

# CITY OF HAYWARD

## Council Airport Committee Meeting

Thursday, October 15, 2009  
5:30 PM

Room 2A  
777 "B" Street  
Hayward, CA 94541

### 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 July 23, 2009 Summary Minutes**
2. **Informational Report on Airport Layout Plan Revision**
3. **Informational Report on Airport "Mission Statement"**
4. **Future Agenda Items**

#### **Distribution:**

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

City Clerk  
FAA Tower Manager  
FBO's  
Airport Tenants

Daily Review  
Interested Parties  
Post

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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

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CITY OF  
**HAYWARD**  
HEART OF THE BAY

**DATE:** October 15, 2009  
**TO:** Council Airport Committee  
**FROM:** Robert A. Bauman, <sup>ZAB</sup> Director of Public Works  
**SUBJECT:** Summary Minutes for July 23, 2009

**CALL MEETING TO ORDER**

Council Member Henson called the meeting to order at 5:30 p.m. with Council Member Quirk and Council Member Halliday present.

**City staff:** Gregory T. Jones, City Manager  
Robert A. Bauman, Director of Public Works  
Lloyd Partin, Airport Manager  
Jenny Donnelley, Airport Operations Manager  
Noemi Dostal, Airport Administrative Analyst

**Members of the public present:**

Gary Aten	Herman Galvan	Jon Lee
Roger Bohl	Brad Haines	Charles Middlebrook
Gary Briggs	Ben Henderson	John Taylor
Robert Coutches	Don Johnson	Rick Thomas
Mark Conroe	John Kyle	
David Cunningham	James Larsen	

**PUBLIC COMMENTS**

There were no Public Comments

**1. Approval of Summary Minutes – April 23, 2009**

Council Member Halliday noted that the minutes from April 23, 2009 referenced a comment she made regarding aircraft noise in the neighborhood where she lives. Council Member Halliday wanted to clarify that the point she intended to make was that, although they still experience frequent aircraft noise, the level of complaints is down.

Summary Minutes approved as submitted.

## **2. Developer Selection for Redevelopment of the California Air National Guard Site**

Mr. Robert Bauman, Director of Public Works, introduced the recommendation for the Committee to authorize City staff to negotiate with Hayward Development LLC for Redevelopment of the California Air National Guard (CANG) site.

Mr. Lloyd Partin, Airport Manager, provided a presentation with details of the proposed development of the California Air National Guard (CANG) site. He provided a brief background of the CANG site and explained the Request for Proposal (RFP) process used to solicit individual proposals. Mr. Partin stated that after careful consideration, staff chose Hayward Airport Development LLC for further negotiations of a master lease. Hayward Airport Development, LLC is a well-qualified local development team represented by SP Aviation, Devcon Construction Group, and Presidio Development Partners. Mr. Partin described the multi-phased development plan submitted by Hayward Airport Development, LLC accompanied by a power-point presentation. Mr. Partin stated that upon the Committee's approval staff would begin the lengthy process of negotiating terms required for preparation of a master lease agreement with Hayward Airport Development, LLC. Mr. Partin indicated that staff would keep the Airport Committee members informed and updated on the progress of plans for redevelopment of the CANG site. Once negotiations of the master lease are completed, the Lease will be submitted to City Council for consideration.

Staff responded the Committee's questions regarding federal environmental clean-up issues on the CANG site, clarification of the benefits of a non-reversionary lease, the main differences and the determining factors between the applicants selected to proceed to the interview phase and those who were not. Additional questions pertained to information in relation to the Ascend proposal, details concerning the differences between the final two proposals, if the proposals include the ability to meet Green Building Standards, and clarification regarding requirements for noise, traffic, and environmental studies.

John Kyle stated his concerns regarding the land values used and the appraisal process used on the Airport. He said that he intends to put his comments in writing to forward to the City Manager and Director of Public Works. He requested a meeting to discuss these comments after staff receives them.

Howard Beckman commented on the 2002 Airport Master Plan and suggested that the proposed developments are significant enough that the CAC should request to revisit the Master Plan.

Mr. Bauman replied that there would be a significant final review process, as well as the necessary clearance from FAA, for acceptance of the ALP, which is a large part of the Master Plan. He stated that although staff will take the points made by Mr. Beckman into consideration, staff is not recommending a complete revisit of the Master Plan at this time.

Mr. Gary Briggs spoke in regards to a comment made that Ascend has not moved forward with a specific condition of its present lease agreement. Mr. Briggs pointed out the state of the economy has affected the project's schedule to proceed. Mr. Briggs said he does not want to be characterized as a tenant, let alone a developer, that does not meet his obligations. He mentioned

that he has made several attempts since May to schedule a meeting with the City to provide an update on the project and just recently received a response.

Mr. Briggs stated that, contrary to a comment previously made, his submission did include a statement regarding revenue that would exceed the minimum requirement of the RFP.

Staff responded to Mr. Briggs' questions regarding specific details and information provided in the four-phase site plan proposed by the selected applicant.

Mr. Dave Cunningham asked if transient parking would be planned for visitors of the museum proposed to be housed in the former California Air National Guard hangar.

Mr. Bauman replied that there is currently transient parking available at the airport. He remarked that there would likely be tie-down spaces available adjacent to the development site, where the South Tie Down ramp is located.

Mr. Mark Conroe, President of Presidio Development Partners and a representative of the selected proponent, Hayward Airport Development LLC, stated that they appreciate staff's recommendation and look forward to working with the City. Mr. Conroe pointed out several important factors he believed contributed to the final selection of their proposal. Mr. Conroe commented that they are a local group with a long history of development in the local Bay Area. Presidio Development is highly experienced in all aspects of commercial and retail development. Mr. Conroe stated that Hayward Airport Development LLC brings with its selection a current tenant of the Airport that will transfer its based aircraft to the Air Guard hangar when able. He also stated that the development team's members have a long-standing working relationship with FAA, financial security, and a commitment to use green building technology.

Mr. Conroe responded to previous questions regarding details and information provided in the four-phase site plan. He also responded to the Committee's questions and comments regarding concern for the types of retail businesses on the site and for incorporation of a possible tribute to the history of the original CANG uses on the development site.

Mr. Ben Henderson commented on a memorial plaque that he believes is located at the CANG site, stating his concern for damage or accidental removal during development.

Mr. Jon Lee, representing SP Aviation, stated his history at the airport and remarked that he looks forward to the development as a partner of Hayward Airport Development LLC and a long-standing working relationship with the City. He also said that they intend to preserve the history of the CANG in Hayward as much as possible.

Council Member Quirk commented that the City recognizes the effect of the economy on Ascend's ability to move forward and commented that he hopes Mr. Briggs can appreciate that the selected applicant has the financial ability to support development.

Staff responded to Council Member Quirk's request for clarification on the types of hangars that would be incorporated in the development, pointing out that the development will be geared towards business and corporate aviation demands.

Council Member Quirk made a motion to authorize staff to negotiate with Hayward Development LLC for redevelopment of the California Air National Guard site. Council Member Halliday seconded the motion; Council Member Henson endorsed the motion. The motion passed unanimously.

### **3. Future CAC Meeting Dates**

Mr. Bauman informed the Committee that it has been determined that there would be no change of the CAC meeting dates, with the exception of October, which will move to the third Thursday of the month to avoid a conflict with the Annual Volunteer Recognition Dinner. Mr. Bauman reported that another group has a standing meeting scheduled in Conference Room 2A at 7:00 pm the fourth Thursday of each month. As a result, there might be occasions when the CAC meeting would need to be rescheduled from 5:30 pm to 5:00 pm to accommodate lengthy agendas. A determination could be made as the need arises.

### **5. Future Agenda Items**

ALP Update  
Airport Website Improvements

### **ADJOURNMENT**

The meeting adjourned at 6:47 p.m.



CITY OF  
**HAYWARD**  
HEART OF THE BAY

DATE: October 15, 2009  
TO: Council Airport Committee Members  
FROM: Robert A. Bauman, Director of Public Works  
SUBJECT: Informational Update on Airport Layout Plan (ALP) Revision

### **RECOMMENDATION**

That the Committee accepts this report as information only; no action is necessary.

### **BACKGROUND**

Staff informed members of the Council Airport Committee (CAC) during the July 23, 2009 meeting that the Draft Final Airport Layout Plan (ALP) would be available for review and comment during the October meeting. Although much has been accomplished, not all of the essential documents could be prepared in time for presentation first to the Technical Advisory Committee (TAC) and then to the CAC. Therefore, the final presentation on the Draft Final ALP will be deferred to the next scheduled meeting in January 2010. However, at this update, staff will provide information on progress, specifically on the recommended Airfield Alternative, which has been discussed with Federal Aviation Administration (FAA) and will be submitted as part of the formal ALP process to meet FAA design standards. Attached, as Exhibit A, is a copy of the *Technical Report – Airfield Alternatives*. It includes the recommended solution that will result in the Airfield and terminal drawings and will be explained in the final narrative report.

### **DISCUSSION**

The *Technical Report – Airfield Alternatives* provides a listing of Opportunities and Constraints used to determine what changes to the Airport Runways Taxiways and Runway Safety Areas would become necessary to meet existing and future Airport design criteria contained in FAA Advisory Circular 150/5300-13. The report goes through rigorous analysis required by the FAA to look at each possible way to modify the airport that might help address conflicts between what is required by the new airport reference code (ARC) C-II/D-II and what presently exists at the airport. Ten alternatives were analyzed, and the final recommendation was a modification of Alternative No. 4. Specific criteria used in the formal evaluation of each alternative included community impacts, meeting FAA standards, useable runway length, and environmental impacts.

As previously reported, the most difficult issue to address was how to meet the revised Runway Safety Area (RSA) requirements for Runway 28R. Simply meeting the requirement for a RSA that

was 1000 feet long by 500 feet wide would have, in effect, cut the SkyWest Golf Course into two separate halves at midpoint. Alternative No. 4, while meeting other design criteria would have had that effect. The recommended alternative shown on page 52 as Figure 5 combines the layout of Alternative No. 4 with the installation of Engineered Material Arresting System (EMAS) bed on the departure end of Runway 28R that would preserve the integrity of the Golf Course as an 18-hole course. With assistance from our consultant, staff was able to convince regional FAA staff that EMAS has been used at other General Aviation airports and would be an appropriate solution for the constraints faced by the Hayward Executive Airport. Unfortunately, while the Golf Course is only minimally affected by the recommended alternative, our discussions with the FAA confirmed that there is no economically feasible way the West A Street Extension can be built. Unlike the existing Golf Course road, which has limited traffic, the FAA cannot allow a new roadway to be built within the expanded RSA. Also, as previously reported, building a tunnel is cost prohibitive, and relocating the road to the north would have unacceptable impacts on the San Lorenzo community and the Golf Course.

In addition to the installation of EMAS, the recommended alternative includes translation of the main runway to the west by 196 feet. This would be accomplished by moving runway thresholds, removing several trees within the Object Free and Safety Areas, and relocating the Golf Course access road. At the end of Runway 10R the noise berm protrudes into the Runway and Taxiway Object Free Areas and must be removed in order to maximize the Runway Safety Area. The noise berm is proposed to be replaced by engineered sound walls along Hesperian Blvd. and Winton Ave., and with absorbing and reflective materials to produce even greater reductions in noise travelling off airport property. Exhibit B is the most recent version of Figure 5 (Recommended Airfield Alternative) showing more accurately the proposed sound wall locations.

In addition to the issues related to Runway 28L-10R, a conflict exists with approach surfaces for Runway 28R by aircraft using Taxiway "A" because of the 24-foot tail height of the larger design aircraft. Several alternatives were developed and evaluated to address this deviation from standards. The alternative recommended to solve this issue involves closure of the portion of Taxiway "A" between the Bud Field hangar and the threshold of Runway 28L, precluding any aircraft with tail heights greater than 10 feet from using this closed area of Taxiway. This alternative solution will require that Aircraft cross Runway 28R and 28L at Taxiway "C," or proceed west along taxiway "A" to Taxiway "Z" to gain access to Runway 28L.

Another issue addressed in the report is that the service road paralleling Taxiway "A" infringes upon the Taxiway Object Free Area and a portion near the East T-hangers is located within the Taxiway Safety Area. Several alternatives were also developed to mitigate this issue and the recommended alternative described on page 70 of the report consists of relocating the parallel service road four feet to the east and retaining the diagonal portion where it is. This would, however, result in the loss of 15 tiedown locations.

## **FISCAL IMPACT**

With the exception of the EMAS installation, at a cost of approximately \$5.0 million dollars, most of the cost estimates associated with the required changes to meet Airport Reference Code C-II / D-

II standards have not yet been determined. An engineering cost estimate will be prepared by the consultant and will accompany the Draft Final ALP and narrative report. All projects necessary to meet safety or capacity requirements at General Aviation airports, like Hayward Executive Airport, are eligible to be funded at 90 percent of the project cost by FAA through the Airport Improvement Program (AIP).

While federal AIP funding for projects such as these are not guaranteed, safety and capacity related projects hold a higher priority level for discretionary appropriation and award. As a General Aviation airport, Hayward must compete against all other airports seeking federal assistance, including those with commercial airline service. Each year for the last three consecutive years, Congress has appropriated \$3.3 billion dollars for airport capital improvements.

## **PUBLIC CONTACT**

As previously discussed, the Airport formed a Technical Advisory Committee (TAC). The TAC is comprised of outside members of the public and individuals possessing aviation related technical expertise necessary to review information provided by the Airport consultant, provide guidance, and discuss alternative solutions with staff and the consultant, relative to possible conflicts or incompatible developmental issues as part of the ALP Update process. Staff has not met with the TAC since the last CAC meeting because the consultant was still developing the alternatives. However, a meeting with the TAC will be held to review the Draft Final ALP before it is brought to the CAC. A presentation was made to members of the San Lorenzo Village Homes Association (SLVHA) in May to update them on both the ALP process and, more specifically, the impact on the West A Street Extension Project. It was at that meeting that the SLVHA was informed that the City is not pursuing the surface road option for the West A Street Extension Project. It is anticipated that an additional presentation will be made to the SLVHA to further inform members on the ALP Update.

## **SCHEDULE**

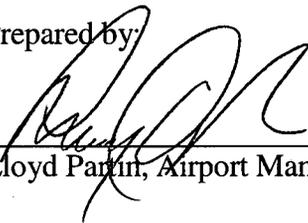
Airport staff anticipates completion of the ALP update work by December 2009. The next phase under way will analyze the environmental information compiled and the development activity planned and forecasted for the future. A baseline environmental report will be prepared for those projects recommended by the consultant to provide the infrastructure and safety required modifications to the Airport. The baseline report will include, among other items, an update of the noise analysis done for the Master Plan EIR. While the City's approval of the ALP update is categorically exempt from California Environmental Quality Act (CEQA) and the FAA does not require National Environmental Protection Act (NEPA) review until an actual project is proposed, the baseline report will be presented to the CAC along with the Draft Final ALP. Also, it will be used along with additional environmental review prior to funding or construction of any actual projects identified in the ALP. All forecasted or anticipated future development on the Airfield will be depicted on the Draft Final ALP drawing set. As a final requirement prior to submission, the consultant will prepare cost estimates for all projects to be depicted on the new ALP and present the completed information and draft drawing sets for review by the TAC. The TAC will then have an opportunity to suggest to the consultant any changes or corrections, where necessary, prior to

submission of the final material to the FAA. Before it is submitted to the FAA, staff will provide an additional update to the CAC, now scheduled for the January 28, 2010 meeting.

Below is the estimated completion schedule for the project:

Draft Final ALP Set and Narrative Report	December 4, 2009
Final TAC Meeting	December 17, 2009
Final ALP Set and Narrative Report to CAC	January 28, 2010
Submittal of Draft Final ALP and Narrative Report to the FAA	February 02, 2010

Prepared by:



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Lloyd Parfitt, Airport Manager

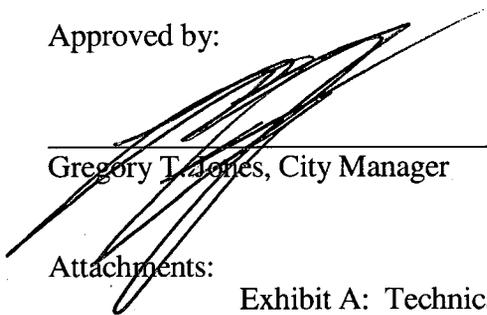
Recommended by:



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Robert A. Bauman, Director of Public Works

Approved by:



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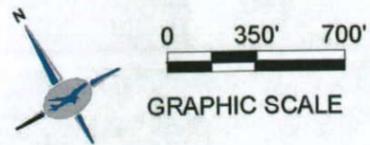
Gregory T. Jones, City Manager

Attachments:

Exhibit A: Technical Report - Airfield Alternatives  
Exhibit B: Revised Figure 5

**Exhibit A: Technical Report –  
Airfield Alternatives**

**is available for viewing in the  
office of the City Clerk at  
777 B Street, 4<sup>th</sup> Floor  
Hayward**



LEGEND	
DESCRIPTION	EXISTING
RUNWAY SAFETY AREA	
RUNWAY OBJECT FREE AREA	
AIRPORT BOUNDARY	

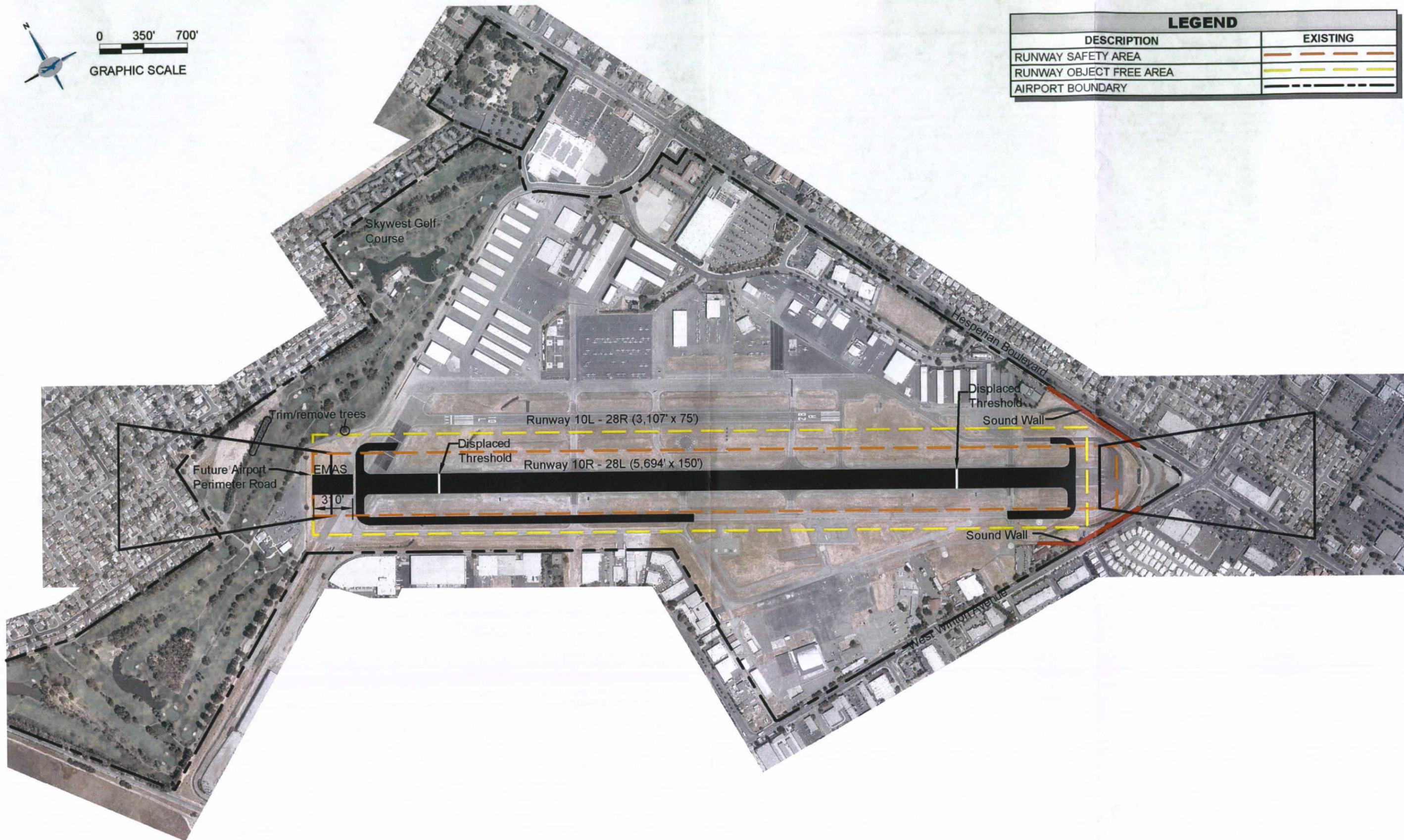


Exhibit B  
Fig. 5 - Recommended Airfield Alternative

DATE: October 15, 2009  
TO: Council Airport Committee Members  
FROM: Robert A. Bauman, Director of Public Works  
SUBJECT: Informational Report on Airport "Mission Statement"

### **RECOMMENDATION**

That the Committee review and provide comment on the attached Airport Mission Statement

### **BACKGROUND**

Staff recently researched internal files and discovered that no official Mission Statement exists for the Airport. The importance of developing a well-defined mission statement is crucial to ensuring that future operations remain focused on the primary goals and objectives of a General Aviation Airport.

### **DISCUSSION**

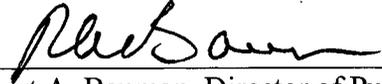
The necessity to define the role of the Hayward Executive Airport has been reiterated by several tenants in recent months, many of whom have voiced similar concerns that the Airport remains committed to its foundation as a General Aviation Airport. Staff has reviewed the internal files and policies of the Airport, finding no clear definition of the Airport's role or stated mission.

In developing a mission statement for any General Aviation Airport, an important concept is the regulatory framework that exists. Because our Airport was created by a transfer of property from the federal government and because we have, over the years, received significant federal grant funding to improve the Airport, we must ensure that we operate the Airport as required by federal regulations. Within that framework, we can take steps to ensure the Airport is not a financial drain on the City, in fact, can serve as a positive contributor to the economic health of the City. However, as the Council's Airport Committee was informed in discussing the growth in jet traffic at the Airport, the City cannot dictate what use is made of the Airport. That said, we can and have worked to minimize impacts, such as noise, on the local community. Therefore, staff recommends that the Committee review the attached Mission Statement and comment.

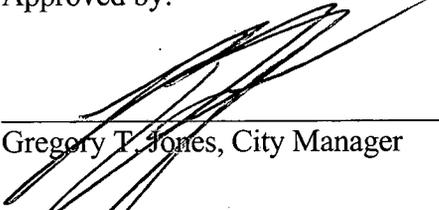
Prepared by:

  
\_\_\_\_\_  
Lloyd Partin, Airport Manager

Recommended by:

  
\_\_\_\_\_  
Robert A. Bauman, Director of Public Works

Approved by:

  
\_\_\_\_\_  
Gregory T. Jones, City Manager

Attachments:

Mission Statement of Hayward Executive Airport

## **Hayward Executive Airport**

### **Mission Statement**

Hayward Executive Airport's primary mission is to ensure a commitment to sustainable business practices that reflect the Federal Aviation Administration's (FAA) guiding principles are consistently modeled throughout the Airport. Hayward Executive Airport will provide a safe, service oriented environment that places high value on General Aviation. The Hayward Executive Airport is dedicated to ensuring a positive operating environment that provides economic and community-wide benefit to all Hayward residents, tenants, and those who use and gain benefit from the Airport. The Airport will work to ensure positive relationships are maintained with the surrounding neighborhoods through cooperative partnerships.