

From: [Louise Dunlap](#)
To: joellegPC@gmail.com; mikebasayne@gmail.com; anne.cottrell@lucene.com; tkscottco@aol.com; JeriGillPC@outlook.com
Cc: [Ayers, Dana](#)
Subject: Comments re Sept 6 meeting
Date: Friday, September 01, 2017 3:50:04 PM
Attachments: [Dear Commissioners8-31.docx](#)

Dear Planning Commissioners:

I am attaching my comments pertinent to your September 6th meeting and cc'ing Dana Ayers of the Planning Department in hopes that she will also be able to give you a printed version.

Sincerely,

Louise Dunlap
Palmas abutter at 2300 North Third Ave

mailing address: 483 43rd St, apt 2, Oakland CA 94609

August 31, 2017
Louise Dunlap
483 43rd St, Apt. 2, Oakland CA 94609
Co-owner of property at 2300 North 3rd Ave, Napa

Dear Commissioners:

I have written many comments on the Palmaz heliport project and spoken at numerous hearings, keeping my remarks focused on the EIR process but, at this point, I want to speak more freely. A year of study, comment, and listening carefully to others, including the proponents, has deepened my opposition to this project. I encourage you as a body of fellow-citizens who care about the survival of what we value in Napa County to vote it down.

The original site proposed for the heliport was problematic but the alternative site now being favored is (a) destructive of environmental values; (b) dangerous; and (c) to be blunt, absurd.

- (a) **Destruction of environmental values.** An EIR is supposed to flag practices that will harm environments but this one, as I've argued before, took a very narrow view and is inadequate on several issues.
1. **Golden Eagle.** As an amateur ecologist I've observed these birds for decades and they require a large habitat of relatively undeveloped foraging land (not just a particular kind of tree to nest in, as was the focus of the EIR.) We are very lucky to have this high-soaring bird in our ecosystem in this part of Napa County, but their soaring range seems to be at exactly the height (and often on the exact proposed route) of the blue helicopter coming in for a landing. No one has studied what will happen if regular helicopter flights interfere with the aerial habits of this special bird. No one knows how much development on the ground will discourage a species like the Golden Eagle. Wildlife becomes endangered when its habitat is destroyed, and this project threatens both ground habitat and air habitat. When will the tipping point come and Golden Eagle decides it has to move on? This bird, as a key predator in our region, is a species whose loss would have ripple effects.
 2. **Spread of invasive plants.** As argued previously, invasive plants are spread by vehicles, especially the large vehicles used in construction projects like this one. The Foote Botanical Preserve near the site is already concerned about wild pigs spreading weed seeds. We should not be introducing yet another factor encouraging invasives in a relatively pristine area. This is how an ecosystem becomes degraded.
 3. **Protecting this remote corridor.** A recent mailing from the Land Trust spoke of the intention to protect land in relatively undeveloped form along the hillside abutting the Valley on the east, where many easement-donor properties already exist, including ours. This is where our charismatic wildlife has enough undeveloped space to live on, despite our

presence nearby. While preserving such space is not the mandate of the Planning Commission, it is in the interests of maintaining the beauty and biodiversity of the Valley we all love.

- (b) **Dangerous.** As an abutter whose property lies at a slightly lower altitude than the Mt. George site, I am familiar with the dry chaparral and tinder build-up in that wilder area, where natural fire has been suppressed for decades. At this particular time of year when wildfires are rampant all over California, I fear the fire hazards of additional development in that area. At our place, we are concerned about sparks flying from low-slung engines connecting with rocks during this season. Increased vehicular use—not to mention accidents that could occur—would have disastrous consequences for all of us in the area and beyond—for the ecosystem and for our property values. I haven't seen figures on how long it takes for emergency vehicles to reach the alternate site but it is a long and circuitous route up Monticello Road and then some.
- (c) **Absurd.** Why—if anyone wanted to get from the Palmaz place to the airport—would they put in a heliport located a mile and a half up a scarp of hillside so steep that humans cannot walk down it without side-stepping (as I observed through binoculars some years ago). How long will it take to drive safely down this road (or up it) with passengers, and wouldn't it be quicker to drive straight to the airport? (The Monticello Road route is less steep, though much, much longer and more circuitous.) What will be required to use this access route, and indeed the entire project, is a waste of both time and fossil fuel.

We are living through heat waves, climate-related catastrophic fires, and coastal storm flooding—all resulting from our disastrous overuse of fossil fuels. For years I worked as a communications consultant in the planning field so I know its mindset very well. It's time now for Planners to take leadership, lay aside business as usual and find bolder means to protect our ecosystem and ourselves. I encourage the Napa County Planning Commission to do the responsible, safe and sensible thing and deny the Palmaz heliport permit.

From: [sandy.elles](#)
To: [Ayers, Dana](#)
Subject: Comments on Palmaz Heliport
Date: Tuesday, September 05, 2017 9:10:58 AM

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

From Sarah Dunlap Galbraith, property owner (2300 3rd Avenue North). Our property abuts Palmaz-owned parcels to the South.

Throughout this process I have submitted comments to the Planning Department at every opportunity, many of which, in my opinion, have not been adequately responded to by the Department. Fortunately most subjects on which I have commented have been more articulately presented by others, and I limit my comments here to issues I have previously raised which I don't think have been addressed. I will limit my concerns to the Mt. George alternative site, since that seems to be where the Planning Department is headed. **My previous comments appear in boldface.**

Wildlife Corridor:

[from my February 28, 2017 submitted comment]

“Responding to my request in my comments on the DEIR (EIR Comments and Responses 133-2) the Department has now included a map of the Lake Marie – the Cedars/ Adams Ridge Essential Connectivity Area. (Ex 2-6 FEIR). The DEIR had stated (DEIR 3.3-6) that the proposed project and alternate site were within the ECA but at the western edge and that any impact would be less than significant because of the small project footprint and already existing noise levels.

In fact the inset to Exhibit 2-6 (FEIR) shows that the Palmaz properties are the location of a real bottleneck for this ECA. While the proposed project site is not far from the western edge the alternate site is almost at the eastern edge of the more permeable area. In fact the access road up the mountain from the residence area to the proposed alternate site stretches almost all the way across the more permeable area. If ECAs have any relevance the impacts ought to be specifically addressed.”

By way of interest the most recent edition of Inside Napa Valley, distributed last week with the Register, has an article about the Land Trust of Napa County. On pp 20-21 there is a reference to the Land Trust's continuing efforts to create a wildlife corridor on the East side of the Valley. Judging from the map referred to above) this corridor would not only go right through the Foote Mt. George Botanical Preserve and the Palmaz property but also through our property .

In 2003 my sisters and I, joint owners of our property, granted a conservation easement to the Land Trust of Napa County (recorded September 30, 2003 under the number 2003-0053262). We sought to ensure that our 80 acres would remain primarily in a natural condition. In Recital F of the recorded document it is noted that our property is near the Foote Mt. George Botanical Preserve, owned and operated by the Land Trust. This recital also notes that our property harbors native wildlife such as birds, deer, rabbits, golden eagles, bobcats and mountain lions. The easement restricts our right to fence the property, and it was certainly our hope and expectation that native wildlife would move freely through this area. It is hard to imagine that the wildlife would be able to adapt to the new conditions presented by construction of a heliport followed by the regular use of the heliport. While it is true that some acreage near the proposed site is planted in vineyards there is also now a lot of open space, and

the noise and turmoil generated by helicopter operations is at least qualitatively different from that caused by normal vineyard management.

Access Road

[from my comments submitted May 5, 2017]

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.

As I'm sure the Planning Commissioners who have visited the alternative site must have noticed, this proposed route between the residences and the alternative site is pretty bizarre, and cookie-cutter calculations of the environmental impacts of the journey are inadequate.

Requested conditions if alternative site is approved. (The requested conditions are highlighted in italics.)

[from my July 12, 2016 submitted comment] [request for posting a bond]

Hazards and Safety (3.7) The DEIR concludes that there is no significant increase in the risk of a wildfire in the area due to helicopter operations. The conclusion does not consider that while the risk may be low a fire could be catastrophic for neighboring parcels. *I request that Mr. Palmaz be required to post a bond that would indemnify neighbors (and state and local authorities) in the event of a fire attributable to activities under this permit whether or not negligence can be proved.* I would suggest the amount of \$2,500,000 relative to our property alone, as a wildfire covering the area would wipe out its market value.

I add that our property (2300 3rd Avenue, adjacent to Palmaz holdings) is an 80 acre wooded lot with a residence and a caretaker's cottage. While the buildings are covered by insurance the value of the property is primarily in the land, which is not covered.

[from my May 5, 2017 submitted comments] [accessing construction site, limitation on use of passenger road, "no fly" zone.]

“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 [2017] 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.*”

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.

1. *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.*

Thank you very much for your consideration,

Sarah Dunlap Galbraith, property owner

2300 Third Avenue North Napa 94558

From: [Cindy Iavarone](#)
To: [Ayers, Dana](#)
Subject: Palmaz Heliport
Date: Monday, September 04, 2017 10:07:15 PM

The Palmaz Heliport is not what we want in our quiet Coombsville neighborhood. We all live in this area because we like how quiet it is. Please don't let this one neighbor have his way because he feels the Napa airport is inconvenient. His noise will not be appreciated by his fellow neighbors and will set a precedent that we don't want.
Cindy Iavarone
Hagen Road resident

Sent from my iPad

From: [Morrison, David](#)
To: [Ayers, Dana](#); [Gallina, Charlene](#)
Cc: [Smith, Vincent \(PBES\)](#); [Anderson, Laura](#)
Subject: FW: Palmaz opinion
Date: Monday, September 04, 2017 4:52:38 PM

Sent with Good (www.good.com)

From: Kit Long
Sent: Monday, September 04, 2017 4:32:04 PM
To: Michael Basayne; Anne Cottrell; Joelle Gallagher; Jeri Gill; Terry Scott; Morrison, David
Subject: Palmaz opinion

I want to state my position over the Palmaz Heliport decision coming up this week. I learned after the earthquake in 2015 how unpleasant it is to have helicopters flying over Napa. The are noisy and invasive and not something I want in my neighborhood or city, and I can appreciate that people outside the city limits would not enjoy it either. It seems unbalanced to me that one family's wishes that would impact many others negatively—even occasionally -- could be approved.

Also, with the successful suit against Sonoma County, the issue of accurate accounting of ghg's must be prioritized. Once we have a CAP plan, we could make a reasonable assessment for the emissions of a request like the Palmaz permit, and whether it would be within our goals for reduction. Without this evaluation, it is irresponsible governing.

I appreciate that Mr. Palmaz is a decent person trying to do this the correct way. In another era, I would feel more supportive of his needs. But our world is changing in ways that mean we need to reevaluate how we do many things.

I urge you to consider the "big picture" and deny the heliport, and eventually examine the irregularities of others that did not apply for permits.

Thanks for your efforts,

Kit Long

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From: morgan.morgan
To: mikebasayne@gmail.com; anne.cottrell@lucene.com; joellegPC@gmail.com; [Terry Scott](#); JeriGillPC@outlook.com; [Morrison, David](#); [Ayers, Dana](#)
Cc: [Dillon, Diane](#); [Phil Lamoreaux](#)
Subject: Plamaz Helipad - Please Vote No
Date: Thursday, August 31, 2017 2:37:56 PM

August 31, 2017

Dear Napa County Planning Commissioners:

I read with Horror and Humor a recent article in the Napa Register about the Plamaz Helipad vote to be held soon.

My horror was that a group appealing their approval in Plumas County lost their appeal on a technicality. As I continued on in the article, my horror turned to humor as I read that Plumas County Planning Director ruled in favor of a Palmaz helipad in their county stating “the use of the private helicopter is similar to use of a tractor or a truck” on the ranch, thus making a heliport “functionally equivalent” to uses explicitly allowed in Plumas County agricultural areas.

Wow a helicopter is like a tractor or a truck?!?!? And particularly in the case of Mr. Palmaz who wants this Napa helipad for pleasure (so stated by the applicant in at least two of the public meetings) – not to visit his vineyards or agriculture. He is only 15 minutes or less from the Napa Airport if indeed he needs to go to Plumas where he can now land.

A helicopter as an Ag tool may work in Plumas County but I thought you might find these facts interesting in thinking about Napa using a helicopter as a tractor/Ag tool:

Plumas County

Square Miles: 2,550
Population: 18,606
Population Density:
7 people per sq. mi.

Napa County

Square Miles: 788
Population: 135,969
Population Density: 172** people/sq. mile

**Straight division of total population in Napa by the number of square miles.

This doesn't address the fact that the density of people is significantly HIGHER near the City of Napa and the proposed helipad and flight patterns.

Average value of crops per acre \$139 Napa Crop Value \$9,095

The point of my letter is that a large square mile area, low-density population county, such as Plumas with very little intensity of agriculture may regard a helicopter as no problem and view

it like a tractor – because there are few that will be affected by it. Although there was a contingency that tried to fight it.

Napa is nothing like Plumas County – We have high density in a much smaller area with a highly valued crop and industry. This draws money, tourism, and personal wishes for things like helicopter pads. And this doesn't address the precedence that you will set for more wealthy Napers to adopt a helicopter in the name of agriculture – when it is purely for their personal pleasure.

When is the planning commission going to start making decisions based on government for ALL the people rather than government for the individual. Once again I urge you to turn this application down and vote NO on helipads in Napa County.

Sincerely,

M2

Morgan Morgan

Business Manager

Oak Knoll Ranch/Lamoreaux Vineyards

(707) 226-6515

(415) 640-6535 cell

From: [Jacqui Murray](#)
To: [Ayers, Dana](#)
Subject: Palmaz heliport
Date: Monday, September 04, 2017 10:05:19 PM

I am asking you to consider voting against the heliport. It would only benefit one family and cause safety and noise pollution to all the other residents. We live in the country because we need and like the quiet. It is not ok to allow this project. This family can move if they don't like the traffic. All the rest of us have to deal with it. Our property values will be affected but also our way of life. We have lived in coombsville for 32 years and this proposal is not a beighorly thing to do. Thank you for your time

Richard and Jacqui Murra

Sent from my iPhone

From: [Brian Russell](#)
To: [Ayers, Dana](#); [Morrison, David](#); [Anderson, Laura](#); [Jeri Gill](#); anne.l.cottrell@gmail.com; [Mike Basayne](#); [Terry, Scott](#); [Joelle Gallagher](#)
Subject: Palmaz heliport
Date: Friday, September 01, 2017 2:09:04 PM
Attachments: [2017-9-1 Ltr to Chair Gill re Personal Use1.pdf](#)

Chair Gill,

Attached please find a letter addressing the issue of a personal use heliport.

Best regards,

Brian

Brian Russell

ABBOTT & KINDERMANN, INC.

A Professional Corporation

1485 Main Street, Suite 205 | St. Helena, CA 94574

tel: (707) 294-2775 | fax: (707) 968-5728

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September 1, 2017

The Honorable Jeri Gill, Chair
Napa County Planning Commission
1195 Third Street, Suite 210
Napa, CA 94559

Re: Palmaz Heliport, CUP #P14-00261

Dear Chair Gill:

This law firm represents the Amalia Palmaz Living Trust (“Palmaz”), the applicant for the Palmaz Private Use Heliport Use Permit Application #P14-00261 (the “Project”). Palmaz is submitting this letter to assist the Napa County Planning Commission (“Commission”) in making a determination of approval for this Project. During the previous Commission meetings for the Project there have been misleading comments made by the public that this Project is not a personal use heliport. This communication will outline the meaning of a personal use heliport, and explain to the Commission how this Project squarely fits into the definition of a personal use heliport.

A Personal Use Heliport is Defined by Non-Commercial Use of the Aircraft:

Napa County Code Section 18.08.460 defines a personal use heliport as: “Personal use airport and heliport means an airport or heliport limited to the noncommercial activities of an individual owner or family and occasional invited guests.”

Section 18.80.460 was crafted by the Napa County Board the Supervisors to mirror the State of California definition of a personal use heliport, as defined by California Department of Transportation (“CalTrans”). In order to fully comprehend the applicability of this Napa County Code section, it is imperative for the Commission to understand the state laws that define the operations of a personal use aircraft.

On the state level, personal-use heliports are defined as: heliports in unincorporated areas which meet the requirements of Article 5 of CCR 3560. Under the California Heliport Definitions a Personal-Use heliport is defined as a heliport limited to the noncommercial activities of an individual owner or family and occasional invited guests. Commercial activities are defined by CalTrans as activities that offer a facility, service or commodity for sale, hire,

The Honorable Jeri Gill, Chair
Napa County Planning Commission
September 1, 2017
Page 2 of 2

profit or any other business purpose. According to legal authority, and the CalTrans definitions, commercial activities are defined as activities where the pilot flies his aircraft or uses his heliport to provide services in exchange for compensation.

Palmaz's Heliport Activities are Personal Use

Palmaz **does not and would never** receive any payment or compensation for flying its personal-use helicopter or utilizing its private heliport at their Property. If Palmaz started operating their heliport in a commercial manner, Palmaz would be legally required to apply to CalTrans for a state Special-Use Heliport permit.

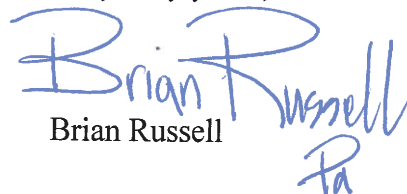
CalTrans has reviewed Palmaz's aircraft use, and clearly and unequivocally deemed Palmaz's heliport operations as personal use activity. An Aviation Safety Officer from CalTrans in recent communications stated Palmaz's "use of the heliport for transporting family and guests for non-commercial purposes would satisfy the rather narrow definition of Personal-Use".

Palmaz flies its helicopter strictly for personal use. Palmaz's helicopter operations primarily consist of flying members of their family to various locations in California. The pilot of the Palmaz family helicopter is part of the Palmaz family, and he never receives compensation or payment for any of the flights he conducts. The Palmaz heliport would not be open to the public. The Palmaz family aircraft does not provide any third-party services in exchange for compensation. Further, and for clarification, the Palmaz family aircraft is not used to teach others how to operate a helicopter and it will **never** be utilized to generate business for the Palmaz Winery. Due to how the Palmaz family utilizes their helicopter, the Palmaz family aircraft and the Palmaz heliport would in every way meet the Napa County Code Section 18.80.460 definition of a personal use heliport.

Conclusion:

In conclusion, the Palmaz heliport is properly categorized as a Personal-Use Heliport. As clearly expressed in this communication, Palmaz has never generated any revenue or received compensation for flying their aircraft. The intent of the Palmaz heliport is to transport family members and occasional invited guests in their personal aircraft.

Very truly yours,


Brian Russell

BR/pa
cc: clients

From: [John Shafer](#)
To: [Ayers, Dana](#)
Subject: RE: Notice of Planning Commission Public Hearing Regarding Palmaz Personal Use Heliport Use Permit Request
Date: Friday, September 01, 2017 2:43:13 PM

To: Dana Ayers: As in the past, I am opposed to the personal heliport for the Palmaz family. The noise level will interfere with many residents who treasure our beautiful valley and its peaceful environment. If the County approves one such heliport there is nothing stopping future requests by people who can easily afford to have their own heliport.

The attached article from East Hampton New York is dealing with the same issue, . residents rebelling against the noise level. I urge the County to reject the Palmaz proposal. John Shafer, 6154 Silverado Frail, Napa

From: Ayers, Dana [mailto:Dana.Ayers@countyofnapa.org]
Sent: Wednesday, August 23, 2017 5:59 PM
To: Ayers, Dana
Subject: Notice of Planning Commission Public Hearing Regarding Palmaz Personal Use Heliport Use Permit Request

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 September 6, 2017, before the Napa County Planning Commission regarding the proposed Palmaz Personal Use Heliport (Use Permit Application No. P14-00261).

The Planning Commission will convene after the adjournment of the Special Meeting of the Napa County Airport Land Use Commission (ALUC). The ALUC will be resuming its discussion that morning regarding the airport land use consistency determination on the proposed Palmaz Personal Use Heliport (also see attached ALUC notice, for reference). 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 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.

At this September 6 meeting, the Planning Commission will resume the public hearings conducted on March 1 and May 17, 2017, to accept public testimony on the use permit request and the environmental impact report (EIR) prepared for the project. Following its 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 regarding the Planning Commission's hearing 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 written 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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From: [Dhana Waken](#)
To: [McDowell, John](#); [Ayers, Dana](#); chrismcclu@gmail.com; sherri.neefe@gmail.com; [Robert Davis](#); [Jane Kimmell](#); [Mary Beth Kitchens](#); [Phillip Marco Trombetta Box](#); [Joe Newman](#); [Jocelyne Monello](#)
Subject: Fwd: AS350 B3e Helicopter Crash at Frisco, Colorado, July 3, 2015 - YouTube
Date: Thursday, August 31, 2017 12:58:36 PM

Sent from my iPhone

Begin forwarded message:

On the Subject: Palmaz Helipad
Opposed!!!!

From: wakengene@gmail.com
Date: August 31, 2017 at 11:12:45 AM PDT
To: Dhana <wakendhana@yahoo.com>
Subject: AS350 B3e Helicopter Crash at Frisco, Colorado, July 3, 2015 - YouTube

<https://m.youtube.com/watch?v=cUX1IOT85oM>

Sent from my iPhone

From: [Dhana Waken](#)
To: [McDowell, John](#); [Ayers, Dana](#); chrismcclu@gmail.com; [Sherri Nolan-Neefe](#); [Jane Kimmell](#); [Mary Beth Kitchens](#); [Phillip Marco Trombetta Box](#); [Joe Newman](#); [Joe Newman](#); [Robert Davis](#)
Subject: Palmaz Helipad: Waken (Homeowners: 1145 Olive Hill Lane)
Date: Thursday, August 31, 2017 1:33:37 PM

To those Officials of Napa County Planning and to the Mayor(please forward):

WHY AND HOW IS IT, THAT THIS MEETING HELD @ 9AM IN THE MORNING, AS MANY HOMEOWNERS, WORK AND TAKE THEIR CHILDREN TO SCHOOL, TO LESSEN THE ATTENDANCE, FOR THE SAKE AND CONVENIENCE FOR THE PALMAZ!

This voting should stay, so that the majority of the thousand+ mailers that went out, "be represented to an evening meeting"! Obvious to the intentions of the Napa County Planning and the Mayor's intent, to favor this to pass.

This is going to sound/smell like another "John McCain decision factor"... Your "conscience vote" will not rest, against the residents of Our Neighborhood!!!!

We are Homeowners in Napa Valley since 1979, WE have seen it all.

The Palmaz are pushing their wants (as they already have done) thru the Napa County for "FAVOR" dollars to the coffers of this County/City, from the Mayor and all it's officials in representation! Should this pass, it will surely effect **"NO Re-elections"** from many of us who live in the nearby vicinities, county and city

of this "selfish wanted Helipad"! BY WORD OF MOUTH, it travels Fast!!!!

Many a hidden agenda and certainly **unbeknownst loopholes** (CA's most used term) that will bring more taxation/emissions studies, etc....to not only, on us, but possibly, the majority of people of Napa County and City, moving forward (a sleeping Giant) and any issues resulting from your ridiculous decisions based on MONEY, (not the well being of our prestigious, quiet neighborhood) to/in your selfish coffers!

This decision will certainly **OPEN the FLOODGATES** to more Elites doing the same through out this Valley, should this come to pass!

Have you seen the damage to trees, cause from fuel emissions on our highways/road ways to trees up and down the valley/county, just by vehicles.

Concerns of **ENVIROMENTAL ISSUES** of our neighborhood:

>**Affected...All Wildlife and Local homeowners with Livestock**, in the planned adjacent area of this unwanted helipad.

>For near 40+ years, the patterns of **Wild Geese bird flight** have a **established pattern of 5 mile radius, within the planned locale, numerous times of day!**

> **Noise Pollution**

>**Spread of Toxins by helicopter whirl** from Vineyard spray- continued cause of **Health Respiratory Disease, no studies have been done.**

>**Emissions Pollution**

>**Safety of accident prevention** caused by

Established Wild Geese Bird Flight
>**Invasion of privacy in our backyards!**

**The Napa Airport is 15 minutes from THEIR
FRONT GATE!!!**

**WE LIVE HERE!!!! PROTECTING OUR
NEIGHBORHOOD!**

There is NO "INCONVIENCE" FOR THE MANY AND
MAJORITY of the people who live in Napa
Valley....to not use the local Napa
Airport, just 15 minutes to the airport,
from their and ours front door!

WE strongly oppose, as did many other
people Up valley on the Jason Palmeyer
Helipad application!
This isn't about anything, but about Napa
County sucking up for MONEY!

STRONGLY OPPOSED!
We will surely attend,

Dhana and Gene Waken
1145 Olive Hill Lane
Napa, Ca 94558

From: [Dhana Waken](#)
To: [McDowell, John](#); [Ayers, Dana](#); chrismcclu@gmail.com; [Robert Davis](#); [Carol Davis](#); [Carolyn Bacigalupi](#); [Jocelyne Monello](#); [Joe Newman](#); [Mary Beth Kitchens](#); [Mary FranRocca](#); [Phillip Marco Trombetta Box](#); [Jane Kimmell](#); [Janet L. Kirtlink](#); [Elias Moussa](#); [Marie Karam Moussa](#); [Ed Henderson](#); [Ed Berruezo](#); [Larry Lawrence](#); [Sherri Nolan-Neefe](#)
Subject: Fw: AS350 B3e Helicopter Crash at Frisco, Colorado, July 3, 2015 - YouTube
Date: Thursday, August 31, 2017 1:52:46 PM

Napa County Planning/the Mayor (forward):

Re: **Safety issues!!!**

Nearby schools/Fire prevention, (helicopter crash)

The Helipad Application: Palmaz Winery
Hearing Sept. 6th @ 9am

Attempt to build Helipad in our
Mt. George/Olive Hill Neighborhood.
Affects many and possibly State Loopholes
for County/City future studies/taxation!

**Please pass this on to others in our
Neighborhood vicinity Homeowners!!!**

Opposed Residents
Dhana and Gene Waken

On Thursday, August 31, 2017 11:12 AM, "wakengene@gmail.com" <wakengene@gmail.com> wrote:

<https://m.youtube.com/watch?v=cUX11OT85oM>

Sent from my iPhone

From: [Morrison, David](#)
To: [Ayers, Dana](#); [Gallina, Charlene](#)
Cc: [Smith, Vincent \(PBES\)](#); [Anderson, Laura](#)
Subject: FW: Palmaz Heliport
Date: Monday, September 04, 2017 8:14:43 PM

Sent with Good (www.good.com)

From: Caroline Wilson
Sent: Monday, September 04, 2017 5:42:50 PM
To: Morrison, David
Cc: sdknigge@sbcglobal.net
Subject: Palmaz Heliport

Dear Napa County Planning Commission,

Although I am unable to attend the meeting this week in which the issue will be discussed, I would like to register my strong opposition to the Palmaz Heliport. I live on Vichy Avenue and would be directly affected by the noise a helicopter overhead would create.

We are lucky to live in a small city with an airport under 10 miles away. For the sake of his neighbors and larger community, certainly Mr. Palmaz can continue his 15 minute drive to the airport from his home on Hagen Road.

I appreciate your time with this matter.

Caroline Wilson
3124 Vichy Ave.
Napa

Sent from my iPhone

Sent from my iPhone

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