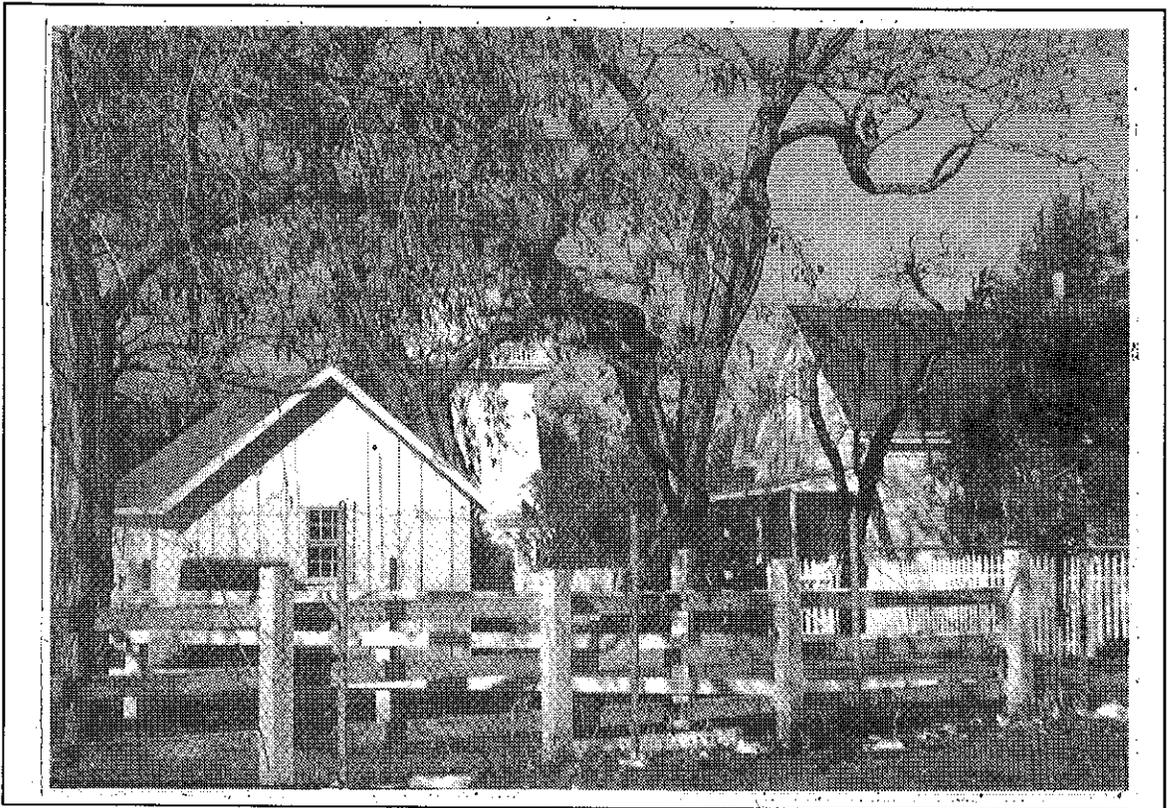


MT. EDEN NEIGHBORHOOD PLAN



Hayward, California

Adopted by City Council
Resolution No. 90-177
July 17, 1990

MT. EDEN TASK FORCE



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MT. EDEN NEIGHBORHOOD PLAN

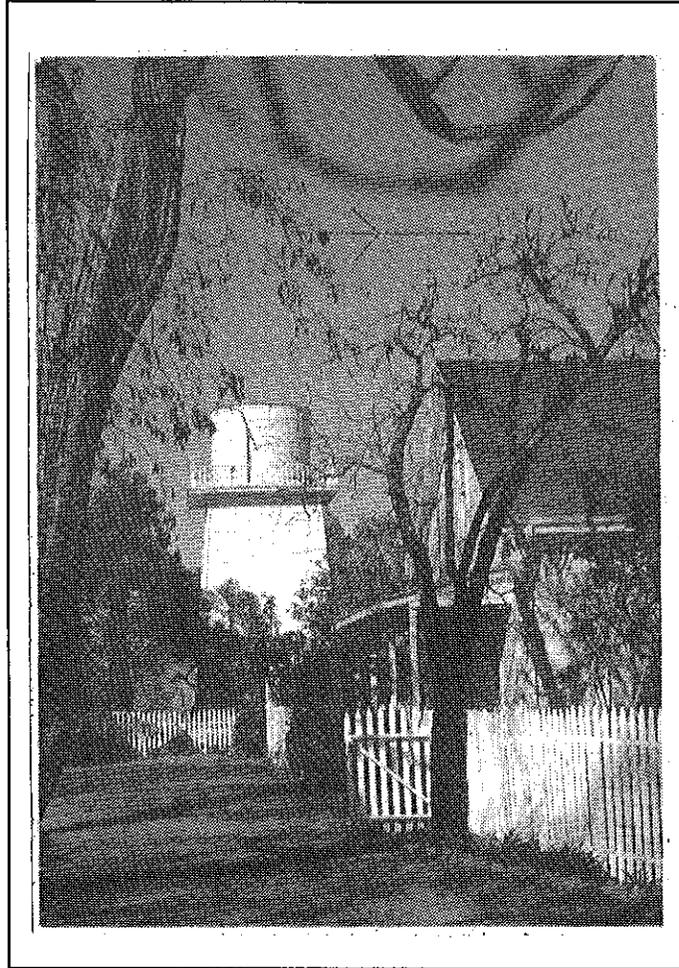


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P R E F A C E

THE GENERAL PLAN

The City of Hayward has a General Plan to guide future development. The General Plan consists of elements required by state law including Housing, Land Use, Circulation, Open Space, Recreation, Conservation, and Safety and Noise.

The General Policies Plan is the core of the City of Hayward General Plan. It was adopted by the City Council in May 1986 after an 18-month effort by a 30 member citizen task force. The General Policies Plan provides for the preparation of neighborhood plans to further refine citywide policies. The Neighborhood Planning Program follows a process modelled after the General Plan Revision Program.

NEIGHBORHOOD PLANNING PROGRAM

The City of Hayward Neighborhood Planning Program was approved by City Council on May 13, 1986. Neighborhood plans are to be prepared for all residential and commercial areas within the City's planning area. The Mt. Eden plan is the fifth plan undertaken in this program; it is preceded by the Mission-Garin, Burbank, Tennyson-Alquire, and Harder-Tennyson Plans. After completion of the Mt. Eden and Jackson Triangle Plans, ten additional planning areas remain.

The purposes of the Neighborhood Planning Program are: 1) to provide for greater involvement of citizens in the planning process; 2) to refine General Plan policies based on a more detailed study by residents and property owners from the area; 3) to develop specific implementation measures such as capital improvement proposals, park acquisition proposals, commercial revitalization programs, and new development standards.

THE MT. EDEN PLAN

The Mt. Eden Neighborhood is located west of Hesperian Boulevard between Winton Avenue and Route 92. It extends to Clawiter Road and Industrial Boulevard.

On April 27, 1989, the City sponsored a neighborhood meeting in the area to explain the planning process, identify local issues and concerns, and solicit applications for a citizens task force to work with City staff in the preparation of a draft neighborhood plan.

On August 1, 1989, the City Council appointed a 10-member task force. The Mt. Eden Task Force met with staff from fire, police, housing, current planning, economic development, engineering, transportation management, Hayward Area Recreation and Parks District, Hayward Unified School District, Chabot College and AC Transit. They have solicited information from neighborhood associations and commercial establishments. Alternatives for addressing current neighborhood issues and future needs were developed.

On March 3, 1990, the planning ideas for Mt. Eden were discussed at a neighborhood meeting in small groups. The Mt. Eden Task Force then selected and refined alternatives for its recommended Policies and Strategies contained on the colored pages. This document also includes background information for the neighborhood plan.

Following presentation to the neighborhood May 31, the Plan was heard before the Planning Commission and transmitted with their recommendations to the City Council for final hearing and action on July 17, 1990.

MT. EDEN POLICIES AND STRATEGIES

A. RESIDENTIAL LAND USE

Policy: Provide new housing for a variety of housing needs with qualities that encourage long-term residency.

It is desirable to have housing for different income levels and stages of life within Mt. Eden while fostering long-term residency. Neighborhood continuity will require sensitivity to current residents and to landscaping and homes that could remain when new homes are sited and roadways are improved. In new development, quality of materials and landscaping, provisions for ownership of attached housing and facilities for children will contribute to neighborhood stability.

Strategies:

1. Allow Medium Density development between Saklan Road and Eden Avenue to provide opportunities for townhouses and condominium development; require attached housing to be built with play areas for children.
2. Allow "Limited Medium Density" development between West Street and Depot Road for continuity with density of recent small lot single-family development.
3. Continue to allow substantial density bonuses for moderately priced senior dwelling units in Mt. Eden to encourage more of such housing.
4. Designate land near Route 92 on-ramp Low Density because of traffic conflicts on Hesperian and limited access from Adrian Avenue.
5. Designate Eden Avenue frontage residential and consider designating North Lane frontage residential at next quarterly General Plan amendment to eliminate industrial frontage on residential streets.
6. Buffer residential areas from industrial uses with separation of traffic circulation and with landscaping.

B. COMMERCIAL LAND USE

Policy: Improve accessibility and appearance of commercial areas.

Appropriate development of commercial facilities is an issue in Mt. Eden because pedestrian access to Southland is poor, vehicular egress from Depot Court is inconvenient for local residents, and industrial area patronage of a central neighborhood store congests a local street. New commercial development should be more sensitive to neighborhood needs.

Strategies:

1. Develop pedestrian ways to Southland and provide additional landscaping along Hesperian to enhance pedestrian and wheelchair access and appearance.
2. Zone the north side of West Street between Saklan and Clawiter for neighborhood commercial use to provide for commercial services for the neighborhood and the industrial area.

C. INDUSTRIAL LAND USE

Policy: Refine industrial land use policies to improve compatibility with neighborhood.

The Industrial Boulevard, Clawiter Road and Winton Avenue edges of Mt. Eden are prominent arterial corridors of the City. Landscaped business parks could contribute to the appearance of these corridors while providing accessible business services to the Industrial Corridor. A zoning district with deeper landscaped setbacks on the arterials, which allows some office uses and restricts hazardous materials, may provide a suitable buffer between heavy industrial uses and residential uses.

Strategies:

1. Develop a light industrial zone to allow attractive industrial business parks and to exclude industrial uses with excessively hazardous materials, heavy truck traffic on Saklan Road or other characteristics incompatible with nearby residential use for application on Mt. Eden Neighborhood industrial areas.
2. Improve Saklan Road as a business service road for light industrial uses; buffer new residences east of Saklan with a planting strip and sound wall.
3. Keep the area west of Mt. Eden Neighborhood industrial to maintain continuity of land use and economic base.

D. PARKS AND OPEN SPACE

Policy: Provide parks, open space and streetscape appropriate to an attractive residential neighborhood.

With new construction in the 1980s, Mt. Eden fell below local standards for neighborhood park acreage. The Hayward Area Recreation and Park District should be encouraged to acquire new parkland to balance population growth. Denser new development also needs to be balanced with preservation of mature trees and institutional open space as well as new street plantings and entry features. Cooperation of the Alameda County Flood Control District and the Hayward Unified School District is required to realize some of those objectives.

Strategies:

1. Extend Greenwood Park to Denton Avenue.
2. Improve Rancho Arroyo Park; add facilities such as basketball, hanging bars, barbecues, picnic tables and bicycle paths; discourage any Chabot parking on the school site.
3. Designate parcel 441-55-17 on Industrial Boulevard west of Waterford Apartments for park use and seek acquisition; if land on Depot Road becomes available, consider park expansion to parcels 441-55-13 through 16.
4. Enhance Depot Mini Park with a feature like a gazebo.
5. Beautify West Street by landscaping along/over the flood control channel between Clawiter and Mohr Drive; convert excess roadway width between Saklan and Eden to landscaping.
6. Provide trees and walks along both sides of Middle Lane and a landscaped buffer along Saklan Road, saving existing street trees where feasible.
7. For attractive streets, require undergrounding of utilities in conjunction with street improvements utilizing conditions of approval or assessment on new development towards undergrounding utilities on abutting streets.
8. Preserve park-like setting of Penke/Cryer estate and other significant stands of trees in the course of development if the trees are healthy.

E. CULTURAL RESOURCES

Policy: Conserve human and historic resources and Mt. Eden's identity with preservation of historic landmarks and attention to education and childcare.

Mt. Eden has significant architectural landmarks including the Cornelius Mohr Estate complete with mansion, tank house, out buildings, and a grand barn, and the Hermann Mohr home, a striking landmark on Depot Road even though extensively remodelled. Another element of Mt. Eden culture is a high regard for education established by early settlers and their school district. There is currently a need for additional childcare facilities.

Strategies:

1. Be receptive to a planned office development or conference facility on the Mohr/Fry Estate, next to Chabot, which would result in long-term preservation of the buildings and setting.
2. Encourage establishment of additional childcare facilities in Mt. Eden; encourage development of intergenerational day care at sites such as the Hermann Mohr Estate.
3. Designate the C. Mohr/Fry and H. Mohr Estates as historic to restrain demolition or insensitive remodelling.
4. Encourage inclusion of historic features such as tank houses in new development.
5. Develop more community connections with Chabot College such as the monthly flea market.

F. CAR AND TRUCK TRAFFIC

Policy: Channel through traffic onto arterials; improve Depot Road and Middle Lane as major collectors within Mt. Eden; discourage through traffic on other residential streets within Mt. Eden.

Residents fear that street improvements in Mt. Eden could attract more through traffic and that Mt. Eden's location between a developing Industrial Corridor and the traffic generators of Southland and Chabot College will necessitate additional traffic control devices in order to maintain neighborhood livability. Providing appropriate arterials for Industrial Corridor traffic should have high priority.

Strategies:

1. Establish new arterial connections in the Industrial Corridor including Cabot extension, West "A" extension and the Shoreline Expressway (Route 61).
2. Fully improve Depot Road and Middle Lane as major collector streets.
3. Discourage through traffic within the neighborhood other than Depot Road and Middle Lane with traffic control measures as necessary in the future.
4. Design new local roads with T intersections, loops, and curves to discourage any fast through traffic.
5. Retain barrier on Denton only if College Park assessment provides a less offensive barrier with emergency access and west side turnaround.
6. Install 4-way stop signs at West Street and Eden Avenue; West Street and Mohr Drive; and Middle Lane and Eden Avenue to discourage cut-through traffic, promote safety and facilitate pedestrian crossing.
7. Install 3-way stop signs on Depot Road at Mohr Drive and Dodge Avenue to facilitate local traffic turning onto or off Depot road.
8. Extend Eden Avenue to Depot Road in order to relieve traffic on Mohr Drive.
9. Provide left turn signals on Middle Lane and Depot Road at Hesperian Boulevard.
10. Provide a "Keep Clear" on Middle Lane at Chandler Road.
11. Limit Mohr Drive to 36' curb to curb to maintain appearance of local neighborhood street.
12. Make right turn island onto Depot from Waterford effective with additional signing, extended channelization and/or enforcement as necessary.

G. ALTERNATIVE TRANSPORTATION

Policy: Increase the availability and attractiveness of alternative transportation.

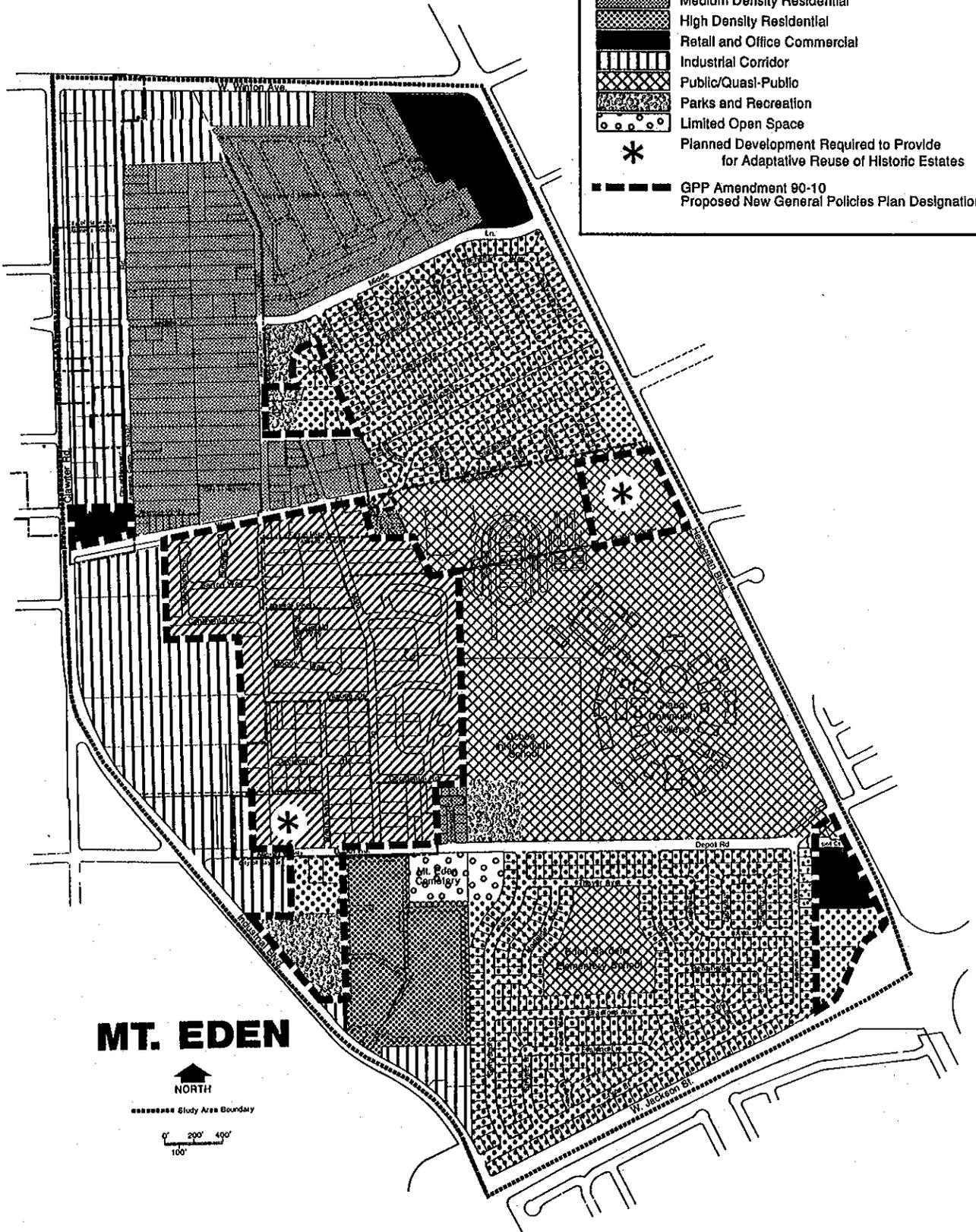
Reliance on automobile transportation has led to severe congestion and air pollution problems. Walking, cycling, and use of public transportation need to be encouraged with appropriate facilities and cooperation of Chabot College, AC Transit, and Caltrans.

Strategies:

1. Provide for better pedestrian security crossing Hesperian such as wheelchair accessible refuge areas; do not further widen Hesperian in the Mt. Eden area.
2. Paint crosswalks at both sides of intersections on Depot Road.
3. Provide seating at bus stops; provide bus shelters on arterials like Hesperian where there is space.
4. Complete missing sidewalks on through streets, both in the City and the County.
5. Provide bike lanes on Depot Road; continue bike/jogging trails through the Industrial Corridor to the Baylands.
6. Revise and implement citywide Bicycle Facilities Plan to provide safer routes and encouragement to ride instead of driving.
7. Encourage Chabot College to adopt a transportation fee for all students to cover either a parking permit or a bus pass or bicycle facilities.
8. Provide a bus transfer station at Chabot with substantially discounted bus passes for students; improve bus service and schedules.
9. Encourage AC Transit to utilize colors and symbols for easy identification of routes and to improve distribution of schedules to businesses and media.
10. Plan for train depot for anticipated Sacramento-San Jose intercity passenger service at Mt. Eden Nursery to reinstate passenger service to Mt. Eden; provide for security of parked bikes at station.

LAND USE POLICY

-  Low Density Residential
-  Limited Medium Density Residential
-  Medium Density Residential
-  High Density Residential
-  Retail and Office Commercial
-  Industrial Corridor
-  Public/Quasi-Public
-  Parks and Recreation
-  Limited Open Space
-  Planned Development Required to Provide for Adaptive Reuse of Historic Estates
-  GPP Amendment 90-10 Proposed New General Policies Plan Designations



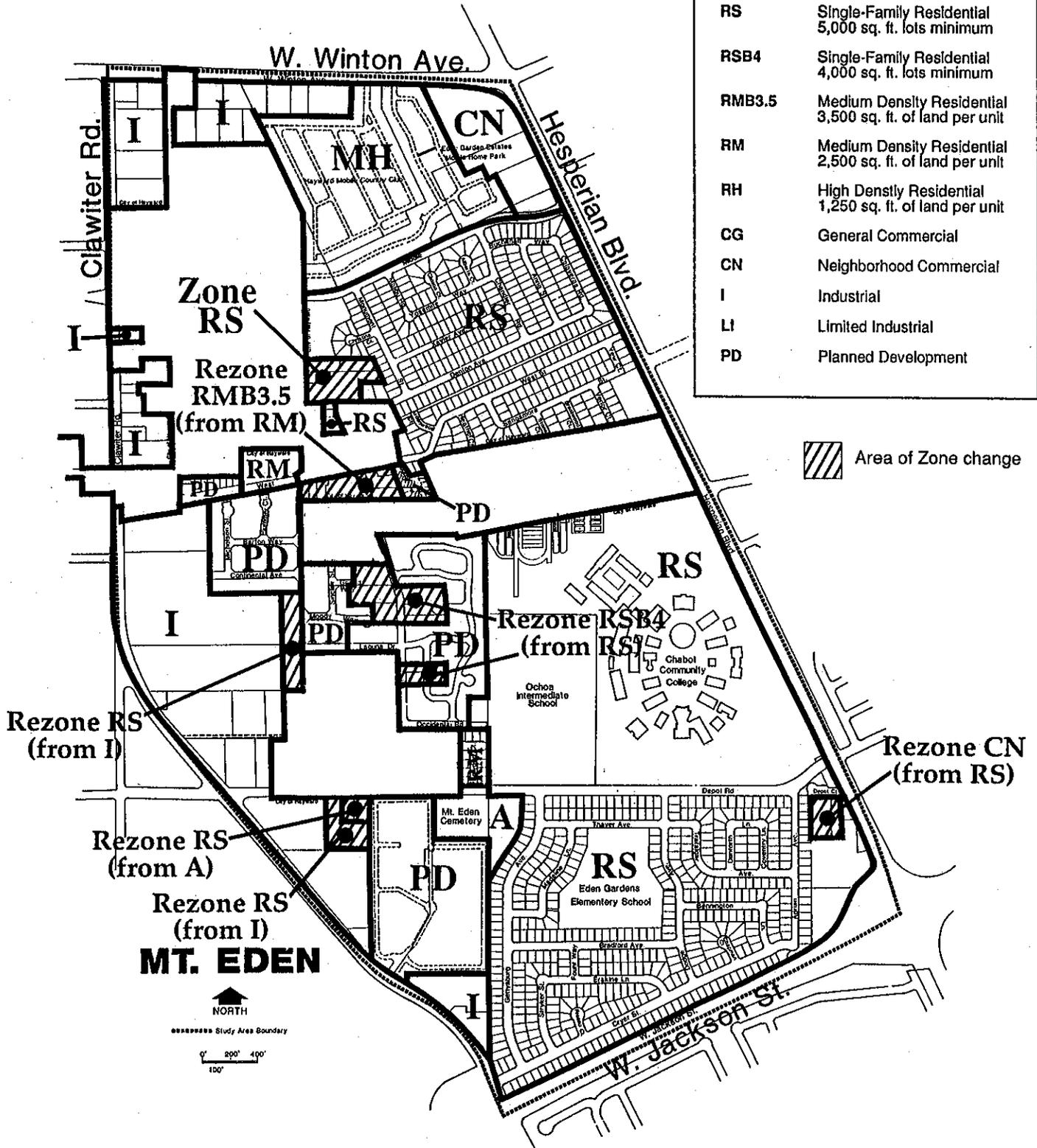
MT. EDEN



**MT. EDEN
CITY ZONING
AND PROPOSED REZONINGS
ZONE CHANGE 90-11**

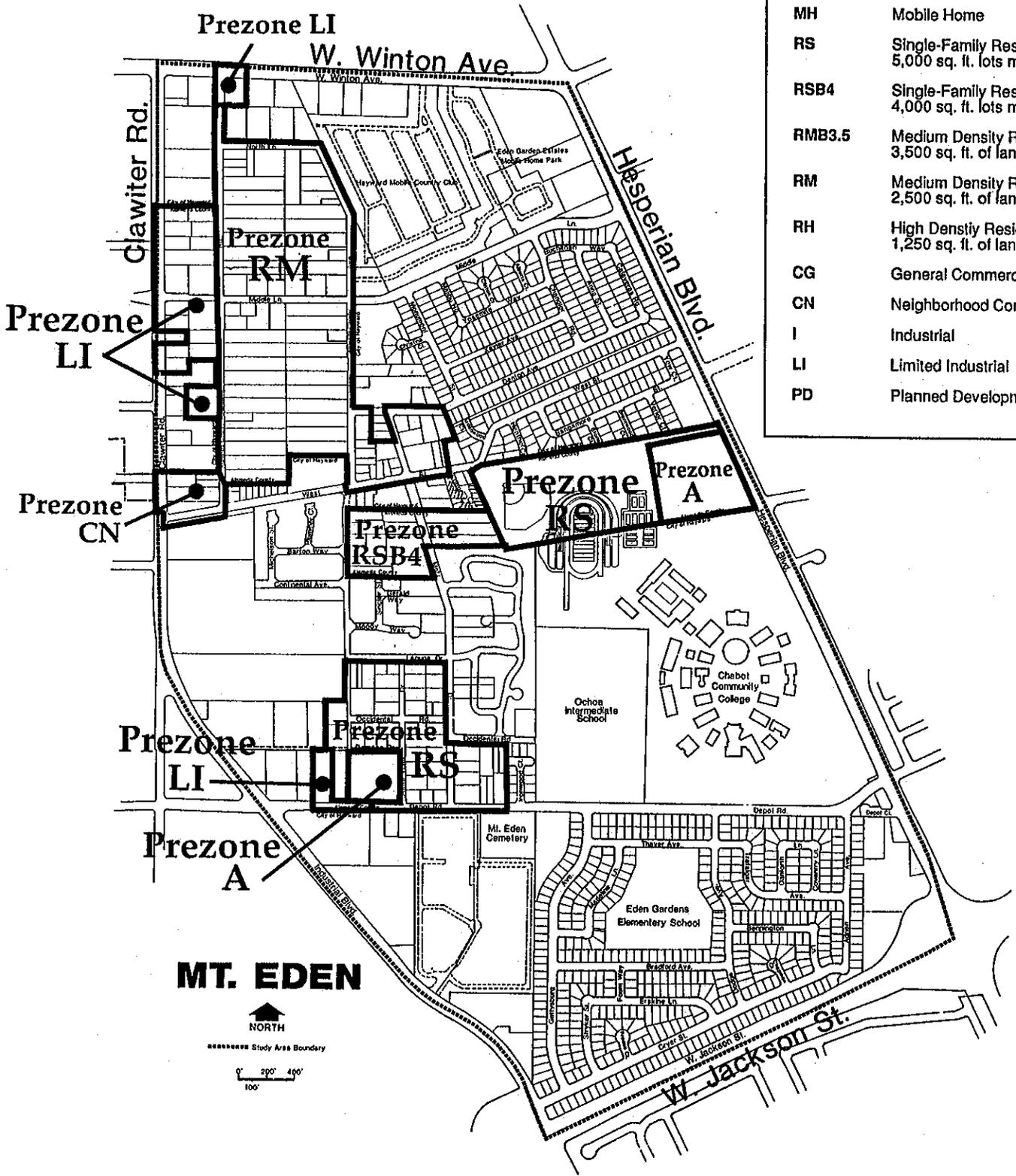
ZONING

A	Agriculture
MH	Mobile Home
RS	Single-Family Residential 5,000 sq. ft. lots minimum
RSB4	Single-Family Residential 4,000 sq. ft. lots minimum
RMB3.5	Medium Density Residential 3,500 sq. ft. of land per unit
RM	Medium Density Residential 2,500 sq. ft. of land per unit
RH	High Density Residential 1,250 sq. ft. of land per unit
CG	General Commercial
CN	Neighborhood Commercial
I	Industrial
LI	Limited Industrial
PD	Planned Development



**MT. EDEN
COUNTY PREZONINGS
ZONE CHANGE 90-11**

ZONING	
A	Agriculture
MH	Mobile Home
RS	Single-Family Residential 5,000 sq. ft. lots minimum
RSB4	Single-Family Residential 4,000 sq. ft. lots minimum
RMB3.5	Medium Density Residential 3,500 sq. ft. of land per unit
RM	Medium Density Residential 2,500 sq. ft. of land per unit
RH	High Density Residential 1,250 sq. ft. of land per unit
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HISTORY OF MT. EDEN DEVELOPMENT

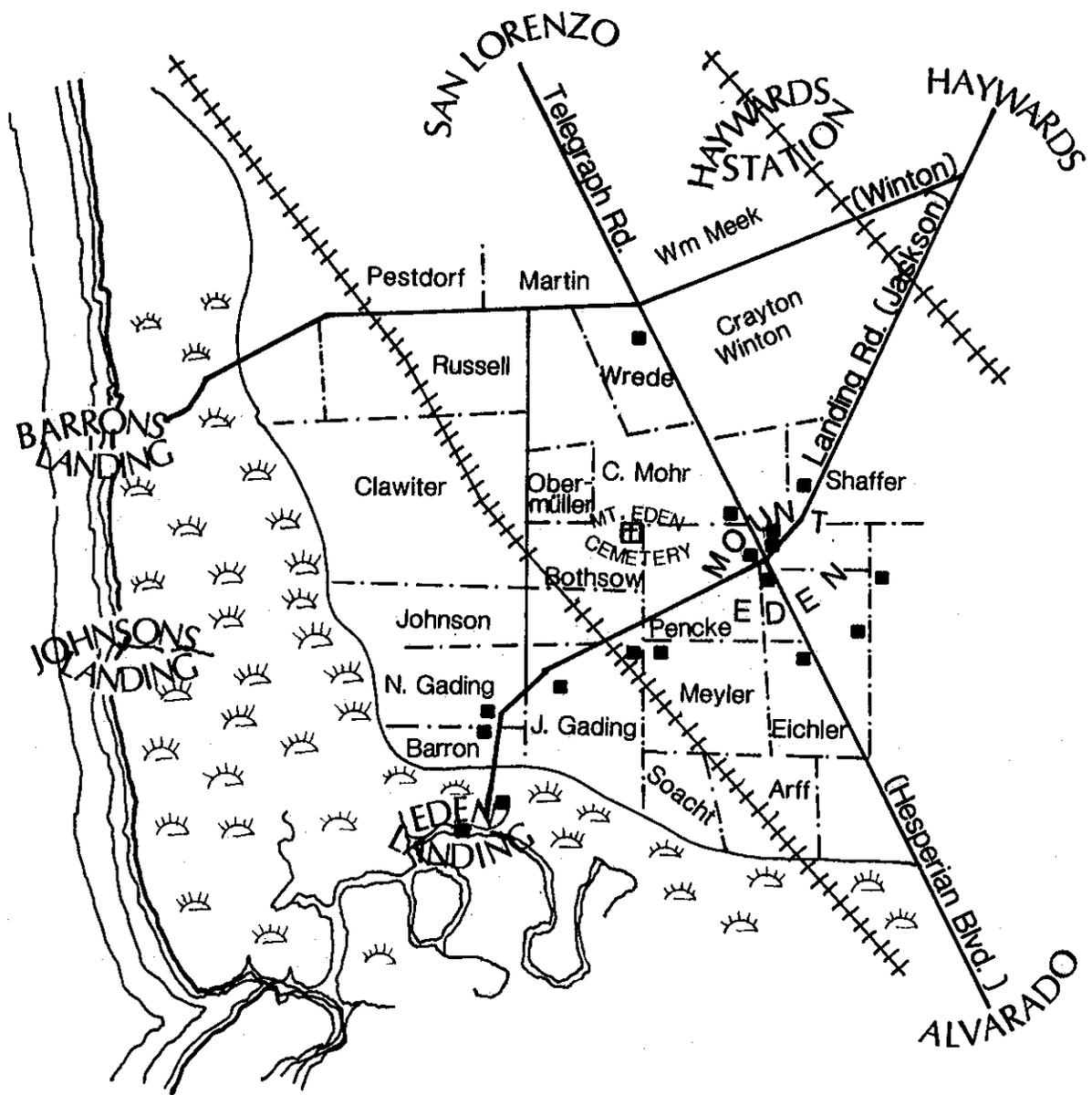
Early Mt. Eden (Excerpted from John Sandoval's book:
Mt. Eden: Cradle of the Salt Industry)

The hamlet of Mt. Eden emerged in the 1850's at the crossing of Telegraph Road and Landing Road. "Telegraph Road" ran along the East Bay with two rows of telegraph poles marching down the center; it is now Hesperian Boulevard. "Landing Road" led from the incipient town of Hayward's to a steamboat landing on the North Branch of Alameda Creek it is now Jackson Street. Given this literal practice in the naming of roads, it has always been puzzling that the settlement, at only 29 feet above sea level, was elevated to "Mount Eden". One story is that the name was carried on the canvas of a covered wagon all the way from Mt. Eden, Kentucky. The canvas, lettered "The Mt. Eden Company" and "California or Bust", remained nailed to trees at the crossroads after the would-be gold mining company disbanded. The banner gave the place a memorable name.

To this place came many settlers from northern Europe, particularly from the Schleswig-Holstein portion of Denmark which was being annexed by Germany. Cornelius Mohr was the probable forerunner of this settlement. He arrived on a whaler in 1852, earned enough money to buy land from the declining Spanish landowners by 1853, and brought a wife from Holstein by 1854. Many others followed him to "Little Denmark," assured of a place to start. By the 1860's there was a Denmark Hotel in Mt. Eden; it was managed for a decade by Eric Ruus, Sr. who had gone to sea from Denmark at age 12. The Arffs, Pestdorfs, Penkes, and Harders were other early Danish settlers.

At least three homes in Mt. Eden are still associated with "Little Denmark". In 1876, Cornelius Mohr built the Italianate mansion and 32 stall barn which still stands next to Chabot College and is still occupied by family members: Marion Mohr-Fry. A son, Hermann Mohr, built the Queen Anne Victorian mansion on Depot Road in 1896; he subdivided the rest of his estate into "Mohrland Gardens" in the 1920's. The John C. Penke home was built in 1898 and is hidden away now beside the on-ramp to I-92.

Other nationalities also lent their names to the place. Many Germans such as Clawiter, Gading, Gansberger and Schafer settled in Mt. Eden along with the blacksmith Meininger, the Wredes and Meyers. The most prominent general storekeeper was Henry Peterman from Hanover. Many of the German immigrants had university educations and left Germany to avoid conscription. They added their culture to "Germantown." An Austrian goldsmith, Eichler, also came to farm in Mt. Eden.



from

***Historical Atlas of
Alameda County 1878***

Swedish immigrants were also present, though never in enough numbers to also claim the town. The ancestry of the Ohlesons was obscured by the change of name to Oliver (although Andrew Oliver followed the village practice of returning to the country to choose a bride). Lars Whisby was another early Swedish settler who initially lived by his salt works and subsequently moved into town.

Chinese and Japanese laborers were also present in early Mt. Eden. By 1916 a nursery was founded in Mt. Eden by the Zenjuro Shibata family known for garlic, roses and carnations.

Community life in Mt. Eden was solidified with the establishment of a cemetery association and a school in 1861. The cemetery remains a part of Mt. Eden today with the names of most of its founders carved in stone. The Union Church was built in 1887 but disappeared in flames in 1943. The first Eureka School next to the cemetery was subsequently moved to the northeast corner of Hesperian and Jackson to serve first as a caretaker's home, then as a store and post office, then a branch library and finally as a warehouse. It was bulldozed in the 1970's. Much of the community revolved around Mt. Eden schools; the Cherry Feast in May was a special celebration.

Since its designation as an official third class post office under Abraham Lincoln, Mt. Eden has hung on to its early identity. The post office location migrated from general store to general store until annexation by Hayward in 1953 when closure was announced. Tom Brenkwitz and Alden Oliver successfully lobbied in Washington on behalf of 800 residents of Mt. Eden to keep the post office. The post office was reopened in 1953 in what had been the Whisby carriage house and then a service station. In 1966, a new post office was built on the south side of Jackson. A petition to raze the old Whisby carriage house was denied in 1981. The Hayward Area Historical Society working with the Mt. Eden Lions Club is now organizing moving the carriage house for use as a Boy Scout meeting place.

Post-War Planning and Development

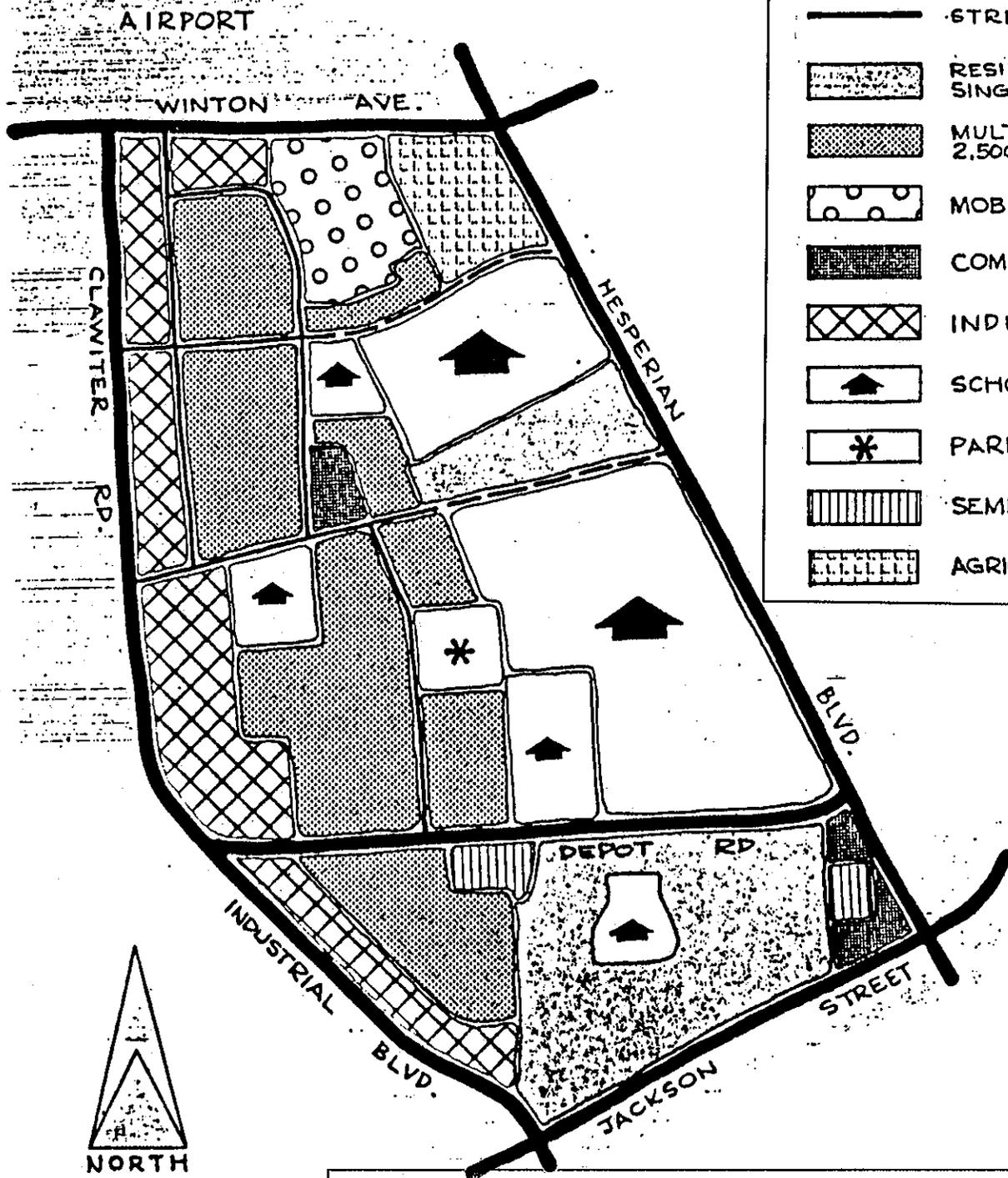
The early Mt. Eden community, centered at Depot and Hesperian Boulevard, has been largely pushed aside by development and road widening. Route 92 and Hesperian have become barriers rather than the crossroads of the community so what is considered Mt. Eden now is only one quadrant of the former settlement.

Recent Mt. Eden development has been shaped by plans in the early fifties designating an Industrial Corridor and low density development in Mt. Eden. The 1952 General Plan showed industrial use between the airport and Middle Lane with low density residential between Middle Lane and Jackson, except for an industrial strip on Industrial Boulevard. Eden Gardens and Westwood Manor were developed in the fifties.

In the sixties, land was acquired for Chabot College and a high school. Mobile home parks were approved as an interim use of industrial land; convalescent homes were established. Some early tilt-up concrete industrial buildings were constructed along Clawiter Road. A plan was developed in 1964 which is shown on the next page. The Council adopted the plan after deleting the West Street extension and the proposed park between Mohr Drive and Chabot. The corner of Hesperian and Winton was subsequently rezoned commercial to accommodate developers' plans despite planning concerns about runway proximity. The shape of industrial zone was modified to accommodate PG&E.

In the seventies, the school district sold its high school site and College Park was built; Middle Lane was extended as planned and a small park was dedicated (Greenwood). Mt. Eden's only townhouses were built (Long Court). The Traffic Department proposed diverting West Street to Sangamore Street in order to get a collector street which lined up with La Playa Drive; it was successfully opposed by the neighborhood. The Planning Department recommended policy of annexing only whole blocks at a time for better infrastructure planning; it was not adopted. A General Policies Plan adopted in 1974 rescinded the Mt. Eden Neighborhood Development Plan.

In the eighties, the industrial area was reshaped to accommodate the first and only apartment complex in Mt. Eden: The 544-unit Waterford Apartments. Three small lot single-family subdivisions were approved; one converted a public school site to housing. Some business parks were built on Industrial Boulevard and on Winton Avenue. Developments shrank County islands in Mt. Eden to about 130 acres. The General Policies Plan Map (1986) reflects the evolution of Mt. Eden land use policy on the page following the 1964 proposed Development Plan.



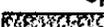
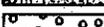
LEGEND

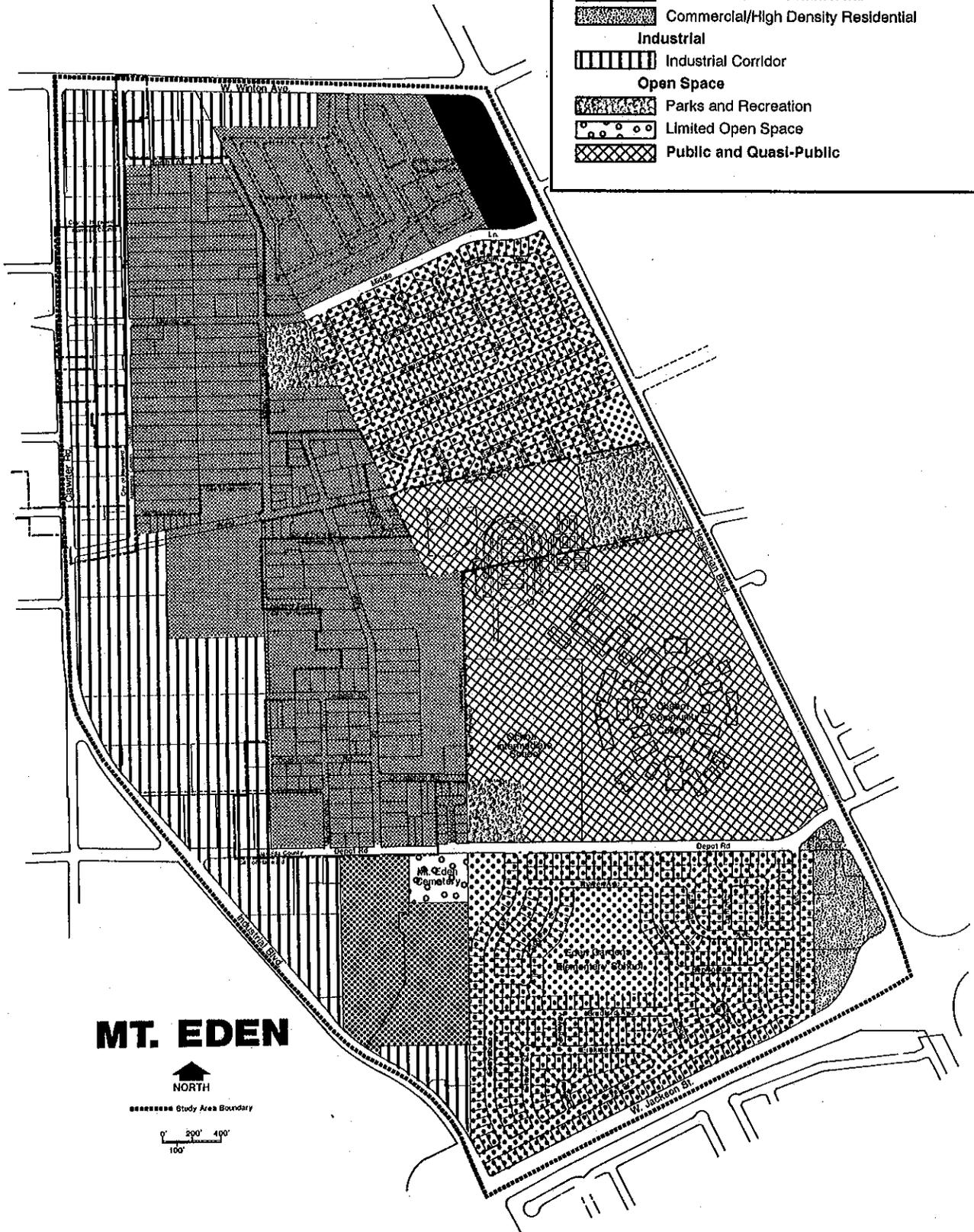
- STREETS
- [Stippled Box] RESIDENTIAL SINGLE-FAMILY
- [Cross-hatched Box] MULTI-FAMILY 2,500^{sq}/USE
- [Box with 3 Circles] MOBILE-HOME
- [Solid Black Box] COMMERCIAL
- [Diagonal Lines Box] INDUSTRIAL
- [Box with House Icon] SCHOOLS
- [Box with * Icon] PARKS
- [Box with Vertical Lines] SEMI-PUBLIC
- [Box with Horizontal Lines] AGRIC.(INTERIM)

MT. EDEN NEIGHBORHOOD DEVELOPMENT PLAN

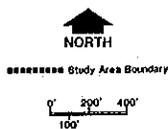
Hayward Planning Dept.
June, 1964

**1986 GENERAL POLICIES PLAN
MT. EDEN AREA**

- Residential**
 -  Low Density (4.3-8.7 dwelling units/net acre)
 -  Medium Density (8.7-17.4 dwelling units/net acre)
 -  High Density (17.4-34.8 dwelling units/net acre)
- Commercial**
 -  Retail and Office Commercial
 -  Commercial/High Density Residential
- Industrial**
 -  Industrial Corridor
- Open Space**
 -  Parks and Recreation
 -  Limited Open Space
 -  Public and Quasi-Public



MT. EDEN



CURRENT ANNEXATION CONCERNS

Alameda County wants the remaining fragments of County jurisdiction within Hayward annexed to the City because it is not efficient for the County to service these "islands". Piecemeal annexation results in partially completed streets and utilities, deterioration in emergency services, and uncoordinated land use and circulation planning. Small builders tend to be excluded from development opportunities because of the complexities of annexation. And people most affected by development are not represented by Hayward decision-makers.

The City recognizes that annexation would facilitate good governance and planning, but wants to insure that utilities and roads will be provided before annexing the islands. Therefore, the City has not initiated annexation but has processed piecemeal annexations where developers provide utilities and roads in conjunction with their development. The City and County are now working together, however, to develop plans for providing improvements in the County islands prior to annexation. After a Mt. Eden Neighborhood Plan is adopted, engineers are to begin work on sewer, water, drainage and road plans for Mt. Eden.

There are several different ways to initiate annexation. The annexation process for Tennyson-Alquire County islands follows:

- 1) After adoption of the neighborhood plan, LAFCO (The County commission responsible for adjusting jurisdictional boundaries) expanded a piecemeal annexation to a complete annexation of the remaining islands in the neighborhood. LAFCO has the prerogative to expand the boundaries of a proposed annexation in order to create logical, serviceable jurisdictions. Recognizing city concerns, annexation was made contingent upon the County creating an assessment district for improvements.
- 2) A protest hearing on the annexation was conducted. If more than 50% of the registered voters or owners of 50% of the property have made a written protest, the proposed annexation would have been terminated. If 25-50% opposed annexation, an election could have been held. Since less than 25% filed a protest, the annexation was approved as required by state law; only one written protest was made.
- 3) A County engaged engineer is preparing a schematic set of plans and specifications. Costs are being estimated, assessments apportioned, and extent of aid for lower income owners established. A public informational meeting will be held. Subsequently, the Board of Supervisors will hold a public hearing to consider adoption of the assessment district. If more than half of the affected property owners protest, a 4/5 vote of the Board is required to establish the district. Upon formation of the assessment district, annexation could proceed.

A central concern of County residents regarding annexation is the cost of improvements. A bond underwriter engaged by the County roughly estimated that it might cost \$15,000 per lot for drainage systems, sewer, water, curbs, gutters, sidewalks and paved streets. Undergrounding wires may add over \$100 per foot of frontage. Bonds are issued to cover the costs of those property owners who choose to pay the amount over time. Further, the County has indicated its intention to assist lower income owners with block grant funds. The following incomes qualified for assistance last year: under \$23,750 for a family of one, under \$27,100 for a family of two; under \$30,500 for a family of three; and under \$33,900 for a family of four. Also, taxpayers over 62 can choose to defer payments. Piecemeal annexation and provision of utilities and street improvements is more expensive and such assistance and low interest bond financing would not be available.

The City does not force people to hook-up to city water. Residents connecting to the City's water system are currently being charged \$780 to cover their share of the investment in the system; this money goes into a capital account. There is also a \$1,200 charge for installation of a water meter and a water supply line from the water main to the meter with street repair included. The City can require people to hook-up to city sewer when a sewer trunk line is within 100 feet but typically has not done so. There is a charge of \$760 to attach to the existing system. City fees for hook-up to City utilities can be included in the assessment district financed by low interest bonds.

Benefits of city utilities become pronounced with urbanization. In case of sudden water pollution problem or septic system break down, access to City sewer and water has been most welcome. Property with city utilities has more development potential and value.

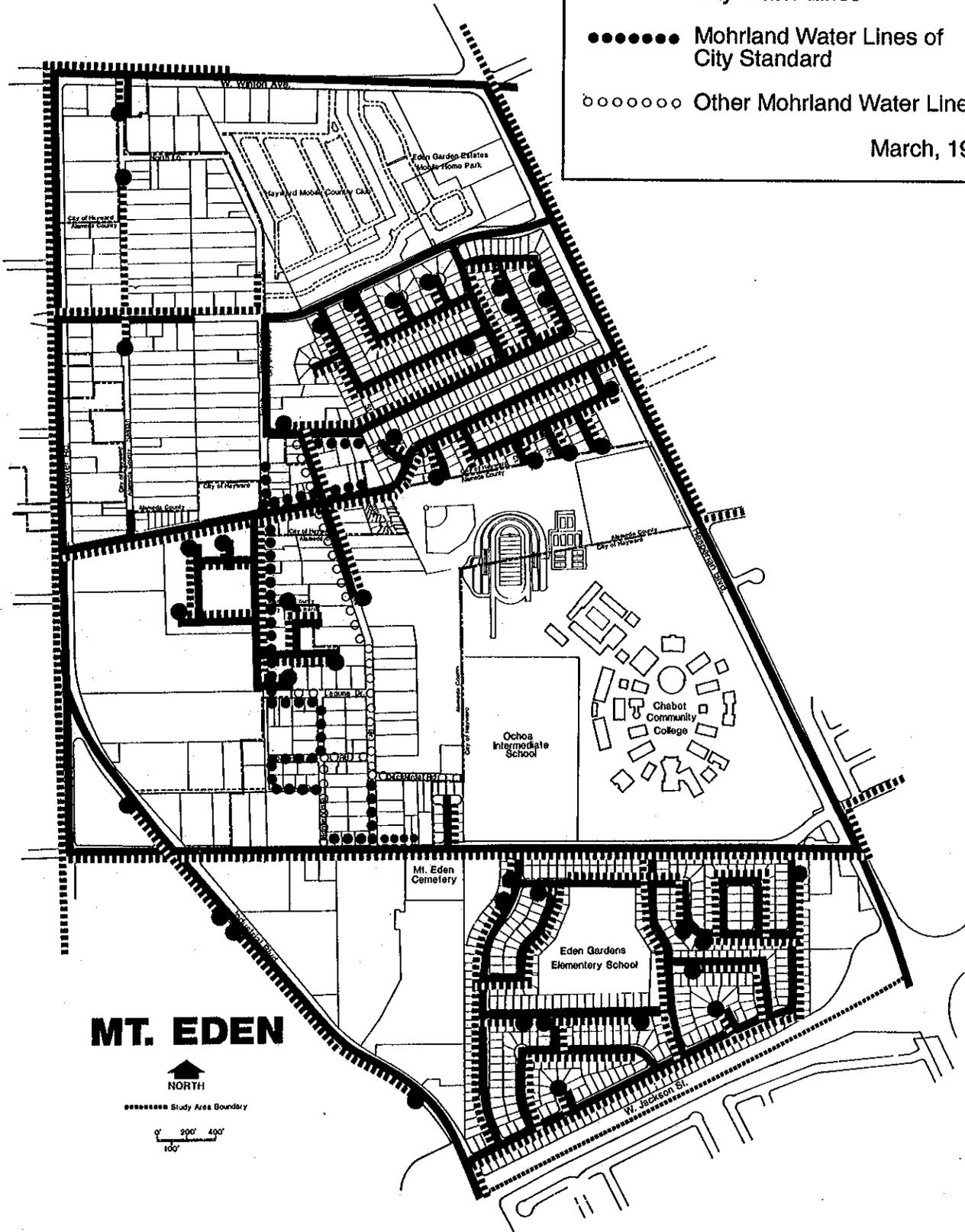
Another concern is the future of Mohrland Water District assets. The Mohrland Water District was formed in the 1920's. Its deep well currently supplies about 100 families who own the system for a flat fee of \$15 per month. The County assisted the district with installation of 6,000 feet of new 6" supply lines a couple of years ago; that improvement was inspected by the City (PW 10159) in order to conform with City standards. It is anticipated that the new water lines would be incorporated into the City water system off-setting some costs of providing infrastructure. The City cannot supply water to any mains not constructed in accordance with City standards because the City's higher water pressure will burst substandard mains. One reason high water pressure is maintained in the City is to provide for effective fire fighting. A map of existing water and sewer in the public right-of-way follows.

There is also the possibility that the well could serve the City's need for emergency water sources. The Mohrland Water District well would have to be evaluated to determine if it is capable of producing enough water for emergency fire fighting needs. But the Hayward Water Department is not currently interested in doing such an evaluation. The land without the well is nevertheless a valuable asset of the association.

MT. EDEN UTILITIES

- City Sewer Lines in R.O.W.
- City Water Lines
- Mohrland Water Lines of City Standard
- Other Mohrland Water Lines

March, 1990



MT. EDEN



Study Area Boundary



County residents are also concerned about City livestock regulations. In Alameda County, people keeping livestock in residential areas need a "Fanciers Permit" issued by the Sheriff's Animal Control Department. The lot is to be at least a half acre with 5,000 square feet available for pasturing each horse. County "L" zoning allows up to 50 small animals such as rabbits and chickens or 2 sheep or goats or a cow or horse for each 20,000 square feet of lot area on a lot of 40,000 square feet or more. Except in an Agricultural District, Hayward's Zoning Ordinance requires an administrative use permit in order to keep livestock (horses, cattle, sheep, goats, ducks, chickens, pigeons, rabbits...). The lot must be a minimum of 20,000 square feet. The animal(s) are not to be kept in the front yard or within 40 feet of any dwelling unit. Animals already living in Mt. Eden at the time of annexation may be kept without application for permit.

County residents are also concerned about City development policies. Zoning, both City and County, are shown on the following page. The County is in the process of adopting the 1988 Uniform Building Code recently adopted by the City. Each jurisdiction adopts some individual modifications of the Code; the City is more restrictive on the use of plastic pipe.

Hazardous materials regulation is important to County residents, especially as such materials threaten well water. Both the City and County operate under the same regulations regarding hazardous materials. The City Hazardous Materials inspection is under the Fire Department and is better staffed than County's hazardous materials section under the County Health Department. City inspections can identify safety hazards and ground pollution problems which might otherwise be ignored until major damage has occurred.

The City generally recognizes existing businesses. A survey has been made of current conditional use permits issued by the County. Some conditional use permits are no longer current as they have reached their expiration date or the use has lapsed for more than six months. Current County use permit locations are shown on page 21 although violation of conditions may negate them. Also some businesses not shown may have existed before permits were required and be allowed to continue.

County residents have also asked about tax rates and provision of services. City and County property tax rates for general services are basically the same: 1% of assessed valuation. Police and Fire protection is paid for out of the general fund. The City of Hayward already provides fire protection to the county islands under a contract with the County. Annexation and the assessment district would improve safety with better police response times, access to fire hydrants and regular hazardous materials monitoring. Several County residents have suggested that their County tax payment should have provided for utilities and street improvements. The County budget is devoted chiefly to County responsibilities in public assistance, public protection and health care; in the County as well as the City, property owners typically assume the cost of such improvements.

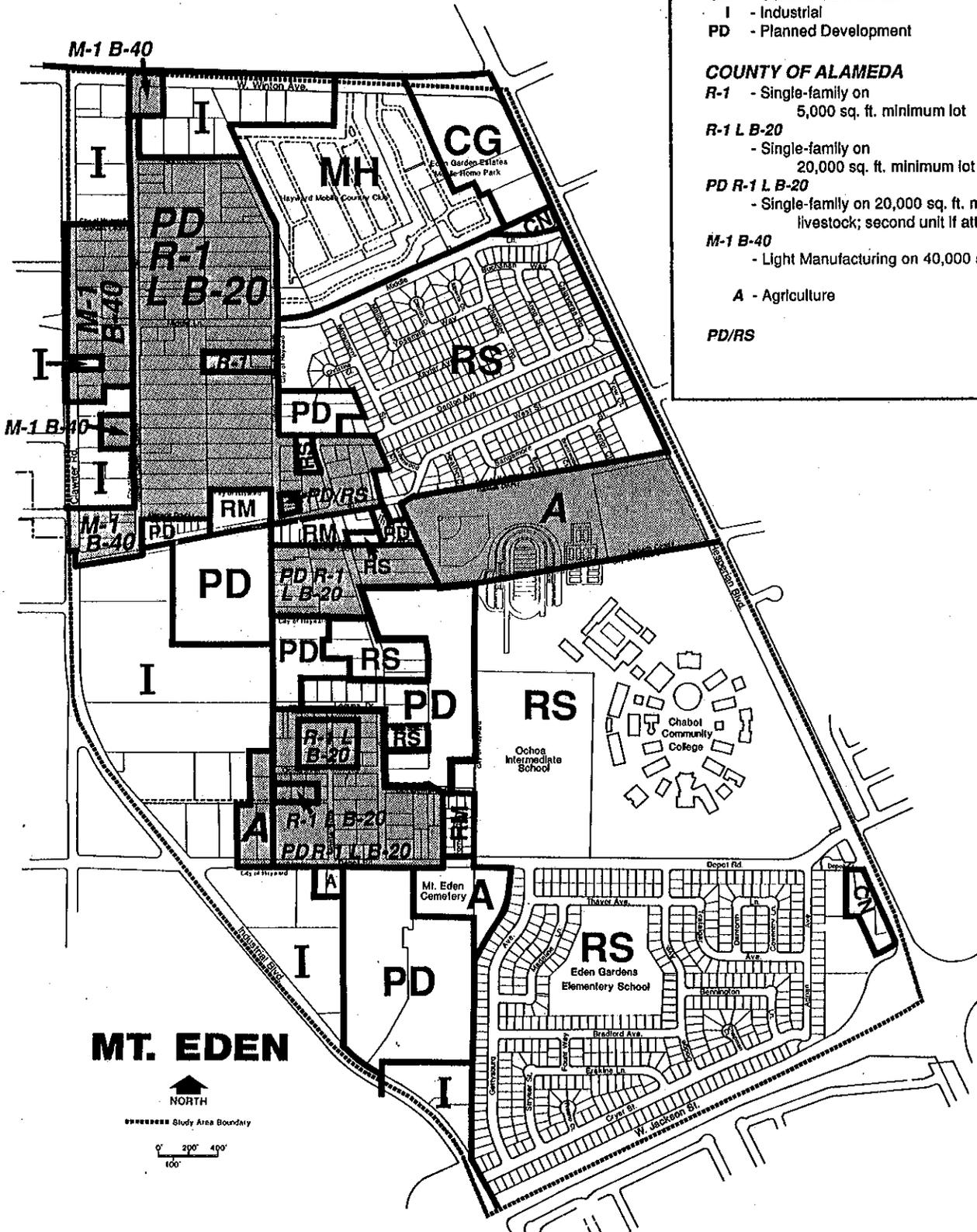
CITY OF HAYWARD

- RS - Single-Family Residential
- RM - Medium Density Residential
- MH - Mobile Home
- A - Agriculture
- CN - Neighborhood Commercial
- CG - General Commercial
- I - Industrial
- PD - Planned Development

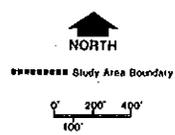
COUNTY OF ALAMEDA

- R-1 - Single-family on 5,000 sq. ft. minimum lot
- R-1 L B-20 - Single-family on 20,000 sq. ft. minimum lot
- PD R-1 L B-20 - Single-family on 20,000 sq. ft. minimum lot; livestock; second unit if attached to utilities
- M-1 B-40 - Light Manufacturing on 40,000 sq. ft. minimum lot
- A - Agriculture

PD/RS



MT. EDEN



C5587
Auto dismantling and motorcycle repair Permit
Expired '90

C2302
Retail sale of building and landscape material; fuel pumps

C5648
Vehicle storage
Expires 8/92

C1394
Rest home
12 beds

C5300
PD87-45
Truck terminal Use Permit
Expired 1988

C5431
Storage of construction equipment. Condition: 10' landscape strip and solid fencing
Expires 3/95

C5028
Storage boats, campers, trailers.
Expires 2/91

C2209
Storage of boats, campers, trailers. Condition: solid fence, trees.

Alcohol Treatment Center
57 beds
Expires 6/90

C5375
Nursery
Expires '92

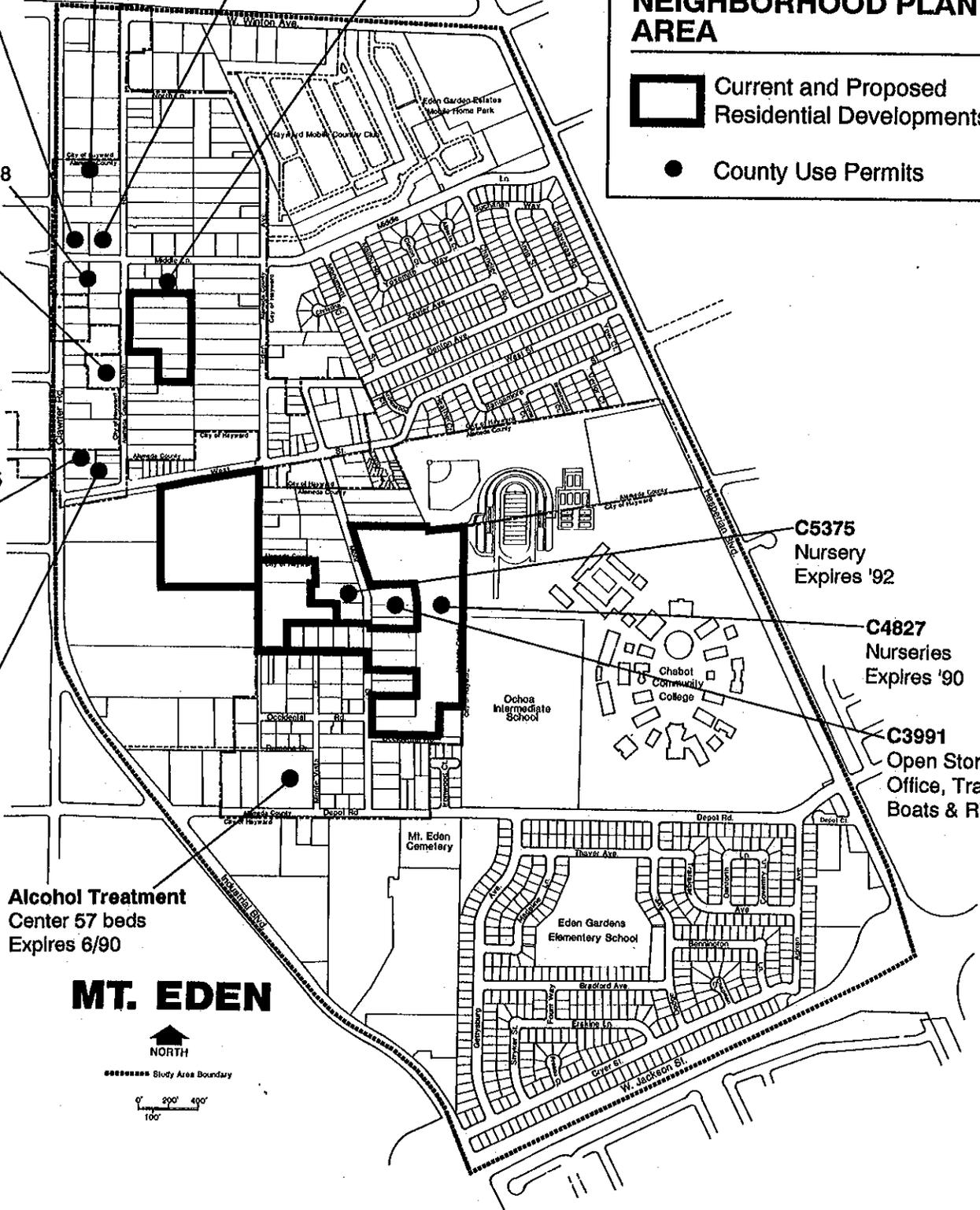
C4827
Nurseries
Expires '90

C3991
Open Storage, Office, Trailers, Boats & RV

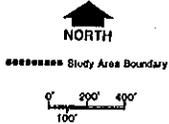
MT. EDEN NEIGHBORHOOD PLAN AREA

 Current and Proposed Residential Developments

 County Use Permits



MT. EDEN



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HOUSING AND RESIDENTIAL LAND USE IN MT. EDEN

Existing Housing in Mt. Eden

Except for a relative lack of townhouses/condominiums and small apartment buildings, the Mt. Eden neighborhood has a mixture of housing types. In March 1990, there about 980 detached single-family homes in Mt. Eden and 39 attached homes on Ironwood Court and Long Court. In addition, there are 367 mobile homes in Eden Gardens Estate and Hayward Mobile country Club. There are about 571 multi-family housing units in Mt. Eden, 544 of them being Waterford Apartments. There are 277 beds in congregate care facilities as listed below:

MT. EDEN RESIDENTIAL CARE HOMES

Facilities	Beds	Occupancy	Employees
Scott Villa 1560 Middle Lane	26	24	5
Barrett Convalescent Hospital 1625 Denton Ave.	74	71	38
Eden West 1805 West St.	99	98	74
West Mohr Lodge 24647 Mohr Dr.	34	32	7
Cronin House 2595 Depot	44	35-40	14
Total	277		

The Census indicates 81 houses in Mt. Eden were built before 1939 and 57 built between 1940-49. The next three decades yielded about 400 units per decade. Construction in the 1980's consisted chiefly of the 544 units Waterford Apartments. The following projects are underway and will increase the dominance of single family detached homes:

Project	Homes	Density
The Plymouth Group Sunnyside Site	133	9.8 units/acre typ. lot 52x75
Intowne Homes Eden and Laguna "Chabot Gardens"	32	11 units/acre typ. lot 40x90
Citation Builders Mohrland School Site "West Porte"	94	11.8 units/acre typ. lot 35x100
	259	

Housing Potential in Mt. Eden

In an urban area, land is generally considered underutilized when less than 25% is built upon or when the value of the land exceeds the value of the improvements built upon it. Residentially designated land which meets these criteria are shaded on the following map. The potential for new housing is estimated by multiplying underutilized acreage by expected or allowed densities and subtracting for existing units and new roadway to service development.

The maximum density allowed by the current Medium Density designation of the "underutilized" areas in Mt. Eden is 17 units per acre. Although there is extensive small lot single-family development underway at 10-12 units per acre, there was also recently approved development at densities above the medium density range. Seventeen units per acre was therefore utilized for the following estimate of maximum housing potential, except in areas zoned for single-family use near Hesperian. The policies recommended by the Mt. Eden Task Force would reduce the potential of the Eden-Chabot and Mohrland Gardens area by about 153 units. A potential for 96 units would be added by adjustments to the boundaries between residential and industrial for a net reduction of 57 units.

Location	Gross Area	Net Area	(E) Units	Potential
Saklan-Eden	48 acres	36.0	50	562
West Denton	6 acres	4.5	19	57
Eden-Chabot*	15 acres	11.3	15	177
Mohrland Gardens	13 acres	12.5	35	177
Hesperian	3.7 acres	2.8	3	18
TOTAL				991

*does not include areas with approved projects

Current Housing Market

Recently there is stronger market pressure to develop single-family housing than other types of real estate in Hayward. The average selling price for new single-family houses was \$165,000 in 1983; currently new homes, when available, are expected to average \$300,000.

In 1983, the typical 3 bedroom, 2 bath 1950's home ranged from \$74,000 to \$88,500 according to the Land Economics Group; prices have more than doubled since. The average sale in Hayward, including condos and townhouses, was \$174,000 while single-family homes in Southern Alameda County sold for an average of \$253,000 in August. Because the market is supporting such high prices, land prices have risen sharply. Ten years ago, raw Bay Plain land was reported at about \$12,000 per 10,000 square foot lot in Route 238 studies; present listings are at least seven times higher in anticipation of annexation and development.

Neighborhood Housing Issues

At the initial neighborhood meeting for Mt. Eden Neighborhood Plan, April 1989, the following issues were raised about housing in Mt. Eden:

- Some older housing is substandard (i.e., Saklan).
- More tract housing is not wanted.
- City approves big developers, not small ones.
- Detached single-family ownership housing is preferred.
- Well designed apartments and condos can be mixed in.
- Affordable housing is needed.
- Put housing around public transit.
- Impact of big development seems not to be evaluated.
- Planned Developments should have built-in recreation facilities.

The Mt. Eden Task Force has been very cognizant of housing affordability issues and the lack of recreation facilities for children in developments. The lack of play facilities for children at Waterford Apartments is particularly disturbing given that over 200 children now live there. The affordable housing units at the Mohrland School site has also been in a focus of attention with Task Force members hoping that preference could go to neighborhood people. A desire to pace development has also been expressed; staff has been unable to find a precedent for establishing permit quotas on a neighborhood basis although cities have adopted pacing mechanisms on a citywide basis. One approach may be to restrain development until infrastructure is complete and park sites are established based on neighborhood services deficiencies (see page 39).

Citywide Housing Goals

One overall housing goal in Hayward is to provide housing appropriate for all income levels (GPPIV-19). This is a goal not only because housing is a recognized basic need but also because the economic vitality of the Bay Area depends on maintaining a balanced workforce which implies economically accessible housing. It is very difficult to provide housing for lower income families under current market conditions as shown by some representative housing costs and incomes on the following page.

MT. EDEN TASK FORCE

October 26, 1989

HOUSING COST INFORMATION

Purchase Price and Income Requirements

Home	Price	Down Payment	Amount	Loan Payment	Income Required Month	Income Required Year
Duet Ironwood Ct.	\$190,000	\$19,000	\$171,000	\$1,714	\$5,195	\$62,335
4 Bedroom House Mohr Drive	279,000	27,900	251,100	2,500	7,566	90,797
House College Park	325,000	32,500	292,500	2,925	8,865	106,386

Note: Payments are based on 10.5% loan, \$150-200/mo taxes and insurance, and maximum of 33% of income for housing cost.

Typical Rents (Waterford Apartments) and Required Incomes

Unit Type	Rent	Monthly Income	(Annual)
1 Bedroom	\$700	\$2,333	\$28,000
2 Bedroom/1 Bathroom	775	2,583	31,000
2 Bedroom/2 Bathrooms	825	2,750	33,000
1 Bedroom Low Income	570	1,900	22,800
2 Bedroom Low Income	670	2,233	26,800

Typical Incomes and Affordable Rents

Position	Monthly Income	Affordable Rent
Certified Instructor (PhD) Chabot College	\$3,276	\$983
Certified Instructor (AA) Chabot College	2,211	663
Groundsperson I Chabot College	2,060	618
Certified Nursing Assistant, Convalescent Hospital	910	273
Housekeeper, Kitchen Help or Laundry Worker Convalescent Hospital	867	260

In lieu of a national housing program, cities have used various approaches to providing affordable housing. The City has assisted 109 units of affordable housing in Waterford by offering low interest mortgage revenue bond money. Access to surplus public land and block grant money was used to leverage 18 affordable ownership units on the Mohrland School site. Density bonuses are also sometimes granted to bring housing costs down by requiring less land per unit; senior projects typically get large density bonuses because fewer cars need to be accommodated. The largest unmet needs are for affordable family housing. Some cities have inclusionary ordinances requiring a percentage of affordable housing.

Another city housing goal is to maintain a balance between housing and jobs (GPP II-16). The Hayward Planning Area does have an aggregate jobs-housing balance. The poor fit between housing and incomes, however, is of concern to the Mt. Eden Task Force.

There are several citywide policies regarding the location of new housing. High density housing is ideally located near activity centers or arterials with shopping and good public transportation (GPP IV-18). This policy is exemplified by the High Density Residential/Commercial designation of Southland frontage on Hesperian. There is no High Density recommended in this plan for the Mt. Eden Neighborhood. Affordable housing is to be distributed equitably and not concentrated in certain areas (GPP IV-19).

There are also several city policies on the design of housing which call for using design, landscaping, and buffer areas for blending new "infill" housing with adjoining housing and for separating incompatible uses (GPP IV-20). More specific design standards have been adopted in connection with some neighborhood plans such as those to maintain historic character on "B" Street and to avoid garage lined streets in Tennyson-Alquire subdivisions. This neighborhood is concerned that attached housing be built for ownership in its provisions for parking and accoustical privacy and also that appropriate play areas are provided.

COMMERCIAL AND INDUSTRIAL LAND USE IN MT. EDEN

Neighborhood Issues

The issues raised at the initial Mt. Eden neighborhood planning meeting included the following (with the range of opinion in shown parenthesis):

- Reconsider boundary between industrial and residential use (restrict additional industrial east of Clawiter vs allow light industrial and small business expansion between Saklan and Eden).
- Consider mixed use (restaurants and service close to industrial and residential near commercial to cut down trips vs seeking exclusive residential use).
- Reconsider commercial uses (avoid fast food litter and congestion and deli riff raff vs provide accessible small groceries and other convenience services).
- Require "clean" industry near residential (limited noise, dust, air pollution, hazardous materials and traffic generation).
- Improve appearance.

Because few business people participated in Mt. Eden Neighborhood Plan meetings, a survey was distributed to all Mt. Eden businesses. The following comments were received:

- Excellent freeway access; close to suppliers, central location (traffic congestion bad; need additional freeway access to serve areas west of Mt. Eden).
- Provide parking lane on Clawiter (vs eliminate on-street parking).
- Provide median turn lane.
- Improve Middle Lane and Depot Road.
- Require more parking; Cable TV overflow obstructs street.
- Provide sidewalks and mail boxes.
- Provide better bus service.
- Rezone Mt. Eden Nursery as business park.
- Do not allow industries that use or produce highly toxic or explosive materials.
- Need bank to service business needs and additional convenience retail.
- Require better landscaping like Fremont and Milpitas.
- Provide a "dog park".

City Goals

The industrial areas of Mt. Eden are part of the designated Industrial Corridor. It is City policy to maintain an efficient industrial area by limiting non-industrial uses which would interfere with primary industrial uses and by providing coordinated roadway and transit improvements (GPP V-12). To encourage quality development, it is considered necessary to improve the appearance of the industrial arterials (GPP II-12).

With regard to commercial development, it is City policy to develop compact commercial areas, to add neighborhood convenience centers where they are lacking, and to encourage some "mixed use" residences or offices above retail (GPP V-10). The appearance of commercial strips has long been of concern to the City; strip development also impedes traffic flow on arterials with excessive number of curb cuts. In Mt. Eden, development along Clawiter Road presents some of these negative commercial strip characteristics which could be alleviated with new light industrial zoning standards.

The City is also concerned with providing employment opportunities. Because small businesses create the most new jobs, their needs for sites are recognized (GPP V-9). This policy may be particularly pertinent to Mt. Eden's small business bays between Saklan and Clawiter. The recommendation of designing Saklan as a business service road could improve access for additional small businesses serving the needs of residents, such as car repair, and industry.

Existing Commercial Uses in Mt. Eden

There is extensive commercial development across Hesperian Boulevard from Mt. Eden in the form of Southland, office buildings and commercial strip development. There is limited commercial development within Mt. Eden. Ten acres of commercial development at the northeast corner of Winton and Hesperian is occupied by a toys outlet, office supply, appliance/electronics store, video rental, pizza theater, copy service, hair cutters, liquor/convenience store, a vacant store and three restaurants. At the southeast corner of the neighborhood there is a telephone office and a convenience store/gas station.

The Winton, Clawiter and Industrial Boulevard edges of the neighborhood are designated industrial but contain some commercial uses including a restaurant, flower shop, and offices. Restaurants can get administrative use permits in industrial areas but offices are only permitted in planned industrial parks of at least 25 acres unless they are accessory to an industrial use. Government offices are, however, exempt from such regulation so two new government offices are going into developments along Winton Avenue. Spaces configured as offices currently exhibit many vacancies.

Existing Industrial Uses In Mt. Eden

As illustrated on the industrial zoning and land use map, there is a wide variety of industrial uses in Mt. Eden from very low intensity open storage areas to the substantial Xerox and PG&E facilities. There are five small business compounds which provide 65 bays for trades and services and 4 small industrial office parks with approximately 28 spaces in addition to some small businesses in self storage units. There are at least 8 contractors' offices with storage yards, several building component fabricators, many business support services, a pickle processor and salami and water distributors.

Industrial Zoning

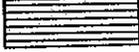
County Light Industrial zoning in this area is somewhat more restrictive than City Industrial zoning. The County requires site plan review and a minimum 40,000 square foot lot size with 100 feet minimum width, a 20 foot setback and 45 foot height limit. The City requires a minimum 10,000 square foot lot, 70 foot frontage, and 10 foot setbacks. There is no height limit. There is no site plan review except where project adjoins residential use.

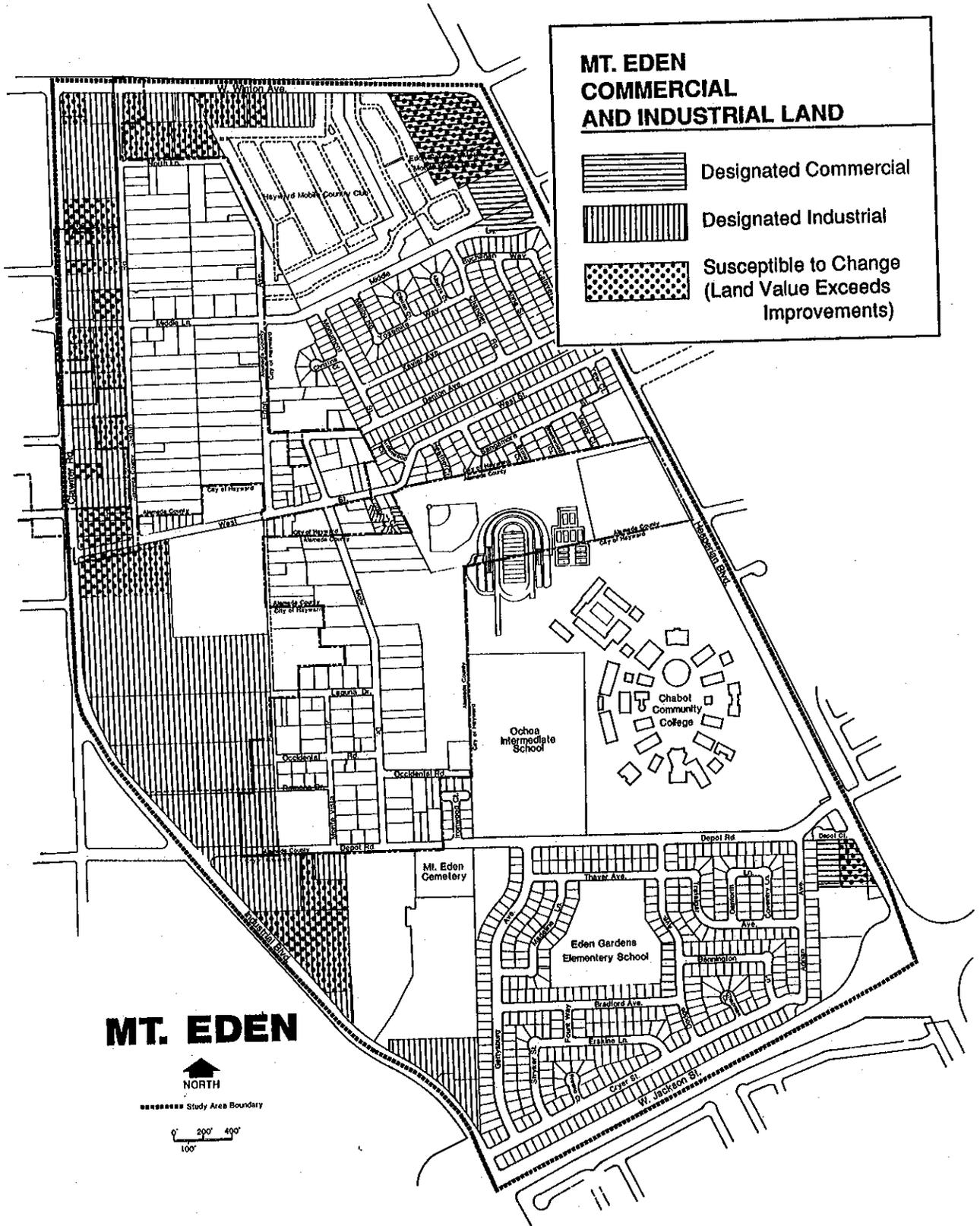
Both jurisdictions require a use permit for industrial uses not conducted within a building such as storage yards. The map on page 21 indicates current County permits. There are numerous violations in County areas. There are only a few use permits for open storage issued by the City; some zoning violations are apparent.

Many cities of Hayward's size have two or three industrial zones: a general industrial zone which is most permissive, a light industrial zone for industrial use next to residential uses, and a special industrial zone for highly visible locations like the industrial arterials of Industrial Boulevard, Clawiter Road and Winton Avenue. Hayward uses one industrial zone with the exception of a Light Industrial zone designed to suit the unique settlement of Baumberg. Several objectives in Mt. Eden may be served by creating a new district which provides for deeper landscaped setbacks on the arterials, lesser amounts of hazardous materials and, perhaps, office use.

Offices are allowed in the Industrial District but only in the industrial parks of over 25 acres; none of these exist in the Mt. Eden area. A more appropriate location for offices serving the industrial area may be the industrial arterials where they could also serve to buffer adjoining residential areas. There are reasons to limit office use of the Industrial Corridor. Offices typically generate more traffic than industrial uses and are not necessarily compatible with heavy industrial use. Offices can generate parking and circulation demands that exceed provisions for parking and road capacity in industrial areas. Finally, the City has been interested in creating an office center in the downtown with access to BART rather than allowing office development where it is not readily serviced by transit.

MT. EDEN COMMERCIAL AND INDUSTRIAL LAND

-  Designated Commercial
-  Designated Industrial
-  Susceptible to Change
(Land Value Exceeds
Improvements)



MT. EDEN



Study Area Boundary



Potential for Economic Development

There are over seven acres of vacant land west of Waterford Apartments (recommended by the Task Force and HARD for park), a couple small vacant lots between Saklan and Clawiter, 1.6 acres of vacant land on Winton and a small piece behind the convenience mart off Depot Court. In addition there is development potential on already developed parcels. Most County industrial land has more value than the improvements upon it, according to the assessor, which implies a susceptibility to change. The same is true of storage areas within the City. Those areas considered "susceptible to change" are shaded on the preceding map.

The absence of vacancies among the small business bays suggests a demand for additional spaces. Recent investments have been in higher rent industrial office type spaces. There is almost a 70 percent vacancy in business parks in Mt. Eden in addition to a vacant Xerox office building and vacant office space adjoining Mervyn's warehouse space on the southeast corner of Depot and Industrial.

The City has very large inventories of the service center/ business park space, high cube warehouses space and manufacturing/warehouse/miscellaneous space. Seventy percent of space absorbed recently has been high cube warehouse space as Hayward becomes more of a distribution center.

There are numerous concerns to be addressed in conjunction with economic expansion. Traffic mitigation is an obvious need to prevent truck traffic and commute traffic in neighborhoods and to prevent parking overflow. Also hazardous materials are associated with industrial development and those hazards are compounded by some early tilt-up buildings which were not built to resist earthquakes.

The City is addressing the problems confronting economic growth in various ways. To address traffic issues, The City's Transportation Services Division is forming an Industrial Assessment District to extend Cabot to I-92 and West "A" Street to Corsair. Industrial development adjoining residential use is subjected to site plan review; this review addresses hazardous materials concerns on a project by project basis. The Zoning Ordinance now requires that industrial uses with large amounts of moderately hazardous materials get administrative use permits and that industrial uses with any amount of the most hazardous materials get conditional use permits. The City's Building Inspection Division has just completed an inventory of deficient tilt-up structures and will undertake programs to encourage retrofit. In addition, the Fire Department is advocating a buffer zone of 500 feet between industrial areas with large quantities of above ground hazardous materials and residential development as is the practice in Alameda County.

PARKS AND PUBLIC FACILITIES IN MT. EDEN

Neighborhood Issues

The following concerns were raised at the initial Mt. Eden neighborhood meeting:

- Need for more parkland and for more recreational facilities.
- Open restrooms and provide more park security at Rancho Arroyo.
- Access to Chabot College and Shoreline Park important.

Questions were raised about educational facilities:

- Will there be adequate school facilities to serve new homes with the loss of Mohrland School and why was it sold for housing development?
- Is Rancho Arroyo Adult School moving to accommodate intermediate school in neighborhood and what is to be done with parking lot areas?
- What can be done about Chabot College traffic and parking problems?

In addition, neighbors noted that neighborhood access to Chabot and its library were an asset to the neighborhood, that Eden Gardens School was considered a good school with active community participation and that Greenwood Park was an attractive neighborhood park.

Current School Facilities and Programs

Public educational facilities in Mt. Eden consist of Eden Gardens Elementary School (K-6 enrollment 520); Rancho Arroyo Adult School (peak period enrollment 550) and Chabot College (current enrollment 14,078). In addition, some educational programs are provided at convalescent homes by Adult Education. Childcare, for students only, is also available at the Hayward Adult School. There is a latchkey (after school childcare) program at Eden Gardens School, also at capacity.

Private educational facilities consist of Lea's Christian School with a K-4 enrollment of 76 and a preschool enrollment of 45 and Montessori Children's Home with a preschool enrollment of 44. Both preschools are at capacity.

Hayward Unified School District

The anticipated change in HUSD facilities is the proposed reopening of an intermediate school at Rancho Arroyo which is to be called Ochoa. This change was to have been made for this school year but was postponed due to a law suit generated by the attempted closure of Sunset High School. Intermediate students in Mt. Eden north of Depot currently attend Winton School while those south of Depot attend King. Ochoa School is projected to have a student body of 500-600 students on a large campus of 23 acres: typical intermediate schools have 15 acres. The acreage, however, includes acreage occupied by Rancho Arroyo Park and two Little League fields. HARD also has agreements for public use of sports fields behind the school.

Currently there are 375 parking spaces at the Adult School. As the intermediate school would generate demand for only 45 spaces, some parking lots could revert to basketball courts and sports fields. A bicycle and pedestrian path connecting Occidental Road with Chabot College should be included in changes.

Rancho Arroyo Adult School has provided a wide selection of classes including extensive computer and cooking offerings; this facility is to be relocated to Sunset High.

Possible overcrowding of Eden Gardens Elementary is also a neighborhood concern. Eden Gardens currently has three portables, one of which is used for the latchkey program which will be getting its own portable. The school district indicated to the neighborhood task force that Eden Gardens has room for 4-5 more portables on the ten acre site. But the size of common facilities such as the multi-purpose room for lunch service suggest lower limits. Each elementary school should have five rooms in addition to regular classrooms. If more schools are needed, Brenkwitz or Eureka could be converted to elementary schools. New homes are estimated to generate .25 elementary students per residence. The school district has projects a 30% increase in attendance over the next ten years based on recent trends. Annexation combined with the recent demand for housing could, however, result in more rapid development. Also, the City has now adopted an ordinance to discourage discrimination against families with children which could result in more children in Waterford Apartments.

Childcare

The lack of openings for childcare and preschool education in the neighborhood is of concern given anticipated growth in new families with working parents. Hayward Unified School District staff have noted that is difficult to staff new programs with limitations in state financing, except for joint ventures like the HUSD/City employee program to be started at Turner Elementary. There is no local agency responsible for creation of adequate childcare facilities nor are there any land use regulatory devices which have been used except for exactions from large urban developments in a few cities. Some park districts have ventured into the provision of childcare. A special levy was passed in Seattle to provide childcare in schools.

The Mt. Eden Task Force would like to see childcare facilities adjoining Greenwood Park and other parks which may be created in the neighborhood. Fencing of the play structure area would allow use of the park by home day care providers. The Greenwood Park location is central to an unserved developing area and also provides the possibility of more stimulating intergenerational contact because of the proximity to four convalescent homes.

The Hermann Mohr Estate would also be an excellent location for an intergenerational day care center, accessible to both the neighborhood and the industrial area.

The Penke/Cryer Estate also offers a very attractive site for expansion of the childcare currently offered at the Mt. Eden Presbyterian Church. An exchange of land with the Church could result in the preservation of the main elements of the estate and its trees and better access to the Penke property as temporary church buildings are replaced. In exchange, the Cryer family might receive value for its holdings in commercial land north of the Church.

Finally, Chabot College is a logical location for day care facilities to serve its students and perhaps the neighborhood as well.

Chabot College

Chabot College occupies a 94-acre campus and has expressed interest, on and off, in acquiring an additional eight acres comprising the Mohr/Fry Estate. Also discussions have been held with the Hayward Unified School District about expanding parking lots onto the Rancho Arroyo/Ochoa site. The new Chancellor of Chabot College envisages expansion of class offerings with inclusion of an air traffic control program. The school currently offers AA degrees with special course sequences in dental hygiene, tourism, merchandising, computer maintenance, machine tool technology and life sciences.

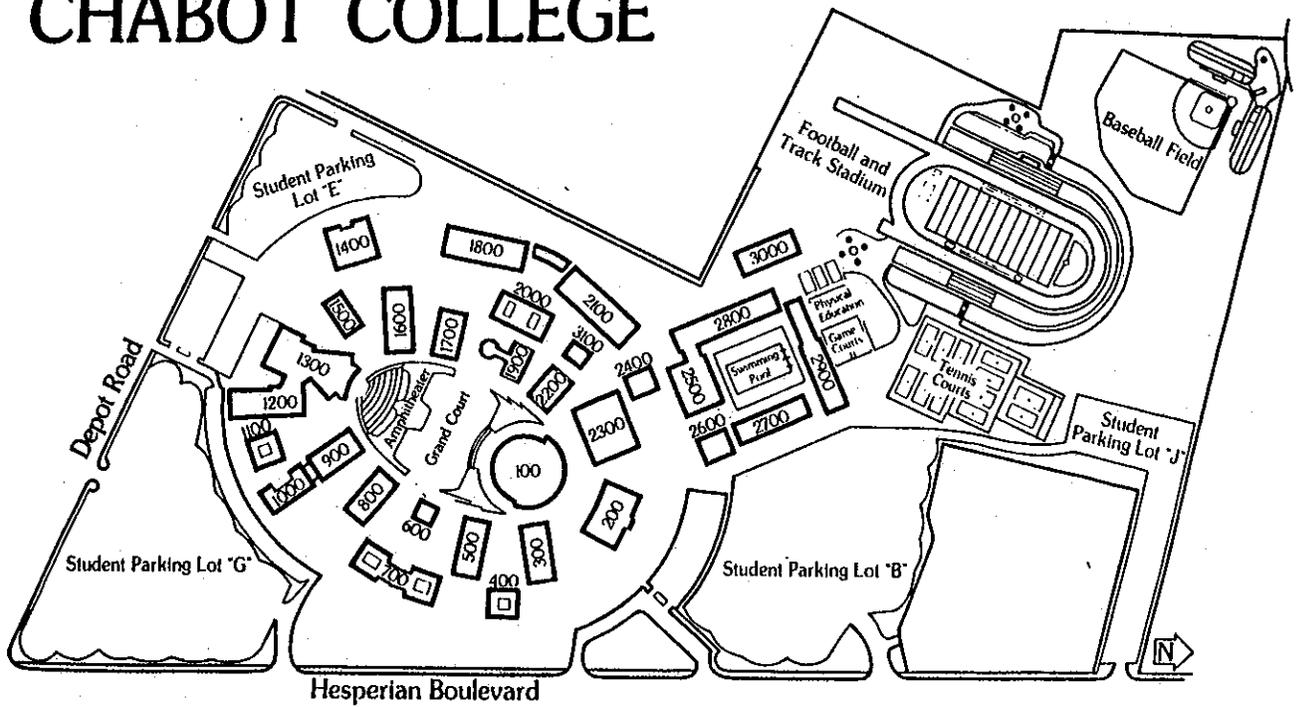
In addition to classes, the college offers an extensive performing arts program with plays, musicals and dance performances for the public. A monthly flea market attracts neighbors to the campus and is valued by the neighborhood. Access to the library and grounds also adds to the amenity of the neighborhood.

Expansion of the College is, however, threatening to the neighborhood because of traffic generation and parking problems. It is feared that additional parking lots could blight the setting of the historic Mohr/Fry Estate or displace playing fields from Rancho Arroyo. Additional traffic on Hesperian and Depot is also dreaded. The Mt. Eden Task Force meetings have generated many suggestions for lessening auto traffic from simple measures like opening the gate at West to encourage pedestrian and bike access to challenging measures like offering students either a bus pass or a parking pass in exchange for an obligatory transportation fee in order to encourage bus usage and avoid parking in the neighborhood.

The Task Force has recommended a bus transfer hub be located at Chabot College as desired by AC Transit; AC Transit is encouraged to offer discounted bus passes to students.

Relations between the College and the community need improvement. More active college promotion of bus and bike transportation by opening access routes to the College and developing an effective transportation management program along with providing child-care on site could lessen the congestion and parking problems. Alumni library privileges have also been discussed as a positive connection between the College and the neighborhood.

CHABOT COLLEGE



Existing Mt. Eden Park Facilities

There are two Hayward Area Recreation and Parks District facilities in Mt. Eden:

- ❑ Greenwood Park (2.42 acres).
- ❑ Rancho Arroyo Park (3.05 acres leased from school district).

Greenwood Park offers climbing structure, picnic tables, barbeque, and a basketball court. Rancho Arroyo Park has climbing structure, swings, picnic tables and a mini-backstop. There are two adjoining Little League fields with bathroom facilities (2 acres). These two parks are located so as to place most of Mt. Eden within a half mile walking distance of a park. Only the eastern half of Westwood and some of the homes around Cryer Street are beyond the half mile standard for neighborhood park access.

The average amount of neighborhood park in Hayward is 1.7 acres per thousand population. The population of Mt. Eden in 1989 is estimated to be 5,300. At build-out under the proposed land use policy, the neighborhood is projected to have 8,500 residents. If Mt. Eden had the average park space per resident it would now have 9 acres of park; almost six more acres would need to be acquired as the neighborhood was built out. At present HARD owns the 2.42 acres of Greenwood park dedicated in conjunction with the College Park development and has first option on the Rancho Arroyo Park site should the school district elect to sell it.

Community parks and special facilities near Mt. Eden are the new Mt. Eden Park at Tennyson and Hesperian, the new Interpretive Center at the Hayward Shoreline Park, Kennedy Park, Skywest Golf Course, Centennial Park and Weekes Park.

Current Policy on Parks

Hayward Area Recreation and Parks District prefers local parks that are three to ten acres in size and that are highly visible, preferably with two or three street frontages on neighborhood roads or collectors. The standard for local parks in the new Master Plan per 1000 population. The service area standard is maximum radius of 1/2 mile with restrooms to be provided where the service area is further. The National Recreation and Parks Association recommends mini-parks of 1 acre or less within 1/4 mile radius.

In order to expand recreational resources, the City's General Policy Plan urges HARD acceptance of small parks in underserved neighborhoods, expansion of joint use of school facilities, and more land dedication by raising requirements for development and encouraging memorials (Policy VII-16). Other policies relating to Mt. Eden land use issues are Policy II-14(7): "Historic resources will be utilized to enhance city image . . . continue to acquire historic sites as parks" and Policy VII-17(9): "Encourage the private sector to support and/or develop recreational facilities in the industrial areas for the use of their employees and the public."

Planning for Future Park Facilities

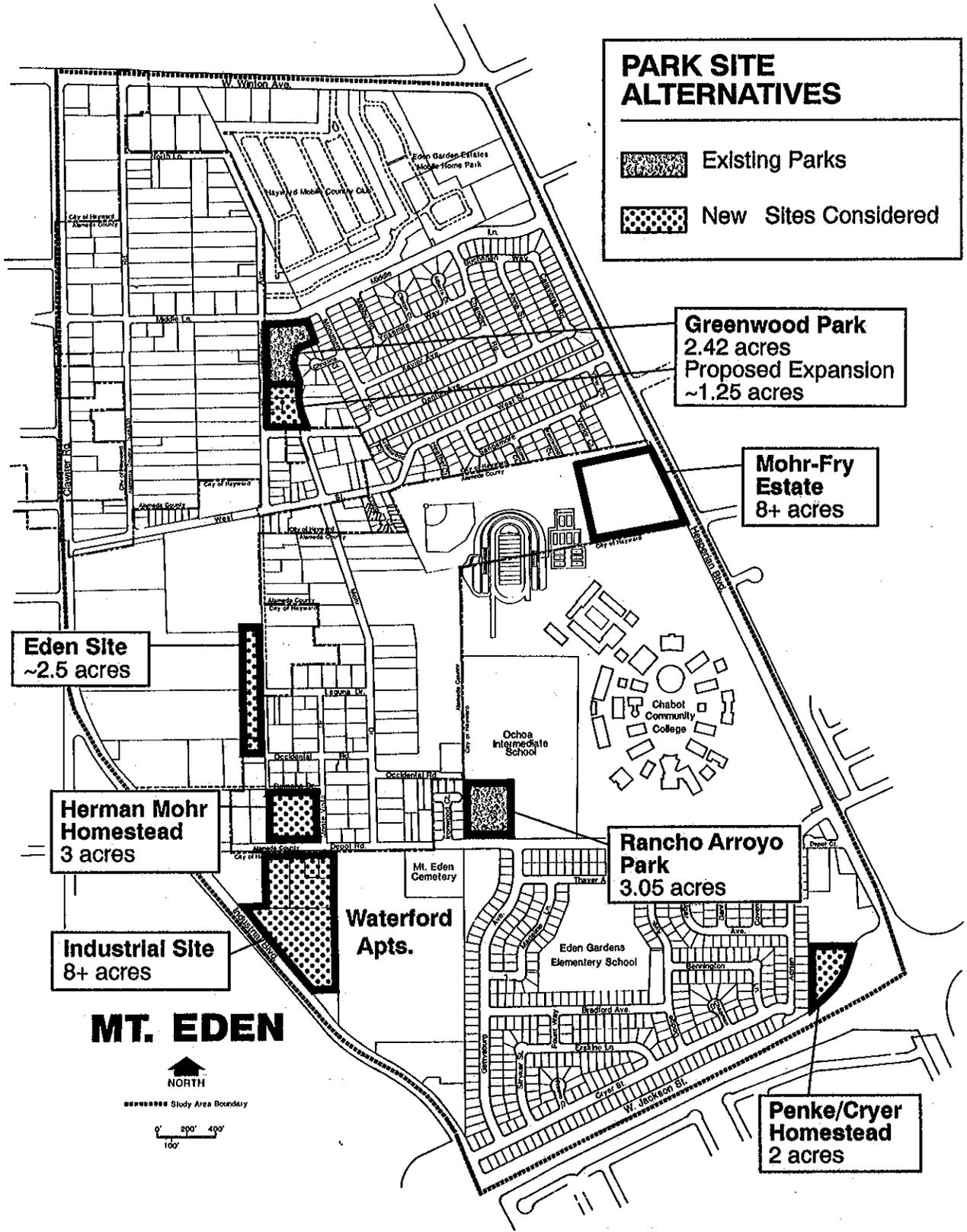
The deficiency in local park acreage occurred with the construction of 544 units at Waterford and will be exacerbated by the 94 homes being completed by Citation on the former Mohrland School site. Both of these projects were promoted by the City to provide some units of affordable housing. Further, the use of Mohrland School for housing reduced recreational space available to the neighborhood. It seems, therefore, particularly important for the City to work towards redressing the deficiency in neighborhood parks created. HARD's minimum desirable park size has also contributed to the decision to forego park land dedication as a condition of approval of Citation and Plymouth developments.

One possibility which the Mt. Eden Task Force has pursued is expansion of Greenwood Park to Denton Avenue. The expansion would skirt Barrett Convalescent Home on land which was to have been redeveloped as Senior apartments. That permit has now expired. Recognizing that there is additional space north and east of Barrett for senior housing and visualizing the benefits from having the park grow to a standard size at a prominent location in the neighborhood, park use of the Eden frontage was supported by the Task Force. The estimated size of the expansion is 1.25 acres. This would expand the park to HARD's minimum desirable size at an ideal location in the neighborhood.

Other potential park sites discussed have been the vacant land west of Waterford Apartments (8+ acres), the Mohr/Fry Estate (8+ acres), the Horizon House/Hermann Mohr home site on Depot (3 acres), the Penke/Cryer home site (2 acres), and a linear (2.5 acre) park along Eden Avenue between the Mohrland School site development and Occidental.

The Mt. Eden Task Force thought that the Hermann Mohr site had too much investment in the residential care facility to be a viable park site and that the Penke/Cryer site was too hidden. The desire to provide for preservation of the Mohr/Fry Estate buildings suggested office use, like the Shorelands offices to the north, or a conference center, rather than a park to the Mt. Eden Task Force; if access from the neighborhood were improved, park use might become more attractive. A narrow park along Eden Avenue was below HARD standards for size but offered high visibility and a buffer along the industrial edge. The site by Waterford is the least encumbered with structures and offers the possibility of providing ready access to recreation from the industrial area and from Waterford Apartments. Liabilities for a local park are the heavy traffic along Industrial and parking limitations. It could, however, provide for a dramatic view of the Hermann Mohr Home from Industrial Boulevard.

The Task Force has also proposed some improvements to Rancho Arroyo Park to expand offerings for neighborhood use including a cycling path connecting to Chabot, more picnic facilities, and basketball to replace parking when the adult school moves. (Rancho Arroyo Adult School has 375 parking spaces of which Ochoa Junior High would need only 45.)



PARK SITE ALTERNATIVES

-  Existing Parks
-  New Sites Considered

Greenwood Park
 2.42 acres
 Proposed Expansion
 ~1.25 acres

Mohr-Fry Estate
 8+ acres

Eden Site
 ~2.5 acres

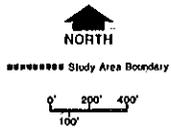
Herman Mohr Homestead
 3 acres

Industrial Site
 8+ acres

Rancho Arroyo Park
 3.05 acres

Penke/Cryer Homestead
 2 acres

MT. EDEN



Open Space Resources in Mt. Eden

Chabot College grounds constitute an important open space resource of Mt. Eden, interrupting urban structures and paved surfaces with trees and grass. Rancho Arroyo School complements the campus, expanding its green horizons. When the last Mt. Eden Plan was adopted in 1985, a proposed neighborhood park between Mohr Drive and Chabot was deleted and the following policy was inserted:

“Abundant public open space will be created as a part of the various school and college facilities planned for the Mt. Eden neighborhood. In order for the amenities of suburban living to be provided at the proposed medium residential density, every effort should be made to insure common usage of these school grounds for recreational purposes. Providing a pedestrian-walkway from Mohr Drive to the college site would facilitate common usage of the college open space.”

Rather than increasing access and visibility of open space resources, College security concerns have resulted in locked gates and high walls being required of contiguous development. Also, two school sites have since been sold in the Mt. Eden area. The potential for neighborhood joint use of open space has thus been restricted. Better access to Chabot College open space could not only increase the value of this public open space to the neighborhood but also encourage walking or biking to Chabot instead of driving.

Mt. Eden has two other small open space resources. The Mt. Eden Cemetery is open space although, lacking mature trees and contour, it has few pastoral qualities. There is also a half acre maintained by the City at Depot Road and Hesperian, Depot Park. The Task Force has suggested that a landmark feature be added to the Park for greater visibility. A gazebo, replacing a defunct fountain, would be an attractive landmark for the neighborhood set against the backdrop of evergreens.

Drainage channels and wide public right-of-ways which allow landscaping provide other opportunities to create attractive linear open space. Middle Lane, West Street, Depot Road, and Saklan Road may offer such opportunities. Improvement of the appearance of West Street along the drainage channel is of particular importance to the Task Force.

West of Mt. Eden are the vast open spaces of the baylands. The Mt. Eden Task Force is interested in attractive/bike jogging paths through the industrial area to the Baylands and has advocated revision of the City Bicycle Facilities Plan to provide for more attractive routes and facilities. Attention is also to be given to secure bicycle parking facilities. The last recreational survey done by the City indicated that bikeways were the recreational facility thought to be most needed.

CIRCULATION

Neighborhood Issues

At the initial neighborhood meeting there were more comments about circulation than any other subject. In addition to complaints about excessive traffic at many locations and concern about the impacts of additional development, there were these suggestions.

- Need curb cuts for wheelchair access.
- Need pedestrian walkways around Southland.
- Need curbs and sidewalks along public streets.
- Need more bus service.
- Need bike lanes, bike paths, jogging trails.
- Need West "A" extension.
- Need Route 61 to move traffic around area to 238.
- Need to keep industrial traffic out of residential areas (West Street, Depot Road ...).
- Need signals at problem intersections.
- Need better signal synchronization or demand response.
- Need left turn signal from Depot onto Hesperian.
- Need better street lighting.
- Need stop signs (Depot at Mohr, Mohr and West, Depot and Adrian ...).
- Need signs to prevent rigs from parking on Saklan.
- Want speed bumps.
- Put barrier at Mohr and West.
- Provide overpass, underpass or fly over at Winton and Hesperian.
- Stagger work hours.

There were also numerous questions and observations:

- What are Caltrans' plans for 92?
- What happened to plans for realignment of West Street?
- Will County portion of Depot be widened?
- How can City close Denton at College Park?
- Senior citizens can't get across streets.
- Entire streets should be improved, not piecemeal.
- RV parking on narrow portion of West is a hazard.
- Wide streets breed cars.

City Strategies to Alleviate Traffic Congestion

In addition to City strategies, promoting alternative modes of transportation, strategies adopted in the General Policies Plan (III-13) for alleviating congestion include:

- ❑ Increase the capacity of the regional network including construction of Route 61, widening the Nimitz to eight lanes.
- ❑ Widen some arterials including Hesperian south of Industrial, Depot, Clawiter, West "A".
- ❑ Consider traffic changes such as access or turn restriction and channelizations rather than street widening where pedestrian safety and amenity are important or costs are high.
- ❑ Promote carpooling and flex time.
- ❑ Require new development to demonstrate adequate road capacity before issuance of permits with off-site, project-related mitigations measures when necessary.

Anticipated Capital Improvements

New traffic signal controllers will be installed on Hesperian by Caltrans in order for the Avenue to serve as a freeway reliever during I-880 widening. These signals are suitable for later addition of left turn signals.

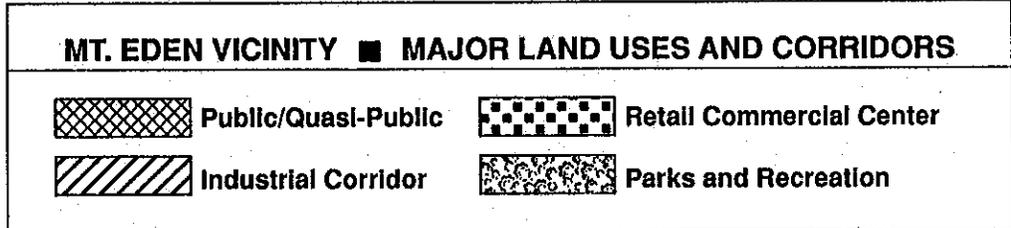
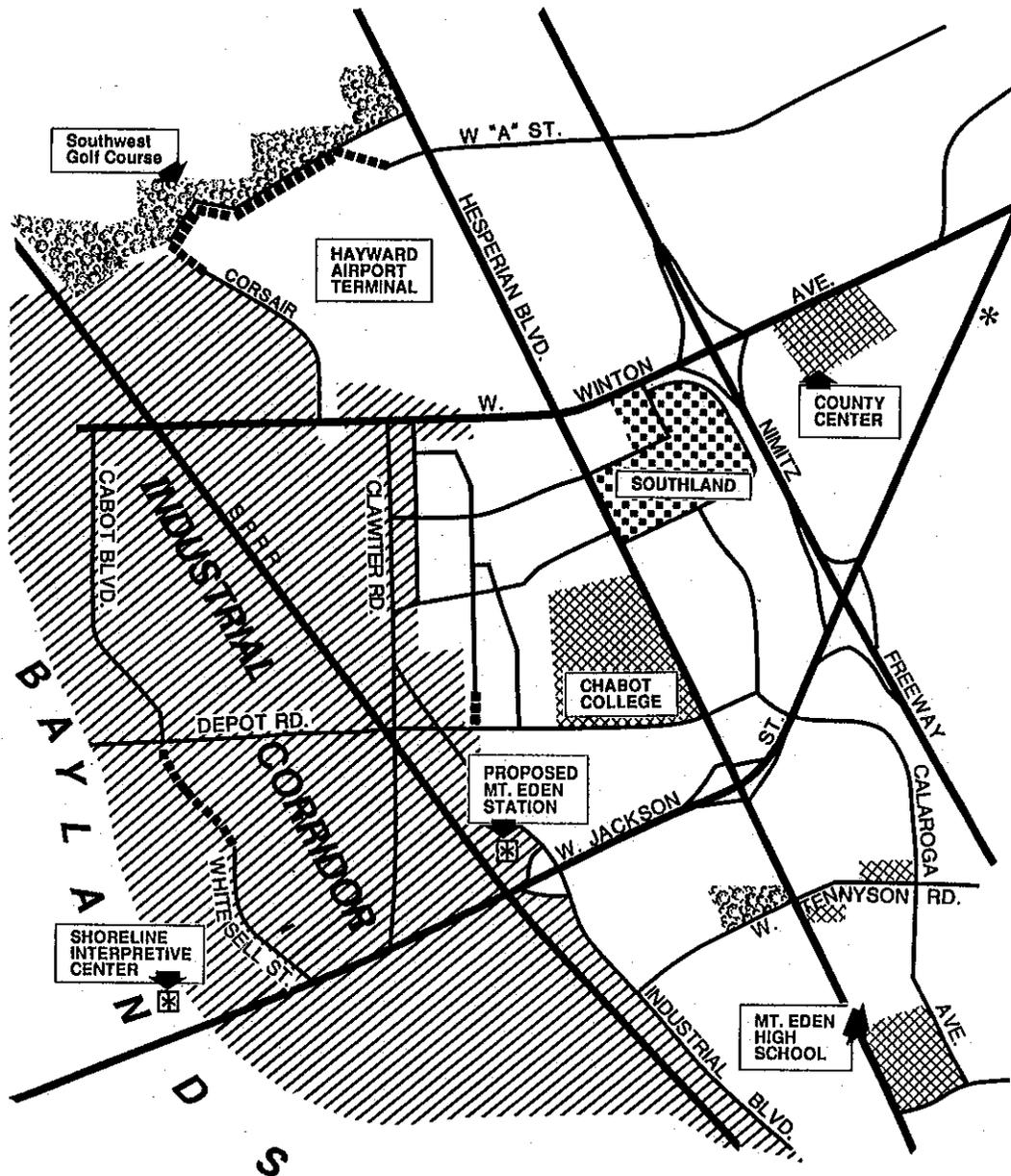
A sound wall is proposed along Route 92 for construction in 1992 if the gas tax increase passes. Widening of Route 92 is to be studied; a contract for the environmental study will be issued soon. Landscaping of the I-880 near Mt. Eden will be delayed until a decision on Route 92 widening is made.

Mt. Eden streets within County areas are to be improved with an assessment district established by the County in connection with annexation; agreements with property owners already in the City to make improvements will be called simultaneously or they will be included in the assessment district.

Industrial Corridor capital improvements are to be made with an Industrial Assessment District (which does not include Mt. Eden). Projects are below with the following map indicating routes:

1. Signals at Cabot Boulevard at West Winton Avenue, Cabot Boulevard at Depot Road and Clawiter at Depot Road in 1991-1992 (\$521,250).
2. Extend West "A" Street from Hesperian Boulevard to Corsair with 80 foot right-of-way, 68' curb to curb, in 1992-1995 (\$800,000).
3. Extend Corsair Boulevard to West "A" Street in 1992-1995 (\$2,744,636).
4. Extend Cabot Boulevard to Enterprise and widen Whitesell Drive to complete road to Route 92 in 1992-1995 (\$3,037,375).
5. Construct new interchange with Route 92 in 1995-2000 (\$11,692,125).

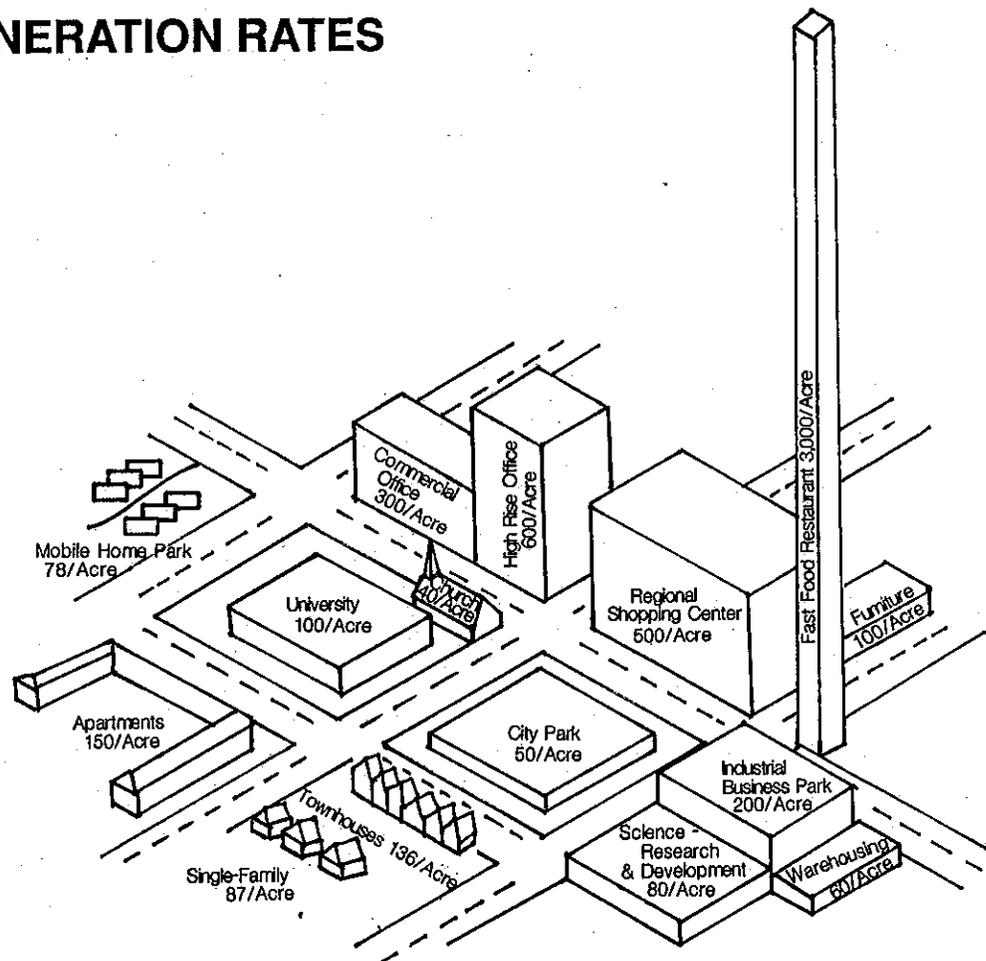
Finally, Route 61 studies are being undertaken again by Caltrans.



Traffic Studies

As traffic congestion has increased, traffic studies have assumed increasing importance in evaluating new development. Analysis begins with estimating traffic generation. Local transportation studies can predict the number, kind and distribution of trips associated with various land use patterns. Trips associated with various land uses are developed from studies by the Institute of Traffic Engineers. For example, their studies indicate that the number of trips for low rise apartments is 6.0 per unit; for townhouse type development, 8.0 trips per unit and for single-family detached home, 10.0 trips per unit. Below is a graphic representation of trips per acre associated with various land uses.

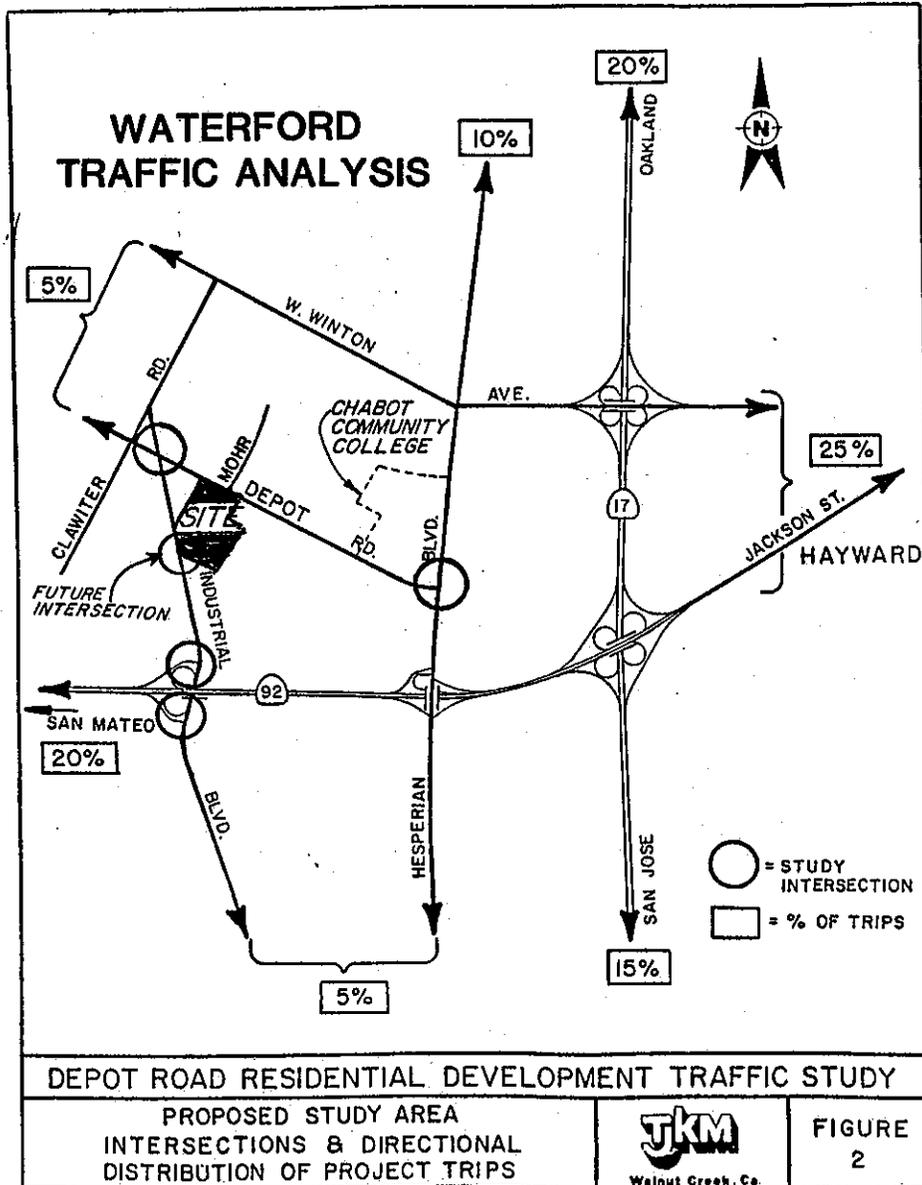
TRAFFIC GENERATION RATES



Nonresidential volumes from
San Deigo Association of Governments/D.O.T./CalTrans Study

Residential Volumes based on local Mt. Eden densities

After establishing anticipated traffic based on land use, a distribution of trips is developed based on existing travel patterns and other factors. A Traffic Impact Analysis was done by TJKM Consultants for the Waterford Development in 1983. The assumed distribution of the anticipated 3,800 vehicle trip ends per day is shown in the diagram below. (This study then analyzed the impact of the new trips on the level of service for intersections in the vicinity of the project. The traffic mitigation measure recommended in the report was the signalized interchange allowing project traffic onto Industrial Boulevard.)



Estimated traffic volumes are then compared with road capacity. Caltrans standards for road capacity are:

Two lane road	10,000-12,000 vehicles per day
Four lane undivided roads	20,000-24,000 vehicles per day
Four lane divided roads	30,000-36,000 vehicles per day
Six lane divided roads	45,000-55,000 vehicles per day
Four lane freeways	80,000-100,000 vehicles per day
Eight lane freeways	160,000-200,000 vehicles per day

Usually capacity of city streets is limited by the intersections. Analyzing intersections for their capacity to handle traffic is complex because of the turning movements to be accommodated. A common way to increase capacity is to add turning lanes. The "fix" has some liabilities in that it makes the intersection much more threatening to pedestrians wishing to cross.

A ratio of traffic volumes to traffic capacity is called the level of service. Evaluation of Levels of Service in Mt. Eden in connection with the Traffic Analysis Report on Mohrland School Site (1987) led to several recommendations to keep the Hesperian/Middle Lane and Hesperian Depot Road above level "E". These include leaving West Street open through Westwood; providing separate right turn lanes from Hesperian onto Middle Lane and onto Depot Road; and establishing a plan line for a north-south collector on either Mohr Drive or Eden Avenue. A description of levels of service follows:

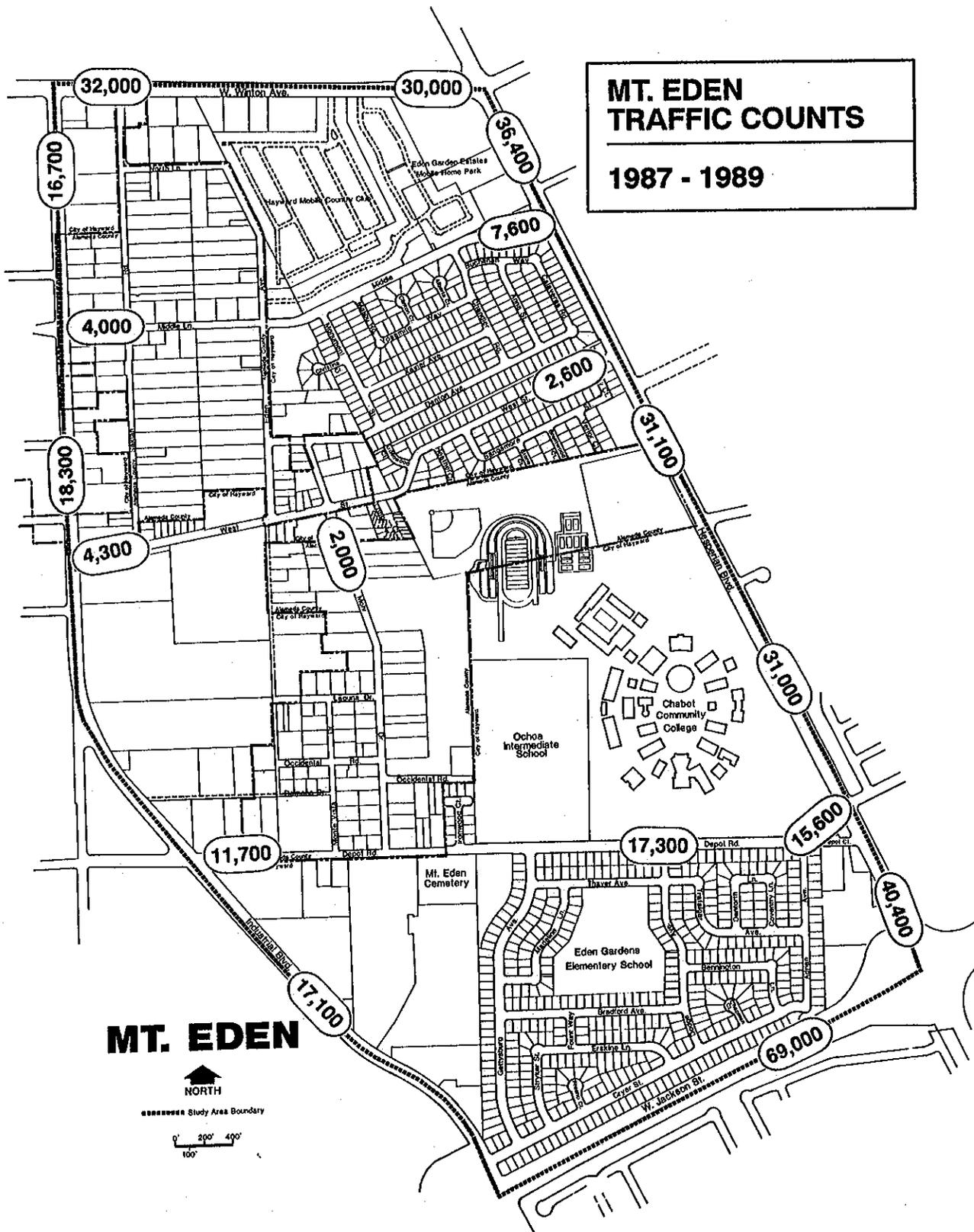
Level of Service	Description	Average Vehicle Delay (Seconds)	Volume to Capacity Ratio
A	Insignificant delays	0-5	0.0-0.59
B	Minimal delays	5-15	0.60-0.69
C	Acceptable delays	15-25	0.70-0.79
D	Queues develop but dissipate rapidly without excessive delays	25-40	0.80-0.89
E	Unstable operation or near capacity, significant delays	40-60	0.90-0.99
F	Intersection operates below capacity, excessive delays	60+	1.00+

Many cities consider Level of Service D or D- as acceptable when considering new development because of the fiscal, aesthetic, and social costs of road widenings in urban areas. Hayward's Transportation Services Division seeks to maintain Level of Service C at all intersections.

The last Comprehensive Traffic Analysis for Hayward was completed in September 1984 by DKS Associates. That study projected traffic volumes to the Year 2010 and indicated which arterial streets and freeways would reach capacity. The effect of widening I-880 and providing Route 238 along the hillface was then evaluated. Widening the Nimitz appeared to alleviate the impending congestion on Hesperian in the Mt. Eden area and reduced the extent of backup along Winton. Under all future alternatives analyzed, peak period traffic on Clawiter south of Industrial and on Winton near Hesperian is at capacity; these are the most apparent bottlenecks.

The City has commissioned a traffic study of improvements to be made with the Industrial Assessment District. Dramatic improvements in Level of Service are anticipated with completion of projects as may be seen by comparing the Level of Service in Column 1 with Column 2 below.

Int. No.	N-S Street	E-W Street	2010 Alt Update PM Peak	2010 Update with Mitigation
1	Hesperian	West A	C 0.77	C 0.77
2	I-880 SB Ramps	West A	D 0.80	C 0.73
3	I-880 NB Ramps	West A	C 0.79	C 0.79
4	Cabot	W. Winton	D —	A 0.38
5	Corsair	W. Winton	A 0.38	A 0.38
6	Clawiter	W. Winton	C 0.77	C 0.77
7	Hesperian	W. Winton	F 1.02	C 0.77
8	Industrial	Clawiter	F —	A 0.46
9	Cabot	Depot	D —	A 0.40
10	Clawiter	Depot	C —	A 0.37
11	Industrial	Depot	B 0.70	B 0.70
12	Clawiter	SR 92 WB Ramps	A 0.34	A 0.34
13	Clawiter	SR 92 EB On-Ramp	B 0.70	B 0.70
14	Industrial	Cryer	C 0.74	C 0.74
15	Industrial	Sleepy Hollow	C 0.77	C 0.77
16	Hesperian	SR 92 WB Ramps	A 0.38	A 0.38
17	Hesperian	SR 92 EB Ramps	D 0.84	C 0.80
18	Cabot	SR 92 EB On-Ramp	A 0.47	A 0.47
19	Cabot	SR 92 WB Off-Ramp	A 0.45	A 0.45



Right-of-Ways in Mt. Eden

The public right-of-way is the land in public ownership which is set aside to provide room for public thoroughfare and utilities. Traditional right-of-ways in Hayward provided room for traffic lanes, parking lanes, curb, gutter, planting strip and sidewalk. Light poles, utility poles, fire hydrants, mail boxes and traffic signs were placed in the planting strip area as in Westwood Manor and Eden Gardens.

The following future right-of-ways were set for the Mt. Eden in 1968 by the County at the request of the City:

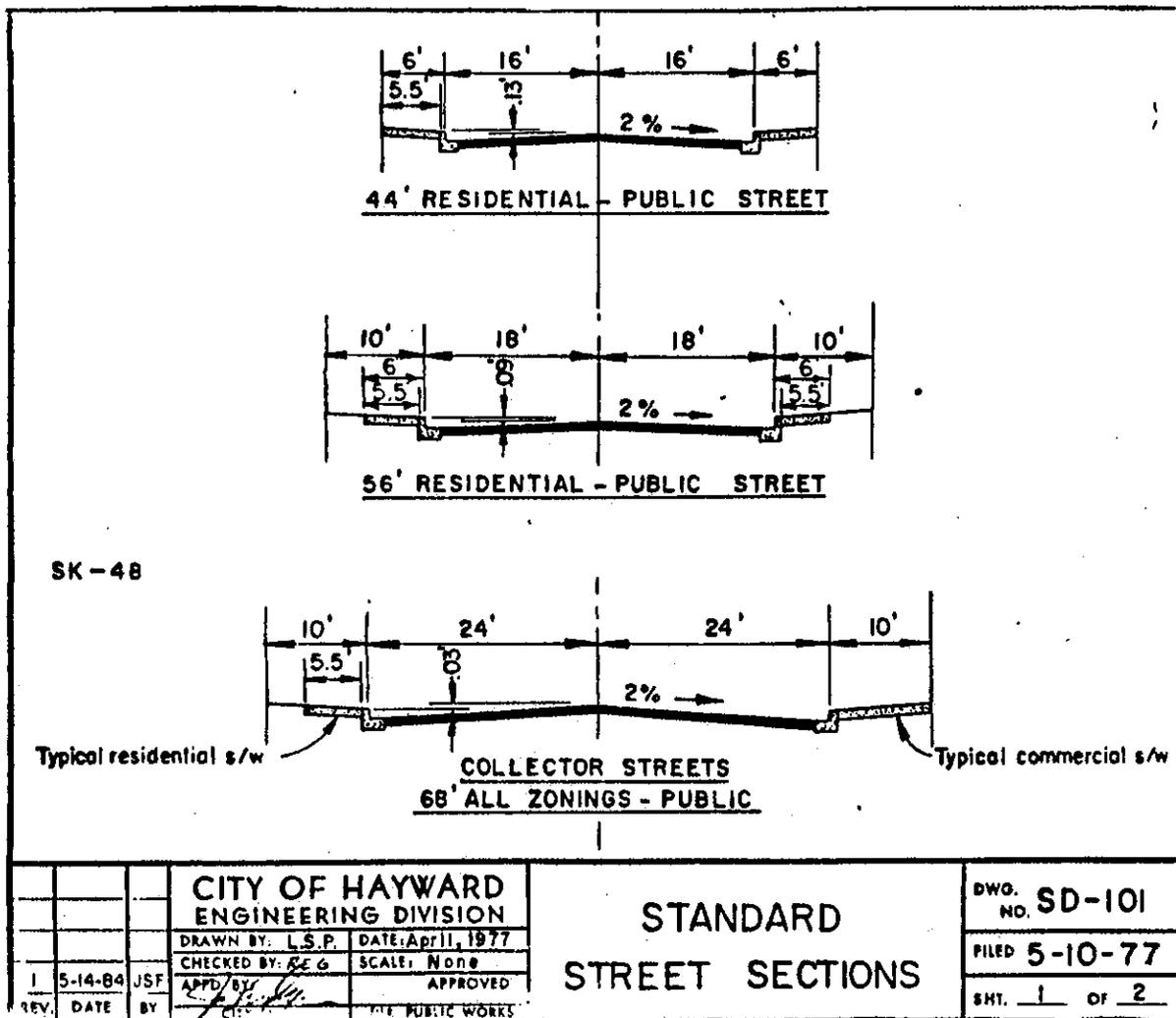
Depot 80'	Ordinance 68-63 and 1957 321NS
Eden 68'	Ordinance 68-69
West 68'	Ordinance 68-69 File E-618
Saklan 60'	Ordinance 68-69 File J-512
Middle 68'	Ordinance 68-69 File J-515

More than the adopted standards for major streets, the history of development has determined existing right-of-ways.

Existing public right-of-ways in County areas are generally 50' feet as required by the County to get public street maintenance. The County roads typically provided 24 feet of paving for traffic with the remainder as road shoulders and drainage ditches. Some narrow streets in the 1927 subdivision of Mohrland Gardens remained private: Ramona and the southern end of Eden with 20 foot right-of-ways and the northern block of Monte Vista. The other end of Monte Vista became public in 1941 when property owners dedicated additional right-of-way. Even though additional right-of-way was dedicated in Mohrland Gardens, the public streets are improved as if they still had 40 foot right-of-ways with 5 foot sidewalk and utility pole space flanking 30 feet of roadway (5-30-5).

The first post-war subdivision in Mt. Eden was Westwood in 1955. It utilized fifty foot right-of-ways with approximately 34 feet curb to curb and eight feet on each side for curb, planting strip and sidewalk. The second subdivision, Eden Gardens (1957-1960), utilized a range of right-of-ways from 68 feet for Gettysburg and Cryer to 50 feet for Adrian. The narrowest streets have cross sections like Westwood (8-34-8). Others have ten foot sidewalk areas (10-36-10 and 10-48-10).

In 1977, adopted Standard Street Sections moved the sidewalk next to the curb. College Park represented the new pattern except that utilities and trees were accommodated in an easement beyond the "monolithic" sidewalk rather than in the public right-of-way. 70% of the homeowners do not now have the "street" tree in their yards and a few have extended their sovereignty over the utility easement with front yard walls. Because of difficulties with servicing utility lines in people's front yards, PG&E prefers utilities located in the planting strip or under the sidewalk.

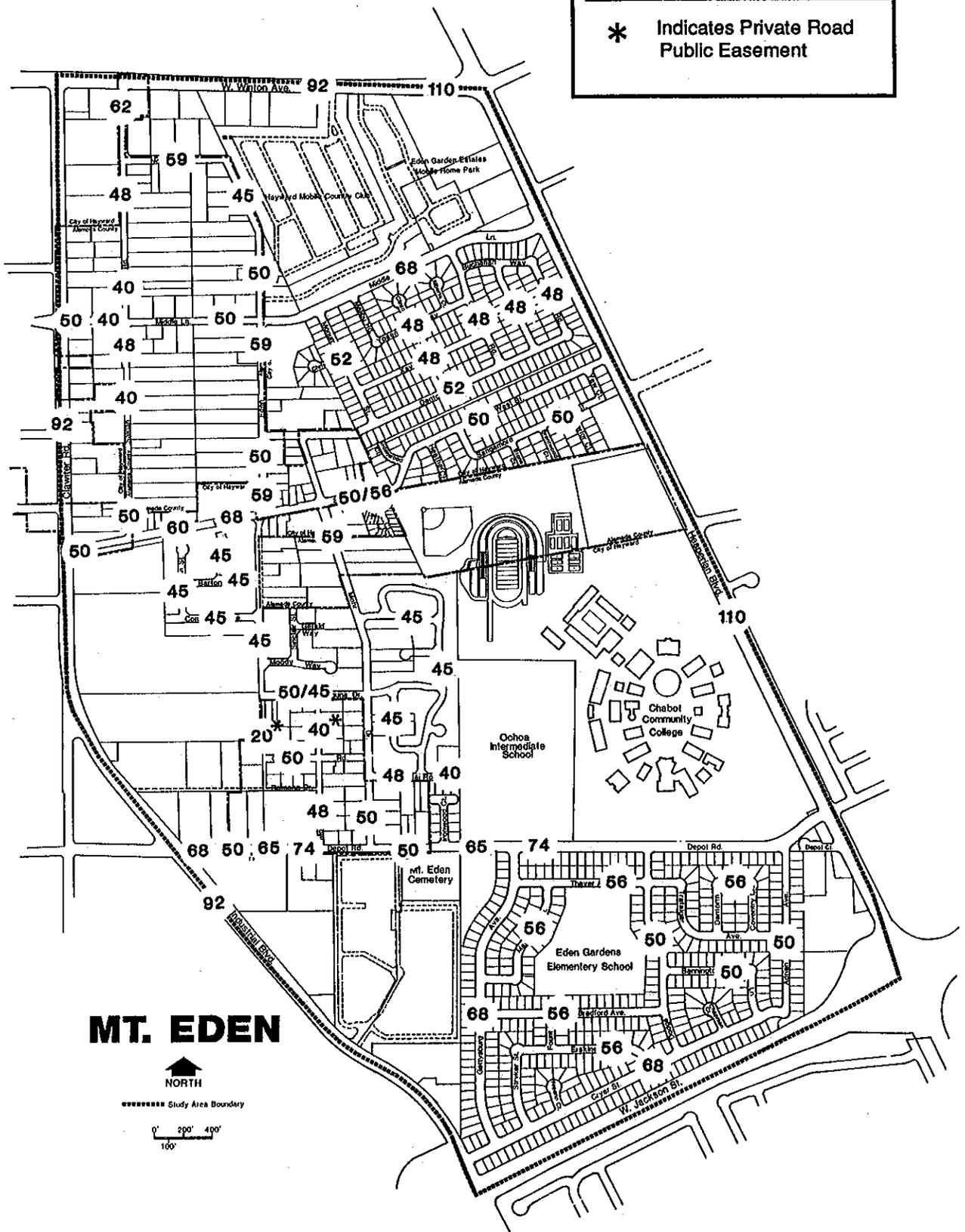


In the recent Planned Developments in Mt. Eden, the sidewalk area in the public right-of-way has been shrunk to four feet by the curb. A four-foot sidewalk next to the curb is not recommended in national standards and is not quite wide enough to cover underground utilities.

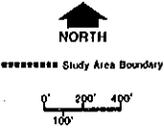
Adopted street Standards are shown above; additional standard street sections recommended for inclusion by the Planning Department are for a 60' Minor Collector and for a 68' Major Collector, both with curbside planting strips. The following two pages indicated existing street right-of-ways and the right-of-ways proposed for the county improvement area. Wider right-of-ways on through streets like Mohr Drive would be desirable to allow sidewalks to avoid mature trees and to allow street furniture required over time; those proposed relate to existing right-of-ways and neighborhood sensitivity.

**EXISTING
PUBLIC RIGHT-OF-WAY**

* Indicates Private Road
Public Easement



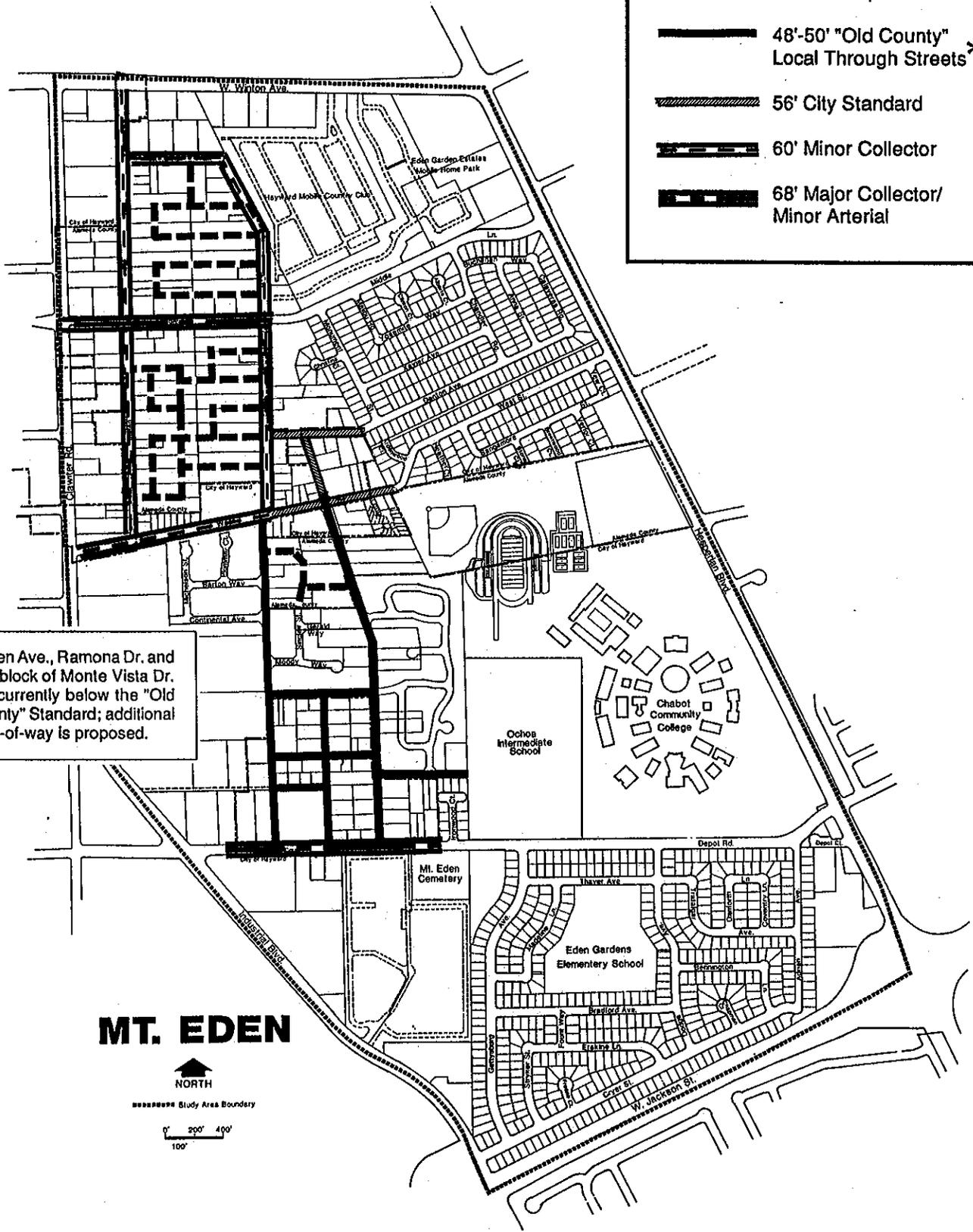
MT. EDEN



PROPOSED STREET RIGHT-OF-WAYS

-  44'-45' Loops/Cul de Sacs
-  48'-50' "Old County" Local Through Streets*
-  56' City Standard
-  60' Minor Collector
-  68' Major Collector/Minor Arterial

*Eden Ave., Ramona Dr. and one block of Monte Vista Dr. are currently below the "Old County" Standard; additional right-of-way is proposed.



MT. EDEN

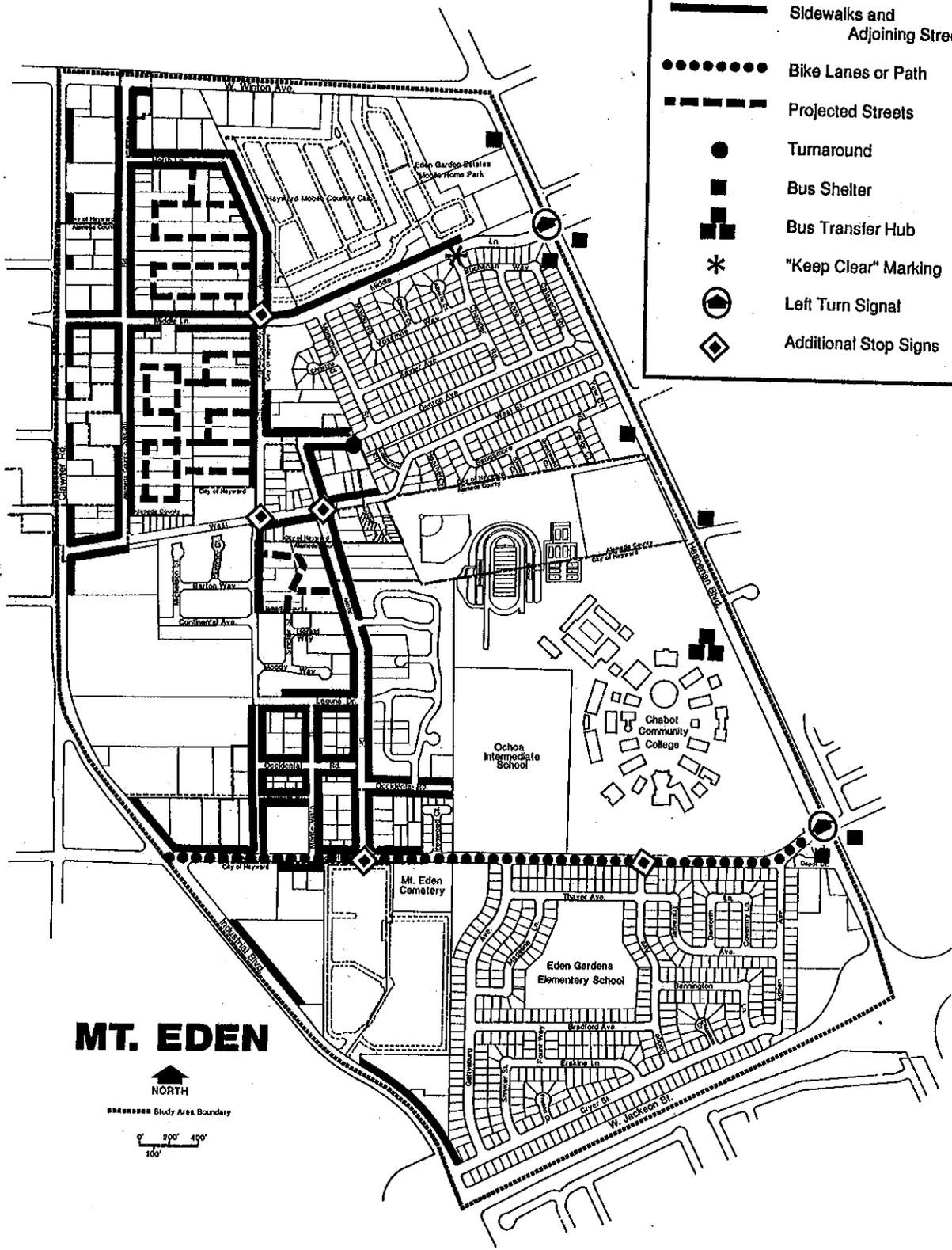
↑
NORTH

----- Study Area Boundary

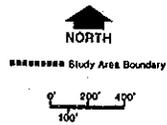
0' 200' 400'
100'

CIRCULATION IMPROVEMENTS AND CONTROLS

-  Sidewalks and Adjoining Street Improvements
-  Bike Lanes or Path
-  Projected Streets
-  Turnaround
-  Bus Shelter
-  Bus Transfer Hub
-  "Keep Clear" Marking
-  Left Turn Signal
-  Additional Stop Signs



MT. EDEN



Liability and Maintenance Issues Related to Street Design

Liability is avoided in street design by following recognized standards for lighting, curbing, signing, landscape and median design. Local traffic management devices can be adopted such as Palo Alto's stop sign program and Berkeley's traffic diverters. Their general acceptance has kept them in place without comprehensive evaluation of their effects on traffic safety.

Maintenance issues in roadway design led to a rejection of tree planting strips in Hayward. Several other Bay Area cities also went to monolithic curbs and sidewalks with the passage of Proposition 13. Some, such as San Jose and Fremont, have since returned to planting strips. Los Angeles is embarking on a massive tree planting program as part of air quality maintenance. The Hayward Public Works staff, however, cannot recommend any additional tree planting strips because tree maintenance staff is over extended. If trees are to be planted next to the curb, a 7.5 foot planting strip is recommended by Public Works to reduce frequency of pruning. The median cost per year for a street tree, including liability was \$12.28 in a 1988 California survey.

Other maintenance issues attend the roadway itself. Cities which maintain a hierarchy of streets can require heavier paving on those few streets which carry heavy trucks and traffic and maintain narrower, lighter roadways where there is less traffic. Minimizing roadway width also reduces runoff, lessening drainage facility requirements. There are designated truck routes in Hayward which include the arterials at the borders of Mt. Eden. These are heavy, broad streets. At the other end of the spectrum, some jurisdictions use narrow 26-30' curb to curb dimensions for short neighborhood streets because of infrequent traffic and slow design speeds. Proposed right-of-ways suggest narrowing pavement on short loops and cul-de-sacs to the City standard of 32' with a total of 44 feet of right-of-way.

Development Pattern Related to Streets

Roads provide access to property and generally increase its value. Development of County portions of Mt. Eden has been slowed by subdivision into narrow deep lots to minimize roadway. Portions adjoining the roadway are readily developed and assessor's attribute a higher land value to such land. Lack of access or a street plan for the large blocks has limited development far more effectively than County zoning as may be observed on the block bounded by Mohr, Eden, West, and Denton. That block has street access similar to other subdivisions and is developed at a similar density.

Other portions of Hayward have large blocks similar to central Mt. Eden. Harder-Tennyson was developed first with very few intermediate streets. Apartment buildings were shoe horned onto the deep narrow lots facing driveways. Hayward has revised its medium density zoning so that narrow deep lots no longer qualify for such density. In Tennyson-Alquire development of County land is currently small lot single family housing along streets dedicated by the developers. The street patterns were not planned as a whole, so there are some dead ends and "single loaded" streets with houses along one side facing a wall across the street. This is costly to the City which maintains excessive street area and receives complaints about graffiti on the walls.

The Mt. Eden Neighborhood Plan suggests street alignment to avoid these problems (page 55). The scheme is intended to provide equitable access to local streets; to avoid through streets and four-way intersections or offset intersections; to orient residential development away from Saklan and to provide mostly east-west streets for better solar access. Adoption of a official street map would mean that people could not build on proposed street spaces without amending the map and, presumably, showing how equitable access would be otherwise provided. A precise plan line for Eden Avenue is specifically called for in this plan.

Amenity Considerations Related to Street Design (see also page 69).

Traffic control goals cited by the Institute of Traffic Engineers for residential street design include not only safety and efficient movement of vehicles but also environmental goals such as giving good access to local traffic while minimizing outside traffic cutting across the neighborhood or parking in it as well as encouraging alternative modes of transportation.

A conflict between neighborhood amenity and heavy through traffic was established in studies on the livability of streets in San Francisco at traffic levels of 2,000 per day, 8,000, and 16,000. San Francisco's Urban Design Plan consequently has sought to increase transit service and the capacity of major streets and to discourage traffic on minor streets by such devices as widening sidewalks, adding tree planting areas and installing rough pavement and "chokers" to narrow street openings in some areas. Devices used to discourage through traffic which were evaluated in the 1989 ITE report on *Residential Street Design and Traffic Control* include: stop signs, signals, speed zones, yield signs, turn prohibitions, one-way mazes, chokers, traffic circles, median barriers, diagonal diverters, semi-diverters, cul-de-sacs, undulations and curvatures. Relative success of measures depends on numerous factors specific to each situation. This plan process has sought to establish levels of public support for various measures; use of stop signs at four-way intersections within the neighborhood and at two three-way stops on Depot had the most widespread support.

Public Safety and Roadway Design

Unfortunately, much research on public safety and roadway design has limited application to urban residential streets. For example, lane width studies have only been done on rural highways and urban freeways. Those studies of reductions in lane widths on freeways from 12 feet to 11 feet showed accident rates decreased with more sideswipes but fewer rear ends. Studies of rural highways suggested that an increase in lane width beyond 11 feet wasn't cost effective. But wider lanes are still considered desirable where bikes must share the lane.

Another study indicated that one-way streets reduced pedestrian accidents. Finally, traffic safety studies on local streets indicate that accidents are much less frequent at three way intersections than at four-way intersections. "T" intersections are used almost exclusively in post-war Mt. Eden subdivision(s).

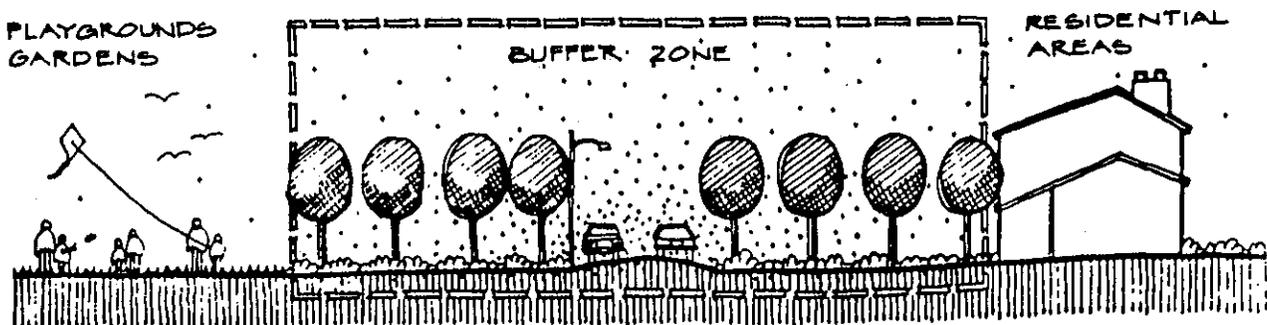
There are additional public safety issues in roadway design around providing access for emergency vehicles. Hayward police note that streets that do not go through can't be patrolled as frequently and response times can be slowed by a convoluted street pattern.

The Fire Department is also concerned about adequate clearances for fire truck access and turnaround as well as access to water (hydrants every 400 feet in residential areas). Where any part of a building is more than 150 feet from a public right-of-way, a 20 foot wide, 13' 6" high access space with turnaround and water access is to be provided. Alternatively, built in fire protection such as sprinklers may be approved by the Fire Marshall.

Public Health and Roadway Design

Air pollution and noise are other health and safety issues affected by roadway design. It is now common practice to provide sound walls along arterials to protect residential areas from noise. One of the few ways to deal with air pollution is to provide landscape buffers to capture particulates; areas immediately adjacent to arterials have 16 times normal urban atmospheric lead counts.

In the *Granite Garden, Urban Nature and Human Design*, it is suggested that sidewalks should be set back from the roadway 33 feet separated by rows of trees. On collector streets the polluted zone is smaller but it is still healthful to set behind a large border area planted with trees:



Neighborhood groups in Mt. Eden have expressed the most interest in diagonal diverters and stop signs to deter through traffic. The barrier across Denton Avenue which was authorized by Council to mitigate concern about proposed apartment construction around Barrett Convalescent Hospital, is regarded as an asset by College Park residents. The Mt. Eden Task Force considers protection of each residential development from through traffic to be a traffic management goal. Barriers and diverters tend to generate neighborhood controversy, however, as they tend to bestow inequitable benefits at general public expense. Because the barrier at Denton is not shown to worsen traffic on West Street and because residents have indicated their willingness to pay for a barrier which meets city standards for a turnaround and emergency access, the barrier is conditionally included in plan recommendations.

Street trees are another amenity consideration. In urban design the public right-of-way is treated as an open space corridor in public ownership. If there is no room for street trees, separate pedestrian walks or bus benches that space is totally paved and devoted to automobiles.

Alternative Transportation

The Hayward General Policies Plan states that "alternatives to automobile transportation will be encouraged through development policies and provision of transit, bike and pedestrian amenities." The reasons for such a policy are:

- 1) **To meet the needs of those who cannot drive**, access to education, jobs, health care, shopping and recreation are vital. Low income, disabled, young and old people are those most commonly dependent on alternative transportation. In Mt. Eden the lack of bus transportation makes it difficult for people to get to convalescent homes to visit residents. The lack of pedestrian protection makes it difficult to cross Hesperian Boulevard to reach Southland and Kaiser Hospital.
- 2) **To preserve the environment**, all benefit from discretionary use of transportation alternatives as cars are the largest contributors to air pollution. Noise along major roadways also impacts the livability of the City.
- 3) **To relieve growing traffic congestion**, a shift towards alternative modes of travel is needed unless we are prepared to rip up extensive urban areas for new roads and widening. Recent traffic increases on the major arterials in Hayward have been dramatic. As shown in the chart below, the percentage increase in registered vehicles in Alameda County has far exceeded the percentage growth in population. Several factors have contributed. More of the population is of driving age, a larger percentage work, work places are becoming more scattered, and gas is cheap. Given current trends, Caltrans projects traffic demand in the I-880 corridor for the year 2000 as able to fill 14 lanes.

Public policy in this country generally encourages car use as opposed to Canada and Australia with half the vehicle miles per person and northern Europe with one quarter the auto use. Urban development is allowed to sprawl. Taxes on vehicles and gas are low. "Free" parking is provided at most work places at great expense. Transit and bike provisions are lacking. In consequence, vehicle miles driven have increased many times faster than population. In California, between 1966-1986, population increased by 33 percent, while the number of licensed drivers increased by 63 percent, registered vehicles by 75 percent and vehicle miles traveled by 116 percent.

Bus Transportation in Mt. Eden

Mt. Eden currently has relatively frequent bus service along Hesperian with a potential transit hub at Chabot for transfers. Chabot College has been identified by AC Transit as its preferred location for a bus transfer hub because of its location relative to other hubs and because Chabot College charges for parking making bus service more competitive. Chabot College officials would prefer the hub to be located at Southland in order to preserve green space and avoid maintenance problems. Bus service on Line 86 along Depot and Clawiter is infrequent. There is no bus service to the center of the neighborhood.

In order to attract ridership, buses should be within 2-3 blocks of people and the service should be frequent. AC Transit finds that a population density of about 10,000 people per square mile is necessary to sustain good bus service. Population density in Mt. Eden is a third of that. The result is infrequent service and low ridership. On line 86, the subsidy per passenger has been one of the highest at \$2.99 (compared with routes on East 14th at 27 cents).

Sidewalks are also a necessary complement to bus service; wheelchair lifts cannot operate at all without curbs and sidewalks. Bus shelters have been requested by the Eden Garden Estates Mobile Home Park residents at Middle Lane and Hesperian. The Mt. Eden Task Force would like to see extensive use of bus shelters and is generally favorable to a program of companies "adopting" a shelter rather than bus shelters which display large ads to cover costs.

A Mt. Eden Task Force meeting discussed other ways to promote bus use. Graphic bus symbols and color coding like that employed by the Portland buses and elsewhere could help identify routes, bus stops and approaching buses. Schedules and routes should be available at banks and businesses near stops. The Task Force was very interested in exploring greater use of transit passes at Chabot College and in the industrial area. Several colleges subsidize bus passes such as University of California at Santa Cruz and Cabrillo College. Requiring a transportation fee that covered either a bus pass, a parking sticker or bike facilities at the student's discretion would encourage selection of bus passes. Currently, students are charged \$12.50 a quarter for parking while a bus pass is \$30 a month. Parking charges are limited by the State legislature but Chabot does not charge the maximum. A possible demonstration project might consist of raising parking fees to the maximum and lowering bus pass prices to match. If Chabot allows use of its space for the bus transfer hub, a reduction in fares for students seem appropriate. Without an effective transportation management program, expansion of Chabot is problematic.

The Task Force also thought that the use of transit passes in the industrial area needed to be provided to offset congestion from continuing development, possibly in lieu of additional parking.

Bicycle Facilities in Mt. Eden

The Bicycle Facilities Plan for Hayward indicates sidewalk bike paths on Hesperian, a bike lane on Depot beside Chabot and Rancho Arroyo, and "bike routes" (no separate lanes) on Middle Lane and the rest of Depot Road. The sidewalk route on Hesperian was removed to accommodate road widening leaving Mt. Eden without any bike lanes. Chabot College has bike racks and bicycle lockers available but no bike paths. Bike paths across campus and Rancho Arroyo are recommended to encourage bike use.

The Mt. Eden Task Force is particularly interested in bike lane connections to Chabot and in connections to Baylands open space. The Hayward Area Recreation and Park District Master Plan indicates a Trail Opportunity along Depot Road connecting to the Shoreline Interpretive Center. Hayward's Bicycle Facilities Plan shows separate bike lanes on Depot by Chabot College and Rancho Arroyo; the Bicycle Facilities Plan is unfunded. Bike lanes could be incorporated into Depot Road improvements.

Combination bike/jogging/pedestrian trails were deemed appropriate for connections on through the Industrial Corridor. A prototype suggested was Zanker Road in San Jose. Provision of such a facility would require an easement and increasing the required setback or expansion of the public right-of-way. The Task Force recommends revision of the Bicycle Facilities Plan to provide safer, more attractive routes.

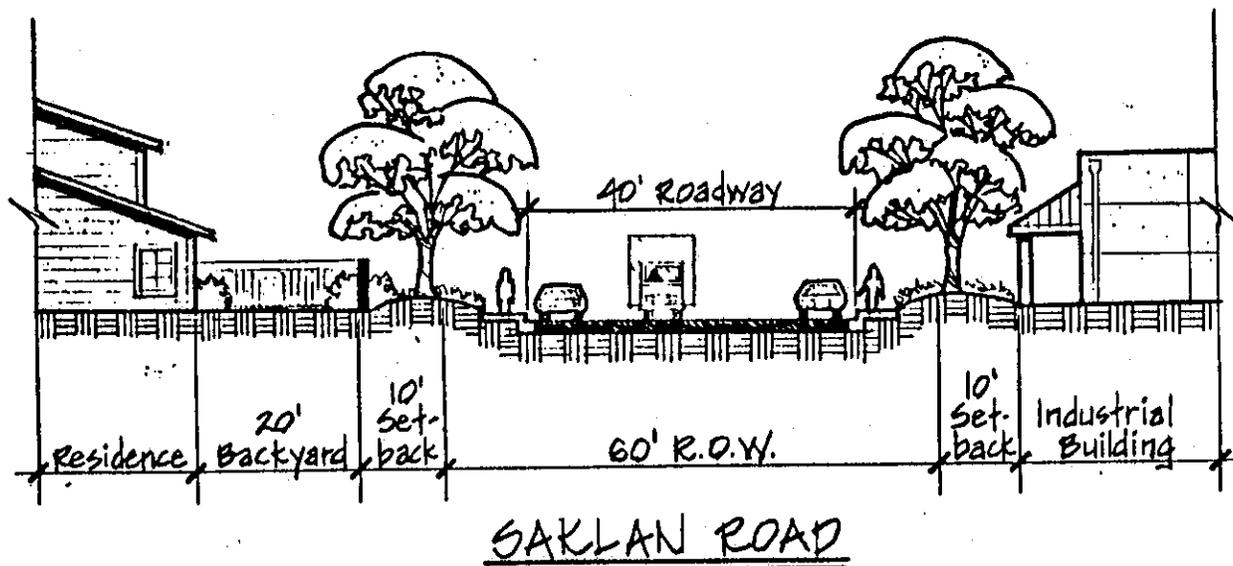
Pedestrian Amenities

Provisions for pedestrians have many gaps in Mt. Eden. Not only are sidewalks missing in many places, but fenced or walled off destinations such as Chabot, greatly lengthens walking distances within the neighborhood. Pedestrian access from the back side of Chabot is recommended to encourage walking from the neighborhood. If Chabot student parking needs to be discouraged in the neighborhood, a parking sticker program is available. This program was developed to discourage student parking in Eden Gardens. One recognition of pedestrian needs is the gate connecting the Eden Gardens Mobile Home Park with the adjoining commercial area. Lack of pedestrian connections to Southland, however, frustrates further access; Southland Drive and La Playa are private streets without sidewalks even though they carry heavy City traffic. The City would acquire and maintain the streets if the including landowner improved them to city standards sidewalks or the City could require sidewalks in connection with any future development on the site. Crossing Hesperian Boulevard is perceived to be dangerous by seniors, disabled people and Chabot College administrators. An additional light near Chabot and better pedestrian refuge areas have been suggested.

Provision of higher density housing near shops and transit is also a very important way to promote pedestrian and transit trips.

Train Service to Mt. Eden

Mt. Eden used to have excellent train connections to the San Francisco ferries. The California Clean Air and Transit Initiative, if passed, could revive passenger service. The State is currently developing an Intercity Rail Program to provide service from Auburn/Sacramento to San Jose in stages. Unfortunately, because Hayward's station was torn down, early service on the line will go to Newark. Hayward service could be 10-20 years away depending on patronage. It seems important to at least identify a station location at this time; the State has locations by Mervyn's and at the Mt. Eden Nursery as its two possibilities. The City could also decide to pursue earlier service by providing a station. The Mt. Eden Task Force strongly advocates provision of a station and recommends the Mt. Eden Nursery site because of proximity to Route 92. Bicycle commuting to the station should be encouraged with the provision of bike lanes and secure bicycle parking arrangements.



PUBLIC HEALTH AND SAFETY

Neighborhood Issues

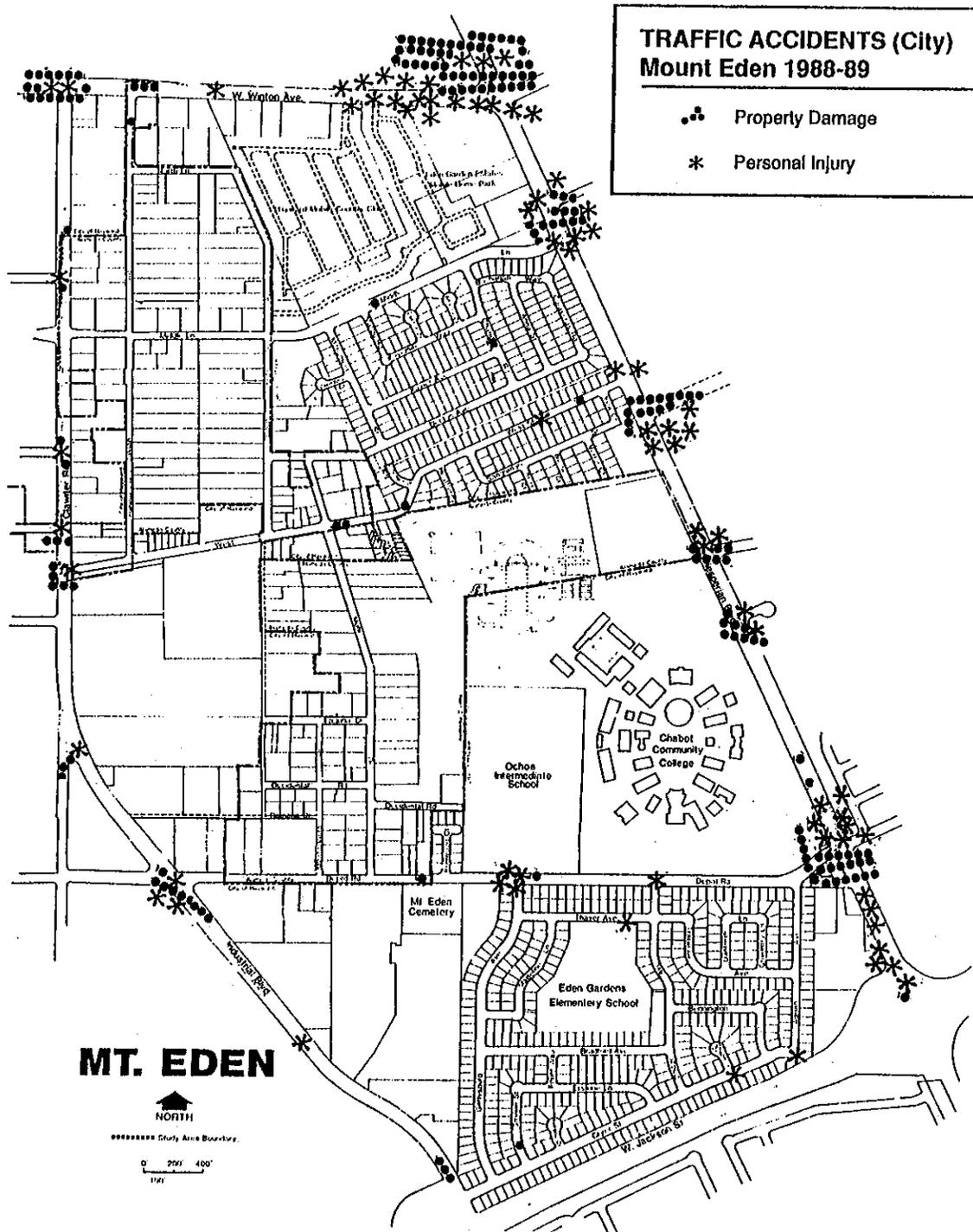
The following issues were raised at the initial Mt. Eden neighborhood meeting.

- More police pressure and faster response was desired; slow response was associated with the sheriff in County areas. Problems were associated with Waterford Apartments, the area near West and Mohr Drive, and drugs.**
- More traffic enforcement of speed limits and traffic controls was requested.**
- Crossing Guard at Gettysburg and Depot was considered necessary for safety.**
- Lack of water capacity for fighting fires in County areas was a concern; fire response was considered good.**
- Air pollution was a concern, particularly in connection with the widening of Route 92 being considered.**
- Proximity of hazardous materials was of concern.**
- Airport hazards were questioned.**

Police Services

In discussions with the Mt. Eden Task Force, the Hayward Police representative noted that Mt. Eden is a relatively low crime area. There are, however, occasional flurries of car theft at Waterford Apartments by outsiders; arranging apartment complexes so that residents could see the parking area and recognize other residents using the same parking area might help. In very large, unsegmented projects, people do not recognize their fellow residents. Law enforcement is also complicated by County pockets within Mt. Eden; annexation of these areas should improve police response and crime investigation.

Enforcement of traffic laws is usually targeted at areas with a high incidence of accidents. A map of accident locations follows. The Hayward Police Department has extensive programs aimed at crime prevention including a lock installation program for seniors and a drug education program which is now underway at Eden Gardens School. A Building Security Ordinance is being prepared for adoption which require built-in security features in new construction.



Fire Services and Hazardous Materials

As Mt. Eden is adjacent to Station 6 on Winton Avenue as well as relatively close to back-up companies, emergency fire response is good. County areas, however, lack hydrants. This lack is expected to be remedied with annexation. A well is to be dug at the airport for emergency water supply.

The Fire Department also includes the division responsible for monitoring hazardous materials. Those city properties with hazardous materials permits are shown on the following map. The division is especially concerned about acutely hazardous materials within a thousand feet of residential areas. Within that range of Mt. Eden residences, those materials are shown to be the chlorine tank at Chabot College, the sulphuric acid at Pacific Bell and the ammonia and chlorine at Shasta Bottling. The division is also concerned about any significant amounts of hazardous materials within 500 feet of residential areas unless they are in monitored underground tanks like gas stations. The Fire Department would like to establish a buffer zone between more hazardous zoning uses and less hazardous ones. This is typically accomplished by a light industrial zone between residences, etc., and heavy industrial uses. A light industrial zone was to have been applied in Mt. Eden in the adopted 1965 neighborhood plan. Application of light industrial zoning requires redrafting Hayward's Light Industrial district which was created for the unique circumstances of Baumberg.

A review of permitted hazardous materials in the Mt. Eden area reveals some of the difficulties with preparing regulations necessary for protecting safety but not unduly restricting business. (The Limited Industrial district which Hayward now has allowed no hazardous materials as defined by the Hazardous Materials Storage Ordinance.) The danger presented by the hazardous materials below is mitigated by several factors: quantities are in some cases small; the concentration of some solutions may be weak; underground storage (gas tanks) may contain hazard; the hazard may be commonly recognized and adequately protected (propane tanks); the hazardous material may have extraordinary protection and be in a process of being phased out (PCBs at PG&E). Undue restriction could disrupt business or cause businesses to not report hazardous materials, compounding hazard. The department is currently reviewing Mt. Eden hazardous materials users and the type of building construction housing them.

MT. EDEN HAZARDOUS MATERIALS PERMITS:

Clawiter Road

- | | |
|-------|---|
| 22962 | Golden Gate X-ray
100 gallon X-ray developing chemical (corrosive liquid) |
| 22990 | Alhambra Water
1 UST gasoline - 12,000 gallon
500 gallon propane tank
Small quantities of combustible liquids |
| 23520 | Process Construction
Compressed gases, very small quantities of flammable liquids |
| 23704 | Domestic Plastics
55 gallon drum of adhesive (flammable) |

- 2372 **Hayward Cabinets**
200 gallons of flammable liquids
Lacquers, thinners, sealers, etc.
- 23878 **C & G Contractors**
60 gallon various oil and auto fluids
60 gallon Acct/oxy
- 23970 **Vasco**
15 gallon 2 terine oil
Propane, oils, argon
- 24200 **Wendland Trucking**
Parts cleaner, oil
- 24300 **PG&E**
Paints, oils, solvents, fuels, battery acids
Transformer oils, compressed gases, sealants, cleaners
PCB waste oils

Industrial Boulevard

- 26200 **Franklin Optical**
Unleaded gasoline - UST
- 25710 **Vista Universal (lighting maintenance)**
Chevron 325 solvent - 50 gallon
Waste oil - 100 gallon
Fuel, new oil, oxygen
- 24600 **Xerox**
Propane - 250 gallon
Isopropyl Alcohol - 30 gallon
Solvents - 20 gallon
Waste flammable/alcohol - 30 gallon

West Winton Avenue

- 1426 **Americom Electronics**
No information in file
- 1294 **Ten Minute Lube**
1 UST waste oil tank - 1,000 gallon
- 1414 **Clayton Manufacturing Co.**
Sodium hydroxide - 150 gallon in 1984
Hydrochloric acid solution - 50 gallon
Potassium hydroxide - 50 gallon
- 1418 **WDP Manufacturing**
Solvent - 10 gallons
Cutting oils - 10 gallons
Welding gases
- 1490 **Cascade Chevron**
3 UST gas tanks - 25,000 gallons
1 UST waste oil tank - 550 gallons

Seismic Hazards

Geologic units within Mt. Eden generally exhibit "Moderately High" susceptibility to ground shaking on maps prepared by the Association of Bay Area Governments (*On Shaky Ground*). However, one section from West Street to Middle Lane, along Clawiter and extending northeastwards to Hesperian Boulevard, is shown to have "Very High" susceptibility to shaking based on deeper, finer grained alluvial deposits (USGS Professional paper 943). The Unified Building Code is being revised to take ground conditions into account in setting requirements for resistance to seismic movement.

Noise

Hesperian Boulevard and Winton Avenue are shown in the General Policies Plan to exceed noise levels of 70 decibels. Noise mitigation measures would be required for new residential development. Airport noise from night take-offs is being mitigated by construction of a noise berm along Winton Avenue near Hesperian Boulevard and by operational changes at the airport. However, some land use conversion is recommended to meet City noise standards with modification of General Plan and zoning. Affected Mt. Eden areas involve 30-35 mobile homes near Winton Avenue. If some of these homes could be relocated to a parcel used for industrial storage use at the south end of Eden Gardens Estates Mobile Home Park and remaining residents relocated as openings occur in the two mobile home parks, two purposes would be served: new land uses along Winton could be compatible with higher noise levels and the entrances to the mobile home parks could be switched to safer streets (Middle Lane and North Lane). As mobile home park residents did not participate in the neighborhood plan process, the Mt. Eden Task Force refrained from making recommendations in this area.

NEIGHBORHOOD CHARACTER

Mt. Eden Issues

Concerns raised by neighborhood residents at the first neighborhood meeting are grouped below:

- ❑ **Changing Character** is unsettling to many residents. The loss of rural qualities such as open space, individual latitude in the use of property and the individual character of houses were mentioned. Desires for better notice of development, pacing of development, preservation of open space (perhaps in the form of greenbelts) and for zoning changes were expressed. Racetrack development was of further concern.
- ❑ **Preservation and Enhancement of Unique Mt. Eden Features** was desired. The Mt. Eden Post Office (relocated), the Mohr Estate and the Mt. Eden Cemetery (with more attractive fencing) were cited. As well, Chabot should be featured.
- ❑ **Maintenance** of public and private property is important to many. People desired street cleaning schedule, removal of junk cars and better maintenance of medians, planting strips, parks and bus stops. On some private property, maintenance of yards, buildings, and parking lots was seen as detracting from the neighborhood.

Land Use and Development Standards Affect Character

Where land is scarce, the character of a community is heavily influenced by land use and development standards. Zoning specifies minimum yards, maximum heights and densities as well as the range of land uses permitted. Zoning can encourage mixtures of uses or separation, uniformity or variety of building configurations within an area, compact or scattered development.

The residential zoning proposed recognizes the low density character of College Park, Eden Gardens, and Westwood Manor, as well as the place of mobile home parks in Mt. Eden. Prezoning seeks to continue the pattern of small lot detached housing in the central portion of Mt. Eden. The old Mohrland Gardens area near the Hermann Mohr house has an interesting variety of homes of English cottage and other period Revival styles from the 1920's. Zoning this area for small lot single family homes may encourage removal of these homes and loss of neighborhood character. It was recommended, therefore, that the area be zoned low density. The General Plan designation of limited medium density could accommodate rezoning to RMB3.5 if larger lots were to be developed with rear duplexes which complemented neighborhood style.

The public also sets street standards which form an important part of the character of a neighborhood. Many communities utilize distinctive street trees to give identity to different streets. A street pattern may include landscaped areas at the center of cul-de-sacs or a landscaped gateway area at the entrance to each subdivision to add a recognizable character to subareas within the neighborhood. The Mt. Eden Task Force assigned priority to street trees on Middle Lane and to landscaping along and over the flood control channel between Clawiter Road and Mohr Drive along West Street. Trees are a cost effective ingredient of an attractive city; median costs per resident per year for trees in California city budgets was only \$3.34 in 1988.

In Mt. Eden, undergrounding of utilities is of great importance to street appearance as pavement widening will remove some mature trees which help hide poles and wires. If the City/County invokes Rule 20B for undergrounding an area, the utilities will provide for removal of poles and new cable, reducing costs to property owners. If the phone, electric and cable lines are located in the public right-of-way, such as under the sidewalk, removal of front yard landscaping can be minimized with less trauma to existing residents and streetscape.

Historic Features Create Unique Sense of Place

Relative to the rest of the City, Mt. Eden has an unusual concentration of historic features due to its early settlement. The importance of the Mohr Estate on Hesperian was recognized in the General Plan; not only is it associated with a prominent historical person in Mt. Eden but the collection of buildings is a uniquely complete Victorian Estate excellently maintained.

The Mt. Eden Post Office was saved from demolition by community support; it is a symbol of the separate identity of Mt. Eden. Recent plans for Mt. Eden Post Office are to shift it towards the church and renovate it as a cub scout building; the Church has given the Hayward Area Historical Society until June 1 to accomplish this move. Moving the building to the Depot mini-park has also been discussed. The siting and use of the building will affect its importance as an historic feature.

The Mt. Eden Cemetery continues to be managed by community members related to the early residents of Mt. Eden. Cemetery enhancement with trees and a backdrop of trees/shrubs would elevate its value as a neighborhood landmark and green space.

Long run preservation of the Mohr Estate buildings and enough landscaped grounds to suitably frame them will eventually require a new use for the site. The Mt. Eden Task Force has recommended office use or conference center as part of a Planned Development and as consistent with General Plan Policy II-16(10).

Historic features which have received less attention are the Penke Estate, the Hermann Mohr home and the numerous tank houses remaining in the neighborhood. Each of these features have some liabilities. The Penke Estate is hard to access, the Hermann Mohr home was awkwardly remodelled for a convalescent home, and it is somewhat difficult to envision how the tank houses would fit with new development. These features help make Mt. Eden unique, however. The park-like setting, highly visible water tower and attractive Victorian home of the Penke Estate may be an appropriate addition to Mt. Eden Presbyterian Church for expansion of child-care and provision of a visible church landmark. The prominent Hermann Mohr home with its circular tower, multiple gables and porches, has a striking presence on Depot Road. Restoration for institutional use should be encouraged as part of a Planned Development. Finally, tank houses could find new use as guest houses or recreation buildings.

As part of the implementation of the Burbank Neighborhood Plan, an historic preservation ordinance was adopted. The ordinance provides for the designation of historic structures, sites, or districts. Once designated, special review of alterations, additions, new development or demolition permits is required. While designation cannot preclude demolition, it can forestall demolition while other options are explored. Review of alterations can ensure that the planned changes do not ruin the character of the designated district or structure. The Mt. Eden Task Force has recommended the Cornelius Mohr and Hermann Mohr Estates be so designated.

As stated by the curator of the Hayward Area Historical Society who is coordinating the effort to retain the Mt. Eden Post Office:

"These examples of older architecture, combined with information on their original use and the lifestyles associated with them, provide a link with the roots of the community. This link with the past allows the newer residents of our community to identify more readily with it than if only information on the pioneer families were available. I believe the formation of ties to place are of great and increasing importance in the face of rampant urbanization. With the continuing and increasing influx of people to our community, the importance of preservation of its older structures as objects for the formation of ties to place increases as does the danger of their destruction."

Chabot College Provides an Educational Landmark for Mt. Eden

Chabot College is a very large part of Mt. Eden. Where landscaped, its perimeter provides a pleasing swath of green to compensate somewhat for the traffic it attracts. Roads along the north and west sides could open up more open space views but recent development approvals have provided walls instead. The presence of the College brings access to a college library, classes, entertainment and recreational facilities. Stronger pedestrian entry features could make the offerings of the college more inviting to the community; a bikeway connecting Depot with the gate at West would also contribute amenity to the neighborhood and lessen need to use autos to get to campus. The flea market has helped build a sense of community with the college.

The current Chancellor plans on expanding the offerings of the college. Some programs could help build a symbiotic relationship with the neighborhood such as an early childhood education lab school or a program in floriculture relating to Mt. Eden history. If Chabot grows, it could assume a more sprawling configuration - such as parking lots on Rancho Arroyo school grounds - or a higher higher profile - such as a parking garage and a clock tower. Generally, the City has only the power of persuasion over development policies of the College, but preservation of green areas and limitations on parking sprawl are desirable to the neighborhood.

Mt. Eden Has Other Special Components

The public school site adjoining Chabot extends a campus landscape along Depot and is important to the setting of the college. A pedestrian/bike linkage to the campus across the Rancho Arroyo/Ochoa school grounds would reap more benefits from the proximity of these two facilities. Other large landscaped areas are the frontage of Eden Gardens School, Greenwood Park, and three of the residential care facilities. Unless the private institutions come under lower lot coverage restrictions, the landscaped areas can be expected to shrink along with the fading color of horses and fowl, gardens and junk yards in Mt. Eden's rural remnants.

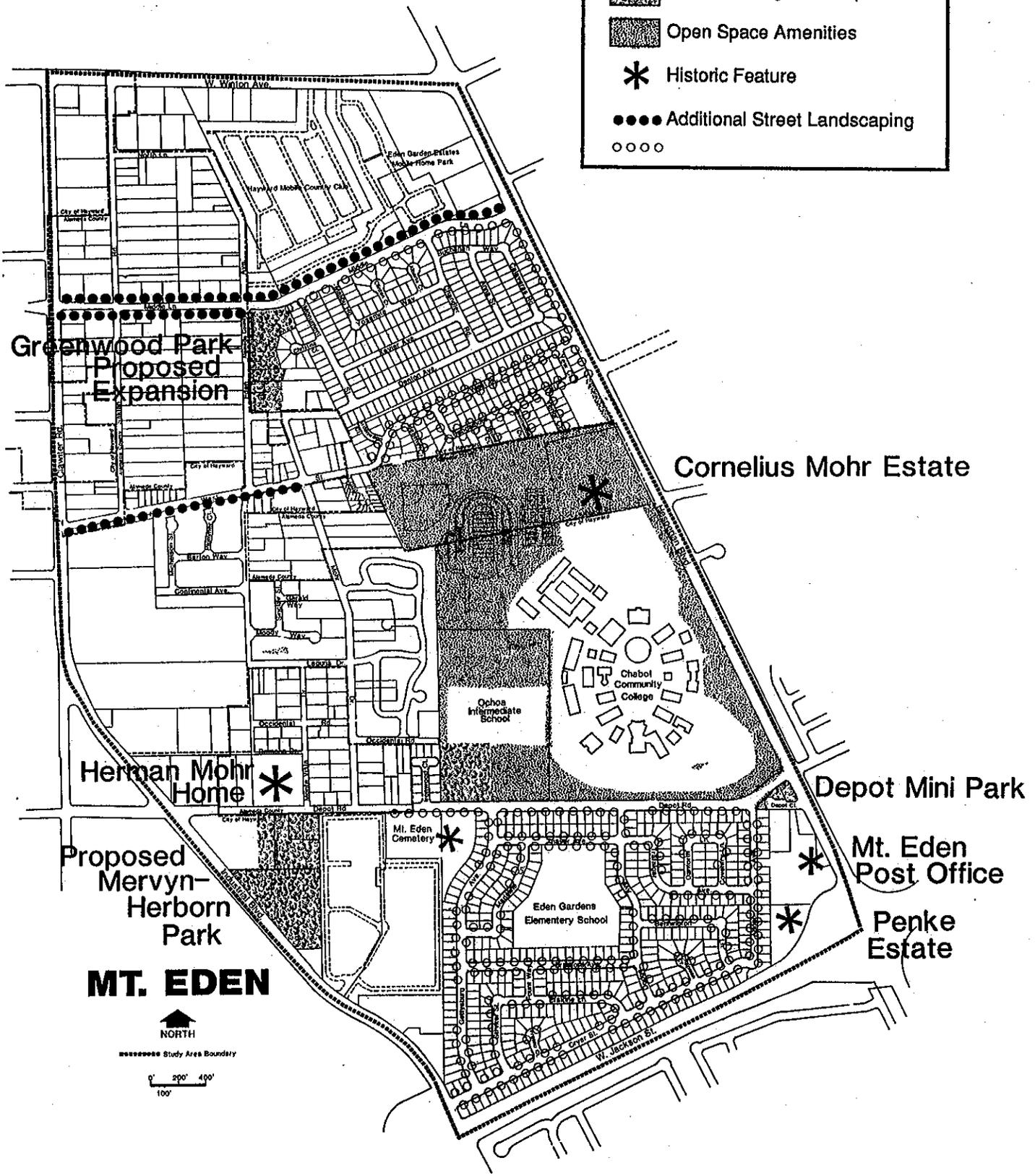
Maintenance Reflects Community Values

Maintenance issues have been raised in so many parts of Hayward that a new division for Community Preservation has been formed. This division is currently focussing on implementation of the new Community Preservation Ordinance in the Harder-Tennyson neighborhood but also responds to individual calls about weeds, debris, and dilapidation on private property (581-2345, extension 5560). The Community Service officer can be called about junk cars on private property (784-8659). Individuals who wish to get rid of cars they own and have papers for can get them removed for free (581-2345, extension 5343). Finally, other derelict vehicles in the public right-of-way should be noted to the police recorder (785-5140).

Street sweeping schedules are not posted in Hayward because there is some variation due to heaviness of leaf dropping, mechanical problems and other variables. The Streets Supervisor may be called to check scheduled sweepings (generally every 3 weeks) at 581-2345, extension 5231.

MT. EDEN AMENITIES AND HISTORIC RESOURCES

-  Parks Existing and Proposed
-  Open Space Amenities
-  Historic Feature
-  Additional Street Landscaping
- 



MT. EDEN

