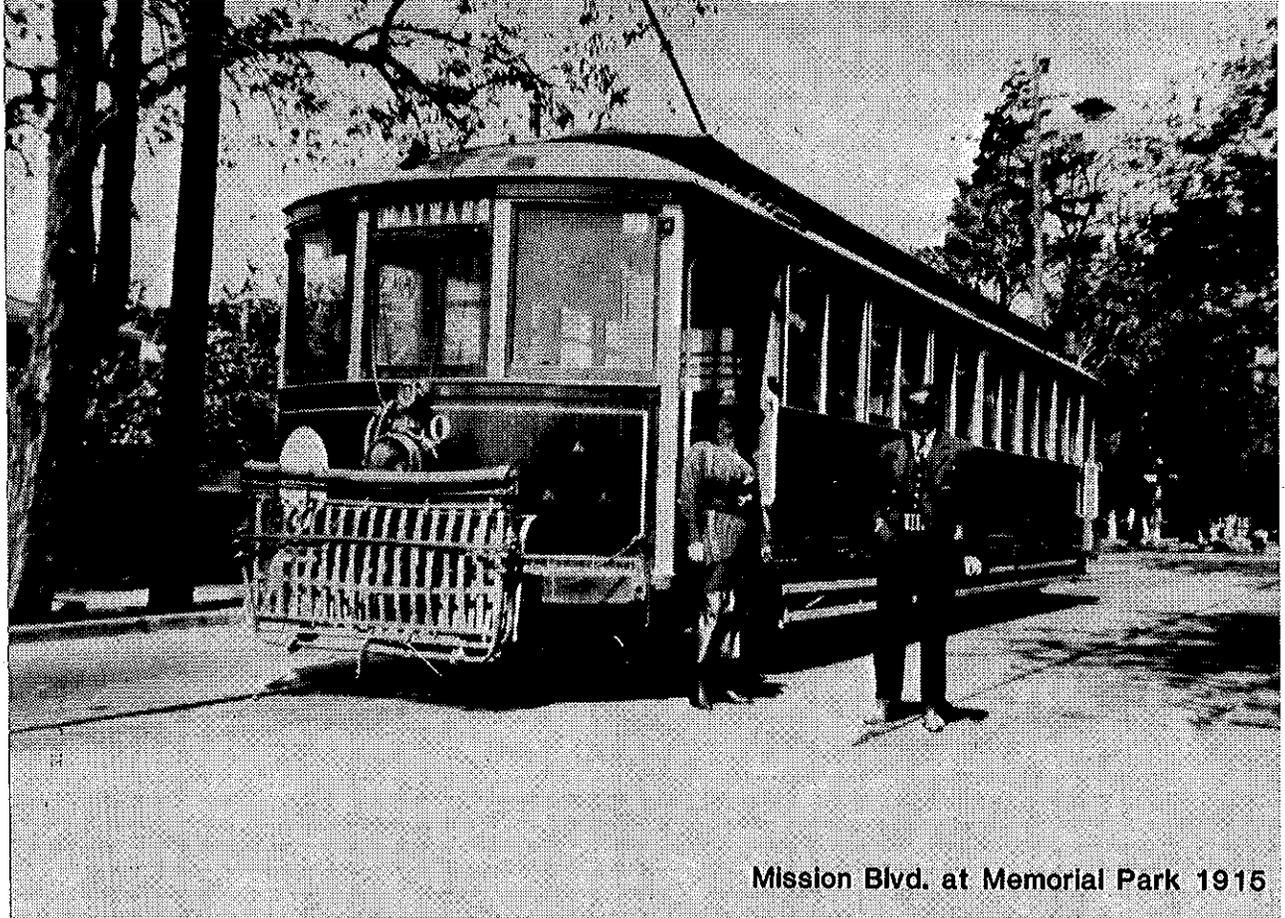


MISSION • FOOTHILLS NEIGHBORHOOD PLAN



Hayward, California

Adopted March 17, 1992

MISSION • FOOTHILLS TASK FORCE



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Adopted, as modified, by
The Hayward City Council
March 17, 1992

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MISSION • FOOTHILLS NEIGHBORHOOD PLAN



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**MISSION • FOOTHILLS
NEIGHBORHOOD
TASK FORCE**



**POLICIES
AND
STRATEGIES**

Policy A: RESPECT ENVIRONMENTAL LIMITATIONS

This neighborhood has the Hayward Fault corridor as well as steep slopes prone to sliding. Earthquakes trigger slides; so can grading and heavy rains. Wooded areas are especially susceptible if trees are removed. Extensive paving and building coverage can cause damage by accelerating runoff.

This plan seeks to restrict development on unstable slopes because of hazard, especially in event of a major quake, and also because of higher public service costs. In addition, as no occupied structures are to be built over active fault traces in Hayward, geological studies of prospective building sites in the fault zone must be held to a high standard and filed with the state in accordance with the requirements of the Alquist-Priolo Special Studies Zone Act. Land on the fault should eventually provide a continuous pedestrian and bike route to downtown Hayward.

Because metal and wood frame buildings of limited height sustain the least damage in an earthquake, they are preferred in more hazardous areas. Older wood frame structures can be made stronger by bolting them to the foundation and adding subfloor bracing; this "retrofit" is encouraged at the time of sale, if not before, throughout the city.

Strategies:

1. Restrict development in unstable hill areas south of Second Street and on Bunker Hill, zoning some unbuilt areas Residential-Natural Preservation (minimum lot size 20,000 square feet, maximum coverage 30%) and Agricultural (minimum lot size 1 acre).
2. Set back new development from Ward Creek and Highland Creek to maintain wooded areas and conform with the Alameda County Watercourse Ordinance.
3. Extend the more stringent building standards for the Special Studies Zone downtown to the Special Studies Zone in Mission Foothills and restrict height of development on Bunker hillface and along creeks to 30 feet.
4. As opportunities arise, acquire fault corridor for a public greenway/bikeway.
5. Restrict the amount of paving and building coverage of steep lots because of accelerated run-off; require fire-resistant tree planting and other erosion-control landscaping.
6. Encourage seismic retrofit of properties when sold with financial incentives such as tax credit for construction costs and waiving building permit fees.
7. Compile, review and record geological and geotechnical studies on a regular basis and make reports available to the public.

Policy B: PRESERVE AND ENHANCE ENVIRONMENTAL FEATURES

Because the topography made much of Mission Foothills difficult to build, the neighborhood retains creeks, canyons, grassy hill faces, tree stands, springs and panoramic views. In addition, some historical features provide neighborhood landmarks.

Ward Creek Canyon was the picnic terminus of the Oakland-San Leandro and Hayward's Electric Railway in the last century. It became Hayward's first park, Memorial Park, and acquired The Plunge as a landmark feature in 1936. The slopes behind the Plunge and in the Flood Control area below Sylvan Glen now need landscaping; the trail, especially near Campus Drive, needs improvement; and The Old Stone Mineral Springs Dam area needs attention. Creek flow west of Mission also needs maintenance.

Highland Creek and trees provide a natural setting to be featured in future development of the quarry site. Partial restoration of the Hayward High creek could enhance that site.

The natural character of the relatively unstable Bunker hillface should be preserved by avoiding massive structures and/or tight rows of housing. Fault-related springs near Spring Drive once watered apricot groves; future Spring Grove park development could incorporate a spring-watered grove to retain this feature.

Views from Walpert's Hill across the City, the St. Joseph's Cemetery and Standon Hall are also special features. The prominence of Standon Hall and some views would be compromised by the proposed freeway; landscaping can soften the appearance. The western hillface of Walpert's Hill would provide a green gateway to the neighborhood and downtown if acquired and landscaped as a park.

Strategies:

1. If the 238 freeway is built: design bridge over Memorial Park to minimize shading and noise; seek additional park dedication such as a lake site in the quarry area; require heavy buffer landscaping along freeway and consider transparent soundwalls.
2. Designate St. Joseph's Cemetery and the Plunge as historic (like Standon Hall is) to review any alterations.
3. Feature natural springs and trees in the design of an extended Spring-Grove Park.
4. Feature the view from Walpert's Hill with a public view terrace and walkway down through park or along other open space use utilizing existing path easement.
5. Adopt hill design standards to discourage extensive grading and overwhelming building masses.
6. Restore natural creeks such as Ward Creek west of Mission and Hayward High creek where feasible.
7. Develop a citywide program for replacing highly flammable vegetation to restrain wildfires.
8. It shall be noted that preservation and accommodation of existing mature trees is an important element of this plan. Individual architectural or site development plans which accommodate, enhance and showcase existing mature trees shall be greatly encouraged.

Policy C: SHAPE RESIDENTIAL DEVELOPMENT for LONG-TERM LIVABILITY

Residential development is shaped by the market for housing and by public policy. Quality long-term living environments require consideration of environmental safety, environmental features, open space, public facilities, access to transit and other transportation, economics and design.

High density development that is attractive to the neighborhood is exemplified by Tanglewood Apartments with its high proportion of open space, woody character and numerous amenities. Single family development that remains attractive to the neighborhood is exemplified by the large lot development in the Palisade Street area as well as Spring-Grove with its neighborhood cohesiveness and Pinedale Court with its distinctive architecture and street trees. Views from many parts of the neighborhood are treasured.

Allowing development of housing along Mission Blvd. could provide affordable housing near shops and transit as well as provide for an economic transition of land use as car dealers and associated uses consolidate. Housing types desired on Mission Blvd. are residences over shops or high density complexes on sites large enough to provide substantial open space amenities.

Strategies:

1. Rezone along Mission Boulevard to allow apartment complex development to provide breaks in strip commercial development and to allow residential development above retail and office use.
2. Protect views of the hills from the west side of Mission Blvd by restricting height of buildings along the east side to a maximum height of 40 feet with sufficient building setback to retain views of hill.
3. Allow Tanglewood-style townhouse, condominium or apartment development in between Carlos Bee and the PG&E towers with a continuous public greenway through it along the fault provided that any structure intended to be used as a dwelling unit shall be set back at least 150 feet from the PG&E right-of-way unless such set-back is determined to be in excess of the School Site Selection Guide for the State of California, in which event the set-back provided by the Guide shall apply or the City Council finds that under the facts presented by a specific development proposal a lesser or no set-back is necessary to protect future residents.
4. Allow a mixture of housing types in the quarry area south of Highland Creek with public access to recreational facilities and natural open space along the creek. (See also D-1)
5. Replat State land on Bunker Hill, if sold for housing development, and Lindburg Ct., if developed, for wider lots because of limited street access and steep, potentially unstable slopes; include walkway connections between roads.

Policy D: PROVIDE ADEQUATE SCHOOLS, PARKS AND RECREATION

Schools are an important focus of neighborhood activities as well as a basic public service. Bret Harte Intermediate School and Hayward High School are located in Mission Foothills, but the only elementary school was sold due to proximity to the fault. The five elementary schools which serve Mission Foothills are stretched with a total of 33 portable classrooms; 300 more elementary students are projected; and potential 10 acre school sites away from the fault are few.

Park needs are also growing. Mission Foothills contains a 31 acre community park, Memorial Park, and a 2 acre neighborhood park, Spring-Grove Park. There is a present shortage of neighborhood parks and a projected overall shortage. Hayward High's extensive fields and beautiful setting make it a prime candidate for joint use as a park. Fault traces and creeks identify other park expansion opportunities.

Pedestrian/bike connections between streets are encouraged to increase the reach of existing parks, school facilities and the Eden YMCA. Private recreational facilities like Tanglewood's playing courts and pools also serve recreational needs and are especially important for dense development not near parks.

Strategies:

1. Support and assist Hayward Unified School District in obtaining land in the quarry area if it wants to acquire a school site.
2. Do more joint development of recreational facilities at Hayward High for public use after school hours, considering night lighting, jogging trail, par course and solar heated pool, and support joint HARD-HUSD development at other school sites.
3. Actively promote improvement of Alameda County Flood Control landscaping and trail on the northside of Ward Creek; consider modification of the Ward Creek dam to store water for the dry season.
4. Re-landscape Memorial Park Boy Scout cabin site; consider a concrete slide on the slope to allow less destructive sliding, installation of horseshoe pits and other facilities to expand recreational use of the park.
5. Consider and implement ways to accommodate bike riding along the Memorial Park trail such as signage directing cyclists to yield to horses and pedestrians, and trail improvements; maintain trail to Campus Drive.
6. Extend the Greenway under the transmission PG&E towers from the railroad track to Mission Boulevard, to provide a neighborhood park west of Mission, and beyond to the east.
7. Extend Spring-Grove Park to the north to serve more of the hillside residents.
8. Develop a greenway/bikeway along the fault corridor connecting Spring Grove Park, the Eden YMCA and Memorial Park.

Policy E: FOSTER NEIGHBORLY COMMERCIAL DEVELOPMENT

Commercial development in Mission Foothills is limited to Mission Boulevard and the old industrial area between Mission and the railroad tracks. Auto sales, service, repair and accessorizing predominate on Mission; buffer landscaping, sensitive lighting and personal paging systems are important to make them more compatible with residences.

A mixture of commercial and residential uses could make better use of available transit, encourage walking for some trips, and make neighborhood-serving commercial more viable. A primary concern is that the appearance of all uses be more harmonious. Private investment should be supported by improvement in the appearance of the public right of way with undergrounding of utilities and landscaping.

Allowing compatible light custom manufacturing and "live-work" on O'Neil might contribute some variety and job opportunities at this central location.

Strategies:

1. If a new auto mall is not created near the I-880 freeway or elsewhere in Hayward, encourage consolidation of an Auto Row with frontages and vehicular access oriented to Dollar Street and Torrano Avenue. Eliminate parking for Auto Row on Mission Blvd., if consistent with sound traffic engineering. Create gateway features and offer financial incentives for auto dealers relocating or re-orienting their facilities to Auto Row. Display of vehicles along Mission Blvd. would be allowed.
2. If auto dealers relocate, encourage a shopping center at Harder-Dollar-Mission with some uses attractive to university staff and students.
3. If auto dealers neither relocate as a group nor consolidate as a group, form a redevelopment study area for the Mission-Torrano-Dollar area in order to achieve a transition to a shopping center and housing.
4. Allow a mixture of residential and neighborhood commercial to replace auto uses in the Mission corridor.
5. Encourage a major grocery store to locate in neighborhood.
6. Develop design guidelines for Mission Boulevard which encourage a Spanish/Ranch architectural style of low pitched tile roofs, courtyards, and woodsy elements such as multi-trunked trees in raised beds or balconies with wooden ballustrades; provide landscaped buffer next to homes.
7. Give priority for undergrounding of utilities and median landscaping to Mission Boulevard.
8. Allow light industrial uses such as cabinet making on the west side of O'Neil Avenue to allow some jobs near housing, requiring appearance to be compatible with residential uses.
9. Develop a specific plan for the Mission Blvd. Corridor from Jackson to Industrial Parkway after uncertainty about the route 238 bypass and Auto Row location is resolved.

Consideration of
Policy F Recommendations
Deferred Until July 7, 1992.

Policy G: DESIGN APPROPRIATE LOCAL STREETS

Some residential streets are not built for the traffic they carry such as Second Street, Walpert Street and Central Boulevard. Equity and public benefit considerations suggest that the streets with the most traffic or with public safety problems should receive priority for any available public funds for improvements.

Adopting specific designs for local streets which are not built to City standards because of terrain or development history will assist efficient permit processing and result in continuous sidewalk and curb alignments. Specific plan lines shall not sacrifice emergency fire fighting access.

Connecting more streets will avoid forcing all local trips onto Mission or Second; care should be taken in design to avoid impacting neighborhood streets. Turn-arounds and traffic control devices on some neighborhood streets are also desired.

Strategies:

1. In cooperation with Alameda County, develop a plan for Second Street with on-street parking protected in parking bays; utilize widened sidewalk area at end of bays to accommodate street trees and facilitate pedestrian crossing.
2. Study provision of speed/safety controls on Second Street in accordance with sound traffic engineering principles such as pedestrian crossing lights and stop signs. Give priority to pedestrian lights at Walpert and at Campus. Seek FAU funds for street and sidewalk construction. Seek University funds for improving Second St.
3. Study making Central Blvd one-way uphill from above Del Mar Court to Westview Way with one traffic lane, one parking lane, a sidewalk on at least one side, a three-way stop at Westview and parking bays as practical.
4. Study provision of stop signs at the intersection of Berry and Belmont.
5. Investigate closure of Devon Dr. and east Berry Ave. at Mission to improve Mission traffic flow and to limit vehicular access to neighborhood.
6. Prepare precise plan lines for evaluation to improve neighborhood street network:
 - a. extend Campus Drive to East Avenue;
 - b. extend Fourth Street to Second Street
 - c. connect Central Boulevard to Carlos Bee
 - d. connect Bunker Hill Blvd to Carlos Bee
7. Provide turn-arounds at ends of Leona Drive and Highland Blvd.
8. Realign Highland Blvd at Mission Blvd utilizing vacant lot (instead of realigning Sycamore Ave).
9. Adopt street plan lines for nonstandard neighborhood streets with development potential to avoid piecemeal dedication requirements and to provide for public safety.

Policy H: PROVIDE FOR PEDESTRIAN, BIKE AND TRANSIT TRAVEL

Sidewalks are needed in many sections of Mission Foothills, including heavily travelled Second Street and a few parcels on Mission. Mission Boulevard right of way is not pedestrian- friendly with its narrow sidewalk areas and wide crossings.

The General Plan indicates bike routes along Ward Creek and Harder Road connecting to a bike route along proposed Route 238, but freeway plans do not include a bikeway. A bikeway along the fault line is proposed, instead.

Transit improvements supported by appropriate land use planning are necessary to attract more riders. AC Transit is studying electric trolley or light rail on Mission, consistent with the Air Quality Maintenance Plan. Other options can be explored.

Strategies:

1. Provide sidewalks and gutters on at least one side on all public streets in Mission Foothills.
2. Require completion of sidewalks on Mission Boulevard.
3. Design sidewalks for Second Street, Central Boulevard and Walpert Street to fit with terrain, trees and development.
4. If Mission Boulevard right-of-way is widened, provide generous sidewalk areas and wide median to shelter pedestrians; if overpass is provided at Jackson, include attractive pedestrian way.
5. Develop bikeway roughly following the fault corridor.
6. Encourage bus racks for carrying bikes uphill.
7. Insist on better maintenance and encourage full utilization of both gates at the downtown BART/bus hub.
8. Study the feasibility of a mandatory transit pass fee at California State University and Chabot College
9. Provide bus loop on Harder Road and Carlos Bee to the Industrial Corridor connecting to South Hayward BART.
10. Provide bus shelters for transit riders.
11. Explore electric bus line on Mission Boulevard.
12. Explore existing technology for an elevated fixed guideway people mover linking downtown BART, Cal State, County Center, Southland, Chabot and the Industrial Corridor.
13. Encourage private jitney service to provide competitive transportation.

Policy I: BUILD COMMUNITY

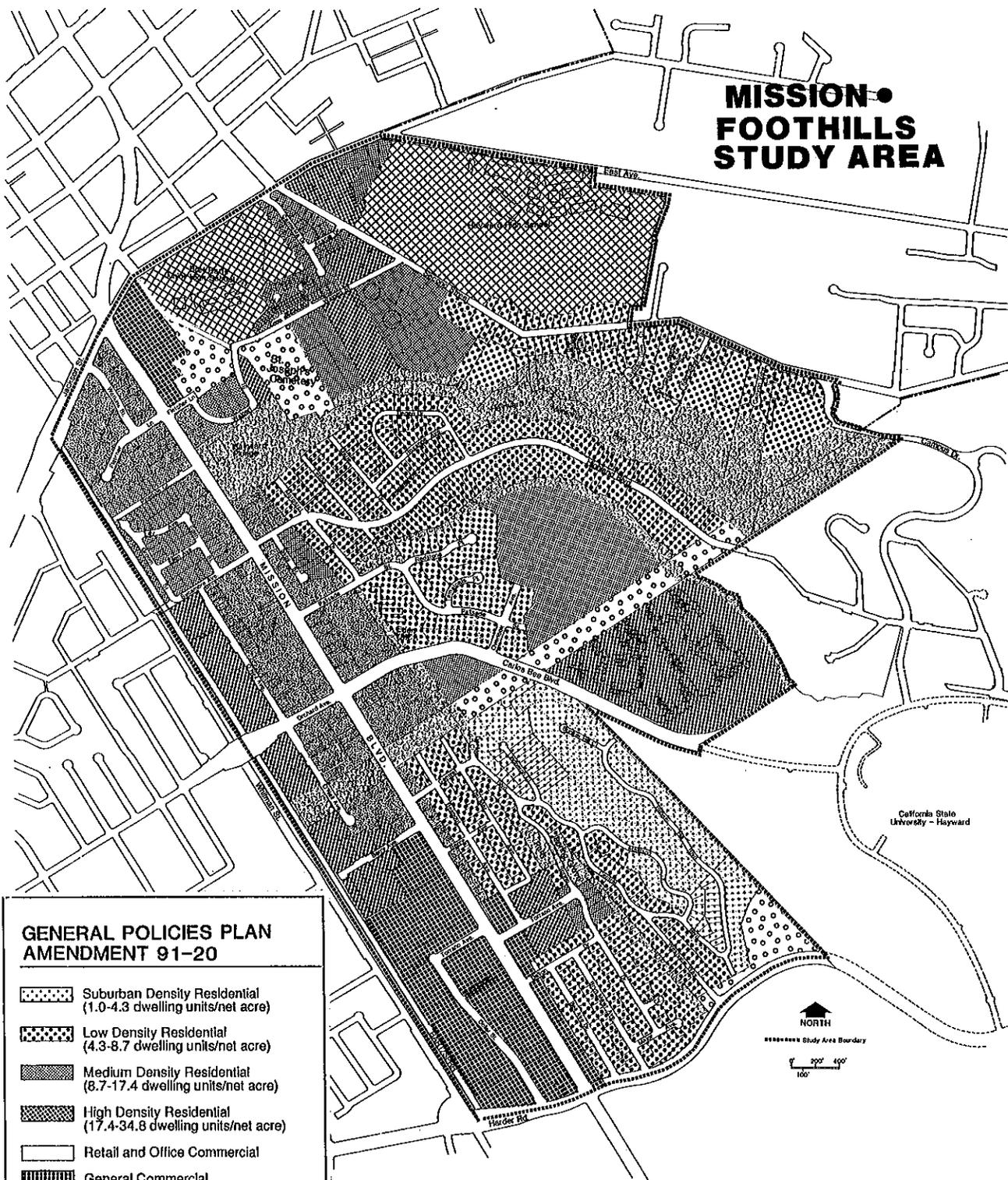
Community cohesion is very important to residents of Mission Foothills. Transiency, lack of property maintenance, and inability to affect or predict City actions in the neighborhood are threats to people's sense of security about the place they live and work. A neighborhood network is desired to spread information and work on neighborhood improvements.

Greater clarity on community standards is desired. In some places land use regulations do not reasonably accord with environmental limitations or location. Implementation of some neighborhood preservation goals and sign standards is hampered by legal restraints. Arbitrary or slow project review is a burden to builders while lack of neighborhood notice and input would threaten residents. Tree planting is perceived to be one of the most cost-effective ways to improve appearance of the area yet the City is seeking to control maintenance expense by limiting tree planting in public rights of way.

Strategies:

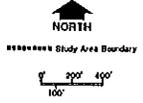
1. Assist first-time buyers with financing to stabilize the population with ownership housing and to build future neighborhoods.
2. Establish a neighborhood network to keep residents posted on childcare co-ops, private maintenance services, public home maintenance programs, City services, and neighborhood activities perhaps utilizing a kiosk at Memorial Park. Support phone-in student job bank at Hayward High.
3. Require garbage receptacles to be screened from the street by the building, shrubbery or an enclosure; retain City requirement of backyard pickup, and support current contract for curbside recycling.
4. Expedite revision and application of Design Guidelines.
5. Maintain reliable notice of new development and variance applications in the neighborhood.
6. Create incentives to replace nonconforming signs.
7. Schedule street cleaning and post schedule on signs.
8. Encourage neighborhood cleanup, house repair, painting and yard clean-up by soliciting donated paint and labor and seeking cooperation with service clubs.
9. Encourage fire resistant tree planting and street tree replacement.

MISSION-FOOTHILLS STUDY AREA

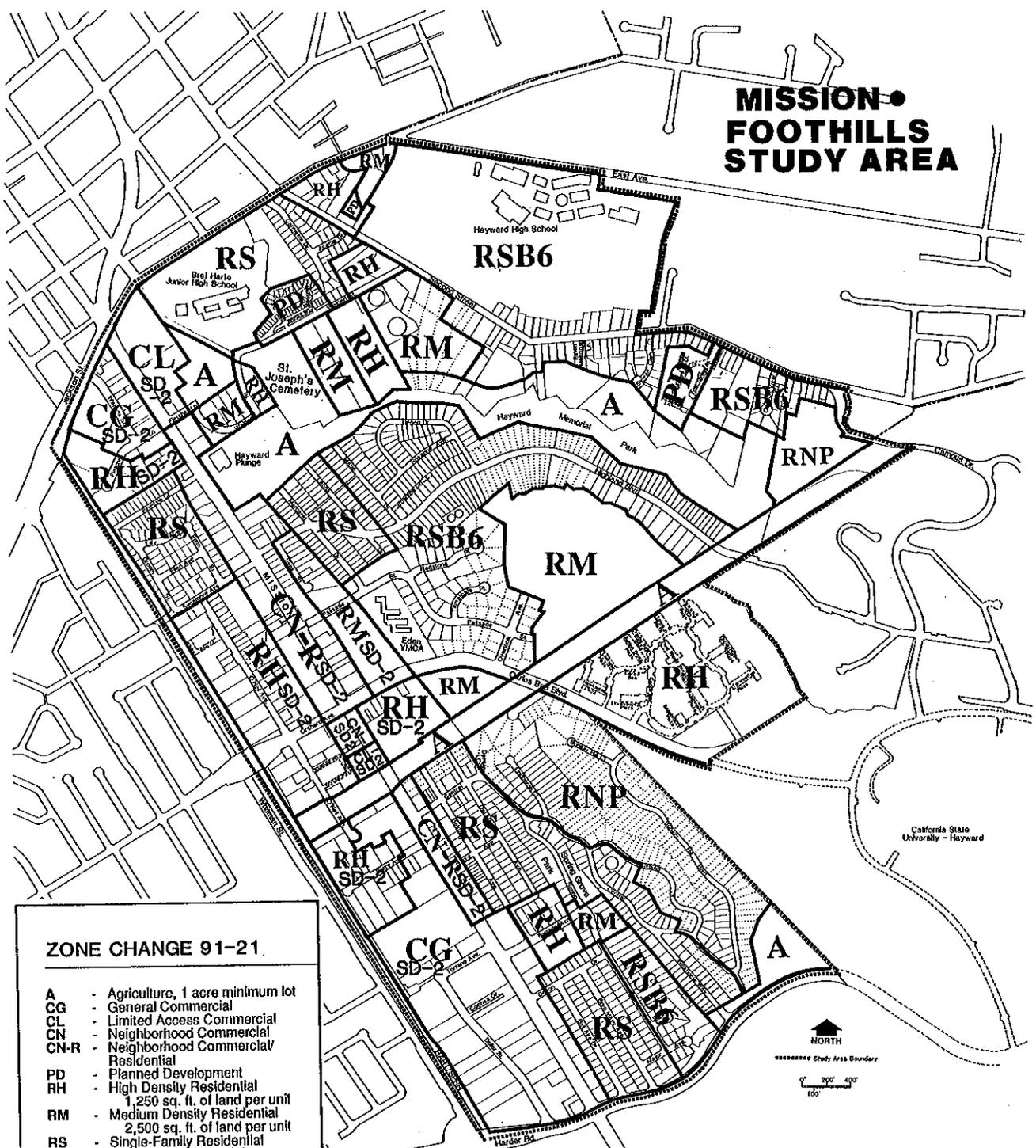


GENERAL POLICIES PLAN AMENDMENT 91-20

-  Suburban Density Residential (1.0-4.3 dwelling units/net acre)
-  Low Density Residential (4.3-8.7 dwelling units/net acre)
-  Medium Density Residential (8.7-17.4 dwelling units/net acre)
-  High Density Residential (17.4-34.8 dwelling units/net acre)
-  Retail and Office Commercial
-  General Commercial
-  Commercial/High Density Residential
-  Parks and Recreation
-  Limited Open Space
-  Public and Quasi-Public

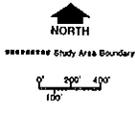


MISSION FOOTHILLS STUDY AREA



ZONE CHANGE 91-21

A	- Agriculture, 1 acre minimum lot
CG	- General Commercial
CL	- Limited Access Commercial
CN	- Neighborhood Commercial
CN-R	- Neighborhood Commercial/Residential
PD	- Planned Development
RH	- High Density Residential 1,250 sq. ft. of land per unit
RM	- Medium Density Residential 2,500 sq. ft. of land per unit
RS	- Single-Family Residential 5,000 sq. ft. lot minimum
RSB6	- Single-Family Residential 6,000 sq. ft. lots minimum
RNP	- Residential Natural Preservation 20,000 sq. ft. lots minimum
SD-2	- Special Design District See Attachment



Sec. 10-1.442

***SPECIAL DESIGN OVERLAY DISTRICT FOR MISSION CORRIDOR -
(SD-2)***

The purpose of the Mission Blvd Overlay District is to provide a design theme to tie together a mixture of compatible uses into visually cohesive and attractive neighborhood; to preserve and enhance hill views from Mission Blvd as well as views of Mission Blvd from above; to ensure sufficient sheltered open space within residential developments to provide for long term livability; and to allow live-work and custom light manufacturing to be conforming uses in some circumstances to add to the vitality of the district.

Design Theme:

The design theme for this district shall be Spanish Ranch, compatible with the early history of Mission Blvd as a connection between Spanish ranches and missions on the California coast. The theme is intended to support a friendly, neighborhood character with relatively low, spreading rooflines, warm earth textures and colors, and attractive exterior spaces for pedestrians, workers and residents.

Siting:

- a. Buildings and signs along the east side of Mission shall be setback or limited in height so as not to intrude upon views of the hills above 300 foot elevation as viewed from the west side of Mission Blvd.
- b. All high density residential development, except that located over commercial development along Mission Blvd, shall provide interior courtyards with a minimum dimension of 80 feet and shall provide a twenty foot landscaped setback on all sides of the project with windows. Generally a minimum site dimension of 200 feet would be required for a courtyard style.
- c. Medium density housing may reduce the front setback to ten feet if private yards 20 feet deep or atriums are provided.
- d. Retail and office development shall include courtyard spaces with features such as fountains, public art such as statues or multi-trunked trees in raised, seating-height planters where feasible.
- e. Wherever feasible, access to parking should be from an alley or private drive so that street frontage is not dominated by driveways; exit directly onto Mission Blvd shall be avoided in order to protect pedestrians and motorists and to maintain the continuity of architecture and landscaping.

Architecture:

- a. Predominate roofs shall be low pitched (approximately 4:12) and of tile or shake shingle or like-appearing material with overhangs. Subsidiary roofs not of the same material shall be similar in color to the predominate roof.
- b. Trowel textured stucco facades are encouraged and shall suggest thick adobe walls with inset windows and doors. Use of horizontal or board and batten wood siding with authentic relief is also compatible with the design theme. Like-appearing, quality materials may also be used.
- c. Wooden elements such as exposed post and beams, trellises, french doors, arcades and balustrades should be included.
- d. Texture and off-whites or warm earth colors shall be used on large surfaces; shiny, slick materials or garish colors shall not be used.

Landscape:

- a. Street trees shall be provided. Where there is not adequate space for street trees, some alternative landscaping shall be provided such as flowering vines or planter boxes with flowers.
- b. Traditional courtyard landscaping incorporating a formal axis with a central feature, earth tone tile or tile-like paving, low spreading trees and flowering vines and shrubs to give privacy to surrounding residences are strongly encouraged.

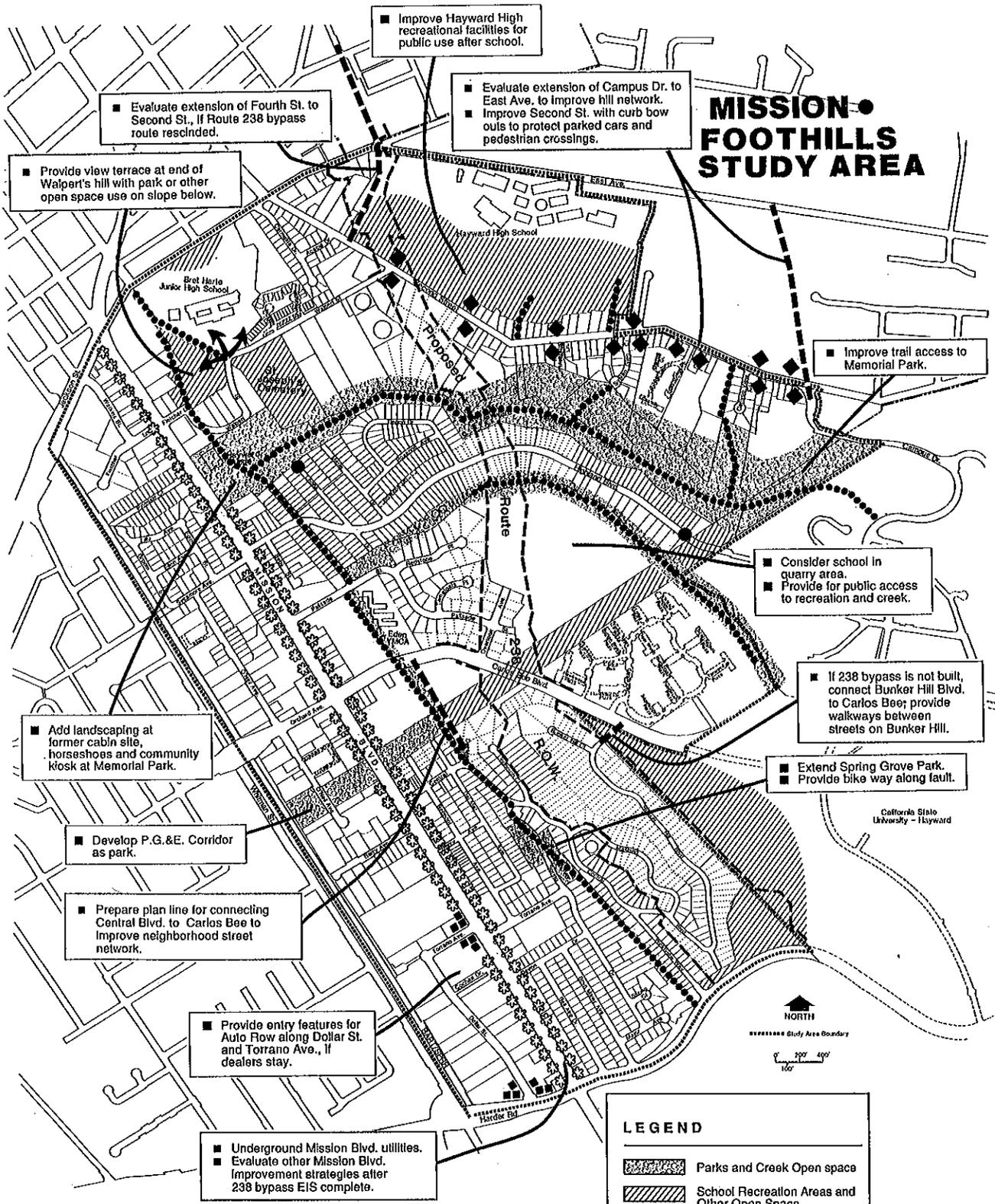
Live-Work and Custom Light Manufacturing Uses:

Live-work and custom light manufacturing uses west of O'Neil Avenue shall be deemed to conform with this district if landscaping, siting and building masses are compatible with a multifamily residential street. A conditional use permit assuring compatible operating characteristics is required.

Vehicle Dealerships:

- a. Vehicular access shall be provided from Dollar Street or Torrano Avenue rather than from Mission wherever feasible.
- b. Landscape buffers shall be provided along any property line abutting residential use.
- c. Exterior lighting shall be shielded from adjacent residences; exterior public address systems are prohibited.
- d. New car dealerships may make improvements conforming to the design theme of the district even if their zoning ceases to be General Commercial.

MISSION FOOTHILLS STUDY AREA



- Improve Hayward High recreational facilities for public use after school.
- Evaluate extension of Fourth St. to Second St., if Route 238 bypass route resinded.
- Provide view terrace at end of Walpert's hill with park or other open space use on slope below.
- Evaluate extension of Campus Dr. to East Ave. to improve hill network.
- Improve Second St. with curb bow outs to protect parked cars and pedestrian crossings.
- Improve trail access to Memorial Park.
- Consider school in quarry area.
- Provide for public access to recreation and creek.
- If 238 bypass is not built, connect Bunker Hill Blvd. to Carlos Bee; provide walkways between streets on Bunker Hill.
- Extend Spring Grove Park.
- Provide bike way along fault.
- Add landscaping at former cabin site, horseshoes and community kiosk at Memorial Park.
- Develop P.G.&E. Corridor as park.
- Prepare plan line for connecting Central Blvd. to Carlos Bee to improve neighborhood street network.
- Provide entry features for Auto Row along Dollar St. and Torrano Ave., if dealers stay.
- Underground Mission Blvd. utilities.
- Evaluate other Mission Blvd. improvement strategies after 238 bypass EIS complete.

RECOMMENDED COMMUNITY IMPROVEMENTS

LEGEND

- Parks and Creek Open space
- School Recreation Areas and Other Open Space
- Proposed Trails
- Proposed Streets
- View Terrace
- Entry Features to Auto Row
- Turnaround
- Curb bow Outs

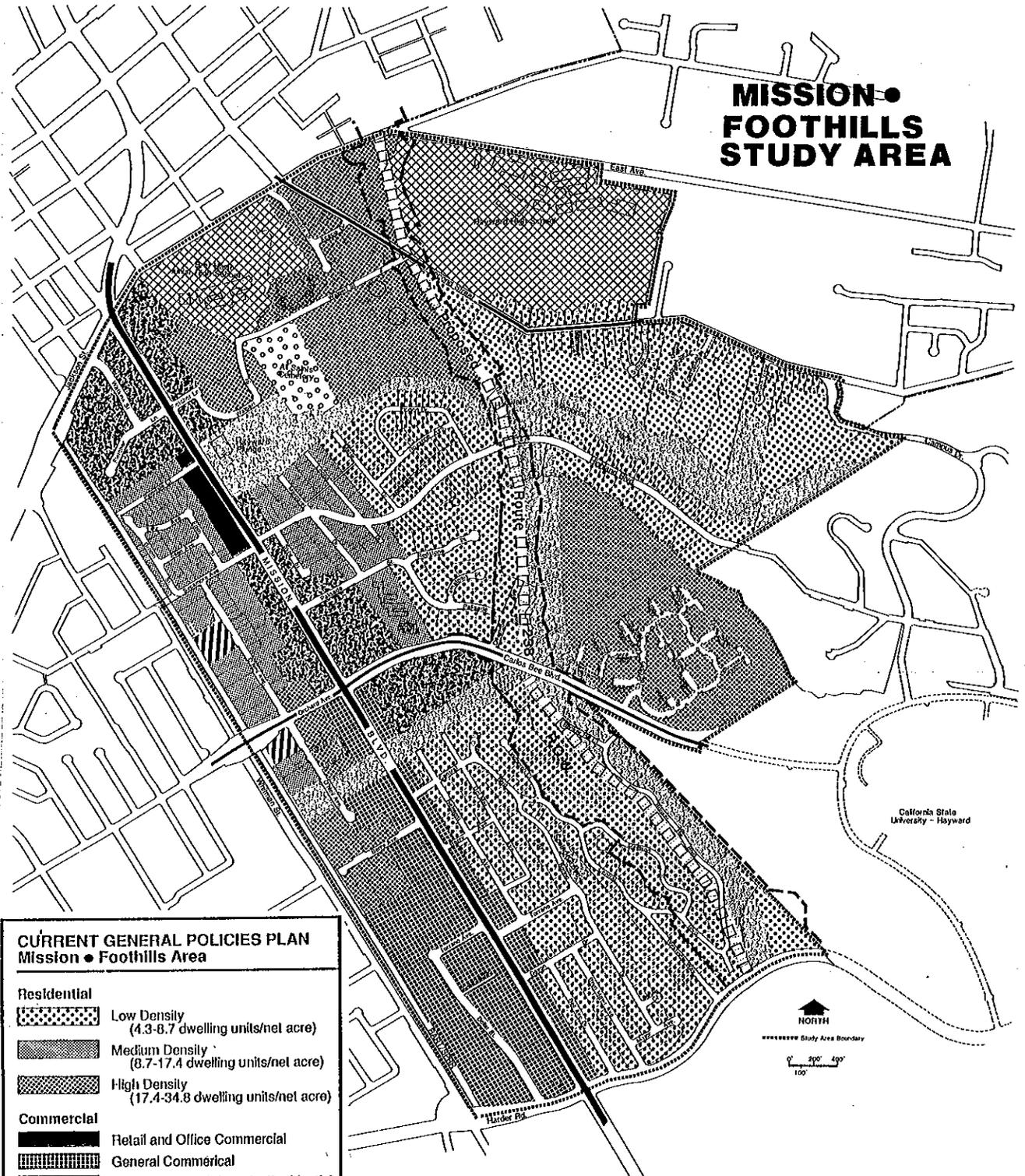


MISSION • FOOTHILLS



**PLANNING
CONSIDERATIONS**

MISSION • FOOTHILLS STUDY AREA

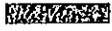


CURRENT GENERAL POLICIES PLAN
Mission • Foothills Area

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)

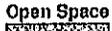
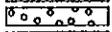
Commercial

-  Retail and Office Commercial
-  General Commercial
-  Commercial/High-Density Residential

Industrial

-  Mixed Industrial

Open Space

-  Parks and Recreation
-  Limited Open Space
-  Public and Quasi-Public

Transportation Corridor

-  Major Arterial
-  Minor Arterial



ENVIRONMENTAL CONCERNS

Planning studies generally address environmental factors such as geology, soils, slope, hydrology, air quality, noise, and visual and historic character because these factors help determine what type, intensity and location of development is desirable. Plans should encourage private and public investment where it is most beneficial and discourage development where it would incur high public health and safety risks, excessive public maintenance costs or unacceptable damage to the environment.

■ *Seismic Concerns*

Geology is of special interest in Mission•Foothills because the area is traversed by the Hayward Fault. The hill portion of Mission•Foothills is believed to be moving southwards relative to the flat portion at a rate of 9mm per year. The stress in the earth's crust is believed to be building towards a major earthquake within the next 30 years.

Tectonic Creep

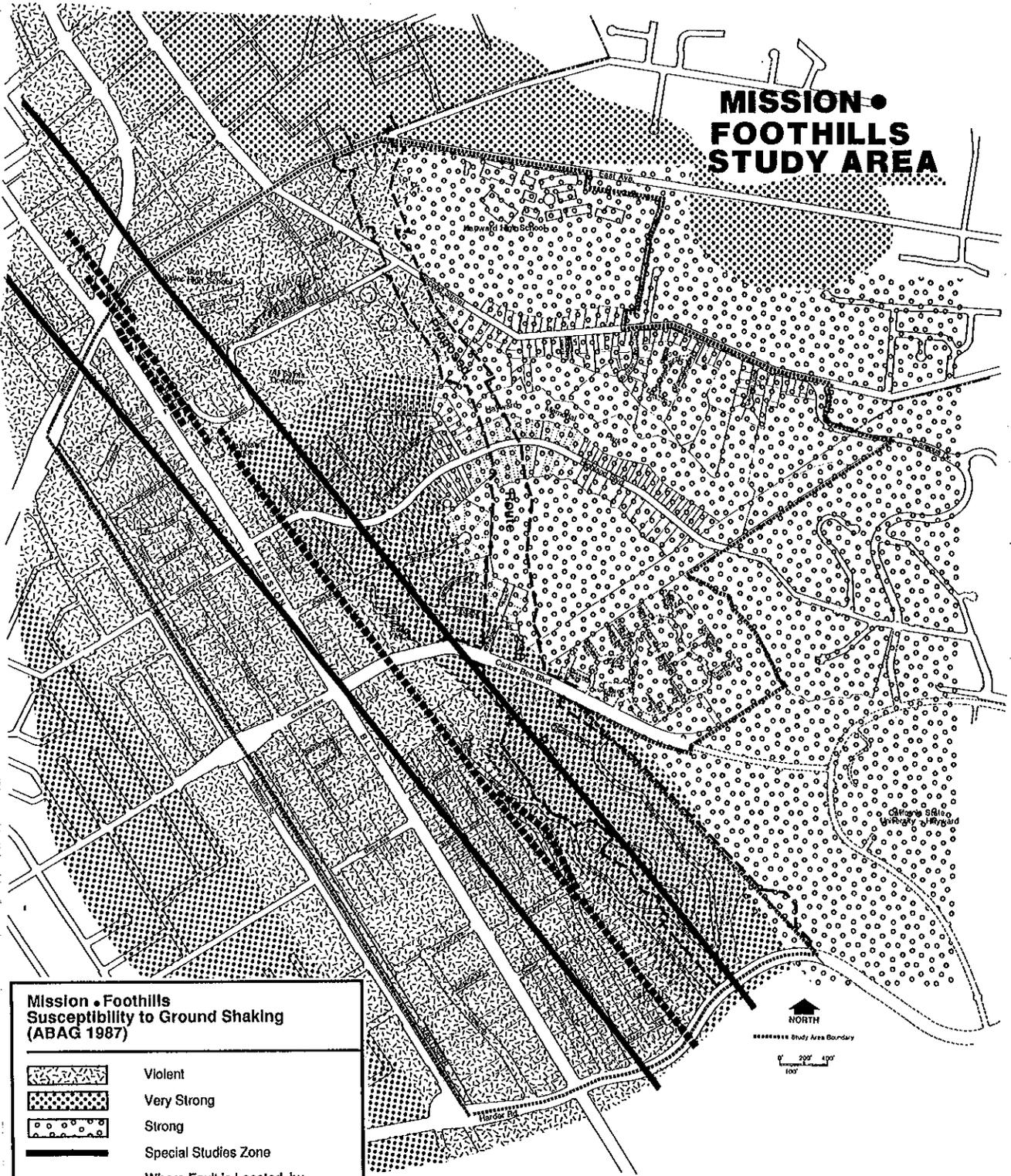
Some of the stress created between the two plates of the earth's crust is relieved by gradual creep. Tectonic creep is believed to be about 5mm per year in the area. There is a tectonic creep meter on Palisade Street; now that the Hayward Fault has been made one of four national priorities for seismic monitoring, the creep meters are to be refurbished by the United States Geological Survey and the measurements will be analyzed. The City has established monitoring lines on "E" Street, Walpert Street, Devon Drive and Major Avenue, but has no current program for recording and analyzing movement. Tectonic creep gradually causes structural damage to buildings located over it, most evident in the old City Hall, and is indicative of an area which might rupture in an earthquake. Thus, areas of creep are not good locations for major investment.

Geologist Sue Hirschfeld at Cal State, has noted evidence of fault creep in the play area curbing of the Memorial Park. Creep was also reported in the geotechnical report for the property to the south. Slippage is frequently indicated in recurrent slides; an area of slide debris as shown by Dibblee, 1980, is shown on the map on page 25 around Spring Drive.

The Special Studies zone, a band of 1000 feet around the suspected fault line(s) as determined by the State, is shown on the following map. The map also indicates susceptibility to earth shaking generally indicated by an Association of Bay Area Governments report based on underlying geological characteristics.

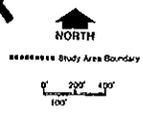
Although tectonic creep has caused more damage than surface ruptures have, the related possibility of ground rupture during an earthquake has attracted the most public attention.

MISSION • FOOTHILLS STUDY AREA



**Mission • Foothills
Susceptibility to Ground Shaking
(ABAG 1987)**

	Violent
	Very Strong
	Strong
	Special Studies Zone
	Where Fault is Located by State of California Division of Mines and Geology 1982



NOTE: This is an approximate enlargement of the original map and should not be relied upon for individual parcels.

Surface Rupture

In 1973, the state delineated fault zones for the Hayward Fault and other major faults. The location of the fault zone was based upon a map of surface rupture during the last major earthquake in 1868. The map of that rupture was not made until 1906; it was based on a line of lighter colored soil exuded during the quake and other physical evidence such as scarps, springs and offset streams as well as on descriptions of observers still about. In 1982, the state's map of the fault and fault zone was revised based on the preponderance of geotechnical studies done in the area. The City's Seismic Safety Element map, 1972, indicates fault traces above and below the current state map.

Within the Special Studies or "Alquist-Priolo" zone, geotechnical reports are required by the state prior to new construction of buildings for human occupancy, other than single family houses or duplexes. Buildings for human occupancy may not be located over an active fault and, unless proven otherwise, the area within 50 feet of a fault is presumed to be underlain by an active fault. These reports are required to be filed with the state for public information and to assist improved fault mapping. Those reports filed for locations in Mission Foothills are shown on the following chart along with other reports on file in the City. Hayward generally requires the reports for single-family homes, as well as those required by the State.

Cities may adopt more cautious policies. Portola Valley, in addition to not allowing buildings within 50 feet of an active fault trace, only allows single-story wood frame buildings in the next 75 feet from the fault trace because of anticipated fault splays and ground warpage when the fault moves. This plan proposes limiting height of building in the Alquist Priolo zone to two stories.

Geotechnical reports done for locations in Mission Foothills vary considerably in the extent of subsurface investigation, analysis of surface features and review of other available reports. One report done for the block between Lindburg Court and Central shows surface evidence of a fault; two reports analyzing trench segments indicate no fault.

The most controversial of the reports in Mission Foothills was that done for the St. Regis expansion. Bay Soils dug one trench on one side of the proposed addition, 7-10 feet deep, finding no evidence of the fault. Parallel trenches on both sides of the proposed site extending at least fifty feet beyond the proposed structure are desirable. If no fault is found where it is presumed to be, deeper or longer trenching can be required. Also at issue in this case was the attachment of the new 70 unit structure to a structure which is believed to be underlain by multiple fault traces. As the public becomes more concerned about seismic risks, higher standards and more rigorous enforcement of existing standards can be supported.

MISSION • FOOTHILLS GEOTECHNICAL REPORTS

FILED IN ENGINEERING DEPARTMENT

Address and Reference No.	Investigator	Year
Ward Creek Sewer #119	Gribaldo, Jacobs & Jones	1965
945 Fletcher #447	ENGEO	1984
799 Fletcher #428	Purcell Rodes	1977
1140 Walpert #380	Hull Associates	1978
24732 Mission #371 * (miniwarehouse)	Jones, Inc.	1979
Walpert Reservoir #258 & #241	CH2M Hill	1977
24713 Second #268 (no trench)	Hull	1979
		1981
24320 Misison #206 & #233 * S.E. end of Hayward High #284 (no trenching)	Marliave Hull	1974 1977
Sylvan Glen #286 (missing file)	Berlogar	1978
24647 Second #291		1977

FILED IN BUILDING DEPARTMENT (only studies where trenching was done)

Address	Investigator	Year
24052-8, 24060 Mission *	Woodwards & Clyde	1970
24119 Mission	Merrill & Sealey	1983
24476 Mission	Hull & Rose	1975
24700 Mission	Jones, Inc.	1979
24895 Mission	Hull	1981
25355 Spring Drive	GEI	1989
25465-25529 Spring Drive	Terrasearch	1984

FILED IN PLANNING DEPARTMENT PROJECT & TRACT FILES

Address	Investigator	Year
920 Fletcher UP 84-109 *	Myers	1984
921 Fletcher UP 85-124 *	Hallenbeck McKay	1985
900 Fletcher UP 89-36 *	Myers	1989
Lindburg Court	Terrasearch	1985
Lindburg-Central	GEI	1991
Lindburg-Central *	Merrill & Sealey	1980
Spring Drive ZC 87-3	Terrasearch/Harris	1984

* Fault reported

**FILED WITH
STATE DIVISION OF MINES AND GEOLOGY**

Address and Reference No.	Investigator	Year
1075 Central #30	Terrasearch	1974
24326 Mission #68 *	Marllave	1974
945 Fletcher #69	Hallenbeck-McKay	1974
25225 Mission #84 (no trench)	Zickfoose	1974
25915 Westview #131 (no trench)	Jones & Gasch	1975
Jackson/Watkins #152 (no trench)	Hull	1975
24476 Mission #175 (partial trench)	Hull	1975
805 Fletcher #469	Purcell-Rhoades	1977
23989 Watkins #751 (no trench)	Hull	1978
24689 Mission #766 (no trench)	Hull	1978
1140 Walpert #1024	Hull	1977
24895 Mission #1359	Hull	1981
920 Fletcher #1705 * (partial trench)	Meyers	1984
23950 Mission #1760 (St. Regis)	Bay Soils	1984
1020 Central #2162	GEI	1988
Hillcrest School #C341.*	Woodward-Clyde	1978

*Fault reported

The science of predicting earth rupture is in its infancy and rests on interpretation of historical events, subsurface anomalies, and surface distortions. The locations of sheared clay discovered by trenching, tectonic creep indicated by surface offset and inferred location of the 1856 rupture may vary. There are multiple fault traces in some places along the Hayward Fault. In the most thoroughly mapped jurisdiction for seismic risk, Portola Valley, wide berth is given to noted areas of disturbance. In developed urban areas, the loss of land value from such a policy may be considered more significant than the risks of ground rupture.

Ground rupture is a very significant threat to underground utilities and is a particular threat to water supplies which will be needed to fight fires after an earthquake. The City has installed two dozen manual shutoff valves to retain water in case major conduits are ruptured and has flexible connections available to bridge breaks. Automatic shutoff valves which could react to a sudden loss of pressure will require further investigation.

Buildings Susceptible to Earthquakes and Retrofit

Ground rupture is expected to account for only a very small percentage of damage in a major earthquake. Buildings and soils that are susceptible to shaking are anticipated to cause over 90% of damage. Hayward is currently doing more to retrofit or remove buildings that are vulnerable to earthquakes than most Bay Area cities. There are three types of buildings which are particularly hazardous in an earthquake identified by the Building Department: unreinforced masonry buildings, early concrete tilt-ups, and non-ductile high occupancy structures. The first two categories have deadlines for either seismic strengthening or demolition. In the last category are some structures of major significance including City Center, Southland Mall and Kaiser Hospital. The City is taking the lead of retrofitting City Center and fire stations.

Mission•Foothills has only one building on the lists of hazardous structures - a "non-ductile, high occupancy" church at 25176 Mission Blvd, now vacant; other older commercial strip development may be at risk. Wood frame structures are generally the safest in an earthquake. Bolting older homes to their foundations, securing water heaters and installing plywood to stiffen cripple walls below the floor level are, however, important retrofits to avoid damage to the structure. The State has just passed legislation requiring seismic reports at the time of sale. Retrofit of older homes is estimated at 3-4 thousand dollars with high pay back in the anticipated quake, especially if conflagrations from broken gas lines are avoided.

Seismic safety of new construction is regulated by the Building Code which has been raising standards as new information is generated about how structures react in earthquakes. Thus new structures are safer than old ones. Limiting the number of stories built near the fault and requiring safer wood or metal structures also limits risk.

Soils Susceptible to Earth Movement

Soils respond quite differently to earth shaking. Portions of Hayward underlain with bay mud are susceptible to amplified ground waves while hill areas underlain by rock will experience smaller, quicker ground waves. A few hill areas like Walpert Street are underlain by aggregate and will, therefore, experience shaking comparable to the Bay Plain. Because of proximity to the fault, the flatter areas of Mission•Foothills and the Walpert Street area are expected to experience violent shaking in a major movement of the Hayward Fault. (page 3)

Of more concern in Mission•Foothills is the possibility of a major earthquake triggering landslides in the hills. The hillface in Spring-Grove and the other steep slopes bordering Ward Creek and Highland Creek are indicated as "unstable" in the City's Conservation and Protection Element of the General Plan; This mapping, together with actual slide occurrences in Mission•Foothills, has suggested areas within Mission•Foothills for more restrictive land use policy. More detailed geotechnical studies would be desirable for shaping City land use policy.

Although the City generally requires soils studies for proposed development east of Mission Blvd., these studies typically do not address soil stability in saturated conditions or during earthquakes. The Loma Prieta earthquake - in dry October - activated massive landslides in the Santa Cruz Mountains.

Some cities, including San Jose, Fremont and Palo Alto, have addressed possible hazard by precluding most hill development. Another common approach is to require larger lots as slope increases as in Marin County and Concord. Portola Valley has mapped unstable areas, allowing only 10% of the development otherwise allowed; remaining development rights may be transferred to a safer site.

General Policies Plan strategy on Environmental Concerns is to "Constrain unstable or steep slopes, wooded hillsides, and creekbanks from development." Planning staff has recently recommended substantially less development than zoning maximums indicate in such areas. It is hoped that refinement of zoning would lessen uncertainty in land valuation and development potential.

This plan seeks to better reflect development suitability with available zoning classifications. R-NP Natural Preservation residential zoning (20,000 sq.ft. min.lots, wider side setbacks, and a coverage maximum of 30%) or Agricultural (A) zoning has been recommended for most "unstable" areas in Mission•Foothills. "Downzoning" may not be fully effective on Bunker Hill where narrow lots were subdivided in the 1920s; replatting of Bunker Hill to larger lots is recommended. Lowering the coverage maximum of RNP to 20% impervious coverage could provide an incentive to combine lots or cluster development.

■ **Potential for Landslides and Erosion**

Even without an earthquake to trigger them, recent landslides have occurred in Mission•Foothills. In 1983, the City contracted with Merrill & Seeley for a consultation on various landslides in the City of which four were in Mission•Foothills. The first was on Spring Drive where it was observed that the landslide appeared to be recurring, posing a potential hazard to residences on Delmar Avenue; it was recommended that a comprehensive geotechnical assessment be undertaken. The second was a relatively small slide onto the Eden YMCA site where a 4-5 foot retaining wall failed.

The third slide examined was at the back of an apartment building on Tiegen where engineering to repair the slope was recommended. The fourth was on Sylvan Glen and adjoining development on Chantilly Lane. The consultants recommended that the two houses on Sylvan Glen be vacated and Chantilly Lane be monitored as further movement was considered likely. The two houses were subsequently demolished and extensive foundation work was done to anchor the condominiums on Chantilly Lane. Another slide casualty was the Boy Scout cabin in Memorial Park. There was also a slide south of Carlos Bee across from Tanglewood which the City repaired.

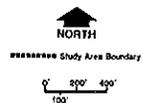
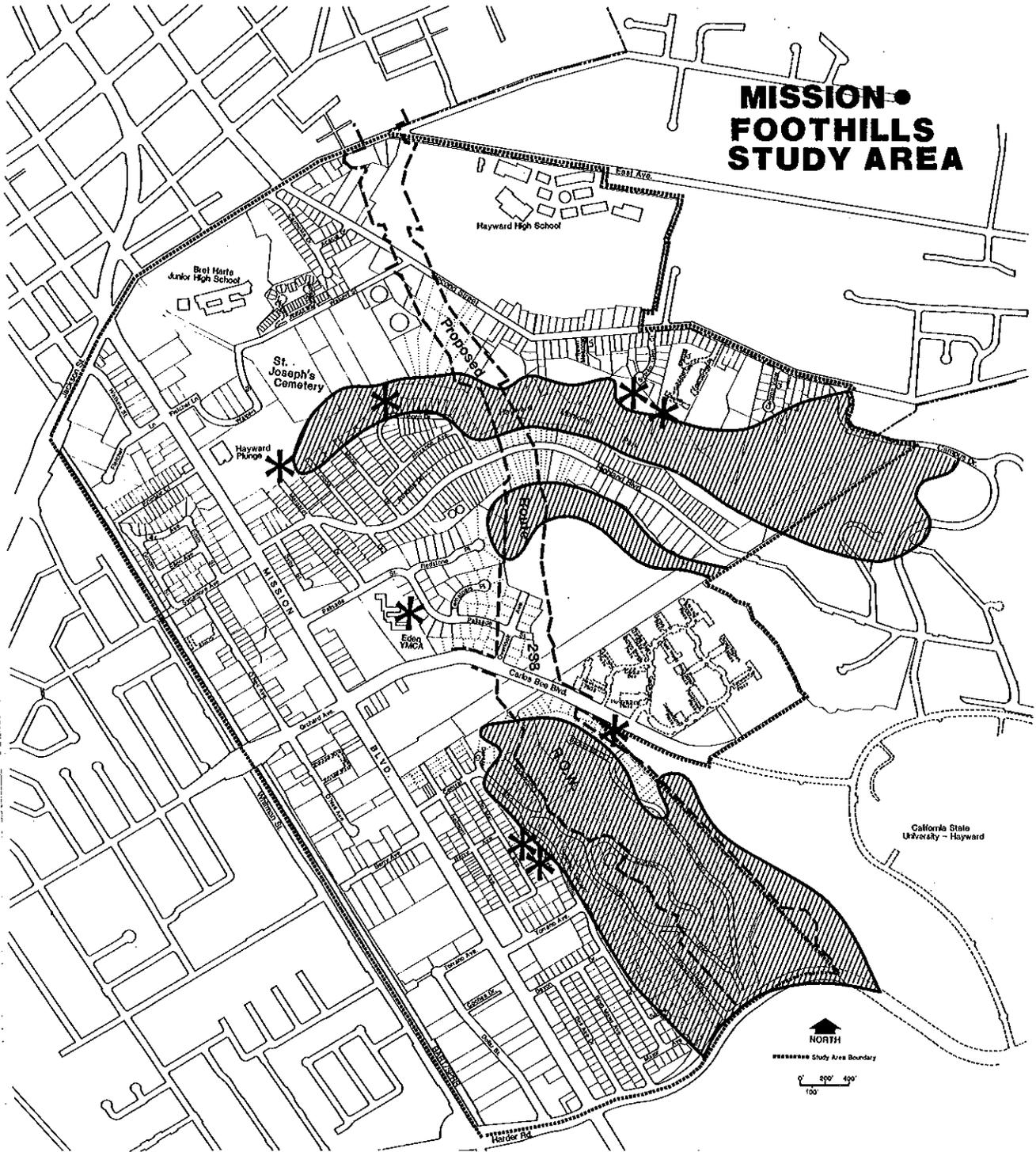
A variety of causes have been suggested for the slides. Improper grading is frequently cited; if fill is placed on top of existing vegetation, it can later slide off the decomposed layer or, if the toe of the hill is graded away, the slope above may become destabilized. Erosion of creekbanks can similarly cause slope failure above. Slides usually occur when the soil is saturated, increasing the mass and decreasing friction. Along Spring Drive, the fault is believed to create a damming effect on underground water forcing it towards the surface and creating recurrent slides which can also be triggered by tectonic creep. Landslides can also occur where there is an underlying layer of clay soil or rock inclined downslope. The shrink-swell behavior of clay soils on slopes causes a downhill creep; concentrated run-off from roofs and paved areas can accelerate the movement.

Deep piers supporting grade beam foundations are now often used to alleviate such risks. With very deep slides or on the fault engineers may design boat-like foundations so that the structure will move as a unit. Damage to public investment in roads and utility lines and potential liability in constructing roadways and utilities which may exacerbate slides is, however, implied in such building locations; the City must also weigh its ability to respond to wider spread damage and fires after an earthquake.

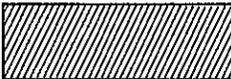
Potentially unstable areas identified in the City's Conservation and Protection Element - primarily on the basis of slope - are shown on the next page together with actual slide locations.

Retention of existing areas of native trees and shrubs in the hills can prevent some landslides. Wooded areas generally retain deeper soil deposits than equally steep grassy slopes; if they are cleared, extensive deep sliding should result.

MISSION FOOTHILLS STUDY AREA



UNSTABLE HILL AREAS

 Unstable Hill Areas taken from *Significant Factors Map, Hayward Conservation and Environmental Protection Element, 1975*

***SLIDES**

NOTE: This is an approximate enlargement of the original map and should not be relied upon for individual parcels.

Vegetation is also important in restraining the slower process of erosion. Grading, quarrying and overgrazing destroy ground cover and accelerate erosion. The City requires graded land to be reseeded prior to the rainy season to avoid erosion. This plan recommends requiring tree planting and other erosion control landscaping for development on steep sites.

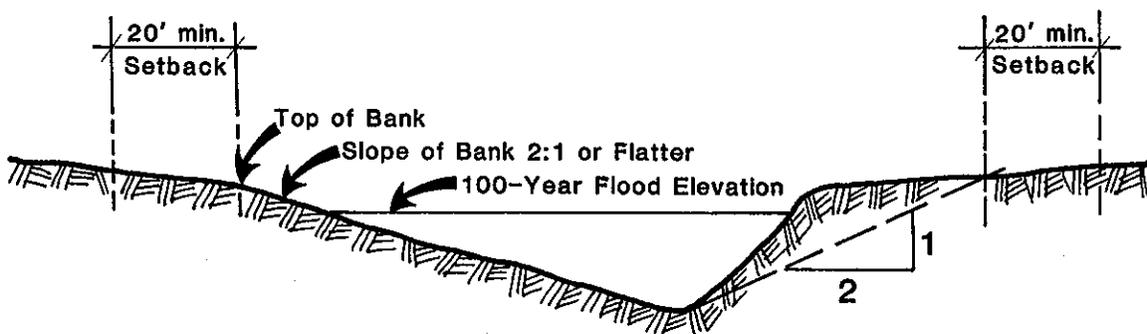
Erosion is generally accelerated by development as water rapidly runs off impervious roofs and paving, hitting drainage channels with greater volumes and velocity, especially in hill areas. Outlets into creeks are now required to have spillway/energy dissipaters which slow the flow. Minimizing grading and the amount of impervious surface in the hills by clustering development, designing homes to fit the natural slope and building narrower roads are other strategies in the General Policies Plan but not yet in common practise. Much of the cost of erosion occurs in silted water channels far from the source.

Erosion potential around Ward Creek dam is of particular concern in Mission•Foothills because of the extensive grading for the dam. An Urban Streams Restoration project grant is being explored by City and Alameda County Flood Control staff.

Hydrology

A branch of Sulphur Creek flows through the northern end of Mission•Foothills but was culverted under Hayward High fields. Ward Creek drains an area of approximately 1,200 acres in a natural channel through Memorial Park. From there, run-off is carried by either conduit or improved open channel to Alameda Creek, east of I-880. An earthen dam and retention area was built below Sylvan Glen Court to prevent downstream floods; a massive concrete spillway would carry water around the dam if its capacity were ever exceeded. There is also a creek south of Highland Boulevard between the campus and Margaret Drive and a spring which forms part of the identity of Spring-Grove.

Creeks which drain 50 acres or more are watercourses under the Alameda County Watercourse Ordinance, enacted to protect lives and property, prevent damage due to flooding, control erosion and sedimentation, and enhance recreational and beneficial uses of water courses. The ordinance requires setbacks as shown:



None of Mission•Foothills is shown as susceptible to flooding. However, accelerated runoff from the hills caused by more intensive development could cause downstream flooding. Provision of swales in the hills to allow rain to percolate into the soil would alleviate this hazard while providing more moisture to support natural vegetation.

Because of the current drought, lack of water is of more concern than the possibility of flooding. Neighborhood suggestions to provide more water for public open space include reservoirs in the quarry area or at the existing Ward Creek dam. The City has previously utilized creek water, trucking water from the San Lorenzo creek during the 1977 drought.

Groundwater contamination is another environmental concern. Several locations on or near Mission Boulevard have recorded leakage of hazardous materials (half of former gas stations generally have had leaky fuel tanks). Cleanup is required when new development is proposed. The longer ground contamination remains, the more likely it is to contaminate ground water. Locations presently shown by the State of hazardous material leaks in Mission•Foothills are on Mission at 24086, 24773, 24895, 25030, 25225, 25640 and 25700.

■ *Air Quality*

Air pollution is of concern along Hayward's heavily travelled roadways where higher levels of pollutants, especially carbon monoxide, are present for several hundred feet. Ideally, major roadways should be bordered by rows of trees to filter the air and play areas and hospitals should not be located near them. The reason playing fields and playgrounds should not border major roadways is because more contaminants will be breathed in by children and athletes who breathe more frequently than adults and less active people.

Because the Bay Area still has not met the air quality standards set in 1982, the Sierra Club and Citizens for a Better Environment have filed a lawsuit to stop highway construction which could worsen air quality by causing additional growth. Current projects such as the Route 238 bypass would be expected to demonstrate that they alleviate more pollution by reducing stop and go driving than they cause by bringing a greater number of cars through the City. The results of such studies depend on the time frame chosen and other assumptions; a short 5-year time frame was selected for the study of the 238 bypass.

Recent state laws tighten air quality standards and require congestion management plans. Several means of reducing air pollution and congestion have been advanced by the Bay Area Council to maintain mobility and economic vitality of the region. These include a smog fee based on the amount of exhaust generated, higher tolls during peak hours, a significantly increased gas tax and parking charges as free parking represents a very substantial subsidy to automobile use. The 1991 Clean Air Plan of the Bay Area Air Quality Maintenance District includes measures to eliminate high-pollution vehicles and to convert high ridership bus lines to electric. Implementation is not assured.

■ Noise

Traffic is the principal source of noise in Mission•Foothills. Noise levels above those normally acceptable for residential areas, schools, hospitals and parks are present on major thoroughfares like Mission Boulevard. Thus new residential buildings on Mission may be required to have double glazed windows, air conditioning and open space shielded from the street by the building. The level of highway noise increases with the volume of traffic, with the speed of traffic, and with the number of trucks in the traffic flow.

The proposed 238 freeway will have soundwalls through most of Mission•Foothills to dampen noise to federal standards of Leq 67dBA. There are different ways to measure noise. The City's Noise Element calls for sound levels to be computed in Ldn values which weigh night noise more heavily and add a penalty for noise in a quiet area; Ldn values have not been computed for the proposed freeway. The City intends to petition to exclude truck traffic which should lower projected noise levels.

The Caltrans Supplemental Noise Impact Report for Route 238, April 1989, estimates the following increases in perceived noise with the proposed freeway (after mitigation):

Hayward High Football Field	2 to 3 times as loud (pm)
Standon Hall	2 times as loud (am)
Memorial Park at Mineral Springs Dam	6.5 times as loud (am)

The noise study indicates that soundwalls cannot alleviate noise in Memorial Park because of geometrics; Highland Creek geometrics were not similarly analyzed.

Noise increases calculated elsewhere in Mission•Foothills are less dramatic. For example, noise at a couple of locations about five houses from the proposed freeway would be one and half times existing levels. Noise complaints to Caltrans are typically about identifiable freeway noise in neighborhoods previously without that sound and do not involve any violation of federal noise standards. Ideally freeways are depressed or buffered by industrial buildings. Where adequate right of way is available, berms are preferable to sound walls for buffering freeway noise and deflecting noise skyward.

Other noise concerns in Mission•Foothills are the paging systems of car dealers which send summons far up the hill and late night loud car radios at a fast food restaurant.

■ *Historic Landmarks*

Mission•Foothills has three acknowledged landmarks: Standon Hall at Walpert and Second Streets, built in 1921, St. Joseph's Cemetery, established in 1875, and The Plunge, built in 1936.

Standon Hall is not associated with an historic person or event; it derives its significance from its unique architecture which is locally characterized as a "Castle." It is designated as historic by the City but may lose its landmark quality behind freeway sound walls.

St. Joseph's cemetery on Walpert's Hill, overlooking the wooded Ward Creek canyon, provides an historic reference to early Hayward settlers buried there like Captain Richard Barron.

The Plunge was built during the depression with WPA funds in Hayward's original City park where the old Oakland-San Leandro and Haywards Electric Railway terminated. This electric rail was, in 1892, the longest in the nation; it was replaced by bus service in February, 1935. A vestige of the electric rail is an odd parcel owned by AC Transit across from the Plunge.

■ *Visual Qualities*

Features

The hill topography and natural creek vegetation are outstanding visual qualities of Mission•Foothills; prominently planted trees and highly visible Hayward High and Bret Harte fields also add to the neighborhood's visual appeal. Two significant tree stands are indicated in the City Conservation and Environmental Protection Element: the trees of Memorial Park and the eucalyptus grove on Walpert's Hill. Other large tree stands are present above Spring Drive, at the top of Redstone Drive as well as along Highland Creek. In addition, a pleasing continuity of street trees is present on Pinedale Court, in the Groom tract and in the Redstone-Palisade subdivision.

The most significant natural amenity of Mission•Foothills is Ward Creek as it flows through Memorial Park. Fragrant bay trees and seasonal foliage shelter a canyon that seems removed from urban noise and concrete. The canyon is made accessible by a trail which connects to the top of the Hayward hills and the evolving Bay Area Ridge Trail. Route 238 is to pass over the most distinctive section of the park where the canyon widens and pools flank the Old Stone Mineral Springs Dam. The natural setting of Ward Creek is also compromised by the grading around Ward Creek Dam and the abrupt disappearance of the Creek underground at a chain link fence. The creek adds interest to homes along Lily Street where it reappears west of Mission, but it is dry much of the year because the low flow regulator is clogged or because of the drought.

Other wooded draws which score Mission•Foothills provide both shapely natural features and environmental corridors for wildlife: most significantly Highland Creek but also the branch of Sulphur Creek behind "E" Street, the draw south of Carlos Bee at Tanglewood, and the draw below Cal State north of Harder. All would be cut by the proposed freeway. A lake in the quarry area is one of the suggestions for mitigating 238 freeway damage to natural environment

Views

Views from the hills are important to the visual character of Mission•Foothills. The view from above Bret Harte on Walpert's Hill takes in downtown with All Saints in the foreground backed by Castro Valley and open hills. This vista point is mentioned in the General Plan as a desirable site for a view terrace and was mentioned in the neighborhood as a place where people have chosen to have their ashes scattered. The view across Hayward High playing fields towards Castro Valley and towards the bay is also spectacular; the view of downtown along Second Street is unfortunately raked by overhead wires. The western hill faces provide views of the Bay and the Peninsula beyond. The more immediate views of Mission Boulevard are dominated by extensive flat rooftops and parking lots and lack attractive landmarks such as church spires or significant tree plantings.

Views of the hills from the bay plain are important to the visual character of the whole city. Both undeveloped grassy hill faces and developed areas which are blended into the hill form by trees provide an attractive view. Boxy development, unsoftened by significant trees, detracts from the appearance of the hills. Lower height limits and additional hillside design guidelines may improve the fit of future development with the hillside terrain. The power lines marching straight up the hill face also detract from the natural aesthetic. Groves of trees on adjoining land screening the view of some of the towers might be desirable when the land is developed.

Negative Features

The visual element which detracts most from the natural hill setting is the appearance of Mission Boulevard. There are no buildings regarded as particularly attractive and there is little architectural continuity between buildings. The signage and wires interfere with views of the hills. In the urban design study done for Hayward in 1970 by Eckbo, Dean, Austin & Williams, *Hayward - City or Suburb*, Mission was deemed to be the most unpleasant of the City's thoroughfares. They suggested that Mission should be the first street in the City to have wires undergrounded (p. 37).

Another negative visual element could be Route 238. The Eckbo study suggested that a complete model should be available for citizen comment so that it could be redesigned where it defaced the hill backdrop of the City. The 1986 EIR stated that there would be "substantial negative visual impact" on Ward Creek because of the massive elevated structures and extensive tree removal.

RESIDENTIAL LAND USE AND HOUSING ISSUES

■ *Pattern of Development*

The earliest remaining residential development consists of a few turn of the century Queen Anne and Craftsman style cottages: one remains on Berry and a few on Mission and O'Neil. Some simple "builder bungalows" followed this development.

In the 1920s Pinedale Court and Standon Hall were built, adding distinctive Tudor features to the area. Most of the area was subdivided in the 1920s, but not built. Hayward Heights subdivision along Highland Boulevard above Margaret Drive was subdivided in 1926. East Fourteenth Homesites were subdivided in 1927 creating narrow streets and very narrow lots feeding onto Central Boulevard as well as lots along O'Neil Avenue and Sybil Street. Many of the East Fourteenth Homesites strip lots near Mission were replatted to create marketable lots for building during the 1940s.

Additional subdivision took place in the 1950s. Based on car usage instead of transit/street and lot widths were wider. The Edith-Groom and Carmelita areas were subdivided in 1950 as was the southern part of Spring-Grove off Devon Drive. The Palisade Street area was subdivided 1957-59; both Palisade and Overlook were designed to later extend into the quarry area.

In the 1960s, apartment development on Fletcher Lane, on Walpert, lower Second and "E" Streets, and on Sycamore, O'Neil, Berry and Torrano Avenues was undertaken at high densities. Apartment towers were approved at Second and Walpert but not built before Caltrans acquired the land for a freeway.

In 1972, the 560-unit Tanglewood apartment and tennis club complex was approved on a 31.6 acre quarry site off Carlos Bee. The apartments, developed at 20 units per acre, left 56.5% of the site as open space, covering 24.5% with structures and 19% with streets and open parking. Tanglewood remains the example of desirable high density development to present residents of Mission Foothills. Also built in this decade were 32 condominiums on Walpert Street overlooking downtown at 8.7 units per acre and 30 condominiums off Second Street on Garwood Glen at 6.7 units per acre. Additional single family lots were created behind Second Street homes on Sylvan Glen, Canyon View Court and Fawn Meadow Lane.

Multifamily development in the 1980s is indicated on the chart on the next page. Note the very high densities approved for some complexes on Second Street near "E" Street. RHB7 zoning was intended to promote high rise development with more of the lot left for open space; the lot coverage of the Second Street development suggests that the zoning has not produced the intended result and now cannot, since a 40 foot height limit was adopted for RH districts. Rezoning is recommended for all RHB7 areas. A handful of single-family homes were built in the 1980s.

MULTIFAMILY MISSION•FOOTHILLS RESIDENTIAL DEVELOPMENT 1980-1989

Address	No. of Units	Density Units per Acre	Percent Coverage	Tenancy
23924 Second St.	30	51.4	61	Rental
24000 Second St.	45	61.6	—	Rental
921 Fletcher Lane	14	30	—	Rental
920-44 Fletcher Lane	20	33.9	29.3	Rental
945-52 Fletcher Lane	37	33	35	Rental
760 Fletcher Lane	15	26	26	Rental
25038 O'Neil Ave.	31	17	27	Condo
723 Berry Ave.	2	—	—	Rental
23950 Mission Blvd.	74	—	—	Rental

■ *Tenancy*

Mission•Foothills has a low rate of owner-occupancy. The largest portion of Mission•Foothills is in census tract 4365 which had only 31 percent owner-occupied units at the time of the 1980 census (City average was 55 percent). The 1990 census indicates only 24% owner-occupancy for that tract, but the 560 units of Tanglewood had been incorporated into the total 1629 units in the tract so the percentages cannot be directly compared. The 1990 city average is 51.5%

■ *Housing Potential*

The preliminary counts from the 1990 census indicate 3097 dwelling units in Mission•Foothills distributed as follows:

West of Mission	628
Second St.-Walpert's Hill	916
Highland Boulevard Ridge	406
Carlos Bee-Palisade	617
Spring Grove	530

As Mission•Foothills contains over 700 acres, the overall density of the area is low. The potential for additional housing is constrained by the projected use of over 84 acres for the 238 freeway, by hill terrain and by the presence of the fault line. In addition, the area has extensive commercial areas devoted to auto sales and service and a utility corridor. The acreage under various land use designations and potential maximum development is shown on the next page along with the acres constrained by the factors mentioned. This chart was prepared to facilitate comparison of different land use policy options but generally exaggerates housing potential.

HOUSING POTENTIAL

Area and Designations	Gross Acres	Maximum Units*	Acres for 238 R.O.W.	Acres in Fault Corridor	Acres Over 25% Slope
	(Net)		(Unit Loss)	(Unit Loss)	(Units Affected)
1. Spring-Grove Low Density	124 (93)	724	50 acres (294 units)	7 acres (43 units)	44 acres (256 units)
2. Baja Mission					
a. Medium Density	32 (24)	420			
b. High Density	13 (10)	350			
3. Quarry High Density	77 (57)	2,000	9 acres (235 units)	--	23 acres (592 units)
4. Highland					
a. Low Density	74 (55)	432	9 acres (50 units)	--	17 acres (99 units)
b. Medium Density	24 (18)	312		2 acres (27 units)	2 acres (27 units)
5. Second Street Low Density	67 (50)	394	4 acres (23 units)	--	16 acres (94 units)
6. Walpert's Hill High Density	58 (43)	1,122	7 acres (189 units)	--	6 acres (145 units)
7. Mission Blvd. Mixed Use	63 (47)	1,227	--	6 acres (157 units)	2 acres (53 units)
8. Commercial	63				
9. O'Neil Industrial	3				
10. Parks	53				
11. Cemetery	6				
12. Public	64		6.7 acres		
TOTAL Existing Units	721	6,981 3,097	(791 units)	(227 units)	(1,266 units)
Maximum Potential		3,884			

* Under current land use designations

MISSION • FOOTHILLS STUDY AREA

LAND USE DESIGNATION AREAS



Recommended changes in current land use designations would lower housing potential estimates on Walpert's Hill, Bunker Hill and along creeks, in the quarry and in the fault corridor. These recommended changes are balanced by expansion of high density in the Mission corridor, close to transit and commercial support services.

Existing development obviously constrains development potential in the near term and in several cases reflects long-term site limitations. If only those parcels which are vacant or underutilized are considered, there are approximately 30 acres of land designated for high density residential or mixed use, 6 acres of medium density and 12 acres of low density which could yield a maximum of about 1,200 units. This is a more realistic housing potential estimate for planning purposes. The proposed plan would result in a net reduction in acreage designated high density and an increase of medium density for those more immediately developable parcels.

If the freeway route is rescinded, the housing potential would increase by 787 units at current land use designations; this represents 294 additional single family homes in Spring Grove, 233 high density units in the quarry area and 189 units in the Second-Walpert area. Recommended land use policy changes would shrink the additional housing potential to 250 units if the freeway is rescinded. A ten acre elementary school site would further lower potential dwelling units by about 134 units.

Constraints on housing development in Mission•Foothills, besides the fault corridor and steep slopes, are the congestion of intersections along Mission Boulevard, the lack of additional elementary school capacity in the hill area, and lack of a neighborhood park on the west side of Mission. These issues will be discussed in subsequent sections.

■ ***Housing Need***

The Bay Area is among the highest priced residential markets in the country. For example, current lot prices in the San Jose area were reported to be fifteen times higher than they were in 1975 by the Urban Land Institute, and nine times higher than the average for other urban areas in 1990. People who do not already own their own homes find it very difficult to enter the market. Only eleven per cent of Bay Area households could afford to enter the housing market at the median price for homes. The number of older homes on the market for sale at more reasonable prices may also be constrained by Proposition 13 which encourages small households to stay in homes suitable for younger families with children. The mean household income in Hayward in 1991 is estimated to be about \$40,000 by the Association of Bay Area Governments; the majority of Hayward's households have a lower income than this. With an income of \$40,000, it is estimated that a household can afford to spend up to \$1,000 a month on housing, enough to support the mortgage on a modest condominium. Household income required to buy a new single family home on June Marie Court would be estimated at over \$120,000 per year.

There may be an opportunity to provide for additional moderate income home ownership in Mission Foothills if some of the surplus state land from freeway acquisitions is used for condominiums with a land write-down for moderate income families. This plan recommends that other financing assistance also be pursued. Additional owner-occupied housing is considered to be essential for the social stability of the neighborhood. The most stable large Caltrans site for residential development is a quarry area between Highland Blvd and the PG&E lines; unfortunately the present freeway design cuts off access from public streets leaving Tanglewood owners the only likely purchasers.

Some of the public land must be used for 68 subsidized rental units to fulfill Hayward's remaining obligation to provide replacement housing for the 238 freeway. As only 20-25% of any project is to consist of subsidized units, this obligation amounts to 272-340 units, presumably all rentals. The four sites set aside for this purpose are two sites off Second Street above Ward Creek, the large Caltrans property between Carlos Bee and the PG&E lines and a site at the western point of the Jackson Triangle. These might be traded for other sites. Presently, Mission Foothills has only 18 housing units developed with subsidy (at 2400 Second Street).

Concern has been expressed about replacing the single family homes in the path of the freeway with apartment units; such replacement housing is not seen as comparable and is seen as weakening neighborhood fabric. There are also general concerns about additional residential development causing loss of open space and increases in traffic. On the other hand, many people recognize a need for housing affordable to first-time buyers and support a diversity of housing by type and price.

■ Housing Maintenance

There is also continuing concern about the maintenance of Caltrans owned property. There are 157 units of Caltrans housing in Mission Foothills on the rights-of-way purchased for freeways. Some of those not rented, like on the Southwest corner of Second Street and Walpert, give a forlorn look to the neighborhood with their boarded up windows. There are also complaints about the maintenance of occupied homes.

Owner-occupied homes, where there is a household income of less than 80% of median income, may be eligible for a City assisted loan to bring the property up to code and provide general maintenance. Paint and other volunteer maintenance programs are recommended to help keep a cared-for appearance in the neighborhood as well as vigorous Community Preservation enforcement and information on available public programs.

PUBLIC LAND USE AND FACILITIES

School and park needs are derived from existing and anticipated residential development. The school district anticipates that each new home means .25 more elementary students. The park district figures that there should be 1.5 acres of neighborhood park to serve 1,000 people. In all, 5 acres of community parks, special facilities, playfields and neighborhood parks per thousand people is the City standard. As land becomes more expensive and less available, joint use of open space has been pursued. In addition to school and park district facilities, the Eden YMCA, the Walpert Center and the adjoining university offer cultural resources to the neighborhood.

■ *Schools and Day Care*

There has been no elementary school within Mission•Foothills since the Hillcrest School was closed in 1977 and sold. Children in this planning area attend five different elementary schools: East Avenue, Harder, Highland, Markham and Muir. All of these schools have added portables to accommodate additional students. Highland has 13 portables; Harder, 8; East Avenue, 6; Markham and Muir, 3 each, for a total of 33. Although portable classrooms provide satisfactory teaching environments, stress on the shared facilities of the school such as the library, multipurpose room, playground and latchkey facilities is indicated. Development of vacant residential land (excluding freeway right-of-way) would add 300 elementary students from Mission•Foothills.

The school board requested a moratorium on additional hill development pending acquisition of a school site; while their immediate motive may have been to emphasize a desire for dedication of a site on Walpert Ridge, shortage of additional elementary school capacity for Mission•Foothills seems apparent.

Possible sites for an elementary school in Mission•Foothills have been sought in this planning process. School district officials have indicated that they would not be interested in reacquisition of Hillcrest School because a fault trace was found near; they would want a site outside the Alquist-Priolo zone. The largest vacant site outside of the 238 right-of-way, the Carlos Bee-Mission site, does not meet this criterion.

If the Walpert Center on Walpert Street were converted to an elementary school, the 5.5-acre site would be considerably smaller than the 10-acre site desired by the school district. Sharing Hayward High's site was also considered infeasible.

If the freeway route is rescinded, the quarry area could be connected to the neighborhood by extending Overlook and Palisade to provide a sheltered and stable school site of the desired size at a central location in the neighborhood. Connection of the Spring-Grove neighborhood to Carlos Bee and pedestrian paths from Highland Blvd into the quarry would bring much of the neighborhood within walking distance.

Intermediate school students in Mission•Foothills attend Bret Harte if they live north of Carlos Bee and east of Mission; Winton School if they live west of Mission; and La Vista if they live south of Carlos Bee. Only Bret Harte is within Mission•Foothills neighborhood boundaries. That school has a striking location on the downtown side of Walpert's Hill with a frontage of green playing fields along "E" Street and an unusual outdoor amphitheater built into the hill behind the school. Bret Harte school has an enrollment of 600 students filling the current number of classrooms (the school had three more portables a few years ago).

All high school students in Mission•Foothills are in the Hayward High attendance boundaries. The Hayward High site is 65 acres; although built in the 60's, it is the newest facility in the district and a large site was acquired in anticipation of the 238 freeway which would take 6.7 acres where the soccer field is now. The school has extensive fields, an excellent cross country track and other athletic facilities in a setting which has suggested joint use as a community park. Noise impacts to the playing field with the 238 freeway and potential creek restoration are included under Environmental Concerns.

The neighborhood task force would like to see Hayward High students become involved in the neighborhood. Students are perceived as having a very weak connection with their city. Inclusion of Hayward history and local ecology in the curriculum was suggested by the Task Force.

A unique educational facility in Mission•Foothills is the Walpert Center for the Retarded which has a workshop for 104 clients. The center was established in 1960 by parents to provide programs for young children not served by the schools; County programs now cover preschool children. It has been a long term desire of some of the parents to build a residential care facility with proceeds from sale of vacant land behind the center. A Montessori school has recently opened at the site.

The other facility with a pre-school program in the neighborhood is the Eden YMCA which has about 15 children in full day program for 2-5 year olds. There is also before and after school care for 5-12 year olds.

There is considerable concern about having adequate resources to maintain quality schools which would include environmental and cultural education - art and music - as well as maintaining teachable class sizes. Interest in multi-track all year schools which would more fully utilize school facilities was expressed. Utilization of volunteers and older students to teach extracurricular courses after school was suggested.

There is also concern about childcare with the limited funding for Headstart and latchkey programs. Encouraging employer daycare programs or providing day care at school sites were suggested. Parent cooperative childcare was seen as an option to be promoted.

■ **Park Facilities**

Memorial Park is the principal park facility in Mission•Foothills. This unique park contains The Plunge swim center, a band shell, two tennis courts, a tot lot, picnic tables and a trail which follows Ward Creek, connecting the city with the Greenbelt (see map following). There is also a Girl Scout cabin below Fletcher Lane; the Boy Scout cabin on the opposite side of Ward Creek was removed when it began to slide. The trail is well used by hikers and cyclists; the total attendance at the Plunge the last year was reported as over 190,000; and summer concerts occur weekly at the band shell.

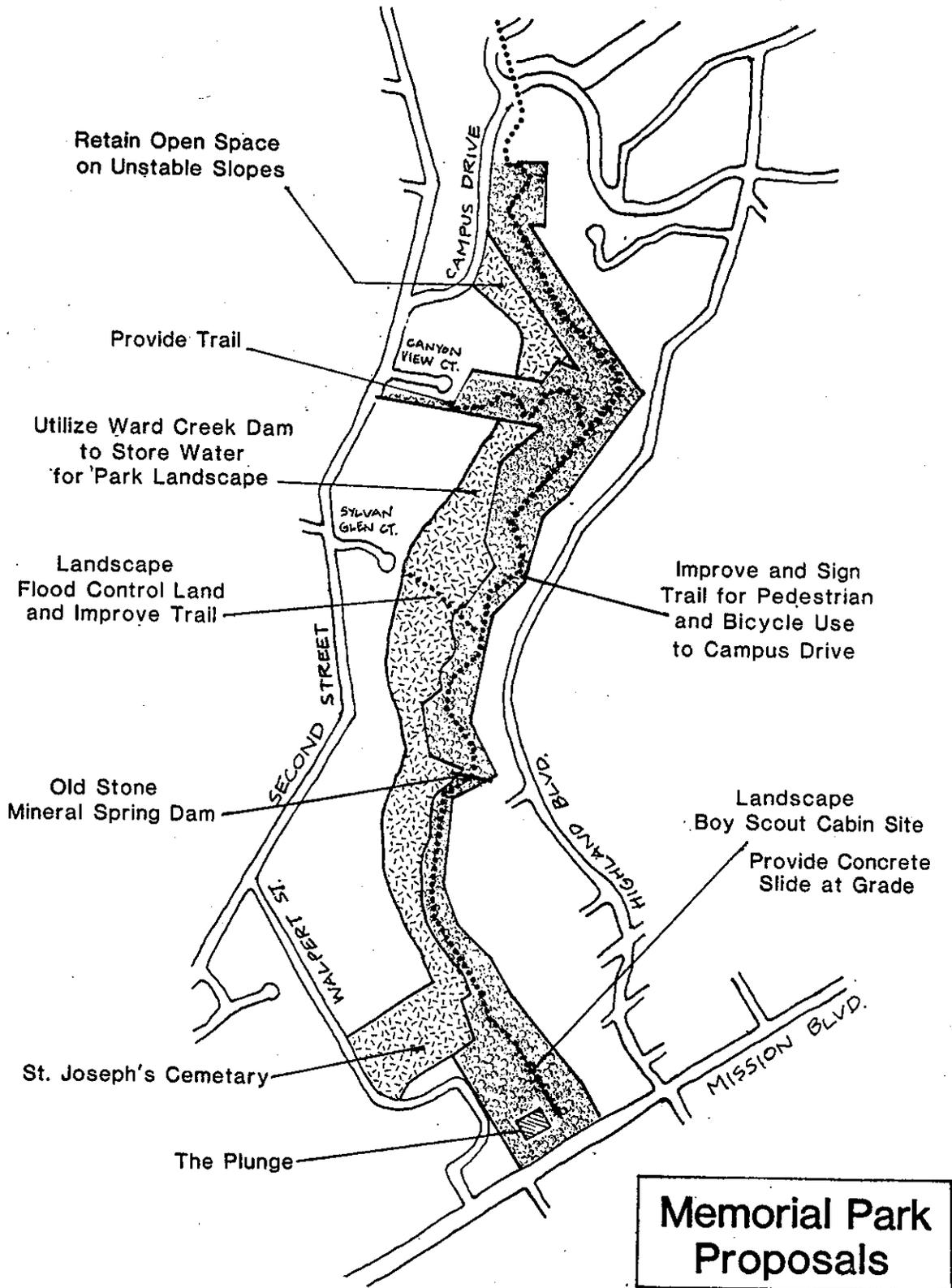
Fuller utilization of Memorial Park is suggested with additional activities such as horse-shoes and concrete slides on slopes; with landscaping the former Boy Scout cabin site; with trail improvements to Campus Drive and connection to Sylvan Glen (by Alameda County Flood Control District). A kiosk noting community events, local childcare and maintenance services and available public services is suggested.

Memorial Park is a 31 acre community park within a half-mile walking distance of most of the north section of Mission•Foothills. Although it lacks playing fields because of its terrain, that deficit may be made up by the two baseball fields and four basketball courts at Bret Harte and the extensive fields and courts of Hayward High.

Hayward High currently has a soccer field, a football field, two baseball fields, a track, ten handball courts, four tennis courts and a dozen basketball courts. There is also a swimming pool which is not currently in use because of operating expense. In addition, Hayward High has a beautiful setting, overlooking Castro Valley and the Bay on the downhill side and connecting with natural hill slopes and the rushes of Sulphur Creek at the uphill end.

Joint use of Hayward High open space as a community park is strongly recommended. Community use could be enhanced by better connections to Second Street with additional jogging trails, a par course, night lighting and, perhaps, solar pool heating to bring the pool back into use for students and the public.

In addition to the oldest park, Mission•Foothills has one of newest. The first 1.25 acre segment of Spring-Grove Park was acquired after a concerted neighborhood effort. Its location is within a half mile walking distance of most of the southern part of Mission•Foothills. The initial segment has been developed with a basketball court and children's play structures. An additional seven-tenths of an acre was purchased by HARD last year and a couple more lots were just purchased (October 1991). A more pastoral park segment extending northwards has been envisaged by the neighborhood.



■ Park Need

At the City standard of 5 acres of park per thousand population, Mission•Foothills should have about 42 acres. HARD currently lists the following facilities:

Memorial Park	31	acres
Spring Grove Park	4	acres
Bret Harte School	4.7	acres
Hayward High	2	acres
<hr/>		
Total	41.7	acres

It is difficult to conclude, however, that there is no park need because of steep terrain of most park acreage in Mission•Foothills. Also, the only neighborhood park is Spring Grove Park, though Memorial Park includes some elements of a neighborhood park. A park facility on the west side of Mission is needed to bring a park within walking distance of that area.

To accommodate growth and make the best use of available resources, continued expansion of open space corridors along creeks, transmission lines and the fault line together with expanded use of Hayward High grounds is recommended. Projected park need is 20 acres to accommodate additional housing development in Mission•Foothills. Augmented facilities at Memorial Park, Bret Harte and Hayward High would also help meet needs in the downtown and "Upper B Street" neighborhoods.

Continued expansion of Spring Grove Park is one possibility. The linear park/ bikeway could continue along the fault corridor between Carlos Bee and the PG&E corridor when that land is developed.

The PG&E transmission corridor immediately adjacent to Mission Blvd. appears underutilized and most is designated for parks and recreation use in the General Policies Plan. HARD has developed the PG&E corridor through much of Hayward as the Eden Greenway but has not been interested in the corridor in Mission•Foothills; a PG&E official has indicated need for the sites west of Mission for another five years as construction yards. Park use of the flat portion near Mission is compromised by traffic noise and air pollution in addition to possible health risks from electric fields. Yet there is no public open space readily accessible to people west of Mission Blvd. and the corridor has been attractively developed as parkland in other areas of Hayward. Park development of the PG&E corridor west of Mission would add three acres of park.

Another site suggested for park use is the undeveloped land on the hill face near Fletcher Lane (behind the Sizzler). This site was recently proposed for a golf driving range which was opposed for the negative visual impact of a net across the prime view and other intrusions on the residences above such as night lighting. Because multiple fault traces have been mapped on the site, there are few suitable uses. A view terrace at the top is recommended. A public garden along a walkway descending to "E" Street might be justified by its high visibility at the gateway to the neighborhood and to the downtown. An existing graded level could provide a playing field. An alternative not requiring public investment might be to expand St. Joseph's cemetery to the hillface, replicating other beautiful hillside burial places.

Finally, the quarry site has been suggested as a lake site to mitigate loss of amenity and habitat values in other parks caused by the proposed freeway. If access could be provided in the freeway design, this area could also be a park. The plan recommends that public access be provided to the creek and recreational facilities in conjunction with future development.

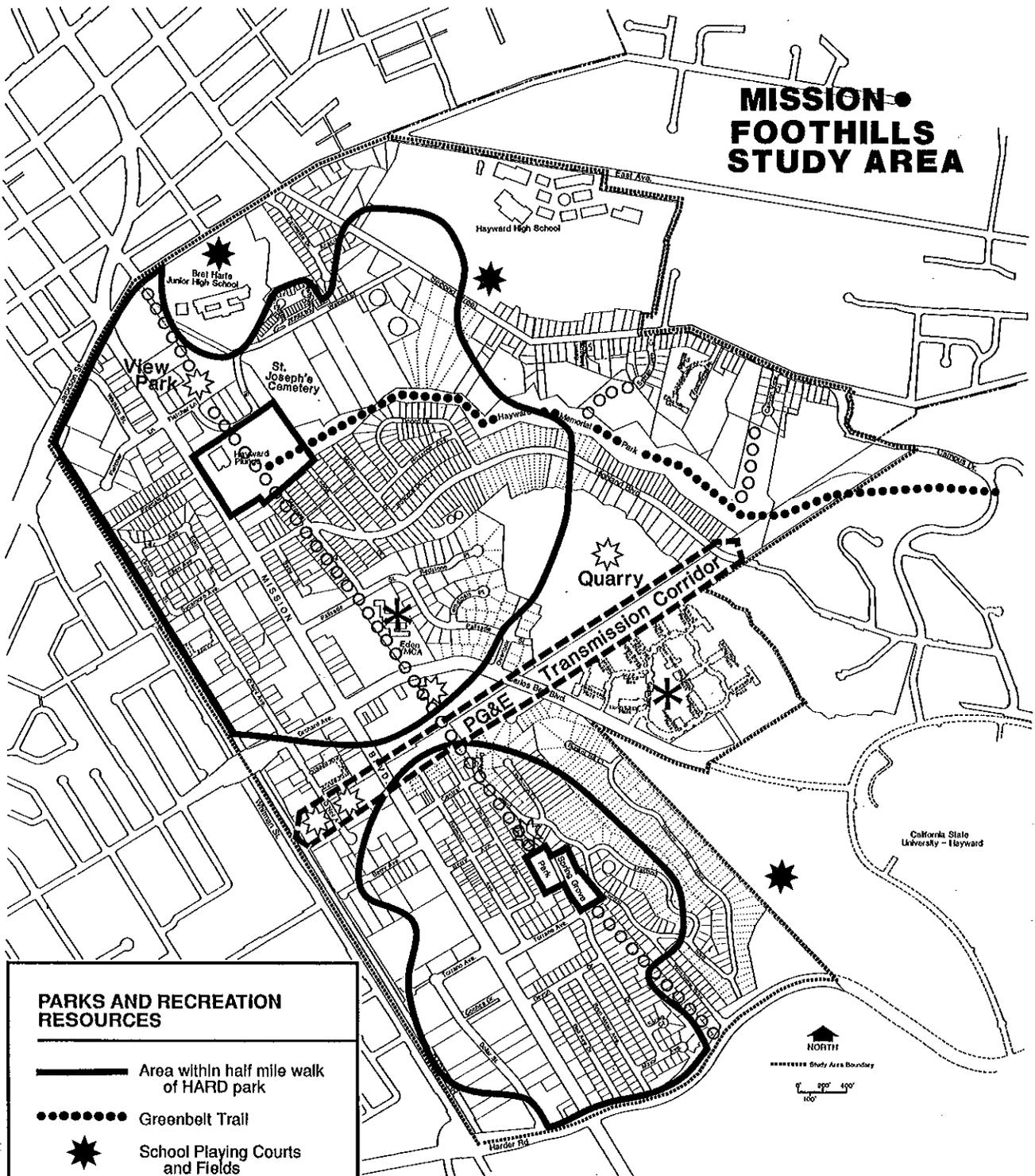
■ ***Other Recreational and Cultural Resources***

The most extensive private recreational resources are in the Tanglewood Apartment complex where there are ten tennis courts, 2 racquetball courts, a basketball court, 5 pools and 3 jacuzzis. Condominium development with a wooded setting and some of the other amenities of Tanglewood was seen as a desirable use for the vacant Caltrans land at Mission and Carlos Bee. Private recreational facilities would also be important to the amenity of new residential developments west of Mission where parks are distant.

Recreational programs are available at the Eden YMCA including basketball, gymnastics and martial arts. Their programs for children are regarded as a neighborhood asset. The YMCA also has meeting space for various organizations and classes.

Finally, Cal State resources are potentially a great asset to the neighborhood. Recreational space may be used when it is not in use by the university. Fields and indoor spaces may be rented for scheduled use by outside groups. The library is open for community use (not check-out) and cultural events such as plays and recitals are close at hand. If Harder Road were open to Hayward Boulevard, campus announcement boards there and at the Carlos Bee gate would help build a town-gown connection.

MISSION FOOTHILLS STUDY AREA



PARKS AND RECREATION RESOURCES

-  Area within half mile walk of HARD park
-  Greenbelt Trail
-  School Playing Courts and Fields
-  Private Recreation Facilities
-  Possible Fault Greenbelt Trail/Improved Trail
-  Other Possible Park Facilities/ Park Expansions



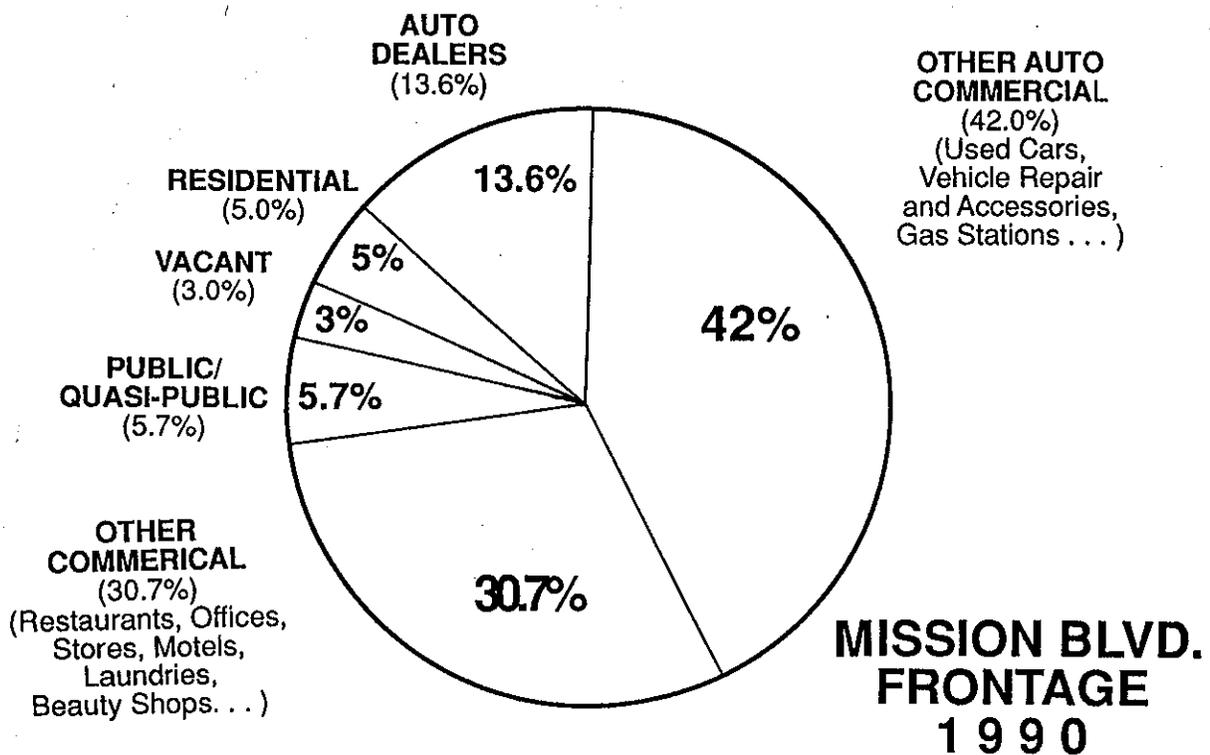
COMMERCIAL LAND USE

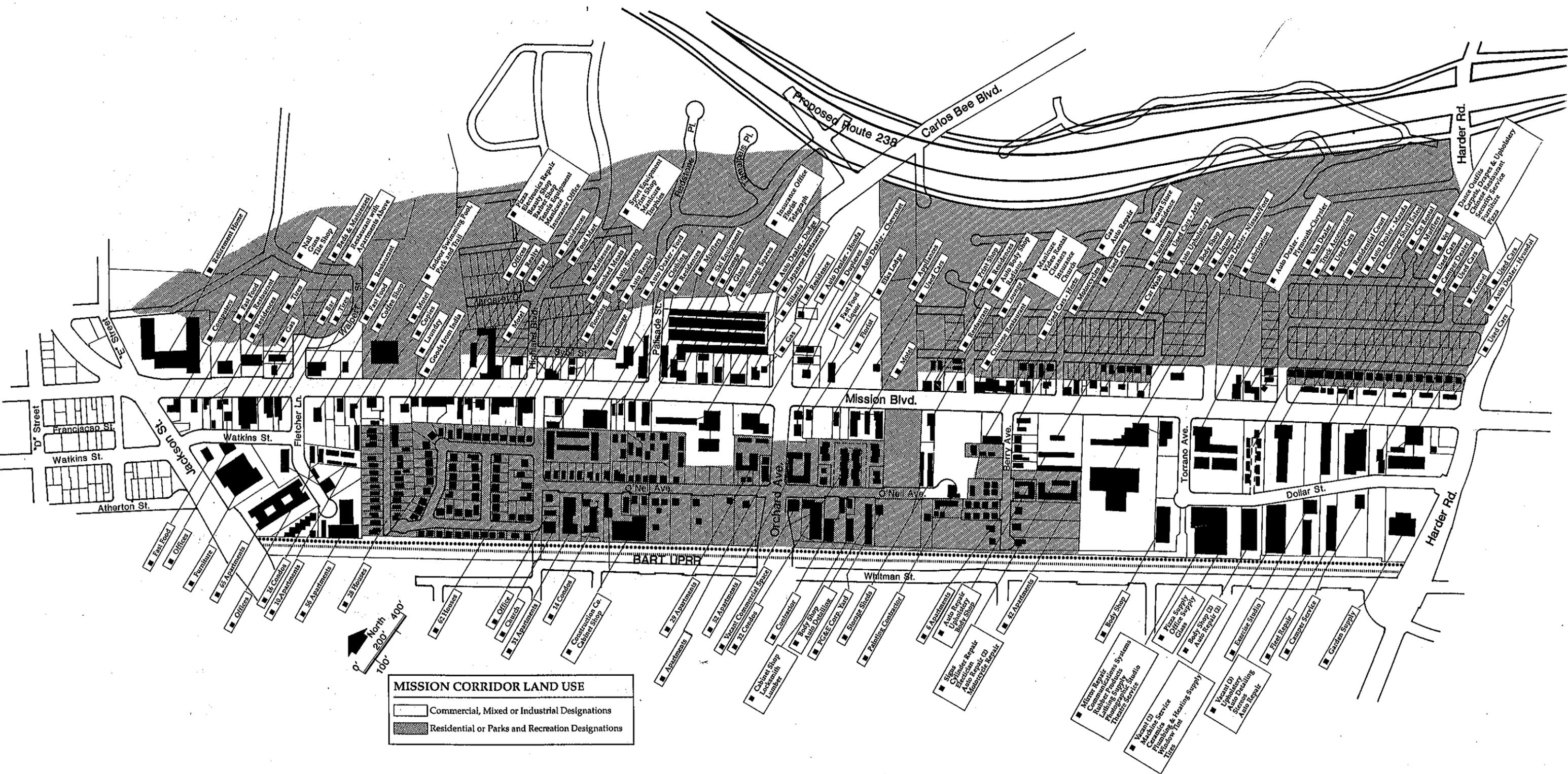
■ Background

Most of the commercial land use in Mission•Foothills is located along Mission Boulevard, the oldest road in the City originally connecting Mission San Jose with other Spanish missions in California. It currently has all the trademarks of commercial strip: strung out commercial development, random curb cuts, discordant signage, few street trees, and no architectural continuity. Continuity is provided by the asphalt, lane markings and overhead electric wires.

Recent development has been required to provide landscaping, but there is no continuity between parcels. And in many places there is only eight feet of sidewalk between the buildings and the street, severely limiting landscape opportunities. Much of the more recent development has tended to be oriented towards drive-in business such as fast foods and auto lubes so the architectural definition of the street space does not seem to be improving.

Mission Boulevard has a very high proportion of commercial development relative to any other use as may be seen on the pie chart. The commercial development is also dramatically oriented towards car sales, repair, servicing and accessorizing!





MISSION CORRIDOR LAND USE

Commercial, Mixed or Industrial Designations
 Residential or Parks and Recreation Designations

As may be seen on the Mission Corridor Land Use map, restaurants and fast food are plentiful at the downtown end of Mission Boulevard, and there appears to be a cluster of sports related shops near Memorial Park.

Off Mission, there are remnants of an industrial area on O'Neil and more recent business bays constructed on Dollar Street along with an isolated garden center. There is no major grocery store anchoring other neighborhood services in the neighborhood. Residents look to the downtown as their commercial center and are distressed by its decline.

■ **Existing Commercial Land Use Policy**

It is the general policy of the City to concentrate commercial uses into more attractive, compact areas by breaking up commercial strips with areas of high density housing. It has also been the policy of the City to cluster auto sales between Harder Road and Orchard on Mission Boulevard to build a stronger auto row for comparison shopping (and a continued stream of sales tax revenues to support City services). The housing policy is not reflected in the zoning for Mission Boulevard. Auto uses are accommodated with extensive General Commercial (CG) zoning which extends beyond Orchard .

The City's policy on Auto Row is under review. An analysis of the financial feasibility of restructuring Mission Boulevard Auto Row into a contemporary suburban auto mall completed by Gruen, Gruen and Associates in March 1991 concluded that, given the estimated cost of \$48,650,000 to redevelop 54 acres as an auto mall, there would be insufficient sales tax revenues resulting from the investment to finance the project. The annual shortfall was estimated to be nearly \$2 million. Sites with current freeway access and less existing development are being evaluated for an auto mall. Auto dealers occupied about 22 acres in Mission Foothills in the summer of 1991.

AUTO DEALERS IN MISSION•FOOTHILLS

Dealer	Location	Acreage
Autowest Hyundai	25995 Mission	2.0
Chrysler Plymouth Dodge	25601 Mission	2.93
Nissan	25551 Mission	.64
Allan Motors	25715 Mission	2.05
Lincoln-Mercury	24644 Mission	2.20+
Honda of Hayward	24895 Mission	1.01
Hayward Toyota	24773 Mission	3.27
Ed Chandler Ford	25501 Mission	7.41

■ ***Future for Auto Row on Mission Boulevard***

Automobile sales have always been volatile and are currently experiencing a sharp decline. Automobile dealers are generally responding by consolidating dealerships and cutting down inventories. As land costs increase, dealerships use land more intensively; the showroom and service garage cover the site. If the auto dealers elect to stay on Mission Boulevard, it seems probable that their operations will become more compact. The successful Colma Auto Center cited in the Gruen report sits on only 3.67 acres; the classic Burlingame Auto Row (off the freeway near downtown) is also much more compact than Hayward dealerships.

Current thinking by consultants in the field, however, is that auto malls are more attractive to customers and make old auto rows obsolete just as shopping centers drained downtown business. So, even though Hayward dealers are somewhat leery of becoming encumbered by new debt at this time and cognizant of the time the Fremont mall has taken to create, they may relocate to an auto mall.

An exodus of auto dealers would cause other changes. For every foot of auto dealer frontage on Mission Boulevard there are probably two of used car lots or auto service and accessorizing businesses that are somewhat dependent on the presence of the dealers. The advertising done by the auto dealers attracts business to these ancillary businesses; most would be expected to suffer business losses if the dealers pulled out. The used car lots could not command as much rent if they were not adjacent to the dealers so land owners may explore other options for the use of their land. As the vacancy rate for apartments and stores is low on this section of Mission and as there are many large parcels with a low percentage of investment in existing structures, there may be other options. For parcels which are underutilized (less than 25% building coverage) and at least a half acre in size, housing is a possibility. Densities must be at least 20 units per acre to complete with marginal commercial uses. And, as discussed below, there is a resurgence in corridor commercial viability.

The attractiveness of Mission for new investment could be increased by a City commitment to public improvements on Mission Boulevard which would enhance the assets of Mission Boulevard: a central hillside setting with frequent transit service and proximity to Cal State. Mission Boulevard design is discussed in the last section of this report.

The Gruen report, however, suggests that a redevelopment program would be needed to overcome the blighting effect of obsolete auto facilities. This plan recommends a redevelopment study if the auto dealers neither consolidate their operation on Mission around Dollar Street nor collectively move to an auto mall because residents see intermittent dealerships as spoiling the attractiveness of Mission Blvd for new, quality development.

Establishment of a redevelopment area along Mission would give the City/agency the ability to acquire land, through condemnation if necessary, to meet development objectives. The agency captures tax increments from subsequent development which would have otherwise been distributed to public agencies such as the County to fund its activities. The agency is responsible for replacing low and moderate income housing as well as using 20 percent of tax increments for new such housing. The redevelopment area must exhibit substandard structures, inefficient parcelization or depressed land values.

■ ***Trends in Existing Strip Commercial Development***

A national review of trends in older strip development in the December 1990 *Planning* saw a resurgence of new uses for old strip development as the rents in regional malls rise and accessibility of regional malls is impeded by traffic congestion. "Friction" in urban areas results in people seeking goods and services closer to home, providing a market for new enterprises.

Improvement in design quality has also improved the competitive position of strip centers.

Conversion of some of the larger, more flexible buildings to community service centers such as the YMCA was also observed to be occurring where parking was available.

■ ***Available Local Programs to Aid Business***

The City has a Small Business Revolving Loan Fund for facade improvements, equipment acquisition, leasehold improvements, working capital and real estate acquisition/rehabilitation for owner-occupants. Businesses must have been in operation for at least two years and offer job opportunities for low and moderate income Hayward residents. In general the loans have ranged from \$10,000 to \$50,000 of "gap" financing to supplement other resources of the business. Facade improvement loans are limited to \$5,000 per storefront but have an interest rate of only 3 percent.

There are limited Community Block Grant funds which are awarded on an annual basis which could be applied for. The area between Mission Boulevard and the BART tracks is one of the target areas for those funds. The neighborhood task force has expressed interest in a promotional campaign to encourage use of local maintenance, landscape and construction contractors as a way of improving both the economy and appearance of the neighborhood. Another need is to improve and connect parking lots behind the existing commercial centers.

■ ***Proposed Commercial Land Use Changes***

The neighborhood task force is interested in allowing a mixture of residential and commercial development on Mission. The General Policies Plan indicates that either residential or commercial use would be considered in much of the area around Carlos Bee and Palisade. The Task Force recommended expanding the area where housing is allowed on Mission Blvd. and mixed use zoning for frontages between Carlos Bee and Fletcher. Residential development above or near neighborhood commercial was desired to increase market support for neighborhood commercial and to minimize traffic by concentrating neighborhood development near stores and transit.

There is a mixed use zone developed in conjunction with the Burbank Neighborhood Plan for application on "A" Street which could be applied to sections of Mission where residential over commercial or residential over parking is desired. This zone does not allow new (or expanded) gas stations or drive-in fast food establishments and does not allow residential development to reach high density maximums. This zone is recommended for Mission Blvd. between Fletcher and Orchard in order to provide for residential over commercial use.

Some large sites adjoining the proposed extension of the Eden Greenway on Mission were recommended for high density residential use in order to break up the continuous commercial strip and take advantage of park frontage.

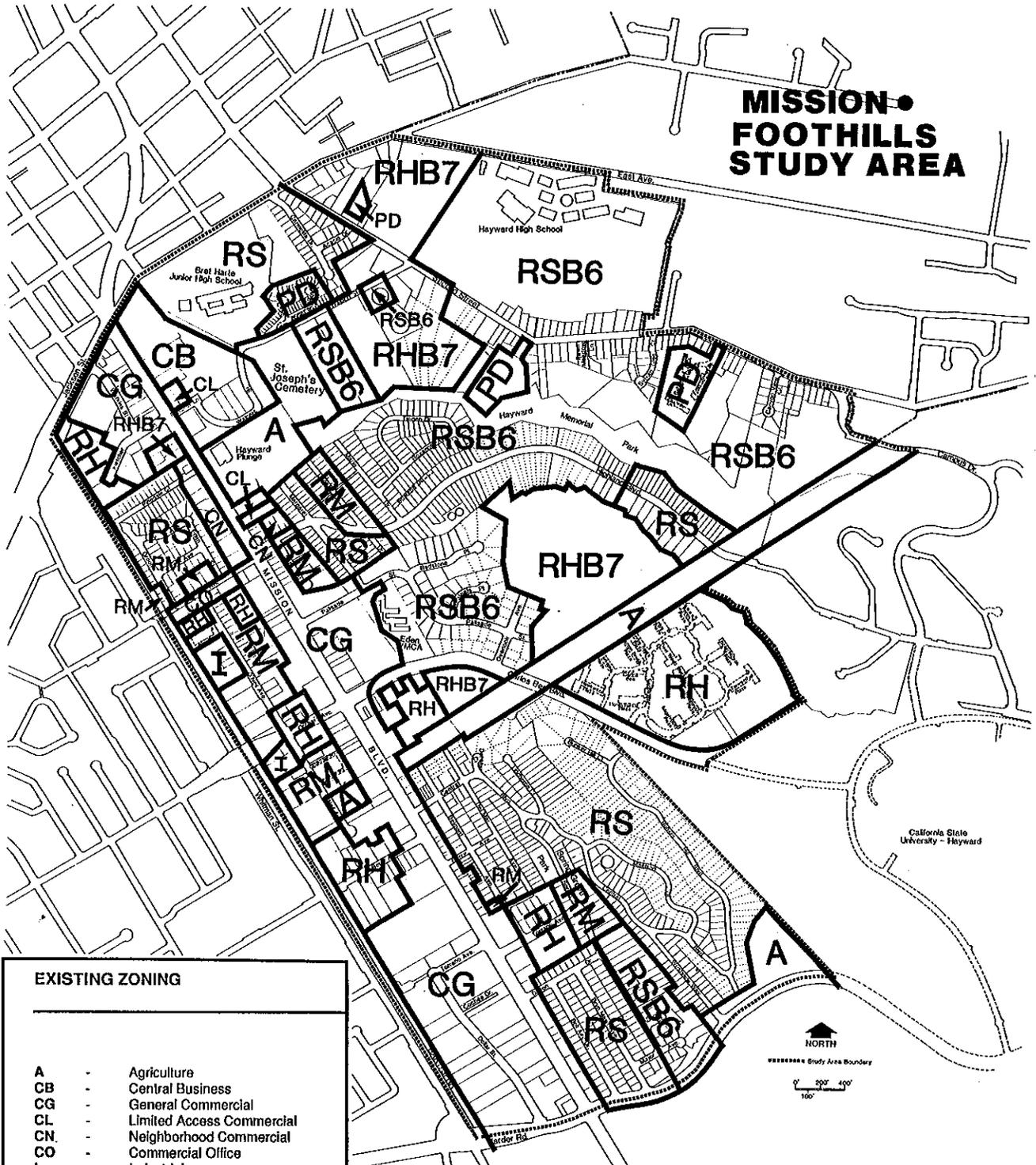
There was also support for replacing the General Commercial zoning on the east side of Mission Boulevard with Neighborhood Commercial zoning. General Commercial allows auto dealers and storage facilities and has no front setbacks or height limits. There is concurrence that controlled height and setbacks are important for retaining hill views and that neighborhood commercial would be more compatible with the adjoining neighborhood as lights, sound systems and test drives accompanying the car lots are nuisances. It is recognized, however, that there is probably insufficient demand to support that much neighborhood commercial at the southern end of the neighborhood and that the shallow parcels would be difficult to develop.

There is also interest in developing some commercial uses that would be attractive to students in order to build the commercial vitality of Mission Boulevard. Hayward's movie theaters are distant at Hesperian. Video game parlors, coffee houses, and bookstores are also relatively scarce near the university. If the auto dealerships leave, large sites will open up for new commercial development. An upscale market has also been mentioned as a desirable addition to the neighborhood.

The remaining spots of Industrial zoning in Mission Foothills were also addressed. There is support for allowing some light manufacturing to continue on O'Neil along with live-work development. Retention of employment opportunities in the neighborhood is seen as desirable for a balanced neighborhood so provision for light industrial and live-work development was included in a recommended overlay zone.

The alternative of designating and zoning all the parcels on O'Neil for residential use was pursued by the Planning Department in 1988 to achieve zoning consistency; the parcels that remain industrially designated indicate owners who protested the rezonings. Currently residential land values are higher than industrial so that, even if mixed use were allowed, residential use may supplant light industrial.

MISSION FOOTHILLS STUDY AREA



EXISTING ZONING	
A	- Agriculture
CB	- Central Business
CG	- General Commercial
CL	- Limited Access Commercial
CN	- Neighborhood Commercial
CO	- Commercial Office
I	- Industrial
PD	- Planned Development
RH	- High Density Residential 1,250 sq. ft. of land per unit
RHB7	- High Density Residential 750 sq. ft. of land per unit if over 3 stories
RM	- Medium Density Residential 2,500 sq. ft. of land per unit
RS	- Single-Family Residential 5,000 sq. ft. lot minimum
RSB6	- Single-Family Residential 6,000 sq. ft. lots minimum



Zoning	Min. Lot per unit (sq. ft.)	Maximum Coverage	Comments
Agriculture	43,560	NA	Used as open space district in Mission•Foothills.
Residential Natural Preservation	20,000	30%	Not currently used in Mission•Foothills
Residential Single-Family	6,000	40%	Change in max height to 30 feet being considered
Residential Single-Family	5,000	40%	Change in max height to 30 feet being considered
Residential Medium Density	2,500	50%	
Residential High Density	1,250	60%	
Residential High Density "B7"	750	60%	Obsolete with current height limits
Commercial-Office	1,250 or 2,500	50%	Allows residential & offices; 10' setback
Neighborhood Commercial-Residential	1,723 or 2,500	—	Allows commercial and residential; 10' setback
Neighborhood Commercial	NA	90%	10' setback
Limited Access Commercial	NA	40%	Highway commercial
General Commercial	NA	90%	No height limit, no setback
Central Business	none	none	Obsolete downtown zoning; no height limit, 10' setback
Industrial	NA	none	New light industrial district to be adopted

Note: 40 foot height limit, 20 foot front setback except as noted; refer to Zoning Ordinance for full information.

Planning staff recommends that obsolete commercial zoning be replaced in the course of neighborhood planning. The Central Business zoning in the St. Regis area is a remnant of the old downtown zoning which has since been replaced by Central City zoning in the downtown. As CB zoning has no limits on density or height, it suggests an intensity of development inappropriate outside the downtown, especially in the fault corridor.

There are also two spots of Limited Access Commercial zoning remaining on Mission. This is the old highway service zone that was left to recognize one gas station and one old motel. While this zone is also generally considered obsolete, it offers a commercial zone with less intensity of development which is recommended for extension over the fault in the St Regis area. Because there is a newer motel adjacent to the PG&E corridor, some highway commercial was also recommended there although the classification would need a text change to allow existing miscellaneous retail uses. The only alternative commercial zoning allowing motels is General Commercial.

■ ***Design Standards for Mission Boulevard***

Design standards and guidelines are recommended along Mission to give the street a more unified, attractive look. The style suggested to complement Hayward's oldest street along the foot of the hills is a ranch or Spanish ranch motif.

Commercial architecture which appealed to the neighborhood task force tended to have low pitched tile roofs with rustic, woodsy elements or textured Spanish elements. These were seen as being more appropriate to the place and more evocative of a sense of community than buildings with boxier lines, bright colors or slick surfaces. Buildings which would stand out because of their height or bizarre configuration are to be avoided. High density development is only recommended where sites are big enough to include large sheltered open spaces.

Well-maintained landscaping is generally appreciated. Street trees have been suggested as the most cost-effective way to improve the appearance of the street, suggesting a widened public right-of-way or setbacks to allow room for trees as the sidewalk area on Mission has been reduced to 8 feet. More informal groupings of trees would tie in with the more natural qualities of the hillside and could frame views. Multi-trunked trees in raised planters in courtyard settings would contribute to a Spanish ranch flavor within commercial developments. Residential courtyard development should provide interior views of landscaped space with focal points like fountains.

Mission corridor development should provide for attractive tree and rooftop views from the hills as well as maintaining hill views from Mission Blvd. Guiding development towards an appealing, coherent look is intended to maximize the value of public and private investment.

■ **Signage**

Updated signage is desired along Mission. Many signs do not conform with the present sign ordinance, clutter the streetscape and block hill views. Free-standing pole signs poke up at widely varied heights along with highway-scaled seat belt signs. Mission Blvd. signs pointing to the university lack distinction.

The City is reviewing its sign ordinance. Proposed changes include lowering the height limit of free-standing signs to 14 feet in General Commercial zones and 10 feet in Neighborhood Commercial zones so that street trees won't be butchered to maintain sign visibility. The proposed sign ordinance also prohibits roof signs. The new San Jose Commercial Guidelines have one height limit for free-standing signs (12 feet) and allow freestanding signs only when the business has more than 100 feet of frontage. Greater restrictiveness of signs tends to increase business interest in high profile buildings.

The neighborhood remains frustrated by the inability of the public to get existing nonconforming signage improved. Positive incentives for upgrading signage are recommended. Some cities require a sign permit when signs are refaced. Limiting the message area on the refaced sign to that allowed on new signs might provide more equitable sign regulation and reduce the incentive to retain non-conforming large signs.

CIRCULATION

Public rights of way for circulation is the land use which knits all others together and accounts for about 25 percent of an urban area. The layout of the circulation system shapes land use in urbanizing California. Public rights of way also shape the image people have of places. If public rights of way open up views of open space or direct attention to handsome landmarks, they make cities more "imageable." If they are well landscaped and maintained, they convey a sense of civic pride and order. The efficiency of the transportation system is also key to economic growth and environmental health.

■ *Neighborhood Circulation Issues*

In common with the Bay Area as a whole, circulation is the biggest issue with residents of Mission•Foothills.

Most comments at the neighborhood meetings dealt with the arterials. On the "minor arterial" of Second Street, speeding, lack of sidewalks and pedestrian crossings, and excessive traffic volumes were issues. The lack of efficient east-west arterial connections between the neighborhood and I-880 and the Industrial Corridor is a common complaint. Mission Boulevard traffic was a major concern with many suggestions offered including widening, removing parking, providing flyover at Foothill, and extending Whitman and Huntwood to distribute traffic better.

The proposed 238 bypass through Mission•Foothills was the other main issue. In addition to most people registering opposition to the project, there was interest in freeway design and freeway alternatives. Another recurring freeway issue was connection of I-580 with the San Mateo bridge Route 92.

■ *Existing Circulation*

Arterials : Mission, Second, Carlos Bee/ Orchard, Harder...

Neighborhoods are often bounded by major streets : arterials. Arterials primarily serve through traffic and are more efficient when access to adjoining land uses is limited. The only roadway indicated as a major arterial in Mission•Foothills is Mission Boulevard. Carlos Bee, Harder Road, Campus Drive and Second Street are designated as minor arterials in the General Policies Plan. Carlos Bee and Harder Road have full arterial width 110 foot rights of way but exceed maximum grades. The right of way on Second Street is only 59 feet even though it has long been designated a major street with a County plan line of 92 feet (like Calaroga and Huntwood). Traffic counts indicate that "E" Street also serves as a minor arterial.

Efficient traffic flow on neighborhood arterials is most compromised on Second Street and Mission Blvd. Individual homes take their access directly from Second Street and experience difficulty pulling into fast traffic; cars park in the sidewalk area to avoid sideswipes. Parking pockets, pedestrian crossing lights, and undulations and/or stop signs are recommended to protect people in the neighborhood from fast traffic. Standard 35 mile an hour design may be inconsistent with the intent of contraining speed and would require more intrusion on yards.

On Mission Boulevard, on-street parking and numerous curb cuts for commercial uses and unaligned minor intersections interfere with traffic flow; the complicated, congested intersection at Jackson backs up traffic. The 238 Usage study indicated that a grade separation at Jackson would increase Mission-Foothill capacity by 20,000 trips a day.

Recent traffic volumes on Mission have far exceeded projections. The 1991 draft EIR for Walpert Ridge indicates that Mission is at capacity; additional hill development would require either removing parking on Mission, widening all major intersections or widening the entire street in order to mitigate traffic impacts until the 238 freeway is completed. A consultant, DKS, estimated widening Mission Blvd to Tennyson Road at \$10,770,000 plus business relocation and demolition costs.

Service levels of Mission intersections are currently "F" in the afternoon peak and also "F" in the morning at Jackson. The Mission/Foothill Corridor Study indicates that completion of work on I-880 with the flyover to 238 would alleviate present traffic until near the year 2010 when growth would restore current levels of congestion.

This plan recommends widening Mission to three lanes in each direction if on-street parking can be replaced by off-street parking lots; if Measure B funds can be applied, widening to standard lane width with generous sidewalk, median and landscaped greenway is recommended. Evaluation of grade separation designs is also recommended. While many think that this is an idea overdue, there is also concern about any massive structure which would detract from the neighborhood and downtown and a desire to weigh such a project against improvements in the network of streets.

Collectors : Dollar, O'Neil, Sycamore, Highland, Walpert...

Another functional category of streets are collector streets which typically carry between 2,000 and 9,000 trips per day. They are intended to carry local traffic to the arterials and also to provide access to adjacent properties. The standard right of way for a residential collector street has been 68 feet which allows use for two lanes in each direction or one lane in each direction flanked by parking and bike lanes. Council has endorsed a Mt. Eden Neighborhood Plan proposal for a Minor Collector standard with a 60 foot right of way. This is the current typical Bay Area standard for collectors as excessive width may waste resources and invite speed.

The only streets in Mission•Foothills built as collectors are Dollar, Torrano, Watkins and west Fletcher. Portions of O'Neil are built to eventually form a 68 foot public right of way.

A 68 foot precise plan line was recently adopted for the block of Sycamore which connects O'Neil to Mission in order to be consistent with O'Neil in function and design. This plan line was opposed by some residents as the street currently has a 50 foot right of way. The only present consequence of the action, however, was to *narrow* the previous plan line for Sycamore, establishing a lesser set back for new development than before.

If bike lanes or angled parking were proposed for O'Neil and Sycamore, the 68 feet could be fully utilized. If not, a 60 foot right of way would avoid excess pavement. The Task Force initially supported a 68 foot right of way and subsequently divided in different ways at different times on whether to accede to wishes of some residents for a 50 foot right of way on Sycamore or to recommend consistent plan lines for O'Neil and the block of Sycamore connecting O'Neil to Mission. As the area is recommended for relatively intense mixed use development and as much of O'Neil has already been partially widened, planning staff recommends adoption of a 60 foot right of way as the narrowest standard consistent with function.

Connection of O'Neil Ave to Dollar Street is recommended in this plan. In addition to allowing for further development as occurred when Dollar Street was built, the connection would allow neighborhood traffic a route connecting to east-west arterials that avoids Mission. It would shorten walking distances to schools and to the proposed park and allow access to commercial parking areas from a collector rather than from a fast arterial. The street could be designed for lower travel speeds with bends and diagonal parking on the wide section by Auto Row to discourage cut-through traffic. (Transportation Services division generally considers diagonal parking to have public safety problems.) This connection was sought in 1962 but successfully opposed by Berry Ave. residents.

Overlook Avenue was also begun as a 68 foot collector street to serve the quarry area but was truncated by the freeway plans. If the freeway is not built, extension of Overlook should be considered to service the quarry area. Consideration could also be given to taking either Overlook or Palisades under the freeway into the quarry area.

Highland Boulevard functions as a collector and has 60 feet of right of way on paper. It was built as if it had only 40 feet of right of way; much of the "street" consists of front yards for the southern side. Because of its narrow roadway and anticipated severance by the 238 bypass, residents were successful in getting the street closed where it crosses the PG&E right of way; a turn around is desirable. It is recommended that Highland Blvd be aligned with Sycamore at Mission utilizing a present vacant lot in order to improve the safety of the intersection.

Walpert Street is another substandard street functioning as a collector. It is planned for a 56 foot right of way but is constricted by the cemetery on one side and the dropoff on the other. There is concern that the proposed change in Second Street to go under the freeway will induce more drivers to take Walpert Street. There is a need for sidewalk connections to Second Street and around the scenic bend (at a separate elevation) which will require sidewalk design sensitive to the adjoining meandering sidewalk pattern.

Central Boulevard will become more of a collector street if Bunker Hill is developed with housing instead of a freeway. The narrow width on the steeper sections, sharp turns and lack of sidewalks need to be addressed, especially if development on Lindburg Court or further up the hill is pursued. The design recommended is to make the street one way uphill between Del Mar Court and Westview in order to discourage fast downhill traffic and to maintain some on-street parking while minimizing retaining wall needs. Sensitive street design will be required to maintain a sidewalk bicycle connection for the recommended fault line greenway/bikeway between Spring Drive and DelMar Court; additional driveways in this section could compound traffic conflicts. Reliance on this weak link to service future Bunker Hill development could be partially alleviated by connecting Bunker Hill Blvd to Carlos Bee. Connection of Central/ Spring Drive North to Carlos Bee would also aid neighborhood circulation and was recommended.

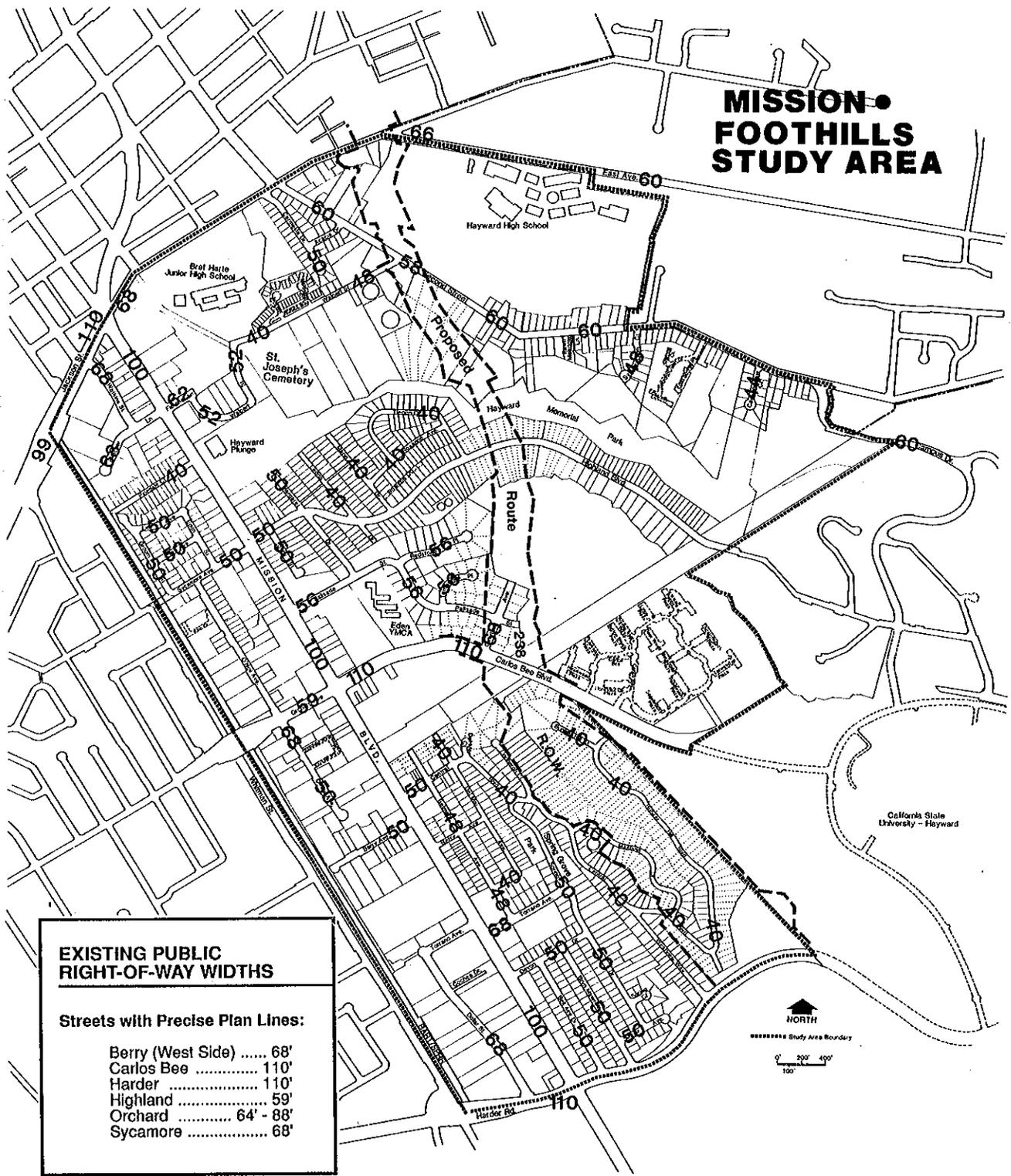
In general, the sparse network of streets concentrates traffic on Second Street and Mission Boulevard. All the collectors in Mission•Foothills feed onto Mission Boulevard; the lack of connections in the neighborhood parallel to Mission forces residents to compete with through traffic even for short trips and east-west trips. The lack of connection between Harder Road and Hayward Boulevard lengthens trips from the hill to the industrial area and I-880, sending traffic through the Jackson Triangle and Second Street neighborhoods.

Local Streets

The primary function of local streets is to provide access to property. Local streets typically account for between 60 and 80 percent of the street system mileage but carry only 10-30% of miles travelled. There is a range of local street designs in Mission•Foothills reflective of the time each portion was subdivided. Forty foot rights of way were established in the early subdividing of the Highland Boulevard area and the northern portion of Spring Grove. Fifty foot rights of way characterized the 1950's (34 feet curb to curb). The current street standard of 56 feet (36 feet curb to curb) is exhibited on Palisade, Redstone and Tamalpais. Narrow private streets (20-24 feet with no parking and no sidewalks) are also present in the neighborhood. For emergency access these should be designed as loops rather than cul-de-sacs and guest parking must be provided off-street.

When new development is proposed on an existing street that is narrower than the current City standards, the owner is usually required to dedicate additional right of way even though there are no plans at that time to widen the street as a whole. This accounts for the saw-tooth appearance of several rights of way as mapped and some as built. Where it is determined that some narrow streets in Mission•Foothills should not be widened in the foreseeable future, narrower plan lines should be adopted to expedite development processing and assure equitable treatment.

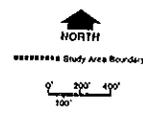
MISSION • FOOTHILLS STUDY AREA



**EXISTING PUBLIC
RIGHT-OF-WAY WIDTHS**

Streets with Precise Plan Lines:

Berry (West Side)	68'
Carlos Bee	110'
Harder	110'
Highland	59'
Orchard	64' - 88'
Sycamore	68'



Because of the low traffic volumes on local streets, narrower roadways are standard in many jurisdictions outside California as well as in hillside areas of California cities. An example of the Oregon standard is Pinedale Court with its 28 feet of roadway, except that Oregon standards provide for more planting strip and sidewalk space and dead-end streets are avoided.

Walnut Creek standards for hillsides allow narrower 20 foot roadways like those on Marie, Tiegen, and Leona Drives. Given the density of development in this section of the Hayward hills and restricted off street parking, the 20 foot road width is not satisfactory, especially on the long, dead-end streets. A section of Leona Drive zoned for medium density development is recommended for downzoning because of the limitations of the street to absorb more parking and to accomodate emergency vehicles; a turnaround is recommended even though it would need to encroach on park space.

Narrow streets with off-street parking or limited residential access are desirable to retain natural hill contours and native vegetation in new development and to avoid tall retaining walls.

There are places in the neighborhood with very narrow access. Bunker Hill Blvd has 18 feet of pavement crossing a steep slope; the area has been recommended for downzoning and connection to Carlos Bee for improved dual access. Just west of Canyon View Court, a ten foot easement accesses City park land and Judge Fairwell's estate, severely compromising the utility of the public land and the ability to provide emergency access; access improvement should accompany any development on adjoining property or Judge Fairwell's land. There is only a sixteen foot access to Caltrans replacement housing acreage east of Garwood Glen; to accomodate more development, Garwood Glen stem access could be made a public street.

Parking

Parking issues have been raised in sections of Spring-Grove which experience some car dealer parking in front of residences and in connection with the future design of Second Street and of Mission Boulevard. For overflow parking, the City has a parking sticker program created for Chabot College neighbors that any neighborhood could elect to use. Closure of Devon and east Berry at Mission might alleviate parking and test driving nuisance.

On Second Street, the desire to provide for protected parking in front of residences as well as sidewalks and defined crossing areas has generated the recommendation of parking pockets. Widened sidewalk areas between pockets could accommodate street trees and bus stops as well as identifying pedestrian crossings. FAU funds might be applied for to pay for street improvements as a minor arterial but other funds from an assessment district or City funds might be needed to provide special design features.

On Mission Boulevard, there is interest in consolidating parking behind stores and providing parking location signs on City signposts. Access from streets other than Mission Boulevard is desirable. Removal of parking lanes on Mission to increase traffic lanes would threaten pedestrians on the narrow sidewalks with fast vehicles at close quarters and result in the loss of hundreds of parking spaces. Replacing parking spaces with new surface parking would cost about \$7,000 per space (including land); parking structures would cost \$8,000-\$10,000 per space plus land acquisition costs.

Pedestrian Facilities

Attractive pedestrian routes encourage walking and bus trips. There are a few places on Mission Boulevard that still do not have sidewalks. The City can force property owners to install sidewalks where 50 percent of the block has sidewalks. There is strong interest in doing so on Mission Boulevard as well as a desire to provide wheelchair ramps at corners where they are now lacking. There are safety concerns also about the lack of sidewalks on Central Boulevard.

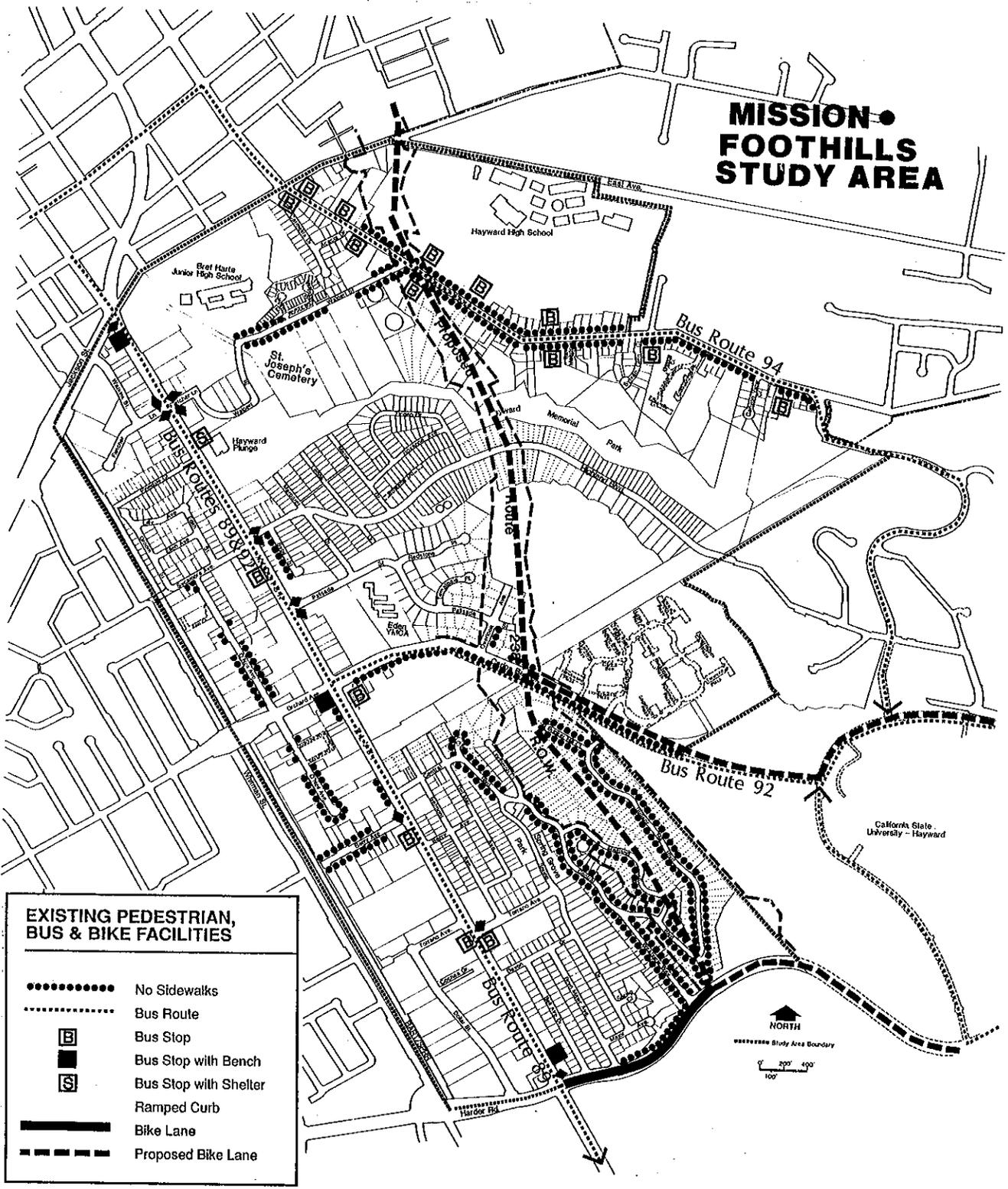
The lack of sidewalks on Second Street is also an issue as this is a heavily travelled street and route to secondary schools. There is also, however, concern about the costs. Street improvement costs are generally assessed to abutting properties (when they have not been provided by the developer and thus included in the original property purchase). Costs vary depending on which street improvements are lacking or below standard and range from \$10 a linear foot for curb and gutter to \$200 a linear foot if full improvement of the street is needed. If an assessment district is formed, payments can be made over time at a low interest; seniors can defer payment.

Bicycle Facilities

Bicycle facilities are very limited in Mission•Foothills. There are unused bike lanes on the steep Harder Road grades up to the university and bicycles use the Memorial Park trail for recreation. There are no other bike paths or lanes, and there is no provision on busses for carrying bikes up the hill. The only bicycle facility indicated in future plans is one for the 238 right of way which has not been incorporated in the design of the facility.

This plan proposes a bikeway/greenway along the fault line to derive benefit from the corridor and maintain it as open space. Spring Grove Park, Memorial Park and the Eden YMCA would be connected by the greenway which could extend to the downtown.

An additional bikeway possibility is a bikeway incorporated in a greenway long the east side of Mission Blvd should the right of way be widened. Highland Creek offers an even grade up to Cal State which should be evaluated for alternative transportation in conjunction with any development in the quarry area. Finally, a bikeway on Whitman along the western edge of the neighborhood could be made more useful by extension over Jackson to the BART station.



**MISSION
FOOTHILLS
STUDY AREA**

**EXISTING PEDESTRIAN,
BUS & BIKE FACILITIES**

- No Sidewalks
- Bus Route
- [B] Bus Stop
- [■] Bus Stop with Bench
- [S] Bus Stop with Shelter
- ▬ Ramped Curb
- ▬ Bike Lane
- - - - Proposed Bike Lane

NORTH
Study Area Boundary
0 200 400
100'

Public Transit

There are three bus routes serving Mission•Foothills. The new route 92 goes from the BART station downtown along Mission to Carlos Bee and then back after looping Cal State; its western loop then connects Southland, Chabot, Kaiser and the South Hayward BART station. Route 89 travels between the Hayward BART station and the Union City BART station along Mission. Route 94 goes from the BART station up Second Street, Campus and Hayward Boulevard and then loops back. AC Transit has developed a hub system so that transfers between busses occur quickly at the downtown station. There is dissatisfaction, however, with the maintenance of the BART station and with connections from the neighborhood to the Industrial Corridor and from Spring-Grove to Hayward High.

There was also concern about the bus stop location on Second near "E" Street. AC Transit has responded, noting that far side bus stops are generally preferred and in this case mandated by the heavy right turn movements of traffic from southbound Second to westbound "E" Street.

Transit service to the university is of great interest. Service to the university is every 15 minutes, but the university is considering a shuttle from the BART station which would leave in between busses. It is City policy to encourage student housing at the university to reduce commuting; universities nationally do not generate much more traffic than comparable acreages of single family homes. Study of mandatory student transit pass purchase similar to that at the University of California at Santa Cruz and at Santa Barbara is further recommended by the Task Force with adjustment of parking fees to favor transit use.

AC Transit is currently studying electric transit in the Mission corridor in the form of light rail or electric buses. There is interest on the Task Force in small electric buses which avoid overhead wires with roadway induction feeds but also practical reluctance to endorse unproven technology. Electric transit in some form is desirable to reduce air pollution and noise. Electric buses have proven very desirable in San Francisco for reducing noise and air pollution. They are initially more expensive but have lower maintenance costs; they can take steep hills.

A novel transit idea to avoid congested intersections and to provide a unique City transit to attract riders is the suggestion of an elevated people mover system connecting the BART station with Cal State, the County Center, Southland, Chabot and the Industrial Corridor. It is envisioned that riders would travel in small pods which they could program to their destination; there would be side tracks to discharge passengers so other modules could continue moving with short headways. Within Mission Foothills, the grade up to the university precludes most systems; the distance between destinations and relatively low passenger volumes may preclude the sophisticated system for the foreseeable future. The absence of operators on the system is, however, seen by some as a long term cost advantage and the trip up to Cal State is seen as an attraction for the whole City.

Encouragement of jitneys by removing legal obstacles has also been recommended by the Task Force to create more transportation options. Jitney and taxi services currently would require a City permit to operate. A taxi monopoly has recently been eliminated by allowing a new operator. Questions remain about how many operators can be supported by the market. Jitney operators in San Francisco typically timed runs ahead of scheduled buses in order to assure full loads raising other questions. The recommendation reflects dissatisfaction with ATransit service.

■ ***Planned Circulation Improvements***

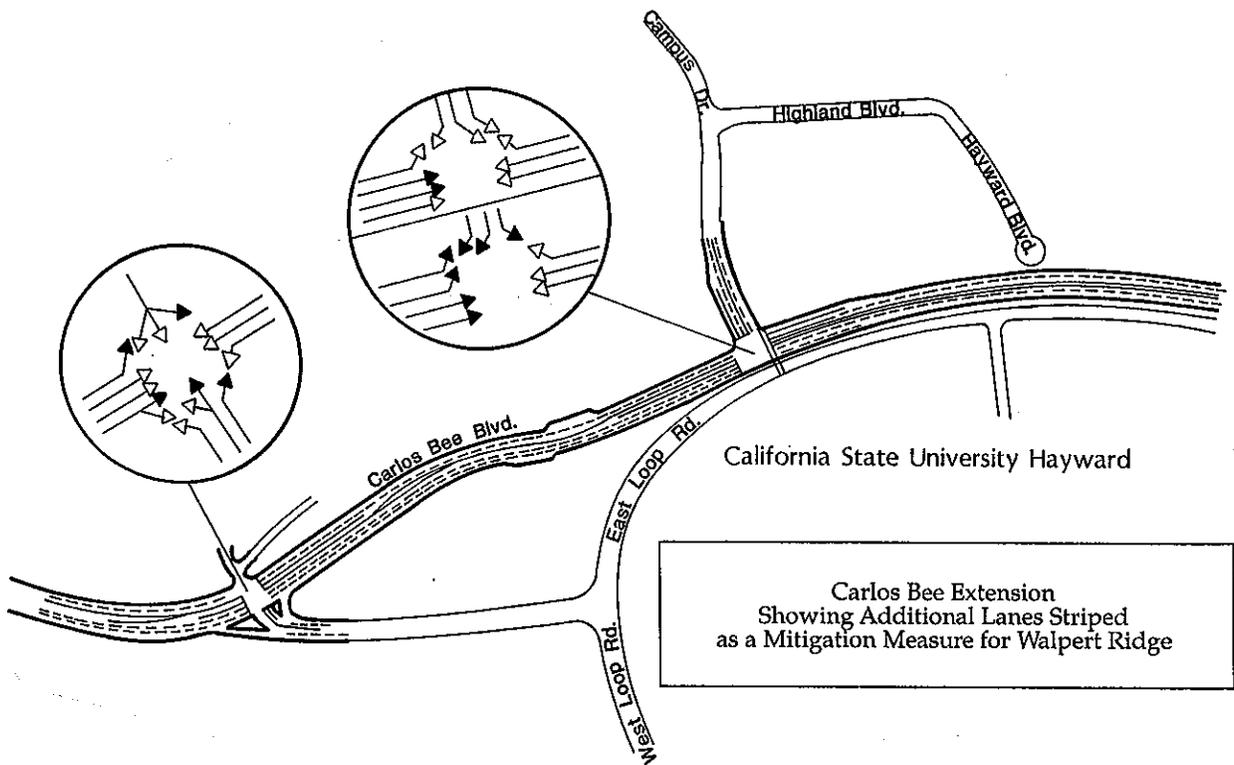
Ring Around the University

There is one circulation improvement currently underway: the Carlos Bee Extension. Planning for this project began 25 years ago; the final EIR was adopted in 1987. A \$5 million contract was approved last year; construction should be completed next year. Original plans were to extend both Harder Road and Carlos Bee past the university, but alignments suggested for Harder were too controversial. The most cost-effective Harder alignment followed the present loop road alignment, but depressed the roadway ten feet at Meiklejohn Hall to accommodate pedestrian overcrossings and to mitigate noise.

Of the eight combinations of Carlos Bee, Harder, and 238 improvements evaluated as alternatives by Earthmetrics, Alternative 7 is similar to what is currently being built. The study indicated that 47% of hill area traffic (not including Cal State traffic) was using Campus Drive without the Carlos Bee Extension. With the Extension, the percentage using Campus Drive shrank to 17 percent. Thus, the extension should provide relief to Second Street. Congestion at Mission and Carlos Bee, however, would deteriorate the level of service to "F" which is generally considered unacceptable.

Proposed mitigation measures for Walpert Ridge development are adding right and left turn lanes to facilitate traffic movement between Carlos Bee and Mission, adding more turn lanes to the new Carlos Bee and Campus intersection (see diagram) and adding a short lane at the base of Second Street. These changes would tend to increase use of Second Street again.

Extending Harder Rd. to Hayward Blvd. would relieve pressure on the Carlos Bee-Mission Blvd. intersection, and is an alternative the neighborhood Task Force would like reconsidered. The University is a major traffic generator and also causes hill traffic to take circuitous routes around it. More responsiveness to community transportation issues is called for in several plan strategies.



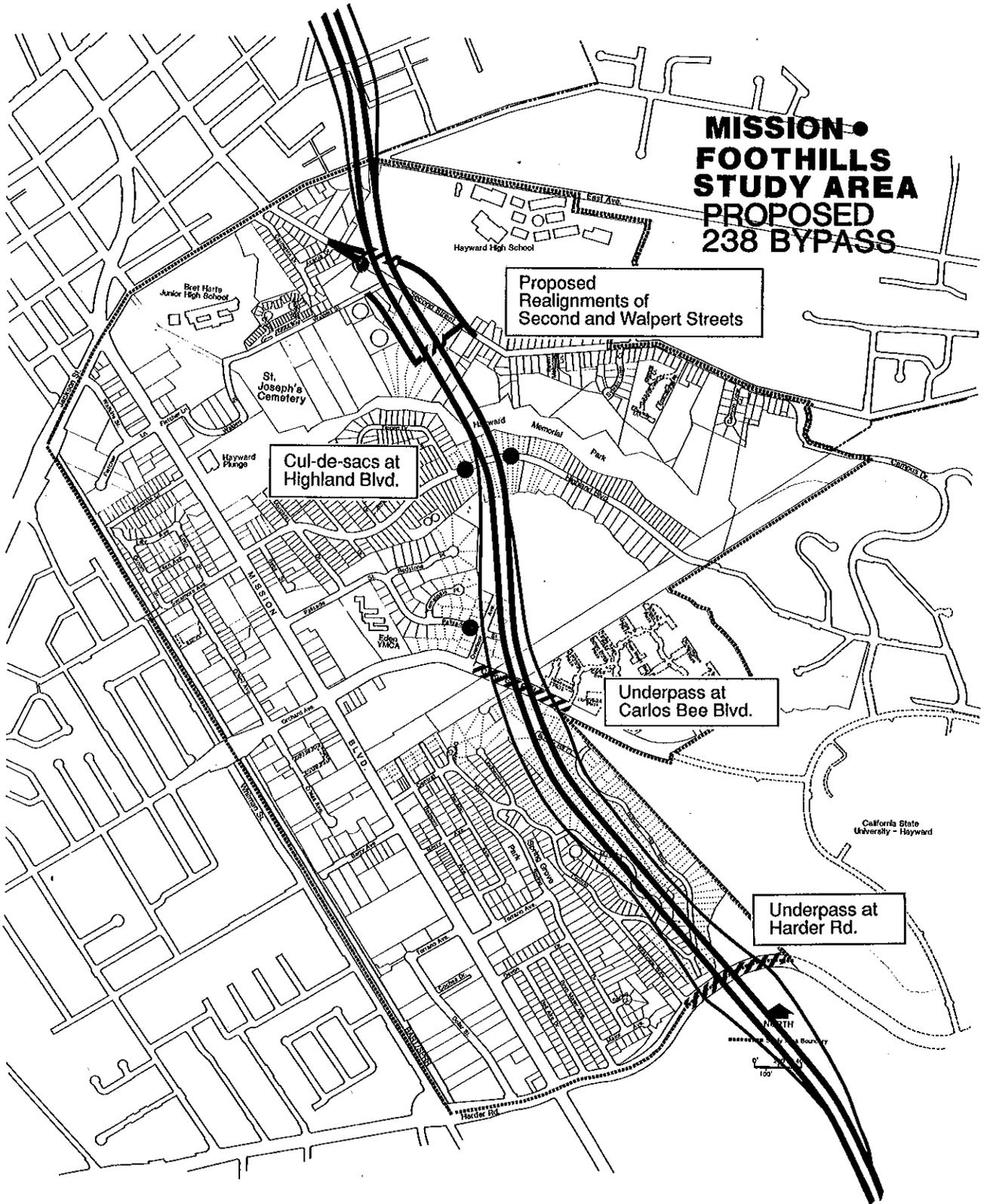
238 Bypass

The major capital improvement planned for circulation affecting Mission Foothills is the extension of 238 as a freeway around downtown and skirting the hills to Industrial Parkway. Present Route 238 consists of 2 miles of freeway connecting I-880 and I-580 and 14-and-a-half miles of surface streets through Hayward, Union City and Fremont to I-680. In Hayward, the current route 238 is Mission Boulevard-Foothill Boulevard. The freeway bypass to be constructed is about five miles long.

The present freeway proposal is a remnant of a 1961 state plan to build an eight lane freeway from 580 to 680 to relieve the Nimitz. Extension of Route 92 through Hayward was also approved with an interchange between the two freeways located in the quarry area. Union City, however, refused to sign the 238 freeway agreement and, in 1971, the Sierra Club and La Raza Unida sued because Caltrans had failed to provide for housing relocation and mitigation of park loss.

As funding for freeways began to dry up, state and regional agencies decided to concentrate resources on improving I-880 and exploring Route 61. Reasons given by MTC for deleting the proposal in 1978 were that the project would no longer connect with 680 or with route 92 in the freeway network originally planned; that it was not as cost-effective as other projects which offer transportation services with less adverse impacts; and that the corridor, served by BART, could relieve peak period travel demand with transit improvements. They also cited the economic studies that had shown that the decline of Hayward's downtown was due to the location of regional shopping and the County center outside the downtown rather than due to traffic.

MISSION FOOTHILLS STUDY AREA PROPOSED 238 BYPASS



Because the City remained concerned that traffic was choking its downtown, the City was allowed to continue working on a plan for the bypass route that would largely be funded by selling surplus right of way. The 1971 injunction against the freeway was lifted in 1989 subject to City provision of 449 units of replacement housing, park mitigations, additional studies and maintenance of Caltrans housing.

In 1986, the voters approved a Board of Supervisor's sponsored "Measure B" for a half cent sales tax to fund transportation improvements. One of the projects to be funded was a Route 238 "six lane freeway/expressway along Foothill and Mission Boulevard to Industrial Parkway." Funding for the "Hayward Bypass-6 lane freeway/expressway" supplied by Measure B was to be \$70 million augmented by an estimated \$30-40 from the sale of excess right of way and \$20 million in local contribution.

Construction costs of the freeway were last estimated at about \$230 million, so options for phasing the freeway construction are being evaluated. The criteria are that each phase must improve local traffic and meet air quality constraints. The first phase under discussion is to build a partial facility as far as Harder Road. The flyover from Route 580 and off-ramps into the downtown would be postponed; between Carlos Bee and Harder the frontage roads would be built and the central portion of the freeway delayed, postponing costly overcrossings at Harder and Carlos Bee. Once the first phase has been undertaken, it is anticipated that the California Transportation Commission will reprogram some state funds for the project. The project will require MTC review and a freeway agreement signed by the City Council.

Air quality has become a recent issue because of a law suit filed over noncompliance with air quality standards in the Bay Area which resulted in an order holding up new freeway projects. The Final EIR on the 238 freeway, long expected, will contain new air quality analysis. It would take two years after the certification of the FEIS for construction plans to be drawn and over three years to build if all funding were in place.

Design of 238

Route 238 was designed as a six lane freeway instead of an expressway in order to be able to serve projected levels of transportation demand and to avoid some air quality degradation at intersections. The freeway was designed to pass over existing City arterials in order to maintain the existing circulation network. Thus the freeway is raised through the downtown area with structures over "A," "B," "D" and "E" Streets. There will be southbound on ramps at "D" and northbound ramps at "A". South of downtown, Second Street is to be realigned with a curve through present Hayward High fields to drop under the freeway. Walpert Street is currently designed to turn southwards by the water tanks and then cut under the freeway to join Second Street. The freeway is at grade at Walpert Street before bridging Ward Creek and then crossing Highland Boulevard at grade above Tiegen Drive. The freeway also crosses over Carlos Bee and Harder Road; parallel frontage roads would become on-ramps on either side of those arterials. Most of the freeway is bordered by sound walls.

Because fill is required to raise the level of the freeway through the downtown and most of the fill would be generated by grading roadways into the hillface along Mission, the initial freeway phase will probably involve grading most of the freeway route. Fill would also be required to increase the development potential of the remaining quarry area. The preliminary EIR estimated that one and a half million cubic yards of excess fill might be available. There is concern in the neighborhood that fill may be transported on Mission Blvd.

The neighborhood has several concerns about the design of the freeway. The most encompassing objection is its location through existing residential neighborhoods and areas of scenic, cultural and recreational value such as the Bunker hillface, San Leandro Creek, Markham School, Hayward High, and Memorial Park. Locational problems are seen to be exacerbated by its elevation to visual prominence; depressed freeways are preferred. Noise impacts in now quiet spots like Memorial Park and in areas above the freeway are feared. The seismic stability of a raised freeway with high sound walls and of a freeway on the steep Bunker hillface is questioned. Some question providing a freeway for the university, believing that improvement of east-west traffic flow is more essential.

Year 2010 Benefits of the 238 Bypass

The 1984, a Comprehensive Traffic Analysis by traffic consultants, DKS, indicated that the 238 bypass will relieve congestion on Mission Boulevard and through the downtown area with little other change in congestion locations in Hayward in the year 2010 when most segments would be at capacity. Some recent projected traffic volumes indicate that the 238 bypass, with 91,000 trips a day in the Year 2010, would significantly cut traffic on Second Street and Mission Blvd while significantly increasing "D" Street traffic.

Time savings for people driving the full length of the freeway during peak hours could be 15-20 minutes. The Usage Study completed by Dowling Transportation Engineering in 1988 stated that local traffic from the Hayward Hills and South Hayward areas would account for 89 percent of the year 2010 traffic using 238, so that time savings would accrue mostly to people going to, from or within Hayward.

The DKS study calculated that the 238 freeway would attract 26,000 trips per day from the Nimitz; the lessening of congestion on the Nimitz would in turn attract an estimated 15,000 trips per day from I-680. This would seem to be a net relief of 11,000 trips to the Nimitz (about 5 percent of current volume north of Industrial Parkway).

Traffic Study Assumptions

Comments on the 238 Usage Study note that estimates rest on assumptions of limited expansion in housing, stable numbers of employees per acre and stable prices of automotive use and alternative transportation. It is assumed that the same amount of development will take place regardless of whether the freeway is provided or not, and it is assumed that people will not change their destinations or times of travel or mode of travel because of congestion.

Because, in fact, reductions in travel time result in more and longer trips, a least one traffic model takes into account the land use changes caused by transportation improvements in order to more fully assess the proposed improvement. Reductions in travel time typically result in more people living further out and more residents shopping further away. Reductions in auto travel time in this particular corridor could be expected to diminish potential BART use. More far-flung development and limited transit use is sometimes shown to result from additional freeways by such models. This tends to restore congestion and worsen air quality as in Los Angeles. This reactive type of traffic model is being explored by Orange County.

■ ***Alternatives to the 238 Bypass***

Because building a freeway through hilly terrain and existing neighborhoods is costly and disruptive and legal issues continue to be raised (see Appendix), a subcommittee of the Task Force outlined some alternatives including improvements to the local street network, improvements to routes circumventing Hayward, and transit improvements. It is recognized that the costs and benefits of the alternatives would have to be weighed on a city-wide basis and that a combination of improvements was necessary. A city wide task force is recommended to consider alternatives. Improvements suggested for consideration are:

- Build a grade separation at Jackson-Foothill-Mission .
- Extend Huntwood Avenue to "A" Street.
- Extend Whitman Street to downtown BART and Western Blvd.
- Extend Industrial Boulevard to "A" Street.
- Extend Fourth Street to Second Street.
- Extend Campus Drive to East Avenue.
- Connect Harder Road and Hayward Boulevard.
- Connect East Avenue segments.
- Extend Fairview/Maud/Woodroe to I-580.
- Connect Dobbel to Tennyson Road and Industrial Parkway.
- Provide east-west expressway
- Widen the 238 freeway connection from I-580 to I-880; extend to connect with Route 61 (and Southern Crossing?).
- Build Route 61 from extended 238 to Whipple Road.
- Widen San Mateo Bridge, connect to Route 61 & include light rail.
- Connect a Ridgeline parkway on Walpert Ridge to Union City hill extension.

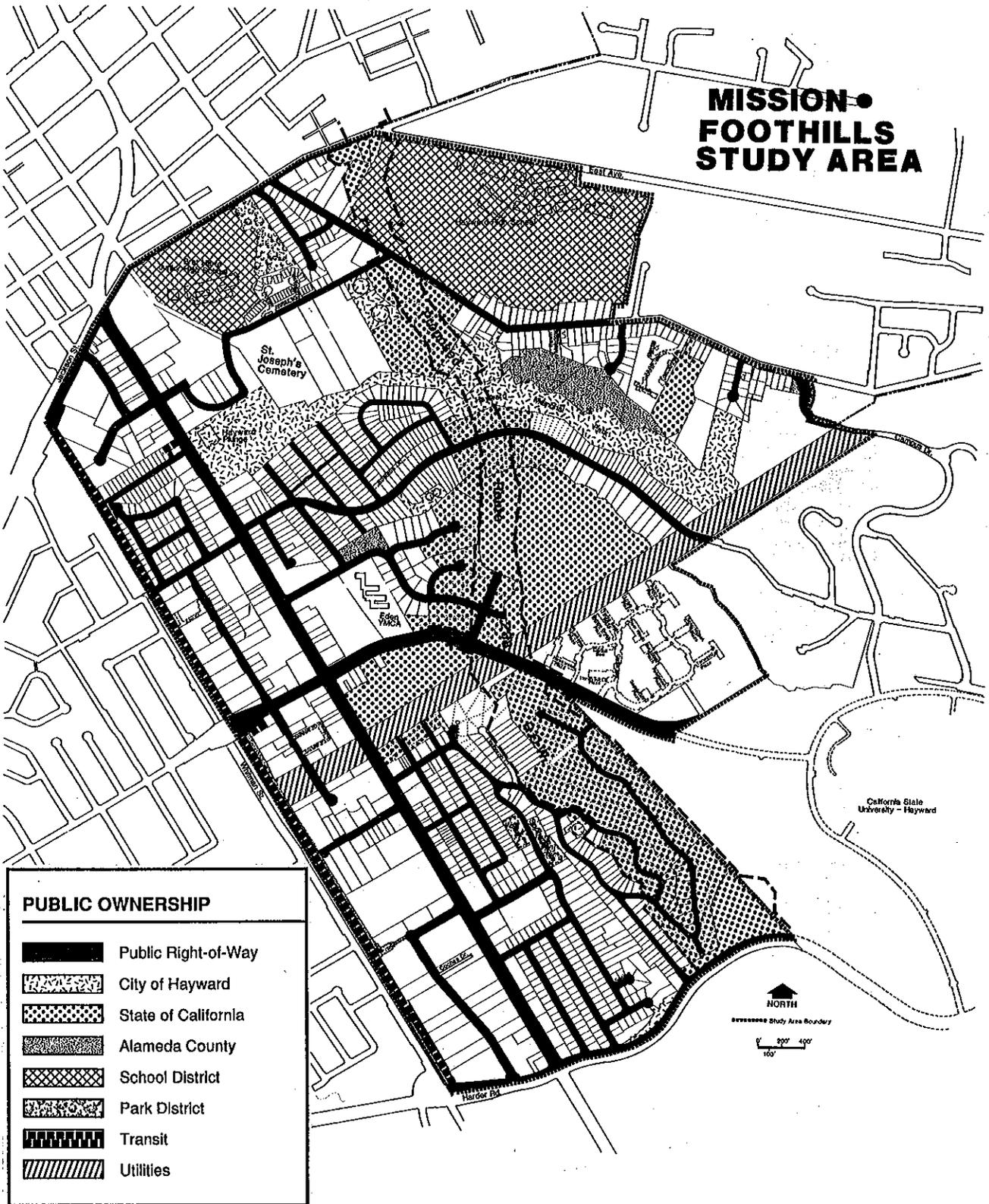
Widening Mission Boulevard is an alternative that was explored in the neighborhood planning process because this route lies within the neighborhood. It is believed that Measure B funding could be shifted to the existing route 238 which currently has four traffic lanes, two parking lanes and a median. Widening could encompass electrified bus lanes and building adequate sidewalk, median and buffer areas, under-grounding wires, and redesigning parking. Presently, the sidewalk areas are substandard, the median area is difficult to landscape because of paving at several levels, and curb cuts for access to parking conflict with traffic and pedestrian movements and bus stops are primitive except at the Plunge and there is no provision for bicycle use.

Other improvements in the neighborhood to allow better circulation to supplement widening Mission are alignment of the intersection with Highland/Sycamore and possible alignment of Torrano and connection of O'Neil to Dollar as a local business and residence access street. Connection of Spring Drive north to Carlos Bee would also allow some local trips to avoid Mission.

The alternative of widening Mission would require many east side businesses to relocate or discontinue. Initial estimate of right of way costs and relocation payments for Mission Foothills is 13.4 million, assuming a right of way which constricts as it approaches downtown by narrowing median and sidewalk/buffer areas. There would be associated loss of sales tax revenues which may be offset by restoration of the extensive 238 bypass right of way to the tax rolls and by enhancement of corridor property values.

Additional design aspects are discussed in the Neighborhood Design section concluding this paper.

MISSION FOOTHILLS STUDY AREA



PUBLIC SAFETY AND ORDER

This section combines fire and police issues with those of community preservation. Emergency services are a central component of government and the traditional focus of public safety concerns. New Community Preservation police powers to regulate gross violations of community appearance standards also relate to people's sense of security in their neighborhood.

■ ***Policing of Mission Foothills***

Mission Foothills has a relatively low crime rate. Nevertheless, interest was expressed at the initial neighborhood meeting in additional patrols, more street lighting, and Neighborhood Watch to cut down the crime rate further. More police visibility with some police walking beats and knowing the neighborhood better was suggested. Areas of particular concern in the business survey are just south of Memorial Park where derelicts are seen as making the street feel less safe and around Dollar Street where theft is of concern after business hours.

Traffic enforcement to curtail Second Street speeding and to tow cars in violation of No Parking signs on Mission, Second and Central has also been mentioned. In general, traffic enforcement is concentrated in areas where accidents are clustered (see map following) but the police department also responds to community concerns.

■ ***Fire Protection***

Mission Foothills is mostly in the response area of Station 1 located at Main and "C" Streets in the downtown. The southern end of Spring Grove is in the response area of Station 2 on Harder Road. Most of Mission Foothills falls within the five minute engine response time criteria of the Fire Department. Those areas outside that contour are upper Highland Boulevard, the quarry area, half of Tanglewood and Bunker Hill. Virtually the whole neighborhood is within the seven and a half minute response time contour considered acceptable for truck companies. Connection of Bunker Hill Blvd to Carlos Bee would better cover that area. The Highland Blvd cul de sacs also lengthen response.

The big gaps in fire protection are currently the Cal State area and southern Hayward. A new station 7 at Tennyson and Huntwood is to provide southern Hayward with a needed engine and truck company. The City has been studying moving Station 5 downhill to the Cal State area and building a new station 8 on Walpert Ridge to close the gap in response time in the hills. These plans are in limbo with the decrease in the number of homes to be built on the Ridge and the possible overlap with a station near Rancho Palomares in the county. Hill Station 5 has a low call rate for medical emergencies and fewer inspections to handle because of the sparser development in the hills so there have been opposing arguments about another hill station.

A fire hazard particular to the hill area is the threat of wildland fires. All of the neighborhood east of Mission is in the "hazardous fire area" identified by the Fire Department. Plants known to be fire resistant are recommended for planting next to canyon areas; eucalyptus and bay are considered highly flammable. Grass over four inches is to be mowed, baccharis thinned and dead limbs removed to control fuel sources.

Concern was expressed in neighborhood meetings about tall grasses on Flood Control District lands and school lands being fire hazards and about additional fire hazard along the freeway route. Some structures were also considered hazards: the deteriorating barn on Watkins and the boarded up Caltrans house on Second and Walpert. The barn was since demolished.

Hazards associated with the fault corridor are discussed under Environmental Concerns.

■ ***Community Preservation***

In response to strong community interest, the City adopted a Community Preservation and Improvement Ordinance in 1989. The ordinance describes 12 categories of unsightly conditions on private property and the procedures the City would use to cite the owners and require correction. The Community Preservation division has surveyed problem areas identified in the neighborhood for compliance with the law; with a few exceptions which are being pursued, problems cited are not violations of the ordinance. There is some frustration that the law is not being interpreted to require that garbage cans be put away between pick-ups and that shabby fencing is not covered. More recently there has been concern that curbside recycling would add to garbage stored in public view.

The Community Preservation division helps neighborhoods set up clean-up parties; the Mission Foothills Task Force has expressed interest in such an event. There is also interest in a program/publication/notice board to connect property owners with people who want maintenance work as well as interest in soliciting service clubs and businesses to join in neighborhood maintenance efforts with donated time and material.

COMMUNITY DESIGN

Good community design builds on the attractive features of a neighborhood, mitigates environmental and aesthetic problems, and arranges land uses and circulation into a compatible, efficient and attractive pattern. Ideas of good community design change over time which give parts of the City developed at certain times distinctive character. Old ideas currently being rediscovered are mixed use development, traditional building styles, transit oriented development, street grids and street trees.

■ *Neighborhood Features*

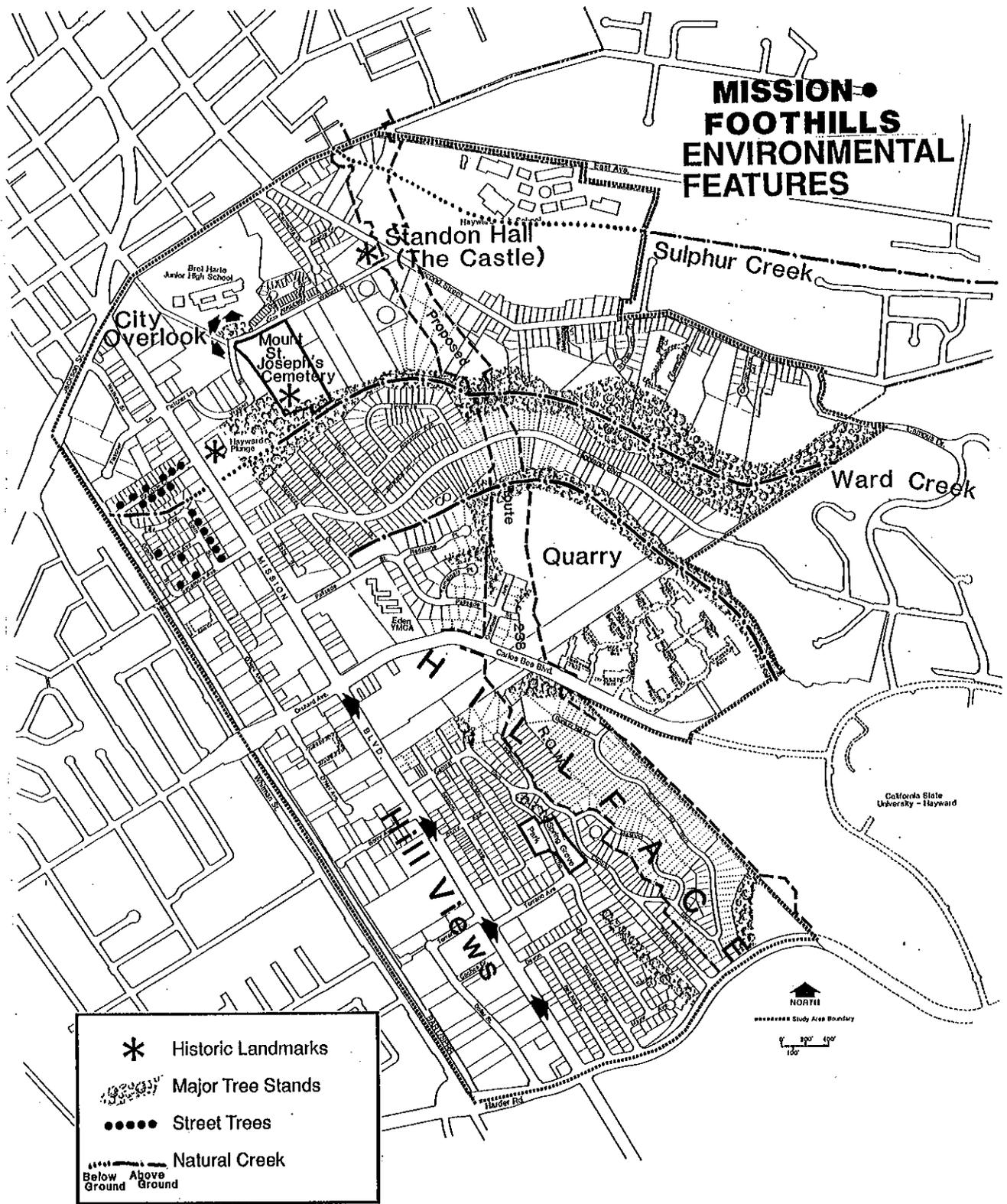
Mission•Foothills has an abundance of natural features in canyon and hill open space and views. It has an historic reference point in St Joseph's cemetery and more recent landmarks in "the Castle" and the Plunge. In addition the recreational resources and open space of Hayward High, the view from Walpert Street bend and some of the tree stands in the hills are recognized features of the City.

Proximity to Cal State Hayward should also be a feature with its nearby cultural and recreational resources. The university has avoided physical connection with adjoining neighborhoods which could be rectified by connecting Harder Road and Hayward Boulevard, posting events and establishing gateway features on Mission.

The existing features of Mission•Foothills could be better protected or celebrated to give the neighborhood more distinction. More striking signage or planting at Memorial Park - Hayward's first park- might be undertaken, perhaps repeating the landscape and signage theme on the west side of Mission on the unused AC Transit parcel across from the park. More use of the open space of Ward Creek Canyon could increase a sense of safety and extend the benefits of this special area. Improved access to Memorial Park Trail at Sylvan Glen and Campus would open up more hiking and biking opportunities; complete trail development and separation between bikes and walkers might ease joint use. Landscaping of the denuded Flood Control property off Sylvan Glen would mend the appearance of that section; the former Boy Scout cabin site similarly needs attention. Slides on the slopes at the Mission end of the park would add active use related to the special form of the park; horseshoes would tie in with the trail beyond. The natural environment of the creek needs to be protected from encroachment of new construction above and from unsightly drainage structures.

A largely unknown creek resource is Highland Creek with lush growth and summer water (from Cal State fields?) Recognition of these creek environments with mature live oaks, bays and big leaf maples as permanent open space resources seeks to preserve the features and to avoid potential slides along creeks. Access to Highland Creek and recreational facilities have been recommended in conjunction with future development in the quarry.

MISSION FOOTHILLS ENVIRONMENTAL FEATURES



	Historic Landmarks
	Major Tree Stands
	Street Trees
	Natural Creek
	Study Area Boundary
	North
	Scale: 0, 50, 100 feet

More conspicuous open space is available on the west face of Walpert's Hill. A view terrace at the west end of Walpert would provide panoramic City views; a walkway down the hill could connect to Bret Harte and "E" Street. This feature could be incorporated into either park or cemetery use; fault traces preclude most other uses. Landscaping of this hillface would be highly visible; a beautiful acacia at the north end of the central plateau hints of an attractive future.

The view of the hillface is important not only to Mission•Foothills but other neighborhoods to the west. Control of building height on the east side of Mission is recommended to retain the presence of the hills. There is a preference for a natural appearing hillside rather than a row of houses like Daly City. Natural appearance is attained by limited grading and by tree planting to blend structures with the hill. Leaving room for trees with the wider side setbacks of Natural Preservation zoning should contribute towards a green backdrop for the City. Lots on Bunker Hill are typically only 45 feet wide which would result in a Daly City pattern of development; replatting has been recommended.

Views from the hill should be considered in the siting of new structures and the form and material of roofs. Requiring pitched roofs, preferably tile, and street trees in the Mission Corridor would improve the view over time. Additional street trees, however, imply higher expenses for Public Works maintenance.

Expansion of public and private open space on land constrained by the fault and the transmission lines is seen as the best use. The open space linkage these corridors provide to parks, Bret Harte and the Eden YMCA increases their visual appeal and their utility.

Hayward High has potential for much greater utilization and appreciation as a community resource to serve growing populations. More inviting Second Street frontage developed in conjunction with improvement of Second Street and tasteful night lighting of the jogging trail would be a start towards opening the facility for after school public use and featuring this resource. Adding solar heating in order to reopen the pool would benefit both residents and students. Schools which manifest public pride are important to neighborhood stability.

■ **Mission Corridor**

Mission Boulevard is the major community design problem for Mission Foothills. Although it runs along the hills and is very appealing in sections where it is bordered by cemeteries or the 52 foot green at Fairway Park, it is touted as the ugliest street north of Tijuana.

The City's Landscape Beautification Plan recognizes the views to the Hayward Hills and the 52 foot landscape strip, which backs up to residential land use, as the resources to be built upon. Objectives for Mission are to remove the paved medians and plant trees and shrubs and to extend the 52 foot strip where possible. Street trees are to be provided by adjoining development.

Undergrounding wires is also considered essential to improve the appearance of the street. Estimated at 2 million dollars for Jackson to Harder, this project is at the top of the unfunded undergrounding project list and has been repeatedly bumped in favor of other projects. The City's allotment of PG&E undergrounding funds is to be spent next on "A" Street between Hesperian and I-880 and on "D" Street in the downtown because of simultaneous street projects. An assessment district is the other option for paying for undergrounding.

If the freeway were not built because of the massive shortfall in funding or other reasons, it is possible that Measure B funding could be shifted to Mission Boulevard improvements. If additional right of way were retained on the east side, a 52 foot landscaped green could be continued on much of Mission Blvd from Harder to Memorial Park. The green would open up hill views, buffer residences on Bell Aire, Belmont, and Sybil and provide attractive settings for new residential development. An off-street bike path could be included. A wider median could be installed for landscaping and to shelter pedestrians who stop mid-street for the next light. The public right of way on the west side could provide a wide sidewalk area for street trees and bus shelters to restore a pedestrian-friendly environment for shopping and utilizing transit.

The preliminary design concept for widening of the right of way calls for hill views and open space to dominate on the east side of the street with pedestrian and transit oriented shopping frontage dominating the west side of the street. Access to parking would be from side streets or Dollar-O'Neil in order to maintain a free-flowing boulevard on Mission.

If the freeway is to be built, Mission Boulevard would presumably not be widened. Removal of overhead wires and median landscaping would greatly improve the appearance of the street as shown in computer simulations. Removal of street parking would, however, create a harsh pedestrian and business environment because of substandard sidewalk areas. Clumps of trees wherever there is space could compensate and maintain a more informal landscape style, complementing the irregular hill topography. Vines and planters are suggested where space is constricted; front setbacks would be required with Neighborhood Commercial zoning, providing landscape space to offset the asphalt of a wide street.

The Mission•Foothills Task Force has recommended design guidelines and standards for buildings in the Mission Corridor to create a more unified appearance while allowing a wide range of uses. The style recommended is reminiscent of early Spanish ranch era when Mission Blvd served as the link between missions in the East Bay. Low pitched tile roofs are seen as conveying a friendly image which would also be attractive from the hills above. Woodsy elements also complement the hillside setting.

■ **Street Design**

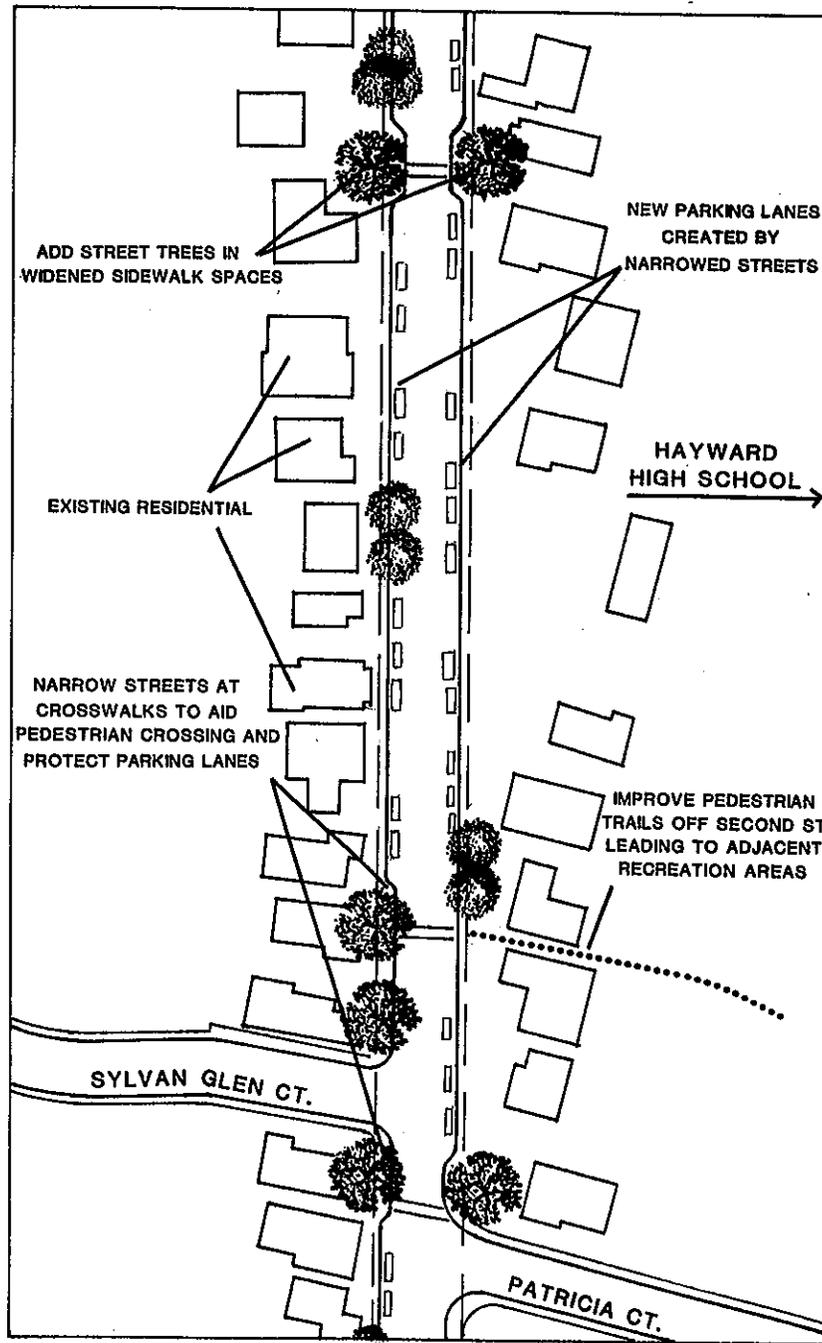
Dollar-O'Neil

The design of streets should express their function. Thus the conceptual design for Mission - a major arterial - emphasizes the through movement of traffic. If all local traffic is forced to also use Mission to access stores or to get to an east-west arterial, smooth traffic flow on Mission is compromised. Connection of Dollar and O'Neil improves access to development on the west side of Mission and neighborhood circulation. The connected street would have to be designed for slow traffic speeds to discourage any through traffic seeking to avoid lights on Mission and to serve its primary purpose of access to residences and businesses. Ways of slowing traffic include diagonal parking on (wide) Dollar Street by the car dealerships, bends in the street, additional cross streets and stop signs. Street trees also tend to narrow the impression of the street, slowing traffic. Because the street would function as a collector with some delivery trucks, a minimum curb to curb width of forty feet with standard ten foot sidewalk areas is recommended by Planning staff. Trees in the public right of way would incur additional City expense but have more impact on street appearance.

Second Street

Second Street design must reconcile relatively heavy traffic with adjacent single family residential and school use. A thirty-five mile an hour design speed seems inconsistent with development and with the design speed of Campus Drive but is standard practise. Curb bow-outs are recommended to define parking areas and avoid side swipes as well as to provide space for some trees without encroaching unnecessarily on existing yards. Presently cars park in the sidewalk area and pedestrians walk through the ruts or on the road. Curb bow-outs will serve to narrow the street providing more visible locations for pedestrian crossing. Providing a standard T intersection at Second and Campus is desirable to slow traffic entering Second Street where cars backing out of driveways and pedestrian crossings occur with greater frequency.

PROPOSED SECOND STREET DESIGN IMPROVEMENTS

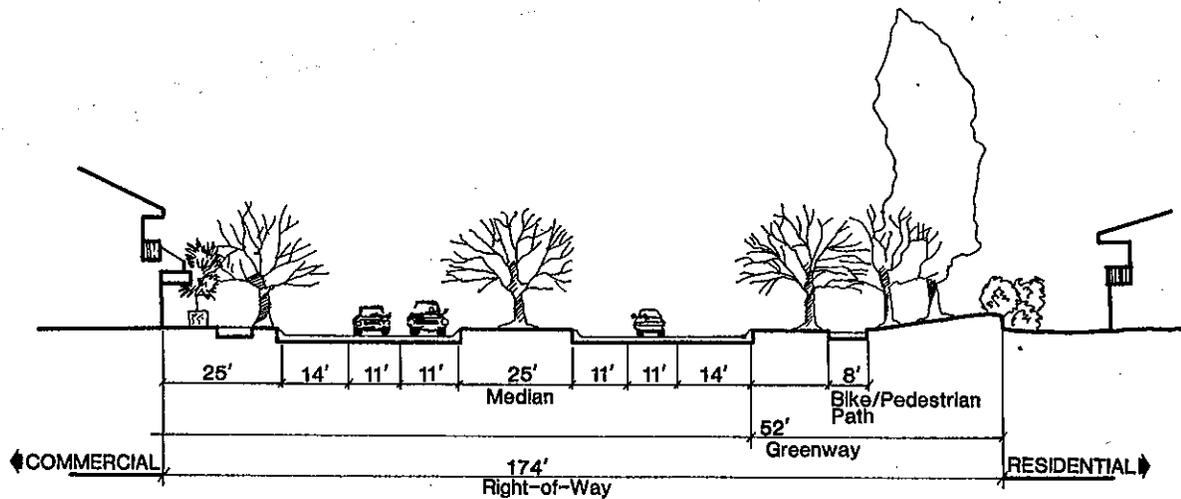


■ **Efficient Land Use and Circulation Patterns**

It is becoming generally recognized that mixed land uses can allow for some trips to be made on foot or bike rather than by car and that areas with a mixture of uses can be more stimulating, providing an interesting contrast with more homogeneous residential or industrial areas. The Mission Foothills Task Force has recommended zoning which would allow for a mixture of land uses on Mission Boulevard and perhaps on O'Neil. Presently Mission is zoned almost exclusively for commercial use and O'Neil for residential use. More intensive, mixed use of this area would support transit use and possible service improvements such as frequent electric busses making Mission a transit-oriented street connecting the two BART stations.

More connections in the arterials (Hayward Boulevard-Harder Road) and collectors (Central Boulevard to Carlos Bee and O'Neil to Dollar) would improve the efficiency of the existing roadways. More bicycle routes, attractive sidewalk areas and connecting pedestrian paths in hill areas would encourage pedestrian, bike and bus travel.

Because Mission Foothills can afford beautiful views, open space, and cultural and commercial opportunities at a central location in the Bay Area, the potential for an outstanding living environment is high.



Conceptual Design for
Mission Blvd. Widening