To: Planning Commission Members

Subject: Conditional Use Permit for SEABA 26 mile Heliport
Tax ID # -CLR-35-0290
General Use Zone

Background:

In 2010 SEABA purchased said property with the intent to run a Heliski and Snowcat Operations in conjunction with on site lodging. When the property was purchased heliports were not a conditional use, nor were they defined by title 5 in the Commercial Ski permit, but were a use by right in the GU. Since the ongoing development of the borough tour permit and heliski regulations we have been apprehensive in furthering the development of the heliport until more solidified regulations that are deemed lawful in place. Since then we have been improving the property access and infrastructure to accommodate these intended uses.

In March of 2008 SEABA landed the property for fueling. It was at this point a few Eagle Vista subdivision residents voiced concern over this use. At the time SEABA operating plan had not identified the property as a landing area and we were informed that we would need to change our operating plan through public process to be able to use Big Salmon Property as a heliport.

It was at this point that we were convinced by the borough that the Heli ski tour permit could dictate where we could land and fly, and that we needed to change our operating plan to do this. In the meantime SEABA has been working to develop better winter access and infrastructure to accommodate this use. This is mainly acquiring fuel tanks, a phone line, power, and structure in place to properly utilize the property. All receipts to this date amount to around $32,000.

Part of the ideal of this property for SEABA is the departure and approach route to the commercial skiing areas, that have been established and utilized flight paths for ten years, are less than 2 miles from the property. Flight paths only cross over state lands, no private lands. This is the closest property with power and public easment to commercial ski areas

For SEABA this would insure that properties under these paths would not be hindered in terms of value or disturbance.

In terms of economic development SEABA's purpose is to develop winter industry properties around this site that would add both property tax, and sales/bed tax to the borough coffers. Two properties that were purchased bordering SEABA's land went to an individual that expressed interest in building a commercial shop for heavy equipment to help develop the property and the second piece of property to be developed as a ski in ski out cabin that could be rented to heliski and snow cat enthusiasts. We are also aware of another property that was sold to individuals from Anchorage, that was done with disclosure that SEABA intends to operate the heli and snowcat tours from this property during the winter months. On closing part of the real-estate deal was an included ski trip.

In the last few months the borough has worked towards rewriting the tour permit related to helicopter skiing and provided much new content around this issue.

It was during the November 2010 planning commission meeting that it was agreed that the planning commission advise the Haines borough to amend borough code to make heliports a conditional use in the GU.

SEABA had previously told the borough manager and the borough attorney in a private meeting that we intended to use this developing heliport in our business and it should be considered in this process. SEABA waited for the assembly to adopt the recommendations of the planning committee and to recognize all other existing or developing heliports in the borough. We were led to believe that this would be in line with the adoption of the new commercial ski tour ordinance adoption sometime late winter. We all know at this point that this was not done and that the tour permit was not adopted until 3/22, half way through the heliski season.

Since November a few major factors have increased SEABA's interest in securing this property as the intended use. These factors are the addition of a third operator that will dramatically increase present congestion at existing heliports, increased traffic of current flight paths, and finally the sale of 18 mile, was owned by Bud Stewart now owned by George Campbell. The heliports used by the heliski industry are in flux and by securing property as a heliport, it would secure safe and economical sound operations for SEABA. If we cannot secure this use then much of SEABA's investment into property and infrastructure would be negligible. SEABA's ability to operate safely, with viable operation costs would be decreased significantly. And the overall congestion and our continued use of other heliports would risk the future safety of our clients.

SEABA proposes the following criteria for conditional use for heliskiing support:

1. Hours of operation 9:00 am to 4:30 pm Feb1st thru March 1st
   8:00 am -6:00 pm March 1 – April1
   7:00 am-7:00pm April 1 –May 3rd (this reflects the 30 days of operations over the 8:00 am -6:00pm for filming in the commercial ski permit definitions.)
2. Dates of Operation: February 1st thru May 3rd
3. Fuel storage will be done in accordance with D.E.C. standards with a fuel spill containment program in place before operations begin:
4. Allowance of emergency use for state and federal response, medical, fire fighting.
5. Specific flight path that will create the least amount of noise and impact to nearby residents. The flight path submitted will be adhered to with GPS tracking and reported. This will be implemented in our voluntary agreement with the borough as per SEABA's Commercial Ski tour permit.
6. Voluntary early shut down of operations for local residents for special events that in which operations would disturb the quality of planned event, 1 per month.

The following are line item responses to code considerations under 18.50.040:

1. The heliport site as explained and can be viewed on the map titled "26 mile approach plan" will show departure and approach to the west of the property. All property to the west and south of 3-CLR-35-0200 belongs to the State of Alaska, including the Haines State Forest and University of Alaska Lands.

A small dividing esker or ridge formed by glaciations helps buffer residents to the east of this property. This ridge is approximately 35 feet in height and would provide a buffer to initial startup and lift off, notably the highest decibel point of sound generation of the aircraft.
The Area has been cleared of excess trees and other hazards that could be a safety risk to the helicopter and its passengers.

2. We have mentioned that adjoining properties have been purchased in recent years with disclosure that a commercial ski business would be operating from the proposed area. Sale prices have averaged above current property values in the area. Purchases in some sales showed interest that this use increased their desire to build there.
3. The size and scale of the use would be similar to 18 mile heliport and 33 mile heli port. We are confident that access for EMS services would not be impaired and that access exists in the form of easements to and from the property.
4. The current comprehensive plan had determined that there are no specific areas identified in the GU that this use does not conform with. The surrounding uses on properties near ours range from rural residents to light industrial, including saw mils, heavy equipment operators and salvage yards.
5. The use proposed is deemed adequate in SEABA's opinion and will not be harmful to the public safety, health and welfare. It is to be understood that the intended use for this property in the GU is very broad and that there are acceptable levels of noise during business hours. It will be argued that other residents also have profound investments also. However, it should be recognized that when those investments were made they were done knowing that the land was purchased and developed for any purpose under no zoning or CCR protections in the GU.
6. There is no significant concern regarding ground or surface water contamination, and that there is no scientific proof that fish will stop spawning in surrounding creeks or wildlife will stop utilizing historic corridors in the immediate area.
7. We have included in our conditional use stipulations that any fuel stored on site will be to standards set by the Department of Environmental Conservation and that there will be a Fuel spills response plan in place during operations to adhere to these standards.
8. We have submitted letters of support in from some of the adjoining property owners and that all other comments must be weighed by the planning commission to determine their full weight in considering this conditional use.

We appreciate your consideration on this matter and if we can answer any questions you might have prior to the meeting we can be reached at 907314 0445
or 766 2009

Thank You
Scott Sundberg
GM SEABA

The following communities could be affected by the helicopter skiing proposal:

Community	Areas Affected by
Cooper Landing	Mt. Ascension unit
Girdwood	Girdwood Airstrip staging area
	Glacier-Winner unit
	Bench Complex travel corridor
Hope	None
Moose Pass	Mile 33.2 Gravel Pit staging area
	Mt. Ascension unit
	Moose Creek travel corridor
Seward	Flights to and from Airstrip
Sunrise	West Seattle Creek unit

Sound

Measuring Sound in General

The most common unit for measuring sound is the decibel (dB), a logarithmic scale of sound power or intensity. Like the Richter scale used to measure the magnitude of earthquakes, an increase of 10 dB means an increase in sound intensity by a factor of 10 (10x) and an increase in 20 dB means an increase in sound intensity of 100 (100x). Conversely, a reduction of 10dB means 1/10 the sound intensity and a reduction of 20 dB means a 1/100 the sound intensity. Ambient levels of sound refer to typical average sound levels over a period of time, typically 24 hours.

Common Transportation Sounds

Ambient sound data suggests that transportation sound is a common frame of reference if not part of the sound environment in a community. Data for "typical" highway, railroad, and aircraft noise levels are sparse and generalized, with dB ranges given being so large (because they are trying to average a wide range of situations and machinery) that variations in the reported sound levels may make qualitative analysis applied to individual situations meaningless. In other words, the precision of the measurement tool exceeds that of the data to be measured.

For example, estimates of "highway" traffic sound include between 70 dB for passing automobiles and 80 dB for heavy traffic as heard from a sidewalk. Another source estimated light automobile traffic at about 50 dB. Further, since frequency (volume of traffic) also enters into the sound equation, as does relative composition or proportion of commercial and noncommercial vehicles, average speed, stop-and-go traffic, and time of day, estimates of typical noise are endlessly dynamic.

Snowmobiles are reported to routinely produce sound levels exceeding 80 dB and some have been reported to exceed 100 dB.

Railroad sound levels may reach 110 dB from horns at a distance of 100 feet and the train itself passing at 80 dB.

Reported aircraft noises typically refer to large commercial aircraft using metro airports, since the potential impact was great enough to warrant expenditure of a noise study.

Rural areas have had little or no searchable study results on aircraft sound. The Federal Aviation Administration has published some detailed noise outputs of light aircraft and helicopters. For example, common models such as the Cessna 206 generate 70dB and the Piper PA-18 Super Cub generates 60 dB on take-off. In level flight at 500 feet elevation, an AStar 350 helicopter used by CPG produces 75 dB, at 1,000 feet it produces approximately 70 dB. During power ascent and landing approaches, sounds are the loudest - 87.1 to 94.5 dB.

Effect of Distance on Sound Intensity

Sound level (noise) dissipates predictably as a function of distance from source and receptor (in this case, humans). In the simplest situation, a stationary point source, noise dissipates inversely as the square of the distance from the source--assuming no barriers or interference--such that sound level decreases approximately 6 dB for every doubling of distance. For a simple example, an automobile might produce 80 decibels at a distance of 25 feet. At a distance of 50, the noise level will be 74 dB; at a distance of 100 feet the noise level will be 68 dB; and at distance of 200 feet the noise level will be 62 dB.

500 75
1,000 68
2,000 62
4,000 56*
Below quiet conversation level

Other Sound Attenuation Factors

Distance is but one factor in buffering or reducing the impact of noise. In addition, terrain, ground cover and vegetation, and temperature may also affect the transmission or reflection of noise. For example, sound dissipates less in cold, dense air. Vegetation in general tends to absorb sound but snow cover tends to mask the absorptive capacity of vegetation. Sound will tend to reflect within canyons and valleys.

Reasonable Foreseeable Actions

Any action that results in more people in the backcountry or more disturbances of natural habitats in or near the permit area has the potential to cause cumulative impacts to wildlife, winter recreationists, and local residents. The following on-going projects may increase winter recreational use in the project area:

Seward to Girdwood Iditarod National Historic Trail

The primary goal of this plan is to promote the preservation, enjoyment, use, and appreciation of the Iditarod National Historic Trail (INHT). Since the INHT designation as a National Historic Trail in 1978 and the development of the *INHT Seward to Nome Route Comprehensive Management Plan* in 1986, there has been subsequent development of a variety of agency, community and advocate plans and activities associated with the INHT.

The Forest Service approved a Decision Notice and Finding of No Significant Impact for this trail on January 23, 2004 (USDA, Forest Service 2003d). The decision includes approximately 186 miles to be managed as part of the INHT. Approximately 82 miles of trail reconstruction, 77 miles of new trail construction, 32 major trail bridges, and at least 50 minor bridges and walkways. Winter motorized use on approximately 105 miles of winter trail and 81 miles of trail would be closed to winter motorized use. All routes follow Revised Forest Plan direction relative to winter motorized and non-motorized use. The project also includes construction of five new trailheads and reconstruction of three existing trailheads, and the construction up to six new cabins: Mills Creek, eastside of Ptarmigan Pass, Lost Lake Trail and Twentymile, and two in the Johnson Pass area.

January 27, 2011

To Whom it May Concern:

We, David C. Ward & Tony P. Ward would like to let you know we support SeaBa (SEABA).
We support this 8:00 AM to 6:30 pm. The Activity Heli Port on SEABA's property.

The DAVE WARD FAMILY

RECEIVED Haines Borough
FEB 03 2011
Clerk's Office

RECEIVED
DEC 04 2008
HAINES BOROUGH

To whom it may concern,

My name is Christopher Brooks and I am a property owner who's property borders that of Southeast Alaska Backcountry Adventures, or SEBA. This is a letter of support for the proposed heli operation and landing at SEBA's property at roughly one mile Chilkat lake road. This is a good idea and will help not only the heli skiing industry but the community of Haines as a whole. Be it through jobs, promotion or a truly sustainable industry.

I have had the pleasure of speaking to the members of SEBA, and voicing my concerns and questions about the impact that the fore mentioned operation might have on the quality of life in our community and my property. To my great relief all of my concerns were addressed to my satisfaction.

It is really great to be able to talk with a business and see that their ideas and goals are inline with the success of Haines. I cannot think of a better situation where the impact of doing business is less than three months a year (weather permitting). Also the fact that most of the business stays in the community and does not migrate with the change of seasons is a huge plus for all the valley.

I would like to close by once again voicing my support for the heli landing site at SEBA's one mile Chilkat lake road property. Thank you for your time.

Chip and Kandus Strong
HC 60 2617
Haines, Alaska, 99827

To: The Haines Borough Assembly,

I would like to take this opportunity to voice our opinion regarding Southeast Alaska Backcountry Adventures plan to operate in perpetuity a heliport for winter heliskiing in the Haines Valley from Big Salmon Ventures property adjacent to our property.

We are comfortable that SEABA can utilize this area in a positive way or the community; we also feel that it does not affect our day to day lives in any way and we enjoy the activity.

Last season during their operations when they did a mandatory refueling we hardly knew they were landing even though they are less than 800 feet away. We had to turn the television down to recognize the noise. We are encouraged by SEABA business, as we, as others, have benefited from their growth. We have, plowed snow, done dirt work for them, and have hauled their Snow cats around the upper valley.

We hope that the borough will grant them the opportunity to conduct their business on Big Salmon Ventures Property.

Thank you for your time.

Chip Strong

RECEIVED Haines Borough
DEC 04 2008
Clerk's Office

Julie Cozzi

From: Keith [doublek@acsalaska.net]
Sent: Thursday, December 11, 2008 12:52 PM
To: jcozzi@haines.ak.us
Cc: jhill@haines.ak.us
Subject: SEABA Support Letter

To;
Mayor Jan Hill jhill@haines.ak.us
Manager Tom Bolen tbolen@haines.ak.us
Borough Clerk Julie Cozzi jcozzi@haines.ak.us
Assembly Members

From;
Keith & Bonnie Kaiser
6.25 Mile MBR
Haines, Alaska 99827
907 766-3344
907 321-2020

We are writing this letter in support of SEABA's use of helicopters and other support equipment on their property adjoining our property on Chilkat Lake Road. We purposely purchased our lot in this area to take advantage of the motorized activities available there. We plan to build a cabin which will over look the staging area for there heli-ski and snow cat operations. With Sunshine Mountain and the panoramic view as a backdrop we look forward to watching the choppers filled with skiers come and go. We expect and accept noise as helicopters and equipment transit the area. I also make loud noise when working around the borough! For several years we rented acreage to Alaska Heli-Mush for their glacier dogsled business. I always liked to watch and listen to the helicopters as they handled their sling loads with skill and gracefulness. Hopefully in the near future the surrounding properties will become a hub for the heli-skiers and snowmobile enthusiasts and contribute even more to the local economy. We hope the assembly can overcome its past policy of squelching any venture that would help the dire economic situation in Haines, and let entrepreneurs like SEABA flourish! SEABA's presence on the Haines scene is a very positive one and we hope they can continue to open their client's eyes to the wide horizons of beautiful Alaska from the ground and from the air!

TO: HAINES BOROUGH MAYOR
BOROUGH MANAGER
ASSEMBY MEMBERS.

I'M WRITING THIS LETTER IN SUPPORT OF S.E. ALASKA BACK COUNTRY ADVENTURES (SEABA). WITH THERE HELI-SKIING AND SNOCAT SKI TRIPS. AS AN AJACENT PROPERTY OWNER, I HAVE NO PROBLEMS WITH SEABA LANDING HELICOPTERS AT THERE 26 MILE CHILKAT LAKE ROAD PROPERTY.

I ADMIRE THE COMMITENT AND ENERGY THAT THESE ENTEPRENEURS HAVE TO BUILD THERE BUSINESS IN HAINES. SEABA'S ENDEAVORS CAN ONLY STRENGTHEN THE ECONOMICS OF HAINES AS THEY BRING IN MORE CLIENTS TO SHOW THE BEAUTY HAINES HAS TO OFFER.

I FEEL THE ASSEMBLY SHOULD HELP SEABA WITH THE ADHENTMENT TO THERE HELICOPTER LANDING PERMIT.

SINCERELY,

Tim Ward

RECEIVED Haines Borough
APR 07 2008
Clerk's Office

TIM WARD
BOX 1677
CHILKAT LAKE
HAINES, AK.
907-841-0909

To;
Mayor Fred Shields
Assembly Members
Robert Venables

From;
Keith & Bonnie Kaiser
6.75 Mile MBR
Haines, Alaska 99827
907 766-3344
907 321-2020

We are writing this letter in support of SEABA's use of helicopters and other support equipment on their property adjoining our property on Chilkat Lake Road. We purposely purchased our lot in this area to take advantage of the motorized activities available there. We plan to build a cabin which will over look the staging area for there heli-ski and snow cat operations. With Sunshine Mountain and the panoramic view as a backdrop we look forward to watching the choppers filled with skiers come and go. We expect and accept noise (loud at times) as helicopters and equipment transit the area. I also make loud noise when working around the borough! For several years we rented acreage to Alaska Heli-Mush for their glacier dogsled business. I always liked to watch and listen to the helicopters as they handled there sling loads with skill and gracefulness. Hopefully in the near future the surrounding properties will become a hub for the heli-skiers and snowmobile enthusiasts and contribute even more to the local economy. We hope the assembly can overcome its past policy of squelching any venture that would help the dire economic situation in Haines, and let entrepreneurs like SEABA flourish! SEABA's presence on the Haines scene is a very positive one and we hope they can continue to open their client's eyes to the wide horizons of beautiful Alaska from the ground and from the air!

Keith Kaiser
Bonnie L Kaiser

RECEIVED Haines Borough
APR 03 2008
Clerk's Office

Chip Strong
HC 60 Box 2617
Haines, Alaska 99827
PH # 767-5677

March 26,2008

Hello Haines Borough,

I read in the last town paper that people in my neighborhood there are not even an hand full of people that do not want to see Helicopters landing close to Chilkat Lake Road, I pretty much know who these people are, they are the same people that say that Chilkat Lake road is now the known as the West Mudbay people. These people are the ones that no not want any kind of Industry in all of Chilkat Valley, but are in the same group of people that complain about paying taxes, and then call you stomping their feet saying they need improvement on services, such as road repair and Winter maintenance, in their neighborhood.
I know the Helicopter landed basically in my back yard on March the 12th around noon, but you know what I was watching the TV and didn't here any loud noise, the noise of the tour buses in the summer time and the plow trucks plowing snow in the winter makes more noise that.
The reason I am writing this letter to you is that I want you to know that I encourage any Industry to do something in our valley, now that the Helicopters are hauling Skiers up to the mountains is a good thing for us, this is a good start for our valley, it brings people into town helps our economy in all phases, this is no different than the Cruise Ships that come to town. Lets not hinder what is , I think it is a large investment by the Alaska Back Country Company to bring these people town to Ski here, let us not screw this up and run this out of town like our town has done , with other industries that tried to do something to help this town grow.

THE HELICOPTERS LANDING IN MY BACK YARD, THIS IS A GOOG THING, DO NOT LET ANYONE SMALL GROUP OF PEOPLE STOP THEM, LETS GROW STARTING NOW, I WOULD BET THAT SOME OF THESE SKIERS WOULD LOVE TO HAVE A HOME RIGHT HERE.

Thank you,

Chip Strong

Chip Strong

RECEIVED Haines Borough
MAR 26 2008
Clerk's Office

Julie Cozzi

From: DIANA [lapham@aptalaska.net]
Sent: Tuesday, January 10, 2012 1:25 PM
To: Julie Cozzi
Subject: SEABA,Inc. Conditional Use

January 10,2012

Dear Commissioners,

I have no objection with SEABA,Inc. having a Conditional Use Permit for a Heliport at 26 mile on their property.

For the extremely short time that they would be operating from there, I feel that would not be a detriment to the neighborhood.

Thank you for your time

Diana Lapham