

**From:** [Victor Chiarella](#)  
**To:** [McDowell, John](#)  
**Subject:** ALUC  
**Date:** Thursday, August 31, 2017 2:18:17 PM

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Mr. McDowell,

This is a followup to my recent e-mail to you. We are hopeful that you will see things as we, the neighbors of Mr. Plamaz, do; and vote against this proposal. We feel that Mr. Palmaz' proposal serves the purposes of 1 individual at the expense of the many. We also feel that approval of this request would open a Pandora's Box for our County.

We urge you to vote against this proposal.

Sincerely,  
Victor Charella

**From:** [Ayers, Dana](#)  
**To:** [McDowell, John](#)  
**Subject:** FW: Comments on Palmaz Heliport  
**Date:** Tuesday, September 05, 2017 10:22:50 AM

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**From:** sandy elles [mailto:sandyelles@sbcglobal.net]  
**Sent:** Tuesday, September 05, 2017 9:06 AM  
**To:** Ayers, Dana  
**Subject:** Comments on Palmaz Heliport

Dear Planning Commission and ALUC,  
I am on the East Coast and unable to attend the public hearing tomorrow, but I wanted to include my comments for your consideration of the Palmaz Heliport application.

For the many reason eloquently voiced by the super-majority of Napa County citizens, I respectfully urge you to deny the certification of the FEIR and deny an airport land use compatibility determination for the the Palmaz private use heliport application.

Specifically, the application is inconsistent with the Napa County General Plan's existing land use restrictions for non-agricultural uses on agricultural lands and is blatantly contrary to the core concepts of our county's long-standing agricultural and quality of life land use principles.

As guardians of the public trust for the citizens of Napa County, I urge you to avoid setting a dangerous precedent and to deny the Palmaz application.

Thank you for your careful consideration and your service to Napa County.  
Sincerely,  
Sandy Elles  
130 Sage Way  
Napa, CA 94559

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**From:** [Ayers, Dana](#)  
**To:** [McDowell, John](#)  
**Subject:** FW: heliport  
**Date:** Tuesday, September 05, 2017 10:15:17 AM

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**From:** Gwen Callan [mailto:[gwencallan@msn.com](mailto:gwencallan@msn.com)]  
**Sent:** Monday, September 04, 2017 10:59 PM  
**To:** Ayers, Dana; Bev Wilson; Cindy Ivarone  
**Subject:** Fw: heliport

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**From:** Gwen Callan  
**Sent:** Monday, September 4, 2017 10:57 PM  
**To:** [nbbrod@gmail.com](mailto:nbbrod@gmail.com)  
**Subject:** heliport

9/4/17

Dear Mr. Brod,

I am a resident at 1242 Hagen Rd. I wish to voice my opposition to the construction of any helipad in this area. This is a quiet residential and agricultural community. We residents enjoy a unique life here, having proximity to the benefits of Napa but living in a peaceful country environment. Our area is comprised of rolling hills and farmlands and many properties have views of Mount George which looms above us. The last thing we wish to see is a heliport constructed on that mountain along with the noise that accompanies it.

The vineyard in question, while a business endeavor, is sitting among oak trees, wildlife, and natural preserve at the end of Hagen Road. It is tucked away behind a creek and ancient trees and gardens. A helicopter is not needed to do vineyard or winery business in the Napa Valley. There is a perfectly good airport nearby. Helicopters are loud. The noise level and nuisance to homeowners in this area far outweighs any convenience to any one person.

There are other wineries in the area. If you allow this person to construct a helipad, what will prevent others from doing the same thing?

Think of the consequences.

Please do not allow the wishes of one person to disturb our peace and quiet, and take away our freedom to pursue our lives in the quiet, country environment in which we chose to live.

Thank you for your consideration, and I hope you will vote NO.

Gwen Callan

[gwencallan@msn.com](mailto:gwencallan@msn.com)

925 963 0075

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**From:** [Robert Pursell](#)  
**To:** [McDowell, John](#); [Michael Basayne](#); [Terry Scott](#); [Norm Brod](#); [Jeri Gill](#); [Anne Cottrell](#); [awaalker@cityofamericancanyon.org](mailto:awaalker@cityofamericancanyon.org)  
**Subject:** Palmaz Heliport (Use Permit Application No. P14-00261) - ALUC Submission  
**Date:** Saturday, September 02, 2017 5:25:11 PM  
**Attachments:** [palmaz\\_helipad\\_aluc\\_comments\\_final.pdf](#)

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Dear Mr. McDowell / ALUC Commissioners,

Thank you for your time considering the Palmaz Heliport, Use Permit Application No. P14-00261.

Please enter the attached memo into the official record.

We believe there is strong legal justification to deny the project at the ALUC level and wish this testimony to be considered.

Sincerely,  
Rob Pursell

**Palmaz Private Helipad and Hangar Project ALUC Comments**

Date: September 1, 2017

To: John McDowell  
County of Napa  
Planning, Building, & Environmental Services  
1195 Third Street, Napa CA 94559  
707-253-4388  
john.mcdowell@countyofnapa.org

CC: Michael Basayne  
Terry Scott  
Norman Brod  
Amy Walcker  
Jeri Gill  
Anne Cottrell

Project: Palmaz Helipad - Use Permit #P14-00261

Dear Mr. McDowell,

Please enter the following 2-page letter and attachments into the official record for the September 6, 2017 meeting of the ALUC regarding the proposed Palmaz Heliport.

Sincerely,

Robert Pursell  
2424 N.3<sup>rd</sup> Avenue  
Napa, CA 94558  
[robpursell@gmail.com](mailto:robpursell@gmail.com)  
707-299-9191

## Executive Summary

The Napa County Airport Land Use Compatibility Plan (ALUCP) is the guiding document by which the ALUC shall make its determination of the compatibility of the Palmaz Heliport to existing land uses.

Section 2.3.2 (a) of the ALUCP asks the rhetorical question, "Would the existing or planned land uses be considered incompatible with the airport heliport if the latter were already in existence?"

Less than one mile from the proposed Palmaz Heliport is an existing equestrian facility, Four Star Farm. For simple and well-documented safety reasons, the ALUC would never deem an equestrian facility a compatible use near an airport. Yet the applicant is proposing such proximity.

The public has consistently raised safety concerns between helicopters and horses through every step of the Palmaz Heliport EIR process. Despite these concerns, the applicant has failed to provide any expert testimony regarding the compatibility between horses and helicopters or mitigation measures thereof.

We therefore ask the Napa County ALUC to vote to disapprove the proposed Palmaz Heliport in accordance with section 1.4.6 (c) of the ALUCP, "Disapprove the proposal on the basis that the noise and safety impacts it would have on the surrounding land uses not adequately mitigated."

## Napa County Airport Land Use Compatibility Plan

The purpose of the Napa County Airport Land Use Compatibility Plan (ALUCP) adopted on April 22, 1991 and revised December 15, 1999, "... sets forth the policies and criteria which the Airport Land Use Commission (ALUC) will use in evaluating land use plans and proposed development within the vicinity of public-use airports located within Napa County.

The statutory authority for the establishment of airport land use commissions is provided in the California Public Utilities Code, Sections 21670 et seq. (Chapter 4, Article 3.5 of the State Aeronautics Act). Every county in which there is located a public-use airport is required to have an Airport Land Use Commission. The Commission's charge is expressly stated as being (our emphasis added):

"... to protect public health, safety, and welfare by ensuring the **orderly expansion of airports** and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

County staff has distilled the 196-page ALUCP down into highlighted applicable sections and attached them to the Palmaz Heliport EIR as Exhibit E (see attached).

Section 1.4.6 (c) allows the ALUC to "Disapprove the proposal on the basis that the noise and safety impacts it would have on surrounding land uses are not adequately mitigated."

Section 2.3.2 states, "The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport or heliport and the impacts that the proposed facility would have upon these land uses. Questions to be considered should include (our emphasis added):

**(a) Would the existing or planned land uses be considered incompatible with the airport or heliport if the latter were already in existence?**

We believe the proposed Palmaz Heliport is incompatible with the existing equestrian facility Four Star Farms located less than a mile away from the proposed Palmaz heliport.

## **Four Star Farm Equestrian Facility**

Four Star Farm is a currently active equestrian facility located at 7471 Wild Horse Valley Road in Napa (Napa County APN 033-190-016-000).

According to the Napa County GIS system, Four Star Farm is located approximately 5,059 feet (0.95 miles) from the proposed “alternative site” of the Palmaz heliport (see appendix for GIS screen shot).

Four Star Farm is an equestrian training facility, from basic horsemanship to competitive training known as eventing. Riders age from 6 to 60. The site has a long legacy in the Napa Valley as a premier equestrian facility most notably hosting the U.S. Olympic jumping team.

## **Safety Issues between Horses and Helicopters**

Horses are generally known to be nervous around objects flying above such as helicopters.

According to horse training expert Clinton Anderson, “Many horses will accept an object as long as it’s at their eye level or below. When an object gets above their eye level, especially if it moves and makes a noise, most horses will start to get nervous. This is a survival instinct so that in the wild they aren’t caught off-guard by a predator jumping on their back from above.”

Horses must be trained to accept objects flying overhead to avoid the risk of injury or death of the rider. (see appendix for the “Helicopter Exercise” published by Clinton Anderson).

## **Risk of Injury or Death**

Even the most trained horses and riders risk injury or death from low flying helicopters:

- Heather Bell, 38 and a mother of two, was riding with two friends when her horse was panicked by a low flying helicopter. The horse charged off throwing Mrs Bell “like a rag doll” as it went round the bend. Mrs. Bell, who was wearing a helmet, died a few hours later.
- Melanie Dodds, 37 and a mother of two, was out riding with a friend when a low flying helicopter flew overhead spooking the horse. The horse ran out into the middle of the road, collided with two oncoming cars. Mrs. Dodds was killed; the horse was also put down.
- Jane Holloway, 62, suffered a fractured skull from the blow from her horse Pandora after a low flying helicopter spooked her horse. She spent a month in the hospital and suffered life-changing injuries as a result.

Horses not being ridden are also at risk:

- “Bog-Off Pete” was grazing when a low flying helicopter flew across the field in which he was grazing. The horse panicked and hit a gate resulting in life threatening injuries including multiple puncture wounds and broken bones in his face.
- Tim Garland was shoeing one of his horses when a low flying helicopter flew overhead. The horse panicked and bolted and was found with a gash on its side requiring suturing by a veterinarian. Tim Garland was thankfully unharmed in the incident.
- “Jazz”, a thoroughbred mare, after being spooked by a low flying helicopter went over a fence falling face first into the road, breaking a leg. The injuries were so severe Jazz had to be put down on the scene.

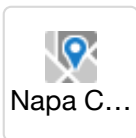
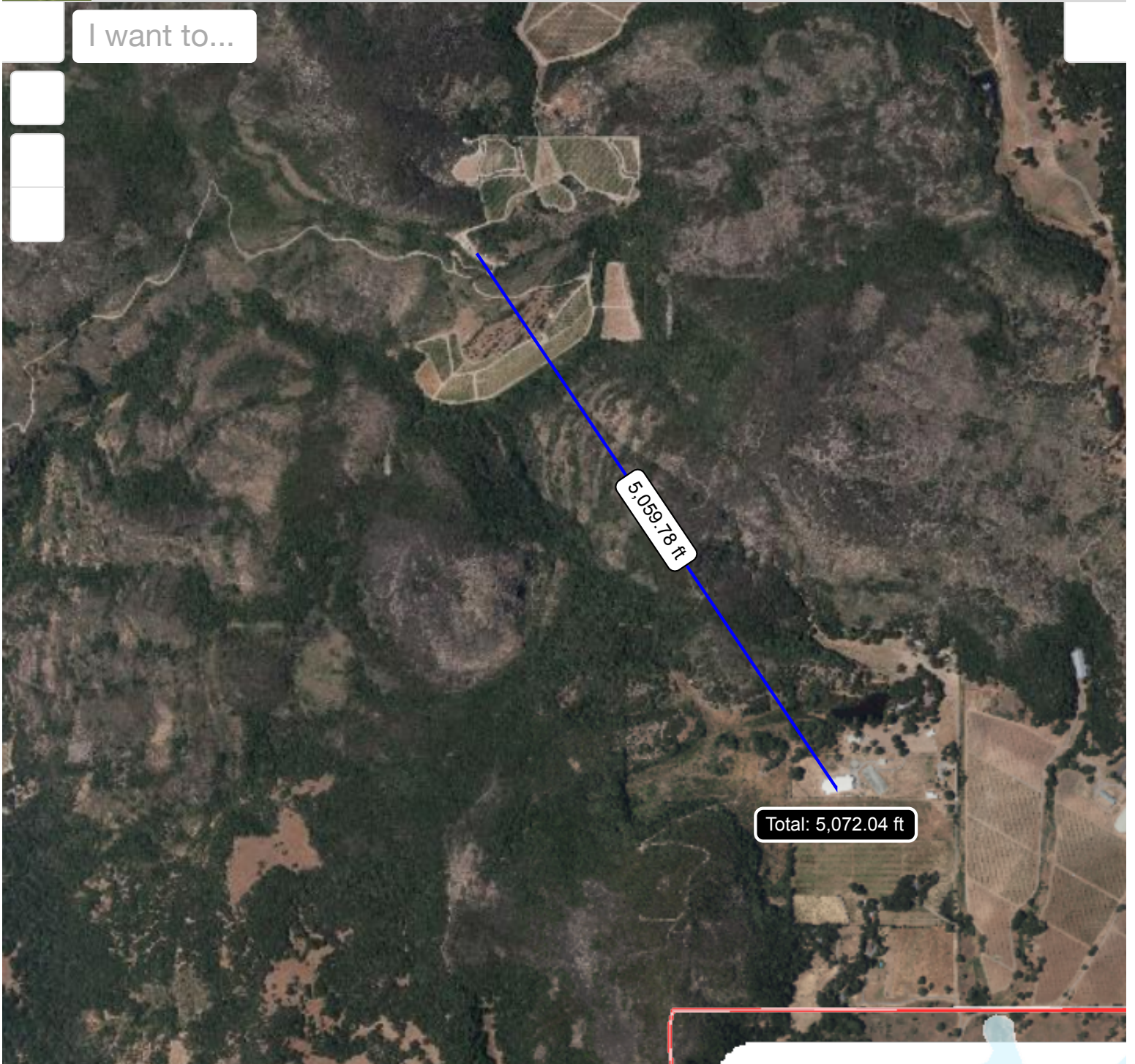


# Napa County Public Browser

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# EQUISEARCH

For People Who Love Horses

## TRAIL TIPS & SAFETY

## Helicopter Exercise

Teach your horse to accept movement and noise above him with this exercise from top clinician Clinton Anderson.

CLINTON ANDERSON · DEC 1, 2014

Many horses will accept an object as long as it's at their eye level or below. When an object gets above their eye level, especially if it moves and makes a noise, most horses will start to get nervous. This is a survival instinct so that in the wild they aren't caught off-guard by a predator jumping on their back from above.

The goal of this exercise is to be able to swing a stick and string up and over your horse's body with high energy so that it makes a loud noise, while he stands completely still and relaxed. Then he'll become comfortable with noise and movement above him when you're in the saddle.

*You'll need:* A rope halter, a 14-foot lead rope, a Handy Stick, and an enclosed work area with good footing. (To order a Handy Stick, [click here.](#))

### Step-by-Step Technique

**Step 1. Position your body.** Stand at a 45 degree angle to your horse's left shoulder, an arm's length away. This is the safest place to stand, because you'll be too far in front to get kicked by a hind leg and too far to the side to get struck by a front leg.

With your left hand, hold the lead shank about 18 inches from the snap, and lift it so that it's level with your horse's eye. You should stand so that your belly button faces your horse's hindquarters.

This will enable you to bump his head toward you and get two eyes if he chooses to run around you in a circle or turn away from you. If he pushes into you, you'll be able to drive him away by tapping him on his jaw or neck with your hand.

**Step 2. Position the Handy Stick.** Hold the Handy Stick in your right hand, as though you're shaking someone's hand. Hold your right arm out straight. The end of the stick should rest on the ground at roughly 5 o'clock.

Pretend that you're standing in the middle of a clock. Straight in front of your belly button is 12 o'clock. Straight behind you is 6 o'clock. Your stick should be resting at 5 o'clock, when you're on the left side of your horse.

**Step 3.** Keeping your arm relatively straight, swing the stick and string up and over your horse's hindquarters, back, and neck, then back down to the 5 o'clock position you started in.

**Step 4. Speed it up.** Repeat Step 3, but swing the stick faster so it'll make more noise.

**Step 5. Change sides.** When your horse consistently stands still and relaxed, change sides, and repeat Steps 1 through 4.

**Step 6.** Walk around him. When your horse is comfortable with the Helicopter on both sides at a 45-degree angle, walk 360 degrees around him while swinging the Handy Stick.

To do this, double the tail of the lead rope, and throw it over your horse's back. Stand on your horse's left side. Place your left hand flat on his side. Hold the Handy Stick in your right hand, as though you're shaking someone's hand.

Swing the Handy Stick in the helicopter motion. Remember to *always* come back down to the 5 o'clock position.

As you swing the Handy Stick up and over your horse's body, slowly start to walk around him. Once you reach his hindquarters, continue to walk around him, swinging the Handy Stick up and over his body in a continuous motion. Be sure to keep your left hand on your horse the entire time.

**Step 7. Change direction.** Continue walking around your horse 360 degrees until you reach the point where you started. Then turn around, switch hand positions, and walk 360 degrees around him the other way.

If at any point your horse moves his feet, raises his head, or looks worried, keep your feet still, and continue swinging the stick in that exact spot until he stops moving and relaxes. If he moves, follow him while continuing to swing the stick up and over his body.

Don't move on until your horse consistently stands still and relaxed. When he stands still and relaxes, retreat, and rub him with the stick and string.

**Step 8. Speed it up.** Repeat Steps 6 and 7, but swing the stick faster so it'll make more noise as you walk around your horse.

*Clinton Anderson grew up in Queensland, Australia, learning to ride as a teenager and training with many of his country's top horsemen. In 1997, he relocated to the United States to perfect his Downunder Horsemanship program. Under Anderson's guidance, horses learn to respect and respond to their handlers, developing willing partnerships. To learn more about Downunder Horsemanship, Clinton Anderson Walkabout Tours, and more, visit [www.downunderhorsemanship.com](http://www.downunderhorsemanship.com).*

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Teach your horse to be calm, focused, responsive, and obedient with groundwork exercises from top trainer/clinician Clinton Anderson.







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Teach your horse how to back up on the ground with this tapping exercise from top clinician Clinton Anderson.



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If your hunter or jumper horse gets quick to his fences, this exercise will help teach him to slow down.



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**3 Trail-Training Exercises**



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## Gymnastic Exercise to Soften Your Horse's Jaw

Soften your horse's jaw to start controlling his bend and the balance in his shoulders in this gymnastic exercise from Leslie Webb's book *Build a Better Athlete!*



## GENERAL TRAINING

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In the second part of Clinton Anderson's lesson in longeing for respect, you'll learn to send your horse out onto a circle, then cue him to turn in, stop, and face you. Controlling the movement of his feet in this manner will strengthen the bond between t



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**“E”**

**Airport Land Use Compatibility Plan  
Heliport Policies**

### 1.3 Types of Actions Reviewed

1.3.1 *General Plan Consistency Review* – The Commission shall review the local general plans and specific plans of the affected jurisdictions to determine consistency with the Airport Land Use Commission's policies within 180 days of adoption of the Airport Land Use Compatibility Plan. Until such time as the Commission finds that the local general plan or specific plan is consistent with the Airport Land Use Commission Plan; or the local agency has overruled the Commission's determination, all actions, regulations, and permits shall be referred to the Commission for a consistency determination (Section 21676.5 (a)).

1.3.2 *Statutory Requirements* – As required by state law, the following types of actions shall be referred to the Airport Land Use Commission for determination of consistency with the Commission's plan prior to their approval by the local jurisdiction:

- (a) The adoption or approval of any amendment to a general or specific plan affecting the Commission's geographic area of concern as indicated in paragraph 1.1 (Section 21676 (b)).
- (b) The adoption or approval of a zoning ordinance or building regulation which (1) affects the Commission's geographic area of concern as indicated in paragraph 1.1 and (2) involves the types of airport impact concerns listed in paragraph 1.2 (Section 21676 (b)).
- (c) Adoption or modification of the master plan for an existing public-use airport (Section 21676 (c)).
- (d) Any proposal for a new airport or heliport whether for public or private use (Section 21661.5).

1.3.3 *Other Project Review* – Other types of actions which may involve a question of compatibility with airport activities should also be referred to the Airport Land Use Commission through voluntary agreements with the local government agencies (Section 21676.5 (b)). The Commission shall review the following types of actions:

- (a) Any proposed expansion of a city's or an urban service district's sphere of influence within an airport's planning area.
- (b) Any proposed residential rezoning or planned unit development consisting of five or more dwelling units within an airport's planning area.
- (c) Any request for variance from a local agency's height limitation ordinance within an airport's planning area.
- (d) Any proposal for construction or alteration of a structure (including antennas) taller than 150 feet above the ground anywhere within the County.

- (c) Modify the Airport Land Use Compatibility Plan (after duly noticed public hearing) to reflect the assumptions and proposals in the airport master plan.

- 1.4.6 When reviewing proposals for new airports or heliports, the Commission's choices of action are:
- (a) Approve the proposal as being consistent with the specific review policies listed in Section 2.3 below.
  - (b) Approve the proposal and adopt a Compatibility Plan for that facility. Adoption of such a plan is required if the airport or heliport will be a public-use facility.
  - (c) Disapprove the proposal on the basis that the noise and safety impacts it would have on surrounding land uses are not adequately mitigated.

## 2 PRIMARY REVIEW POLICIES

### 2.1 Land Use Actions

- 2.1.1 The compatibility of land uses in the vicinity of the airports covered by this plan shall primarily be evaluated in terms of: (1) the Compatibility Criteria (Table 2) and accompanying notes; (2) the Compatibility Plan for each airport; and (3) specific policies established for individual airports.
- 2.1.2 Additional evaluation criteria are provided in the Supporting Policies which follow (Section 3). The Commission may refer to these additional policies to clarify or supplement its review.
- 2.1.3 Where an *existing* incompatible development has been partially or fully destroyed, it may be rebuilt to a density and intensity not exceeding that of the original construction. This exception does not apply within the inner approach/departure zones (Compatibility Zones A and B).
- 2.1.4 Where substantial incompatible development already exists, additional infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited elsewhere in the zone. This exception does not apply within the approach/departure corridors (Compatibility Zones A and B). Projects can be considered "infill" if they meet *all* of the following criteria:
  - (a) The Airport Land Use Commission has determined that "substantial development" already exists.
  - (b) The project site is surrounded by uses similar to those proposed.

- (a) The Commission may determine that revision of the Airport Land Use Compatibility Plan is warranted based on their review of a proposed airport master plan. If the Commission finds that such a revision to the Airport Land Use Compatibility Plan should be initiated, then the Commission shall notify the local jurisdiction of this finding.

## 2.3 Plans for New Airports or Heliports

2.3.1 In reviewing proposals for new airports and heliports, the Commission shall focus on the noise, safety, overflight, and height limit impacts upon surrounding land uses.

- (a) Other types of environmental impacts (e.g., air quality, water quality, natural habitats, vehicle traffic, etc.) are not within the scope of review for the Commission.
- (b) The Commission shall evaluate the adequacy of the facility design to the extent that it affects surrounding land use.
- (c) The Commission shall base its review on the proposed airfield design.

2.3.2 The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport or heliport and the impacts that the proposed facility would have upon these land uses. Questions to be considered should include:

- (a) Would the existing or planned land uses be considered incompatible with the airport or heliport if the latter were already in existence?
- (b) What measures are included in the airport or heliport proposal to mitigate the noise, safety, overflight, and height restriction impacts on surrounding land uses? Such measures might include: (1) location of flight tracks so as to minimize the impacts; (2) other operational procedures to minimize impacts; (3) acquisition of property interests (fee title or easements) on the impacted land.

2.3.3 When submitted to the Commission, a proposal for a new airport or heliport shall contain sufficient information to enable the Commission to adequately review the noise, safety, overflight, and height restriction impacts upon surrounding land uses. Information to be submitted shall include:

- (a) A layout plan drawing of the proposed facility showing the location of: (1) property boundaries; (2) runways or helicopter takeoff and landing areas; and (3) runway protection zones or helicopter approach/departure zones.
- (b) Airspace surfaces in accordance with Federal Aviation Regulations, Part 77.
- (c) Activity forecasts, including the number of operations by each type of aircraft proposed to use the facility.

- (d) Noise contours or other relevant noise impact data.
- (e) A map showing existing and planned land uses in the vicinity of the proposed airport or heliport.
- (f) Identification and proposed mitigation of impacts on surrounding land uses.

### **3 SUPPORTING COMPATIBILITY POLICIES**

#### **3.1 Noise**

- 3.1.1 The evaluation of airport/land use noise compatibility shall consider the *future* Community Noise Equivalent Level (CNEL) contours of each airport. These contours are calculated based upon aircraft activity forecasts which are set forth in adopted airport master plans or which are considered by the Commission to be plausible (refer to Part II for noise exposure maps).
- 3.1.2 The locations of CNEL contours are one of the factors used to define compatibility zone boundaries and criteria. Noise compatibility criteria should be applied at the general plan or specific plan level. Because of the inherent variability of flight paths, the depicted contour boundaries are not absolute determinants of the compatibility or incompatibility of a given land use. For this reason, noise contours should **not** be used as site design criteria. Noise contours can only quantify noise impacts in a general manner. Site conditions, terrain, and actual flight patterns and frequency should also be evaluated.
- 3.1.3 The maximum CNEL considered normally acceptable for most residential uses in the vicinity of the airports covered by this plan is 55 dBA. This standard is appropriate for areas with low ambient noise levels. In areas with higher ambient noise levels, the maximum CNEL considered normally acceptable for residential uses shall be 60 dBA. Factors which determine whether to apply the higher standard include the presence of: major highways, large concentration of residences, or large-scale commercial and industrial uses.
- 3.1.4 Noise level standards for compatibility with other types of land uses shall be applied in the same manner as the above residential noise level criteria. Examples of acceptable noise levels for other land uses in an airport's vicinity are presented in Table 2 – 1.
- 3.1.5 The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise. In most locations, noise level reduction measures are only effective in reducing interior noise levels. Also, source reduction measures implemented by airport authorities are not within the scope of this plan.
- 3.1.6 Single-event noise levels should be addressed when evaluating the compatibility of highly noise-sensitive land uses such as schools, libraries, and outdoor theaters. Single-event noise

**From:** [Ayers, Dana](#)  
**To:** [McDowell, John](#)  
**Subject:** FW: Palmaz Heliport  
**Date:** Tuesday, September 05, 2017 10:08:38 AM

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**From:** Carl Ciliax [mailto:[carl@carlciliax.com](mailto:carl@carlciliax.com)]  
**Sent:** Monday, September 04, 2017 7:02 PM  
**To:** [nbbrod@gmail.com](mailto:nbbrod@gmail.com); Ayers, Dana  
**Subject:** Palmaz Heliport

Aviation Commissioner Norm Brod

Dear Sir,

I respectfully request that you please DO NOT support a heliport in our quite, peaceful neighborhood.

With the geography of Mt.George for a back drop, sounds carry, kids singing Happy Birthday , YES! Helicopter landings NO!

I view this heliport proposal as totally selfish, and unnecessary with disregard for the neighborhood.

Thank you,  
Carl Ciliax

1044 La Londe Ln.  
Napa CA 94558  
707 363-3697  
[carl@carlciliax.com](mailto:carl@carlciliax.com)

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**From:** [Ayers, Dana](#)  
**To:** [McDowell, John](#)  
**Subject:** FW: Please vote against the Palmas Heliport permit  
**Date:** Tuesday, September 05, 2017 10:10:05 AM

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**From:** Beverly Wilson [mailto:[beverly@beverlywilson.com](mailto:beverly@beverlywilson.com)]  
**Sent:** Monday, September 04, 2017 7:26 PM  
**To:** [nbbrod@gmail.com](mailto:nbbrod@gmail.com)  
**Cc:** tom kluber; TOM J SOLARI; Cindy Iavarone; louwella hutnik; Tina Carpenter; Gwen Callan; Susan Hirschy; Carol Davis; Lisa geyer; Lynn Craig; Carl Ciliax; Anne Steinhauer; Ann Nunziata; Elizabeth Bush; mark mattioli; Bob Farvar; Stacy Keller; Ayers, Dana; [JeriGillPC@outlook.com](mailto:JeriGillPC@outlook.com); Teri Sandison; [sscully@napanews.com](mailto:sscully@napanews.com)  
**Subject:** Please vote against the Palmas Heliport permit

Dear Mr. Brod,

I am resident of the Coombsville area ... 1044 La Londe Lane.

The Palmaz helicopter pad permit is an outrageous request for the convenience of ONE PERSON. The approval of this permit sets a terrible precedent for the future and will create create a noisy, unnecessary disturbance for those of us who choose to live in our quiet rural neighborhood. The beauty of Mt. George will never be the same if this permit is allowed.

We live with and accept noisy tractors and harvest machinery which contribute to the production of our agricultural valley. The helicopter permit is for Mr. Palmaz's personal use and simply saves him time so he doesn't have to go to the Napa airport. None of his supporting arguments carry any weight with our neighborhood. I see an effort of slick attorneys trying to ram the permit through the commission. Please don't give in.

Deny this permit for the well being of the entire Napa Valley.

Thank you,

Beverly Wilson



**Mt. George Morning**  
pastel on paper

*By Beverly Wilson*

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