permit request.

Questions about the information contained in this notice, or about the role of the ALUC, can be directed to John McDowell, ALUC staff, at email address john.mcdowell@countyofnapa.org or by telephone at (707) 299-1354.

You are receiving this email because you have expressed an interest in or submitted a comment letter on the proposed project or the draft EIR for the proposed project. If you wish to have your email address removed from this list, please contact me by reply to this email.

Regards,

Dana Ayers, Planner
Napa County
Planning, Building & Environmental Services
1195 Third Street, Napa, CA 94559
Phone: 707-253-4388

Fax: 707-299-4320

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<PHN ALUC_Palmaz Heliport_051717.pdf>

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MAR 09 2017

Napa County Planning, Building
& Environmental Services

Jerry and Lynne McClaine
1052 Third Avenue
Napa, California 94558

March 7, 2017

This letter is in regards to some recently obtained information that has to do with the Palmaz heliport application. We placed a call to Plumas County regarding the Palmaz family attempting to get a permit to operate a helicopter to land on a helipad to be built on some recently purchased ranch property in Plumas County. Yes the permit is being processed and a public hearing is being planned. This property is in Indian Valley and used to be the Neff Ranch. Christian Palmaz applied for this permit one year ago as a medical heliport however the area already has complete service by Care Flight so nothing more happened. The plan was to build a storage building large enough for storage of fuel and a concrete apron. The family has been holding meet and greets and donated generously to local causes. This project has nothing to do with the profitability of their winery.

Also we had an electrician here at our house who said he was putting electricity in a cave that belongs to Palmaz on Mt. George. I am

very familiar with Palmas getting
permits after the fact. Just to let
you know the people at Plumas
County were not nice when we
asked about the Palmas permit.

Thank you for your time.

Gerry and Dyne McClaine

We have lived on Third

Avenue the early '70's

707 253 8158

Gerry McClaine at earthlink.
net

From: [Zak Miller](#)
To: [Ayers, Dana](#)
Cc: [shawna whaling](#)
Subject: Re: No to more air traffic over Hagen/Mt. George area
Date: Monday, May 08, 2017 9:55:25 AM

Dana,

I have done a little more research and now realize that the helipad is to be used for "family use" only. I think we both know this is unenforceable and laughable in it's insinuation. The Napa airport isn't close enough? Once this flood gate is open who is next? The Halls at Walt Ranch? Are we going to have an airport/helipad in every neighborhood in Napa county. Where does this stop?

I am deeply disturbed this matter has even gotten this far to be honest. I urge you to do the right thing for the majority of county residents and not just one (and soon every other) rich family.

Thank you,

Zak Miller

On Wed, Apr 26, 2017 at 10:09 AM, Zak Miller <zakmil@gmail.com> wrote:

My family and I live at 1027 La Londe Ln. off of Hagen. I just today heard of a planned Palmaz helipad, and am extremely opposed!! We have enough air traffic over our house and neighborhood, the last thing we need is more helicopters, especially taking off and landing.

I can't imagine this Helipad has any useful purpose for the community. This is just another way for Palmaz to direct more business to their winery. Please consider the hundreds of family and kids that will be negatively affected by this proposition.

I would also like to point out the proximity of Palmaz to the existing Mt. George Elementary School. I would hope that the children of Napa County would be more important than letting wealthy tourists take joy rides over and beside an elementary school and the surrounding neighborhood.

Unfortunately I will be unable to attend the public hearing due to work obligations. Please accept this email as my opposition to such a project.

Thank you,

Zak Miller

From: [Robert Nicol](#)
To: [Ayers, Dana](#)
Subject: Heliport #P14-00261
Date: Monday, March 27, 2017 2:44:42 PM

Dana Ayers
Planner III
Napa County Planning
Building & Environmental Services

Ms Ayers

I am submitting my approval of this request.

My address is,

Robert Nicol Vineyards

7440 Wild Horse Valley Road

Napa Ca 94558-4071

Robert Nicol, FAIA, Architect and Grower

April 25, 2017,

The Honorable Alfredo Pedroza, District 4
Chairman
Napa County Board of Supervisors
County Administration Building
1195 Third Street, Suite 310
Napa, CA 94559

Dear Chairman Pedroza:

REACH Air Medical Services, headquartered in Santa Rosa, California, provides air medical transports for critically ill and injured patients. Patients receive an ICU-level of care from our highly skilled nurses and paramedics. Our experienced pilots fly patients aboard our medically equipped helicopters and airplanes. REACH has more than 43 air ambulance bases located in California, Oregon, Nevada, Montana, Wyoming, Colorado and Texas.

As a first responder and Bay Area disaster response team member, REACH consistently strives to improve its ability to provide fast initial response care to disaster victims in need of medical attention. When available, helicopter specific landing zones located in strategic locations can provide safe operations and help save critical minutes in a patient's treatment.

Recently I visited the private helipad site currently being proposed to the Napa County by the Palmaz Family. The Palmaz Family has offered the helipad's use to first responders to assist in emergency medical and disaster response.

Due to the remote location of the proposed helipad on top of the eastern mountains and near Highway 121, REACH believes it could serve as a useful alternative during an emergency to existing landing locations such as Queen of the Valley Hospital and the Napa County Airport. Because Highway 121 is a critical road connecting communities East of the Napa Valley with emergency care, in the event that road becomes impassible the Palmaz Family helipad could serve as an ad hoc rendezvous point for medical airlift operations. In certain circumstances, landing there could be safer and likely more time saving than attempting to set up an impromptu landing zone on a portion of Highway 121.

REACH has also identified that the high elevation of the proposed helipad provides an alternative landing option when ground fog makes landing at the Queen of the Valley or even the Napa County airport impossible. Additionally, it should be noted that the remote nature of the proposed helipad allows helicopter operations to occur without disturbing nearby communities. While our first goal is to provide effective medical care to our patients, REACH is sensitive to conducting helicopter operations quietly and neighborly.

It is our understanding that the Napa County Supervisors may soon consider the application for the Palmaz Family Helipad. Given the strategic location and provided access to first responders, REACH recommends that the supervisors grant approval of the Palmaz family's Mt George helipad. While we hope a situation never warrants its use, we believe the Palmaz helipad could assist REACH when providing emergency medical care for Napa County.

REACH is committed to saving lives, and we believe that the Palmaz heliport helps our organization achieve this goal.

Sincerely,
Matthew Higginbotham,
Northern California Assistant Chief Pilot



March 8, 2017

Via Email to: laura.anderson@countyofnapa.org

Laura J. Anderson
Deputy County Counsel
Office of Napa County Counsel
1195 Third Street, Suite 301
Napa, CA 94559-3035

Re: Palmaz Heliport, CUP #P14-00261

Dear Ms. Anderson:

In the March 1, 2017 Napa County Planning Commission (“Commission”) meeting, the Commissioners began their review of the Palmaz Heliport Use Permit application P14-00261.

During the Commission meeting, Commissioners asked about the requirements to apply for a heliport. Additionally, questions arose regarding who may use an approved private use heliport. Section 18.120.010(B)(2) of the Napa County Code states that:

Personal use airports and heliports, and emergency medical services landing sites, provided, that such use permit is not effective unless and until any required permits, licenses, or other approvals from other federal, state, and local agencies (including the airport land use commission) have been obtained.

In 2004, the Board of Supervisors discussed the County’s application of Section 18.120.010(B)(2). In an April 6, 2004 memorandum to the Board, Deputy Planning Director, Steven Lederer, stated the following:

Based on previous Board action and administrative practice, planning staff has interpreted Section 18.120.010(B)(2) as authorizing a helistop to be developed in any zoning district in the County upon grant of a use permit provided such helistop is private and not otherwise open to the general public. If the Board desires that staff continue with this interpretation, planning staff recommends that the reference in Section 18.120.010(B)(2) to

“private airports and heliports” be changed to “personal use airports” which would be defined as “limited to the noncommercial activities of an individual owner or family and occasional invited guests” with an exception for emergency response helipads to accommodate the heliport at St. Helena Hospital. This definition would be consistent with County’s prior interpretations and state law.

The California state law provides further clarification on the intent of these definitions. California Code of Regulations, Title 21, Sections 3525-3560 provides the following definitions:

Section 3525: ...the term “airport” shall apply equally to heliports unless specified for “airports only” or “heliports only.”

Section 3527(d) Commercial Activities: Those activities which may offer a facility, service, or commodity for sale, hire, profit, or other business purpose. Examples of commodities for sale are: food, lodging, entertainment, real estate, petroleum products, parts and equipment. Examples of services are: flight training, charter flights, maintenance, aircraft storage and tie down. Examples of a facility used for a business purpose are: facility used for the transport of persons for a corporate business purpose and a facility used to transport persons for compensation or hire.

Section 3527(o) Personal-Use Airport: Limited to the noncommercial activities of an individual owner or family and occasional invited guests. (Exempt from state heliport permit requirements.)

Section 3527 (q) Public-Use Airport: An airport that is open for aircraft operations to the general public and is listed in the current edition of the Airport/Facility Directory.

Intent of Code

When reading the County’s intent of 18.120.010(B), there are a few clear goals. The decision-makers, in line with state law, were intending to prevent the commercial use of heliports. The Board did not want heliports to be used for business purposes or as a way of generating any compensation.

Further, the Board wanted private use heliports to be used only for personal use, limited to an individual owner or family and occasional invited guest, and not open to the general public for use.

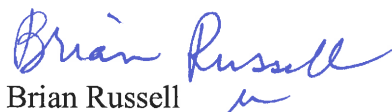
Laura J. Anderson
March 8, 2017
Page 3 of 3

Clearly, the focus was on preventing helicopter rides in exchange for compensation, especially when that opportunity is available to the general public.

Conclusion:

The Palmaz private use heliport is in line with the County's intent of 18.120.010(B)(2). The heliport will not be open to the general public. Further, Palmaz will not use the heliport for business purposes. The Palmaz private use heliport will be limited to noncommercial activities of an individual owner or family and occasional invited guest.

Very truly yours,


Brian Russell

BR/lh

Dr. Ed Shenk
1238 2nd Ave.
Napa, CA 94558
April 24, 2017

Jeri Gil
Chair
Napa County Planning Commission meeting
1195 3rd St.
Napa, CA 94558

Dear Jeri Gil and Planning Commissioners,

This letter is to reiterate my concern about the Palmaz Personal Use Heliport, which was addressed at the March 1, 2017 Napa County Planning Commission meeting. I am especially concerned with comment made at the meeting in regards to uses within the Ag. Preserve as approved by the General plan. The comment was a response to an inquiry from Commissioner Cottrell in regards to accepted uses within the agricultural preserve. The response indicated that there are several activities in the Ag. Preserve that do not comply with the intent, which then suggests that a Heliport would be another possible approved use.

However, I was quite dismayed by the response which referenced the fire service, veterinarian business, and estates. In researching these uses within the agricultural preserve, it would seem that a fire service would be very appropriate in order to address fire danger in the County. Cal fire is currently located in a building that previously was used by PG&E and has been in that location for several years. The veterinarian service was located in the Ag. Preserve for over 67 years and is a legitimate agricultural service in providing services for large animals. Lastly, several measures have been passed to limit the number of estate on a set amount of acres and now currently are at 80 acres for one estate.

I believe that Farm Bureau and the Napa Grape Growers Association would like to see all open space in the Ag. Preserve used for agricultural purposes as would I. It is clear from the request by Palmaz that this Heliport has no relationship to agricultural purposes, but is only for personal use, which may or may not be complied with as outlined in their request.

Jeri Gil
April 24, 2017
Page 2

In conclusion, I believe that the preservation of our agricultural reserve is very, very important and should not allow non-agricultural uses to be authorized within our Ag. preserve. As stated publicly in the last commission meeting and via letter, I am opposed to the authorization of the Palmaz personal use Heliport. I will not be able to attend the next meeting on May 22 but hope this letter conveys my concerns on this issue.

Thank you for your consideration and the time spent to review my concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ed Shenk". The signature is fluid and cursive, with a large initial "E" and "S".

Dr. Ed Shenk

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APR 26 2017

Napa County Planning, Building
& Environmental Services

RECEIVED
March 16, 2017

MAR 20 2017

Napa County Planning, Building
& Environmental Services Dept.

Dana Ayers, Planner III
Napa County Planning
Building & Environmental Services Dept.
Subject: Palmar Helipad Appl. P14-00261-4P

I strongly object to this request
for the following reasons:

(1) Noise: no matter how
quiet the helicopter, the sound
will resonate off the hillside.

(2) Safety: nearby large trees
harbor many large birds whose
startled flight could collide with
the helicopter resulting in a
crash and burn.

(3) Precedent: approval would open
the door for many other requests,
resulting in the same concerns
and hazards as stated above.

Please keep me advised of your
schedule in this matter.

Respectfully,
Wayne Taylor

3900 Hagen Rd / PO Box 739459

707/255-1571

From: [Donald Williams](#)
To: [Ayers, Dana](#)
Subject: helicopters
Date: Monday, April 24, 2017 9:22:49 AM

Dear Dana Ayers,

Among bad ideas the proposition of helicopters over Napa County is the worst. One flies directly over my house in Calistoga regularly---circling the neighborhood for about 15 noisy minutes on one occasion. It's a convenience for someone but a horrible quality-of-life degradation for us below.

You can read this in the quiet of your office; but I could not have spoken it to you at my house, if the copter was overhead, because of the clamor. It's that loud.

Please do what you can to prohibit this kind of intrusion into the valley.

--

Donald Williams
Calistoga
707-479-8660

Helicopter Landing location discussion and the FAA
Public Comment to be given 5/17/17
by Wayne Williams
Member - Los Angeles Area Helicopter Noise Coalition

Via email - hard copy to follow via U.S. Mail

Planning Commission County of Napa

1195 Third Street, Suite 210

Napa, CA 94559



My name is Wayne Williams; I am a member of the Los Angeles Area Helicopter Noise Coalition (LAAHNC), a group dedicated to reducing helicopter noise in our county. I am also a Board Member of the Van Nuys Airport Citizens Advisory Council (VNY CAC).

I'm here at the request of residents of Napa Valley to inform this Commission of my experience and thoughts on the matter of personal helicopter landing pads and the FAA's jurisdiction regarding helicopters. Residents growing concerns about increased helicopter noise should landing facilities on private property be approved in the Valley are quite legitimate.

After working for over 25 years to remove noisy Stage 2 Jets at Van Nuys Airport, I speak from experience in dealing with the FAA on noise issues.

It is critical for this Commission to understand that the FAA has exclusive jurisdiction over aircraft in flight. No other agency at any level of government has any ability to control how pilots fly. The FAA's overriding concern is safety. The FAA does not limit the numbers of aircraft that can use the airspace, has no minimum noise standards for helicopter flights nor are there any noise regulations to enforce other than that helicopters are to fly at least 40 feet above an obstruction. Let me repeat... 40' above any obstruction.

Since 2012, LAAHNC has been meeting with the (FAA), local helicopter pilots/operators, and other stakeholders seeking written agreements on voluntary flight practices. In 2014, Congress and the President directed the FAA to continue to collaborate with local stakeholders. This has come be known as the LA Helicopter Noise Initiative. Under that directive, the FAA was to make significant voluntary noise restriction progress by the end of the 2014, or begin the process of establishing mandatory regulations.

The FAA did not implement any significant voluntary restrictions, they failed to act upon noise complaints filed via a phone number and website reporting service they established. That noise complaint service has averaged more than five thousand complaints per month

since being implemented 2 years ago. As the ruse of voluntary measures have failed on all fronts, the FAA resisted implementing any mandatory regulations in the Los Angeles area as required by Congress. So, after more than 50 meetings with the FAA and helicopter pilots, no benefit to residents has occurred. NONE!

Let this be a cautionary tale for Napa Valley. There are no good solutions to controlling noise from helicopters once they are in the air.

The lower that helicopters fly, and/or the more weight they carry, the more noise they cause to those on the ground

However, local land use agencies like this Commission do have control over aircraft on the ground and where they can land. Careful consideration should be given before approving helipads on private property or granting permits for helicopter operations outside current designated aircraft facilities. This is of particularly issue where helipads at residences and businesses within their jurisdictions are concerned.

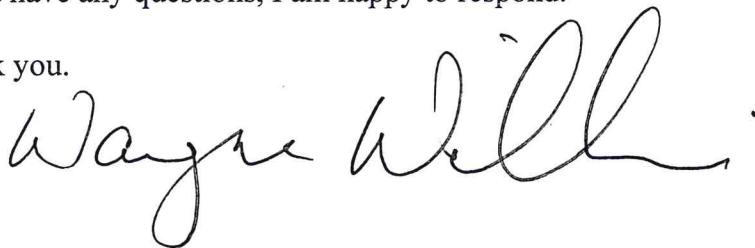
Failure to completely restrict such landing locations (aside from government emergency services like fire, police or medical response) would likely create a slippery slope where the approval of one personal helipad would open the door for others, increasing the noise to nearby residents exponentially. If you do allow one resident approval and try to block others in the future, there is every likelihood the community could be set up for costly discriminatory lawsuits as a result.

Additionally, I highly recommend reading the comments of Christine Tittel of Calistoga in her "Many Reasons to oppose helipad" write up in the Napa Valley Register of January 7th 2016.

http://napavalleyregister.com/news/opinion/mailbag/many-reasons-to-oppose-helipad/article_f02a5b46-0835-501b-bdd8-17a662c7964a.html

If you have any questions, I am happy to respond.

Thank you.

A handwritten signature in black ink that reads "Wayne Will". The signature is written in a cursive, flowing style with a period at the end.


From: [Zimmerman, John](#)
To: [Ayers, Dana](#)
Subject: PALMAZ HELIPORT
Date: Monday, March 27, 2017 9:39:59 AM

Dear Ms. Ayers,

We have lived at 1161 La Grande Avenue for 40 years. We especially love the quiet surroundings that our location provides. Any private helicopter flights so close to our property would be most unwelcome. If the Palmaz heliport is approved, what would prevent others in the area from obtaining permits for other helicopters? Napa Airport is only a 15 minute drive away for the applicants. We plead with the Planning Commission to deny the Palmaz request for a private heliport in this pristine area of Napa County.

John Zimmerman

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Senior Vice President
Wealth Advisor
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