



REPORT TO COUNCIL

City of Sacramento

19

915 I Street, Sacramento, CA 95814-2671
www.CityofSacramento.org

PUBLIC HEARING
March 28, 2006

Honorable Members of the
Sacramento City Council

Subject: Amendments to the Sacramento City Code related to Heliports
(M05-081)

Location/Council District: Citywide

Recommendation:

Planning Commission, the Law and Legislation Committee and staff recommend that the City Council take the following actions: 1) Adopt the Ordinance amending Title 12.92 of the Sacramento City Code related to the regulation of heliports; and 2) Adopt the Ordinance amending Title 17.16 and 17.24 of the Sacramento City Code (Zoning Code) related to the regulation of heliports.

Contact: Robert Williams, Assistant Planner, 808-7686; Troy Malaspino, Assistant Chief – Fire Marshal, 433-1620; Joy Patterson, Senior Planner, 808-5607

Presenters: Troy Malaspino, Assistant Chief- Fire Marshal

Department: Fire and Development Services

Division: Fire Prevention and Planning

Organization No: 2521 and 4870

Summary:

The proposed ordinances amend Title 12 (Streets, Sidewalks and Public Places) and Title 17 (Zoning) of the City Code relating to heliports and helistops. The purpose of these amendments is to bring the Code up to date with existing state regulations and building codes, and to eliminate existing duplications and redundancies in the existing City Code.

Committee/Commission Action:

On November 10, 2005 by a vote of eight ayes and one absent the Sacramento City Planning Commission voted to recommend approval of the proposed amendments to Title 17 of the City Code and forward to City Council. The Law and Legislation Committee voted 4-0 in favor of the ordinances to amend both Titles 12 and 17 on January 17, 2006.

Background Information:

Sacramento's first helicopter landing area ordinance was adopted forty years ago and has changed little since. As helicopters were a fairly new technology, and few prescripts addressed their use, the City's ordinance included several design parameters for landing areas and use of helicopters. Today, the situation is greatly different, as extensive federal and state regulations exist which control landing area design and safety systems. Additionally, industry safety standards (e.g. National Fire Protection Association) have been developed which provide the local authority with the engineering principles and guidelines needed for ensuring proper fire and life protection at these sites.

As a result of these changes the Fire Department is proposing an extensive overhaul of Chapter 12.92 of the City Code. It aligns City Code with current state and federal design standards, removes inconsistencies and non-substantiated design requirements, eliminates redundant regulations, and clarifies the specific regulatory and design guidelines to be followed by the design professional. With it, the City of Sacramento will be provided with the tools to require and enforce the most up-to-date design and safety parameters for helicopter landing areas.

In order to be consistent with the proposed changes to Section 12.92 of the City Code, Planning staff is amending Title 17 of the Zoning Code. Changes to Section 17.16 (Definitions) are to amend and add new definitions to further clarify the types of helicopter landing facilities and changes to Section 17.24 (Land Use Regulations) Footnote 57, the requirements to establish a heliport or helistop. The changes to Footnote 57 do not eliminate the requirement for heliports to be approved by a Planning Commission Special Permit; they clarify heliport requirements and make them consistent with existing State Regulations.

Financial Considerations:

There are no financial considerations associated with this report.

Environmental Considerations:

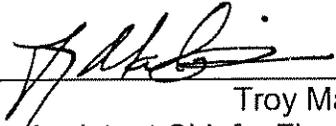
The proposed amendments to the City Code are exempt under CEQA Section 15061(b)(3).

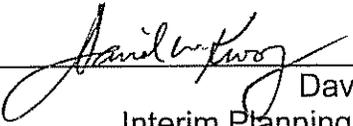
Policy Considerations:

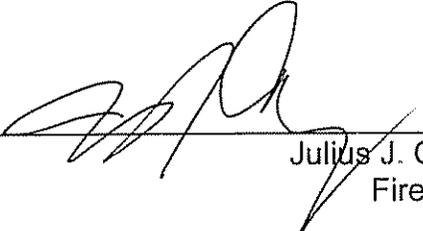
The proposed ordinance is consistent with the City's Strategic Plan, three year goal to improve and expand public safety.

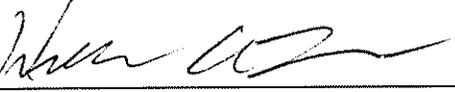
Emerging Small Business Development (ESBD):

No goods or services are being purchased under this report.

Respectfully Submitted by: 
Troy Malaspino
Assistant Chief – Fire Marshal

Respectfully Submitted by: 
David Kwong
Interim Planning Manager

Approved by: 
Julius J. Cherry
Fire Chief

Approved by: 
William Thomas
Director of Development Services

Recommendation Approved:

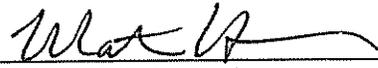

RAY KERRIDGE
City Manager

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ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

AN ORDINANCE REPEALING AND RE-ENACTING CHAPTER 12.92 OF THE SACRAMENTO CITY CODE RELATING TO HELIPORTS

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1.

Chapter 12.92 of the Sacramento City Code is repealed and re-enacted to read as follows:

Chapter 12.92 Heliports and Helistops

12.92.010 Definitions.

“Emergency Medical Services (EMS) Helicopter Landing Site” means a site that is not permitted or licensed as a heliport or helistop and that is located at or as near as practical to a medical emergency or at or near a medical facility and is designated an EMS Helicopter Landing Site by the Fire Chief under authority of Public Utilities Code section 21662.1 and the State regulations.

“Elevated heliport” means a heliport located on a rooftop or some other elevated structure where the TLOF is at least thirty inches above ground level.

“Emergency Evacuation Facility” means a Rooftop Emergency Facility.

“Emergency Use Facility” means an area for accommodating helicopters in support of emergency public safety agency operations, but that is not permitted or licensed as a heliport or helistop which is not used as a heliport for any other purpose.

“Fire Chief” means the Fire Chief of the City of Sacramento or his or her designee.

“General aviation (GA) heliport” means a heliport intended to accommodate individuals, corporations, and helicopter air taxi operators. Scheduled passenger services may be available. GA heliports do not include Emergency Medical Services (EMS)

Helicopter Landing Sites, Emergency Use Facilities, hospital heliports, Rooftop Emergency Facilities, or Temporary Helicopter Landing Sites.

“Heliport” means an area of land or water or a structural surface which is used or intended to be used for the landing and take-off of helicopters, and any appurtenant areas which are used, or intended for use, for heliport buildings and other heliport facilities, and that is permitted or licensed by the California Department of Transportation.

“Helistop” means a minimally developed heliport for boarding and discharging passengers or cargo. The heliport/helistop relationship is comparable to a bus terminal/bus stop relationship with respect to the extent of services provided or expected. Unless otherwise stated, all references to heliports in this chapter shall include helistops.

“Hospital heliport” means a heliport limited to serving helicopters engaged in air ambulance or other hospital related functions.

“Rooftop Emergency Facility” means a clear area of a roof of a tall building that is not permitted or licensed as a heliport or helistop and is not intended to function as a heliport, yet it capable of accommodating helicopters engaged in fire fighting and/or emergency evacuation operations. Rooftop Emergency Facility is also known as an “Emergency Evacuation Facility.”

“State regulations” means the rules and regulations governing airports and heliports issued by the California State Department of Transportation Division of Aeronautics (21 California Code of Regulations §3525 *et seq.* “Airports and Heliports”), including the recommendations contained in the Federal Aviation Administration’s Advisory Circular AC 150/5390-2B and all other AC’s referenced by and/or incorporated into the rules and regulations governing airports and heliports issued by the California Department of Transportation Division of Aeronautics.

“Temporary Helicopter Landing Site” means a site, other than an Emergency Medical Services Helicopter Landing Site, that is not permitted or licensed as a heliport or helistop and that is used for landing and taking off of helicopters, where the use is for one year or less, except for recurrent or annual events, is not marked or lighted as a heliport, and is not used exclusively for helicopter operations.

“TLOF” means touchdown and lift-off area and is a load bearing, generally paved area on which a helicopter lands or takes off.

12.92.020 Zoning restrictions on heliports.

In addition to the requirements of this chapter, the establishment and operation of heliports are subject to Title 17 of this code.

12.92.030 Heliport design standards.

A. General aviation (GA) heliports.

GA heliports are subject to and shall be designed to conform with all applicable State regulations, including but not limited to AC 150/5390-2B Chapter 2.

B. Hospital heliports.

Hospital heliports are subject to and shall be designed to conform with all applicable State regulations, including but not limited to AC 150/5390-2B Chapter 4.

C. Rooftop Emergency Facilities.

Rooftop Emergency Facilities are subject to and shall be designed to conform with all applicable State regulations, including but not limited to AC 150/5390-2B section 105.

12.92.040 Elevated heliports and Rooftop Emergency Facilities building construction standards.

A. The TLOF and any TLOF supporting structures of elevated heliports and Rooftop Emergency Facilities shall be subject to and conform with the construction standards contained in the State regulations, including but not limited to AC 150/5390-2B Chapter 8.

B. The TLOF and any TLOF supporting structures of elevated heliports and Rooftop Emergency Facilities shall be subject to and conform with the surface characteristics standards contained in the State regulations, including but not limited to AC 150/5390-2B Chapters 2 and 4.

12.92.050 Landing at other than established heliport or helistop prohibited.

Except in case of an emergency, no person shall land any helicopter within the corporate limits of the city except at the following locations:

- A. An airport;
- B. A GA heliport;
- C. A hospital heliport;
- D. A Rooftop Emergency Facility, with the authorization of the Fire Chief;

E. An Emergency Medical Services Helicopter Landing Site established in conformance with the State regulations and subject to a permit issued by the Fire Chief;

F. A Temporary Helicopter Landing Site established in conformance with the State regulations and with the prior authorization of the Fire Chief.

G. An Emergency Use Facility under the direction of the Fire Chief.

12.92.060 Construction materials.

On buildings supporting a helistop construction of the touchdown area shall be non-combustible. The surface of the touchdown and adjacent area shall be covered with an impervious and non-combustible material. Surfaces must be properly drained.

12.92.070 Operational safety requirements.

Heliports constructed and operated within the city shall comply with the following safety requirements:

A. Except as otherwise provided in this chapter 12.92, heliports shall be subject to and conform with the fire safety operational requirements for the protection of persons, aircraft, and other property contained in the National Fire Protection Association's Standard for Heliports (NFPA 418 (2001 ed.)) to the satisfaction of the Fire Chief.

B. The touchdown or landing area on rooftops shall be elevated or provision made for collecting gasoline which may be spilled in the event of an emergency.

C. No refueling or repairing is to be accomplished at an elevated helistop or Rooftop Emergency Facility except in extreme emergency, and then only as approved by the Fire Chief.

ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

AN ORDINANCE AMENDING SECTIONS 17.16.010, 17.24.030, AND 17.24.050 OF TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) RELATING TO HELIPORTS

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1.

Section 17.16.010 of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. The definition of "heliport" is amended to read as follows:

"Heliport" means an area of land or water or a structural surface which is used or intended to be used for the landing and take-off of helicopters, along with any appurtenant areas which are used, or intended to be used, for heliport buildings and other heliport facilities, and that is permitted or licensed by the California Department of Transportation.

B. The definition of "helistop" is amended to read as follows:

"Helistop" means a minimally developed heliport for boarding and discharging passengers or cargo. The heliport/helistop relationship is comparable to a bus terminal/bus stop relationship with respect to the extent of services provided or expected. Unless otherwise stated, all references to heliports in this chapter shall include helistops.

C. The definition of "Helistop, Emergency" is repealed.

D. The following definitions for "Emergency Medical Services (EMS) Helicopter Landing Site," "Emergency Evacuation Facility," "Emergency Use Facility," "Rooftop Emergency Facility," "State Regulations," and "Temporary Helicopter Landing Site" are added to read as follows:

"Emergency Medical Services (EMS) Helicopter Landing Site" means a site that is not permitted or licensed as a heliport or helistop and that is located at or as near as practical to a medical emergency or at or near a medical facility and is designated an EMS Helicopter Landing Site by the Fire Chief or his or her designee under authority of Public

Utilities Code section 21662.1 and the State regulations.

“Emergency Evacuation Facility” means a Rooftop Emergency Facility.

“Emergency Use Facility” means an area for accommodating helicopters in support of emergency public safety agency operations, but that is not permitted or licensed as a heliport or helistop.

“Rooftop Emergency Facility” means a clear area of a roof of a tall building that is not permitted or licensed as a heliport or helistop and is not intended to function as a heliport, yet is capable of accommodating helicopters engaged in fire fighting and/or emergency evacuation operations. Rooftop Emergency Facility is also known as an “Emergency Evacuation Facility.”

“State regulations” means the rules and regulations governing airports and heliports issued by the California State Department of Transportation Division of Aeronautics (21 California Code of Regulations §3525 *et seq.* “Airports and Heliports”), including the recommendations contained in the Federal Aviation Administration’s Advisory Circular AC 150/5390-2B and all other AC’s referenced by and/or incorporated into the rules and regulations governing airports and heliports issued by the California State Department of Transportation Division of Aeronautics.

“Temporary Helicopter Landing Site” means a site, other than an Emergency Medical Services Helicopter Landing Site, that is not permitted or licensed as a heliport or helistop and that is used for landing and taking off of helicopters, where the use is for one year or less, except for recurrent or annual events, is not marked or lighted as a heliport, and is not used exclusively for helicopter operations.

E. Except as specifically amended in this Section 2, all other provisions of section 17.16.010 remain unchanged and in full force and effect.

SECTION 2.

Section 17.24.030 Commercial Land Use Chart of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. The matrix for “Helistop - Emergency” set forth in Table 17.24.030 A is amended to read as follows:

Uses Allowed	RE	R-1	R-1A	R-1B	R-2	R-2A	R-2B	R-3	R-3A	R-4	R-5	RMX	RO	OB
Helicopter or Helistop	57	57	57	57	57	57	57	57	57	57	57	57/69	57	57/18

B. The matrix for "Helistop - Emergency" set forth in Table 17.24.030 B is amended to read as follows:

Uses Allowed	EC	HC	SC	C-1	C-2	C-3	C-4	M-1	M-1(S)	M-2	M-2(S)	MIP	MRD	H	SPX	TC	A	AOS	F	AR P-F
Helicopter or Helistop	57 /53	57 /16	57 /15	57	57	57	57	57	57 /20	57	57 /20	57 /53	57 /53	57	57 /70	57 /71	57 /72	57 /72	57 /19	

C. Except as specifically amended for the uses indicated, all other provisions of section 17.24.030 and Tables 17.24.030 A and 17.24.030 B remain unchanged and in full force and effect.

SECTION 3.

Section 17.24.050 of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. Footnote 57 of section 17.24.050 is amended to read as follows:

57. Helicopter or Helistop.

a. Except as provided otherwise in this footnote 57, a special permit approved by the planning commission under Chapter 17.212 shall be required to establish or operate a heliport or helistop at a location other than at an existing airport.

b. Approval of the special permit by the planning commission shall be deemed to be approval of the plan of construction for the heliport or helistop under California Public Utilities Code section 21661.5.

c. All terms and conditions of approval for the heliport or helistop required by the California Department of Transportation Division of Aeronautics, the Federal Aviation Administration, or any other state or federal agency shall be deemed to be conditions of approval of the special permit.

d. Each special permit shall be conditioned on the owner and operator of the heliport or helistop complying at all times with the following operational requirements:

i. Compliance with the provisions of Chapter 12.92 of this code;

ii. Compliance with the State regulations.

e. Rooftop Emergency Facilities, Emergency Medical Services Helicopter

Landing Areas, Temporary Helicopter Landing Sites, and Emergency Use Facilities are not heliports subject to this footnote 57. These facilities are allowed in any zone subject to compliance with the State regulations and Chapter 12.92 of this code.

B. Except as specifically amended by the amendments to footnote 57, all other provisions of section 17.24.050 remain unchanged and in full force and effect.

**Redlined
ORDINANCE NO.**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**AN ORDINANCE REPEALING AND RE-ENACTING CHAPTER
12.92 OF THE SACRAMENTO CITY CODE RELATING TO
HELIPORTS**

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1. Chapter 12.92 of the Sacramento City Code is repealed and re-enacted to read as follows:

Chapter 12.92 Heliports and Helistops

12.92.010 Definitions

"Emergency Medical Services (EMS) Helicopter Landing Site" means a site that is not permitted or licensed as a heliport or helistop and that is located at or as near as practical to a medical emergency or at or near a medical facility and is designated an EMS Helicopter Landing Site by the Fire Chief under authority of Public Utilities Code section 21662.1 and the State regulations.

"Elevated heliport" means a heliport located on a rooftop or some other elevated structure where the TLOF is at least thirty inches above ground level.

"Emergency Evacuation Facility" means a Rooftop Emergency Facility.

"Emergency Use Facility" means an area for accommodating helicopters in support of emergency public safety agency operations, but that is not permitted or licensed as a heliport or helistop which is not used as a heliport for any other purpose.

"Fire Chief" means the Fire Chief of the City of Sacramento or his or her designee.

"General aviation (GA) heliports" means a heliport intended to accommodate individuals, corporations, and helicopter air taxi operators. Scheduled passenger services may be available. GA heliports do not include Emergency Medical Services (EMS)

Helicopter Landing Sites, Emergency Use Facilities, hospital heliports, Rooftop Emergency Facilities, or Temporary Helicopter Landing Sites.

"Heliport" means an area of land or water or a structural surface which is used or intended to be used for the landing and take-off of helicopters, and any appurtenant areas which are used, or intended for use, for heliport buildings and other heliport facilities, and that is permitted or licensed by the California Department of Transportation.

"Helistop" means a minimally developed heliport helicopter facility for boarding and discharging passengers or cargo. The heliport/helistop relationship is comparable to a bus terminal/bus stop relationship with respect to the extent of services provided or expected. Unless otherwise stated, all references to heliports in this chapter shall include helistops.

Deleted: is

Deleted: the same as a heliport, except that no refueling, maintenance, repairs or storage of helicopters is permitted.

"Hospital heliport" means a heliport limited to serving helicopters engaged in air ambulance or other hospital related functions.

"Rooftop Emergency Facility" means a clear area of a roof of a tall building that is not permitted or licensed as a heliport or helistop and is not intended to function as a heliport, yet it capable of accommodating helicopters engaged in fire fighting and/or emergency evacuation operations. Rooftop Emergency Facility is also known as an "Emergency Evacuation Facility."

"State regulations" means the rules and regulations governing airports and heliports issued by the California State Department of Transportation Division of Aeronautics (21 California Code of Regulations §3525 *et seq.* "Airports and Heliports"), including the recommendations contained in the Federal Aviation Administration's Advisory Circular AC 150/5390-2B and all other AC's referenced by and/or incorporated into the rules and regulations governing airports and heliports issued by the California Department of Transportation Division of Aeronautics.

Deleted: "Touchdown area"

Deleted: is that area of a roof structure, or platform above the roof, or ground surface, which is intended and designed for landing and take-off of helicopters. ¶

"Temporary Helicopter Landing Site" means a site, other than an Emergency Medical Services Helicopter Landing Site, that is not permitted or licensed as a heliport or helistop and that is used for landing and taking off of helicopters, where the use is for one year or less, except for recurrent or annual events, is not marked or lighted as a heliport, and is not used exclusively for helicopter operations.

Deleted: 12 92.020 Where heliport permitted.

Deleted: ¶
¶ A heliport may be erected and maintained only at an authorized airport.¶

"TLOF" means touchdown and lift-off area and is a load bearing, generally paved area on which a helicopter lands or takes off.

Deleted: 12 92.030 Where helistop permitted.

12.92.020 Zoning restrictions on heliports.

Deleted: ¶

¶ A helistop may be erected on buildings, or other locations in the city, as permitted by special use permit of the city planning commission issued pursuant to the comprehensive zoning ordinance of the city, provided that it is constructed and used in accordance with the provisions of this chapter ¶

In addition to the requirements of this chapter, the establishment and operation of heliports are subject to Title 17 of this code.

12.92.030 Heliport design standards.

A. General aviation (GA) heliports.

GA heliports are subject to and shall be designed to conform with all applicable State regulations, including but not limited to AC 150/5390-2B Chapter 2.

B. Hospital heliports.

Hospital heliports are subject to and shall be designed to conform with all applicable State regulations, including but not limited to AC 150/5390-2B Chapter 4.

C. Rooftop Emergency Facilities.

Rooftop Emergency Facilities are subject to and shall be designed to conform with all applicable State regulations, including but not limited to AC 150/5390-2B section 105.

12.92.040 Elevated heliports and Rooftop Emergency Facilities building construction standards.

A. The TLOF and any TLOF supporting structures of elevated heliports and Rooftop Emergency Facilities shall be subject to and conform with the construction standards contained in the State regulations, including but not limited to AC 150/5390-2B Chapter 8.

B. The TLOF and any TLOF supporting structures of elevated heliports and Rooftop Emergency Facilities shall be subject to and conform with the surface characteristics standards contained in the State regulations, including but not limited to AC 150/5390-2B Chapters 2 and 4.

12.92.050 Landing at other than established heliport or helistop prohibited.

Except in case of an emergency, no person shall land any helicopter within the corporate limits of the city except at the following locations:

A. An airport;

B. A GA heliport;

C. A hospital heliport;

D. A Rooftop Emergency Facility, with the authorization of the Fire Chief;

E. An Emergency Medical Services Helicopter Landing Site established in conformance with the State regulations and subject to a permit issued by the Fire Chief;

Deleted: ¶
2 92.040 Helistop permit--
Application fee.

Deleted: ¶
¶
In addition to any fee payable under the comprehensive zoning ordinance for obtaining a special use permit, every applicant for a permit under this chapter shall pay a nonrefundable fee as established by resolution of the city council. Such fee shall be in addition to any other business license fee or permit fee imposed by this code ¶
¶
12 92 050 Approach zones ¶
¶
There shall be minimum of two directional approach paths to an approved helistop. The approach paths shall not be less than ninety (90) degrees apart, and shall be sufficiently free of obstruction to provide a glide slope of 8:1 (eight feet horizontal measurement and one foot in vertical measurement). ¶

Deleted: 6
Deleted: upon a regularly established airport field, heliport or helistop

F. A Temporary Helicopter Landing Site established in conformance with the State regulations and with the prior authorization of the Fire Chief.

G. An Emergency Use Facility under the direction of the Fire Chief.

~~12.92.090~~ Design requirements.

~~A. Helistops and supporting structures are to be designed for maximum stress produced by the following conditions:~~

~~1. Dead load of structure and helistop plus actual weight of loaded helicopter;~~

~~2. Dead load plus a single concentrated impact load covering one square foot equal to seventy-five (75) percent of the fully loaded weight of the helicopter, if only helicopters with hydraulic type shock absorbers will use the helistop, or one hundred-fifty (150) percent of the fully loaded weight of the helicopter if helicopters with only rigid or skid type landing gear will use the helistop;~~

~~3. Dead load of structure and helistop plus a live load of one hundred (100) pounds per square foot. The "live" load may be reduced for columns only in accordance with Section 2306 of the city Building Code.~~

~~B. Deflections from all loads shall not exceed one three-hundred-sixtieth of the span for members supporting the helistop when located on buildings.~~

~~C. Structural design of all buildings supporting a helistop shall be in accordance with the city Building Code unless otherwise specified in this section.~~

12.92.060 Construction materials.

On buildings supporting a helistop construction of the touchdown area shall be non-combustible. The surface of the touchdown and adjacent area shall be covered with an impervious and non-combustible material. Surfaces must be properly drained.

12.92.070 Operational safety requirements.

Heliports constructed and operated within the city shall comply with the following safety requirements:

A. Except as otherwise provided in this chapter 12.92, heliports shall be subject to and conform with the fire safety operational requirements for the protection of persons, aircraft, and other property contained in the National Fire Protection Association's Standard for Heliports (NFPA 418 (2001 ed.)) to the satisfaction of the Fire Chief.

~~Deleted: 12.92.070 Dimensions of touchdown area ¶~~

~~¶ The touchdown or landing area for a helistop on ground level shall be a minimum one hundred (100) feet by one hundred (100) feet in size. The touchdown or landing area for a helistop on the rooftop of a building or structure shall be a minimum area of forty (40) feet by forty (40) feet, but in any event an area not less than one and one-half times the diameter of the rotor blades of the largest helicopter to use the area. In every case, the touchdown or landing area shall be surrounded on all sides by a clear area having a minimum width of fifteen (15) feet.¶~~

~~Deleted: 12.92.080 Construction.~~

~~Deleted: ¶~~

~~¶ A helistop may be constructed directly on the roof surface of a building if all roof supports are designed for the load specified in this chapter. If the roof is not so designed or if it is otherwise unsuitable as a landing area, a substantially level platform may be constructed above the roof as a touchdown area.¶~~

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~~Deleted: The touchdown area must be made of such material that it will be free of dust, loose ground or gravel and particles of concrete which may be blown out by the down-blast of air of the rotor.~~

~~Deleted: 110~~

~~Deleted: S~~

~~Deleted: Helistops~~

~~Deleted:~~

~~Deleted: The touchdown area, if intended for public use, shall be marked as prescribed by the Federal Aviation Agency. The numerals of maximum weight allowable for use of the touchdown area shall be painted on the area in conspicuous letters visible to pilots. A one-foot wide border shall be painted around the edge of the touchdown area.~~

B. The touchdown or landing area on rooftops shall be elevated or provision made for collecting gasoline which may be spilled in the event of an emergency.

C. No refueling or repairing is to be accomplished at an elevated helistop or Rooftop Emergency Facility, except in extreme emergency, and then only as approved by the Fire Chief.

Deleted: C. Each building or structure supporting rooftop helistop shall be provided with a four-foot high parapet wall on the roof, designed and anchored to support a horizontal load of one hundred (100) pounds per lineal foot assumed to be acting at the top of the wall. Such parapet wall shall have no openings except required roof drainage overflows ¶

D. There shall be at least two exits from a rooftop touchdown area, if elevated higher than thirty-six (36) inches above the roof. Two conforming exits shall be provided from the helistop roof area to the next floor below and should be remote from each other. Exits and stairways from helistops shall comply with the provisions of Chapter 33 of the city Building Code. Exits shall be stairways and no fire escape will be accepted as a means of exit. ¶

E. For all helistops, a wet standpipe shall be provided, and equipped with one and one-half inch fire hose, not over seventy-five (75) feet in length, and equipped with a fog nozzle. Two such installations are preferable, with the hose cabinets located near the separate exits. Sufficient pressure shall be available to afford a good fog pattern, in the opinion of the fire chief. ¶

F. For all helistops, two approved dry powder type fire extinguishers of at least the twenty (20) pound size shall be provided, and be located remotely from each other. If desired, one of these can be substituted for by a CO2 type extinguisher. ¶

G. For all helistops, a telephone, not of the pay variety, shall be provided or a fire alarm box installed or other method of communication, approved by the fire chief, maintained. ¶

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Deleted: helistop

Deleted: fire department

Deleted: I. A ground attendant shall be present during all landing and take-off operations at a helistop. ¶

J. Helistops shall be provided with an acceptable wind indicator or wind sock. ¶

K. Landing area should be aligned to give maximum "into the wind" operation. ¶

12 92 120 Night landing ¶

... [1]

I. A ground attendant shall be present during all landing and take-off operations at a helistop.

J. Helistops shall be provided with an acceptable wind indicator or wind sock.

K. Landing area should be aligned to give maximum "into the wind" operation.

12.92.120 Night landing.

If the helistop is to be used for night landing, it shall be lighted in accordance with the applicable standards or recommendations of the Federal Aviation Agency.

12.92.130 General requirements.

The operation of a helistop within a city shall comply with the following requirements:

A. There shall be compliance with all laws and regulations of the Federal Aviation Agency, the state of California, and the city of Sacramento.

B. No elevated structure being used as a helistop shall be used for fueling, refueling, or the storage of inflammables.

C. The owner or operator of a helistop within the city shall maintain insurance in the amounts of one hundred thousand dollars (\$100,000.00)/three hundred thousand dollars (\$300,000.00) personal injury, and fifty thousand dollars (\$50,000.00) property damage, naming the city as an additional insured, or such additional sums as the city planning commission shall deem necessary because of special circumstances in granting a special use permit for such facilities.

D. The continued use of a helistop shall be conditioned upon the regular payment of all city fees applicable to the site.

E. The maximum number of take-offs and landings to be permitted at a helistop is ten (10) per day, unless the city planning commission finds that a specified additional number is in the public interest and allows same in granting a special use permit for the operation of a helistop.

Redlined ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

AN ORDINANCE AMENDING SECTIONS 17.16.010, 17.24.030, AND 17.24.050 OF TITLE 17 OF THE SACRAMENTO CITY CODE (THE ZONING CODE) RELATING TO HELIPORTS

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1. Section 17.16.010 of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. The definition of "heliport" is amended to read as follows:

~~"Heliport" means an area of land or water or a structural surface which is used or intended to be used for the landing and take-off of helicopters, along with any appurtenant areas which are used, or intended to be used, for heliport buildings and other heliport facilities, and that is permitted or licensed by the California Department of Transportation.~~

Deleted: "Heliport" means an area licensed by the federal government or an appropriate state agency and approved for the loading, landing, and takeoff of helicopters and includes auxiliary facilities, such as parking, waiting room, fueling, and maintenance.¶

B. The definition of "helistop" is amended to read as follows:

~~"Helistop" means a minimally developed heliport for boarding and discharging passengers or cargo. The heliport/helistop relationship is comparable to a bus terminal/bus stop relationship with respect to the extent of services provided or expected. Unless otherwise stated, all references to heliports in this chapter shall include helistops.~~

Deleted: "Helistop" means a heliport without auxiliary facilities, such as parking, waiting room, fueling, and maintenance equipment. May be constructed for use by an office or industrial use.¶

C. The definition of "Helistop, Emergency" is repealed.

D. The following definitions for "Emergency Medical Services (EMS) Helicopter Landing Site," "Emergency Evacuation Facility," "Emergency Use Facility," "Rooftop Emergency Facility," "State Regulations," and "Temporary Helicopter Landing Site" are added to read as follows:

Deleted: Helistop, Emergency "Emergency helistop" means a helistop designed to be used solely in the case of emergencies or evacuations of high-rise buildings, usually required for public safety on high-rise buildings pursuant to the Uniform Fire Code, Article 24, and Sacramento fire department standards ¶

~~"Emergency Medical Services (EMS) Helicopter Landing Site" means a site that is~~
OR CITY CLERK USE ONLY

not permitted or licensed as a heliport or helistop and that is located at or as near as practical to a medical emergency or at or near a medical facility and is designated an EMS Helicopter Landing Site by the Fire Chief or his or her designee under authority of Public Utilities Code section 21662.1 and the State regulations.

"Emergency Evacuation Facility" means a Rooftop Emergency Facility.

"Emergency Use Facility" means an area for accommodating helicopters in support of emergency public safety agency operations, but that is not permitted or licensed as a heliport or helistop.

"Rooftop Emergency Facility" means a clear area of a roof of a tall building that is not permitted or licensed as a heliport or helistop and is not intended to function as a heliport, yet is capable of accommodating helicopters engaged in fire fighting and/or emergency evacuation operations. Rooftop Emergency Facility is also known as an "Emergency Evacuation Facility."

"State regulations" means the rules and regulations governing airports and heliports issued by the California State Department of Transportation Division of Aeronautics (21 California Code of Regulations §3525 *et seq.* "Airports and Heliports"), including the recommendations contained in the Federal Aviation Administration's Advisory Circular AC 150/5390-2B and all other AC's referenced by and/or incorporated into the rules and regulations governing airports and heliports issued by the California State Department of Transportation Division of Aeronautics.

"Temporary Helicopter Landing Site" means a site, other than an Emergency Medical Services Helicopter Landing Site, that is not permitted or licensed as a heliport or helistop and that is used for landing and taking off of helicopters, where the use is for one year or less, except for recurrent or annual events, is not marked or lighted as a heliport, and is not used exclusively for helicopter operations.

E. Except as specifically amended in this Section 2, all other provisions of section 17.16.010 remain unchanged and in full force and effect.

SECTION 2. Section 17.24.030 Commercial Land Use Chart of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. The matrix for "Helistop - Emergency" set forth in Table 17.24.030 A is amended to read as follows:

OR CITY CLERK USE ONLY

Uses Allowed	RE	R-1	R-1A	R-1B	R-2	R-2A	R-2B	R-3	R-3A	R-4	R-5	RMX	RO	OB
Heliport or Helistop	57	57	57	57	57	57	57	57	57	57	57	57/69	57	57/18

B. The matrix for "Helistop - Emergency" set forth in Table 17.24.030 B is amended to read as follows:

Uses Allowed	EC	HC	SC	C-1	C-2	C-3	C-4	M-1	M-1(S)	M-2	M-2(S)	MIP	MRD	H	SPX	TC	A	AOS	F
Heliport or Helistop	57/53	57/16	57/15	57	57	57	57	57	57/20	57	57/20	57/53	57/53	57	57/70	57/71	57/72	57/72	57/19

C. Except as specifically amended for the uses indicated, all other provisions of section 17.24.030 and Tables 17.24.030 A and 17.24.030 B remain unchanged and in full force and effect.

SECTION 3. Section 17.24.050 of Title 17 of the Sacramento City Code (the Zoning Code) is amended as follows:

A. Footnote 57 of section 17.24.050 is amended to read as follows:

57. Heliport or Helistop.

a. Except as provided otherwise in this footnote 57, a special permit approved by the planning commission under Chapter 17.212 shall be required to establish or operate a heliport or helistop at a location other than at an existing airport.

b. Approval of the special permit by the planning commission shall be deemed to be approval of the plan of construction for the heliport or helistop under California Public Utilities Code section 21661.5.

c. All terms and conditions of approval for the heliport or helistop required by the California Department of Transportation Division of Aeronautics, the Federal Aviation Administration, or any other state or federal agency shall be deemed to be conditions of approval of the special permit.

d. Each special permit shall be conditioned on the owner and operator of the heliport or helistop complying at all times with the following operational requirements:

i. Compliance with the provisions of Chapter 12.92 of this code;

ii. Compliance with the State regulations.

OR CITY CLERK USE ONLY

~~Deleted: - Emergency~~
~~Deleted: - Emergency~~
~~Deleted: Any~~
~~Deleted: for~~
~~Deleted: issued under this title be made subject to the following conditions:~~
~~Deleted: ¶~~
~~a. The permit shall be subject to revocation upon any material change in conditions existing at the time of the issuance of the permit which, in the determination of the planning commission, has such an effect upon the location, maintenance, or operation of a helistop as to require the revocation of the permit ¶~~
~~¶~~
~~b. Site approval of a helistop shall be denied if a landing area is planned in close proximity to high voltage transmission lines ¶~~
~~¶~~
~~c. No special permit shall be granted until the applicant has first obtained approval of federal and state agencies whose approval is required for the establishment and operation of a helistop. A special permit shall be granted expressly subject to the limitations, conditions, and restrictions imposed by said federal and state agencies in making their approvals. In addition, the planning commission may issue the special permit subject to limitations, conditions, and restrictions suggested by federal and state agencies, or by the city engineer, the city fire chief, the police chief, airport manager, or any other officer or department of the city, and for the purpose of ascertaining the views of these federal, state and city agencies and officials. The planning commission shall notify all such parties at least sixty (60) days prior to the date of the proposed issuance of the permit ¶~~
~~¶~~
~~d. Each permit shall be subject to the condition that the surface of the helistop be such that dust, dirt, or other objectionable matter will not be blown onto adjoining property by helicopter operations ¶~~
~~¶~~
~~e. Each such permit granted shall be subject to the condition that all provisions of this code are complied with at all times, including such special provisions thereof as may be applicable in the case of helistop and helicopters ¶~~
~~¶~~
~~f. No permit shall be granted unless the person owning or controlling the premises to be u... [1]~~

e. Rooftop Emergency Facilities, Emergency Medical Services Helicopter Landing Areas, Temporary Helicopter Landing Sites, and Emergency Use Facilities shall not be subject to this footnote 57. These facilities are allowed in the zone indicated subject to compliance with the State regulations and Chapter 12.92 of this code.

B. Except as specifically amended by the amendments to footnote 57, all other provisions of section 17.24.050 remain unchanged and in full force and effect.

a. The permit shall be subject to revocation upon any material change in conditions existing at the time of the issuance of the permit which, in the determination of the planning commission, has such an effect upon the location, maintenance, or operation of a helistop as to require the revocation of the permit.

b. Site approval of a helistop shall be denied if a landing area is planned in close proximity to high voltage transmission lines.

c. No special permit shall be granted until the applicant has first obtained approval of federal and state agencies whose approval is required for the establishment and operation of a helistop. A special permit shall be granted expressly subject to the limitations, conditions, and restrictions imposed by said federal and state agencies in making their approvals. In addition, the planning commission may issue the special permit subject to limitations, conditions, and restrictions suggested by federal and state agencies, or by the city engineer, the city fire chief, the police chief, airport manager, or any other officer or department of the city, and for the purpose of ascertaining the views of these federal, state and city agencies and officials. The planning commission shall notify all such parties at least sixty (60) days prior to the date of the proposed issuance of the permit.

d. Each permit shall be subject to the condition that the surface of the helistop be such that dust, dirt, or other objectionable matter will not be blown onto adjoining property by helicopter operations.

e. Each such permit granted shall be subject to the condition that all provisions of this code are complied with at all times, including such special provisions thereof as may be applicable in the case of helistop and helicopters.

f. No permit shall be granted unless the person owning or controlling the premises to be used has given his or her consent to such use.

g. Each permit shall be subject to the condition that the permittee neither authorizes, allows nor permits the use of his or her facilities by persons, firms, or corporations, violating any provision of this code pertaining to the operation of helicopters or any safety regulation prescribed by any agency of the federal government of the state of California; and on the further condition that helicopters from said helistop be operated in accordance with mini-mum safe altitudes as prescribed by this code and in accordance with traffic patterns, or approach routes for a helistop as are prescribed by the FAA.

h. Each permit shall be granted on the condition that the permittee procure, obtain and file with the city clerk and maintain in full force and effect liability insurance insuring said permittee, its officers, agents and employees, as well as its subcontractors, their agents and employees, its lessees and tenant in the sum of at least one hundred thousand dollars (\$100,000.00) per person and three hundred

thousand dollars (\$300,000.00) per accident, and fifty thousand dollars (\$50,000.00) property damage, or in such additional damage, or in such additional sums as may be recommended by the city staff and to anyone who might be injured by reason of negligence or nonfeasance of said permittee or its subcontractors, or its agents, officers or employees, or its tenants or lessees in the operation of said helistop or helicopters to and therefrom.

i. The special permit for a public helistop shall be on the condition that adequate provision be made to control the access of the public to the helistop and on the further condition that appropriate provisions are provided for surface vehicle parking, the exact quantity and extent thereof to be specified in the permit.