

CITY OF HAYWARD

Council Airport Committee Meeting

Thursday, October 26, 2006

5:00 PM

Room 8, Centennial Hall

22292 Foothill Blvd.

Hayward, CA 94541

(PLEASE NOTE CHANGE OF TIME AND LOCATION)

A G E N D A

Public Comments: (The PUBLIC COMMENTS section provides an opportunity to address the Committee on items listed on the agenda, as well as other items of interest. The Committee welcomes your comments under this section, but is prohibited by State Law from discussing items not listed on the agenda. Your item will be taken under consideration and referred to staff.)

1. **Approval of April 27, 2006 Summary Minutes**
2. **Discussion of Corporate Hangar Development on Airport Southside**
3. **Status Report on Update of Airport Rules & Regulations and Minimum Standards**
4. **Future Agenda Items**

Distribution:

Mayor and City Council
City Manager
Assistant City Manager
City Attorney
Public Works Director

City Clerk
Public Information Officer
FAA Tower Manager
Airport Tenants
FBO's

Daily Review
Interested Parties
Post

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested persons must request accommodation at least 48 hours in advance of the meeting by contacting the Airport Manager at (510) 293-8678 or TDD (510) 293-1590

and the new system is Windows based. Mr. Shiner stated that there will be no change to the positions of the noise monitors. Also, in an effort to mitigate some of the fumes that drift across Hesperian, additional landscaping on the noise berm is proposed in the Airport's CIP budget for next year.

Council Member Halliday asked if there was an increase in the number of jets based in Hayward, and if so, what was the number. Airport Manager Shiner responded the number of jets is approximately 18. Council Member Halliday noted that the number of operations has gone down, but the number of based aircraft has gone up. Mr. Shiner indicated there is no definitive correlation between the number of operations and the number of based aircraft.

Council Member Henson, stated that it was great the FCC allowed the City the "Fly Quiet Broadcast."

City Manager Armas asked if the City was reaching a plateau between the number of operations and complaints. Mr. Shiner stated that we have probably reached the lowest percentage between operations and complaints. These numbers have remained the same for a number of years. He indicated that the City continues to educate the pilots about noise abatement procedures.

Ms. Gudjohnsen stated she believes there is an increase in overall noise. She stated that helicopter noise has improved. She suggested that the airport be closed on Sundays.

Mr. Kyle stated that he did not recall that Stage 3 aircraft were exempt. Mr. Shiner responded that it was in the Noise Ordinance.

Mr. Dellagitti inquired if the new ANOMS is going to be more accurate than what is in currently in place. Mr. Shiner responded that the current ANOMS is very accurate the only difference will be that ANOMS 8 is based on a Windows Operating System which is easier to use. Mr. Dellagitti said that a noise monitor can be placed in his backyard. Mr. Shiner again stated that the noise monitors were not going to be moved.

Council Member Henson inquired if any one has approached the City regarding the new development on Bockman. The homes are in the airport's flight path and therefore should be disclosed to buyers. Mr. Shiner indicated that the developer has notified the Alameda Land Use Commission (ALUC). This development is outside the City limits.

Ms. Busam commented that she was happy to see that complaints are down, and this is a result of hard work of educating the pilots. In reference to closing the airport on Sundays, she indicated that flying is not merely a recreation but is a business as well. In order to be viable, the airport needs to be open 365 days.

Council Member Quirk asked if at the next meeting, there was going to be a review of the marketing of hangars and the prevailing prices.

Council Member Henson requested that at a future meeting, Mr. Edward Bouge and himself would provide an update on the Oakland Airport Noise Management Forum.

AGENDA BUILDING

- Bud Field Hangar Project
- Report of Helicopter Letter of Agreement with FAA

ADJOURNMENT

The meeting adjourned at 6:18 p.m.



CITY OF HAYWARD
STAFF REPORT

AGENDA DATE 10/26/06

AGENDA ITEM 2

TO: Council Airport Committee
FROM: Director of Public Works
SUBJECT: Discussion of Corporate Hangar Development on Airport South Side

RECOMMENDATION:

It is recommended that the Council's Airport Committee review and comment on this report.

BACKGROUND:

The Hayward Airport Master Plan demonstrates a large demand for hangars. This is verified by the lack of available hangars in the Bay Area, as well as by the hundreds of names on the Airport's official hangar waiting list(s). In order to address this hangar shortage, the Master Plan identifies several hangar project locations and design layout plans. One of the areas designated for hangar location in the Airport's Master Plan and Airport Layout Plan is the south side of the airfield.

In December 2004, Mr. William ("Bud") Field, dba Bud Field Aviation, completed construction of a 35,000 sq ft hangar at 22005 Skywest Drive, which is now at capacity. Mr. Field is now pursuing additional corporate aircraft owners desiring to base their aircraft (and in some cases their business) in the Bay Area. Mr. Field's proposed new corporate hangars are similar to his existing hangar project. In addition to benefiting from Mr. Field's existing general aviation facility, the City has also realized an increase in the number of based aircraft, as well as fuel sales revenue. Mr. Field's new proposal is to construct a total of eleven (11) hangars on the south side of the Airport (Exhibit A). The amount of land to be occupied under the project is approximately 13.87 acres (Exhibit B).

In order to facilitate construction of any development on the south side of the Airport, a significant issue has been the lack of utilities. To address this need, in early 2003, Airport staff engaged a consultant to prepare a utility needs evaluation. The resulting report described construction of utilities including; water supply, wastewater collection system, electrical power service, and storm drainage. The report also included a cost estimate to install adequately sized utilities to serve the Airport's south side. The total utility and infrastructure cost estimate was \$4.6 million. This did not include construction of service roads, fencing, landscaping, and stormwater retention basins. For economic reasons, the City determined the best course of action would be to temporarily defer plans for development of the south side until a more defined demand for future hangars could be established. Fortunately, Mr. Field's proposed development will construct all of the sewer and water infrastructure needed for both his development and future development of the south side. Therefore, future utility requirements will only include extending electrical and storm drainage to any new leasehold sites.

One challenge to Mr. Field's hangar development was the conflict of his leasehold boundaries with one of the Airport's non-aviation tenants, Pacific Roller Die (PRD). PRD is located at 1321 West Winton Avenue and currently leases 113,598 sq ft of Airport land. An agreement has been negotiated with PRD, whereby PRD will relinquish a portion of its unused leasehold premises necessary for Mr. Field's hangar project. As part of this negotiated agreement, PRD will receive a 7-year lease extension.

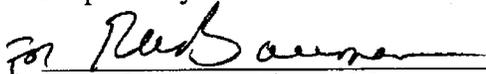
The Airport Master Plan Update depicts relocating the Airport access road adjacent to Raja's Sweets and Indian Cuisine (formerly Manzella's Seafood Loft) to accommodate south side development. However, under Mr. Field's latest plan, relocation of the road will not be necessary. Additionally, in a tribute to Mr. Manzella, a long time Hayward businessman, and well known restaurateur and philanthropist, the south side Airport entrance road is proposed to be named "Manzella Road."

Finally, laboratory analyses of multiple soil samples and ground water testing over the entire leasehold premises (conducted as part of a Phase II site assessment) identified no contamination issues on the site.

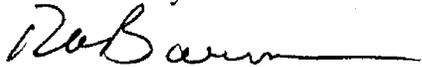
Because of the large infrastructural investment, the proposed lease term is for 40 years with two 5-year options. The proposed rental rate for the premises to be leased by Mr. Field will be \$0.214 per square foot per year. Following a market rate appraisal of rental rates at other similar airports in the Bay Area, this rate will increase in January 2008. Therefore, until January 2008, rent for the 13.87± acres (603,955 sq ft) is \$10,770 per month, or \$129,246 per year. This lease rate and adjustment procedure is the same that applies to all other aviation related tenants on the Airport. Assuming all City planning and building approvals are granted and the new lease is approved by Council, Mr. Field intends to start construction next spring and to complete construction by mid-2008.

Through Mr. Field's hangar development, the Airport will receive increased rent revenue, fuel sales and increased personal property taxes. When this project is complete, the City will have accomplished a significant step toward adequately addressing the demand(s) identified in the Airport Master Plan to benefit general aviation.

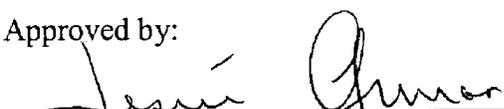
Prepared by:


Brent S. Shiner, Airport Manager

Recommended by:


Robert Bauman, Director of Public Works

Approved by:

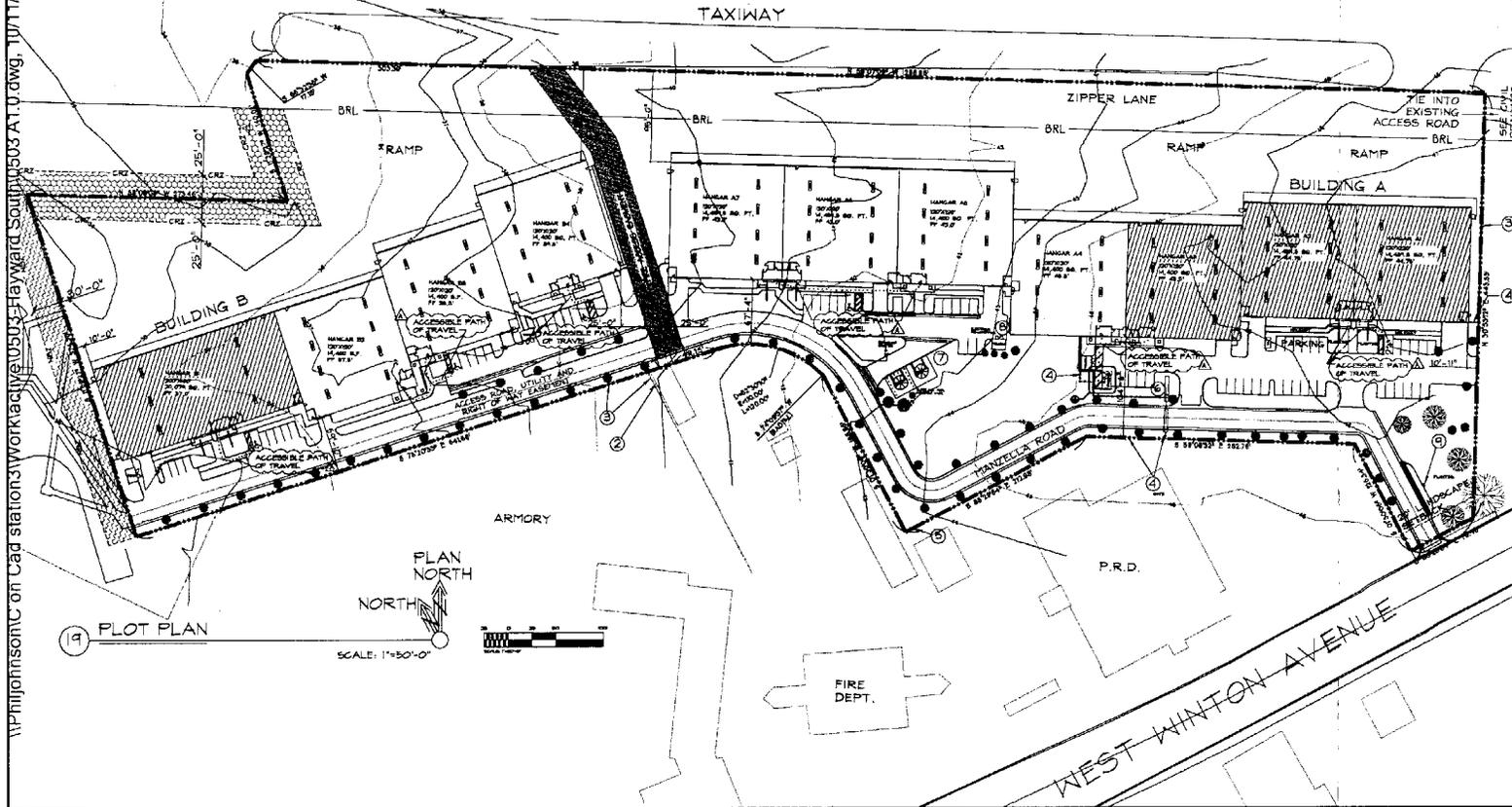

Jesús Armas, City Manager

Attachments: Exhibit A: Location Map of Future Facility
Exhibit B: General Layout of Project

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SYMBOLS LEGEND	
	PHASE I BUILDINGS TO BE ERECTED FIRST, COORDINATE ERECTION SCHEDULE HEREON.
	TRASH ENCLOSURE, SEE 11.
	ELECTRICAL TRANSFORMER, SEE ELECTRICAL DRAWINGS.
	BUILDING RESTRICTION LINE.
	NO BUILDING ZONE - NO STRUCTURES ALLOWED WITHIN THIS ZONE AS DEFINED BY CALIFORNIA BUILDING CODE.
	CONSTRUCTION NEVER ZONE - PROPOSED CONSTRUCTION WITHIN THIS ZONE MUST BE REVIEWED AND APPROVED IN WRITING BY HAYWARD EXECUTIVE AIRPORT MANAGER OR AUTHORIZED REPRESENTATIVE, LLAJA CORPORATION AND THE CITY OF HAYWARD AS REQUIRED.
	PUBLIC FIRE DEPARTMENT ACCESS EASEMENT.

- SHEET NOTES**
1. DIAMETER CALCULATIONS:
 12 EMPLOYEES (CIRCLES 3/8"Ø x 48 LBS WPK - 150' x 24' C.Y./WK.
 4 DUMPSTER LOCATIONS, 2 - 1 C.Y. DUMPSTERS @ BA LOCATION.
 1 REFINISHED, RECESSED, SEE 11.
 2. (U) FIRE DEPARTMENT STRUCTURE TO BE REMOVED OR RECONFIGURED PRIOR TO CONSTRUCTION OF THIS PROJECT. COORDINATE WITH SAN JOAQUIN COUNTY, CITY OF HAYWARD FIRE DEPT.
 3. (U) CHAIN LINK FENCE TO REMAIN.
 4. (U) 8" X 12" FENCE TO AIRPORT SECURITY STANDARDS, SEE 12(SM).
 5. TIE INTO (U) FIRE DEPT. FENCE, COORDINATE WITH CITY OF HAYWARD FIRE DEPT.
 6. (U) ROLLING ACCESS GATE, SEE 12(SM). IF GATE HARDENED LOCKS ARE USED, A FIRE DEPARTMENT LEGAL BOX SHALL BE PROVIDED AT EACH GATE TYPE.
 7. FUEL DEPOT TO UTILIZE (U) FUEL VEHICLES BASED AT OTHER LOCATIONS OFF SITE OF THE AIRPORT.
 8. TRASH ENCLOSURE, SEE 11(TYP).
 9. HALLBOX (U) TRILLS IS ABOVE, SEE 11(TYP).



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SOUTHSIDE EXECUTIVE HANGARS HAYWARD EXECUTIVE AIRPORT HAYWARD, CALIFORNIA
PLOT PLAN
A1.1



EXHIBIT A