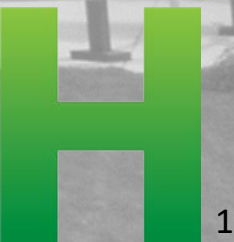


A grayscale photograph of the Hayward Executive Airport terminal building. The building features a large, curved glass facade on the left and a control tower on the right. The text "Hayward Executive Airport" is visible on the building's exterior. Two dark blue horizontal bars with yellow text are overlaid on the image. A green logo is in the bottom right corner.

Council Airport Committee

September 30, 2021

Hayward
Executive
Airport



How to Provide Public Comments

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Skywest Property Update – Review of Draft Site Plan and Community Input



City of Hayward Skywest Property Reuse

Council Airport Committee

September 30, 2021

 **H** HAYWARD Kimley»»Horn

Agenda & Goals

Agenda

- Welcome and Introduction
- Public Engagement Recap
- Site Constraints & Considerations
- Preliminary Site Concept
- Q&A Session

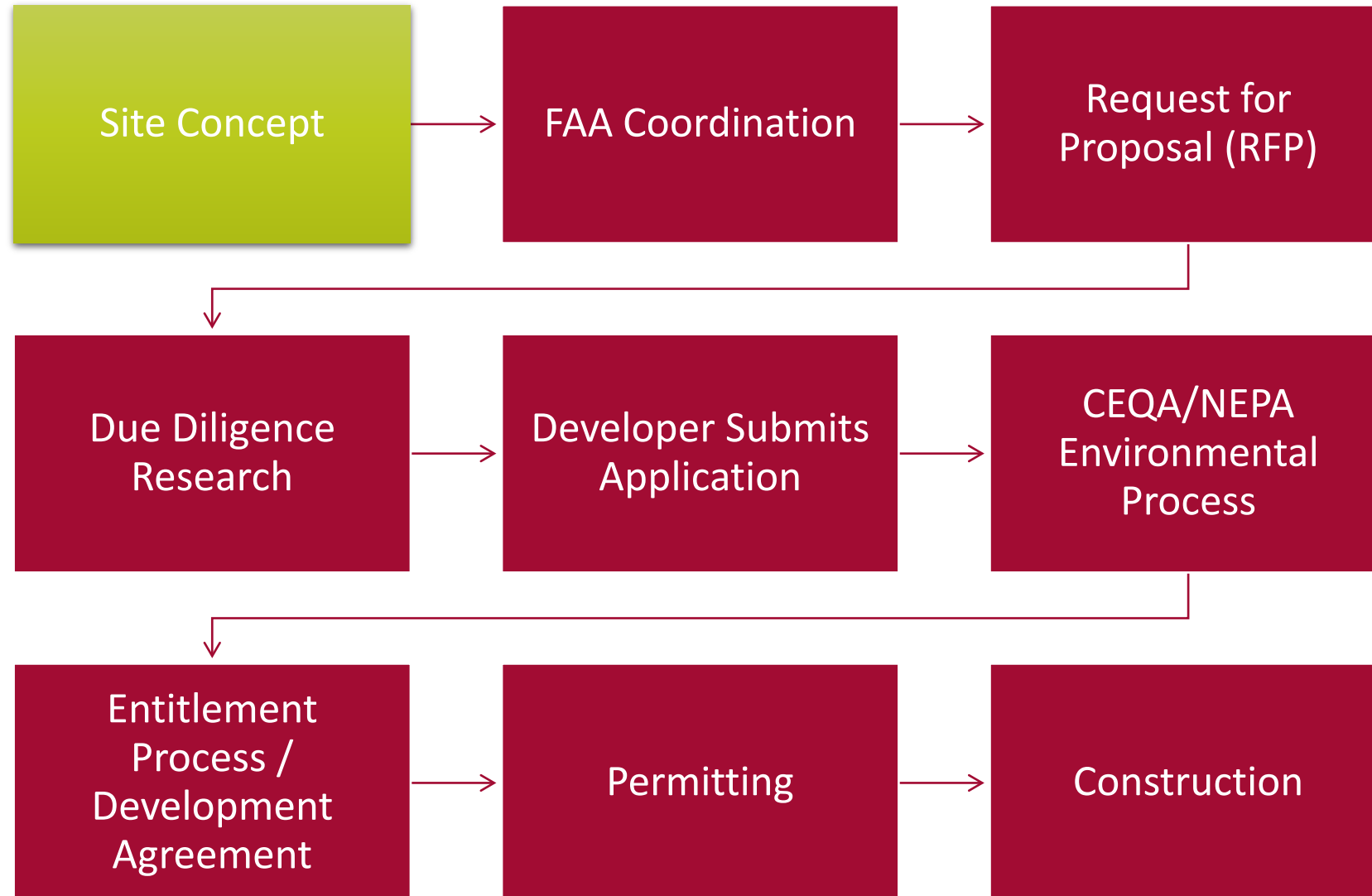


Erin Sheelen

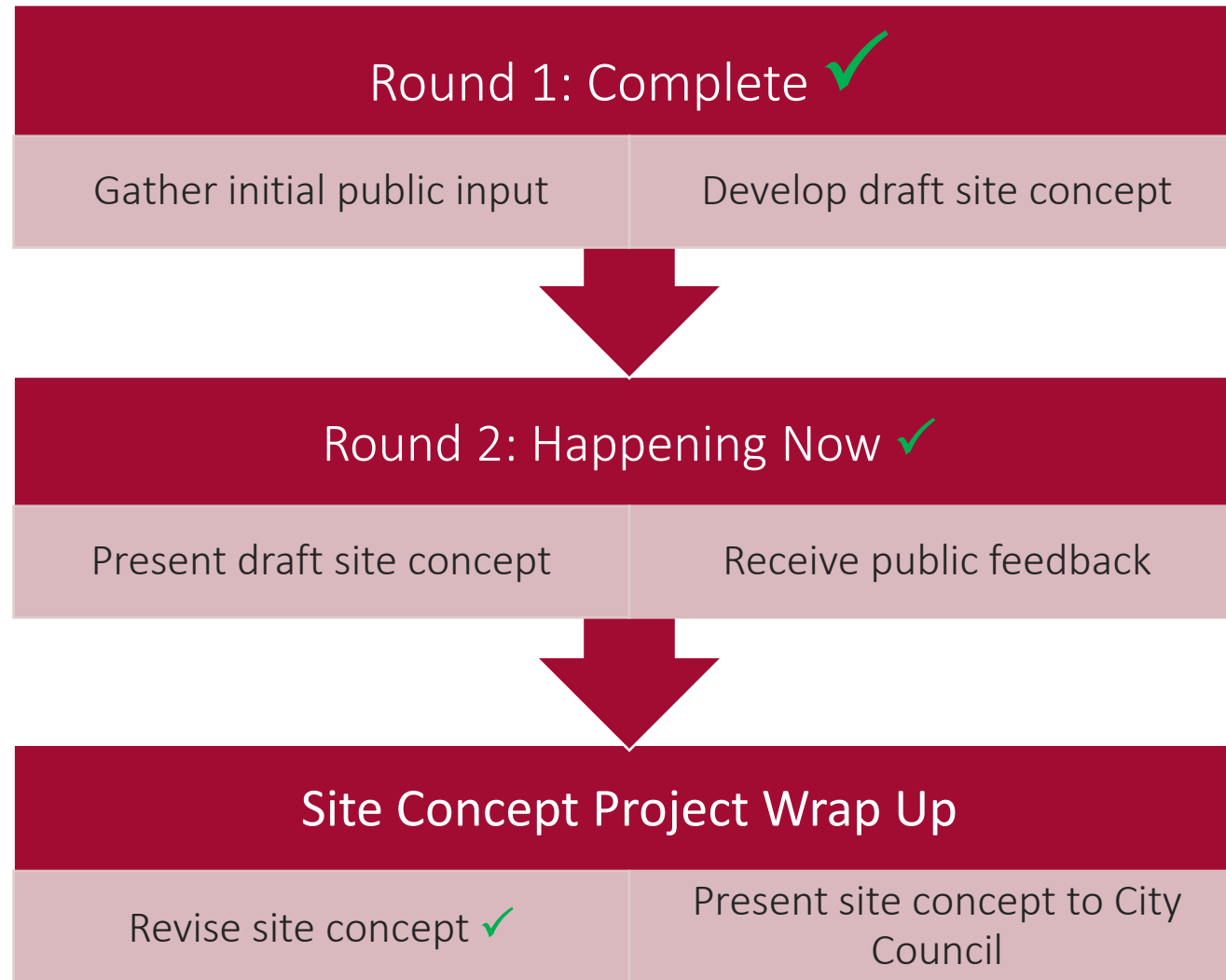


Project Recap

Development Process Overview



Site Concept Project Process



Outreach Methods

- City and Airport Social Media
- City of Hayward's electronic distribution
- Direct outreach to adjacent Homeowners Associations (HOAs)
- Mailed postcard to 13,800 residents
- Public website
- Posted to City & Airport websites



Public Input Opportunities



Round 1 - COMPLETE

- *Solicited initial feedback on desired uses of the property and answered general questions on process*



Collected comments through
engagekh.com/skywest-reuse



Round 2 Public Meetings – Complete

- *Discuss Site Constraints, preview draft Site Concept, and solicit feedback*



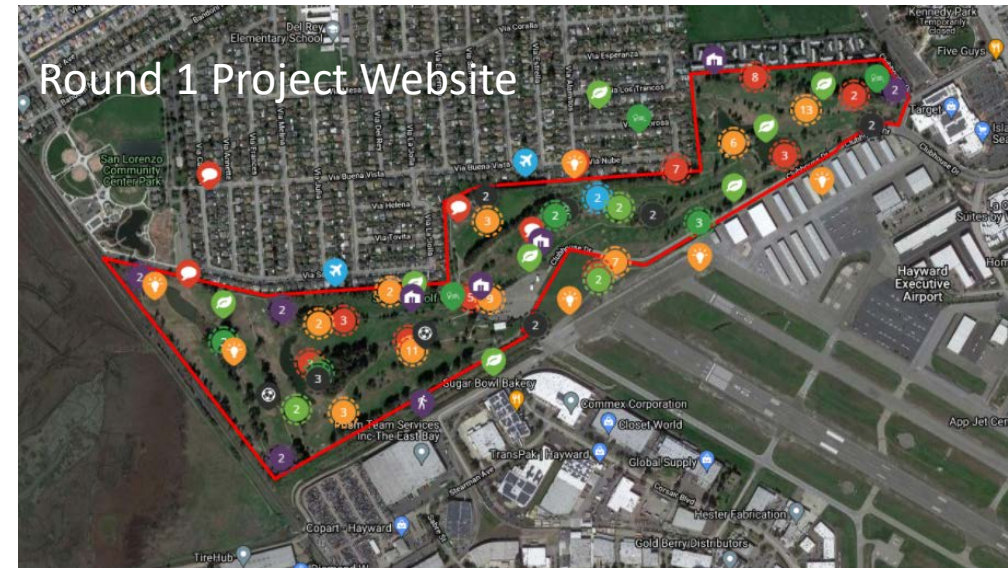
City Council Meetings (Open to Public) -
September & October



Future City Public Outreach Process for
Development Projects

Summary of Engagement


- Round 1: 111 meeting attendees and 138 questions/comments
- Round 2: 225 meeting attendees and 153 questions/comments
- Comments from project website: 430
- Total comments: 721



Themes Heard from Public Engagement

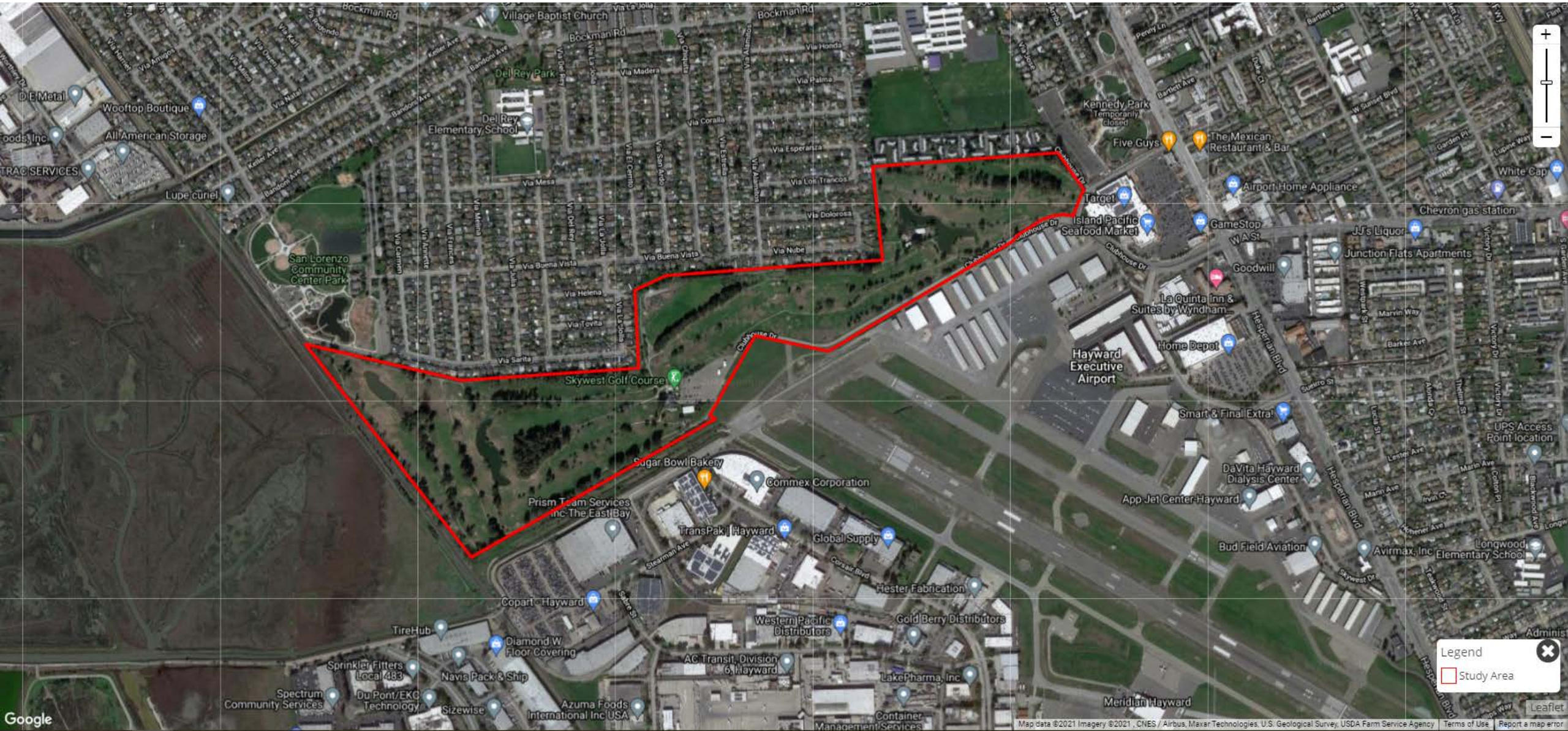
- Recreation activities throughout the site
 - Dog park, community garden, walking/bike paths, disc golf,
- Improve connections between existing parks
- Request to remain open space with current landscaping (Duck ponds and trees)
- Security for adjacent residents
- Setback/Buffer between aviation uses and residents





Project Background and Site Constraints & Considerations

Redevelopment Site



Background

- 126-acre site
- Located on Hayward Executive Airport property
- Operated as a golf course open to the public
- Provided recreational opportunities to local users
- Multi-year, phased process
- In addition to City Council, land uses are subject to FAA approval
- New tenants will need to pay Fair Market Value (*Higher than previous tenants*)



What happened to the golf course?

- Previously leased to Hayward Area Recreation and Park District (HARD) – 1975 through 2020
- Paid \$140,000 to Airport in annual lease
 - New operator would be required to pay Fair Market Value (FMV) per FAA
- Lease expired in September 2020 and HARD chose to not renew primarily due to annual operating losses
 - Operating at \$1.2m annual loss for their final two years (*not COVID related*)
- The Airport has discussed the future development process with HARD



General Site Constraints

- Federal Aviation Administration (FAA) Regulations
- Caltrans Aviation Program Land Use Regulations
- Airport Funding and Operational Needs
- Municipal Zoning
- Community Considerations



Federal Aviation Administration (FAA)

- Airport Safety Zones
- Height Hazards / Obstructions
- Noise Compatibility
- Avoidance of Wildlife Attractants
- Fair Market Value (FMV) Requirement
- Final Land Use Approval

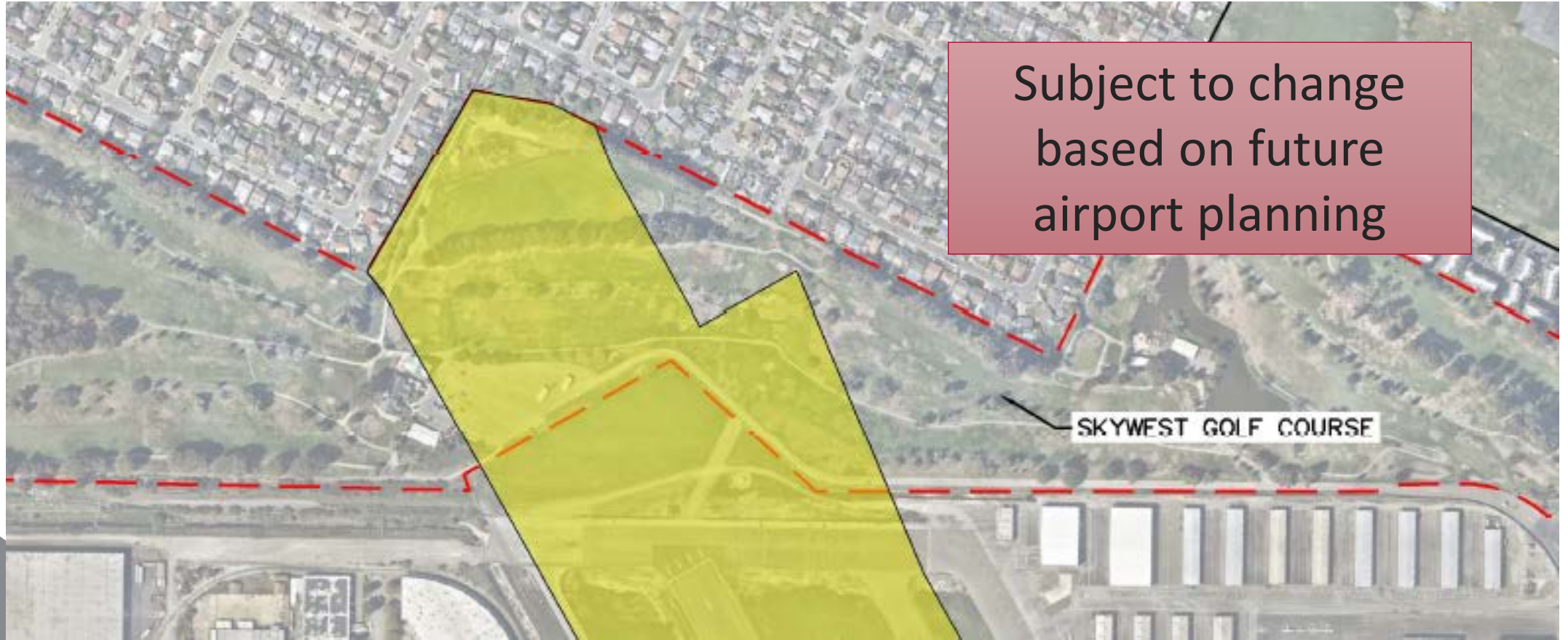


Airport Safety Zones

- Runway Protection Zone (RPZ)
 - Function is to enhance protection of people and property on the ground
 - Land uses restricted to avoid gatherings of people
 - Desirable to be cleared of all objects
- Runway Safety Area (RSA)
 - Function is to provide suitable surface for airport around runway in the event of an accident
 - Must be free of all objects

Both are subject to change based on changes in the runway configuration

Runway Protection Zone (RPZ) and Runway Safety Area (RSA)




Height Hazards & Obstructions and Noise Compatibility

- Limits heights depending on proximity to runway ends
 - Generally ranges from 0' by the runway ends, and 30' along the northern property limits
- Applies to buildings, trees, poles, etc
- Airport to continue annual tree trimming program for the existing trees
- Noise Compatibility: Ensure compatible uses with aviation activities



Avoid Wildlife Attractants

- Wildlife is a hazard to aviation activity
 - Airport is required to address issues
 - Recommended to avoid attractants within 10,000 feet of airport
 - Examples: Refuges, open water sources, wetlands, etc.
-
- 42 reported bird strikes in last 10 years at HWD
 - Golf course geese and other waterfowl are a known issue
 - No set number of acceptable bird strikes
 - Estimated \$500 million in losses to aviation industry annually per FAA
- 

FAA Land Requirements

- Fair Market Value (FMV) Requirement
 - Most probable price in a competitive and open market
 - Lease, sell, or convey property for all non-aeronautical uses
 - FMV not assessed as part of this project
- Land Use Planning - Final Approval
 - In addition to City of Hayward's City Council

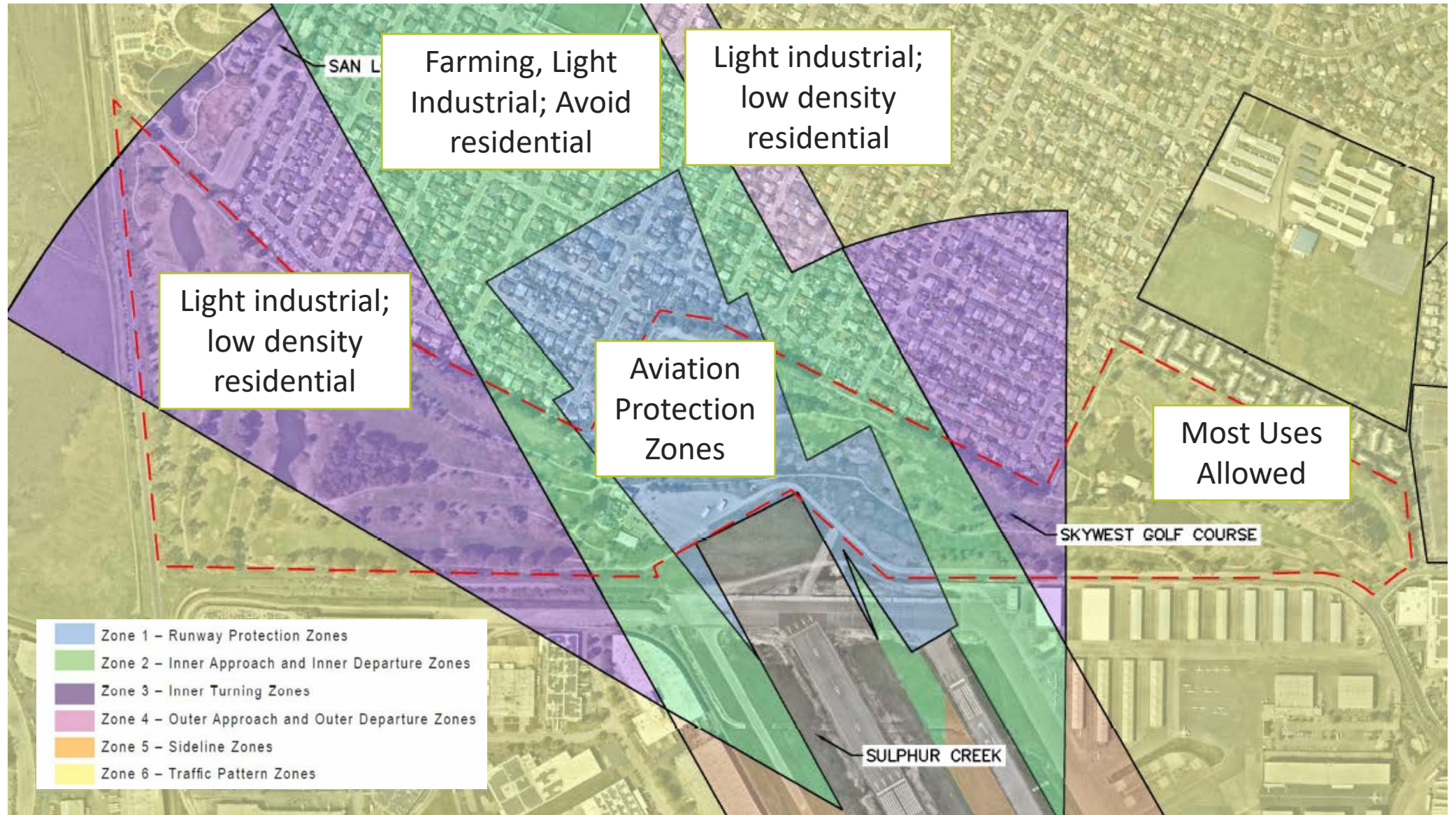


Caltrans Land Use Compatibility



- Shape future land uses when able
 - *Not desirable to add additional incompatible land uses*
- Restricts uses and densities within certain zones around airport based on the type of aviation activities
 - *Residential and educational uses not recommended*
- Regulated by:
 - Caltrans Aviation Program
 - Alameda County Airport Land Use Commission (ALUC)
 - 2012 Airport Land Use Compatibility Plan (ALUCP)

Airport Safety Zones – Future Compatible Uses



Airport Funding and Operations

- Airport is an Enterprise Fund
 - No general funds from the city
 - Require diverse opportunities for revenue
 - Must strive for financial self-sufficiency
- Funding sources for any future development and long-term maintenance of facilities
- Future Aviation Demand
 - Provide adequate infrastructure
 - Located to allow for appropriate access to the existing aviation infrastructure

Municipal Zoning (Sec 10-1.1900)



- Establishes primary allowed uses
- Sets densities, setbacks, minimum lot sizes, building heights, parking requirements, and others

Current: Air Terminal District

- Potential Subdistricts:
 - Air Terminal – Industrial (AT-IP)
 - Air Terminal – Operations (AT-O)
 - Air Terminal – Aviation Commercial (AT-AC)
 - Air Terminal – Recreational (AT-R)

Community Considerations

- Current recreational opportunities
- Two local community parks – San Lorenzo Park & Kennedy Park (47 acres)
- Adjacent to residential properties
 - Security, noise sensitivities, etc.
- Vehicle Access – Emergency and Development Users





Draft Site Concept

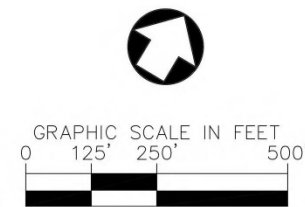
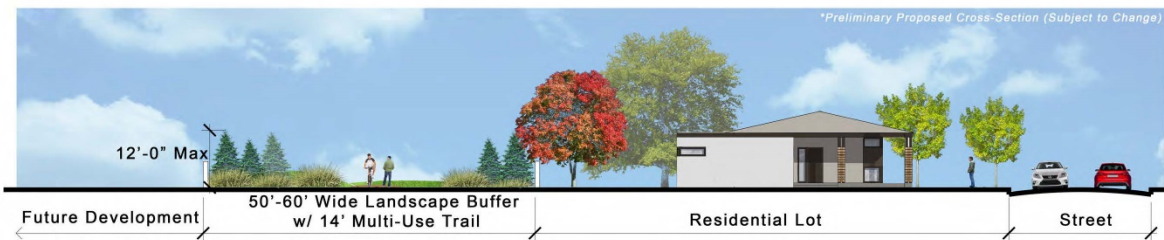
Airport and City's Next Steps

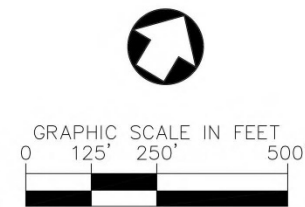
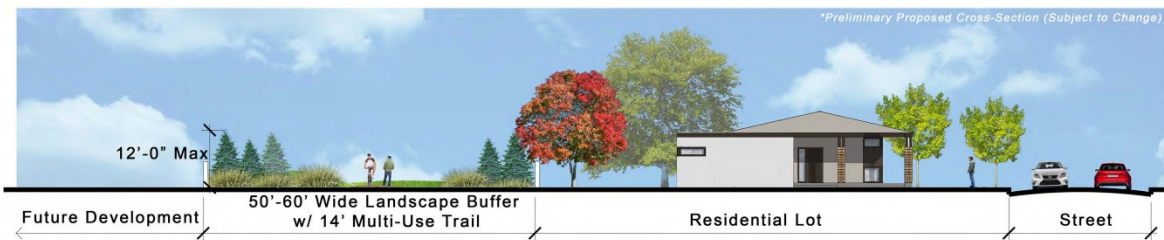
1.) Discuss plan with FAA and Update Airport Layout Plan (ALP)

Business & Recreational
Developers

2.) Release Request for Proposal (RFP) from developer community

3.) Follow City's process for a new development including public outreach





Skywest Property Visualization Project

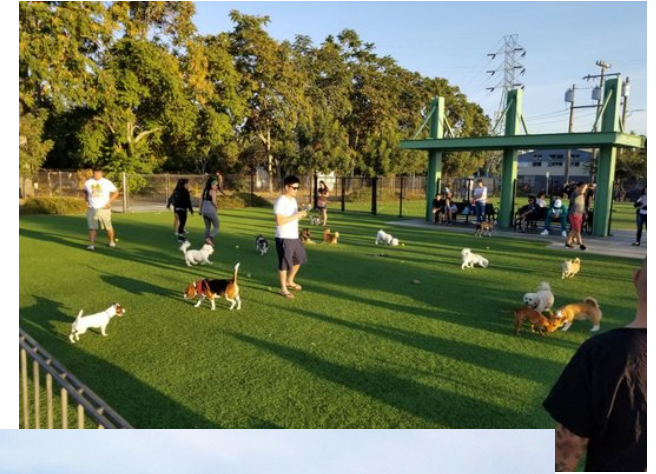
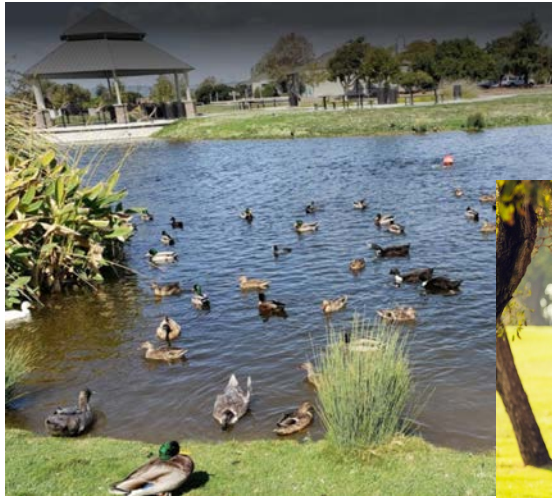
Preliminary Land Use Concept

Parks/Recreational Use

- Pocket park and paths to connect to existing parks
- Provides a buffer between development and residential uses
- Landscaping improvements on walking path added with future development
- Recreational uses preferences from community may allow for more flexibility in layout and sizing of various spaces
- Final uses subject to future developer and operator

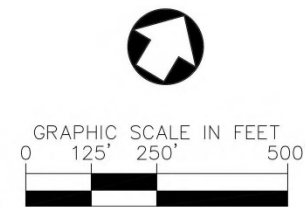
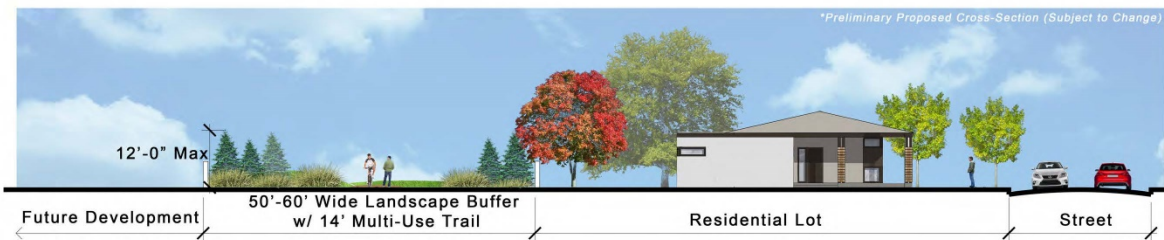


Examples of Community Preferences



Recreational Use Buffer

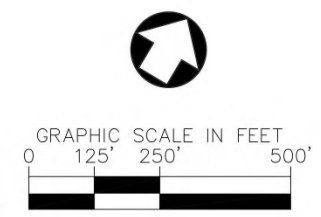
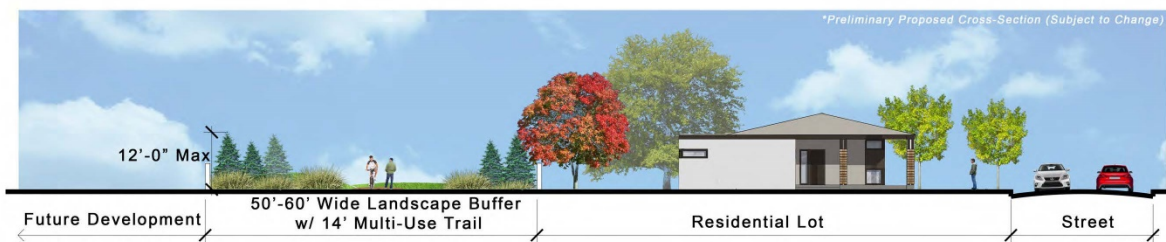




Future Aeronautical Use

- Helps meet airport demand for future infrastructure and services
- Planning for individual pilots / aircraft owners / smaller aircraft
- Not correlated with an increased aircraft activity
- Buffer between aeronautical uses and residents

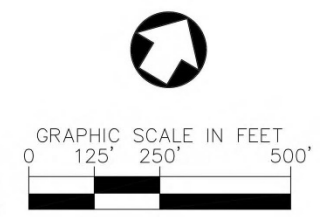
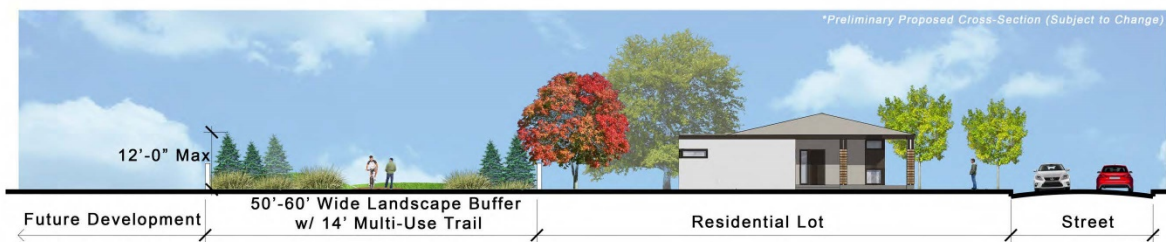




Airport Safety Zones

- Runway Safety Area/Runway Protection Zone
- FAA requirement to keep clear of all objects
- Must avoid gatherings of people





Future Business Development

- Input on the quality of use of the future development
- City requirements for recreation improvements could be part of development agreement and entitlement process
- Need to consider vehicle access & emergency access
- Generate work for skilled and unskilled tradespeople during construction and after development



Variations are Possible – and Likely!

- A vision that shows constraints and compatible uses and highlights community desires
- Results from the RFP process will show the Developers' ideas for the site
- Input from City, Community, and Developer will drive final site design



Skywest Property Update – Review of Draft Site Plan and Community Input

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Updated 2021-2022 Agenda Planning Calendar

2021-2022 Calendar

OCTOBER 28, 2021

1. Skywest Property Update
2. New Lease – Raja Indian Cuisine

JANUARY 27, 2022

1. Skywest Property Update
2. Hangar Condition Assessment – Project Update

APRIL 28, 2022

1. Skywest Property Update
2. Update on Fire Station 6 and Fire Training Center Project
3. Aircraft Noise in Community & Annual Noise Report for 2021

UNSCHEDULED

1. Update on Sulphur Creek Project
2. Taxiways Zulu & Foxtrot – Project Update
3. Review of Catalyst Sites in Industrial Sector
4. Attracting Small Commercial Flight Operators
5. Future Development Plans for South Side of Airport
6. Internship Opportunities at Airport
7. Report on Summer Activities for Teens at Other General Aviation Airports
8. Revenue Generating Potential of CANG Site
9. Partnership Opportunities with Other Airports for U.S. Customs



***Committee Members and Staff
Announcements and Referrals***



***Meeting Adjournment
Council Airport Committee
September 30, 2021***