

City of Prescott

Board of Adjustment



November 21, 2024 | 9:00 AM
201 N. Montezuma Street
Council Chambers, 3rd Floor
Prescott, AZ 86301

AGENDA

The following Agenda will be considered by the **Board of Adjustment** at their meeting to be held **November 21, 2024**. Notice of this meeting is given pursuant to Arizona Revised Statutes, Section 38-431.02.

1. **CALL TO ORDER**

2. **ROLL CALL**

3. **DISCUSSION & ACTION ITEMS**

- A. **CUP24-004** - Conditional Use Permit to Allow the Inclusion of a Helicopter Landing Pad at the North Side of the Hospital Site Adjacent to State Route 69 in a BR (Business Regional) Zoning District. Location: 4822 E State Route 69, APN 103-15-160A encompassing 9.2 Acres. Property Owner: EHC Prescott LP. Applicant/Agent: BMH As-Built USA. **Recommended Action: MOVE to approve or deny CUP24-004 per the site plan with or without conditions**
Suggested Conditions:

1. **Screening fence or wall to be placed on the north and west property line.**
2. **Additional landscaping, beyond approved landscaping, along frontage (SR 69) adjacent to the helipad.**
3. **The above conditions are to be completed prior to the final of the Building Permit for the helipad and initiation of use.**

4. **UPDATES FROM STAFF**

5. **ADJOURNMENT**

Upon a public majority vote of a quorum of the Board, the Board may hold an executive session, which will not be open to the public, regarding any item listed on the agenda but only for the following purposes:

- (1) Discussion or consideration of personnel matters (A.R.S. §38-431.03(A)(1));
- (2) Discussion or consideration of records exempt by law (A.R.S. §38-431.03(A)(2));
- (3) Discussion or consultation for legal advice with the city's attorneys (A.R.S. §38-431.03(A)(3));
- (4) Discussion or consultation with the city's attorneys regarding the city's position regarding

contracts that are the subject of negotiations, in pending or contemplated litigation, or in settlement discussions conducted in order to avoid litigation (A.R.S. § 38-431.03(A)(4));

(5) Discussion or consultation with designated representatives of the city to consider its position and instruct its representatives regarding negotiations with employee organizations (A.R.S. §38-431.03(A)(5));

(6) Discussion, consultation or consideration for negotiations by the city or its designated representatives with members of a tribal council, or its designated representatives, of an Indian reservation located within or adjacent to the city (A.R.S. §38-431.03(A)(6));

(7) Discussion or consultation with designated representatives of the city to consider its position and instruct its representatives regarding negotiations for the purchase, sale or lease of real property (A.R.S. §38-431.03(A)(7)).

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Prescott City Hall on 11/14/24 at 3:00 p.m. in accordance with the statement filed by the Prescott City Council with the City Clerk.



Sarah M. Siep, City Clerk



TO: MAYOR AND CITY COUNCIL
AGENDA: November 21 Board of Adjustment Meeting
DATE: November 21, 2024
DEPT: Community Development
ITEM #: 3.A
SUBJECT: **CUP24-004** - Conditional Use Permit to Allow the Inclusion of a Helicopter Landing Pad at the North Side of the Hospital Site Adjacent to State Route 69 in a BR (Business Regional) Zoning District. Location: 4822 E State Route 69, APN 103-15-160A encompassing 9.2 Acres. Property Owner: EHC Prescott LP. Applicant/Agent: BMH As-Built USA.

ITEM SUMMARY

This request seeks a Conditional Use Permit (CUP) for a helipad at the site of the new Exceptional Healthcare Hospital under construction. The helipad will be located on the north side of the hospital, setback from State Route 69. Conditional Use Permits are required for certain uses that may have impacts on other surrounding uses. The CUP allows the Board of Adjustment to apply conditions to mitigate any such impacts. Such impacts are often associated with lighting and noise generation. In the case of hospital associated ambulance services (including air ambulance), the frequency of expected use is an issue to be examined in determining conditions.

BACKGROUND

PROPOSED USE:

The proposed helipad will be for air transport of patients from Exceptional Healthcare to other hospitals and trauma centers. No aircraft will be based on-site. The anticipated frequency of flight, based on other facilities, is one helicopter transfer per day. This could certainly vary as needs arise. Mitigation required by the Board is most often applied in the form of limited hours of operation or enhanced landscaping. In this case limiting the hours of operation is not viable and given the proposed location of the helipad and enhanced landscaping may not produce any additional mitigation.

CONDITIONAL USE REVIEW CRITERIA:

Conditional Uses require special consideration regarding the effect on surrounding properties and the use in relation to the objectives of the ordinance. A Conditional Use Permit may be granted only when the Board of Adjustment finds the proposal meets the general criteria, as detailed in LDC Section 9.3.5/Conditional Use Review Criteria.

Section 9.3.5.A. Effect on Environment

"The location, size, design and operation characteristics of the proposed use shall not be detrimental to the health, welfare, and safety of the surrounding neighborhood or its occupants, nor be substantially or permanently injurious to neighboring property."

The proposed location of the helipad is adjacent to State Route 69 and lower than the Diamond Valley neighborhood to the west. The property is landscaped with trees on the hillside to the west and along State Route 69 to help screen the area the helipad is proposed.

Section 9.3.5.B. Compatible with Surrounding Area

"The proposed site plan, circulation plan, and schematic architectural designs shall be harmonious with the character of the surrounding area with respect to landscaping, scale, lot coverage, and the like."

The location of the helipad and the low anticipated frequency of use may have limited impact to the

surrounding residential areas.

Section 9.3.5.C. External Impacts Minimized

“The proposed use shall not have negative impacts on existing uses in the area and in the City through the creation of noise, glare, fumes, dust, smoke, vibration, fire hazard, or other injurious or noxious impact. The applicant shall provide adequate mitigation response to these impacts.”

The property the helipad is proposed on is surrounded by single-family residential properties and adjacent to SR 69. Staff have recommended two conditions to try to mitigate the impacts to the adjacent residential properties from the lights and noise: 1. Provide a screening fence or wall along the north and west property lines; and 2. Additional landscaping, beyond the approved landscaping, along the frontage (SR 69) adjacent to the helipad. Any conditions will need to be completed prior to a final inspection for the helipad and initiation of its use.

Section 9.3.5.D. Infrastructure Impacts Minimized

“The proposed use shall not have negative impacts on existing uses in the area and in the City through impacts on public infrastructure such as roads, parking facilities and water and sewer systems, and on public services such as police and fire protection and solid waste collection, and the ability of existing infrastructure and services to provide services adequately.”

The property is being developed with the hospital and the infrastructure has been developed. This use will not impact infrastructure.

Section 9.3.5.E. Consistent with General Plan and Code

“The proposed use will be consistent with the purposes of this Code, the General Plan, Area Plans, and any other statutes, ordinances or policies that may be applicable, and will support rather than interfere with the uses permitted outright in the zone in which it is located. If the use is permitted outright in another zone, there must be substantial reason for locating the use in an area where it is only conditionally allowed.”

The proposed Conditional Use Permit is in conformance with the purposes of the LDC and General Plan, and all relevant policies and plans.

Section 9.3.5.F. Parcel Size

“The proposed use may be required to have additional land area, in excess of the minimum lot area otherwise required by the underlying zoning district, as necessary to ensure adequate mitigation of impacts on surrounding land uses and the affected zoning district.”

This proposed use will not have impacts requiring additional land area.

Section 9.3.5.G. Site Plan

“The proposed use shall comply with the procedures and requirements of Sec. 9.8, Site Plan Review.”

The proposed use is required to meet all applicable code requirements. Staff has reached out to ADOT (Arizona Department of Transportation) for any additional requirements due to its proximity to the highway. ADOT did respond with questions and was forwarded to the applicant to address. Attached are the questions and the applicants responses.

Section 9.3.6. Additional Conditions

“The Board of Adjustment may impose additional reasonable conditions to carry out the spirit and intent of this Code and to mitigate adverse effects of the proposed use.”

Staff recommended conditions included fencing and landscape screening intended to try to mitigate the light and noise impacts from a helicopter landing on-site.

Section 9.3.7.C. Expiration/Revocation of Approval

“The Board of Adjustment may revoke a Conditional Use Permit in the event of a subsequent failure by the property owner or person in possession to comply with an ongoing condition of approval.

Such revocation shall not occur without written notice to the property owner, at least 20 calendar days prior, advising of the revocation consideration and an opportunity to appear before the Board. Revocation procedures shall be subject to the Public Notice requirements set forth in Sec 9.1.8.A.”

Section 9.3.8. Appeal

“An appeal from any final decision regarding a Conditional Use Permit shall be in accordance with Sec. 9.18, Appeal of Council or Board of Adjustment Decisions.”

Appeals must be filed within 30 days of Board of Adjustment decision.

HISTORIC PRESERVATION:

The site is not located within a Prescott Preservation or National Register district.

STAFF RECOMMENDATION:

If the Board of Adjustment chooses to approve the CUP, staff recommends the following conditions to mitigate impacts to the neighboring residential properties and to SR69:

1. Screening fence to be placed on the north and west property line.
2. Additional landscaping, beyond approved landscaping, along frontage (SR 69) adjacent to the helipad.
3. The above conditions are to be completed prior to the final of the Building Permit for the helipad and initiation of use.

NEIGHBORHOOD COMMENTS:

Staff sent notices to all property owners within 1000 feet from the property boundary and posted the property. Staff received letters of opposition with concerns about lights, noise, and safety of adjacent residents, which are included in this packet.

FINANCIAL IMPACT

There is no direct fiscal impact associated with this item.

RECOMMENDED ACTION

MOVE to approve or deny CUP24-004 per the site plan with or without conditions

Suggested Conditions:

1. Screening fence or wall to be placed on the north and west property line.
2. Additional landscaping, beyond approved landscaping, along frontage (SR 69) adjacent to the helipad.
3. The above conditions are to be completed prior to the final of the Building Permit for the helipad and initiation of use.

ATTACHMENTS

1. NARRATIVE
2. CUP24-004 Pictures and Maps
3. ADOT Questions and Answers
4. Opposition Letters
5. Opposition

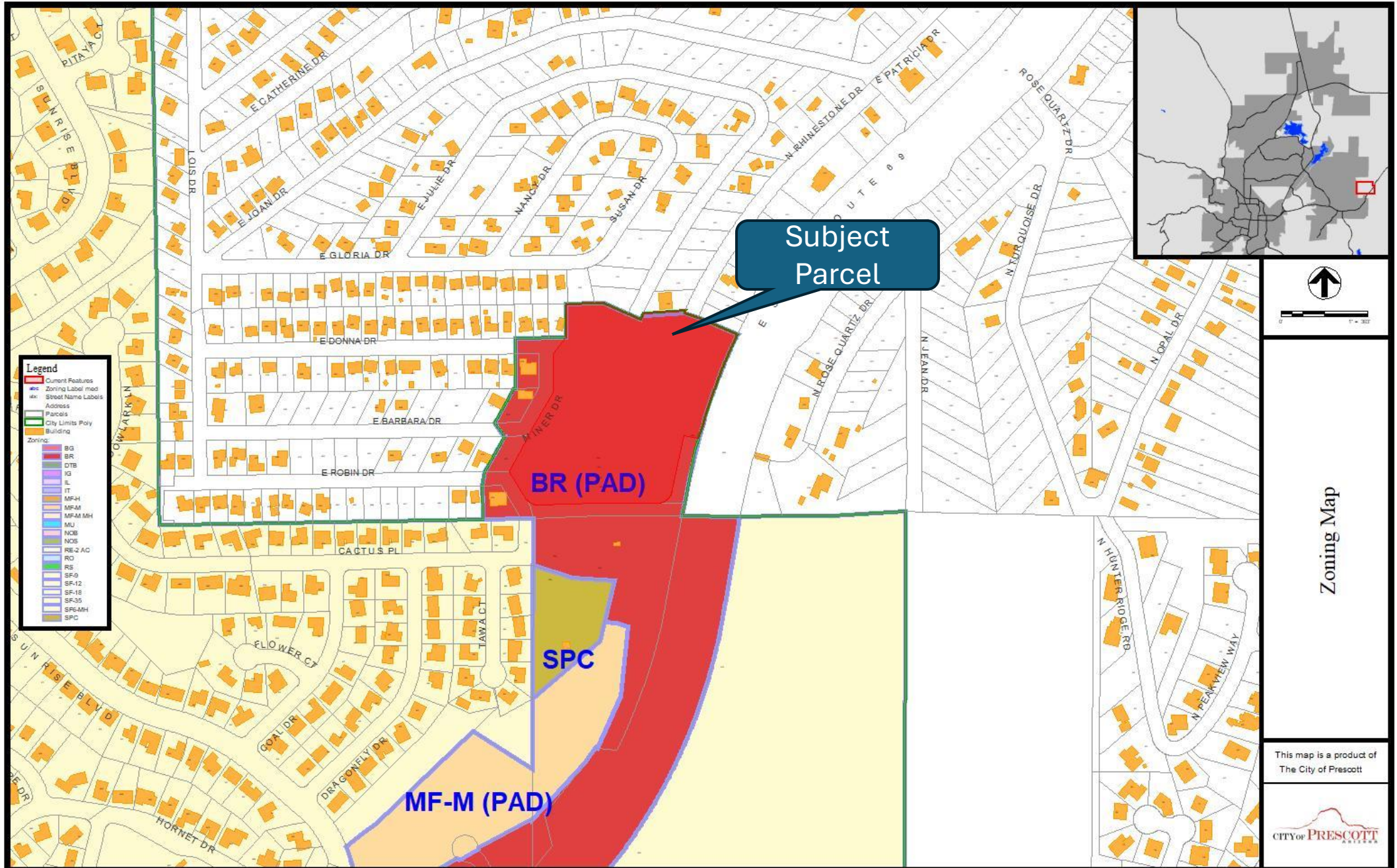


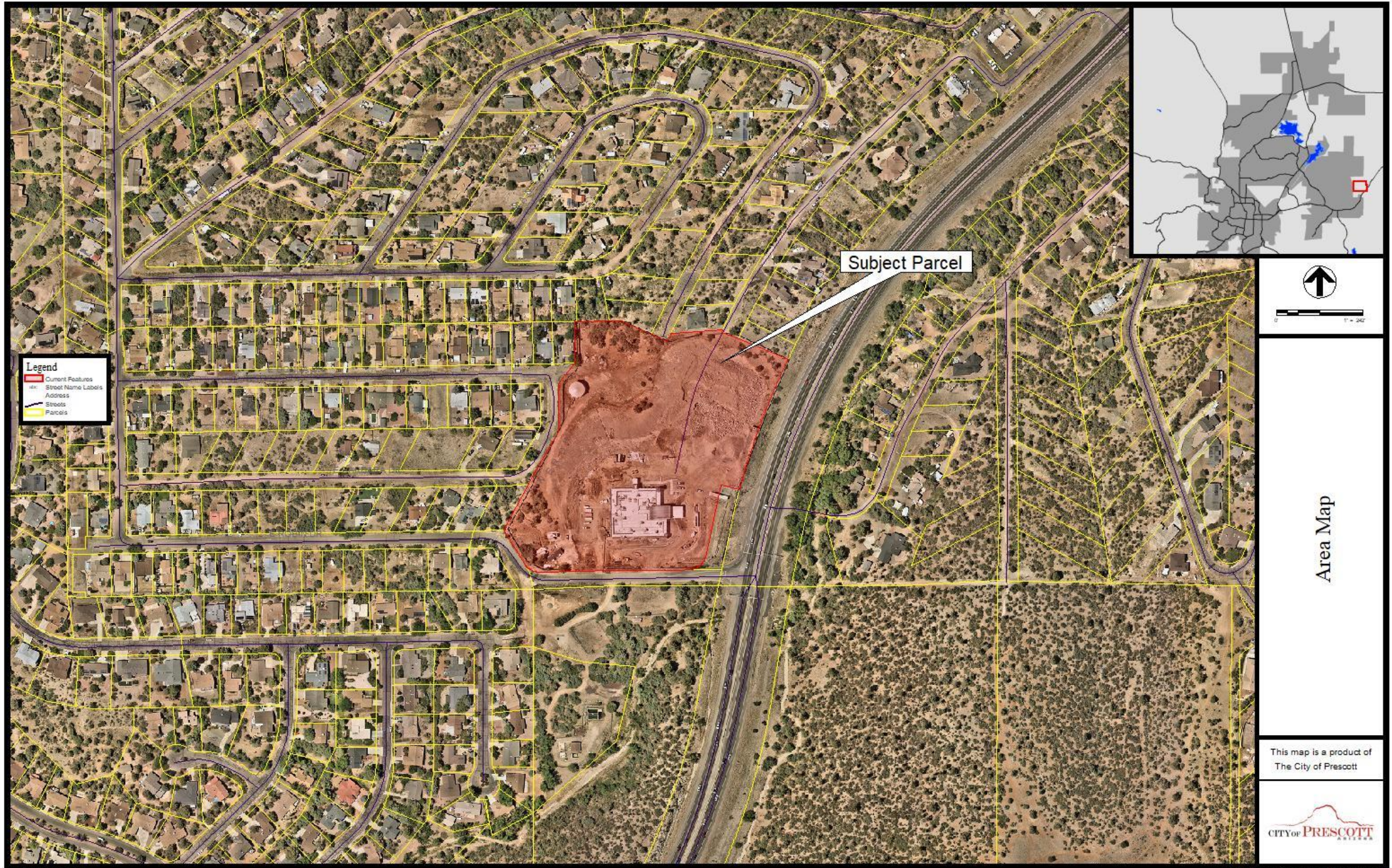
City of Prescott
Planning and Zoning
201 N Montezuma Street,
Prescott, AZ 86301

RE: Conditional Use Permit Narrative

Exceptional Healthcare is proposing a hospital heliport, a private use facility that consists of a landing surface with no fueling, defueling, maintenance, repairs, or structures providing storage of a helicopter. Flatwork, markings, lighting, fencing, and wind cone will be provided per FAA Advisory Circular **AC150/5390-2d** Heliport design. Anticipated impact on the surrounding area to be minimal, historic data from Exceptional Healthcare's other facilities provide for one helicopter transfer per day. Due to the nature of a hospital, hours of operation for the heliport will be 24 hours a day, 365 days a year, when the necessity of transport arises. The heliport will be accessible by the hospital staff only, and sited so as to not cause a disruption to any ordinary hospital activities and travel by visitor or emergency vehicle.

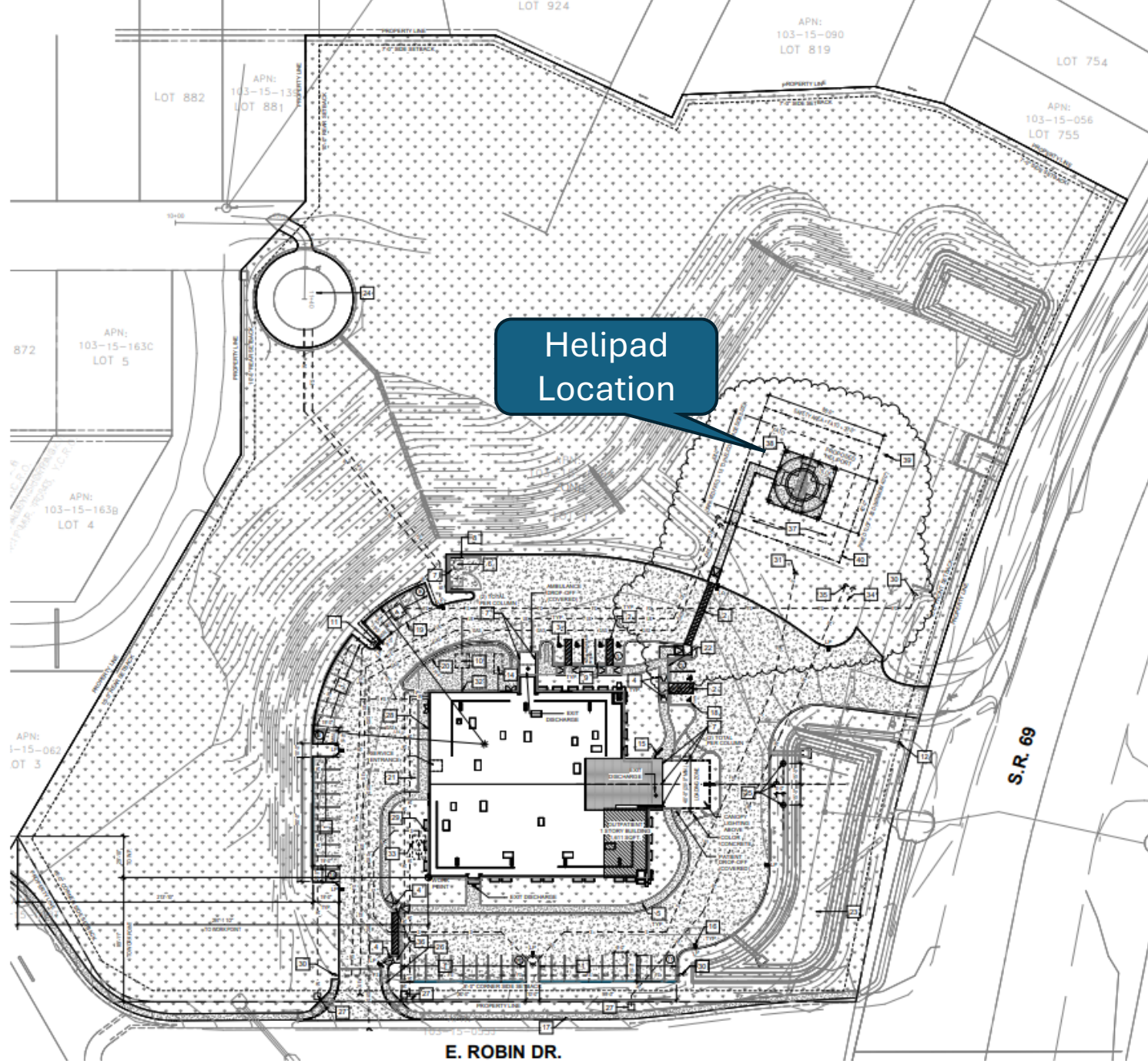
Robert Donaldson AIA
BMH AsBuilt USA







Approved Landscaping Plans



Site Plan



West
Property Line

View from Robin Drive
Side toward West
Property Line

Helipad



Close-Up View of
Helipad from West
property line looking
towards SR 69

A wide-angle photograph taken from a high vantage point on a rocky, sparsely vegetated hillside. In the foreground, the ground is covered in loose rocks and dry, scrubby plants. A paved road curves through the middle ground, with several vehicles parked or moving along it, including a white tanker truck with a green logo, a red pickup truck, and a yellow forklift. To the right of the road is a large, modern building with a flat roof and a prominent red and blue tower structure. The building has a grey facade and a dark roof. In the background, a residential neighborhood is visible on a hillside, with houses and trees. The sky is blue with scattered white clouds. A blue speech bubble with the word "Helipad" points to a flat, paved area on the left side of the image.

Helipad

View of Helipad from
West property line
looking towards SR 69

ARIZONA DEPARTMENT OF TRANSPORTATION
NORTHWEST DISTRICT PERMITS
REVIEW COMMENTS

Review Comments Summary:

Permit Review Request from the City of Prescott Comments (1) for Exceptional Healthcare Onsite Helipad.

REVIEWED BY:	ADOT Northwest Permits Review Team	PROJECT NO:	Exceptional Healthcare 8056-04-02
DISCIPLINE /OFFICE	Northwest Prescott Permits Office	TRACS NO.	
RETURN DATE:	10/17/2024	DESIGNER / CONSULTANT	Tammy Dewitt City of Prescott
ADOT PROJECT MANAGER:	Richard Perez	RETURN TO: Northwestpermit@azdot.gov	Northwestpermit@azdot.gov

ACTION CODES A= WILL COMPLY *B= CONSULTANT/DESIGNER TO EVALUATE

C= ADOT TEAM TO EVALUATE D= DISREGARD COMMENT

* REQUIRES A WRITTEN EXPLANATION BY CONSULTANT/DESIGNER

**FINAL DISPOSITION REQUIRES ADOT APPROVAL IF ANY COMMENT IS DISREGARDED

COMMENT NO.	DATE	DWG/SPEC. PAGE NO.	REVIEWER COMMENT	REVIEWER	CONSULTANT/DESIGNER EXPLANATION/INITIALS*
1	10/17/24	General	Design needs to be done per FAA Circular 150/5390-2D	T. Steinberger	FAA Has reviewed and confirmed heliport is designed to FAA Circular (See Attached)
2	10/17/24	General	Has the FAA been contacted?	T. Steinberger	See Comment No. 1 Above
3	10/17/24	Survey/Horizontal	Was the Survey Datum NAD-83?	T. Steinberger	Yes (See Attached)
4	10/17/24	General	Has the FAA performed an aeronautical study?	T. Steinberger	See Comment No. 1 Above
5	10/17/24	General	What is the approach and departure design for the helipad?	T. Steinberger	Primary route will be along Route 69 to the North and South
6	10/17/24	Electrical	Will the lighting for the helipad have its own electrical service?	T. Steinberger	Lighting for Heliport will be from the Existing Hospital
7	10/17/24	Horizontal Layout	Is the 88' safety zone from the edge of the ROW	T. Steinberger	Safety Zone is a fenced in area dimensioned from the center of the Touch Down and Lift Off Area (TLOF) Edge of fenceline is minimum 68'-0" from R.O.W.
8	10/17/24	Lighting	The landing lighting will be distracting at night to SR 69 traffic. Is there a screen wall being provided?	T.Steinberger	No screen wall is designed, landscape screening will be provided along 69 (See attached Landscape Plan L.02)
9	10/17/24	General	Provide responses to all comments.	IWD Permits R.Perez	Noted
10					
11					
12					
13					
14					
15					
16					
17					
18					

*Consultant/Designer must provide where plans/specifications have changed and detail on how Reviewer Comment has been incorporated. This description must provide enough detail to be clear. If the Consultant/Designer does not agree with the comment, an explanation of why must be provided and further reviews may be needed.

Tammy Dewitt

From: web@prescott-az.gov on behalf of City of Prescott Website <nirvana@prescott-az.gov>
Sent: Friday, October 11, 2024 4:58 PM
To: Planning
Subject: New Entry: Planning & Zoning Contact Form

Name

Jeannette Westmoreland

Email

[REDACTED]

Phone

[REDACTED]

Subject

CUP24-004 against conditional use permit for helicopter

Comments / Questions

Hi I am a resident located next to the property and above them on a hill side I have two properties that I currently use as Vacation Rentals and obtain my sole income from these rentals. I am retired, a resident of Prescott for over 55 years, and I am scared that a helicopter landing next to my vacation rentals, would be terrible, and may end up bankrupting me. If I have to close them down because of late night propeller noise that would be devastating. I already tolerated

the blasting last year during the construction phase but now I really think that this would disrupt my business. however I do have a compromise I think if we could see if the the helicopter coming in from robin road side of the hospital would be as loud as the helicopter that came in from the Rhinestone Drive and directly over my houses and yard. Secondly I would also like my privacy in my back yard. I have a pool and I don't want to have a helicopter hovering over my back yard when I using it. (The Helicopter Just hung over my yard maybe they were looking for a place to land but none the less they just stood there causing more noise) Mainly I didn't sign up for Air traffic over my property or over my vacation rentals. They want a relaxing stay and not to be awakened by the blades of a helicopter in the middle of the night. I would like to speak during the hearing and voice my objections. Thank you Jeannette please contact me by phone, text, or standard mail thank you

Tammy Dewitt

From: aimotnot [REDACTED]
Sent: Wednesday, October 9, 2024 11:49 AM
To: Planning
Subject: Urgent Concerns Regarding Helicopter Noise Pollution and Regulatory Oversight

Dear City Officials,

I am writing to you as an environmental activist and scientist deeply concerned about the potential noise pollution stemming from the proposed helicopter pad project in our community. Helicopters, due to their distinctive blade slap and low-frequency noises, have been known to cause particularly potent noise impacts, exacerbated by their low altitude operations.

One of the alarming issues surrounding helicopters is the lack of adequate regulation governing their flight paths, noise emissions, and minimum altitudes for operation. Unlike other forms of transportation, helicopters operate without noise certification requirements, leading to unchecked noise pollution levels that can significantly impact residents' quality of life.

The absence of standardized regulations for helicopter operations raises serious concerns about the potential health and well-being implications for communities located near helicopter flight paths. The constant disruption from helicopter noise, coupled with their unrestricted flight altitudes, poses a significant threat to the tranquility of our neighborhood and the overall environmental balance.

It is imperative that we address the gaps in regulatory oversight concerning helicopter operations to safeguard the health and safety of residents and mitigate the adverse effects of noise pollution on the community. By establishing clear guidelines for noise emissions, flight paths, and minimum altitudes, we can work towards minimizing the disruptive impacts of helicopter operations on our surroundings.

I urge you to prioritize the implementation of comprehensive regulations for helicopter operations to protect our community from excessive noise pollution and ensure a harmonious living environment for all residents.

Thank you for your attention to this critical matter and your commitment to promoting environmental sustainability and community well-being.

Sincerely,

Sage Dennis
Environmental Activist and Scientist
[REDACTED]

Sent from [Proton Mail](#) for iOS

Tammy Dewitt

From: Beverly Wallen [REDACTED]
Sent: Wednesday, October 9, 2024 11:37 AM
To: Planning
Subject: Urgent Appeal for Safety Measures and Compassion in Hospital Helicopter Pad Project Development

Dear City Officials,

I am writing to you with a heavy heart and a deep sense of urgency as a resident deeply affected by the development of the hospital project near my home. My name is Beverly Wallen, and I reside at 1026 N Rose Quartz Drive, a location that has been marred by tragic accidents and heart-wrenching losses over the years.

The sounds of screeching tires, sirens, and the aftermath of collisions have become a haunting soundtrack of my life, leaving me with deep emotional scars and persistent trauma. The prospect of a hospital being constructed in this very place, where my community has suffered so much, fills me with a sense of dread and anxiety.

As a mother who has already endured the unimaginable pain of losing a loved one on this highway, the need for safety measures and protective barriers is not just a request; it is a plea for peace of mind and a shield against the relentless noise and chaos that have plagued this area. The toll of Post-Traumatic Stress Disorder (PTSD) from bearing witness to countless tragedies cannot be understated, and the construction of a barrier wall would provide a semblance of protection and solace.

I implore you to consider the human cost, the emotional burden, and the ongoing trauma that residents like myself carry as we navigate the daily reminders of loss and tragedy. The construction of a sound barrier wall along this highway is not just a physical necessity but a symbol of compassion, understanding, and a commitment to the well-being of those who live in the shadow of past sorrows.

Please hear my plea and the cries of a community scarred by grief and loss. I urge you to prioritize safety, empathy, and the mental health of those whose lives intersect with the proposed hospital project.

With a heavy heart and a plea for understanding,

Beverly Wallen
[REDACTED]

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Tammy Dewitt

From: Katie Wallen [REDACTED]
Sent: Wednesday, October 9, 2024 11:26 AM
To: Planning
Subject: Heartfelt Plea for Understanding Regarding Helicopter Pad Project

Dear City Officials,

I am reaching out to you with a profound sense of sorrow and urgency as a resident deeply impacted by the proposed helicopter pad project in our neighborhood. My name is Katie Garza and I reside at [REDACTED], where a tragic incident forever altered the course of my life.

The events of that day, where I lost my dear husband right in front of our home on Rose Quartz Drive, are etched into my soul, leaving me with a profound sense of loss and grief. The prospect of introducing a helicopter pad in this very location, where my world shattered, fills me with overwhelming anxiety and sadness.

The potential noise and disruption that this project may bring are not merely disturbances to daily life; they are painful reminders of the fragility of existence and the deep wounds I carry. The safety concerns loom large, mirroring the tragedy that befell my husband and instilling a sense of fear within our community.

As I stand on the precipice of this proposal, I implore you to consider the human toll, the emotional anguish, and the lasting scars that such a development could inflict on those who consider this neighborhood their sanctuary. My plea extends beyond personal grief to encompass all residents who value the peace and memories intertwined with our surroundings.

I humbly ask that, in your deliberations and decisions, you take into account the profound pain that has already touched this place and the lives that are delicately poised amidst uncertainty. I urge you to approach this matter with sensitivity, understanding, and a genuine regard for the welfare of those who will bear the weight of this project.

With a heavy heart and a plea for empathy,

Katie Garza
[REDACTED]

Tammy Dewitt

From: Radical Miracle [REDACTED]
Sent: Wednesday, October 9, 2024 11:17 AM
To: Planning
Subject: list of concerns for the board of adjustments

Dear Tammy DeWitt,

1. **Concerns About Noise:** The potential increase in noise levels due to the helicopter pad may disrupt the tranquility of the neighborhood, impacting residents' daily lives.
2. **Safety Worries:** There are apprehensions regarding safety hazards associated with helicopter operations, including risks of accidents and threats to the well-being of community members.
3. **Property Value Considerations:** Residents fear that the construction of the helicopter pad could lead to a decrease in property values, affecting homeowners' financial investments.
4. **Environmental Implications:** The environmental consequences of helicopter activities, such as air pollution and disturbances to local wildlife, are concerning to residents who value the natural surroundings.
5. **Sound Barrier Wall Proposal:** Suggestions have been made for the installation of sound barrier walls along the road as a potential solution to mitigate the impact of noise from traffic and helicopter operations.
6. **Community Engagement and Transparency:** Residents are advocating for increased community engagement and transparency in the decision-making process, emphasizing the importance of residents' involvement in discussions about the helicopter pad project.
7. **Exploration of Alternatives:** Residents are open to exploring alternative locations or strategies that could address the concerns raised while accommodating the project's requirements.

Presenting these concerns to the Board of Adjustment can help ensure that the perspectives and needs of the community are taken into account when evaluating the proposed helicopter pad project.

Adam Loomis
[REDACTED]

Prescott, AZ
[REDACTED]

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Tammy Dewitt

From: Barry Golden <[REDACTED]>
Sent: Tuesday, October 8, 2024 8:07 AM
To: Tammy Dewitt
Subject: Re: Helicopter landing pad

City of Prescott Board of Adjustment

Commentary from Barry Golden, [REDACTED] Prescott, AZ 86301 regarding Conditional Use Permit of a helicopter landing pad at 4822 E. State Route 69

Dear Board Members,

I strenuously object to the approval of the use of a helicopter landing pad at the above address for the following reasons:

1. The hospital is in the center of a residential area and a helicopter taking off and landing would be obnoxiously loud and distracting
2. There is no guarantee that there would be 1 landing/ take off per day. Even if there was only 1 landing/take off per day, that's 365 events/ per year
3. The decibel level of a helicopter is about 100 db. Levels above 85 db cause hearing loss in humans
4. Constant noise from the helicopter would change the animal environment in this area. Birds, that are common in the area, would find other areas to nest
5. Let's not make this area a mini-Phoenix

Barry Golden

From: Tammy Dewitt <tammy.dewitt@prescott-az.gov>
Sent: Monday, October 7, 2024 9:45 AM
To: Barry Golden [REDACTED]
Subject: RE: Helicopter landing pad

Hi Barry,

Yes, it is a public hearing and comments from the public are considered. There is a comment sheet at the sign-in table to fill out and give to the Admin or staff up front.

Cheers,
Tammy

Tammy DeWitt
Community Planner
Community Development

-----Original Message-----

From: Barry Golden [REDACTED]
Sent: Monday, October 7, 2024 9:36 AM
To: Tammy Dewitt <tammy.dewitt@prescott-az.gov>
Subject: Re: Helicopter landing pad

Tammy Dewitt

From: lee wallen <[REDACTED]>
Sent: Wednesday, October 9, 2024 10:38 AM
To: planning@prescott-az.govbb
Subject: Subject: Urgent Safety Concerns Regarding Traffic Accidents and Anticipated Helicopter Noise – Request for Sound Barrier Construction

Dear Tammy DeWitt,

I am writing to address both our current safety concerns related to traffic accidents and our anticipated concerns regarding the proposed helicopter landing pad adjacent to the hospital site at 4822 E State Route 69. The recent increase in traffic volume, resulting in numerous accidents and tragic fatalities, has prompted urgent action to improve safety measures in our neighborhood. Additionally, the planned helicopter pad raises significant worries about potential noise pollution from helicopter operations and sirens, which could further impact our quality of life.

The constant flow of over 40,000 cars passing through the area daily has led to several accidents, some of which have had devastating consequences, including the loss of two family members in accidents right in front of our homes. This ongoing safety hazard has underscored the critical need for immediate traffic safety measures, such as speed reduction initiatives and enhanced signage, to prevent further accidents and protect the well-being of all residents.

In light of the upcoming public hearing on CUP24-004 regarding the Conditional Use Permit for the helicopter landing pad, we anticipate additional challenges related to noise pollution from helicopter operations and emergency sirens. To address these concerns, we respectfully request that the City of Prescott consider the construction of a sound barrier in front of our homes to mitigate the potential noise impact on our community. This sound barrier would help reduce the disruptive noise pollution and provide much-needed relief to residents affected by the anticipated helicopter activities.

It is imperative that the City of Prescott and relevant stakeholders prioritize the safety and well-being of residents in the area by implementing comprehensive traffic safety measures and addressing potential noise pollution concerns associated with the planned helicopter operations. We urge the City of Prescott to take proactive steps to ensure a safe and peaceful living environment for all residents in the neighborhood.

We kindly request that our safety and noise pollution concerns be given due consideration during the upcoming public hearing on CUP24-004. We look forward to a positive response and meaningful action to address our collective concerns and enhance the overall quality of life in our community.

Thank you kindly for your consideration,

Katie Wallen
[REDACTED]



Health & Healing Center

Greetings City of Prescott Board of Adjustment Members,

My concerns are expressed in the interest of

1. Health of patients attending my practice
2. Health of those of us living in the area
3. Residential property value
4. Well-being of mine and neighboring businesses

All will be affected by increased noise that will be created by the proposed helicopter traffic if a conditional use permit is allowed at the property located at 4822 E State Route 69. According to [Harvard Medicine Magazine](#), "...noise pollution not only drives hearing loss, tinnitus, and hypersensitivity to sound, but can cause or exacerbate cardiovascular disease; type 2 diabetes; sleep disturbances; stress; mental health and cognition problems, including memory impairment and attention deficits; childhood learning delays; and low birth weight. Scientists are investigating other possible links, including to dementia."

Please note the property is bordered by residential properties. We were not informed, nor were we allowed to comment on the approval of a hospital in this predominantly residential area in regard to the increase in delivery, patron and employee traffic and siren noise from the emergency vehicles. Many hope it will increase their property value and it may. Helicopter noise, however, will definitely not!

As you may be aware, the decibel scale is logarithmic. This means that loudness is not directly proportional to sound intensity. Instead, the intensity of a sound grows very fast. A sound at 20 dB is 10 times more intense than a sound at 10 dB, and would be perceived as twice as loud.

People who work around helicopters wear ear protection for a reason. An article by [AV Foil News](#) admits excessive noise has been one of the most pressing issues in the helicopter industry.

According to the [Hearing Health Foundation](#), sounds above 70 dB can damage hearing over time. Although it is difficult to find studies on noise from helicopters, [this study](#) of a UH-60 Black Hawk helicopter noted 105 dB, which is well above the level of damage. Purdue University posted [this comparison](#) of sound sources

██████████, PRESCOTT, AZ 86301

PHONE: ██████████



Health & Healing Center

citing the Bell J-2A helicopter at 100 dB at 100 feet. In this article, titled, "[Why Are Helicopters So Loud? A Pilot Explains](#)" one can learn how the decibels of the helicopter change with the weight carried as well as how the different disturbances of air affect the interpretation of sound with ascent vs decent. I can only speculate the disturbance of air from the adjacent hillside and the gradient of the valley location may increase the sound as it travels up since the highway 69 traffic noise is increased by these topographical attributes for those living above the highway.

I would also like to point out the rather obvious issue of the distraction of the helicopter to drivers on Highway 69. The road already has a concrete block center to try to lower the number of accidents!

Advertisements for the Exceptional Community Hospitals include critical care transportation [24 hours a day, every day](#). This means that everyone in this area will be subject to a helicopter taking off and landing at all hours of the day and night.

I would like to take your attention to the [residents of Granbury, Texas](#). Their entire population's health is currently suffering from the noise pollution from the bitcoin mining plant that was recently built in their community without their full consent of the outcome. The bottom line is that noise is energy that can be deleterious to health.

If this is approved, we will have little recourse and will know how it feels to be victimized by the industrial complexes' endless pursuit of 'increasing the bottom line' while we suffer, just like the victimized people in Granbury, Texas. Please take the time to educate yourself about noise pollution prior to voting on this permit.

Thank you for your time and careful consideration.

Cheryl Hamilton, NMD
Health and Healing Center

[REDACTED]

Prescott, AZ 86301

[REDACTED]

Tammy Dewitt

From: Julia [REDACTED]
Sent: Wednesday, November 6, 2024 11:56 AM
To: Planning
Subject: Public comment to be read at CUP24-004

To The Board Members of Prescott and BMH As- Built USA: Regarding CUP24-004.

Thank you for inviting public comment to be discussed on Channel 64, Facebook Live and the cities YouTube channel, regarding the implementation of a helicopter to the neighborhoods of Yavapi Hills and Diamond Valley.

How do the people of Yavapi Hills feel about your property values going down? Please consider the impact of a helicopter coming in for a landing, as your showing your home.

And now to Address the CUP24-004, BMH As-Built USA,

1. Please describe your route the helicopter will take, when approaching and departing the helipad?
2. Please describe the results of your environmental impact statement, if you indeed invested in a caring explanation for the people, Yavapi Hills and Diamond Valley?
3. Where may we view your environmental impact statement, and if it's not complete, when will it be?
4. If applicable, why do you not feel an environmental impact statement is important to us?
5. The Dells will echo with the sound of a helicopter, from BMH As- Built USA. What do you say about the helicopter's route and the echo it would produce over our pristine state treasure, the Dells?
6. How many years will your helicopter be active in your proposed location?
5. Please address how you will delete the noise pollution at all hours, around the clock?

The people of Yavapi Hills do not tolerate the noise from the departures and approaches of a helicopter over this extremely populated neighborhood in Prescott.

6. How will you keep the dust and dirt from spreading onto Highway 69, and the surrounding immediate area?

7. The loss of our freedom to fly legal drones will not happen.
Tell us exactly how our freedom to fly drones will be changed if your proposal flies?

8. Everyone is aware of our beloved deer that live harmoniously in the Yavapi Hills backyards. These deer LIVE here, in peace, and are protected from hunters. Your helicopter creates the sound of cracks to the

atmosphere like whips on a back. It will cut the silence, creating fear in the deer and other animals that live in the Yavapi Hills and the Diamond Hills area.

9. And lastly, in the case of an accident, and the helicopter crashes, why is it important that it fly over OUR populated neighborhood, and land on OUR houses?

We live a seven minute walk from this sad, unthoughtful location created by BMH As-Built USA. And I do not support your helipad location.

Sincerely,
Julia Larsen

Tammy Dewitt

From: Dee Iro [REDACTED]
Sent: Wednesday, November 6, 2024 12:56 PM
To: Planning
Subject: Helicopter pad

> I am writing on behalf of my parents who live just behind this hospital on Robin. They have lived here and in this house since the 1980s.

> This has been a residential neighborhood long before this hospital was planned. I would expect that plan to include fitting in and not disturbing current or future residents. I hate to think how bad emergency vehicle sirens will be but especially helicopter noise all hours of the day is very concerning and should NOT be allowed.

> Please send me details and how possible to petition this and stop any helicopter pad permit.

>

>

>

> Sent from my iPhone

Tammy Dewitt

From: Pamela Boyer [REDACTED]
Sent: Wednesday, October 9, 2024 8:17 AM
To: Planning
Cc: Pamela Boyer
Subject: CUP24-004 I AM AGAINST THIS INTRUSION ON OUR PEACEFUL HOMES!

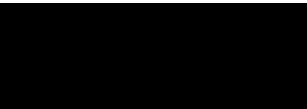
To whom it may concern:

I m a 40 year resident of Robin Dr.in Diamond Valley. I'm unhappy that my peaceful home will now, have more unpleasant "NOISE" & now Major DANGER! Robin Dr. Road is still not finished & if it gets icy soon this will pose a huge problem for Robin Dr. drivers. One person already went off the road & damaged their vehicle because its not fixed by the curved area starting up the hill. Getting back to this helicopter pad. I don't want the noise, I do not want the DANGER OF CRASHING INTO DIAMOND VALLEY HOMES. MY PROPERTY VALUE??? Must I say more?

Why can't they make arrangements with Dignity Health to use their pads? This is a RESIDENTIAL AREA NOT AN AIRPORT AREA.

My husband & I'M AGAINST THIS NEWEST OFFENCE AGAINST OUR RESIDENTIAL HOME.

Sincerely,
Pamela Boyer



Prescott, AZ. 86301

Tammy Dewitt

From: Nancy Stone [REDACTED]
Sent: Thursday, November 7, 2024 10:33 AM
To: Planning
Subject: Helicopter pad in Diamond Valley

Attention: Tammy DeWitt

It looks to me like the helicopter pad is already in with green lights around it. Why are you asking for opinions now? Shouldn't that have been done before the first dirt was moved?

We bought our lot in 1965 and began building in 1981. Our house is just over the hill from the hospital, which has already had a helicopter land there twice (that we know of). It flew very close to our house then so we've already experienced the very loud noise this makes.

Also, shouldn't the helicopter take the patient to a larger, fully equipped, authorized and staffed appropriately hospital? And finally, being so close to a major highway could be the result of tragic accidents if there were to be a landing gone wrong!

Thank you for considering my opinions.

Nancy M. Stone
[REDACTED]
Prescott, Az 86301

Sent from my iPad

Tammy Dewitt

From: Jeff Hill [REDACTED]
Sent: Thursday, November 7, 2024 11:07 AM
To: Planning
Subject: helipad at 4822 East State Route 69

Prescott Board of Adjustment
re CUP24-004

Dear Sirs,

As a part-time resident of Diamond Valley, it seems to me that a number of questions need to be answered concerning the advisability of placing a helipad at this location. It is not clear that such a pad will improve and be safe for the well being of the people of the Prescott/Prescott Valley area. Some of the important issues that need to be resolved are:

1. What is the mission/purpose of the facility at this site?
2. What patients will be transported to and from this facility and in what numbers?
3. How is the mission enhanced by the availability of helicopter transport to and from this facility versus ground transport? including relative times, benefits and risks of each method. Risks are considerably higher for helicopter transport and the relative benefits are not always clear. (see references below, re NTSB assessment of safety issues)
4. What is the proposed flight path to this proposed pad? (Perhaps 30% of the approach perimeter is obscured by a hill and low approach over nearby housing. Approximately 40% requires a low approach over a heavily congested highway less than 50 yards away from the proposed pad. How is the remaining approach space affected by buildings and ground clutter.) What are the safety considerations? (see articles, <https://www.flyingmag.com/aircraft-helicopters-air-ambulance-safety-closer-look/>, <https://www.airmedicaljournal.com/article/S1067-991X%2824%2900164-0/fulltext>)
5. What is the distraction affect on drivers created by a low approach flight path over a heavily traveled highway?
6. Does quality medical care for the region require air transport of patients to and from this facility versus ground transport.
7. What is the time and risk of transport to this facility and a subsequent transport to a higher level of care a short distance away? When indicated, Is the original transport to a nearby facility with a higher level of care more appropriate either by air or ground?
8. What are the relative costs of air transport versus ground transport and how does the presence of this helipad affect that cost to patients and the system as a whole?

Taken as a whole, I think the answers to these questions do not support the installation of this helipad. Thank you for your attention to this matter. I can be available to attend the meeting on November 21st if I can be of any further assistance.

Sincerely,

Jeffrey Hill, MDPHd
Medical Director Pediatric Critical Care
St. Joseph's Hospital and Medical Center
Retired

[REDACTED]