

**CITY COUNCIL MEETING
MAY 25, 2021**

**DOCUMENTS RECEIVED
AFTER PUBLISHED AGENDA**

AGENDA QUESTIONS & ANSWERS

Item 1

AGENDA QUESTIONS & ANSWERS

MEETING DATE: May 25, 2021

Item # 1 [CONS 21-272](#): Adopt a Resolution Authorizing the City Manager to Execute an Amendment to the Professional Services Agreement for Materials Testing and Special Inspection Services with Consolidated Engineering Laboratories for the Fire Station 6 and Fire Training Center Project by \$325,000 for a Total Not-to-Exceed Amount of \$675,000.

QUICK question (no report needed) but how are on contingency spending on the fire training center? Is there a burn rate? \$325k is 6% but I was just wondering if there have been other major change orders or others coming?

To date, \$292k or 5.6% of the \$5,239,700 in construction contingency has been approved. This is construction change order cost due to construction related changes. The \$325,000 amendment to CEL's agreement is within the budgeted \$1,500,000 under the Inspector of Record Service & Special Testing cost item.

ITEM #4 CONS 21-279

**Adopt a Resolution Approving Plans and
Specifications and Call for Bids for the FY22
Median Landscape Improvement Project
No. 05315**

PUBLIC COMMENTS

From: Steven Dunbar
Sent: Tuesday, May 25, 2021 12:59 PM
To: List-Mayor-Council
Cc: Alex Ameri; Dave Campbell
Subject: 5-25-2021 Council Meeting Item 4

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Hello Mayor, Councilmembers, and staff of Hayward,

As I did for the last median improvement project, I will suggest again that this median landscaping project be looked at in the context of future improvements on Hesperian boulevard. We don't want to do this work twice if the median changes in the future, and even if it doesn't, bundling it with a larger project could be more efficient. I will mention that cities both to the north and south of Hayward are adding bike lanes to Hesperian boulevard in some way.

Regardless of the plans for Hesperian, however, I also want to discuss some thoughts on prioritization. I note this is \$900k of Fund 450 dollars, which to my understanding is mostly unencumbered funding. That is, to my understanding, almost exactly the same as the \$1M in Safe Routes for Seniors funding that is recommended to be transferred to a different project due to budget constraints.

I know there are some considerations about equitable distribution (we don't want to spend all of our safety money downtown), I know that street trees do have some effect on speeding, and I know that Hayward prides itself on its trees. However, when money is so limited due to the pandemic, I personally would lean towards spending such roadway funding more directly on safety.

No particular ask for this item - it would have been easier to catch this during the budget discussion than on a consent calendar item. Just some thoughts for your consideration.

I wrote this based on a quick look at the budget that was not comprehensive. Do let me know if I am missing any relevant information.

Sincerely,
Steven Dunbar
In my personal capacity

From: Steven Dunbar
Sent: Monday, June 1, 2020 8:11 PM
To: List-Mayor-Council
Subject: 6-2-2020 Hayward Council Meeting Item 8

Mayor and Councilmembers,

A few months ago, the Infrastructure Committee had design reviews of the A Street and Winton Avenue interchange improvements, which included clear depictions of the lane layouts, as shown in the link below.

https://www.alamedactc.org/wp-content/uploads/2019/10/I-80_Winton_OpenHouse_Boards_Final_20191009.pdf

By comparison, the plans on your agenda for Whipple and Industrial interchanges are two years further along in design, and yet there are significant issues.

The year is 2020. From what I can tell given the provided documents - their lack of clarity is an issue itself - none of the proposed designs are acceptable from a bike safety perspective. In an April 24th, 2018 email to council, I commented on the bike safety of the drafts, and they do not seem to have improved.

The staff report of this item from 2018 said "These improvements will be consistent with the goals and objectives of the Bicycle and Pedestrian Master Plan Update, including any design guidelines that are developed as part of the update process." However, the current staff report makes no mention of the Draft plan and says only "The bicycle and pedestrian improvements are consistent with the 2007 Hayward Bicycle Master Plan." This is not acceptable.

The 2020 Draft plan calls for protected bike lanes on both of these routes. You should accept nothing less. The designs should model the Winton Avenue "Double Left" design, which has protected bike lanes and protected intersections throughout the project. I do not want to be modifying final plans in two years.

Please make it clear to the project team that all-ages-and-abilities protected bike lanes and protected intersections are the only acceptable choice.

Auxiliary topics:

1) Discussion of truck suitability requirements should be scrutinized, at a minimum. CalTrans was insisting on spending \$41M-191M to "improve suitability" at the MacArthur Maze. After pressure, they tabled the project.

<https://sf.streetsblog.org/2019/04/09/advocates-want-protected-bike-lanes-as-mitigation-for-caltrans-ramp-project/>

2) Auxiliary lane additions should also be scrutinized. Depending on the complexity of the creek adjustment and other items, such lanes could cost millions of dollars. We have better things to do with millions of dollars of BB funds - even with the often-heard defense that these are necessary for safety, that money would get you much more safety per dollar on the city streets.

Money is going to be hard to come by in the next few years. You must be brave enough to prioritize across projects as well as within them.

Thank you for your time and attention. I hope you are well.

Sincerely,

Steven Dunbar
Board Member, Bike East Bay
Speaking for myself

PS

The online comment tool only allows 500 characters, which amounts to 80 words or 30 seconds of speaking time. I know it's a platform where other people can see posts, but that seems a bit too short.

From: Steven Dunbar **Sent:** Tuesday, May 25, 2021 5:34 PM
To: List-Mayor-Council <List-Mayor-Council@hayward-ca.gov>
Cc: Alex Ameri <Alex.Ameri@hayward-ca.gov>
Subject: 05-25-2021 Hayward Council Meeting Item 7

Mayor, Councilmembers, and staff of Hayward,

Regarding the designs of Whipple and Industrial Boulevard, the designs in your packet haven't significantly changed since early 2020. That's fine because staff is working on environmental impact and not roadway design right now, but as a result the concerns stated in the attached prior communications (June 2020, November 2020) are still relevant. I attach them here for the record.

While I still have concerns with those layout designs, I understand they are not final and can be modified within the constraints of whatever decision you make today. I, and Bike East Bay, expect that bike lanes on these multi-hundred-million-dollar projects will be of the highest quality and comfort.

In general, the staff recommendations are valid - the Design Variation and Alternative 3 have high degrees of safety and traffic operations while minimizing right of way impact. The additional exit lane access at Industrial Parkway West is acceptable. If the project is built, then these seem like the right options (assuming the bike/ped facilities are well designed).

All of that said, however, I want to offer something that is explicitly from my personal perspective. I understand this might not make me any friends, but I feel obligated to offer the idea. I know it's a bit strong.

I personally believe that the scope of this project should be questioned. By planning to reduce traffic delay at these intersections, you are likely to induce more traffic volume. This effect is well known - you indirectly incentivize people to not take public transit and to get a bigger house further from their job by investing in massive driving projects. There may be minor reductions in reducing traffic on surface streets, but I believe it is small in comparison with the increase in vehicle miles traveled you may induce overall. In addition, the traffic models for 2045 far future scenarios are based on what I believe to be dubious assumptions, and regardless, planning to mitigate that level of traffic is admitting defeat on your own policies.

The bike/ped benefit is not worth anywhere near \$200M. As such, building for this assumption of huge travel demand growth, and spending so much on a project that is expensive primarily due to vehicle travel expectations, flies directly in the face of your General Plan / climate action plan goals and strategies

- Reduce VMT of passenger vehicles to 30 percent below business-as-usual projections by 2050
- Reduce VMT of heavy trucks to 10 percent below business-as-usual projections by 2050

as well as your Bike / Ped master plan mode share targets.

- Double walk and bike commute mode share by 2030

I note that the cost estimate for your ***entire Bike/Ped/Transit Plan*** is roughly \$114M on the high end. That's roughly one half of the cost of this single project. So when you struggle with the public pushback on a project like Patrick Avenue, a project that doesn't even get you between two major streets because we don't have enough funds, and the public questions the demand for bike improvements because the city only built "half of a bridge" and expects people to use that small segment to nowhere, I look at projects like these and wonder why the city can't don't their entire bike plan in one year.

I understand that this money is coming from ACTC and CalTrans, and whatever the cost is of any design has little impact on city finances except on staff time and project delays. I know that the problem I lay out above is the result of national, state, and local decisions that are interdependent, and I don't envy your position when you have to operate within those constraints.

However, that doesn't negate the fact that such a large project from the city's perspective could be penny wise and pound foolish. By inducing more traffic into your streets that will not get any bigger, and by making it ever harder to reach your climate goals except via expensive cars and home retrofits, even if the project is free to the city, it may mean more financial pain down the line.

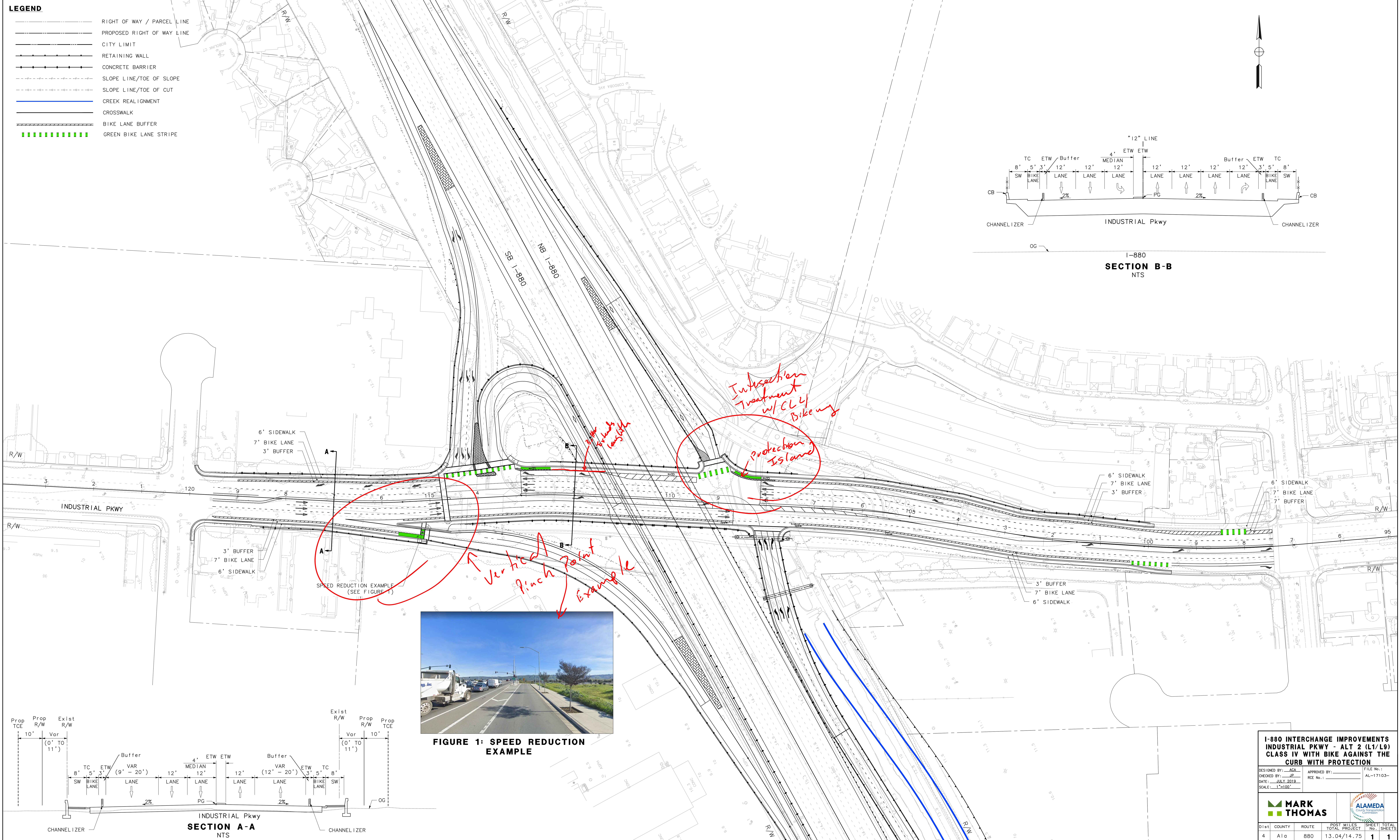
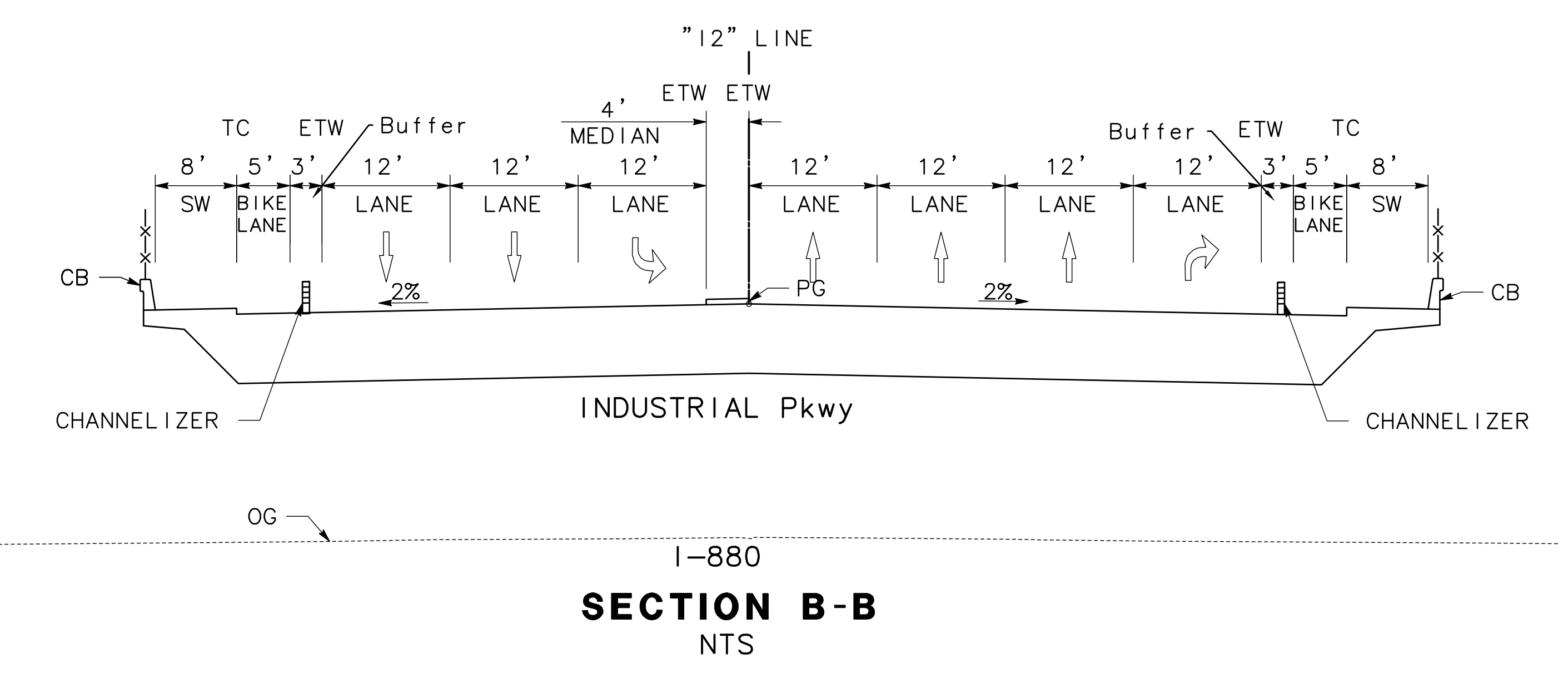
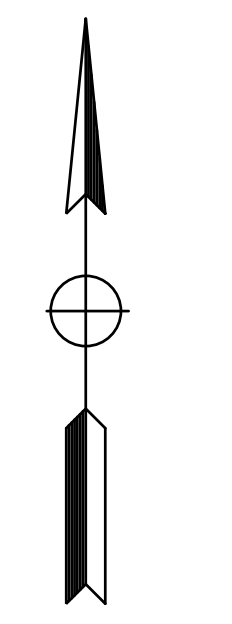
In the context of your decision tonight, I wish you all well. I hope I have given you interesting things to consider now and in the future.

Sincerely,

Steven Dunbar

In my personal capacity only, except as explicitly noted

- LEGEND**
- RIGHT OF WAY / PARCEL LINE
 - PROPOSED RIGHT OF WAY LINE
 - CITY LIMIT
 - RETAINING WALL
 - CONCRETE BARRIER
 - SLOPE LINE/TOE OF SLOPE
 - SLOPE LINE/TOE OF CUT
 - CREEK REALIGNMENT
 - CROSSWALK
 - BIKE LANE BUFFER
 - GREEN BIKE LANE STRIPE



Vertical Pinch Point Example

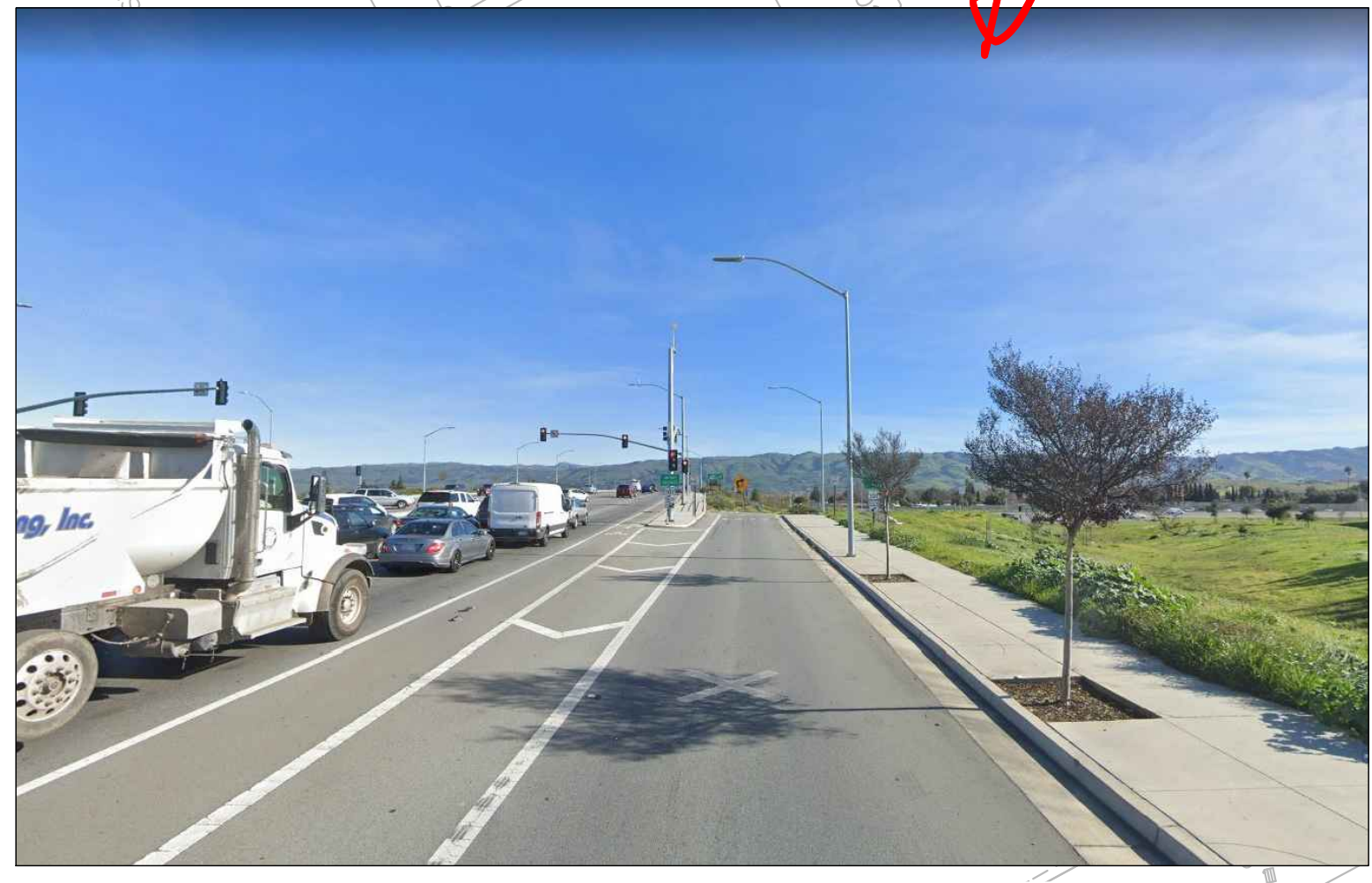
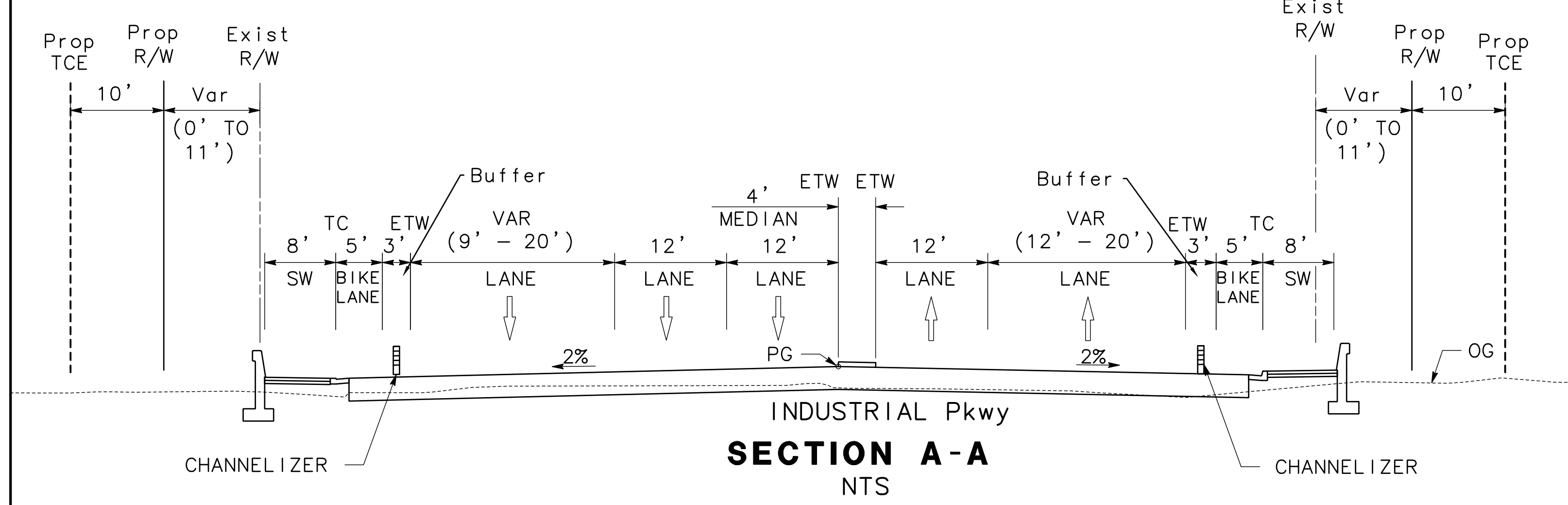


FIGURE 1: SPEED REDUCTION EXAMPLE



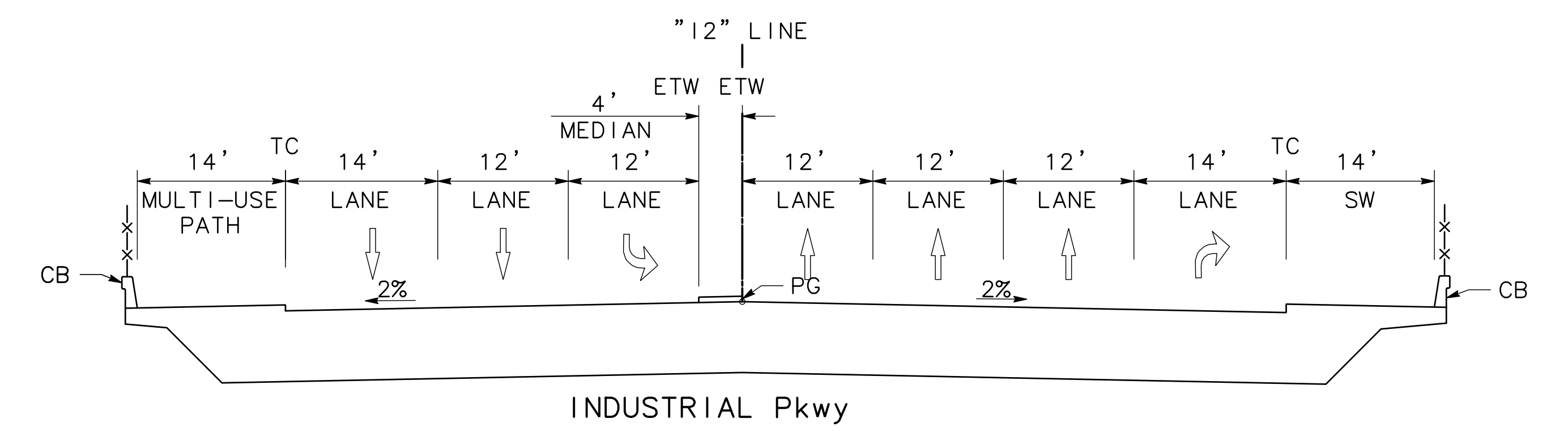
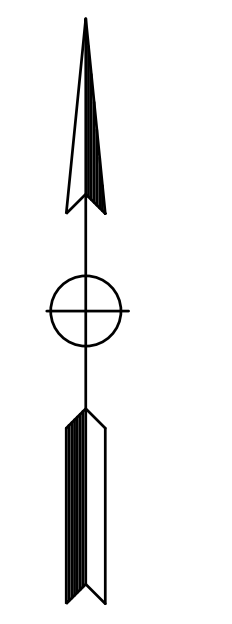
**I-880 INTERCHANGE IMPROVEMENTS
INDUSTRIAL PKWY - ALT 2 (L1/L9)
CLASS IV WITH BIKE AGAINST THE
CURB WITH PROTECTION**

DESIGNED BY: ACA APPROVED BY: JP FILE NO.: AL-17103-
 CHECKED BY: JP RCE NO.:
 DATE: JULY 2019
 SCALE: 1"=100'

MARK THOMAS **ALAMEDA**
 Clear Transportation

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
4	Ala	880	13.04/14.75	1 1

- LEGEND**
- RIGHT OF WAY / PARCEL LINE
 - PROPOSED RIGHT OF WAY LINE
 - CITY LIMIT
 - RETAINING WALL
 - CONCRETE BARRIER
 - SLOPE LINE/TOE OF SLOPE
 - SLOPE LINE/TOE OF CUT
 - CREEK REALIGNMENT
 - CROSSWALK
 - BIKE LANE BUFFER
 - GREEN BIKE LANE STRIPE



SECTION B-B
NTS

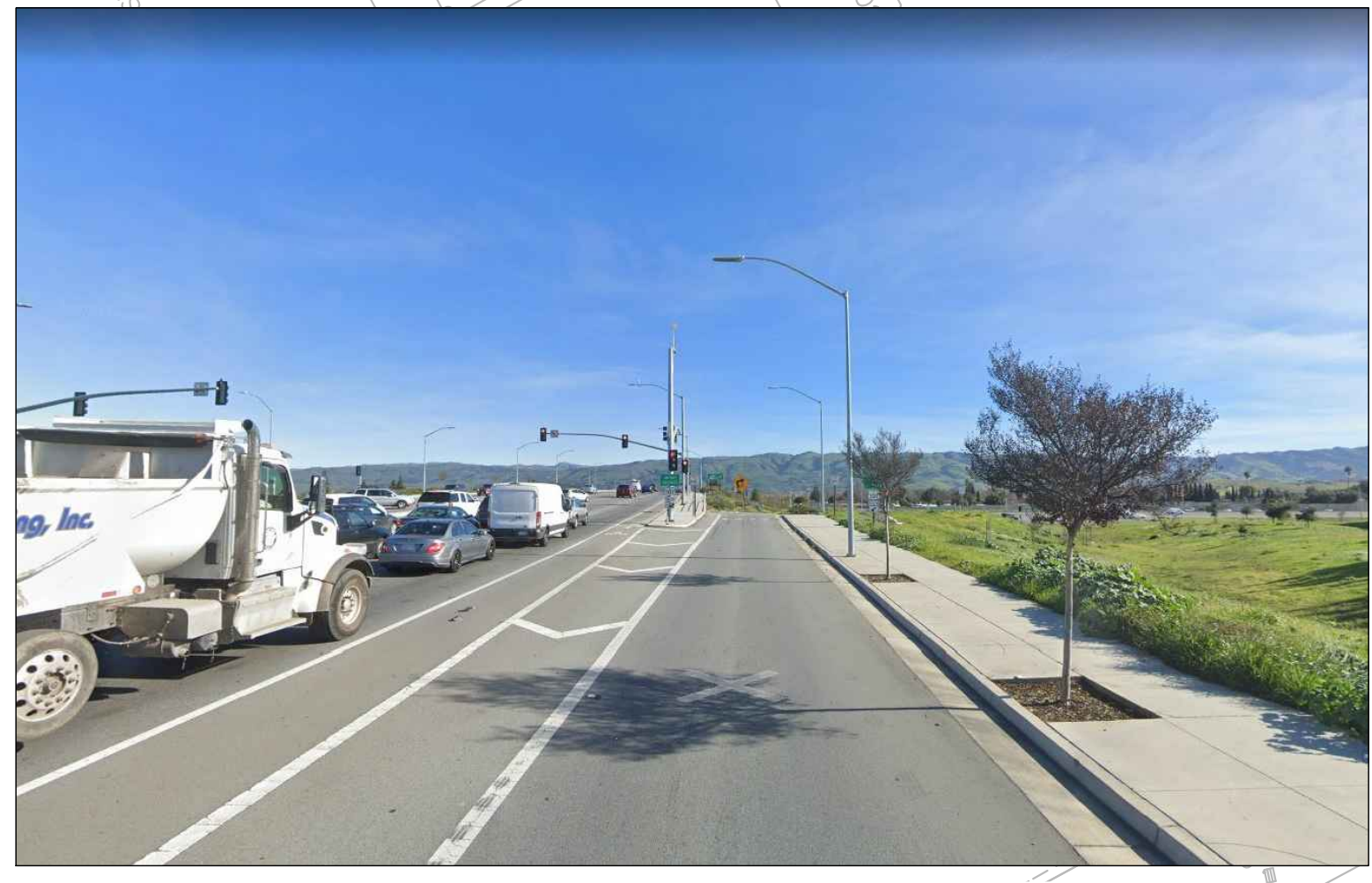
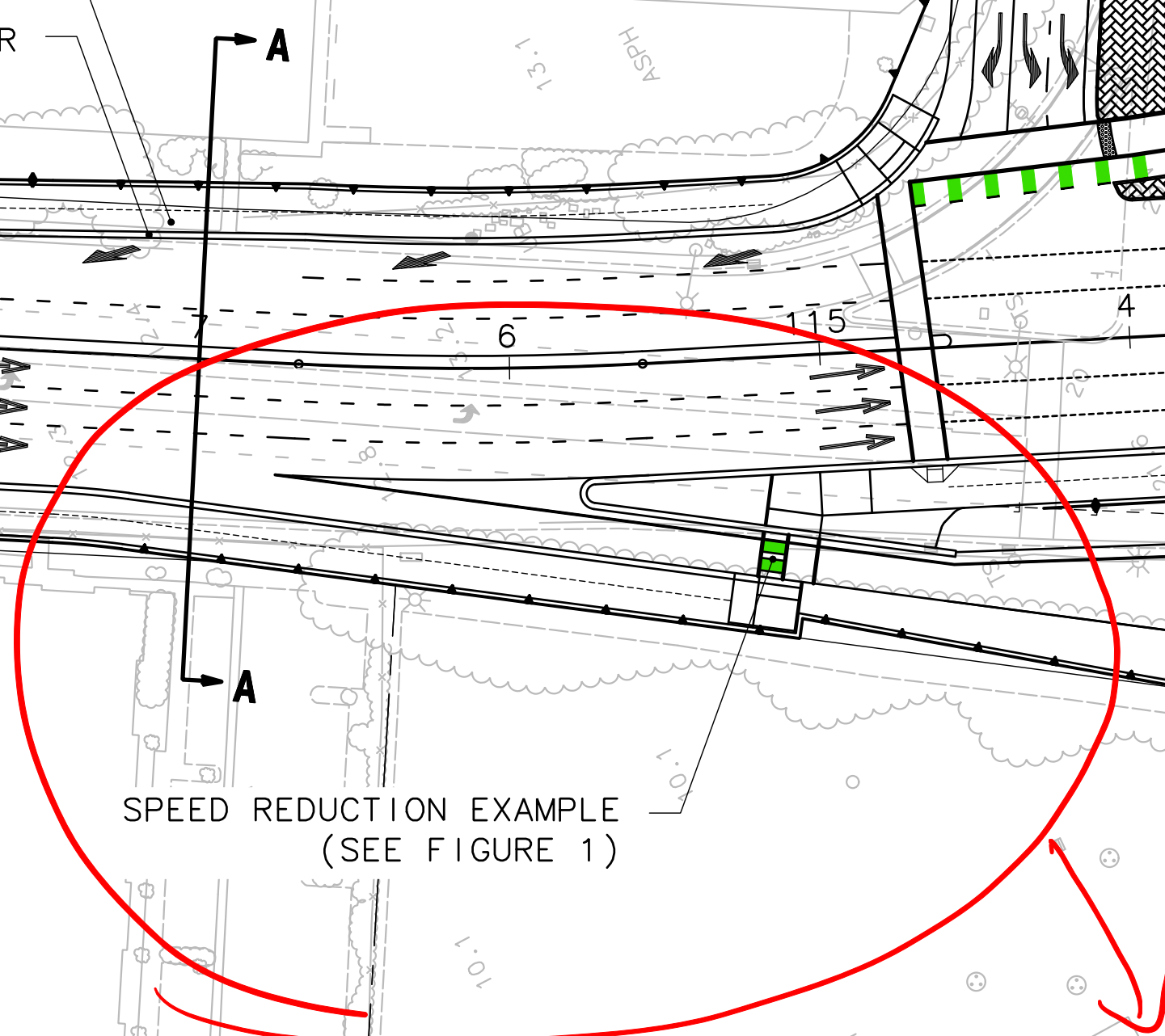
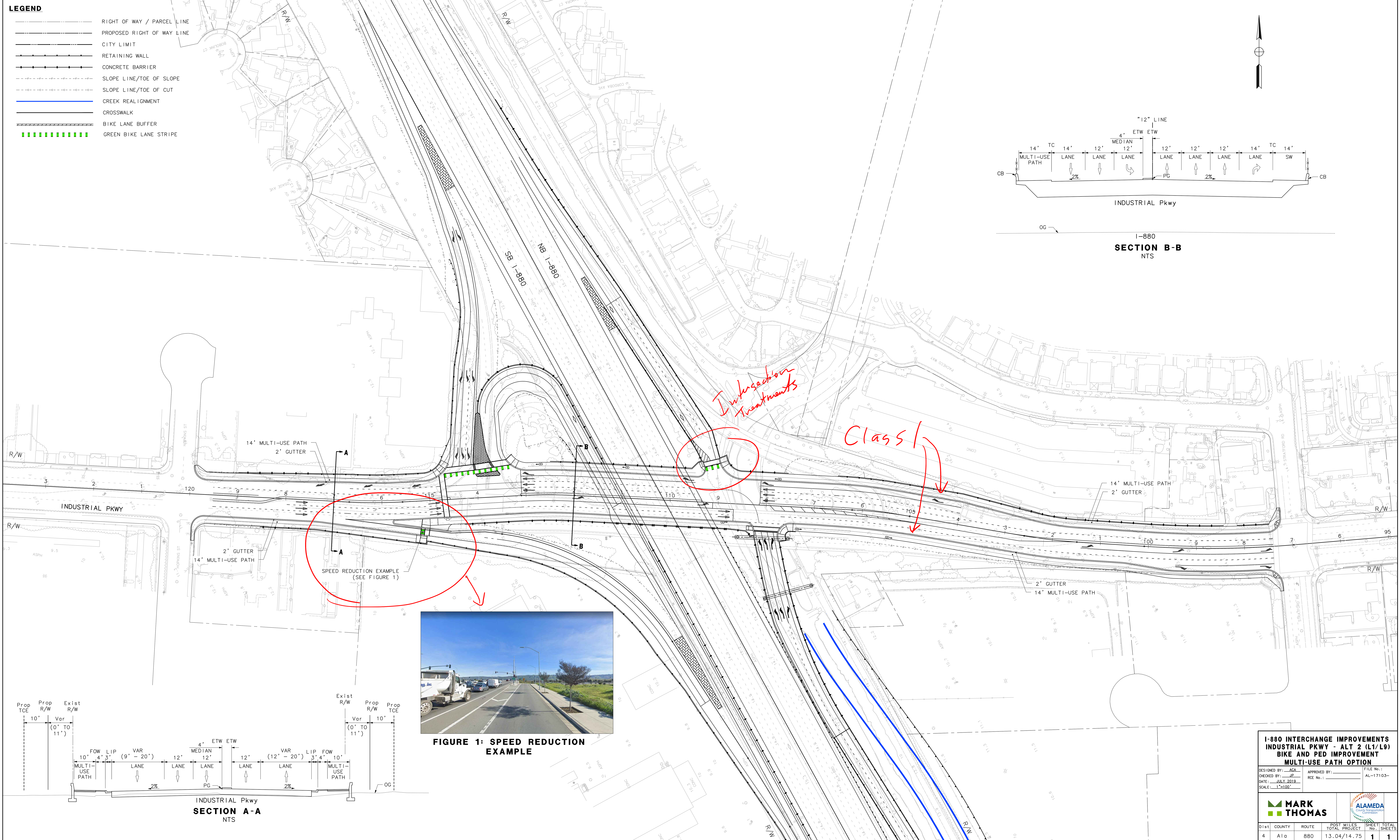
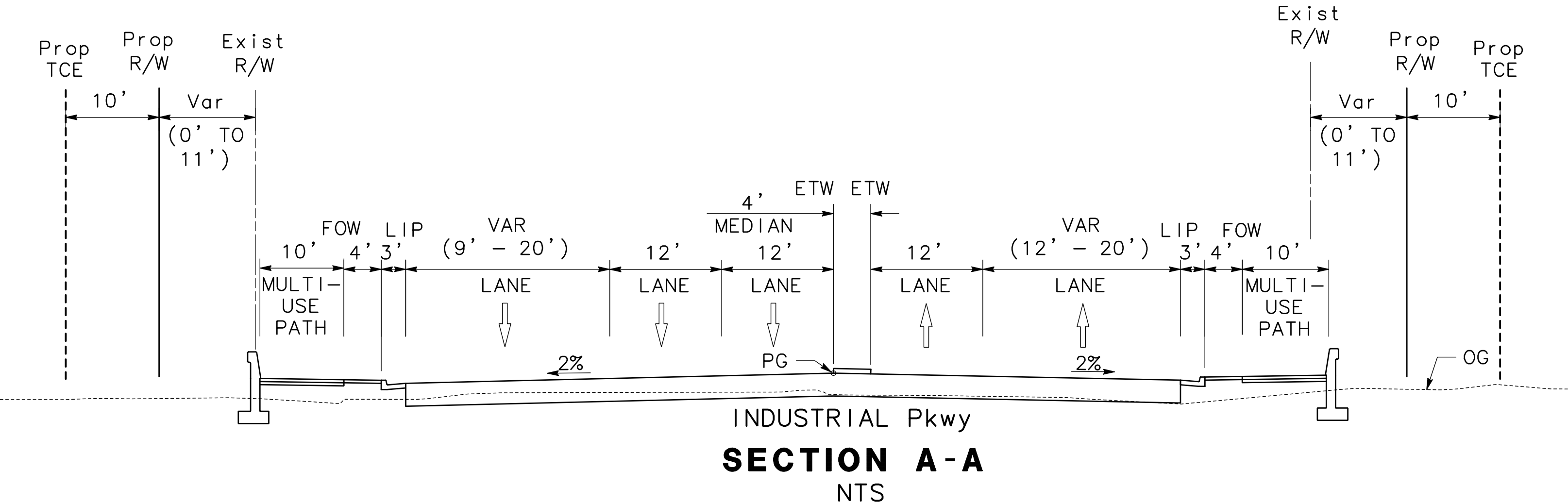


FIGURE 1: SPEED REDUCTION EXAMPLE

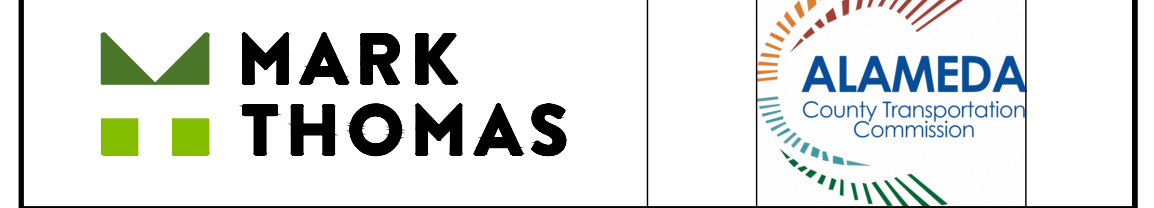


SECTION A-A
NTS

**I-880 INTERCHANGE IMPROVEMENTS
INDUSTRIAL PKWY - ALT 2 (L1/L9)
BIKE AND PED IMPROVEMENT
MULTI-USE PATH OPTION**

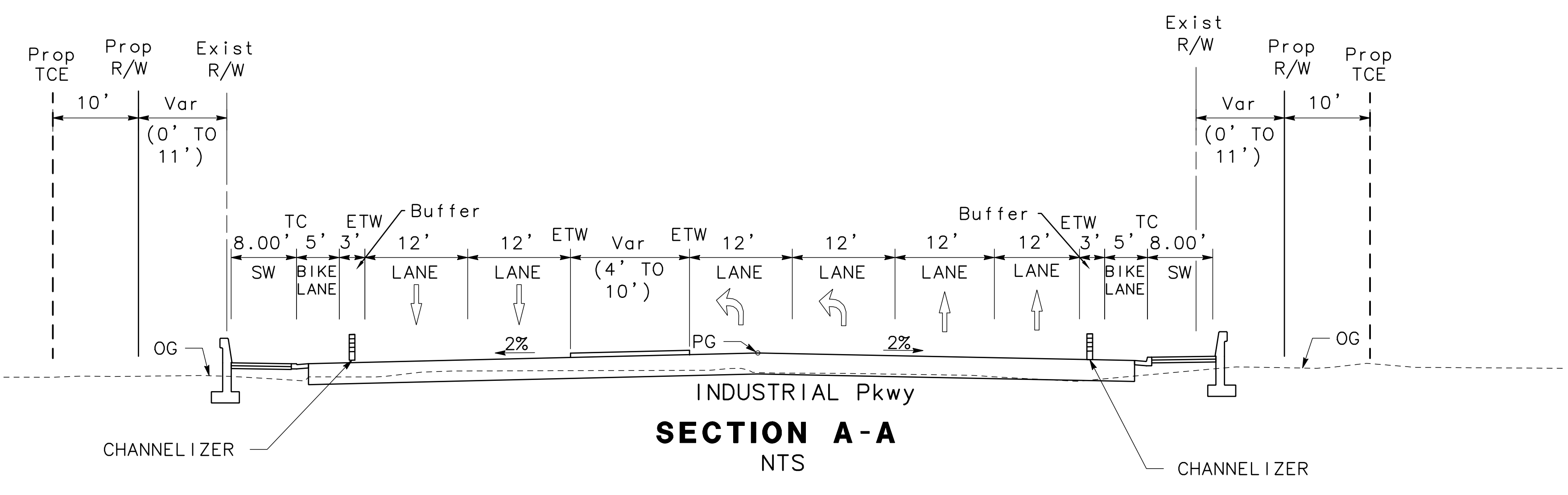
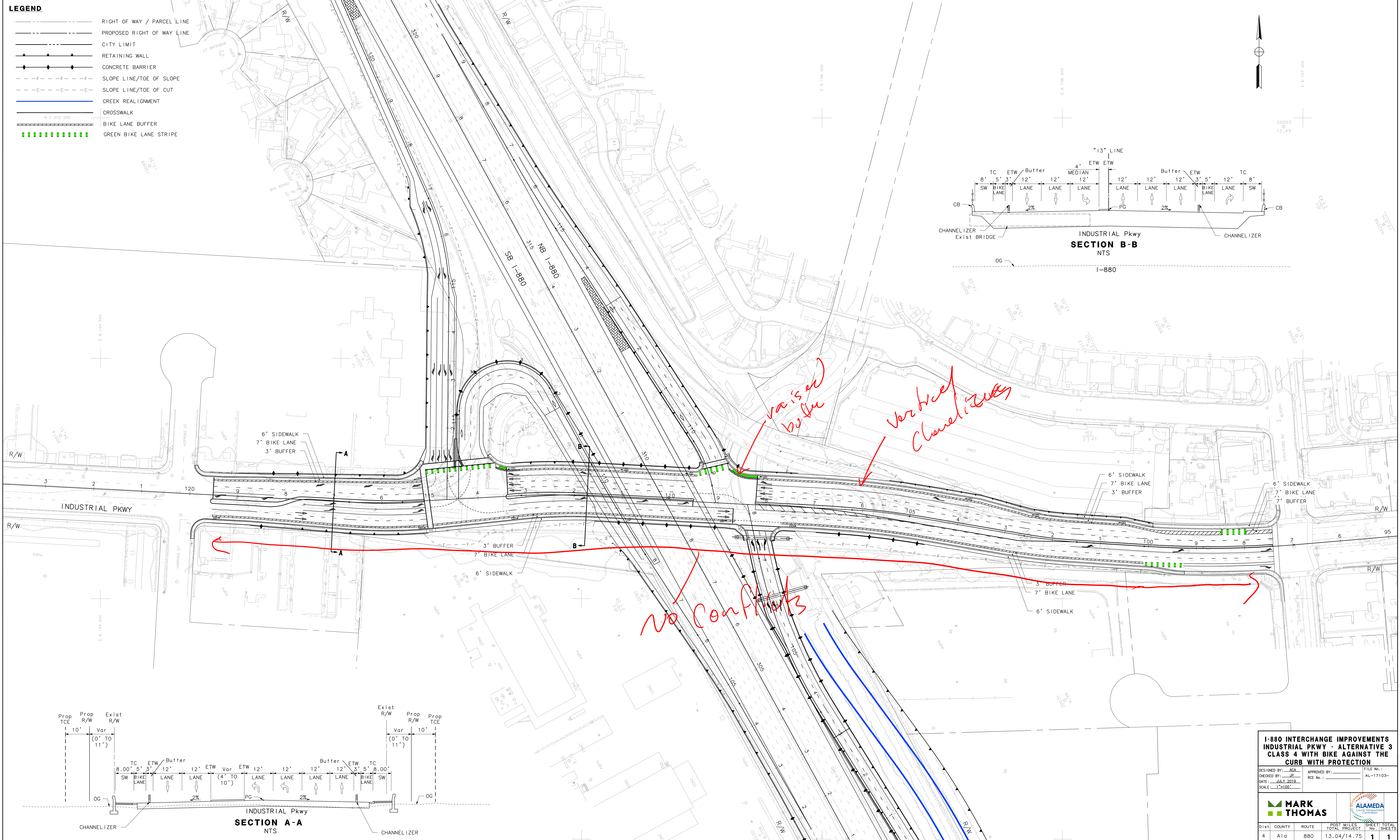
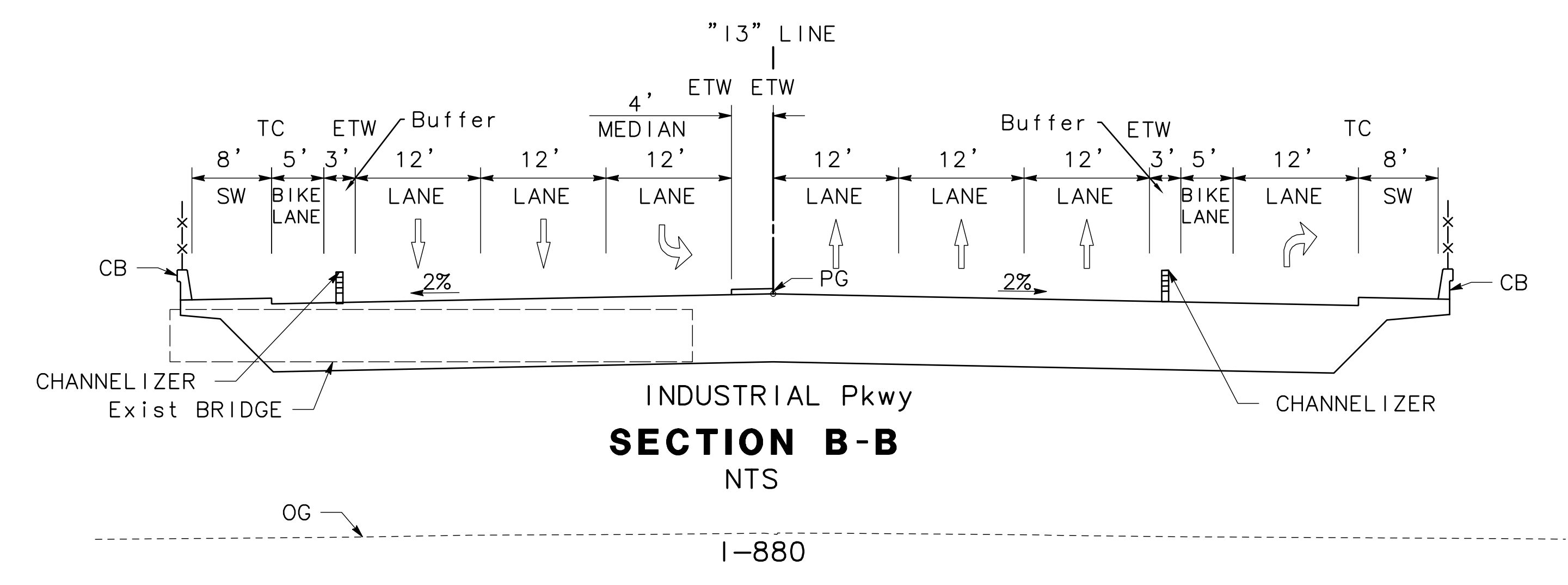
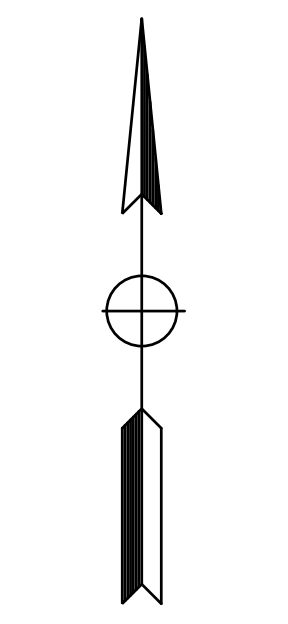
DESIGNED BY: ACA
CHECKED BY: JIP
DATE: JULY 2019
SCALE: 1"=100'

APPROVED BY: RCE No.:
FILE No.: AL-17103-



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
4	Ala	880	13.04/14.75	1 1

- LEGEND**
- RIGHT OF WAY / PARCEL LINE
 - PROPOSED RIGHT OF WAY LINE
 - CITY LIMIT
 - RETAINING WALL
 - CONCRETE BARRIER
 - SLOPE LINE/TOE OF SLOPE
 - SLOPE LINE/TOE OF CUT
 - CREEK REALIGNMENT
 - CROSSWALK
 - BIKE LANE BUFFER
 - GREEN BIKE LANE STRIPE



**I-880 INTERCHANGE IMPROVEMENTS
INDUSTRIAL PKWY - ALTERNATIVE 3
CLASS 4 WITH BIKE AGAINST THE
CURB WITH PROTECTION**

DESIGNED BY: AGA
CHECKED BY: JP
DATE: JULY 2019
SCALE: 1"=100'

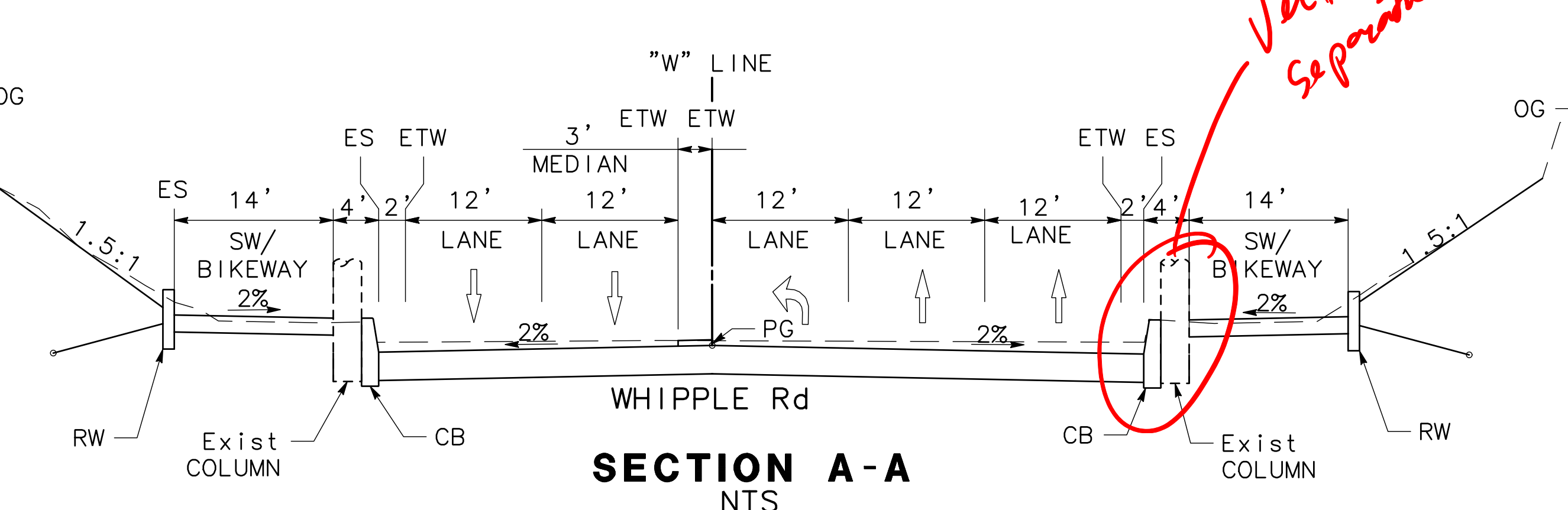
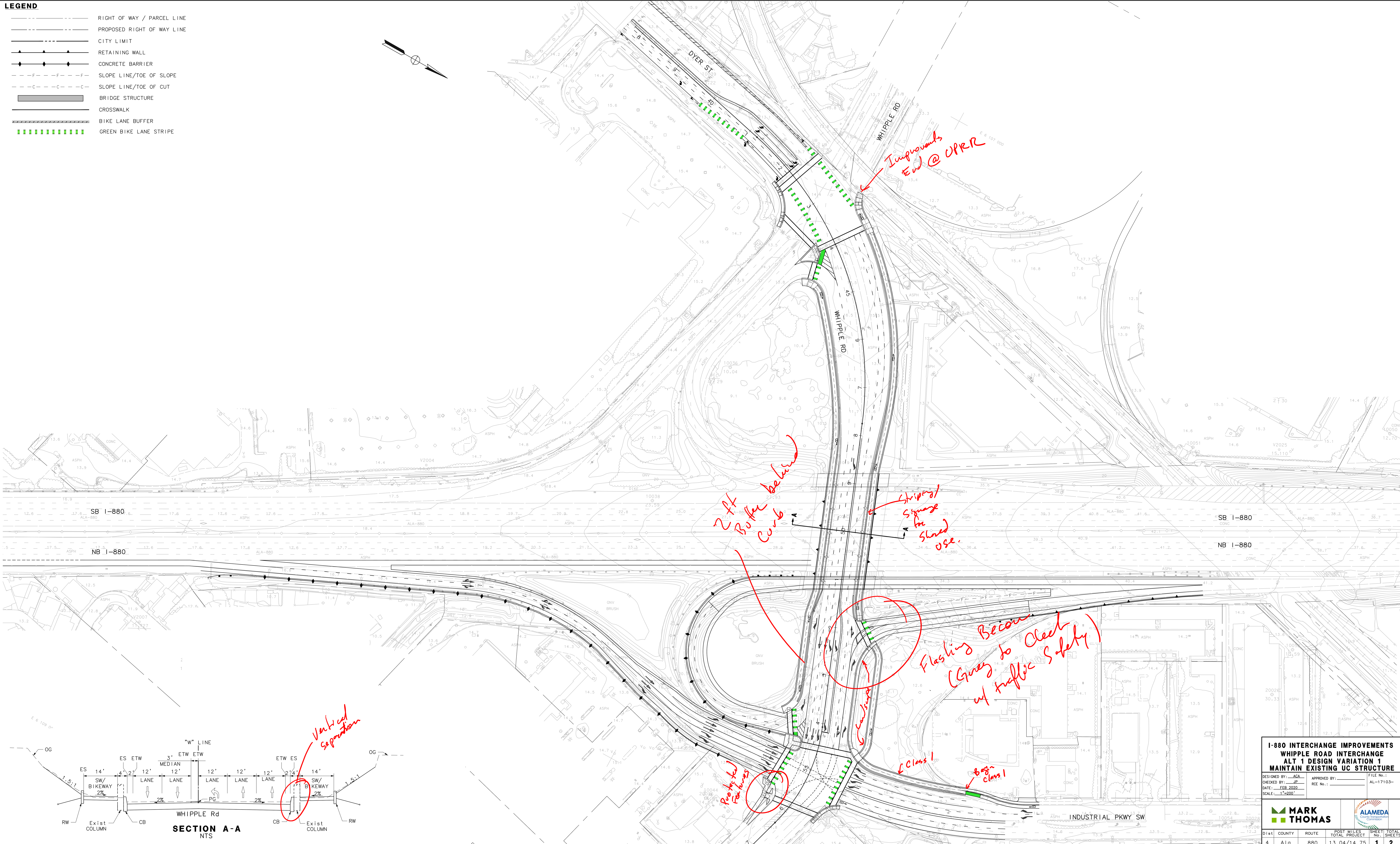
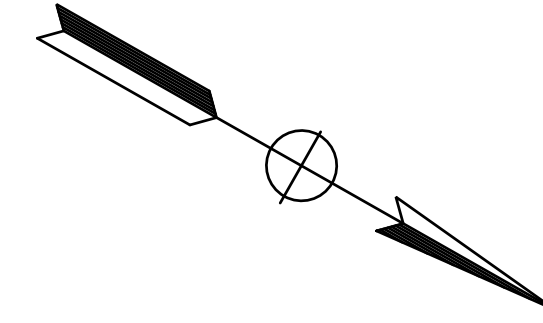
APPROVED BY: _____
RCE No.: _____

FILE No.: AL-17103-
SHEET TOTAL No. SHEETS: 1 / 1

MARK THOMAS
ALAMEDA COUNTY ENGINEER

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
4	Ala	880	13.04/14.75	1 / 1

- LEGEND**
- RIGHT OF WAY / PARCEL LINE
 - - - PROPOSED RIGHT OF WAY LINE
 - CITY LIMIT
 - ▲ RETAINING WALL
 - ◆ CONCRETE BARRIER
 - - - SLOPE LINE/TOE OF SLOPE
 - - - SLOPE LINE/TOE OF CUT
 - ▬ BRIDGE STRUCTURE
 - ▬ CROSSWALK
 - ▬ BIKE LANE BUFFER
 - ▬ GREEN BIKE LANE STRIPE



**I-880 INTERCHANGE IMPROVEMENTS
WHIPPLE ROAD INTERCHANGE
ALT 1 DESIGN VARIATION 1
MAINTAIN EXISTING UC STRUCTURE**

DESIGNED BY: ACA
CHECKED BY: JP
DATE: FEB 2022
SCALE: 1"=200'

APPROVED BY: _____
RCE No.: _____

FILE No.: AL-17103-
SHEET TOTAL No. SHEETS: 1 2

MARK THOMAS
ALAMEDA COUNTY TRANSPORTATION

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL
4	Ala	880	13.04/14.75	1 2

From: Gary Sidhu <gsidhu@alamedactc.org>
Sent: Tuesday, November 24, 2020 6:45 PM
To: Susie Hufstader; Currey, Gregory@DOT; Fred Kelley; Marilou Ayupan; James Pangburn; Amanda Leahy
Cc: Steven Dunbar
Subject: RE: Industrial/ WHipple Bike/ Ped Discussion

Hi Susie,

Our designers have your comments and we will make appropriate updates as we proceed to the detailed design in few months. Thanks!

From: Susie Hufstader
Sent: Tuesday, November 24, 2020 11:17 AM
To: Currey, Gregory@DOT <Gregory.Currey@dot.ca.gov>; Fred Kelley <fred.kelley@hayward-ca.gov>; Marilou Ayupan <MarilouA@unioncity.org>; James Pangburn <jpangburn@markthomas.com>; Gary Sidhu <gsidhu@alamedactc.org>; Amanda Leahy <aleahy@kittelson.com>
Cc: Steven Dunbar <steven.james.dunbar@gmail.com>
Subject: Fwd: Industrial/ WHipple Bike/ Ped Discussion

Hi everyone,

I realize that I accidentally only sent the notes below to Sasha after our meeting in August-- looking at the Union City council packet for tonight I'm still very concerned about the double turn lanes as described in my comments below. Can you clarify whether that will become an unchangeable design element moving forward, or if alternatives have been explored to reduce conflicts? The northbound on-ramp at Whipple is the most concerning one. We support alternative 3 for Industrial, but with the double right turn lane removed on the southbound off-ramp. See below for more detail.

Thanks,
Susie



Susie Hufstader | Advocacy Manager

Pronouns: she/her

Mail: PO Box 1736 Oakland, CA 94604

Office: 466 Water Street Oakland, CA 94607

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----- Forwarded message -----

From: Susie Hufstader
Date: Thu, Sep 3, 2020 at 4:11 PM
Subject: Re: Industrial/ WHipple Bike/ Ped Discussion
To: Sasha Dansky <SDansky@markthomas.com>
Cc: Amanda Leahy <aleahy@kittelson.com>

Hi Sasha,

Sorry again for the delayed response, we were trying to get a few people to look at these. We put together some comments that are mostly minor--though the one big issue we see is the double right turn onto the NB on ramp at Whipple. The current conditions I believe are a single right turn lane--is there any way to keep that at one to reduce the risk and visibility issues with the double ramp? Having a median in the middle may confuse bike riders about the fact that turning vehicles will be approaching from the left and not the right after the median.

Some more notes:

Industrial

- We prefer Alt. I3 with no conflicts on the south side, but without the double right turn lanes on the SB off-ramp to WB Industrial. Why is there that double right turn for this alternative and not the others? It would also be great to have a version of this configuration but with the bikeway raised. We would also like to see the NB on-ramp narrowed in the opening for I3 like it is for I2.
- At each location with vehicles turning right onto a ramp around a protected corner, the geometry should be adjusted so that bike riders are oriented facing or at a right angle to the vehicles. In a couple locations the bike rider would approach the crossing almost with their backs to the turning vehicles. For example, the SB on-ramp for the Industrial options looks better than the NB on-ramp.
- In the places where the turn radii are super generous for trucks, is there any way to add a hashed edge line/painted bulbout, or maybe even some kind of mountable traffic calming?
- At all crossings, there should be a separate curb cut and ramp style for the bikeway and the pedestrian crossing.

Whipple

- As I said above, the northbound double right turn lanes from the Hayward side is super problematic. We'd like to see that returned to just a single lane entrance.
- The lack of a bikeway from the Hayward approach is also problematic- is there any way from the Alameda CTC to support Hayward in making improvements in coordination?
- I know Marilou brought this up, but can you remind me again how much lighting improvements will be included for the underpass?
- There should be a protected bike lane and protected corner on Dyer approaching the interchange, similar to all the other ones.
- In locations with hashed out areas at corners, those should have some sort of delineators or protection to narrow the sight lines.
- Again, at right turns, can there be extended edge lines around the corners where the turn radius is too soft?

Thanks Sasha, let me know if you want to talk more.

Best,

Susie



Susie Hufstader | Advocacy Manager

Pronouns: she/her

Mail: PO Box 1736 Oakland, CA 94604

Office: 466 Water Street Oakland, CA 94607

Looking for more fun on every ride? [Sign up for a free online class!](#)

On Fri, Aug 14, 2020 at 6:31 PM Sasha Dansky <SDansky@markthomas.com> wrote:

Susie,

Thanks for meeting today. Here are the marked-up draft exhibits from our discussion today.

Thank you for your time. Please take a look and let us know if you would like to engage in further discussion.

Please let us know your thoughts.

Sasha

Sasha Dansky, PE

Principal + Vice President

MARK THOMAS

ITEM #8 PH 21-037

Amazon Facility: Introduce an Ordinance Related to a Zoning Text Amendment to Conditionally Permit Truck Terminals in the Industrial Park District and Adopt a Resolution Approving a Conditional Use Permit and Related Addendum for an Amazon Last Mile Delivery Facility at 2701 W. Winton Avenue. Amazon.com Services, Inc. (Applicant); Black Creek Group (Property Owner)
(Item Continued to a Date Uncertain at the Request of the Applicant)

PUBLIC COMMENTS

AMAZON

PUBLIC

CORRESPONDENCE

From: Brian Pye
Sent: Thursday, May 20, 2021 8:27 AM
To: List-Mayor-Council
Subject: Amazon building

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

My name is Brian Pye I am a Hayward resident. I hear there was this new Amazon building that might be put up. I think it should be voted no. And should not be put up. Thank you for your time

[Sent from the all new AOL app for Android](#)

From: Debra Chaplan
Sent: Monday, May 24, 2021 11:32 AM
To: List-Mayor-Council
Subject: Say NO to Amazon

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

I urge you to vote NO on a proposed Amazon building in Hayward because it will bring low wage jobs, increased traffic to an already congested area, and negatively impact the air quality of our community.

Sincerely,

Debra Chaplan

--

Debra Chaplan
Teamsters Local 853

From: Dino Rinetti
Sent: Thursday, May 20, 2021 8:24 PM
To: List-Mayor-Council
Subject: Amazon

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

I vote no for the new Amazon building in Hayward.The Bay Area is Union strong and we need to keep it that way

Sent from my iPhone

From: ernesto torres
Sent: Thursday, May 20, 2021 1:39 PM
To: List-Mayor-Council
Subject: Stop amazon

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Please stop Amazon from moving. This is going to add to the congestion of the city and heavily tax our infrastructure, tax Wich they don't pay. Also, they take advantage of their workers.

From: Fina Ruiz
Sent: Thursday, May 20, 2021 1:24 PM
To: List-Mayor-Council
Subject: Vote no on Amazon project.

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Sent from my iPhone

From: Jan Slikker
Sent: Saturday, May 22, 2021 7:41 PM
To: List-Mayor-Council
Subject: Please don't let Amazon poison Hayward!

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Sent from my iPhone

From: Kathryn Lybarger
Sent: Thursday, May 20, 2021 4:13 PM
To: List-Mayor-Council
Subject: Vote NO on the Amazon project

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

To the Members of the Hayward City Council:

This is to urge you to vote NO on the proposed Amazon building in Hayward. It will bring low wage jobs, increase traffic to an already congested area, and negatively impact the air quality of our community.

Thank you.

Kathryn Lybarger
President, AFSCME Local 3299

she/her or they/them

From: Libby Sayre
Sent: Monday, May 24, 2021 11:59 AM
To: List-Mayor-Council
Subject: Amazon—no!

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Dear Hayward Decision-Makers:

I don't live in Hayward, but I shop there and visit friends there. And, like many thousands of people, I use the 880 corridor.

Please! Vote NO on an Amazon building in Hayward—because it will bring low wage jobs, increased traffic to an already congested area, and negatively impact the air quality.

Amazon will reduce the quality of life for residents of Hayward and those of us in neighboring communities.

Good companies, with fair wages and low traffic and reduced waste, should receive incentives to locate in Hayward. Not a notoriously low-road employer like Amazon.

Thanks for your consideration.

Libby Sayre
Berkeley

From: Mark Buck >
Sent: Thursday, May 20, 2021 4:22 PM
To: List-Mayor-Council
Subject: Amazon

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Please vote no on this project.

Thanks

Mark Buck

Sent from my iPhone

From: Mark Swenson
Sent: Thursday, May 20, 2021 1:16 PM
To: List-Mayor-Council
Subject: Amazon

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Dear mayor and city Council of Hayward my name is Mark Swenson I have been in Teamster for 18 years I work for Abf rate systems in Oakland I live in San Francisco I am writing this letter to clearly say no to the building of Amazon this is will create lower paying jobs with almost no benefits will cause congestion and strife in the city of Hayward we have to scam together for workers rights I hope you understand and I hope you take my email as a no vote again my name is Mark Swenson with Teamsters Local 70 ABF freight God bless the mayor of Hayward and all city council members God bless everyone in America teamwork is where will get by making more people come into the middle class than any other time in this nation

Sent from my iPhone

From: Mary Prophet
Sent: Thursday, May 20, 2021 7:04 PM
To: List-Mayor-Council
Subject: Don't allow Amazon in Hayward

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Please vote against allowing Amazon to set up business in Hayward.
They are not good in terms of decent worker protection nor pay.
Please do not let the allure of jobs get you to support this.
Mary Prophet

From: miguel lopez
Sent: Thursday, May 20, 2021 4:50 PM
To: List-Mayor-Council
Subject: Amazon in Hayward?

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Please vote no to the "Wal-mart like" operation in Hayward, California, it is time to stand against companies that only bring cheap wages, congestion, and disappearing acts in working communities. The council is empowered to oversee the affects on the community when a corporate dragon arrives in town, it is critical to stop Amazon before they settle in and destroy decent business practices, undermine wages & benefits, and monopolize business interests.

Thank you for your consideration,
Miguel V. Lopez

From: MIKE BRISCOE
Sent: Thursday, May 20, 2021 7:34 PM
To: List-Mayor-Council
Subject: Amazon building in Hayward

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Please vote no on this! Thnx

From: Nab Hayfron
Sent: Thursday, May 20, 2021 5:01 PM
To: List-Mayor-Council
Subject: Stop Amazon

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Sent from my iPhone

From: NICK PROUTY
Sent: Thursday, May 20, 2021 2:52 PM
To: List-Mayor-Council

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Please don't approve an an Amazon building in Hayward, CA

From: RAFAEL zarate
Sent: Saturday, May 22, 2021 8:41 PM
To: List-Mayor-Council
Subject: Amazon building in Hayward

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Please vote no on the measure to build a warehouse for Amazon in Hayward, not good for the city, not good for residents , will cause more traffic in the area. Thank you

From: robert nunes
Sent: Thursday, May 20, 2021 4:40 PM
To: List-Mayor-Council

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

no vote'
thank you.

From: RAFAEL zarate
Sent: Saturday, May 22, 2021 8:41 PM
To: List-Mayor-Council
Subject: Amazon building in Hayward

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Please vote no on the measure to build a warehouse for Amazon in Hayward, not good for the city, not good for residents , will cause more traffic in the area. Thank you

From: Ryan Gonzales
Sent: Thursday, May 20, 2021 10:21 PM
To: List-Mayor-Council
Subject: Proposed Amazon distribution center

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

As a resident of Hayward, I feel the proposed Amazon distribution center would be a bad for the city. Amazon trucks last year accounted for 642 million in uncompensated public costs for road wear, accidents, and harmful emissions.

Ryan Gonzales

Sent from my iPhone

From: Stacy Murphy
Sent: Thursday, May 20, 2021 2:57 PM
To: List-Mayor-Council
Subject: Amazon Hayward

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Mayor, My Name is Stacy Murphy and I am a Union Representative here in Oakland. I also represent some Union Costco's particularly, A st Costco Business Center. If you allow Amazon to come in it will directly affect Costco and the surrounding business's. There would be know reason to allow such an anti-union conglomerate to move his business to Hayward. This will interfere with good Union Jobs that have living wages and great health and welfare plans. Amazon does not offer this!! Do not be a sell out to our surrounding communities. NO TO AMAZON AND THEIR BAD LABOR PRACTICES!

Stacy