

III

Existing Land Use and Accessibility Assessment

2.1 Introduction

This report provides an overview of Community Design + Architecture's existing land use and accessibility assessment for the Hayward Route 238 Bypass Land Use study area. The report describes the existing conditions on the various sites and the quality of access to them. The following is a qualitative assessment of the character of each sub-area. A more detailed assessment of opportunity sites will be made during the assessment synthesis stage when economic and transportation conditions are considered.

2.2 Current Land Uses

The Caltrans properties cover roughly 354 acres, of which approximately 80% is vacant and without structures. Figure 2.1 shows the break up of uses on Caltrans properties. As all the study area parcels are owned by Caltrans, the city's existing land use data only recognized these parcels as state-owned land. Hence, the study effort involved collecting as much information of the existing uses by the means of site visits and studying recent aerial imagery. The collection of this information reveals that by far, most of the developed Caltrans parcels have single-family residences on them, with a few multi-family buildings dispersed between them. There are about 240 single-family residential structures on the Caltrans parcels; however, several of these structures are uninhabited and are boarded up. Several single-family parcels owned by Caltrans have been cleared of the built structure, leaving just the foundations.

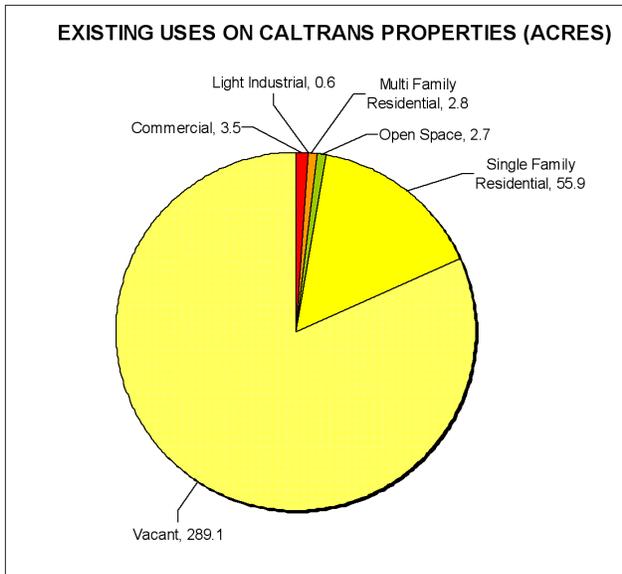


Figure 2.1: Break up of Uses on Caltrans Properties

Four of the residential structures in the study area, located in the 1400 block of B and C Streets and along Chestnut Street, are considered potentially historic and appear eligible for listing in the National Register of Historic Places, according to an analysis done in the late 1980s as part of the Environmental Impact Report/Statement (EIR/EIS) prepared for the formerly proposed bypass freeway. The freeway project would have resulted in the demolition of such structures. Those structures will be identified in the Program Environmental Impact Report that will be prepared for the Land Use Study, which will utilize existing information sources, including the Bypass Freeway Environmental Impact Report/Statement.

In addition, as a separate project and additional information source, the City of Hayward will be conducting a Historic Resources Survey that is anticipated to be completed by the end of 2008. While such survey will encompass all areas of the City, it will focus on the downtown and older portions

of Hayward, which include the area that contains the residential properties identified above.

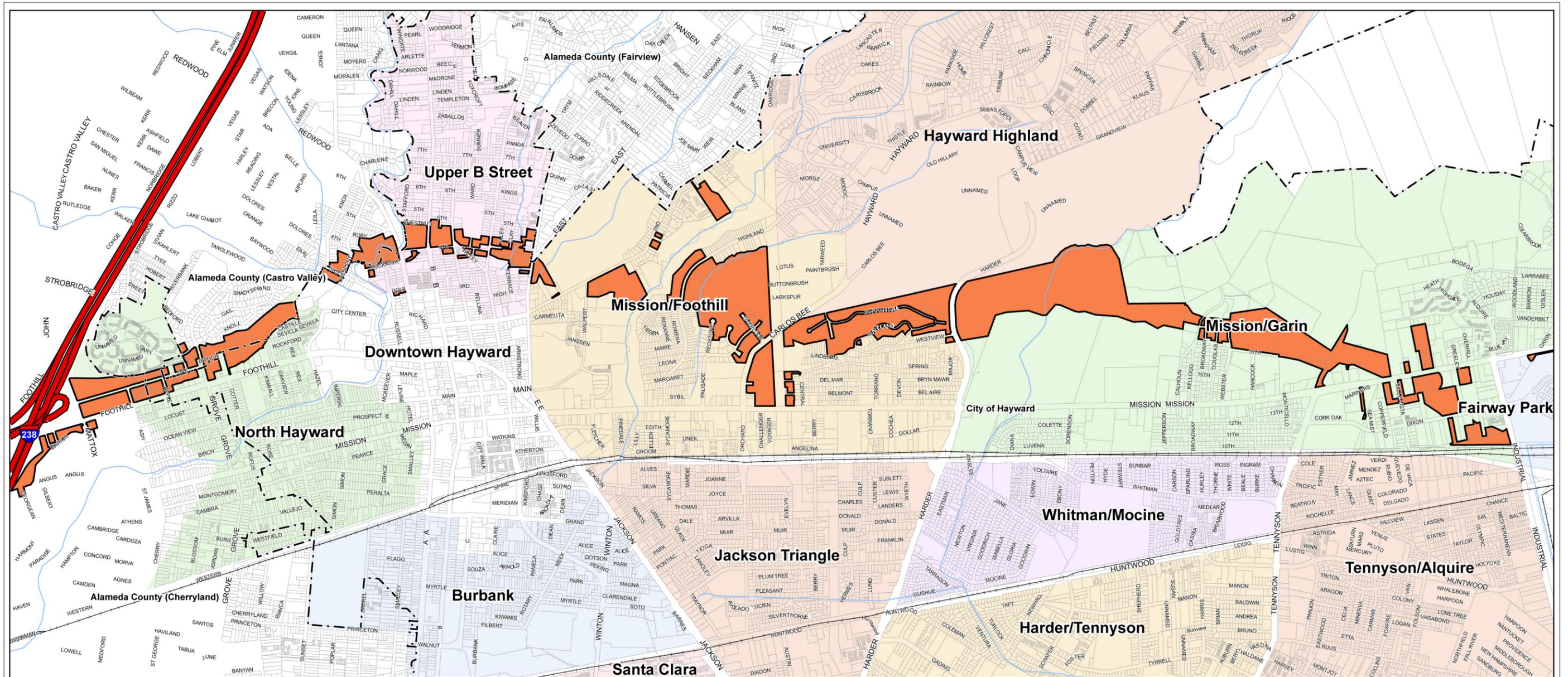
Commercial uses on the Caltrans properties are few, primarily facing Foothill and Mission Blvd. There are a couple of small offices in old, single story structures on Grove Way; a sliver of land on Foothill Blvd that serves as a drive-through lane for a Taco Bell franchise; and a couple of auto-related businesses on Mission Blvd.

2.3 Environmental Constraints

The East bay hills that sit beside city of Hayward cover the Hayward fault putting the entire city at risk for significant seismic activity as well as potential land slides and ground liquefaction. The State of California has mapped the location of the faults, as well as the potential areas that may be impacted by the liquefaction of the ground and potential landslide zones. Several of the Caltrans parcels are impacted by the identified fault lines and, fall under the landslide impact zones. Figure 2.3 maps all the Caltrans properties over the fault lines, liquefaction and landslides zones indicating 48 parcels being impacted by these constraints totaling an area over 300 acres.

2.4 Neighborhood Sub-Areas

In order to best study the spread-out Caltrans parcels, this study has divided them into sub-areas based upon the different neighborhoods of Hayward. Certain neighborhoods contain several sub-areas that cluster together parcels with particular attributes. The neighborhoods of *Mission Hills* and *Mission/Garin* each have three sub-areas based upon proximity and access. There are a total of eight sub-areas, ranging from *North Hayward* near the Route 238-Interstate 580 interchange to *South Hayward*, which encompasses the Caltrans properties along Dixon Landing Road and Industrial Parkway.



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 Strategic Economics
 Overland, Pacific & Cutler

LEGEND

- Caltrans Property
- City Limits
- I-238 Freeway
- Streams

CITY OF HAYWARD NEIGHBORHOODS

Route 238 Bypass Land Use Study

Date: 1/4/2008

Source: City of Hayward Technology Services;
 AC Transit; MTC

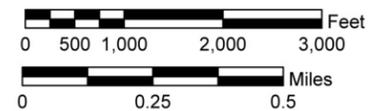
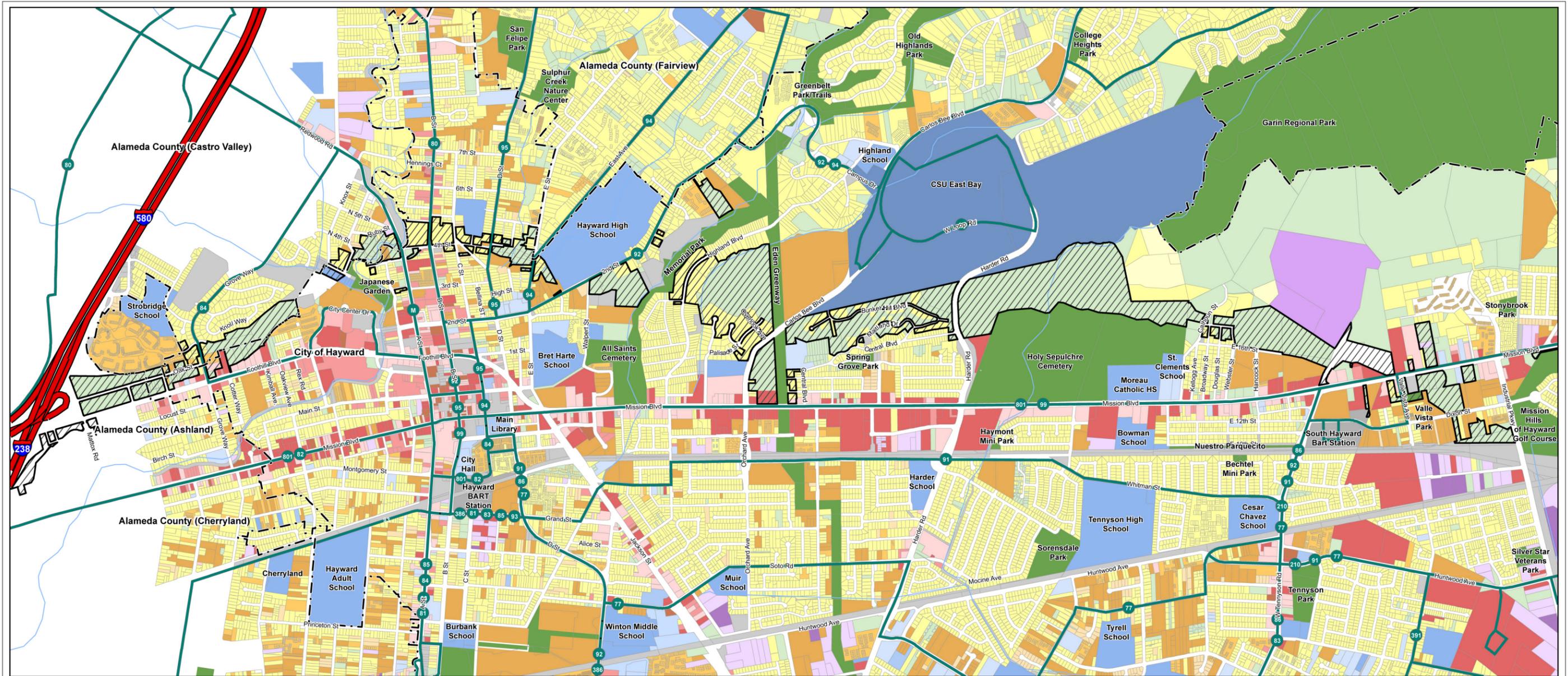


Figure 2.2: Hayward Neighborhoods

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THE CITY OF HAYWARD
THE HEART OF THE BAY

Community Design + Architecture
Jerry Haag, Urban Planner
Dowling Associates
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Strategic Economics
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LEGEND			
	Caltrans Property		Community Commercial
	City Limits		Rural Residential
	I-238 Freeway		Single Family Residential
	AC Transit Routes		Multi-Family Residential Up to 4 Units
	Streams		Multi-Family Residential 4-8 Units
	Neighborhood Commercial		Multi-Family Residential 8+ Units
	Office		Mixed Use
	Light Industrial/Warehouse/Nursery		Schools/Community Centers
	Quarries/Salt Ponds/Terminals/Wrecking Yards		University
	Misc. Industrial		Vacant/Rural/Ag Land
	Church/Clubhouse		Parks and Cemeteries
	City and County Administration		Regional Governmental
	Public Services (Police, Hosp., Fire, Lib., Mus., PO, DMV)		BART Station
			Unknown Use

EXISTING LAND USE

Route 238 Bypass Land Use Study

Date: 10/1/2007

Source: City of Hayward Technology Services;
AC Transit; MTC

0 500 1,000 2,000 3,000 Feet

Figure 2.3: Existing Land Use

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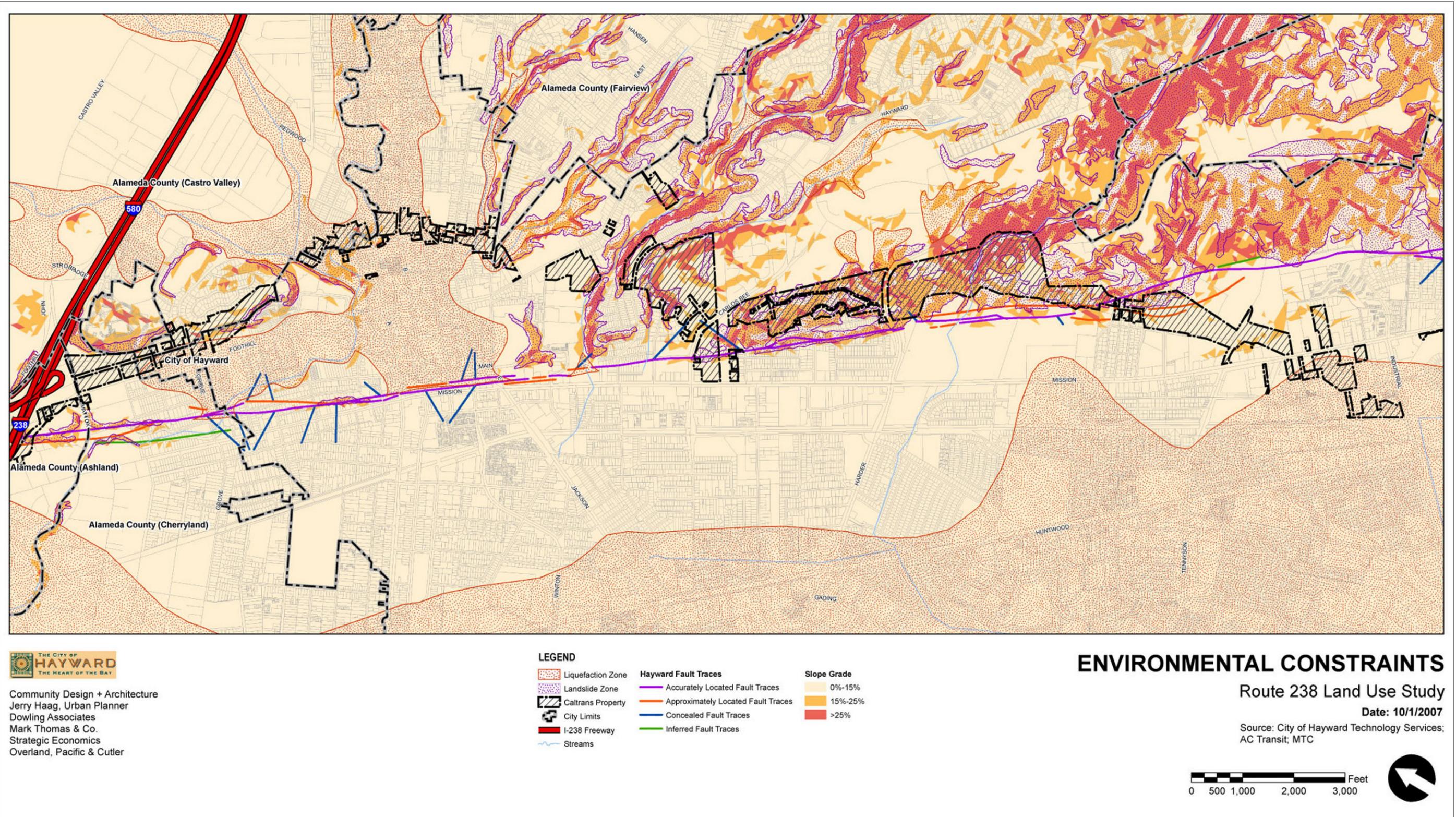


Figure 2.4: Environmental Constraints

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2.5 Existing Conditions

For each neighborhood sub-area, a description of the site's character and access environment is given below. Each Site Character section contains a verbal description of the sub-area's visual character, the total acreage of the area, and an estimate of developable acres. The developable acreage estimate is derived by calculating the acreage of vacant parcels with less than a 25% slope minus the parcels or areas of parcels that are bisected by a fault line. Aerial photographs, GIS data and field observations were all utilized in calculating these numbers. The Access Environment section describes vehicular and pedestrian connections to the parcels in each sub-area.

2.5.1 North Hayward

This sub-area includes the Caltrans-owned parcels between Interstate 238 to the northwest and Carlos Bee Park to the southeast.

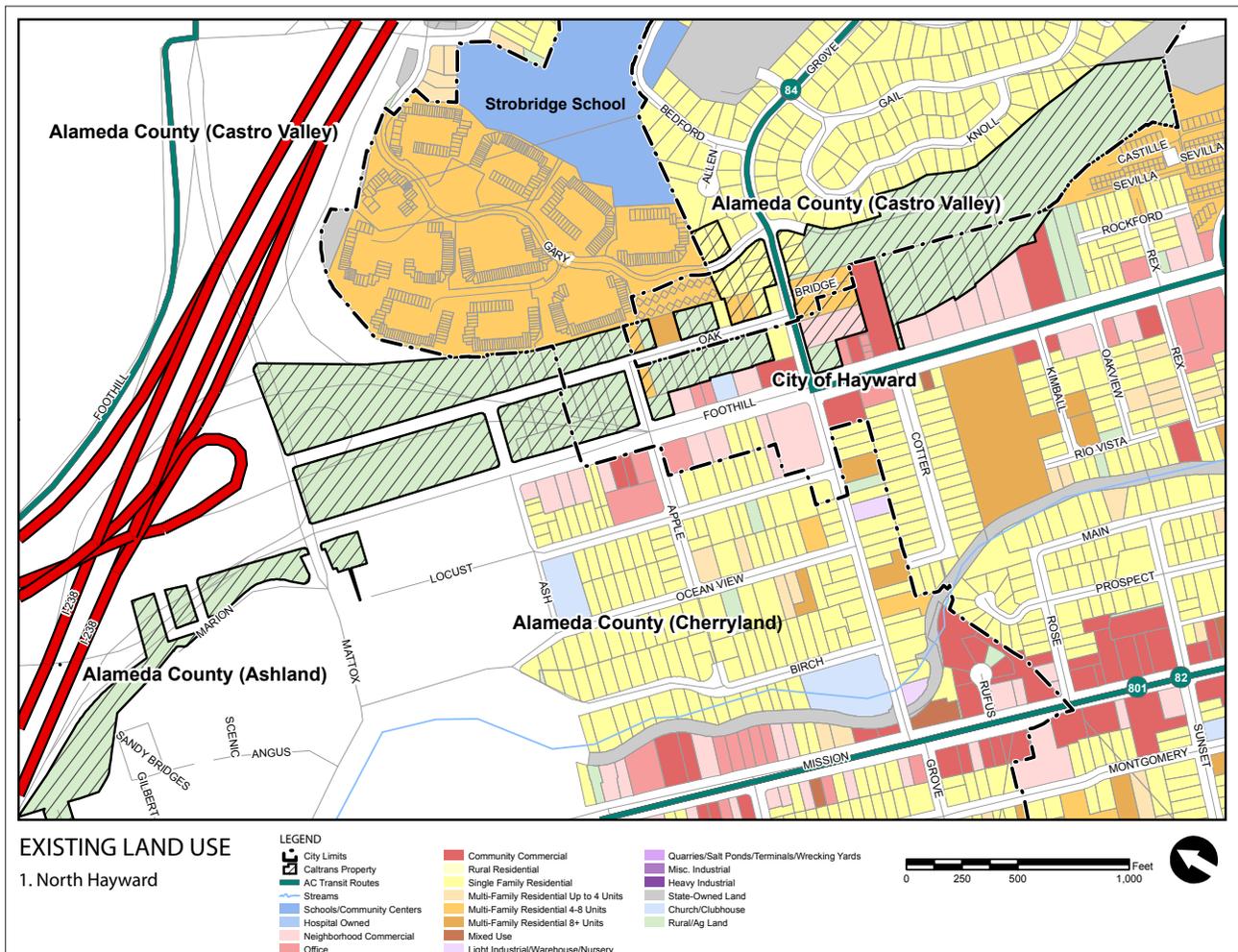


Figure 2.5: North Hayward Caltrans Properties



Figure 2.6: View from the Caltrans properties behind the commercial establishments along Foothill Blvd

Site Character

Caltrans-owned parcels in this sub-area total 48.5 acres, of which approximately 21 acres are developable, with 39 distinct sites ranging from 0.1 to 8.14 acres. The remaining sites are unsuitable for development due to seismic and topographic constraints, prior single-family development, or the presence of the Route 238 off-ramp from eastbound Route 238 to Foothill Blvd.

The three Caltrans-owned parcels in the northwestern portion of this sub-area are largely devoid of built structures aside from the off-ramp. Bounded by the off-ramp in the north, by single-family residences to the south, and by Mattox Road to the east, the parcels are dominated by the Route 238 off-ramp, which covers about one third of their area. One

parcel is almost completely covered by the exit ramps while the other two are irregular in shape and are less than 35 feet across at their narrowest section. The easternmost parcel has a wide frontage along Foothill Blvd. from the exit ramp to the Mattox Road intersection. The other two parcels do not have any street frontage other than the off-ramp, and they mostly abut back or side yards and a sound wall next to the exit ramp. The northwestern parcels' terrain is characterized by a mildly sloping grade. There is some low vegetation and a clutch of small trees on the western end of the parcels. Fault lines cross the parcel on the western end.

Between Castro Valley Boulevard to the north and Grove Way to the south, contiguous Caltrans-owned properties line Foothill Boulevard and Oak Street. These parcels span the Alameda County communities of Cherryland, Ashland and Castro Valley and contain several residential and vacant properties. The residential properties are on Apple Avenue and Oak Street, as well as Gary Drive and Grove Way. Most of these residences fall under the jurisdiction of the County (Castro Valley). Vacant parcels exist along Oak Street as well as north of Apple Avenue along Foothill Boulevard towards the interchange.

The parcels between the interchange and Apple Avenue have on-ramps to Route 238 and Interstate 580. While the northern parcel on Foothill Blvd. has a ramp on the east side that leaves available most of the parcel's land, the adjacent parcel has a cloverleaf and two on-ramps traversing it. Properties along the abandoned Oak Street right-of-way are largely vacant, and the parcel at the northwest corner of Foothill Blvd. and Apple Ave. is split diagonally by the on-ramps from Foothill Blvd.. Reconfiguration of the freeway ramps could potentially enlarge the developable area. Additionally, Caltrans owns a parcel on the west side of Foothill Blvd. at the southwest corner of the Mattox-Foothill intersection. The parcel has been cleared of structures with only the foundation of the building remaining. The land in between Castro Valley Blvd. and Grove Way is mostly flat, with a slight incline towards the hills. Vacant parcels on the east side of the abandoned Oak Street right-of-way have a mild gradient that increases significantly just to the east of the parcels.

The southernmost Caltrans-owned properties in the North Hayward area cover the south side of Grove Way from Foothill Blvd. to Gary Drive, and extend to the south between the commercial establishments on Foothill Blvd. and the backyards of single-family homes on Knoll Way in Castro Valley. The parcels stop short of a water tank that serves the City of Hayward. These parcels also straddle County and City jurisdiction, with most of the area in the County. The terrain is quite hilly, with slopes between 15%-25% in some locations and over 25% in areas close to City Center Drive. There are several residential and a few commercial establishments along Grove Way. The single-family properties are on County land while most of the commercial establishments are within the City's boundary.

The majority of the parcel south of Grove Way is clear of any buildings or structures. The site has a rising gradient from northwest to southeast, ranging in elevation from 110 feet above sea level to over 260 feet at the highest point. There are several mature trees on the site, primarily in its southern area. A dirt path has been graded into the northern end of the site from the stub of Gary Drive, creating a level area at an elevation of approximately 180 feet.

Access Environment

In the northwestern portion of the North Hayward area, access to the parcels is restricted to two local residential streets, Marion and Georgian Streets. Marion Street begins at Mattox Road and ends in a cul-de-sac, with the entire east side of the street abutting a Caltrans parcel. Georgian Street begins at Mission Blvd. and dead ends at the west end of the Caltrans parcels. Mattox Road connects both to Mission and Foothill Boulevards, while Georgian Street directly connects to Mission Blvd. Both streets have sidewalks on each side; however, since both streets end at T-intersections; they do not have crosswalks across the main streets they connect to. Crosswalks in both cases are a short block away. Access to the parcels along Foothill and Oak is good, with frontage on Foothill Blvd, Apple and Oak Streets, and Grove Way. Foothill Blvd. and Grove Way have sidewalks, but Oak and Apple Streets don't have any.

The southern parcels in this sub-area, by contrast, have little access to infrastructure, with only Gary Drive serving the northern end. Although a sliver of the parcel extends through to Foothill Blvd., this area is currently used as an exit for the Taco Bell parking and drive-through. The southern end of the parcel is surrounded by steep slopes and thick tree cover that would likely make vehicular access improbable from that side. The parcel has several dirt paths, indicating that it is used by people who may be hiking or riding dirt bikes through the parcel. It should also be noted that the higher parts of the parcels have scenic vistas of the city and the Peninsula hills across the bay.

2.5.2 Upper B Street

This sub-area includes the Caltrans parcels between the Japanese Garden and E Street.

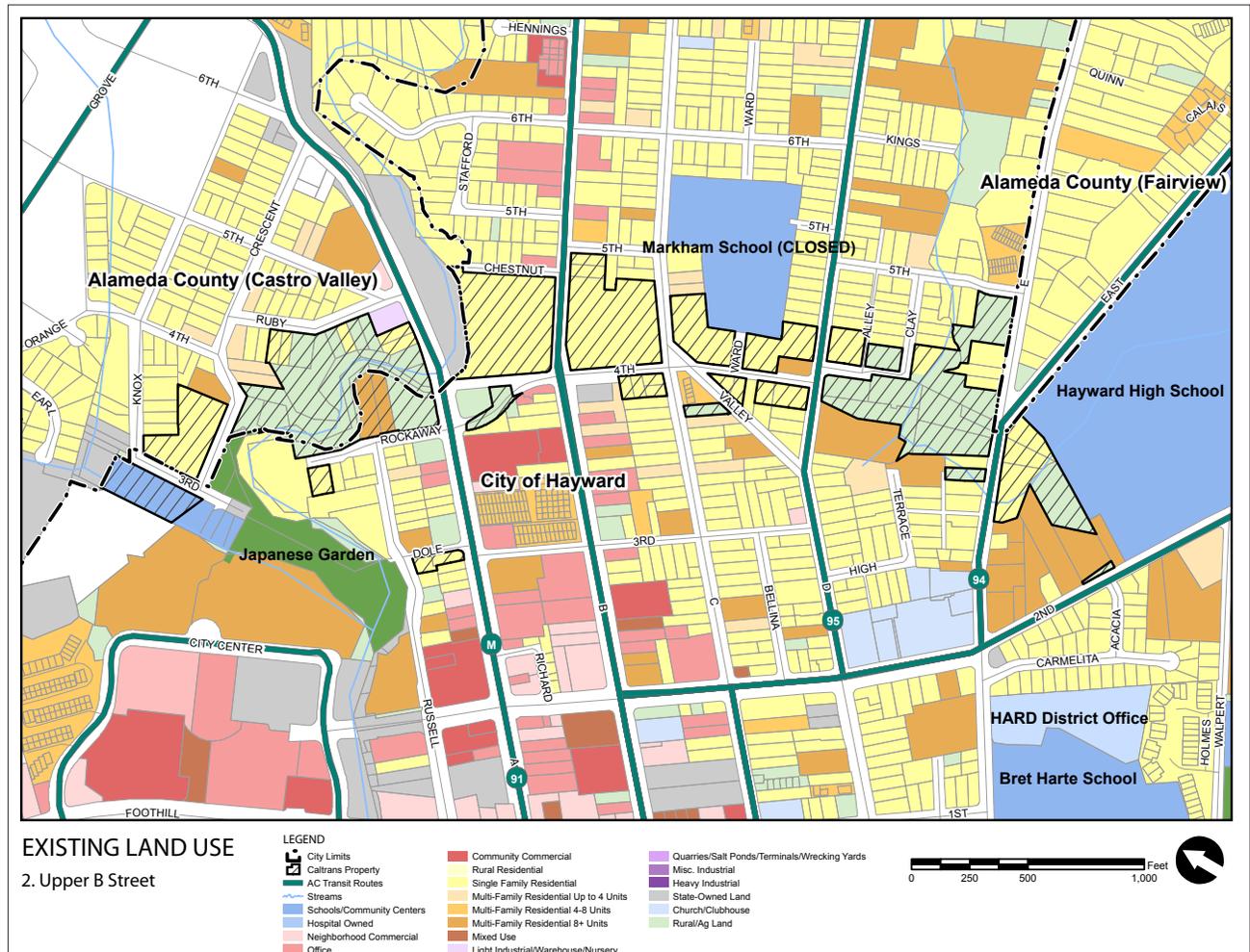


Figure 2.7: Upper B Street Caltrans Properties

Site Character

Caltrans-owned parcels in this sub-area total 29.8 acres, of which 12 acres are developable, but split into 32 distinct sites ranging from 0.15 to 1.30 acres. The remaining sites are mainly single-family residences and a Caltrans-owned apartment building at Rockaway Lane and Russell Way.



Figure 2.8: Vacant Parcel in the Upper B Street area

The northern portion of the Caltrans-owned parcels between the Japanese Garden and A Street are primarily single-family residential, with multi-family apartments on Rockaway Lane which are currently under repair. On Ruby, North 3rd and Crescent Streets, there are a few single-family residences, while some of the vacant lots on other parcels have been fenced off. Along the San Lorenzo Creek bed, which runs across the parcel between Ruby Street and Rockaway Lane, and the Chabot Creek bed, which constitutes the western half of the Japanese Gardens parking lot, thick vegetation and steep slopes exist.

A bit to the south between A and E Streets, Caltrans-owned parcels are predominantly single-family residential and cover almost a block's width across the narrow portion of the B Street Neighborhood that connects Castro Valley to Downtown Hayward. Study parcels are primarily situated on the two blocks between A and C Streets east of 4th Street, along 4th Street to D Street, and on Clay Street between D and E Streets. Approximately 48 single-family residences are in this southern portion of the Upper B Street area, though they are concentrated between A and D Streets with a few outliers along Clay Street. All of the parcels in this area fall within Hayward's city limits. The southern end of this section of Caltrans properties is between E Street and Hayward High School. The parcel is largely vacant with a couple of single-family residences facing E Street. Significant structures in the neighborhood include the closed Markham Elementary School, as well as a Caltrans maintenance facility between B and C Streets.

The largest parcel spans the block between D and E Streets. Although it does not have any structures, there is significant topography on the site and Sulphur Creek runs across the parcel. There is significant vegetation along the creek on the parcel as well. The parcel next to the high school also has significant topography, with an over forty foot difference in elevation between the area next to the street and the side adjacent to the school.

Access Environment

Vehicular accessibility to the northern parcels is limited primarily by the creeks. The parcels on Crescent and North 3rd Streets can only be accessed by vehicles from the east, through Castro Valley, on Ruby and Knox Streets. The parcels are also connected to City Center Drive by a pedestrian bridge over Chabot Creek and the courtyard of an apartment complex. The A Street frontage at Rockaway Lane could be valuable to a commercial use, as evidenced by a new professional office building directly across Rockaway Lane. The parcels are relatively well served as a part of the existing street grid with sidewalks. Crescent Street, however, does not have any sidewalks.

Between A and E Streets, access to all parcels is well established as they are within the street grid connecting the B Street neighborhood to Downtown Hayward. All of the streets cutting across the area have sidewalks and are relatively short blocks.

2.5.3 Mission Hills: 2nd Street, Highland Drive & Carlos Bee Blvd Quarry

This sub-area includes the Caltrans Parcels along 2nd Street, Highland Drive and the Carlos Bee Boulevard Quarry.

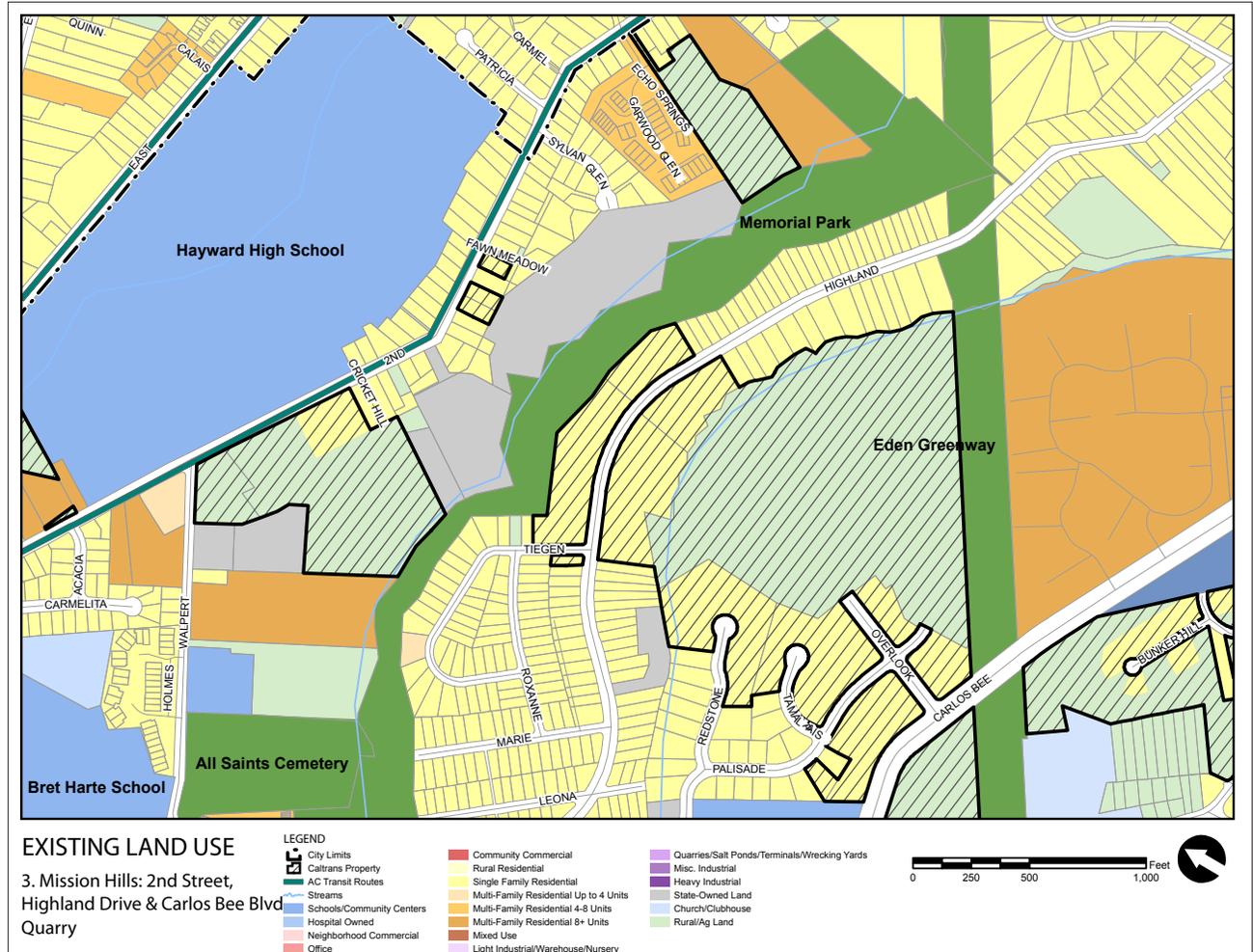


Figure 2.9: 2nd Street, Highland Drive & Carlos Bee Blvd Caltrans Properties

Site Character

Caltrans-owned parcels in this sub-area total 71.0 acres, of which perhaps 45 acres are developable, with 4 distinct sites ranging from 1.5 to 29.4 acres. The remaining undeveloped sites are the Carlos Bee Quarry and vacant parcels originally platted for single-family residences.

Parcels on the south side of E Street and along 2nd Street are within the Mission Hills neighborhood and are not contiguous. The largest parcel, roughly 12 acres in size, is at the corner of 2nd and Walpert Streets across from Hayward High School. It is largely vacant except for a few single-family residences on 2nd Street and one on Walpert. Further down 2nd Street, there are three single-family residences that have tenants. The last parcel on 2nd Street is a larger property behind the single-family homes on 2nd Street with an old house in the middle. The end of the parcel abuts Ward Creek.



Figure 2.10: The Carlos Bee Quarry



Figure 2.11: Lot along 2nd Street

The parcels across from the high school and behind the single-family houses have significant downhill slopes toward Ward Creek with some inclines in excess of 25%. The parcel across from the high school is mostly clear of trees and vegetation, with some canopy cover along the creek and a couple of trees next to Walpert Street. However, the parcel behind the single-family homes up 2nd Street has several large trees in its middle and a thick canopy along the creek.

Along Highland Boulevard to the south of 2nd Street, about a fifth of a mile of Caltrans-owned single-family homes line either side of the street. Approximately half of the single-family residential properties on Highland Blvd. between Tiegen Dr and the Eden Green/Power lines corridor are owned by the state, and though these houses are generally in decent condition, some are dilapidated or boarded up and vacant. Caltrans's other single-family residential properties at the cul-de-sacs of Redstone and Tamalpais Place and on Palisade Street and Overlook Avenue, are in a similar condition. The Carlos Bee Quarry site is bounded by the previously mentioned residential areas to the north and by Eden Green to the southeast. It is currently undeveloped, with a flat area in the center of the parcel and steep slopes on three sides.

Although the residential parcels on Highland Drive, Redstone and Tamalpais Place, Palisade Street and Overlook Avenue are graded with moderate slopes, the quarry site is surrounded on its south and eastern sides by cliffs that were formed as the area was quarried. Now, the northern area of the quarry site is flat, with gentle slopes approaching the creek. Steep slopes also form a hard boundary at the Redstone Place cul-de-sac.

Access Environment

Along 2nd and E Streets there is road access to all but one of the parcels. The parcel behind the single-family homes on 2nd Street does not have any public access, but the adjacent property to the north of the parcel has a private road, Echo Springs Drive, next to the Caltrans parcel that could possibly provide access.

With the exception of the quarry site, all parcels in the surrounding residential neighborhoods have excellent vehicular access and pedestrian amenities along residential streets. The quarry site currently has no road access, except for a trail connection from Overlook Avenue. Dirt paths connecting the quarry site to Tamalpais Place suggest a possible future road connection along with the possibility of extending Overlook Avenue into the site.

2.5.4 Mission Hills: Carlos Bee Boulevard & Mission Blvd

This sub-area includes the Caltrans Parcels along Mission Boulevard south of Carlos Bee Boulevard and adjacent to the utility easement on Eden Greenway.

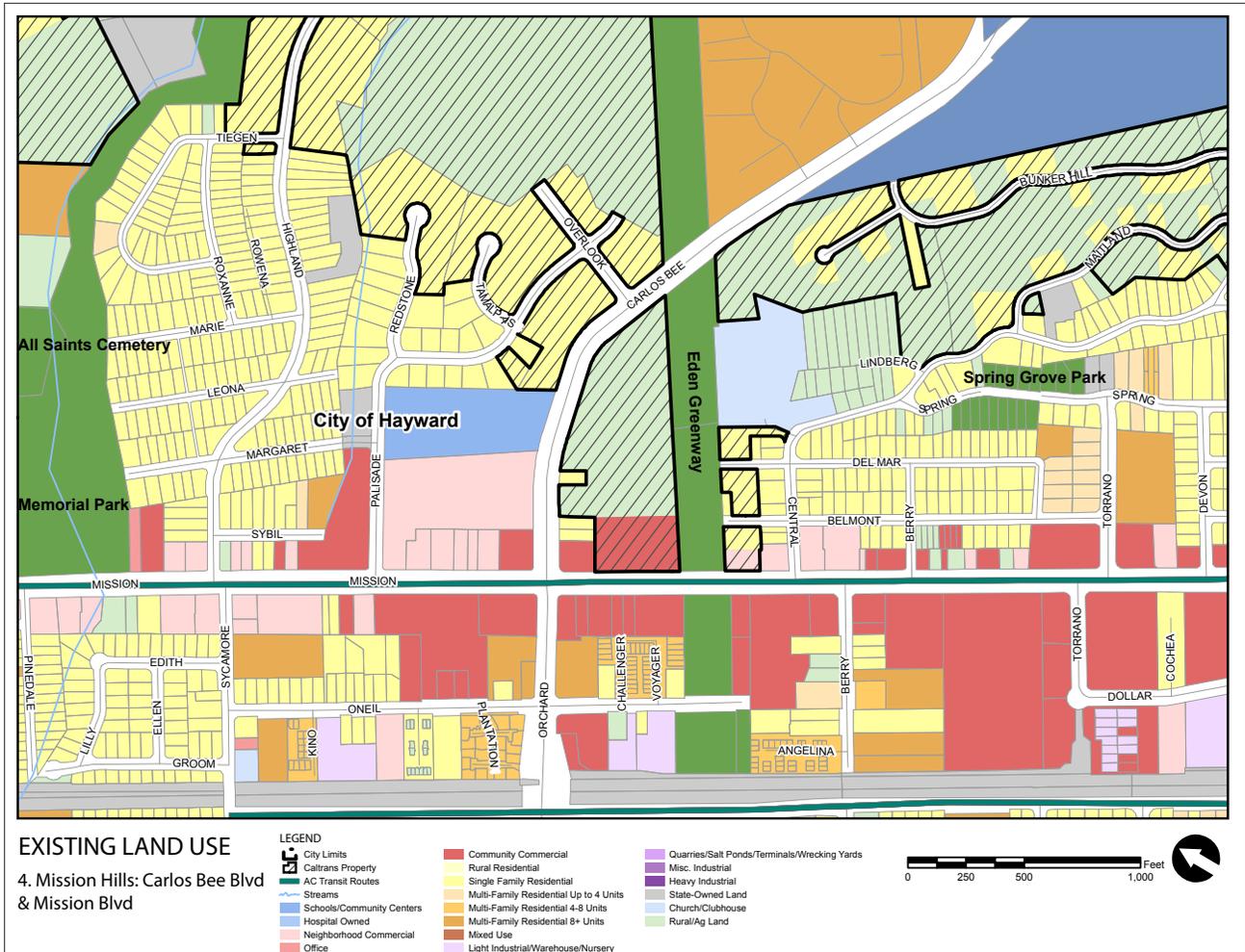


Figure 2.12: Carlos Bee and Mission Blvd Caltrans Properties

Site Character

Caltrans-owned parcels in this sub-area total 11.6 acres, of which about 8.5 acres are developable, with the largest distinct site being 8.75 acres. Other non-vacant sites are the single-family residences to the south of Eden Greenway and the car dealership on Mission Boulevard.

The study area parcels have a variety of uses, ranging from an auto dealer on Mission Boulevard, to single-family residences adjacent to Eden Greenway, to vacant land in the parcel along Carlos Bee Boulevard. The largest and northernmost parcel is a little less than 10 acres in area and fronts Mission Boulevard and Carlos Bee Boulevard. It has an auto dealership, which faces Mission Boulevard, and the rest of the land, which fronts Carlos Bee Boulevard to the north and east, is vacant, with a fault line bisecting the remaining area. Across Eden Greenway to the south, the uses are predominantly single-family residential along Belmont and Del Mar Avenues, with some commercial along Mission Boulevard. Topographically, the land is flat along Mission Boulevard and rises gradually to the east,

with a total elevation change from approximately 80 feet to 250 feet at the northeastern-most point. Despite this elevation gain, there are few critical slopes, with only a small portion of the largest parcel having a greater than 15% grade.

Access Environment

Road access to these parcels is favorable from the south, where the single-family residences are located on an existing street grid and sidewalks provide pedestrian access to the front of most houses. North of the utility easement, the large parcel with the auto dealership and vacant land are also excellently situated with auto access to Mission Boulevard and Carlos Bee Boulevard. Sidewalks along Mission Boulevard allow pedestrians to move safely along the road, though there is a lack of sidewalks on the south side of Carlos Bee Boulevard.

2.5.5 Mission Hills: Bunker Hill

This sub-area includes the Caltrans Parcels along Mission Boulevard south of Carlos Bee Boulevard and adjacent to the utility easement on Eden Greenway.

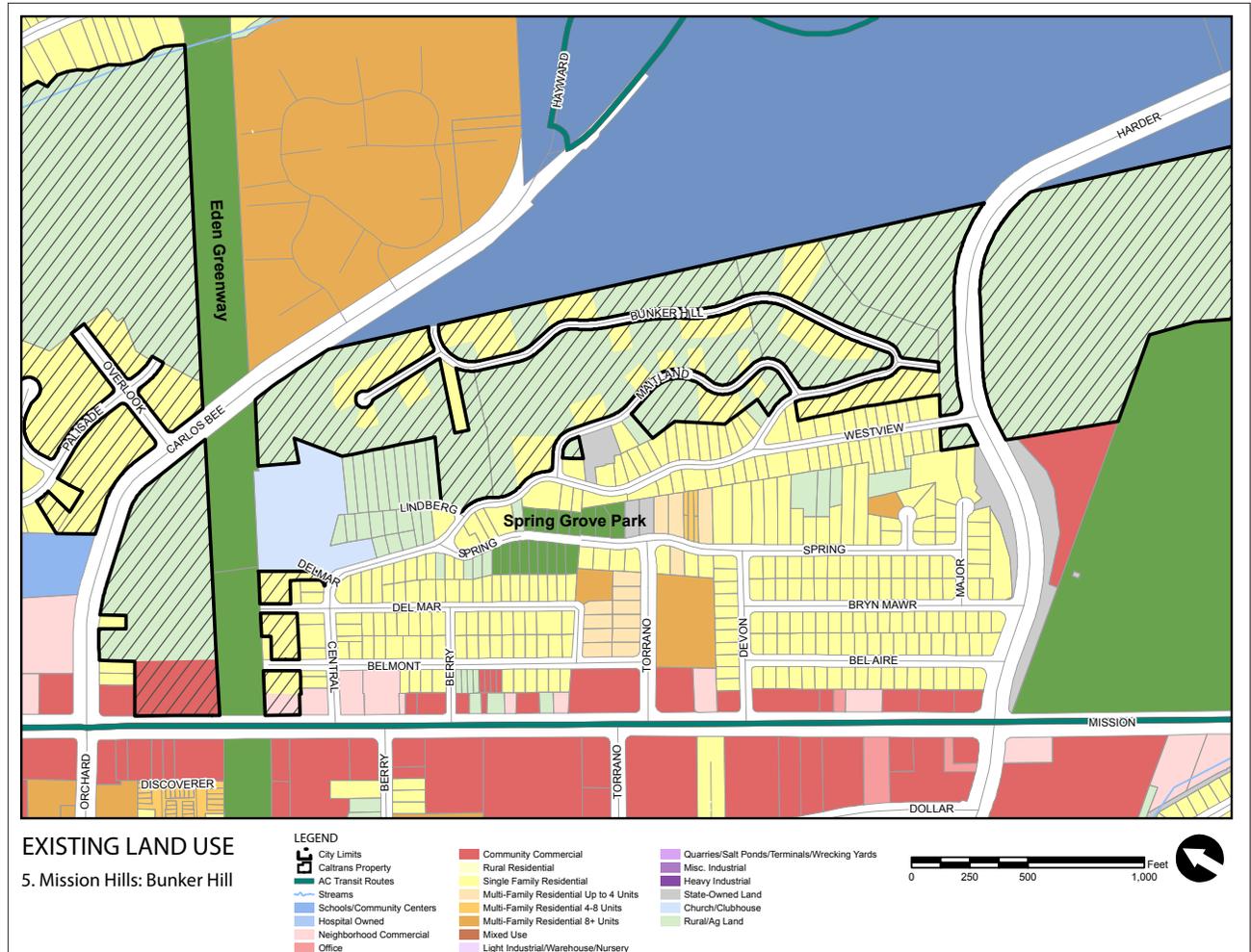


Figure 2.13: Bunker Hill Caltrans Properties

Site Character

Caltrans-owned parcels in this sub-area total 40.75 acres. Approximately 20 acres could be developed with multiple sites for single-family residences within the combined Bunker Hill neighborhood parcels. However, the steep slopes may restrict development to low-intensity housing or open space. All non-vacant sites are previously-existing single-family residences.

The Caltrans parcels in this area cover the hillside between the single-family residences lining Westview Way and California State University (CSU) East Bay to the northeast. Situated in the Mission Hills Neighborhood, the parcels are bounded by Carlos Bee Road and Harder Road to the northwest and southeast, respectively. The parcels are served by Central Avenue, Maitland Drive and Bunker Hill Road, which with their cul-de-sacs and gradual grade are best suited to single-family residences. Despite this, a large portion of the land is not developed, though a handful of occupied houses, which were built prior to Caltrans ownership are scattered along the hillside roads. These houses and the collections of trees in their yards interrupt a vacant, largely grassy expanse, which is

characterized topographically by a steady incline along the roads with some adjacent steep slopes of 15-25%. Away from the roads, grades are in excess of 25%. There have been no documented fault traces on these parcels, rendering those which remain vacant suitable for development.

Access Environment

Vehicular access is severely constrained as Bunker Hill Boulevard dead ends at the top of the ridge. Bunker Hill Boulevard is quite narrow, with a couple of acute turns that make access an issue for emergency vehicles, particularly if vehicles are parked on the street. Below the hill, Central Boulevard and Westview Way's lack of sidewalks and the moderate incline make the streets less friendly to pedestrians.

2.5.6 Mission/Garin: Harder Road

This sub-area includes the Caltrans parcel between Holy Sepulchre Cemetery and CSU East Bay.

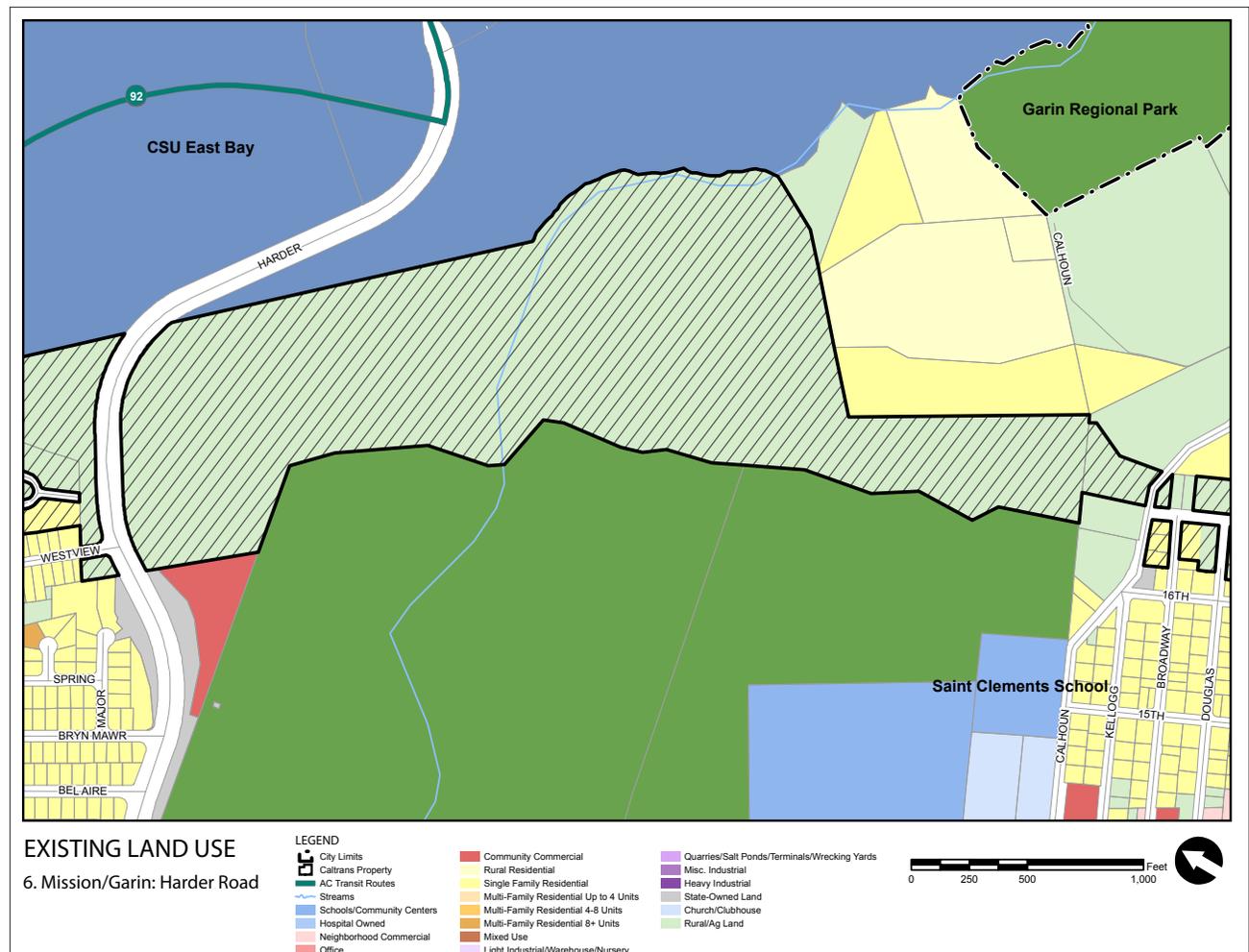


Figure 2.14: Harder Road Caltrans Properties

Site Character

The Caltrans-owned parcels in this sub-area total 78.6 acres. Due to the site's steep slopes, presence of fault lines, and poor road access, there is a very low potential for development here. This parcel is situated in the northern corner of Mission/Garin Neighborhood and extends southeast along the neighborhood's eastern edge. Its northern border runs along Harder Road between Machado's Hillside Funeral Chapel and the CSU East Bay campus, and this boundary continues to the southeast along CSU's property to a small frontage along Calhoun Street. Holy Sepulchre Cemetery, Moreau Catholic High School, St. Clement's School and undeveloped church-owned properties abut the parcel's western boundary.

Very few buildings or structures and no permanent residences exist on the parcel. Aside from a dilapidated shed in the middle of the parcel, the majority of the land is open grassland with trees situated near water sources. The primary source of water is Zeile Creek, which runs through the middle of the parcel from the eastern to the western side, though trees are also present at its irrigated northern and southern ends. The hills upon which the parcel sits are in a natural state with virtually no previously graded areas.

The parcel has hilly topography ranging from 160 to 440 ft. in elevation and approximately 1/3 of its area has a slope of 15-25%. Areas adjacent to the stream that runs through the middle of the parcel are steeper and have a 25% or greater slope.

Access Environment

Road access to the parcel is poor, with only Harder Road and Calhoun Street serving its northern and southern ends, respectively. Although connector roads to the parcel's interior might be constructed from these access points, this seems unlikely considering the substantial topographic constraints. Without grading and extensive road engineering, only the southern portion of the parcel appears suitable for development, although fault lines run through part of that area. However, the parcel's hilly character, stunning Bay views, and close proximity to the developed parts of Hayward and to CSU make it highly desirable for hiking and recreation, provided that a trail infrastructure is developed.



Figure 2.15: Zeile Creek on the Caltrans Property



Figure 2.16: View of the Caltrans Property from Mission Blvd

2.5.7 Mission/Garin:Tennyson Road

This sub-area includes the Caltrans Parcels that are bounded by Calhoun Street to the north, rural residences and a closed quarry to the east, the old roller rink along Mission Boulevard to the south, and single-family residences and apartments to the west.

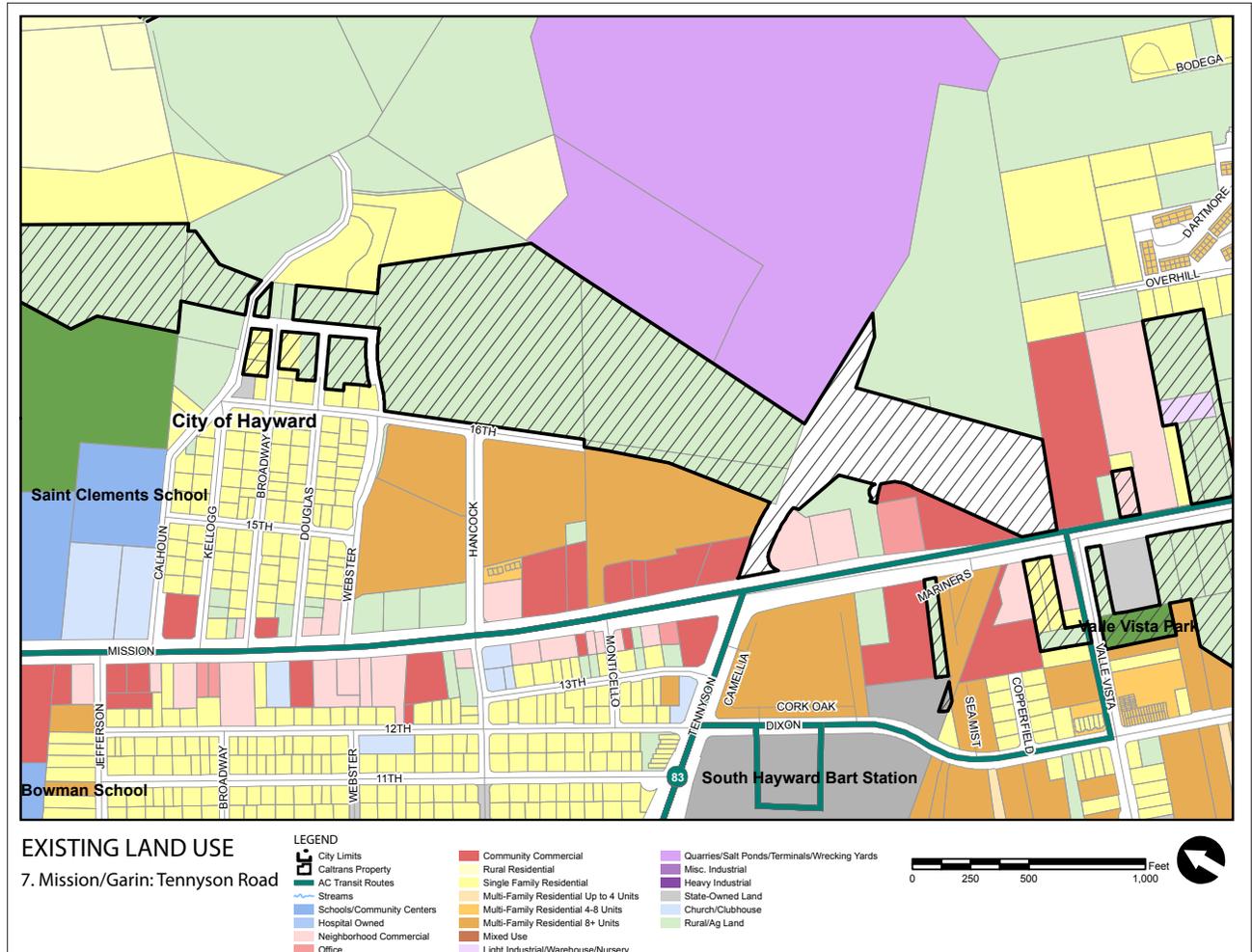


Figure 2.17: Tennyson Road Caltrans Properties

Site Character

The Caltrans-owned parcels in this sub-area total 40.19 acres, of which perhaps 25 acres are developable. Undevelopable areas are either environmentally unfeasible for development or are currently occupied by single-family residences.

All parcels are within the Mission/Garin Neighborhood, and the westernmost tongue of the largest parcel, potential right-of-way for a Tennyson Road extension, reaches into the *South Hayward-Mission Blvd. Concept Design Plan Study Area*. The parcels sit primarily on grassland, although mature trees can be found surrounding the few single-family residences at the northern end of the site along Broadway and Calhoun Streets. Aside from these houses and the overflow parking from an auto dealership at the south end of the site area, most of the parcels are completely vacant, though a sizable set of horse stables are located alongside the old quarry on the largest parcel to the south.



Figure 2.18: Caltrans Property at Tennyson

Due either to leakage from an underground pipe or a natural spring, there is a small copse of trees slightly to the north and west of the stables. Fault lines run through the northern portion of the parcel.

Topographically, the area has a gentle west to east uphill slope with a 15-25% grade in some areas but very few inclines in excess of 25%. The parcels' elevation ranges from 40 feet at the lowest point to approximately 220 feet. Views of all three Bay Area downtowns – San Francisco, Oakland and San Jose – can be seen from this unique vantage point.

Access Environment

Existing access to the parcels is limited to Calhoun Street to the north and the quarry road (possible Tennyson Road extension) to the south, though both present opportunities for further road development. The quarry road connects the Caltrans parcels to Mission Boulevard, extending east and then north as it forms the eastern boundary between the large southern parcel and the quarry site. Also, a Caltrans-owned reserved right-of-way for an extension of Tennyson Road has not yet been developed. Both roads serving the parcels currently lack pedestrian facilities.

2.5.8 Mission/Garin: South Hayward

This sub-area includes the Caltrans parcels that extend from the South Hayward BART parking lot in the northwest to the Mission Hills Golf Course in the southeast and line both sides of Mission Boulevard and Dixon Street.

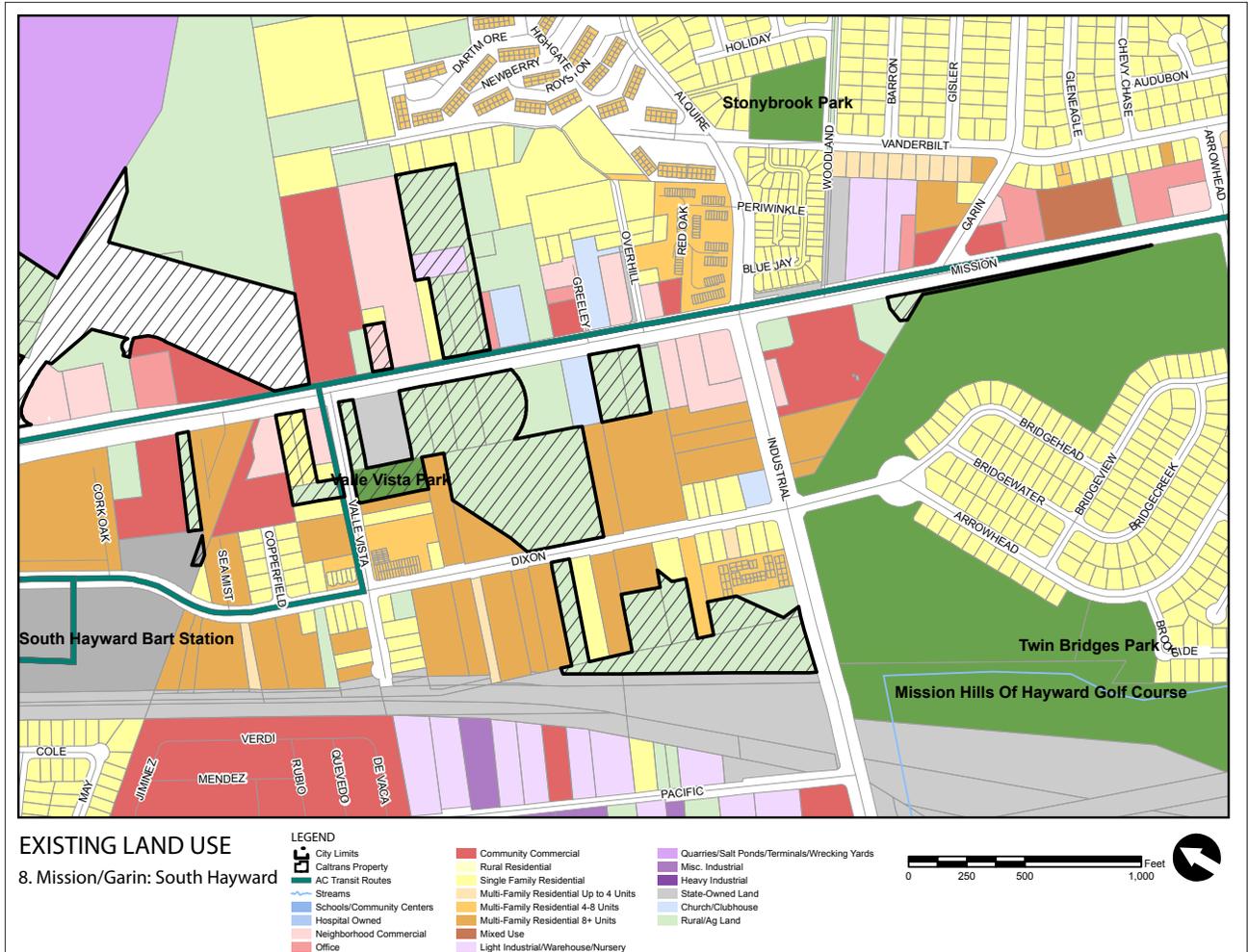


Figure 2.19: South Hayward Caltrans Properties

Site Character

The Caltrans-owned parcels in this sub-area total 25.6 acres, of which perhaps 22 acres are developable with 20 distinct sites ranging from 0.41 to 5.85 acres. All parcels are situated within the *South Hayward-Mission Boulevard Concept Design Plan Study Area* and are mostly vacant, though there are a few existing single-family residences on Mission Boulevard. The surrounding uses are a mixture of auto-oriented businesses and apartment complexes along Mission Boulevard, with single-family residences and apartments lining Dixon Street.

The terrain is flat with an approximate elevation of 20 feet throughout the area, except for a parcel on the northeast side of Mission Boulevard that extends uphill to approximately 120 feet. The vacant Caltrans parcels are



Figure 2.20: Caltrans Parcel along Mission Blvd



Figure 2.21: South Hayward BART Station

mainly grassland with a few trees near the street or property lines. Aside from the residences and a smog test station on Mission Boulevard, the recently landscaped Valle Vista Park is one of the few developed Caltrans parcels in the area.

Access Environment

Most of the parcels are located within the existing street grid and are well connected, though a few parcels do not have the infrastructure for vehicular access. Additionally, the undeveloped parcels on Mission Boulevard and Industrial Parkway do not have finished sidewalks, though

all of the parcels on Dixon Street do. The large, industrial-sized blocks further limit the pedestrian friendliness of the area. Residential developments east of Mission are beginning to wrap around the Caltrans parcels and may preclude the extension of new streets to serve the area.

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