

## I. PROJECT SUMMARY

Applicant	Good Shepherd Health Care System
Project Contact:	Jonathan Edwards Chief Financial Officer & Chief Operating Officer (Interim) 610 NW 11th St. Hermiston, OR 97838 Email: jedwards@gshealth.org Phone: 541-667-3412
Site Address:	610 NW 11 <sup>th</sup> Street Hermiston, Oregon 97838
Site Size:	approximately 38 acres
Tax Map/Lots:	4N 28 10B Tax Lot 200
Zone:	C-2
Comp. Plan Designation:	C
Existing Use:	The property is presently developed as a community hospital.
Surrounding Zoning:	Properties to the south are developed as single-family residential housing.  Properties to the east are developed as a public pool and a public park.  Properties to the north are developed commercially.  Properties to the west are outside of the city limits, but inside the urban growth boundary; currently a golf course but is zoned for multi-family housing.
Request:	a). Add to an existing 2007 conditional use approval a Life Flight Network helicopter hangar and crew quarters building of approximately 4,992 square feet size, and b) Add a 36'x36' concrete helipad location in the north landscaped area for use during construction when the existing helipad cannot be used, and for use during emergencies when a second helipad may temporarily be needed.

## II. INTRODUCTION AND PROPOSAL

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 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.

This application package includes narrative, plans, and documentation in support of adding two facility elements to the 2007 existing Conditional Use (CU) hospital master plan: a) the construction of a 4,992 sf Life Flight Network (LFN) hangar and crew quarters adjacent to the existing helipad, and b) the addition of a 36'x36' concrete helipad in the north landscaped area for use during construction of the LFN building, and for temporary use afterward if emergencies require two helicopters to bring patients to the hospital.

Life Flight Network has hangar and crew quarter aviation bases at only a limited number of spaced, locations throughout Oregon, Washington, Idaho, and Montana. A benefit to the Hermiston community, is that by proposing to invest and put this facility at the hospital, Life Flight Network is also committing long term to being a key part of the emergency health care services of your city.

### **Building Description**

A single story 52'x96' building, with 4,992 square feet area, is proposed for the hangar and crew quarters. The building would be approximately 22 feet high at its highest peak. The majority of the building is a hangar for the helicopter so that it can be protected during severe weather. Inside the hangar is also where regular safety inspections of the helicopter are performed. The north end of the building has the crew quarters, where pilot, flight nurse, and key staff stay while they are on duty for flights.

The building will have a brick exterior, of material and color to match the adjacent brick on the existing hospital buildings. The building will be of non-combustible Type II-B construction. The residential sleeping rooms of the crew quarters will be fire sprinklered per Oregon Structural Specialty Code requirements.

### **Building Plans**

The following pages provide plans showing the overall design of the building. It is similar in size to other hangar and crew quarters buildings the LFN has at other bases around the northwest in Oregon and Washington.

### **Site Location and Site Development Description**

The existing helistop will remain in its same location, adjacent to the Emergency Room. The new building will be placed at the north end of the existing landscaped area beside the helistop. This places the building precisely where the helicopter can be located adjacent to the helipad. A fuel trailer will be located adjacent to the helicopter parking area in front of the building. Six of the adjacent auto parking positions will be dedicated for use by LFN staff.

The new development removes an existing infiltration swale area from use. Thus the new plans require the storm drainage currently going to this swale, along with the new storm runoff from this new building and helicopter apron area, to be relocated further to the north and west.

The Federal Aviation Administration (FAA) has newer standards for the painted heliport markings, and for preferred safety clearances around the landing zone. These new standards will be used so that the heliport painted markings on the concrete, and the heliport lights, meet current safety standards of FAA Advisory Circular 150-5390 Heliport Design Guide. A low fence will be placed around the helicopter operations area so that pedestrians are more carefully kept clear of the operating helicopter. The fence will have signs facing out at 25 feet on center stating: "Helicopter Operations – Stay Away – Danger." These items will improve the overall safety of the heliport.

## **Site Engineering Plans**

The following pages contain the preliminary engineering plans for the sitework. They show the new paving, the new drainage system, and the location for utility hookups for water and sewer.

## **Fuel Trailer**

A fuel trailer for helicopter Jet fuel will be kept in a specially designed adjacent parking space with a brick masonry side enclosure (no roof) that hides it from public view. The trailer will have a secondary containment. A detailed proposal showing size and specific equipment will be prepared for review by the Hermiston Fire Marshal. The design will be adjusted as needed to meet Fire Code requirements.

The picture below shows an example of a fuel trailer from a different LFN base.



## **Additional Temporary Helistop for use during Construction and for Emergency**

During construction of the new building with the associated sitework, the existing helipad will have to go out of service. Thus, per the attached plan sheet, a temporary 36'x36' concrete helipad is proposed for placement in the north landscaped area. On completion of the building this helipad will remain, as during emergencies, hospitals occasionally need a place for a second helicopter to land. This temporary helipad will

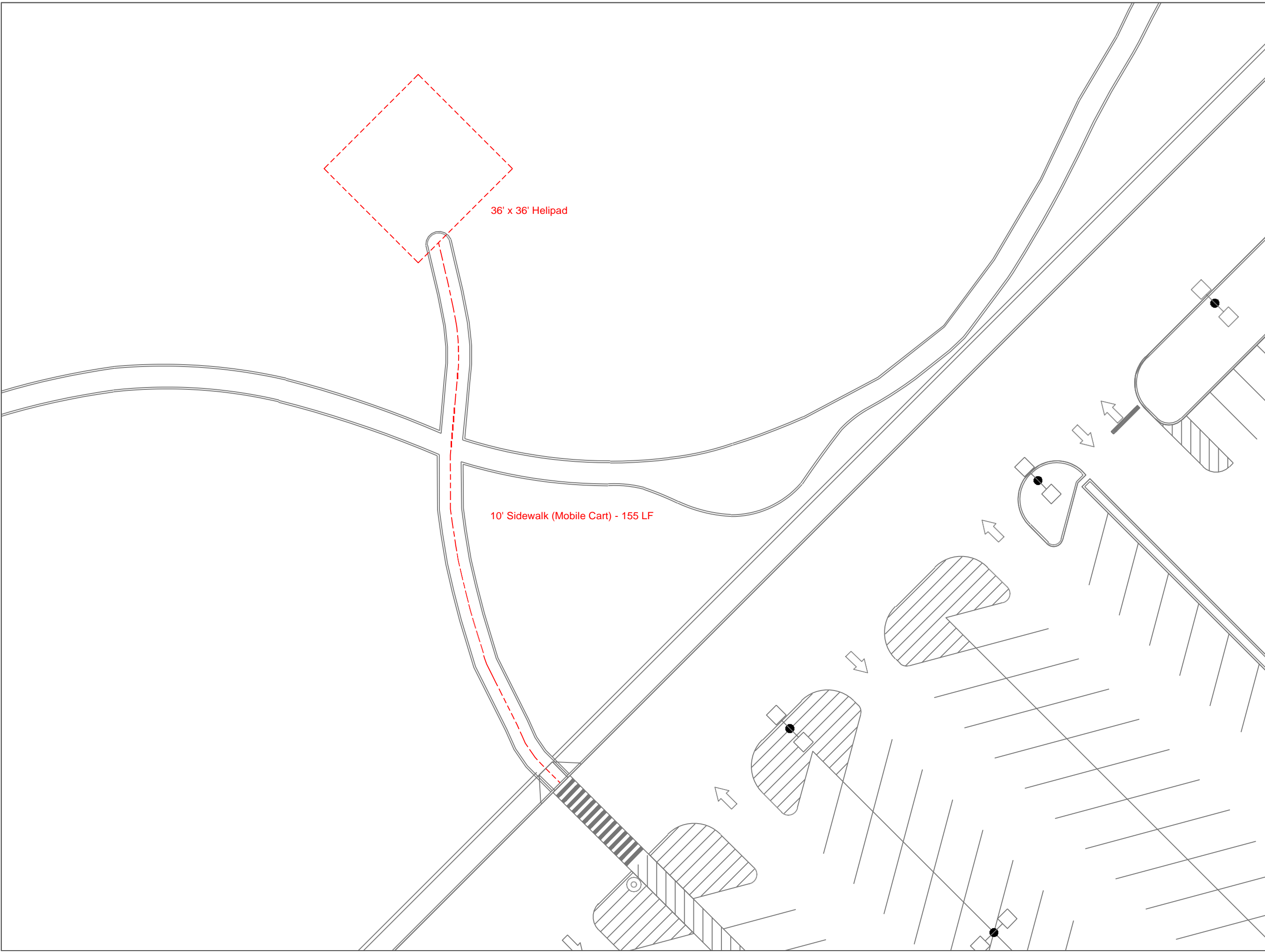
provide that option for Good Shepherd Hospital.

See location plan on the following page.

# G.S.H.C.S.

## Site

### Secondary Helipad & Pathway



36' x 36' Helipad

10' Sidewalk (Mobile Cart) - 155 LF

- Comments:
- 10' wide pathway for mobile patient transport cart. 155 LF
  - 36' x 36' Helipad
  - **Add/Alt** Construct Pathway and Helipad with 6" of gravel only (No Concrete)
  - **Add/Alt** Construct Pathway with gravel and Helipad with Concrete.

### **Federal Aviation Administration Heliport License**

The Good Shepherd Hospital heliport has an existing heliport license from the FAA and has the designator OG09. It correctly identifies the current location of the landing position, i.e. it gives coordinates for the 2007 revised location. A copy of the current FAA data about the heliport are provided on the following page. The FAA does not distinguish between a heliport having or not having a hangar or fuel available – so from the FAA’s perspective there is no additional review required.

As part of the sitework associated with the new hangar and crew quarters building, the landing pad itself will be rebuilt to improve the walkway that leads to the emergency room. Currently that walkway has an excessive slope that makes rolling gurneys somewhat difficult – so the walkway will be installed with less of a slope. Also, the current FAA standard for the painted marking of a hospital landing pad is different than currently exists, so the markings will be upgraded to match current standards. Similarly, current standards recommend more safety area on the side facing the ER, so the added safety area will be provided.

At the start of construction, when the existing landing pad is closed, the FAA will be provided with a Notam that lists the temporary closure of the landing pad, and the location of the temporary landing pad in the landscape area to the north. On completion of the work the FAA will be notified that there is now a helicopter based at the heliport, which data will be added to the FAA’s Form 5010-1 database.

The temporary helistop being created in the north landscape will be marked with paint to show a square at its edges, with the designation “H2” placed in large letters in the middle. This different marking is to ensure it is not confused later, with the properly certified heliport adjacent to the ER. Typically, the FAA does not certify temporary helicopter landing areas.

# AIRPORT MASTER RECORD

> 1 ASSOC CITY: HERMISTON 4 STATE: OR LOCID: 0009  
> 2 AIRPORT NAME: GOOD SHEPHERD HOSPITAL 5 COUNTY: UMATIA OR  
CBOT AIRPORT (NM): 01SE 6 R: GIONJAO: ANM/SEA 7 SECT ABW CHT: SEATTLE

FAA SITE NR: 19465.01"H

### GENERAL

10 OWNERSHIP PRIVATE  
> 11 OWNER: GOOD SHEPHERD COMM HOSPITAL  
> 12 ADDRESS 810 NW 11TH STREET  
HERMISTON, OR 97838  
> 13 PHONE NR: 541-867-3400  
> 14 MANAGER: 90 OPINHC ft) cff: Y100r"e, \_  
> 15 ADDRESS: 610 NW 11TH STREET  
HERMISTON OR 97838  
> 16 PHONE NR: 511-867-1588  
> 17 ATTE. NOANCE SCHE OULE:  
ALL AU ALL

> 70 FUEL:  
> 71 AIRFRAME RPRS  
> 72 PWR PLANT RPRS  
> 73 BOTTLE OXYGEN  
> 74 BULK OXYGEN  
75 TSNT STORAGE  
76 OTHER SERVICES

### REVISED

### BASED AIRCRAFT

90 SINGLE ENG 0  
91 MULTIENG: 0  
92 JET: 0  
TOTAL: 0  
93 HELICOPTERS 0  
94 GLIDERS: 0  
95 MULTI AAY: 0  
911 ULTRM JGHT: 0

### FACILITIES

> 80 ARPT BCN:  
> 81 ARPT LGT \$KEO SS-SR  
BCNLGT \$KEO.  
> 82 UNICOM  
> 83 WIND INDICATOR YES  
84 SEGMENTED CIRCLE: NONE  
85 CONTROL IWR: NO  
**86F** MCMJN!, MLU:  
87 FSS ONARPT: NO  
**811 FSS PHONENR:**  
89 TOLL FREE NR: 1-800-WX-BRIEF

### OPERATIONS

100 AIR CARRIER: 0  
102 AIR TAXI: 0  
103 GA LOCAL: 0  
104 GA ITNRNT: 0  
105 MILITARY: 0  
TOTAL: 0  
OPERATIONS FOR  
T21 MONTHS  
ENOING.

18 AIRPORT USE: PRIVATE  
19 ARPT LAT: 45-50-49.9100N ESTIMATED  
20 ARPT LONG: 119-18-33.7000W  
21 ARPT ELEV: 460.0 ESTIMATED  
22 ACREAGE: 40  
> 23 RIGHT TRAFFIC.  
> 24 NQN.COMMLANDING. NO

25 NPIASIFIED AGREEME  
> 26 FAR 139 INDEX:

### RUNWAY DATA

> 30 RUNWAY IDENT:  
> 31 LENGTH:  
> 32 WIDTH  
> 33 SURF TYPE-COND  
> 34 SURF TREATMENT  
35 GROSS WT: S  
38 (IN THSOS) 0  
37 2.0  
38 20/202  
> 39 PCN

H1  
40  
37  
ASPH-G

### LIGHTING AIDS

> 40 EDGE INTENSITY:  
> 42 RWY MARK TYPE-CONO  
> 43 VGS:  
44 THR CROSSING HGT  
45 VISUAL GLIDE ANGLE  
> 46 CNTRLN-TOZ  
> 47 RVR-RW :  
> 48 REIL:  
> 49 APCH LIGHTS:

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### OBSTRUCTION DATA

50 FAR 77 CATEGORY  
> 51 DISPLACED THR  
> 52 CN G OBSTN:  
> 53 OBSTN MARKEO/LGO  
> 54 HGT ABOVE RWY ENO:  
> 55 DIST FROM RWY ENO:  
> 56 CNTRUI OFFSET  
> 57 OBSTN CLNC SLOPE  
58 CLOSE-IN OBSTN:

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### PRECIPITATION DATA

> 60 TAKEOFF HIN AVBL (TORA):  
> 61 TAKEOFF DIST AVSL (T OOA):  
> 62 ACFT STOP DIST AVBL (ASOA):  
> 63 LNOG DIST AVBL (LOA):

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> 10 REMARKS

A018 MEDICAL  
A052 RWY H1 230 FT ANTENNA 1850 FT SOUTH-EAST OF HELIPORT  
A 110-001 FOR COCTC CHINOOK APCH AT 509-542-4209 WHEN APCH CLSO CTC SEATTLE ARTCC AT 253-3513694

*Max Moore*

*}-10/-202*



### III. REVIEW OF PRIOR CONDITIONAL USE AND MASTER PLAN APPROVAL

Below is a review of the status of the eight master plan improvements approved in the 2007 master plan: Review of Status of Prior Master Plan Approval

The status of the original eight Master Plan approved items are as follows:

1. A 4,700 square foot addition to the existing medical clinic.

New Education Building only used 2,620 square feet.

2. A 14,000 square foot imaging center on the south side of the existing hospital.

Not yet built (now planned to include Materials and Med/Surg 2 stories instead of one so 28,000 square feet total usable square foot footprint).

3. An 18,000 square foot surgery and emergency expansion on the north side of the existing hospital.

Not yet built.

4. A 90,000 square foot hospital expansion east of the existing hospital. This building will be 3 stories.

Only 18,338 square feet built so far for Surgery Expansion plus 3,050 square feet in basement expansion (reserving remaining for surgery expansion).

5. A 23,000 square foot medical office building north and east of the existing hospital. This building will be 2 stories.

2008 Medical Plaza (Formerly Medical Office Building): Now with a basement added. The Phase 1 Building is 71,103 square feet usable and a Phase 2 Building is 33,330 square feet usable.

6. A 20,000 square foot medical office building north and east of the existing hospital. This building will be 2 stories.

2016 Medical Plaza Expansion: Now three stories since a basement was added.

7. A 50,000 square foot medical office building along the Elm Avenue frontage. This building will be 2 stories.

Not yet built.

8. Relocation of the heliport westward towards NW 11th Street.

2007 Heliport Relocation: completed.

To the above eight items, this conditional use application requests adding the two new items:

9. New 4,992 square foot Life Flight Hangar and Crew Quarters with site work as shown on attached drawings.

10. New 36' x 36' temporary landing pad for use during construction of #9, as shown on the attached drawing. This landing pad will remain for emergency use should occasionally there be two helicopters needed for an emergency at the hospital.