

**SPECIAL COUNCIL
INFRASTRUCTURE & AIRPORT
COMMITTEE MEETING**

NOVEMBER 13, 2025

**DOCUMENTS RECEIVED AFTER
PUBLISHED AGENDA**

PUBLIC COMMENTS

ACT 25-073:

**Skywest Properties
Update Report**

From: Alejandro Jasso [REDACTED]
Sent: Thursday, November 13, 2025 1:23 PM
To: Douglas McNeeley <Douglas.McNeeley@hayward-ca.gov>
Subject: ACT 25-073 Public Comment on Skywest Properties Update Report

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Honorable members of the committee,

Thank you for the opportunity to comment on the Skywest Properties update. We have reviewed the staff report and appreciate the complex challenge you face, particularly the legal mandate from the FAA to generate **\$2.36 million in annual "fair market value" rent** to ensure the airport remains self-sustaining. This is a hard requirement that any serious proposal must solve.

The staff's current plan—allocating 50 acres for a business park—is a pragmatic solution to meet this financial obligation. However, it prioritizes a single, large-scale commercial development at the expense of maximizing public parkland.

We believe there is an alternative that **fully satisfies the FAA's \$2.36 million requirement while also achieving the community's primary goal of maximizing public open space.**

We propose a "Hybrid Recreational" model instead of the 50-acre business park. This plan would lease parcels to a *collection* of compatible, revenue-generating recreational businesses.

The Financial & Land Use Plan

1. The Anchor Tenant: Topgolf (12-15 Acres) An anchor lease to a proven, high-revenue business like **Topgolf** is the ideal solution.

- **Financial Viability:** A single Topgolf venue generates an average of \$17 million in annual gross revenue. This allows them to pay substantial ground leases. As a public precedent, the city of **Burlingame** leases its 13-acre site near SFO to Topgolf for **\$1.5 million per year**. A single lease in Hayward could meet a majority of the \$2.36 million

requirement.

- **Land Use:** This requires only **12-15 acres**, not 50.

2. Supplementary Tenants (10-15 Acres) The remaining rent (approx. \$860k) can be met by leasing smaller parcels to other high-demand, FAA-compatible recreational businesses, such as:

- **A Rentable Sports Complex:** Privately operated futsal, pickleball, or padel court complexes are highly profitable businesses that serve a clear community need.
- **A BMX Racing / Pump Track:** A professionally managed track generates revenue from practice fees, rentals, and hosting local race events.
- **A Food & Beverage Hub:** A 1-2 acre parcel for a family-friendly restaurant, beer garden, or food truck park would serve all park visitors and generate significant lease revenue.

The Win-Win Result

This "Hybrid Recreational" model could meet the airport's \$2.36 million mandate using as little as **25 acres** of the 50-acre business parcel.

This approach would **free up the remaining 25 acres**, which could then be **added to the 39 acres** already designated for open space.

This creates a contiguous **64-acre public park**—significantly larger than the 39 acres in the current plan—all while creating a vibrant, self-sustaining recreational hub that fully satisfies the airport's financial obligations.

We urge the committee to direct staff to explore this more efficient, community-focused, and financially-sound alternative.

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**Alejandro Jasso | Co-Chair,
Bike Hayward**

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ACT 25-074:

**Safe Streets
Hayward Update
(A St, B St, Tennyson)**

From: Brian Lie [REDACTED]
Sent: Thursday, November 13, 2025 10:47 AM
To: Douglas McNeeley <Douglas.McNeeley@hayward-ca.gov>
Subject: ACT 25-074

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Hello to all Council Infrastructure & Airport Committee,

I'm a resident living close to Palma Ceia Park. I've been bike commuting by way of Tennyson road for the past 3 years to get to BART, not my favorite but there's very limited options to get there from east of 880. Thank you for including a high investment option in the recommendation, and I fully support that future project, it will save so many lives!

Please see this as an opportunity for doing it once and doing it right, the 'high-investment', class IV raised option will be much better than redoing this again in the future - which will inevitably happen based on how much surrounding cities (Oakland, San Leandro, Fremont) have upgraded their street safety infrastructure over the past years. This project will be such a great gift for the safety of all road users, not just bikes. I drive along this road myself!

Thank you for your time!
Brian

From: Alejandro Jasso <[REDACTED]>
Sent: Thursday, November 13, 2025 1:21 PM
To: Douglas McNeeley <Douglas.McNeeley@hayward-ca.gov>
Subject: ACT 25-074 URGENT Comments on the "Safe Streets Hayward" Plan (Tennyson Rd & A st)

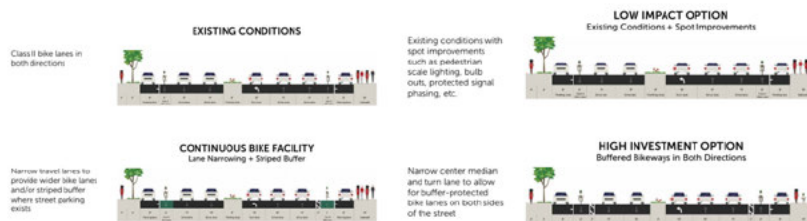
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Good evening. We are here to support the *goal* of the "Safe Streets Hayward" plan, but the current proposals have some critical flaws:

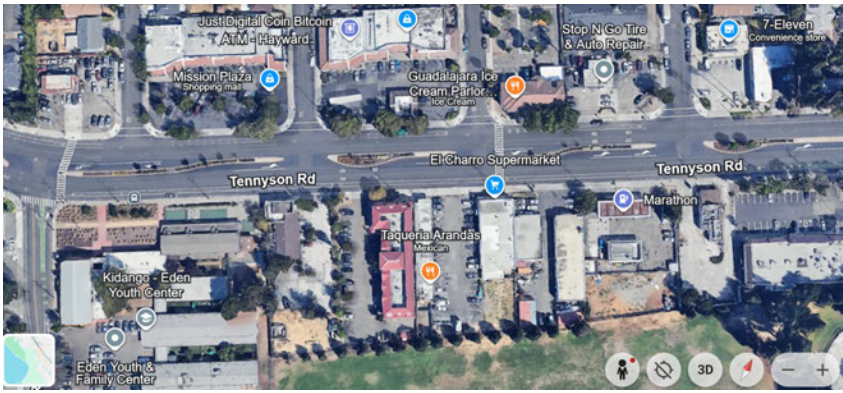
1. **"Continuous" options should study concrete barriers vs plastic flex posts**



- 2.
3. **They completely omit a safe, protected option for Tennyson Segment 4,** apparently to save unneeded on-street parking at the cost of safety, since all the businesses in this segment have their own large parking lots on site



4.



Our first recommendation is to **analyze options beyond plastic flex posts** and consider using **"quick-build" durable concrete dividers**. These modular barriers are the ideal solution: they are permanent, provide real physical protection, and are cheaper in the long run than constantly replacing plastic. Unlike full curb reconstruction, they are cost-effective, fast to install on existing pavement, and have built-in drainage. They are the safest, most durable, and most fiscally responsible solution: <https://capitalprecastllc.com/products/bike-lane-dividers/>

Our second and most urgent concern is the Tennyson Road proposal itself.

1. CRITICAL FAILURE:

Tennyson Segment 4 (Ruus to Whitman)

We are shocked that **no protected bike lane (Class IV) alternative is being offered for this segment**. The plan only proposes paint. This is unacceptable.

- **Parking vs. Safety:** The only reason for this omission appears to be the preservation of on-street parking. This is a baffling decision. **Every single business in this segment already has its own large, private, off-street parking lot.** We are trading proven, life-saving infrastructure for redundant, non-revenue-generating parking spots that are not needed.
- **The Deadly Gap:** This segment connects *directly* to the East Bay Greenway (Segment 5), which *will* have high-quality protected lanes. The current plan creates a dangerous, high-speed gap that forces riders, including children, out of a safe facility and into traffic.
- **A Key Destination:** This is the primary route to the new Tennyson Pump Track, a major regional destination for families and children.

We urge the committee to direct staff to add a full Class IV Protected Bike Lane alternative for this segment.

Segment 2 (Calaroga to Patrick)

This is the most dangerous part of the corridor and the current proposals are unacceptably weak. While the "High Investment" option proposes protection, the "Continuous Bike Facility" option doesn't even include a buffer or flex posts, which is *less* than what is offered in other segments.

This is the exact section where our community members were killed. [Christopher Cassel](#) and [Jose Enciso Hernandez](#) were killed riding their bikes on this 880 overpass. [Denesha Turner](#), a 21-year-old mother, was killed and her child left in critical condition when they were hit crossing an on-ramp here.

To propose *only paint* for this "Continuous" option is an insult to their memory. This segment demands the highest level of protection, ideally **quick-build concrete barriers**, but at an absolute minimum, it must include durable, physical separation. Paint is not an option here.

2. Other Major Tennyson Road Concerns

- **Segment 3 (Patrick to Ruus):** There is a critical missing link for cyclists trying to go south on Ruus Rd. It is too dangerous to merge across heavy traffic to the left-turn lane. We request a **new, signalized crosswalk or bike signal** at this intersection to provide a safe and intuitive crossing.
- **Segment 1 (Hesperian to Calaroga):** The "Continuous" option is a downgrade from the lanes west of Hesperian. To be truly continuous, it *must* include parking removal on the north side and durable, physical protection.

3. A Street Concerns (Segments 5 & 6)

- The "Continuous" options for Grand St to Watkins must include durable, physical protection.
- We cannot repeat the mistake made on Main Street, where the unprotected, curb-level bike lane is constantly blocked by parked cars, making it useless and dangerous.

This committee has the power to fix this. We are not just numbers on a map; we are the nine pedestrians and cyclists who have already been killed on or near Tennyson Road since 2015. We are the families and children who just want to get to the park.

We ask you to direct staff to amend the plan to include a **truly protected option for Tennyson Segment 4** and to **use durable, quick-build concrete protection** for all protected bike lanes proposed for continuous option.

Thank you

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