

Exhibit H

Wilkinson, Sean

From: Stanley Schwartz [wyomicreek@gmail.com]
Sent: Thursday, January 19, 2012 10:07 PM
To: Wilkinson, Sean
Subject: Heliport permit for sanctuary ranch

Dear sir,

As a resident of green hills in Huntsville I am very much opposed to granting a heliport permit to the owner of Sanctuary ranch. We live in an area where we all appreciate peace and quiet. Helicopters flying in and out 3 days a week with up to 5 flights in and 5 flights out per day would create an unacceptable public nuisance for us. Please do not allow this permit to be granted.

I am not sure why the commission voted to allow siting heliports at over 6200 ft in elevation in the first place. This type of activity is totally inappropriate for our quiet residential community.

Would you like a heliport sited in your back yard? I think not. Why should you allow one to be sited in mine?

I will not be able to attend the proposed meeting on this subject as I will be out of town but I wanted to register my disapproval of this permit with you and the commission.

Thank you for your understanding.

Sincerely,

Stan Schwartz
9141E 1000N.
Huntsville

Wilkinson, Sean

From: sharon [aaroamama@aol.com]
Sent: Monday, January 23, 2012 12:42 AM
To: Wilkinson, Sean
Subject: heliport near Green Hills Estates area, Jan 22, 2012

Dear Sean Wilkinson,

It is with regret that I read your notice of the meeting regarding a heliport near Green Hills Estate Homes. I can only wonder how such a nuisance would even be considered by anybody. Why do homeowners on private property, want to allow this commercial activity and traffic in this neighborhood. I highly object to any heliport being allowed within 5 miles of this and any other residential neighborhood. Why should all residents have to suffer the noise, dust, traffic and other disturbances this business would create in order for one person or one company to profit. This proposal is not only outrageous but a downright hostile activity. Anybody who wants to feel that they are in a battlefield will enjoy siting the heliport in their neighborhood. Also, this business will interfere with my property right to quiet enjoyment of my property.

Thank you for notifying me of this proposal. In case you did not understand my voice on this matter, I AM AGAINST ANY HELIPORT WITHIN 5 MILES OF ANY RESIDENTIAL NEIGHBORHOOD, NOW AND FOREVER. Why does this company want to step on the backs of others to make a little profit? I hope that all residents will rise up against this proposal and ask them to go to a secluded area. DO NOT FORGET NEIGHBORS, each one of us has the right to quiet enjoyment of our property and this is a direct assault on one of our most basic property rights. Let me ask whoever proposes this, "WHY WOULD ANY OF THESE HOMEOWNERS WANT TO EVEN CONSIDER THIS HELIPORT WITH ALL THE D U S T AND N O I S E AND T R A F F I C ??????"
HOW COULD IT POSSIBLY BENEFIT THESE HOMEOWNERS AND THEIR FAMILIES??????

Please E M P H A T I C A L L Y vote NO, NOT EVER. Why ruin the valley peacefulness with one persons pursuit of personal profit?

Thank you for reading my view of this proposal. I cannot be at this meeting and ask you to read my response to the community for me.

Thank you again for your patience and attention to this matter.
Sincerely,

Dr Stanley Schiller
Sharon Schiller,
Green Hills Homeowners

p.s. Any questions please call me at 8086517098, Sharon Schiller

To: Weber County Commissioners

January 23, 2012

RE: Proposed Commercial Heliport adjacent to Greenhills Sub-division

As homeowners in the Greenhills sub-division adjacent to the proposed heliport operation on the property known as The Sanctuary, we have concerns about the appropriateness of a commercial operation next to our residential neighborhood. Some of our specific concerns are as follows:

- 1) This operation would generate commercial traffic through a residential neighborhood via private roads. Does the owner have the right to use our roads for a commercial operation? Can the county permit this if he does not have that right?
- 2) What safety precautions are required for hazardous waste (Jet-A fuel) being hauled on private roads which are often icy and snowy during the winter season? How are the watersheds protected against fuel spillage along the travel route through Greenhills and the adjacent sub-divisions to the proposed operations including roads in The Sanctuary?
- 3) What are precautions/plans for dealing with fuel spillage both minor and major? Part of our water supply and wellhead is on Maple Drive. How fuel storage to be conducted on site and what is would occur in the event of a minor or major leak to prevent adverse water/environmental impacts?
- 4) What control will be placed on flight paths? Will restrictions protect neighborhood safety should an emergency situation occur on takeoff and or landing?
- 5) What controls will protect noise pollution in the sub-division?
- 6) Has the Utah Division of Wildlife been consulted concerning impacts to Middle Fork WMA (wildlife management area) and the 1,300-acre common area belonging to the Greenhills sub-division? Both of these areas have closed entry seasons protect critical winter range for big game (Elk/Moose/Deer) from man's activity. These closures overlap the proposed operating season of this venture.

We do not believe that this operation should be conditionally permitted at this time. Further study/research is necessary on potential impacts on safety, fuel pollution potential and other affects to residents in the adjacent sub-divisions. This operation would concentrate a commercial and adverse activity in and adjacent to residential neighborhood. This proposed activity is completely inappropriate for a residential neighborhood. If this activity is to benefit the two major ski areas in this valley then the facility(s), heliport, storage should be located on those ski area properties. Both have the commercial designation and facilities to best mitigate most of the resulting impacts.

Sincerely,

Ray and Beth Corbin
9070 Kelley Drive
(PO Box 332)
Huntsville, UT 84317
801-745-9543

Wilkinson, Sean

From: Tim Charwood [timcharwood@gmail.com]
Sent: Thursday, January 26, 2012 8:35 AM
To: Wilkinson, Sean
Subject: Heli zone

Sean,

I am good for Saturday morning 10.00a.m. at the Sanctuary. Do give me a call when you have a moment.

I am somewhat confused by a number of issues and maybe you can give guidance.

As we have learnt Helicopters are governed by the FAA, they give permission to fly over dense residential towns, land on buildings including Hospitals right here in Ogden and Salt Lake City. They do this every day. They give guidance rules for operations on private property with limitation to the number of flights. Heli skiing is granted on private property and they operate on National Forest lands with full consent, Cottonwoods is one example and does have huge habitat of wildlife and for years has not been seen as a problem by the DWR.

Hel skiing has been going on for over 25 years on private land with approval of the FAA and no ordinance restricts this, indeed it encourages it. My land is no different and is considered under the zoning as good for recreational use including various forms of skiing and would appear to not require any permit for a helicopter to land and take off to assist in that recreation. Indeed it seems a Helicopter or Hot Air Balloon is free to land and take off with owners consent, there is no ordinance to restrict this. I am not wishing to operate as a business or on a commercial basis simply as a private recreation. Under the guidelines of a landing zone the FAA apply restrictions to any one specific landing zone with limitations of operations, I assume for safety reasons.

What noise level is regarded as acceptable, it appears no level has been suggested and no means of controlling such noise levels, no time limit has been applied to any noise level that is acceptable. The past meetings suggested cutting grass for three hours right up to the

property boundary done every week is annoying but has been accepted.

Very noisy trucks driving up the Canyon to home owners property is accepted. 4 wheeler ATV's roaring up and down the roads is acceptable, motor bikes are part of life. Grass cutting, snow blowers all make a high level of noise and goes on, snowmobiles operate on the hills and trails overlooking Greenhills. It has been clear a number of Greenhill's residents do not like or approve of the ATV/motor

bike.snowmobile activity but accept it as part of the community life.

It has been described at the last meeting a helicopter 2/3rd of a mile away in line of sight would generate the sound of a Harley Davidson motor bike. The commission response was not to ban Harley Davidson motor bikes but to mention they had no problem with that level of noise. There are far nosier machines/vehicles operating in the Greenhills area. Large trucks are driven up there and stored including heavy equipment, snow plows drive hard to clear snow, much more noise than a Harley.

I am as concerned as anyone not to spoil the environment and any ruling on noise needs to be seen in the context of the every day noise levels. There is no suggestion to ban all machines and there is nothing in place to decide unacceptable noise levels.

It would appear I am entitled to land and take of at random sites on my land for private recreational use and need no permit. I have made an application for limited seasonal use at one site as far away as possible for recreational use, we do not need to get confused with a

re fuelling site which should remove any concerns with the agencies.
The ordinance talked of a property set back of 200 feet to take into account noise impact,
is this the level to judge by.

One member of Greenhills living at the top of Kelly Canyon has confirmed he cannot see the
take off site even if the helicopter was
2/300 hundred feet airborne He was unaware we were flying up there recently for 20 minutes
right over the landing zone. he is utterly embarrassed by the vandalism and trespassing
undertaken by Greenhill's members and has asked that I prosecute them in the strongest terms
and offered his help and support.

When doing sound tests comparisons need to be made with snow plow truck, locals big pick ups,
ATV.s and possible a snowmobile and a clearly defined unacceptable sound level. Iphones have
an app that can measure noise if it helps.

Tim

Wilkinson, Sean

From: Tim Charlwood [timcharlwood@gmail.com]
Sent: Wednesday, January 25, 2012 9:10 AM
To: Wilkinson, Sean
Subject: Heli permit meeting

Sean,

Thank you for your support and presentation, I am understanding the commission want to see and understand more detail and reports. I am trying to focus on the ordinance and to make clear I believe I have complied in full.

My understanding is we will have reports from the Health Dept., Fire Dept in a day or so which I feel we can fully comply with. A site inspection by all members of the commission will be undertaken, can we arrange a day say Friday 3rd February, or Saturday 4th February or Monday 6th February, I have no problem with Sunday if preferred.

It was suggested the commission want to arrange for a Helicopter to fly in and out following our suggested flight path and for commissioners with Greenhills HOA present. Maybe it can be explained how and when this is to be done.

I am not operating a business of any kind, I am inviting people to my land, the land stands in F40 zone with recreational use. At the time the ordinance was passed comments were made that made clear it was intended Heli Skiing was to be promoted providing it met with the ordinance law. My use is seen as a taxi stop or pick up point, no income, no agreements with any operator simply by my invitation within the rules. I am keen on helping some disabled skiers to ski, I gave up much of my time helping these organizations in the past and enjoyed some of the best ski experiences of my life. My land adjoins the back country ski grounds making this a practical option.

It is clear the access issue is outside of any consideration, I reiterate the agreement is clear in providing free access for F40 use and construction of up to 13 homes, road contributions are a part of the agreement.

Dust is not an issue.

Mitigation of noise has been dealt with in the strongest of terms.

The landing site is set back 2/3rd of a mile from the Greenhills roads, it is elevated 600 feet above them. There is a ledge extending from the landing site at the same elevation of 6,300 feet for 1/3rd of a mile. Greenhills is hundreds of feet below this a further 1/3rd of a mile totally out of sight. There is no way the site can be seen from any homes even at 100 foot elevation. Sounds travel in line of site, the extended ledge set back so far more than offsets any noise concerns. When the ordinance was agreed discussion centered around a set back to mitigate noise which was set at 200 feet. I am 600 feet higher and set back another 3,300 feet. Noise levels have been accepted as a guide by the commission comparing a Helicopter to other noise creators. It was suggested a helicopter in the line of site at 3,300 would equate to a Harley bike, not very scientific but clearly a guide. We are not only 3,300 feet away but out line of sight with considerably less noise. Greenhills is full of big Pick Up trucks, some with straight through exhausts, many home operate noisy ATVs and motor bikes on the roads, snowmobiles are operated on the land overlooking Greenhills, all of these are substantially noisier than a Harley and they operate all day every day. The helicopter (call it a Harley) passes by in less than 3 minutes with the landing and take off out of site, if any vehicle, ATV or snowmobile is operating in Greenhills the Helicopter would operate unheard or seen. I believe I have mitigated the noise effect fully. The ordinance does not give

specific acceptable noise limits but as it has been confirmed I would not create any more noise than a bike on the road it is hard to argue I have not fully mitigated the issue.

Impact on wildlife applied to my land has been discussed at length with the same heli ski pilots that fly over these lands to inspect and count all the wildlife for the DWR the much preferred way to operate with studies showing minimal response from livestock. They do this regularly and the pilots report no reaction, in the pilots words they do not even flinch. They have to fly low to inspect them particularly after storms. Rock Mountain Power fly very low often weekly alongside my land inspecting the power lines. What does cause concern to wildlife is the irresponsible behavior of Greenhills in running very loud snowmobiles and ATV's up on my land not to mention the damage to trails and their re fueling on my land I have worked hard to protect and preserve the environment and enjoy the rights to use my land for recreational purposes. Above ground is controlled by the FAA and not a consideration for the county. The proposed flight path in and out extends over my land for about 1.2 miles at which point they would be flying above 9,500 feet.

Heli skiing involves 3 skiers and a guide at any one time, car pooling is encouraged and so we are talking of 5 pick ups maximum in a day often fewer. Average flights in the past have been 2 flights a week, not all will want to come to my land. We are talking minimal traffic at the busiest of times maybe 6 cars over a period of time.

Pollution does not apply in any way from a landing zone, they operate daily in sensitive areas and are fully controlled by authorities.

I am more aware than anyone of the environment and the balance of enjoying recreational use which I am entitled to on my land which I would like to include the ability to heli ski with my chosen invitees. I am also always keen to work with the HOA, the board have respected my privacy and I have worked in creating trails for mutual use in the past.

Perhaps you can give me a call with where we go from here.

Many thanks

Tim

Wilkinson, Sean

From: Tim Charlwood [timcharlwood@gmail.com]
Sent: Friday, January 27, 2012 10:38 AM
To: Wilkinson, Sean
Subject: Re: Wildlife Counting with Helicopters

Sean,

The helicopter used by UHP is identical to the Classic Helicopter and indeed is fully maintained by Classic. The pilot flying for DWR confirms they fly right down to 8 feet above the livestock which does not move at all, they need to identify the male/females, the young and check they are in good shape. It cannot possibly be argued flying over my land does any harm whatsoever. The DWR have confirmed they do this and is self defeating in any argument. It should be noted the DWR operations take place for long periods of time right above Greenhills, It appears they are oblivious to these flights , no complaints at all over the past 25 years. Flying at 8 feet is every bit as loud as they can go. Amazingly they also fly very close to large birds of prey nests to check them, again they do not react or they would not do this.

The sound test for this helicopter at 200 feet is measured at 93 db. The DWR chain saws are 120 db and they use at least 10 of them. The wood chipper is substantially louder. anyone near this has to wear head set ear protection it is extremely harmful to hearing and operated by the DWR representatives for Greenhills. What does a flight test prove beyond what is scientifically proven which would stand the test of law. We know the helicopter at 200 feet is measured below the sound levels created in Greenhills. What possible justification can be made to pay \$2,000 for a flight test that is to be measured at 3,300 feet and out of sight when the proven and accepted tests are in place and even accepted by representatives of Greenhills as being no more than traffic noise.

Mis information and emotion have driven a few ill informed people to be concerned, we are not doing anything different to operations over the past 25 years. .

The ironic fact is currently flying from Mountain Green over Greenhills, which is the established flight path, makes more noise at 1,000 feet above them, there has not been a complaint and many flights have taken place. The pilots are so aware and considerate of people below to avoid any upsets.

I should point out the lifeflight helicopter seen around running on 2 engines is twice the weight and three times louder than than the small machines used by skiers, they are not a comparison even they fly every day at roof top heights over local towns. and often in ski resorts.

Wilkinson, Sean

From: Stanley Schwartz [wyomicreek@gmail.com]
Sent: Thursday, February 02, 2012 9:37 PM
To: Sillitoe, Sherri L.
Cc: Wilkinson, Sean
Subject: Proposed Heliport project near Green Hills, Huntsville

Dear County Commissioners,

I very much appreciate your taking the time to visit the proposed Heliport site in back of the Green Hills residential subdivision up in Huntsville. I am sure you will enjoy your visit as this is a special area. This time of the year we usually have a large herd of deer that are overwintering in the conservation lands behind us.

If you have a chance please park your vehicle at the end of Maple circle or Kelly drive and turn off the engine. As you enjoy the view of the valley below, pine view reservoir, the front range and the Ogden Canyon listen to the sounds you hear as you exit the vehicle for a few moments. You will hear the wind, perhaps some birds, but not very many mechanical sounds.

This tranquility is the reason that most of us chose to live here. Quite simply it is the peace and quiet we enjoy when we walk outside our homes. This sort of place is becoming increasingly rare. I believe if you take a moment to enjoy this tranquil environment you will agree that it is worth preserving.

Imagine the sound of a helicopter taking off about one half mile away.

I think a heliport with helicopters taking off and landing up to ten times a day would spoil the tranquility of our residential neighborhood. As you know helicopters are loud and tend to produce alot of vibrations at close distances.

I am also concerned about the impacts on the abundant wildlife in adjoining conservation lands. Perhaps the deer, elk, moose, fox, turkey and other animals that frequent our area would need to seek other places to live if they were subjected to helicopters taking off and landing so close by.

Another issue is safety with helicopters taking off and landing so close to our homes.

Since both the Sanctuary and Green hills are residential areas and the Sanctuary was approved as a low density residential development I am not sure why a potentially disruptive and noisy commercial enterprise such as a heliport should be permitted here, especially against the will of the current residents.

I hope you will decide not to allow a heliport to be permitted in our back yard.

If you do decide to grant permission for this Heliport I would hope at least that it would be a conditional permit which is subject to review and revocation if indeed it disturbs the peace or has detrimental effects on wildlife, safety issues etc.

Thank you again for your consideration and time.

Sincerely,

Stan Schwartz
9141 E 1000N

Huntsville, Ut
84317

239 565 4232

January 30, 2012

Sherri Sillitoe (ssillito@co.weber.ut.us), Secretary of Planning for
Ogden Valley Planning Commission
Weber Center
2380 Washington Blvd.
Ogden, Utah 84401

Dear Commissioners:

Let me start by thanking each of you for your public service which takes considerable time away from your personal lives. It is reassuring to have Ogden Valley residents weighing issues that impact the lives of other Ogden Valley residents.

For 13 wonderful years, my husband Tom and I have lived year-round at the top of Kelly Drive which is the other canyon road in Green Hills. We are deeply concerned that the proposed commercial heliport and helicopter flights would adversely affect the wildlife and silence that are such a magical part of our daily lives.

We are enclosing two maps to illustrate the impact of the heliport on the lives of those of us living on upper Kelly Drive. The first is a Google Earth view of our lots and the heliport. Our home is located at the back property line on the triangular lot on the map. Our lot is just left of the notch above the word "DR" (in Kelley Dr.) The second map establishes that the heliport would be 0.62 miles from our house.

We are concerned that the most direct and likely most-used flight pattern from Diamond Peak's airport in Mountain Green to Mr. Charlswood's commercial heliport would be along the ridgeline directly behind our homes. The helicopters would start their descent as they approach the heliport, so they would also be low along our ridgeline. The proximity of the flight path to our homes raises serious concerns about safety should the helicopter experience mechanical problems during takeoff or landing.

Furthermore, I am puzzled as to why Diamond Peak would not use the commercial airport and parking at Mountain Green to fly skiers directly to James Peak on the back side of Powder Mountain. What is gained by making a commercial helicopter stop at Mr. Charlsworth's property? It boggles the mind.

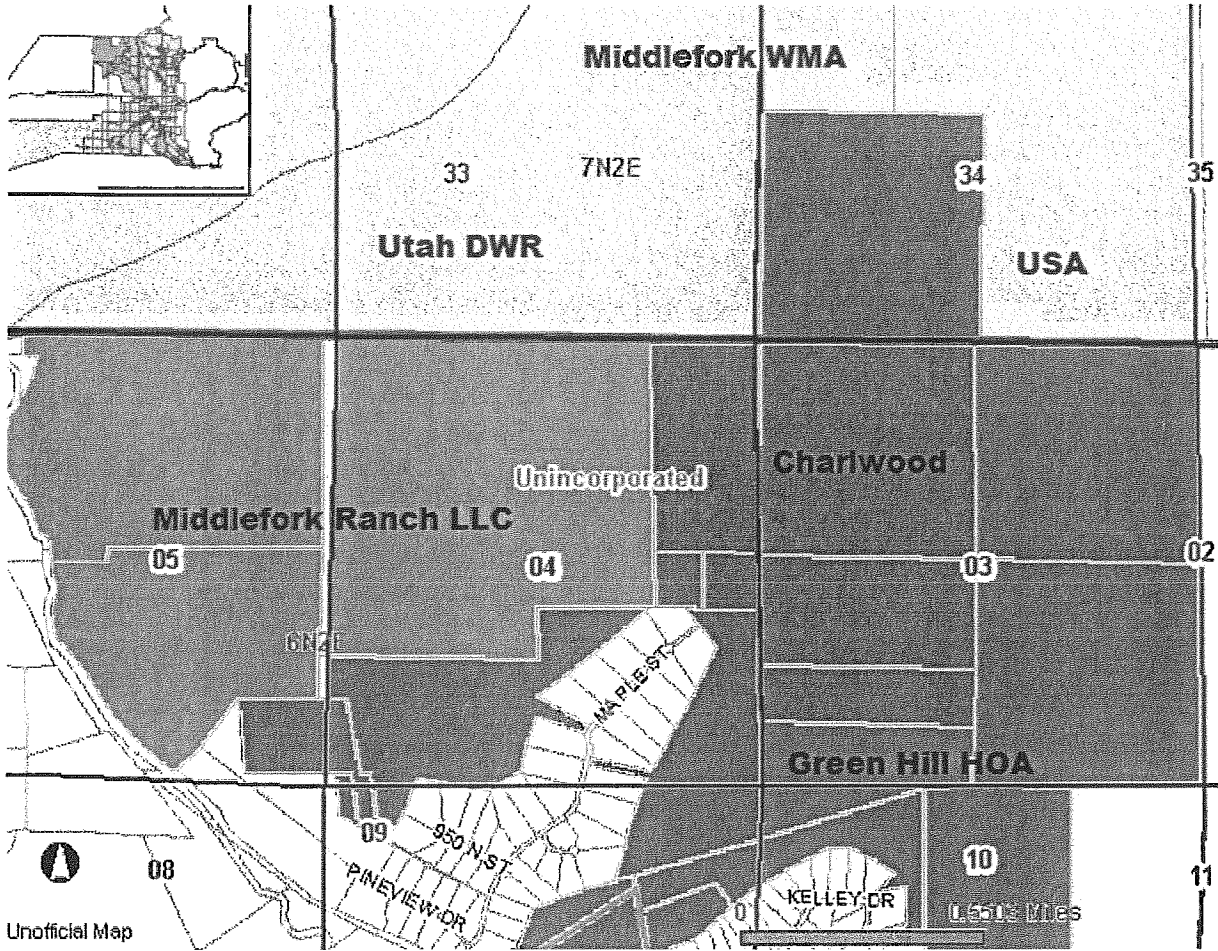
I ask that during your upcoming site visit to Mr. Charlswood's property, you actually bring in a helicopter and measure its noise level as it would be experienced from the cul-de-sac at the top of Kelly Drive. I understand from Sean Wilkinson that this site visit is tentatively scheduled for this coming Saturday, Feb. 4, at 10:00 AM. We greatly appreciate your inviting Green Hills neighbors to this site visit since it will substantiate the nature of our multiple objections to this commercial venture in our peaceful rural neighborhood.

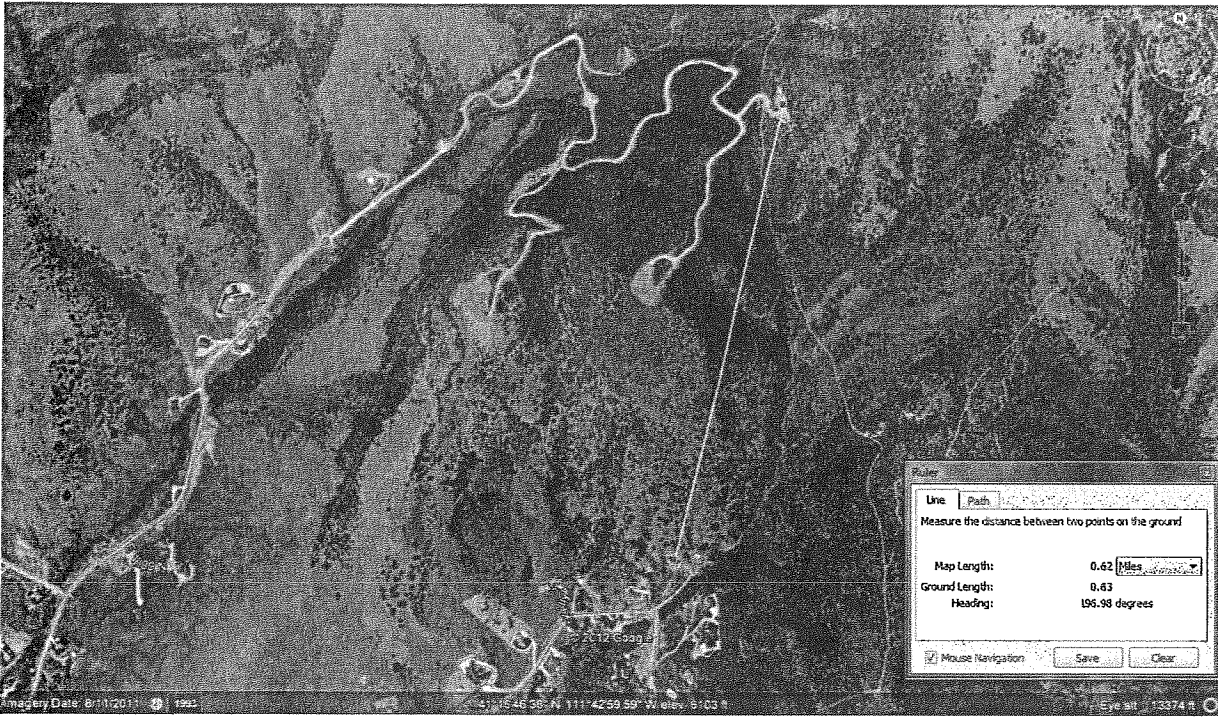
Please do not hesitate to contact us with any questions or concerns.

Sincerely,

Roxanne and Tom Taylor
9704 Kelly Drive
Huntsville Utah 84317
tomroxanne@aol.com 801.388.6130

cc: Sean Wilkinson, Planner swilkinson@co.weber.ut.us
2 Enclosures





Ruler

Line Path

Measure the distance between two points on the ground

Map Length: 0.62 Miles

Ground Length: 0.63

Heading: 196.98 degrees

Mouse Navigation Save Clear

Date: January 31, 2012

To: Ogden Valley Planning Commission and Weber County Commissioners

From: Green Hills Water and Sewer District, Huntsville, Utah

Subject: Proposed Commercial Heliport

Green Hills Water and Sewer District is located in Huntsville, Utah in Weber County. Green Hills has filed its Well Head Protection Plan and Delineation report with the State of Utah and Weber County. Included in the report is Wells No's 1 and 2. Well No 2 is located on North Maple Drive and it is in close proximity to the proposed location of this Heliport.

The boundaries of our drinking water source protection are in zones 1-4. This planned heliport is located in our Zone 2 and 3 protection zones. These are sensitive areas which should be protected from any possible contamination.

Weber County adopted a Drinking Water Source Protection Plan and the purpose and intent of this plan was "to ensure the provision of a safe and sanitary drinking water supply to the residents of Weber County.....the county will establish drinking water source protection zones surrounding the wellheads and springs....and the county will designate and regulate the property uses and conditions that may be maintained within such zones." Attached are maps of the area which shows the protected zones and a description of each zone.

The District has concerns about the appropriateness of a commercial operation next to our protected zones and to a residential neighborhood. We are against the approval of a Heliport in our area. We believe that the Planning Commission and others who worked on the new Ordinances did an excellent job but feel that the first Heliport should be in a better location. The Heliport should be located at the ski resorts, not in a residential or sensitive water shed area. The resorts are better situated to handle a commercial Heliport.

The heliport has potential for impacting safety, fuel pollution, adverse effect of the wildlife in a wildlife protection zone, and of course our protection of our drinking water.

If the Heliport is approved for this location, then the Planning Commission and whatever other agencies are involved need to put in several severe restrictions and conditions to protect the watershed area, our water sources, wildlife, noise restrictions, quality of life, etc.

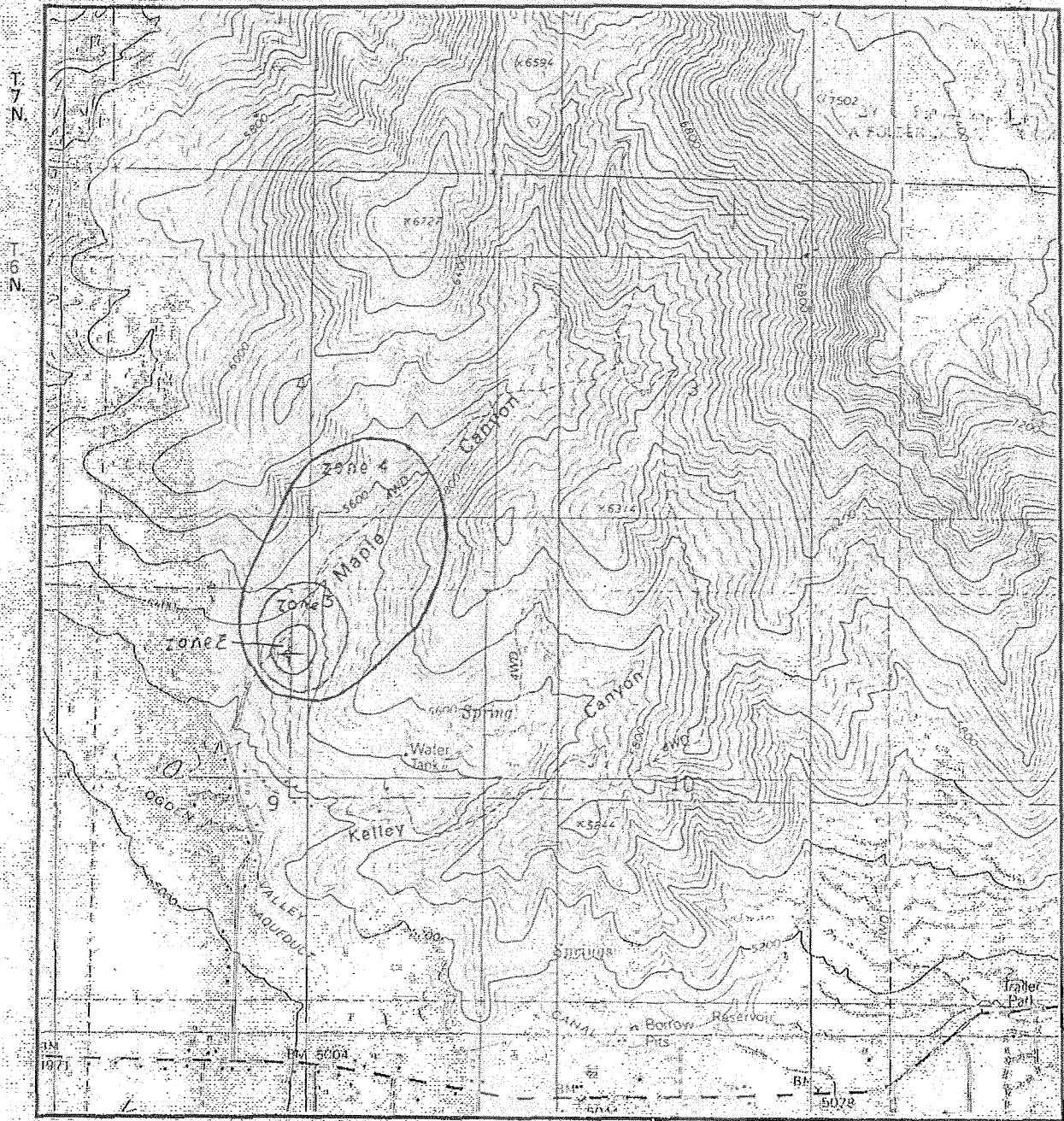
We do not believe this operation should be permitted.

Howard Ratcliffe

Brad Nelson



Patti Danks

Attachment 8.



R.2 E. Base from USGS, 1991, Browns Hole 7.5 minute Quadangle

EXPLANATION

-  Well
-  Boundary of DWSP zones 2, 3, and 4

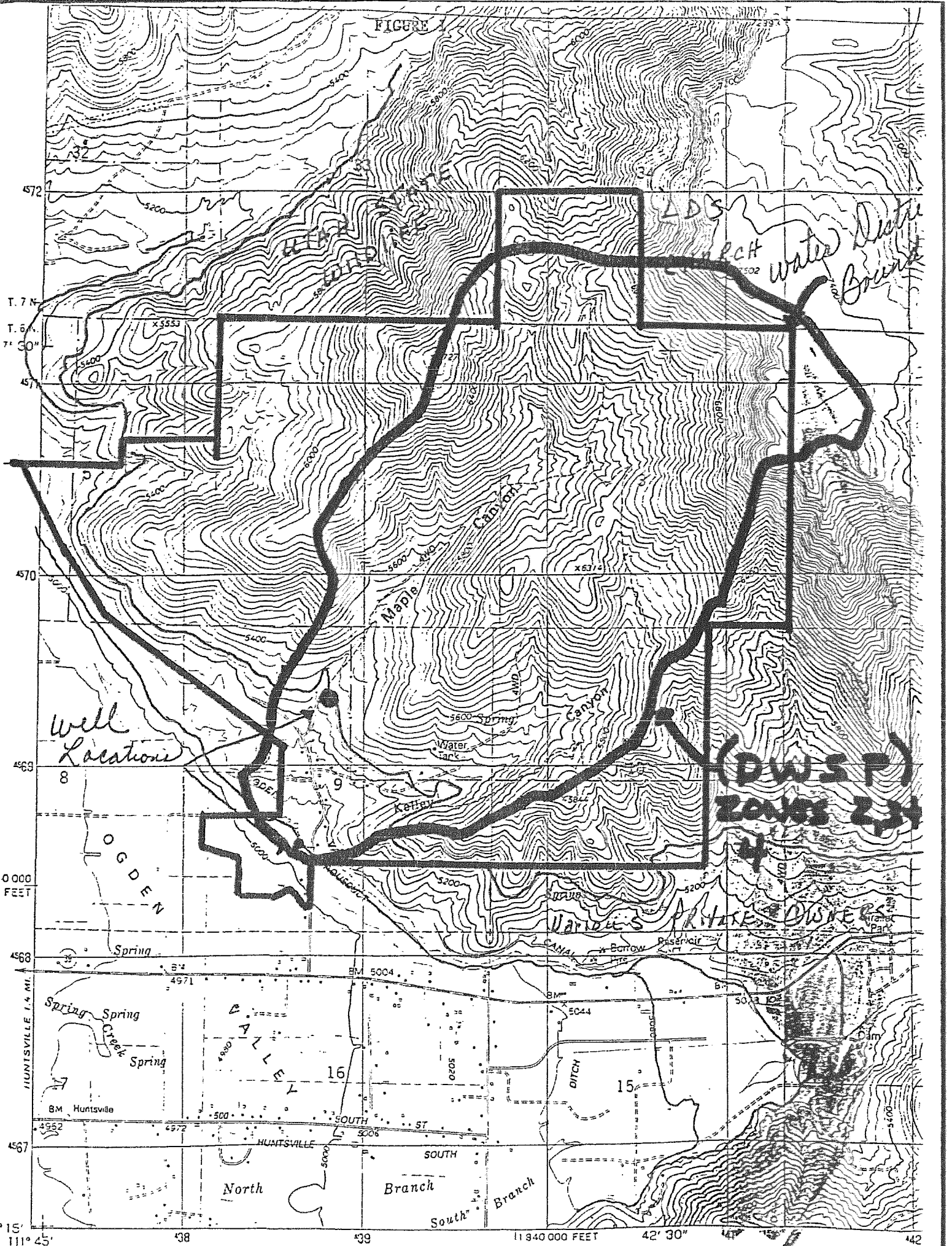
Scale
2,000 ft



Attachment 8. Map showing boundary of drinking-water-source-protection (DWSP) zones 2, 3, and 4.

29053-02

FIGURE 1



water Ditch Bound

Well Location

DUST ZONE

Various Private Dwellers

HUNTSVILLE VALLEY

North

Branch

South Branch

O G D E N

0 000 FEET

HUNTSVILLE 1.4 MI.

111° 45'

'38

'39

11 340 000 FEET

42' 30"

44'

442

PRELIMINARY
SUBJECT TO REVISION

Delineation of Drinking Water Source Protection Zones
for the Green Hills Country Estates Well 02, Weber County, Utah

By
Charles Bishop and
Mike Lowe

INTRODUCTION

This report describes our delineation of drinking-water-source-protection (DWSP) zones for a public-supply well (Utah Division of Drinking Water system number 29053, source number 02) in the SW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ section 9, T. 6 N., R. 2 E., Salt Lake Base Line and Meridian (SLBM), in eastern Ogden Valley, Weber County (attachment 1). The Green Hills Country Estates Water Company (GHCEWC) will become the owner of the well when completed and requested this delineation. The scope of work included a literature search, review of water-well logs, field reconnaissance, an aquifer test, interpretation of test data, delineation of the DWSP zones, and preparation of this report.

Public-water suppliers in Utah are required by Utah's Drinking Water Source Protection Rule (R309-113, Utah Administrative Code; administered by the Utah Division of Drinking Water) to develop a DWSP plan for each well or spring used as a public drinking-water source. A part of this plan involves delineating DWSP zones. Utah's DWSP Rule (R309-113-9 [1]) defines four DWSP zones:

- Zone 1 - the area within a 100-foot (30-m) radius from the wellhead;
- Zone 2 - the area within a 250-day ground-water time of travel to the wellhead, the boundary of the aquifer(s) which supplies water to the well, or the ground-water divide, whichever is closer to the well;
- Zone 3 (waiver zone) - the area within a three-year ground-water time of travel to the wellhead, the boundary of the aquifer(s) which supplies water to the well, or the ground-water divide, whichever is closer to the well; and
- Zone 4 - the area within a 15-year ground-water time of travel to the wellhead, the boundary of the aquifer(s) which supplies water to the well, or the ground-water divide, whichever is closer to the well.

Delineation of DWSP zones 1, 2, and 4 are required by the DWSP Rule. A waiver zone, zone 3, is included to assist the water supplier with future monitoring waivers (see R309-1104).

Wilkinson, Sean

From: Marlin K. Jensen [JensenMK@ldschurch.org]
Sent: Monday, February 27, 2012 1:43 PM
To: Wilkinson, Sean
Cc: Lon & Patti Child (lon@lewisrchild.com)
Subject: Proposed Heliport on Property East of Green Hills Country Estates

Dear Mr. Wilkinson:

I appreciated you taking time this morning to update me on the status of the request for a conditional use permit for the above referenced heliport.

As I mentioned, My wife, Kathy, and I, and my sister and her husband, Patti and Lon Child, are the sole members of Middlefork Ranch, LLC, a Utah Limited Liability Company, which owns 830 acres immediately to the west of the property on which the proposed heliport would be located. We all reside on our property and have farmed and ranched our acreage since 1952. The 10,000 acre wildlife preserve owned by the State of Utah located immediately north of our property, together with the Browning Ranch and the Hinckley Ranch holdings to the west and north of us, combine to provide one of the largest, nicest, and most undisturbed green spaces left in Ogden Valley. I would hate to see the solitude we all enjoy be disturbed by the activities that the proposed heliport would undoubtedly invite.

Accordingly, on behalf of Middlefork Ranch, LLC, I ask that you make the Ogden Valley Planning Commission members aware that we object to the granting of the conditional use permit for the following reasons:

(1) The area described above, of which our holdings are a part, is a natural habitat for elk, deer, fox, wild turkey, coyote, wild chicken, and many other varieties of birds and wildlife. Regular helicopter flights in and out of this area would constitute a major disturbance and hindrance to the welfare and normal migration and grazing patterns of these species. There have been many winters when a 150-head herd of elk have wintered on our property just over the ridge from the proposed heliport. I can't imagine that the State's Division of Wildlife Resources isn't adamantly opposed to the heliport!

(2) We have no present intention of developing our property, and have in fact considered the placement of a conservation easement on much of our range land which borders the proposed heliport site. Obviously, there would be much less motivation and reason to do this if there is a busy heliport next door. On the other hand, if we or our descendants ever decided to develop our property, the privacy and solitude that potential buyers would be seeking would be impaired by a heliport and its related activities and thus our land values would be adversely affected.

(3) The proposed heliport location seems to us to be very curious. Even if the current access road is greatly improved, it seems improbable to us that many skiers will have interest in driving to such a remote spot to begin a ski adventure. Rather, the heliport seems to be an attempt by the developer to make his "estate" lots more attractive to the up-scale buyers who may eventually have interest in purchasing them. Should we as his country neighbors really have to endure the adverse effects of frequent helicopter flights over our property for the sake of increasing his land values?

Thank you for allowing us to share our feelings regarding this matter. We hope our comments will add to a thorough and informed discussion and appropriate decision on the application.

Respectfully submitted,

MIDDLEFORK RANCH, LLC

By: Marlin K. Jensen, member

2-27-2012

Please include this statement with public input into the proposed Green Hills heliport.

Thank you ,

Lee Schussman,
Eden, UT

As was discussed in the last OVPC meeting, there are three reasonably expected negative consequences of the proposed heliport:

1-Noise

2-Safety

3-Negative effects on wildlife.

Noise Issues Are Still Important

First, I would like to correct a statement that I made in the last meeting. I said that the noise of the proposed Green Hills heliport when heard from the near-by houses would be comparable to a Harley Davidson motorcycle heard from 50 feet away. That was an error. Actually, the noise level would be the same as a Harley Davidson heard from 100 feet (30 yards—the length of a basketball court) away.

I believe this is a significant noise level when superimposed on the otherwise very quiet mountain side-canyon of the Green Hills subdivision. (The only mitigating factor is that the number of flights can only be permitted at ten or less per day. So the noise would be present for 30-40 minutes a day.)

I believe the OVPC set up an opportunity for the applicant to demonstrate his contention that noise would not be a problem, but that the applicant was not able to perform this demonstration. I believe the OVPC should be allowed to view and hear such a demonstration before recommending on this application. (Attached are data documenting the well-recognized problems with noise and fly-overs from helicopter operations near residences.)

Safety and Fly Over Issues May Be a Concern

In the last meeting, the applicant stated that the flight paths would be up and away from the Ogden Valley and the Green Hills subdivision. However, after having visited the proposed site (up to the locked gate), and having had lengthy discussions with a local pilot, it is clear that the safest and most logical take off and landing paths for this proposed heliport are downhill from the proposed site, over the Green Hills subdivision.

Three safety factors that were listed in favor of the application at the last meeting were:

- 1-Flights would only occur in good weather.
- 3-Flights would not be over dwellings.
- 2-Flights would only be during daylight hours.

Once a CUP is issued, there will be NO regulation over the first two of these, and so this site should be carefully evaluated to be sure it meets the intent of the ordinances--to maintain safety, minimize noise, and minimize flights from the Ogden Valley floor.

Reasons to Further Study this Application

For two years efforts have been made to site heliports in the safest, least noisy sites, and in sites off the valley floor.

DRR-1 sites were thought to best fit these criteria; however, it was felt that some F-40 sites could be appropriate as well. To minimize the possible negative effects in F-40 sites, the ordinances included the stipulation that any F-40 site had to include 40 acres and had to be above 6200 feet.

Although the current proposed site meets the letter of the law, it does not seem to meet the intent. This site is not the safest, not the least noisy, and not the most removed as possible from valley residents.

I believe that the two factors of noise and safety which were raised at the last meeting have not been properly addressed by the applicant and that the application should be tabled until these two important issues can be resolved to the satisfaction of the OVPC.

Thank you for considering these issues and opinions.

FAA Report to Congress: "Nonmilitary Helicopter Urban Noise Study," Dec. 2004

..... there is survey evidence that the public reacts more negatively to helicopter noise than to fixed-wing aircraft noise. This phenomenon is discussed below.

3.5.1 Heightened reaction to helicopter noise

Typical of heightened reaction to helicopter noise is the experience of the U.S. Navy at Miramar Marine Corps Air Station. Miramar had long been a naval air station famed for its Top Gun School and its F-14 Tomcats. But with Top Gun moving to Fallon, Nevada, and the Tomcats being assigned to other bases, Miramar was turned over to the Marine Corps in 1997, which brought in helicopter and F-18 operations. **Almost from the beginning, residents have complained about noise and pollution and expressed concerns over possible helicopter crashes. Yet, the noise contour map is not significantly different from when the F-14 aircraft were operating.⁵¹ In addition, the contribution of helicopter operations to the overall DNL is much less than that of the F-18 operations.**

A 1982 study from the United Kingdom also found a heightened reaction to helicopter noise.^{53,54,55} In the community of Lower Feltham, the contribution of fixed-and rotary-wing aircraft to the overall noise exposure was about equal. However, the percentages of people who considered helicopters more disturbing than fixed-wing aircraft were 2 to 2.5 times as large as the percentages that considered helicopters less disturbing. **In the communities of Esher and Epsom, where the numbers of helicopters and a fixed-wing aircraft were about equal, the disturbance due to helicopter noise was 2.5 times as large as that due to fixed-wing aircraft noise. People were more annoyed by the helicopters even though, on average, the fixed-wing aircraft were 5.0 dB louder.**

Wilkinson, Sean

From: Tim Charlwood [timcharlwood@gmail.com]
Sent: Sunday, March 04, 2012 9:19 PM
To: Wilkinson, Sean
Subject: Heli sound levels.

Sean,

I spent 7 hours today waiting to measure the helicopter sounds over the landing zone plus more recordings back at Mountain Green.

The Helicopter used today was larger and noisier than the usual one which is grounded at the moment. The Pilot flew in 300 feet agl into the landing zone under full load and full power, the helicopter was visual for about 20 seconds from the top of Maple drive before going out of site over the landing zone. I recorded an average 58 db's with the range of 52 db to 70 db, The 70 db was a flash peak for less than a second. The pilot explained later that was likely him in an air pocket. He explained the sound is louder on descent than climbing . The pilot said he was trying to make as much noise as possible and did not apply the friendly flying methods available to lessen noise effect. The noise level with nothing going on was 42/48 db's. A gust of wind raised the noise level for a moment to 70 db with no sounds from any other source. I took all the readings from the protection from wind to ensure they were accurate and all in sight of the Helicopter. . These all fit very accurately the test charts of sound comparisons which is hardly surprising.

I was tempted to call you to witness the readings but it was so uncertain on timing and i am sure you would not have waited the 7 hours I went through. I thought it was important to confirm what we suspected as a I am happy to report these findings under oath if it helps.

It was and is a nonsense to listen to comments of commissioners stating the sounds bounce down the Canyon or the sounds will be louder than all the tests carried out and louder than their own expert evidence which equates to 70 db.

I recorded a motor bike on Maple Drive at 88 db driving up to the top turn around .

I will bring my appeal letter to the office on Thursday, a printed version of the email I sent earlier.

Tim

Wilkinson, Sean

From: Tim Charlwood [timcharlwood@gmail.com]
Sent: Wednesday, March 28, 2012 11:54 AM
To: Wilkinson, Sean
Subject: Appeal Conditional Hel Permit

Sean,

I did visit Scott Walker at the DNR who heads up the department of Pam Kramer. We discussed the seasonal use of Helicopters from our site. He confirmed he cannot control what we do within the sub division and we agreed the areas of habitat that he would like us to be above 500 feet. I explained we would be above 500 feet within 10 seconds of take off and all inside the sub division home site areas and reaching 9,500 feet within 3 minutes avoiding the habitat areas which are largely on the south facing lower slopes, all this is achieved within the boundary of our sub division, He was happy to hear this. I explained the Pilots will have clear visual sighting of any game on the approach and it is in their training to avoid these areas. I also explained the pilots have a policy of flying friendly which basically operates at minimum noise. I have suggested we work together where necessary to ensure minimum disturbance which he appreciates.

Tim