



# PLANNING COMMISSION

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Regular Meeting Minutes

April 10, 2024

Chairman Fialka called the regular meeting to order at 7:00PM. Present were Commissioners Caplinger, Collins, Doherty, Hamm, Saylor, Guerrero, and Kirkpatrick. Youth Advisor Catherine Doherty was present. Staff in attendance included Planning Director C.F. Spencer, City Attorney Richard Tovey, and Planning Assistant Heather La Beau.

## Minutes

Commissioner Saylor moved, and Commissioner Caplinger seconded to approve the amended minutes of the March 13, 2024, regular meeting. Motion passed.

## Conditional Use Master Plan Amendment Good Shepherd Health Care System 4N2810B Tax Lot 200- 610 NW 11<sup>th</sup> St

Chairman Fialka opened the hearing at 7:02PM.

### Potential Conflicts of Interest and Ex Parte Contact

Chairman Fialka is the President and Commissioner Saylor is a board member of the Good Shepherd Community Health Foundation. The foundation is not involved with the planning, acquisition, or operation, of the helipad and there is no financial interest to Chairman Fialka or Commissioner Saylor. This does not influence their ability to make an impartial decision and is not considered a conflict of interest. Chairman Fialka declared an ex parte contact. He had a brief conversation with City Manager Byron Smith about the project six weeks ago. The conversation will not influence his decision making.

Chairman Fialka read the hearing guidelines. The planning commission is holding a hearing to consider a request to amend a master plan. The request must be approved by the planning commission subject to the criteria established in §157.208 of the Hermiston Code of Ordinances for a conditional use permit. The applicant wishes to amend the approved master plan for Good Shepherd Hospital. The property is located at 610 NW 11th Street. The applicant is Good Shepherd Health Care System.

The applicable substantive criteria relied upon by the City in rendering the decision to grant the conditional use permit are contained in §157.208 of the Hermiston Code of Ordinances. Testimony and evidence must be directed toward the criteria described above or other criteria in the comprehensive plan or land use regulations which the person believes apply to the decision. Failure to raise an issue by the close of the record at or following the hearing, in person or by letter, precludes appeal to the Land Use Board of Appeals (LUBA) or the city council based on that issue. Failure to raise an issue with sufficient specificity to afford the decision maker and the parties an opportunity to respond to that issue precludes appeal to LUBA or the city council based on that issue. Failure to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the local government or its designee to respond to the issue precludes an action for damages in circuit court. Prior to the conclusion of the evidentiary hearing, any participant may request an opportunity to present additional evidence, arguments, or testimony regarding the application. The planning commission shall grant such a request by continuing the public hearing pursuant to ORS197.797(6)(B) or leaving the record open for additional written evidence, arguments, or testimony pursuant to ORS 197.797(6)(C).

For this hearing, the process begins with the staff report, followed by testimony from the applicants and any other supporters of the application. This will be followed by opponents to the application. Finally, a rebuttal by the applicant will be allowed. The public hearing portion of the procedure will then be closed,



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and the planning commission will consider the information and testimony received and may render a decision.

Planning Director Spencer presented the staff report with PowerPoint slides. The hospital master plan was last approved by the city in 2007. This proposed amendment includes a hangar with crew quarters and fueling facility, second helipad, and additional daycare building. Written testimony received was provided to the commissioners and is attached.

## Testimony

Aron Faegre 13200 Fielding Rd Lake Oswego Mr. Faegre is an expert on helicopters and heliports as he has worked extensively with heliport designing and airport planning, including an early city Airport Master Plan. Mr. Faegre stated the heliport already exists and the hearing is about whether it has the additional facilities. The current heliport is out of FAA compliance. The proposed heliport will be safer than the existing and meet FAA standards. The proposal puts the community in closer communication with the pilot and Life Flight staff. Currently there is a landing and take-off at the airport and a take-off and landing at the hospital. With operations based at the hospital, it eliminates the airport, so it is more efficient, and the impact is less overall to the community. The helicopter is in the air for about a minute while it gains altitude before there is forward motion. Pilots will choose the best path, avoiding overflight of residences when possible. He has not experienced any fuel spills at heliports. It's common in the north to keep helicopters at the hospital. For the noise study, Mr. Faegre stated he overestimated the number of flights to make an ultraconservative noise contour. He clarified that the noise contours are for when the helicopter lifts off. The noise level is minimal when warming up.

Art Mathisen 1045 SE 8<sup>th</sup> St- Mr. Mathison is the CEO of Good Shepherd. He regularly sees Life Flight take-off from the airport from his living room at night. From his experience as an Army veteran who worked around Blackhawk helicopters saving soldiers' lives, he knows it means lives are being saved to see Life Flight. As the hospital's abilities expand, there are less patients being sent out via Life Flight. Ten to twenty minutes plus will be saved by Life Flight operations being based on the hospital campus versus at the airport. It's not common for a smaller hospital to have an air evacuation organization on its campus. It may be a new standard that should be strived for in the community. There are approximately fifty people on the waitlist for daycare. Doubling the capacity will accommodate everyone on the waiting list. They hope to have the modular building completed by the start of the school year.

Dr. Ann Rust 610 NW 11<sup>th</sup> St- Dr. Rust is a surgeon at Good Shepherd in charge off the trauma, acute, and critical care program. Good Shepherd is the largest trauma center in Eastern Oregon. Previously, Life Flight was overused. Additional abilities at the facility have changed which patients are sent out. In 2019 she would see two Life Flight flights a day. Today, they predict 180 - 200 flights a year. There are occasions the helicopter is called and lands but is not utilized. Being stationed on campus would eliminate this. Within the last month dialysis was added and they've already treated ten patients that would have previously been flown out. Dr. Rust stated there is an existing pad and helicopter, it will be used. They are trying to make it better. Seventy-five percent of the flights happen during daylight hours.

Scott Goff, Chief Fire Marshall with Umatilla County Fire District 1 320 S First St- UCFD1 wholeheartedly supports the update to the Good Shepherd Health System master plan. He has been involved with the daycare inspections beginning when they were in a smaller location and the added capacity is needed. Life Flight is a great asset to bring to the community. It is not exclusive to Good Shepherd. There may be take-offs and landings to other areas in the region and fuel transfers are also a concern.



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Darren Ernst 467 NE Montana Ave- Mr. Ernst is head of the anesthesia department at the hospital. He states the hospital is amazing and we are lucky to have a community-based hospital not controlled by outside forces. The Life Flight program is an amazing opportunity. He expressed the time savings makes all the difference and asked if the commissioners would want the extra 30 minutes to save a loved one's life. He is absolutely in favor of the project.

Jenn Sullivan 185 Rio Senda St Umatilla- Ms. Sullivan is an employee of the hospital. Her grandmother's life was saved after being transferred via Life Flight from Good Shepherd to OSHU. She is grateful that hospital staff made the decision to send her to OHSU. Her grandmother lived 8 more years and was able to meet four more great grandchildren and play more bridge.

Dean Marcum 175 Roslyn Dr Stanfield- Mr. Marcum is employed by the Oregon Health Authority working with hospitals in emergency preparedness. He and the state are in support. He feels it would be great if every hospital could do this and it's a prime opportunity with the hospital and LifeFlight to robust healthcare in the community.

Linda Terrace 155 SW 3<sup>rd</sup> St- Ms. Terrace is the manager of the hospital daycare. In 2016, she was a Life Flight patient. She would not be alive today if not airlifted. It was a costly burden on her family to travel to Portland to be with her during her fourteen days there. Life Flight and daycare are both huge needs in the area. People are not able to work without childcare.

Crystal Inners 910 W Donna Ave- Ms. Inners resides immediately south of the hospital and has no problem with the daycare. She and some neighbors have concerns about noise. She has a family member saved by Life Flight. They see an average of 2-3 flights a day. They question how many flights take off and land from the airport to serve other areas, what services the hospital provides that the airport does not (other than the 20-minute time save), and how many other hospitals have bases. She feels the noise is more than what is reflected in the noise study.

In response to the questions, Mr. Mathisen stated that Life Flight has always responded to other hospitals. The number of flyovers will not change it will just fly over different residences. The total number of non-Good Shepherd flights could not be determined, possibly a 10% increase. The area of operation will not be expanded, so there is no real change to the number of total flights regardless of whose patient it is.

Michael Weimer 3563 N Justin Ave Meridian ID- Mr. Weimer is the COO of Life Flight Network. They provided the data for the application, and it is specific to Good Shepherd. The requested data (number of non-Good Shepherd flights) would be incomplete as they have not operated for a full year. The flight volume has decreased in the last three years as shown. The 39 total operating bases across four states average 20% of the flight volume to outside facilities. The biggest difference between the hospital and airport base is the time savings. Training or maintenance would still be operated at the airport, to minimize local disruptions.

Ron Looney 25877 SE Judd Rd Eagle Creek- Mr. Looney is the Director of Aviation Operations and a helicopter pilot. The aircraft runs for 3 to 4 minutes from start-up to take-off. The aircraft will be in a hangar at the hospital which will eliminate cold starts. The helicopter doesn't fly in the fog, so weather is not a major factor in flight pattern. Routes can be established to avoid residential flyovers.

Tina Peterson 80863 Cooney Lane- Ms. Peterson and her husband own the clinic located on Elm Ave across the street from the hospital. Her husband is a chiropractor, and she is a former emergency room



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and ICU nurse at Good Shepherd. She is fully in favor of this and feels it would be awesome for the community.

Yvonne Herrera [floyvonne09@gmail.com](mailto:floyvonne09@gmail.com)- Written testimony received via email during the hearing and read aloud is attached.

Nichole Ramirez [farettanichole@gmail.com](mailto:farettanichole@gmail.com)- Written testimony received via email during the hearing and read aloud is attached.

After a detailed explanation of the noise study and estimated number of future flights not exclusive to Good Shepherd, jurisdictional authority, and required parking spaces, Chairman Fialka closed the hearing at 9:03PM.

## Findings of Fact

### **HERMISTON ZONING CODE CONDITIONAL USE APPROVAL CRITERIA AND STANDARDS**

The following addresses the specific approval criteria and development standards which apply to Conditional Use Review for the proposed project from the Hermiston Zoning Code.

#### **CONDITIONAL USES**

##### **157.205 AUTHORITY TO GRANT OR DENY.**

(A) Conditional uses are those uses which may be appropriate, desirable, convenient or necessary in the district in which they are allowed, but which by reason of their height or bulk or the creation of traffic hazards or parking problems or other adverse conditions may be injurious to the public safety, welfare, comfort and convenience unless appropriate conditions are imposed. Uses designated in this chapter as conditional uses may be permitted, enlarged or otherwise altered upon authorization by the Planning Commission in accordance with the standards and procedures set forth in this subchapter and 157.229. In the case of a use existing prior to the effective date of this chapter and which is classified in this chapter as a conditional use, any change in use or in lot area or any alteration of the structure shall conform with the requirements dealing with conditional uses.

## Finding

**It is common for hospitals to have a heliport that allows a helicopter to land for the purpose of bringing a patient to the hospital, or taking a patient to a different hospital that has services which the patient needs in order to save the patient's life. The Good Shepherd Hospital has had an FAA approved heliport for many years. This project improves existing hospital services by having the helicopter and LFN crew based at the hospital by the heliport.**

**By having the helicopter, hangar, and crew quarters located at the hospital, the medical transport capabilities move to a higher level of service: a) first, in terms of timeliness since the helicopter and crew are on constant standby at the hospital and ready to go, and b) second, the quality of service is improved because the flight crew medical staff are adjacent to the ER, and thus regular coordination is easier to maintain due to the proximity. For some flights departing from the hospital**



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will be quicker than currently occurs at the Hermiston Airport where the helicopter is currently based. Eliminated will be potential temporary delays due to other aircraft landing or taking off or maneuvering on the airport ramp.

Having improved hospital medical services is not just a benefit to Hermiston families, businesses, and workers, but also provides a strong support to the tourism industry – visitors are more comfortable vacationing to a region if they know there is excellent and responsive medical care available. For some patients at the hospital, this medical transport can become a necessary service, when their life relies on being able to be quickly transported to a facility with specialty life saving equipment or expertise. For people in the larger community the time- critical arrival of the helicopter and their medical crew is what saves their life. Thus, this is a request that complies with the authority of the city's code.

Daycare services for hospital employees provides an important fringe benefit assisting the facility in attracting and retaining qualified employees. Future construction of hospital facilities in compliance with this master plan will continue to require additional daycare facilities to satisfy employee demand. As a fringe benefit and accessory use, the daycare does not increase the overall land use intensity on the site as it is not in and of itself a trip generator, but a secondary destination for trips and employees already working at the hospital.

(B) In permitting a conditional use or the modification of an existing conditional use, the city may impose, in addition to those standards and requirements expressly specified by this chapter, any additional conditions which the city considers necessary to protect the best interests of the surrounding property or the city as a whole. These conditions may include:

- (1) Increasing the required lot size or yard dimensions;
- (2) Limiting the height of buildings;
- (3) Controlling the location and number of vehicle access points;
- (4) Increasing the street width;
- (5) Increasing the number of off-street parking and loading spaces required;
- (6) Limiting the number, size and location of signs;
- (7) Requiring screening and landscaping to protect adjacent property; and
- (8) Recording conditions on the property with the County Clerk.

## Finding

This application is for the addition of a hangar and crew quarters to an existing heliport. It is not for requesting a change to the location of the existing heliport. The new building will have a brick exterior, of brick type and color to match the existing other buildings on the hospital campus. The applicant proposes that this exterior material be a condition of approval.

A review of the above eight potential condition items follows:

1. Yards: the new building is located well inside of the campus, and needs to be located adjacent to the existing heliport, and thus there are no significant need for increased lot size or yard dimensions;



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2. **Building Height:** the height of the building is approximately 22 feet, which is much less than the 35 feet standard listed in the current conditional use master plan approval;
3. There are no changes to vehicle access points so there is no impact to this item;
4. There is no significant change in traffic so there is no need for street width changes;
5. The number of parking spaces expected to be used by the Life Flight Network crew are six which represent approximately 0.7% of the total 899 spaces on the campus. The parking on site has not shown any signs of distress or of being inadequate. There have been no known periods when the parking is full, or even nearly full. A review of Google Earth six images from the past three years shows that at most for those random times, there has remained much excess parking. So given the small number of spaces needed, and the lack of an existing parking supply problem, the addition of the hangar and crew quarters will not create a need for additional parking at the hospital.
6. There will be a sign on the new building identifying it as being Life Flight Network, and this will be applied for through the city's sign ordinance standards;
7. The site is distant from the hospital exterior boundaries, so there is no new screening or landscaping required;
8. There are no known reasons for special recording conditions for the building.

### **157.206 APPLICATION PROCEDURE.**

A property owner or his authorized agent may initiate a request for a conditional use or the modification of an existing conditional use by filing an application with the city using forms prescribed for the purpose. The application shall be accompanied by a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development. The Planning Commission may require other drawings or information necessary to understand the proposed use and its relationship to surrounding properties.

The applicant shall pay a fee as established by the City Council at the time the application is filed.

#### Finding

**This application requests addition of a Life Flight Network helicopter hangar and crew quarters, to be located at the Good Shepherd Health Care System, 610 NW 11th Street, Hermiston, OR 97838. As such this is a modification of the 2007 conditional use Master Plan approved in 2007. The application is provided with a revised Master Plan drawing, as well as detailed drawings showing the proposed new building façade, floor plan, storm water system, and utility plans.**

### **157.208 APPROVAL CRITERIA.**

Based on the testimony provided at the hearing, the Planning Commission shall develop findings of fact to justify either approving or denying a conditional use permit. The Planning Commission may approve the requests when it is determined the request is in conformance with all the following requirements or can be made to conform through the impositions of conditions:

- (A) The proposal is in conformance with the Comprehensive Plan and Zoning Code.

#### Finding

**A review of relevant sections of the Comprehensive Plan and Zoning Code are contained in in these findings. No non-conforming issues are found. The helicopter use is a pre-existing approved use.**



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The only change is that flight crew and medical staff remain on site at the hospital, in lieu of returning to some different location. The advantage of this is that emergency transport of patients at the hospital can occur more quickly, and the coordination between LFN staff and hospital staff is easier, both of which are benefits to the larger community.

(B) The property is adequate in size and shape to accommodate the proposed use, together with all other zoning requirements and any additional conditions imposed by the Planning Commission.

Finding

There is no proposed change to the property size or shape. The 2007 approved Master Plan included the heliport, so that basic use of the site for helicopter landings and takeoffs is covered in the original approval.

(C) Public facilities are of adequate size and quality to serve the proposed use.

Finding

The Hangar and Crew Quarters building will house a maximum of five people. As such it will contain a bathroom, small kitchenette, sleeping rooms, and office space. Compared to the hospital campus as a whole, this is a very minor addition. The attached water, sewer, electricity, gas, and other standard utilities are available.

(D) The proposed use will prove reasonably compatible with surrounding properties.

Finding

The helicopter use is already an approved use at the site, per the 2007 Master Plan approval. The change requiring a modification, is that the flight crew and medical crew remain at the hospital, in lieu of being based elsewhere. Where a medical flight is for someone in the larger region around Hermiston, who needs emergency transport to the hospital, since there would be one landing and one takeoff at the hospital, whether the crew was based there or not. For a medical flight for someone at the hospital, needing transport to a different hospital, there would be one landing and one takeoff at the hospital, whether the crew was based there or not. The only case where there could be an added flight would be when a patient is picked up in the larger region around Hermiston, and transported elsewhere than to Good Shepherd, but that is an unusual occurrence.

It is noted that the original Master Plan approval forecast 6 flights to the hospital per year (page 3 of decision), however there was no condition of approval limiting the number of flights for the future. Clearly, the change of location and the improvements to the emergency room area has resulted in much greater use by the community.

Records of usage from the past three years indicate usage was as follows (note that a "flight" includes both a landing and a takeoff):

2023: 168 flights to the hospital

2022: 188 flights to the hospital

2021: 201 flights to the hospital



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Thus over the last three years there has been an average of 186 flights per year. For the purposes of the noise analysis, there will be on average one flight per day at the hospital, thus from a noise standpoint allowing for a doubling the more recent usage. With an aging population, and with healthcare improvements, some growth in number of flights should be expected.

## **157.210 STANDARDS FOR CONDITIONAL USES.**

A conditional use shall comply with the standards of the zone in which it is located except as these standards may have been modified in authorizing the conditional use or as otherwise provided as follows:

(A) *Setback.* In a residential zone, front, side and rear yards shall be at least two-thirds the height of the principal structure. In any zone, additional yard requirements may be imposed.

### Finding

**Not in a residential zone; not applicable.**

(B) *Height exception.* A church or governmental building may be built to exceed the height limitations of the zone in which it is located to a maximum height of 50 feet if the total floor area of the building does not exceed one and a half times the area of the site and if the yard dimensions in each case are equal to at least two-thirds of the height of the principal structure.

### Finding

**Not a church or governmental building; not applicable.**

(C) *Limitation on access to property and openings to buildings.* The city may limit or prohibit vehicle access from a conditional use to a residential street, and it may limit building openings within 50 feet of a residential property in an agricultural or residential zone if the openings will cause glare or excessive noise or will otherwise adversely affect adjacent residential property.

### Finding

**Site access is provided by NW 11<sup>th</sup> Street and W Elm Ave. Each street providing access is classified as an Urban Minor Arterial. There are no adjacent residential streets; not applicable.**

(D) *Schools.*

(1) Nursery schools shall provide and maintain at least enough open space for children that meets the requirements for certified child care centers by the Early Learning Division of the Oregon Department of Education (see OAR 414-300- 0150). A sight-obscuring fence at least four feet but not more than six feet high shall separate the play area from abutting lots.





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(2) Primary schools shall provide one acre of site area for each 90 pupils or one acre for every three classrooms, whichever is greater.

(3) Elementary schools shall provide one acre of site area for each 75 pupils or one acre for every 2 1/2 classrooms, whichever is greater.

Finding

**A daycare is a nursery school. Adequate open space is provided.**

(E) *Utility substation or pumping substation.* In the case of a utility substation or pumping substation, the city may waive the minimum lot size requirement only if it is determined that the waiver will not have a detrimental effect on adjacent property.

Finding

**Not a utility; not applicable.**

(F) *Master plan approval.*

(1) The following uses may be subject to an approved master plan:

- (a) Public, parochial or private schools;
- (b) Public or private nonprofit social service, community or recreational facilities;
- (c) Governmental structures such as city offices, fire station, library, post office and public parks; and
- (d) Hospitals.

Finding

**This is a modification of a master plan for a hospital.**

(2) A master plan provides for long range development of an applicant's property. If a use listed above has received approval for a master plan by the Planning Commission, any expansion shall be processed in accordance with §§ 157.205 through 157.209 of this chapter.

Finding

**This is an expansion of a use approved in 2007, therefore it will be processed in accordance with §§ 157.205 through 157.209, which is the conditional use process listed above.**

(3) The procedure for approval of a master plan shall be the same as a quasi-judicial conditional use process in §§ 157.207 through 157.209 of this chapter.



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- (4) Once a master plan has been approved, a building permit may be approved administratively by city staff, provided the proposed permit has been addressed in the approved master plan.
- (5) Minor deviation or temporary structures (for example, modular school classrooms) may be approved administratively by city staff, so long as the deviation from the master plan does not increase the overall land use intensity of the site by 10%, unless a different percentage is specified in the masterplan.

### Finding

The size of the added building is 4,992 square feet, which represents approximately a 2.5% increase to the total 196,000 square feet footprint of existing buildings in the current hospital campus. Since some of the buildings have multiple floors, the percent is actually even less than this. Based upon the potential noise impact from increased helicopter operations, the City chose to process the master plan amendment as a major deviation.

The daycare facility is considered a minor deviation by planning staff. It does not increase overall land use intensity by more than 10%, it does not generate additional trips to and from the hospital site, nor does it increase overall site employment beyond the de minimis employees required to staff the building. Therefore, this amendment would typically be considered a minor deviation, but it is prudent to consider all amendments at one time and this amendment is combined with the heliport expansion.

- (6) A master plan is recommended but not required for uses listed above that existed as of January 1, 1994. However, temporary uses and structures that do not increase the overall land use intensity by 10% may be approved administratively by the city staff.

### **EXCESSIVE NOISE**

#### **92.23 PURPOSE.**

This subchapter is enacted to protect, preserve, and promote the health, safety, welfare, peace, and quiet of the residents and visitors of Hermiston through the reduction, control, and prevention of loud and raucous noise, or any noise which unreasonably disturbs, injures or endangers the comfort, repose, health, peace or safety; or causes public inconvenience, annoyance or alarm to reasonable individuals of ordinary sensitivity.

#### **92.26 JURISDICTION.**

- (A) *Scope.* This subchapter applies to all sound originating within the jurisdictional limits of the city.

### Finding

A noise study has been prepared and submitted for review by the planning commission. Under



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federal rules the noise from aircraft when in federal airspace is governed only by federal laws. Thus, the helicopter noise of talking off, cruising, or landing, is governed by federal laws and not the City of Hermiston. It is noted that the federal rules do set standards for total integrated sound levels as they may impact noise sensitive structures. The noise analysis shows that the Good Shepherd heliport operations do not trigger significant impact to noise sensitive structures per federal FAA and Oregon DEQ standards. This analysis also provides explanation of the existing and future approach and departure paths, which are designed to minimize the overflight of nearby existing residential developed properties.

### **92.27 GENERAL PROHIBITION.**

(A) It is unlawful and a public nuisance for any person to make, continue, suffer, or cause to be made or continued:

- (1) Any unreasonably loud or raucous noise within the jurisdictional limits of the city; or
- (2) Any noise which unreasonably disturbs, injures, or endangers the comfort, repose, health, peace, or safety of reasonable individuals of ordinary sensitivity, within the jurisdictional limits of the city; or
- (3) Within the jurisdictional limits of the city, any noise which is so harsh, prolonged, unnatural, or unusual in time or place as to occasion unreasonable discomfort to any individuals within the residential area from which said noises are heard; or as to unreasonably interfere with, or detrimentally or adversely affect, the peace and comfort of residents or their guests, or operators or customers in places of business.

(B) Factors for determining whether a sound is unreasonably loud or raucous noise include, but are not limited to, the following:

- (1) The proximity of the sound to a noise-sensitive area;
- (2) The land use, nature, and zoning of the area from which the sound emanates and the area where it is heard;
- (3) The time of day or night the sound occurs;
- (4) The duration of the sound;
- (5) Whether the sound is recurrent, intermittent, or constant; and
- (6) Whether the sound is created by a sound-amplification device.

### Finding

**There is no general statement prohibiting aircraft or helicopter noise. It is noted that federal law prohibits local governments from setting noise standards for overflight of aircraft in order to maintain a functional and safe national aviation transportation system.**

### **92.28 NOISES PROHIBITED.**



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The following acts are declared to be per se violations of this chapter:

- (A) *Unreasonable noises.* The unreasonable making of, or unreasonably permitting to be made, any unreasonably loud, boisterous, or unusual noise, disturbance, commotion, or vibration in any residential dwelling, place of business or upon any highway, park or other place or building. The ordinary and usual sounds, noises, commotion or vibration incidental to the operation of these places when conducted in accordance with the usual standards of practice and in a manner which will not unreasonably disturb the peace and comfort of adjacent noise-sensitive areas or which will not detrimentally affect the operators of adjacent places of business are exempted from this provision.
- (B) *Sound-amplification devices.* Except as allowed by applicable city, state, or federal laws, a city special permit, or as a city hosted event, the unreasonably loud and raucous use or operation of a sound-amplifying device in the following areas:
- (1) Within or adjacent to a residential or noise-sensitive area.
  - (2) Within public space if the sound is plainly audible across the real property line of the public space from which the sound emanates and is unreasonably loud or raucous.
- (C) *Yelling, shouting, and similar activities.* Yelling, shouting, hooting, whistling, or singing at any time or place so as to unreasonably disturb the quiet, comfort, or repose of reasonable individuals of ordinary sensitivities. This subsection is to be applied only to those situations where the disturbance is not a result of the content of the communication but due to the volume, duration, location, timing, or other factors not based on content.
- (D) *Construction and similar activities.*
- (1) The construction, excavation, demolition, alteration, or repair of any building, street, highway or the like, other than between the hours of 7:00 a.m. and 7:00 p.m.; except in cases of urgent necessity in the interest of the public welfare and safety, emergency construction or repair noises are exempt from this provision.
  - (2) In nonemergency situations, the City Manager or designee may issue a permit, upon application, if the City Manager or designee determines that the public welfare and safety, as affected by loud and raucous noise caused by construction, excavation, demolition, alteration or repair of buildings, streets and highways between the hours of 7:00 p.m. and 7:00 a.m. will not be impaired, and if the City Manager or designee further determines that loss or inconvenience would otherwise result. The permit shall grant permission in nonemergency cases for a period of not more than 30 days. The permit may be renewed once, for a period of 30 days or less.



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- (E) *Noise-sensitive areas.* The creation of any unreasonably loud and raucous noise adjacent to any noise-sensitive area while it is in use, and which unreasonably interferes with the workings of the noise-sensitive area or which disturbs the individuals within the noise-sensitive area.
- (F) *Blowers and similar devices.* In a residential area or noise-sensitive area, between the hours of 9:00 p.m. and 7:00 a.m., the operation of any noise-creating blower, power fan, or any internal combustion engine; provided, that the noise from the blower, power fan or internal combustion engine can be heard across the property line from which it emanates.
- (G) *Commercial establishments adjacent to residential property.* Unreasonably loud or raucous noise from the premises of any commercial establishment, including any outdoor area which is a part of or under the control of the establishment, between the hours of 10:00 p.m. and 7:00 a.m., which is plainly audible at the nearest property line of a noise-sensitive area within the service area of the City of Hermiston.
- (H) *Vehicle horns, signaling devices and similar devices.* The sounding of any horn, signaling device, or other similar device, on any motor vehicle on a highway or premises open to the public otherwise than as a reasonable warning or making any unnecessary or unreasonably loud or harsh sound by means of a horn or other warning device. The sounding of any horn, signaling device, or other similar device, as a danger warning, is exempt from this prohibition.
- (I) *Loading or unloading.* The creation of unreasonably loud, raucous and excessive noise in connection with the loading or unloading of any vehicle at a place of business or residence.
- (J) *Nonemergency signaling devices.* Sounding or permitting the sounding of any amplified signal from any bell, chime, siren, whistle, or similar device, intended primarily for nonemergency purposes, from any place. The reasonable sounding of such devices by houses of religious worship, seasonal contribution solicitors, or by the city for traffic control purposes are exempt from the operation of this subsection.
- (K) *Emergency signaling devices.* The intentional sounding or permitting the sounding of any emergency signaling device, including fire alarm, siren, whistle, or similar emergency signaling device, except in an emergency or except as provided in subsections (K)(1) and (2) of this section.
- (1) The testing of an emergency signaling device occurring between 7:00 a.m. and 7:00 p.m. Any testing shall use only the minimum cycle test time. In no case shall such test time exceed five minutes. Testing of the emergency signaling system shall not occur more than once in any calendar month.
  - (2) Sounding or permitting the sounding of any alarm system shall terminate within 15 minutes



# PLANNING COMMISSION

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of activation unless an emergency exists. If a false alarm occurs more than twice in a calendar month, then the owner or person responsible for the alarm system shall be in violation of this chapter.

(L) *Radios, televisions, boomboxes and similar devices.* The use or operation of a radio, television, boombox, stereo, musical instrument, or similar device that produces or reproduces sound in a manner that is plainly audible to any individual other than the player or operator of the device, and those who are voluntarily listening to the sound, and which unreasonably disturbs the peace, quiet, and comfort of residents in a residential area or noise-sensitive area.

(M) *Animals and birds.* Unreasonably loud and raucous noise emitted by an animal or bird for which a person is responsible. A person is responsible for an animal if the person owns, controls, or otherwise cares for the animal or bird.

## Finding

**There is no specific statement prohibiting aircraft or helicopter noise. It is noted that federal law prohibits local governments from setting noise standards for overflight of aircraft in order to maintain a functional and safe national aviation transportation system.**

## **HERMISTON COMPREHENSIVE PLAN REVIEW**

The below discussion considers review of sections of the Comprehensive Plan that relate to the proposed project.

### **POLICY 12: NOISE**

The most significant sources of noise in the Hermiston UGB are the airport and automotive traffic on major thoroughfares including Highways 395 and 207, which bisect the community. Other noise generators immediately outside the UGB, including Interstate-84 and the Hinkle Railyards to the south and the Sage and Sand Racetrack and Umatilla Speedway to the north, are distant enough not to have serious impacts. To protect public health and promote livability, city officials recognize the importance of reducing noise levels particularly in the vicinity of homes, schools, hospitals and other sensitive uses.

**12. THE CITY OF HERMISTON WILL COMPLY WITH STATE NOISE STANDARDS TO MINIMIZE NOISE IMPACTS ON RESIDENTIAL AND OTHER SENSITIVE USES.**

### Implementing Actions

- Has adopted the Hermiston Airport Master Plan Update (January 1981) by reference as part of this plan. Require that all housing constructed within the projected year 2000 55 Ldn contour be required to meet the following performance standard: sufficient insulation in ceilings and walls to reduce maximum interior noise level to 40 Ldn.
- Has required in the zoning code future development activities which generate significant noise to adhere to all noise regulations of the State of Oregon.



# PLANNING COMMISSION

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- May encourage planting of trees along all thoroughfares as a noise buffer.

## Finding

The conditional use proposal is to add a hangar and crew quarters to an existing heliport at the hospital. A Heliport Noise Compatibility Report is provided as part of this proposal. It presents the existing noise impacts since the helicopter already is coming and going from the hospital. The report shows that the 55 Ldn contour remains wholly on the hospital property, even with an increase of flights to one per day (currently there are on average one flight every two days). Thus the existing heliport is in compliance with DEQ state noise rules for airports.

## **POLICY 20: GENERAL ECONOMIC DEVELOPMENT**

### **Overview Vision**

#### **Employment Competitive**

#### **Advantages**

#### **Projected Employment Growth Buildable Lands vs. Future Land Need**

#### **Economic Policies and Implementing Actions Overview**

Hermiston is well situated as an economic hub in Umatilla County and the surrounding region. The city enjoys some competitive advantages which can be enhanced in the future to grow employment, establish successful industry clusters, and diversify the employment base. An ample supply of buildable commercial and industrial lands, in multiple zoning classifications, will provide the flexibility to meet the needs of new and expanding businesses.

### **Economic Policies and Implementing Actions**

THE CITY OF HERMISTON SUPPORTS ECONOMIC DEVELOPMENT AND JOB GROWTH WHICH WILL DIVERSIFY AND STRENGTHEN THE MIX OF ECONOMIC ACTIVITY IN THE LOCAL MARKETPLACE AND PROVIDE EMPLOYMENT OPPORTUNITIES FOR LOCAL RESIDENTS:

A) The City will continually strive to strengthen the community's industry, business, financial, medical, tourism and retail activities and to capitalize on its comparative advantages in the local and regional marketplace.

B) The City will seek to retain and support the expansion of existing businesses in Hermiston.

### **IMPLEMENTING ACTIONS**

- Identify opportunities and incentives to encourage value-adding, family-wage business to expand or locate in the community.
- Support the retention and attraction of firms with high wage rates relative to all industries, or within their industry classification.
- Identify opportunities and incentives to encourage industry related to the area's competitive advantages.

## Finding



# PLANNING COMMISSION

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This project improves existing hospital services. By having the helicopter, hangar, and crew quarters located at the hospital, the medical transport capabilities move to a higher level of service: a) first, in terms of timeliness since the helicopter and crew are on constant standby at the hospital and ready to go, and b) second, the quality of service is improved because the flight crew medical staff are adjacent to the ER, and thus regular coordination is easier to maintain due to the proximity. Having improved hospital medical services is not just a benefit to Hermiston families, businesses, and workers, but also provides a strong support to the tourism industry – visitors are more comfortable vacationing to a region if they know there is excellent and responsive medical care available.

The inclusion of additional daycare facilities will allow the hospital to recruit and retain high caliber staff. Daycare provides an important fringe benefit in any employee compensation plan. This facility will assist in building the employment base of the hospital and the city as a whole.

## **POLICY 22: NEIGHBORHOOD QUALITY**

City officials recognize the importance of promoting livable, safe and quiet neighborhoods, both in new residential development and in existing neighborhoods. This can be accomplished by minimizing the negative effects of high traffic on neighborhood streets; minimizing conflicts from incompatible design, noise and other factors associated with high-intensity uses; encouraging rehabilitation of housing stock, and updating public facilities in older neighborhoods.

### Finding

See Policy 12, above, for discussion of noise which in part relates to this policy.

## **POLICY 23: PROVISION OF PUBLIC SERVICES AND FACILITIES**

Together with the transportation network and private utility and communication systems, public services and facilities provide the community's "urban glue"; efficient and timely provision of these are an important adjunct to urban development. A full complement of services and facilities is needed to provide adequately for the density and intensity of land uses envisioned in the city and developing portions of the UGB.

23. THE CITY OF HERMISTON WILL PLAN FOR THE TIMELY AND EFFICIENT PROVISION OF A FULL COMPLEMENT OF URBAN SERVICES AND FACILITIES IN ALL DEVELOPED AND DEVELOPING AREAS WITHIN THE COMMUNITY. TIMELY MEANS A POINT WITHIN THE 20-YEAR TIMEFRAME WHEN THE CITY DEEMS DEVELOPMENT APPROPRIATE FOR A GIVEN PROPERTY BASED ON FACTORS INCLUDING BUT NOT LIMITED TO THE NEED FOR ADDITIONAL URBAN DEVELOPMENT WITHIN THE URBAN GROWTH BOUNDARY AND THE EXTENT OF UNDEVELOPED OR UNDERDEVELOPED LAND BETWEEN THE EXISTING DEVELOPMENT AND THE SUBJECT PROPERTY.

### Implementing Actions

- Will prepare and adopt by 1986 a six-year capital improvements plan (CIP) which includes a list of projects to be funded through the coming fiscal year as well as those recommended for





*Where Life is Sweet*

## PLANNING COMMISSION

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consideration during the subsequent five years. Review annually all previously unfunded projects plus new projects, and extend the CIP for an additional year.

- Has created a community service overlay zone in the zoning ordinance and apply designation to facilities which have a community governmental, educational, recreational, historical or social service function, including but not limited to schools, hospitals, major recreational facilities, governmental buildings, historic buildings and private utility installations and communications facilities. In addition to enforcing the requirements of the underlying zone, the planning commission will be required to consider the community value of such facilities when reviewing land use actions which affect these uses directly or adjacent properties.

### Finding

**This project improves existing hospital services. By having the helicopter, hangar, and crew quarters located at the hospital, the medical transport capabilities move to a higher level of service: a) first, in terms of timeliness since the helicopter and crew are on constant standby at the hospital and ready to go, and b) second, the quality of service is improved because the flight crew medical staff are adjacent to the ER, and thus regular coordination is easier to maintain due to the proximity. Having improved hospital medical services is not just a benefit to Hermiston families, businesses, and workers, but also provides a strong support to the tourism industry – visitors are more comfortable vacationing to a region if they know there is excellent and responsive medical care available.**

### **SUMMARY**

Based on the information presented and discussed in this narrative and the attached supporting plans and documentation, the planning commission finds the proposed project meets the established criteria and merits approval.

### Conditions of Approval

1. Comprehensive Plan Figure 12 identifies this site as an area subject to development hazards due to excessively well drained soils. Therefore, the City will prohibit the outdoor storage of hazardous chemicals and underground storage of gasoline and diesel fuels. At the discretion of the Planning Commission, an applicant whose property is located in the DH overlay area may obtain an exemption from this condition if he can demonstrate the proposed development is not constrained by development limitations and/or will not contribute to potential groundwater pollution. To obtain an exemption, the applicant must present documentation to this effect prepared by a registered engineer.
2. Exterior construction materials for the hangar shall be of similar quality and color and designed to match the existing hospital construction.
3. All storm water shall be retained on site.
4. Parking lot and exterior lighting shall be designed not to interfere with adjacent residential uses.
5. Applicant shall verify that the facility is compliant with all FAA requirements, including those contained in AC 150/5390-2D governing expansion of heliports.

Commissioner Saylor moved and Commissioner Collins seconded to make the project file a part of the record. Motion passed unanimously. After some discussion, Commissioner Hamm moved, and Commissioner Doherty seconded to adopt the Findings of Fact as amended. Motion passed unanimously. After discussing logistics of a community meeting, Commissioner Hamm moved and Commissioner Collins



# PLANNING COMMISSION

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seconded to impose the Conditions of Approval as written. Motion passed unanimously. Commissioner Hamm moved and Commissioner Collins seconded to approve the master plan updates. Motion passed unanimously.

### **Final Plat- View Wood Estates Phase II 4N2814AD Tax Lot 902- 920 E View Drive**

Planning Director stated this is the final phase and creates twenty-four lots. The contractor is completing the improvements. The city will not release the plat until the public improvements have been accepted by public works staff.

Commissioner Collins moved and Commissioner Hamm seconded to approve the final plat with the conditions. Motion passed unanimously.

### **Planner Comments and Unscheduled Communication**

Planning Director Spencer invited the commissioners to the April 22<sup>nd</sup> city council work session where the transportation consultants will be introducing the Safe Streets Program. The consultants will attend the May 11 Teen Adventure Park ribbon cutting and the Spring Bazaar. They will return in the fall for additional public outreach and to review their findings.

Work continues on the urban growth boundary amendment. A roundtable session will potentially be held within the next two months to review the Economic Opportunities Analysis and Commercial Buildable Lands Inventory findings. Hearings will be scheduled after the roundtable session. Once an updated Economic Opportunities Analysis is in place, showing lack of buildable industrial sites, we can move forward with the urban growth boundary amendment.

Congratulations were given to Youth Advisor Doherty for being elected President of the Hermiston High School ASB.

### **Adjournment**

Chairman Fialka adjourned the meeting at 9:42PM.



# Hermiston Planning Commission

April 10, 2024



# Good Shepherd Hospital Master Plan Amendment

Subject Property



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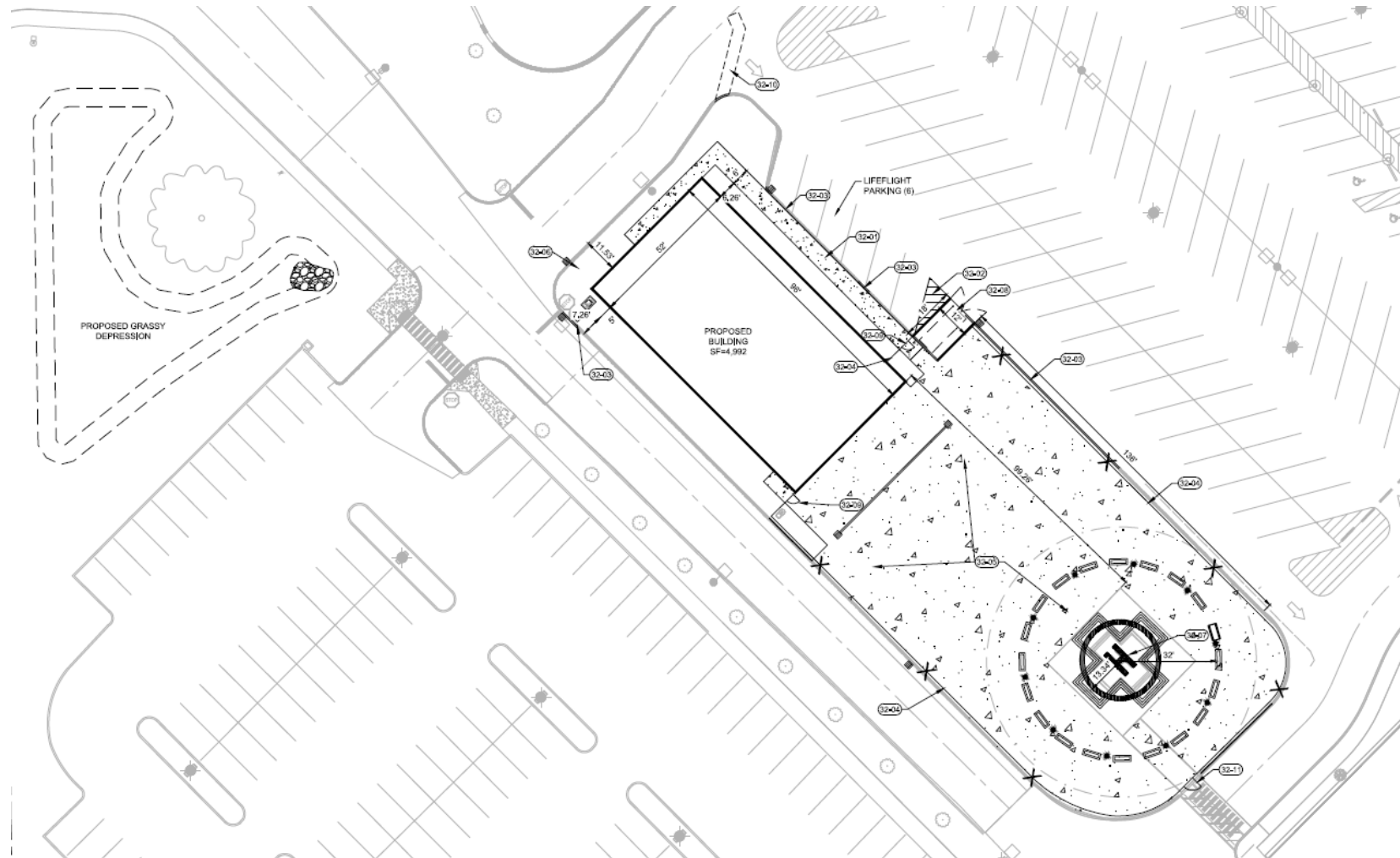
# Good Shepherd Hospital Master Plan Amendment

Amendments



# Good Shepherd Hospital Master Plan Amendment

Heliport  
Expansion



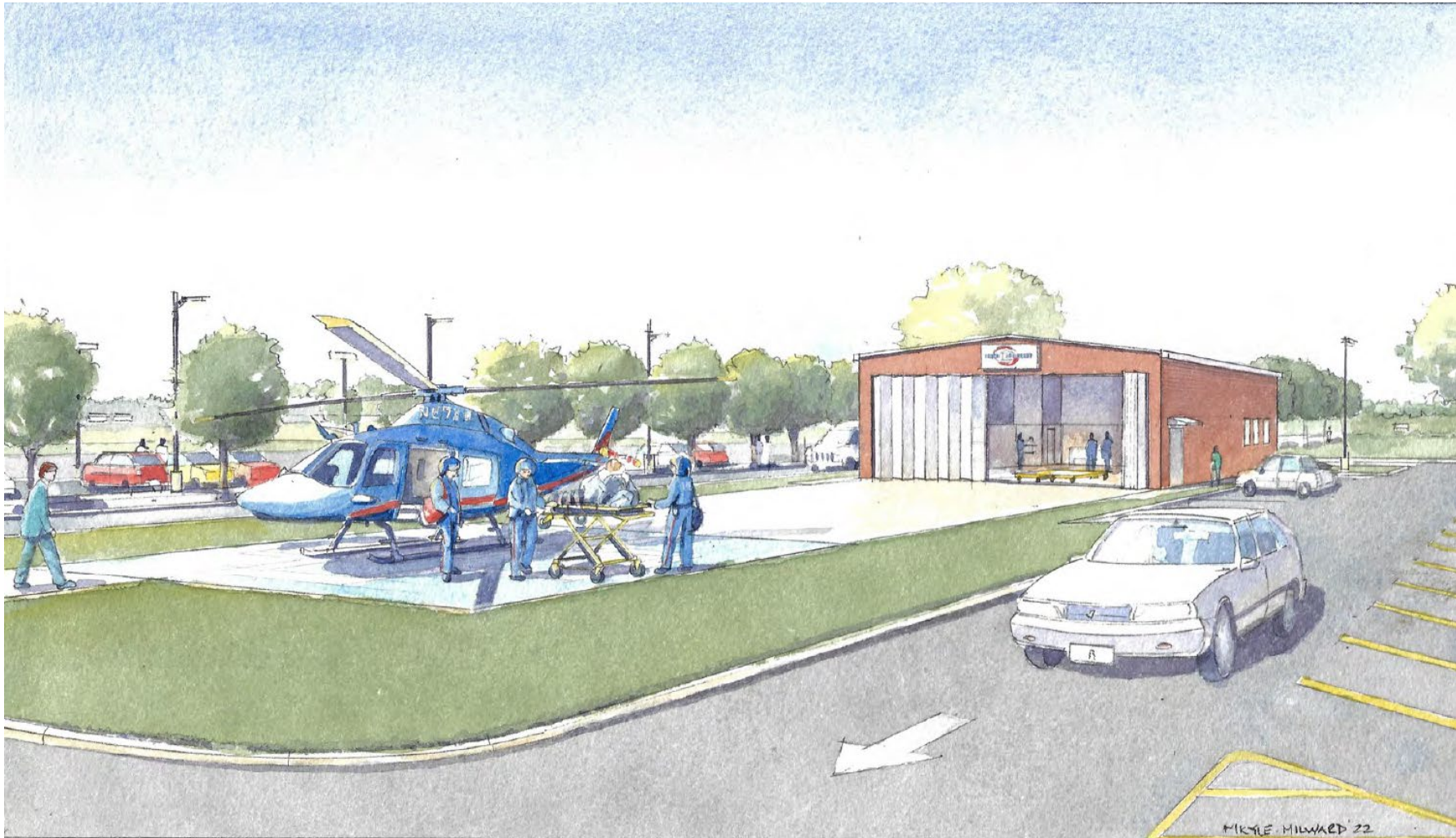
# Good Shepherd Hospital Master Plan Amendment

Heliport  
Rendering



# Good Shepherd Hospital Master Plan Amendment

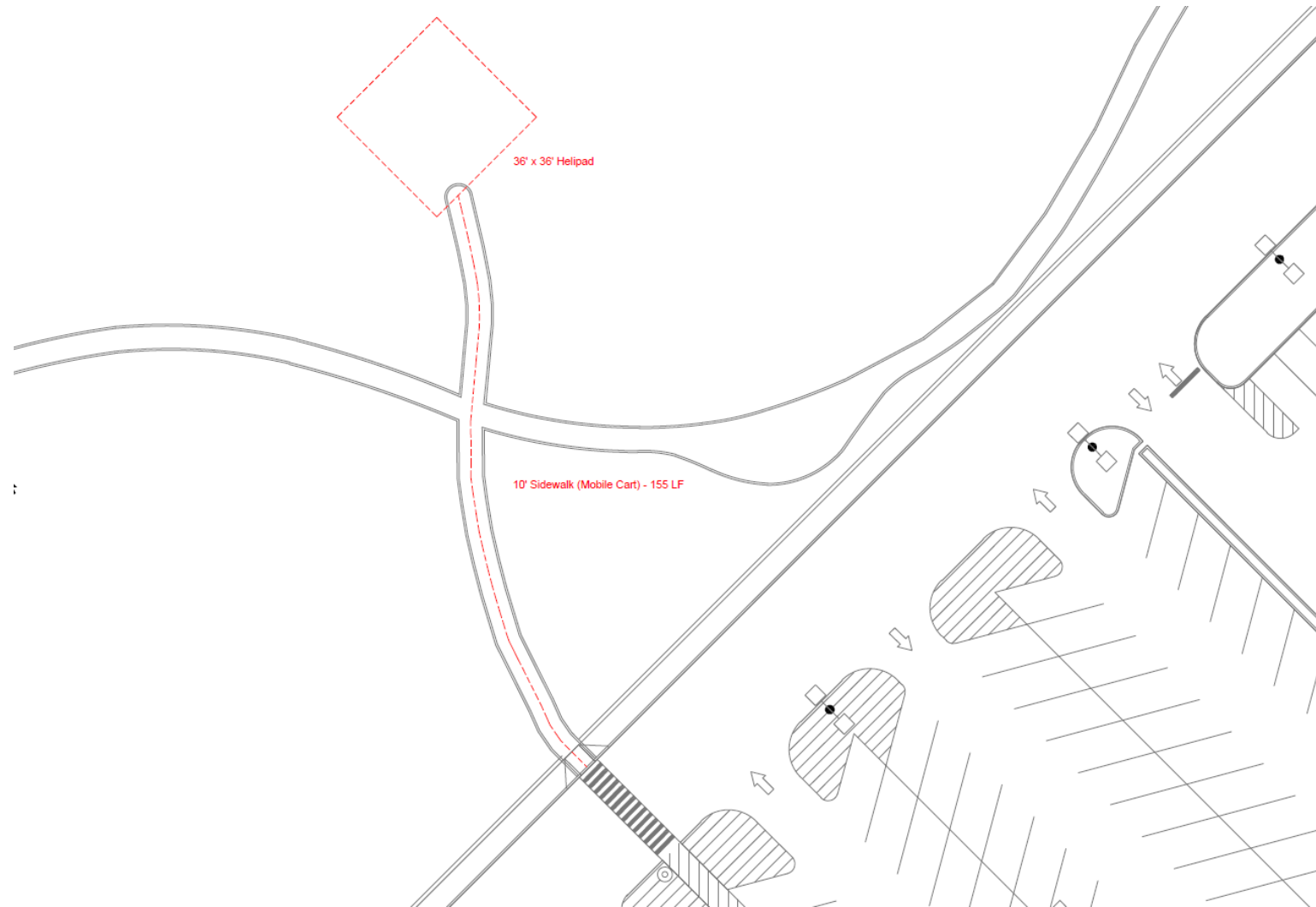
Heliport  
Rendering





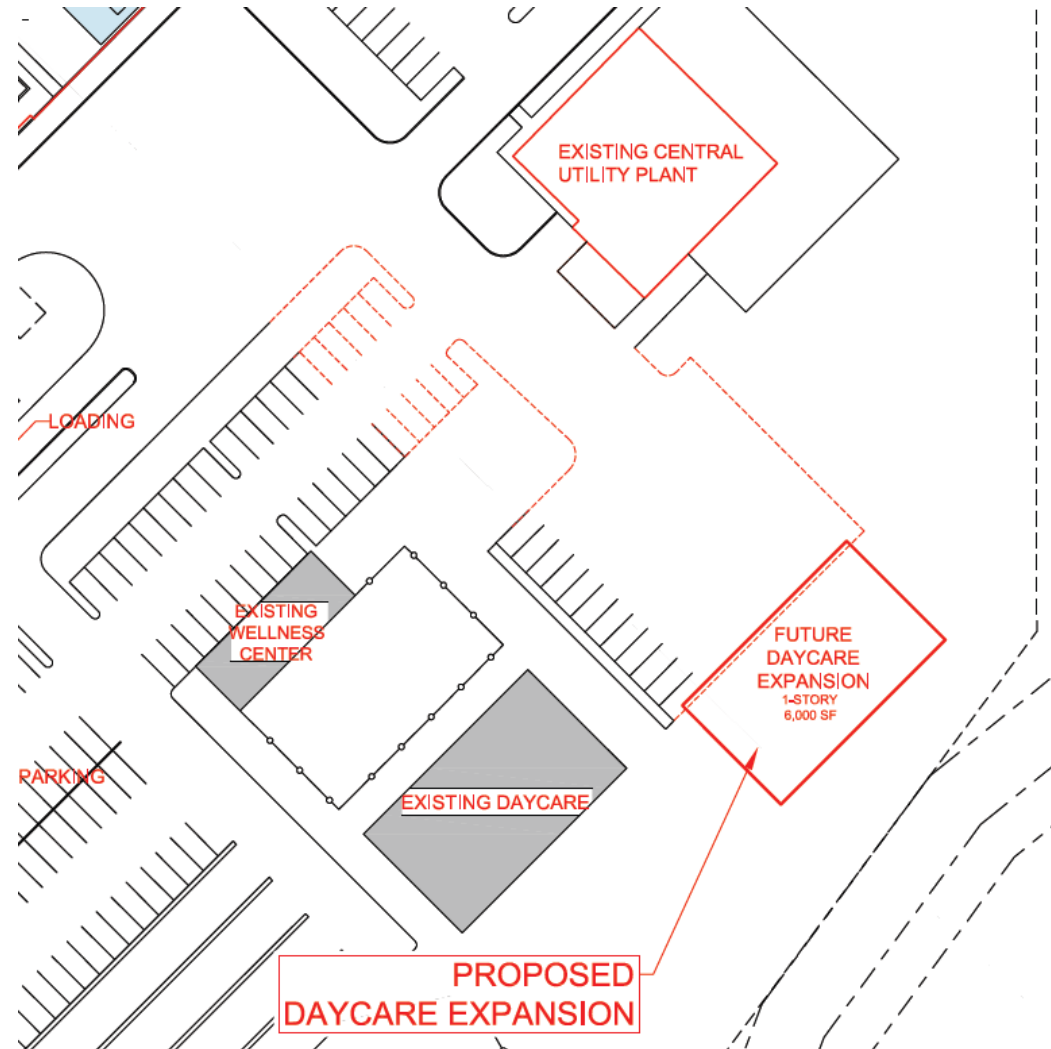
# Good Shepherd Hospital Master Plan Amendment

Secondary  
Helipad



# Good Shepherd Hospital Master Plan Amendment

Daycare  
Expansion



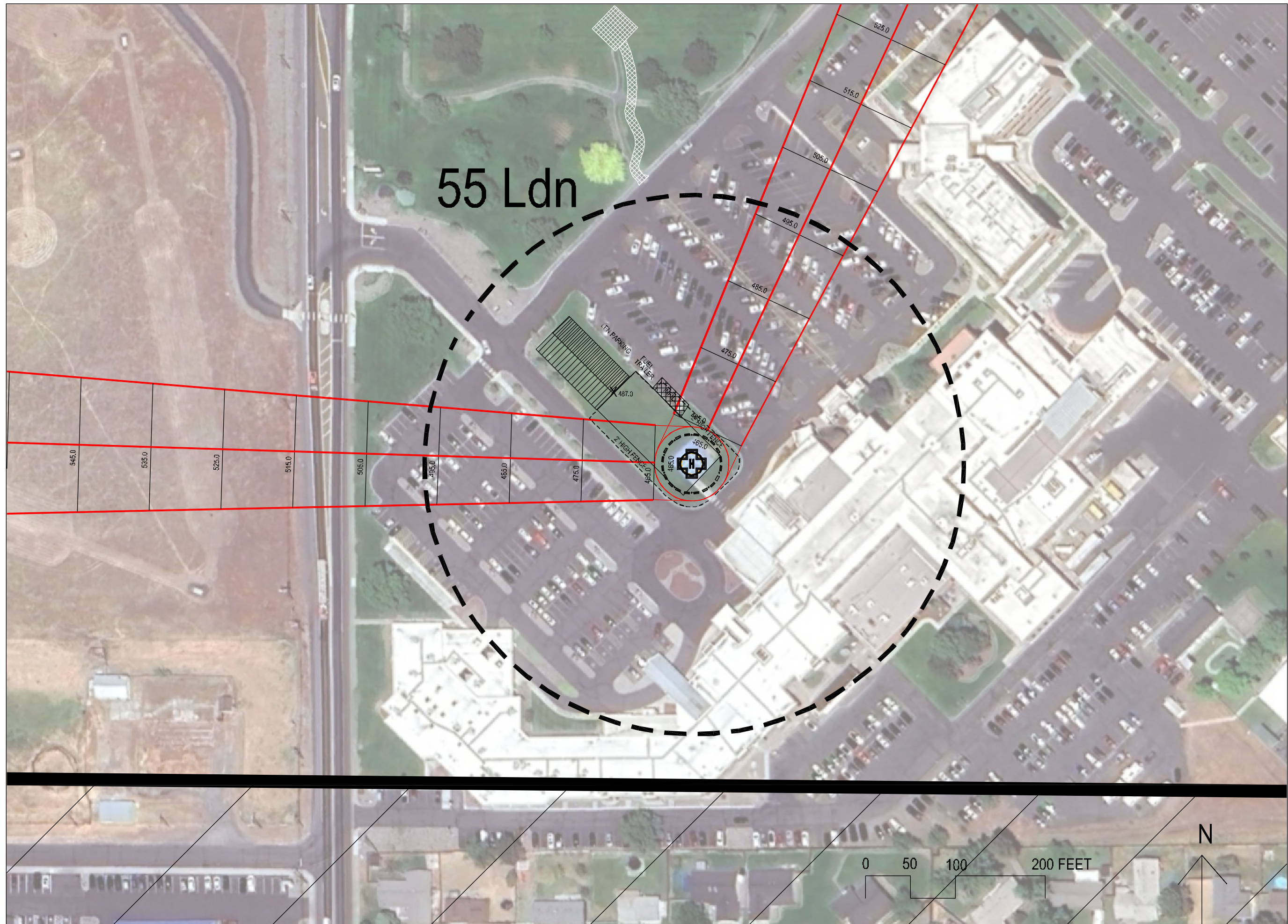


# Good Shepherd Hospital Master Plan Amendment

- Conditions of Approval

- Comprehensive Plan Figure 12 identifies this site as an area subject to development hazards due to excessively well drained soils. Therefore, the City will prohibit the outdoor storage of hazardous chemicals and underground storage of gasoline and diesel fuels. At the discretion of the Planning Commission, an applicant whose property is located in the DH overlay area may obtain an exemption from this condition if he can demonstrate the proposed development is not constrained by development limitations and/or will not contribute to potential groundwater pollution. To obtain an exemption, the applicant must present documentation to this effect prepared by a registered engineer.
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- Parking lot and exterior lighting shall be designed not to interfere with adjacent residential uses.
- Applicant shall verify that the facility is compliant with all FAA requirements, including those contained in AC 150/5390-2D governing expansion of heliports.





ARON FAEQRE  
HELIPORT  
PLANNER  
13200 FIELDING RD.  
LAKE OSWEGO  
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97034  
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503-880-1489



GOOD SHEPHERD HOSPITAL  
LIFE FLIGHT NETWORK HANGAR & CREW QUARTERS  
610 NW 11TH ST., HERMISTON, OREGON 97838

APPROACH ZONE  
LOCAL WITH  
55 Ldn CONTOUR  
DATE: 2023-2-8 REV  
DRAWN BY:  
AF

NO.	DATE	REVISIONS

PAGE:  
AP1.1



*Jo Lynn with the medical crew that helped save her life.*

## **SEVERE NECK INJURY WHILE GARDENING**

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Jo Lynn is an avid gardener who loves spending time tending to her yard and garden. On this day in August 2022, while gardening at home alone, she was suddenly swarmed by wasps. Reacting instinctively, she did what any of us would do, and fled. In the process, she tripped and fell on the watering can she had been using.

She was startled to find blood coming from her neck and made her way inside to call for help. While she didn't know this at the time, the spout of the watering can had sliced through her neck and into her salivary gland. She was able to call 911, and Payette County Paramedics responded. When they arrived, Jo Lynn was in her kitchen, bleeding heavily and vomiting blood. The paramedics worked rapidly to help control the bleeding and immediately requested Life Flight Network due to heavy blood loss and the critical nature of the call. EMS transported Jo to the helipad at the Payette Fire Department where Life Flight Network was waiting.

Jo Lynn needed a blood transfusion, and she needed it fast. The flight crew administered two units of blood while transporting her to Saint Alphonsus Regional Medical Center in Boise, Idaho. Doctors discovered that she sustained damage to her jugular vein and her sublingual mandibular gland but after a few days of recovery in the ICU, she was discharged with minimal lasting effects.

Due to the rapid response and exceptional care provided by Payette County Paramedics, Life Flight Network, and Saint Alphonsus Regional Medical Center, Jo Lynn was able to celebrate her birthday just a few weeks after the accident. One of the side effects of her injury is that food can taste bitter, and she told us that she normally doesn't enjoy cake all that much, but on this birthday, the cake tasted exceptional. "I am forever grateful to the first responders and Life Flight Network crew for saving my life."



*Dr. Russell Mcune in front of Madison Memorial Hospital.*

## DOCTOR TURNED PATIENT

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Dr. Russell Mcune is an emergency physician at Madison Memorial Hospital in Rexburg, Idaho. On Easter Eve 2023, his shift began as any other— treating patients and preparing for a busy night. He'd experienced some mild chest pain earlier that afternoon but wrote it off as indigestion. As the evening wore on, his chest pain worsened. He asked one of his nurses to run an EKG just to be sure, and it came back normal. He told himself it was nothing and continued treating patients.

A short time later, on his way to his office, he was stopped short by a sharp, stabbing pain that ran up the right side of his chest and into his neck. His vision had also started to deteriorate. He clung to his desk and thought: "As long as I stay standing, I'll be fine." After about ninety seconds, his vision began to clear. He returned to the emergency room to ensure he would be in a location where others could see him. His nurses could tell that something was off, and Dr. Mcune decided it was best to check himself into the ER as a patient. He had a known aneurysm in his aorta and worried by his symptoms, he opted to order a CT scan to get a closer look. What he discovered was a massive tear, running from the base of his aorta down to his iliac artery. Recognizing how serious his condition was, he jumped into action and began ordering the necessary treatment, including air medical transport to a larger hospital offering the specialized care he required. Life Flight Network arrived quickly, after diverting on their return from another patient transport, and rapidly prepared Dr. Mcune to be transferred to the University of Utah Hospital in Salt Lake City, Utah.

The flight crew arrived, and the nurse introduced herself to Dr. Mcune as Hope. With a sigh of relief, he said: "Oh thank you. You're the perfect nurse for me tonight!" Dr. Mcune's condition was incredibly time sensitive. Less than five percent of patients with this condition survive and that survival rate continues to drop as time passes. Without Life Flight Network's ICU-level care and rapid transport, it is very likely that Dr. Mcune would not have survived.

After ten hours of open-heart surgery that involved replacing his torn valve with a bovine valve, Dr. Mcune has made a remarkable recovery. Thanks to the quick actions of his care team, he is alive and has returned to caring for his community as an emergency physician.



*Mike with his Life Flight Network crew.*

## **HEAD-ON MOTORCYCLE COLLISION**

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It was a sunny day in June and Mike was out enjoying a motorcycle ride through Linn County, Oregon. His wife and kids returned home from their travels to find his bike gone but weren't worried – sunny days in Oregon are limited and Mike loved being on his bike.

A short time later, Valerie received a text message that Mike was in an accident. He had been struck by another vehicle and his condition was serious. Mike's riding partner Don Soto, Rebecca Zimmick, RN and Lauren Conser stopped to help. Lauren left to get cell service to call 911. Don told Lauren to make sure Life Flight Network was dispatched. Sweet Home Fire Department was first on scene and upon assessing the severity of his injuries, made the call to activate Life Flight Network. The flight crew arrived to find Mike unconscious and requiring roadside intubation due to a collapsed lung. He was stabilized and transported to PeaceHealth Sacred Heart Medical Center RiverBend in Springfield, Oregon for further evaluation and treatment.

"I knew he was in good hands. As an emergency department employee, I know that Life Flight Network's crews are the best trained clinical care personnel in Oregon, says Valerie "I will always be thankful to them for keeping my husband alive."

Mike doesn't remember anything from the day of the accident or the week leading up to it but had the opportunity to connect with the flight crew that saved him, six months later. "I was really impressed with their professionalism and kindness. I wouldn't be here if it weren't for them."



## Heather LaBeau

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**From:** Yvonne Herrera <floyvonne09@gmail.com>  
**Sent:** Wednesday, April 10, 2024 8:31 PM  
**To:** City of Hermiston Meetings; Planning  
**Subject:** Concern Regarding Helicopter Pad Noise Impact on Surrounding Neighborhood

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To Whom It May Concern:

I hope this email finds you well. I am writing to address a matter of growing concern among the residents of the surrounding neighborhood regarding the noise generated by the helicopter pad at Good Shepherd Medical Center. As a resident of the area, I, along with many others, have noticed a significant increase in helicopter activity, particularly during late hours, which has been disruptive to our daily lives.

While we understand the critical importance of the helicopter pad for emergency medical transportation and the life-saving services it facilitates, we believe there may be room for improvement in mitigating the noise impact on the surrounding community.

Here are a few specific concerns and suggestions:

1. **Noise Levels:** The noise generated by helicopter landings and take-offs, especially during nighttime hours, often exceeds permissible levels, causing disturbance to residents trying to sleep or engage in quiet activities.

**Flight Patterns:** It appears that helicopters sometimes deviate from established flight paths, flying directly over residential areas at low altitudes, exacerbating noise levels and causing unnecessary disturbance.

**Communication and Transparency:** There seems to be a lack of communication and transparency regarding the scheduling of helicopter flights, making it difficult for residents to anticipate and prepare for potential disruptions.

We recognize the vital role that Good Shepherd Medical Center plays in providing essential medical services to our community, and we are grateful for the dedication and hard work of the medical staff. However, we believe that addressing the issue of helicopter noise is essential to maintaining the quality of life for residents in the surrounding area.

I kindly request that you consider these concerns and take appropriate actions to minimize the impact of helicopter operations on the neighborhood. I am more than willing to participate in any discussions or meetings aimed at finding a constructive resolution to this matter.

Thank you for your attention to this important issue. I look forward to your response.

Sincerely, Yvonne Herrera Cell: 541-701-7272 Email: floyvonne09@gmail.com

## Heather LaBeau

---

**From:** Nichole Faretta Ramirez <farettanichole@gmail.com>  
**Sent:** Wednesday, April 10, 2024 8:50 PM  
**To:** City of Hermiston Meetings  
**Subject:** Concerns

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To whom it may concern,

I hope this message finds you well. I am writing to express my concerns about the proposed installation of a new helicopter pad at Good Shepherd Medical Center. As a resident of the neighborhood surrounding the hospital, I am deeply worried about the potential noise and disturbance this addition could bring to our community.

Living in close proximity to the hospital, we already experience various levels of ambient noise. However, the introduction of a new helicopter pad could significantly exacerbate this issue, especially during extra added take-offs and landings. This heightened noise level could disrupt the tranquility of our neighborhood.

Furthermore, I am concerned about the safety implications associated with helicopter operations in a densely populated area. Increased air traffic above residential zones raises legitimate safety concerns that warrant careful consideration and community input.

I understand the importance of medical transportation services provided by helicopters and value the hospital's efforts to enhance patient care. However, I believe it is crucial to strike a balance between these vital services and the well-being of the surrounding community.

I would welcome the opportunity to discuss this matter further and collaborate on finding a solution that meets both the hospital's operational needs and our community's interests. Please do not hesitate to reach out to me at 541-720-0744 or [farettanichole@gmail.com](mailto:farettanichole@gmail.com) to arrange a meeting or conversation.

Thank you for considering my concerns. I look forward to your response and hope for a constructive dialogue on this important issue.

Warm regards,

Nichole Ramirez

## Heather LaBeau

---

**From:** Diane Ferguson <rydrferguson@charter.net>  
**Sent:** Wednesday, April 10, 2024 11:23 AM  
**To:** Planning  
**Subject:** Helicopter Base

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My name is Diane Ferguson. I do not want the Helicopter Base in my back yard.

## City of Hermiston Meetings

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**From:** Caitlin Cozad <ccozaad@gshealth.org>  
**Sent:** Wednesday, April 10, 2024 12:18 PM  
**To:** City of Hermiston Meetings  
**Cc:** City of Hermiston Meetings  
**Subject:** FW: Life flight 12/25/23

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Hello,

Please see below emailed letter from Brittni Mendoza RE: this evening's Planning Commission Meeting.

Thank you,

Caitlin Cozad  
Marketing & Communications Director  
Good Shepherd Health Care System  
610 NW 11th Street  
Hermiston, OR 97838  
541.667.3460 Phone  
541.667.3414 Fax  
ccozaad@gshealth.org  
www.gshealth.org

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

**From:** Brittni P <weloveemily525@icloud.com>  
**Sent:** Tuesday, April 9, 2024 6:11 PM  
**To:** Caitlin Cozad <ccozaad@gshealth.org>  
**Subject:** Life flight 12/25/23

Hello, I was asked if I could write an email in regards to the accident I was in and need life flighted to Portland to Legacy Emanuel Hospital.

On 12/25/23 I was life flighted to Legacy Emanuel Hospital after suffering from a major car accident due to being hit by a drunk driver. My at the time 18 month old daughter was also life flighted to Randall's Children's hospital. My daughters and my life were saved because we were sent to Legacy/Randalls Hospital asap and they brought me back to life and were able to save my daughters life as well. I am so grateful and thankful for life flight. I thank God for life flight

## Heather LaBeau

---

**From:** Jeffery Cates <catesjaor@gmail.com>  
**Sent:** Tuesday, April 9, 2024 8:05 PM  
**To:** Planning; City of Hermiston Meetings  
**Subject:** Hospital planning concerns

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Good evening,

I live in a home that borders Good Shepherd Hospital. My property is directly behind the current daycare facility. I have no issues whatsoever with the hospital adding another building for daycare services. My issue my wife and I have, is with the helicopter, helipad, hanger and crew quarters. I understand that having a helicopter conveniently available would help with transportation of medically necessary situations, however, I don't believe there should be an "airport" put on the hospital property just for those. I don't care for the night time interruption now, as they are infrequent, however, if the base of operations is at the hospital, I would really hate to see a HUGE increase of lights, all hours of the day and night. I didn't buy a home near an airport for a reason.

The helicopter life flight network already has a base of operations at the Hermiston airport and would be better suited and served at their current location. In my opinion, if the hospital would like to have the helicopters easier to access, and readily available, maybe the hospital should consider moving to the airport.

Is the extra flight time that much of an inconvenience? The majority of flights that life flight conducts now, are not from the hospital to another hospital, but from the airport to the accident location, then to the hospital.

I lived in several large cities and none of the hospitals in these cities ever had a helicopter onsite 24/7. The helicopter was flown from the airport, usually a municipal airport, to the hospital that needed it, or to the accident scene and then to the hospital. From there they may be transported to an additional hospital as needed. Spokane has a municipal airport where the life flight helicopters are housed and there are few homes in that area, it is mostly commercial and industrial. Seattle is the same way. But in both cities, the airport came first, originally far enough out of town to allow for noise and future growth.

If it were to come to the general public as a vote, I would vote no. Airports are places where they are for a reason. If homes are built "after" the airport, then you know what you are buying. Don't build an airport in a community after the homes are built.

I understand this won't be a true airport in a sense, but life flight could be called up any time day or night.

Would you want to be woken up at 2am to helicopters taking off and landing?

Don't get me wrong, I understand people are in need and we need the service, just not here.

Cates Household

## City of Hermiston Meetings

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**From:** Marci Sanchez <marci.sanchezv@gmail.com>  
**Sent:** Tuesday, April 9, 2024 5:59 PM  
**To:** City of Hermiston Meetings  
**Subject:** Fwd: Life Flight Project Approval at Hermiston Planning Commission Meeting

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---

\*Life Flight Meeting on 4/10/2024\*

----- Forwarded message -----

**From:** Marci Sanchez <marci.sanchezv@gmail.com>  
**Date:** Tue, Apr 9, 2024 at 5:24 PM  
**Subject:** Re: Life Flight Project Approval at Hermiston Planning Commission Meeting  
**To:** Caitlin Cozad <ccozaad@gshealth.org>

Caitlin,

As an Aflac insurance agent for the last 22 years in Umatilla County; I have dealt with multiple families/policyholders that have benefited from using the Life Flight service. Most have gone through life threatening situations where if it wasn't for the Life Flight service, they would not have survived. Life Flight has saved plenty of lives, including the lives of my very own family members on Christmas day 2023. I am very thankful for this service, I wished it was available to everyone in our community.

Thank you!

Marci Sanchez\*  
Insurance Agent

An Independent Agent Representing Aflac  
509-438-6498 Cell  
541-701-0480 Fax

Proudly serving OR/WA since 2002

On Tue, Apr 9, 2024 at 4:18 PM Caitlin Cozad <[ccozaad@gshealth.org](mailto:ccozaad@gshealth.org)> wrote:

Hi Marci,

Thank you for your time this afternoon! The City of Hermiston Planning Commission Meeting is tomorrow evening, April 10 at 7:00 p.m. Please see below information and let me know if you have any questions. My cell phone number is 541-571-5749.

- **If participating virtually** (participants will be muted until Commissioners open the floor/virtual platform for any comments you would like to share):

Download the Zoom App on your phone (or other device) and click, "Join Meeting"

Enter Zoom Meeting ID: 878 6809 7745

Enter Passcode: 709002

- **To call in only (no video):** Call 1-253-215-8782 and enter the above information when prompted.
- **To comment via email during the meeting (sometime after 7:05 p.m. on 4/10/24):** Email comment around 7:05 p.m. to [meetings@hermiston.or.us](mailto:meetings@hermiston.or.us)
- **To submit a letter or email before the meeting (on or before 4/10/24 by 5:00 p.m.):** Send email to [meetings@hermiston.k12.or.us](mailto:meetings@hermiston.k12.or.us)
- **Planning Commission Meeting Agenda:** <https://www.hermiston.or.us/bc-pc/page/planning-commission-18>

Thank you!

**Caitlin Cozad**

Marketing & Communications Director

Good Shepherd Health Care System

610 NW 11th Street

Hermiston, OR 97838

541.667.3460 Phone

541.667.3414 Fax

[ccozaad@gshealth.org](mailto:ccozaad@gshealth.org)

[www.gshealth.org](http://www.gshealth.org)





# HERMISTON IRRIGATION DISTRICT

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366 E. Hurlburt Ave.  
Hermiston, OR 97838  
Phone: (541) 567-3024  
Fax: (541) 564-1069  
E-mail: [Manager@HermistonID.org](mailto:Manager@HermistonID.org)

April 1, 2024

City of Hermiston  
Planning Department  
Clint Spencer, Planning Director  
180 NE 2<sup>nd</sup> St  
Hermiston, OR 97838

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**RE: Conditional Use Permit  
Good Shepherd Heath Care  
4N2810B 200**

Mr. Spencer,

Hermiston Irrigation District has reviewed the Conditional Use Permit information and has no objections to the proposed expansion of the master plan. This property is located within the HID boundary, but there are no water rights on this property, nor is the District able to service this property at this time. The District does not show any federal easement through this property.

Thank you for the opportunity to comment on this request.

Sincerely,

*Karra*

Karra Van Fossen  
Water Rights Specialist

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