

CITY PLANNING COMMISSION

SACRAMENTO, CALIFORNIA 95814

APPLICANT	University of California, Davis Medical Center, 2315 Stockton Blvd. Sacramento		
OWNER	The Regents of the University of California, University Hall, 2000 University Av., Berkeley		
PLANS BY	UCD Architects & Engineers, University of California, Davis		94720
FILING DATE	5/27/82	50 DAY CPC ACTION DATE	REPORT BY: SC:mm
NEGATIVE DEC.	6/7/82	EIR	ASSESSOR'S PCL. NO. 011-200-07,14,19,20,21,22

LOCATION: 2315 Stockton Boulevard

APPLICATION: 1. Negative Declaration
2. Special Permit to construct an interim emergency helipad meeting permanent facilities standards at the U C D Medical Center in the R-1 zone

PROJECT INFORMATION:

1974 General Plan Designation: Residential
East Broadway Community
Plan Designation: Residential

Existing Zoning of Site: R-1
Existing Land Use of Site: Hospital and Vacant

Surrounding Land Use and Zoning:

North:	Residential - R-1 and R-2
South:	Residential - R-3 and C-2
East:	Vacant - R-1
West:	Commercial - C-2 and C-3

Property Dimensions: 150/150 sq.ft.
Property Area: 22,500 sq.ft.
Topography: Flat

BACKGROUND INFORMATION

In 1979 the Planning Commission, City Council and SRAPC (SACOG) reviewed and commented on the use of an emergency helicopter service at the University of California Medical Center. During these reviews the following concerns and comments were made:

- The helipad should have all the necessary fire prevention apparatus so the City Fire Department would not have to be present for each arrival or departure.
- The location of the helipad should be closer to emergency facilities and be incorporated into a part of the existing medical complex as opposed to the peripheral location.
- V Street should not be used as a route from the helipad to the emergency room due to traffic problems on V Street.

APPLC. NO. P82-138

MEETING DATE

-July-8,--1982

-13 2

002792

September 8, 1982

CPC ITEM NO.

23

- d. A permanent site should be selected as opposed to an interim site.

Due to financial constraints and the need to maintain emergency helicopter service to this facility, the applicant is proposing an interim helipad constructed to FAA permanent standards. The interim site is located at the southeast corner of parking lot #1 on vacant residentially zoned land.

STAFF EVALUATION

1. To the east of this site is a vacant parcel zoned for light density multi-family use. This site is 250 feet from the proposed helipad. There are existing residences located north of the proposed site and concern has been expressed over take-off and landing patterns which may affect these residents.

The applicant has indicated that the approach and take-off pattern will be directed from the east and west. If the vacant multi-family zoned land is developed with residential uses, the easterly approach could pose safety and noise problems for these residences. In an effort to insure that residential uses not be affected by the proposed helipad, staff recommends the east/west approach and take-off be used and that a south/east and westerly pattern be considered if the adjacent property on the east is developed while this helipad site is being used.

2. The applicant is proposing that emergency transportation on the ground between the helipad and hospital be directed through the parking lot to V Street. This route was criticized by certain Council members during the initial review of this proposal. Of major concern with this route was the possible disruption of the residents and traffic problems along this street. In reviewing the overall site, in relation to the proposed helipad and emergency facilities, it appears as though the fastest and most direct route would be "V" Street. It is current practice for emergency vehicles to turn off sirens when they approach "V" Street. The applicant also indicated that when the helipad is in operation, on-site security personnel will be present for traffic control in parking areas and at "V" Street.
3. Projected use of this emergency service is anticipated to be from 3 to 5 landings per month. No significant impact of these facilities or the surrounding area is expected with this frequency of use.
4. Of major concern with this proposal by numerous agencies has been the distance of the helipad from emergency services. In 1979 this location for a temporary helipad was approved on a conditional basis. The use was approved for a three year period during which time a more suitable site closer to the hospital was to be developed. It is believed by those concerned with the helipad location that travel time and additional handling could be

a critical factor in life saving efforts. Due to these concerns it is staff's recommendation that a permanent helipad be developed close to emergency medical facilities as soon as is economically feasible.

STAFF RECOMMENDATION: Staff recommends the following action:

✓ Approval of the Special Permit subject to conditions and based on the Findings of Fact to follow:

Conditions - Special Permit

1. Take-off and landings shall not be directed over residential areas unless weather conditions preclude the use of easterly/westerly routes.
2. On-site security personnel shall be available to direct and control traffic during helipad operation.
3. A master plan shall be submitted to Planning Staff prior to future facility development of the U C D Medical Center.
4. The helipad shall conform to all standards required by State and Federal agencies that have jurisdiction over these facilities.
5. The helipad shall conform to standards established in City Code Section (4.70-4.99) Article III.
6. The landing deck shall pitch away from the access side of the deck or exit side so water and fuel spillage will be carried away from exit route and aircraft.
7. A manual fire alarm station connected to an approved system for notifying the Fire Department shall be installed at a suitable point of egress from the helipad.
 - No fueling shall take place at helipad except in extreme emergency, and then only as approved by the Fire Department.
8. A fire hydrant or stand pipe with a 2-½" outlet and sufficient pressure and volume to supply 200 GPM of water to be located no farther than 150' and no closer than 100' from the helipad.
9. Two approved dry power type fire extinguishers of at least twenty pound size shall be provided and located in weatherproof above-grade cabinets, clearly marked as to their contents. Cabinets shall be located beyond but not in excess of 20 feet of the boundary line defining the landing area and shall not protrude into the normal approach-departure paths. These cabinets shall be located diametrically opposite to each other.

P82-138
002794

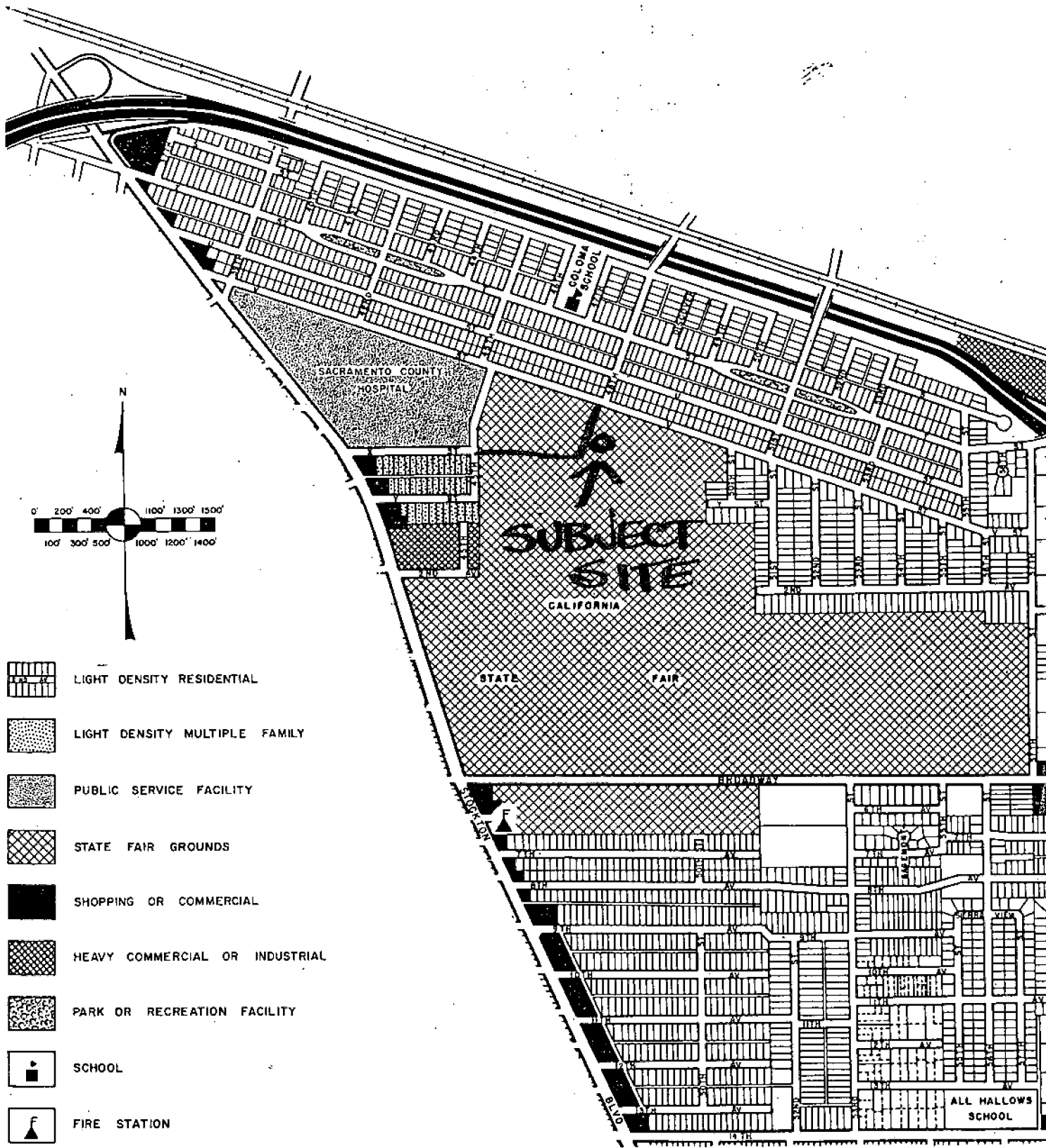
~~July 8, 1982~~
September 8, 1982

Item No. -13 2

10. A ground attendant shall be present during all landing and take-off operations at a helistop (Ord. No. 2698,S2).

Findings of Fact

1. The Special Permit, as conditioned, is based on sound principles of land use in that the proposed helipad is surrounded by vacant land and should not significantly affect surrounding land uses.
2. The Special Permit, as conditioned, is not detrimental to the public health, safety or welfare, nor will it result in the creation of a nuisance in that landing and take-off will be directed away from neighborhood residential uses and the helipad facility will not increase the use of the facility to any noticeable degree.
3. The Special Permit for the heliport is consistent with the East Broadway Community Plan and General Plan which designate the site for hospital facilities and uses.



002796

P 92-138

~~7-8-82~~
9-8-82
23

#132

P82-138

IF THIS SHEET IS NOT SHOWN TO A
REDUCED PRINT - SCALE ACCORDINGLY

PROJECT NO.
DATE

P E M S D

DESIGNED BY
CHECKED BY
APPROVED BY
DATE

REVISIONS

UNIVERSITY OF CALIF. DAVIS
MEDICAL CENTER, SACRAMENTO

DATE

EMERGENCY GROUND
ROUTE

Project Site-
Emergency
Helipad

SITE PLAN
UNIVERSITY OF CALIF. DAVIS
MEDICAL CENTER, SACRAMENTO

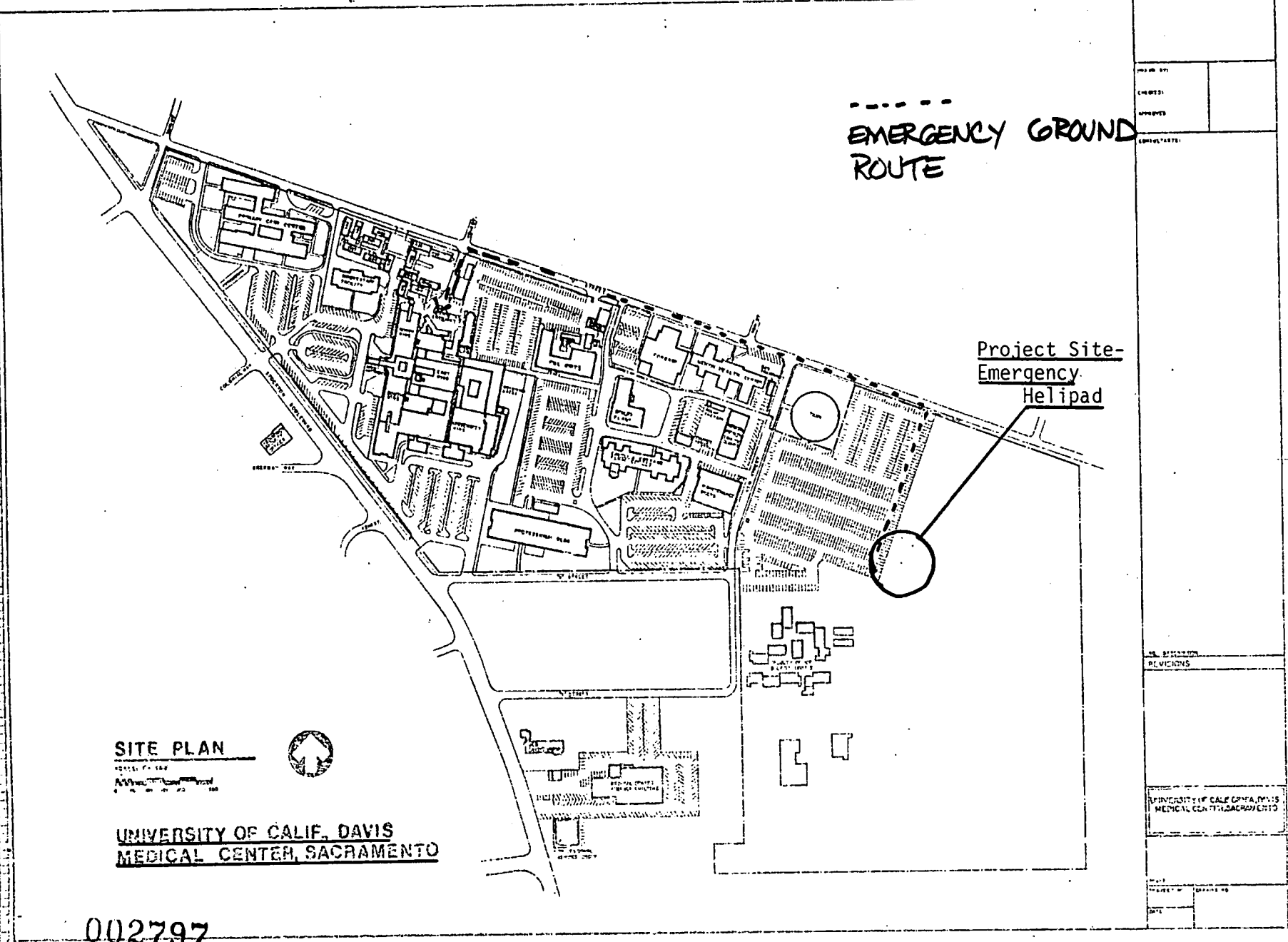


UNIVERSITY OF CALIF. DAVIS
MEDICAL CENTER, SACRAMENTO

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9-8-92

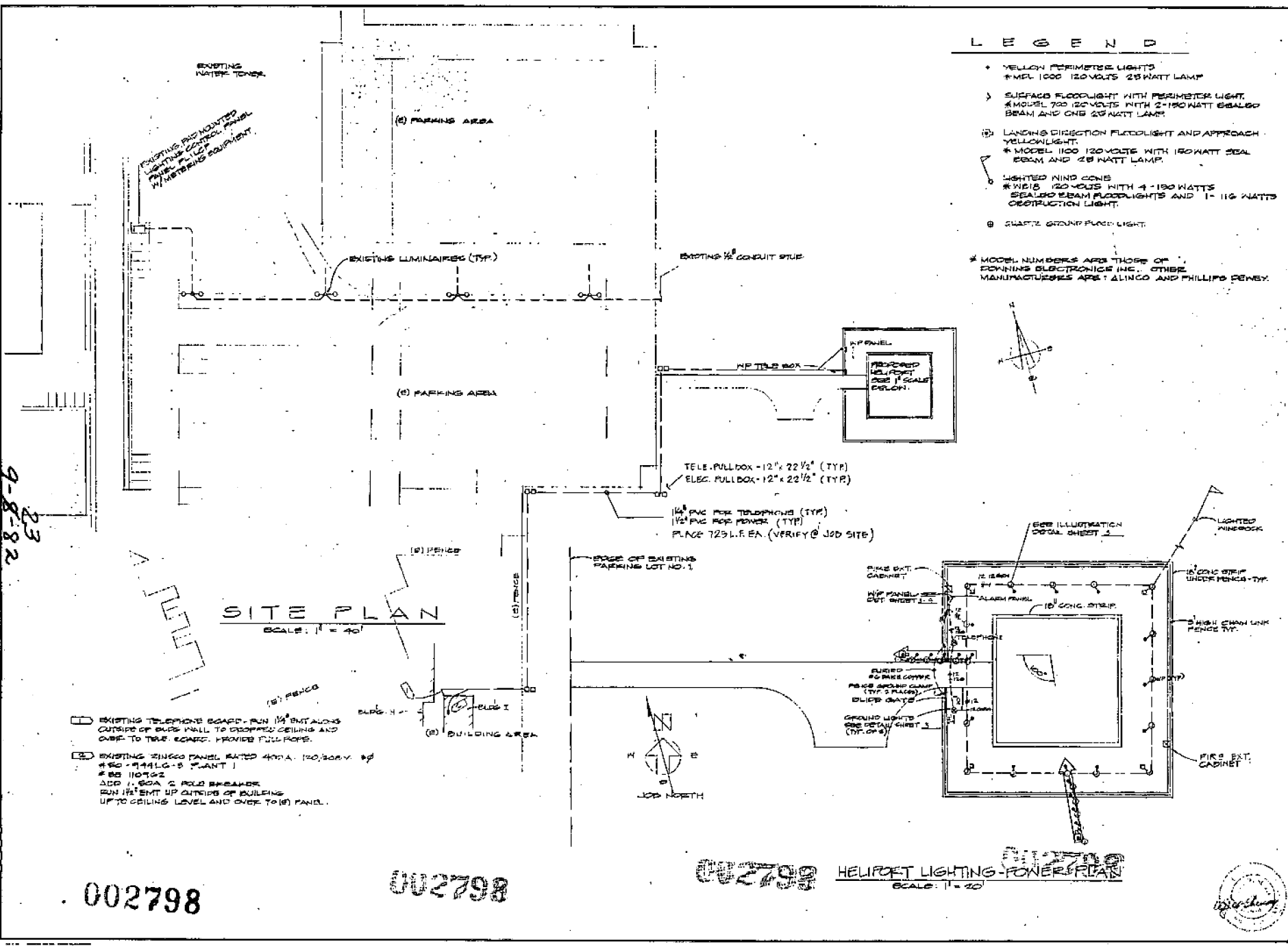
132



P82-138

9-8-82

#132



- EXISTING TELEPHONE BOARD - RUN 1/2" BUNT ALONG OUTSIDE OF BURS WALL TO DROPPED CEILING AND OVER TO TELE. BOARD. PROVIDE PULL ROPE.
- EXISTING ZINCO PANEL RATED 400A. 120/200V. 50
#80-944LG-5 (PLANT)
#88 110962
ADD 1.50A 2 POLE BREAKER
RUN 1/2" BUNT UP OUTSIDE OF BUILDING UP TO CEILING LEVEL AND OVER TO (B) PANEL.

002798

002798

002798

HELIPORT LIGHTING POWER PLAN
SCALE: 1" = 20'



NO.	REVISION	DATE
1		
2		
5		

PROJECT TITLE
HELIPORT

DRAWING TITLE
ELECTRICAL SITE PLAN

DATE
SEPT 1982

SCALE
1" = 20'

BY
GUM

CITY PLANNING COMMISSION

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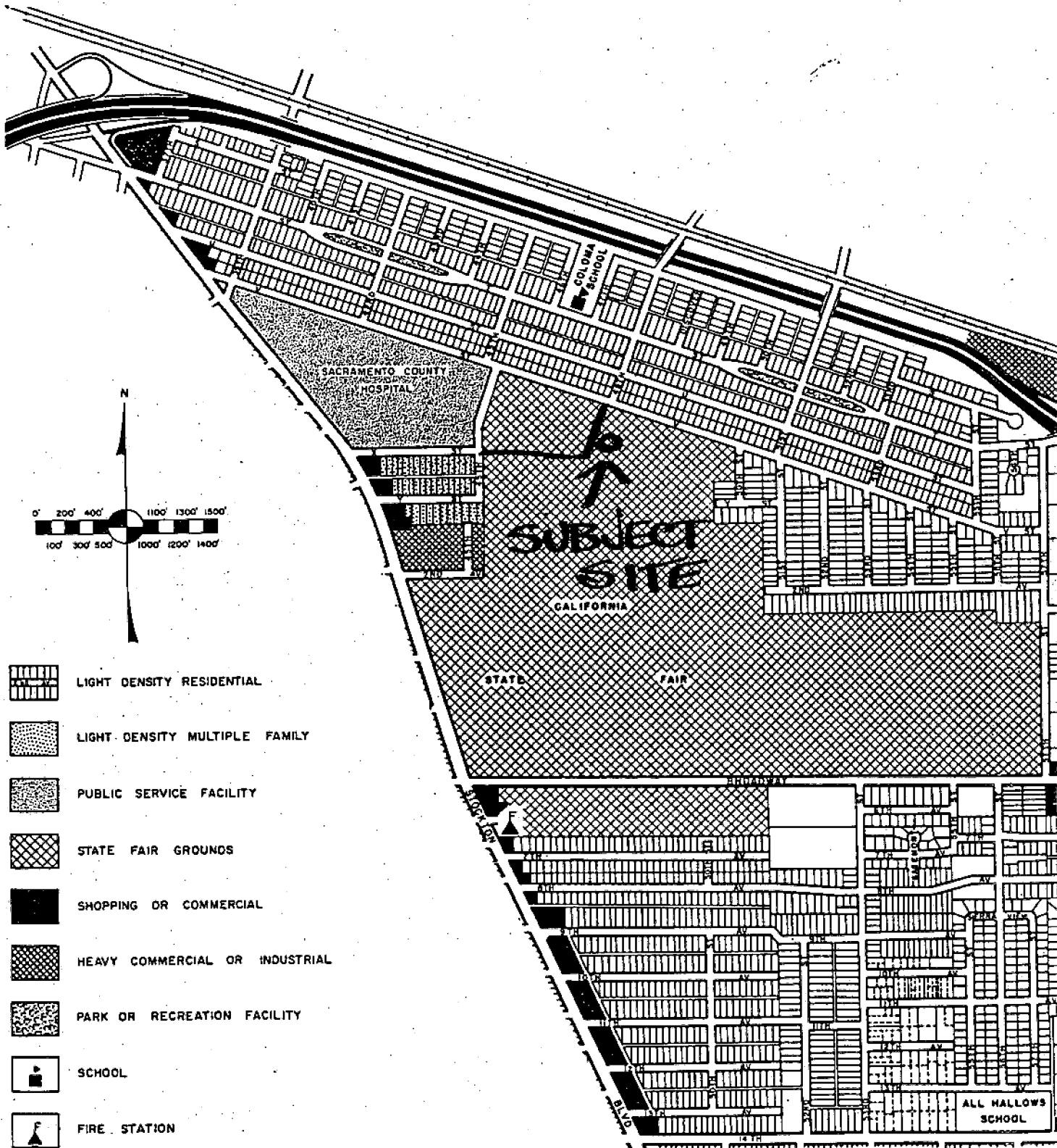
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9. Two approved dry power type fire extinguishers of at least twenty pound size shall be provided and located in weatherproof above-grade cabinets, clearly marked as to their contents. Cabinets shall be located beyond but not in excess of 20 feet of the boundary line defining the landing area and shall not protrude into the normal approach-departure paths. These cabinets shall be located diametrically opposite to each other.



-  LIGHT DENSITY RESIDENTIAL
-  LIGHT DENSITY MULTIPLE FAMILY
-  PUBLIC SERVICE FACILITY
-  STATE FAIR GROUNDS
-  SHOPPING OR COMMERCIAL
-  HEAVY COMMERCIAL OR INDUSTRIAL
-  PARK OR RECREATION FACILITY
-  SCHOOL
-  FIRE STATION

002861

P82-138

002862

7.8.82

#13

EXISTING WATER TOWER

(B) PARKING AREA

(C) PARKING AREA

EXISTING PVC MOUNTED
EXISTING CONTROL PANEL
PANEL # 110702
METERS AND EQUIPMENT

EXISTING LUMINAIRES (TYP)

EXISTING 1/2" CONDUIT RISE

FE TO E BOX

TELE. PULLBOX - 12" x 22 1/2" (TYP)
ELEC PULLBOX - 12" x 22 1/2" (TYP)

1/2" PVC FOR TELEPHONE (TYP)
1/2" PVC FOR POWER (TYP)
PLACE 725 L.F. EA. (VERIFY @ JOD SITE)

EDGE OF EXISTING
PARKING LOT NO. 1

8' FENCE

(D) BUILDING AREA

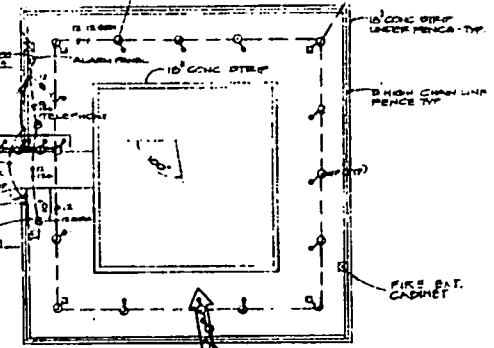
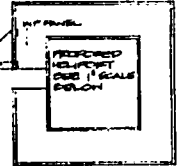
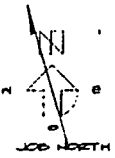
SITE PLAN
SCALE: 1" = 40'

- EXISTING TELEPHONE SCAFF - RUN 1/2" ENT ALONG OUTSIDE OF BLDG WALL TO EXISTING CEILING AND OVER TO TIRE SCOFF - RAN TO PULL BOX
- ⊞ EXISTING SINGCO PANEL RATED 477VA, 120, 300 V 5P # 80 - # 110702 PLANT 1 # 80 110702 JED 11.80A 2 POLE BREAKER RUN 1/2" ENT UP OUTSIDE OF BUILDING UP TO CEILING LEVEL AND OVER TO (E) PANEL.

LEGEND

- YELLOW PERIMETER LIGHTS # MEL 1000 120 VOLTS 25 WATT LAMP
- ▷ SURFACE FLOODLIGHT WITH PERIMETER LIGHT, # MODEL 700 120 VOLTS WITH 2-100 WATT BEAMLED BEAM AND ONE 25 WATT LAMP
- ⊞ LANDING COLLECTION FLOODLIGHT AND APPROACH YELLOW LIGHT, # MODEL 1100 120 VOLTS WITH 100 WATT BEAM LED AND 25 WATT LAMP
- ⊞ LIGHTED RING CONE # RHE 18 120 VOLTS WITH 4-100 WATT BEAMLED BEAM FLOODLIGHTS AND 1-116 WATT CONSTRUCTION LIGHT
- 2-1/2" DIA. SIGN PLANT LIGHT

* MODEL NUMBERS ARE THOSE OF EDANNING ELECTRONICS INC OTHER MANUFACTURERS ARE: ALINCO AND PHILLIPS DENBY.



HELICOPTER LIGHTING-POWER PLAN
SCALE: 1" = 20'



PROJECT TITLE
HELICOPTER
S.C.D. - DEPARTMENT OF MEDICAL CENTER

DRAWING TITLE
ELECTRICAL SITE PLAN

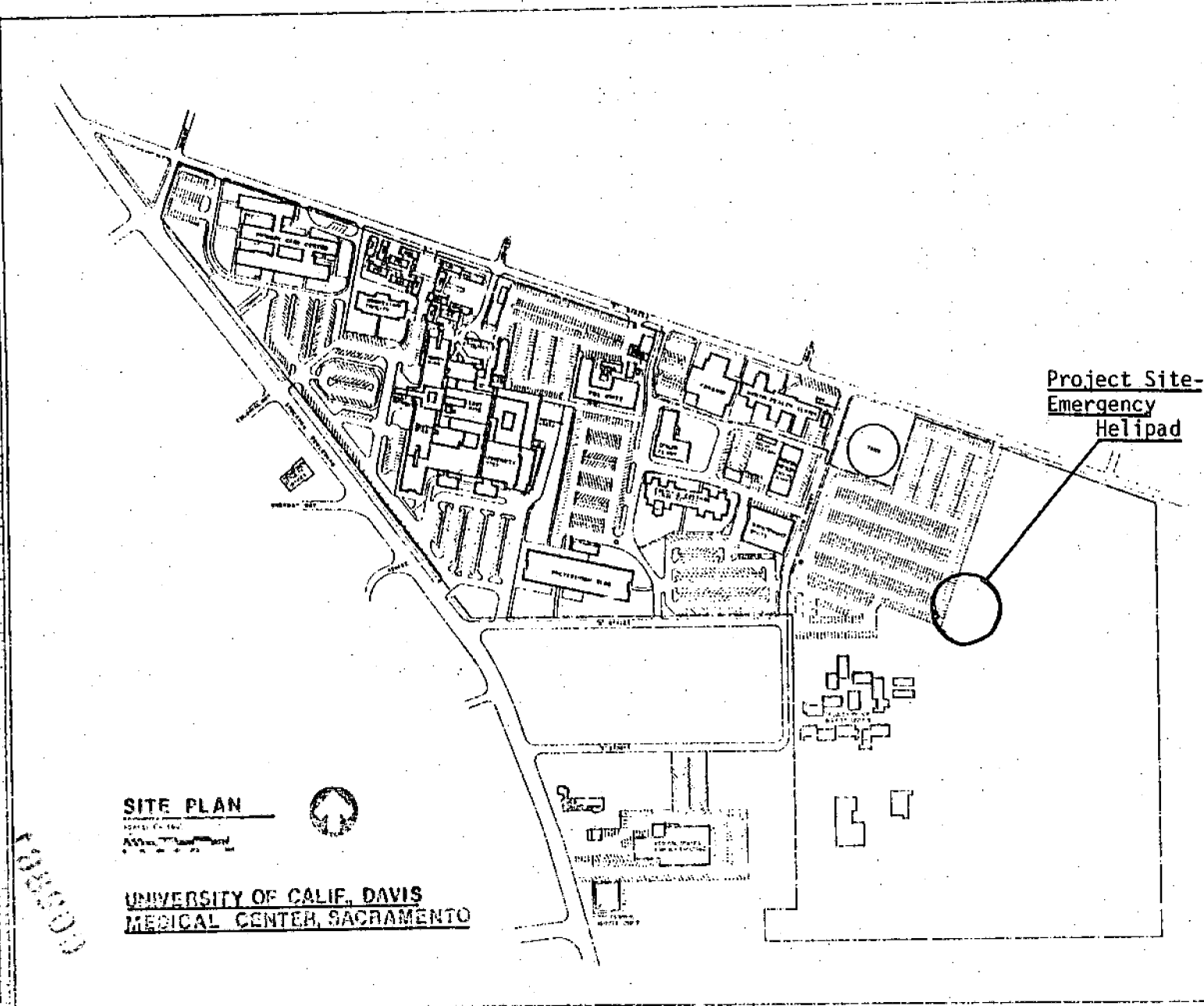
NO. SHEET	12
TOTAL SHEETS	5

P82-138

7-8-92

A13

IF THIS SHEET IS NOT DRAWN BY A REGISTERED PROFESSIONAL ENGINEER, IT IS VOID.



SITE PLAN
 APPROVED BY:
 DATE:

**UNIVERSITY OF CALIF., DAVIS
 MEDICAL CENTER, SACRAMENTO**

**Project Site -
 Emergency
 Helipad**

DATE:	
BY:	
CHECKED:	
APPROVED:	

PROJECT NO.:	
DATE:	
BY:	
CHECKED:	
APPROVED:	

UNIVERSITY OF CALIFORNIA, DAVIS MEDICAL CENTER, SACRAMENTO

DATE:	
BY:	
CHECKED:	
APPROVED:	

103500

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Findings of Fact

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2. The Special Permit, as conditioned, is not detrimental to the public health, safety or welfare, nor will it result in the creation of a nuisance in that landing and take-off will be directed away from neighborhood residential uses and the helipad facility will not increase the use of the facility to any noticeable degree.
3. The Special Permit for the heliport is consistent with the East Broadway Community Plan and General Plan which designate the site for hospital facilities and uses.

P82-138

July 8, 1982

Item No. 13

002860

005820

- d. A permanent site should be selected as opposed to an interim site.

Due to financial constraints and the need to maintain emergency helicopter service to this facility, the applicant is proposing an interim helipad constructed to FAA permanent standards. The interim site is located at the southeast corner of parking lot #1 on vacant residentially zoned land.

STAFF EVALUATION

1. To the east of this site is a vacant parcel zoned for light density multi-family use. This site is 250 feet from the proposed helipad. There are existing residences located north of the proposed site and concern has been expressed over take-off and landing patterns which may affect these residents.

The applicant has indicated that the approach and take-off pattern will be directed from the east and west. If the vacant multi-family zoned land is developed with residential uses, the easterly approach could pose safety and noise problems for these residences. In an effort to insure that residential uses not be affected by the proposed helipad, staff recommends the east/west approach and take-off be used and that a south/east and westerly pattern be considered if the adjacent property on the east is developed while this helipad site is being used.

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