

(Provided at hearing  
by applicants)

PC 8/23/18  
#4  
17 pages

I wanted to begin by expressing my gratitude to the County of El Dorado Planning Commission for your time today to consider the conditional use permit to allow us to create and operate a private heliport and storage hangar within El Dorado County. I have read and reviewed the Staff reports and Findings. I have read and agree to all Conditions of approval that have been set forth for our projected project.

Our operation will be used primarily to provide contract support for wildland fire fighting support services within the State of California and other needed locations for the North West portion of the United States. In addition to our private use, we would like to offer occasional use/support to other local public agencies for emergency purposes and use only such as Cal Fire, Search & Rescue, and CHP. There are very few areas within our community that can be utilized for such emergency purposes, and the creation of a valuable asset will make a positive impact for the community at large. The use would be minimal, and only in dire emergency situations.

Our proposed project does would in no way be detrimental to public health, safety, welfare, or injurious to the neighborhood. We are in compliance fully with Developmental Standards RL-10, and will not have any significant environmental impact, visual impact, or noise impact to surrounding residents.

In general the operating season for a helicopter is during fair weather months of June-November. This is a 5 month window of time that our business would be operational, while the other 7 months majority our equipment and aircraft would be held on site in storage until the following season. During the fire season that begins in the US in July, our aircraft can be called to different locations within CA, OR, WA, or NV where it can be asked to sit on call until released. Typical fire contracts hold a helicopter for 3-12 weeks at a time. This would create on average 1-4 potential takeoffs, and 1-4 potential landings for an entire season of work causing minimal impact to the area.

## Negative Comments:

- It was stated in a comment that **this type of building is not allowed in residential areas**. As stated in the findings, this area is classified as “Rural Residential” and the ability to build a private hangar and heliport are consistent with the intent of the Rural Residential land use designation. Rural Lands are also designated for limited residential development and commercial support activities that are compatible with the infrastructure, and our project is. This type of project is not restricted to commercial or industrial zoning as stated by one comment, but is fully allowed within this zone.
- In general the properties in this specific rural area are distressed, dilapidated, not well maintained, and in need of some TLC. It is a great exaggeration to say that our project would cause **any damage to property values**, let alone irreputable damage that would reduce values to a mere fraction of worth. We have lived in Kesey for over 12 years, and in fact just live a few miles down the road from the proposed Hangar/Heliport. Kesey is a rural country location. These items would detract value, where I do not believe a private heliport will
- It has been stated that we have built **a 4 story building, and are obstructing the view and skyline** of one neighbor. The average height of a two story home in California is approximately 28 feet tall. The metal storage building we built is just under 20 feet tall. A height that is well below the average building of any residential home or structure that could have been built on this property. This point is also clearly illustrated in the Staff Report under Aesthetics as Less Than Significant Impact affecting day or night views, existing visual character, damage to scenic resources, or adverse affects on scenic vistas SEE PHOTO of BUILDING & VIEW PHOTO
- It has been stated that our helicopter has been **“circling property repeatedly , landing and taking off”** and upsetting precious livestock of a

neighboring property, causing harm and veterinary bills. Our helicopter has been in overhaul being re-build in a shop in Lake County Oregon since November of 2017. Our helicopter just finalized completion last Wednesday 8/15 and was flown directly to private local storage. We have not ever landed or flown our helicopter to the hangar or property at Kelsey Canyon. I am told that CHP landed there last week out of curiosity on their own accord. Also, my husband and I have visited the property at Kelsey Canyon multiple times in the past 6 months and have never seen any livestock except one very old and honestly malnourished horse. If there are "several champion show horses and stallions" I ask that the complainant please show proof of ownership that such animals even exist, along with proof of veterinary bills for said horses. Being a horse owner myself I am familiar with a variety of breeds and have never seen anything that is being described. I have brought photos of this property taken 8/22 that show not only no animals or livestock visible, but an area overgrown with weeds and star thistle (a local plant that is poisonous to horses). SEE PHOTO of 6725 PROPERTY 1,2

- It has been stated that the helicopter will cause incredible wind, dirt, rocks, and debris to be tossed all over the area and neighboring homes. This statement is not in any way true, or even possible based on the location. There are no neighboring homes close enough to feel any wind disturbance caused from our blades, and the flight pattern we have been asked to follow to allow for minimal noise creates a direct flight path directly through the uninhabited canyon where no homes are. We have also graveled and paved the top landing surface for the helicopter to prevent any dirt or dust from being spread SEE FLIGHT PATH PHOTO, NOISE PHOTO, LANDING AREA PHOTO
- It has been stated that the helicopter will cause air pollution and excessive noise. Both were found in the staff report to be Less Than Significant Impact. Our equipment will not violate any air quality standards; or contribute to any net increase in odors or pollutants. As for noise, we had a



full sound/noise study performed from Saxelby Acoustical Engineering group. The maximum allowable noise sources for residential land is 60 CNEL DBA and as calculated by 9 separate receptors during the noise study performed by Saxleby acoustics a sound engineer) operations ranged from 32-35 CNEL dba far below maximum allowable exposures per the general plan policy. The project site is already close to an established flight path and departure pathway for Sacramento International Airport. After a 24 hour continuous noise survey was completed, an identified 19 aircraft overflights including helicopters, jets, and general aircrafts were recorded. The conclusion found was that we do not exceed any noise levels for State of CA or El Dorado County, and no control measures were required for our project.

- The question has been asked why we did not choose to build in or on an existing airport. Placerville East wing is not considering building for a minimum of 5 years. Georgetown has one hangar that would fit our helicopter. It is not for sale, there is no security and it has been broken into 3 times in the past year, and the airport is not allowed new construction until 2047. Auburn was not opening construction, and had no hangars available for a 12month time period we searched within. Swansboro has no construction available, and no hangars that will accommodate our aircraft. It is after much deliberate research that we came to the last conclusion to build our own private heliport and hangar, and to go through the CUP process. We searched properties in the area for months, looking only for Rural Residential after working with the county to find areas that were qualified for our specific use.
- It has been stated that a helicopter is dangerous and has potential to crash and cause catastrophic loss to property. The fact is as an owner operator we are strictly governed by the FAA to comply with all safety regulations or we cannot fly. We are required to track every individual part and piece down to the hour or cycle, and depending on the lifecycle of the part they have to be completely overhauled or replaced once the lifetime is up. We

are required to keep extensive logbooks, and maintenance schedules that are randomly up for inspection with the FAA at all times. We are required to have strict safety procedures and policies in place at all times, as well as strict training for all pilots with minimum requirements set forth by the federal and state government. We have taken more than adequate safety measures to secure our location to keep the public out, as this will be a private operation and not for public use. The Staff Report also clearly states Less Than Significant Impact from our project to create a safety hazard to people residing in the area, or risk of loss, injury, or death involving fire to people or structures SEE BOUNDARY FENCE PHOTO





625 P. 10/12/18







# FLIGHT PATH



Glass Helipad  
El-Dorado County, California

Figure 2: Noise Measurement Site

**Legend**

- Parcels
- Project Site
- Flight Path
- Local Neighborhood Road, Street
- Secondary Road
- Stream or River
- Helipad
- Noise Measurement - Long Term

50 m 150 m 250 m

Projection: Geographic (Latitude/Longitude) / WGS84 / arc degrees  
Rev. Date: 03/21/2018





# BUILDING PHOTO





# BOUNDARY FENCE





VIEW





LANDING AREA





# CANYON FLIGHT PATH





# NOISE AREA





May 15, 2018

To Whom It May Concern:

I am a tradesman and owner of United Tradesmen Alliance, a local handyman business. I conduct a good portion of my business on The Divide and believe the services Northern X-treme Helicopters will provide can be highly beneficial to this area.

I have worked with David Glass many times in the past and believe him to be a contributing member of the community. His knowledge of local wilderness and fire protection procedures offer many benefits to the potential services needed here. He will bring a much-needed presence to our area and potentially save thousands of acres of land as we gear up for fire season here in El Dorado County.

As a local businessman I would like to offer my support of David and Sara Glass and encourage others to do so also.

Thank you for your time,

A handwritten signature in black ink, appearing to read "Russell Blackwell". The signature is fluid and cursive, with a large initial "R" and "B".

Russell Blackwell  
Owner, United Tradesmen Alliance



# Sacramento Metropolitan Fire District

## Air Operations Division



10000 Jite 200 • Mather, California 95655 • Phone (916) 628-3097 •

18 May 2018

Emma Carrico  
Community Development Services  
2850 Fairlane Court  
Placerville, CA. 95667

Dear Miss Carrico,

I'm writing this letter in support of a proposed helipad development project within your county under the ownership of Dave and Sara Glass. My interest in this anticipated plan stems from my current position as the Chief Pilot for Sacramento Metropolitan Fire District. As a community and multiagency operation, our primary mission is Wildland Fire suppression and Search and Rescue/EMS transport utilizing two UH-1H helicopters.

Like most firefighting public agencies, our lack of resources in trying to locate not only suitable areas to train, but areas in which we can land or strategically operate our aircraft without disrupting the community during wildland fire operations is rapidly declining. The location of this planned development, with its remote location, strategic positioning, helipad, and other assets available to our department, would be crucial in conducting fire suppression with our aircraft.

As partners with local Search and Rescue programs in your area, the training opportunities would be immense, and it would make a key base of operations for local agencies. Dave and Sara reached out to our department and generously offered access to their property and helipad. This is a wonderful benefit to help protect the families and homes within your community.

In closing, I would like to ask for your support in this family endeavor. It benefits not only our organization, but a vast array of public service organizations which are in critical times of need.

Sincerely,

Montie L. Vanlandingham  
Chief Pilot,  
Air Operations Sacramento Metropolitan Fire District



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**From :** Arlene Overbeck <arleneoverbeck@sbcglobal.net>  
**To :** Sara Glass <sdglass80@netzero.net>  
**Subject :** Letter of Approval  
**Date :** Wed, Aug 22, 2018 06:11 PM

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This letter is to show our approval for the helicopter landing site and storage that Sara and Dave Glass have constructed on Kelsey Canyon Rd. We feel that it will be an asset to our community for many reasons. The helicopter causes no disturbance as it is far enough away from the local homes, and the flight pattern is directed from the South where there are no homes. We welcome Dave and Sara to our neighborhood!

Harold and Arlene Overbeck  
6500 Kelsey Canyon Rd  
Placerville CA 95667  
916-947-6896

Sent from my iPhone

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