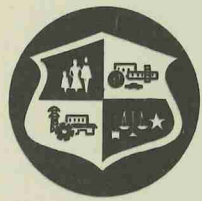
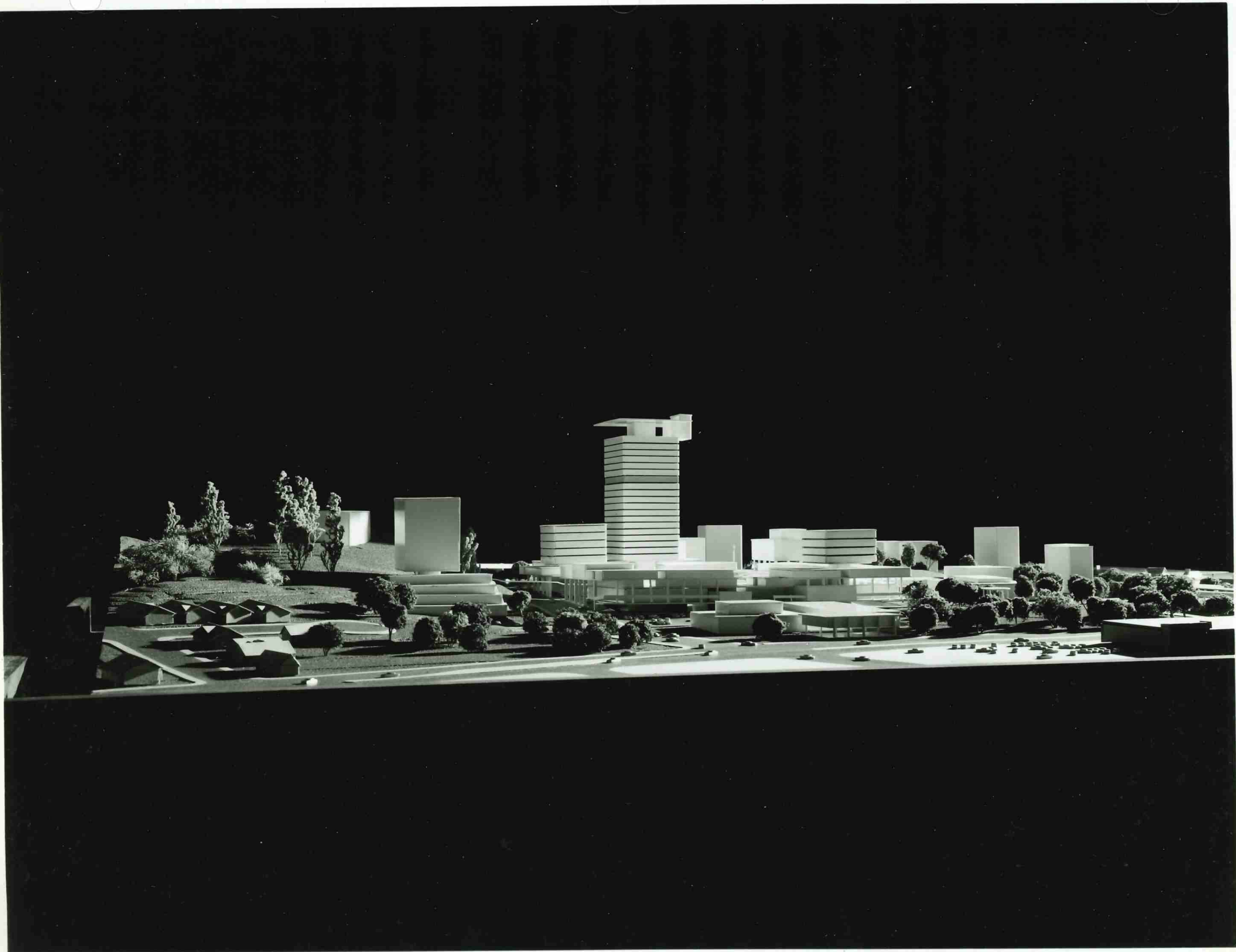


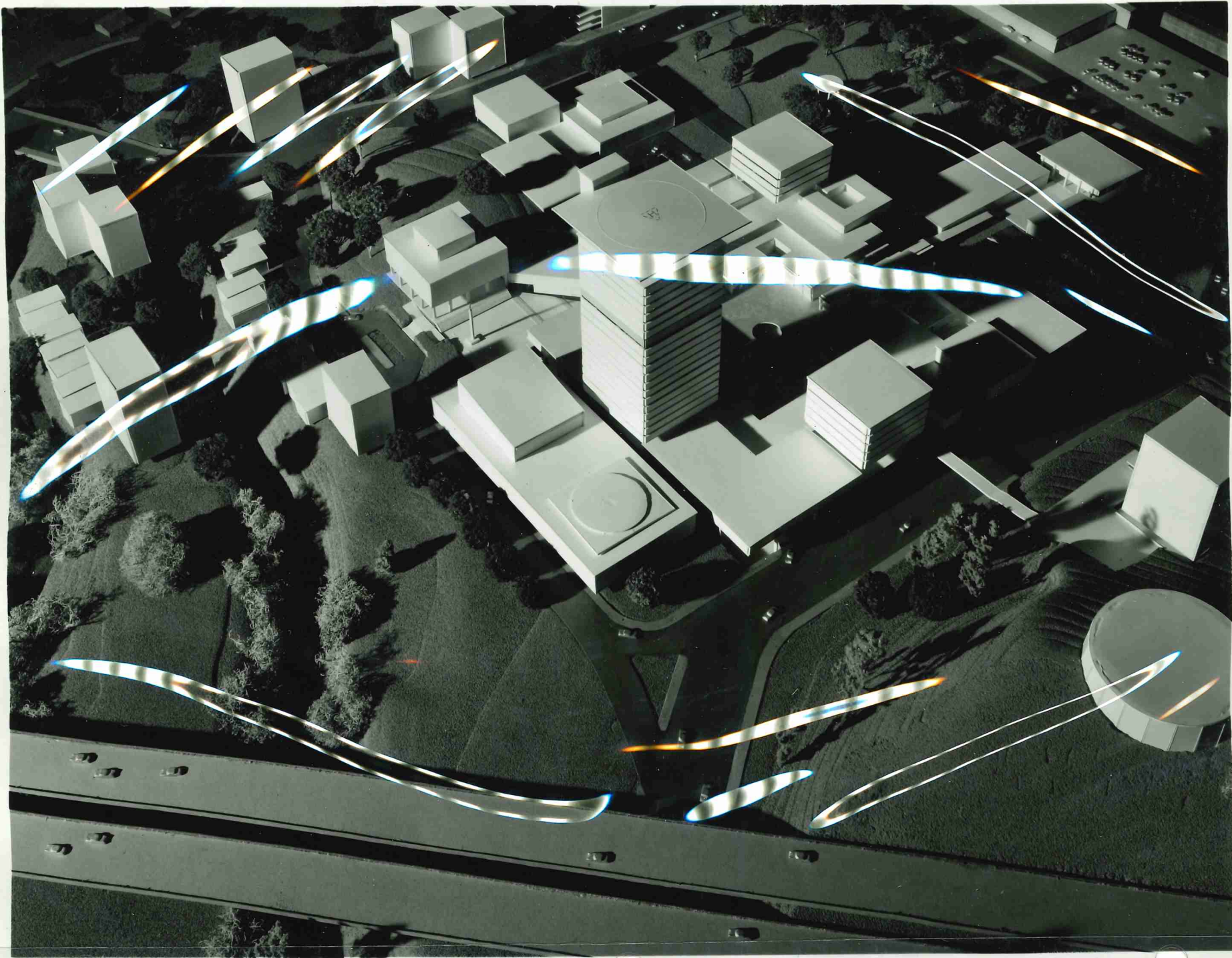
**CITY CENTER**

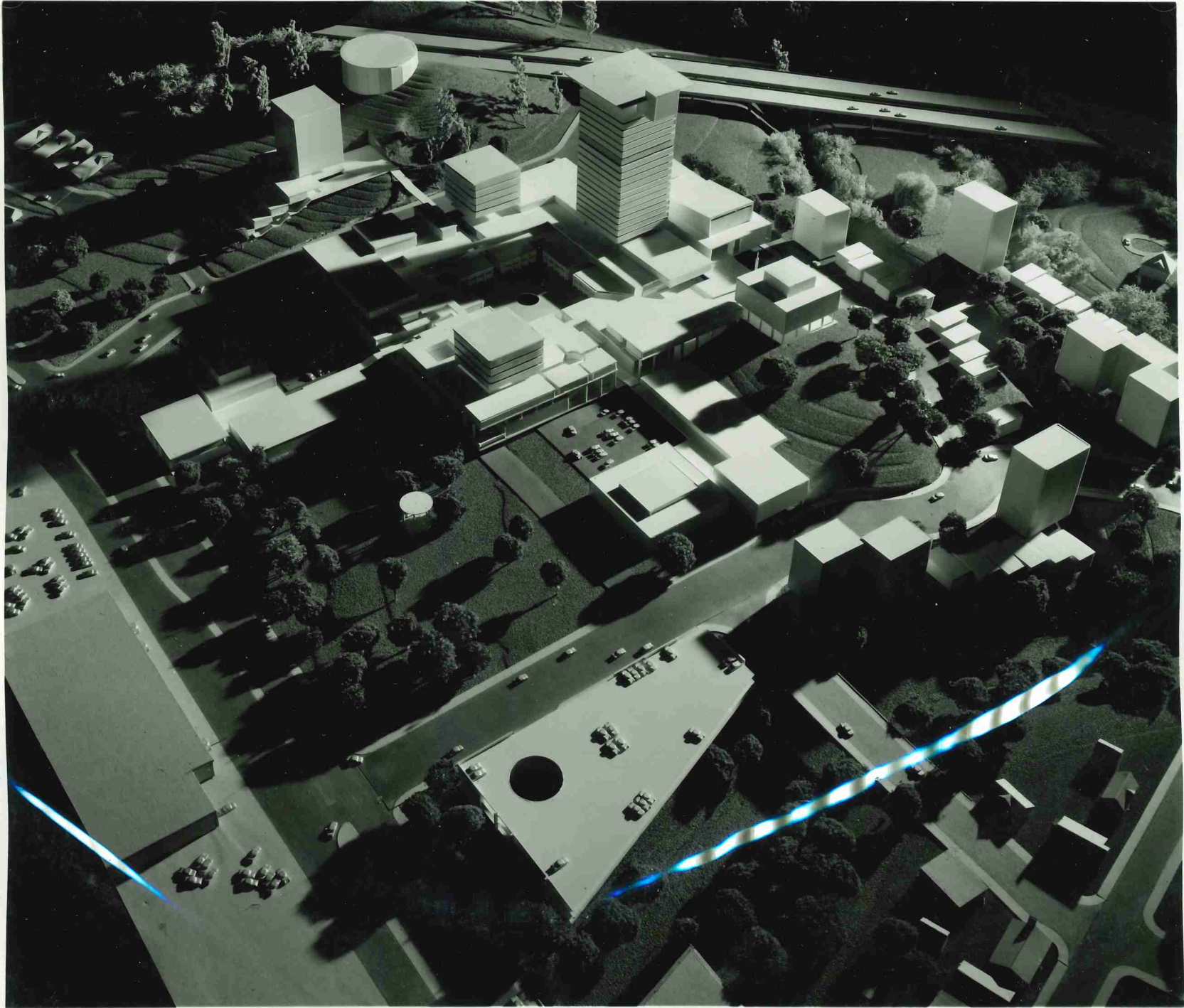


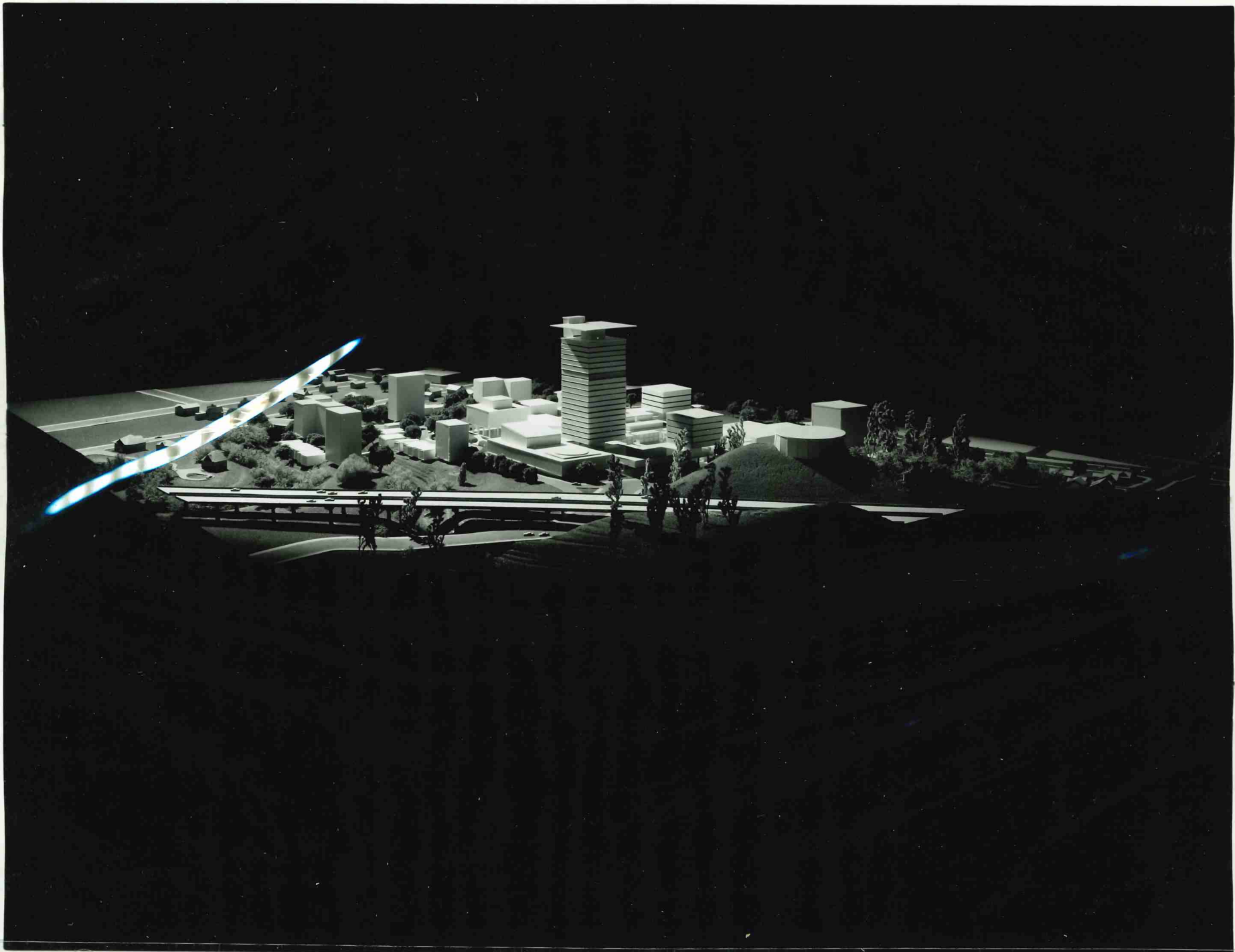
**PROJECT**

**CITY OF HAYWARD · CALIFORNIA**









K-111 PLYEX 4-ply protector #018111 K-111 PLYEX 4-ply protector #018111 K-111 PLYEX 4-ply protector #018111

CIVIC CENTER SITE  
ANTICIPATED TRAFFIC VOLUMES

Figure 1. Components of traffic flow

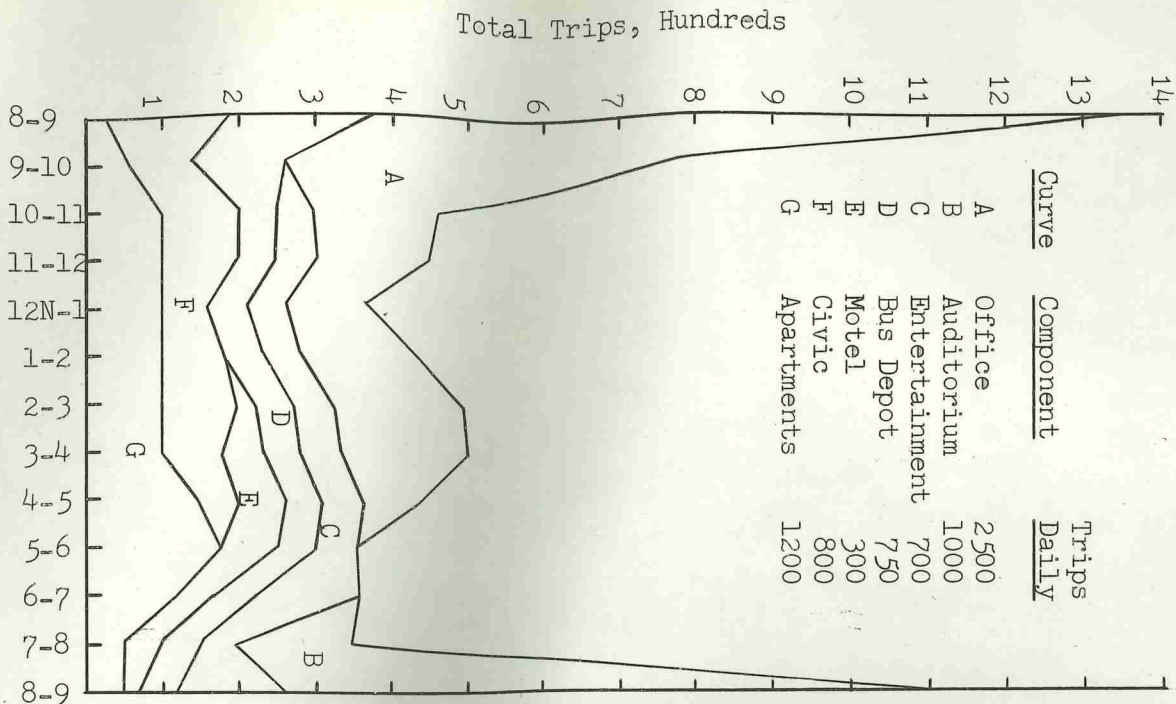
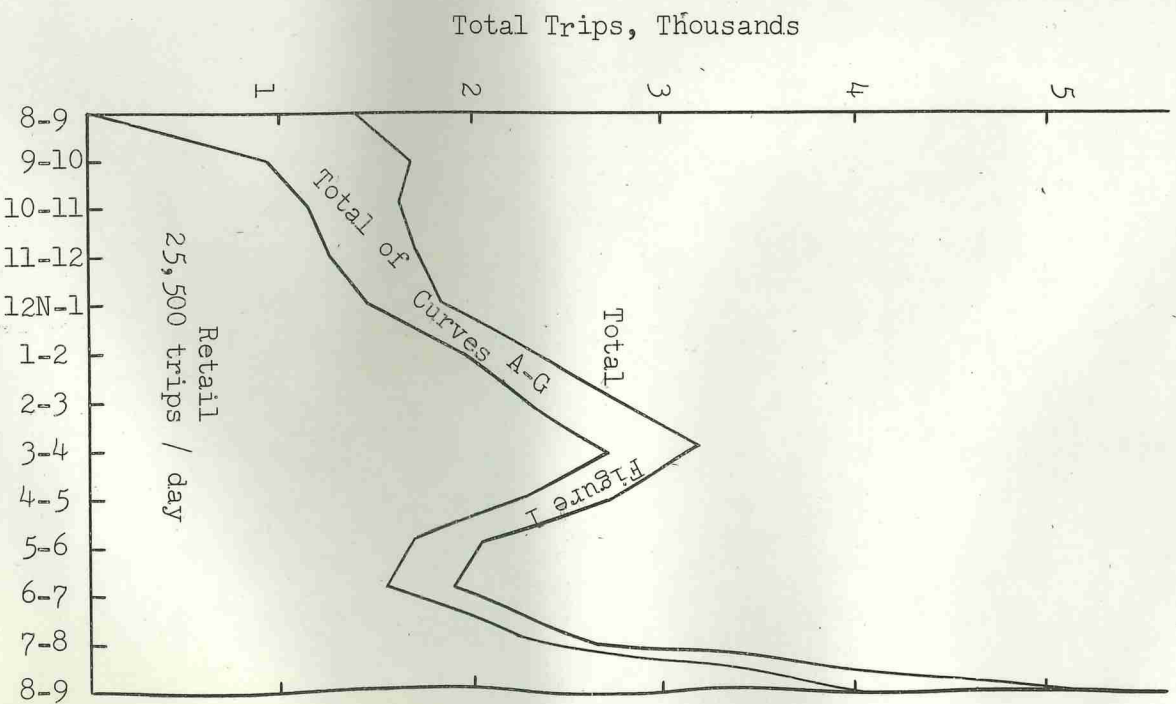


Figure 2. Total traffic flow



A preliminary study of access to the City Center site has been made by a traffic engineering consultant. The study shows a parking demand in excess of 5000 cars when the retail stores are open and there is an event at the auditorium. The greatest traffic and parking demand is to accommodate the retail sales. Figure 1 is an accumulative graph of the various traffic components by number of trips hourly for each type of use other than retail. Figure 2 superimposes the total of Figure 1 above the retail to show the total number of trips anticipated during each hour of the day.

Ability of surrounding local streets to carry the anticipated traffic is contingent upon completion of the Foothill Freeway, Route 238, and the extension and widening of Dole Way and Knox Street. Foothill Freeway has an adopted route, preliminary designs are complete and right-of-way acquisition has begun. Its completion will precede full development of the City Center site. Both Dole Way and Knox Street are planned to be extended and widened in conjunction with the City Center development. The assumed assimilation of traffic by the local street system is 25% northbound on Foothill Boulevard, 25% southbound on Foothill Boulevard, 35% to Dole way and 15% to Knox Street.

Although the practical capacities of Foothill Boulevard and "A" Street will be exceeded during the peak period, these volumes can still be handled on these streets with the installation of additional traffic control systems.

As reported by the Traffic Engineer, "On an overall basis, it appears that from a traffic standpoint the site is not overdeveloped."

# Hayward Has a Daring Plan for a \$65 Million Community Complex

By VERA GRAHAM

What have other cities done, what are they doing, and what are they planning to do in regard to developing a major complex for governmental services and cultural facilities?

The Times chose three cities for comparison, all within a 25-mile radius of San Mateo, all providing major potential for growth, and two of them of the same general population scope.

They are the cities of Palo Alto, Santa Clara and Hayward.

Hayward, the sleepy little town of a decade ago, characterized by wide open fields, farms, and chickens pecking their way across the street, today is jolting the Bay Area into an awareness of its potential by a daring and unique plan for an estimated \$65 million complex of business and civic buildings—developed as a joint partnership between private enterprise and the city government.

Concurrently, a mammoth covered-mall shopping center, known as Southland is under construction.

Hayward city officials happily point to the shoppers they expect to draw from San Mateo county via the new bridge.

At this point Hayward may seem to be dreaming, but a chat with City Manager Ray Doran soon shows that dream is imbedded in the tough bedrock of hard-headed dollars and cents practicality.

In 1950 Hayward had a population of 14,272. By 1960 it had exploded to 72,000, when it became the third fastest growing city in the United States. Today's estimates place the population at 84,000, and the U.S. Department of Commerce anticipates the Eden township which includes Hayward, will climb to almost 600,000 by the year 2000.

Hayward is not a wealthy community. It has a \$6,342,077 operating budget for this year based on a \$1.62 tax rate. The city tax for the average tract house owned by a veteran is \$30.40 and \$45.60 for a non-vet. For the average \$16,000 home, however, the combined city and county tax bill is \$400. The city covers an area of 50 square miles.

It owns its own water system and the biggest private airport in the west, covering some 860 acres. It has about 20 various

shopping centers. It has a four-year state college, and a junior college is about to go under construction.

About nine months ago, the unification of Hayward schools resulted in declaring surplus the 50-acre Hayward High school campus.

City councilmen and City Manager Doran, aware of the growing city government's needs, seized upon the parcel as an ideal location for a unique civic, cultural and business center.

The land is valued at from \$2,800,000 and \$3,000,000. Hayward has no money for such a purchase. Its capital outlay fund is down to \$60,000. It plows its sales tax into the general fund. A bond issue for a new city hall was defeated some time ago.

But necessity being a stimulant to innovation, the city decided to try for the same private business and public government partnership which has been successful in the current development of its airport.

Because Hayward had no free funds for major improvements required at the airport, it enlisted aid of private capital. A San Mateo investor, Leigh Fisher, became interested and signed a 50-year lease on the airport property. He is recognized as the top airport authority in the world.

A \$250,000 advance on the lease by Fisher and a supplemental \$500,000 in federal aid has enabled the city to undertake necessary improvements.

Consequently, a new golf course is under construction. Plans call for the development of a hotel, restaurant and industrial park on a 96-acre portion of the airport.

By the ninth year, Hayward will earn \$90,000 from its airport's built-in source of revenue. Its partnership is such that any time anyone buys a drink at the airport restaurant, half of the profit will go to the city.

This is the same principal which Hayward is now applying to its projected ambitious civic-cultural-business center.

Again, since it lacks the funds, it is enlisting the interest of investors throughout the United States. Doran annually travels with chamber of commerce officials scanning the likely money market and areas of investment interest throughout the east.

The city manager is not only one who dares to plan imaginatively, but he takes action. So far, he has his council's enthusiastic support.

In order to purchase the 50-acre center site, negotiations are under way on a 50-year lease. An advance on the lease will enable the city to buy the land. As a municipality, it has priority on the property.

No Cost

The site, located on Foothill boulevard, is near the downtown district. As proposed by city and chamber officials, the new center can be built at no cost to Hayward taxpayers through, as they explain, "the marriage of city and business interests, and by following the financing patterns used in construction of regional shopping centers."

The architectural firm of Van Bourg-Nakamura & Associates of Berkeley, recognized as specialists in the field of civic government and institutional buildings, has designed a complex of related buildings, all set in a landscaped park.

Within the center, not only will a visitor find all governmental services and a variety of services provided by private businesses, but in addition they will find stores, apartment houses, a hotel-motel, banks, and probably a number of private office buildings.

The city hall itself would be a 20-story building. Parking would be incorporated into buildings rather than on outside massive parking compounds.

Focal point of the design is a core unit consisting of a hollow square of multi-story buildings, surrounding a central plaza. One of the buildings grouped around the plaza would be the city hall. The core structure would include offices, shops, stores, governmental agencies, banks and commercial and professional offices. Parking would be at the lower levels of the facility.

Connected to, or related by design to the core building, would be a planned entertainment center with cinema, bowling alleys, restaurants, other entertainment facilities; a civic auditorium and convention hall with 3000 seats, and buildings to house major stores. Detached but related by design are a major hotel-motel, a park-

ing garage and high-rise residential apartments.

By incorporating inside parking into the core building, Hayward citizens not only would be able to park conveniently during the daytime, to visit stores and offices, but they would be able to park in the evening to visit the entertainment center.

The new project is planned for mixed high-density urban day and night use. By planning for vertical, rather than horizontal circulation, much of the natural beauty of the site is retained, it is explained.

Some 30 acres of the total tract will be covered with buildings. The remainder will be landscaped and will provide roads, parks and recreational facilities.

Specifically the plan calls for about two million square feet of buildings, of which 730,000 would be for retail shops and stores, 500,000 for commercial offices, 60,000 for municipal offices, 100,000 for auditorium, 100,000 for the hotel-motel, 13,000 for entertainment uses, 275,000 for multiple dwellings and 25,000 for transportation services.

"I firmly believe," emphasizes City Manager Doran, "that a city hall or civic center, primarily a center such as this, should have 18 hours of use—not merely be an 8 a.m. to 5 p.m. facility. It should serve the people in many of their needs, blending public and private services rather than creating an oasis of embassy-like sterility after the 5 p.m. closing hour. People should come to their city hall, their civic center not only for needed services, but for entertainment, for beauty, for relaxation and enjoyment. It should be an integral, pleasant, enriching part of their daily life . . ."

Doran added the imaginative plan has captured widespread interest, has won strong support of the chamber of commerce and of the city's newspaper.

"We are economically and commercially endowed, and because of this we want to emerge dimensionally as a silhouette on the skyline of the Bay Area, long remembered and serving as a magnet to attract desirable growth and development. It is a question of identity and value and this project will be the shaft of light pointing to Hayward's emer-

gence as a community of major stature," says City Manager Doran.



# Hayward Center Would Serve Its Citizens In Many-Faceted Role

**Editor's Note:** This is the fifth of a series of articles on the question — should San Mateo consider building a civic complex?)

By VERA GRAHAM

The work and inspiration of imaginative city leaders, officials, planners, and businessmen, the Hayward center would serve its citizens in a many-faceted role.

As described by City Manager Ray Doran, the city hall building alone would provide floors, not only for municipal government, but for private agencies and organizations as well as businesses which have certain needs in common.

Organizations such as the League of Women Voters, community improvement clubs, garden clubs, scores of similar associations would be located on one floor.

Since they have much the same secretarial needs, besides serving as a landlord, the city would also provide secretarial and multigraph services, for which a charge would be made.

Organizations such as the various health agencies, United Crusade, Heart, Cancer and Retarded Children, also having common needs, could be similarly located and served.

The main floor, for example, could be devoted to utility firms, such as the P.G.&E., Pacific Telephone, Western Union, newspaper branch offices and the chamber of commerce. Those companies which bill their customers conceivably could be served by a central cashier using IBM coded cards and giving the consumer the efficient convenient opportunity to pay his bills at one counter.

## Heliport

The rooftop would locate a heliport — and a restaurant. After all, notes Doran, such an operation hasn't destroyed Rockefeller plaza.

"We are not planning a project to compete with private enterprise. We are joining with private enterprise to do what must be done and to enhance community values with such a facility can only increase their financial return."

Admittedly, there "has been some dissent from people in the large shopping centers, but we can only reply to them, 'Don't you want the downtown to be strong? If it is, the peripheral areas will also be strong'.

"Our hope is to serve as a broker working with private guided development. If we fail, we're subject to public accountability, and with the support and interest we are receiving, it will be difficult to fail."

## Tax Roll

What about removing such valuable property from the tax roll?

"The possessory interest taxes will be equal to the real property taxes," replies Doran, "and the county assessor has placed the valuation at five-sixths of the market value as in the case of the airport and the golf course."

Architect Van Bourg points out that the "concept of relating governmental services and business institutions together for the convenience of citizens is really quite old, appearing in medieval cities and continuing down through the ages to the city hall and courthouse squares of many American cities and towns.

"It is only under the pressures of explosive population growth, and little or no planning, that we have tended to diffuse our cities so completely that the resident is forced to travel long distances to find essential goods and services. One result of this diffusion is unsightliness and another is a tremendous and increasing transportation headache."

## Transportation

In connection with transportation, Hayward is doing some advance thinking in that direction as well.

City Manager Doran notes that the municipal government recognizes the vital importance of its key shopping centers, the downtown, strip area, and the big Southland regional center. Southland is about two miles from the downtown area.

Currently under study is the interesting new Westinghouse concept in rapid transit for metropolitan areas.

Called the Transit Expressway, it proposes the use of prefabricated elevated structures supporting a roadway on which 20-passenger lightweight vehicles can travel at speeds up to 50 miles an hour.

Not to be confused with a major Bay Area Rapid Transit system, the projected intramural facility, could serve as a link with a large high-speed commuter transport line. Also it could be extended to become a local inter-city service.

Hayward is considering the possibility of such an intracity system to link its three commercial centers.

## Automated

Requiring only a four-foot wide pillar and a five-foot, six-inch shoulder, the system needs a minimum right of way, and presumably could be located on any major public street or highway.

Fully automated, the local transit would operate on a shuttle system and could be developed further to link whatever areas need a public transportation system.

It is in effect an "endless conveyor belt" type operation. The silent coaches are powered by electric motors and can be operated around the clock, singly or in trains up to 10 units on a continuous loop system, providing service similar to that of an automatic elevator.

It is tailor-made for cities where the traffic range would be 5000 to 16,000 riders per hour in a given direction. Any city

with low density populations, according to Westinghouse, would find the system economically feasible, it is stated by the manufacturers.

## Pace Setter?

Estimates indicate that the Transit Expressway investment will range from \$2 to \$3 million per two-lane route mile. The cost includes all items such as stations, except land acquisition, and if used along public streets or highways, presumably could eliminate that cost.

With its future in the hands of civic leaders who are tireless in promoting their city and planning the course of its growth and progress, Hayward may well become a pace-setting community.

SAN MATEO TIMES

TUESDAY, JANUARY 21, 1964

Fundamental considerations underlying the Hayward City Center plan include the following:

- (1) The basic assumption is that civic and commercial facilities can and must be mutually enhancing in correlation with each other.
- (2) The conviction that architectural appeal of a fine civic center is a significant asset to a city and its self-image.
- (3) The importance of a unified, single plan for the City Center complex encompassing endless variety and contrast within itself without becoming blocks of buildings strung together; promoting advance planning for necessary services and effective traffic flow. (The plan calls for the City to widen certain access streets.)
- (4) Development over a period of years. Initial phases will include the 20-25 story City Hall tower for private business offices, municipal and other governmental agency offices, as well as various organizations such as the Chamber of Commerce. It is proposed that the rotunda of the building contain a section where a new resident could sign up for all utility services, subscribe to newspapers, secure general information about the city and region, and even purchase airline tickets. Other buildings in the first phase could include a major department store, restaurant, bank, a hotel and high-rise apartments.

- (5) The initial development of the City Center would act as a catalyst to the corresponding development of additional high density residential construction in the immediate surrounding area with mutually advantageous effects.
- (6) The amalgamation of government and business within the City Center will stimulate healthy interaction and bring about significant economic advantages to each.
- (7) Hayward's situation is typical of those communities which find themselves rapidly urbanizing as extensions of a decentralizing metropolis but lacking a physically tangible, virile center for community mixing and meeting. However, the City of Hayward, having mobilized community support, is taking an aggressive lead in the creative promotion of conditions which will be realistically favorable to the investment of private capital on such a collaborative basis.

## Background

VAN BOURG/NAKAMURA AND ASSOCIATES

Berkeley, California

Van Bourg/Nakamura and Associates is a nationally recognized architectural planning firm concentrating largely in the field of civic, government and institutional buildings.

The firm has designed county government centers for Stanislaus and Humboldt Counties and has recently completed the \$7 million county administration building, garage and heliport buildings in Oakland, California. Other current work includes the proposed Napa County government center; a civic auditorium and civic center for Redding, California; the Japanese Trade and Cultural Center for San Francisco's Western Addition; a master plan for redevelopment of a 10-acre portion of the San Francisco Redevelopment Agency's "Area 2", a new high school for Travis Air Force Base and several schools in the Bay Area, as well as the South Tahoe High School.

The Oakland heliport-garage was awarded a design award from the Prestressed Concrete Institute. Among other awards, this was the only one for public buildings given at the American Institute of Architects' Centennial competition in San Francisco in 1957. A Van Bourg school design was selected for the Brussels World Fair in 1958.

In 1956, the firm sponsored a University of California thesis on community facilities and published "Planning Community Facilities in Growing Cities", which has become a widely-used reference work on the subject.

Mitchell Van Bourg, A.I.A., was born in Istanbul, Turkey, and received his Bachelor's degree in Architecture at the University of California, Berkeley. He received his Master's degree in Architecture at Harvard University Graduate School of Design.

Noboru Nakamura, A.I.A., was born in Yamaguchi, Japan, and educated in architecture and design at the University of California, Berkeley.

John Collier, a principal in the firm, was educated at Regent St. Polytechnic, London, England, and is certified to practice in California.



SAN FRANCISCO

OAKLAND

SAN FRANCISCO BAY

Oakland International Airport

SAN LEANDRO

SAN LORENZO

Hayward Air Terminal

Hesperian Blvd

FOOTHILL BLVD

CASTRO VALLEY

HWY 50 (to Sacramento and San Joaquin Valley)

HAYWARD

Chabot College

INDUSTRIAL MIRACLE MILE

HAYWARD SAN MATEO PWY

Nimitz TWY

PROPOSED FOOTHILL FREEWAY

CALIFORNIA STATE COLLEGE OF HAYWARD

Southern Pacific P.R.

Southern Pacific R.R.

Western Pacific R.R.

Mission Blvd

TO SAN JOSE

Facts about Hayward's Growth and Development:

1. Housing Growth

April 1, 1950	- 4,711 total housing units
April 1, 1960	- 20,224 total housing units 18,789 single-family dwelling units 1,435 multi-family dwelling units
July 1, 1964	- 25,417 total housing units 19,965 single-family dwelling units 5,452 multi-family dwelling units

2. Incorporated Area Growth

July 1, 1950	- 4.7 square miles
June 30, 1960	- 44.5 square miles
January 24, 1964	- 46.3 square miles

3. Population Growth

April 1, 1950	- 14,272
April 1, 1960	- 72,700
July 1, 1964	- 85,300

From 1960 to 1965 Hayward grew at the rate of 3,100 persons per year.

4. Greater Hayward Area Employment and Industrial Growth

Employment	Number of Wholesalers and Manufacturers
1952 - 17,600	1958 - 115
1960 - 26,700	1964 - 184
1963 - 31,500	

5. Retail Sales Estimates - East Bay

1956 - Hayward - \$85,455,000 (fourth largest producer of sales revenue - (1) Oakland - \$685,514,000, (2) Berkeley - \$150,456,000; (3) Richmond - \$111,140,000.)

1963 - Hayward - \$203,447,000 (second largest producer of sales revenue - (1) Oakland - \$691,953,000.)

The City of Hayward is expected to continue its unprecedented growth, in that the northern parts of the County are overcrowded and have reached their peaks in development, population, and physical expansion by annexation.

The distribution center for goods and services, the focal point of population, the hub of expanding industrial development is logically the Hayward area by reason of its prime location.

The State of California has established Hayward as a center of activity by its choice of freeway routes and bridges to and from the area, creating circulation not only to County and East Bay regions, but also to the San Francisco peninsula on the west and south, and to the Livermore-Pleasanton Valley on the east.



COMMUNITY LABOR MARKET SURVEY - HAYWARD

Areas Included in Community: Hayward (including San Lorenzo and Union City) and Castro Valley Census Divisions

Civilian Population, July 1964: Community: 195,000 Hayward: 82,800

County: Alameda

Employment (a) by Industry

Industry	July 1964	July 1963
Total . . . . .	37,000	35,300
Agriculture, forestry, and fisheries . . . . .	500	500
Contract Construction . . . . .	4,500	4,300
Manufacturing . . . . .	6,700	6,400
Foods . . . . .	1,500	1,400
Paper, printing, and publishing . . . . .	500	500
Other nondurable goods . . . . .	100	100
Stone, clay, and glass . . . . .	1,300	1,300
Primary and fabricated metals . . . . .	2,000	2,000
Electrical and nonelectrical machinery . . . . .	600	500
Other durable goods . . . . .	700	600
Transportation, communication, and utilities . . . . .	1,400	1,400
Wholesale and retail trade . . . . .	8,700	8,100
Finance, insurance, and real estate . . . . .	900	900
Service . . . . .	7,300	6,800
Government (b) . . . . .	7,000	6,900

- (a) Employment figures include wage and salary workers, self-employed, unpaid family workers, and domestics.
- (b) Includes all civilian employees of Federal, State, and local governments regardless of the activity in which employees are engaged.

Characteristics of the Community: Hayward is a rapidly growing residential community located 22 miles across the Bay from San Francisco between Oakland and San Jose. Many residents normally commute to Oakland, San Francisco, San Jose, and to various other Peninsula points. Three bus companies provide service to and from Hayward. Private automobiles and car pools, however, are generally relied on to provide transportation, especially to the south and east. Two rail lines, the Southern Pacific and the Western Pacific, serve the community.

Where once the Hayward area's manufacturing industry was largely limited to seasonal food processing, in recent times it has expanded and diversified.

(please see reverse)

Furthermore, with the phenomenal population growth experienced by the community in recent years, retail trade has attained considerable importance to the economy. Educational facilities have also been expanded, and the Hayward area now houses California State College.

Characteristics of the Labor Market: The seasonality long imparted to the Hayward labor market by an active food canning industry has been tempered with the growth of the community and the diversification of its industry. While surpluses of semiskilled and unskilled workers still exist, particularly youths and women cannery workers, the labor force is considerably more stable than formerly. Continuous demand exists for qualified salesperson and hospital personnel. Workers in the metal trades are often in demand, particularly machinists, maintenance mechanics, sheetmetal workers, and workers with automobile repair specialties. The nearby automobile assembly plant also provides a good market for assemblers. Openings for well-qualified clerical workers are usually available. Although demand is generally good in a wide variety of occupations, there are few shortages, even in the professional and technical occupations.

Construction, transportation, and factory workers are almost completely unionized, as are culinary workers and grocery checkers. Salespersons are partially unionized. Unionization of office workers is slight.

Economic Trends: Continued population growth provides a sustained market for homes. New stores and manufacturing plants also provide jobs for a large segment of the population, and the outlook is for continued expansion in the number of both manufacturing and nonmanufacturing establishments. Southern Alameda County provides ample room for further growth, and the favorable trend should be evident well into the future.

Starting Wage Rates for Qualified Workers  
July 1964

Occupation	Code	Rate of pay	Period	Union scale
Grocery checker (retail trade)	1-03.05	\$123.40	week	\$123.40
Stenographer (clerical)	1-37.12	360.00	month	--
Typist (clerical)	1-37.32	310.00	month	--
Salesperson, general (retail trade)	1-75.71	1.60	hour	--
Machinist (machine shop)	4-75.010	3.40	hour	3.40
Shirt presser (laundry)	7-57.512	1.855	hour	1.855
Service station attendant	7-60.500	1.50	hour	--
Laborer, men (canning & preserving)	8-04.10	2.21	hour	2.21
Laborer, women (canning & preserving)	8-04.10	2.04	hour	2.04
Laborer (construction)	9-32.01	3.575	hour	3.575

# STANDARD INDUSTRIAL SURVEY SUMMARY REPORT

Outlined by the Statewide Industrial Development Committee  
California State Chamber of Commerce

Prepared January, 1964

## HAYWARD, ALAMEDA COUNTY, CALIFORNIA

1. **LOCATION:** Hayward, a city with an estimated population of 82,800 in December, 1963 had 72,700 residents in April 1960 and 14,272 as of April 1950. The population of the Hayward Area in January, 1964, was estimated at 216,250 and of Alameda County 992,000. It is situated in the San Francisco Bay region, 14 miles South of the nearest seaport terminal of Oakland, 385 miles North of Los Angeles and 25 miles southeast of San Francisco.

2. **CLIMATE:**

Period	AVG. TEMPERATURE			RAIN (Inches)	HUMIDITY			ELEVATION 103 ft.
	Min. °	Mean °	Max. °		5AM	Noon	5PM	
Jan.	39.1	46.0	56.5	3.62	86	73	64	Prevailing winds: Direction: Westerly
Apr.	46.5	55	65.3	1.32	86	66	61	
Jul.	54.7	64	71.3	.02	88	70	63	Mean hourly speed: 7.2 MPH
Oct.	49.7	59	71.0	.75	86	70	62	
Year	47.7	55.8	66.0	17.54	86	70	64	

Source: Hayward High School (22 year record)

3. **TRANSPORTATION:** Rail: Southern Pacific - two main lines. Western Pacific - one main line. Truck: Served by over 50 highway truck lines. Overnight delivery - Los Angeles, Reno, central and northern California. Air: Hayward Air Terminal has facilities for private and company aircraft. Daily passenger and air freight scheduled service to all major national and international points is provided by Metropolitan Oakland International (7 miles) and San Francisco International Airports (23 miles). Bus: Alameda-Contra Costa Transit District intercity service. Water: Port and barge facilities available at Oakland and San Francisco. Highways: Nimitz Freeway (17), and Highways 9, 50, 105.
4. **INDUSTRIAL SITES:** (A) There are 3173 acres in the city limits zoned for light and heavy industry; about 80 percent is vacant and available in parcels ranging in size from  $\frac{1}{2}$  to 400 acres. Typical sale prices during 1963 ranged from \$9500 to \$25000 per acre. The terrain is level. Drainage is good. Subsoil is sandy clays and gravels with adobe and piling is not required in most areas. Size of Water mains: 6" W/12" feeder. Size of Sewer lines: Min. 6" & 8"; Max. 36" & 48". Nearest Gas lines: Adjacent to most sites. Nearest Electric lines: Adjacent to most sites. Nearest Rail lines: 3 main rail lines traverse City; 2 Southern Pacific, 1 Western. (B) Description of sites on or off rail lines, zoned or unzoned, outside city limits or in other tracts or districts. There are 2150 acres of industrially zoned land west of the City, area is 80% vacant and parcels are available from 1 - 900 acres. Rail line adjoins the area. Gas, electric, sewer & water utilities are available to 220 acres. An additional 600 acres is planned to be zoned industrial and will have utilities. Approx. 1500 acres is at elevation less than 10' and not near sewer or water lines. Improved industrial parks with sites available include the 100 acre Pauley-Herziger, 44 acre Seaver, 130 acre Skywest Airport Park subdivision for lease, 50 acre Bay Center and 70 acre Western Pacific Tract. Two other industrial parks are in engineering and planning stages in addition to the 200 acre Russell City area redevelopment project by the County. Site data compiled in cooperation with the City of Hayward Planning Department.

5. INDUSTRIAL WATER SUPPLY:

- a. Name of Supplier: Hayward Municipal Water
- b. Maximum capacity by gravity supply 32 million gal/day plus 16,000,000 gals. reservoir storage capacity. Average consumption 8.5 m.g./d.
- c. Cost per 1,000 gallons in quantities of 100,000 gal. per month \$ .36  
Cost per 1,000 gallons in quantities of 1,000,000 gal. per month \$ .33  
Cost per 1,000 gallons in quantities over 1,000,000 gal. per month - special rates may apply.
- d. Source of water: Hetch-Hetchy by contract with City of San Francisco

6. GAS, ELECTRIC AND TELEPHONE UTILITY SERVICES:

(Current specific rates and availability of services obtainable upon request from supplier).

- a. Gas: Name of Supplier - Pacific Gas and Electric Co.

Cost of Industrial Gas:

G-50 Schedule Interruptible Service			G-40 Schedule Firm Service		
Monthly Delivery Therms*	Average Per Therm	Average Per MCF	Monthly Delivery Therms*	Average Per Therm	Average Per MCF
500,000	3.7 ¢	42.5 ¢	500,000	**5.1 ¢	57.1 ¢
100,000	4.4 ¢	49.4 ¢	100,000	**5.2 ¢	57.5 ¢
50,000	4.6 ¢	50.7 ¢	50,000	**5.2 ¢	58.0 ¢
25,000	4.7 ¢	52.2 ¢	25,000	**5.3 ¢	58.8 ¢
5,000	4.9 ¢	54.6 ¢	5,000	5.4 ¢	59.8 ¢

\* 1 Therm=100,000 B.t.u. B.t.u. Content Per Cubic Foot 1100  
\*\* Subject to Availability and regulations of supplier

- b. Electric Power: Name of Supplier - Pacific Gas & Electric Co.

Maximum Demand	Monthly Usage KWH	A-13 Schedule		Monthly Usage KWH	Net Mo. Elec. Bill	Av. Cost Per KWH
		Net Mo. Elec. Bill	Av. Cost Per KWH			
5000 KW	1,000,000	\$12,848.80	1.285 ¢	2,000,000	\$20,664.40	1.033 ¢
2500 KW	500,000	\$ 6,661.30	1.332 ¢	1,000,000	\$10,576.90	1.058 ¢
1000 KW	200,000	\$ 2,948.80	1.474 ¢	400,000	\$ 4,524.40	1.131 ¢
500 KW	100,000	\$ 1,596.60	1.597 ¢	200,000	\$ 2,414.40	1.207 ¢
300 KW	60,000	\$ 990.60	1.651 ¢	120,000	\$ 1,496.40	1.247 ¢
150 KW	30,000	\$ 536.10	1.787 ¢	60,000	\$ 807.90	1.347 ¢

\* Subject to discount for primary service

- c. Telephone: Name of Supplier - Pacific Telephone & Telegraph Company

7. POPULATION GROWTH AND TRENDS:

	April 1940	April 1950	April 1960	December 1963
Population in County	513,011	740,315	908,209	992,000
Population in City Limits	6,736	14,272	72,700	82,800 *
No. of Occup. Dwelling Units	2,123	4,368	19,456	21,370 ***
** School Enrollment - Grades K-8	3,756	11,429	39,439	41,163
No. of Water Connections	3,299	6,000	19,901	20,968
No. of Electric Meters	8,860	20,507	46,129	51,559
No. of Telephones	3,455	17,267	49,225	55,500
No. of Gas Meters	7,359	19,414	43,863	48,354

\* Source - California State Finance Dept. Estimate, December, 1963

\*\* School enrollment figures are for month of October in Hayward Area

\*\*\* Hayward Fire Department house count.

8. GOVERNMENTAL FACILITIES - TAX AND INSURANCE RATES:

- a. Hayward, California has the Council-City Manager type of government. Assessed valuation 1963-64 was \$115,658,920.
- b. Combined total property tax rates 1963-64 per \$100 assessed value: Actual City \$1.52, multiplied by the ratio of city assessment to county assessment of (1.00) equals adjusted City \$1.52 County \$2.24. School and Other \$6.17 Adj. Total \$9.93.

Unincorporated area:

County-Outside \$2.24 School \$5.39 Other Dist. \$ .89 Total \$8.52

- c. County and City Sales Tax: Rate 1%
- d. Police Department - 77 full time officers, 75 auxiliary police, 50 reserve police, 6 female employees, 4 dispatch clerks, 24 pieces of motor equipment with two way radio, 24 crossing guards, excellent law enforcement record.
- e. Fire Department - 87 firemen and officers, 5 stations, 7 engines, 1 rescue squad, 75' aerial ladder truck, 1 weed abatement rig, training facilities with drill tower and pumper test pit. Top award winner in 1958 and 1962 in National Fire Safety Contest.
- f. Insurance Classification: City 5, Fringe Area 8, Other 6.
- g. Sewer system: Treatment Capacity: 9 million gal/day. Peak hydraulic capacity: 28 m.g./d. Service to Fringe Areas, City of Hayward; Service to Northern Fringe Area by Oro Loma Sanitary District.
- h. New Projects authorized for improvement of city services: During 1964, the addition of 120 acres of oxidation ponds will increase the sewage treatment capacity to 12 m.g./d., with 80% removal of 150,000 lbs. of B.O.D. per day at a cost of \$1,597,400. The 1963-64 City Public Works budget includes \$1,850,000 for streets, \$2,035,100 for sewage \$330,000 for water mains and \$90,000 for public buildings. Facilities for an additional 20 million gallons of water storage will be constructed with bond revenues.

9. THE HAYWARD LABOR MARKET AREA JULY 1962

- A. Area includes Hayward, San Lorenzo, Union City & Castro Valley Census Divisions.
- B. Estimated Population - Community 182,500, Hayward 78,700
- C. Estimated Employment - 31,800, Male 60%, Female 40%.

a. Agriculture, 500	f. Trade (Whlse.& Ret.), 7400
b. Mining --	g. Finance 800
c. Construction 3800	h. Service 6100
d. Manufacturing 4900	i. Government 6900
e. Transp. Comm. & Util. 1400	

Food manufacturing employment:

Low 1,000  
High 4,000

Month March  
Month September

10. OTHER CHARACTERISTICS OF THE LABOR FORCE:

Extent of Unization - mostly unionized in skilled and unskilled labor force. Retail Clerks partially unionized.

11. WAGE RATES:

Local wage rate information may be obtained from the local Chamber of Commerce or from the office of the State Department of Employment located in Hayward, California.

For information on union contract wage rates and provisions and for collective bargaining provisions, the source is the State Department of Industrial Relations, Division of Labor Statistics and Research, 445 Golden Gate Avenue, San Francisco 2, California.

12. HOUSING AVAILABILITY, PRICES AND RENTALS:

Rentals for one or two bedroom apartments and duplexes range between \$65.00 and \$150.00 per month. Rentals for two and three bedroom houses range between \$80.00 per month and \$150.00 per month. Sales prices of existing homes were from \$12,000 to \$25,000 during 1963. There are numerous suburban residential areas within 5 miles of Hayward offering homes priced from \$13,000 to \$30,000. There are two hotels with 167 rooms and 6 motels with 231 rooms.

13. COMMUNITY FACILITIES:

Hayward Area has 4 general hospitals with a bed capacity of 527. Other medical facilities include 156 physicians and surgeons, 83 dentists, and 18 optometrists, 17 chiropractic doctors. Educational facilities include 72 elementary schools, 11 junior high schools and 8 high schools, California State College at Hayward, and Chabot Jr. College. Nearby are University of California, Berkeley - 19 miles and Stanford, Palo Alto - 24 miles. There are 71 churches, 4 libraries, 1 newspaper and 13 banks. Recreational facilities include 4 theatres, 26 parks, 77 playgrounds and 5 swim centers, 7 high school gymnasiums and athletic fields. Nearby are several Country Clubs, municipal golf courses, social club activities. Research institutions in the area include Stanford Research Institute.

14. MANUFACTURING:

There are approximately 100 manufacturing plants in the community. Leading group classes of products are: food processing, steel fabrication, construction materials, paper boxes, boats, machinery, and furniture.

The six largest manufacturing firms in the community are:

Name of Company	Employment	Products
1. Hunt Foods & Industries, Inc.	3500 (Peak)	Food processing
2. United Can & Glass	600	Cans & glass containers
3. Glass Container Corp.	275	Glass containers
4. American Pipe & Construction Co.	250	Concrete pipe
5. Herrick Iron Works	200	Steel Fabricators
6. Western Paper Box Co.	150	Paper boxes
7. Chris Craft Corp.	100	Boat manufacturers

Facilities include 18 machine shops, 0 grey iron foundries, 0 steel foundries, 0 non-ferrous metal foundries, and 6 moving and storage firms with partial public warehouse facilities.

15. NONMANUFACTURING EMPLOYMENT:

Name of Company	Employment	Type of business
1. Sears Roebuck and Co.	370	Retail
2. Capwells	250	Retail
3. Pacific Telephone Co.	550	Telephone Company

Survey by: Industrial Department Hayward Chamber of Commerce in cooperation with the Statewide Industrial Development Committee, California State Chamber of Commerce.

Reviewed by the California State Chamber of Commerce January, 1964.

### Concept

This is a plan, sponsored by unanimous action of the City Council, which had already received the support of the Downtown Merchants' Association, the Chamber of Commerce, and the local press, as well as the Unified School District which is selling the property to the City. This development envisages a complex of buildings on a 43-acre site in the heart of Hayward's downtown, which became newly available through condemnation of the high school.

This is not to be a shopping center, nor an office building, nor an apartment complex. It is a unique City Center concept which will develop a microcism of all facilities and services normally found within a city. It will include business offices, various levels of government offices, banks, utility company branches, stores of different sizes and types, service shops, a hotel, apartments, entertainment enterprises and facilities - a theater and convention hall, parking underground, and landscaped open spaces all around it.

The plan incorporates a passenger transportation terminal and provides for the availability of goods and services within a close-knit group of buildings which exploit the gently sloping land contours by construction over the parking rather than being surrounded by massive outside parking lots. Rising out of the core of the building group is the 20-25 story tower, the upper floors of which will be occupied by municipal offices. This tower, set

like a gemstone on the high point of a site at the juncture of two major highways, will become a landmark visible for miles around. It would introduce a truly advanced architectural concept to the City of Hayward.

The City's goal is to blend public and private activities and facilities by an effective full time utilization of a complex within which goods and services provided by private enterprises and government agencies would be readily accessible to the public on a single-stop basis; a City Center which will juxtapose non-profit civic functions with profit making commercial operations so as to be mutually enhancing, not only in their complimentary uses, but also in the all important aspect of finance feasibility; a design concept which, within its larger order, can survive and thrive upon the processes of phased development and growth; a perceptive and imaginative architectural expression of the pride and importance of this Bay Area sub-metropolitan center whose population in 1950 was 14,000 and today, 15 years later, is 85,000 with an average individual age of only 26 years.

#### Site

Located on the sloping campus of the soon-to-be demolished former Hayward High School, the site is unique in that it is rare to find 43 acres in one single parcel in the downtown heart of a city. It is at the visual terminus or "cul-de-sac" of the Hayward

Strip which is the second highest producer of sales tax in the County of Alameda, and includes the H. C. Capwell Company, Joseph Magnin Company, Smiths, Goldmans, etc. The site is bounded by an arterial boulevard on the west and a freeway on the east. A traffic engineer's study has indicated convenient ingress and egress with relation to local streets and planned freeway ramp systems.

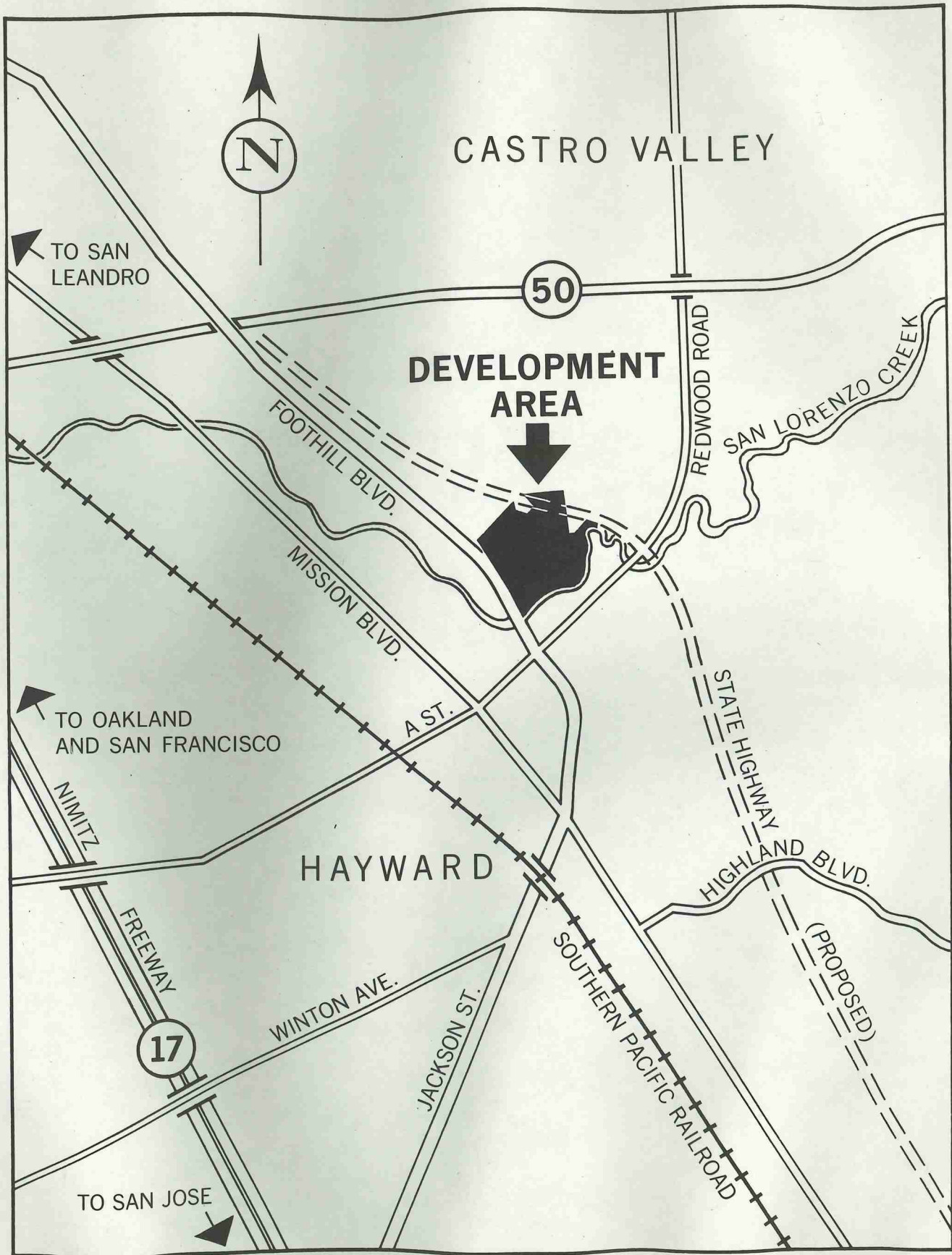
#### Lease Plan

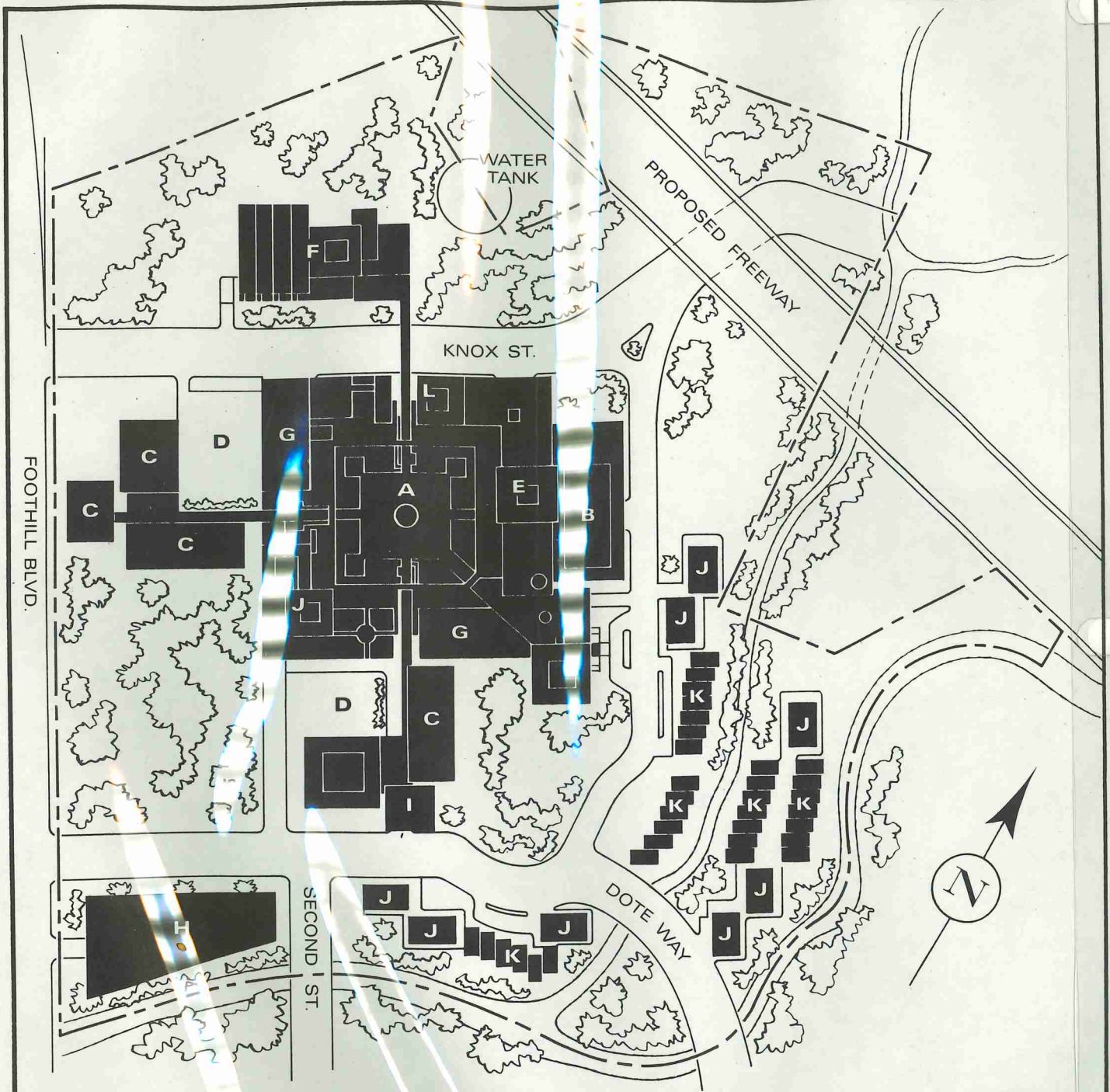
The City of Hayward is the option holder of this land and is desirous of entering into a development lease with a substantial firm to achieve its objective over a five-year period. The term of such a lease would be for not less than fifty years for an advance consideration of \$2,900,000. It is expected that the prime-leasee would execute a succession of sub-leases for certain specialties within the whole; ie., apartment houses, recreation facilities, department stores, governmental offices, office buildings, hotels and the like. (A similar lease agreement has been successfully utilized in relation to the Hayward Municipal Airport Development - see Skywest brochure on last page.)

Off-site improvements such as the extension of Second Street, Knox Street and Third Street would be the joint responsibility of the City of Hayward and the County of Alameda. The Master Lease would be complete on its face as to zoning, set backs, land use, etc.



This plan encompasses those uses which, in general, represent the traditional "downtown" core of any major city. In this case, it would be accomplished at one time, by one financing agent, with architectural harmony toward an integrated purpose and use. The City would assume the role of key, lead tenant, assist in securing other tenants, and cooperate with the developer in every reasonable way.

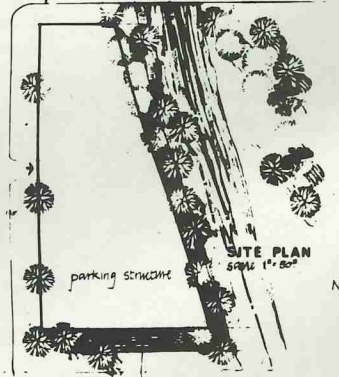
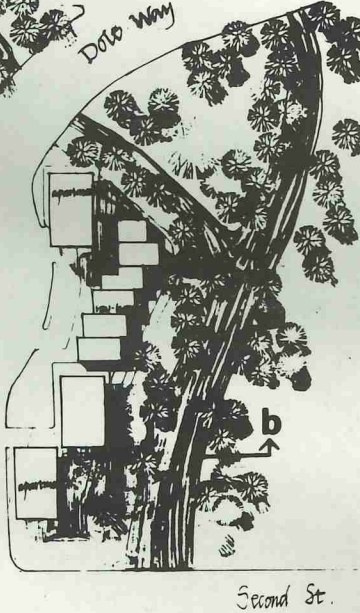
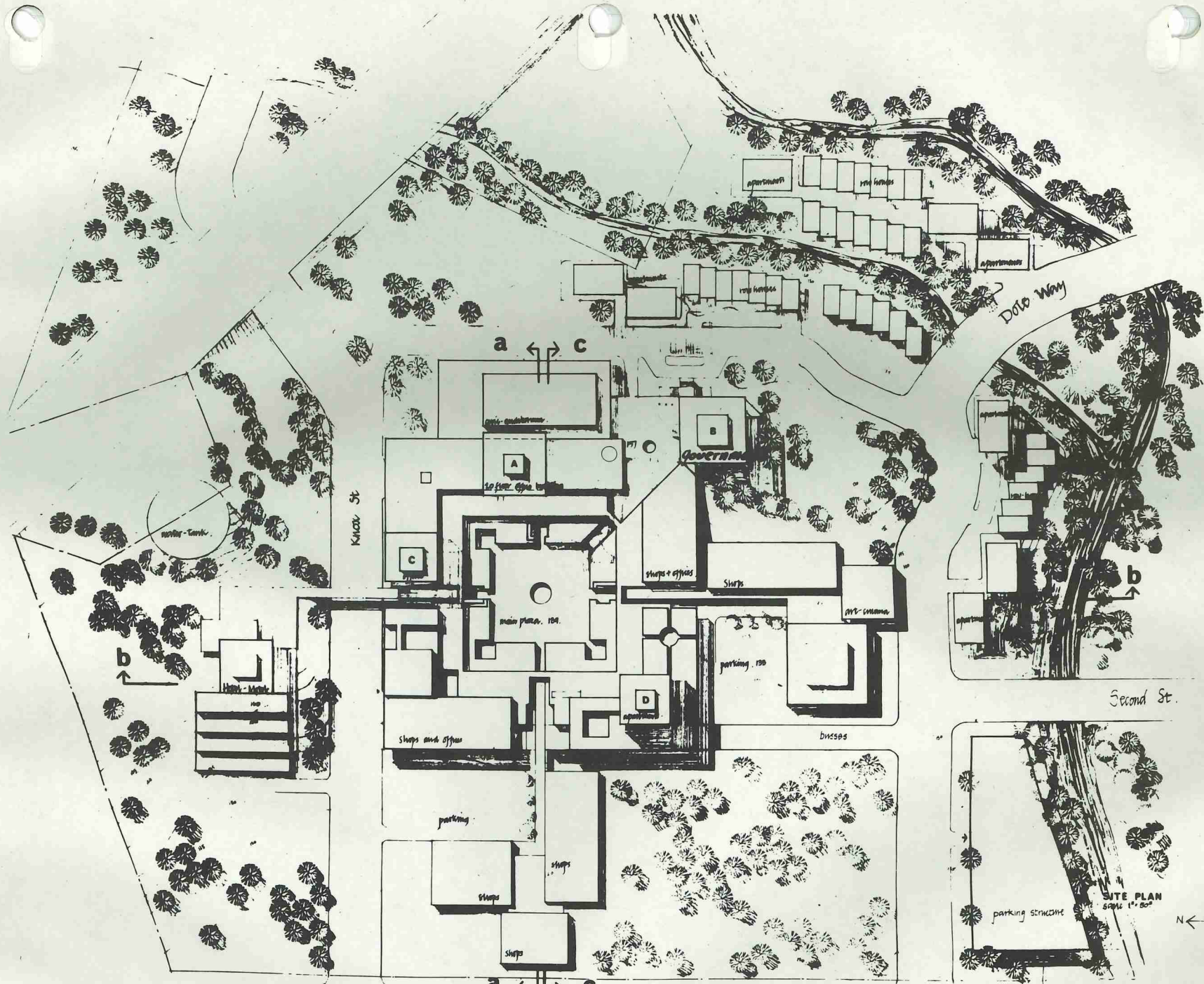




**A** - MAIN PLAZA  
**B** - CIVIC AUDITORIUM  
**C** - SHOPS  
**D** - PARKING

**E** - 20 FLOOR OFFICE BLDG.  
**F** - HOTEL AND MOTEL  
**G** - SHOPS AND OFFICES  
**H** - PARKING STRUCTURE

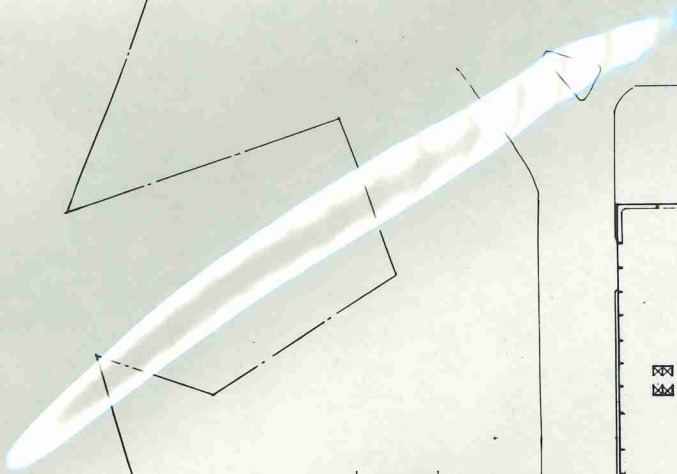
**I** - ART CINEMA  
**J** - APARTMENTS  
**K** - ROW HOUSES  
**L** - OFFICES



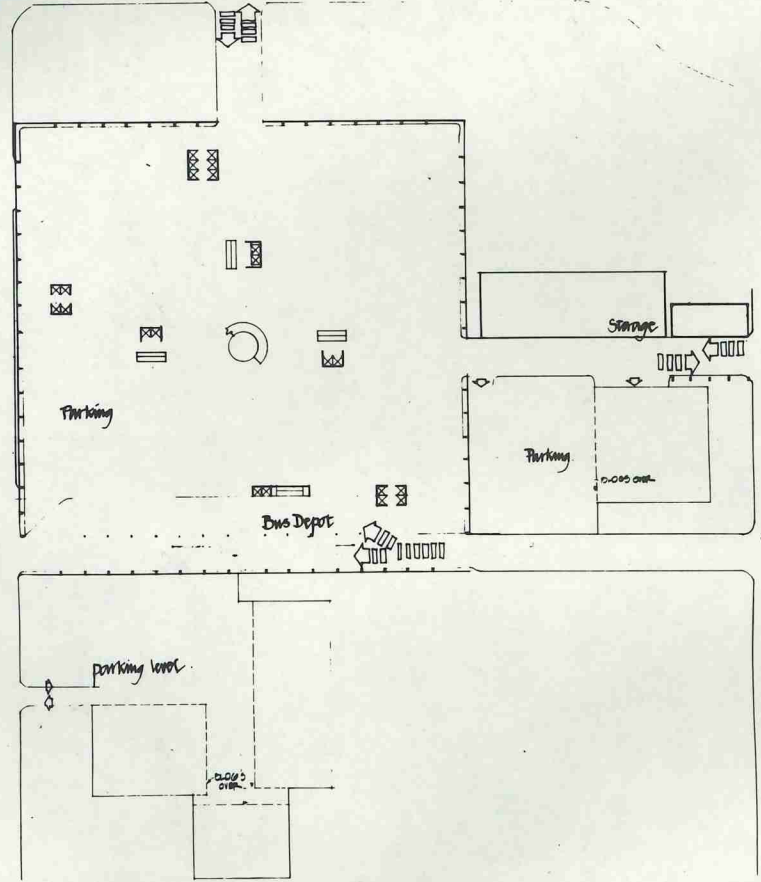
Foothill Blvd.



DATE: OCT 68	VAN BOORD / HALLBERG & ASSOCIATES ARCHITECTS - PLANNERS 1100 SAN FRANCISCO, CALIFORNIA	CLIENT: HAYWARD CITY CENTER HAYWARD, CALIFORNIA FOODWALL BUILDING	VENA JOB NO.	DEWG NO. <b>1</b>
DRAWN BY: G.D.				
DESIGNED BY:				



Hotel Motel  
service & parking

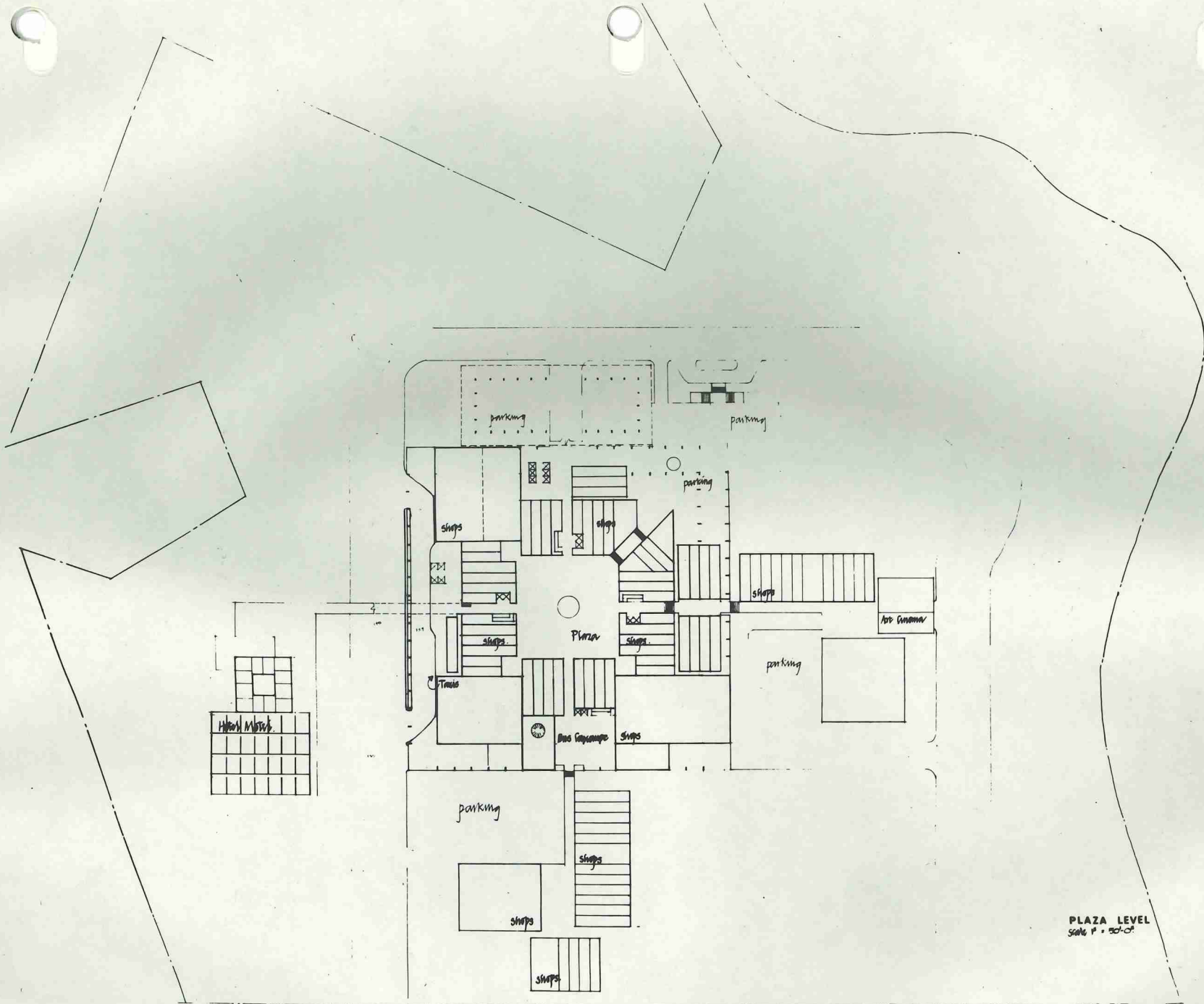


UPPER PARKING LEVEL  
SCALE 1" = 30'-0"



DATE: OCT 63	VAN BOORD / MAKAMURA & ASSOCIATES ARCHITECTURE - PLANNING	GLASSBORO HOTEL, GARDEN FLOOR PROJECT # 100000000 PROSPECTORIAL 0-1000	LAYWARD CITY CENTER	VSMA 100 00	DRAW NO. <b>2</b>
DRAWN BY: 58					BY: 000000



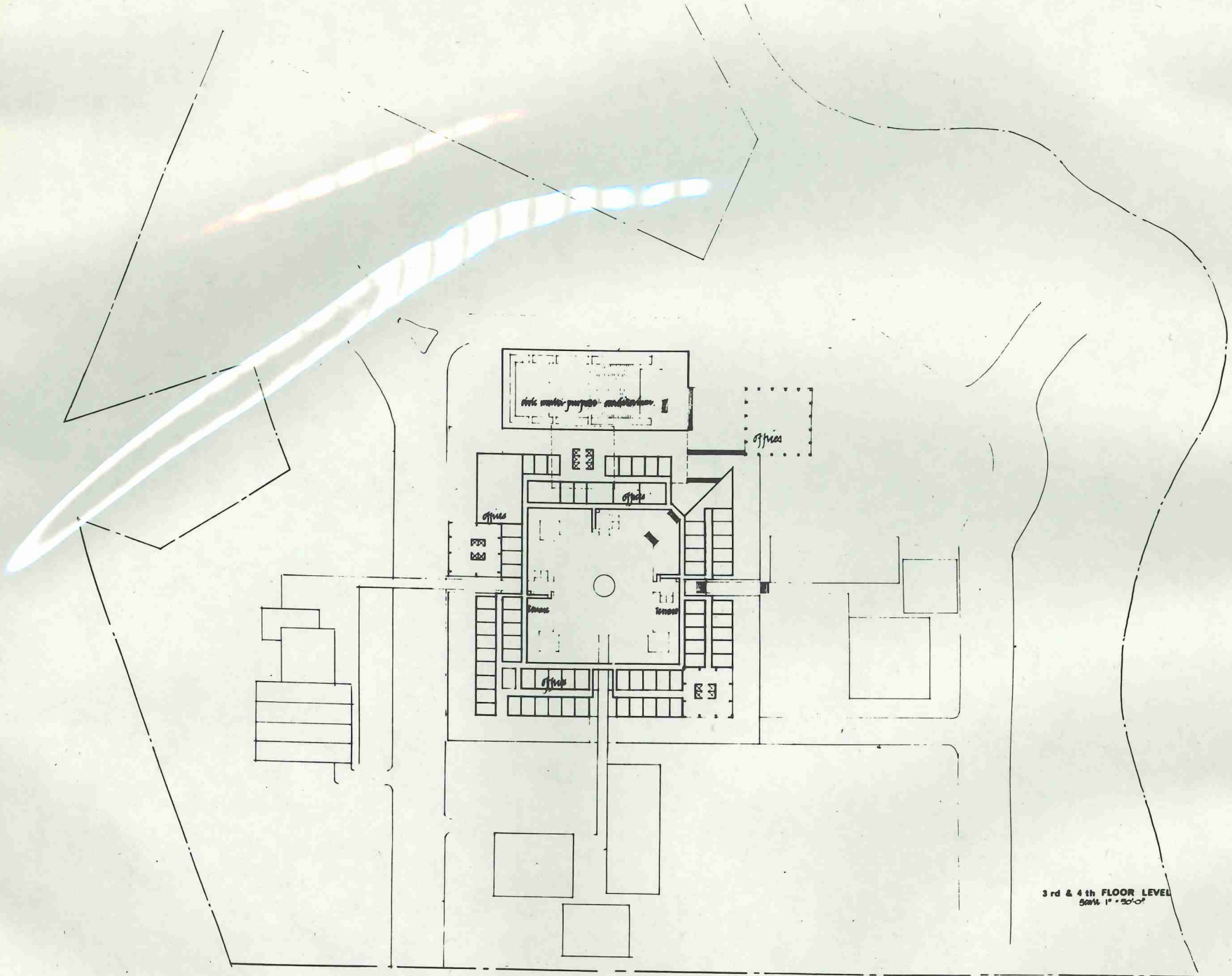


PLAZA LEVEL  
Scale 1/8" = 1'-0"

a



DATE: <b>OCT 63</b>	VAN BURE / HAKAMURA & ASSOCIATES ARCHITECTS - PLANNERS	PLANNING LEVEL, SECOND FLOOR -	<b>HAYWARD CITY CENTER</b>	VDMA	DRWG NO.
DRAWN BY: <b>AG</b>		NO. 100		NO. 100	<b>3</b>
DESIGNED BY:		PROFESSIONAL 5-1000		PROFESSIONAL 5-1000	DATE:



3rd & 4th FLOOR LEVEL  
Scale 1" = 50'-0"



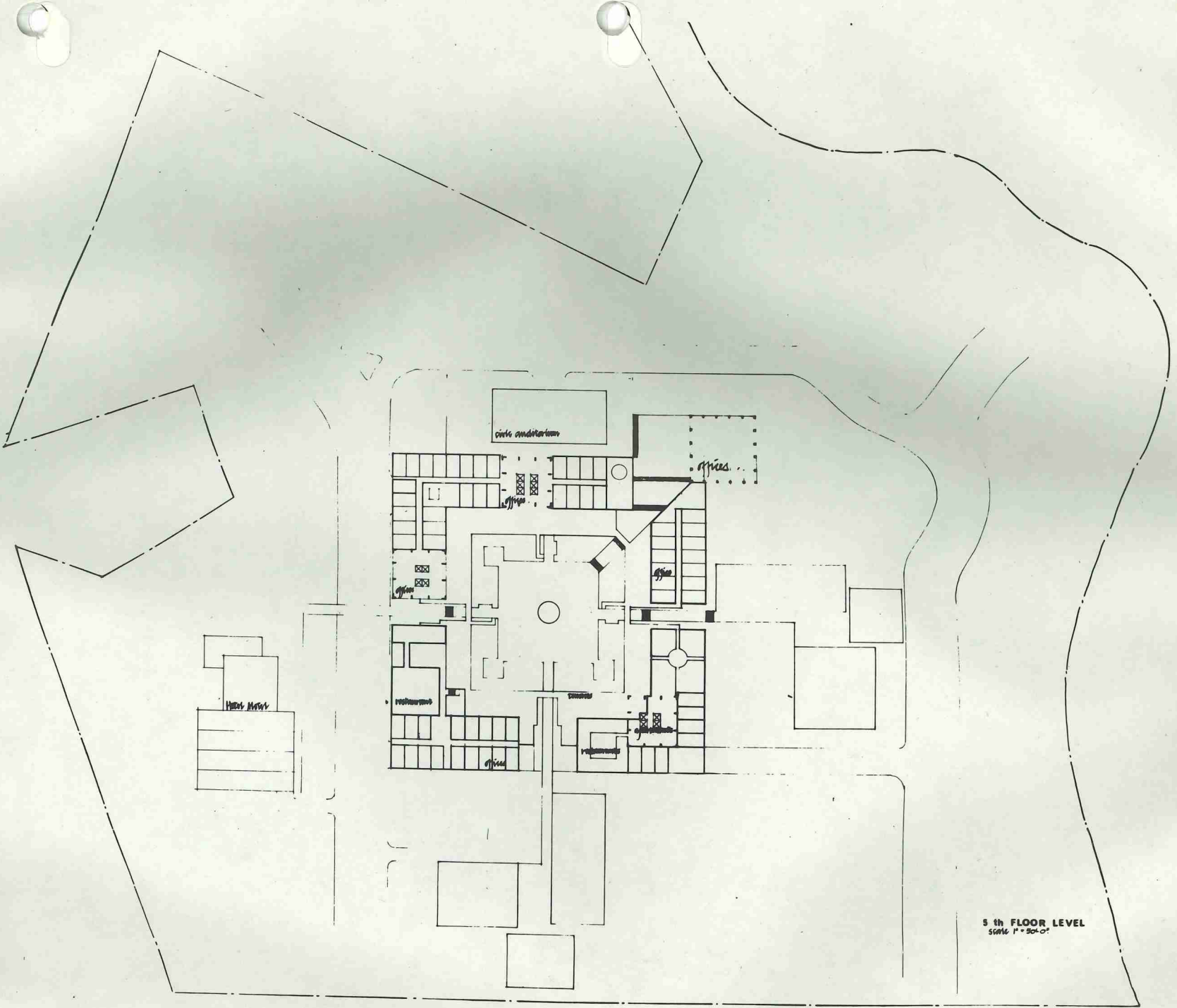
DATE: OCT. 29, 1968  
DRAWN BY: [signature]  
CHECKED BY:

VAN DUSEN / HAZAMURA & ASSOCIATES  
ARCHITECTS - PLANNING

HAYWARD CITY CENTER  
SAN FRANCISCO, CALIFORNIA  
PROJ. NO. 68-0001

HAYWARD CITY CENTER

VSNA NO. 4  
DWG. NO. 4



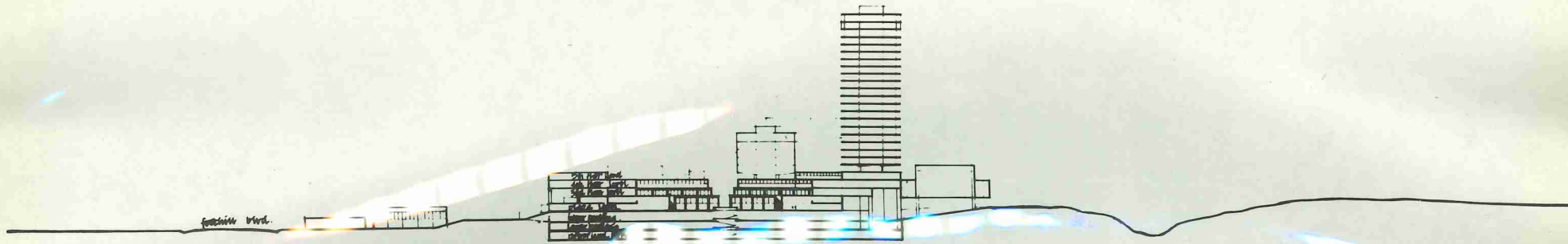
5th FLOOR LEVEL  
Scale 1" = 50'-0"



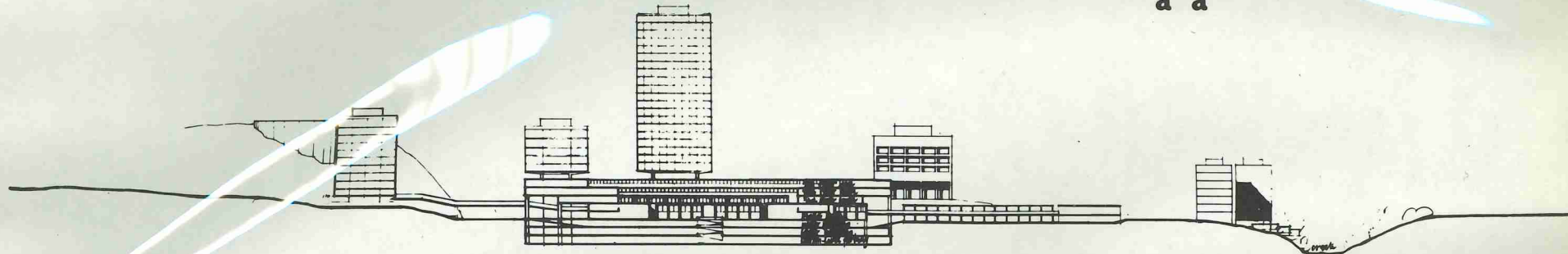
DATE OCT 68	VAN SOOD / KAMAMURA & ASSOCIATES ARCHITECTS architects • planning	PLANNING UNIT, DESIGN PHASE PROJECT # 841000004	HAYWARD CITY CENTER	VDNA JOB NO.	DRWG NO. <b>5</b>
DESIGNED BY: G		EDUCATIONAL B-BASES			
DRAWN BY:					



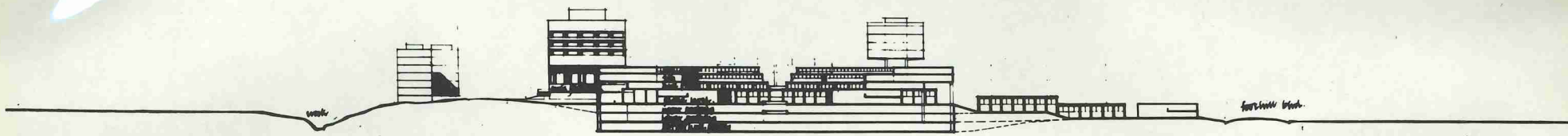




a a

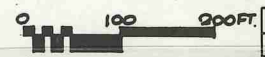


b b



c c

SECTIONS  
5/8" = 1'-0"



DATE OCT 63	VAN DOND / MARANZA & ASSOCIATES ARCHITECTS	MANAGED BY: ALBERT HARRIS SOCIETY OF CALIFORNIA FOUNDERIAL 6-2222	HAYWARD CITY CENTER	YBNA JOB NO.	DRAW NO. 6
DRAWN BY: CA	ARCHITECTURE - PLANNING				
DESIGNED BY:					



Heart of the design is a core unit consisting of a hollow square of multi-story buildings surrounding a central plaza. One of these would be the 20-25 story building housing City Hall. In the core structure, which is planned to be totally air-conditioned, would be offices, shops and stores, governmental agencies, banks, and commercial and professional offices. Parking would be in lower levels of the core building.

Connected to or related by design to the core building is an entertainment center with cinema, bowling, restaurants, and other related facilities; a civic auditorium and convention hall seating 3,000; also retail stores. Detached but also related by design are a major hotel-motel, a parking garage, and high-rise residential apartments.

By incorporating inside parking into the core building, users will be able to park conveniently not only during the daytime to visit stores and offices, but also be able to park in the evening to dine and find entertainment.

The City Center is conceived for mixed high-density urban day and night use. By planning for vertical circulation, as well as horizontal, the sloping site is efficiently exploited and its natural beauty retained.

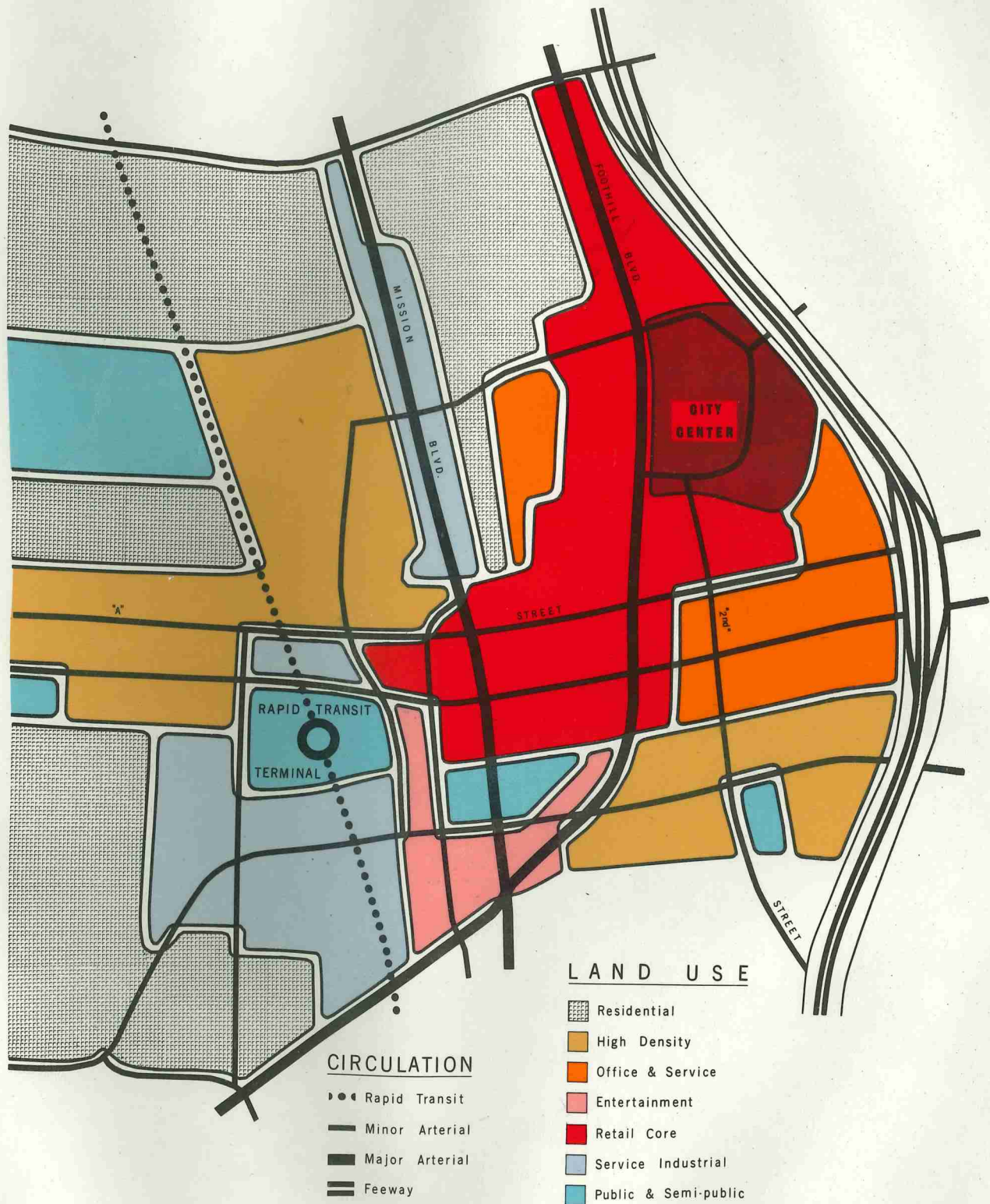
Of the more than 46 gross acres, approximately 43 acres will remain for development after construction of the Foothill Freeway. (The State of California will fully compensate for the right-of-way acreage taken on the basis of the option price per acre.)

The preliminary plans call for approximately 13-18 acres to be covered with buildings, while the remainder of the land will be in roads, limited surface parking and landscaped parks with limited open recreational facilities.

The plans contain approximately 2,250,000 square feet, including the following main groupings which are listed in square feet by floor:

BLDG LEVEL	RETAIL	OFFICES	CIVIC AUDITORIUM	HOTEL-MOTEL	ENTER-TAINMENT	TRANS-PORTATION	PARKING	APARTMENTS (on-site)
23					10,000	17,000		
22								
21		60,000 (City)						
20								
19								
18								
17								
16		150,000 (Tower A)						
15								
14								
13								
12								
11								
10								
9								
8								
7								
6		40,000 (Tower C)		96,000			350,000	
5		220,000 (Tower B)						
4		70,000 (Tower B)						
3	730,000		95,000		100,000			
2								
1								
Plaza						23,000		
P1								
P2								
P3							1,280,000	
SUB TOTALS	730,000	540,000	95,000	96,000	110,000	40,000	1,280,000	350,000

# CONCEPT DEVELOPMENT PLAN



## CENTRAL BUSINESS DISTRICT

City of Hayward

CENTRAL CITY AREA - SPECIFIC POLICIES FROM PROPOSED  
COMMUNITY DEVELOPMENT POLICIES PLAN

1. Promote a complete urban environment with intensive commercial activity, high-rise residential and office occupancies, maximum convenience and accessibility to the Hayward Urban Area, the surrounding region and the entire San Francisco Bay Area.
2. Encourage extensive public facilities and services to substitute for those amenities available in the less dense suburban areas in order to provide for a livable environment throughout the planning area.
3. Promote the development of civic and cultural facilities to serve the Hayward Planning Area.
4. Encourage the development of this area as the logical transportation hub of the Southeast Bay Area by effecting the construction of the North-South and East-West Freeways and Rapid Transit facilities. (Routes approved for freeways - Transit under way.)
5. Encourage area-wide development and redevelopment of the central business district, together with the proper design of individual structures within their surroundings where necessary in order to:
  - a) Facilitate the trend of increased suburban employment opportunities;
  - b) Encourage the potential role of a secondary "office center";and

- c) Enable the central business district to continue to serve as a major retail shopping area.
6. Include in any solution to the central business district circulation problem these four elements:
- a) Separation of pedestrian and vehicular movements;
  - b) Separation of private autos and service vehicles;
  - c) Separation of through and intra-city traffic; and
  - d) Development of a rational relationship between traffic distribution and vehicle storage.
7. Promote the City Center as a focal point of civic, political and cultural life, providing a single, centralized and accessible location for all public services.
8. Give special attention to the development and maintenance of sound high density housing within easy reach of the central business district.



**CITY OF HAYWARD · OFFICE OF THE CITY ATTORNEY**

August 24, 1967

Honorable City Council  
City Hall  
Hayward, California

Re: City of Hayward Civic Center Project

Gentlemen:

Enclosed herewith for your information, review and study, please find the following documents which are all related to formal action of approval to be taken by the City Council:

1. Resolution of the City Council of the City of Hayward Approving Financing of City Office Building and Public Parking Facility by City of Hayward Civic Center Corporation, Authorizing Acceptance of Gift of Funds in Trust, Authorizing Execution of a Site Lease and a Project Lease between the City and Said Corporation, and Accepting Gift of Beneficial Interest in Membership Certificates of said Corporation.

2. Deed of Gift whereby Non-Profit Corporation is to give to City the sum of \$544,000 (the City to add its own sum of \$150,000) to purchase the civic plaza parcel from the High School District.

3. Site Lease whereby upon acquisition of the property by City it leases the site to the Non-Profit Corporation for the specific purpose of building the office building and related facilities thereon.

4. Project Lease between Non-Profit Corporation and City whereby City leases the improved project from the Corporation. The basic rentals to be paid by City are set forth in pages 4, 5, and 6. These amounts reflect the basic debt service on the Non-Profit Corporation bonds to be sold to finance said project.

5. Construction Contract between Non-Profit Corporation, Western Cities Development Corporation, and The William Simpson Construction Company.

Honorable City Council

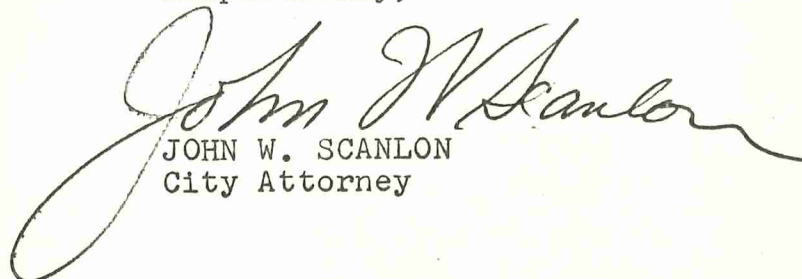
August 24, 1967

6. Summary Statement of Facts. This summary statement was prepared in connection with the application made for IRS tax exempt ruling and may be of assistance to you in reviewing the above documents.

Mr. C. Richard Walker of the law firm of Orrick, Herrington, Rowley & Sutcliffe, Bond Counsel, advises that the closing of this transaction in escrow is scheduled for Thursday, September 7, 1967, and respectfully requests City Council approval at the earliest date practicable prior to said scheduled closing date.

If you have any further questions, please advise.

Respectfully,



JOHN W. SCANLON  
City Attorney

JWS:hs  
encs.

cc:  
City Manager  
Finance Director



SUMMARY STATEMENT OF FACTS

Re: City of Hayward Civic Center Corporation

This is in reply to your letter of March 17, 1967, requesting a ruling on the federal income tax consequences of a series of proposed transactions to be entered into by City of Hayward Civic Center Corporation ("Corporation"), and the tax status of certain bonds to be issued by it.

The information and documents submitted by you disclosed the following facts:

The City of Hayward ("City"), a political subdivision of the State of California, needs and wishes to acquire new civic center facilities. The Corporation is a nonprofit, non-stock corporation, organized under the General Nonprofit Corporation Law of the State of California in February, 1967. The Corporation's specific and primary purpose is to render financial assistance to the City by financing and constructing all or any part of a civic center for the City, including a city office building, public parking facility and appurtenant facilities ("Project").

The Articles of Incorporation ("Articles") of the Corporation provide that no part of the net earnings, funds or assets of the Corporation shall inure to the benefit of any person except the City and that no gains, profits or dividends shall be distributed to any of the members of the Corporation. [Article Third, Exhibit D.] The enforcement of this requirement is to be placed in the hands of an independent trustee who will hold all membership certificates of the Corporation in trust for the City. [Declaration of Trust, Exhibit C.] Members of the Corporation must be approved by the City Council of the City. [Section 2.01, By-Laws, Exhibit E.]

The Articles provide that upon liquidation or dissolution of the Corporation, after paying the debts of the Corporation, the directors shall distribute and transfer all remaining assets of the Corporation to the City. [Article Seventh, Exhibit D.]

The City has approved the general plans for financing proposed by the Corporation. [Resolution No. 67-085 C.S., Exhibit B.] The City and the Corporation propose to proceed as follows:

1. The City Council of the City will adopt a resolution approving the proposed transactions and the related documents, approving the bonds to be issued by the Corporation and the members of the Corporation, authorizing acceptance by the City of a gift of funds in trust, and accepting the gift to the City of beneficial interest in the outstanding membership certificates of the Corporation. [Submitted in proposed form as Exhibit F.]

2. The Corporation will issue its City of Hayward Civic Center Corporation Bonds, Series A, ("Bonds") in an aggregate principal amount not exceeding \$9,000,000 under an indenture. [In substantially the form submitted as Exhibit G, as amended in the indicated particulars.] Under the terms of the indenture, serial Bonds will be retired during the period 1972 through 1992 and term Bonds mature in 1997. [Section 2.01, Exhibit G.] Section 5.02(c) of the indenture will be amended to require minimum sinking fund payments to be deposited in the Sinking Fund on or before each October 1 for the period 1988 through 1997 and the retirement of term Bonds on the next succeeding interest payment date from all moneys so deposited.

Section 5.02(d) of the indenture will be amended to provide that the Trustee shall deposit moneys in the Reserve Fund to maintain therein a balance equal to the debt service becoming due and payable on the Bonds during the next succeeding year, except the year beginning November 1, 1996. Moneys in excess of such balance will be transferred to the Surplus Revenue Fund unless then necessary, together with the rental to be paid by the City, to maintain the required Reserve Fund balance.

Section 5.02(f) of the indenture will be amended to provide that moneys transferred to the Surplus Revenue Fund must be applied to the payment and retirement of Bonds.

The indenture will be amended to provide for issuance by the Corporation of additional series of bonds for the purpose of constructing additions or improvements to the Project or completing the Project. These additional series bonds will mature no later than November 1, 1997.

3. The Corporation, from the proceeds of the Bonds, will give the City the sum of \$544,000. [Section 3.03(1), Exhibit G; deed of gift in substantially the form submitted as Exhibit H.] The City will use the gift, together with \$150,000 of its own funds, to acquire the approved site. The remainder of the proceeds of the Bonds will generally be used as follows:

(a) payment of interest on the Bonds during the period of construction; [Section 3.02(a), Exhibit G] (b) the initial deposit in the Reserve Fund; [Section 3.02(b), Exhibit G] (c) the initial deposit in the Corporate Operation Fund; [Section 3.02(c), Exhibit G] (d) the lease rental to be paid by the Corporation to the City (section 3.03 of the indenture will be amended to provide for such payment); and (e) costs of construction of the Project on the approved site (including administrative costs and other incidental expenses). [Section 3.03(ii), Exhibit G.]

4. The City will lease the site of the Project to the Corporation under a site lease. [In substantially the form submitted as Exhibit I.] The City will retain title to the site. Section 2 of the site lease will be amended to provide that the term of the lease will commence on the date of recordation of the lease, or on September 1, 1967, whichever is earlier, and will end on November 10, 1997. If on November 10, 1997 any bonds or other indebtedness of the Corporation incurred to construct the Project will not be fully paid and retired or any indenture securing such bonds will not be discharged by its terms, or if the rental payable under the project lease shall have been abated at any time and for any reason, then the term of this lease will be extended until ten (10) days after all bonds and other indebtedness of the Corporation incurred to construct the Project shall be fully paid and retired and any indenture securing said bonds shall be discharged by its terms, except that the term of this lease will in no event be extended beyond November 1, 2007.

5. The Corporation will lease the Project to the City under a project lease. [In substantially the form submitted as Exhibit J.] This lease will provide a base rental to pay the debt service on the bonds of the Corporation, and an additional rental to cover all taxes and assessments charged to the Corporation and all administrative costs of the Corporation. Section 11(a) of the project lease will be amended to provide that if the City fails to remedy any default in the keeping of any covenant thereunder, the Corporation will have the right to require the City to sublet the demised premises at the highest available rental, and to apply the rents received on subletting to payment of all sums due the Corporation thereunder. Section 19 of the project lease will be amended to provide that on November 1, 2007 title to the Project will pass to and vest in the City, irrespective of any default in performance by the City of any terms thereof; but such vesting will not relieve the City from any obligation, contingent or otherwise, incurred under the project lease. If, prior to November 1, 2007, the City shall pay the rentals and otherwise perform its obligations under the lease, the Corporation will convey title to the Project upon payment in full of all bonds or indebtedness incurred by the Corporation in connection with the financing and construction of the Project.

6. The City will use the Project for public and municipal purposes, except that a diminishing portion of the city office building may be leased on a short-term basis to others until required for occupancy by the City. Part of the city office building may be leased or purchased by Hayward Unified School District of Alameda County pursuant to an option agreement with the City. If the District acquires part of the city office building, it will contribute an appropriate portion of the cost of acquisition and construction, and the amount of bonds to be issued will be reduced or part of the full amount of bonds issued will be redeemed shortly after completion of the city office building.

7. The trust under the declaration of trust will also terminate upon retirement of the Corporation's indebtedness or upon expiration of the site lease, whichever is earlier. Upon termination, the certificates of membership of the Corporation and any other trust assets will vest free from trust in the City, except that prior to such termination the City may require the trustee to vote all the membership certificates for dissolution of the Corporation.

Based upon the information and documents submitted, it is hereby concluded that:

1. City of Hayward Civic Center Corporation will derive no income taxable under the Internal Revenue Code from the financing, construction and leasing of the Project.

2. The interest payable on the City of Hayward Civic Center Corporation Bonds, Series A, to be issued in an aggregate principal amount not exceeding \$9,000,000 will be excluded from the gross income of the recipients thereof under section 103(a)(1) of the Internal Revenue Code.