



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

Agenda

Council Infrastructure & Airport Committee

Tuesday, June 23, 2026

5:30 PM

Hybrid/Conference Room 2A

NOTICE: The Council Infrastructure & Airport Committee will hold a hybrid meeting in Conference Room 2A and virtually via Zoom

The PUBLIC COMMENT section provides an opportunity to address the Committee on items not listed on the agenda. The Committee welcomes 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 for further action. Speakers shall not use threatening, profane, or abusive language which disrupts, disturbs, or otherwise impedes the orderly conduct of a Committee meeting. The City is committed to maintaining a workplace free of unlawful harassment and is mindful that City staff regularly attend Committee meetings. Discriminatory statements or conduct that is hostile, intimidating, oppressive, or abusive and disruptive to a meeting and will not be tolerated.

How to submit written Public Comment:

Send an email to angel.groves@hayward-ca.gov by 1:00 p.m. the day of the meeting. Please identify the Agenda Item Number in the subject line of your email. Emails will be compiled into one file, distributed to the Council Infrastructure & Airport Committee and City staff, and Published in the City's Meeting and Agenda Center under Documents Received After Published Agenda.

How to provide live Public Comment during the Council Infrastructure & Airport Committee Meeting:

1. Attend in person in Conference Room 2A in Hayward City Hall
2. Please click the link below to join the Webinar:

Join from PC, Mac, iPad, or Android:

<https://hayward.zoom.us/j/88500739212?pwd=B6hZcKhUGGc4qnSxzhBzIHZAOUzWtt.1>
Passcode:CIAC_0623

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS:

APPROVAL OF MINUTES

1. [MIN 26-067](#) Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC) Meeting Held on April 22, 2026.

Attachments: [Attachment I Meeting Minutes from April 22, 2026 CIAC meeting](#)

REPORTS/ACTION ITEMS

2. [ACT 26-031](#) Joint Agency Discussion and Recommendation to City Council on Revised Site Plan for Skywest Property

Attachments: [Attachment I Staff Report](#)
[Attachment II Initial Site Plan](#)
[Attachment III Revised Site Plan](#)

3. [RPT 26-055](#) Update on BART Transit-Orientated Redevelopment Projects

Attachments: [Attachment I Staff Report](#)

FUTURE AGENDA ITEMS

4. [ACT 26-035](#) Proposed Agenda Planning Calendar: Review and Comment

Attachments: [Attachment I Staff Report](#)

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

ADJOURNMENT

NEXT SCHEDULED MEETING: August 26, 2026



CITY OF HAYWARD

Hayward City Hall
777 B Street
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File #: MIN 26-067

DATE: June 23, 2026

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT

Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC) Meeting Held on April 22, 2026.

RECOMMENDATION

That the CIAC reviews and approves the April 22, 2026 CIAC meeting minutes.

ATTACHMENTS

Attachment I April 22, 2026 CIAC Meeting Minutes

COUNCIL INFRASTRUCTURE & AIRPORT COMMITTEE MEETING
Hybrid Participation - Digital Zoom Meeting/Hayward Executive Airport

April 22, 2026

5:30 p.m.

MEETING MINUTES

CALL TO ORDER: Meeting called to order at 5:30 p.m. by Chair Salinas.

ROLL CALL:

Members Present:

- Angela Andrews, City Council Member
- George Syrop, City Council Member
- Mark Salinas, Mayor/ Chair

Staff Present:

- Alex Ameri, Director of Public Works
- Amber Parras, Senior Secretary
- Byron Tang, Principal Transportation Engineer
- George Foster, Senior Transportation Planner
- Jennifer Ott, City Manager
- Jeremy Lochirco, Planning Manager
- Marissa Matta, Management Analyst II
- Elli Lo, Senior Management Analyst

PUBLIC COMMENTS

There were none.

REPORTS/ACTION ITEMS

Director of Public Works Ameri announced that Agenda Items No. 5 and No. 4 would be heard before Agenda Item No. 3, with Item No. 5 heard first, to allow sufficient time for public comments.

1. Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC) Meeting Held on February 5, 2026.

The item was moved by CM Andrews, seconded by CM Syrop, and approved unanimously.

2. Approval of Minutes of the Council Infrastructure & Airport Committee (CIAC) Meeting Held on February 25, 2026.

The item was moved by CM Syrop, seconded by CM Andrews, and approved unanimously.

5. Review of Recommended Capital Improvement Program for FY27 - FY36

Director of Public Works Ameri provided a synopsis of the staff report and Management Analyst I Matta presented a PowerPoint presentation.

Public Comments

Alejandro Jasso, representing Bike Hayward, commented on the Flock security cameras, expressing concerns about the classification of the system as a capital investment due to its lease-based model and lack of city ownership of equipment and data after contract expiration. He raised cybersecurity concerns, referencing reported vulnerabilities and third-party investigations suggesting potential exposure of devices to the internet. He also cited concerns about improper access to connected camera feeds and raised privacy concerns regarding surveillance of sensitive locations. He urged the City to reconsider use of the Flock system, citing investment, security, and privacy considerations.

Committee Member's Comments

Committee Member's Comments

Mayor Salinas requested updates regarding the I-880 interchanges at A Street, West Winton, Industrial Boulevard, and Whipple, highlighting their continued focus at both ACTC and City levels. He also asked for an update on public safety site selection, noting prior consideration of locations on Winton Avenue and near the old City Hall, and inquired whether any additional alternative sites have been evaluated beyond those two options.

CM Syrop stated he believed the full Council should discuss the matter further and indicated he would abstain from the vote, citing a need for clearer explanation of how General Fund dollars are being used, particularly in the context of the City's budget deficit. While acknowledging prior staff clarification regarding the budget allocations, he expressed continued uncertainty about whether all expenses charged to the Capital Improvement Budget, especially those funded by the General Fund, including items such as the Flock cameras, are appropriately categorized and justified.

CM Andrews asked whether an amendment could be added to provide a detailed breakout of General Fund expenditure. She also inquired about potential alternatives to Flock license plate reader cameras, noting interest in whether those options have been discussed. She expressed concern about how the City would proceed if Flock were not selected and asked whether the Public Safety Committee could be directed to review alternatives as part of the process before the item advances to the City Council.

The item was moved by CM Andrews, seconded by Mayor Salinas, and approved with CM Syrop abstaining.

4. Transit Oriented Communities Policy Planning Grant Scoping

Director of Public Works Ameri provided a synopsis of the staff report and Senior Transportation Planner Foster presented a PowerPoint presentation.

Committee Member's Comments

CM Syrop expressed appreciation for the presentation and voiced strong support for pursuing the funding opportunity, noting that it represents a significant investment toward improving street safety. He supported establishing bicycle parking minimums while cautioning against excessive development requirements that could discourage projects. He also asked whether community partners could assist with Mobility Hub Plan requirements and explored how shared parking strategies could help unlock additional downtown parking capacity through partnerships with private property owners.

Mayor Salinas inquired about the project timeline and asked what actions could be implemented prior to full project completion.

CM Andrews supported proposed bicycle parking minimums and strategies such as unbundled and shared parking. She requested clarification on gaps in the Mobility Hub Plan and whether the City is coordinating with AC Transit or BART on mobility hub efforts. She raised concerns about parking pricing, particularly the outreach needed with local businesses. She also asked about the impacts of requiring residential developments to provide shuttle services, including how a points-based system might function. CM Andrews suggested prioritizing senior housing downtown within any shuttle incentive framework and exploring collaboration with Development Services to encourage shuttle provisions in future projects.

Mayor Salinas asked whether, in partnerships with agencies such as AC Transit or BART, the property located at the corner of B Street and Montgomery Street could be utilized in a way that would qualify for or contribute toward mobility "points" or credit within the proposed system.

Public Comments

Tyler Dragoni encouraged the city to better use the Oakland Railway subdivision and other rail corridors as active mobility links, connecting neighborhoods, downtown, and BART through safe walking and biking paths. He suggested using a flexible "temporary use" approach for rail rights-of-way, similar to other cities, to expand non-car transportation without blocking future rail use.

Alejandro Jasso expressed support for the project and highlighted downtown Hayward's strong amenities near the BART station, especially coffee shops. He suggested repurposing existing downtown space for secure bike parking and proposed a parking model with a

short free window followed by low hourly fees to support affordability, businesses, and city revenue needs.

3. Safe Streets Hayward Update (A St, B St, Tennyson)

Director of Public Works Ameri provided a synopsis of the staff report and Principal Transportation Engineer Tang presented a PowerPoint presentation.

Committee Member's Comments

Committee members discussed the proposed parking removal alternatives for the Tennyson Road Reimagined Corridor.

CM Andrews asked about potential partnerships with BART to address parking reductions and support transit use among nearby residents. Mayor Salinas supported the recommendation if parking could be retained between Calaroga Avenue and Sleepy Hollow Avenue. CM Syrop expressed general support but emphasized the need for additional feedback from residents most affected by parking impacts. He described the Tennyson corridor as an important commercial area with strong investment potential and supported continued walkability improvements while recognizing its commuter and residential functions. He also suggested exploring future parklet opportunities near businesses with existing parking lots.

Public Comments

Ahmed Shorab commented that safety should remain the primary focus of the Tennyson Road corridor project, noting that maintaining existing conditions could continue to result in severe injuries and fatalities, while a fully separated facility could significantly improve safety outcomes. He urged the Committee not to compromise safety in order to preserve parking or travel lanes, though he acknowledged that some compromises on lane and parking configurations may still be necessary. He also noted that parking removal near BART is already anticipated as part of the Greenway project and stressed the importance of maintaining a continuous corridor without unsafe gaps.

Tyler Dragoni commented on the importance of considering families affected by unsafe road conditions and encouraged the Committee to prioritize safe transportation alternatives for pedestrians, bicyclists, scooter users, and transit riders. He expressed support for staff's recommendation and stated that the City should have the courage to make active transportation safer and more practical. He also voiced opposition to the proposed removal of bus stops.

Committee Member's Comments

Committee members discussed the proposed parking removal alternatives for the A Street Reimagined Corridor.

CM Andrews expressed support for the proposal, citing increased pedestrian activity in the area due to new housing, nearby senior residents, Burbank Elementary School, and Cannery Park. She also asked about coordination with Alameda County, given its jurisdictional influence over portions of A Street, and inquired whether the County is making similar investments in pedestrian improvements and corridor planning.

CM Syrop also voiced strong support for the plan, noting that the corridor currently feels unpleasant for pedestrians and bicyclists despite the presence of bike lanes. He observed that many children ride on the sidewalk because of safety concerns and stated that the proposed improvements would support economic development by helping transform the corridor into a more inviting and active commercial destination where people would want to spend time, rather than simply drive through.

Public Comments

Ahmed Shorab expressed support for the proposal and shared his experience bicycling along A Street, describing the corridor and overpass as uncomfortable and stressful for cyclists. He noted that when visiting businesses in the area, he typically parks on nearby streets and walks to his destination, indicating that the proposed parking changes would be manageable.

Alejandro Jasso expressed strong support for the project and praised the level of community participation and feedback. He emphasized the importance of investing in multimodal transportation infrastructure in light of rising fuel costs and global instability affecting oil supplies, stating that projects such as the A Street improvements would help strengthen the local economy and support increased bicycle and e-bike use. He acknowledged staff's efforts to minimize parking impacts and encouraged the City to expedite implementation of the project.

Committee Member's Comments

Committee members discussed the proposed parking removal alternatives for the B Street Reimagined Corridor.

CM Syrop asked about the project timeline beyond the conceptual phase and when implementation could realistically occur. He also raised questions about the proposed bicycle facility configuration, noting concern about the abrupt transition from a two-way separated bike path to split facilities near Montgomery Avenue and Watkins Street. He

asked whether a more consistent protected bike lane design throughout the corridor would be feasible, particularly given the nearby school and roadway constraints. He expressed enthusiasm for the improved connectivity between the Amtrak station, downtown, and the proposed A Street and B Street corridor improvements, stating that the investments would help strengthen the neighborhood as an extension of downtown and improve access to local amenities and resources.

Mayor Salinas commented that if Amtrak or Southern Pacific were to realign the rail corridor and close the Hayward station in the future, the City could potentially seek concessions to help fund alternative community improvements, such as new pedestrian or bicycle pathways for the neighborhood.

CM Andrews expressed support for using a similar outreach approach as was used for Tennyson Road in this area, noting that survey respondents are likely a more motivated group. She emphasized the need for stronger outreach and clearer communication with the broader community. She complimented the quality and visual clarity of the slide deck and suggested that the approach could be shared or used as a model for other departments.

The item was moved by CM Syrop, seconded by CM Andrews, and approved unanimously.

6. Proposed Agenda Planning Calendar: Review and Comment

Director of Public Works Ameri stated that an update on the Corporation Yard and the BART Transit-Oriented Development would be provided in June. CM Andrews asked whether representatives from BART could be invited to attend that meeting.

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

There were none.

ADJOURNMENT

Chair Salinas adjourned the meeting at 7:59 p.m.

MEETINGS				
Attendance	Present 4/22/26 Meeting	Present to Date This Fiscal Year	Excuse to Date This Fiscal Year	Absent to Date This Fiscal Year
Angela Andrews	✓	15	0	0
Mark Salinas	✓	15	0	0
George Syrop	✓	15	0	0



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777 B Street
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File #: ACT 26-031

DATE: June 23, 2026

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Joint Agency Discussion and Recommendation to City Council on Revised Site Plan for Skywest Property

RECOMMENDATION

That the Council Infrastructure and Airport Committee (CIAC) hold a joint meeting with the Capital Outlay Standing Committee of the Hayward Area Recreation and Park District (HARD) to review a revised site plan for the future use and development of the Skywest Property and recommend the updated concept to the City Council.

SUMMARY

The Skywest Property is a 126-acre site located on the property of Hayward Executive Airport. It was formerly the Skywest Golf Course that was completed in 1963 and operated by HARD between 1975 and 2020. After closure in September 2020, Airport staff assumed basic maintenance of the property and initiated a process to guide future use and development of the site. City staff and consultants prepared an initial site plan for the Skywest Property that included a mix of open space and business park uses, as well as a Runway Safety Area required by the Federal Aviation Administration (FAA) and sought community feedback on the plan. In response to extensive community input, staff is now proposing a revised site plan and seeking review and comment from the CIAC and HARD Capital Outlay Standing Committee and a recommendation of the revised site plan to the full City Council.

ATTACHMENTS

- Attachment I Staff Report
- Attachment II Initial Site Plan
- Attachment III Revised Site Plan



DATE: June 23, 2026

TO: Council Infrastructure and Airport Committee

FROM: Director of Public Works

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FISCAL IMPACT

This project has no adverse impact on the General Fund or Measure C.

However, the maintenance of the Skywest Property does have a significant fiscal impact to the Airport Fund with actual expenses at approximately \$250,000 annually, creating a financial burden on the Airport that cannot be sustained given current revenues.

The reuse has the potential to become a source of significant revenue for the Airport. This revenue will support the long-term financial viability and stability of the Airport and bolster the Airport's ability to cover the required local 10% share of FAA and State monetary grants and meet other operational needs. For instance, revenue from annual lease payments for a 28-acre office park could be over \$1.5 million. In addition, the City's General Fund would benefit from additional business license fees, property tax, and sales tax.

BACKGROUND

The Skywest Property is a 126-acre site located on the property of Hayward Executive Airport (Airport). It was formerly the Skywest Golf Course that was completed in 1963 and operated by HARD between 1975 and 2020. After closure in September 2020, Airport staff assumed basic maintenance of the property and initiated a process to guide future use and development of the site.

The overarching goals guiding the future use of the Skywest Property include: (1) creating a Runway Safety Area in the middle of the property at the end of the Airport's two runways consistent with FAA safety requirements; (2) providing enhanced community-oriented open space and trail opportunities; and (3) planning for business park development that will generate FAA required fair market rate lease revenue to support the long-term financial viability of the Airport, including its operations and maintenance expenses.

As part of the planning process, City staff and consultants held three virtual public scoping workshops during July and August 2021, culminating in an Initial Site Plan (Attachment II), which included 20 acres of open space and several airport hangars at the eastern side of the property, 48 acres of business park development area on the western side, and 28 acres of a Runway Safety Area in the middle of the property at the end of the runways.

Subsequently, City staff solicited extensive community feedback on the Initial Site Plan and received over 700 comments. Additionally, the CIAC, the Hayward Youth Commission, the San Lorenzo Village Homeowners Association, and City Council held public meetings to review and discuss the Initial Site Plan.

The major highlights of the public input include the following:

- Greater public open space and trail opportunities;
- Clearer and enhanced trail connections that link the entire property and provide public access to and from the adjacent community;
- Preservation of existing wildlife and habitat and retention of natural features, such as trees and ponds;
- A landscaping buffer between development and residents
- Specific recreational uses, such as a dog park, an ice/roller rink, bike track, outdoor learning space, agricultural use, disc golf, recreational businesses, smaller golf

course, and an airport viewing area

- Professional management of the open space by a qualified park provider;
- Support for economic development on the site, although some desire to minimize business park use;
- Minimization of the impact of aeronautical development on nearby residents, including minimal to no airport hangars;
- Preservation of the existing clubhouse, if possible;
- One- to two-story height limits; and
- Swapping of the open space and business park uses so that the open space abuts and seamlessly connects with the existing regional shoreline uses along the western edge.

In addition, FAA has identified several airport safety hazards on the Skywest Property that need to be addressed over the next six months, including tall trees in the proposed Runway Safety Area, as well as ponds that are home to turtles and other species that attract birds, which increase the risk of airplane bird strikes.

DISCUSSION

In response to the community input received so far and FAA concerns, City staff proposes a Revised Site Plan (Attachment III) and planning approach that address the feedback in the following ways:

- **Increases the open space** by 20 acres for a total of 50 acres of open space;
- **Plans for a perimeter trail** that links the site and community with the open space opportunity;
- **Decreases the business park development** land by 21 acres to a total of 28 acres and eliminates the airport hangar uses;
- **Swaps open space and business park uses** to connect proposed open space with the regional shoreline uses to the west;
- **Pursuing negotiations with HARD** to add the open space portion of the Skywest Property to HARD's Master Lease Agreement (MLA) with the City so HARD can engage the community and initiate a process to plan, preserve, develop and manage the proposed open space;
- **Continues ongoing discussions with the FAA** regarding the use of less than Fair Market Value (FMV) consistent with FAA policy as stated in Chapter 17 of the FAA Airport Compliance Manual that allows FAA-regulated property to be used at a below market rate for open space; and
- **Develops an implementation plan** that addresses interim safety hazard measures identified by the FAA.

Staff is requesting that the CIAC and HARD Capital Outlay Standing Committee jointly review and comment on the Revised Site Plan and planning approach, and that the CIAC recommend the Revised Site Plan and above approach to the full City Council.

ECONOMIC IMPACT

Future development of this site will generate work for skilled and unskilled tradespeople during the construction phase, and administrative and facility maintenance jobs after the development is completed. In addition to development by HARD, the potential development of business park uses would allow the City to further its presence as an innovative leader for technology in the Bay Area. In addition to attracting highly skilled and educated workers from Hayward and the immediate area, such development has the potential to increase overall economic activity in the City.

STRATEGIC ROADMAP

By allowing for additional airport-specific revenue, development on this site would directly support the Strategic Priority of Improve Infrastructure. Specifically, this item relates to the implementation of the following projects:

Project 11a: Rehabilitate the Pavement in Phases
Project 11d: Design and Construct Capital Improvements

SUSTAINABILITY FEATURES

The action taken for this report will not result in physical development, purchase, or service, or a new policy of legislation. Any physical work will depend on future Council action. The Airport is strongly committed to developing projects that are environmentally responsible. Therefore, staff will ensure that all plans proposed by the developer incorporate features that are in line with the City's sustainability guidelines.

PUBLIC CONTACT

There has been extensive public outreach for this project and area residents and interested parties have provided input that has shaped the Initial Site Plan and Revised Site Plan. The following meetings have taken place regarding the draft site plan:

- Virtual public workshops on July 27, August 10, and August 12, 2021
- Attendance at San Lorenzo Homeowners Association board meeting on September 16, 2021
- Special CAC meeting on September 30, 2021¹

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=5150169&GUID=B606AB87-2A1F-4F15-A86F-8753AB1CBECC&Options=&Search=>

- Hayward Youth Commission meeting on October 4, 2021
- Council work session on October 26, 2021²
- CAC meeting on October 28, 2021³
- Airport staff hosted representatives from the San Lorenzo Village Homeowners Association on October 28, 2021, and provided them with a tour of the airport
- Continuous comments have been received from community members at meetings of the Council Infrastructure and Airport Committee, Council Sustainability Committee, and Council between 2021 and the present.

The agenda and staff report for tonight’s item have been posted on the City’s website and distributed to interested parties.

NEXT STEPS

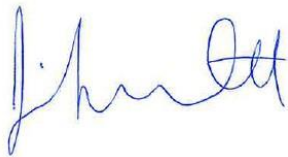
If approved, staff will take the following key next steps:

- Bring the Revised Site Plan and planning approach to the full City Council for review and comment in the Fall;
- Either before or after planned the Council meeting, present the plan to San Lorenzo residents at a convenient location;
- Continue negotiation, planning and transactional next steps with HARD and the FAA on the MLA amendment and Revised Site Plan; and
- Prepare an implementation plan on addressing safety hazards and bring it back to CIAC for further review in the Fall.

Prepared by: Doug McNeeley, Airport Manager

Recommended by: Alex Ameri, Director of Public Works

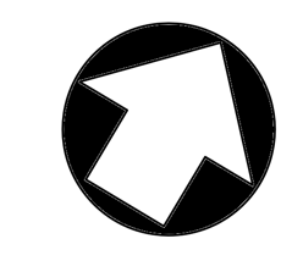
Approved by:



² <https://hayward.legistar.com/LegislationDetail.aspx?ID=5192091&GUID=AFAC6EF5-FB0C-4115-85E6-16F2FBCE8A11&Options=&Search=>
³ <https://hayward.legistar.com/LegislationDetail.aspx?ID=5192647&GUID=ADDAE650-9955-48CD-AD17-D8F35A403983&Options=&Search=>

Jennifer Ott, City Manager

Note:
Site plan layout is preliminary in nature and for shown illustrative purposes only. Note that the final layout may differ.






Skywest Property Visualization Project

Preliminary Illustrative Plan



Legend

-  Airport Safety Area
-  Development
-  Recreational Use



Google Earth

1000 ft



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File #: RPT 26-055

DATE: June 23, 2026

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Update on BART Transit-Orientated Redevelopment Projects

RECOMMENDATION

That the Council Infrastructure and Airport Committee (CIAC) receive an overview of and update on Bay Area Rapid Transit (BART) transit-oriented development projects in Hayward.

SUMMARY

This report provides an overview of transit-oriented development (TOD) opportunities at the Hayward and South Hayward BART station areas in coordination with BART, including a description of BART's updated TOD Work Plan and a summary of ongoing coordination efforts between the City and BART. These efforts are intended to support housing production, enhance multimodal access, and advance shared goals for sustainable, transit-supportive development.

ATTACHMENTS

Attachment I Staff Report



DATE: June 23, 2026
TO: Council Infrastructure and Airport Committee
FROM: Director of Public Works
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FISCAL IMPACT

This item does not require direct financial contributions from the City. The early phases of this project will involve limited staff time, which will be absorbed by existing staff. City staff time spent on the later development review stage will be reimbursed by the developer.

This project is being led by BART, with City support on outreach, coordination, and technical support, such as a presentation on the importance of this project to CIAC (see Table 1 below). BART is not requesting direct financial contributions from the City. However, City staff anticipate investing time to support coordination during the Request for Proposals (RFP) and developer selection process and local planning entitlements following selection of a development partner. The City has a vested interest in the development of this parcel, and actively contributing to the public process is important for a successful product.

BART will provide their baseline community benefits in this development, such as minimum 20% affordable units, and is committed to including mobility hub elements to

benefit the City. If the City wants higher commitment to these included elements, such as an increased percentage of affordable units, BART expects the City to help fund or secure the funds for these items. It is not anticipated at this time that the City will pursue additional commitments from BART in the TOD.

BACKGROUND

BART's TOD program has evolved over the past two decades from a general policy framework into a more detailed, implementation-focused pipeline for delivering housing and mixed-use development on BART-owned land. BART's TOD work began in the 1990s, with a more formalized process that took shape in the mid-2010s. Early BART TODs include Castro Valley Strobridge Apartments at Castro Valley Station, Avalon Dublin at Dublin/Pleasanton Station, and Hayward Civic Center at Hayward Station (in collaboration with the City of Hayward). To date, BART has developed 22 TOD projects (or phases of larger TODs), delivering 4,232 homes, of which 1,298 are affordable, along with 672,000 square feet of office space and 202,590 square feet of retail space.

In 2020, BART adopted its first comprehensive, systemwide implementation document (2020 BART TOD Work Plan), which:

- Identified a pipeline of station-area development sites across the system,
- Established a sequencing strategy for advancing projects,
- Introduced production goals, including:
 - Thousands of new housing units
 - A significant share of affordable housing
 - Focused heavily on redevelopment of surface parking lots

Since adoption of the 2020 Work Plan, BART has successfully completed construction on several TOD projects around the Bay Area, including:

- Balboa Park
- Fruitvale Phases 2A and 2B
- MacArthur Phase 3
- Millbrae
- Walnut Creek Phase 2
- West Dublin–Pleasanton Phase 2 (Pleasanton)

In March 2024, BART released the updated 2024 TOD Work Plan for public review and comment. The Work Plan was finalized and published in August 2024.¹ The update establishes a 10-year implementation strategy focused on expanding housing production, improving station access and connectivity, and supporting BART's long-term financial sustainability in response to post-pandemic ridership trends. The plan emphasizes the development of BART-owned properties as high-density, mixed-income,

¹ BART Transit-Oriented Development Program (2024): https://www.bart.gov/sites/default/files/2024-08/20240826%20TOD%20Work%20Plan_Final.pdf

transit-supportive communities. The 2024 Work Plan identifies a standardized TOD delivery pipeline with the following phases:

- Planning and predevelopment (including site analysis, community engagement, and land use coordination)
- Developer solicitation (Request for Qualifications/Proposals)
- Developer selection and negotiation of agreements
- Design, entitlement, and construction

A key function of the Work Plan is to identify when each station is anticipated to advance to the developer solicitation phase, which serves as BART's primary benchmark for project prioritization and resource allocation.

In coordination with local jurisdictions, BART has refined its TOD program to advance the following six policy goals:

- **Complete Communities:** Contribute to neighborhood vitality, placemaking
- **Sustainable Communities:** Support greenhouse gas reduction
- **Ridership:** Increase BART ridership
- **Value Creation & Value Capture:** Improve BART's financial stability
- **Transportation Choice:** Support non-automobile transportation choices
- **Affordability:** Housing affordability and access to opportunity

The 2024 Work Plan also reflects a strategic shift toward redevelopment of surface parking lots and other underutilized BART-owned lands, while ensuring coordination with local planning efforts and infrastructure capacity.

BART staff engaged City staff during the development of the 2024 Work Plan. City staff initiated regular coordination meetings with BART staff in mid-2025 to discuss the Hayward and South Hayward station areas in accordance with adopted Housing Element Goal H-3, Program 8, and related Actions 8.5 through 8.8.² Early discussions have focused on aligning development objectives, identifying potential constraints, and establishing preliminary timelines and community outreach strategies.

Due to limited staffing and delivery capacity, BART advances approximately one to two TOD projects per year to developer solicitation. As a result, all potential sites are sequenced and prioritized within the Work Plan. BART evaluated its developable sites using data in four prioritization categories: market readiness, local support for TOD, infrastructure readiness, and development capacity. Under the 2024 TOD Work Plan:

- **Hayward Station** is identified as a near-term opportunity, with advancement to the developer solicitation phase anticipated within the 2024–2028 timeframe.

² Hayward Housing Element, Housing Plan. <https://www.hayward-ca.gov/your-government/documents/general-plan/housing-element/housing-plan>

- **South Hayward Station** is identified as a mid-term opportunity, with Phase 2 redevelopment anticipated in the 2029–2033 timeframe. Phase 1 development at South Hayward was completed in 2017 and included the Cadence residential project.

Nearby stations identified include Bay Fair (near-term), Union City (mid-term), and Castro Valley (long-term). Budgetary adjustments at BART in the short term may affect these timelines, but the prioritization framework will remain.

Additional information regarding the scope, timing, and implementation of TOD at both stations is available in the 2024 TOD Work Plan.

DISCUSSION

BART staff have provided the City with a preliminary project schedule (**Table 1**) that outlines key milestones during the initial phases of the project, including coordination with City staff and the selected development team. While the schedule identifies early-stage activities, timelines for later phases remain uncertain due to resource constraints and will be refined as the project advances. BART and City staff have already completed the two open houses at the station, engaging the public on goals and objectives for the project.

Following selection of a development partner, BART is expected to enter into an Exclusive Negotiating Agreement (ENA) to establish the project framework and refine the development program. Upon completion of the project scope, the selected developer will coordinate with the City to initiate the entitlement process, including all required planning approvals and environmental review in compliance with the California Environmental Quality Act (CEQA), if applicable.

BART has not yet identified a definitive start date for developer solicitation and selection. However, based on the current schedule, City staff anticipate that public engagement related to the project could begin as early as mid- to late-2027 with initial collaboration with staff beginning in late 2026 during the ENA phase.

Table 1: Project Milestones and Tentative Schedule

TASK	ASSIGNED TO	START	END
Existing Conditions, Goals, and Objectives			
Finalize goals and objectives	BART, City support	Q1 2026	Q3 2026
Public Process: Goals and Objectives			
Open houses (2) at station	BART, City support	Q2 2026	Q2 2026
Infrastructure and Airport Committee	City	Q2 2026	Q2 2026
BART Board consideration of goals and objectives	BART	Q3 2026	Q3 2026
RFP Preparation			
Developer outreach	BART	Q3 2026	Q3 2026
Draft RFP	BART	TBD	
Developer Solicitation and Onboarding			

RFP Release	BART	TBD	
Proposals due	Developers	TBD	
BART Board ENA authorization	BART	TBD	
ENA negotiation	Developer and BART	TBD	
Sign ENA and begin negotiation phase	Developer and BART	TBD	

STRATEGIC ROADMAP

While this item is not specifically related to a project identified in the Strategic Roadmap. Staff is bringing forth this update because eventual redevelopment of underutilized BART-owned properties into vibrant transit oriented mixed-use development would support several Strategic Priorities including Invest in Infrastructure, Grow the Economy, Cultivate Vibrant Neighborhoods, Champion Climate Resilience, and Preserve, Protect & Produce Housing. Staff recommend that this redevelopment project be included in the next bi-annual update to Council on the Strategic Roadmap in support of BART’s efforts.

SUSTAINABILITY FEATURES

This is an update on a work plan to eventually redevelop BART-owned properties with transit-oriented, high density residential development, which may foster transit use over single occupancy vehicle use. By clustering high-density housing, jobs, and mixed-use amenities near transit nodes, TODs are intended to boost daily ridership, lower household car ownership, and reduce vehicle miles traveled (VMT). Any future development will be subject to California Green Building Standards Code (CALGreen) and any Reach Codes in place at the time of development.

PUBLIC CONTACT

In May, BART hosted a survey and conducted two community open house events at the Downtown Hayward BART Station to solicit input from riders, residents, and other stakeholders on draft project goals and objectives for future TOD. BART received 339 survey responses and 233 responses to their Open House dot exercise. The top priorities, in order, for participants in the dot exercise were:

- Create a place that provides a vibrant and positive first impression of Downtown Hayward for residents, visitors, and employees arriving via transit, as envisioned in Hayward’s Downtown Specific Plan.
- Provide housing at a range of affordability levels to meet the needs of diverse community members, consistent with the affordability goals of the City of Hayward’s Housing Element, Downtown Specific Plan, and Inclusionary Housing Policy.
- Require at least 20% of homes on the site to be affordable for low-income and very low-income households, supporting BART’s goal of building 35% affordable housing systemwide.

- Increase the share of BART riders who walk, bike, or take transit to BART through access improvements that offer safe, viable non-car choices to BART riders.
- Align with a vision of Downtown Hayward as a dense, transit-oriented center with jobs and housing within walking distance of bus and BART.
- Attract riders from Downtown Hayward and beyond by improving the station area and making it easier to walk, bike, and take transit to and from BART.

Survey results were largely consistent with feedback from the in-station outreach events. Respondents broadly supported a vibrant, mixed-use transportation hub with ground-floor retail, cafes, farmers markets, fitness, and third spaces that activate the street, notably strengthening the station's role as a transportation hub by enhancing access and connectivity for bus and BART riders, and people walking or biking.

Support for density was strong, but affordability was more divisive. Some respondents prioritize greater affordability and housing for essential workers and existing Hayward residents, while others feel the area already has sufficient subsidized housing and prefer more market-rate units to strengthen the city's tax base and image.

Additional public concerns included parking availability, building height and neighborhood scale, earthquake risk along the Hayward Fault, and the risk of vacant ground-floor retail.

Although the project is in its goals phase and has not selected a developer to propose general building concepts, the City is proactively considering and evaluating parking availability and occupancy near BART as part of its work toward consistency with the Metropolitan Transportation Commission's goals of improved transit-oriented communities. BART's TOD policy, which aligns with state and regional guidance, calls for residential projects to include an average of 0.5 off-street parking spaces per unit. One facility constructed without any off-street parking faced challenges in the Downtown area. In the survey results, participants generally expressed concerns about any development having outsized effects on the neighborhood—specifically respondents cited the construction of either too much or not enough parking as potential issues, split fairly evenly across over 20 responses total. Adding bicycle parking, handicapped parking, and improving the feeling of safety in parking areas were all cited frequently without opposition.

These are all design details which will be discussed at a later phase, but City staff are actively undertaking efforts to improve curbside management to alleviate perceived parking challenges, including timed, permitted, and potentially paid on- and off-street parking, as well as shared and bundled private parking. The City is focused on improving how this public space is managed, so that it can be used more effectively and equitably by all members of the community.

BART also presented the project to the Downtown Hayward Improvement Association (DHIA) on May 12, 2026 with City staff present, and is incorporating their feedback into the project as well.

NEXT STEPS

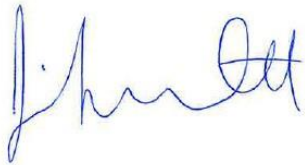
Following this presentation, BART is anticipated to bring the Draft Goals and Objectives to the BART Board for consideration. The next step after that would be to advance the project to the developer solicitation phase, leading to selection of a development partner and execution of an exclusive negotiating agreement.

Upon finalization of the project scope, BART's selected developer will coordinate with the City to initiate the entitlement process. Based on the current schedule, City-led engagement on the project is expected to begin as early as mid- to late-2027, with timelines subject to revision as the project progresses.

Prepared by: Leigha Schmidt, AICP, Acting Planning Manager
George Foster, AICP, Senior Transportation Planner

Recommended by: Byron Tang, PE, Deputy Director of Public Works – Transportation
Alex Ameri, Director of Public Works

Approved by:

A handwritten signature in blue ink, appearing to read "Jennifer Ott".

Jennifer Ott, City Manager



CITY OF HAYWARD

Hayward City Hall
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Hayward, CA 94541
www.Hayward-CA.gov

File #: ACT 26-035

DATE: June 23, 2026

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT

Proposed Agenda Planning Calendar: Review and Comment

RECOMMENDATION

That the Council Infrastructure & Airport Committee (CIAC) reviews and comments on this report.

SUMMARY

The proposed agenda planning calendar contains planned agenda topics for the Committee meetings for the CIAC's consideration. This agenda item is included in every Council Infrastructure Committee agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

ATTACHMENTS

Attachment I Staff Report



DATE: June 23, 2026

TO: Council Infrastructure & Airport Committee

FROM: Director of Public Works

SUBJECT: Proposed Agenda Planning Calendar: Review and Comment

RECOMMENDATION

That the Council Infrastructure & Airport Committee (CIAC) reviews and comments on this report.

SUMMARY

The proposed agenda planning calendar contains planned agenda topics for the Committee meetings for the CIAC’s consideration. This agenda item is included in every Council Infrastructure Committee agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

DISCUSSION

The proposed agenda planning calendar contains planned agenda topics for several future CIAC meetings for the Committee’s consideration. This agenda item is included in every CIAC agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

Underlined – Staff recommends item to be added to Approved Agenda Planning Calendar

~~Strikeout~~ - Staff recommends item to be removed or scheduled from previously Approved Planning Calendar.

FY 2026
August 26, 2026 – Meeting Location: TBD
1. Approval of Minutes from June 23, 2026 Meeting
2. <u>Public Safety Center – Site Recommendation and Project Update</u>
3. <u>New CIP: Corp Yard Needs Assessment and Layout</u>
4. Oral Updates
5. Review and Approve the Agenda Planning Calendar

October 28, 2026 – Meeting Location: TBD
1. Approval of Minutes from August 26, 2026 Meeting
2. Review and Approve the Agenda Planning Calendar
3. Oral Updates

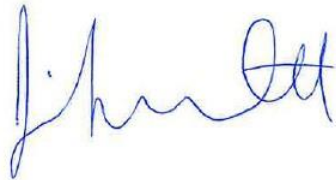
NEXT STEPS

Upon consideration and approval by CIAC, staff will schedule items accordingly for future meetings.

Prepared by: Dave Hung, Acting Deputy Director of Public Works
Byron Tang, Principal Transportation Engineer
Douglas McNeeley, Airport Manager

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Jennifer Ott, City Manager