UCSF HOSPITAL REPLACEMENT COMMUNITY ADVISORY GROUP (CAG) ACTION TEAM MEETING

March 31, 2008
Agenda Overview and Feedback

- Background/Summary Results (10)….C. Lima
- Noise Data and Modeling (20)……….. HMMH
- Questions & Answers (45)......................All
- Helipad Alternative Sites (10)…. K. Beauchamp
- Questions & Answers (15)......................All

Additional meeting to review technical information, if there are interested parties. Please RSVP to Barbara Bagot-Lopez

*(Tomorrow April 1st 12 – 1 pm in Genentech Hall Room S-210)*
UCSF Commitment to the Community

• Will listen
• Will be honest and forthcoming
• Will be prepared with as much information as is available
• Will continue to commit to being a good neighbor to the Dogpatch and Potrero Hill neighborhoods
Let’s all commit to respectful discussion

Please…

• One conversation at a time
• Share “air time”
Actions Taken (partial list) in Response to Community Feedback:

- ED Drive relocated from Mariposa to 4th
- Buildings were set back/stepped back along Mariposa
- Roof screens added to shield mechanical equipment from Potrero Hill
- Reduced height of proposed connector building to 3 stories
- Opened first story of connector building to pedestrians and bikes
- Façade on 4th street simplified
- Build Green – buildings to be LEED-certified, 50% less energy consumption, water conservation, extensive gardens
- Create Open Space – public plazas on 3rd and 4th streets
- Roof as the 5th Elevation integrated into overall design
- 3rd Street enlivened with major public plaza, landscaping, activation
- Helipad relocated to north-most end of block, away from residential
- Helicopter test flight work group convened to develop parameters
- Helicopter test flight conducted, noise monitored & report
Need for Helipad

• UCSF Children’s Hospital provides a vast array of expert care from routine immunizations to the most advanced treatments for serious, life-threatening childhood diseases

• This expertise is available to the children of San Francisco, California and beyond

• Community hospitals are not able to provide the level of resources and numbers of pediatric specialists available at UCSF Children’s Hospital

• Rapid access to this specialized level of care is vital when a child is critically ill, a baby is born with a devastating birth defect, or a pregnant mother is in distress

• A helipad at Mission Bay would provide much more immediate access for the most critical of these children who are transferred from other hospitals

• Speeding the UCSF Transport Team to the bedside, or airlifting from a remote hospital will save many lives
Mission Bay Massing Scheme

- Helipad
- Cancer Outpatient Building (future)
- Energy Center
- Women’s and Cancer Hospital
- Outpatient Building
- Children’s Hospital
Helicopter Test Flight

Developed test flight plan with community, which included:

- Test flight date: Sunday, October 21st, 8:30 a.m.
- Extensive notification to community and City departments
- Landing at future hospital site to pick up community volunteer
- Flying three flight paths
- Along each flight path, hovering for approximately 10-20 seconds at helipad location 140 feet above ground
- Hovering over water at end of 16th Street
- Hovering over landing site for 10 seconds, and landing to drop off community volunteer
- Noise monitoring at 7 locations, including at community volunteer locations
Helicopter Test Flight

Aspects of Oct. 21 test flight included situations that would not occur with proposed rooftop helipad. Test flight differed from proposed typical helicopter operations in that:

- Test flight included two landings and take-offs, and flying three flight paths in relatively quick succession; actual flights would not be so concentrated

- Test flight landing was on the ground; proposed helipad would be on roof at a height of 140 feet

- Test flight ground landing was approximately 250 feet south of 16th Street; proposed helipad would be adjacent to 16th Street

- Test flight included hovering; actual flights and landings do not involve hovering of that duration
Helicopter Test Flight

Approximate Landing Location

Helipad Location, 250 feet north
Helicopter Test Flight

Primary Flight Path
Helicopter Test Flight

Alternative Flight Path
Helicopter Test Flight

Secondary Flight Path
Helicopter Test Flight
Noise Monitoring Locations

![Map of Noise Monitoring Locations]

UCSF Mission Bay Hospital
San Francisco, California
UCSF Mission Bay Campus Area and Noise Measurement Sites, October 2007

HARRIS MILLER MILLER & HANSON INC.
Helicopter Test Flight
Helicopter Test Flight
Helicopter Test Flight
Helicopter Test Flight
Experiential Feedback Given to UCSF

• **Positive:** “didn’t notice it; wasn’t bad”

• **Neutral:** “heard it but we can live with it; it’s worth it”

• **Negative:** “loud, vibration”
Noise Monitoring

• Technical Goals:
  1) Determine **average community sound levels** at seven locations: the community noise equivalent level – CNEL
  2) Obtain **sound levels from the UCSF helicopter**: single-event noise exposure levels – SENEL
  3) Use both to simulate, using the FAA model:
     • Different helicopter types
     • Average and busy UCSF flight days
     • Different flight paths
     • Expected daytime and nighttime impacts
Test Flights/Noise Monitoring

- Community/UCSF Goals:
  1) Provide test flights so that neighbors and UCSF could hear example flights
  2) Provide technical information, as requested by community
  3) Use data to inform EIR
  4) Gather information to help UCSF minimize impact
  5) Demonstrate UCSF’s commitment to building a strong partnership with the community
HMMH Report Findings using CNEL:

► Federal and state regulations have established that all residential land use is compatible with cumulative noise exposure of aircraft noise less than 65-dB CNEL.

► The FAA modeling determined that the 65-dB CNEL contour from the expected UCSF helicopter operations will be contained to the UCSF research campus and hospital site.

► Therefore, noise from the expected helicopter operations at the proposed helipad is compatible, per federal and state regulations, with the surrounding community.
HMMH Report Findings using SENEL:

► Sleep disturbances caused by the UCSF helicopter are expected to be contained largely to the UCSF campus

► *Exception:* For one helicopter model—the EC-130—the impact area extends into the block to the south of the hospital site
  ➢ This study result was surprising; the FAA model requires using the EC-130 to simulate the EC-135, which is among the quietest helicopters
Next Steps…

- Technical follow-up meeting tomorrow, April 1, 12 noon
- Draft Environmental Impact Report scheduled to be published April 4
- 45-day public comment period
- EIR Public Hearing April 22
Working with neighbors

UCSF will document for each transport:
• Transport provider
• Helicopter type
• Date and time of arrival and departure
• Departure flight path

UCSF will convene a Neighborhood Monitoring Committee to discuss and address concerns about helipad operations
Working with neighbors

*UCSF remains committed to working with nearby affected residents to address their concerns about noise resulting from operation of the medical helipad. The best time to do this will be after the hospital is built and the helipad is operational.*
Questions? Comments?