

Examples of BART Transit-Oriented Development (TOD)

Millbrae



San Leandro



Balboa Park

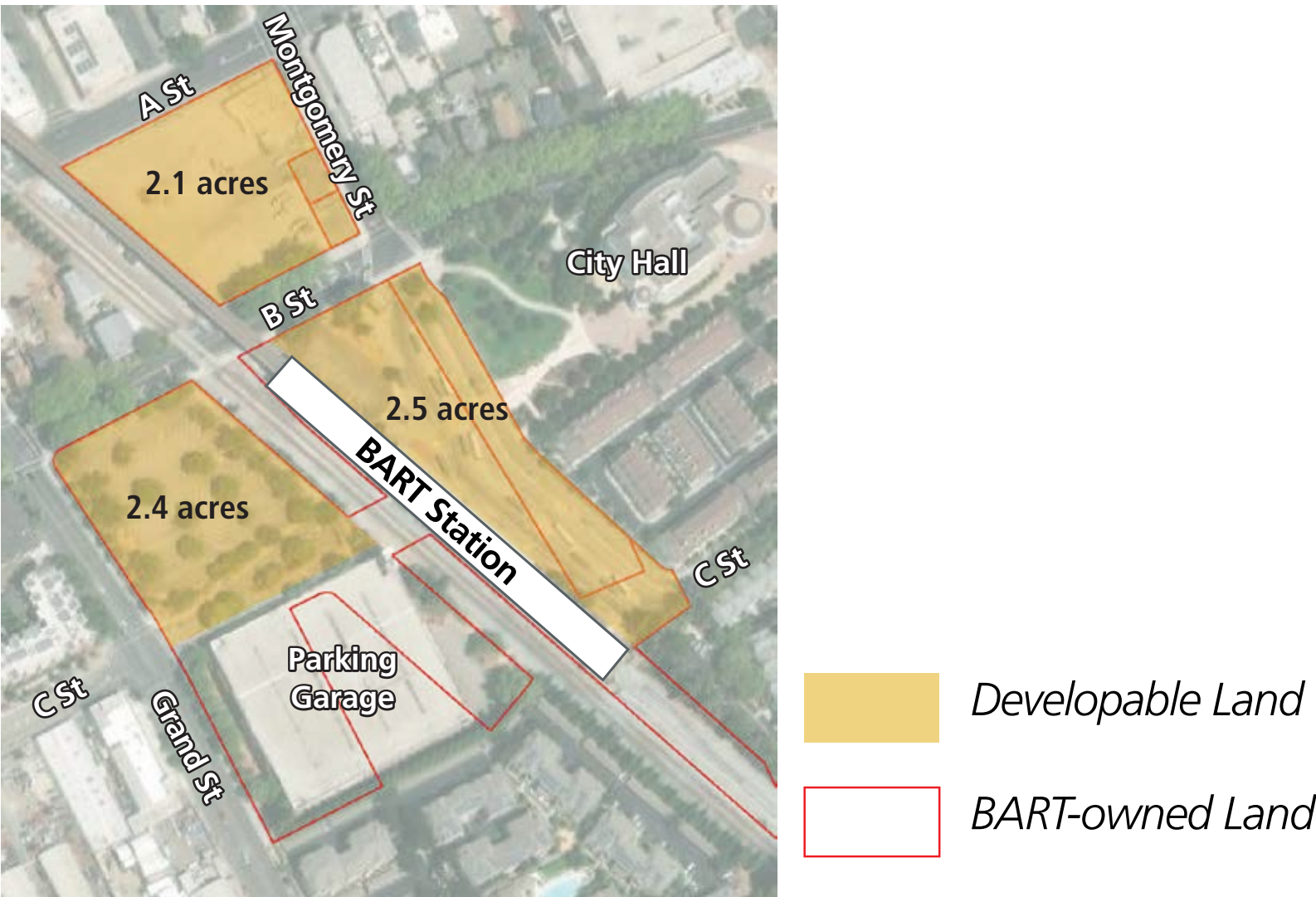


Key Information for Hayward Station TOD

Where will it be located?



Land Use Plan from 2019 Hayward
Downtown Specific Plan



Developable Land
BART-owned Land

What could be built here?

The Hayward Downtown Specific Plan, adopted by the City of Hayward in 2019, envisions the BART station area as a dense, transit-oriented urban center that provides new jobs and housing opportunities within walking distance of bus and rail transit. Future development on BART-owned parcels will be shaped by City zoning regulations as well as state law (AB 2923 and SB 79).

Description	Minimum	Maximum
Homes per acre	40*	210*
Building height (stories)	N/A	11, with some setbacks required
Floor area ratio (FAR)	1.5	N/A
Bike parking (secure covered spaces)	1 per home**	N/A
Car parking spaces per...		
Home	No minimum**	0.5 spaces**
1,000 sqft of office	No minimum**	1.6 spaces**

* with the General Plan Updates (scheduled for mid-late 2026)

** per State law (AB2923 and AB2097)

How and when will it happen?



Ideas for Hayward-Specific Objectives



Six goals guide BART’s TOD work.

Tell us what these should mean for the development at Hayward Station

- There are 18 draft objectives supporting the 6 goals across 3 poster boards
- Your task: Choose up to 3 priority objectives by placing a dot under the left column
- Extra credit: Add comments or suggestions using Post-Its



GOAL: Complete Communities

Partner with the City to ensure BART contributes to neighborhood vitality, creating places offering a mix of uses and incomes.

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	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.	
	Create clear visual and physical connections between the BART station, nearby neighborhoods, and Downtown Hayward shops and services.	
	Encourage placemaking and/or active ground floor uses, especially uses that complement and leverage the surrounding Downtown context.	

GOAL: Affordability

Serve households of all income levels by linking housing affordability with access to opportunity.

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	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.	

Your input will help shape Hayward Station’s TOD

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GOAL: Transportation Choice

Leverage land use and urban design to encourage non-auto transportation choices both on and off BART property through enhanced walkability and bikeability and seamless transit connectivity.

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	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.	
	Enable new TOD residents to reduce their reliance on cars by implementing robust transportation demand management measures.	
	Strengthen the station’s role as a transportation hub by enhancing access and connectivity for bus and BART riders, pedestrians, and bicyclists.	
	Enhance an accessible east-west connection between the western TOD parcels (west of the Union Pacific Railroad tracks) and the BART station entrance.	
	Support any future City-led off-site parking management strategy for the surrounding neighborhood.	
	Consider transportation improvements in the area and policies identified in the Downtown Specific Plan when designing the site for TOD.	

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GOAL: Sustainable Communities Strategy

Lead in the delivery of the region’s land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	Align with the vision of Downtown Hayward as a dense, transit-oriented center with jobs and housing within walking distance of bus and BART.	
	Deliver dense mid-rise housing of 5 or more stories along with community-serving uses at Hayward Station to reduce the need for TOD residents to drive for daily needs.	
	Incorporate green and sustainable design to minimize vehicle and building-related greenhouse gas emissions.	

GOAL: Ridership

Increase BART ridership, particularly in locations and times when the system has capacity to grow.

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	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.	
	Increase BART ridership by building dense housing and using transportation demand management measures that encourage transit, walking, and biking for residents, workers, and visitors.	

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GOAL: Financial Sustainability

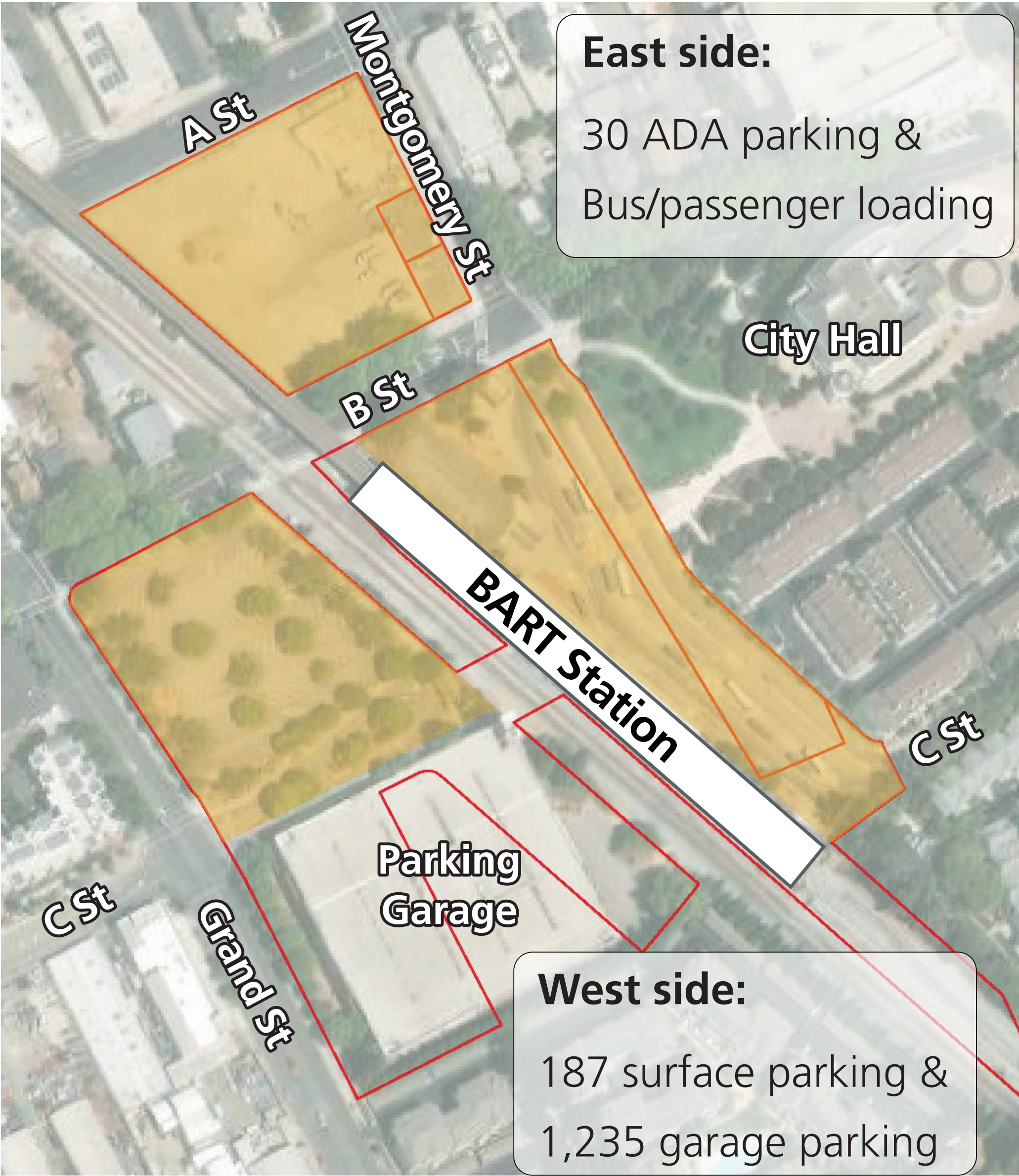
Enhance the stability of the City’s and BART’s financial base by capturing the value of transit and reinvesting the program to maximize TOD goals.

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	Encourage residential development at the maximum density allowed in the General Plan, including affordable and market rate housing, and attract a wide spectrum of people to live Downtown, as provided in Downtown Specific Plan Policy H1.	
	Build a project that can start soon and help pay for BART’s operating costs.	
	Secure outside funding for TOD-related improvements to the Hayward BART station area.	
	Work with bus and shuttle services to see if bus areas can be changed to make more space for new buildings on BART land.	

Station Access & Transportation



Existing Parking & Loading



Hayward BART Ridership and Parking (Average Weekday)

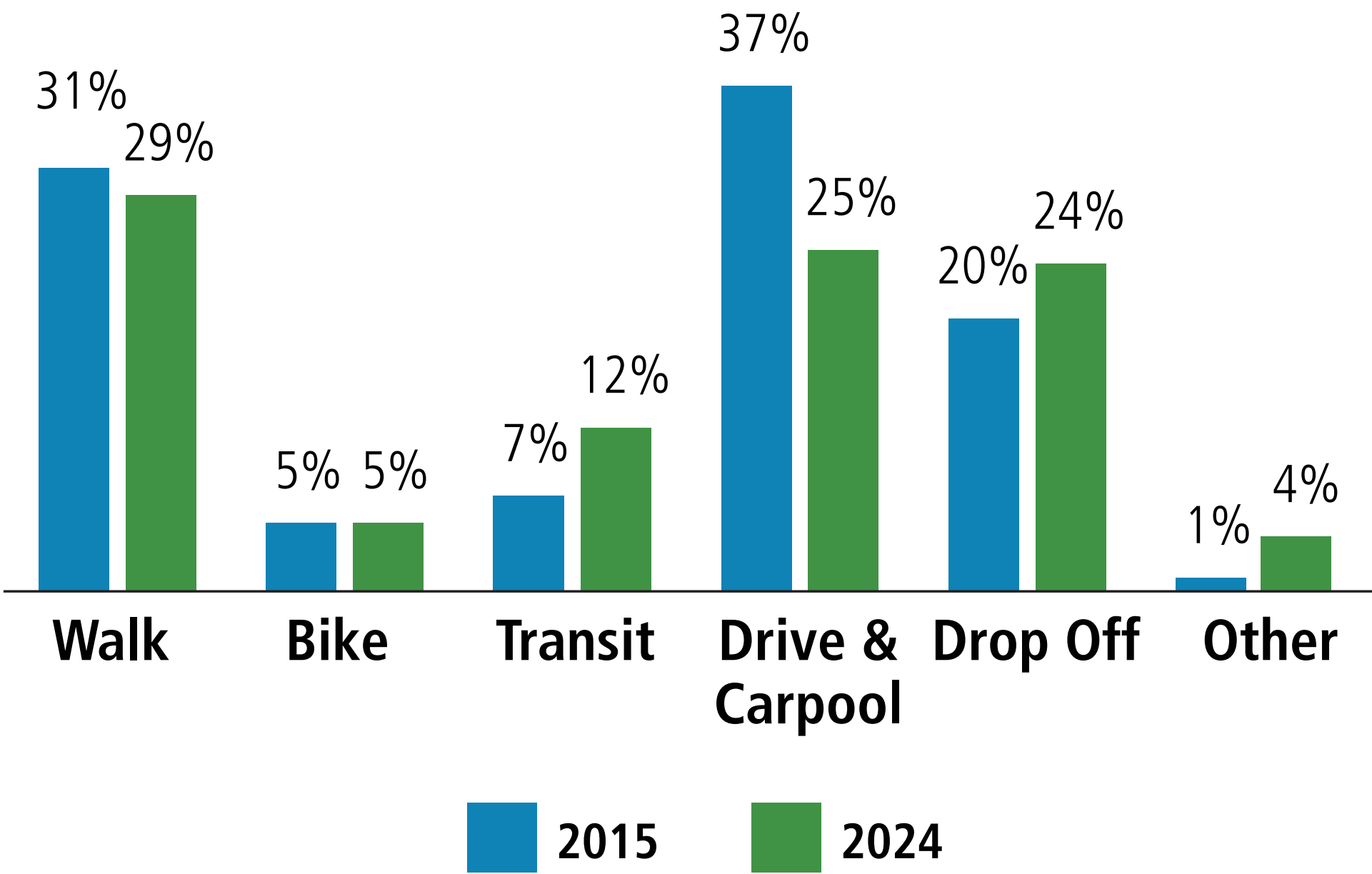
Year	BART Ridership	Parking Occupancy	Notes
2019	~5,000	over 90%	Pre-pandemic
2025	~2,500	20-35%	Fall 2025

Scan here for more:

- Sign up for project emails
- View these boards digitally
- Fill out survey (closes May. 15, 2026)



Hayward BART Rider Travel Mode to Station from Home



Source: BART Station Profile Survey 2015 and 2024

Related Planned Projects

East Bay Greenway Multimodal -Hayward Segment Project (EBGWMM)

A regional trail project (led by Alameda County Transportation Commission) that will create a path for walking and biking from Oakland to Hayward, following the BART line. To enable faster construction, the first phase of this project will be built along existing streets. The project is currently in the environmental study phase.

Safe Streets Downtown

A City of Hayward initiative to make downtown streets (“the Loop”) safer, easier to use, and more welcoming for the community.

Implementation of Hayward Downtown and BART Station Area Parking Management Plan (2018)

Consistent with the Downtown Parking Management Plan and Downtown Specific Plan, the City will update parking rules in downtown. It will also evaluate opportunities to designate some streets for buses and transit only.

City’s Station Access and Parking Plans

Planning projects funded by MTC to improve how people get to Hayward BART Station and to update parking plans for both Hayward and South Hayward stations.