

FAIRWAY PARK NEIGHBORHOOD PLAN



Hayward, California

As Revised by the City Council
Resolution 95-238, December 5, 1995
and Resolution 96-09, January 9, 1996

The Fairway Park Neighborhood Plan Task Force:

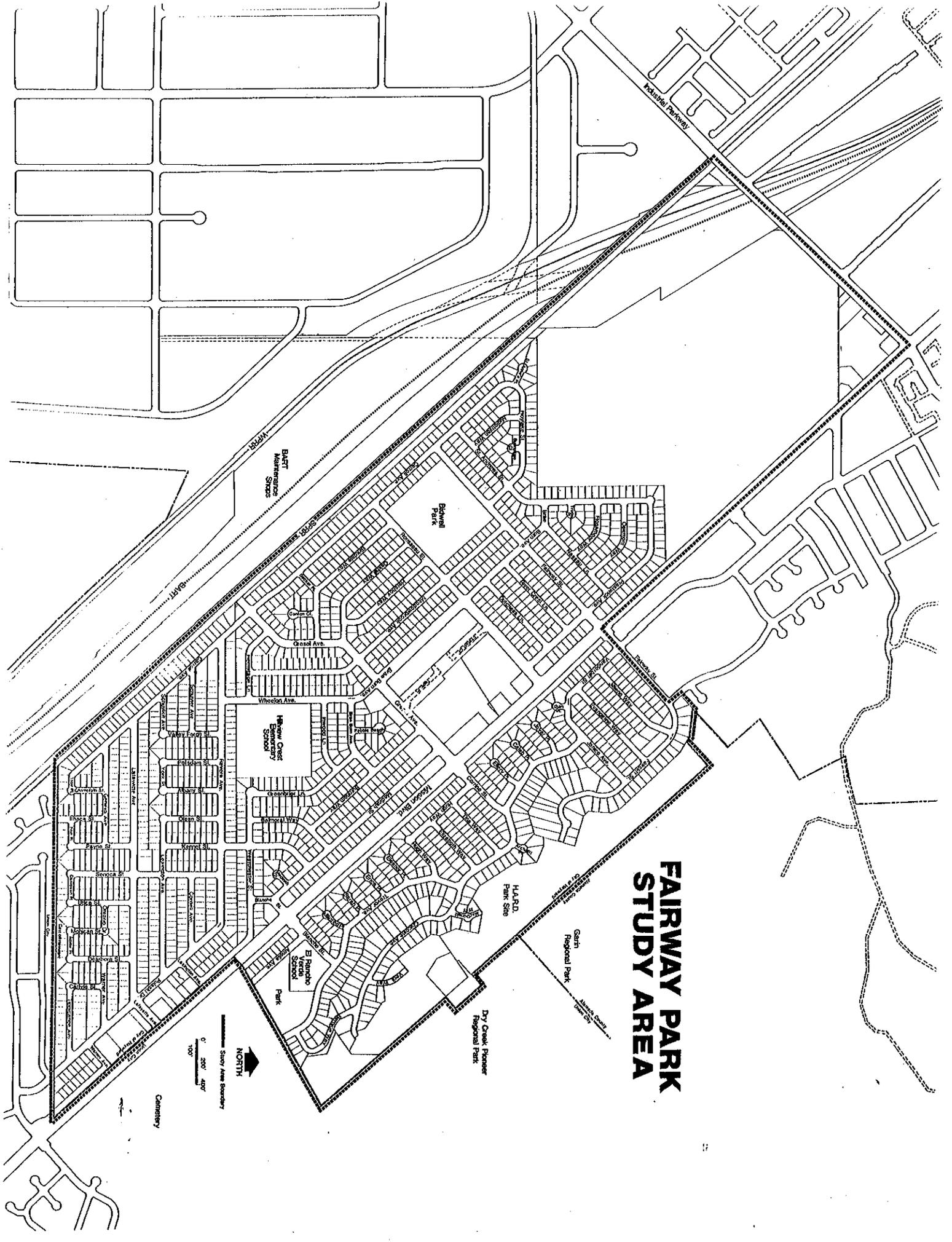
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FAIRWAY PARK STUDY AREA



▲ NORTH

0 200' 400' 700'

City Boundary

INTRODUCTION

The General Plan

The City of Hayward General Plan is a policy guide for future development of the community according to desired goals. The General Plan consists of various elements including Growth Management, Housing, Land Use, Circulation, Open Space, Recreation, Conservation, Safety and Noise. The General Policies Plan, which forms the core of the General Plan, provides for the preparation of neighborhood plans to further refine citywide policies.

The Neighborhood Planning Program

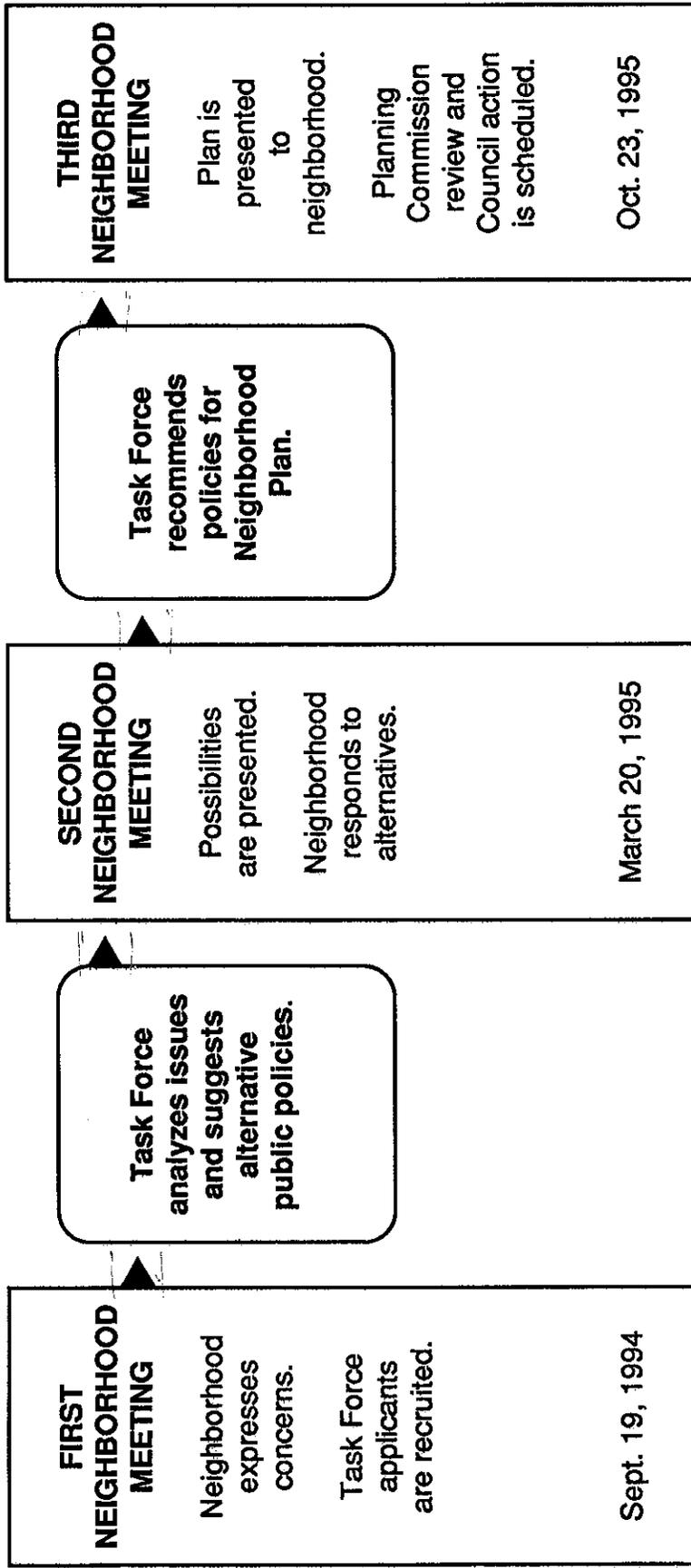
The City of Hayward Neighborhood Planning Program was approved by the City Council on May 13, 1986. Neighborhood plans are to be prepared for 16 study areas within the City's planning area. The Fairway Park area is the eleventh plan undertaken in this program. The purpose of neighborhood planning is: 1) to provide for greater involvement of citizens in the planning process; 2) to apply general policies to specific areas, achieving greater consistency and detail; 3) to develop measures to achieve the longer-range policies.

The Planning Process

The Fairway Park planning process began September 19, 1994 with a neighborhood meeting to explain the planning process, identify local issues and concerns, and solicit applications for a citizens task force. The Fairway Park Task Force was appointed by the City Council in October of 1994 to prepare a Neighborhood Plan for the area bounded by the BART tracks, Industrial Parkway/Fairway Street, Garin/Dry Creek Regional Park, and the southern city limits (see map on opposite page). The Task Force carefully reviewed those issues and concerns expressed by area residents at the initial neighborhood meeting and at subsequent Task Force meetings during the period from November of 1994 through March of 1995. At a second neighborhood meeting on March 20, the Task Force presented various alternatives for addressing these issues and asked residents to indicate relative priorities for each strategy. After evaluation of the responses received at the meeting, the Task Force modified some alternatives and eliminated others from further consideration. Remaining strategies were refined following further discussions over the next six months. The Task Force presented its recommendations to interested residents, merchants and property owners at the final neighborhood meeting on October 23, 1995.

On October 31, 1995, the City Council acknowledged receipt of the Draft Neighborhood Plan as submitted by the Task Force and referred it to the Planning Commission for public hearing and recommendation. The Planning Commission held a public hearing on November 16, 1995, and forwarded its recommendations to the City Council. The City Council held a public hearing on December 5, 1995, and approved various revisions to the Draft Neighborhood Plan. Final adoption of the Fairway Park Neighborhood Plan by the City Council occurred on January 9, 1996.

NEIGHBORHOOD PLANNING PROCESS



POLICIES AND STRATEGIES

**As Approved by the City Council on December 5, 1995
and January 9, 1996**

FAIRWAY PARK NEIGHBORHOOD PLAN

A. LAND USE AND ZONING

GOAL: Ensure that existing zoning and proposed development and land use patterns are compatible with the neighborhood and promote revitalization of the area.

STRATEGIES:

1. Seek community awareness of and involvement in the review of any proposed development projects which may impact the neighborhood (traffic, views, etc.) through public notices, cable television, newspapers, and neighborhood groups, and send individual notices to all property owners, residents and businesses within a 300-foot radius of the project. For those projects which may have a significant impact on the surrounding neighborhood, utilize additional methods of notification that do not result in extra costs to the applicant.
2. Improve the quality of development by adhering to adopted design standards and guidelines (e.g. hillside design guidelines, tree preservation ordinance).
3. Involve the neighborhood in the consideration of any proposals regarding the use of the former golf course site and solicit input throughout the review process.
4. Seek greater consistency between land use policies and zoning in the following areas (refer to Figures 8 and 9):
 - a. Rezone the BART property south of Industrial Parkway and the HARD property adjacent to Garin Regional Park to the A (Agricultural) District to reflect the Open Space-Parks and Recreation designation in the General Policies Plan, and extend this designation to cover all of the Taper park site (also see Appendix);
 - b. Amend the General Policies Plan designation for those properties with commercial zoning on the south side of Gresel Avenue from Low Density Residential to Medium Density Residential, and rezone the parcel at the corner of Mission Boulevard from CL (Limited Access Commercial) to CO (Commercial Office);
 - c. Amend the General Policies Plan designation from Low Density Residential to Retail and Office Commercial for those properties with commercial zoning along Mission Boulevard from just north of Lexington Avenue to just south of Warner Avenue; consider other designations as may be appropriate for the Clarendon Foods properties in conjunction with an application for rezoning to the PD (Planned Development) District.

- d. Amend the General Policies Plan designation for those properties in the Mission Boulevard/Industrial Parkway triangle from General Commercial and Commercial-High Density Residential to Retail and Office Commercial, and rezone from RHB7 (High Density Residential) and CG (General Commercial) to CN (Neighborhood Commercial).
5. Promote revitalization of existing commercial areas along Mission Boulevard and attract neighborhood-serving businesses, consistent with the objectives of the Economic Development Action Plan and Economic Development Element:
 - a. Mission Boulevard/Industrial Parkway triangle (seek more integrated design in new development; upgrade appearance of existing properties; improve and maintain landscaping and parking areas; and pursue clean-up of contaminated sites);
 - b. Mission Boulevard (east side) between Woodland and Arrowhead (attract complementary uses to existing empty buildings and vacant parcels);
 - c. Fairway Park Shopping Center and adjacent commercial areas (encourage additional landscaping and irrigation along the Gresel Avenue facade, pedestrian walkways, and as part of improvements to the parking areas; consider installation of a community information kiosk);
 - d. Mission Boulevard between Lexington and Warner (encourage more integrated development on the dairy and adjacent properties; seek improvements in building design and appearance; minimize traffic and noise impacts on adjacent residential areas; improve cleanliness of sidewalks and recycling areas; encourage more landscaping of parking lots; and consider installation of low-level landscaping in the planter strips between Mission and Lexington and Warner).
 6. Encourage formation of a task force which includes representatives from the City, Chamber of Commerce, and local neighborhood associations to accomplish the following objectives:
 - a. Coordinate business development and improvement efforts in the neighborhood and surrounding areas;
 - b. Encourage patronization of existing neighborhood businesses;
 - c. Seek to attract additional neighborhood-serving establishments which are family-oriented and operated by local entrepreneurs (e.g. coffee shops, full-service bakery, butcher shop, deli, pet store, book stores, professional offices, personal services);

- d. Discourage additional businesses such as fast-food chain outlets, non-family oriented arcades and pool halls, massage, tattoo, and tanning salons, and adult book/video stores.
 - e. Conduct a market survey to determine demand and support for new businesses.
 - f. Work with the City's economic development staff to obtain information on the locational, demographic, and financial issues that would influence upscale retail business' decision to locate in our neighborhood.
7. Encourage the City to develop an area plan for the South Hayward BART station area based on the guidelines in the Growth Management Element and seek input from the proposed task force (see previous strategy).
 8. Support City efforts to place a priority on revitalization of the Downtown area.

B. CIRCULATION

GOAL: Enhance the safety and efficiency of the circulation pattern and encourage alternative modes of transportation.

STRATEGIES:

1. Evaluate the need for speed limit signs at neighborhood entrances off Mission Boulevard and other locations as appropriate.
2. Evaluate alternative measures to slow or reduce through traffic within the neighborhood, such as installation of stop signs at certain intersections (e.g. Rousseau and Brae Burn, Hermitage and Wheelon, and along Carroll at Fairway, Rousseau, Revere, and Lafayette).
3. Work with Caltrans to improve traffic safety and access along Mission Boulevard:
 - a. Evaluate the feasibility of additional traffic signals at intersections with Lafayette Avenue and/or Blanche Street, and give consideration to installation of signals at these locations over any signals proposed at Arrowhead Way and Garin Avenue;
 - b. Consider a safer configuration of the median strip at the intersection with Rousseau Street, bearing in mind accessibility to the shopping center.
4. Maintain the presence of crossing guards, especially where young children are crossing Mission Boulevard (i.e. Fairway Street).

5. Work with AC Transit to evaluate the feasibility of using smaller buses on the route traversing this neighborhood.
6. Increase the number of curb ramps at intersections in the neighborhood to facilitate pedestrian movements and accessibility to public facilities and commercial areas.
7. Actively pursue construction of a sidewalk along the west side of Mission Boulevard south of the former golf course (in conjunction with Caltrans).
8. Explore feasibility of connecting existing bicycle paths along Industrial Parkway and the Mission Boulevard greenway and support extension of these bikeways north to the South Hayward BART station, east to Garin Regional Park, and south into Union City.
9. Develop specific recommendations to address concerns regarding truck tractor and/or trailer parking on streets within and bordering the neighborhood (e.g. Mission Boulevard, Industrial Parkway between Mission and the BART tracks, Rousseau, Gresel, and Pulaski) after consideration of the following options:
 - a. Prohibition on parking of commercial vehicles exceeding 10,000 lbs. (also 6,000 lbs.) gross vehicle weight or 25 feet in length;
 - b. Posting of time limits or restrictions on overnight parking; and
 - c. Elimination of all parking.
10. Work with other jurisdictions in the I-880 corridor to identify suitable sites for overnight and owner-operator truck tractor and/or trailer parking.
11. Pursue enforcement of parking regulations through such methods as reassignment of Reserve Officers to issue parking citations and enlistment of volunteers to advise the Police Department of illegal truck tractor and/or trailer parking in the city.
12. Discourage road construction and expansion projects that would result in permanent disruptive impacts on the neighborhood and identify and substitute less disruptive alternatives for improving traffic flows.
13. Discourage the use of Mission Boulevard as a freeway alternative or overflow option for the I-880 corridor.

C. PUBLIC SAFETY

GOAL: Increase all levels of service, including, but not limited to, all response times, and actively support awareness of public safety in the neighborhood.

STRATEGIES:

1. Promote educational outreach and communicate awareness of the Community-Oriented Policing and Problem-Solving (COPPS) philosophy and programs; also seek increased police patrols and presence as well as familiarity and interaction with members of the community.
2. Promote educational outreach through community organizations and agencies to neighborhood residents on the use and availability of conflict resolution and mediation skills and services.
3. Support establishment of additional Neighborhood Alert groups and conduct monthly community meetings.
4. Encourage posting of Neighborhood Alert signs at entrances to the community and other strategic locations.
5. Discourage criminal activity (e.g. gangs, drugs, etc.) in the neighborhood through enforcement of city codes and ordinances or other civil abatement actions, giving special attention to commercial areas along Mission Boulevard and Industrial Parkway.
6. Install street lighting along both sides of Mission Boulevard (as well as footpath lighting along the par course) and seek increased and/or better lighting within residential areas as requested by residents.
7. Support increased activities for youth of all age groups through after-school hours and latch-key programs at neighborhood schools and parks in cooperation with HARD and the school districts.
8. Promote neighborhood awareness of emergency preparedness programs and resources.
9. Retain Fire Station #3 and maintain the current level of service, including response times for second and third truck arrivals, to the neighborhood.
10. Consider adoption of an ordinance which would require installation of spark arresters on chimneys at the time of a property transfer or other appropriate time.
11. Actively encourage commercial businesses to hire security guards only after conducting appropriate background checks.

12. Encourage identification, public notification, and swift enforcement of clean-up of any contaminated sites in the neighborhood.

D. PUBLIC FACILITIES

GOAL: Support and maintain schools, parks and other public facilities in a manner that enhances the neighborhood quality of life.

STRATEGIES:

1. Work with Hayward Area Recreation and Park District (HARD) and Hayward Unified School District (HUSD) to establish a community center which serves the needs of the neighborhood, strongly urging HARD to expand use of the Bidwell site as a community center with a variety of programs and activities for all age groups; if the Bidwell site is needed by HUSD for school purposes, seek new location for a community center as well as replacement of park and recreational facilities.
2. Request HARD to reevaluate priorities for Bidwell Community Center because of changing demographic and neighborhood needs.
3. Encourage HARD and the school districts to provide additional youth and adult recreational and educational opportunities at school and park sites which serve the neighborhood (e.g. Bidwell, Treeview, Hillview Crest, and El Rancho Verde), and support expanded hours through after-school, latch-key, and weekend programs.
4. Encourage HARD and the school districts to upgrade and add playground equipment at school and park sites that serve the neighborhood and maintain quality through continued investment, and specifically request HARD to reevaluate its priorities for improvements at Bidwell Park.
5. Encourage East Bay Regional Park District to provide more nature programs, educational courses, and recreational activities at Garin Regional Park.
6. Improve equipment and add foot-path lighting along the par course in the Mission Boulevard greenway.
7. Request HUSD to maintain development impact fees consistent with the maximum permissible under state law, and support HUSD efforts to achieve full mitigation of identified impacts.
8. Encourage HUSD to promote improved student academic performance, parent communication, and public relations within the school district.

E. NEIGHBORHOOD CHARACTER AND APPEARANCE

GOAL: Improve the quality of life while enhancing the positive perception of the neighborhood.

STRATEGIES:

1. Improve and maintain the appearance and landscaping at the southeastern gateway to the City and at entryways to the neighborhood along Mission Boulevard (e.g. Fairway, Rousseau, Corrine/Gresel, Blanche, and Lafayette).
2. Reevaluate existing policies and revise practices concerning street trees and the sidewalk repair program (e.g. maintenance, tree selection, contracting, funding, inclusion of curbs and gutters, use of Civilian Conservation Corps).
3. Promote additional tree planting and maintenance throughout the neighborhood, and especially in the areas south of Revere.
4. Evaluate feasibility of extending the greenway on the east side of Mission Boulevard north of Fairway Street, installing foot-path lighting along the par course, and continuing the sidewalk and/or bikeway northward to Arrowhead Way.
5. Consider assigning highest priority to the portion of Mission Boulevard from Industrial Parkway to the south city limits (along with remainder of Mission Boulevard) in the undergrounding of utilities and landscaping of medians.
6. Encourage improvements along the west side of Mission Boulevard, including installation of a sidewalk, improvement of fencing, and addition and maintenance of landscaping.
7. Promote and improve programs for the prompt removal of graffiti.
8. Improve the appearance of private property through enforcement of codes, ordinances and other regulations (e.g. maintenance of rental housing, abandoned vehicles, parking of vehicles, illegal home occupations) and allocation of sufficient staff resources.
9. Pursue adoption of a community noise ordinance and provide adequate funding for enforcement.
10. Consider adoption of a cat licensing program in the city.
11. Encourage and support formation of a neighborhood association to promote implementation of the neighborhood plan.

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PLANNING CONSIDERATIONS

SOCIOECONOMIC OVERVIEW

A profile of the socioeconomic characteristics of the neighborhood is presented in Figure 1. Highlights from this and other census data are summarized in the following paragraphs.

- * Although the number of households increased by almost 1.5% over the period from 1980 to 1990, the population decreased slightly. This is due to the decrease in the average number of persons per household, from 2.95 to 2.83.
- * Persons in "minority" groups comprised about 35% of the total population in 1990, as compared to 26% in 1980, reflecting the increasing cultural and ethnic diversity in the city. The current percentage for the city as a whole is 49%.
- * Persons 5 years of age or older who speak a language other than English at home represented over 23% of the population, an increase from about 14% in 1980. The current percentage for the entire city is 32%.
- * The number of persons under the age of 5 in 1990 included almost 8% of the total population. The percentage of seniors rose from 7% in 1980 to over 12.5% in 1990.
- * Almost 36% of the households in 1990 had moved into their housing units within the past 5 years; approximately 12% had moved into their units within the previous year.
- * The mix of housing types is about 92% single-family homes and 8% multi-family units. Almost all of the multi-family housing stock is comprised of rental units, while about 14% of the single-family homes are renter-occupied. The overall percentage of owner-occupied housing units is 78%, as compared to 52% for the City as a whole.
- * Almost all of the housing stock was built between 1950 and 1970; about 76% of the dwelling units were built during the 1950s alone. Only 6% of the housing was built prior to 1950.
- * In 1990, only 17% of the owner-occupied households were paying 35% or more of their income for mortgage and related expenses. This is probably a function of both the age of the housing stock and the length of residency contributing to very low and perhaps no mortgages. About 27% of the renter-occupied households were paying 35% or more of their income for rent.

FAIRWAY PARK NEIGHBORHOOD: SOCIO-ECONOMIC PROFILE 1980-1990

	1 9 8 0		1 9 9 0		% Change
	No.	%	No.	%	
Population Count	7,052	---	7,039	---	-0.2
Housing Units	2,438	---	2,480	---	1.7
Households	2,398	---	2,431	---	1.4
Household Size (persons per household)	2.95	---	2.83	---	---
Non-Hispanic White	5,175	73.4	4,573	65.0	-11.6
Non-Hispanic Black	230	3.3	272	3.9	18.3
Non-Hispanic Asian	311	4.4	524	7.4	68.5
American Indian	87	1.2	56	0.8	-35.6
Hispanic (all races)	1,203	17.1	1,592	22.62	32.3
Under 5 Years	445	6.3	552	7.84	24.0
6-18 Years	1,437	20.4	1,257	17.86	-12.5
19-64 Years	4,639	65.8	4,346	61.74	-6.3
Over 65 Years	531	7.5	884	12.56	66.5
Language Other than English Spoken at Home (residents over 5 years of age)	907	13.7	1,503	23.2	65.7
Single-Family Units (Attached + Detached*)	2,219	91.6	2,269	91.5	2.3
Multifamily Units	197	8.2	211	8.5	7.1
Single-Family Rental Units as percent of all single-family units	NA	---	315	14.2	---
Multifamily Rental Units as percent of all housing units	NA	---	196	7.9	---
Owner-Occupied Housing Units	1,893	78.4	1,927	77.7	1.8
Renter-Occupied Housing Units	505	20.9	504	20.3	-0.2
Single Parent Households	193	8.0	218	9.0	13.0
Employed Residents Working in Hayward	1,206	17.1	981	13.9	-18.7
Public Transit to Work	187	2.7	215	3.1	15.0
Households which Moved into Unit in Past Year	408	16.9	303	12.2	-25.7
Households which Moved into Unit in Last 5 Years	925	38.3	894	36.0	-3.4
Median Household Income	\$24,773	---	\$41,275	---	66.6
Median Value of Owner-Occupied Units	\$82,300	---	\$199,150	---	142.0
Median Contract Rent	\$348	---	\$728	---	109.2
Lower Income Households (less than 80% of Bay Area Median)	620	25.9	921	37.9	48.5
Persons Below Poverty Level	277	3.9	222	3.2	-19.9

*Includes Mobile Homes, Other Units

Figure 1

LAND USE AND ZONING

Major goals of neighborhood residents are to increase property values and prevent further deterioration of the neighborhood, revitalize commercial areas and attract upscale businesses, and achieve resolution of development issues surrounding the former golf course property.

Neighborhood Setting

The Fairway Park study area is located in the extreme southeastern portion of the city (see Figure 2). The study area has well-defined edges at its eastern and western borders. On the west lies the Alameda County flood control channel, SPRR tracks, and BART tracks and maintenance facilities, with the Industrial Corridor beyond. To the east, the border generally parallels the hillface which rises abruptly from the otherwise relatively flat bay plain. On the south, the border is almost invisible as residential areas blend into similar residential areas in Union City. To the north, the border west of Mission Boulevard is currently defined by the vast expanse of the former golf course property and Industrial Parkway; east of Mission Boulevard, residential subdivisions blend with other subdivisions lying within the Mission-Garin neighborhood. Major environmental features include the Hayward Fault, which runs along the hillface (see Public Safety section for further discussion on seismic hazards).

Historical Development

Before World War II, the study area was devoted primarily to agriculture. As a result of the post-war building boom, almost all of the study area was annexed and subdivided by the end of the 1950s. As shown in Figure 2, all of the residential development took place during the 1950s, with the exception of the apartments and condominiums next to the Fairway Park Shopping Center. The former Hayward Golf Course, which provided the basis for the neighborhood's name, opened in the early 1950s and continued to operate until 1986.

EXISTING LAND USE PATTERN

Existing land use within the study area is depicted in Figure 3. Current land use policies are shown in Figure 4 (General Policies Plan Map) and Figure 5 (existing zoning districts). Specific issues with regard to open space, residential and commercial development are discussed below. Recent development activity in the vicinity is highlighted in Figure 6.

Open Space

Major areas of open space provide a scenic backdrop for the study area on the east. These include Garin/Dry Creek Regional Park, the HARD Taper park site, and Chapel of the Chimes cemetery.

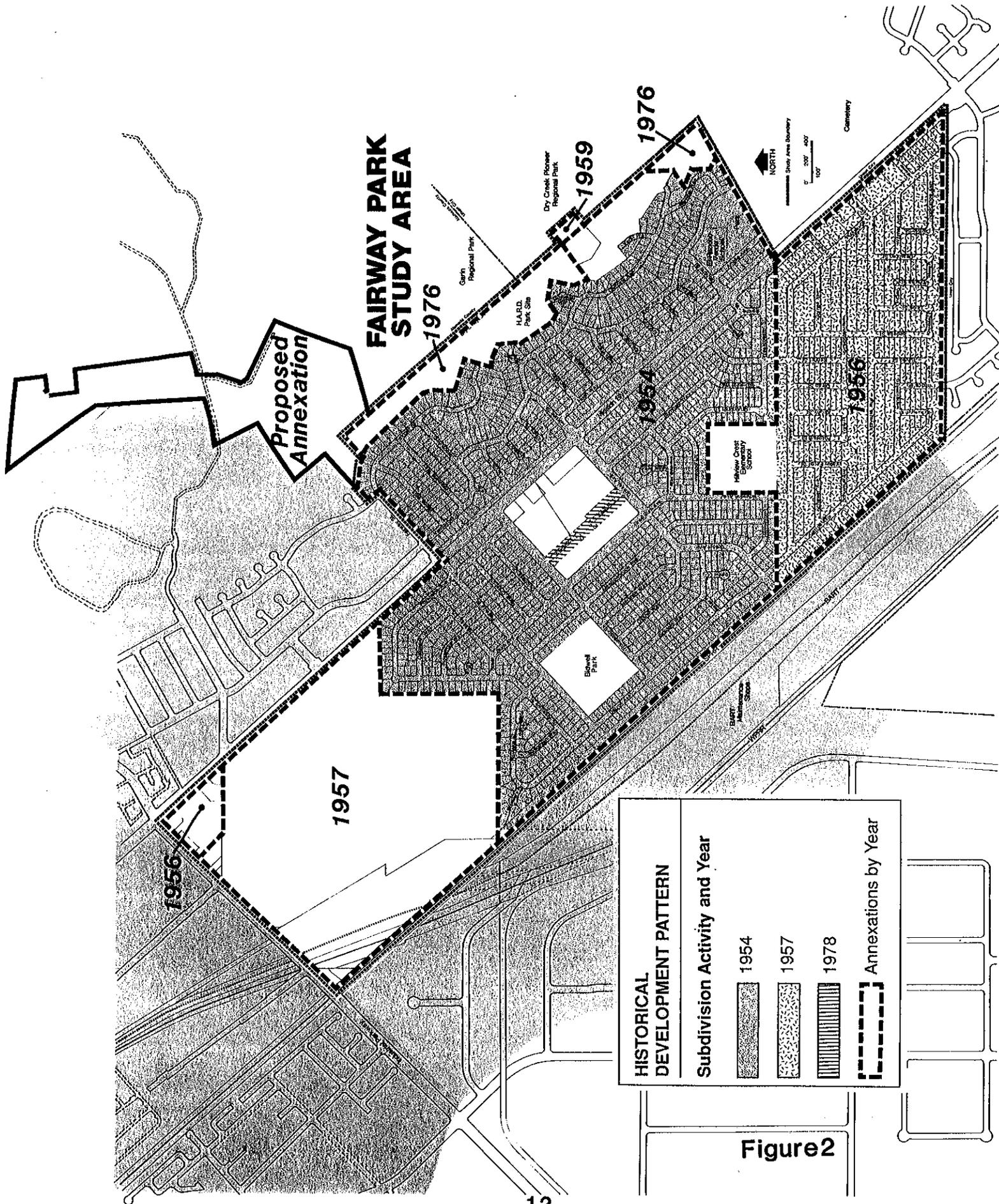
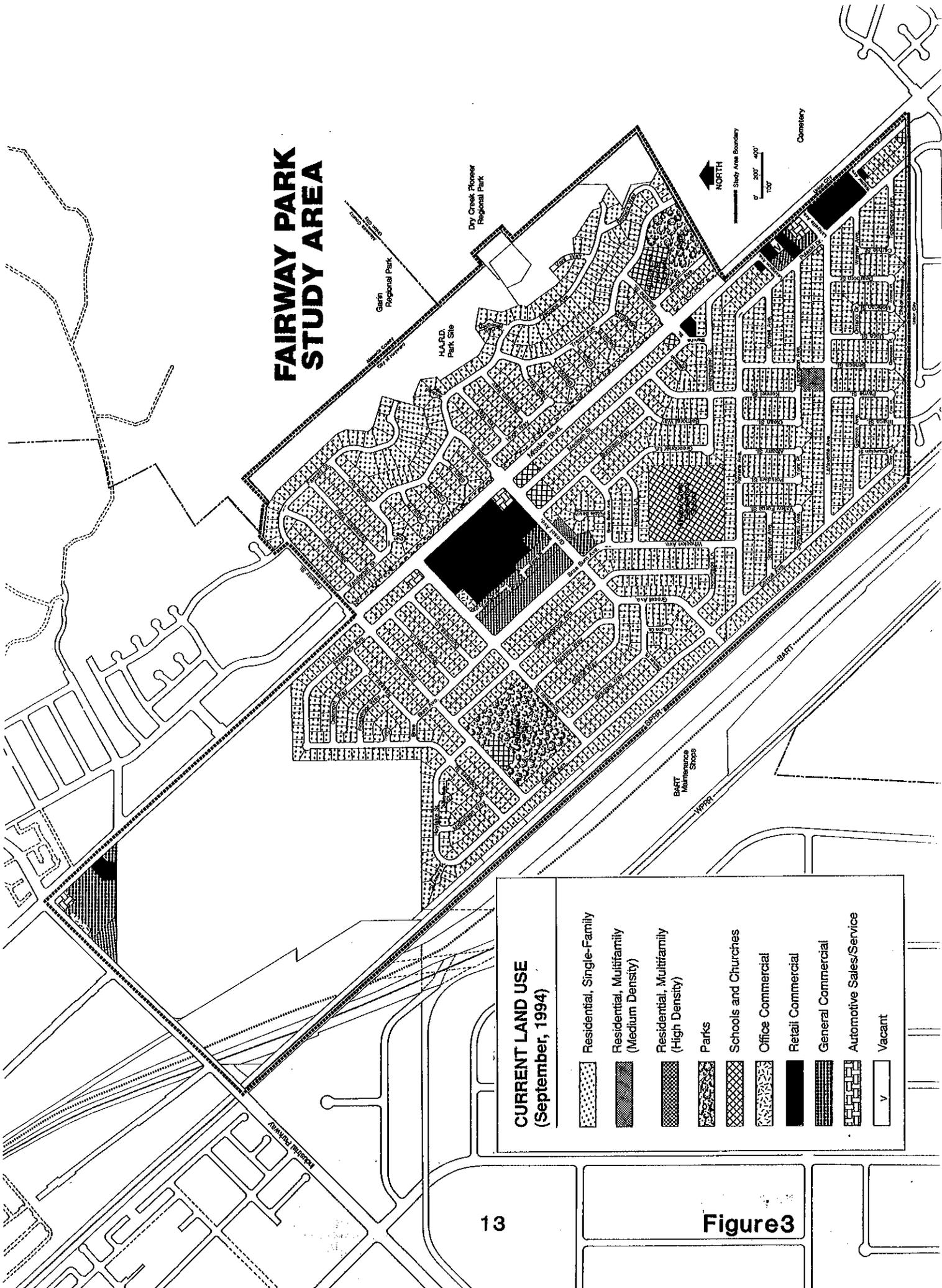


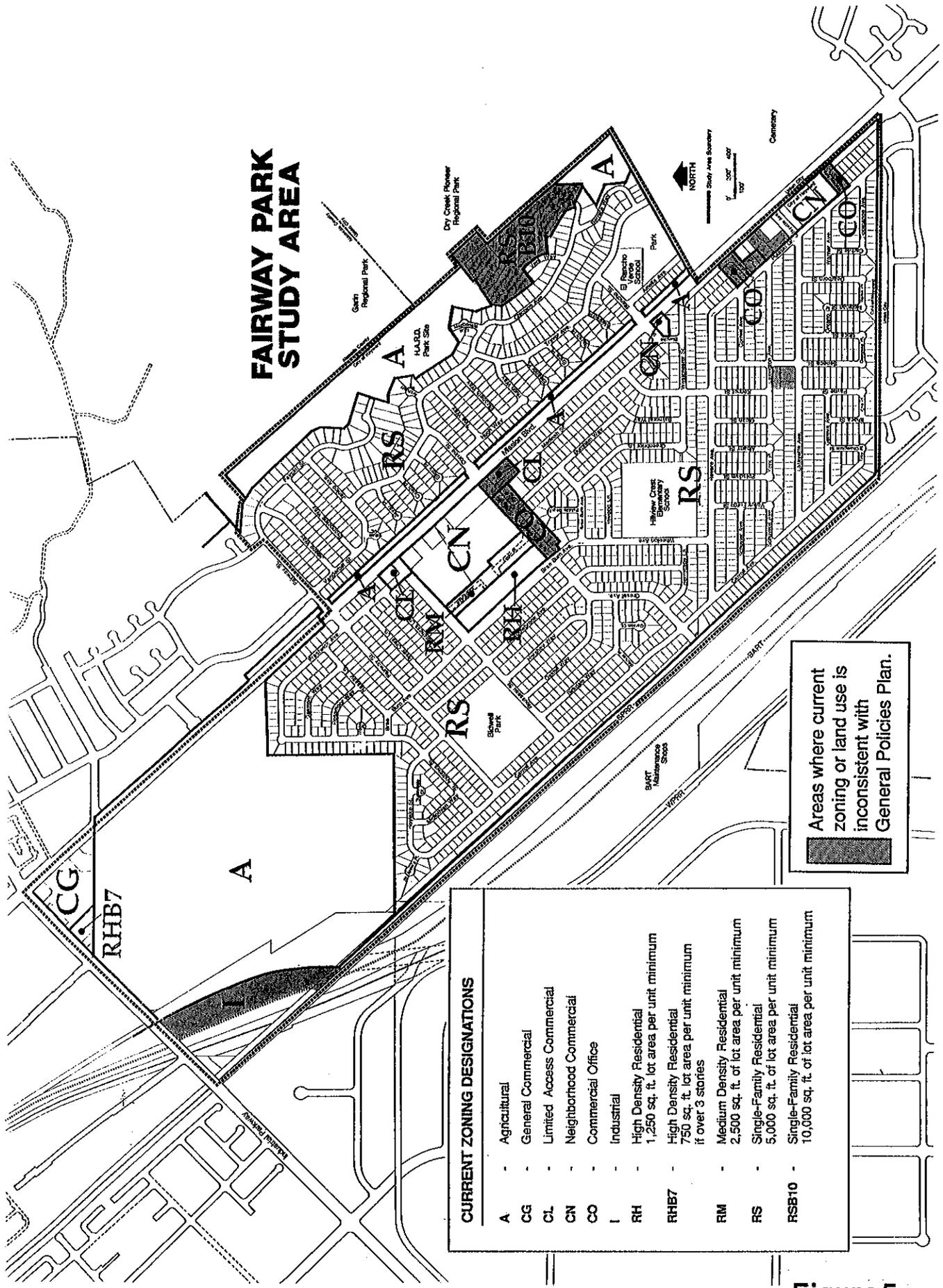
Figure 2

FAIRWAY PARK STUDY AREA



CURRENT LAND USE (September, 1994)

-  Residential, Single-Family
-  Residential, Multifamily (Medium Density)
-  Residential, Multifamily (High Density)
-  Parks
-  Schools and Churches
-  Office Commercial
-  Retail Commercial
-  General Commercial
-  Automotive Sales/Service
-  Vacant

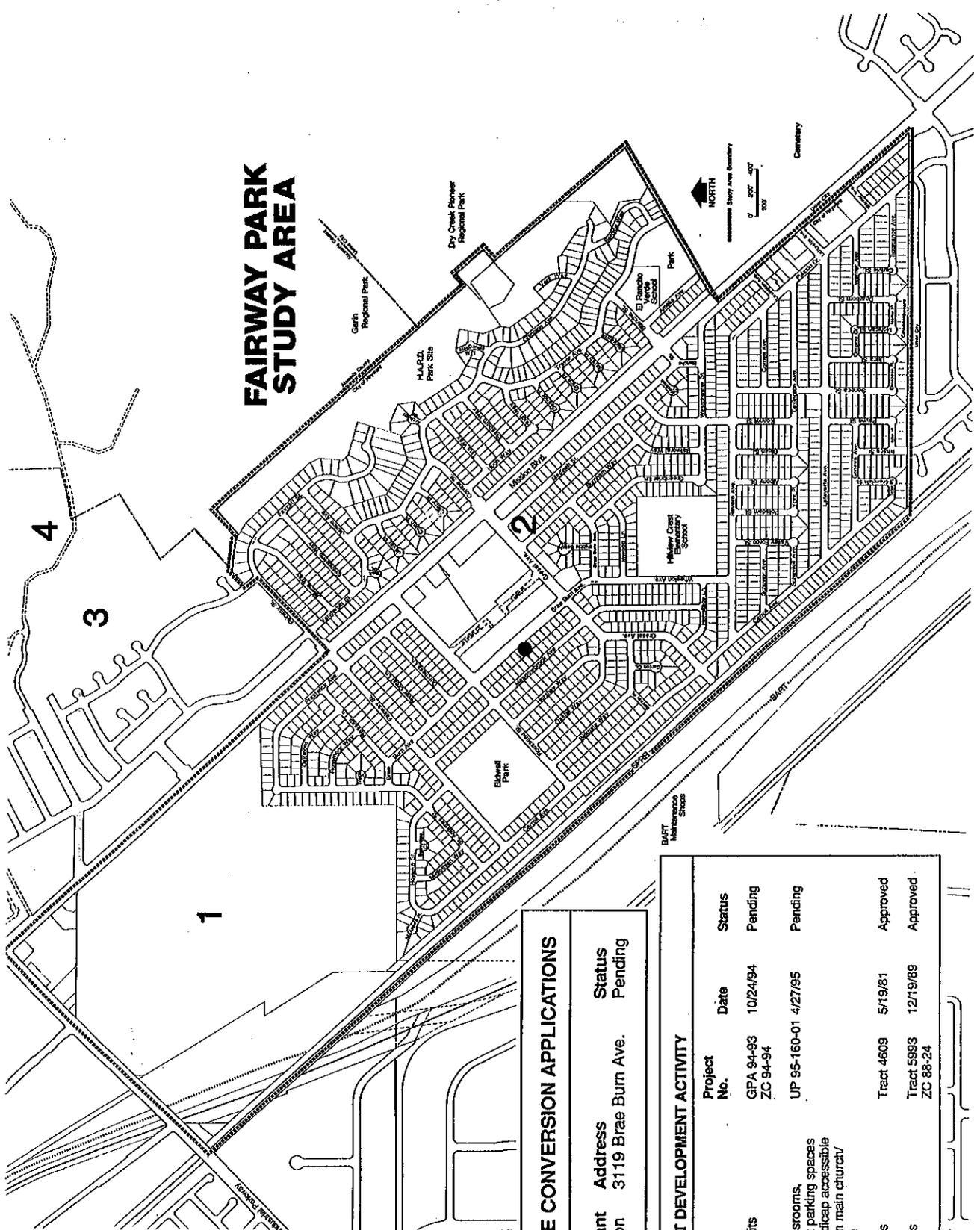


FAIRWAY PARK STUDY AREA

Areas where current zoning or land use is inconsistent with General Policies Plan.

CURRENT ZONING DESIGNATIONS	
A	- Agricultural
CG	- General Commercial
CL	- Limited Access Commercial
CN	- Neighborhood Commercial
CO	- Commercial Office
I	- Industrial
RH	- High Density Residential 1,250 sq. ft. lot area per unit minimum
RHB7	- High Density Residential 750 sq. ft. lot area per unit minimum if over 3 stories
RM	- Medium Density Residential 2,500 sq. ft. of lot area per unit minimum
RS	- Single-Family Residential 5,000 sq. ft. of lot area per unit minimum
RSB10	- Single-Family Residential 10,000 sq. ft. of lot area per unit minimum

Figure 5



GARAGE CONVERSION APPLICATIONS

Applicant: Robinson
 Address: 3119 Brae Burn Ave.
 Status: Pending

RECENT AND CURRENT DEVELOPMENT ACTIVITY				
Applicant	Project	Project No.	Date	Status
1 Warrington	497 SF units	GPA 94-93 ZC 94-94	10/24/94	Pending
2 Fairway Park Baptist Church Expansion	Add 2 classrooms, provide 22 parking spaces and a handicap accessible restroom in main church/school site	UP 95-160-01	4/27/95	Pending
3 Sanwa	30 SF units	Tract 4609	5/19/81	Approved
4 Zaballus	64 SF units	Tract 5993 ZC 88-24	12/19/89	Approved

Figure 6

Garin/Dry Creek Regional Park is owned and maintained by the East Bay Regional Park District. The park was made possible by the donation of land by the Garin family and the Meyer sisters. The combined acreage in the parks totals over 2,880 acres.

The Taper property (approximately 56 acres) was originally acquired by HARD as a potential park site. It is now viewed by HARD as a wildlife corridor rather than a park site with the typical recreational facilities. Parks are further discussed under Public Facilities.

Chapel of the Chimes is a private cemetery and extends over approximately 40 acres. Although located within Union City, it serves as an open space buffer and community separator to form the southeastern edge of the neighborhood and the city.

On the north, the vacant Fry property (former Hayward Golf Course site) contains 106 acres and provides a major expanse of open space. The property is designated in the General Plan as Open Space-Parks and Recreation, and written policies call for its future restoration as a golf course. A proposal for a planned residential development including a community park is being reviewed by the city. This proposal is discussed in more detail later in this section.

BART owns a 21-acre surplus parcel south of Industrial Parkway between the Fry property and the BART tracks. BART has been approached by private parties interested in securing a lease on the property in order to submit plans to the City for a driving range, 1000 yard 9-iron course, pro shop, and related facilities. If this area could be combined with the Fry property, it would allow a more integrated development pattern, whether for restoration of a golf course or for other development.

Residential Areas

As noted previously, almost all of the residential development consists of single-family detached housing. There is one large apartment complex and one condominium development adjacent to the Fairway Park Shopping Center; smaller apartment complexes are located in close proximity to other commercial areas in the neighborhood. With the exception of the Fry property, there are very few vacant properties remaining in the study area. A primary concern of the neighborhood is to preserve the single-family character of the area. Additional concerns are discussed under Neighborhood Character and Appearance.

Commercial Development

The Task Force is very concerned about economic revitalization of commercial areas in the neighborhood. Existing commercial land uses within the Mission Boulevard corridor are depicted in Figure 7 (a,b,and c)

The Task Force has reviewed the City's Economic Development Action Plan. One of the stated objectives is to conduct outreach activities to identify upscale retail businesses (such as bookstores, coffee stores, gourmet food shops) that could serve the Hayward community. City staff intends to meet with owners and developers successful in such efforts and identify locational, demographic, and financial issues. The City currently provides various programs to

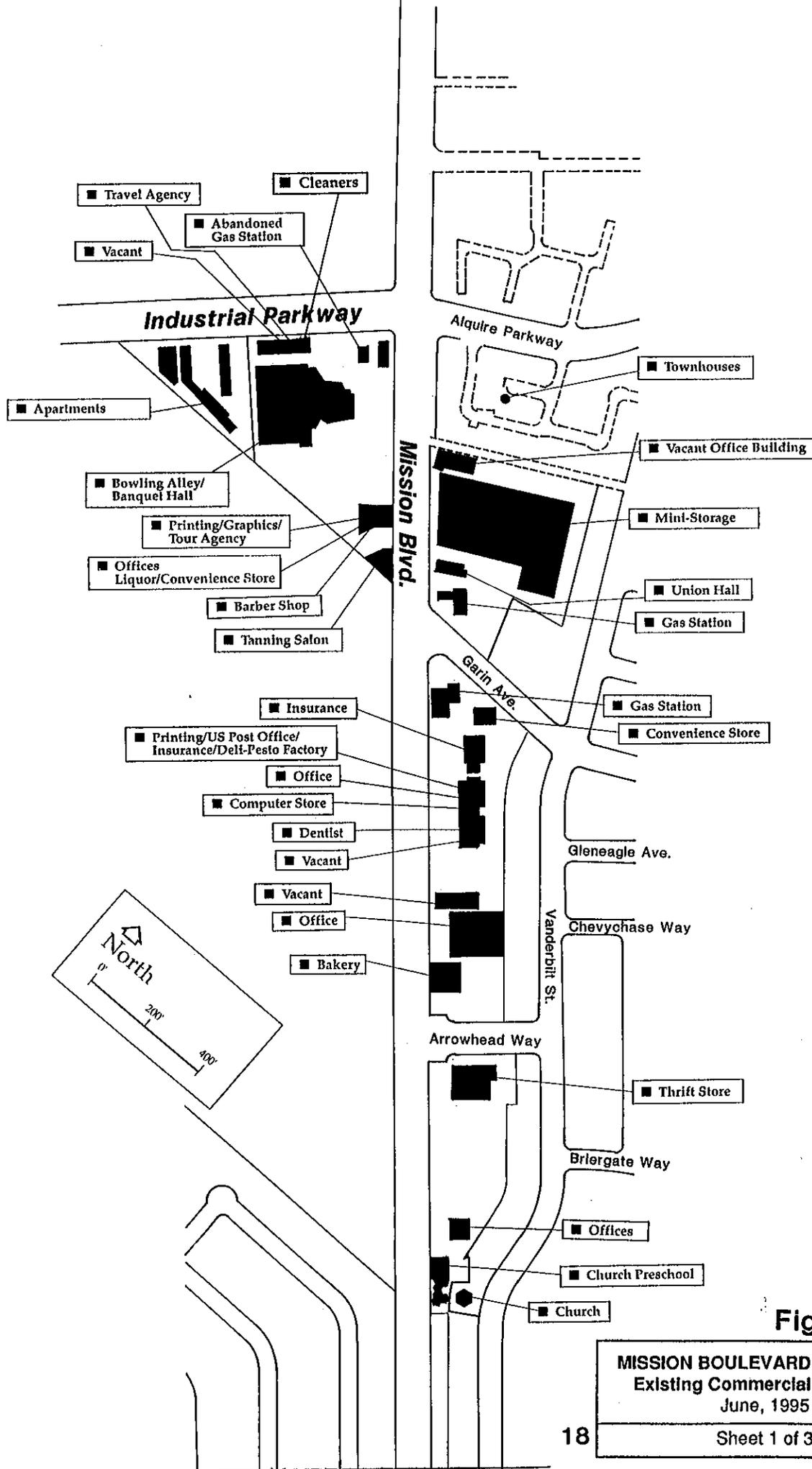
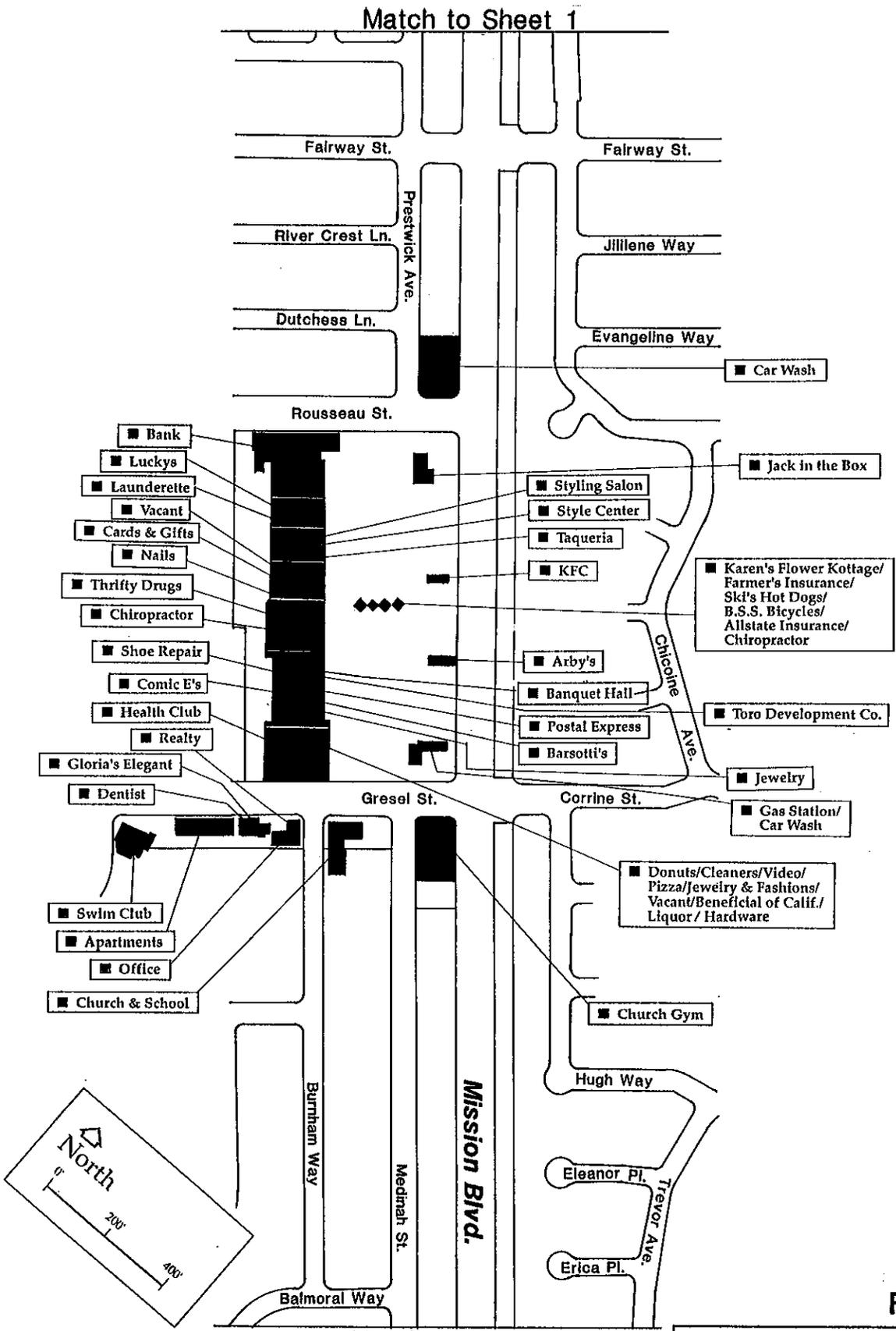


Figure 7A

MISSION BOULEVARD CORRIDOR
Existing Commercial Land Use
 June, 1995



Match to Sheet 1

Match to Sheet 3

Figure 7B

MISSION BOULEVARD CORRIDOR
Existing Commercial Land Use
 June, 1995

Sheet 2 of 3

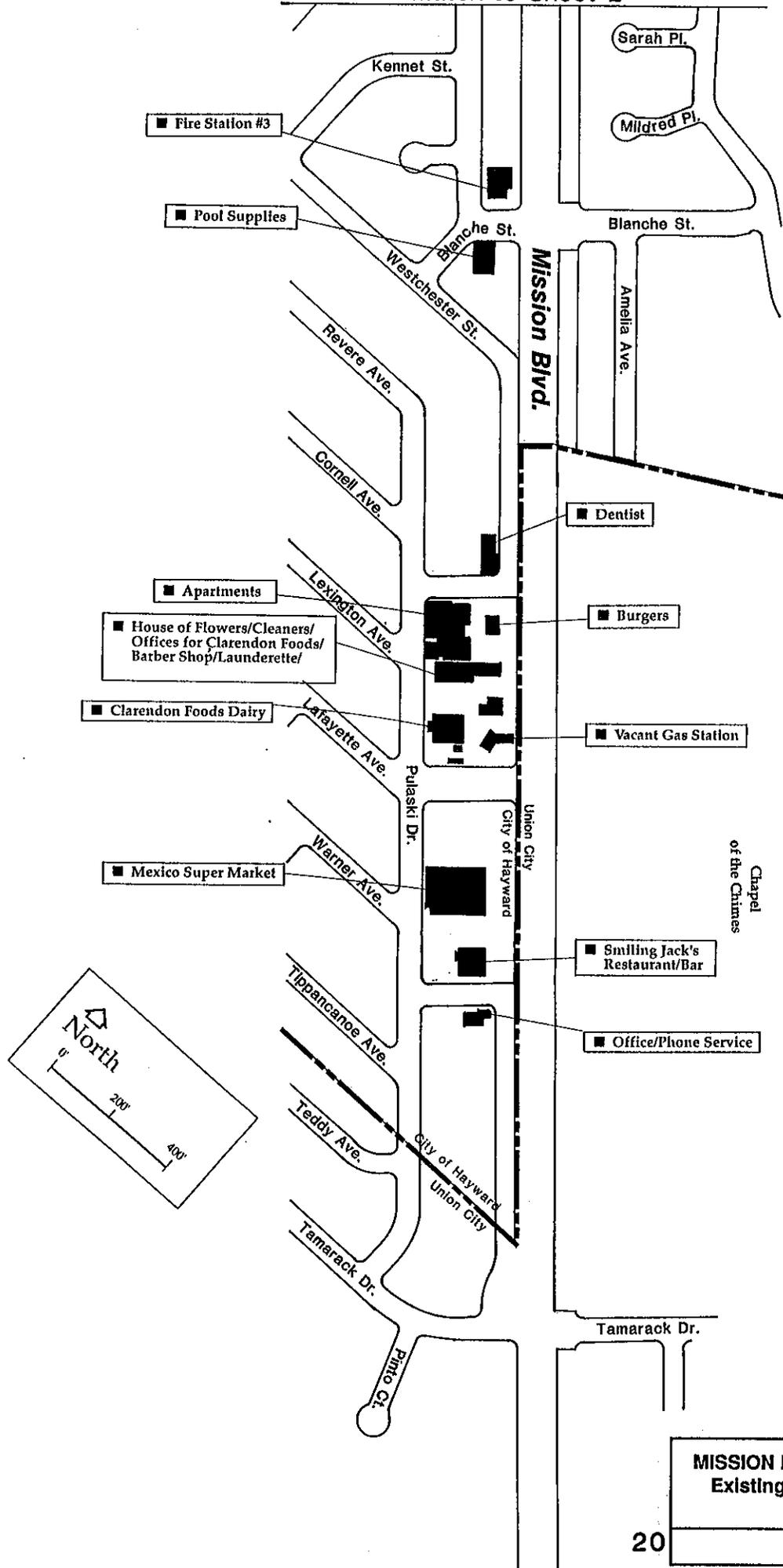


Figure 7C

MISSION BOULEVARD CORRIDOR
Existing Commercial Land Use
 June, 1995

small businesses and operates a revolving small business loan fund with approximately \$260,000. City staff is also to inventory potential development sites in the downtown and elsewhere in Hayward. A goal is to have one new upscale business open up in Hayward by the end of 1995.

The Task Force has talked with business people and neighborhood representatives from San Leandro about that city's efforts in attracting businesses. As a result of those discussions, the Task Force has expressed a strong desire to conduct local market surveys and also coordinate economic development efforts with the City, Chamber of Commerce, and other neighborhood groups.

Local market surveys can be useful in providing more recent or detailed information to augment the census data typically used by major marketing firms. New businesses are often start-ups by local entrepreneurs rather than additional chain outlets. Local surveys could ask people where they are shopping as well as ask questions of local businesses about their customers. Shopping habits are affected by location of the workplace as well as the place of residence. Task Force members believe the neighborhood needs to be active in attracting desired businesses, so that development proposals generally will reflect the desires and needs of the neighborhood. It is hoped that the City's efforts to attract upscale businesses to the downtown or elsewhere in the city will be beneficial to the Fairway Park neighborhood.

Mission /Industrial Triangle

The Task Force has discussed ways to encourage improvement of residential and commercial properties in the triangle at Mission Boulevard and Industrial Parkway. There is concern about underutilized buildings and vacant parcels. More neighborhood-serving businesses are desired in this location, as is a more integrated development pattern. The commercial properties are presently zoned CG (General Commercial), and thus have potential for other than neighborhood-serving uses.

The property at the corner is the site of a former Beacon Oil gas station. The property owner has been marketing the property and interest has been primarily from automotive-related businesses. The owner has proposed improvements to the building and additional landscaping; however, the City has indicated that more extensive improvements or perhaps a new building would be desirable. The site has potential constraints if the Mission Boulevard spot widening is approved and the current design is adopted. Additional right-of-way along this property would be required on the Mission Boulevard frontage (30 feet) and the Industrial Parkway frontage (10 feet). In essence, the property would be reduced in size to about 18,000 square feet; the existing slope further reduces the developable area to between 10,000-12,000 square feet. The above constraints suggest that development proposals on this property may need to be integrated with development on the surrounding property.

The apartment complexes in the western portion of the area were developed at higher densities formerly permitted under the RHB7 District. Recent amendments to the zoning ordinance have effectively lowered residential densities permitted in the RHB7 District. Other recent amendments permit consideration of dwelling units above commercial uses in the CG (General Commercial) and CN (Neighborhood Commercial) zones.

Given the above considerations, the Task Force is suggesting that the residential and commercial properties in the triangle area be redesignated as Retail and Office Commercial on the General Policies Plan Map and rezoned to the CN (Neighborhood Commercial) District.

Mission Boulevard (between Woodland and Arrowhead)

Although this commercial strip lies outside the designated study area, it is of concern to area residents because it forms part of the Mission Boulevard entryway to the neighborhood. There are numerous vacant buildings and several vacant parcels. The Task Force envisions more uses which are complementary to the existing retail and office uses.

Fairway Park Shopping Center Area

This shopping center is one of the City's larger shopping areas and is the focal point of the neighborhood. It has a variety of businesses, although more upscale establishments are desired by area residents. Many improvements have been made over the years. Current concerns revolve around the need for additional landscaping.

The Fairway Park Baptist Church and American Heritage Christian Schools border the shopping center on the south. The church is considering adding two more classrooms and related facilities. Residents have expressed concern about the size and design of the proposed expansion and wish to avoid further traffic impacts on the adjacent residential area.

Mission Boulevard (between Lexington and Warner)

This commercial strip serves the convenience needs of residents in the southern part of the study area. Existing businesses include a market, several restaurants, and personal services. In addition, there is a dairy bottling plant operated by Clarendon Foods. Although now a non-conforming use, the dairy has been in operation here since 1959. The dairy now employs about 40 people. Their customers include six school districts as well as standard reusable glass users throughout northern California.

The dairy owners plan to upgrade and expand their bottling operations. Plans are to expand onto the corner parcel and reconfigure existing operations so that truck traffic will use only Lafayette rather than Pulaski. The Task Force is aware of the firm's long history at this location and also continuing concerns with current operations (i.e. noise, appearance, site size, walls). The Task Force has indicated support of expansion of the dairy operations as long as existing problems can be mitigated and the appearance of the properties is improved. It is willing to review possible enhancement of design features and other mitigation measures for the dairy expansion once an application is made to the City.

Impacts of Proposed Development in Union City

Proposals for development of the hillside area in Union City are of particular concern to this neighborhood. Specific concerns include visual and traffic impacts of development. The recently adopted Hillside Area Policy Plan limits any significant development to the lower

portion of the hill area east of Mission Boulevard. The adopted policies call for no more than three dwelling units per acre; however, the precise number and type of units would be determined later in the Specific Plan, which is required prior to any development. Preparation of a Specific Plan must await funding from area developers or property owners. Neighborhood residents have requested notice of future development proposals in adjacent areas of Union City.

RECOMMENDATIONS FOR CHANGES IN LAND USE POLICIES

The Task Force is recommending changes in land use policy in several areas. Most of the proposals involve amendments to the General Policies Plan and/or rezoning to recognize existing development and eliminate zoning inconsistencies. These proposals are depicted in Figures 8 and 9 and are described in more detail below. In addition, Task Force recommendations on the future of the former golf course property are presented for further consideration by the Planning Commission and the City Council.

Proposals for General Plan Amendments and Rezonings

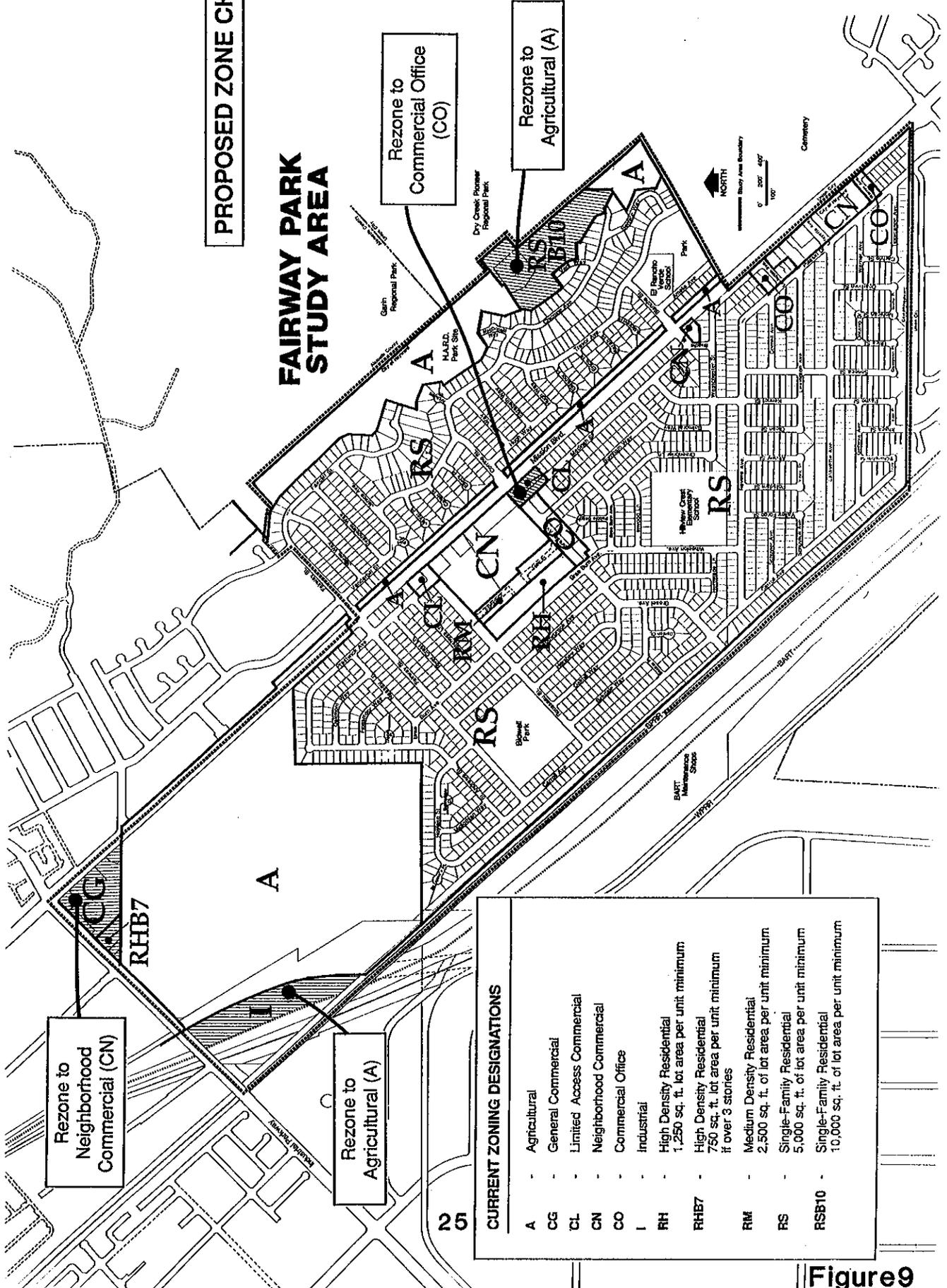
- a. Rezone the BART property south of Industrial Parkway and the HARD property adjacent to Garin Regional Park to the A (Agricultural) District to reflect the Open Space-Parks and Recreation designation in the General Policies Plan;
- b. Amend the General Policies Plan designation for those properties with commercial zoning on the south side of Gresel Avenue from Low Density Residential to Medium Density Residential, and rezone the parcel at the corner of Mission Boulevard from CL (Limited Access Commercial) to CO (Commercial Office);
- c. Amend the General Policies Plan designation from Low Density Residential to Retail and Office Commercial for those properties with commercial zoning along Mission Boulevard from just north of Lexington Avenue to just south of Warner Avenue.
- d. Amend the General Policies Plan designation for those properties in the Mission Boulevard/Industrial Parkway triangle from General Commercial and Commercial-High Density Residential to Retail and Office Commercial, and rezone from RHB7 (High Density Residential) and CG (General Commercial) to CN (Neighborhood Commercial).

Proposals for the Former Hayward Golf Course Site (Fry Property)

The Warmington Homes development (Stonybrook Place) is proposed on the site of the former Hayward Golf Course. This property is designated as Open Space/Parks and Recreation on the General Policies Plan Map and is currently zoned Agriculture. The applicant is proposing amendment of the General Policies Plan designation to Low Density Residential and rezoning to (PD) Planned Development district for most of the property.

PROPOSED ZONE CHANGES

FAIRWAY PARK STUDY AREA



CURRENT ZONING DESIGNATIONS

A	-	Agricultural
CG	-	General Commercial
CL	-	Limited Access Commercial
CN	-	Neighborhood Commercial
CO	-	Commercial Office
I	-	Industrial
RH	-	High Density Residential 1,250 sq. ft. lot area per unit minimum
RHB7	-	High Density Residential 750 sq. ft. lot area per unit minimum if over 3 stories
RM	-	Medium Density Residential 2,500 sq. ft. of lot area per unit minimum
RS	-	Single-Family Residential 5,000 sq. ft. of lot area per unit minimum
RSB10	-	Single-Family Residential 10,000 sq. ft. of lot area per unit minimum

Figure 9

Stonybrook Place would contain 497 single-family dwelling units within four different village clusters, together with an 18-acre community park and a 2-acre neighborhood park. Current estimated prices for the proposed homes range from \$200,000 for the detached townhomes to \$350,000 for homes on larger lots. It is estimated that household incomes required to purchase these homes on conventional terms would range from \$57,000 to \$99,000. The larger lots are about 6,000 square feet, which is larger than the abutting lots in the surrounding neighborhood. The remaining lots are smaller and range from 2300 (for the townhomes) to 5000 square feet.

The future use of this property, as well as potential impacts on the surrounding area, is one of the major issues in the neighborhood. Consequently, the Task Force has endeavored to avail itself of as much information as possible on this particular proposal prior to submitting its final recommendations. The Task Force has had the opportunity to review both the Draft Environmental Impact Report and the Economic and Fiscal Analysis prepared for the project.

In response to the Notice of Preparation of an environmental impact report distributed in late 1994, the Task Force suggested the type of alternatives which should be addressed and also indicated what kind of information should be included in the analysis. The alternatives suggested included the following:

- *100% open space with multiple uses devoted to recreational purposes;
- *50% designated as a HARD park; 50% developed to single-family homes;
- *18-hole golf course and 150 townhomes;
- *9-hole golf course with remainder in residential or commercial/office uses;
- *Mixed-use concept including recreation and community facilities, higher residential densities in the northern portions, supporting commercial uses, and other creative ideas (such as around other BART stations).

Task Force concern was expressed about the extent to which the proposed development, if approved, should be integrated with the existing neighborhood. Residents have also expressed a desire for a community center with day care facilities and library.

In response to a Task Force request for a financial feasibility study of the above alternatives, an economic and fiscal analysis was prepared for the City which addressed the proposed project and variations on the two golf course alternatives. The Task Force was especially concerned that the financial feasibility of the 18-hole golf course alternative be evaluated (e.g. land purchase, capital improvements, operations, and maintenance). Task Force concerns related to: the assessed valuation; assumptions used in the appraisal (what is the fair market appraisal based on agricultural zoning?); feasibility of funding mechanisms to acquire/maintain the property as a golf course; and financing methods for open space alternatives (e.g. assessment district, revenue bonds, land trusts). The Task Force felt the following major questions needed to be addressed:

- * Is there sufficient demand from the public to support the success of another golf course in our area?
- * Is this property ideal enough to support a successful 18-hole golf course (acreage, challenging features, etc.)? If not, can a 9-hole course be successful?

- * What is the potential for a private investor to purchase the property for a private (or public?) golf course?
- * What is the financial feasibility of the City of Hayward and HARD combining resources to purchase the property?
- * What is the likelihood of HARD having sufficient resources to manage and maintain another golf course? What would green fees have to be in order for HARD to make this project feasible?
- * If no funds are available for purchase, what steps are necessary and feasible if city residents still want to pursue the development of a golf course? What are the chances of succeeding with a bond measure? What other options are available?

As noted previously, the Task Force has reviewed the Economic and Fiscal Analysis and the Draft Environmental Impact Report for the Warmington Homes proposal. At its meeting on October 9, 1995, the Task Force voted 10-3 to urge the City to pursue restoration of the former golf course and to not approve any amendment to the General Plan. A summary of observations made during the Task Force discussion is presented below.

Most of the Task Force members present felt the need to respect the desires of a large majority of the neighborhood for restoration of the golf course, citing the 1986 ballot measure and opinions expressed at the neighborhood meeting on March 20, 1995. Some members noted that the owners of the property have been aware of the agricultural zoning for years and any rezoning might set a precedent for other rezonings in the neighborhood. They also fear that some of the impacts of the proposed development cannot be fully mitigated. Several members noted that the 18-hole golf course alternative would have the most positive fiscal impact on the City's General Fund. Some members believe that a 9-hole golf course will not work from a market viewpoint and that 18 holes are necessary. These members believe the City needs to pursue ways to purchase the property.

Three of the Task Force members present believe that residential development should be permitted on the property. These members think restoration of an 18-hole golf course on this site is unrealistic, perhaps unprofitable, and does not provide a fair return to the property owner. Concern was expressed that this strategy might result in continuing lawsuits. A few members stated that the term "feasible" with regard to the golf course alternative needed to be defined in the fiscal analysis report, and noted that the "net negative value" of some alternatives needed to be put in broader perspective. It was felt that the proposed development is well-designed and would upgrade demographics and businesses in the area and boost property values. One member stated that other alternatives that include mixed-use development should be given greater consideration. Other members felt that the alternative with 440 housing units and a 9-hole golf course could be a compromise solution.

The Task Force believes the neighborhood and the general public need to evaluate carefully information on the feasibility of restoring and maintaining the golf course. It is recognized that decisions on the former golf course property will affect many of the other strategies in this plan.

CIRCULATION

Neighborhood concerns focus on the impacts of traffic congestion and proposed improvements on Mission Boulevard and Industrial Parkway. The Task Force believes that projects such as the Route 238 Bypass, Mission Boulevard widening or spot widening, and Route 84 realignment would result in permanent disruptive impacts on the neighborhood and seeks less disruptive alternatives for improving traffic flows. Other concerns include the need for improved traffic flow and pedestrian safety within the neighborhood, as well as the need to provide for alternative modes of travel (e.g. bikeways).

MAJOR ARTERIALS

The study area is traversed by two major arterials: Mission Boulevard and Industrial Parkway. Mission Boulevard (State Route 238) is the primary north-south alternative to the Nimitz Freeway, while Industrial Parkway serves as an important connector between Mission Boulevard and the Nimitz Freeway. Existing traffic conditions, including traffic volumes and Levels of Service (LOS) for selected intersections, are shown in Figure 10. Descriptions of the various levels of service are presented in Figure 11. The City seeks a minimum LOS D at intersections except during the peak commute periods when a LOS E may be acceptable due to costs of mitigation and except when roadway improvements to improve the level of service would attract more traffic. The Alameda County Congestion Management Program (CMP) requires a minimum of traffic LOS E on street segments that are part of the CMP network, which includes Mission Boulevard and Industrial Parkway, unless a LOS F already exists.

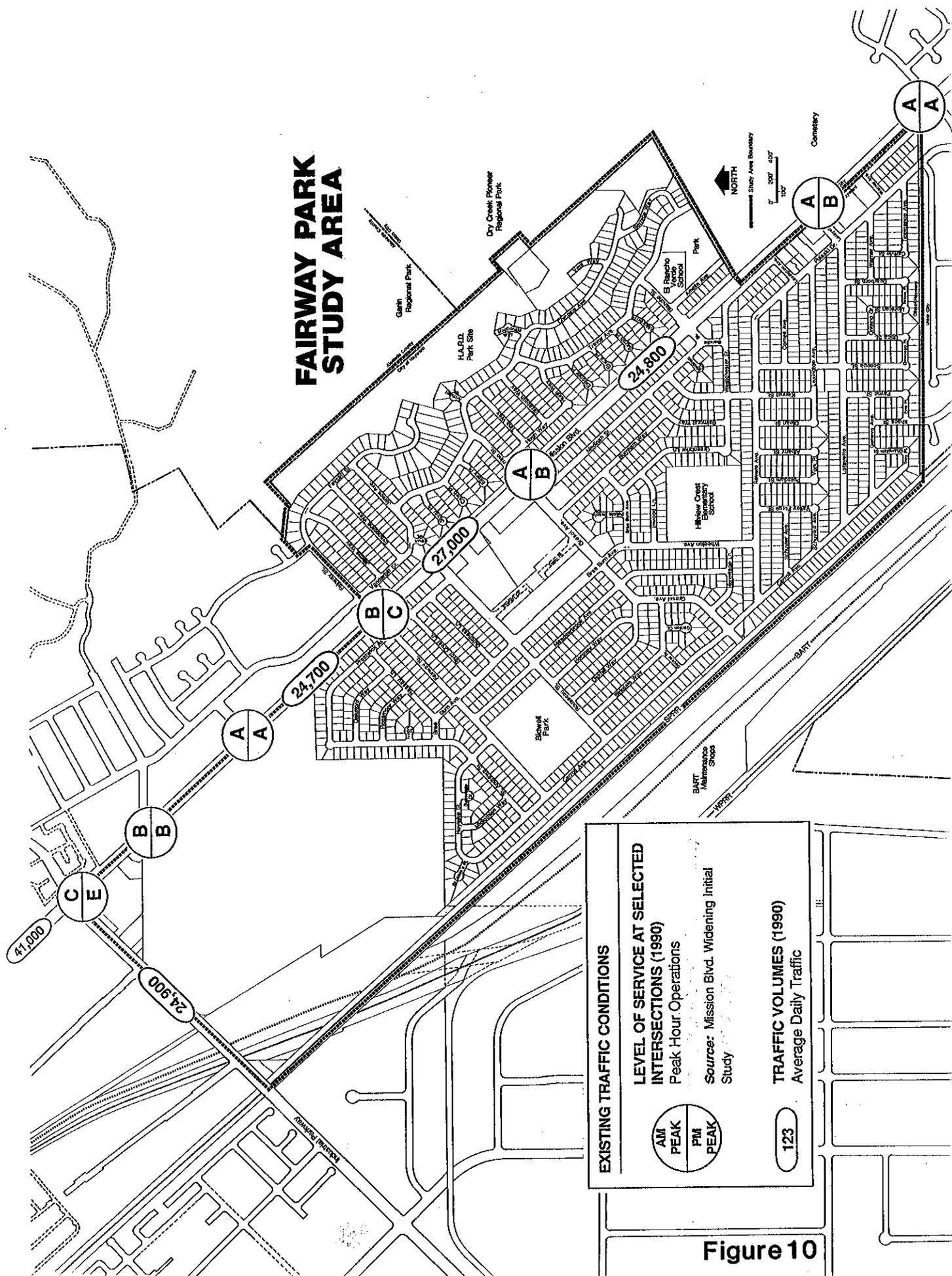
Mission Boulevard Widening

Mission Boulevard is a four-lane arterial roadway extending from I-680 in Fremont to I-580 in Hayward. As part of Alameda County's Measure B sales tax program approved by 56% of the voters in 1986, Mission Boulevard was to be upgraded to a six-lane arterial between Mowry Avenue in Fremont and Industrial Parkway in Hayward. In 1993, it was determined that due to underestimation of the actual costs in the original Measure B expenditure plan, the six-lane roadway could not be constructed under the Measure B program. The project has been reduced in scope to "spot intersection improvements" at Industrial Parkway, as well as at Whipple and Decoto Roads in Union City and Mowry Avenue and Niles Canyon Road in Fremont.

Caltrans has stated that the purpose of the widening project is to improve traffic operations on Mission Boulevard. Currently, traffic is congested along the corridor during the peak commute periods, and congestion is expected to increase in the future. However, a majority of the Task Force disputes the data used in the traffic analysis and disagrees with the need for the spot widening at Industrial Parkway.

Mission Boulevard serves local and regional commuters, and carries a large volume of local personal and commercial traffic. During peak hours, congestion on I-880 forces many north-south commuters to seek alternative circulation routes, including Mission Boulevard.

FAIRWAY PARK STUDY AREA



EXISTING TRAFFIC CONDITIONS

LEVEL OF SERVICE AT SELECTED INTERSECTIONS (1990)
Peak Hour Operations

Source: Mission Blvd. Widening Initial Study

TRAFFIC VOLUMES (1990)
Average Daily Traffic

123

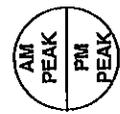


Figure 10

TABLE 1-1

SIGNALIZED INTERSECTION LEVEL-OF-SERVICE CLASSIFICATION

Level of Service	Description
A	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	Stable Operation/Minimal Delays: Occasionally the approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C	Stable Operations/Acceptable Delays: Major approach phase may become fully utilized. Most drivers feel somewhat restricted.
D	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	Unstable Operations/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Mission Boulevard is currently a four-lane divided, highway with curbed medians up to about 18 feet wide and left turns at major intersections. Signalized intersections in the study area are at Industrial Parkway, Fairway, and Gresel/Corrine. The current right-of-way is 100 feet wide along most of the route. The six-lane project as originally proposed would have required additional right-of-way acquisition along most of the route. The width of additional right-of-way needed would have varied from several feet to approximately 40 feet in the vicinity of some intersections.

Under the spot intersection improvement at Industrial Parkway, additional right-of-way would still be required. The acquired right-of-way would consist of a number of complete and partial parcels and frontage of land adjoining Mission Boulevard (see Figure 12). Some buildings would be razed to make way for the widening. The intersection at Industrial Parkway and Mission Boulevard would have the following configuration:

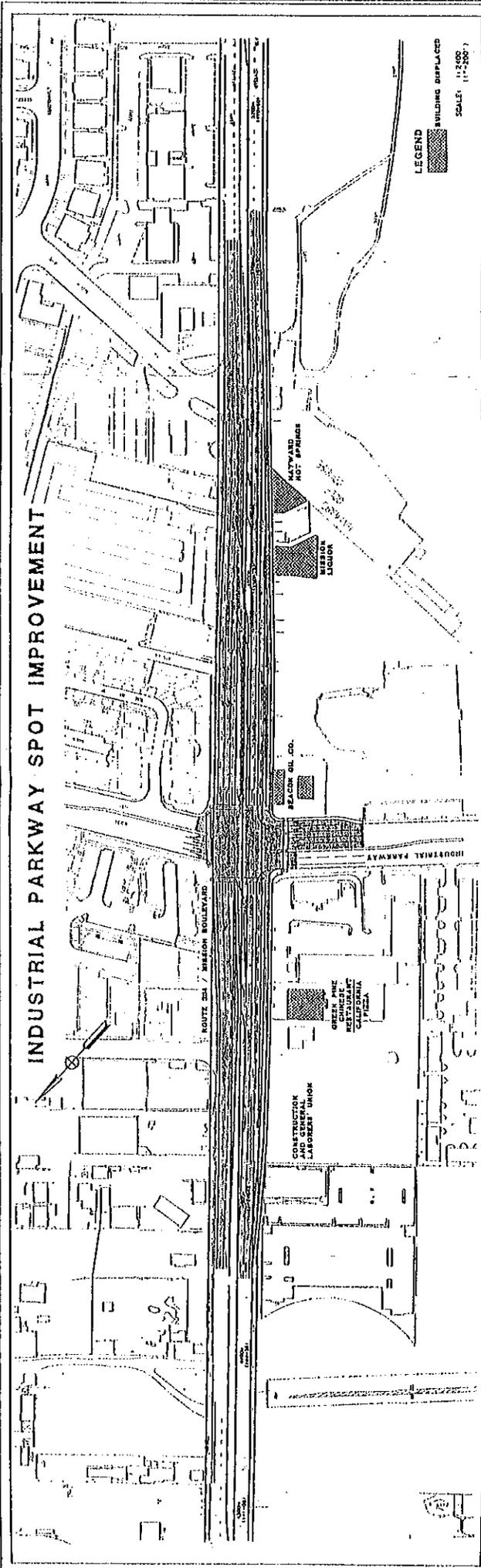
- * Mission Boulevard would have three through lanes in each direction, tapering into two through lanes north and south of Industrial Parkway. The right-most lanes will be optional through/right-turn lanes. There would be two dedicated left-turn lanes northbound and one southbound on Mission Boulevard.
- * Industrial Parkway, as it enters Mission Boulevard, would have two left-turn lanes, one through lane, one optional through or right-turn lane, and one dedicated right-turn lane.
- * Alquire Parkway would have dedicated left- and right-turn lanes, and two through lanes.

All widening of Mission Boulevard to accommodate the expanded intersection would be to the west side of the existing roadway. The eastern curb, gutter, and sidewalk would be left in place. The currently posted speed limits (40 mph in both directions) would not change with the proposed spot improvements.

Total cost of the Mission Boulevard/Industrial Parkway spot widening project is estimated at \$5 million, which would include a local match of approximately \$0.6 million from the City of Hayward. Of the City's share, about \$56,000 would be needed for design and right-of-way engineering, while the remainder would help to fund right-of-way acquisition and construction. The City Council recently approved expenditure of funds for the initial design phase only. Environmental clearance by Caltrans is expected in 1995, with final design and right-of-way acquisition taking place during 1996 and 1997. If the project proceeds, construction could begin in late 1997 and be completed in early 2000.

Proposed Route 238

The Route 238 Bypass corridor through Hayward has been proposed for construction as an expressway or freeway since the 1960s. Existing Route 238 through the City of Hayward follows Foothill Boulevard and Mission Boulevard, and these roads suffer congestion from both local and through traffic. Although the proposed route was adopted for an 8-lane freeway in the



REVISED IMPROVEMENTS AND
RIGHT OF WAY REQUIREMENTS

EXHIBIT B

Figure 12

1960s, a series of litigation, funding, and local and regional planning actions rescinded the original approval and has resulted in a prolonged review of the project.

In November 1992, voters of the City of Hayward approved Measure L by a margin of 51.6% to 48.4%. This measure amended the General Plan to require expediting the construction of the Route 238 Hayward Bypass project. The circulation element was amended to read, in part, as follows:

- * Construct the Foothill Freeway (Route 238) from Route I-580 to a terminus at Industrial Parkway, west of Mission Boulevard, as a six-lane facility; and
- * Construct the Foothill Freeway in phases as funds are available from County, State, and Federal sources, seeking to commence construction by 1995.

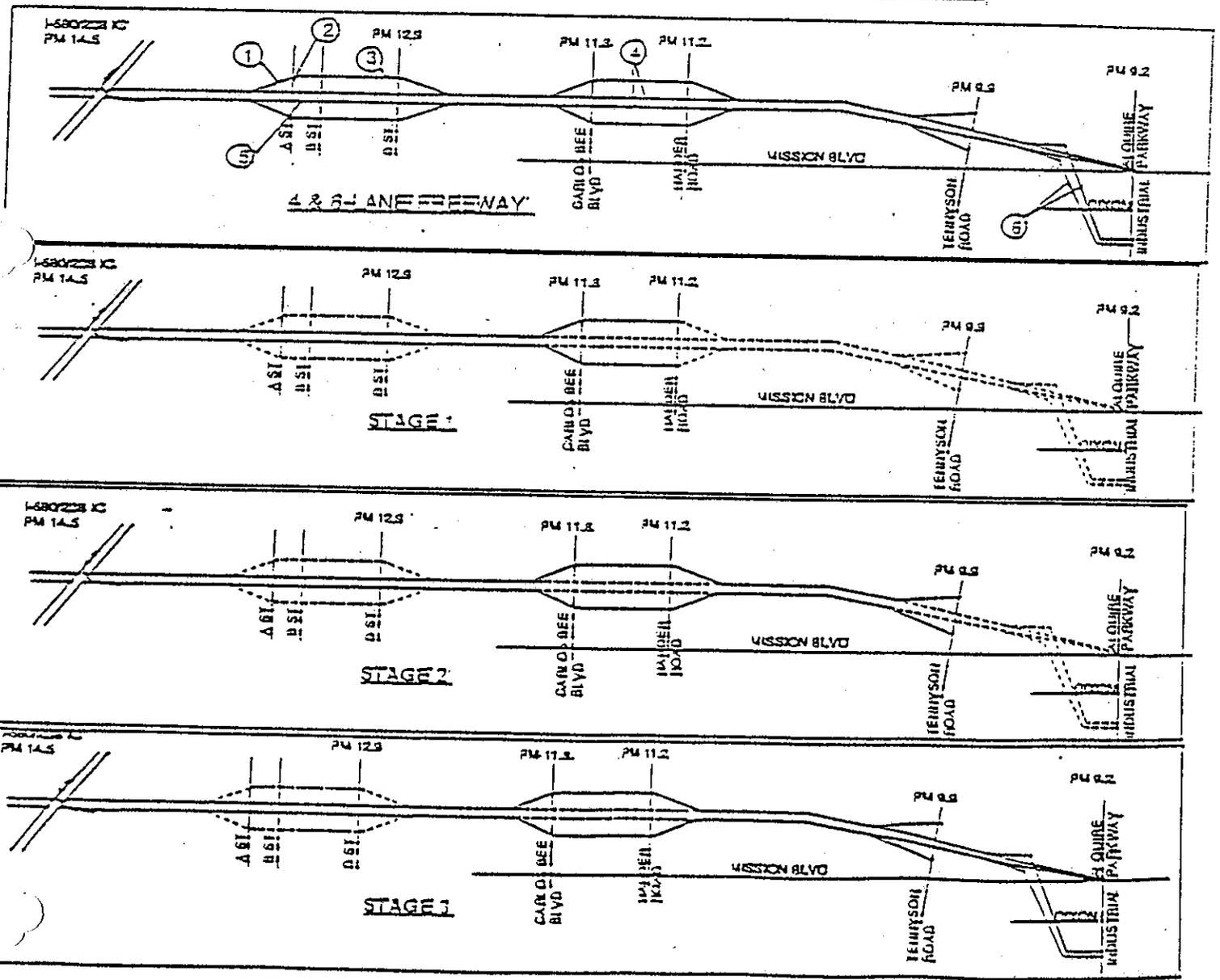
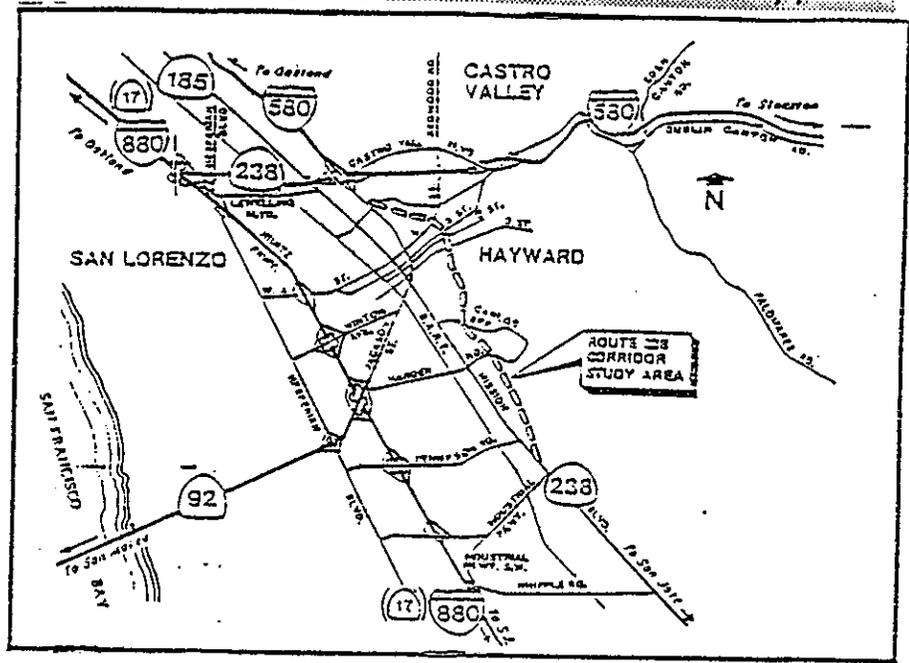
The original Draft Environmental Impact Statement/Report (EIS/EIR) prepared by Caltrans in 1987 evaluates and discusses three alternatives: a six-lane freeway, a six-lane expressway, and a no-build alternative. A new supplement to the Draft EIS/EIR is planned to be issued by Caltrans in 1996 that further delineates the six-lane freeway alternative and its phasing and construction stages (see Figure 13). Essentially, a first phase of the freeway alternative would involve construction of a four-lane facility from Industrial Parkway to the Route 238/I-580 interchange, including the construction of noise walls and landscaping. Construction of the first phase (Phase I) would be completed in three stages:

- * Stage 1: Four lanes from Route 238/I-580 interchange to Harder Road;
- * Stage 2: Four lanes from Harder Road to Tennyson Road, including improvements to the intersection of Mission Boulevard and Tennyson Road;
- * Stage 3: Four lanes from north of Tennyson Road to Industrial Parkway and the direct connection to Industrial Parkway west of Mission Boulevard.

Phase II of the project would upgrade the four-lane facility to a four-lane and eventually six-lane freeway from the Route 238/I-580 interchange to Industrial Parkway. Phase II could also be constructed in stages, with the initial stages of Phase II involving the completion of the four-lane freeway from the interchange to Industrial Parkway with interchanges at A and D Streets and the freeway from Carlos Bee Boulevard to Harder Road. The final stages of Phase II would add an additional lane in the median in each direction for a total of six lanes.

The schedule for the Hayward Bypass project expects certification of the Final EIS in 1996. Following environmental clearance, the final design is expected to be completed within approximately two years. City Council consideration of a freeway agreement with Caltrans is anticipated no sooner than the Autumn of 1996. The total cost of the bypass project is currently estimated at \$289 million, with the following breakdown by construction stages: Stage 1 (\$142 million); Stages 2/3 (\$70 million); remaining stages to completion (\$77 million).

PROJECT: Route 238 Hayward Bypass



Legend: Not constructed at this stage
 ————— Constructed

Figure 13

Proposed Industrial Expressway

Improvements to Industrial Parkway have recently been discussed in the context of a realigned State Route 84. Route 84 currently extends from Route 1 in San Mateo County to Route 580 in Livermore, passing through Newark and Fremont and Niles Canyon. The Alameda County Transportation Authority is funding studies to potentially upgrade Route 84 between I-880 and Route 238 (Mission Boulevard). Studies presently underway are considering six different alternatives, one of which involves Industrial Parkway. This alternative would upgrade Industrial Parkway to three lanes in each direction between I-880 and Mission Boulevard. The alignment would be shifted slightly north to avoid the existing flood control channel in this area. A new northbound off-ramp from I-880 at the Industrial Parkway interchange is also part of this alternative and the Transportation Systems Management alternative.

LOCAL CIRCULATION PATTERN

The local circulation pattern is directly affected by conditions on Mission Boulevard, since Mission is practically the only way in and out of the neighborhood. There are signalized intersections on Mission at Fairway and Gresel/Corrine; other primary access points are at Rousseau, Blanche, and Lafayette. Additional access to Mission Boulevard from areas to the east is provided at Arrowhead, Garin, and Industrial Parkway. Indirect access to Union City is possible via Ithaca and Pulaski without using Mission Boulevard. It is important to note that Caltrans, not the City, has jurisdiction over Mission Boulevard.

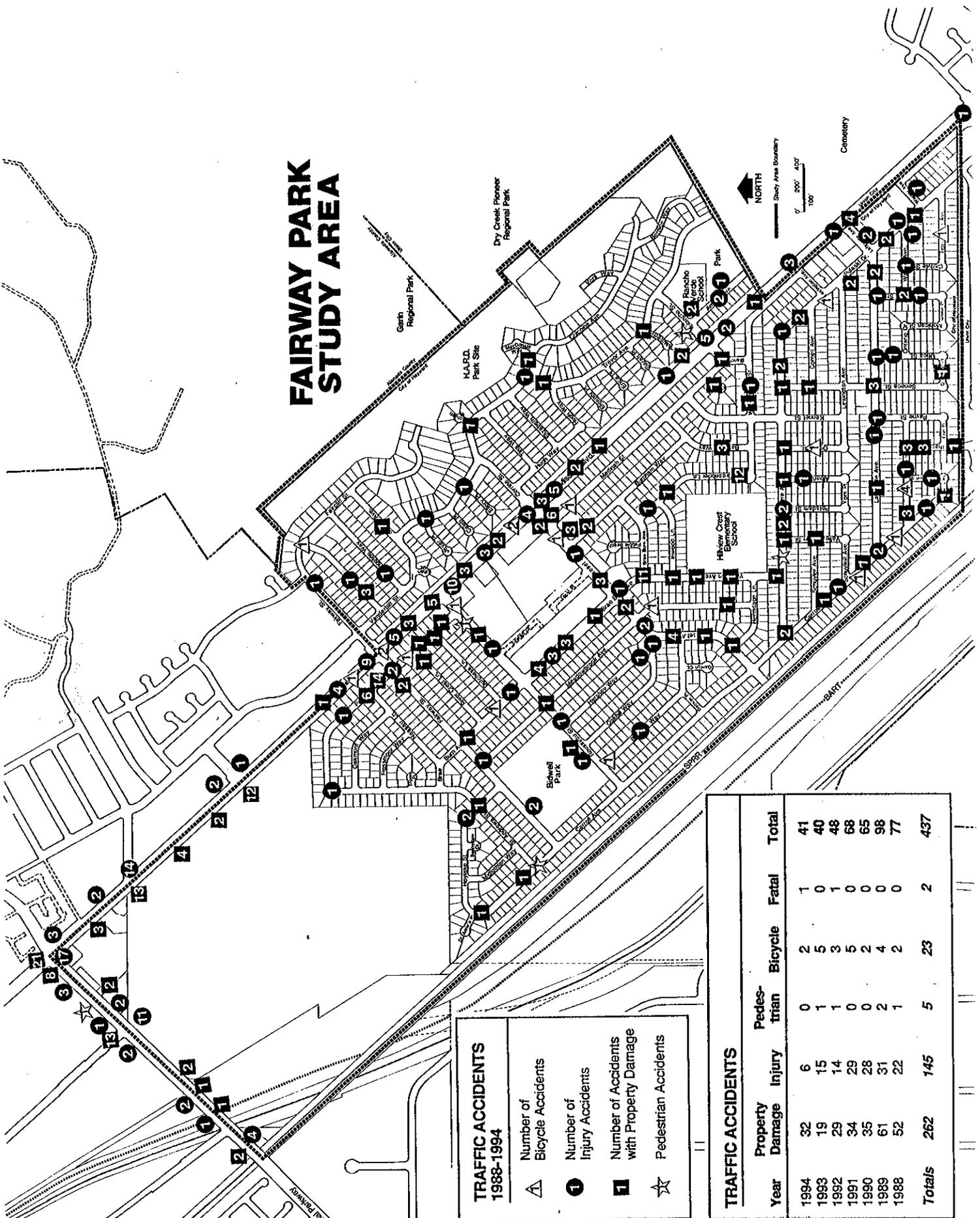
The collector street system was established with approval of the original residential subdivisions. Collector streets are indicated in Figure 14. Street right-of-way widths are also shown and generally reflect the function of the street. To the east, north-south travel is possible using Vanderbilt/Chicoine/Trevor. On the west, segments of Brae Burn/Wheelon and Carroll provide alternatives for north-south travel. Carroll is an exception in that the right-of-way is only 50 feet wide along its entire length.

Traffic Safety Issues

Safety of automobile and pedestrian travel is of utmost concern to the neighborhood. The primary concern of neighborhood residents is to reduce the amount of speeding throughout the neighborhood. The location of reported traffic accidents over the past seven years is depicted in Figure 15.

There are ten police officers dedicated to traffic enforcement patrol citywide. Other beat officers perform enforcement duties as time allows. Officers often work with staff in Public Works to resolve traffic problems. A traffic safety program is available for presentation to interested groups. The Police Department compiles a "high accident list" on a quarterly basis to identify priority locations for increased enforcement or possible improvements. A radar trailer is often used in response to complaints about speeding and appears to be very effective while in place.

FAIRWAY PARK STUDY AREA



TRAFFIC ACCIDENTS 1988-1994

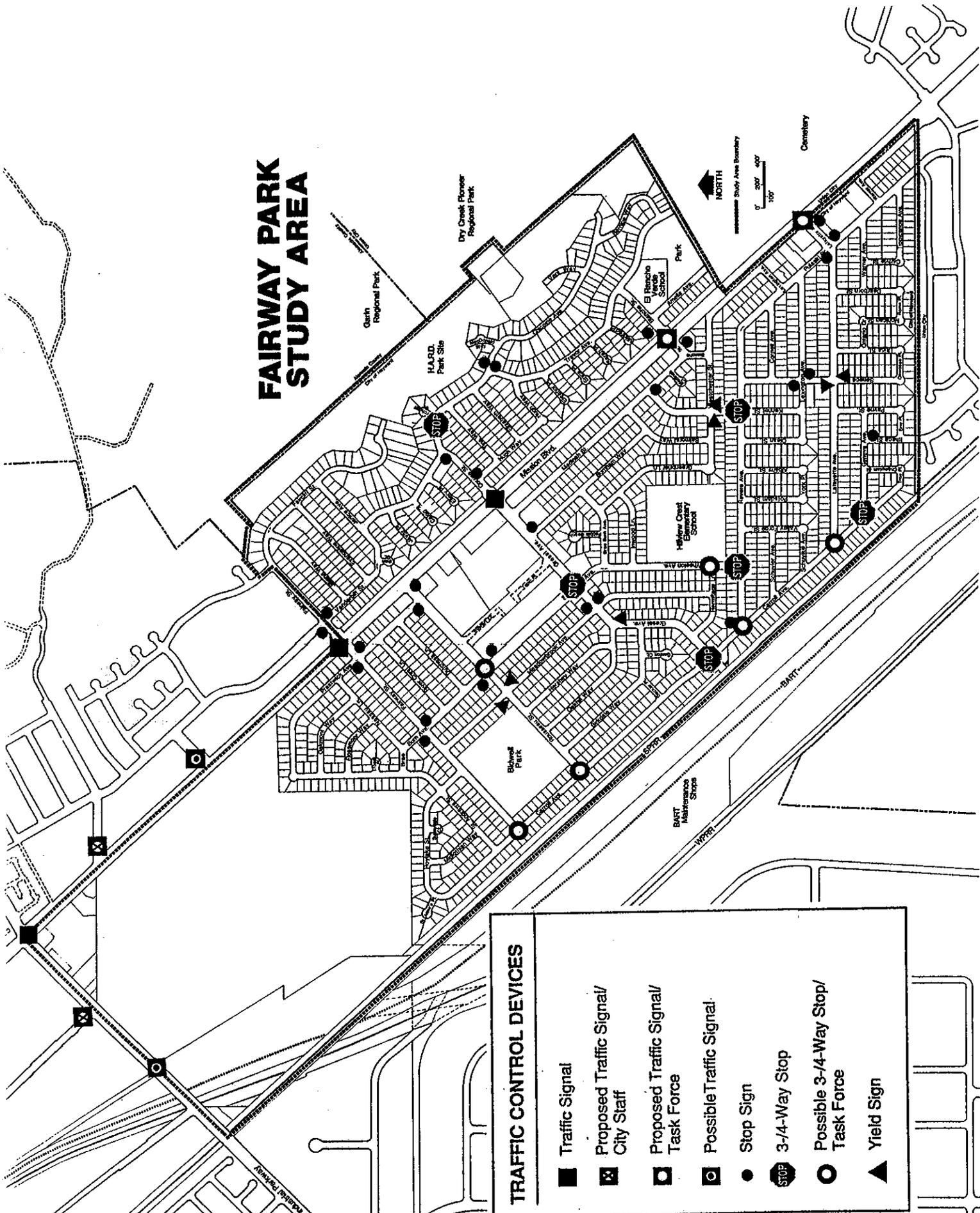
- Number of Bicycle Accidents
- Number of Injury Accidents
- Number of Accidents with Property Damage
- Pedestrian Accidents

TRAFFIC ACCIDENTS

Year	Property Damage	Injury	Pedestrian	Bicycle	Fatal	Total
1994	32	6	0	2	1	41
1993	19	15	1	5	0	40
1992	29	14	1	3	1	48
1991	34	29	0	5	0	68
1990	35	28	0	2	0	65
1989	61	31	2	4	0	98
1988	52	22	1	2	0	77
Totals	262	145	5	23	2	437

Figure 15

FAIRWAY PARK STUDY AREA



TRAFFIC CONTROL DEVICES

- Traffic Signal
- ⊠ Proposed Traffic Signal/
City Staff
- ◻ Proposed Traffic Signal/
Task Force
- ◻ Possible Traffic Signal
- Stop Sign
- ◉ 3-/4-Way Stop
- ◻ Possible 3-/4-Way Stop/
Task Force
- ▲ Yield Sign

Traffic Control Devices

Existing and proposed traffic control devices are indicated in Figure 16. Caltrans has been asked to evaluate the need for traffic signals on Mission Boulevard at Blanche and Lafayette. New traffic signals are being recommended by the Task Force at these locations; however, there are concerns that too many signals will result in increased congestion on Mission Boulevard. Other signals have been evaluated by City staff, on Mission Boulevard at Garin Avenue and on Industrial Parkway at Dixon Road. It is possible that a signal may also be needed on Mission at Arrowhead if development is approved on the Fry property. Another signal on Industrial Parkway will be required if Route 238 is extended as currently designed. The City of Hayward maintains a ranking of proposed traffic signals based on evaluation of selected criteria (see Figure 17).

Additional stop signs are proposed at several points along Carroll because of concerns about speeding; the stop sign at Brae Burn and Rousseau is also viewed as a high priority by the neighborhood. Last year, the City adopted a new policy on neighborhood stop sign warrants which incorporates consideration of local neighborhood concerns.

The Task Force examined other alternatives for addressing traffic concerns. City staff has explained that either stop signs or speed humps (but not both) may be possible solutions in a given location, depending on the specific considerations. Citizens can request that 25 mph speed limit signs be posted. City staff has formulated a proposed policy regarding speed humps which will be considered for adoption by Council in late 1995. The use of traffic barriers and one-way streets often diverts traffic to other nearby streets. A preliminary suggestion that the wide streets surrounding the Fairway Park shopping center be made narrow and more attractive through installation of medians and landscaping received little support from the neighborhood.

Crossing Guards and Crosswalks

The safety of children on their way to and from school is of great concern. For those areas within the Hayward Unified School District, children must cross Mission Boulevard to get to Treeview Elementary School. This underscores the importance of maintaining crossing guards at the intersection with Fairway Street. For those areas within the New Haven Unified School District, this concern is not as pronounced since children east of Mission Boulevard are bused to Hillview Crest Elementary School.

Six years ago, in an effort to reduce pedestrian accidents, staff adopted the practice of replacing only those crosswalks which are controlled by either a stop sign or a traffic signal. Staff adopted this practice because the Institute of Transportation Studies has reported that pedestrians at uncontrolled locations are six times as likely to be involved in an accident if crossing in a marked crosswalk. Apparently, pedestrians develop a false sense of security in marked crosswalks, while continuing to use more caution in unmarked crosswalks.

Although crosswalks that are not controlled by a stop sign or signal are generally not replaced, staff does evaluate individual locations with a high volume of pedestrian traffic, or with special needs such as school crossings, for restriping. No increase in pedestrian accidents has been

PRIORITY	INTERSECTION	NOTES
1.	W. Tennyson @ Tyrrell	
2.	Clawiter @ Breakwater	Proposed under IAD.
3.	Depot @ Clawiter	Proposed under IAD. Will be implemented in FY 94/95.
4.	Whipple @ Huntwood	Possible participation by Union City.
5.	Hesperian @ Aldengate	
6.	W. Tennyson @ Oliver	
7.	B @ Seventh	
8.	Industrial @ Dixon	
9.	D @ Atherton	Proposed under D St. Phase II.
10.	Mission @ Berry	
11.	Tennyson @ Dickens	
12.	Mission @ Garin	
13.	Harder @ Bishop	
14.	Hesperian @ Chabot	Possible participation by Chabot College.
15.	Clawiter @ West	
16.	Clawiter @ American	
17.	Whipple @ Wiegman	Possible Developer Participation.
18.	Tennyson @ Harvey	
19.	Clawiter @ National	
20.	Hesperian @ Catalpa	
21.	Clawiter @ Enterprise	Proposed under IAD.
22.	Hayward @ Civic	
23.	Atherton @ C	
24.	B @ Montgomery	Proposed in North Hayward Neighborhood Plan.
25.	Hesperian @ Longwood/Skywest	Proposed in Longwood-Winton Grove Neighborhood Plan.
26.	Grand @ Meek	
27.	Santa Rosa @ Ocie	
28.	Second @ Walpert	Proposed in Mission-Foothills Neighborhood Plan. School flashing signal will be installed in FY 94/95.
29.	Hesperian @ Sueirro	
30.	Huntwood @ Zephyr	
31.	Hayward @ Parkside	

TO BE EVALUATED

32.	Second @ Campus	Proposed in Mission-Foothills Neighborhood Plan.
33.	West A @ Victory	Proposed funding under West A Street project.

experienced as a result of this practice, and the decrease in crosswalk striping stretches City resources. Consequently, staff believes that the current practice benefits the City and is not detrimental to pedestrian safety. However, staff will continue to respond to citizen inquiries and examine the specific location(s) to determine if crosswalks are appropriate.

Pedestrian Circulation

The absence of sidewalks along the west side of Mission Boulevard north and south of the Fairway Park shopping center is of widespread concern in the neighborhood. Installation of sidewalks, along with curbs and gutters, bike lanes, and appropriate landscaping should be pursued in conjunction with Caltrans. The need for such improvements will be even greater if housing and/or park development is approved on the Fry property.

Residents are also concerned that sidewalks provide a safe mode for pedestrian travel within the neighborhood. Raised sidewalks due to the presence of inappropriate species of street trees is of longstanding concern, as it is throughout the city. The condition of the sidewalks is especially severe in this neighborhood, which is one of two areas with the greatest amount of damaged sidewalks. As a result, this neighborhood was one of the first to participate in the city's sidewalk repair program. This program is discussed further under Neighborhood Character and Appearance.

Curb ramps are in great demand to enhance accessibility for the disabled and other citizens with mobility limitations. The neighborhood was informed that curb ramps are installed whenever there is an opportunity (e.g. in conjunction with new development or as part of street reconstruction projects). However, the neighborhood is concerned that curb ramps also should be installed as part of the sidewalk repair program. Additional funding for these improvements is also desired by the Task Force.

Parking Issues

There are several types of parking issues of concern to neighborhood residents. Each of these issues requires a distinctly different solution. Visibility at corners or driveways, which is viewed as a safety issue, may be enhanced with signs or red curb markings. Other concerns are usually addressed through enforcement of existing ordinances. For example, illegal parking on lawns is enforced through the Community Preservation Ordinance. Parking of "For Sale" vehicles on vacant lots, as along Mission Boulevard, is often addressed simply by notifying absentee property owners. Parking of recreational vehicles on local streets is also perceived as a safety issue. Although tractor-trailer trucks are not permitted to park on local residential streets, tractor-trailer truck parking on arterial streets bordering the neighborhood is of longstanding concern and is discussed in more detail below.

Industrial Parkway is a designated truck route. Truck parking is permitted along this street except where specifically prohibited. Many neighborhood residents feel that truck parking along the portion of Industrial Parkway between Mission Boulevard and the BART tracks should be prohibited because of safety and aesthetic concerns and because it is perceived as contributing to illegal activities. In 1992, City staff reviewed a request to prohibit all parking along

Industrial Parkway/Industrial Parkway West between I-880 and Mission Boulevard. Protests were received from adjacent apartment complexes citing hardships for tenants (especially truck owners-operators) and from the Holiday Bowl, which was concerned about possible spillover truck parking on its property. As a result, a decision was made at that time to restrict parking for all vehicles on the north side of Industrial Parkway between I-880 and Pacific Street, and on the south side of Industrial Parkway between I-880 and Huntwood Avenue. In responses to a more recent request, City staff has conducted another survey of property owners abutting Industrial Parkway between Mission Boulevard and the BART tracks to determine their opinions on the impacts of such a prohibition. Similar types of protests were received and as a result, no changes were made. The Task Force has addressed this issue by recommending that truck parking be restricted in this area.

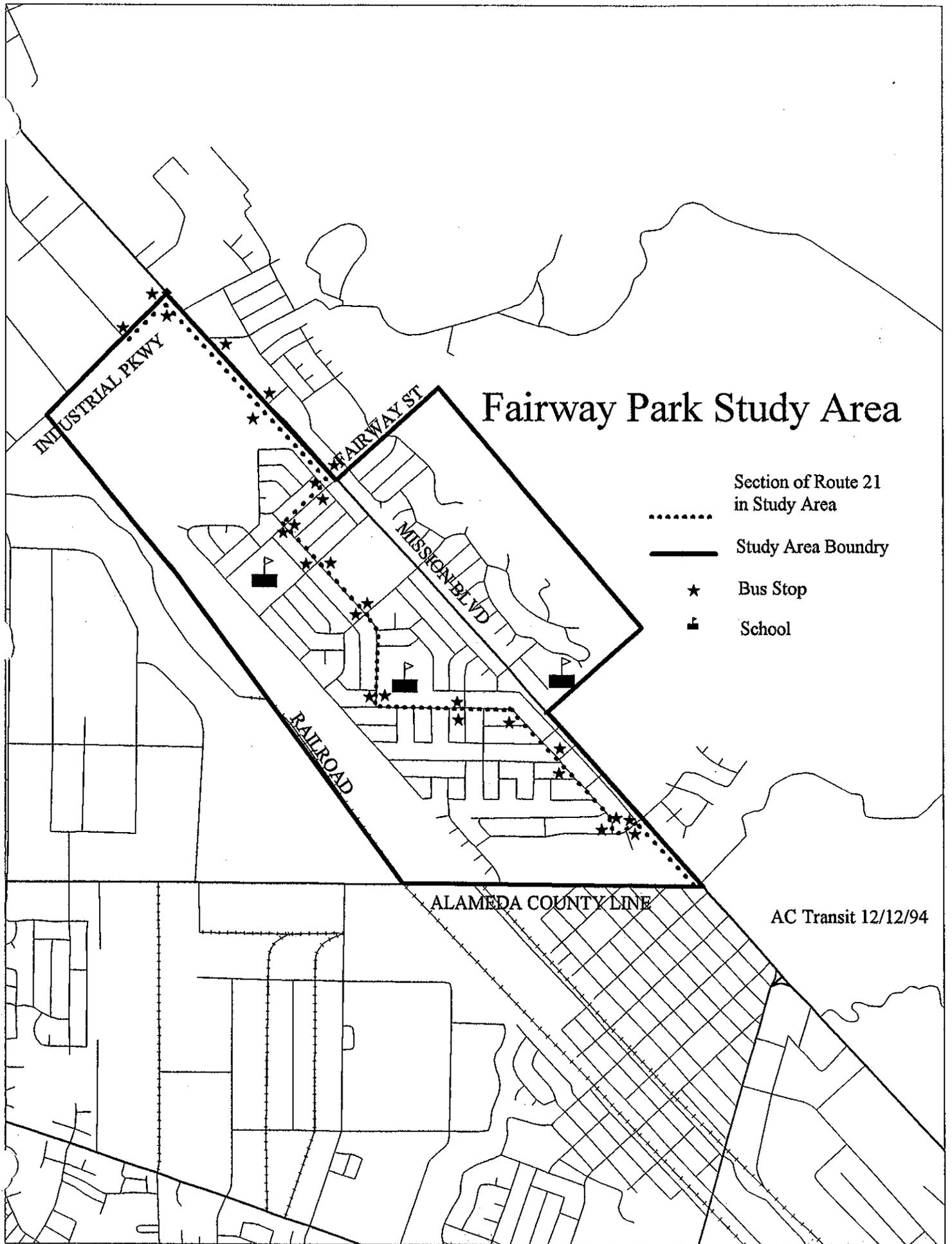
Bicycle Facilities

There are generally three types of bicycle facilities. Separate bicycle paths are designated as Class I bikeways. Class II facilities include bike lanes, which are specially marked areas on designated streets. Class III facilities are bike routes, or simply streets which have signs posted in the right-of-way.

Two of the city's Class I bicycle paths are located in or near this neighborhood (these bikeways are depicted in Figure 29). The Mission Greenway path extends from the city limits to Fairway Street. The other path parallels the flood control channel along Industrial Parkway and extends from the BART tracks to the intersection at Industrial Parkway Southwest. The Task Force believes there is a need to connect the existing bicycle facilities and to provide extensions to Garin Regional Park and the South Hayward BART station. Opportunities to provide this connection may arise in conjunction with either the Mission Boulevard spot widening improvement at Industrial Parkway or approval of any development proposals for the former golf course site. In addition, funding for bicycle facilities may be available from the Bay Area Air Quality Maintenance District.

Public Transit

AC Transit provides bus service to the neighborhood. The current alignment of Route 21 and existing bus stops are indicated in Figure 18. This route provides direct service along Mission Boulevard between the South Hayward BART station and the Union City BART station. The line is routed through the neighborhood to provide more convenient access to major generators such as the shopping center and apartment complexes and to the more densely populated areas. There is some concern that the line intrudes too much into single-family neighborhoods and should be rerouted on Mission Boulevard.



Fairway Park Study Area

- Section of Route 21 in Study Area
- Study Area Boundry
- ★ Bus Stop
- ▣ School

AC Transit 12/12/94

Figure 18

PUBLIC SAFETY

Most of the concerns focus on the perceived need to increase the security and sense of personal safety in the neighborhood. Maintenance of the existing level of fire protection services is also of concern. Other issues are related to public health and environmental concerns, including seismic hazards and hazardous materials contamination. Traffic safety issues are discussed under Circulation.

NEIGHBORHOOD SECURITY

Community Policing Services

The Community Policing and Problem Solving (COPPS) program was established in 1990 to enable police officers to work more closely with residents and merchants to resolve problems in their neighborhoods. This neighborhood has relatively less crime than other areas in the city; however, the focus of public safety concerns identified at the initial neighborhood meeting was on drugs and gangs as well as traffic issues.

There are eight organized Neighborhood Alert groups in the study area; however, only six of these groups are currently active and not all of these are meeting on a regular basis. General locations of established groups are shown in Figure 19. Neighborhood Alert signs are often posted in such areas to increase public awareness. Signs are available for \$40 or \$60 (with addition of "No Drugs") by contacting the Police Department's Crime Prevention Officer.

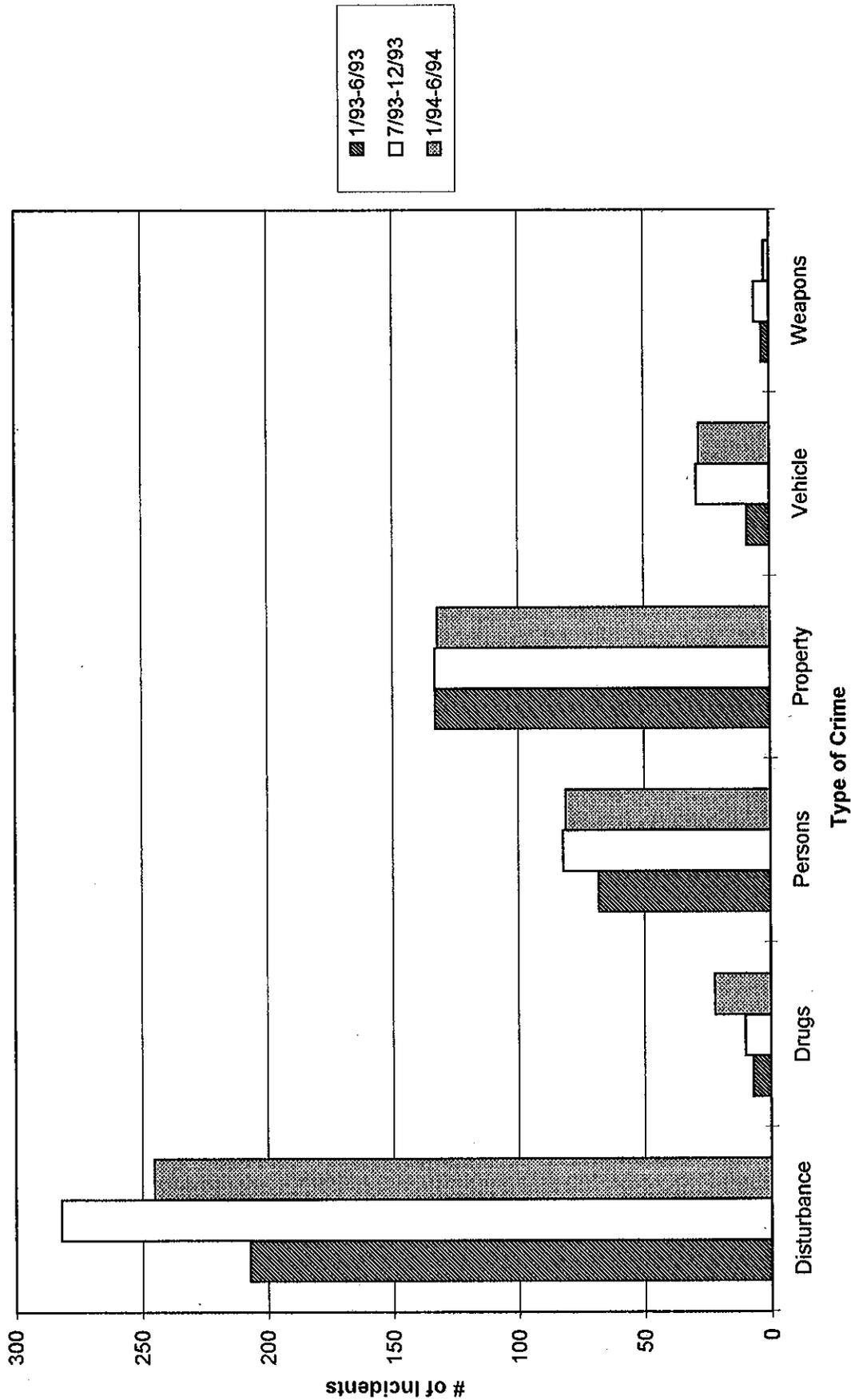
Patrol staffing includes 45 officers for the entire command area, which includes that portion of the city generally south of Harder Road and east of the Nimitz Freeway. This number does not include detectives, special enforcement teams, or juvenile school officers. The City has recently received funding for one additional officer through the new federal grant program. Police Department statistics reveal how calls for service (the direct and immediate demands for service by community residents) have increased over the past five years, resulting in less discretionary time for officer-generated activity (law enforcement and crime prevention actions conducted by officers on their own initiative in their uncommitted time).

Neighborhood residents have suggested that a storefront police station be established in the area. The Police Department has explained that a substation involves significant budget and personnel considerations. Some types of assistance are available from other sources. For example, conflict resolution assistance is provided through agencies such as Eden Area Mediation Services.

Criminal Activity

Crime statistics for the Fairway Park neighborhood during a recent 18-month period are summarized in Figure 20. Police have noted that criminal activity such as narcotics and

CRIME TRENDS: JANUARY 1993 - JUNE 1994



burglaries are often related, as drug users often steal to get money to buy more drugs. Police emphasize that citizens need to report criminal activity in order to help police enforce the laws. In addition, police note that the level of criminal activity can be significantly affected by the quality of rental property management. The Police Department recently held a workshop for apartment managers and landlords, with approximately 60 persons in attendance.

Graffiti is also of concern to the neighborhood. The City's graffiti abatement program requires community service hours from convicted offenders as well as participation of the parents of convicted offending juveniles. Further discussion on graffiti and abatement efforts is provided in the section on Neighborhood Character and Appearance. Graffiti often provides evidence of the level of gang activity in an area. There are approximately 15 gangs (three are very active) distributed throughout Hayward. Only two staff are assigned to monitor gang activity.

Street Lighting

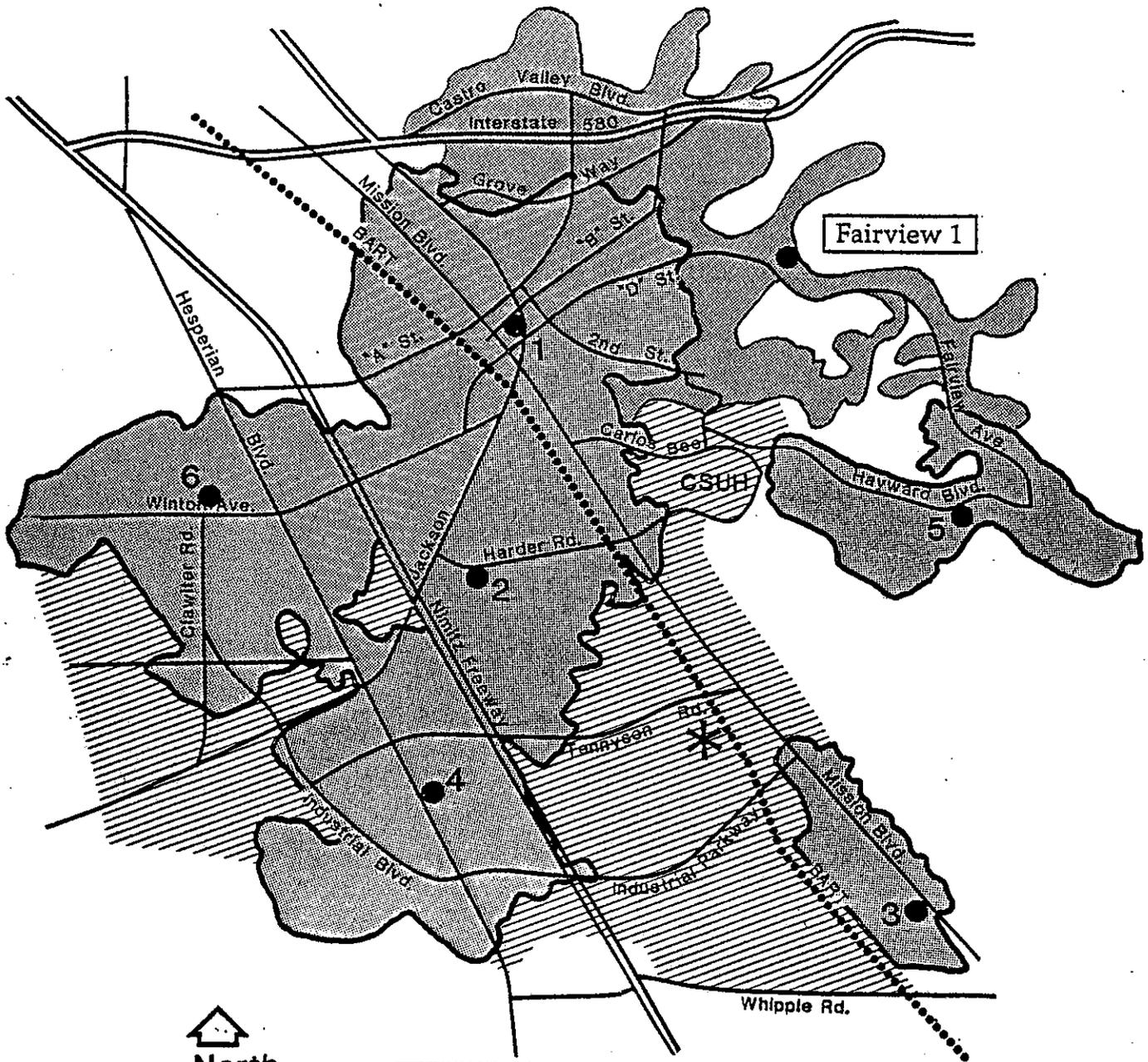
Adequacy of street lighting can contribute significantly to the feeling of safety in a neighborhood. A major concern of the neighborhood is the absence of street lighting along some portions of Mission Boulevard (west side). In addition, residents have noted areas in the neighborhood where the inadequate street lighting, whether due to the number of poles or level of illumination, contributes to the unsafe feeling. The Police and Public Works Departments are willing to work with residents to improve street lighting in their neighborhoods. New or enhanced lighting can be requested through the City's Public Works Department. New poles each cost about \$6,000-\$7,000. Spacing of poles may vary within the neighborhood depending on the street and subdivision. Residents may need to contact PG&E to report burned out lights or other needed repairs in areas where the street lights are not owned by the City.

FIRE PROTECTION

The study area is served by the engine company at Station #3 located on Blanche Street just west of Mission Boulevard. Seismic retrofit of all fire stations in the City has recently been completed. Almost all of the neighborhood is within 1.5 miles of the station and thus within the area covered by the 5-minute response time standard (see Figure 21). Neighborhood residents are generally very pleased with the level of fire service and response to the neighborhood. Residents have acted in the past to maintain Station #3 in its present location, even though a large portion of the service area lies outside the city limits. Service to the neighborhood will be enhanced with the opening of a new Station #7 near the intersection of Huntwood and Tennyson. This station will improve response times to the northwestern portion of the study area. A temporary building is planned to be in use within the next year.

HAZARDOUS MATERIALS

Neighborhood residents have expressed concerns about possible contamination at abandoned gas station sites with the study area. One of these stations, the former Beacon gas station at the southwest corner of Mission Boulevard and Industrial Parkway, has been identified as a site



CURRENT FIRE ENGINE COMPANIES (1-6)	
●	Existing Station
*	Proposed Station
	Areas Within 5-Minute Response Time Standard
	Developed Hayward Areas Beyond 5-Minute Response Time for Emergency, Medical and Fire

Figure 21

contaminated with hazardous materials. The Regional Water Quality Control Board file on fuel leaks indicates that an unspecified quantity of gasoline and diesel fuel leaked from tanks located on site. Four fuel tanks were removed from the site in 1988. Contaminated soil was excavated and piled on site for aeration. Groundwater monitoring wells were installed and are sampled quarterly. Varying concentrations of contaminants have been detected in all the wells through time. Samples collected from most of the wells in November 1993 and March 1994 again had detectable concentrations of benzene except for the two wells closest to Mission Boulevard. These two wells are located approximately 10 and 40 feet west of the roadway. Groundwater at this site flows in a southwest direction, away from Mission Boulevard. Remedial actions are still underway, as is an evaluation of the extent to which the tank leak may have migrated to adjoining properties on the west.

SEISMIC HAZARDS

The Hayward Earthquake Fault Zone parallels the hillface which forms the eastern border of the study area (see Figure 22). Existing residential development extends up to the hillface, which generally corresponds with the Taper park site owned by HARD. Since Garin/Dry Creek Regional Park lies to the east, there is no possibility of further development in this portion of the fault zone.

The most recent assessment of groundshaking hazards due to an earthquake on the Hayward Fault is contained in the **On Shaky Ground** report released by the Association of Bay Area Governments (ABAG) in the Spring of 1995. The report indicates that the geologic materials underlying the study area are capable of producing shaking amplification in the "moderate" range during earthquakes. However, the resulting level of damage can vary significantly depending on the proximity to a given fault. For example, according to the report the damage level in the Fairway Park area, based on the groundshaking intensity expected as a result of an earthquake of 7.0 magnitude on the southern segment of the Hayward Fault, is rated as "Heavy" to "Extreme". In the event of an earthquake of 7.3 magnitude along the entire length of the Hayward Fault, the damage level is rated as "Extreme" throughout the study area. The ABAG report describes the potential impacts in more specific terms as follows:

Heavy Damage - General panic. Masonry D destroyed; masonry C heavily damaged, sometimes with complete collapse; masonry B seriously damaged. General damage to foundations. Frame structures, if not bolted, shifted off foundations. Frames racked. Serious damage to reservoirs. Underground pipes broken. Conspicuous cracks in ground. In alluvial areas sand and mud ejected, earthquake fountains, sand craters.

Extreme Damage - Most masonry and frame structures destroyed with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes, embankments. Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land. Rails bent slightly.

Other geologic hazards, in addition to those originated by seismic activity, exist in the study area. The area along the hillface is susceptible to landslides during heavy rainstorms because of the steep slopes and the underlying geologic materials.

PUBLIC FACILITIES

Major issues of concern to neighborhood residents include the schools, parks and recreational facilities. Fire protection is discussed under Public Safety. Other public facilities and services are discussed under Neighborhood Character and Appearance.

EDUCATIONAL FACILITIES

The study area is served by two separate school districts: Hayward Unified School District (HUSD) and New Haven Unified School District (NHUSD). The boundary line traverses the neighborhood in an east-west direction and approximates the township line (see Figure 23). Existing HUSD schools which serve the neighborhood include Treeview Elementary School, La Vista Intermediate School, and Tennyson High School. The only HUSD facility located within the study area is the Bidwell school site, which is currently leased by the Hayward Area Recreation and Park District. Existing NHUSD schools which serve the neighborhood include Hillview Crest Elementary School, Barnard-White Middle School, and James Logan High School, as well as El Rancho Verde Continuation High School. According to the 1990 Census, about 7% of the resident K-12 students attend private schools as compared to the city average of slightly over 11%.

Hillview Crest Elementary School

Hillview Crest is the largest K-4 school in the New Haven Unified School District with an enrollment of 950 students. Enrollment has increased from last year. Enrollment is evenly divided between Hayward and Union City residents. About 100 of the Hayward students are interdistrict transfers from the Hayward Unified School District, primarily from the Treeview Elementary School attendance area. The student mobility rate last year was 30% (includes transfers both in and out of the school).

The YMCA operates an after-hours child care program on the stage in the auditorium. About 200 students are involved in after-hours enrichment programs, which are currently staffed by 20 volunteers from Logan High School in fulfillment of community service requirements. The music program involves another 200 students. Two new portables have recently been installed on permanent foundations to house music and physical education programs. The Union City Parks and Recreation Department operates some programs on the site.

Security fencing has recently been installed to reduce vandalism; however, it also restricts public access on weekends. Vandalism occurs mostly in the form of gang graffiti. The school relies on police departments from both cities to handle problem students from the respective areas; however, no support has been available from Hayward this past year due to staffing shortages.

FAIRWAY PARK STUDY AREA

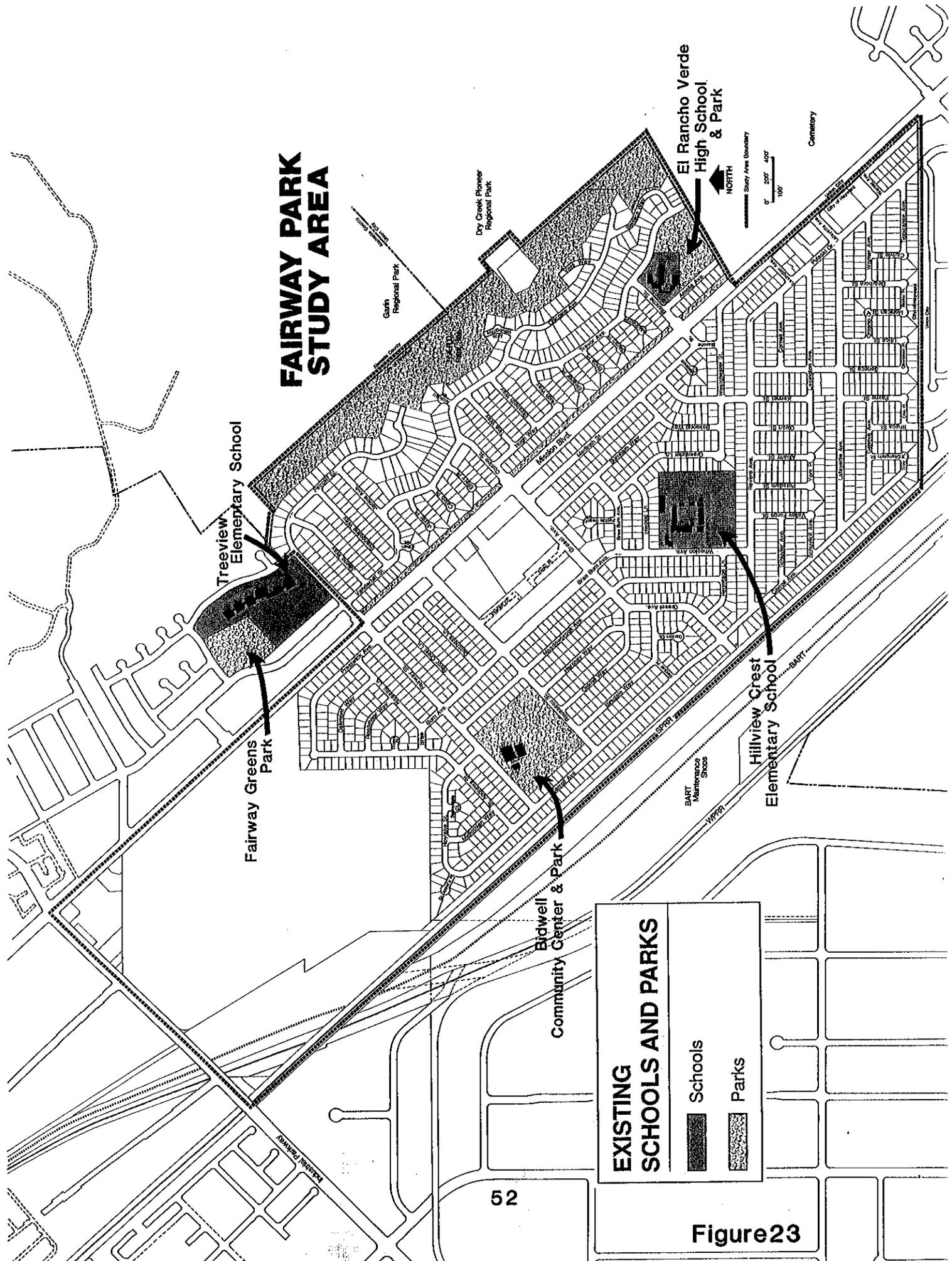


Figure 23

Treeview Elementary School

This school serves students in Kindergarten through Grade 6. The attendance area extends northward to approximately Valle Vista Street. Estimated enrollment this year is 475, including special education students. The school currently does not have capacity to accept new students. The student mobility rate last year was 47%. According to HUSD staff, it is possible to accommodate increased enrollment with additional portables. The District is installing one portable this year; however, the Task Force prefers no additional portables. The District is eligible for funds from the state for modernization but not new building construction.

The HUSD Reconfiguration Task Force has recommended a revised grade level configuration (K-5, 6-8), although some flexibility may be permitted. The Treeview School community has submitted a proposal for a K-8 configuration. Implementation of the HUSD Task Force recommendations, as adopted by the Board of Trustees, is expected to begin in 1996.

Bidwell School Site

Bidwell Elementary School was closed in 1977. As a school building, Bidwell had 13 classrooms with a capacity of 240-300 students. It is now leased to HARD and the entire site, including buildings (except for the rear storage wing) and playground equipment, is maintained by HARD. The original HARD plan for the Bidwell school site was as a community center. The neighborhood wants a center with day care facilities and a library. It is unclear whether the programs that were initially offered lost money due to lack of awareness or lack of interest.

The school building is currently devoted to multiple uses. Two of the classrooms are used for Tot Time. Other rooms are used by Headstart or for storage by HUSD. Headstart subleases its space from HARD. The Headstart program, with the assistance of \$160,000 in grant monies, has funded upgrading of the front wing. The current grant expires in 1996. There is still a need to remove asbestos in other parts of the building. It is unknown if any children now attending the Headstart program at Bidwell will switch to a new site in Union City. A new Headstart program has been established on a site at 5th and E streets with the assistance of funding provided by Union City through its Community Development Block Grant.

PARKS AND RECREATION

The study area is served by the Hayward Area Recreation and Park District (HARD). In addition to its own facilities, the District provides other facilities and programs through joint use agreements with the school districts. Existing park and school playground facilities within and adjacent to the study area include the following:

Bidwell Park	10.58 acres
Fairway Greens Park (next to Treeview School)	3.00 acres
El Rancho Verde (playground area only)	4.00 acres
Stonybrook Park (Vanderbilt/Woodland)	4.50 acres
Total	22.08 acres

The Bidwell school site is owned by Hayward Unified School District and leased by HARD. HARD is responsible for field use scheduling. Current activities include adult and youth soccer (year-round), Little League, and American Heritage Schools (softball and soccer).

The El Rancho Verde park site is operated through a joint use agreement with New Haven Unified School District. The gymnasium is scheduled by HARD after blocking out NHUSD dates. Current activities include basketball and volleyball leagues and open play, and gym rental when space is available. The park is used by Hayward Youth Soccer (July-November) and also has Little League fields (not scheduled by HARD).

Fairway Greens Park is utilized by Hayward Youth Soccer (July-November). Treeview Elementary School has a very active playground program on a year-round basis and participates in youth basketball and football programs through HARD.

Stonybrook Park functions as a neighborhood park and features tennis courts.

The undeveloped Taper property, which adjoins Garin/Dry Creek Regional Park, is owned by HARD and includes 56 acres. It functions primarily as a wildlife corridor with only two small sites suitable for park development.

The study area is bordered on the east by Garin/Dry Creek Regional Parks, which encompass over 2,880 acres and provide nature study, hiking, horseback riding, and picnicking opportunities. Access is via Garin Avenue.

Park Standards

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

Applying local park standards, neighborhood parks provide 10.58 acres of local park, or 1.5 acres/1,000 population. There are presently 7.0 acres of school playgrounds in the study area, or about 1.0 acres/1,000 population, for a combined total of 2.5 acres/1,000 population of local parks and playgrounds. This area just meets HARD's standards if only local parks are considered. If school playgrounds are included, then there is more than sufficient acreage to meet the local park standard. Stonybrook Park (4.5 acres) is outside the study area and is excluded from this discussion although some neighborhood residents may use this facility. The undeveloped Taper park site (56 acres) is also excluded since it is viewed by HARD as primarily a wildlife corridor.

According to the HARD Master Plan, an additional park site would be needed if development were to occur on the Fry property. If the proposed Warmington Homes development were to

be approved, the applicant has indicated it might offer to turf and irrigate the dedicated park site as part of the proposal. HARD typically prefers to wait and have the new residents help determine needed facilities.

Funding Sources

HARD is presently encountering serious financial problems due to state budget actions. HARD has lost 10 percent of its staff and all capital funds in the past few years. As a result, the District's priority is now on maintenance, rather than acquisition and development or new joint ventures with HUSD. HARD does not foresee significant funding to develop parks for the next 5-10 years. The sole source of new revenue is in-lieu park fees from new residential development.

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

The Park Dedication Ordinance authorizes the City of Hayward to collect park dedication in-lieu fees in accordance with an adopted schedule. Park fees are only assessed for new residential units and do not apply to commercial and industrial projects. Fees are \$3000 per single-family unit and \$2300 per multi-family or single-family attached unit. Second units are charged \$1,300. Park dedication in-lieu fees are used for expanding park and recreation opportunities in areas where new residential development is occurring. Funds are typically allocated to HARD for specific park projects in these areas.

For administrative purposes, the City is divided into park service areas. This neighborhood is located within Zone B, which includes the area generally south of Tennyson Road and east of the Nimitz Freeway (see Figure 24). Current fund balances as well as past expenditures as of June 30, 1995, are shown in Figure 25.

Restoration of the former Hayward Golf Course Site

Existing City policies call for restoration of a golf course on the Fry property. The HARD Master Plan also recognizes the need for another golf course within the District. HARD has not pursued purchase of the former golf course property as it would prefer operation only in conjunction with other ownership. In discussions with the Task Force, HARD staff has estimated that it would cost about \$3 million to restore the former golf course site. Anticipated annual operating costs of approximately \$2 million would be somewhat offset by estimated annual income of \$200,000.

PARK DEDICATION IN-LIEU FEES REPORT
JULY 1, 1994 THROUGH JUNE 30, 1995
FY 1994 - 1995

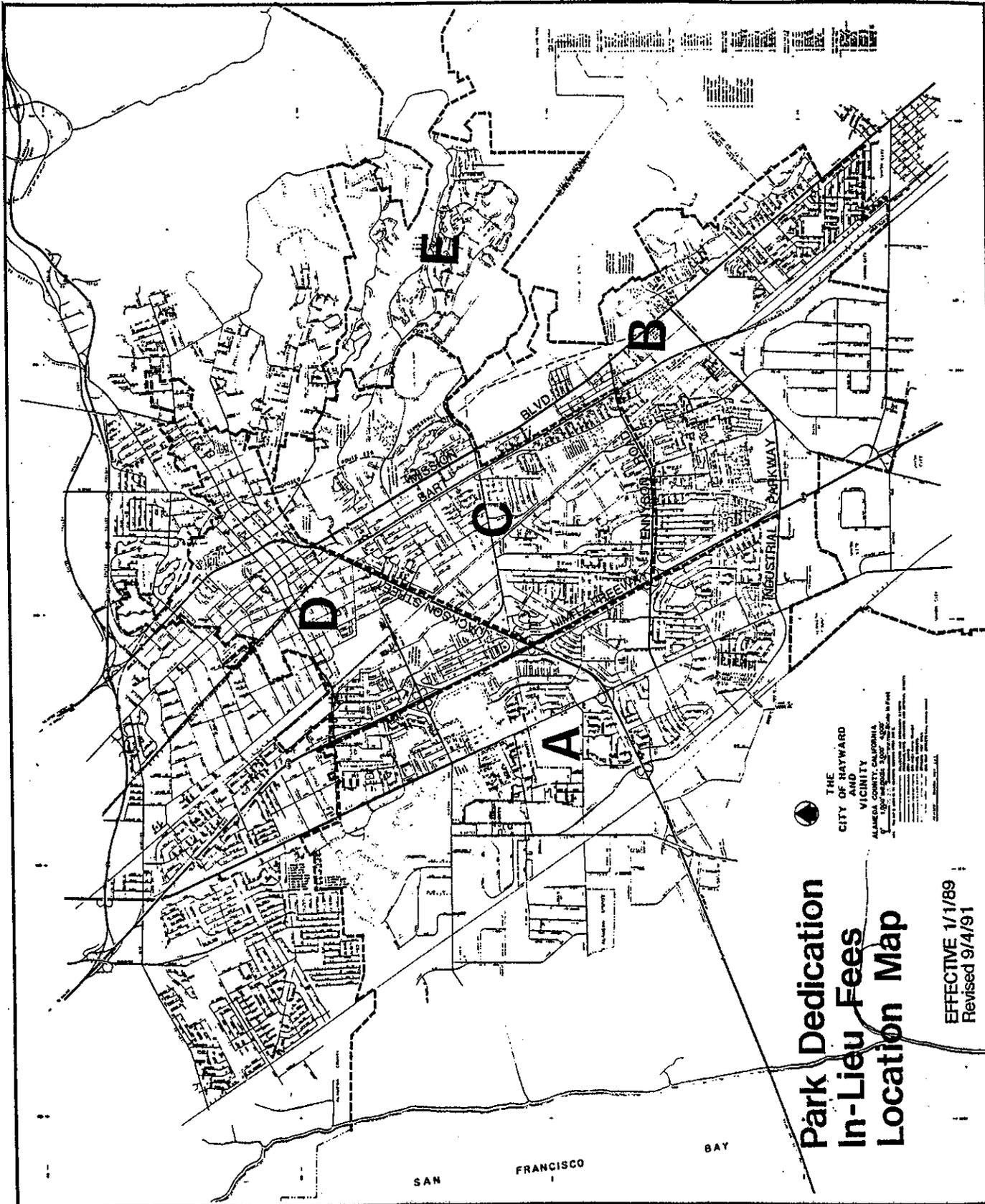
ZONE	BEGINNING BALANCE	NEW FEES RECEIVED	INTEREST	EXPENDITURES	ADMINISTRATIVE OVERHEAD	OUTSTANDING ALLOCATIONS	CURRENTLY AVAILABLE
A	\$148,352.00	\$30,000.00	\$9,416.00	\$6,391.00	\$1,635.00	\$63,474.00	\$116,268.00
B	\$233,029.00	\$64,800.00	\$12,776.00	\$38,790.00	\$3,533.00	\$21,165.00	\$247,117.00
C	\$142,585.00	\$0.00	\$7,049.00	\$22,701.00	\$0.00	\$12,951.00	\$113,982.00
D	\$284,304.00	\$48,300.00	\$15,534.00	\$49,873.00	\$2,632.00	\$25,823.00	\$269,810.00
E	\$127,573.00	\$4,943.00	\$6,582.00	\$20,780.00	\$269.00	\$11,587.00	\$106,462.00
TOTALS	\$935,843.00	\$148,043.00	\$51,357.00	\$198,535.00	\$8,069.00	\$135,000.00	\$853,639.00

LIFE-TO-DATE*

ZONE	FEES RECEIVED	INTEREST	REVENUE TO DATE	EXPENDITURES	ADMINISTRATIVE OVERHEAD	CURRENT BALANCE**
A	\$511,398.00	\$172,738.00	\$684,136.00	\$499,150.00	\$5,244.00	\$179,742.00
B	\$941,568.00	\$359,481.00	\$1,301,049.00	\$1,023,006.00	\$9,761.00	\$268,282.00
C	\$732,696.00	\$168,310.00	\$901,006.00	\$773,821.00	\$252.00	\$126,933.00
D	\$708,192.00	\$222,437.00	\$930,629.00	\$623,467.00	\$11,529.00	\$295,633.00
E	\$395,962.00	\$124,039.00	\$520,001.00	\$401,347.00	\$598.00	\$118,049.00
TOTALS	\$3,289,816.00	\$1,047,005.00	\$4,336,821.00	\$3,320,791.00	\$27,384.00	\$988,639.00

*Figures include activity as noted in the Fiscal Year 1994-1995 Report
 **Current Balance reflects "Outstanding Allocations" plus "Currently Available."

Figure 24



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

THE
CITY OF HAYWARD
AND
VICINITY
ALAMEDA COUNTY, CALIFORNIA
1989

EFFECTIVE 1/1/89
Revised 9/4/91

SAN FRANCISCO BAY

Figure 25

NEIGHBORHOOD CHARACTER AND APPEARANCE

Residents expressed concerns regarding a variety of issues involving the character and appearance of the neighborhood. Maintenance of private property, design of new development, improvement of landscaping in the public right-of-way, street trees and sidewalks, and street sweeping are some of the issues of most concern to the Task Force. In addition, there is concern that some mechanism be established to address these issues on an ongoing basis.

MAINTENANCE OF PRIVATE PROPERTY

Community Preservation

This effort by the City to enlist support of all citizens and property owners to upgrade and maintain the appearance of residential and commercial properties involves the enforcement of several different ordinances. Local ordinances and/or state laws enforced by the Community Preservation staff address the following concerns: community preservation, zoning, weed abatement, refuse and garbage, smoking, graffiti abatement (in concert with other city staff), signs, recreational vehicle parking, and abandoned vehicles. Rental inspections, hazardous materials, and pollution of storm drains and gutters are handled by other City staff.

The most common concerns involve complaints about graffiti, cars on lawns, junk and outside car repairs involving oil spills. Enforcement relies first on enlisting cooperation before taking further action. The process varies depending on the ordinance, but can include citations, fines, and even abatement and subsequent billing to property owners or placing liens on the property (e.g. weed abatement). Enforcement is also dependent upon citizen complaints of violations.

Graffiti Abatement

Neighborhood residents are very concerned about the frequency of graffiti vandalism. Over the past few years, the City has taken some positive steps to wipe out graffiti in the community. A Paint Bank has been established that provides color-matched paint to citizens for touching up recently painted-out walls and fences. An Anti-Graffiti ordinance has been adopted which places conditions on the display and sale of related products and establishes procedures and obligations for graffiti victims and offenders. Residents and organizations can adopt a soundwall or participate in scheduled paint-out efforts.

Rental Housing Inspections

The City has had a mandatory rental inspection program in effect for parcels with three or more rental units since 1989. In 1993, the City began a mandatory inspection program targeted at all rental single-family homes, condominiums, townhouses, and duplexes. Locations of rental single-family dwellings in the study area are shown in Figure 26. The ordinance covers units more than 10 years old, including units under contract to the Alameda County Housing

Authority. The purpose is to ensure all rental housing is safe and sanitary and that all units comply with minimum standards, as well as to maintain attractive neighborhoods by preventing the deterioration of the rental housing stock. Inspectors may be able to canvass the Fairway Park area later this year. Once the initial inspections have been completed, inspections will occur approximately once every five years. The Housing Conservation Loan Program provides limited funding to assist in making home repairs. It is suggested that the City might consider distribution of a "renters' rights" packet to inform new residents of the housing code regulations and programs in effect.

LANDSCAPING AND PUBLIC RIGHTS-OF-WAY

Street Trees

Given the current resources, city-wide tree trimming is on a 10-year block pruning cycle. In addition to block trimming, a few days per week are available to handle situations in need of immediate attention. City staff has only been able to handle a portion of the requests for root-trimming and other problems. Root-pruning is important since it serves to lessen damage to curbs, gutters and sidewalks. In addition to these efforts, the City generally removes about 250-300 trees per year.

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

Sidewalk Repairs

The current City policy on replacement of damaged sidewalks places the responsibility for repair with the abutting property owner. At the same time, the curbs and gutters are the City's responsibility. Unfortunately, since the City eliminated its in-house capacity to do concrete repairs as a result of Proposition 13 staffing reductions in 1981, only limited resources have been available to address street tree-related damaged sidewalks. Prior to last year, existing programs consisted of asphalt patching to eliminate tripping hazards, root pruning to minimize damage, and a partnership program where, if a property owner agrees to repair the sidewalk, the City will root prune the tree as appropriate and, if necessary, repair the curb and gutter within budget limitations. Only about 15 residents a year have taken advantage of the partnership program.

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

developed confirming the magnitude of sidewalk damage in the City (refer to Figure 27).

In 1993, the City Council directed the preparation of the 1993-1994 Sidewalk Rehabilitation Program, to be funded within the Capital Improvement Program at \$125,000. As adopted, this program called for the repair of sidewalk locations in the two tree maintenance districts with the greatest sidewalk damage (Fairway Park-Rancho Verde and Schafer Park), using an application and lottery process. Funding was provided through a 50%-50% cost-sharing arrangement with property owners, allowing an option for payment over six months. Funding for future years will require City Council approval during the annual budget process.

The pilot program in the Fairway Park neighborhood has been completed. Figure 28 indicates the 66 locations throughout the neighborhood where sidewalks have been repaired and street trees will be replaced with appropriate species. There is some neighborhood concern about the compatibility of selected species. The program is currently slated to return to the neighborhood in 1998-99.

Median and Other Landscaping

The City is responsible for the maintenance of about 119 acres of public right-of-way; of this total, 21 acres are maintained by private contractors. In addition, the City reminds Caltrans at monthly meetings of its concern for maintenance of state properties in terms of weeds, litter, and landscape maintenance.

Neighborhood residents are concerned about improving entryways to the neighborhood. Attention needs to be paid to maintenance of the Mission Greenway and addition of design elements at entryways along Mission Boulevard (see Figure 29). The Task Force has reviewed possible design concepts for neighborhood entryways at Blanche, Gresel/Corinne, and Fairway streets. The west side of Mission Boulevard needs sidewalks and street trees. The Task Force believes the possibility of using Measure B funds for improvements along Mission Boulevard should be explored. Some residents feel that the landscape design theme of any development on the former golf course property should be integrated with the rest of the neighborhood.

Street Sweeping

The City's Streets Maintenance Division performs functions in addition to street sweeping, such as traffic counts, street striping, painting crosswalks, installing street signs, and cleaning storm drains. Regular twice-a-month street sweeping is provided throughout the year except for the November-February period (winter rains and leaf drop) when the schedule is less frequent. Normally, there are 5 operators for the entire city: one for the Downtown and major arterials (at night); one for the hill area and industrial areas; and three for the remaining residential areas. Task Force members believe that residents are generally aware of the designated day, but the hours also need to be known. Citizens still need reminders to remove their cars on the designated day. The estimated cost of installing notice signs citywide is about \$1 million (each sign costs about \$130).

Table 4 - Status Report on Street Tree-damaged Sidewalks

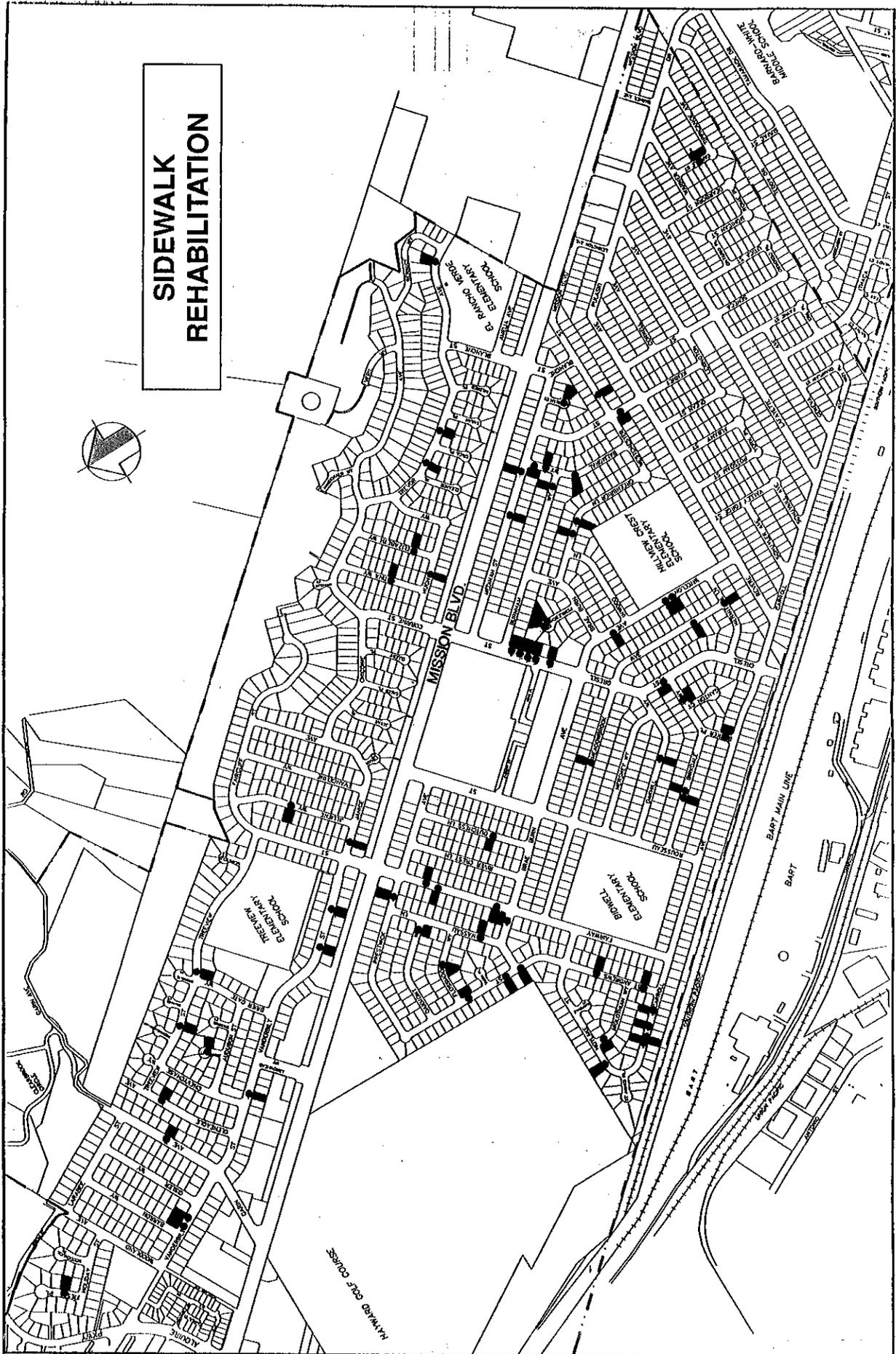
Tree Maintenance Districts		Total Square Footage	Damaged Locations	Average Square Feet Per Location
District #1	Downtown	10,856	604	18
District #2	Orchard/Hayward Hills	19,392	449	43
District #3	Huntwood/Tyrell	17,480	543	32
District #4	Schafer Park	75,120	1,009	74
District #5	Fairway Park/Rancho Verde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

Table 5 - Curb & Gutter Damage

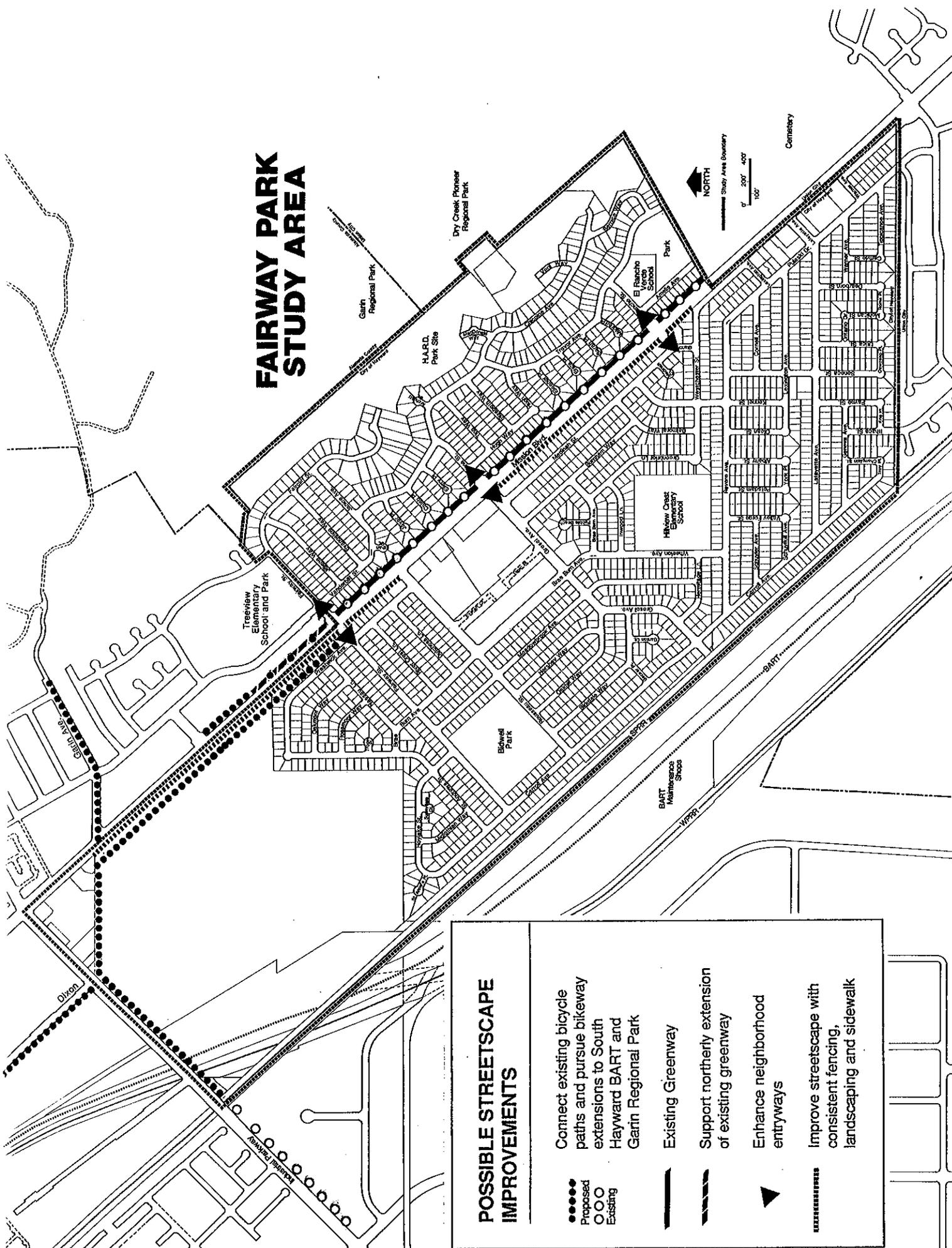
Tree Maintenance Districts		Total Linear Footage	Damaged Locations	Average Linear Feet Per Location
District #1	Downtown	503	52	10
District #2	Orchard/Hayward Hills	1,103	62	18
District #3	Huntwood/Tyrell	2,210	108	20
District #4	Schafer Park	10,242	601	17
District #5	Fairway Park/Rancho Verde	8,930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

Table 3 - Cost Estimate for the City's 50/50 Sidewalk Repair Program

Tree Maintenance District	Damaged Locations	Estimated Average Cost Per Location	Estimated Total Cost	Estimated City Share (65%)	Estimated Property Owners Share (35%)
1 Downtown	604	342	\$ 206,568	\$ 134,270	\$ 72,298
2 Orchard/Hayward Hills	449	817	\$ 366,833	\$ 238,442	\$ 128,391
3 Huntwood/Tyrell	543	608	\$ 330,144	\$ 214,594	\$ 115,550
4 Schafer Park	1,009	1,406	\$ 1,418,654	\$ 922,125	\$ 496,529
5 Fairway Park/Rancho Verde	1,218	1,406	\$ 1,712,508	\$ 1,113,130	\$ 599,378
6 Tennyson Rd. South (partial)	147	228	\$ 33,516	\$ 21,785	\$ 11,731
7 Calaroga	759	1,330	\$ 1,009,470	\$ 656,155	\$ 353,315
8 Sleepy Hollow/Depot	607	551	\$ 334,457	\$ 217,397	\$ 117,060
9 Winton Grove/Thelma	440	608	\$ 267,520	\$ 173,888	\$ 93,632
10 Santa Clara	872	1,254	\$ 1,093,488	\$ 710,768	\$ 382,720
Totals	6,648	\$ 1,019	\$ 6,773,158	\$ 4,402,554	\$ 2,370,604



FAIRWAY PARK STUDY AREA



POSSIBLE STREETSCAPE IMPROVEMENTS

- Proposed
- Existing

- Existing Greenway
- ▬ Support northerly extension of existing greenway
- ▶ Enhance neighborhood entryways
- ▬ Improve streetscape with consistent fencing, landscaping and sidewalk

Figure 29

NEIGHBORHOOD DESIGN

Design Guidelines

The City has adopted citywide Design Guidelines, as well as more specific Hillside Design Guidelines, for use in the review of new development. The Task Force is concerned that new residential and commercial development conform to these guidelines. It is important that new projects be compatible with each other and with existing development as appropriate. With regard to signage, Task Force members note that marginal businesses with excessive amounts of signage have an effect associated with blight and that some effort must be made to deal with that condition.

Undergrounding Utilities

Funding for the undergrounding of utilities along Mission Boulevard from Downtown to Industrial Parkway has been included in the five-year Capital Improvement Program. However, that portion of Mission Boulevard from Industrial Parkway to the city limits has a lower priority ranking on the list of Unfunded Underground Utility Projects (see Figure 30). Estimated costs are \$2,748,000. The City received about \$600,000 last year as its share of PG&E Rule 20A monies and has a current unspent balance of approximately \$5.6 million.

NEIGHBORHOOD ASSOCIATION

The Task Force feels very strongly that some type of neighborhood association is needed to pursue goals for improvement of the quality of life in the neighborhood and to monitor implementation of the neighborhood plan. The association might function as an umbrella organization composed of smaller neighborhood groups identified with particular areas (e.g. El Rancho Verde, Hillview Crest, Fairway Park). The association might also form various committees to address ongoing issues as outlined below.

*A mutual/self-help committee could monitor traffic and safety issues, coordinate with Neighborhood Watch and COPPS efforts, and assist in emergency preparedness efforts.

*A neighborhood preservation committee could follow issues such as maintenance and clean-up of the neighborhood, street trees, safe sidewalks and access concerns, and upgrading activities.

*A city hall "conduit" caucus or coalition could monitor implementation of the neighborhood plan, encourage and guide city council and city staff contacts, monitor city council/city staff/other commission activities, provide guidance on city services and regulations, and sponsor political activity as needed.

Specific measures are proposed to seek improvements to commercial frontages along Mission Boulevard. These include provision of an incentive program, use of the conservation corps, and the establishment of a merchants' association with assessments. A neighborhood "strike team" is also suggested in which a team of perhaps ten residents would distribute lists of available

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UNFUNDED CAPITAL PROJECTS LIST (Continued)

UNDERGROUND UTILITY DISTRICT PROJECTS

83/94 Total

94/95 Incr/Decr

94/95 Total

Placement of P.G.&E. wires, Pacific Bell wires, and television cables in underground conduits at:

	83/94 Total	94/95 Incr/Decr	94/95 Total
1. Mission Blvd. - Sycamore to Harder - Rule 20 funding programmed - \$1,908,000	40,000	0	40,000
2. Mission Blvd. - Harder to Industrial - Rule 20 funding programmed \$3,380,000	60,000	0	60,000
3. Watkins St. - "D" St. to Jackson	193,000	0	193,000
4. Atherton St. - "D" St. to Jackson	132,000	0	132,000
5. "C" St. - Atherton to Watkins	46,000	0	46,000
6. Willis St. - Atherton to Francisco	33,000	0	33,000
7. Francisco St. - "D" St. to Willis	171,000	0	171,000
8. Jackson St. - Cypress to Soto	487,000	0	487,000
9. Jackson St. - Nimitz to Cypress	672,000	0	672,000
10. "B" St. - Atherton to Grand	309,000	0	309,000
11. Grand St. - "A" St. to "D" St.	521,000	0	521,000
12. Grand St. - Winton to "D" St.	476,000	0	476,000
13. Winton Ave. - Soto to Grand	460,000	0	460,000
14. "B" St. - Foothill to Second	373,000	0	373,000
15. "C" St. - Foothill to Second	299,000	0	299,000
16. First St. - "C" St. to "D" St.	132,000	0	132,000
17. Winton Ave. - Nimitz to Amador	445,000	0	445,000
18. Mission Blvd. - Industrial to South City Limit	2,748,000	0	2,748,000
19. Mission Blvd. - North City Limit to "A" St.	1,032,000	0	1,032,000
20. Tennyson Rd. - Mission to 200' E. of Hesperian	4,000,000	0	4,000,000
21. Tennyson Rd. - Portsmouth to Industrial	120,000	0	120,000
22. Harder Rd. - Mission to Dollar	126,000	0	126,000
23. Harder Rd. - 500' W. of Dollar to Santa Clara	1,584,000	0	1,584,000
24. Winton Ave. - Hesperian to Nimitz	700,000	0	700,000
25. Hesperian Blvd. - North City Limit to Turner	2,940,000	0	2,940,000
26. Santa Clara - 300' S. of "A" St. to 200' S. of Winton	1,155,000	0	1,155,000
27. Santa Clara - Elmhurst to Jackson	841,000	0	841,000
28. Huntwood - Harder to Harris	2,700,000	0	2,700,000
29. Huntwood - 800' N. of Tennyson to Tennyson	240,000	0	240,000
30. Huntwood - Panjon to Folsom	600,000	0	600,000
31. Gading - 400' S. of Harder to Roosevelt	1,530,000	0	1,530,000
32. Calaroga - La Playa to Skokie	1,665,000	0	1,665,000
33. Calaroga - Cheney to Catalpa	1,590,000	0	1,590,000
34. Depot Rd. - Industrial to Hesperian	1,335,000	0	1,335,000
35. Second St. - "E" St. to 100' W. of Sylvan Glen Ct. (City Limit)	960,000	0	960,000
36. Hayward - Campus Dr. to 300' E. of Farmhill	2,760,000	0	2,760,000
37. Whitman - Sycamore to Spurling	2,820,000	0	2,820,000
38. Whitman - White to Tennyson	255,000	0	255,000
39. Soto Road	1,760,000	0	1,760,000
	<u>38,310,000</u>	<u>0</u>	<u>\$ 38,310,000</u>

**NOTE: COSTS ARE THE REQUIRED CITY COST FOR ESTABLISHING THE DISTRICT AND CERTAIN NON-RULE 20 ITEMS. ALL OTHER AMOUNTS REPRESENT ONLY UNFUNDED P.G.&E. RULE 20 COSTS AND FUTURE ANALYSIS WILL IDENTIFY CITY UNFUNDED COSTS FOR EACH PROJECT.

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assistance programs, give awards for landscaping, publish a newsletter, and prepare new resident welcome packets oriented to the neighborhood. The Fairway Park shopping center has offered to provide financial assistance to such an effort.

A P P E N D I X

State Government Code Sections on Open Space Elements

Government Code Section 65560:

1) "Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and scientific study purposes; rivers, streams, bays and estuaries; coastal beaches, lakeshores, banks of rivers and streams, and watershed lands." ... 3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors. 4) Open space for public health and safety, including, but not limited to, areas which require special management of regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality."

Government Code Section 65561:

The Legislature finds and declares as follows: (a) That the preservation of open-space land, as defined in this article, is necessary not only for the maintenance of the economy of the state, but also for the assurance of continued availability of land for the production of food and fiber, for the enjoyment of scenic beauty, for recreation and for the use of natural resources. (b) That discouraging premature and unnecessary conversion of open-space land to urban uses is a matter of public interest and will be of benefit to urban dwellers because it will discourage noncontiguous development patterns which unnecessarily increase the costs of community services to community residents. (c) That the anticipated increase in the population of the state demands that cities, counties, and the state at the earliest possible date make definite plans for the preservation of valuable open-space land and take positive action to carry out such plans by the adoption and strict administration of laws, ordinances, rules, and regulations as authorized by this chapter or by other appropriate methods. (d) That in order to assure that the interest of all its people are met in the orderly growth and development of the state and the preservation and conservation of its resources, it is necessary to provide for the development by the state, regional agencies, counties and cities, including charter cities, of statewide coordinated plans for the conservation and preservation of open-space lands. (e) That for these reasons this article is necessary for the promotion of the general welfare and for the protection of the public interest in open-space land.

Government Code Section 65562:

It is the intent of the Legislature in enacting this article: (a) To assure that cities and counties recognize that open-space land is a limited and valuable resource which must be conserved wherever possible. (b) To assure that every city and county will prepare and carry out open-space plans which, along with state and regional open-space plans, will accomplish the objectives of a comprehensive open-space program.