



**PLANNING COMMISSION MEETING  
COUNCIL CHAMBERS AND VIRTUAL (ZOOM) PARTICIPATION  
Thursday, April 10, 2025, 7:00 p.m.**

Attachment I

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The Planning Commission meeting was called to order at 7:01p.m. by Chair Hardy. The Planning Commission held a hybrid meeting in the Council Chambers and virtually via Zoom.

**PLEDGE OF ALLEGIANCE**

**ROLL CALL**

Present: CHAIRPERSON: Hardy  
COMMISSIONERS: Goodbody, Haman, Lowe, Meyers, Stevens  
Absent: COMMISSIONER: Franco-Clausen

Staff Members Present: Allen, Ameri, Corral, Lo, Lochirco, Ochinero, Tabari, Vigilia, Wolny

**PUBLIC COMMENTS**

There were none.

**PUBLIC HEARING**

**1. Recommended FY 2026 - FY 2035 Capital Improvement Program PH 25-015**

Staff report submitted by Public Works Director Ameri dated April 10, 2025, was filed.

Public Works Director Ameri introduced Management Analyst Wolny, who provided a synopsis of the staff report.

Commissioner Haman asked how the City conducts outreach to the public regarding the numerous ongoing projects. Public Works Director Ameri highlighted that outreach methods differ by project type. For traffic calming projects, like those on Patrick and Gading Avenues, approximately 2,000 postcards are sent to nearby residents to inform them about the project and provide online resources. He stated community meetings are held at local schools or community centers, allowing residents to view presentations and give feedback. Residents can also communicate via email or written correspondence, and additional meetings are organized if needed to address concerns. Public Works Director Ameri noted that while transportation projects are prioritized, similar outreach strategies, such as flyers and dedicated websites, are used for other initiatives to keep the public informed.



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COUNCIL CHAMBERS AND VIRTUAL (ZOOM) PARTICIPATION  
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Attachment I

---

Commissioner Haman inquired if the outreach methods would be applicable for all four hundred plus projects. Public Works Director Ameri responded that the department has over 170 staff members. With more than 200 projects in the Capital Improvement Program (CIP) for the year. He emphasized that there are engineers, planners, management analysts, and administrators dedicated to managing these projects.

Commissioner Haman asked whether all these projects are well funded to ensure their completion. Public Works Director Ameri explained that while the total budget for the year is approximately \$161 million, only \$3 million comes from the general fund, and just under \$4 million is sourced from internal funds. He stated most funding comes from enterprise funds (such as water, sewer, and airport) and special funds, including various measures and vehicle registration fees. He noted that some projects are supported by grants from local, state, and federal entities, as well as loans.

Commissioner Haman asked if the goal is to minimize the use of the general fund for these projects to which Public Works Director Ameri replied that the goal is to minimize the use of the general fund, and he believes the department has successfully contained the amount of funding drawn from it over the years.

Commissioner Haman asked for examples of identified or unfunded capital projects and how the figure of \$709 million was determined. Public Works Director Ameri replied that one identified need is the rehabilitation of the corporation yard on Soto Road, which is decades old, extremely crowded, and functionally obsolete, with an estimated cost of \$140 million, but funding has not yet been secured. He noted that the department is exploring various funding sources.

Commissioner Haman asked if the rehabilitation of the corporation yard falls under public facility clustering and whether the new site for the police station could be incorporated into that project. Public Works Director Ameri explained that the two identified locations for the new police station are adjacent to the Fire Training Center on Winton Avenue and the old Civic Center on Foothill, and explained that while funding for the projects can potentially be combined, the corporation yard's location on Soto Road is separate.

Commissioner Haman asked if the plan would exclude daycare centers to which Public Works Director Ameri replied that the plan only includes facilities related to the function of the corporation yard. He added that the only potential exception is the animal control facility currently located there.

Commissioner Haman asked if, in addition to the seismic upgrades mentioned in the staff report, there are any other projects focused on preparing for a major earthquake. Public



**PLANNING COMMISSION MEETING  
COUNCIL CHAMBERS AND VIRTUAL (ZOOM) PARTICIPATION  
Thursday, April 10, 2025, 7:00 p.m.**

Attachment I

---

Works Director Ameri responded that the City has invested \$40 million to assess and improve seismic safety, particularly following the Loma Prieta earthquake. He explained that the City identified and upgraded nearly 50 pipeline locations that cross the Hayward Fault, while some funding remains for additional improvements as needed. He also highlighted that the current City building is a prime example of seismic preparedness, featuring base isolators and state-of-the-art technology capable of withstanding an earthquake of over magnitude 7.0 on the Hayward Fault.

Commissioner Haman asked how much asbestos piping remains to be replaced, given the known health hazards associated with asbestos. Public Works Director Ameri explained that the City has about 400 miles of water pipeline. He stated approximately 5% consists of brittle cast iron, which is a priority for replacement, while around 75% of the system is made of asbestos cement pipe, which was commonly used during the City's development. He noted the remaining 20% is composed of plastic, ductile iron, or welded steel—materials chosen for their durability and seismic performance. Public Works Director Ameri emphasized that asbestos cement pipes are safe while in service, with no health risk under normal conditions, but precautions are necessary during replacement due to the potential environmental and health hazards posed when the material is disturbed.

Commissioner Haman inquired if it would be possible to replace all water supply pipes with earthquake-resistant ductile iron pipe instead, given Hayward's proximity to major earthquake faults. Public Works Director Ameri responded that while it is possible to replace all water supply pipes with earthquake-resistant ductile iron, it would be significantly more expensive—both due to the higher material costs and the specialized workmanship required for installation. He explained that such pipes are typically reserved for areas located near or within active earthquake fault zones, rather than being used throughout the entire system. Commissioner Haman sought clarification, stating that ductile iron pipes would be the ideal system if it were possible to replace everything with them, to which Public Works Director Ameri confirmed. Commissioner Haman asked if replacing the entire system with earthquake-resistant ductile iron pipe is a long-term goal for the City. Public Works Director Ameri replied that replacing all pipes with ductile iron is not currently the City's goal. He explained that the current state-of-the-art practice is to use PVC or plastic pipes in areas where they have demonstrated reliable performance.

Commissioner Haman wanted to ensure that the use of PVC pipes does not pose a health hazard, which Public Works Director Ameri confirmed.

Commissioner Haman inquired about replacing City vehicles, alongside the police and fire fleet, and asked if there are plans to exceed the 15% target. Public Works Director Ameri replied that the supply of hybrid and electric vehicles is very limited, and their costs are



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Thursday, April 10, 2025, 7:00 p.m.**

Attachment I

significantly higher than traditional vehicles. He mentioned that they attempted to purchase an electric pickup truck but faced supply constraints. He highlighted that Caltrans and the state have plans to procure hundreds of millions of dollars' worth of these vehicles, making it challenging for local agencies like Hayward to compete for them.

Commissioner Meyers asked for an update on the replacement of 26,000 feet of pipes and requested a percentage of completion to better understand the financial status of the project. Public Works Director Ameri explained that the water portion is fully completed, while the sewer portion is about 95% done, with minor remaining tasks currently being worked on. He mentioned an ongoing \$33 million project for additional water and sewer pipeline replacements, with the water design at 90% and the sewer design at 60% completion. Public Works Director Ameri emphasized that they aim to replace 2 to 2.5 miles of pipeline annually and combine projects for better contractor bids and economies of scale.

Commissioner Meyers asked if the 1.4 megawatt solar system at the Water Resource Recovery Facility was not in use due to the implementation of the gas digester system. Public Works Director Ameri clarified that the Water Resource Recovery Facility has a cogeneration system that supplies all its electricity needs. While this facility is the largest municipal power user, the solar project remains important as it provides excess energy to other City facilities. He confirmed that the existing 1.6-megawatt solar system is operational, and there are plans for an additional 1.4-megawatt system, which will be installed once improvements to the facility create the demand for it. Commissioner Meyers inquired whether the additional solar array would help supplement the existing one, to which Public Works Director Ameri replied yes.

Commissioner Meyers asked if the digester gas system includes an additional refinement or "polishing" process at the final stage. Public Works Director Ameri confirmed that the digester gas undergoes an additional refinement process. He explained that the raw gas produced contains about 60% methane, and a refinery system is in place to upgrade the gas so it can be efficiently used by internal systems, such as engines or generators.

Commissioner Meyers inquired whether the funds from Measure K bypass the General Fund and go directly to the Capital Improvement Program (CIP) and various projects. Public Works Director Ameri explained that for any given project, they must first demonstrate a reliable funding source—such as Measure C, Measure K-1, or potentially the General Fund—before securing financing. He noted that once a funding source is confirmed, they can borrow the necessary funds to build the facility and then repay the loan using the designated source, typically Measure C or K-1, depending on the project.



**PLANNING COMMISSION MEETING  
COUNCIL CHAMBERS AND VIRTUAL (ZOOM) PARTICIPATION  
Thursday, April 10, 2025, 7:00 p.m.**

Attachment I

---

Commissioner Meyers asked whether the two current projects being considered are fully funded through Measure C or Measure K-1, or if any portion of the funding comes from the General Fund. Public Works Director Ameri clarified that none of the funding for the two current project sites comes from the General Fund. He explained that one site, located next to the Fire Training Center, is owned by the airport (which is City-owned), and the other is the Civic Center site, which the City purchased previously, but the project funding itself does not draw from the General Fund.

Commissioner Meyers asked for examples related to Mobility Element 3.1, which focuses on providing comfortable, convenient, and safe travel and if there is any language or provisions within that element that address delivery vehicles and their role within the transportation framework. Public Works Director Ameri responded that it does not specifically call out delivery vehicles. He noted that any street that is open to trucks and other vehicles would also accommodate delivery vehicles, meaning they are inherently included under the broader transportation framework.

Commissioner Meyers clarified that his concern was more about the growing presence of delivery vehicles—like Amazon and FedEx trucks—that frequently park along the sides of roads. He asked whether their impact is considered in any of the City's planning or traffic calculations under the mobility framework. Public Works Director Ameri explained that if a project is near a distribution center, the developer must conduct a traffic study to evaluate impacts—such as daily, peak hour, and weekend traffic. He stated based on the findings, they are required to mitigate their impact, either by paying traffic mitigation fees or performing infrastructure improvements like street paving. However, outside of those requirements, there is no specific prohibition against delivery companies like Amazon or FedEx using public streets.

Commissioner Meyers asked for clarification on the distinction between items labeled as "goals" versus "policies". Public Works Director Ameri explained that a goal represents an aspiration the City aims to achieve, while a policy outlines the specific actions or strategies to reach that goal. He stated a goal might be to increase the percentage of bikeways annually, while a policy would involve actively creating opportunities for pedestrian and bicycle access and tracking progress with metrics to ensure they move toward that goal.

Commissioner Goodbody inquired if the primary reason for selecting the Public Safety Center sites was that they are City-owned properties, or if other criteria were considered during the selection process. Public Works Director Ameri clarified that while City ownership was a factor, it wasn't the only consideration for selecting the Public Safety Center sites. He stated the site next to the airport was chosen for its proximity to the newly built Fire Training Center and Fire Station 6, creating synergy between the facilities, while the



**PLANNING COMMISSION MEETING  
COUNCIL CHAMBERS AND VIRTUAL (ZOOM) PARTICIPATION  
Thursday, April 10, 2025, 7:00 p.m.**

Attachment I

---

other site was selected for its closeness to downtown. He noted that other City-owned properties were considered but deemed unsuitable for this type of use.

Commissioner Goodbody raised concerns about the airport site for the Public Safety Center, noting its distance from the City center and access to South Hayward. She inquired whether the City had evaluated the potential benefits, such as cost savings and using an existing building, specifically the two-story structure that used to house the Sears outlet. Public Works Director Ameri explained that while the Sears site was initially considered, its ownership complexities made it challenging to pursue. He noted that untangling those issues would require significant time and effort. Additionally, he pointed out that there are many safety and access requirements for a police building that an existing structure like the Sears outlet would not meet, making it unsuitable for reuse in that context.

Commissioner Goodbody asked if Measure K-1 allocations would come into play only after the Measure B and BB funds are exhausted. Public Works Director Ameri clarified that Measure C, passed in 2014, has a 20-year term and will expire in 2034, while Measure K-1 extends that term by another 20 years, continuing funding through 2054. He emphasized that this allows the City to fund various projects using Measure C and K-1. He noted that Measure B and BB are separate Alameda County measures dedicated to roadway and sidewalk improvements, which will continue independently and are restricted to those types of projects, distinct from Measure C and K-1 funding.

Chair Hardy inquired about the process for community feedback and when and where residents could weigh in on potential new projects. Public Works Director Ameri confirmed that there are opportunities for community members to provide input on projects. He noted that many initiatives have been initiated by residents advocating for improvements in their neighborhoods, such as the recent enhancements on Campus Drive and upcoming sidewalk improvements. He encouraged residents to contact the City through Access Hayward or call directly. He also mentioned regular meetings of Council committees, including Infrastructure and Sustainability, where public comments are welcomed and taken into consideration for future projects.

Chair Hardy inquired about the funding for the Russell City Engagement and Art project, mentioning that the portal indicates \$20,000 from citywide funds, but the amounts for prior years and the current fiscal year appear different. She asked for a general explanation of how funding amounts are represented for projects like this and what those differences might mean. Public Works Director Ameri explained that projects like the Russell City Engagement and Art initiative can have multiple sources of funding. He emphasized that while some funding might come from citywide or General Fund contributions, other funds could come from grants or unique situations—such as settlements or required payments



**PLANNING COMMISSION MEETING  
COUNCIL CHAMBERS AND VIRTUAL (ZOOM) PARTICIPATION  
Thursday, April 10, 2025, 7:00 p.m.**

Attachment I

---

from local facilities due to specific incidents. He noted these additional sources can cause variations in the listed funding amounts across different fiscal years.

Chair Hardy sought clarification on the transmittal letter's purpose, whether it is sent to the City Council, and how it fits into the broader process. Public Works Director Ameri explained that the transmittal letter outlines what is being presented to the City Council, highlights key projects, and provides context for the plan. Chair Hardy wanted to confirm whether the letter is simply prepared in advance and ready to go when the time comes, since it already mentions the Planning Commission's review even though the City Council presentation is scheduled for May. Public Works Director Ameri confirmed that the transmittal letter is prepared in advance and ready for use. He explained that the first step in the process is presenting the Capital Improvement Program to the Planning Commission. He added that on the 23rd of the month, the same presentation will then go to the Council Infrastructure and Airport Committee, followed by the full City Council—tentatively scheduled for May 6th, though that date could change.

Chair Hardy asked if there was a particular reason economic development, housing, and education/lifelong learning weren't highlighted, or if current projects in other areas simply take precedence at this time. Public Works Director Ameri explained that while economic development, housing, and education/lifelong learning were not specifically highlighted in the presentation, the Capital Improvement Program (CIP) includes over 200 projects—many of which do support those elements. He gave an example of how projects like Safe Routes to Schools directly support the educational element by improving safe access for children and families traveling to schools.

Commissioner Meyers asked if the City has a formal plan for the placement of EV charging stations or if it's entirely up to businesses, specifically referencing the new Tesla charging station at Jackson and Safeway. He also inquired if the City offers any incentive programs or fee assistance to encourage installation at various locations. Public Works Director Ameri explained that the Tesla charging station at Safeway is a private installation intended for customers of nearby businesses, like the store and gym. He added that the City does have its own plan for public EV charging infrastructure, but that Hayward is a member of Ava Energy, which supplies clean energy and partners with the City to install public charging stations. Public Works Director Ameri noted that the first planned public installation is at Municipal Parking Lot 4, located between B and C Streets behind the AT&T building, and will feature 20 charging stations.

Commissioner Meyers asked if the City considers the potential negative impact of charging stations on community dynamics when private entities request to install charging stations, or if the approval process is generally straightforward without much scrutiny.



**PLANNING COMMISSION MEETING  
COUNCIL CHAMBERS AND VIRTUAL (ZOOM) PARTICIPATION  
Thursday, April 10, 2025, 7:00 p.m.**

Attachment I

---

Public Works Director Ameri clarified that the installation at Safeway is on private property, utilizing privately owned parking spaces. He emphasized that if a private entity wants to use City-owned public parking spaces for charging stations, the City will engage in discussions to ensure that the operation benefits residents and meets community needs beyond just providing charging access.

As there was no public comment, Chair Hardy opened and closed public comment at 8:02 p.m.

Commissioner Lowe acknowledged the challenge of condensing such a large amount of information and appreciated the effort to make it accessible for residents. She noted that while some may still have questions, the ability to contact City staff for clarification is important. She commended the City's efforts to improve the community and made a motion to move to find that the Capital Improvement Program is consistent with the Hayward 2040 General Plan.

Commissioner Meyers made a motion to second.

Commissioner Stevens expressed deep appreciation for the work done on projects like Mission Boulevard and Main Street, emphasizing their positive impact on economic development by supporting local businesses. He acknowledged the ongoing need for traffic calming measures but raised concerns about the broader driving behaviors in society. He cautioned that responding to complaints about speeding could penalize the majority of drivers who follow the rules. He pointed out that a significant portion of severe crashes in Hayward occur on a small percentage of the roadway network and urged policymakers to adopt a data-driven approach to address safety challenges. Commissioner Stevens encouraged exploring strategies beyond engineering solutions for traffic calming, suggesting that such efforts could lead to unnecessary costs for taxpayers.

Chair Hardy appreciated the website, particularly the search feature, which helped her navigate and find specific projects and streets. She agreed with Commissioner Stevens about the impact of street improvements, particularly in the Tennyson and Alquire area, where new bike lanes have inadvertently led to more car accidents due to parking changes. She emphasized the importance of community involvement in addressing these issues and encouraged residents to engage in discussions and provide feedback to improve local conditions.

It was moved by Commissioner Lowe, seconded by Commissioner Meyers, and carried unanimously, to confirm the Planning Commission finds that the Recommended FY 2026 - FY 2035 Capital Improvement Program (CIP) is consistent with the Hayward 2040 General





**PLANNING COMMISSION MEETING  
COUNCIL CHAMBERS AND VIRTUAL (ZOOM) PARTICIPATION  
Thursday, April 10, 2025, 7:00 p.m.**

Attachment I

---

Plan.

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|----------|--------------|--|
| AYES:    | COMMISISONER | Goodbody, Haman, Lowe, Meyers, Stevens |
|          | CHAIR        | Hardy                                  |
| NOES:    | COMMISSIONER |  |
| ABSENT:  | COMMISISONER | Franco-Claussen                        |
| ABSTAIN: | COMMISSIONER |  |

**COMMISSIONERS' ANNOUNCEMENTS, REFERRALS**

Planning Manager Lochirco provided a brief update, noting that the next Planning Commission meeting scheduled for April 24, 2025, will likely be canceled due to a lack of agenda items. However, there will be at least one or two projects for consideration at the meeting on May 8, 2025, and subsequent meetings in May are also expected to have scheduled items. He also promoted community activities, wishing everyone a happy Easter and highlighting Earth Day festivities on April 22, 2025. He added that on Saturday, April 26, 2025, there will be a Citywide cleanup and community fair at Weekes Park, featuring sustainability-themed booths. He noted that volunteers can sign up on the City's website and will receive a ticket for a free lunch from a local restaurant.

**ADJOURNMENT**

Chair Hardy adjourned the meeting at 8:13p.m.

**APPROVED:**

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Ron Meyers, Secretary  
Planning Commission

**ATTEST:**

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Briea Allen  
Planning Commission Secretary



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COUNCIL CHAMBERS AND VIRTUAL (ZOOM) PARTICIPATION  
Thursday, April 10, 2025, 7:00 p.m.**

Attachment I

---

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