



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:		DocuSigned by: <i>Michael Jones</i> 47000790F2D7463...	GENERAL MANAGER ACTION REQ'D: No		
DATE: 6/29/2026		7/2/2026	BOARD INITIATED ITEM: No		
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Approval of the Goals and Objectives for Hayward Station Transit-Oriented Development

PURPOSE:

To seek the Board of Directors’ approval of the Goals and Objectives for the Hayward Station Transit-Oriented Development Project (“TOD”), as well as retention of the existing 1,235-space garage and removal of up to 200 surface parking spaces.

DISCUSSION:

Background

BART owns approximately 11.35 acres at Hayward BART Station (the “Station”) which consist of the Station itself, its rider parking, as well as one vacant, fenced-off City block. Three portions of the above areas, totaling about 7 acres, have been identified as potentially developable: the vacant block as well as two lots used primarily for rider parking and the bus intermodal facility. A prior phase of TOD was completed at the Station in 1998.

The *BART Transit-Oriented Development Program Work Plan: 2024 Update*, reviewed by the Board on March 14, 2024, identified the Station as one of five stations where a new TOD project could be initiated in the following four years. BART identified the Station as a near-term project because of its capacity for large-scale development, market readiness, supportive City policies allowing higher-density housing on site, and the lack of a need for significant infrastructure to make the TOD project possible.

The Station’s parking is significantly underutilized. Of the Station’s 1,450 parking spaces,



26% were occupied as of spring 2026, despite recent gains in ridership. The existing 1,235-space parking garage would be retained under the proposed development strategy. The rest of BART's rider parking at the Station is on surface lots. Except for the parking spaces accessible to persons with disabilities ("ADA Parking"), which are provided in a surface lot, the vacant lot and underutilized surface parking can be developed without a need for replacement parking. In the event that the eventual TOD impacts the current location of the ADA Parking on the Station's east side, those spaces may require replacement.

The City of Hayward has established a supportive policy framework for TOD. Its 2019 *Downtown Specific Plan* provides flexibility for developers and allows for higher-density development on the Station parking lots. Buildings up to 11 stories tall are allowed under the existing zoning. The City also identified the Station parking lots in its Housing Element inventory of developable sites. Development of the site would contribute to the City's Regional Housing Needs Assessment obligations.

Goals and Objectives

The proposed Goals and Objectives for the Hayward Station TOD represent a high-level development strategy and will guide the developer selection process. The six goals are taken directly from the 2016 Board-adopted policy that guides BART's TOD program, while the objectives under each goal are tailored to the specifics of the site and reflect other BART TOD program policies. See the attached Exhibit A for the complete set of Hayward TOD Goals and Objectives.

At a high level, these Goals and Objectives include the following priorities:

- Provide dense, mid-rise housing of 5 stories or more at a range of affordability levels, along with community-serving uses to encourage placemaking and activity.
- Increase BART's ridership by building dense housing, and by attracting riders from Downtown Hayward and beyond through station area enhancements.
- 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.

Community Outreach

BART staff developed draft Goals and Objectives for the Project in coordination with City of Hayward staff. The public was invited to provide input through an online survey and two in-person events at Hayward Station on May 6 and 12, 2026. The online survey received 339 responses, and these responses were largely consistent with the in-person outreach feedback from the approximately 60 people who attended the open houses. Some highlights from the feedback include:

- Most respondents supported a lively, mixed-use transit-oriented development with community-serving ground-floor amenities.

- Respondents generally supported making it easier to walk, bike, and take transit to and from BART.
- Support for housing density was strong, and most residents also supported the inclusion of affordable housing.
- Most wanted the TOD to create a place that provides a positive first impression of Downtown Hayward for residents, visitors, and employees arriving via transit.

Common concerns included parking availability, building height and neighborhood compatibility, earthquake considerations associated with the Hayward Fault, and the potential for vacant ground-floor retail space.

Next Steps

If adopted, the Goals and Objectives would create clear guidance for BART's future Request for Proposals ("RFP") to solicit a developer partner. They would inform the program, station access, and circulation priorities that will shape the proposals BART will choose from when selecting a developer partner. Following Board approval of the Goals and Objectives, staff will prepare the RFP for release. Staff will continue advancing the project and will determine the appropriate timing for issuance of the RFP.

FISCAL IMPACT:

There is no fiscal impact from the proposed action, but possible future impacts are described above. These would be the subject of discussion in future Board actions.

ALTERNATIVES:

Do not approve the proposed BART Goals and Objectives for the Hayward Transit-Oriented Development.

RECOMMENDATION:

Adopt the following motion.

MOTION:

The BART Board of Directors approves the Hayward Transit-Oriented Development Goals and Objectives contained in Exhibit A, as well as retention of the existing 1,235-space garage and removal of up to 200 surface parking spaces.