



CITY OF
HAYWARD
HEART OF THE BAY

COUNCIL AIRPORT COMMITTEE

APRIL 26, 2012

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**CITY COUNCIL AIRPORT COMMITTEE MEETING
THURSDAY, APRIL 26, 2012
COUNCIL CHAMBERS
5:30 PM**

CALL TO ORDER - Pledge of Allegiance

ROLL CALL

PUBLIC COMMENTS: *(The Public Comment section provides an opportunity to address the City Council Committee on items not listed on the agenda. The Committee welcomes your comments and requests that speakers present their remarks in a respectful manner, within established time limits, and focus on issues which directly affect the City or are within the jurisdiction of the City. As the Committee is prohibited by State law from discussing items not listed on the agenda, your item will be taken under consideration and may be referred to staff.)*

1. Approval of December 12, 2011 Summary Minutes

[Summary Minutes for April 26, 2012](#)

2. Design of the New Airport Administration Building

[Staff Report](#)

[Attachment I Buidling Site](#)

[Attachment II Floor Plan](#)

[Attachment III Landside](#)

[Attachment IV Airside](#)

3. Annual Evaluation of the Performance Based Noise Ordinance

[Staff Report](#)

[Attachment I Annual Noise Report](#)

[Attachment Ia Graphs](#)

[Attachment Ib Complaint Trends](#)

4. Status of the Ground Lease for Phase I with Hayward Airport Development, LLC

[Staff Report](#)

[Attachment I City Council Agenda Report 10-18-11](#)

[Attachment II City Council Agenda Report 1-24-12](#)

[Attachment III Revised Site Plan](#)

5. Announcement of the Annual Airport Open House on May 12, 2012

6. Future Agenda Items

ADJOURNMENT

NEXT REGULAR MEETING – 5:30 PM, JULY 26, 2012

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans Disabilities Act of 1990. Interested persons must request the accommodation at least 48 hours in advance of the meeting by contacting the Assistant City Manager at (510) 583-4300 or TDD (510) 247-3340.

HAYWARD CITY COUNCIL, 777 B STREET, HAYWARD, CA 94541
[HTTP://WWW.HAYWARD-CA.GOV](http://www.hayward-ca.gov)



DATE: April 26, 2012
TO: Council Airport Committee
FROM: Robert Bauman, Director of Public Works
SUBJECT: Summary Minutes for December 12, 2011

CALL MEETING TO ORDER

Council Member Henson called the meeting to order at 5:31 p.m. with Council Member Halliday present and Council Member Quirk absent.

City staff: Robert A. Bauman, Director of Public Works
Morad Fakhrai, Deputy Director of Public Works
Doug McNeeley, Airport Manager
Brendan O'Reilly, Airport Operations Manager
Noemi Dostal, Airport Administrative Analyst II
Debbie Summers, Airport Secretary

Members of the public present:

Gary Briggs	Genevieve Hazle	Phil Johnson
Mark Conroe	Ben Henderson	Darrin Perdue
John Lee	Eric Kurhi	Andy Wilson

PUBLIC COMMENTS:

None

1. Approval of Summary Minutes – October 27, 2011

Summary Minutes approved as submitted

2. Informational Update on Airport Southside Business Development

Mr. Doug McNeeley, Airport Manager, presented an overview of the staff report stating that Field Aviation Development would not be moving forward with the lease agreement that Council approved on March 8, 2011. Factors in the decision included the loss of five potential hangar customers, current economic conditions and difficulty of obtaining bank financing for a portion of the project beyond the original \$4 million.

He also discussed the development on the Air National Guard (ANG) site and the proposed Hangar Airport Development Project. He said that ANG will be performing environmental remediation cleanup work on the site and will require right of entry to do so. The ANG will assume all cost associated with the environmental cleanup activity. The site remediation work will start in 2012 and the site closure report should be issued by 2015. The Council adopted a resolution on October 18, 2011 authorizing a lease supplemental agreement for return of property.

In 2009, Hayward Airport Development, LLC (HAD) was selected to develop the ANG site. The development is to occur in phases. Phase I includes the large existing hangar and a taxiway. Subsequent phases will be developed as cleanup progresses over the next four years. Staff anticipated a corporative deal with Field Aviation for the delivery of fuel to HAD, but in the absence of Field Aviation as an FBO, HAD has requested permission to install a jet fuel storage tank for self-fueling.

Council Member Halliday asked for clarification as to where the HAD site and Field Aviation proposed site were located and if they overlap. Mr. Bauman, Director of Public Works, stated that they overlap only in the sense that the Field Aviation FBO was going to be the fuel provider for the Southside but Field Aviation is not part of the ANG site. Now that Field Aviation decided not to move forward with their proposal, there will be no fueling on the Southside unless HAD is allowed to self-fuel.

He said that HAD is entering into an option agreement with an attached master lease agreement and has committed into paying one-quarter rent on the entire parcel. He also said that Council could not enter into the master lease itself because they do not have environmental clearance from the FAA. Council will be going through this process over the next couple of years but there is approval for moving forward with the Phase I lease.

Council Member Henson commented that the real critical issue is that this Phase I lease will be coming to Council on December 20, 2011, with the proposal that staff supports self-fueling only, while recognizing that there needs to be some additional fuel service in the future. Mr. Bauman replied that if there is no additional development it could always be just self-fueling.

Council Member Henson asked if anyone from Field Aviation was present to ask if the decision to not move forward with the proposed development is final. Philip Johnson, Architect for Bud Field site was, present. He stated that the Trustee, in regards to the children's interest, feels that it is not economically feasible at this time. His discussion with the Trustee is that he has not thrown in the towel and not ready to act now however and their letter of interest expired last month.

Council Member Halliday asked about future negotiations with the Bud Field site and will part of the negotiations be a requirement for a fuel facility. Mr. Bauman said that if we were to look at an FBO on the Southside we would have to open it up for proposals. He commented that right now it is clear that we have a development that went through the RFP process and within the RFP we authorized self-fueling.

Council Member Halliday also asked that if they have to invest in tanks, would it renew some interests for a development like Bud Field's proposal. Mr. Bauman replied that the Bud Field Development was unique because it included an investment for a lot of infrastructure for the site.

Maybe on some future date when there is more interest in the site, there will be another RFP and an FBO could be developed on the Southside. Council Member Henson commented that he anticipates more development over there. Mr. Bauman replied that there would have to be more fuel to make it feasible for multiple FBOs.

Council Member Halliday stated that we do not have many options here and they are very eager to move this development forward and are supportive of it.

PUBLIC COMMENTS

Mark Conroe, representing HAD, said that they are very happy to be moving forward after two and half years of waiting, and they are very eager to provide the museum space free of charge. He said that the self-fueling is very essential to them. HAD is about two-thirds to three-quarters of the way to being an FBO. HAD is actually acting as an FBO except they do not have the right to sell fuel to anybody and they are not asking for that right today. If the City comes out with an RFP they may compete with everybody else, but that is sometime in the future.

Council Member Halliday asked that if some other proposal came in for the Bud Field site that just wanted to develop hangars and not do the fueling, at that point would Mr. Conroe be interested in being the FBO on the Southside. Mr. Conroe responded that he would consider that if it happened, but as of right now they are not looking for more hangar space development.

Gary Briggs, Ascend Development Manager, stated he had concerns with the ANG site. He said that his recollection from when the RFP was awarded, is that one of the key components was a willingness to commit to funding the build-out of the entire site up front. He stated that he recognizes that the entire site is not available yet and asked if there is a commitment in this lease to fund the entire site when it is available.

Mr. Briggs next concern is the amount of rent for the hangar. He said that there have been many discussions regarding market rent and what a hangar like that is worth. He is concerned that the city is about to enter into an agreement with rent for a facility that is well below market rate.

Mr. Briggs last concern is that within the last 60 days, he was told that self-fueling at this airport is something the City would not consider under any circumstances and now we are talking about self-fueling. It is clear from the comments made by Mr. Conroe that this is an interim step. His question is that assuming all of their owned and managed airplanes are housed in the initial hangar, what about when other hangars are built in the future and there are other retail customers going into those hangars. What is the source of fuel from them? Is it self-fueling from HAD when they are not internal airplanes or by default does it become an FBO, and what about the existing FBOs at the Airport. He said that there are some real issues here about competition with existing hangar operators and fuel providers.

Mr. Bauman responded that in Phase I, there is an initial investment of \$1.5 million, which was taken into consideration when they established the \$0.52 per sf for the very old ANG hangar. What we will present to Council is a Phase I lease and an option agreement that has attached to it a master lease for the entire property. The option agreement is that starting on day one, other than what they are paying for Phase I, they will be paying one-quarter rent on the entire property. Then as they draw down to a particular phase, which they are committed to, they will be paying

50% rent and then once they have completed a certificate of occupancy or a one year time period has past, they will be paying the full rent.

Mr. Briggs asked if there is any detail on the type of improvements needed. Mr. Bauman responded that the primary issue is getting the hangar so they can occupy it and meeting the fire requirements. He also said that there is a lot of work needed, such as no water system is going into it, electrical work and access to the taxiway.

Council Member Henson asked about Mr. Briggs comments regarding self-fueling. Mr. Bauman said that the only thing the lease is going to say is self-fueling. HAD is not a FBO and without going through an RFP process, they never will be a FBO. Mr. McNeeley stated that self-fueling means aircraft they own, operate or manage and it is specifically only for those three things. Mr. Briggs asked that if they build another 50, 000 to 100,000 sf of hangar space in Phase II, III and IV, and those airplanes are not manage by HAD, what is the source of fuel for those hangar customers. Mr. Bauman replied that this sort of situation will not happen for at least another couple of years and realistically some things may change, so he cannot answer the question right now.

Mr. Briggs restated that he cannot understand how the City can reconcile taking a firm position recently that self-fueling is absolutely not permitted on this airport and now it is being offered as a clear incentive to move forward with this project. Mr. Bauman responded that prior to learning that there will not be an FBO on that side of the airport, HAD was not going to be allowed to self-fuel, despite what was in the RFP. There was no other option for moving forward with this development without allowing the self-fueling.

Mr. Conroe commented that they are not moving towards becoming an FBO but towards self-fueling. He added that this development is different from most developments at the airport because of ground contamination. There is a lot of cost and risk in developing a polluted site.

Council Member Henson said that with the exceptional circumstances resulting from the withdrawal of Bud Field's proposal and the anticipation of getting ANG development done , it threw everything into limbo. He stated that the Southside Business Development is an important project for the City.

Council Member Halliday stated that Mr. Briggs made some good points. The HAD development is a good thing for the airport and for the City overall. Obviously, they are going to need fuel on the Southside and it is not practical to have to go to the Northside to fuel. She thinks staff has come up with a good compromise. However, she recognizes that it is important to be fair to everyone. The committee does have some flexibility over the rules and regulation and we do make these decisions to benefit the economy, but this is a tough one. She said that there are factors here they are weighing, such as the value to the people and airport in having this development.

Genevieve Hazle, General Manager at APP Jet Center, said their owner Tom Harrow has spoken with SP Aviation and with Mr. Bauman about their willingness to station a fuel truck on the Southside and provide fueling for them for the same rate that they are providing them now and it would eliminate the need for them to self-fuel..

Council Member Henson restated that the key here is that these are exceptional circumstances. Sometimes these things happen and you do have to have the latitude to make the decision, because this is a critical part of the airport. He commented that there are things on the airport that he has opposed, such as Home Depot and he would still oppose it today because it is misplaced at the airport. He also said this is a golden opportunity with rezoning for some of the commercial, the opportunity for the hangar that is being vacated and the enormous cleanup costs all fit into the category of being an exception.

Council Member Henson concluded that this item would go to City Council on the 20th of December at 7:00 p.m. as a consent item and as it stands and it will have his full recommendation. He also asked Mr. Johnson to keep the committee apprised of what is happening regarding the Bud Field FBO.

3. Future Agenda Items

- Update on the Oakland Noise Forum
- Update on the Alameda County Airport Land Use Plan

ADJOURNMENT

The meeting adjourned at 6:18 p.m.

DATE: April 26, 2012

TO: Council Airport Committee Members

FROM: Director of Public Works - Engineering and Transportation

SUBJECT: Design of the New Airport Administration Building

RECOMMENDATION

That the Committee reviews this information and provides comments regarding the suitability of the design and any further recommendations.

BACKGROUND

The Hayward Municipal Airport Air Traffic Control Tower was dedicated in 1961. The Federal Aviation Administration (FAA) has occupied the top three floors of the building since it opened, and the airport management offices have been located on the first and second floors for approximately 25 years. As the needs of airport customers have changed over time, issues with the current building have developed and the airport operation has outgrown the limited 1,800 square feet of available floor space. New and modern building features are needed to effectively administer airport operations.

Recognizing the shortcomings of the current building, staff identified potential design features for a new administration building in 2002. Chapter 3 of the *Hayward Airport Master Plan* published in 2002 estimated the space requirements and facilities required, and the airport administration building was part of the Environmental Impact Report prepared for the master plan that was certified in 2002. The results of an Airport Customer Survey Report completed on June 3, 2010 confirmed the replacement of the administration building was a high priority need and should be pursued. A project was subsequently programmed in the Airport Capital Fund of the Capital Improvement program.

DISCUSSION

The site identified for an administration building is adjacent to the existing administration building (Attachment I). The site is approximately 100 feet by 100 feet or 10,000 square feet in size. The FAA-approved 2010 Airport Layout Plan Update designates this site for construction of the administration building. Vehicle parking is planned on an existing turf area east of the current administration building and adjacent to the Park Avion hangar complex.

On August 19, 2011, staff mailed a Request for Proposals (RFP) to architectural firms and posted the RFP on the City’s website. Staff received a total of 21 proposals and later unanimously selected WLC Architects, Inc., of Folsom, California (WLC) as the most responsive and qualified firm. The City Council authorized the City Manager to negotiate and execute a professional services agreement on December 6, 2011.

WLC has held five design meetings with a staff committee and has worked closely with the Airport Manager to prepare a floor plan and the design features for the building. In compliance with City policy, an important goal is the design of a “green” building that meets or exceeds the standards for LEED Silver certification. This certification includes consideration for selection of a sustainable site, water efficiency, use of regional and recycled materials, increased indoor ventilation, thermal comfort, low-emitting materials, and many other items. The use of solar energy was explored in the design process, but the reflection from roof panels could hamper the ability of air traffic controllers in the adjacent building to see properly, a clear safety issue.

A one-story building was found to meet foreseeable customer service needs. The floor plan (Attachment II) is divided into two phases. The first phase is 5,000 square feet in size with approximately 55 percent devoted to common public area and 45 percent to airport staff offices. Features include a public waiting room, vending area, weather briefing room, large, modern restrooms, and a meeting room with seating for fifty persons. Office space is also included for use by local police officers to attend to paperwork and other duties and to provide a presence at the airport at various times of the day. None of these features are available in the existing building. The second phase includes future development of commercial office space with three offices of 1,200 square feet each. The revenue from these offices could ultimately offset a significant portion of the project’s development cost, but preliminary research by staff indicates there is not sufficient demand to move forward with the second phase at this time.

Design features of the building exterior (Attachments III and IV) include an arch over the public area suggesting the shape of an aircraft wing. This theme is carried over in the cantilever entrance canopies. Rectangular window panes evoke historic Hayward at the turn of the century as seen in such commercial buildings as Hunt’s Cannery. A cost-effective metal panel system is proposed for the exterior walls in neutral colors, with silver-colored accent panels to lend a modern appearance. Use of building down-lighting and illuminated walkways will provide a dramatic appearance at night.

FISCAL IMPACT

The proposed FY 2013 Capital Improvement Plan (CIP) includes \$2.6 million for this project:

Design – Consultant	\$200,000
Design Administration – City Staff	100,000
Construction Contract	2,100,000
Inspection and Testing	200,000
	<hr/>
TOTAL	\$2,600,000

SCHEDULE

Complete Design	December 2012
City Council Approval of Plan/ Call for Bids	February 2013
Award Construction Contract	April 2013
Begin Construction	May 2013
Complete Construction	December 2013

Prepared by: Douglas McNeeley, Airport Manager

Recommended by: Morad Fakhrai, Director of Public Works – Engineering & Transportation

Approved by:

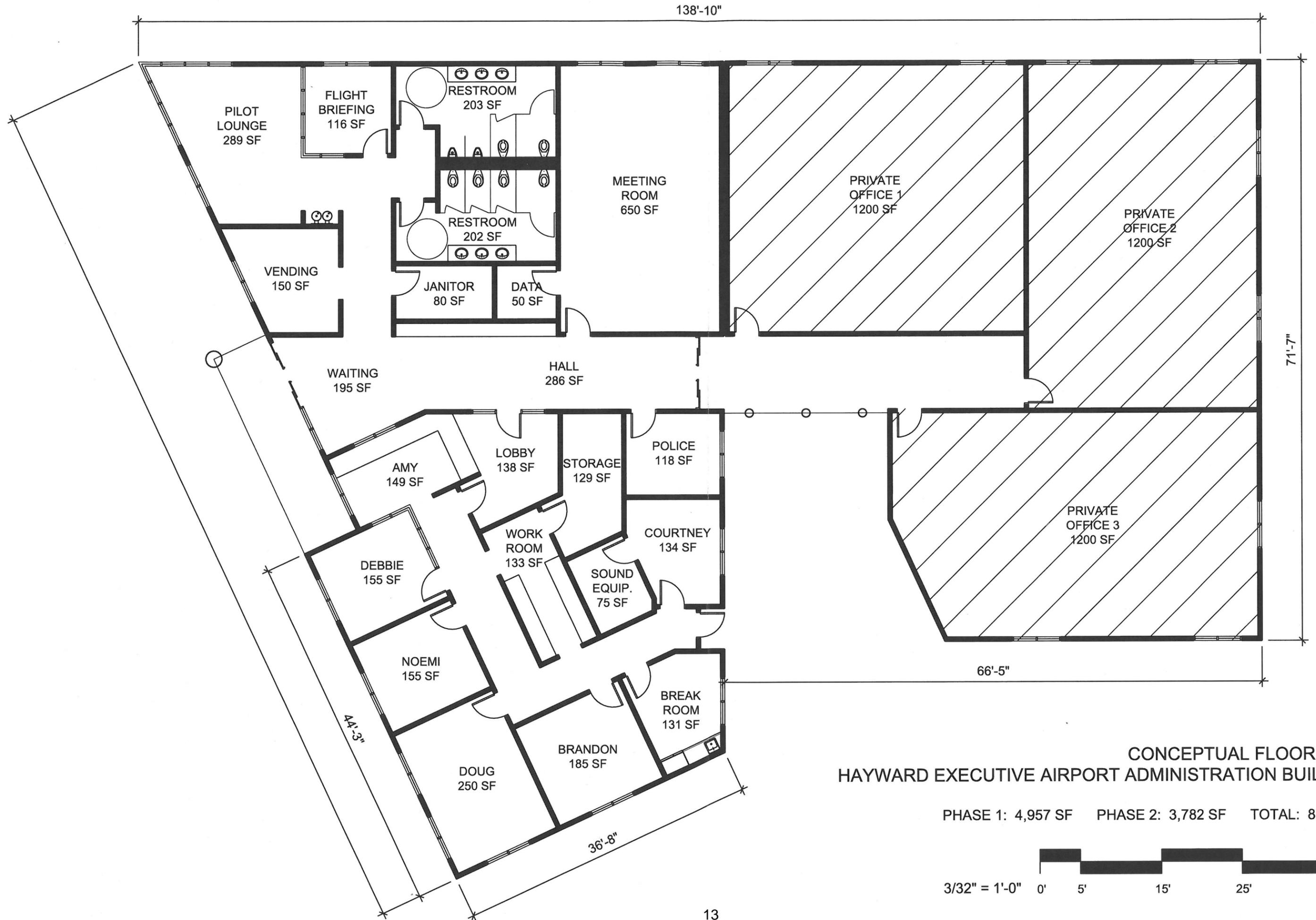


Fran David, City Manager

Attachments:

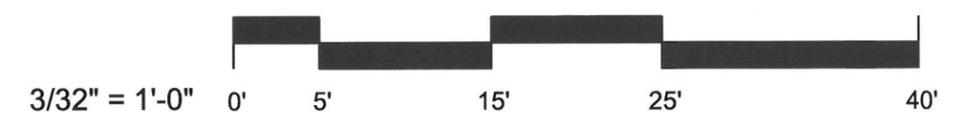
- Attachment I: Building Site
- Attachment II: Floor Plan
- Attachment III: Landside
- Attachment IV: Airside





**CONCEPTUAL FLOOR PLAN
HAYWARD EXECUTIVE AIRPORT ADMINISTRATION BUILDING**

PHASE 1: 4,957 SF PHASE 2: 3,782 SF TOTAL: 8,739 SF







DATE: April 26, 2012

TO: Council Airport Committee Members

FROM: Director of Public Works - Engineering and Transportation

SUBJECT: Annual Evaluation of the Performance Based Noise Ordinance

RECOMMENDATION

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

BACKGROUND

Each year since the adoption of the Performance Based Noise Ordinance into the Municipal Code in February of 1992, Airport staff has prepared an annual report to summarize the effectiveness of the previous year's efforts in reducing and mitigating the effects of aircraft operations upon the surrounding communities of Hayward and San Lorenzo.

DISCUSSION

Airport staff has prepared information depicted in Attachment I, including comparative graphs of the three preceding year's noise information. The findings for calendar year 2011 indicate that Hayward's Noise Ordinance continues to be an effective method of mitigating noise effects on the surrounding communities. The number of exceedances and complaints that can be correlated to violations of the noise ordinance continues to remain low compared to the total operations.

The findings for calendar year 2011 can be summarized as followed:

1. There were 89,799 aircraft operations at Hayward in 2011. This is an increase of approximately 3.1% from 2010 (87,122).
2. There were 564 complaints registered and logged between January 1, and December 31, 2011. This is a 15.4% decrease from 2010, (667 complaints). Two households in San Lorenzo filed a total of 477 complaints, representing approximately 84.5% of all registered complaints. Of the 477 complaints registered from these two homes, 445 were not correlated with any measured exceedance or violation of the Hayward Airport Noise Ordinance. Therefore, as in years past, uncorrelated complaints are considered anomalies and separated from this report.

3. With the San Lorenzo 445 anomalies removed, there remains a total of 119 complaints, representing one tenth of a percent (.1%) of the 89,799 total operations for the year. Of the 119 actual complaints registered, 32 were submitted by the previously mentioned two households in San Lorenzo that are correlated to an exceedance and 3 complaints that could be tied to an actual violation of the Noise Ordinance. Table A displays a summary of Aircraft Noise Complaints for the year 2011 as well as a comparison of findings from the previous five years.

Year	Operations	Complaints	Households Filing a Complaint	Exceedances	Complaints due to Exceedances	Complaints as a Percentage of Operations
2006	133,462	109	33	136	48	0.08%
2007	149,975	84	30	151	60	0.06%
2008	153,684	110	52	197	46	0.07%
2009	108,611	120	54	197	56	0.11%
2010	87,122	117	54	208	58	0.13%
2011	89,799	119	39	115	49	0.13%

4. For Calendar year 2011, there were a total of 115 exceedances of the City's Noise Ordinance limits. This is a 44.7% decrease from 2010 (208).
5. Approximately 96.5% of the exceedances of the noise ordinance (111 of 115) were caused by aircraft operating as Stage III or IV and are therefore exempt from restrictions by state or federal laws, or by provisions of the City's Noise Ordinance.
6. The 4 non-exempt exceedances were .004% of the total operations for 2011.
7. Of the 119 complaints, approximately 41% (49) of the noise complaints received were associated with a noise decibel limit exceedance. Of these, 5% (6) of the complaints were associated with a violation of the Noise Ordinance. Table B further summarizes the aircraft noise exceedance and violation information for 2011 and compares it to the previous five years. Pilots and owners who exceeded or violated the Noise Ordinance are promptly educated on the Airport's recommended noise abatement procedures by letter, email, or phone. The City Noise Ordinance permits the issuance of citations and the imposition of monetary fines for more than one violation.

**TABLE B:
Aircraft Noise Exceedances and Violations
Hayward Executive Airport**

Year	Operations	Exceedances	Violations		Exceedances as a Percentage of Operations	Violations as a Percentage of Operations
			Based*	Transient*		
2006	133,462	136	6	16	0.10%	0.02%
2007	149,975	151	4	17	0.10%	0.01%
2008	153,684	197	8	59	0.13%	0.04%
2009	108,611	197	4	34	0.18%	0.03%
2010	87,122	208	3	11	0.24%	0.02%
2011	89,799	115	0	4	0.13%	0.004%

*Based= Aircraft normally stored at Hayward Executive Airport. Transient = Aircraft visiting from other cities.

As depicted in the above review, staff concludes that, overall, the noise ordinance has been highly effective in accomplishing the objectives established by City Council. Since 1993, the number of complaints caused by exceedances of the noise ordinance’s decibel limits has dropped from 156 to 49, a reduction of 68.6%. Staff believes that the continued focus on noise abatement and promoting Hayward’s “Fly Friendly” Education Program is a major contributing factor to this result.

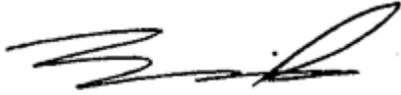
As part of the City’s ongoing efforts to mitigate noise, monitor, and ensure compliance with the City’s Noise Ordinance, Airport Staff has sponsored several informative meetings this past year with local and transient pilots regarding Hayward’s established noise abatement operations and procedures. Fly friendly noise flyers were created and distributed to the fixed-based operators to further educate transient pilots on noise abatement procedures. Additionally, pilots whose aircraft exceed or violate the noise ordinance are contacted in writing or by telephone immediately, using information gained through noise monitoring equipment (ANOMS 8). ANOMS allows staff to gather and present to the pilot information containing flight tracks of the aircraft, altitude and decibel level presented as a Single Event Noise Exposure Level (SENEL), for the maximum weighted decibel reading. Pilots who exceed or violate the maximum decibel limitation are provided information on how they can modify operations at the airport, thereby lessening the impact to the surrounding communities.

It is evident from the overall number of complaints that are tied to exceedances or violations of the City’s Noise Ordinance, that the combined efforts of pilots, staff and the ordinance are effective in relieving excessive noise from the community surrounding the Airport. Staff will continue to monitor the changes that will naturally occur as the airport continues to grow by using education and proactive responses to complaints before they become major issues.

Prepared by: Douglas McNeeley, Airport Manager

Recommended by: Morad Fakhrai, Director of Public Works – Engineering and Transportation

Approved by:



Fran David, City Manager

Attachments:

Attachment I:	Annual Evaluation of Noise Ordinance
Attachment Ia:	Graphs
Attachment Ib:	Complaint

HAYWARD EXECUTIVE AIRPORT

Annual Evaluation of the Performance-Based Noise Ordinance For Calendar Year 2011

OPERATIONS AND NOISE COMPLAINT DATA:

During the period from January 1, 2011, through December 31, 2011, there were 89,799 aircraft operations at the Hayward Executive Airport (HWD). There were 564 complaints filed during that period.

Graphs for calendar year 2011 depicting complaints received per month, by neighborhood, time of day, and type of operation are attached as Attachment I-a. Complaint trends over a ten year period are displayed for reference purposes (Attachment I-b).

The breakdown of aircraft operations and available noise information for CY 2011 is as follows:

1. Of the 564 complaints, 477 were from two households in San Lorenzo. As in years past, complaints from these two households (not correlated with an exceedance or violation of the City's Noise Ordinance) have been separated from this report unless stated otherwise.

This removes a total of 445 complaints not correlated with an exceedance or violation of the City's Noise Ordinance. A total of 550 complaints were removed from the annual noise evaluation in 2010.

2. A total of 39 households filed 119 complaints in CY 2011. In CY 2010, 54 households filed 117 complaints. In CY 2009, 54 households filed 120 complaints.

The percentages of complaints filed by households were:

	<u>2011</u>	<u>2010</u>	<u>2009</u>
San Lorenzo	75%	69%	70%
Mobile Home Park	3%	2%	4%
Southgate	4%	3%	8%
Other	18%	26%	18%

When complaints not correlated to exceedances or violations from the two households are added, the percentages of complaints filed by households from San Lorenzo become: 95% in 2011, 95% in 2010, and 96% in 2009.

A total of 19 complaints for 2011 were filed from neighborhoods not in the vicinity of the airport. Most of these complaints were from the Hayward Hills, Castro Valley, Newark, Berkeley, and Alameda. These complaints were not necessarily from aircraft operating to or from the Hayward Airport.

3. The majority of complaints (85) were received between the hours of 7:00 a.m. to 7:00 p.m. The number of complaints received during the same time period in CY 2010 was 97 (Attachment Ic).
4. Causes of the 119 complaints by type of operation and by type of aircraft are (Attachment Id):

Departures	65	Helicopter	15
Landings	19	Jet	64
Media/Police	5	Multi Engine	3
Overflights	8	Single Engine	37
Run-ups	4		119
Touch and go's	18		
	119		

The percentage of total complaints (564) relative to total operations (89,799) is 0.63%. When the 445 non-exceedance complaints from the two San Lorenzo households are removed, the percentage of complaints (119) to operations (89,799) is 0.13%. In 2010, complaints to operations percentage were the same at 0.13%.

EXCEEDANCE OF NOISE LIMITS:

In 2011, there were 115 exceedances of the noise ordinance resulting from the 89,799 operations. Therefore, only 0.13% of operations resulted in an exceedance. This is a 0.11% decrease from last year.

One exceedance represents a single event noise exposure level (SENEL) measuring above the defined decibel level in the City's Noise Ordinance at any given noise monitoring terminal (NMT). A single aircraft operation, such as a landing or take-off, can cause more than one exceedance if the noise level is exceeded at two or more NMTs. Of the 115 exceedances, 111 involved operations exempt (Lifeguard and Stage III) from being considered in violation of the City's Noise Ordinance (Section 2-6.123).

Lifeguard	5
Stage III Jet Aircraft	<u>106</u>
	111

EXCEEDANCE OF NOISE LIMITS AND RELATED COMPLAINTS:

A total of 49 complaints were received as a result of the 115 exceedances of the noise limit during CY 2011. Of the 49 complaints, there were 43 complaints received on aircraft exempt from noise restrictions by state or federal law, or by provisions of the City's Noise Ordinance. There were 6 complaints received on aircraft, which operated in violation of the noise ordinance.

When a complaint is received by our office and staff investigation determines there was an exceedance of the City's established noise decibel level in accordance with the noise ordinance, the owner or pilot of the aircraft is contacted by phone or by mail. Airport staff instructs him/her on proper noise abatement procedures and our "Fly Friendly" program. This occurs even for exempt operations.

VIOLATIONS INCURRED BY AIRCRAFT:

HWD Based

There were 0 violations of the noise ordinance by HWD based aircraft.

Transient

There were 4 transient aircraft, which created 4 violations of the noise ordinance. These aircraft were a mixture of out-of-state and out-of-area aircraft from a variety of cities. Aircraft owners were contacted regarding the City’s noise limits and warned that further violations can result in a civil penalty as outlined in the ordinance.

UPDATE ON NOISE EQUIPMENT:

HWD continues to utilize prime noise monitoring equipment to accurately track and research noise events. Our Airport Noise and Operations Monitoring System (ANOMS) translates raw noise data from our 4 NMTs and correlates it to an aircraft’s flight track. Staff is able to monitor the City’s Noise Ordinance, preferred flight paths, and query noise events. Staff also uses a Digital Loggers radio scanner system, purchased in 2009, to monitor and ensure compliance with the City’s Noise Ordinance. This equipment has the ability to scan and record eight different air traffic control frequencies in a crystal clear format. Combined with ANOMS, we can see and hear air traffic control instructions and pilot read backs. This greatly assists in finding non-compliant flights and provides information on each operation on a variety of frequencies.

In our ongoing effort to remain sensitive to the needs of the surrounding airport community, airport staff designed a variety of “fly friendly” brochures and flyers. These comprehensive guides provide information to concerned citizens regarding what, how, and when to report aircraft they believe may be in violation of the City’s Noise Ordinance. They also inform pilots on recommended operational procedures that can significantly reduce the noise impacts on our surrounding community.

SUMMARY OF NOISE VIOLATIONS FOR CALENDAR YEAR (CY) 2011:

Violations incurred by based aircraft operators:	0
Violations incurred by transient operators:	<u>4</u>
Total:	4

SUMMARY OF FINDINGS FOR CALENDAR YEAR (CY) 2011:

1. There were 89,799 aircraft operations at HWD in 2011. This is an increase of approximately 3.1 % from 2010 (87,122).
2. There were 115 exceedances of the noise limits. This is a significant decrease from 2010 (208).
3. There were 119 complaints from aircraft operations at HWD, representing only 0.13% of the 89,799 total operations. The number of households submitting complaints decreased

from 54 in CY 2010 to 39 in CY 2011. 19 of the 39 households were outside the vicinity of the airport and therefore outside Hayward Airport's jurisdiction.

4. Approximately 96.5% of the exceedances of the noise ordinance (111 of 115) were caused by aircraft exempt from restrictions by state or federal laws, or by provisions of the City's Noise Ordinance.
5. The 4 non-exempt exceedances were .004% of the total operations for 2011. This reflects nearly 100% adherence to the Noise Ordinance.
6. Approximately 41% of the noise complaints (49) received was the result of a noise decibel limit exceedance. Only 5% of the complaints (6) were the result of a violation of the Noise Ordinance.

CONCLUSIONS:

Staff is committed to accomplishing the objectives established by City Council. Conclusions can be summarized as follows:

1. Since 1993, the number of complaints caused by exceedances of the noise ordinance has dropped from 156 to 49, a reduction of 68.6%.
2. Aircraft not in compliance with FAA's estimated maximum A-weighted sound levels in accordance with Advisory Circular 36-3F are unable to operate at the airport without detection, subsequent investigation and appropriate correction.
3. Aircraft noise has been reduced to decibel levels that respond to the environmental concerns of the community, yet are not so severe as to preclude HWD from serving the general aviation needs of the community.
4. The noise ordinance is reasonable and reflects significant positive input from the community and a number of airport users.
5. The "Fly Friendly" User Education Program continues to be effective by instructing local and transient pilots in quiet-flying techniques and in the use of the noise abatement procedures at HWD. The procedures are designed to reduce aircraft low over-flights in the surrounding communities of the airport; through mandatory noise briefings for new tenants, providing information on proper operational procedures in our newsletter, sending instructional fliers to various flight schools in the area and investigating aircraft flights with our radar tracking system.

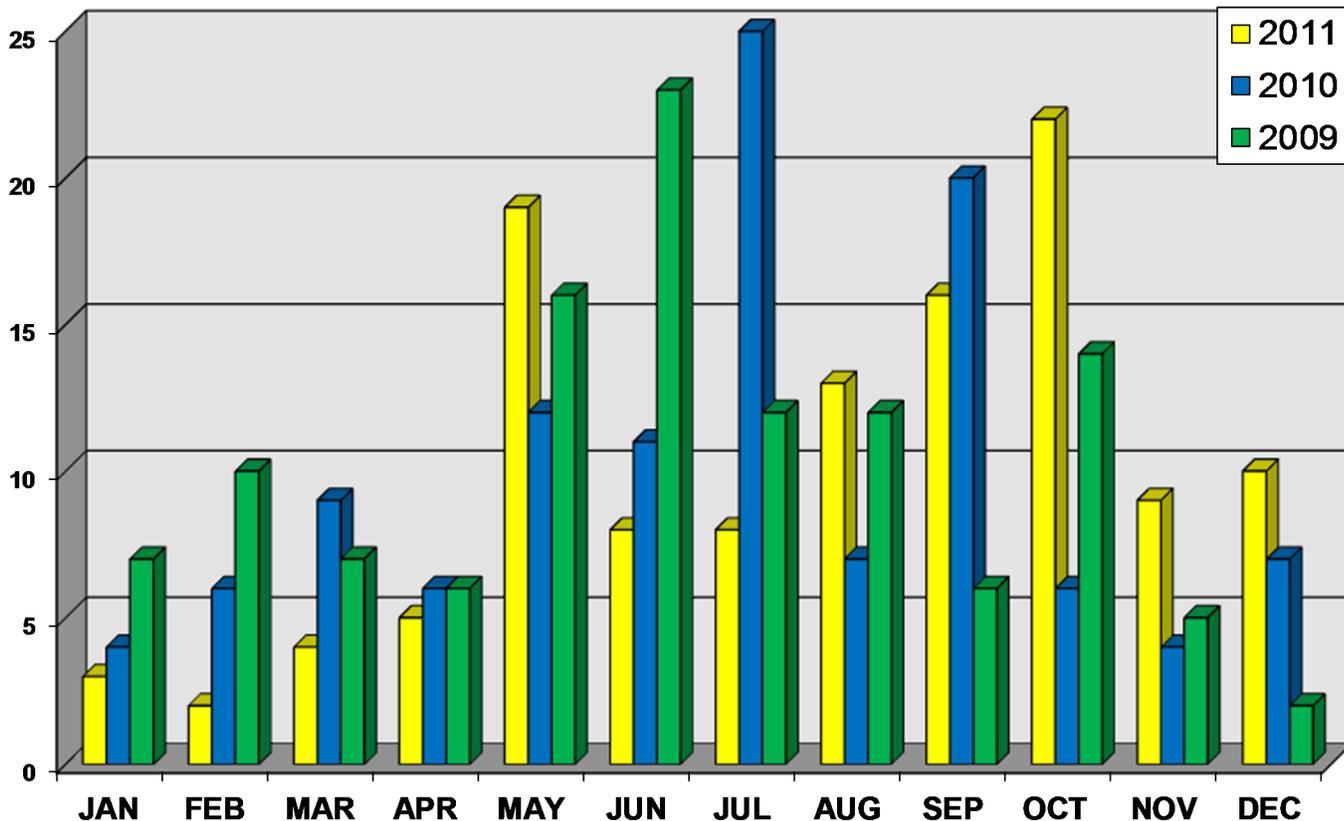
The program has been effective in reaching both local and transient operators as evidenced by the low percentage of violations and 99.99% adherence to the noise ordinance by local and transient operators. A toll free telephone number is maintained to encourage pilots and corporate groups to inquire about noise abatement procedures and the noise ordinance prior to using HWD. They can also direct inquiries to staff through airport email on the City's website.

Attachments:

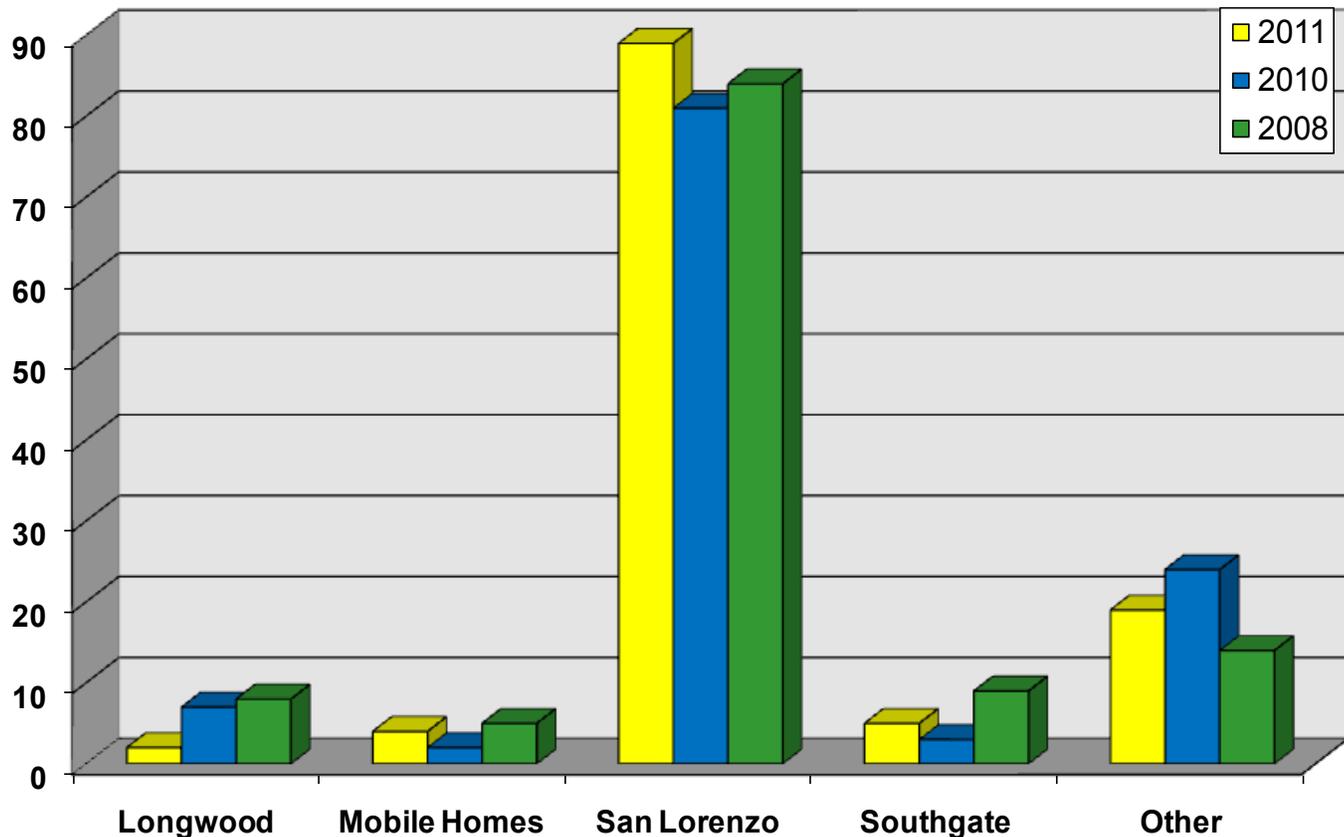
Attachment I-a: Graphs

Attachment I-b: Complaint

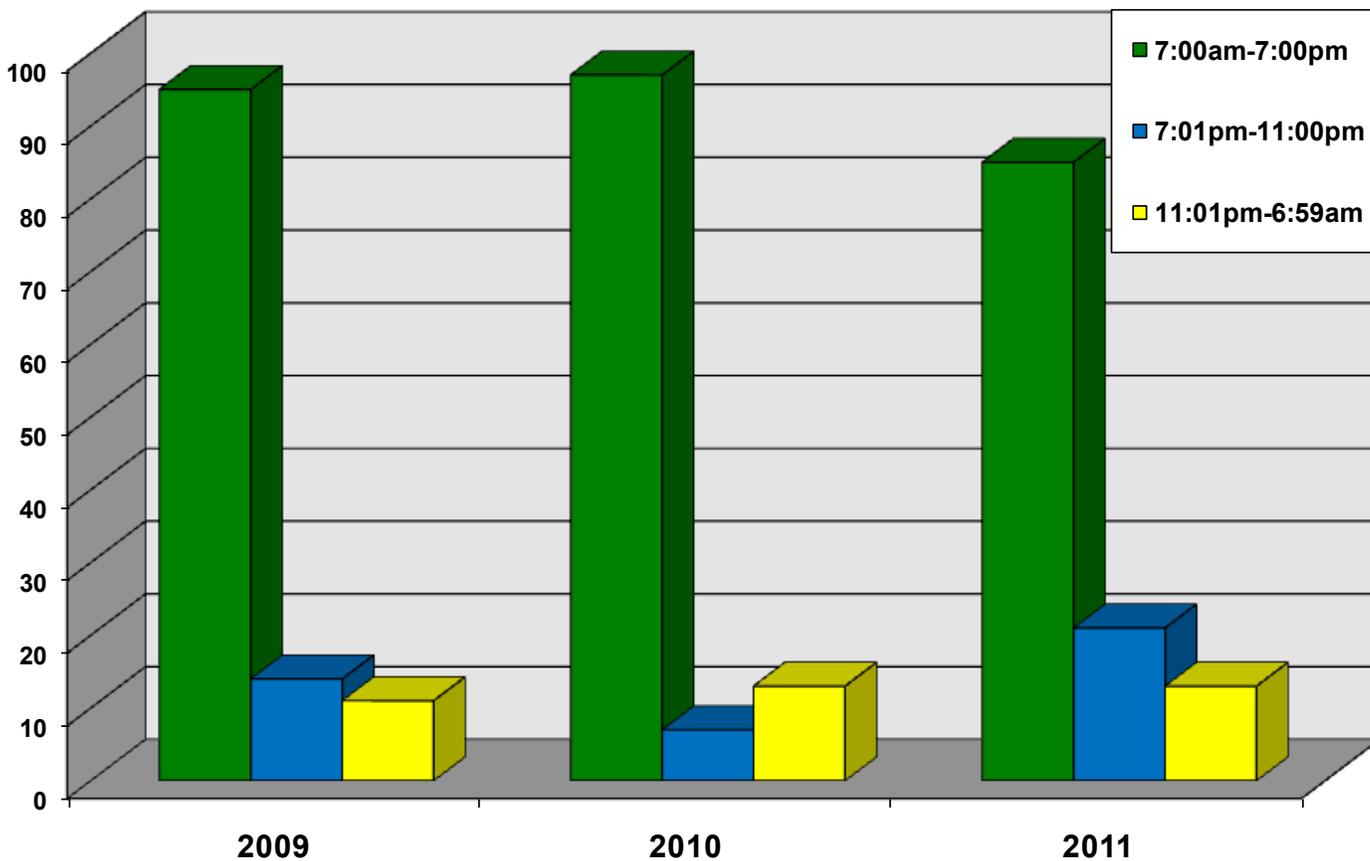
Complaints by Month



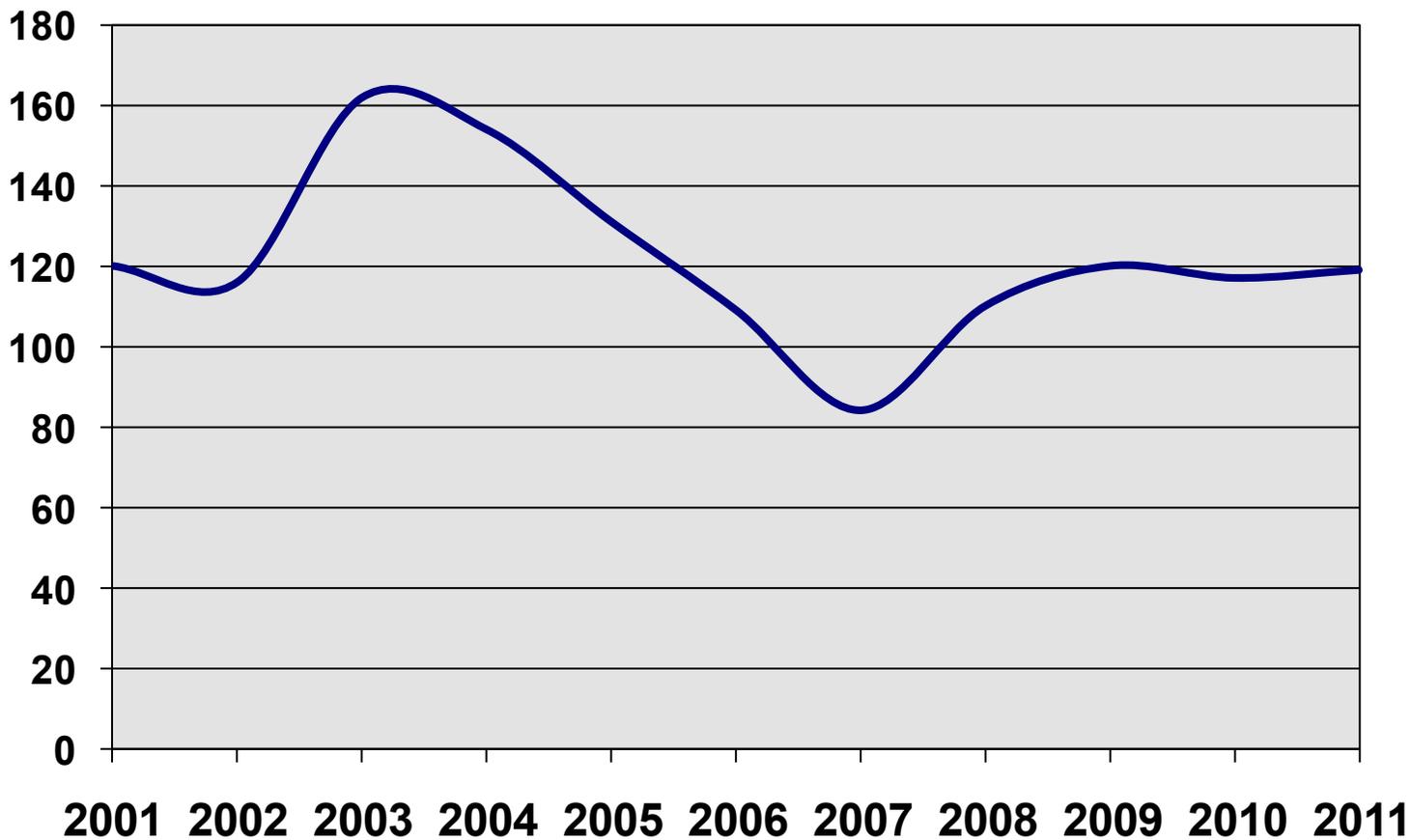
Complaints by Location



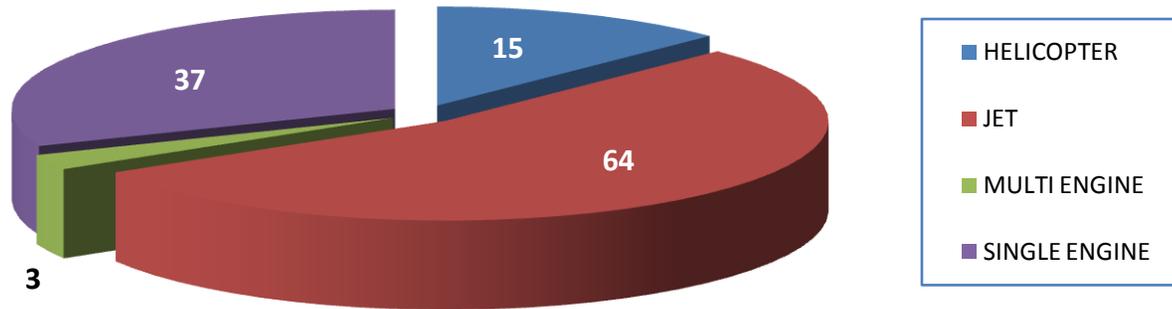
Complaints by Time of Day



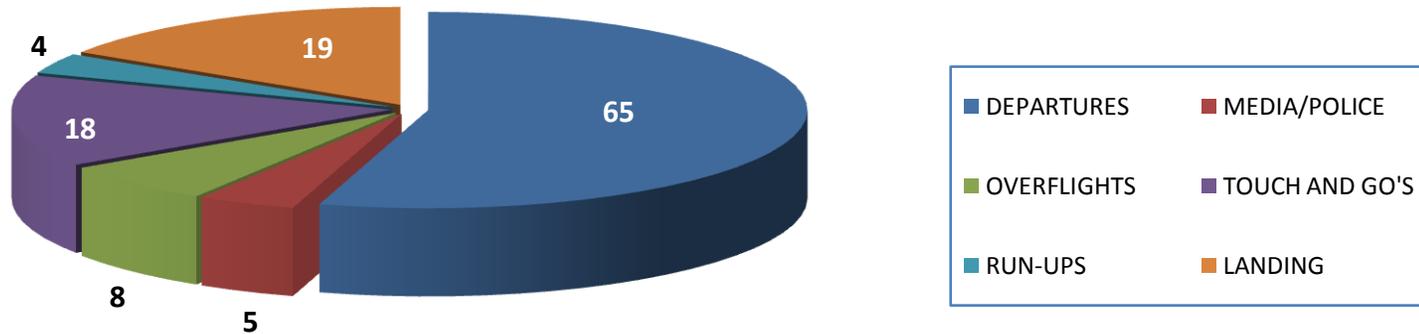
Ten Year Complaint Trend



COMPLAINTS BY TYPE OF AIRCRAFT 2011



COMPLAINTS BY OPERATIONS 2011



DATE: April 26, 2012

TO: Council Airport Committee Members

FROM: Director of Public Works - Engineering and Transportation

SUBJECT: Status of the Ground Lease for Phase I with Hayward Airport Development, LLC

RECOMMENDATION

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

BACKGROUND

On October 18, 2011, Council adopted a resolution authorizing the City Manager to negotiate and execute Supplemental Agreement No. 10 returning 24 acres of a 27.18 acre site leased to the California Air National Guard (CANG) to the City (Attachment I). In addition, on January 24, 2012, the Council adopted a resolution authorizing the City Manager to negotiate and execute a ground lease for Phase I and an option agreement with master lease for Phases I – V with Hayward Airport Development, LLC. A copy of the staff report summarizing the background and discussion prior to this approval is attached (Attachment II). The purpose of this report is to briefly outline further progress toward the development of Phase I of the CANG site.

DISCUSSION

Phase I of the CANG site consists of approximately 2.9 acres and includes the existing 24,000 sq. ft. large aircraft storage hangar with an adjacent aircraft parking apron and taxi-lane access to the airport taxiways and runways in the Movement Area (Attachment III). Since the January 24, 2011 Council meeting, a few changes have been incorporated into the draft Phase I Lease and draft Master Lease documents. As noted in the agenda report, Phase I will include an above ground Jet Fuel storage tank for self-fueling by the developer; however, the site for this fuel tank has been changed to be consistent with safety distances and, as a result, the area of the Phase I ground lease has been changed slightly as shown on Attachment III. In addition, in order to make the overall boundary for the leasehold consistent with the boundary of the California Army National Guard site and their new fencing, the overall parcel size and, subsequently, the lease payments will increase.

It has long been the desire of Hayward Airport Development, LLC (HAD) to occupy Phase I as soon as practical and they are presently working on their required permit applications as well as finalization of the lease documents. However, the process to get final signature by the appropriate

authorities at the US Air Force on Supplemental Agreement No. 10 has taken much longer than anticipated. The Supplemental Agreement needs to be executed conveying 24 acres of the CANG site back to the City prior to execution of the HAD lease documents. Currently, minor changes to the Supplemental Agreement are being negotiated with assistance from former Public Works Director Robert Bauman. The latest issue was determination that the Air Force approval process must also include a Congressional reporting requirement that was just recently initiated.

FISCAL IMPACT

Fiscal impacts are addressed in the staff report dated January 24, 2012 (Attachment II). Additional revenue will result from the minor changes noted above and, once the overall parcel size is determined, a final revenue calculation will be completed.

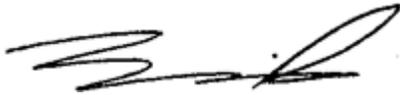
SCHEDULE

Staff now estimates that Supplemental Agreement No. 10 will be executed within the next 30 days, or by approximately May 26, 2012. HAD estimates that construction drawings for Phase I work to include building demolition, utility work, above ground fuel tanks and renovation to the existing large storage hangar will be completed and submitted to the City by mid-June. Renovation work will be completed approximately six months later.

Prepared by: Douglas McNeeley, Airport Manager

Recommended by: Morad Fakhrai, Director of Public Works – Engineering and Transportation

Approved by:



Fran David, City Manager

Attachments:

- Attachment I: City Council Oct 18, 2011 Agenda Report
- Attachment II: City Council Jan 24, 2012 Agenda Report
- Attachment III: Revised Site Plan



DATE: October 18, 2011

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Resolution Authorizing the City Manager to Negotiate and Execute a Lease Amendment and a Right-of-Entry with the United States of America for a Parcel of Land at the Hayward Airport Property

RECOMMENDATION

That Council adopts the attached resolution (Attachment I) authorizing the City Manager to negotiate and execute Supplemental Agreement No. 10 to Lease No. WO4-203-ENG-3368, and negotiate and execute a right-of-entry with the United States Government.

BACKGROUND

The City of Hayward currently leases approximately twenty-seven acres of land to the United States Government for use of the property and buildings by the California Air National Guard (CAANG) and the United States Air Force. The U.S. Department of the Army Corps of Engineers – Sacramento District office administers the lease. The agencies entered into the lease in 1949, and the lease officially expires on June 30, 2014. Since 1949, there have been nine amendments to the lease for a variety of purposes primarily concerning different uses of the property. Most of the twenty-four acre CA ANG site has remained unused since 2008; however, the Army National Guard presently occupies a three acre portion of the overall site and will continue to do so.

In February 2009, Airport staff met with the representatives from the CAANG and their environmental consultants to identify a timeline for the return of the property to the City of Hayward. Formulating a timeline was a difficult task given the complexity of the process to identify and categorize the site impacts and formulate a plan to mitigate the effects of site contamination as required by Federal and state environmental regulators. In March 2010, the Air National Guard concluded a third environmental assessment report and on June 24, 2010, the National Guard Bureau agreed in writing to return twenty-four acres of the twenty-seven acre site (less 3 acres of land the Army National Guard will retain) to the City and to accept full responsibility for cleanup of the former defense site (see Attachment III).

The CAANG now anticipates a site closure report by 2015. While the twenty-four acres are being returned to the City, a right-of-entry for an estimated four-year period is necessary to allow the CAANG to complete the required site remediation work (Attachment IV).

DISCUSSION

In 2009, in anticipation of the CAANG site being available for reuse, Airport staff issued a Request For Proposals (RFP) and selected Hayward Airport Development LLC as the proponent to redevelop the site; staff reviewed this selection with the Council's Airport Committee (CAC) at that time. However, progress on entering into a lease has been slowed by the CAANG's need to investigate and remediate soil contamination adjacent to the large CAANG hanger. As noted in a July 22, 2010 informational update to the CAC, staff presently anticipates the redevelopment of the CAANG site by Hayward Airport Development LLC to occur in phases. The initial phase will only include the existing large hanger because much of the rest of the site will need to be available for cleanup activities that, as noted above, may take four additional years to complete.

The approval of this lease amendment and transfer of possession of the property back to the City will allow Phase I development of the property to proceed. Phase I will include renovation of the former CAANG hanger and the immediate ramp area, including the installation of a fire suppression system. It should be noted that, as part of the Phase I development, Hayward Airport Development LLC has agreed to provide space for a proposed Tuskegee Airmen Museum.

ECONOMIC IMPACT

Overall economic impact of Phase I development will be minimal. However, future phases of the development will involve the construction of additional hanger buildings and several small commercial buildings along the West Winton Avenue frontage. These later phases will take at least five years to develop and, as with other development at the airport, will likely generate some additional unsecured property tax for the General Fund in addition to lease revenue for the Airport.

FISCAL IMPACT

The existing CAANG lease agreement between the Federal government and the City of Hayward provides the space in exchange for one dollar per year. The approval of this amendment to the lease and the subsequent transfer of possession of the property will allow Hayward Airport Development LLC to develop the site and provide additional ground lease revenue to the Airport.

PUBLIC CONTACT

This action is consistent with the information provided at past CAC updates regarding the redevelopment of the site and last year's approved rezoning action by Council, which is also consistent with the planned redevelopment of the site. The CAANG has and will continue to provide public information regarding their analysis and clean up plans.

NEXT STEPS

Upon City's approval of the lease amendment and subsequent execution by the Air Force and the Corps of Engineers, staff will complete negotiations with Hayward Airport Development LLC and return to Council for approval of the Phase I lease for the available portion of the CAANG site. Staff anticipates that this action should occur within the next two months.

Prepared by: Douglas McNeeley, Airport Manager

Recommended by: Robert A. Bauman, Director of Public Works

Approved by:



Fran David, City Manager

Attachments:

- Attachment I: Resolution
- Attachment II: Supplemental Lease Agreement
- Attachment III: National Guard Bureau June 24, 2010 letter
- Attachment IV: Right-of-Entry



DATE: January 24, 2012

TO: Mayor and City Council

FROM: Director of Public Works – Engineering & Transportation

SUBJECT: Resolution Authorizing the City Manager to Negotiate and Execute a Ground Lease for Phase I and an Option Agreement with Master Lease for Phases I-V with Hayward Airport Development, LLC on a Parcel of Land at Hayward Executive Airport

RECOMMENDATION

That Council adopts the attached resolution (Attachment I) authorizing the City Manager to negotiate and execute a Ground Lease for Phase I and an Option Agreement with Master Lease for Phases I-V with Hayward Airport Development, LLC for a parcel of land at Hayward Executive Airport.

BACKGROUND

The City issued a Request for Proposals (RFP) on April 15, 2009, for development of a portion of the California Air National Guard (CANG) site at the Hayward Executive Airport consisting of 16.63 acres of land. The RFP was intended to spur renovation and civilian use of the existing 24,000 square foot large aircraft storage hangar (with additional square feet of associated office space) as well as the construction, operation, and management of additional privately-owned aircraft storage hangars. Staff received four proposals by the submission deadline of May 29, 2009, and after evaluation, staff determined the proposal from Hayward Airport Development LLC (HAD) to be the most responsive and responsible.

At the time of the RFP, it was the desire of the City that the Air National Guard convey a release of the property to the City, contingent on acceptance of responsibility for all future cleanups. In a letter dated June 24, 2011, the National Guard Bureau did commit to the cleanup and release of the property contingent on a right-of-entry from the City that granted future access for mitigation and monitoring activities. On October 18, 2011, Council adopted a resolution authorizing the City Manager to negotiate and execute Supplemental Agreement 10, returning twenty-four acres of the twenty-seven acre site to the City, as well as a right-of entry-agreement for a four-year period. Achievement of this milestone allowed lease negotiations for Phase I of the HAD development to proceed in earnest.

DISCUSSION

As reported at the October 27, 2011 Council Airport Committee (CAC) meeting and discussed again at the CAC special meeting on December 12, 2011, staff has been in lease negotiations with HAD regarding Phase I of the CANG site. The CANG Request for Proposals stipulated that the successful applicant may provide self-fueling services. During negotiations, staff anticipated that self-fueling authorization would not be required; rather, a cooperative agreement would be negotiated for the delivery of fuel between Field Aviation, as the designated FBO on that side of the Airport, and HAD.

However, on November 14, 2011, the Trustee for Field Aviation informed staff that development plans would not be moving forward. As a result, HAD has requested permission to install a jet fuel storage tank on its leasehold for self-fueling, and staff supports this request. Similar to the existing requirements for dispensing fuel on the airport by a FBO, HAD will pay fuel flowage charges, but based on 3% of its total gross cost of dispensed fuel rather than 3% of total fuel revenue, since they will not be selling fuel in the usual manner. (Our standard FBO rate is five cents per gallon OR 3% of total fuel revenue.) The design and installation of fuel storage tanks on the airport are subject to review and approval by the Hayward Fire Department (HFD). The HFD has not yet reviewed or approved the installation of fuel storage tanks on Phase I of the HAD leasehold, but a process is in place to do so based on previous proposed installations at the airport.

At the present time, it is not possible to enter into a lease for the entire Air National Guard (ANG) site released to the City because of the remaining cleanup required. The original proposal had anticipated five phases to the development. The first phase includes the large ANG hangar along with sufficient ground area for operations and access to the existing Taxiway (see Attachment II). The Phase I lease will be for five years with two five-year extensions.

The original CANG RFP mentioned above had established a minimum rent requirement at the standard \$0.30/square foot per year for ground rent for the entire site proposed for development. All four proposers, including HAD, reflected the \$0.30 rate in their response to the CANG RFP. However, during the past two years of periodic negotiations with HAD while waiting on release of the site, staff determined that the City should receive higher rent for the area covered by the existing CANG hangar. At the Council Airport Committee meeting of December 12, 2011, staff reported that the rent for Phase I will be based on \$0.52/s.f. per year for building space and the standard \$0.30/s.f. per year for ground rent.

After that meeting, other airport operators have questioned how the \$0.52/s.f. per year was established even though it was above the original proposal. Staff reexamined the various factors considered including: (1) the rate for City-owned hangars, (which is about \$3.76/s.f. per year); (2) the requirement to also lease additional land area (in addition to the hangar area); (3) the age of the hangar; and (4) the need to invest \$1,500,000 to make the hangar and site useable; (5) the risk and financing difficulties of dealing with a brown-field site; and (6) the disruption caused to HAD by the remaining cleanup to be done by the US Air Force.

After reevaluating those factors and with the agreement of HAD, the City is now proposing, and HAD has agreed to, rent of \$1.00/s.f. per year for the useable hangar area and the office space being used, and \$0.52/s.f./year for the space being donated by HAD for a Tuskegee Airmen Museum

(HAD will pay this rent for the next fifty years and will allow the museum to use this space rent-free). Total initial rent per year has been increased by \$7,742 based on these changes and will be \$52,619.

As mentioned above, in order to occupy Phase I, HAD has indicated an estimated initial investment of \$1.5 million, which will cover renovation and improvements to the ANG hangar, as well as new utility extensions and necessary pavement repairs to the access apron. Also as part of Phase I, HAD is providing about 2,000 square feet of rent-free office space in the hangar to use for a Tuskegee Airmen Museum. Consistent with the original RFP, HAD will be entering into an option agreement with the City, based on \$.075/sf for the remainder of the land that incorporates Phases II-V of the ANG site. As part of the option agreement, a proposed master lease incorporating Phase I and the remaining Phases II-V has been drafted with an anticipated time frame for each phase predicated on completion of the cleanup work by the Air Force. Phase V, which will be the commercial development along Winton Ave, will have a higher ground rent of \$0.50/s.f., while the remaining area will follow the standard ground rent rate, which is presently \$0.30/sf, subject to the customary rental increases over time. (See Attachment II for map of phased development).

Similar to other recent new lease developments, HAD will be paying \$25,000 towards the Airport's Aircraft Rescue and Fire Fighting Services (ARFF) in addition to Phase I rent. With this lease development, staff has also established an ARFF contribution rate for other new hangar developments at \$1.00/sf of new building consistent with prior developments. These ARFF revenues will be utilized for future operations and equipment replacement of the ARFF Apparatus and the cost of ARFF services on the airport. Based on hangar construction planned for Phases II-IV, an additional \$156,000 will be contributed to the ARFF.

ECONOMIC IMPACT

The overall economic impact of this ground lease to the City will be relatively modest. However, HAD has indicated that, when all phases are fully built out, they will store additional aircraft, presumably resulting in increased fuel consumption and additional employment opportunities.

FISCAL IMPACT

The revenue impact for the HAD development will be significant for the Hayward Airport. The proposed lease calls for payments in each phase, with reduced rent during construction, as follows:

- Phase I: Ground rent of \$4,385 per month, based on a yearly rate of \$1.00 per sq. ft. for Hangar Premises and Office Premises, \$0.52 per sq.ft. for Museum Premises, and \$0.30 per sq. ft. for Aircraft Apron Premises, subject to the City's standard rent adjustments. Rent is calculated at fifty percent of the ground lease rate during Phase I construction.
- Phase II: Ground rent of \$2,130 per month, based on a yearly rate of \$0.30 per sq. ft. on 85,213 sq. ft. with option payments calculated at twenty-five percent of the ground lease rate, and rent calculated at fifty percent of the ground lease rate during Phase II construction.
- Phase III: Ground rent of \$2,643 per month, based on a yearly rate of \$0.30 per sq. ft. on 105,213 sq. ft. with option payments calculated at twenty-five percent of the ground rent rate,

and rent calculated at fifty percent of the ground lease rate during Phase III construction.

Phase IV: Ground rent of \$6,166 per month, based on a yearly rate of \$0.30 per sq. ft. on 246,652 sq. ft. with option payments calculated at twenty-five percent of the ground rent rate, and rent calculated at fifty percent of the ground lease rate during Phase IV construction.

Phase V: Ground rent of \$7,239 per month, based on a yearly rate of \$0.50 per sq. ft. on 173,739 sq. ft. with option payments calculated at twenty-five percent of the ground lease rate, and rent calculated at fifty percent of the ground lease rate during Phase V construction.

Under Phase I and the option payment for the remaining Phases II-V, the leasehold will contribute total revenue annually of \$98,467. After completion of all phases, the leasehold will contribute an annual total of \$270,756 to the Airport Operating Fund. Timing of buildout of all phases will depend on the cleanup by the Air National Guard but is estimated to occur within seven years.

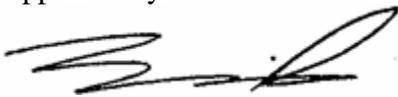
PUBLIC CONTACT

Staff advertised the RFP on April 15, 2009 in accordance with normal and customary procedures. The Council Airport Committee selected Hayward Airport Development on July 23, 2009. Staff provided additional updates to the CAC on July 22, 2010, March 7, 2011, October 27, 2011, and December 12, 2011.

Prepared by: Douglas McNeeley, Airport Manager

Recommended by: Morad Fakhrai, Director of Public Works – Engineering & Transportation

Approved by:



Fran David, City Manager

Attachments: Attachment I: Resolution
Attachment II: HAD Site Location Map

DEVCON
DEVCON CONSTRUCTION
DEVCON INCORPORATED
DEVCON
 690 Gibraltar Drive
 Milpitas, California 95035
 (408)942-8200 Lic. #399163

LEGEND

- SP AVIATION BUILD OUT DURING PHASE 1 INCLUDING RECP/CONF & AIR MUSEUM
- EXISTING BUILDINGS TO REMAIN DURING PHASE 1
- EXISTING BUILDINGS TO BE DEMOLISHED DURING PHASE 1
- MONITORING WELLS
- PARKING FOR MUSEUM
- HANGAR ACCESS ROAD

GENERAL NOTES:
 CONTRACTOR SHALL FIELD VERIFY ALL JOB CONDITIONS AND DIMENSIONS. VARIATIONS THEREOF FROM THE DRAWINGS MUST BE REPORTED TO THE ARCHITECT.

DETAILS INDICATED ON THE DRAWINGS ARE REPRESENTATIVE AND TYPICAL. ALL ATTACHMENTS AND CONNECTIONS SHALL CONFORM TO BEST PRACTICE AND SHALL BE THE CONTRACTOR'S RESPONSIBILITY.

THIS DRAWING EMBODIES IDEAS, DESIGNS, ARRANGEMENTS, PLANS AND SPECIFICATIONS WHICH ARE PROPRIETARY TO DEVCON CONSTRUCTION INC. AND WHICH WERE DESIGNED, CREATED, DEVELOPED AND DEVELOPED FOR USE SOLELY IN CONNECTION WITH THE SPECIFIED PROJECT. NO TRANSFER OF ANY RIGHTS HERETO IS INTENDED OR EFFECTED BY DELIVERY HEREOF, AND EXCEPT UPON THE WRITTEN PERMISSION OF DEVCON CONSTRUCTION INC. THE DRAWING IS NOT TO BE DISCLOSED TO OTHERS, REPRODUCED OR COPIED IN WHOLE OR IN PART, OR USED IN THE FABRICATION OR CONSTRUCTION OF BUILDINGS, STRUCTURES, FOUNDATIONS, OR ANY PORTIONS THEREOF, FOR OTHER THAN THE SPECIFIED PROJECT.

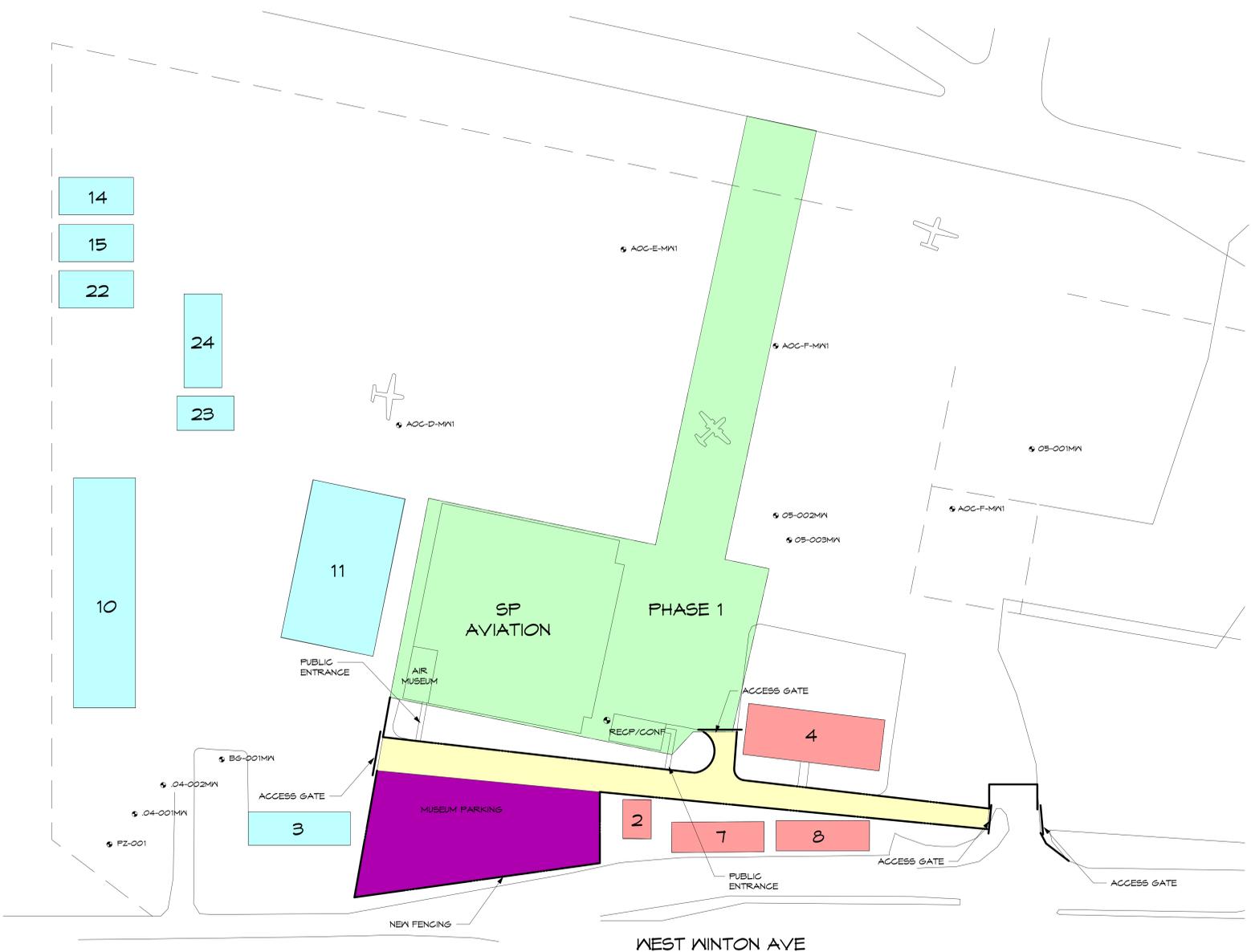
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REVISIONS

NO.	DATE	DESCRIPTION	BY

PHASE I SITE PLAN

JOB NO. 09-304	SHEET NO.
DATE: 02/12/10	A1.0.1
DRAWN: Author	
CHECKED: Checker	
ISSUE: PRICING SET	
OF	SHEETS



1 PHASE 1 SITE PLAN
 1" = 60'-0"