

# WHITMAN-MOCINE NEIGHBORHOOD PLAN



Hayward, California

Adopted by City Council  
Resolution No. 97-070  
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# *Introduction*

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## I. THE GENERAL PLAN

The City of Hayward General Plan is a policy guide for future decisions concerning new public and private capital investment in the community according to adopted goals and policies. The General Plan consists of various elements including Growth Management, Housing, Land Use, Circulation, Open Space, Recreation, Conservation, Safety and Noise. The General Plan encourages the preparation of neighborhood plans to further refine citywide policies and address neighborhood-specific concerns.

## II. THE NEIGHBORHOOD PLANNING PROGRAM

The City of Hayward's Neighborhood Planning Program was approved by the City Council on May 13, 1986. Neighborhood plans are to be prepared for 16 study areas within the City's planning area. The Whitman-Mocine Neighborhood Plan is the fifteenth plan undertaken in this program. The purpose of neighborhood planning is: 1) to provide for greater citizen involvement in the planning process for their own neighborhood; 2) to refine general plan policies to the specific areas, achieving greater consistency and detail when new development occurs; and 3) to develop implementation measures to achieve the longer-range policies.

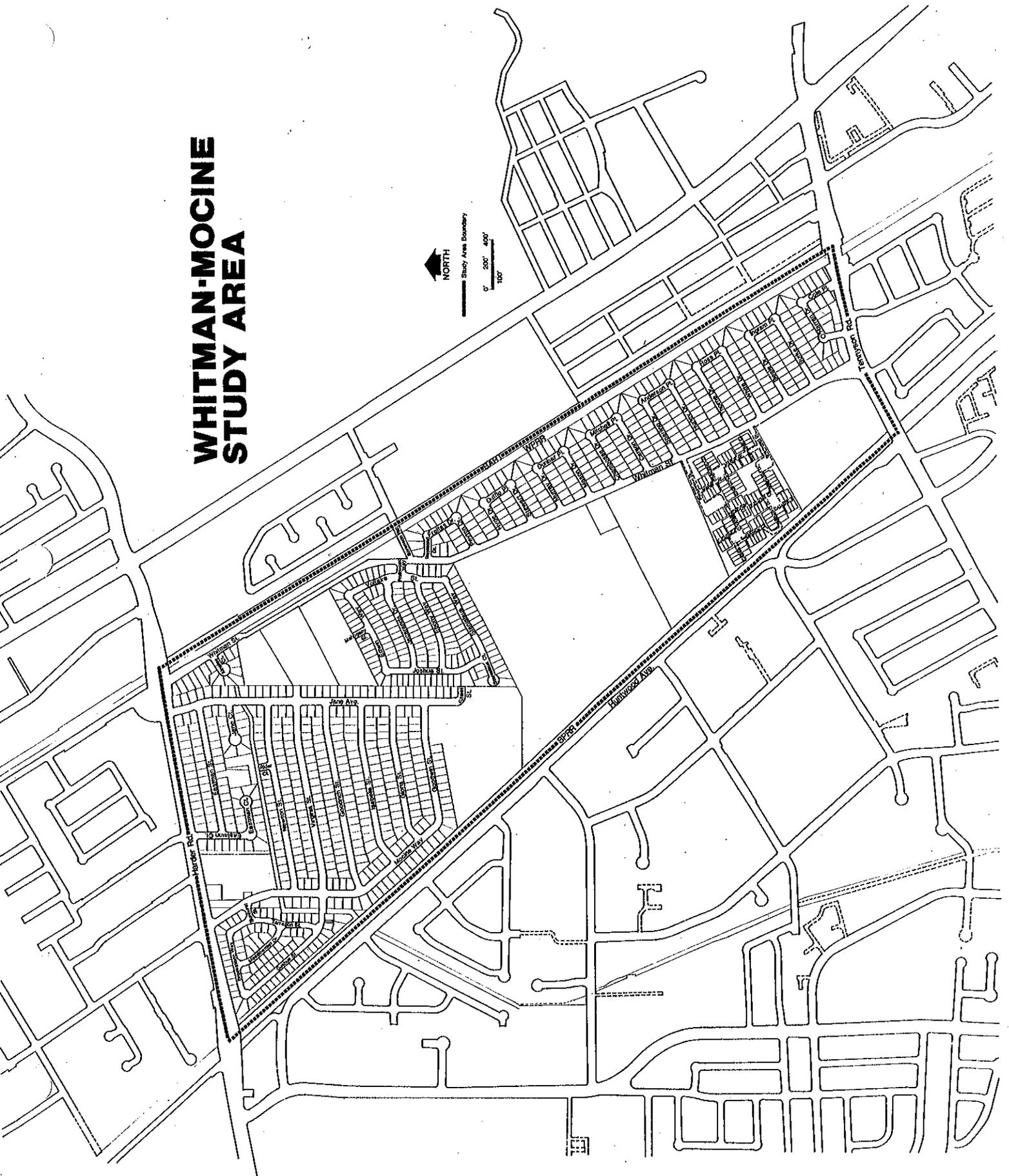
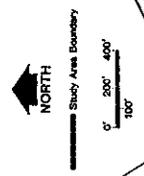
## III. THE PLANNING PROCESS

The Whitman-Mocine Neighborhood planning process began September 18, 1996 with an initial neighborhood meeting to explain the planning process, identify local issues and concerns and solicit applications for a citizens task force. The Task Force was appointed by the City Council in October 1996 to prepare a Neighborhood Plan for the area bounded by Harder Road and Tennyson Road to the north and south, and the Southern Pacific and BART right-of-ways to the west and east. The map on the following page shows the Neighborhood Plan Study area.

The Task Force carefully reviewed those issues and concerns expressed by area residents at the initial neighborhood meeting and at subsequent Task Force meetings between October 1996 and February 1997. At the second neighborhood meeting on February 5, 1997 the Task Force presented various policy alternatives. After evaluation of the responses received at the meeting, the Task Force modified some alternatives and eliminated others from further consideration. The Task Force presented its recommendations to all interested residents, merchants and property owners at the final neighborhood meeting on March 26, 1997.

The draft plan will be the subject of public hearings before the Planning Commission and the City Council. The Planning Commission will hold its public hearing in April 1997 prior to forwarding its recommendations to the City Council. The City Council will hold a public hearing in May 1997 prior to consideration and adoption of the final Neighborhood Plan.

# WHITMAN-MOCINE STUDY AREA



## *Socioeconomic Overview*

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A profile of the socioeconomic characteristics of the Whitman-Mocine neighborhood (Census Tract 4378) is presented in Table 1. Summary highlights are as follows:

### *Demographics*

- Between 1980 and 1990, the neighborhood experienced a 27% increase in population (738 persons) but only a 16% increase in housing units (159 units). This occurred primarily because there was a parallel increase in household size from 2.79 persons per household in 1980 to 3.01 persons per household in 1990.
- In terms of racial composition, the Whitman-Mocine neighborhood became more diverse between 1980 and 1990. The largest change was in the Asian population with a 333% increase from 166 persons in 1980 to 721 in 1990. The next largest change was a 248.3% increase in the black population, from 74 persons to 256. The Hispanic population increased by 44.4%, the non-Hispanic white population decreased by 9.7% and the American Indian population decreased by 65.3%.
- Between in 1980 and 1990, in terms of the age of the overall neighborhood population, there was a significant increase in the number of persons over age 65 (110%) and an increase in the number of persons under age 5 (52%).

### *Housing Tenure and Type*

- The owner-occupancy rate in the neighborhood remained nearly constant in both 1990 (nearly 70%) and in 1980 (71.8%). Housing types during this same time period also remained constant between, with 82% of the homes being single-family and 17% being multi-family.
- In 1980, 24% of the residents of the Whitman-Mocine neighborhood had moved into their home within the past year, and 50% had moved into their home within the past five years. That translates to nearly 75% of the neighborhood residents having lived there five years or less. In 1990, this statistic was more balanced, with about 24% of the residents moving into their homes within the past year. A like amount moved into their homes within the past five years. Therefore, in 1990, more than half of the residents had lived in the neighborhood for five years or more.

### *Neighborhood Income and Housing Values*

- The average household income in the Whitman-Mocine neighborhood (in 1989 dollars) was \$42,816, 16% higher than the citywide average of \$36,058. Conversely, the average value of an owner-occupied home in the Whitman-Mocine neighborhood (in 1989 dollars) was \$176,800, 4.3% lower than the citywide average of \$184,500.

Table 1- Socioeconomic Profile of the Whitman/Mocline Neighborhood: 1980 and 1990

Population & Housing	1980	% of Total	1990	% of Total	Difference	% Change
Total Persons	2,726	100%	3,464	100%	738	27%
Housing Units	1,005	100%	1,164	100%	159	16%
Households	968	100%	1,144	100%	176	18%
Household Size (persons per household)	2.79	-	3.01	-	0.22	8%

Racial and Ethnic Composition	1980	% of Total	1990	% of Total	Difference	% Change
Non-Hispanic White	1,873	68.70%	1,690	48.8%	-182	-10%
Non-Hispanic Black	74	2.70%	256	7.4%	183	248%
Non-Hispanic Asian	166	6.10%	721	20.8%	554	333%
American Indian	30	1.10%	10	0.3%	-20	-65%
Hispanic	540	19.80%	779	22.5%	240	44%

Housing Value & Income	1980	% of Total	1990	% of Total	Difference	% Change
Average Household Income	\$ 23,712	-	\$ 42,816	-	\$ 19,104	81%
Average Value of Owner-Occupied Units	\$ 79,267	-	\$ 176,800	-	\$ 97,533	123%
Median Contract Rent	\$ 325	-	\$ 692	-	\$ 367	113%
Lower Income Households (less than 80% of Bay Area Median Income)	NA	NA	366	31.8%	NA	NA
Persons Below Poverty Level	147	5.40%	181	5.2%	34	23.0%

Housing Type	1980	% of Total	1990	% of Total	Difference	% Change
Single Family Units	829	82.5%	961	82.6%	132	16%
Multi-Family units	176	17.5%	191	16.4%	15	9%
Single Family Rentals	NA	-	493	43.1%	NA	NA
Multi-Family Rental Households	NA	-	685	18.3%	NA	NA
Owner Occupied Households	695	71.8%	3,008	69.5%	2,313	333%
Renter-Occupied Households	267	27.6%	215	18.8%	-52	-19%

Age Breakdown	1980	% of Total	1990	% of Total	Difference	% Change
Under 5 Years Old	213	7.8%	322	9.3%	110	52%
Between 6-18 Years Old	529	19.40%	626	18.10%	97	18%
Over 65 Years Old	177	6.49%	372	10.7%	195	110%

Miscellaneous	1980	% of Total	1990	% of Total	Difference	% Change
Language Spoken at Home Other than English (residents 5+ years of age)	485	17.8%	1,010	31.7%	525	108.1%
Single-Parent Households	406	8.2%	388	8.4%	-18	-4.4%
Unemployed Persons (persons 16+ years of age)	210	7.7%	218	6.3%	8	4.0%
Employed Residents Working in Hayward	483	32.3%	403	25%	-80	-16.6%
Residents Taking Public Transit to Work	447	16.4%	110	7%	-337	-75.4%
Households Moving into Unit in Past Year	234	24.2%	274	24.0%	40	17.1%
Households Moving into Unit in Last 5	475	49.1%	510	24%	35	7.4%

Whitman/Mocline Neighborhood Study Area includes Census Tract 4378  
 NA: Not Available

Source: 1980 and 1990 U.S. Census  
 Filename: Wm\_soco

## *Policies & Strategies*

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The Whitman-Mocine Task Force reviewed the issues and concerns which were identified at both the initial neighborhood meeting in September 1996 and again at the second neighborhood meeting held in February 1997. Much of the emphasis of the neighborhood plan focuses on retaining the single family character in the midst of ongoing changes in and around the area.

These policies and implementation strategies attempt to address the many neighborhood issues which have been voiced as part of the process of creating this neighborhood plan.

## LAND USE

**Policy 1:** *Retain and enhance the single family character of the Whitman-Mocine neighborhood.*

Strategy 1.1: Integrate new residential development on the nursery sites into the neighborhood.

a) *Density and Housing Type* - Support future residential development, on the two commercial nursery sites, with densities consistent with the Limited Medium Density general plan designation. New development should be single-family detached housing, but may use zero lot line design.

b) *Project Design* - Special attention should be given to the Whitman Street frontage using design features that could include any or all of the following: landscaped elements (planting strips, small berms and project entryways), varying building massings (one-story, two-story and partial two-story structures) and varied building setbacks. The homes in any new development should have attractive and varied facades within a common architectural theme(s).

c) *Permit Processing* - Formal development applications shall be processed under the Planned Development (PD) zoning district to allow for maximum design flexibility.

**Policy 2:** *Upgrade and renovate the Huntwood Manor Shopping Center to ensure that it remains a viable neighborhood amenity.*

Strategy 2.1: Urge the City to work with property owners to consolidate the ownership of the three parcels near the southwest corner of the Harder/Mocine intersection in order to facilitate additional commercial expansion of the center. Provide a landscaped entryway into the neighborhood at this same corner.

Strategy 2.2: Encourage the recruitment of neighborhood-oriented businesses, in order of preference, such as a hardware store, cafe/bakery, a sit down restaurant or other similar use consistent with the existing CN (Neighborhood Commercial) zoning district. Suggest that the owner work with appropriate city staff concerning the recruitment of new tenants.

Strategy 2.3: Request that the property owner improve the upkeep and appearance of the center as

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well as maintain and improve on-site security. Improvements would include increased lighting and improved cleanliness of the parking lot.

- Strategy 2.4 In order to accommodate the La Familia office facility on Mocine Street, change the general plan designation from Residential, Medium Density (RMD) to Retail and Office Commercial (ROC), and change the zoning from RM (Medium Density Residential) to CO (Commercial Office). Because of the narrow lot configuration and the property's location on a sharp curve, retail uses are considered inappropriate here.

### TRAFFIC SAFETY AND CIRCULATION

**Policy 3:** *Make the neighborhood safer, especially for the disabled, elementary and high school students, and pedestrians.*

Strategy 3.1: Provide audible signals for the visually-impaired at all signalized intersections in the neighborhood including the Whitman/Tennyson; Harder/Mocine; and Harder/Jane intersections.

Strategy 3.2: Provide new wheelchair ramps, in order of priority, at the Harder/Jane intersection and around the Sorensdale Recreation Facility. Additionally, provide new wheelchair ramps when other street improvements require the reconstruction of street corners.

Strategy 3.3: Pursue the following strategies to reduce speeding and traffic concerns along Whitman Street:

- a) Install a three-way stop sign at the Fruitwood/Whitman intersection;
- b) reduce the speed limit from 30 mph to 25 mph on Whitman between Jane and Fruitwood.
- c) consider installation of rumble strips on the approaches to both schools along Whitman, especially if the Sorenson Triangle is developed as a park; and
- d) urge the Briarwood Homeowners Association to request that the City install stop signs from the townhome development at Briarwood and Persimmon Drives.

Strategy 3.4: Consider the following additional improvements in the neighborhood including:

- a) Installation of a new two-way stop on Gushue at Mocine and on Virginia at Mocine;
- b) consider relocating the existing stop sign at the Mocine/Sunburst intersection to improve sight distance and visibility;
- c) provide for new yellow flashing beacons *and* crosswalks at the Harder/Eastman Court intersections;
- d) improve enforcement of traffic and parking regulations by the City and HUSD to eliminate double parking and stopping in the red zone to eliminate danger to school children near the gate to Harder School at the corner of Harder and Jane;
- e) to improve traffic safety at the sharp curve along Mocine, near the La Familia facility, eliminate on-street parking on the east side of Mocine across from La Familia and consider shifting the centerline further east; and
- f) evaluate the signal timing at the Whitman/Tennyson intersection to facilitate right-hand turn movements from southbound Whitman onto westbound Tennyson.

Strategy 3.5: The Task Force acknowledges that the lack of truck parking facilities is a citywide issue which needs to be addressed as part of the Circulation Element Update effort.

#### **PUBLIC FACILITIES**

*Policy 4: Continue to maintain existing schools and parks and pursue the development of additional facilities where opportunities allow.*

Strategy 4.1: Pursue the acquisition and development of the Sorenson Triangle and adjacent strip as a neighborhood recreation amenity. Consider the use of future park dedication fees from any additional residential development that might occur in the neighborhood to help fund this effort. Consider the following facilities:

- a) Basketball courts for day use with tables and BBQ pits; and
  - b) a par course or other recreational trail along the linear portion of the property fronting Whitman Street; and
  - c) develop the area with native landscaping and vegetation near the pedestrian over crossing to beautify the property as a neighborhood entrance.
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- Strategy 4.2: Urge the Hayward Unified School District to maintain and replace, as needed, the fencing near the Bowman Tunnel. Consider adding a barbed wire barrier, similar to the one on the Sorenson Overcrossing, to prevent unwanted foot traffic over the tunnel. Maintenance includes abatement of litter and graffiti and the provision of adequate lighting.
- Strategy 4.3: Support HARD's planned improvements for the Soresndale Recreation Facility and urge the funding for additional improvements which include:
- a) repaving the playground to provide increased parking; and
  - b) installation of new fencing around the playground area to prevent parking on the grass area; and
  - c) improve non-motorized access into the park at its southern end from Tennyson High School.

#### NEIGHBORHOOD CHARACTER AND APPEARANCE

**Policy 5:** *Maintain and improve the Whitman neighborhood as a safe and attractive area.*

- Strategy 5.1 Enforce the standards in the housing code and related ordinances and aggressively enforce the Community Preservation Ordinance to resolve problems concerning possible illegal home businesses, long-term parking, and the general appearance of property in the neighborhood.
- Strategy 5.2 Enhance the neighborhood by installing neighborhood entryways at the Harder/Mocine and Whitman/Tennyson intersections. Work with property owners to achieve this.
- Strategy 5.3 Continue to support the Sidewalk Repair, Street Tree Planting and Street Lighting Programs as essential neighborhood services.
- Strategy 5.4 Encourage the Hayward Unified School District, HARD and the City to jointly develop a strategy for providing structured after school programs for youths that would use existing facilities.

**PUBLIC SAFETY**

***Policy 6: Improve the level of police and fire services in the neighborhood.***

- Strategy 6.1 Assure that emergency medical and fire services meet the 5-Minute Response time standard for the entire neighborhood and especially for new development.
- Strategy 6.2 Maintain an active Neighborhood Alert program and encourage residents to form new groups.
- Strategy 6.3 Improve street lighting by installing additional lights, promptly replacing faulty lamps and more frequent tree trimming where illumination is affected. Encourage the use of the street lighting request process which is available through the public works department.

## *Land Use Issues*

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The Whitman-Mocine neighborhood is one of the smaller neighborhoods in Hayward yet contains a neighborhood shopping center, two commercial nurseries, two public schools and a community recreation facility. The primary issues which surfaced during the Neighborhood Plan process include discussion about future residential development on the nursery sites and how to maintain the shopping center as an attractive and economically viable neighborhood amenity.

The Task Force spent considerable time discussing appropriate residential densities, housing types and other design issues related to future residential development and also talked about ways to improve the look and appearance of the shopping center. Additionally, the Task Force supports expansion of the shopping center as a way to ensure that it remain an economically viable neighborhood resource. The Task Force realizes that expansion of the shopping center involves consolidation of three properties each with a different owner. Because eventual expansion of the shopping center will help to achieve other neighborhood objectives, the Task Force strongly supports the consolidation of the remaining properties in this area.

### I. HISTORICAL DEVELOPMENT PATTERN

Figure 1 shows past subdivision and annexation activity in the neighborhood. Most of the residential development in the Whitman-Mocine neighborhood occurred in the late 1940's and into the 1950's. The neighborhood's first residential subdivision was built in 1949 in the area between West Tennyson Road and Sorenson Road, between Whitman Street and the Western Pacific right-of-way. The next large residential development occurred in the 1950's in the northern portion of the neighborhood, located south of Harder Road between Mocine and Jane Streets.

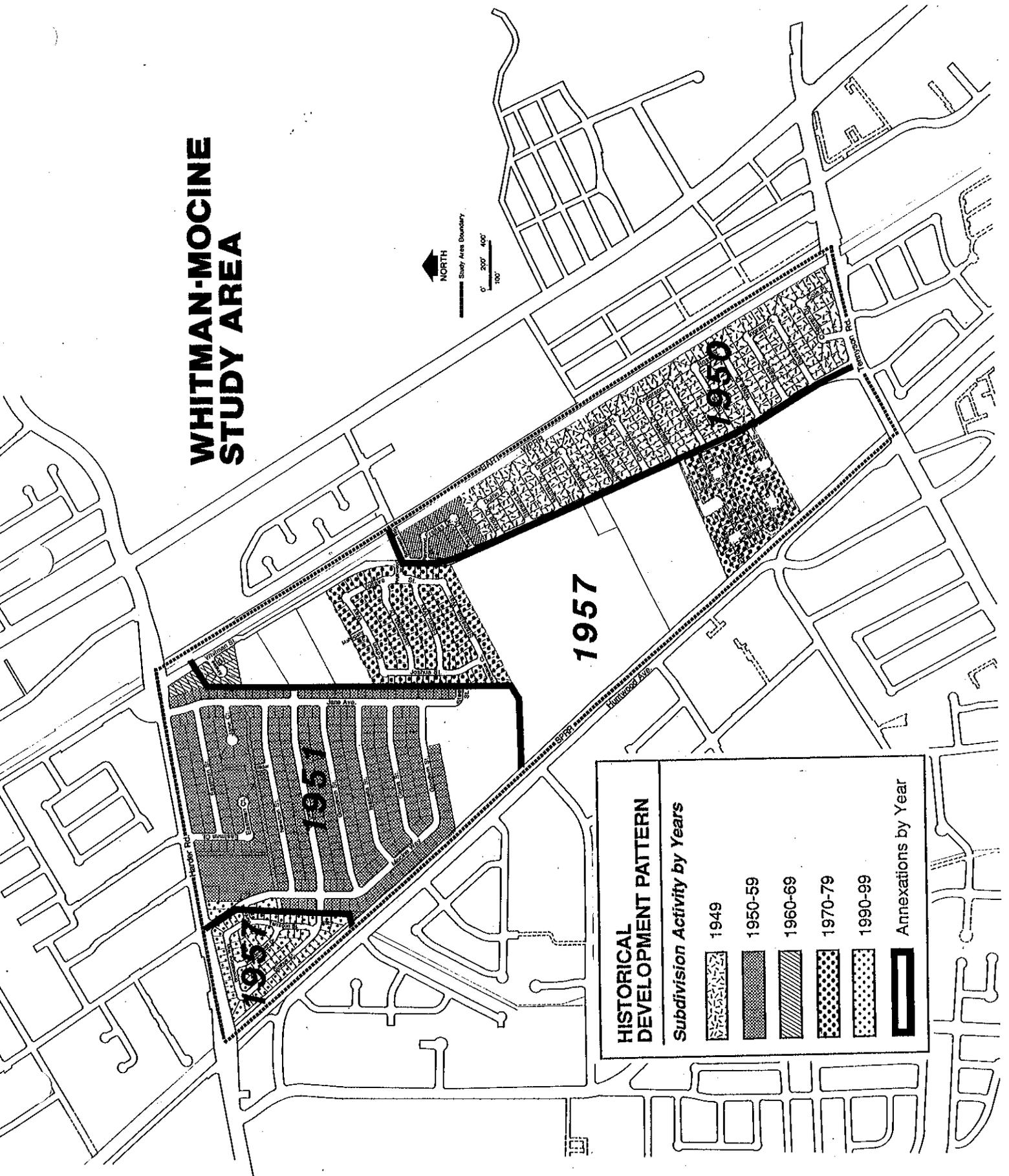
The Whitman Green Apartment complex, located between Harder and the Fruitwood development was built in the 1970's. The neighborhood's only townhome development (Briarwood Townhomes) was also built during this decade and is located between Caesar Chavez Elementary School and the Sakai Brothers nursery. Additional residential development continued during the 1970's with the development of the Fruitwood single family homes located between Tennyson High School and the Domoto Family Nursery. The most recent residential development was completed in the early 1990's with construction of single family homes (Kaufman & Broad developer) in the northwest corner of the neighborhood.

### II. LAND USE OVERVIEW

The Whitman-Mocine neighborhood is located west of Mission Boulevard in the south Hayward area. Neighborhood Plan boundaries are West Harder Road and West Tennyson Road to the north and south, while the Southern Pacific Railroad and Western Pacific right-of-ways bound the neighborhood

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# WHITMAN-MOCINE STUDY AREA



to the east and west. Today, the neighborhood supports slightly more than 1,100 housing units and over 3,400 people.

Non-residential development in the neighborhood includes the Huntwood Shopping Manor at the Harder/Mocine intersection, La Familia Counseling Services on Mocine Street just south of Harder Road, and two commercial nurseries which are both located on Whitman Street. The shopping center is practically fully-occupied and contains a variety of neighborhood-based businesses.

A corner section of the shopping center, less than one acre in size, remains undeveloped and represents the neighborhood's only area that is intended to support additional commercial development. The commercial nurseries, which account for a total of 20 acres represent the last remaining residential development potential. Both nurseries have not been in full operation the past few years. The larger nursery, Sakai Brothers Nursery, announced its intent to close after Valentine's Day 1997. The second nursery, Domoto Family Nursery, is expected to close too, in the near-term future. Finally, the neighborhood's public facilities include Tennyson High School and Caesar Chavez Elementary School and the Sorensdale Community Recreation facility.

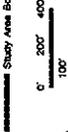
Existing development is shown in Figure 2, while Figure 3 shows the existing land use policy designations established by the city's General Policies Plan. Figure 4 shows existing zoning for the area. The 1986 General Policies Plan (GPP) put into place land use policy in the Whitman-Mocine neighborhood. Within the neighborhood plan area, there exist six different land use designations which accommodate residential uses; schools; the shopping center and small office; and parks and recreation facilities. These uses and related issues are described in more detail in the following sections.

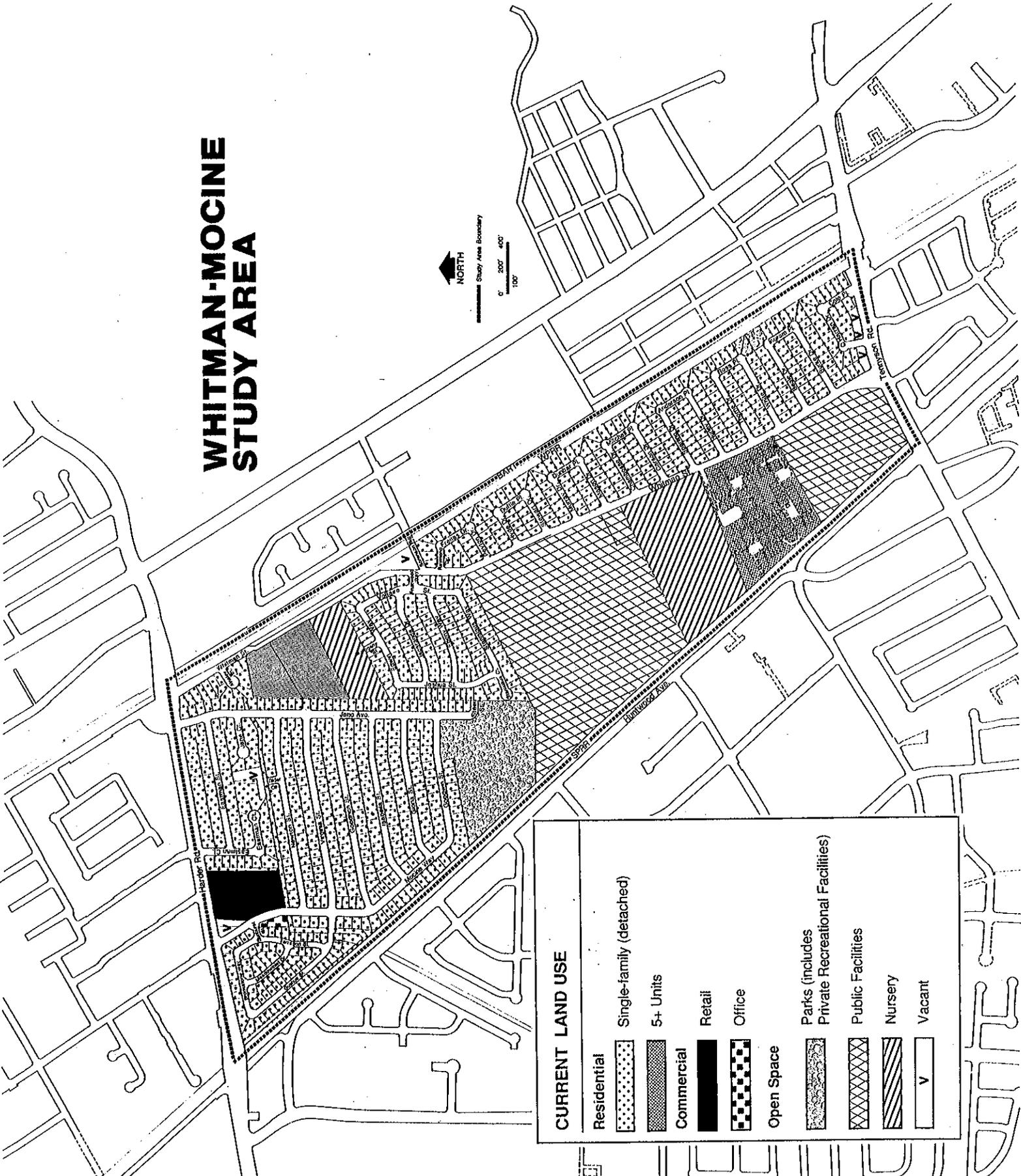
*Residential Development* - The General Policies Plan applies three residential categories in the neighborhood: *Residential, Low Density (4.3-8.7 dwelling units/net acre)*, *Residential, Limited Medium Density (8.7 - 12.5 units/net acre)* and *Residential, Medium Density (8.7 - 17.4 units/net acre)*. The primary residential housing type in the neighborhood is single family detached housing on lots which range from 3,500 square feet to 5,000 square feet.

There are two distinct residential areas the neighborhood. One is located in the southern end of the area, along Whitman Street between Sorenson Road and West Tennyson Road. The other primary residential area is located south of Harder Road between Mocine and Jane Street. In terms of multiple family development, the Briarwood Townhome project consists of attached townhome units. Finally, the Whitman Green Apartment complex is designated under the Residential Medium Density designation and zoned RH (High Density).

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# WHITMAN-MOCINE STUDY AREA

 NORTH  
 Study Area Boundary  
 0 200' 400'  
 100'



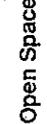
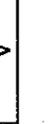
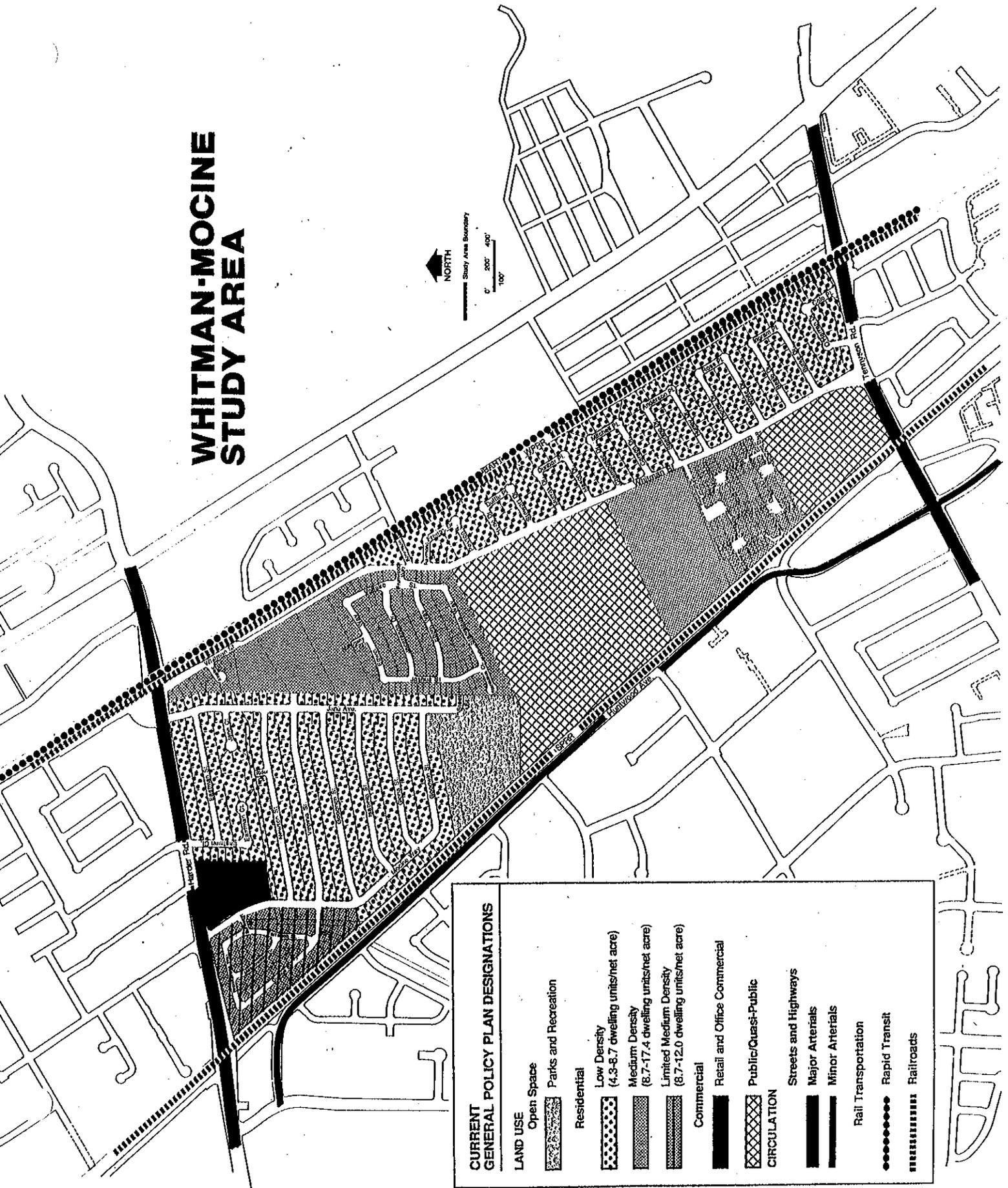
CURRENT LAND USE	
Residential	Single-family (detached)
	
Commercial	5+ Units
	
Open Space	Parks (includes Private Recreational Facilities)
	
	Public Facilities
	Nursery
	Vacant
	

Figure 2

# WHITMAN-MOCINE STUDY AREA

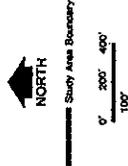
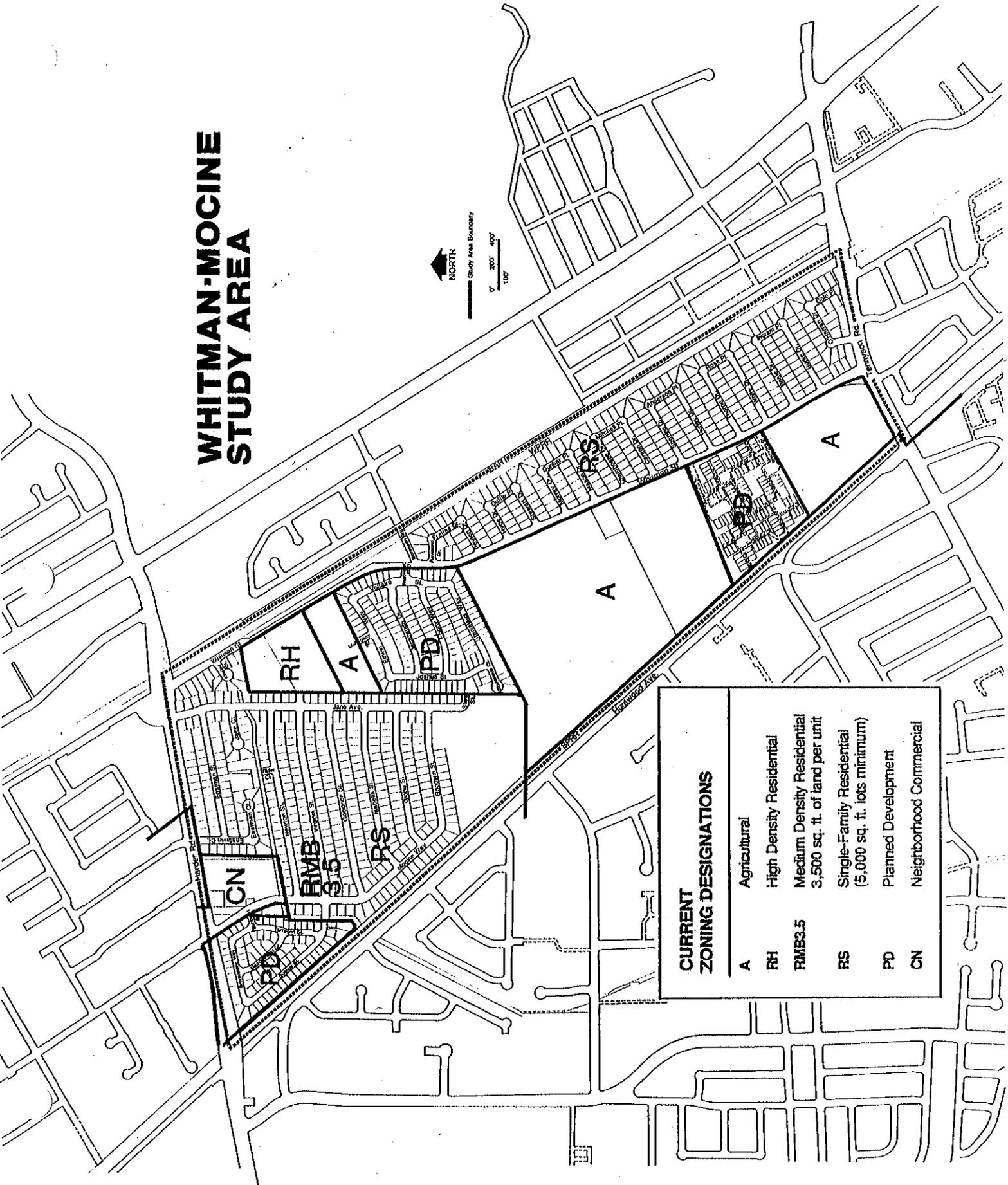


 NORTH  
 Study Area Boundary  
 0 200' 400'  
 100'

CURRENT GENERAL POLICY PLAN DESIGNATIONS	
<b>LAND USE</b>	
Open Space	
Parks and Recreation	
<b>Residential</b>	
Low Density (4.3-6.7 dwelling units/net acre)	
Medium Density (8.7-17.4 dwelling units/net acre)	
Limited Medium Density (8.7-12.0 dwelling units/net acre)	
<b>Commercial</b>	
<b>CIRCULATION</b>	
Public/Quasi-Public	
Streets and Highways	
Major Arterials	
Minor Arterials	
<b>Rail Transportation</b>	
Rapid Transit	
Railroads	

Figure3

# WHITMAN-MOCINE STUDY AREA



CURRENT ZONING DESIGNATIONS	
A	Agricultural
RH	High Density Residential
RMB3.5	Medium Density Residential 3,500 sq. ft. of land per unit
RS	Single-Family Residential (5,000 sq. ft. lots minimum)
PD	Planned Development
CN	Neighborhood Commercial

*Commercial Development* - The neighborhood's only shopping area is represented by the Huntwood Manor Shopping Center located at Harder Road and Mocine Street. This neighborhood shopping center is mostly fully-occupied and contains several different types of businesses. For example, there is a fresh produce store, a bulk grocery store, pizza parlor and Chinese restaurant, to name a few. The shopping center is designated under the Retail, Office and Commercial (ROC) General Plan designation and is covered by CN (Neighborhood Commercial) zoning.

The neighborhood is also home to La Familia Counseling Services, which is a non-profit agency providing programs and services in the area of substance abuse. This agency has been in its present location since 1987 and owns its office facilities located on the west side of Mocine Street opposite the Huntwood Manor Shopping Center. La Familia's property is designated under the Residential Limited Medium Density (LMD) designation with residential (RMB 3.5) zoning. As it presently exists, the La Familia facilities are considered a legal non-conforming office use located in an area designated and zoned for residential use.

The two commercial nurseries represent the remaining commercial operations in the neighborhood. However, both have been in marginal operation due to competition from foreign flower markets. The properties contain large greenhouses and are designated under the Residential Medium Density general plan category and zoned A (Agriculture) to reflect present uses.

*Parks and Recreation* - The primary park and recreation facility is the Sorensdale Community Recreation Facility which is owned by HARD. This facility contains fields and turf area. The HUSD operates a school for the developmentally disabled at these facilities. Sorensdale Recreation Facility is designated Parks and Recreation by the City's General Plan. There is a small tot lot, known as the Bechtel Tot Lot, located between Rose and Ingram Place, just west of the BART tracks. This facility is designated under the Low Density Residential general plan designation.

*Public and Institutional Uses* - The neighborhood contains two schools, Tennyson High School and Caesar Chavez Intermediate School. The Sorensdale Park and Recreation Facility is also located in the neighborhood. Although not in the study area, students in the neighborhood attend Bowman and Harder Elementary Schools. The Harder Elementary School attendance area includes the residences in the Mocine Street and Jane Street area, while the Bowman attendance area includes the residential portion in the southern part of the neighborhood.

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### III. DISCUSSION OF ISSUES

*Future Residential Development on the Commercial Nursery Sites* - Future residential development on the two commercial nursery sites was a primary topic for the Task Force. The two sites account for 15 acres (Sakai Brother Rose Company) and 5 acres (Domoto Family Nursery) respectively and are designated under the *Residential Medium Density (8.7 - 17.4 units per net acre)* land use category. As part of Task Force deliberations on appropriate densities and housing types, the group reviewed actual densities of existing residential developments in the neighborhood as shown in Figure 5.

The Task Force felt that the densities reflected by the Kaufman & Broad (Map# 1) and the Fruitwood (Map# 2) developments were appropriate and fit in with the neighborhood in terms of scale and appearance. In order to achieve this density, the Task Force recommends changing the general plan designation on both nursery sites from the *Medium Density (8.7 - 17.4 units per net acre)* land use category to the *Limited Medium Density (8.7 - 12.0 units per net acre)* land use category. The Task Force supports the development of detached single family housing, including zero lot line development. In terms of site design concerns, the Task Force felt that the Whitman Street frontage should be given special attention. This could be achieved through installation of attractive landscaping features, varying the building masses along the frontage and providing a variety of styles within a common architectural theme. Task Force concerns are addressed in Policy 1 and Strategies 1.1 (a) and (b).

*Renovation and Expansion of the Shopping Center* - The Neighborhood Task Force discussed the Huntwood Manor Shopping Center and covered issues about appearance and maintenance, and eventual expansion. Initially built in the 1950's the shopping center provides a variety of goods and services to the neighborhood. Task Force members noted that the center is very visible along the Harder Road corridor and the center could be improved by painting and other facade improvements. The Task Force also thought the parking lot needed to be repaved and reconfigured since the existing layout is both confusing and crowded. Task Force concerns are expressed directly in Policy 2 and related Strategies 2.1; 2.2; and 2.3..

As part of Task Force discussion about future expansion of the shopping center, the group supports additional commercial development on the undeveloped properties in the northwest corner of the center. The Task Force views the center as a valuable neighborhood amenity. Residents commented at neighborhood meetings during the Neighborhood Plan process that they thought the existing tenant mix is appropriate and that more shopping opportunities should be provided. However, given the multiple properties and ownerships in the area, the immediate expansion of the shopping center may not be possible.

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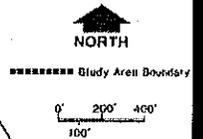
# WHITMAN-MOCINE STUDY AREA

1) Kaufman & Broad Single-Family Homes  
 General Plan: Limited Medium Density  
 Description: 8.8 units/net acre  
 3,600 sq. ft. lots

2) Whitman Green Apartments  
 General Plan: Medium Density  
 Description: 29.7 units/net acre  
 Rental Apartments

3) Fruitwood Single Family Homes  
 General Plan: Medium Density  
 Description: 9 units/net acre  
 4050 - 4500 sq. ft. lots

4) Briarwood Condominiums  
 General Plan: Medium Density  
 Description: 10.4 units/net acre  
 Ownership Townhome Units



Project	Gross Acres	Net Acres	% of Gross Ac.	Units	Parcel Size	Net Density
Kaufman & Broad Single Family Homes	12.02	9.61	80%	85	3,600 sf	8.8 units/acre
Fruitwood Single Family Homes	23.50	17.80	76%	160	4,000 sf to 4,500 sf	9 units/acre
Briarwood Condos	14.10	11.30	na	118	na	10.4 units/acre
Whitman Green Apts.	7.50	6.00	na	178	na	29.7 units/acre

Development Densities of Selected Residential Projects

*Consolidation of Properties Needed?* - County Assessor's parcel records reveal multiple ownerships in the northwest corner near the shopping center (see Figure 6). The map shows three property owners: Mr. Walt Fries (owner of the shopping center), La Familia Counseling Services and the City of Hayward (right-of-way for the old Mocine Street). Reversion rights on the right-of-way area belong to Mr. Fries, who has indicated an interest to expand the center and who made an offer to La Familia in May 1996 to purchase the La Familia five foot strip. However, La Familia has stated a preference to enter into a long-term lease arrangement with Mr. Fries in order to generate a long-term revenue source.

The Task Force understands the need for non-profit agencies to seek a long-term revenue stream. However, in this case, the group feels that the La Familia strip is not a developable property by itself and notes that additional development is possible without it. The Task Force is concerned that if La Familia holds out for a long-term lease arrangement, future development may indeed proceed without the La Familia strip. There are several consequences associated with this possibility.

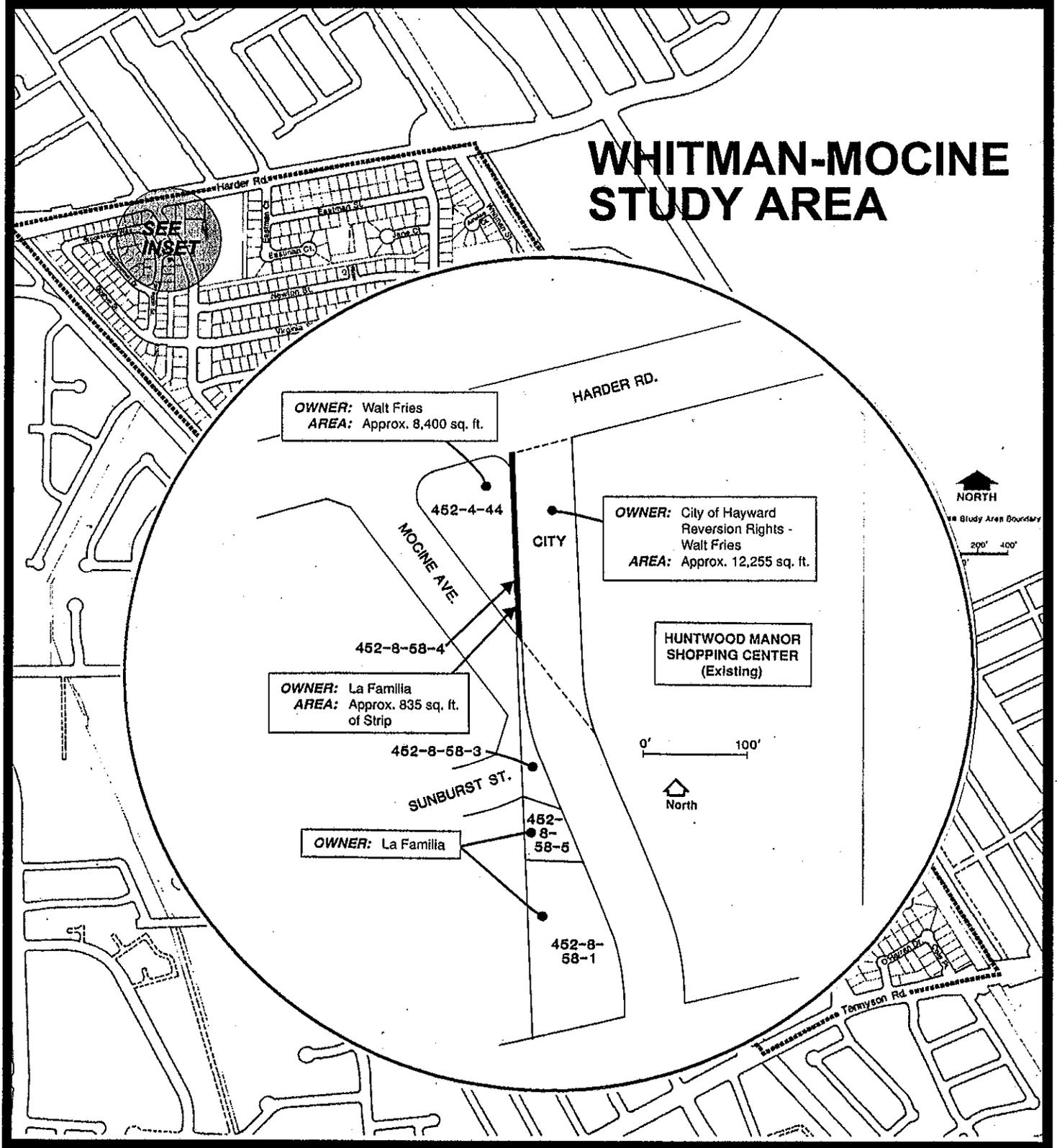
The Task Force voiced three concerns related to expansion of the shopping center without the La Familia strip: 1) If development does proceed without the La Familia strip, then this non-profit agency will have lost the opportunity to accept Mr. Fries purchase offer of \$12,000. It is worthy to note that capital funds for non-profit agencies are very limited and the sale of this capital asset could help secure funds for La Familia to finance future capital improvements. 2) If development occurs without the La Familia piece, then La Familia is left with piece of property with very little or no value while continuing to shoulder the tax liability for this strip of land. 3) If future development occurs without the La Familia strip, the agency must not only continue to pay the property taxes, but it must also pay for the maintenance and upkeep of *and* assume the full legal liability of the strip which is considered an unacceptable risk by many.

Because of these concerns, the Task Force is of the opinion that the outright sale of the five foot strip of land, at a fair market price, is the best strategy for maximizing this asset for La Familia. Proceeds from the sale of this strip of land could help La Familia establish its own capital reserve fund for possible future improvements La Familia may need to make to their own facilities. Finally, the sale of the property will help achieve other neighborhood goals calling for additional neighborhood shopping opportunities and the beautification of an unsightly corner at this prominent neighborhood entrance.

*Legal Non-Conforming Uses* - There exist two legal non-conforming uses in the neighborhood. This first is the Whitman Green Apartment complex and the second is the La Familia office facility. The Whitman Green Apartments were developed at a density which is higher than what the Medium Density general plan category allows. The La Familia facility is an existing office in an area

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# WHITMAN-MOCINE STUDY AREA



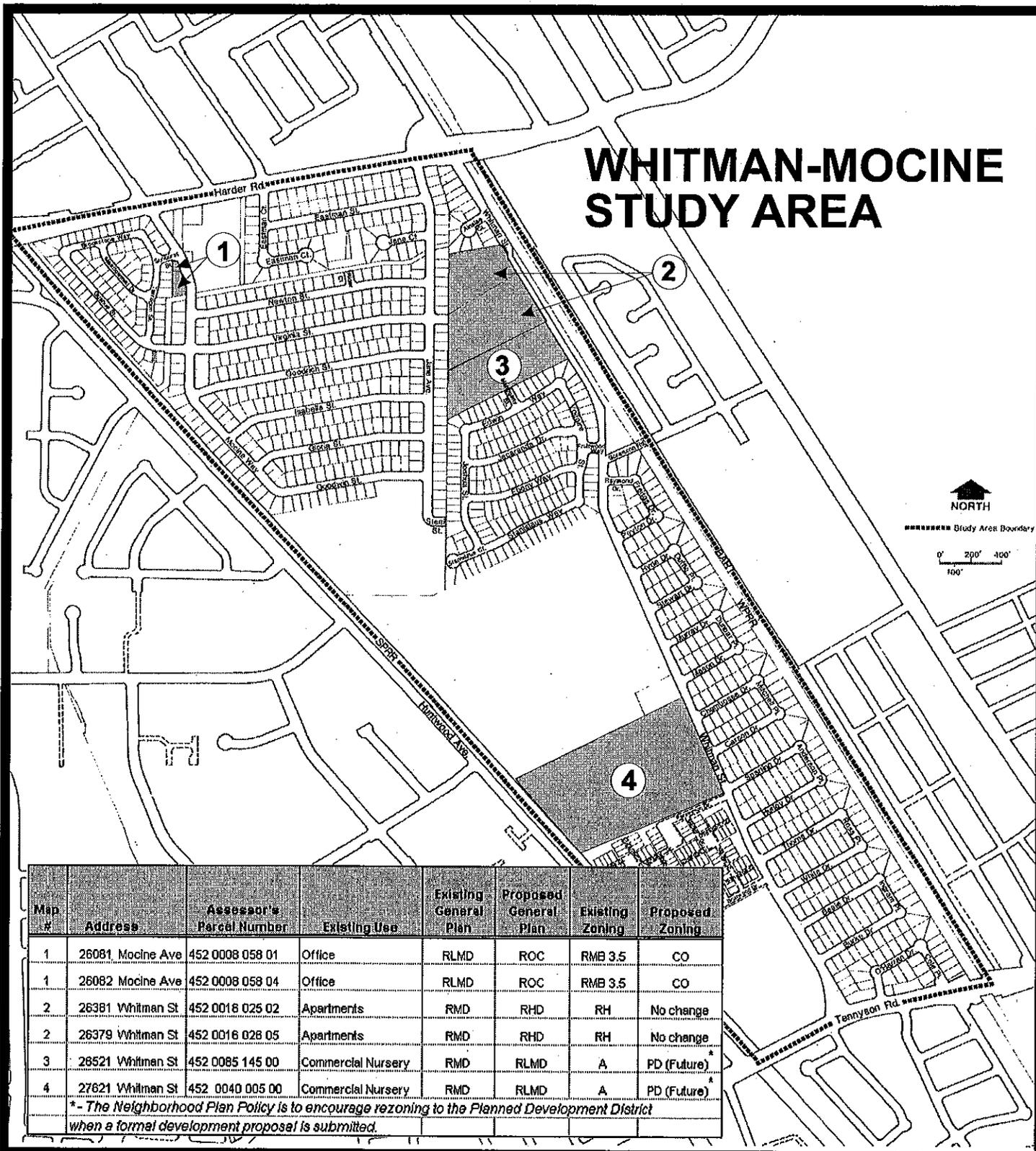
**Property Ownership near the Harder-Mocine Intersection**

designated and zoned for residential purposes. In both cases, the Task Force recommends that both these facilities be accommodated since the group felt these uses are appropriate where they now exist. Specific recommendations of proposed land use changes relating to these and other properties are described in the next section.

#### IV. RECOMMENDATIONS FOR GENERAL PLAN AND ZONING CHANGES

Figure 7 summarizes proposed land use changes in the neighborhood. Specific general plan and zoning changes are shown in Figures 8 and 9 respectively. In terms of the land use policy changes, on the commercial nurseries, the Task Force thought the Limited Medium Density designation could accommodate an appropriate density, yet still provide for detached single family housing. Regarding the existing non-conforming uses, the Task Force thinks these uses fit in well with the neighborhood, and that it is best to accommodate these uses to ensure their long-term existence in the neighborhood. It should be noted that the related policies and strategies in this document help further implement neighborhood goals related to these proposed land use changes.

# WHITMAN-MOCINE STUDY AREA



Map #	Address	Assessor's Parcel Number	Existing Use	Existing General Plan	Proposed General Plan	Existing Zoning	Proposed Zoning
1	26081 Mocine Ave	452 0008 058 01	Office	RLMD	ROC	RMB 3.5	CO
1	26082 Mocine Ave	452 0008 058 04	Office	RLMD	ROC	RMB 3.5	CO
2	26381 Whitman St	452 0016 025 02	Apartments	RMD	RHD	RH	No change
2	26379 Whitman St	452 0016 025 05	Apartments	RMD	RHD	RH	No change
3	26521 Whitman St	452 0085 145 00	Commercial Nursery	RMD	RLMD	A	PD (Future) <sup>A</sup>
4	27621 Whitman St	452 0040 005 00	Commercial Nursery	RMD	RLMD	A	PD (Future) <sup>A</sup>

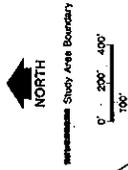
*\* - The Neighborhood Plan Policy is to encourage rezoning to the Planned Development District when a formal development proposal is submitted.*

**Proposed Land Use Changes**



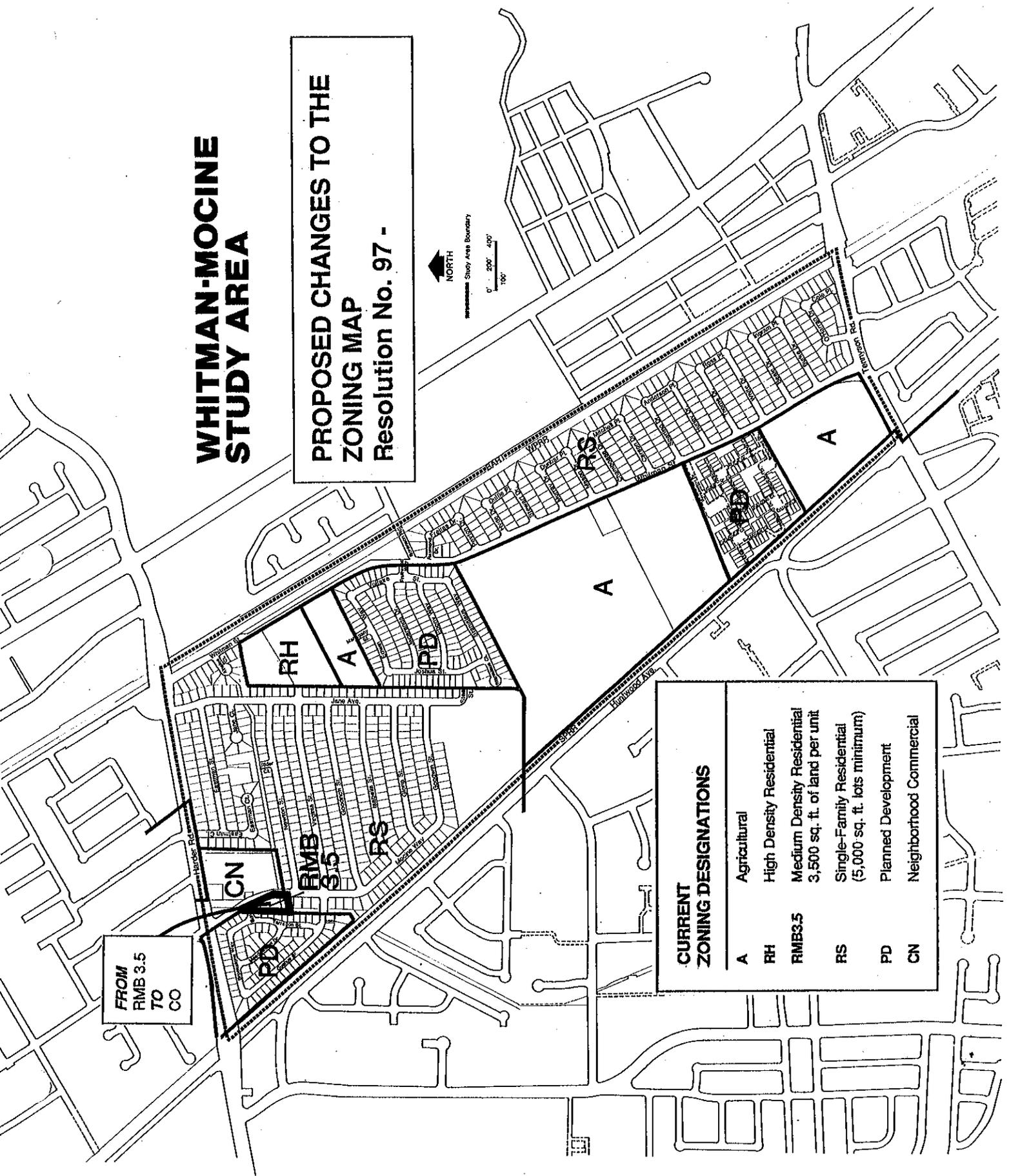
# WHITMAN-MOCINE STUDY AREA

**PROPOSED CHANGES TO THE  
ZONING MAP  
Resolution No. 97 -**



**FROM  
RMB 3.5  
TO  
CO**

CURRENT ZONING DESIGNATIONS	
A	Agricultural
RH	High Density Residential
RMB3.5	Medium Density Residential 3,500 sq. ft. of land per unit
RS	Single-Family Residential (5,000 sq. ft. lots minimum)
PD	Planned Development
CN	Neighborhood Commercial





# *Circulation Issues*

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The Whitman-Mocine neighborhood is bordered by two major arterials (Harder and Tennyson Roads) and two railroad rights-of way (owned by the Southern Pacific and Western Pacific Railroad companies). Whitman Street serves to move most of the internal neighborhood traffic in a north-south direction, while Mocine and Jane provide access into the northern residential section of the neighborhood. Other major transportation facilities near the neighborhood are the Mission Boulevard Corridor, located just east of the neighborhood and the South Hayward BART station which is located on the south side of Tennyson Road and just a few minutes walking distance from the southern end of the neighborhood.

## I. EXISTING TRANSPORTATION FACILITIES IN THE WHITMAN-MOCINE NEIGHBORHOOD

*Arterials* - Harder Road and Tennyson Road are the two major arterials in the neighborhood. Recent traffic volume studies conducted in 1996, as part of the Circulation Element Update effort, show that in the vicinity of the neighborhood Harder Road accommodates about 18,000 average daily trips, while Tennyson Road, between Huntwood Avenue and Whitman Street, carries 28,200 average trips. The volume of traffic on Tennyson, between Whitman and Mission Boulevard, declines to 18,000 daily trips for this particular segment. On Harder Road traffic signals are located at the Mocine/Harder and Jane/Harder intersections. At the southern end, a traffic signal is located at the Whitman/Tennyson intersection. The most recent traffic volumes are shown in Figure 10.

*Railroad Right-of-Ways*: The railroad rights-of-way (ROW) which form the western (Southern Pacific ROW) and eastern (Union Pacific ROW) boundaries of the neighborhood are used for passenger and freight rail purposes. Development which has occurred along the ROW's include schools and play fields, commercial nurseries, town homes and single family structures. Soundwalls are a common feature for residential development located next to railroad tracks as a way to reduce noise levels.

*Other Facilities* - In addition to the street system and railroad ROW facilities, there are a number of non-vehicular transportation facilities for use by bicyclists, pedestrians and wheelchair users which are described as follows:

*Bicycle Facilities* - The existing Bicycle Facilities Plan proposes a Bike Route on Whitman Street. Bicycle Routes generally consist of signage along the sidewalk to indicate that a street is also designated for bicycle traffic. In this case, the curb-to-curb pavement width of Whitman Street, between Harder and Tennyson, is 52 feet. Bike Routes are signed routes only and do not feature pavement striping. The needed pavement width to accommodate a Bike Route is between 28 feet to 32 feet. Since there is on-street parking (8 foot wide parking lanes) on either side of Whitman Street, that leaves 28 feet (minimum standard) to accommodate both vehicular and bicycle traffic. The installation of signage is the next needed improvement to establish a Bike Route on this street.

# WHITMAN-MOCINE STUDY AREA

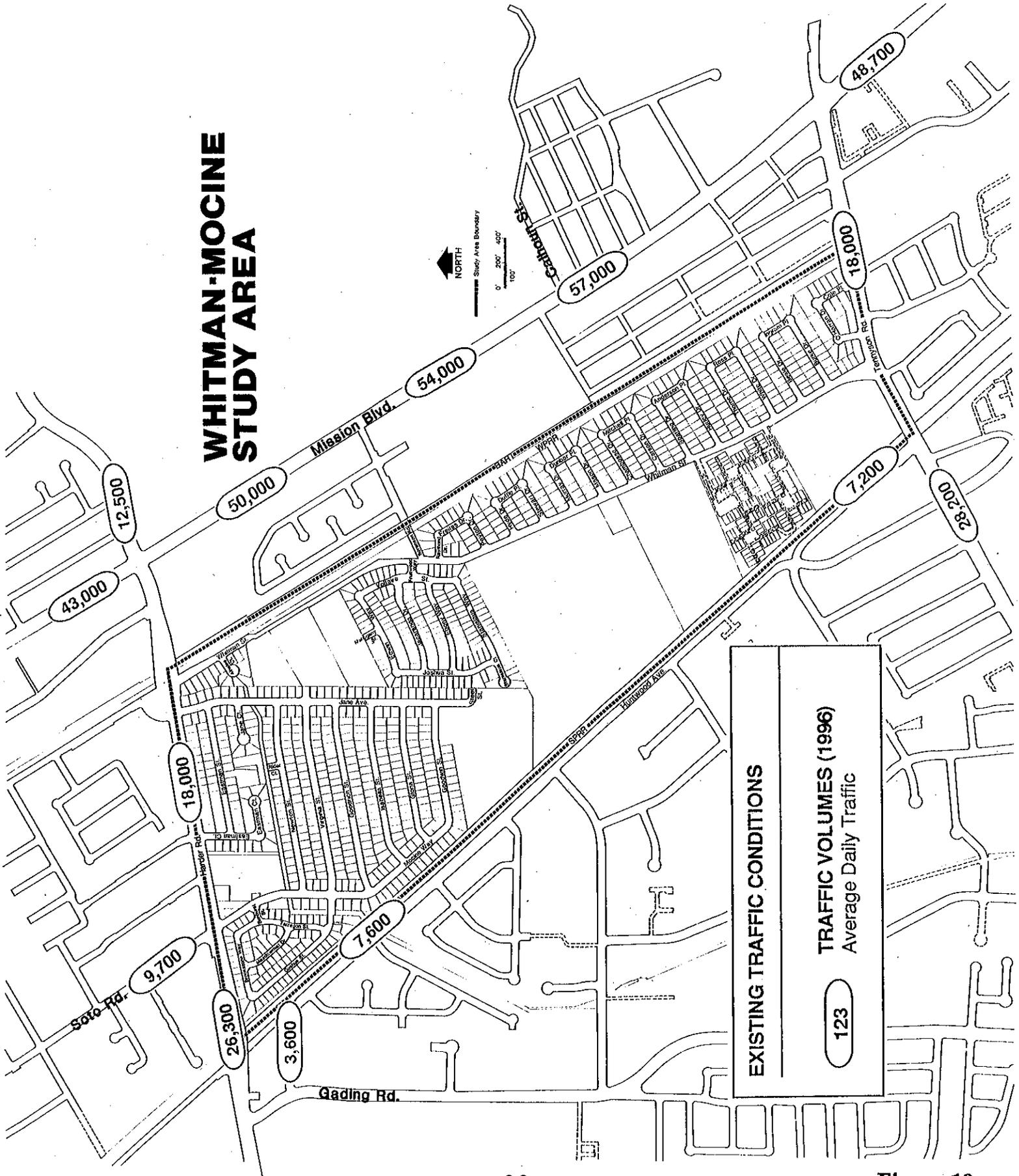


Figure 10

*Pedestrian Facilities* - In addition to sidewalks, there are two pedestrian facilities in the neighborhood which include the Sorenson Pedestrian Overcrossing and the Bowman Tunnel. The Overcrossing provides access into the neighborhood on the east side of the Western Pacific ROW, while the Bowman Tunnel provides access to Bowman School for those students residing west of the Western Pacific ROW. Neighborhood concerns about the Overcrossing primarily relate to the ramp area on Sorenson Street, just east of Whitman Street.

*Wheel Chair Facilities* - In response to the Americans with Disabilities Act (ADA), the City has adopted a comprehensive program to install wheel chair ramps at all street corners. At present, the City relies on its yearly allocation of Transportation Development Act (TDA) funds to pay for the construction of wheelchair ramps throughout the city. The City's policy is to locate the ramps on arterial and collector streets which provide access to government offices and facilities, medical offices and facilities, places of public accommodations, public transportation facilities and bus stops. The City also installs wheelchair ramps when any reconstruction of street corners is done. The Task Force is supportive of new wheelchair ramps at the Harder/Jane intersection and around the Sorensdale Recreation Facility (Strategy 3.2).

*Public Transit* - The Whitman-Mocine area is served by A/C Transit bus service. Bus #91 provides north/south travel service along the Whitman Street corridor into Downtown Hayward, while Route #77 provides service into the South Hayward Industrial area. Figure 11 shows the routes and bus stops. Most residents are within 1/4 mile - generally considered convenient walking distance - of a bus stop. BART also is in close proximity to the neighborhood with the South Hayward BART Station located on the south side of Tennyson Road.

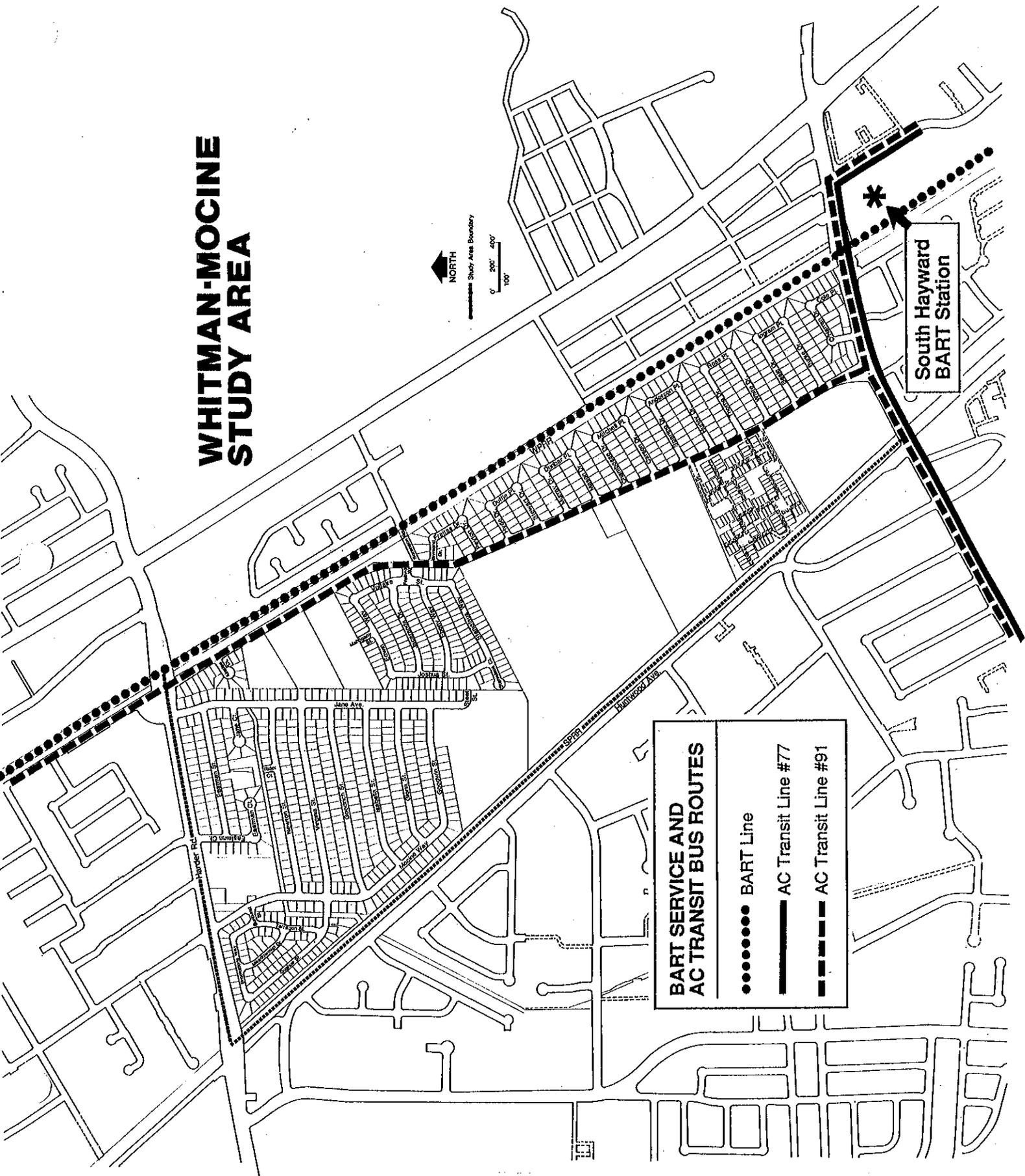
## II. ISSUES AND CONCERNS

Neighborhood concerns primarily focus on neighborhood traffic safety issues. The Task Force discussed a variety of possible solutions related to traffic safety including consideration of new traffic control devices and ways to reduce vehicular speed of through traffic, especially near Tennyson High School and Cesar Chavez Intermediate School. Figure 12 shows existing traffic control devices while traffic accidents are shown in Figure 13.

*Speeding Vehicles* - The Task Force voiced concerns about speeding traffic near the two schools on Whitman Street and suggested that the City install rumble strips on the approaches to the facilities (Strategy 3.3[c]). Additionally, the Task Force suggests that a 25 mph speed limit be applied to the entire length of Whitman Street. Presently a 30 mph speed zone exists on Whitman, between Jane and Fruitwood Drive. The Task Force noted the importance of this particular recommendation, especially if the Sorenson Triangle (at Sorenson and Whitman) is ever developed as a park.

*Pedestrian-Oriented Improvements:* The Bowman Tunnel is a neighborhood concern which the Task Force discussed at length. At issue is the maintenance schedule provided by the HUSD and concerns

# WHITMAN-MOCINE STUDY AREA



**BART SERVICE AND  
AC TRANSIT BUS ROUTES**

- BART Line
- AC Transit Line #77
- - - - - AC Transit Line #91

South Hayward  
BART Station

Figure 11

# WHITMAN-MOCINE STUDY AREA

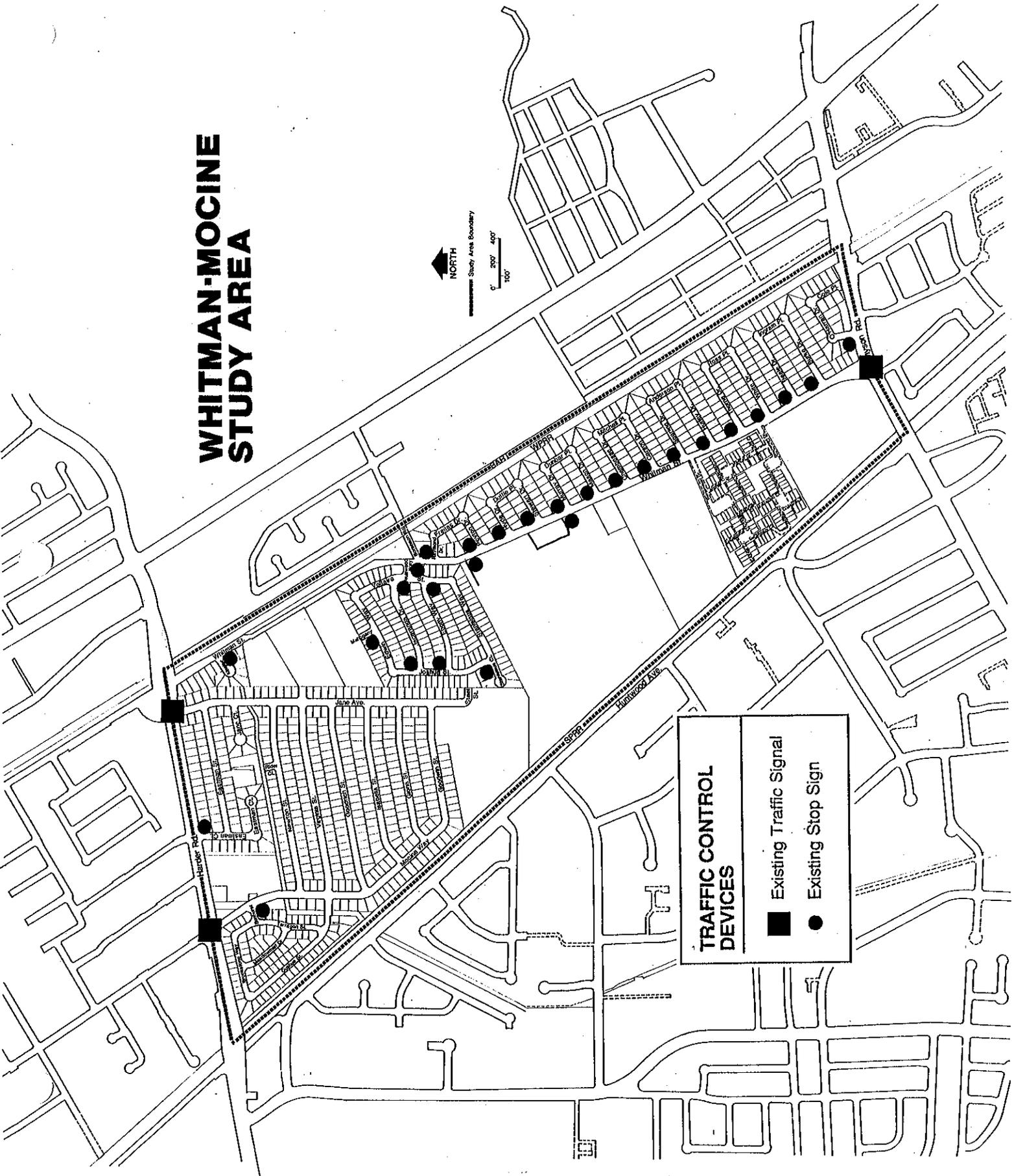
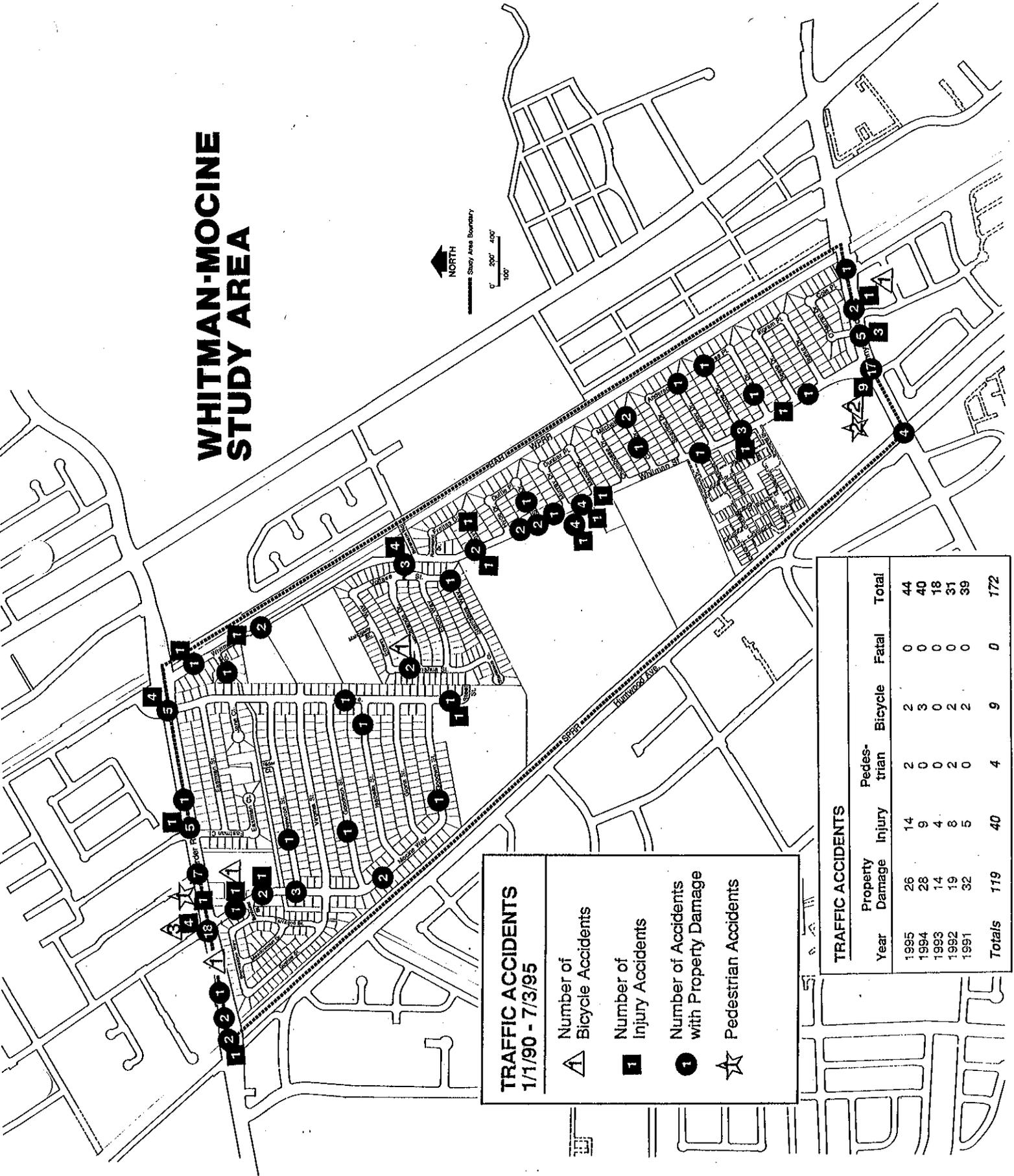
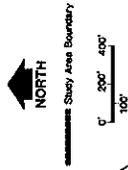


Figure 12

# WHITMAN-MOCINE STUDY AREA



**TRAFFIC ACCIDENTS  
1/1/90 - 7/3/95**

- Number of Bicycle Accidents
- Number of Injury Accidents
- Number of Accidents with Property Damage
- Pedestrian Accidents

TRAFFIC ACCIDENTS						
Year	Property Damage	Injury	Pedestrian	Bicycle	Fatal	Total
1995	26	14	2	2	0	44
1994	28	9	0	3	0	40
1993	14	4	0	0	0	18
1992	19	8	2	2	0	31
1991	32	5	0	2	0	39
<b>Totals</b>	<b>119</b>	<b>40</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>172</b>

Figure 13

about the use of the tunnel in the evening hours. There seems to be a need for more routine maintenance especially to repair the fencing around the tunnel. In the evening hours, people walk on top of the fencing, which creates additional hazards. It was noted by residents who live next to the tunnel that they have witnessed possible burglaries in progress and have seen individuals run from backyards into the tunnel. It was suggested that the tunnel be locked during non-school hours as a way to eliminate easy access into this part of the neighborhood. The Task Force developed Strategy 4.2 as a way to eliminate unwanted foot traffic and to make the tunnel safer.

The Task Force also considered pedestrian traffic safety along Harder Road. Given the existence of Harder School on the north side of Harder Road and the lack of crossing facilities between Harder and Jane, the Task Force recommends the installation of a new yellow flashing beacon and a crosswalk at the Harder and Eastman Court intersection (Strategy 3.4[c]). Likewise, the Task Force suggested that use of new technology which features embedded lights in the crosswalk itself and triggered by a motion sensor, be pursued if costs are not that different from the flashing beacon technology.

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## *Neighborhood Character and Appearance*

The Task Force discussed several concerns regarding the appearance and upkeep of the neighborhood. At Neighborhood Meetings, residents complained about possible illegal home businesses (auto repair) and general concerns about property maintenance and residential improvements that may lack appropriate permits. The Task Force spent considerable time discussing appropriate locations to establish future neighborhood entrances and gateways. From these discussions the Task Force developed policies to this effect (Strategies 2.1; 4.1(c); and 5.2 in the *Policies and Strategies* section).

During the process of developing the neighborhood plan, the Task Force received information and heard presentations from city staff on a variety of public services including the city sidewalk repair and street sweeping services, street tree planting and tree trimming programs, and the street lighting request process. The Task Force also learned about the various ordinances which are enforced under the Community Preservation Ordinance and discussed in depth what things could be done to ensure that all properties are well maintained.

### I. NEIGHBORHOOD APPEARANCE AND MAINTENANCE OF PRIVATE PROPERTY

*Hayward's Community Preservation Ordinance* - In the late 1980's, the City adopted the Community Preservation Ordinance. The broad intent of this particular ordinance is to create leverage to resolve nuisance-like problems which might occur on private properties. The ordinance itself involves the enforcement of various state and local laws as a way to upgrade and maintain the appearance of residential and commercial properties. The primary concerns which the ordinance address include the following: zoning violations, weed abatement, the clean up and removal of unsightly refuse and garbage which are public health hazards, smoking, graffiti abatement, signs, illegally-parked vehicles and abandoned vehicles. Rental inspections, hazardous materials, and pollution of storm drains are handled by other City staff.

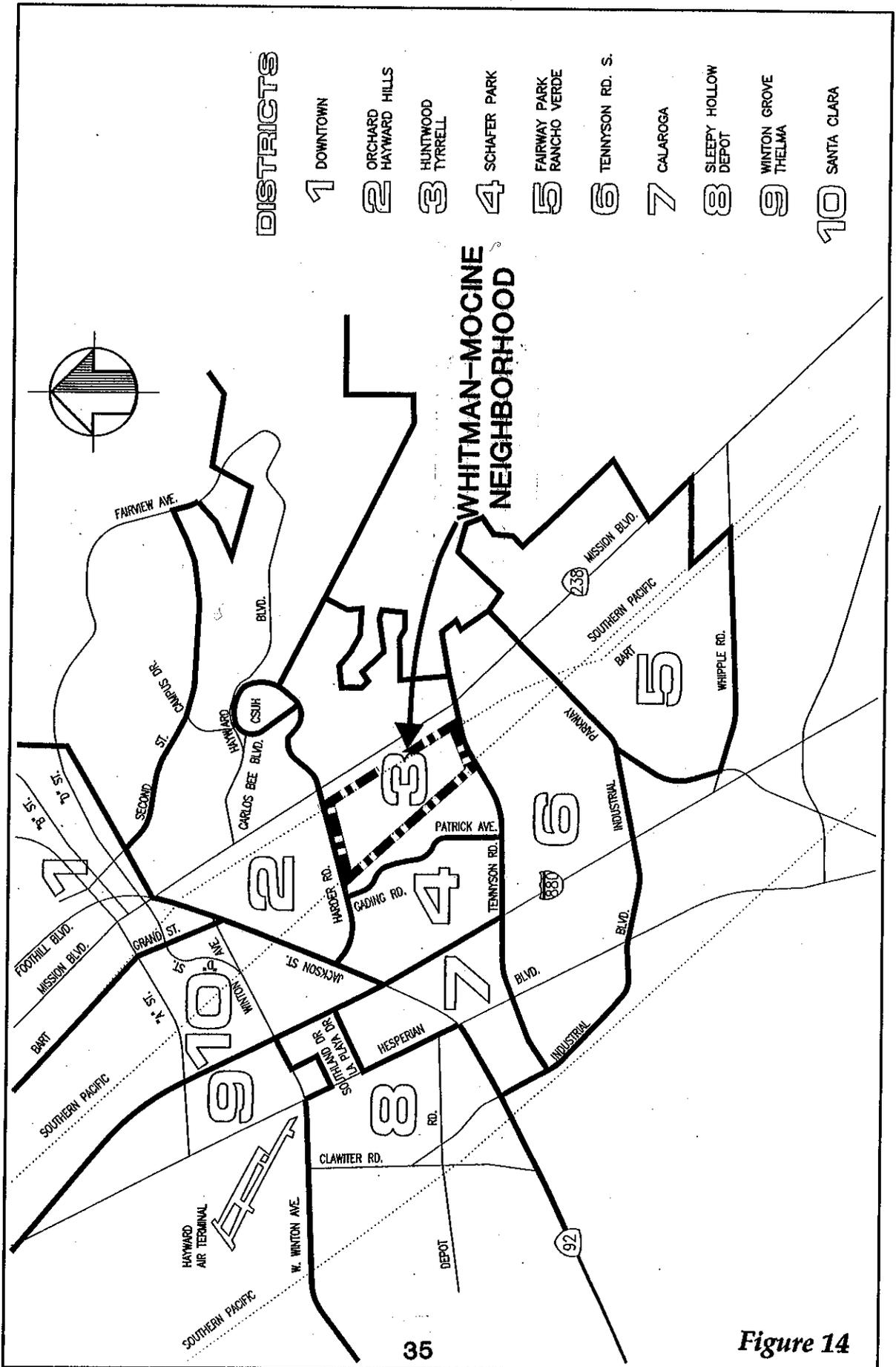
The most common Task Force concerns involve complaints about the general appearance of private properties, the maintenance of single family rental properties and graffiti. Typically, enforcement of the Community Preservation Ordinance first relies on neighbors to persuade the property owner to abate a problem. If no action is taken, a complaint may be lodged with the City's Community Preservation office. At that point, a city inspector will investigate and if a violation is found, will issue a citation. .

The process varies depending on the ordinance, but can include warnings, citations, and fines. If the property owner is not cooperative, the next level of enforcement is abatement of the problem by the city and then subsequent billing to property owners or placing liens on the property to cover the cost of abatement. Enforcement is also dependent upon citizen identification of instances of when and where the offense occurs.

*Rental Housing Inspections* - Since 1989, the City has had a mandatory rental inspection program in effect for parcels with three or more rental units. Most of the multiple family development in the neighborhood occurred in the 1970's. The neighborhood's multiple family development occurs in two locations. The first, the Whitman Greens Apartments, is located on Whitman Street, between Fruitwood Street and Harder Road, while the second is the Briarwood Townhome complex, located just north of Cesar Chavez Intermediate School.

In 1993, the City began a mandatory inspection program targeting all rental single-family homes, including condominiums, townhouses, and duplexes. The ordinance covers units more than 10 years old, including units under contract to the Alameda County Housing Authority. The purpose is to ensure all rental housing is safe and sanitary and that all units comply with minimum standards, as well as to maintain attractive neighborhoods by preventing the deterioration of the rental housing stock. Inspections occur approximately once every five years. Inspections of single-family rental homes occur at the same time multi-family complexes are inspected as is the case throughout the city.

*Street Trees* - The city has ten street tree maintenance districts (Figure 14). The Whitman-Mocine neighborhood is in District #3 Huntwood-Tyrrell. Given the current resources, city-wide tree trimming is on a 10-year block pruning cycle. In addition to block trimming, a few days per month are available to handle situations in need of immediate attention. City staff has only been able to handle about 100 out of 400 requests for root-trimming and other problems. Root-pruning is important since it serves to lessen damage to curbs, gutters and sidewalks. In addition to these efforts, the City generally removes about 250-300 trees per year.



**DISTRICTS**

- 1 DOWNTOWN
- 2 ORCHARD HAYWARD HILLS
- 3 HUNTWOOD TYRRELL
- 4 SCHAFFER PARK
- 5 FAIRWAY PARK RANCHO VERDE
- 6 TENNYSON RD. S.
- 7 CALAROGA
- 8 SLEEPY HOLLOW DEPOT
- 9 WINTON GROVE THELMA
- 10 SANTA CLARA

**WHITMAN-MOCINE NEIGHBORHOOD**

Figure 14

There is a current backlog of 900 requests for tree replacements. Tree replacements have been delayed because many homeowners would not commit to watering during the drought. Tree replacement is provided by an Urban Forestry grant focusing on major arterials. The self-plant program has been very successful in many neighborhoods. The City delivers trees on a quarterly basis to citizens who want trees and can plant them. The replacement list is limited to about 18-24 species throughout the city and depends on the area and situation.

The Task Force believes the Street Tree Trimming Program is an essential component for maintaining adequate illumination on sidewalks at night and supports it as basic service for maintaining the neighborhood's safety and appearance.

*Sidewalk Repair Program* - The current City policy on replacement of damaged sidewalks places the responsibility for repair with the abutting property owner. At the same time, the curbs and gutters are the City's responsibility. Unfortunately, since the City eliminated its in-house capacity to do concrete repairs as a result of Proposition 13 staffing reductions in 1981, only limited resources have been available to address street tree-related damaged sidewalks. Existing programs consist of asphalt patching to eliminate tripping hazards, root pruning to minimize damage, and a partnership program where, if a property owner agrees to repair the sidewalk, the City will root prune the tree as appropriate and, if necessary, repair the curb and gutter within budget limitations.

The recent completion of a four-year project to develop a street tree inventory of Hayward's 10 residential neighborhood tree maintenance districts has provided a better source of data by which to analyze street tree-related sidewalk damage. The inventory captured a variety of information which included tree species, condition, and size; utilities in the immediate area; maintenance history; and the amount of damaged sidewalk, curb and gutter. Based on this inventory, a status report detailing street tree-damaged sidewalks, curbs and gutters has been developed confirming the magnitude of sidewalk damage in the City (refer to Tables 2, 3 and 4).

The city uses the Street Tree Maintenance District boundaries for its sidewalk and street repair programs as well. District #3 Huntwood-Tyrrell includes the Whitman-Mocine neighborhood and is ranked number seven on the list of areas in need of sidewalk repairs. The Sidewalk Repair Program is slated to arrive in the Huntwood-Tyrrell District late 1997, early 1998. There are over 500 locations in need of repair throughout the District.

**TABLE 2 - Cost Estimates for the City's Sidewalk Repair Program**

Tree Maintenance District	Damaged Locations	Estimated Average Cost Per Location	Estimated Total Cost	Estimated City Share (65%)	Estimated Property Owners Share (35%)
1 Downtown	604	\$ 342	\$ 206,568	\$ 134,270	\$ 72,298
2 Orchard/Hayward Hills	449	\$ 817	\$ 366,833	\$ 238,442	\$ 128,391
3 Huntwood/Tyrell	543	\$ 608	\$ 330,144	\$ 214,594	\$ 115,550
4 Schafer Park	1,009	\$ 1,406	\$ 1,418,654	\$ 922,125	\$ 496,529
5 Fairway Park/Rancho Verde	1,218	\$ 1,406	\$ 1,712,508	\$ 1,113,130	\$ 599,378
6 Tennyson Rd. South (partial)	147	\$ 228	\$ 33,516	\$ 21,785	\$ 11,731
7 Calaroga	759	\$ 1,330	\$ 1,009,470	\$ 656,155	\$ 353,315
8 Sleepy Hollow/Depot	607	\$ 551	\$ 334,457	\$ 217,397	\$ 117,060
9 Winton Grove/Thelma	440	\$ 608	\$ 267,520	\$ 173,888	\$ 93,632
10 Santa Clara	872	\$ 1,254	\$ 1,093,488	\$ 710,768	\$ 382,720
<b>Totals</b>	<b>6,648</b>	<b>\$ 1,019</b>	<b>\$ 6,773,168</b>	<b>\$ 4,402,664</b>	<b>\$ 2,370,604</b>

**TABLE 3 - STATUS REPORT ON STREET TREE DAMAGED SIDEWALKS**

Tree Maintenance Districts		Total Square Footage	Damaged Locations	Average Square Feet Per Location
District #1	Downtown	10,856	604	18
District #2	Orchard/Hayward Hills	19,392	449	43
District #3	Huntwood/Tyrell	17,480	543	32
District #4	Schafer Park	75,120	1,009	74
District #5	Fairway Park/Rancho Verde	89,944	1,218	74
District #6	Tennyson Rd. South (partial)	1,808	147	12
District #7	Calaroga	52,984	759	70
District #8	Sleepy Hollow/Depot	17,860	607	29
District #9	Winton Grove/Thelma	13,924	440	32
District #10	Santa Clara	57,480	872	66
<b>Totals</b>		<b>356,848 (8.2 acres)</b>	<b>6,648</b>	<b>54</b>

**TABLE 4 - CURB / GUTTER DAMAGE**

Tree Maintenance Districts		Total Linear Footage	Damaged Locations	Average Linear Feet Per Location
District #1	Downtown	503	52	10
District #2	Orchard/Hayward Hills	1,103	62	18
District #3	Huntwood/Tyrell	2,210	108	20
District #4	Schafer Park	10,242	601	17
District #5	Fairway Park/Rancho Verde	8,930	438	20
District #6	Tennyson Rd. South (partial)	0	0	0
District #7	Calaroga	6,249	407	15
District #8	Sleepy Hollow/Depot	1,336	61	22
District #9	Winton Grove/Thelma	886	40	22
District #10	Santa Clara	8,908	436	20
<b>Totals</b>		<b>40,367 (7.6 miles)</b>	<b>2,205</b>	<b>18</b>

*Street Repair Program* - Hayward presently has a Street Repair Program which includes the Pavement Rehabilitation Program (Slurry Seal), Pavement Overlay and Deep Lift Street Patching Program. The City also maintains a comprehensive Pavement Condition Report (PCR) which is updated every two years and was last updated in 1994 (Table 5). The Street Repair Program is an ongoing program.

Discussions with Public Works engineers reveal that the overall condition of residential streets in the Whitman-Mocine neighborhood is fairly good with an average ranking of 82. It was indicated that the ranking system employed in PCR report assigns quantitative rankings to streets (Table 6). Usually a ranking of 75 only requires slurry seal maintenance, however, fields checks are always performed to verify the need for slurry seal. As shown by the table, most streets fall within the "Good - Excellent" range (71-100 points), which requires only preventative maintenance.

*Street Sweeping Services* - The City's Streets Maintenance Division performs functions in addition to street sweeping, such as traffic counts, street striping, painting crosswalks, installing street signs, and cleaning storm drains. Regular twice-a-month street sweeping is provided except for the November-February period (winter rains and leaf drop). Delays have been experienced in beginning the regular cycle this year. Normally, there are 5 operators for the entire city: one for the Downtown and major arterials (at night); one for the hill area and industrial areas; and three for the remaining residential areas.

Task Force members believe that residents are generally aware of the designated day, but the hours also need to be known. Citizens still need reminders to remove their cars on the designated day. The Public Works Department most recently developed informational inserts which are included in utility bills that provide detailed information regarding the street sweeping schedule for all neighborhoods. The Task Force discussed the issue of installing signage, but voted to not recommend this option because of the perception that signage clutters the street scape.



**Table 5 - Pavement Condition Report**  
 City of Hayward Public Works Department -- Updated August, 1996

Street Name	Pavement Condition Index	Street Name	Pavement Condition Index
Ainslee Ct	88	Jane Ct	88
Anderson Pl	56	Joshua St	90
Beale Dr	100	Mahogany St	92
Brookstone Wy	89	Mason Dr	80
Burke Dr	100	Mitchell Pl	83
Carson Dr	53	Mocine Ave	88
Chambosse Dr	65	Murray Dr	81
Cole Pl	67	Newton St	70
Duffel Pl	78	O'Harran Dr	59
Dunbar Pl	81	Peyton Dr	89
Eastman St	75	Raymond Dr	82
Ebony Way	95	Rider Ct	87
Edwin Way	92	Ross Pl	100
Freitas Dr	85	Sparling Dr	65
Fruitwood Way	94	Stanislaus Way	91
Gloria St	78	Steel St	84
Goodrich St	82	Stewart Dr	61
Goodwin St	91	Taragon St	87
Gushue St	98	Thome Dr	100
Hurley Dr	92	Virginia St	87
Hyde Dr	62	Voltaire St	92
Ingram Pl	100	White Dr	100
Isabella St	74	Whitman St South	94
Jacaranda Way	96		
Jane Ave	68		
<b>Neighborhood Average Pavement Condition Index</b>		<b>82</b>	

**Table 6 - Pavement Condition Description**

PCI Range	Condition Category	General Maintenance Philosophy
71-100	I - Good to Excellent No severity or very low severity cracking	Preventative Maintenance - No treatment to minor seal crack work or slurry seal
51-70	II - Fair to Good Low severity to medium severity	Seal cracking to slurry seal or thin overlay
26-50	III - Poor to Fair Medium to high severity cracking	Thin overlay with deep lift spot repair to thick overlay with deep life spot repair or minor reconstruction.
0-25	IV - Failed to Very Poor High severity to very high severity cracking	Thick overlay with deep lift spot repair to major reconstruction



## *Public Safety Issues*

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The Task Force is generally satisfied with the overall services from both the Police and Fire Departments. Most residents perceive the neighborhood to be relatively safe and police crime statistics support this perception. Issues which the Task Force discussed include Emergency Response times, maintaining facilities to reduce loitering and other ways to improve overall safety. The Task Force felt that street lighting and tree trimming services help maintain safe conditions on streets especially during the evening hours.

### I. NEIGHBORHOOD SECURITY

*Community Policing Efforts* - There are six organized Neighborhood Alert groups in the Neighborhood Plan area and are shown in Figure 15. The Whitman-Mocine neighborhood is split between the northern and southern patrol districts. Police Department patrol staffing includes (44 for the north and 32 for the south) for both patrol areas. The City is pursuing funding for additional officers through the new federal grant program. Police Department statistics reveal how calls for service have increased over the past four years, resulting in less discretionary time for officer-generated activity (law enforcement and crime prevention actions conducted by officers on their own initiative in their uncommitted time).

*Criminal Activity* - Reported criminal statistics for the Whitman-Mocine neighborhood are shown in Table 7. This information provides a comparison summary for most of 1996 between city and neighborhood criminal activity. Overall, the neighborhood generally experiences very few crimes and in many cases the neighborhood total represents less than one percent of the city total. Another indicator of how the neighborhood compares with citywide crime totals is to compare the per capita figures. In other words the per capita figures reveals how many occurrences of a particular incident exist when compared to the larger population. On a per capita basis, the Whitman-Mocine neighborhood is far below the citywide figures.

Neighborhood residents generally perceive the area to be relatively safe and most felt that the police responded within an adequate period of time. The Police Department considered the neighborhood's relative size and location a factor in keeping criminal activity out of the neighborhood. The relatively small size of the neighborhood and given the fact there are relatively few streets (Whitman Street and Mocine Street) into the neighborhood seem to support this finding. The Police Department also indicated that active neighborhood residents who call to report suspicious activities are helpful. Hayward Police Department provides hands-on assistance to neighborhood groups wishing to create new Neighborhood Alert groups.

The Task Force also talked about specific locations where problems were thought to occur. Two location which is considered to be unsafe is the Bowman Tunnel and Sorenson Pedestrian Overcrossing. The Bowman Tunnel is located at the end of Mason Drive, and provides an access

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Table 7 - Summary of Crime Statistics City v. Neighborhood (through Nov. 1996)

Activity	City Totals	Neighborhood Totals	% of City Total	City per capita	Neigh. per capita
Homocides	3	0	0.0%	0.00%	0.00%
Batteries	753	8	1.1%	0.62%	0.01%
Robery	226	1	0.4%	0.18%	0.00%
Assaults	205	2	1.0%	0.17%	0.00%
Vandalism	1091		0.0%	0.89%	0.00%
Burglaries	839	10	1.2%	0.69%	0.01%
Shoplifting	631		0.0%	0.52%	0.00%
Petty Theft	1067	14	1.3%	0.87%	0.01%
Grand Theft	412	3	0.7%	0.34%	0.00%
Vandalism w/prop. damage	279	16	5.7%	0.23%	0.01%
Vehicular Theft	892	8	0.9%	0.73%	0.01%
Accidents				0.00%	0.00%
w/major damage	169	4	2.4%	0.14%	0.00%
w/minor damage	231	1	0.4%	0.19%	0.00%
w/no damage	563	3	0.5%	0.46%	0.00%
Rapes	36	0	0.0%	0.03%	0.00%

from the neighborhood for the students attending Bowman school. A Task Force member who lives next to the Tunnel commented that the facility is unsafe and unsightly and many adolescents climb and walk on top of the tunnel. Although the school district is responsible for maintaining the tunnel, maintenance seems irregular and there is a constant need to clean up litter, repair of the fence and abatement of graffiti. The Task Force developed a specific recommendation (Strategy 4.2) to address this issue.

The Sorenson Pedestrian Overcrossing was also discussed by the Task Force. This facility is located near the Sorenson Triangle, near Fruitwood and Whitman Streets. Concerns which were raised include loitering around the Whitman ramp area near the Sorenson Triangle area and perceived safety of the facility. This facility spans the railroad and BART tracks and provides

access to other facilities east of the rail rights-of-way. Another Task Force member is familiar with the facility and uses it regularly, while others are concerned about loitering. The Task Force developed recommendations to address loitering on the Whitman side, by urging the acquisition and development of the Sorenson Triangle as some type of neighborhood recreation amenity. The Task Force thought the development of this piece of property to make it more "neighborhood friendly" could reduce loitering in the area.

*Street Lighting* - If residents feel there is inadequate lighting near a residence, there is a formal process which individual residents can use to request a street lighting investigation. Residents may note a specific area in the neighborhood where there may be inadequate street lighting, whether this is due to the number of street lights or due to the level of illumination. Police officers are willing to work with residents to improve street lighting in their neighborhoods. New or enhanced lighting can be requested through the City's Public Works Department.

New poles each cost about \$6,000-\$7,000, which is paid for by the city. Spacing of poles varies within the neighborhood depending on the street and subdivision. To keep costs down, the city prefers to add lights to existing wooden poles, but where warranted, will install new steel poles. The Task Force thought that the process for requesting additional street lighting should be fully used by area residents, since it is a program already in place and for which funding is generally available. Installation of new light poles may take up to four to six months.

## II. FIRE PROTECTION & EMERGENCY RESPONSE

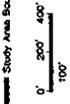
The Whitman-Mocine neighborhood is served by two fire stations: Station #2 at 360 W. Harder Road and Station #7 on Lustig Court south of Tennyson. Station #7 is a new facility and scheduled for completion in April 1997. Prior to the completion of Station #7, a small part of the neighborhood was not within a five minute response range. Station #7 now provides more than adequate support, so that the neighborhood now falls within a five minute response range. The Task Force was also informed of the City's plan to implement a paramedic training program for firefighters since 70 percent of all calls are for emergency medical services.

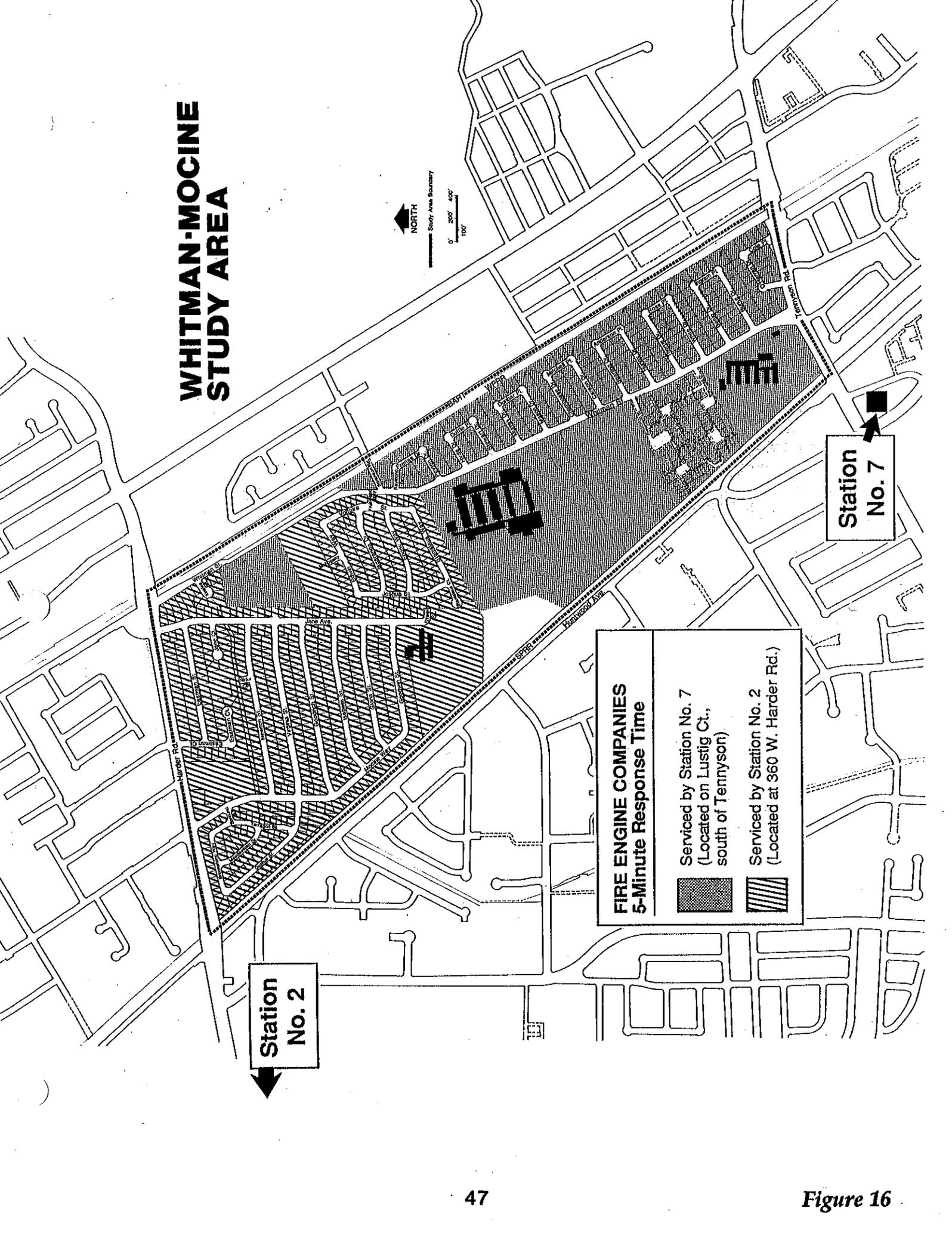
Figure 16 shows the locations of the fire stations and the Whitman-Mocine neighborhood blocks which are served by each station. Seismic retrofit of all fire stations in the City has recently been completed.

*The Community Alert Network* - During Task Force discussions, public safety issues having a larger citywide emphasis were raised. These issues include discussions about how the city might respond to either a hazardous materials spill or possibly even a fire involving hazardous materials. This concern was raised since the majority of heavy truck traffic uses Interstate 880 for

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# WHITMAN-MOCINE STUDY AREA

 NORTH  
 Study Area Boundary



 Station No. 2

 Station No. 7

<b>FIRE ENGINE COMPANIES</b>	
<b>5-Minute Response Time</b>	
	Serviced by Station No. 7 (Located on Lustig Ct., south of Tennyson)
	Serviced by Station No. 2 (Located at 360 W. Harder Rd.)

Figure 16

transporting materials through this part of Hayward. In addition, although the Whitman-Mocine neighborhood is about one-half mile from the City's Industrial Corridor, the prevailing winds in this part of the Bay Area could conceivably blow plumes from a fire or toxic spill through the neighborhood. City Fire Department staff provided the Task Force with a presentation describing the emergency response network which is presently in place here in Hayward. The system now being used here is called the Community Alert Network (CAN).

*How CAN Works* - CAN maintains the listed telephone numbers and specific unlisted number that have been provided separately to the CAN system within a jurisdiction. Additionally, CAN maintains several special lists, such as listings for emergency response personnel, handicapped persons, the media, etc. which can be called in certain specific instances depending upon the event.

When an incident occurs, or appears imminent, pre-authorized individuals, usually City Fire Department personnel, are informed and then activates CAN. CAN's flexible response can assist in informing citizens of a wide range of emergency situations such as fires, explosions, hazardous materials incidents, utility disruptions, or evacuations.

The authorized person who activates the CAN system identifies the specific geographic area to be notified and either dictates the incident-specific message, or specifies a pre-recorded message to be disseminated. The official may also designate a predetermined special list to be notified. The message to be delivered may be designed to direct specific response directions, such as respond immediately, report to a specific location, prepare for a response, call in for instructions, etc.

The CAN computers begin calling the requested phone numbers and deliver the designated message from the CAN Operation Centers in New York and California. CAN uses any or all major long distance carriers. The telephone rings and the message is delivered when the phone is answered. Upon completion of calls requested, CAN faxes a report of each number called; the time called; and if the message was delivered, busy or no answer. A summary of results of all the calls made is also provided. CAN is a tool to be used by safety officials for delivering critical information in affected areas, thus saving valuable time and allowing officials to concentrate on responding to the incident.

## Public Facilities

During the course of the neighborhood planning process, public facilities issues were discussed. The issues of the Task Force discussions concerning schools and neighborhood parks related to how existing community facilities could be more fully used by area residents, and the need for more regular maintenance. The Task Force discussed issues which include the availability of recreational facilities, as well as providing more programs for school-age children in the neighborhood. Although the neighborhood has available recreation facilities, the Task Force supports the acquisition and development of the Sorenson Triangle as a neighborhood recreation amenity. A possible funding source is the use of park in-lieu fees which may be collected from future residential development which may occur on the two commercial nursery sites.

In terms of neighborhood concerns related to school facilities, the Task Force supports the planned improvements which HUSD is proposing as part of the "Modernization" program. That work is scheduled to begin this year and will affect all district schools. However, the Task Force was also concerned about traffic safety near school facilities. This issue is discussed in more detail in the Traffic Safety and Circulation section.

### I. PARKS AND RECREATION FACILITIES

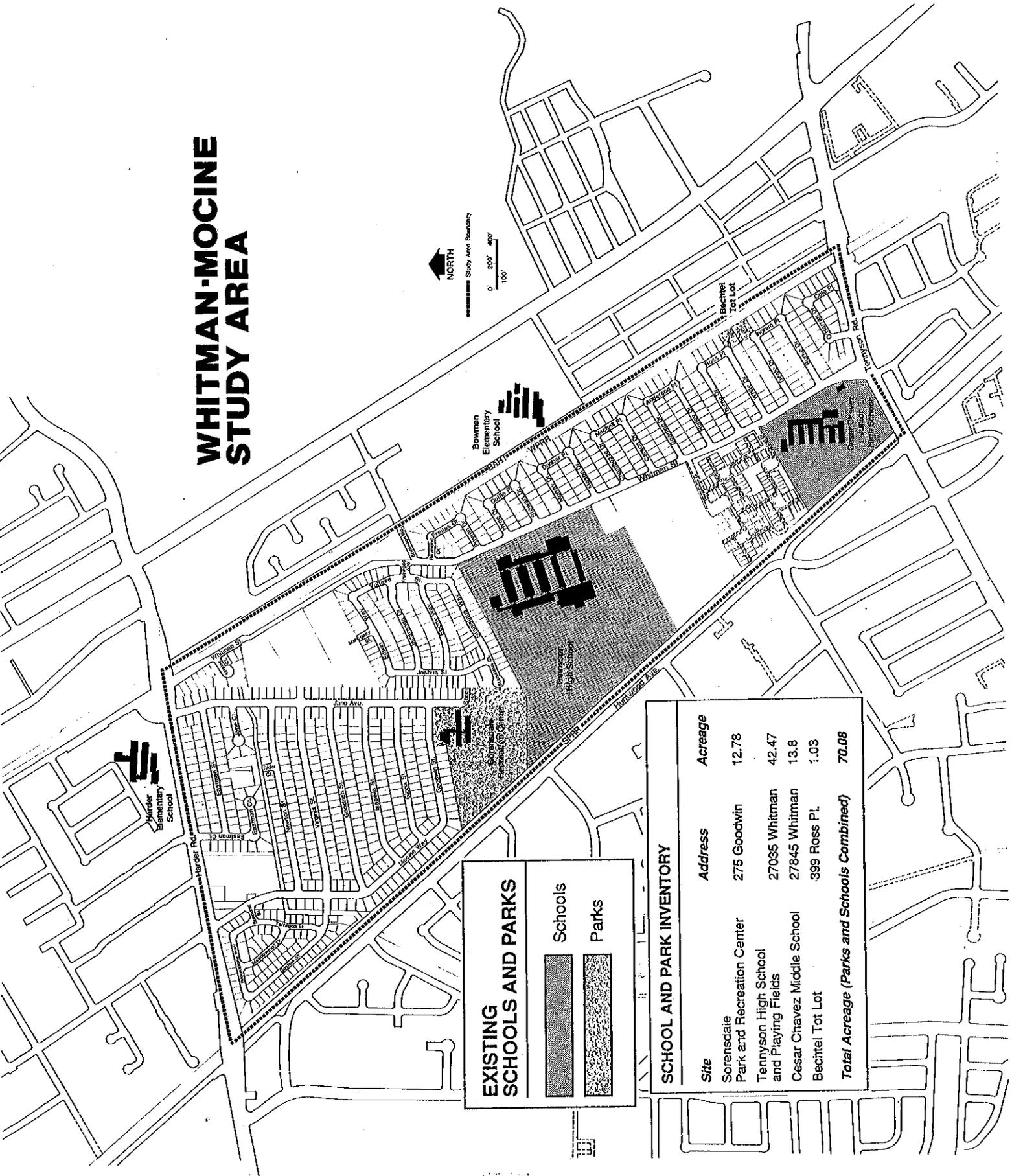
The Whitman-Mocine neighborhood contains two schools, one community recreation facility, a tot lot and the playground areas at the schools. Although not located in the Neighborhood Plan area, there are two elementary schools nearby which are attended by neighborhood children. Public recreation facilities and schools discussed in this section are shown on Figure 17 and listed in the following table:

Table 8 - Whitman-Mocine Neighborhood - Recreation and School Facilities (refer to Figure 17)

Facility	Address	Acreage
Tennyson High School	27035 Whitman	42.47
Cesar Chavez Middle School	27845 Whitman	13.80
<b>Total School Acreage</b>		<b>56.27</b>
<hr/>		
Sorensdale Park and Recreation Center	275 Goodwin	12.78
Tennyson High Athletic Fields	27035 Whitman	2.00
Bechtel Tot Lot	399 Ross Pl	1.03
<b>Total Park Acreage</b>		<b>15.81</b>

Recreation facilities in the Whitman-Mocine area include the Sorensdale Park and Recreation Center, the athletic fields at Tennyson High School and the Bechtel Tot lot. Total acreage devoted

# WHITMAN-MOCINE STUDY AREA



**EXISTING SCHOOLS AND PARKS**

Schools

Parks

**SCHOOL AND PARK INVENTORY**

Site	Address	Acreage
Sorensdale Park and Recreation Center	275 Goodwin	12.78
Tennyson High School and Playing Fields	27035 Whitman	42.47
Cesar Chavez Middle School	27845 Whitman	13.8
Becttel Tot Lot	399 Ross Pl.	1.03
<b>Total Acreage (Parks and Schools Combined)</b>		<b>70.08</b>

Figure 17

to recreational facilities is almost 16 acres. There is some playground area at Caesar Chavez Intermediate School which includes a variety of equipment. The Task Force identified the Sorenson Triangle (presently owned by the Union Pacific railroad company) as an appropriate location for a new neighborhood recreation amenity. Ideas for specific types of uses include the development of the property as a landscaped entrance from the Sorenson Pedestrian Overcrossing and development of a linear trail or par course-type facility along the linear section of this property. The development of basketball courts and BBQ facilities is also recommended by the Task Force.

The Task Force thought this property was a good candidate for the development of additional recreation facilities because the property is located next to the railroad tracks and other uses, including residential uses may be limited. The Task Force noted that the property was available for sale a year or so ago and thought that development of the property for recreational purposes would create a neighborhood amenity which could benefit neighborhood residents. Additionally, the possible future development of the two commercial nurseries would increase demand for recreational facilities, and park in-lieu fees from future development could help fund the acquisition and development of this site.

The playground facilities at Harder and Bowman Elementary Schools, although not included in the neighborhood park standards, are described here since the attendance areas for both schools covers the Whitman-Mocine neighborhood. Bowman Elementary School is located on the eastern side of the Western Pacific right-of-way and is accessed from the neighborhood through the Bowman Tunnel. Harder Elementary School is located on the north side of Harder Road. These facilities contain turf and field areas as well as a variety of playground equipment.

*Park Standards* - The park standards of the HARD call for a local park to be within walking distance ( $\frac{1}{4}$  to  $\frac{1}{2}$  mile) without crossing a major arterial. These parks are ideally 3-10 acres in size by HARD standards and located with frontage on 2-3 streets and possessing some natural qualities such as a view or mature trees. Park standards call for 1.5 acres of local park per 1,000 residents. HARD goals for total park acreage is ten acres per thousand residents though there is approximately half that amount in the City.

The total park acreage, including the playground facilities, in the Whitman-Mocine neighborhood exceeds the existing citywide standard of 3.78 acres per thousand. The actual calculation for Whitman-Mocine is 4.56 acres per thousand including playground acreage. However, if the two acres of playground area is subtracted from the total acreage figure, the ratio then drops to 3.98 acres per thousand, which is still above the citywide standard.

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*Funding Sources* - HARD is presently encountering financial problems due to state budget actions. HARD has lost 10 percent of its staff and all capital funds in the past few years. As a result, the District's priority is now on maintenance, rather than acquisition and development or new joint ventures with HUSD. Presently, the primary source of new revenue for the park improvements is park dedication in-lieu fees that the City collects from new residential development.

Under state law (Quimby Act), the City can require developers of large residential developments (over 50 units) to dedicate 5 acres of parkland per thousand new residents brought in by the new development or pay park dedication in-lieu fees. Smaller developments (under 50 units) can only be required to contribute an in-lieu fee per unit to be used for park facilities.

The Park Dedication Ordinance authorizes the City of Hayward to collect park dedication in-lieu fees in accordance with an adopted schedule. Park fees are only assessed for new residential units and do not apply to commercial and industrial projects. Fees are \$3000 per single-family unit and \$2,300 per multi-family or single-family attached unit. Second units are charged \$1,300. Park dedication in-lieu fees are used for expanding park and recreation opportunities in areas where new residential development is occurring. Funds are typically allocated to HARD for specific park projects in these areas.

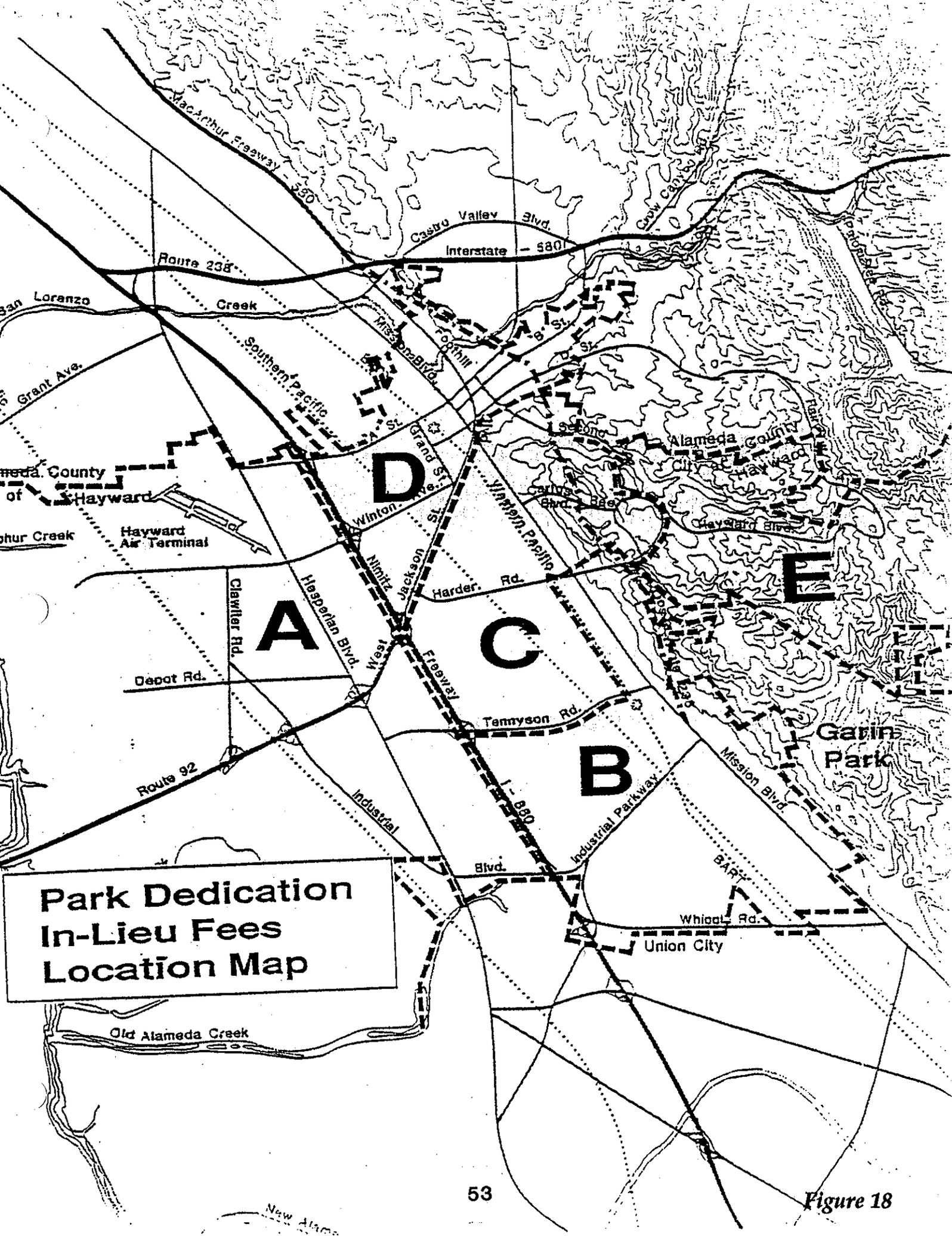
For administrative purposes, the City is divided into five park service areas as shown in Figure 18. The Whitman-Mocine neighborhood is located within Zone C. Current fund balances at the end of December 1996, are shown in Table 8. \$19,000 in new fees were received during the second half of 1996 for this zone, making the currently available balance \$198,368. It should be noted that HARD recently was allocated funding to provide planned improvements at Sorensdale Park Recreation Center. There remain other unfunded projects at this facility, which may be funded in the near-term future. The Task Force supports the remaining proposed improvements as reflected in Strategy 4.3.

## II. EDUCATIONAL FACILITIES

The Whitman-Mocine neighborhood contains two schools, Tennyson High School and Caesar Chavez Intermediate School. The enrollment at Tennyson High School is 1,285 students, while Caesar Chavez Intermediate has 539 students. During the past five years, the transiency rate at Tennyson High School has been between 29% to 41%. Cesar Chavez's transiency rate over the past five years was similar with a rate between 29% and 42%. The transiency rate indicates how many students change schools during a single school year.

Harder and Bowman Elementary Schools are two schools in close proximity to the neighborhood

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**Park Dedication  
In-Lieu Fees  
Location Map**

Figure 18

**Park Dedication In-Lieu Fees Report**  
 July 1, 1996 through December 31, 1996  
 Six Month Report

ZONE	BEGINNING BALANCE	NEW FEES RECEIVED	INTEREST	EXPENDITURES	ADMINISTRATIVE OVERHEAD	OUTSTANDING ALLOCATIONS	CURRENTLY AVAILABLE
A	\$215,158	\$31,800	\$3,262	\$115,300	\$0	\$26,270	\$108,650
B	\$273,432	\$3,000	\$5,110	\$21,250	\$0	\$61,924	\$198,368
C	\$262,897	\$19,000	\$5,604	\$12,750	\$0	\$60,923	\$213,828
D	\$326,501	\$26,766	\$6,793	\$24,650	\$0	\$147,300	\$188,110
E	\$139,284	\$64,632	\$3,995	\$11,050	\$0	\$35,583	\$161,278
<b>TOTALS</b>	<b>\$1,217,272</b>	<b>\$145,198</b>	<b>\$24,764</b>	<b>\$185,000</b>	<b>\$0</b>	<b>\$332,000</b>	<b>\$870,234</b>

**LIFE-TO-DATE\***

ZONE	FEES RECEIVED	INTEREST	REVENUE TO DATE	EXPENDITURES	ADMINISTRATIVE OVERHEAD	CURRENT BALANCE**
A	\$581,598	\$187,466	\$769,064	\$628,900	\$5,244	\$134,920
B	\$970,568	\$379,441	\$1,350,009	\$1,079,956	\$9,761	\$260,292
C	\$878,496	\$185,628	\$1,064,124	\$789,121	\$252	\$274,751
D	\$779,310	\$246,944	\$1,026,254	\$678,717	\$11,529	\$335,410
E	\$476,024	\$135,539	\$611,563	\$414,097	\$598	\$196,861
<b>TOTALS</b>	<b>\$3,685,996</b>	<b>\$1,135,018</b>	<b>\$4,821,014</b>	<b>\$3,590,791</b>	<b>\$27,384</b>	<b>\$1,202,234</b>

\*Figures include activity as noted in "Six-Month Report."

\*\*Current Balance reflects "Outstanding Allocations" plus "Currently Available."

and are attended by neighborhood children. Bowman School enrollment is 524 students, while the attendance at Harder Elementary is 705. Transiency rates range from 28% to 36% at Harder and between 36% to 51% at Bowman.

*Reconfiguration Plan* - In February 1996 the HUSD Board approved a plan to reconfigure the District to a K-5, 6-8 (Middle School), and 9-12 program. The 1996-97 budget includes funds to change the five-grade 7-8 schools conceptually to the more nurturing middle-school program by adding counselors, campus supervisors, interdisciplinary instruction, and after school activities. Incorporation of sixth graders into those schools is scheduled to begin no earlier than the 1998-99 school year.

*Reduction of Class Size* - The District accepted Governor Wilson's challenge in the summer of 1996 to reduce class size in Grades 1 and 2 to a student-teacher ratio of 20:1. As of October 1996, all first graders and most second graders in the District's 22 elementary schools were in a 20:1 class; in 16 schools, some kindergarten and third graders were also enjoying the smaller class size. Despite ordering and placing the five portable buildings the state formula allowed, the District still does not have sufficient space and facilities to expand the program any further. Every school site except Tennyson High School is impacted at this time. Plans are being made to improve this situation in 1997-98.

*Building Condition* - The Field Act, adopted in 1933, mandates that schools be built to earthquake standards in effect at that time, a 1989 report of the state Seismic Safety Commission noted that many older schools do not meet the current earthquake standards. They are not required to meet the latest standards unless they undergo major remodeling or expansion. District staff has noted that most schools are designated as emergency shelters and are safer than most housing.

The District has applied to the state for funds pursuant to the State School Building Program to modernize a number of schools. This legislation authored by LeRoy Greene authorized funding from school bonds for new school construction as well as modernization. The District is eligible only for the modernization money at this time, which is a small percentage of the total funding and may not be used for any structural modifications.

Eligible facilities are limited to those buildings constructed before 1961. The District submitted applications during Phase I and received approval for 23 schools. Plans and specifications are being submitted during Phase II; the total amount requested by the District is approximately \$34 million. Modernization of existing schools became available with the passage of Proposition 203 by state voters on March 26, 1996. HUSD is presently planning to begin construction of Modernization projects this year.

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*Site Maintenance and Improvements* - In 1994, the District established a Maintenance Assessment District (MAD) pursuant to the Landscape and Lighting Act. This proposal involves a \$2.50 monthly charge per unit on all single-family parcels, and a similar charge per unit on multi-family parcels, up to a maximum of five units. In general, assessment district funds should be used for grounds maintenance and improvements, such as turfing, tree replacements, sidewalk repairs, fences, parking, etc.

The passage of Proposition 218 may affect this particular assessment. The MAD monies will end in June 1997 and the HUSD Board of Trustees plans to hold a mail-in ballot this Spring asking Hayward property owners to continue the assessment district.