



HAYWARD AREA SHORELINE PLANNING AGENCY

City of Hayward
East Bay Regional Park District
Hayward Area Recreation and Park District



Meeting of Board of Trustees
Special Virtual Meeting Held Remotely via
Zoom Webinar

January 14, 2021

DRAFT ACTION MINUTES

HASPA TRUSTEES PRESENT:

Elisa Márquez, City of Hayward, HASPA Chair
Dennis Waespi, East Bay Regional Park District
Rick Hatcher, Hayward Area Recreation and Park District

HASTAC MEMBERS PRESENT:

Brian Laczko, Hayward Area Recreation and Park District
Chantal Alatorre, East Bay Regional Park District
Erik Pearson, City of Hayward
Mark Taylor, East Bay Regional Park District
Matthew Gaul, East Bay Regional Park District

STAFF:

Jacqui Diaz, Hayward Area Recreation and Park District
Jeremy Lochirco, City of Hayward
Meghan Tiernan, Hayward Area Recreation and Park District
Paul Hodges, Hayward Area Recreation and Park District
Robert Goldassio, City of Hayward
Taylor Richard, Climate Corps Fellow

VISITORS:

Domingo Poggione, SJSU Graduate Student
Erica Johnson
Erika Castillo, Alameda County Mosquito Abatement District
Gena Wirth, SCAPE
Jessica Fain, SF Bay Conservation and Development Commission
Mary Kimball, Arcadis
Nans Voron, SCAPE
Nick Shannon, SCAPE
Peter Rosen
Richard Maurer, LWVEA

Call to Order

A regular meeting of the Hayward Area Shoreline Planning Agency (HASPA) was called to order at 3:01 P.M. by Trustee Elisa Márquez.

Introductions

Introductions of Trustees present were made, all others in attendance were recorded [complete list on Page 1].

Election of Chair of the HASPA Board of Trustees

Motion cast by Trustee Waespi, and seconded by Trustee Hatcher, to nominate Trustee Márquez as the new Chair. Motion carried, without objection, to approve election of Trustee Márquez as Chair of HASPA Board of Trustees.

1. Approval of HASPA Minutes for October 8, 2020

Moved by Trustee Hatcher and seconded by Trustee Waespi, without objection, to approve the minutes of the Hayward Area Shoreline Planning Agency meeting of October 8, 2020.

Public Comments

There were no public comments.

REPORTS

Reports from Technical Advisory Committee (TAC)

2. 2695-2893 West Winton Avenue Application Update

A one page visual of the project Site Plan and East Side Elevation was displayed.

Principal Planner Jeremy Lochirco summarized that the applicant submitted for a Zoning Text Amendment to allow a truck terminal in the Industrial Park (IP) Zoning District with a Conditional Use Permit for a truck terminal at the subject property. The truck terminal would serve as a transfer facility for loading and unloading of trucks carrying goods and products, and would be established in the recently developed 507,000 square foot industrial spec building, which is located at 2701 W. Winton Ave., immediately adjacent to the Hayward Shoreline. Packages would be shipped to the warehouse using long haul trucks, then sorted and delivered using independent, individual drivers that would come from throughout the Bay Area. It is anticipated that there will be 240 delivery vans and flex drivers that would depart and return to the facility over a 24-hour period, with minor fluctuations seasonally. The building would also include a 250 square foot area for customer pick-up and it is anticipated that the facility would employ 200 people as drivers, sorters, and managers. The City hired LSA, a California Environmental Quality Act (CEQA) consultant, to prepare an addendum to the originally adopted Mitigated Negative Declaration from 2017 to consider traffic impacts. The proposed project is anticipated to be heard at a public hearing by the Hayward Planning Commission tentatively scheduled for February 2021, followed by the Hayward City Council.

Trustee Waespi requested confirmation that the building has been completely developed and asked about the results of the traffic impact study.

Mr. Lochirco confirmed the structure is completely built and also mentioned the results of the traffic analysis is still being finalized. Mr. Lochirco added that the traffic impact analysis from 2017 was based on "trip generation," however, since then the State of California adopted Senate Bill 743 (SB743) which changed reporting requirements to use Vehicle Miles Traveled. Given the change in reporting requirements, the City is asking the CEQA consultant, LSA, to update their previous report using the new VMT methodology to identify any needs for additional mitigation measures. The draft report is anticipated to be available in a few weeks, before being finalized and presented at the Hayward Planning Commission public hearing in February.

Trustee Waespi asked if an aerial rendering existed that could be presented to show the distance between the site and the Hayward Shoreline, and what that distance is.

Mr. Lochirco responded that staff does not have a visual to present at the meeting, however, the property is adjacent to the Shoreline area.

Trustee Waespi stated that in a recent trip to the Shoreline, he was pleased to see the development did a great job incorporating visual enhancements, such as interpretive panels.

Chair Márquez requested clarification that the site is the last building located far West on W. Winton Ave. before entering the parking lot area for the Shoreline.

Mr. Lochirco responded that the site is in fact the last building West on W. Winton Ave.

Chair Márquez announced that the Hayward Planning Commission currently has six Commissioners since Angela Andrews was elected to the Hayward City Council. Chair Márquez added that the City Council will providing a recommendation to fill the Planning Commission vacancy on January 26, 2021, allowing for a full quorum when this item is heard by the Planning Commission at the anticipated February public hearing.

3. 4150 Point Eden Way Application Update

An illustration of several renderings of the proposed development was displayed.

Principal Planner Lochirco summarized that the proposed project, known as the U-Haul development, includes construction of a new 13,730 square foot industrial building on approximately 6.8 -acres. Roughly 10,000 square feet would be used as a warehouse for moving pods and equipment, and approximately 2,800 square feet would be used for the U-Haul corporate regional office. The project will involve demolition of an existing structure which holds a historic resource designation based upon previous use and service by the Oliver Salt Ponds in the earlier 20th century. The project would involve realignment of the Bay Trail at the western edge along the bay, allowing for greater blue water experience, rather than passing through two industrial parcels. The project application is currently deemed complete and a is now in progress. A Notice of Preparation is required due to required California Environmental Quality Act (CEQA) analysis which will consist of an Environmental Impact Report (EIR). The Notice of Preparation was published in November 2020 with a comment period extending to the middle of December. The focus of the Environmental Impact Report (EIR) will be on the subject areas of cultural resource, biological resource, and hazardous materials; however, areas of focus may be added as well. The analysis is currently being conducted and a draft EIR is expected to be released in the first quarter of 2021.

Trustee Hatcher asked staff if it is possible to save any part of the historical structures or potentially relocate.

Mr. Lochirco responded that there are some potentially salvageable components which are being included in the EIR analysis. He stated that alternatives to demolishing the entirety of the structure and site are being explored, including the potential option of the City adopting a Statement of Overriding Consideration as part of the EIR may be something that is presented to the Hayward Planning Commission and City Council.

Trustee Waespi noted that despite the building's condition, it is a part of the historical record. He asked if the Hayward Area Historical Society (HAHS) has reached out regarding any preservation efforts they can assist with, such as setting up interpretive panels, pictures, etc.

Mr. Lochirco responded that there have been ongoing discussions with the applicant and some coordination to make sure the part of history of the site does not get lost, whether it is a plaque or small tribute area to pay homage.

Chair Márquez commented that she concurs with the other Trustees and their comments and that it is important to determine a way to preserve the historical integrity of the site, however that may be, including reaching out to the Hayward Area Historical Society (HAHS) for their feedback. Márquez added that she would also like to see some type of sculpture and/or public art preferably on the site.

4. 25800 Clawiter Road Application Update

An illustration of several renderings of the proposed development was displayed.

Mr. Lochirco summarized that the proposed project is referred to as "The Hines Industrial Campus." The project is located on 25-acres at the former Gillig bus manufacturing site. The project site is complicated in that it is split by a railroad spur and as a result there is no connectivity between the northern and southern portions of the site. The northern portion of the parcel is zoned General Industrial (IG) and the southern portion of the parcel is zoned Industrial Park (IP). The official application proposed three (3) industrial spec buildings with one (1) three-story 616,000 square foot data center. The current zoned height limit is 75-feet and the proposed data center exceeds as 88 feet and 108 feet to the very top of the building. The Planning Commission is the approving body for this project and may grant approval of the proposed heights if it provides a more beneficial site layout and also provides a public amenity. The developer has been working diligently with staff to design the buildings to provide an attractive façade. The spec buildings will be able to support a wide range of uses in the future, including research and development, manufacturing, biotech, and possibly warehousing. The project will also feature an outdoor plaza and pathways between buildings and public art. The applicant has pledged a contribution of \$50,000 to the City of Hayward towards bicycle lane infrastructure and bicycle lanes on Clawiter Road between Industrial Blvd. and Middle Lane. The data center tenant has had ongoing conversations with City of Hayward Utilities Department to extend recycled water infrastructure to the site in the future. Project entitlements will require approval of a Major Site Plan Review, a Conditional Use Permit for a building which exceeds 100,000 square feet, and a Lot Line Adjustment. The application is complete. City staff have been working with CEQA consultant Rincon to perform CEQA analysis and have published an Initial Study and Mitigated Negative Declaration on December 4, 2020 with a comment period that ended on January 4, 2021.

Responses to comments are currently being prepared and will be included in the report to the Planning Commission.

Trustee Hatcher commented that at the previous meeting they discussed the possibility of an underground creek which runs the length of the southern part of the property and runs into the salt marsh harvest preserve. Hatcher requested confirmation from TAC Member Mark Taylor.

TAC Member Mark Taylor stated that the salt marsh harvest preserve is $\frac{3}{4}$ mile to the west of the location. Taylor added that there could be an underground creek coming from the Alameda County Flood Control channel F Line, but he does not know if the two are connected.

Trustee Hatcher stated that he would like to see appreciation shown towards the creek and its value, whether “daylighting” the underground creek or finding another way to return it to its more natural form.

Trustee Waespi added that the renderings are nice and the building is beautiful, however he would appreciate a third visual presented of an area map displaying proximity of any proposed development sites to the Shoreline going forward.

5. 25450 Clawiter Road Application Update

Several renderings of the proposed development were displayed.

Mr. Lochirco provided a summary of the application. The site, located at the old Berkeley Farms site, is being called the “LogistiCenter at Highway 92.” The application submitted in October 2020 by Dermody Properties will include a Master Site Plan Review and Conditional Use Permit. The application proposes for a new industrial campus with two (2) new spec buildings (232,653 and 154,618 square feet), and employee amenity spaces including two employee patios and amenity areas, as well as substantial landscaping, improved circulation and expanded parking area. No potential tenants have been identified yet, however the developer has mentioned there is a growing desire for industrial-style campuses in the area such as this proposed development. The development is subject to CEQA and environmental review. Staff anticipate that the application review will be complete and the CEQA analysis will begin some time in the second quarter of 2021.

Chair Márquez asked if this project is planned or scheduled to be heard by the Council Economic Development Committee (CEDC).

Mr. Lochirco responded that he does not know if it has been heard by CEDC yet, however he agrees it would be a good idea for the project to be heard by CEDC and will follow-up with staff to make that happen.

Chair Márquez asked what type of connectivity is being done with the new developments, from 2701 W. Winton Ave., to 25800 and 25450 Clawiter Rd., on a broader level as they relate to the

Shoreline, separate from any campus amenities, to build a more tangible community synergy and encourage employees to enjoy the beauty of the Shoreline area.

Mr. Lochirco responded that the planned bicycle lane and infrastructure improvements should help facility a more connected, with ease of access between the industrial area complexes and to the Shoreline and Bay Trail, not just for industrial area employees but with new amenities and Bay Trail improvements provided by developers for general public use as well.

Trustee Hatcher highlighted that the HASPA Board maintains a birds-eye view to envision the best way to connect and synergize individual projects for the broader internal and external use. Hatcher commended past Trustee Jameson for her previous guidance and over-arching goal of the keeping the Industrial area compatible, and in harmony with, the Hayward Shoreline. Hatcher added that he would like to see a continued focus from staff and support from developers to improve or create interconnectivity throughout the industrial district and for the Shoreline.

Trustee Márquez asked if the CEQA documents prepared for these projects will include risk factors such as Sea Level Rise and how vulnerable a site is.

Mr. Lochirco responded that he is uncertain if the current projects are referencing the Shoreline Adaptation Master Plan during their CEQA analysis. Lochirco said that the 2701 W. Winton Ave project, which is already built, did perform elevation and grade analysis from a geotechnical hazard perspective which evaluated the existing grade and Sea Level Rise and resulted in an increase in site elevation, raising the building grade several feet to remove it from the flood plain.

WORK SESSION ITEMS

6. Bay Adapt: Regional Strategy For A Rising Bay

Taylor Richard, HASPA Fellow, introduced Jessica Fain from the San Francisco Bay Conservation and Development Commission (BCDC).

At 3:38 P.M., Jessica Fain, Planning Director at BCDC, presented two programs, Adapting to Rising Tides (ART) and Bay Adapt: Regional Strategy For A Rising Bay. The presentation was followed by discussion. [Presentation slides, agenda attachments, and complete video recording of Zoom webinar available at <https://hayward.legistar.com/Calendar.aspx>]

Trustee Hatcher expressed appreciation for the presentation and stated that the regional approach is very important, particularly with the funding piece. He asked if part of the effort of Bay Adapt is to assist local jurisdictions in reaching a synonymous level of adaptation and any type of funding to reach those adaptation goals.

Ms. Fain responded that local jurisdictions do not all share the same journey to adaptation. They have specific adaptation needs which can be vastly different from that of their neighboring localities. Ms. Fain stated that BCDC does not have the funds to provide every local agency with resources for their individual projects, however they may be able to assist in procuring state and government funding from grants or other sources. Ms. Fain added that BCDC strives toward regional cohesiveness and inclusion as much as possible, encouraging local jurisdictions to

collaborate proactively with neighboring partners to realize greater needs and benefits as part of their adaptation projects.

Trustee Hatcher stated that he has been working with wetlands, along with many of his colleagues, for decades, and asked what other agencies or authorities are conducting the same type of regional effort as BCDC.

Ms. Fain stated that she does not know of any other agency that does such broad regional approach and assistance. Ms. Fain stated that there are other agencies that have a role and touch on the same efforts, but not to the extent or scale as BCDC.

Trustee Waespi commented that it is a big region with local jurisdictions progressing their efforts individually. Waespi added that if the region or state could get funding for efforts for Sea Level Rise then it could help unite the local efforts.

Chair Márquez shared that she is also impressed with the work BCDC has done and is proposing. Márquez requested clarification on a slide about outreach to communities and electives and asked if any outreach has been done with State legislators for buy-in and support, as that would be crucial to raising the priority of Sea Level Rise to pull in more financial resources.

Ms. Fain responded that one of their actions is to create a regional advocacy group to try to be more organized in their approach with pushes and outreach to Sacramento.

Chair Márquez stated that there have been some silent stakeholders (communities, agencies, etc.), and asked what the plan is for continued outreach and reaching all of those silent partners and getting the conversation started.

Ms. Fain responded that they are focusing their continued outreach efforts on those more vulnerable groups, such as low-income groups, where they will be first impacted by Sea Level Rise. An outreach meeting is scheduled in the next week in Palo Alto.

Hatcher added that he appreciates the legislative piece to include bonds and taxes, and this is a critical moment where it will be important to find a way to include others. Hatcher asked what takes place after the BCDC presentations to agencies and what strategies are in place to bring agencies together in the effort regionally?

Ms. Fain responded that their outreach efforts are geared towards establishing a long-term structure so that agencies can work together on the fight against Sea Level Rise together. Ms. Fain stated that the efforts and actions are a work in process and would like the opportunity to return and discuss next drafts.

BCDC's presentation and the subsequent Q&A discussion ended at 3:59 P.M.

REPORTS: Action Items (Trustees/TAC)

7. Recommendation for Adoption of Shoreline Adaptation Master Plan

Scape Presentation

Taylor Richard, HASPA Fellow, introduced the Shoreline Adaptation Master Plan consultant team, SCAPE and Arcadis, to conduct their final presentation to HASPA on the Shoreline Adaptation Master Plan.

At 4:00 P.M., consultants SCAPE and Arcadis conducted a presentation with PowerPoint slides on the final draft Shoreline Adaptation Master Plan, progress updates, and comments received, summary of meetings, public comments, and next steps. [Presentation slides, agenda attachments, and complete video recording of Zoom webinar available at <https://hayward.legistar.com/Calendar.aspx>]

Trustee Márquez requested confirmation that this is an action item.

TAC Chair Erik Pearson confirmed that there will be a Q&A following the consultant's presentation, then staff will present the Environmental Review memo and a recommendation from the Trustees will be requested at that time.

Trustee Hatcher commended the consultant team on their care in responding to comments on the Shoreline Adaptation Master Plan and commented how critical the moment is in recommending approval of the Shoreline Adaptation Master Plan to continue pushing other key stakeholders to have a presence and delve deeper into the implementation of the Shoreline Adaptation Master Plan and what roles each of the three agencies will have (City of Hayward, EBRPD, HARD), as well as those other key stakeholders.

Trustee Waespi added his excitement that the moment has finally arrived to approve the Shoreline Adaptation Master Plan, which is the culmination of thousands of hours and years of work and perseverance. Waespi shared his appreciation for the consultant team and hopes that may have some involvement as the projects become shovel-ready and can be implemented.

Chair Márquez echoed Trustees Hatcher's and Waespi's comments that she was impressed with the level of detail and compassionate responses to comments, as well as outreach through the City's newsletter and social media platforms.

SCAPE and Arcadis' presentation and the subsequent Q&A discussion ended at 4:22 P.M.

Trustee Hatcher asked if any of the Shoreline Adaptation Master Plan is available in Spanish and what type of outreach has been done with the Spanish speaking community.

Taylor Richard, HASPA Fellow, responded that notices and outreach about the master plan, including on social media sites have also been provided in Spanish, and past TAC Chair Edgar Maravilla also offered assistance to translate any portion of the Plan to the public upon request. No requests were made.

TAC Chair Pearson added that the website also has a translation tool with can translate the document, however he noted that no part of the Plan was prepared in Spanish. He mentioned that the TAC plans to work with the SJSU graduate students to translate key elements of the Plan as part of their outreach campaign. [More on SJSU Graduate group outreach campaign on page 11]

Environmental Review Memo

TAC Chair Erik Pearson stated that when the Shoreline Adaptation Master Plan is adopted, it must comply with the requirements of the California Environmental Quality Act (CEQA). Pearson added that the Plan must be adopted by February 28, 2021 per the grant agreement with Caltrans.

TAC Chair Pearson summarized several factors that led to the current CEQA recommendation. Conducting an Environmental Impact Report (EIR) analysis was discussed at several previous HASPA Board of Trustees meetings, with past estimates of \$240k that could potentially be split among the three joint powers authority agencies (HARD, EBRPD, and City of Hayward). Recent cost estimates range around \$500k for an EIR. At the Board meeting in October, the Trustees requested that staff explore the preparation of an EIR that would only cover the short-term projects, as well as perform outreach to other key stakeholder agencies to find out their availability of, and willingness to contribute, funding towards the EIR. Staff met with the East Bay Dischargers Authority and Oro Loma Sanitary District, who preferred that more studies and design work are completed before embarking on the EIR. Similarly, Alameda County Flood Control District was not ready to commit funds.

TAC Chair Pearson further mentioned that there are State and Federal grants which do not necessarily require an environmental review be completed prior to submitting an application, a successful grant award could be used towards environmental analysis costs. Staff intends to conduct CEQA environmental review as projects are implemented and designed in more detail.

TAC Chair detailed that staff's recommendation to the Trustees is to recommend adoption of the Shoreline Adaptation Master Plan, acknowledging that the Plan will require outside funding, environmental review, and additional stakeholder coordination, and that the individual Trustees recommend approval to each of their respective park district Boards and City Council to adopt the Plan prior to February 28, 2021.

Trustee Hatcher requested clarification that at this time the Shoreline Adaption Master Plan is exempt from CEQA, however the Plan or any projects implemented within will require CEQA analysis going forward.

TAC Chair Pearson confirmed that Hatcher is correct. Pearson also added that it was considered that each individual project will require engineering design and that if an EIR was prepared for the entire Plan as a whole, then it may still be likely that as each project is planned in more detail that additional CEQA analysis would be required to address any new environmental concerns that arise during the design process, duplicating efforts and costing more funds.

Trustee Hatcher added that CEQA documents also have expiration dates, which may not be practical on a decades-long effort.

Trustee Hatcher requested clarification that in approving staff's recommendation, no individual agency is committing or being obligated to fund a certain portion or percentage of the identified projects and that outreach will continue to be done with external stakeholders for participation and resource contributions.

TAC Chair Pearson confirmed that Trustee Hatcher's understanding of the recommendation is correct and added that implementation of the Plan will be contingent on outside funding and no agency is committing to any kind of funding at this juncture.

Trustee Waespi commented that the celebration of completing the Plan will quickly be followed by the challenge of implementing the projects and how to make that happen. Waespi added that the Plan creates a good path to follow, the incorporations of the local enterprise agencies will aid in the Plan's success but also diminish some of the flexibility.

Chair Márquez requested that staff elaborate on the CEQA exemption and how impactful that may be to acquiring a grant, given that top candidates for grants usually have shovel-ready projects.

TAC Chair Pearson elaborated that there are a variety of grants that exist with varying application requirements, one previously looked at is Measure AA funding through the SF Bay Restoration Authority. There may be projects that are appropriate for that funding. However, a determination has not been made as to which project to begin first, so more work is still required before moving forward. Pearson added that the Plan is very high-level and staff is looking to it as more of a feasibility study, then once a project is more fully designed and ready for implementation then an environmental review can be conducted at that point.

Chair Márquez asked that after adoption in February, what agency will then be responsible to initiate the first project.

TAC Chair Pearson responded that each of the projects identified in the Plan have varying stakeholders who will be involved. Pearson mentioned that there is no set order to complete the listed projects, however further discussions will be held with the Board to discuss how to coordinate with the other agencies and stakeholders and also determine priority of what project(s) to begin first.

Trustee Hatcher requested that hard copies of the final adopted Shoreline Adaptation Master Plan be provided to each of the three HASPA joint powers authority agencies.

Nans Voron, SCAPE, responded that he will check their contract balance and if there is remaining funds then they will be happy to provide each member agency with a hard copy of the Plan.

Trustee Hatcher recognized former trustees Mendall and Jameson for their years of dedication and that the final adoption of the Shoreline Adaptation Master Plan is a culmination of the hard work put in by the Trustees and the Technical Advisory Committee.

Action

Moved by Trustee Waespi and seconded by Trustee Hatcher, without objection, to Recommend Adoption of the Shoreline Adaptation Master Plan and CEQA Exemption. Approved by unanimous vote.

REPORTS: Informational Items (Trustees/TAC)

8. Shoreline Adaptation Master Plan Implementation Grant Application

TAC Chair Pearson announced that the HASPA Technical Advisory Committee has submitted a Notice of Interest to the California Office of Emergency Services (CalOES) to apply for a grant through their Hazard Mitigation Grant Program using the Oro Loma Interim Levee as the subject project of the application. If CalOES accepts the initial project scope then staff will be submitting a more detailed application by May 1, 2021. The initial requested grant amount is \$15million, which will consist of \$5million total matching. [Project Scope]

9. HASPA Meeting Schedule for 2021 Calendar Year

Scheduled quarterly meetings for 2021:

- January 14, 2021

- April 8, 2021
- July 8, 2021
- October 14, 2021

REPORTS: Board Members (Trustees)

There were no reports.

REPORTS: Setting of Agenda for Next Meeting (Trustees/TAC)

Tentative Agenda for Next Meeting, Thursday, April 8, 2020, at 3:00 P.M.

Taylor Richard, HASPA Fellow, invited guest Domingo Poggione to speak on Sea Level Rise outreach.

Domingo Poggione, SJSU Graduate Student, provided a brief overview of a planned outreach campaign originating from a global climate change university course that he and his team are enrolled in. The focus of the campaign will be to assist HASPA with providing outreach to Hispanic residents in the Hayward and San Lorenzo communities to help communicate the Shoreline Adaptation Master Plan. Their team will be collaborating closely with Ms. Richard and the TAC and will initiate the outreach program in the coming months.

TAC Chair Erik Pearson noted a suggestion by Trustee Hatcher to make the Shoreline Adaptation Master Plan available in Spanish and agreed that it would be a great opportunity for the graduate group to assist in translating key elements of the Plan to Spanish as part of their outreach campaign.

Chair Márquez thanked Mr. Poggione for his time and presentation and offered to meet with him to also assist in brainstorming outreach needs and methods within the community.

Standing TAC Report Items:

- Updates on Current Planning Applications
- Update on the Shoreline Adaptation Master Plan Adoption
- Update on Hazard Mitigation Grant Program Application
- Report on HASPA Budget
- Sea Level Rise Regional Coordination (BCDC)
- Report on Sea Level Rise Outreach Partnership with SJSU
- Point Eden Way, Point Eden Landing Road, Trust Way, and Research Road Update

Potential Future Agenda Items:

- Discussion on Future of HASPA following 1-Year Extension Expiration
- Fieldtrip to Hayward Shoreline
- Streamlined Permitting Update
- Community Outreach Plan
- In-Depth Report on Outside Agencies

- Citizens' Climate Lobby (Potential Agenda Item from Trustee Jameson)
- Invite Vinnie Bacon to present and provide feedback to HASPA
- Visit and feedback from Assembly Member Bill Quirk

ADJOURNMENT

Chair Márquez adjourned the meeting at 4:52 PM.