

July 24, 2023

Archuleta County Development Services
Planning Department
PO BOX 1507
Pagosa Springs, CO 81147-1507

Archuleta County Board of Commissioners
398 Lewis Street
P.O. Box 1507
Pagosa Springs, CO 81147

Dear Archuleta County Development Services and Archuleta County Board of Commissioners,

We are writing to you today to express our deep concern about PLN23-117, D'Aumeries, Private Helipad, Board Conditional Use Permit which will adversely affect the area around Echo Valley, Echo Canyon, and surrounding communities. As members of this community that have significant capital investments in their properties, we feel that it is our collective responsibility to take action.

Therefore, we are submitting these findings to urge you to take action and address this issue. Your support will be crucial in bringing about change and ensuring that all property owners in the surrounding affected area are treated fairly. 100% of the permanent residents on Upper Terry Robinson Rd and Divide View Pl are in opposition.

In addition to violating County Ordinance 22-2019, and Archuleta County Zoning Regulations, these findings, supported by non-biased, scientific and independent research, will show the adverse effects of the proposed helipad, "Upper Echo Canyon Airport", to:

- The property owners through:
 - property value loss resulting in lower property taxes for the county
 - loss of quiet enjoyment of their property
 - potential health problems
 - loss of livelihood from hunting leases for deer and elk
- The wildlife in the area including:
 - Grazing wildlife: Elk, Mule Deer, Cattle, etc.
 - Bears
 - Birds
 - Endangered Species
- The environment in the event of a fuel spill in the Echo Valley Watershed

The property owners surrounding Terry Robinson Road purchased their property for private use and a quiet lifestyle. Additionally, Upper Terry Robinson Road is a private road. As a private road, the permissible uses are defined and limited by the easements granted between the various parcels. These easements are for access or for ingress and egress for the owners or their guests (as opposed to business guests).

The creation of "HeliPagosa, LLC" located at 3700 Terry Robinson Rd. on May 24, 2022 by Mr. D'Aumeries appears to show into to operate a helicopter-based business from this address.

The land over which the road passes belong to the property owner, and only the right to use it belongs to the other owners farther up the road. A landowner could be liable to people using the road for other uses. It helps limit the exposure of the owners who have granted the easement to other property owners. It also assures that the road remains private and doesn't end up a public, prescriptive easement.

Permitting a private helipad in this area disrupts the quiet enjoyment of the property owners, adversely affect the wildlife in the area and violate County Ordinance 22-2019, AN ORDINANCE CONCERNING NOISE LEVELS IN UNINCORPORATED ARCHULETA COUNTY, COLORADO. We all have made significant capital investments in the properties we have purchased to live in this lifestyle.

Property owners who live near noisy areas adversely experience sharp decreases in their property values compared to less noisy areas.

In 1994 the consulting firm of Booz-Allen & Hamilton, Inc. prepared a report titled The Effect of Airport Noise on Housing Values: A Summary Report for the Federal Aviation Administration. All research conducted in this area found negative effects from aviation noise, with effects ranging from a 0.6 to 2.3 percent decrease in property value *per decibel* increase of cumulative noise exposure.

The report describes a methodology for evaluating the impact of noise on housing values. The methodology essentially compares market prices in similar neighborhoods that differ only in the level of airport-related noise. In pilot studies using this method, Booz-Allen found that the effect of noise on prices was highest in moderately priced and expensive neighborhoods. In two paired moderately priced neighborhoods north of Los Angeles International Airport, the study found "an average 18.6 percent higher property value in the quiet neighborhood, or 1.33 percent per dB of additional quiet."

A 1996 study funded by the Legislature of the State of Washington used a somewhat similar methodology and found that the proposed expansion of Seattle-Tacoma Airport would cost five nearby cities \$500 million in property values and \$22 million in real estate tax revenue. The study of single-family homes -- all in "very good" condition, with three or more bedrooms and two or more baths, and excluding the most expensive and inexpensive units to provide more representative comparisons -- found that "a housing unit in the immediate vicinity of the airport would sell for 10.1 percent more -- if it were located elsewhere."

Noise pollution impacts both public health, the economy and quality of life. According to a study published in the American Journal of Preventative Medicine, exposure to prolonged or excessive noise can exacerbate health problems ranging from stress and fatigue to hearing loss and cardiovascular disease.

According to the Helicopter Association International, the sound level of a helicopter flying at 500 feet is approximately 87dB. At 1,000 feet, the sound level drops to 79dB.

The difference in sound level may not seem that great, but it is in fact significant, reducing the resultant noise by half its impact. This is because sound levels are measured according to a logarithmic scale vs. a linear scale.

To get an idea of how loud a helicopter actually is, consider the sound level of some common noises you might hear every day.

The lowest sound level you can hear is breathing at around 10 dB. A whisper or rustling of leaves registers at 20 dB; a conversation at home is approximately 50 dB; a passenger car traveling on the freeway at 50 ft away is 70dB.

While these are all quieter than the noise a helicopter makes, the noise the food blender in your home produces is at a very similar level to a helicopter flying overhead at 88 dB.

Interestingly, people rate the sound level of a helicopter higher than it actually is - as much as 10 decibels higher in fact.

This is largely due to the unfamiliar and unique sound a helicopter makes thanks to its blade vortex interaction.

Sound propagation outdoors can be strongly affected by ground topography. The existence of hills and valleys between a source and receiver can lead to the amplification or focusing of sound waves. Such effects can result in significant variations in received sound levels.

It is the amphitheater effect where sound waves reflect off the valley floor and the other side of the valley, which amplifies the sound.

The sound waves will be ‘funneled’ and therefore concentrated and intensified when in a valley and will be deflected upwards when they encounter the valley slopes. If those same waves encounter a vertical cliff face, they will be scattered in all directions including backwards. In other words, they will create an echo.

Imagine what the sound level will be in *Echo Valley* where the helipad, “Upper Echo Canyon Airport”, is proposed to be located.

Noise pollution, as it effects humans, has been a recognized problem for decades, but the effect of noise on wildlife has only recently been considered a potential threat to animal health and long-term survival.

Most researchers agree that noise can affect an animal's physiology and behavior, and if it becomes a chronic stress, noise can be injurious to an animal's energy budget, reproductive success and long-term survival.

Birds and mammals build nests in a great variety of habitats. Those nests in open areas such as the tops of trees or cliffs are susceptible to disturbance by aircraft operations. Additionally, these open nests or many smaller nests in brushy areas near landing sites are susceptible to physical damage from wind effects of aircrafts, especially downwash from helicopters. Helicopter downwash can move large debris and small nest components causing damage to the nests and hazards for nearby humans.

Among the many species of birds in the area is the Mexican Spotted Owl. The Mexican spotted owl is listed as a threatened species by both the U.S. and Mexican governments, and is considered threatened in Colorado, Utah, and the Navajo Nation, and a species of Concern in Arizona and New Mexico. Mexican spotted owls use rocky canyons, outside of these areas, spotted owl use forested mountains and canyons.

Echo Valley is a seasonal migration route for hundreds, if not thousands of elk each year. While specific studies regarding elk reaction to helicopters are minimal, there are numerous studies outlining the impact of caribou reaction to helicopters. Caribou and elk are both members of the deer family and are herbivores. Both mammals are social and travel in large herds.

In a detailed study provided by the U.S. Army of Alaska, caribou were found to be relatively sensitive to low-level overflights and close approaches by helicopters. Specifically, the report showed stronger reaction to a helicopter than to a fixed wing aircraft. 64% of caribou responded to helicopters with 12% showing extreme reactions. 28% of caribou responded with extreme behaviors to helicopters landing nearby.

Another study prepared for the U.S. Air Force details three separate experimental studies on antelope, elk and big horn sheep. Each species was exposed to disturbances ranging from people walking by their enclosure, to trucks driving by blowing horns, and to overflights of fixed-wing, planes helicopters, subsonic and supersonic jets. Of the aircraft, helicopter flyovers and hovering had the largest consistent response, with most animals looking for a place to hide.

Other municipalities have taken action to protect their elk population. For example, the city of Sundance, Utah issued a cease-and-desist order to two helicopter transportation services after the noise from the helicopters started upsetting a group of local elk. Summit County Council Chairman Roger Armstrong said the flights were disrupting residents plus “a large elk herd and other wildlife,” and, “There is a large elk herd who lives at the base of those hills [near landing pads]. We were concerned about that.”

This same report noted the FH-1100 helicopter’s impact on brown bears. Bears ran 71% in response to the helicopter running from 0.5 to 1.0 miles before the helicopter arrived overhead indicating sound was a strong stimulus. 50% of bears abandoned dens which were hovered over by the helicopter or were overflowed.

There are several cattle ranches in Echo Valley. Cows respond to helicopter flights by decreasing their time spent foraging and they were the most sensitive to disturbance during winter (43% reduction in foraging efficiency).

Grazing animals are often disoriented and run away in response to helicopter overflights.

Thanks to the U.S. Department of Transportation who released a document titled “Noise Levels and Flight Profiles of Eight Helicopters”, we can see how the noise levels of some of the most common helicopters compare against each other at takeoff, approach, and level flyover.

All readings are a measure of Effective Perceived Noise in Decibels (EPNdB), which is used for aircraft noise certification. EPNdB is a measure of human annoyance to aircraft noise which has special spectral characteristics and persistence of sounds. It accounts for human response to spectral shape, intensity, tonal content and duration of noise from an aircraft.

*Certification quality EPNdB cannot be directly measured, it has to be calculated in a standard manner according to the International Civil Aviation Organization (ICAO) Annex 16 Appendix 2. **Measurement with a dB meter only does not correlate to EPNdB.***

HELICOPTER MAKE	TAKEOFF (EPNdB)	APPROACH (EPNdB)	LEVEL FLYOVER (EPNdB)
Aérospatiale SA 330 Puma	95.4	95.6	91.4
MBB Bo 105	89.1	91.7	88.4
Bell 206L	85.9	90.3	85.8
Sikorsky S-61	95.9	94.0	92.6
Sikorsky S-65	95.7	99.9	97.1
Bell 212	91.7	95.7	94.6
Aérospatiale SA 341G Gazelle	92.5	89.5	86.1

There appears to be a correlation between the weight of the helicopter and its noise level. The Sikorsky S-65, which is the heaviest helicopter on the list at 37,000 pounds is the loudest at takeoff, approach, and level flyover. The Bell 206-L at 4,000 lbs. is one of the lightest models and makes the least amount of noise at takeoff and level flyover.

For reference, County Ordinance 22-2019 defines “Noise Disturbance” as any Sound which is or may be:

- i. Harmful or injurious to the health, safety or welfare of any Person;
- ii. Of such volume, frequency and/or intensity that it unreasonably *interferes with the enjoyment of life, quiet, comfort or outdoor recreation of a Person of ordinary sensitivity and habits*; or,
- iii. *Unreasonably interferes with the value of real property or any business conducted thereon.*

Maximum Permissible Noise Levels are:

ZONE	7:00 a.m. to 7:00 p.m.	7:00 p.m. to 7:00 a.m.
Residential	55 dB	50 dB
Commercial	60 dB	55 dB
Light Industrial	70 dB	65 dB
Industrial	80 dB	75 dB
Construction Activities	80 dB	75 dB

The late addition of the FH 1100 Helicopter brochure to PLN23-117 Conditional Use Permit contains a chart on page 17 titled, “Measured Noise Levels, Overhead and Slant Range, FH 1100 ‘The Quiet One’”. Even “The Quiet One” is well above the noise disturbance level outlined in County Ordinance 22-2019.

For reference, the quietest civilian helicopter is the Eurocopter EC130 (now Airbus Helicopters H130) with Takeoff EPNdB of 85.5, Approach EPNdB of 90.5 and Level Flyover of 84.2.

If the FH 1100 Mr. D’Aumeries currently owns is “The Quiet One” what happens if he decides to upgrade to another helicopter in the future? He is already considering, through a text message, to purchase a larger helicopter simply because his neighbors have opposed his helipad.

In addition, Mr. D’Aumeries has threatened on two separate occasions, all of the neighbors opposed to his helipad with bloodshed at the Planning Commission meeting. See attachment.

The increase in sound and traffic intrusion are major concerns which is why most counties have very strict and thoughtful regulations concerning the location of aviation businesses. Since we already have such a facility in Pagosa Springs, why would we want to infringe on the rights of the many landowners that would be affected by an additional aviation location? Zoning regulations for Archuleta County have established regulation for the Airport Overlay (AO) District to “Restrict incompatible land uses in proximity to and within the airport influence areas.” and “No residential dwelling units, other than (1) dwelling unit owned by the applicant or immediate member of the applicant’s family, shall be located, within one half mile of either end of the runway.”. There are 3 homes located within this half mile radius. See attachment.

Approving the helipad, “Upper Echo Canyon Airport”, will also set a precedent for Archuleta County that may prove problematic in the future. Perhaps even allowing for a helipad near where you live. Have Avigation Easement agreements (right of overflight in the airspace above or in the vicinity of a particular property) been considered for the property owners?

PLN23-117, D'Aumeries, Private Helipad, Board Conditional Use Permit Project Description states “Land a helicopter on a driveway 36 ft wide to serve SAR (Search and Rescue) for Archuleta County”. Other uses of the helipad, “Upper Echo Canyon Airport”, discussed during informal conversations with Mr. D'Aumeries include, but are not limited to,

- a. Guided tours of the surrounding area
- b. Hot shot trips to regional airports (e.g., Albuquerque, Durango, Denver, etc.)
- c. Fire spotting
- d. Sheriff prisoner transport
- e. Medical transport

Even if Search and Rescue (SAR) for Archuleta County is the only use for the helicopter, SAR missions require coordination such as search location, maps, search pattern/grid, communications, etc. SAR missions will require a trained observer in addition to the pilot. The trained observer could be a member of the sheriff’s department or a member of the Upper San Juan Search and Rescue in addition to medical personnel. SAR missions are hardly ever rushed into. There is a specific chain of command, organizing of ground or, if needed, air resources and plan protocol.

Undoubtedly, a trained observer would be boarded at Stevens Field, not 3700 Terry Robinson Road. Why not base the helicopter at Stevens Field where services such as jet fuel, lighting and automated weather services (AWOS) are available? AWOS provides aviation weather updates every minute. It is worth noting the Archuleta County Search and Rescue is located at 777 County Road 600 adjacent to Stevens Field.

EMS at PSMC has a system and protocol for how emergencies are handled, and it doesn't include privately owned helicopters or planes because of liability and safety reasons.

The current application is for a helipad vs. a heliport. A helipad is a landing area or platform for helicopters and powered lift aircraft. Most helipads are located remote from populated areas due to sounds, winds, space and cost constraints.

It is easy to confuse helipads with heliports. However, the latter is a much more complex system that isn't as frequently found in different helicopter receiving areas. Heliports are no less than mini airports of their own, made specifically for this type of aircraft. They are most notably found in hospitals and airports themselves.

Like true airports, heliports are equipped with their own systems that provide a range of services for the landing aircraft. These include fueling, maintenance and guiding lights in certain cases.

The site plan for "Upper Echo Canyon Airport" included in the application depicts a helipad, a landing strip and a garage (hanger), much like a heliport. Not depicted on the site plan included in the application is a creek which flows between the proposed helipad and proposed garage (hanger). Just south of the proposed helipad flows Echo Ditch that feeds into Echo Canyon Reservoir. Both of these water sources flow through Echo Valley supplying irrigation to the cattle ranches located in the valley.

If fuel is spilled on site, contamination will undoubtedly flow westward through the cattle ranches and ultimately end in Echo Canyon Reservoir. Jet fuel contamination of the Echo Creek watershed is a legitimate concern. Aviation grade gasoline is usually 100LL, 100 octane low lead gasoline with a high evaporation rate. Whereas, jet fuel, commonly known as Jet A, is basically refined kerosene with additives. Jet A is a more serious concern for watershed contamination as it has a low evaporation rate, more like diesel fuel.

Echo Valley Watershed



Mr. D'Aumeries stated intentions are admirable as are the other informal intentions listed above. Having a county resident willing to utilize their skills and resources to help the county at large is commendable. However, the disruption to the property owners is far too great. The frequency and policing of intended use of the helipad, "Upper Echo Canyon Airport" is an undue burden for the county and surrounding area residents.

Perhaps a better solution would be for Archuleta County to find the funds necessary to provide hanger space at Stevens Field for Mr. D'Aumeries helicopter. This would allow for all stated and unstated use from an area already designated for such use.

In the span of two weeks, through word of mouth only, 200 people have signed in opposition to PLN23-117, including 100% of the permanent residents on upper Terry Robinson Rd and Divide View Pl.

Therefore, we, the undersigned, believe that declining PLN23-117 will:

- Maintain the health and quiet enjoyment of the property owners
- Elk, mule deer, cattle, and bird wildlife will not be adversely affected
- Endangered species protected
- Property values maintained
- County Ordinance 22-2019 will not be violated
- Potential contamination of Echo Valley watershed eliminated
- Policing of use of the helicopter will not be required

We ask that you consider our request and take immediate action to decline PLN23-117. Our hope is the County Planning Department and the Board of County Commissioners will not approve a benefit of convenience to a single resident at the expense of the many residents impacted by this application.

Sincerely,

	NAME	ADDRESS
01	Sara Abate	3701C CR 302
02	Rick Adams	826 Collyer Dr
03	Susan Adams	826 Collyer Dr
04	Brian Ambrosich	583 Terry Robinson Rd
05	Monika Amestein	113 Conifer Dr

06	Patrick Amstein	113 Conifer Dr
07	Larry Ash	1301 Echo Canyon Ranch Ln
08	Rhonda Ash	1301 Echo Canyon Ranch Ln
09	Lynne Ault	169 High Meadow Trail
10	Ron Ault	169 High Meadow Trail
11	Shelly Baker	641 Buck Dr
12	Steve Baker	641 Buck Dr
13	Ross Barrable	2000 Terry Robinson Rd
14	Tom Bashim	3701C CR 302
15	Melody Bing	25 Owens Ct
16	Steve Bing	25 Owens Ct
17	Larry Britton	567 Echo Dr
18	Gregory Brooks	872 Berryhill Dr
19	Laura Brown	1890 Terry Robinson Rd
20	Richard Brown	1890 Terry Robinson Rd
21	Diane Burnett	3011 CR302
22	Diane Byerly	2121 Loma Linda Dr
23	Kent Byerly	2121 Loma Linda Dr
24	David Cammack	3786 US Hwy 84
25	Helen Cammack	3786 US Hwy 84
26	Kim Campbell	469 Buck Dr
27	Christy Castleberry	497 Divide View Pl
28	Gary Castleberry	497 Divide View Pl
29	Ronald L. Chacey	1100 Divide View Pl
30	Beverly Chester	145 Echo Dr
31	Carl Chester	145 Echo Dr
32	J.K. Clinkenbeard	2001 Echo Canyon Ln
33	R.I. Clinkenbeard	2001 Echo Canyon Ln
34	William Coffey	2223 Loma Linda Dr
35	Marty Coffy	2223 Loma Linda Dr
36	Allen Cole	1615 Collyer
37	Janrie Cole	628 Berryhill
38	Nancy Cole	2468 Loma Linda Dr
39	Bob Cooke	560 Calle De Oso
40	Connie Cook	218 Inspiration Dr
41	Kerri Cooke	560 Calle De Oso
42	Susan Copenheaver	40 Valley View Dr
43	Susan Cronin	362 Mesa Dr
44	Marilyn Dach	583 Easy St
45	Pete Dach	583 Easy St
46	Dorothy Dawson	469 Buck Dr

47	Megan Day	132 Elderberry Glen
48	Todd Day	132 Elderberry Glen
49	Dr Kristen Derr	130 Echo Creek Dr
50	Michael Derr	116 Echo Creek Dr
51	Will Dunbar	2468 Loma Linda Dr
52	David Duquemin	565 Skyline Drive
53	Dan Englund	500 Divide View Pl
54	Julia Falick	82 Elderberry Glen
55	Mike Falick	82 Elderberry Glen
56	Anne Farris	565 Eight Mile Loop
57	Robert Farris	565 Eight Mile Loop
58	Maggie Fischer	858 San Juan Dr
59	Matt Fischer	858 San Juan Dr
60	Linnea Fletcher	546 Echo Dr
61	Julie Fox	233 Lewis St
62	Bobby Fredrickson	1000 Echo Canyon Ranch Ln
63	Stephanie Fredrickson	1000 Echo Canyon Ranch Ln
64	Michael Gentry	2385 Echo Canyon Ranch Ln
65	Renee Gentry	2385 Echo Canyon Ranch Ln
66	Jennifer Grossman	28 Elderberry Glen
67	Dennis Gupman	1250 Divide View Pl
68	Barbara Hanrahan	1638 Loma Linda Dr
69	Paul Hanrahan	1638 Loma Linda Dr
70	Jennifer Heiser	160 Echo Dr
71	Mark Heiser	160 Echo Dr
72	Heidi Helm-McLarry	30 McGee Ct
73	Delores Highsmith	295 Loma Vista Ct
74	Tom Highsmith	295 Loma Vista Ct
75	Nancy L. Hill	2615 Echo Canyon Ranch Ln
76	Todd Holman	251 Lupina Pl
77	Ralph Junot Jr	711 Echo Canyon Ranch Ln
78	Fred Kaufman	201 Owens Ct
79	Sara Kaufman	201 Owens Ct
80	Rob Kay	190 Steamboat Dr
81	Kathleen Kemmerling	337 Terry Robinson Rd
82	Dan Keys	676 Berryhill Dr
83	Cam Khan	3644 CR 302
84	Mohammed Khan	3644 CR 302
85	Kyle Knight	677 Loma Linda Dr
86	Ted Knight	399 Skyline Dr
87	Candace Krol	3201 CR 302

88	Mike Kufeldt	3201 CR 302
89	Cathy Kuffler	1385 Collyer Dr
90	Mark Kuhns	3701B CR302
91	Dennis Lampi	1688 Terry Robinson Rd
92	Tim Lawson	1200A Divide View Pl
93	Doris Leitch	165 Lookout Ct
94	Eric J. Lewis	755 Grouse Dr
95	Loriann Lewis	755 Grouse Dr
96	Katherine Linn	3601B Terry Robinson Rd
97	Rodman Linn	3601B Terry Robinson Rd
98	Cindy Lister	1671 Collyer
99	Clinton Lister	4080 CR 302
100	Larry Lister	1671 Collyer
101	Kennie Mackey	2635 Echo Canyon Ranch Ln
102	Robert Mackey	2635 Echo Canyon Ranch Ln
103	Debra Manning	242 Berryhill Dr
104	Rod Manning	242 Berryhill Dr
105	Ellen Martell	180 Berryhill
106	Peter Martell	180 Berryhill
107	Abigail Martin	64 Twilight Ct
108	Jen Martin	2001 Catchpole Dr
109	Kimberly Mazura	676 Berryhill Dr
110	Kevin McDonald	201 San Juan Dr
111	Karmen McEachern	475 Stagecoach Ln
112	Chris McLarry	30 McGee Ct
113	Gary Metcalf	1687 Terry Robinson Rd
114	Nancy Metcalf	1687 Terry Robinson Rd.
115	Connie Mikenas	68 Collyer Dr
116	Robert Mikenas	68 Collyer Dr
117	Bill Milligan	156 La Tierra Ct
118	Sherry Milligan	156 La Tierra Ct
119	Jane Milner	157 Elderberry Glen
120	Meil Milner	157 Elderberry Glen
121	Dara O'Neil	677 Loma Linda Dr
122	Lisa Oney	113 Bigsby Pl
123	John D Ostroski	360 Berryhill Dr
124	Karla J. Ostroski	360 Berryhill Dr
125	Kim Page	1435 Loma Linda Dr
126	Rob Page	1435 Loma Linda Dr
127	Adrienne Panter	1300 Divide View Pl
128	Gail Pate	3657 CR 302

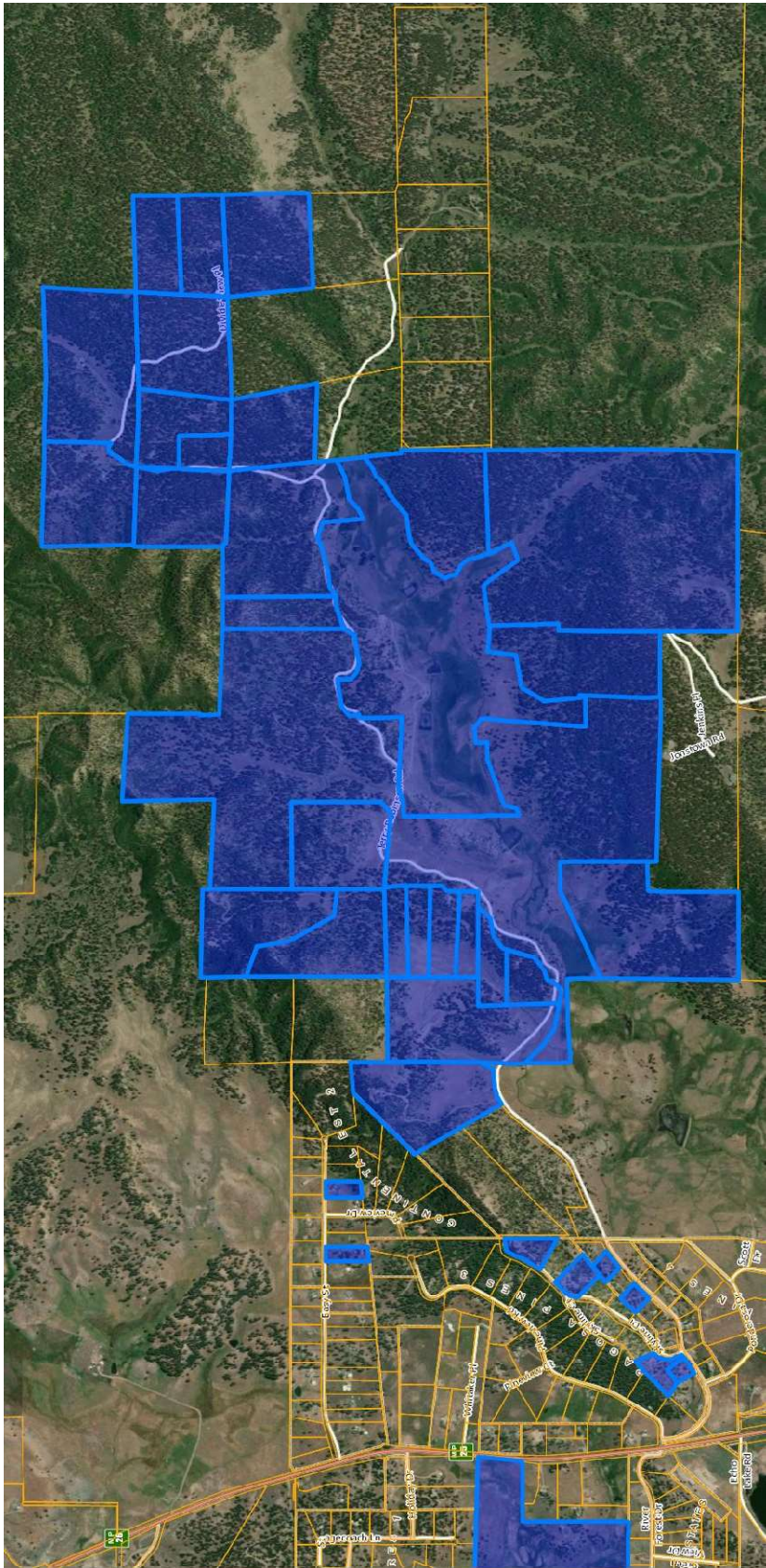
129	Jerry Phillips	2396 Loma Linda Dr
130	Jill Phillips	2396 Loma Linda Dr
131	Marv Poortvliet	257 Elderberry Glen
132	Randy Porch	31 Chokecherry Glen
133	Bruce Powers	278 Berryhill Dr
134	Peggy Powers	278 Berryhill Dr
135	Kyle Rickert	1920 Terry Robinson Rd
136	Linda Roberts	111 Twilight Ct
137	Mark Roberts	111 Twilight Ct
138	John Rothchild	1385 Echo Canyon Ranch Ln
139	Nancy Rothchild	1385 Echo Canyon Ranch Ln
140	Amanda Sanders	1360 Terry Robinson Rd.
141	Trent Sanders	1360 Terry Robinson Rd
142	Bernie Sautel	505 Eight Mile Loop
143	Rick Sautel	505 Eight Mile Loop
144	Bill Schriber	291 Buck Dr
145	Doug Schwarze	2300 Terry Robinson Rd
146	Kathy Schwarze	2300 Terry Robinson Rd
147	Ron Schweickert	702 Terry Robinson Rd
148	Carolyn Schwulst	1155 San Juan Dr
149	Lori Shannon	170 McGee Ct
150	Mark Shannon	170 McGee Ct
151	Barry Shapiro	1385 Collyer Dr
152	Mark Sheldon	700 Echo Canyon Ranch Ln
153	Evan Siebenmorgen	199 Chokecherry Glen
154	Jennie Siebenmorgen	199 Chokecherry Glen
155	Karina Silver	2000 Terry Robinson Rd
156	Mark Simi	628 Berryhill
157	Ronnie Skinner	400 Berryhill Dr
158	Sandra Skinner	400 Berryhill
159	Jill Slominski	700 Echo Canyon Ranch Ln
160	David Smith	464 Eight Mile Loop
161	Jean Smith	464 Eight Mile Loop
162	Eric Spors	Divide View Pl
163	Carrie Steadman	777 Easy Street
164	Dave Steadman	777 Easy Street
165	Dannett Stephens	41 McGee Ct
166	Don Stephens	41 McGee Ct
167	Dave Stetson	Divide View Pl
168	Ann Stewart	2700 Terry Robinson Rd
169	Randy Stewart	2700 Terry Robinson Rd

170	Jen Sullivan	500 Divide View Pl
171	Brigit Suslow	2000 Echo Canyon Ranch Ln
172	Jim Swanson	3701A CR 302
173	Kay Swanson	3701A CR 302
174	Jeff Taylor	73 Elderberry Glen
175	Evelyn Tennyson	711 Echo Canyon Ranch Ln
176	Brian Theilst	686 San Juan Dr
177	Judy Theilst	2171 Loma Linda Dr
178	Terry Theilst	686 San Juan Dr
179	Wesley Theilst	2171 Loma Linda Dr
180	Carol Theiss	800 Divide View Pl
181	Greg Theiss	800 Divide View Pl
182	Paul Thompson	1242 Terry Robinson Rd
183	Ryan Todd	1920 Terry Robinson Rd.
184	Ron Toland	3011 CR302
185	Bernadette Tomas	1688 Terry Robinson Rd
186	Jerry Tucker	330 Terry Robinson Rd.
187	Donna Unrath	781 Loma Linda Dr
188	Glenn Unrath	781 Loma Linda Dr
189	Jeffrey Wagner	292 Loma Linda Dr
190	Gregory Waltz	2625 Echo Canyon Ranch Ln
191	Andy Warden	210 Stagecoach Ln
192	Kevin Weiser	2001 Catchpole Dr
193	C.A. Williams	3006 Mill Creek Rd
194	Amy Wilson	2300A Terry Robinson Rd
195	Rok Wilson	2300A Terry Robinson Rd
196	Joanie Wittenberg	628 Buck Dr
197	Randy Wittenberg	628 Buck Dr
198	Robert H. Yarbrough	811 Echo Canyon Ranch Ln
199	Joseph Yoklavich	40 Skyline Dr
200	Nancy Young	1155 San Juan Dr

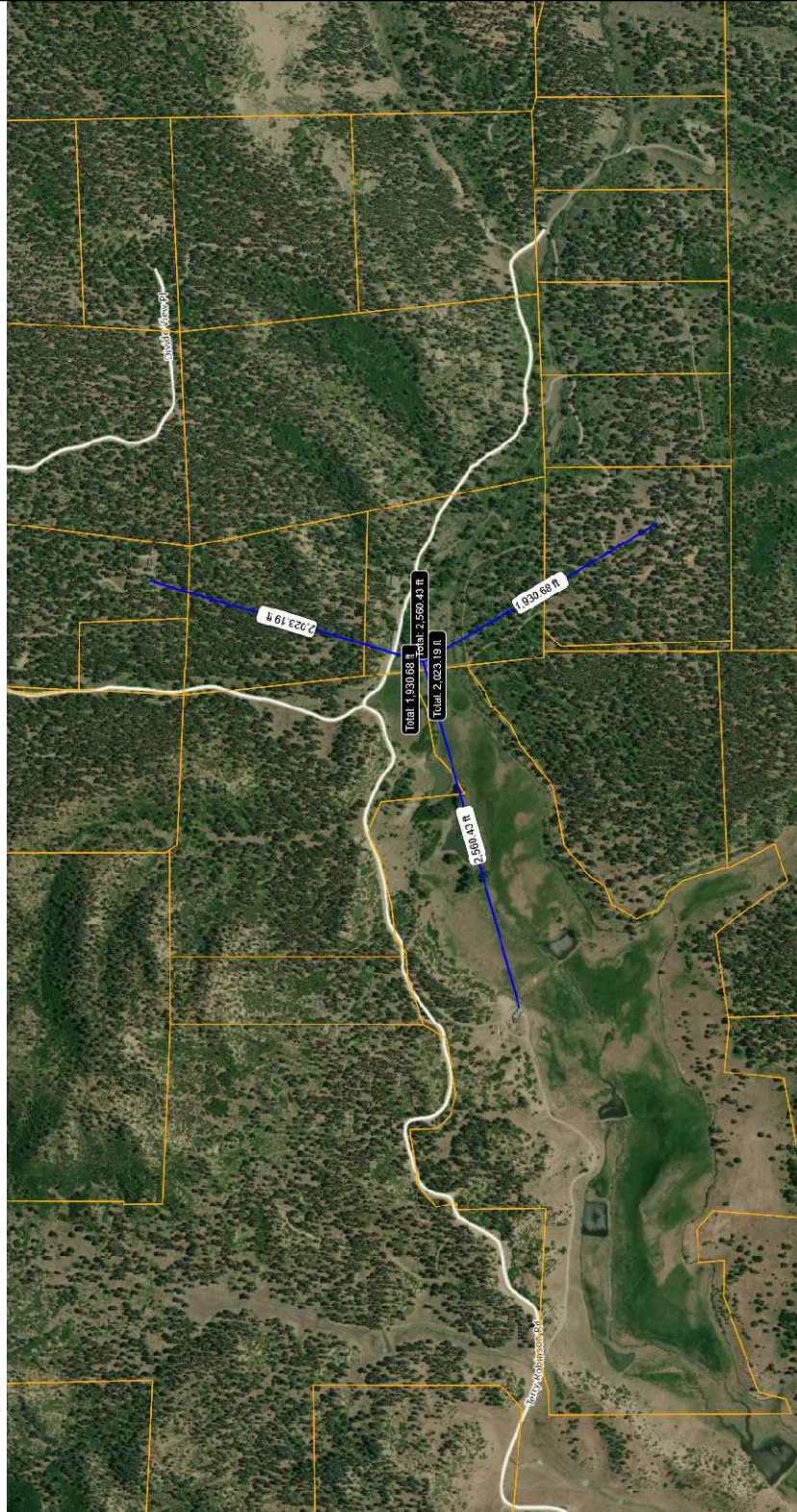
Echo Valley, Echo Canyon, and Surrounding Area Property Owners & Residents

Pagosa Springs, CO. 81147

Property Owner Opposition to PLN23-117



Zoning Regulation 3.1.5.1(8)c Violation



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14. Business Filing History, Colorado Secretary of State, HeliPagosa, LLC, Baudouin D'Aumeries, 3700 Terry Robinson Rd, Pagosa Springs, CO 81147