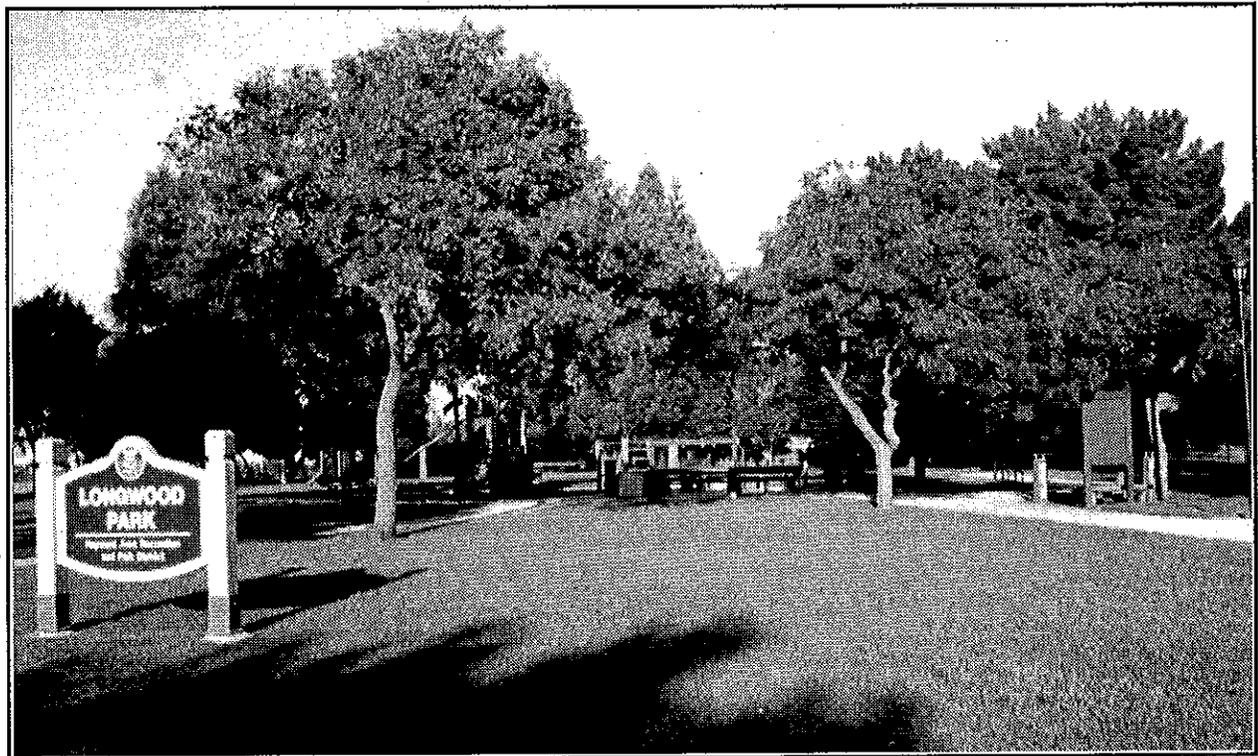


LONGWOOD-WINTON GROVE NEIGHBORHOOD PLAN



Hayward, California

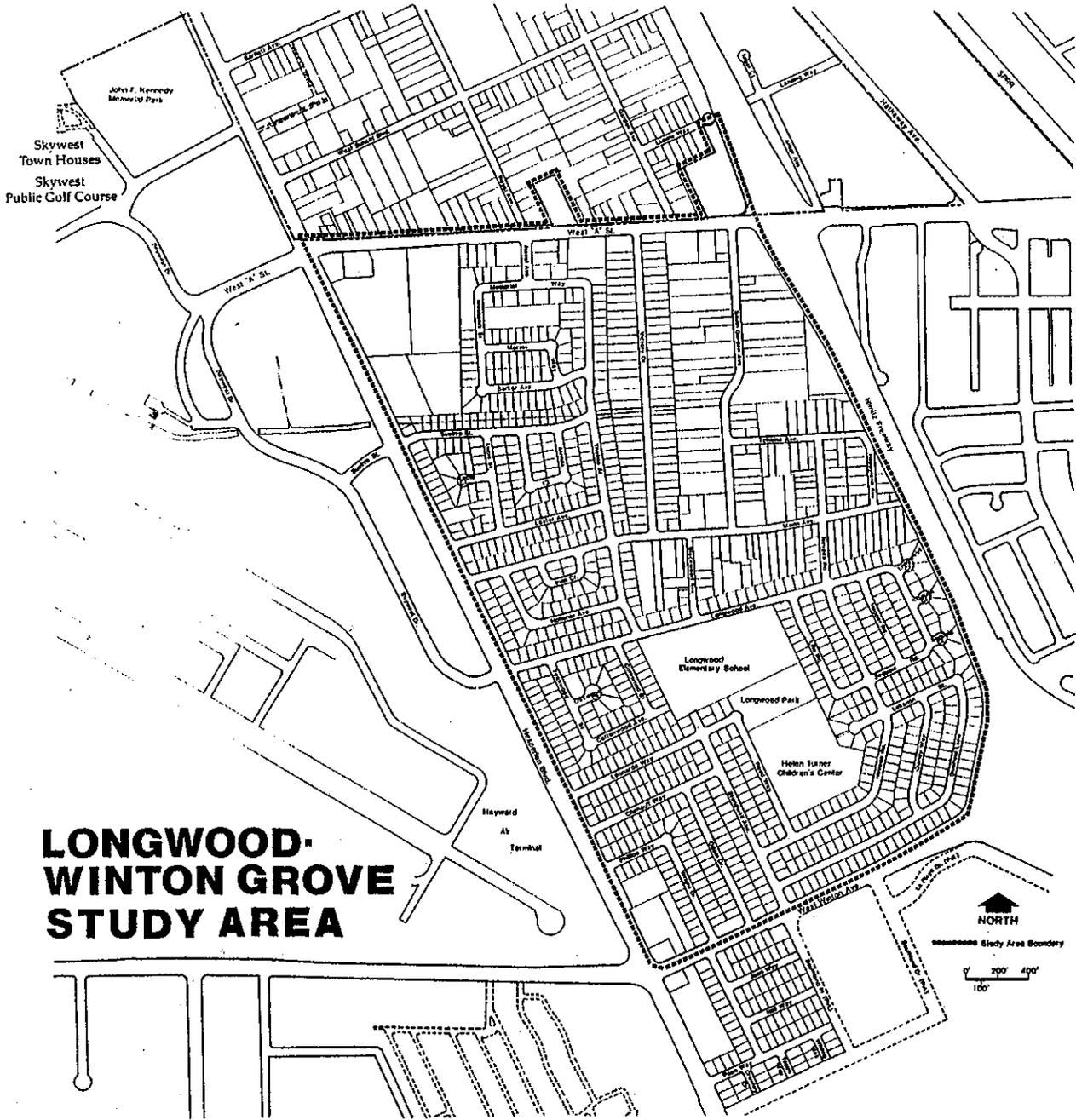
Adopted by City Council
Resolution No. 94-211
September 27, 1994

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**The Longwood-Winton Grove
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**LONGWOOD-
WINTON GROVE
STUDY AREA**



 NORTH

 Study Area Boundary



 0 200' 400'

 100'

INTRODUCTION

The General Plan

The City of Hayward General Plan is a policy guide for future decisions concerning the 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

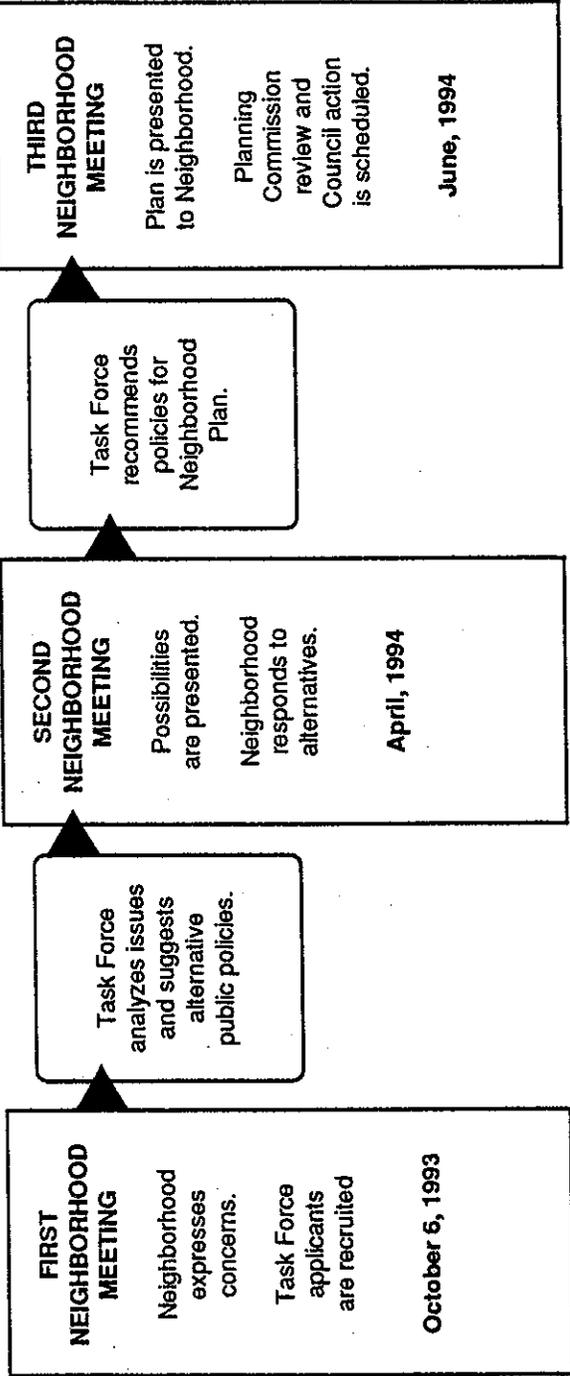
The City of Hayward Neighborhood Planning Program was approved by the City Council on May 13, 1986. Neighborhood plans are to be prepared for 17 study areas within the City's planning area. The Longwood-Winton Grove is the tenth plan undertaken in this program. The purpose of neighborhood planning is: 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 implementation measures to achieve the longer-range policies.

The Planning Process

The Longwood-Winton Grove planning process began October 6, 1993 with a neighborhood meeting to explain the planning process, identify local issues and concerns and solicit applications for a citizens task force. The Longwood-Winton Grove Task Force was appointed by the City Council in December of 1993 to prepare a Neighborhood Plan for the area bounded by I-880, West "A" Street, West Winton Avenue, and Hesperian Boulevard. 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 January, February and March. At the neighborhood meeting on April 25, the Task Force presented various alternatives for addressing these issues. After evaluation of the responses received at the meeting, the Task Force modified some alternatives and eliminated others from further consideration. The Task Force presented its recommendations to all interested residents, merchants and property owners at the final neighborhood meeting on June 13, 1994.

The draft plan was the subject of public hearings before the Planning Commission and the City Council. The Planning Commission held its public hearing on July 14, 1994, prior to forwarding its recommendations to the City Council. The City Council held a public hearing on September 27, 1994 prior to consideration and adoption of the final Neighborhood Plan.

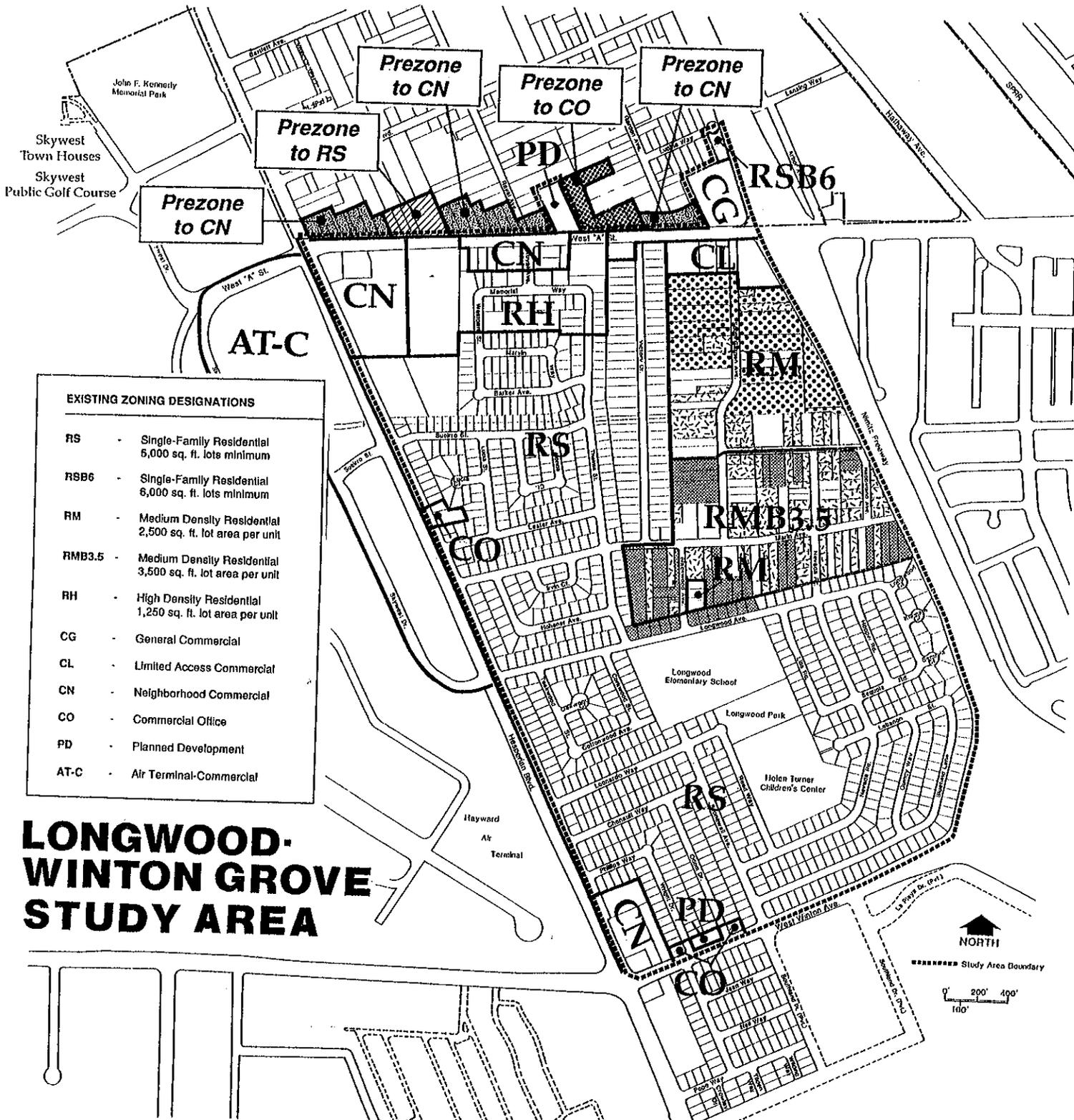
NEIGHBORHOOD PLANNING PROCESS



POLICIES AND STRATEGIES

The Task Force reviewed the issues and concerns identified at the initial neighborhood meeting. An informal poll of Task Force members was taken to assess priorities and relative levels of importance among the broad categories of issues. Key concerns, in order of importance, were Public Safety, Circulation, Neighborhood Character, Housing/Business, and Public Facilities. Members acknowledged that many of the issues are interrelated (e.g. public safety concerns permeate all of the other major issues), and have attempted to address as many of the issues as possible.

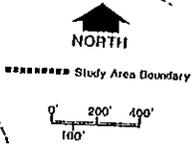
**Longwood-Winton Grove
Neighborhood Task Force**



EXISTING ZONING DESIGNATIONS

- RS - Single-Family Residential
5,000 sq. ft. lots minimum
- RSB6 - Single-Family Residential
6,000 sq. ft. lots minimum
- RM - Medium Density Residential
2,500 sq. ft. lot area per unit
- RMB3.5 - Medium Density Residential
3,500 sq. ft. lot area per unit
- RH - High Density Residential
1,250 sq. ft. lot area per unit
- CG - General Commercial
- CL - Limited Access Commercial
- CN - Neighborhood Commercial
- CO - Commercial Office
- PD - Planned Development
- AT-C - Air Terminal-Commercial

**LONGWOOD-
WINTON GROVE
STUDY AREA**



PROPOSED ZONING DESIGNATIONS

-  Rezone to RH (High Density)
-  Rezone to RM (Medium Density)
-  Rezone to RS (Single-Family)

PRE-ZONING RECOMMENDATIONS

-  Prezone to CN
-  Prezone to CO
-  Prezone to RS

Zone Change Application No. 94-52

A. LAND USE

1. Preserve the single-family character of the neighborhood while recognizing existing multifamily development.
 - a. Change the General Policies Plan Map designation for the Victory Drive area from Medium Density Residential to Low Density Residential to reflect existing RS (Single-Family) zoning and development.
 - b. Change the General Policies Plan Map designations and/or zoning for the West Happyland area to reflect existing multi-family development but preclude further multifamily development:
 - 1) Recognize existing high density development along South Garden Avenue to just north of Tehama Avenue;
 - 2) Recognize existing medium density development from just north of Tehama Avenue to Longwood Avenue;
 - 3) Retain Medium Density Residential designations and RM zoning on those parcels with existing single-family dwellings which are adjacent to and surrounded by existing high density development;
 - 4) Recognize existing single-family development elsewhere in the area;
 - 5) Encourage the assembly of smaller parcels along the north side of West A Street and establish a minimum parcel size of 30,000 square feet;
 - 6) Request the City to provide incentives for the conversion of rental units to ownership housing to assist in achieving the City's goals.
2. Continue to work with all property owners, and resident managers of rental apartment complexes, to upgrade appearance and resolve other issues (e.g. parking, noise, illegal activities).
3. Encourage neighborhood-serving commercial development and seek to maintain the viability of existing businesses.
 - a. Encourage appropriate neighborhood-serving businesses to locate on vacant and underutilized parcels along both sides of West A Street;
 - b. Recognize existing motels and other "gateway" commercial establishments along West A Street between I-880 and Hesperian Boulevard, and limit further commercial development to neighborhood-serving uses.
 - c. Encourage start of construction of the new shopping center except for fast food outlets, at West Winton and Hesperian (Horns of the Hunter site);

- d. Seek improvements (e.g. appearance, parking, lighting, and merchandise) at the existing convenience market on Blackwood at Marin;
 - e. Discourage any on-sale/off-sale liquor establishments in this neighborhood.
 - f. Attract new restaurants (not fast-food outlets) to the vacant buildings on the south side of West Winton (former Gangbusters and Casa Carlita's sites);
 - g. Expedite cleanup of contamination at abandoned gas station sites.
5. Request Alameda County to co-sponsor public informational meetings to evaluate support for the annexation of those parcels with frontage along the north side of West A Street to provide for City control of the types and design of commercial and residential uses; adopt pre-zoning which reflects existing uses.
6. Consider revisions to the AT-C (Air Terminal Commercial) District and/or requests for Planned Development Zoning.

B. CIRCULATION

1. Request the City to place a high priority on installation of a traffic signal on Hesperian Boulevard at Longwood Avenue.
2. Pursue design of the West A Street widening project as proposed, with a traffic signal at Victory Drive, access to Garden Avenue, adequate timing for disabled pedestrian crossings, and appropriate landscaping; in the interim, consider "No Truck Parking" restriction on south side at Victory Drive.
3. Evaluate impacts of the proposed West A Street extension on the quality of life (e.g. traffic, noise, pollution) in this neighborhood as part of the environmental studies for the proposed Industrial Assessment District.
4. Continue improvements along West Winton Avenue to minimize congestion at Stonewall and Hesperian intersections (e.g., synchronization of traffic signals, lengthening of right turn pocket from Winton onto northbound Hesperian).
5. Request the City of Hayward and Caltrans to jointly evaluate the problem with the weaving and merging of vehicles on West Winton Avenue attempting to make a left turn onto Southland Drive:
 - a. Examine the feasibility of modifying traffic flow from the southbound I-880 to westbound off-ramp at West Winton Avenue;
 - b. Explore the possibility of direct access to Southland Mall from I-880.
6. Consider additional measures along Nevada Road to ensure the safety of pedestrians, control the flow of vehicular traffic, protect adjoining properties, and discourage through traffic:
 - a. Consider installation of stop signs on Sequoia Road at Nevada Road and modify storm drain facilities to meet present standards;
 - b. Consider installation of 4-way stop signs at Lebanon Street;
 - c. Consider installation of warning signs or other protective devices along the curve;
 - d. Consider installation of stop sign at Stonewall Avenue.
7. Recommend the following traffic safety measures along South Garden Avenue:
 - a. Post advisory sign for S-curve and lower speed limit;
 - b. Consider eliminating parking at the curve.
 - c. Evaluate visibility at driveways to all apartments and install red curb markings as needed.

8. Consider measures to improve safety of pedestrian and vehicular movements in the vicinity of Longwood School and Helen Turner Childrens' Center:
 - a. Consider installation of 4-way stop sign at Stonewall Avenue and Leonardo Way;
 - b. Consider installation of stop sign on Blackwood Avenue at Longwood Avenue;
 - c. Post school crossing and/or warning signs on Longwood Avenue; near Teakwood.
 - d. Consider crossing guards at Longwood/Thelma and Stonewall/Nevada;
 - e. Consider red curbs or No Parking restrictions at or near crosswalks in front of Longwood School;
 - f. Request HUSD to repair sidewalks in front of Longwood School and Helen Turner Center;
 - g. Relocate crosswalk on Stonewall at Nevada from the south side to the north side of the intersection.

9. Consider measures to improve pedestrian circulation throughout the neighborhood:
 - a. Request priority for this neighborhood in the Sidewalk Rehabilitation Program and seek increased funding for this program in future budgets;
 - b. Seek higher priority for installation of curb ramps at all intersections in the neighborhood in compliance with the Americans with Disabilities Act, and seek funding to widen existing substandard sidewalks to allow use by people in wheelchairs.

10. Request the City and AC Transit to consider the following measures to improve transit service to the neighborhood:
 - a. Provide adequate capacity to accommodate intermediate and high school students;
 - b. Install and maintain bus shelters at appropriate locations;
 - c. Consider changes in routing (e.g. Lines 36 and S could serve BART instead of providing parallel service);
 - d. Consider changes in frequency (e.g. Line 92 frequency to BART is a disadvantage in comparison to express bus routes);
 - e. Provide better maps and information on signs at bus stops;
 - f. Improve accessibility for the disabled (e.g. maintenance on broken lifts).

C. PUBLIC FACILITIES

1. Encourage HUSD to pursue modernization grant construction funds for Longwood School (e.g. utility systems, roofing, painting, furniture, equipment, technology improvements, outside lighting, and disabled access).
2. Seek better integration and utilization of the open space on the Longwood and Helen Turner sites and Longwood Park.
3. Encourage HUSD and HARD to enter into an agreement for joint development and maintenance of school playgrounds and recreational facilities.
4. Encourage HUSD to evaluate the desirability and feasibility of an onsite resident caretaker at Longwood School to provide on-site assistance to site management in combatting graffiti, supervising weekend use of playground, and assisting in traffic control (e.g. crossing guards, gate closures, etc.).
5. Request HUSD to evaluate relocating Longwood School staff parking to the southwest corner of the campus and utilizing the present staff parking area for parents to pick-up and drop-off children; thereby eliminating traffic hazards and improving child safety in front of the school.
6. Encourage continued volunteer support for maintenance of school grounds and the park.
7. Request HUSD to consider provision of restroom facilities for pre-arranged activities on school grounds.
8. Enhance and support existing recreational programs in the neighborhood.
9. Encourage business and private sponsorship of educational and sport-related activities.
10. Encourage mutually beneficial arrangements for after-school hours recreational activities (e.g., soccer games).
11. Encourage Longwood School to solicit community-wide participation and involvement in its planning activities.

D. PUBLIC SAFETY

1. Increase the police presence in the neighborhood including use of the mobile police unit.
2. Encourage formation of more Neighborhood Alert groups and continue support of active groups (e.g., quarterly meetings of all groups at Longwood School with the Police in attendance).
3. Work with other neighborhood organizations (e.g. churches, schools) to encourage citizens to report crimes or suspicious activity to the Police Department.
4. Promote attendance at parental guidance programs offered through the schools or other organizations.
5. Continue to work with property owners and resident managers of apartment complexes to identify those units where criminal activities are taking place and pursue abatement or other appropriate actions.
6. Request police to continue to work with those 24-hour businesses where criminal activity is prevalent, and consider restrictions on operating hours where possible.
7. Implement measures to increase lighting and visibility in the neighborhood:
 - a. Consider an "Adopt a Light" program in conjunction with PG&E to improve maintenance of street lighting and upgrade for better illumination.
 - b. Prune trees and shrubs as necessary to provide for better lighting and visibility; reduce shrub encroachment upon rights-of-way.
 - c. Seek better illumination of parking lots in commercial and public areas.
8. Encourage greater enforcement of traffic laws and regulations to reduce speeding and other offenses (e.g. blocking intersections, running stop signs):
 - a. Station Reserve officers at Stonewall and West Winton to issue citations for blocking intersection if resources are available;
 - b. Continue emphasis on enforcement along Hesperian Boulevard between West A Street and West Winton until traffic signals are in place;
9. Encourage greater awareness of bicycle safety rules and regulations (e.g. reach children through the schools, and adults through the City and news media).

10. Evaluate ways to minimize the levels of noise, fumes, and air pollution on properties adjacent to West Winton Avenue.
11. Increase awareness on the part of neighborhood residents of all noise regulations and contacts for assistance.
12. Consider measures to mitigate adverse impacts of airport operations on the neighborhood:
 - a. Examine feasibility of relocating jet fuel aircraft users to northwest corner of the airfield along taxiways within the industrial park, in order to reduce impact of expended jet fuel upon residential areas;
 - b. Recommend operating procedures on Runway 10L similar to those presently on Runway 28R for the purpose of eliminating low flights over residential areas, or as an alternative, restrict take-off flights to Runway 10R during low traffic count periods usually occurring during "reverse flow" periods.

E. NEIGHBORHOOD CHARACTER AND APPEARANCE

1. Encourage the neighborhood to promote annual block beautification programs to instill sense of proprietorship and enhance property values.
2. Encourage businesses to eliminate litter and maintain pleasant, clean, and safe appearances; through enforcement of existing ordinances and conditions of planning approvals.
3. Encourage improved maintenance of landscaping in public and private areas:
 - a. Promote watering to at least minimally maintain yards consistent with the City's water conservation guidelines;
 - b. Seek regular maintenance of landscaping in public right-of-ways;
 - c. Work with HUSD, the PTA, and school site councils to establish School Grounds Days.
4. Encourage prompt removal of public notices and political and garage sale signs.
5. Promote awareness of community preservation ordinances through educational outreach and seek greater enforcement throughout the neighborhood.
6. Encourage early application of single-family rental inspection ordinances within the neighborhood.
7. Seek greater awareness of and compliance with the City's Design Guidelines in the review and approval of new commercial development.
8. Seek greater awareness and utilization of available recycling programs.
9. Utilize City and public utility resources for maintenance of street trees.
10. Consider measures to improve efficiency of the street sweeping program:
 - a. Post notices of the days and the hours on signs or utility poles;
 - b. Issue citations for on-street parking during sweeping hours;
 - c. Consider street sweeping only once a month if compliance achieved.
11. Review priority for utility undergrounding on West Winton and Hesperian Boulevard.
12. Restore drought-resistant landscaping on the berm on airport property at Hesperian and West Winton.

PLANNING CONSIDERATIONS

SOCIOECONOMIC OVERVIEW

A profile of the socioeconomic characteristics of the neighborhood is presented in Figure 2. Highlights from this and other census data are summarized in the following paragraphs.

- * Although the number of housing units increased less than 4% over the period from 1980 to 1990, the population increased by almost 14%. This is due to the increase of over 12% in the average number of persons per household.
- * Persons in "minority" groups comprised about 58% of the total population in 1990, as compared to 37% in 1980. The current percentage for the City as a whole is 49%. The net change in the neighborhood is the result of a decrease in the non-Hispanic population and a corresponding increase in the Hispanic population.
- * Persons 5 years of age or older who speak a language other than English at home represented almost 42% of the population, an increase from 24% in 1980. The current percentage for the City is 32%.
- * The number of persons under the age of 5 in 1990 was 11.3% of the total population, one of the highest percentages of any neighborhood in the City.
- * Almost 59% of the households in 1990 had moved into their housing units within the past 5 years; 22% within the previous year.
- * The mix of housing types is 57% single-family homes and 43% multi-family units. Almost all of the multi-family housing stock is comprised of rental units, while about 28% of the single-family homes are renter-occupied. The overall percentage of owner-occupied housing units is 44%, as compared to 52% for the City as a whole.
- * Over 75% of the housing stock was built between 1950 and 1970; 56% of the dwelling units were built during the 1950s alone. About 13% of the housing was built prior to 1950.
- * In 1990, only 14% of the owner-occupied households were paying 35% or more of their income for mortgage and related expenses, the lowest percentage of any neighborhood in the City. 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 34% of the renter-occupied households were paying 35% or more of their income for rent.

Longwood-Winton Grove Neighborhood
 Socio-Economic Profile 1980 and 1990

| | 1980 | 1990 | %Change |
|------------------|------|------|---------|
| Population Count | 5018 | 5713 | 13.8% |
| Housing Units | 1783 | 1851 | 3.8% |
| Households | 1749 | 1779 | 1.7% |
| Household Size | 2.86 | 3.22 | 12.5% |

| | 1980 | 1990 | Change |
|--------------------|-------|-------|--------|
| Non-Hispanic White | 63.1% | 42.5% | -20.6 |
| Non-Hispanic Black | 4.5% | 7.2% | 2.7 |
| Non-Hispanic Asian | 5.6% | 12.4% | 6.8 |
| American Indian | 1.3% | 0.3% | -1.0 |
| Hispanic | 23.8% | 37.3% | 13.5 |

| | | | |
|------------------------|-------|-------|------|
| Under 5 Years Old | 10.6% | 11.3% | 0.7 |
| Between 6-18 Years Old | 19.4% | 18.0% | -1.4 |
| Over 65 Years Old | 5.4% | 7.3% | 1.9 |

| | | | |
|--|-------|-------|------|
| Language Spoken at Home Other than English | 23.6% | 41.7% | 18.1 |
|--|-------|-------|------|

| | | | |
|--|-------|-------|------|
| Single-Family Units | 62.6% | 57.7% | -4.9 |
| Multi-Family Units | 37.4% | 43.3% | 6.1 |
| Single-Family Rental Units as a Percent of all Single-Family Units | * | 28.5% | * |

| | | | |
|--------------------------------|---|-------|---|
| Multi-Family Rental Households | * | 43.1% | * |
| Owner-Occupied Households | * | 44.5% | * |
| Renter-Occupied Households | * | 55.5% | * |

| | | | |
|--------------------------|-------|-------|-----|
| Single-Parent Households | 13.1% | 13.9% | 0.8 |
|--------------------------|-------|-------|-----|

| | | | |
|---------------------------------------|------|-------|------|
| Unemployment Status | 6.6% | 7.5% | 0.9 |
| Employed Residents Working in Hayward | * | 38.0% | * |
| Public Transit to Work | 6.4% | 5.3% | -0.9 |

| | | | |
|---|---|-------|---|
| Households which Moved into Unit During Past Year | * | 22.0% | * |
| Households which Moved into Unit Last 5 Years | * | 58.9% | * |

| | | | |
|---|-------|-----------|-----|
| Median Household Income | * | \$34,535 | * |
| Median Value of Owner-Occupied Units | * | \$175,500 | * |
| Median Contract Rent | * | \$602 | * |
| Lower Income Households (Less than 80% of Bay Area Median Income) | 41.0% | 47.5% | 6.5 |
| Persons Below Poverty Level | 9.3% | 12.2% | 2.9 |

* Not Available

Census Tract 4369, SOURCE: 1980 & 1990 Census

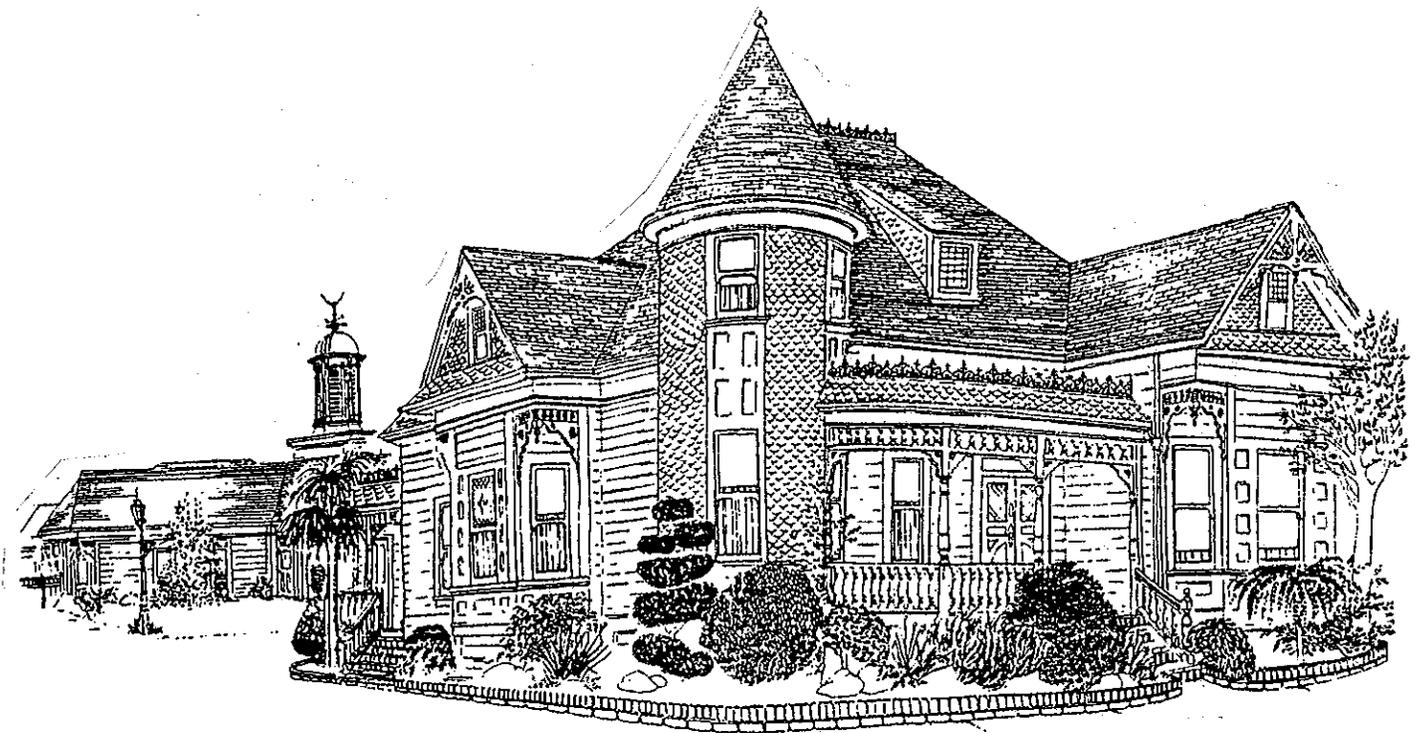
Figure 2

LAND USE ISSUES

HISTORICAL CONTEXT

Prior to World War I, the study area was primarily devoted to agricultural uses. During the 1920s, portions of the neighborhood in the Happyland area were divided into ranchettes. This pattern is still evident today in the long, deep lots along South Garden Avenue. Victory Drive was developed during the early stages of World War II, while other portions remained in larger holdings until the post-war subdivision boom. Figure 3 reveals how much of the area was subdivided in the 1950s, as ranchettes and orchards were replaced with tract homes. However, the Henri Osterloh home, which was built before 1900, was relocated to its present site on Hesperian Boulevard and is now being restored as the personal residence of Mr. Edward Millington Stout III. In 1976, this Victorian house (shown in the accompanying illustration) was placed on the list of Historically and Architecturally Significant Buildings by the City Council.

Today, the Longwood-Winton Grove area consists largely of single-family residential subdivisions. In the northeastern portion, which was annexed to the City in 1990, there is a mixture of single-family and multi-family uses. Commercial uses are concentrated along West A Street and at the corner of Hesperian and West Winton. Public and institutional uses include Longwood School, the Helen Turner Children's Center, Longwood Park, two churches and a parochial school. There are very few vacant properties remaining in the area, although many parcels could be considered as underutilized. Other land uses bordering the study area on the north, west, and south are also of concern to the neighborhood and are discussed briefly in this section. Figure 4 depicts existing land use in the study area.



21800 Hesperian Boulevard

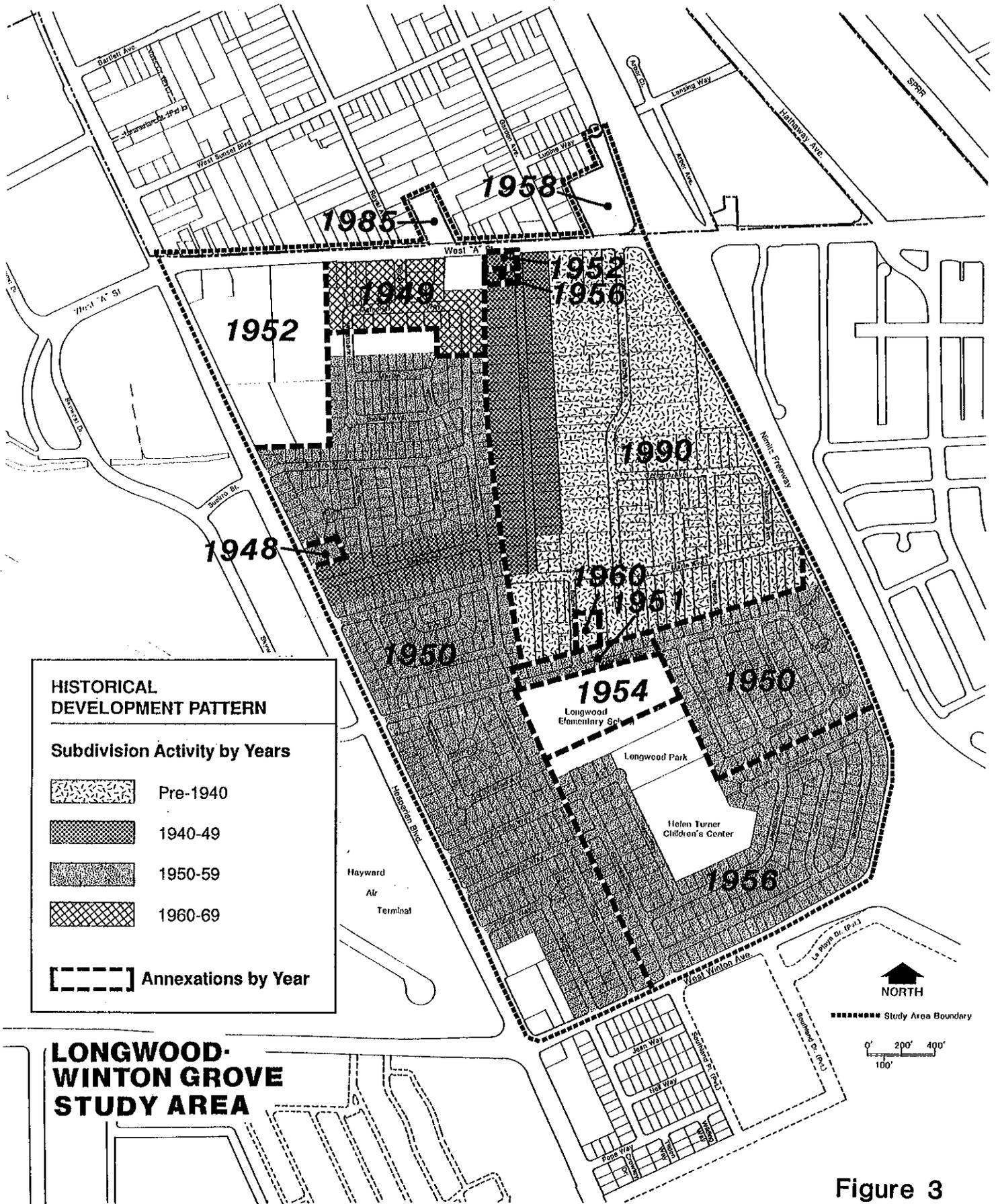


Figure 3



LONGWOOD- WINTON GROVE STUDY AREA

| CURRENT LAND USE (September, 1993) | |
|------------------------------------|---|
| | Residential, Single-Family |
| | Residential, Multifamily (Medium Density) |
| | Residential, Multifamily (High Density) |
| | Parks |
| | Schools and Churches |
| | Office Commercial |
| | Retail Commercial |
| | Hotels and Motels |
| | Automotive Sales /Service |

Figure 4

RECENT DEVELOPMENT ACTIVITY

Development activity indicated in Figure 5 includes recent approvals and pending projects within the study area and in adjacent unincorporated county areas. Residential activity is limited to the ten applications to legalize garage conversions under the recent amnesty program. Commercial activity includes expansion of existing uses as well as several proposed projects.

Residential Development Issues

The Task Force is very concerned about maintaining the single-family character of the neighborhood. This concern arises from the perceived negative impacts of too great a concentration of multi-family development and is heightened further by awareness of a high percentage of renter-occupied single-family dwellings. Perceived impacts include a trend toward neighborhood instability, transiency in the schools, incidences of gang and criminal activity, and lack of maintenance by absentee property owners. Almost all of the multi-family development consists of rental apartment buildings, while only a few are condominiums. Approximately 28% of the single-family units are renter-occupied. These units are distributed throughout the neighborhood and are not concentrated in any one area. There are two group care facilities in the study area (Johnnie's Family Care Home and Evergreen Program Senior Center). No halfway houses are located in the neighborhood. While residential care facilities with over 6 occupants are required to obtain a use permit, the City cannot limit the number of persons living in a single-family dwelling unit.

Commercial Development Issues

The Task Force is concerned with the blighted appearance associated with the lack of activity in reuse of empty commercial buildings and development of vacant sites, especially abandoned gas stations. The neighborhood is also very concerned about the types and appearance of commercial properties along West A Street and West Winton. Although the Southland Mall provides shopping and other opportunities, residents wish to see more neighborhood-serving businesses in their area. Some of the existing neighborhood-oriented businesses are viewed more as nuisances or in need of upgrading of services and appearance.

West A Street

Existing land uses along West A Street are depicted in Figure 6. The frontage on the south side is almost fully developed; the north side presents a greater opportunity for change. There is no coherent development pattern established as uses alternate between residential and disparate types of commercial uses. Gateway uses such as restaurants and motels are clustered at either end near the Nimitz Freeway and Hesperian Boulevard. Automotive service and repair businesses are scattered on both sides, interspersed with local serving businesses. Residential uses include newer apartment complexes as well as older single-family houses on small lots. Some of these older houses are used as offices or for other services. There are several abandoned gas stations and a few vacant lots.

LONGWOOD-WINTON GROVE STUDY AREA

GARAGE CONVERSION APPLICATIONS

| Applicant | Address | Status |
|-----------|--------------------|------------------|
| Baumann | 23751 Wright Dr. | Approved 8/23/93 |
| Santos | 22804 Corkwood St. | Pending |
| Oliveria | 22853 Corkwood St. | Pending |
| Hyder | 23139 Nevada Rd. | Pending |
| Ibarra | 22863-A Blackwood | Exempt |
| Mattox | 22140 Victory Dr. | Exempt |
| Pita | 21943 Victory Dr. | Exempt |
| Lattanzi | 21908 Victory Dr. | Exempt |
| Giel | 24113 Wright Dr. | Approved 8/23/93 |
| Thielmann | 23640 Odom Dr. | Pending |

RECENT AND CURRENT DEVELOPMENT ACTIVITY

| No. | Applicant | Address | Project | Project # | Date | Status |
|-----|--------------------------|-----------------|------------------|-----------|------|----------|
| 1 | BBC Interests | 786-788 Marin | Condo Conversion | SPR 91-95 | 9/91 | Built |
| 2 | Schuman Marital Trust | 23700 Hesperian | Shopping Center | SPR 91-5 | 8/93 | Pending |
| 3 | Patel | 450 W. "A" St. | Days Inn Motel | UP 92-14 | 4/93 | Approved |

ALAMEDA COUNTY UNINCORPORATED AREA NORTH SIDE OF WEST 'A' STREET - CURRENT DEVELOPMENT ACTIVITY

| No. | Applicant | Address | Project | Project # | Date | Status |
|-----|------------|-----------------|--------------------|-----------|------|----------|
| 4 | J. Wright | 20450 Hesperian | Flower Kiosk | AC6064 | 9/91 | Approved |
| 5 | K. Okano | 729 W. "A" St. | Garage Expansion | VI0436 | 1/93 | Approved |
| 6 | F. Fulcher | 691 W. "A" St. | Restaurant | S1397 | 3/93 | Approved |
| 7 | A&N Wong | 553 W. "A" St. | 3 Apartment Units | S 1386 | 3/93 | Approved |
| 8 | RPM Muller | 957 W. "A" St. | Continue Operation | VI0505 | 7/93 | Approved |
| 9 | N. Moreno | 631 W. "A" St. | Business Expansion | VI0521 | 9/93 | Approved |

Figure 5

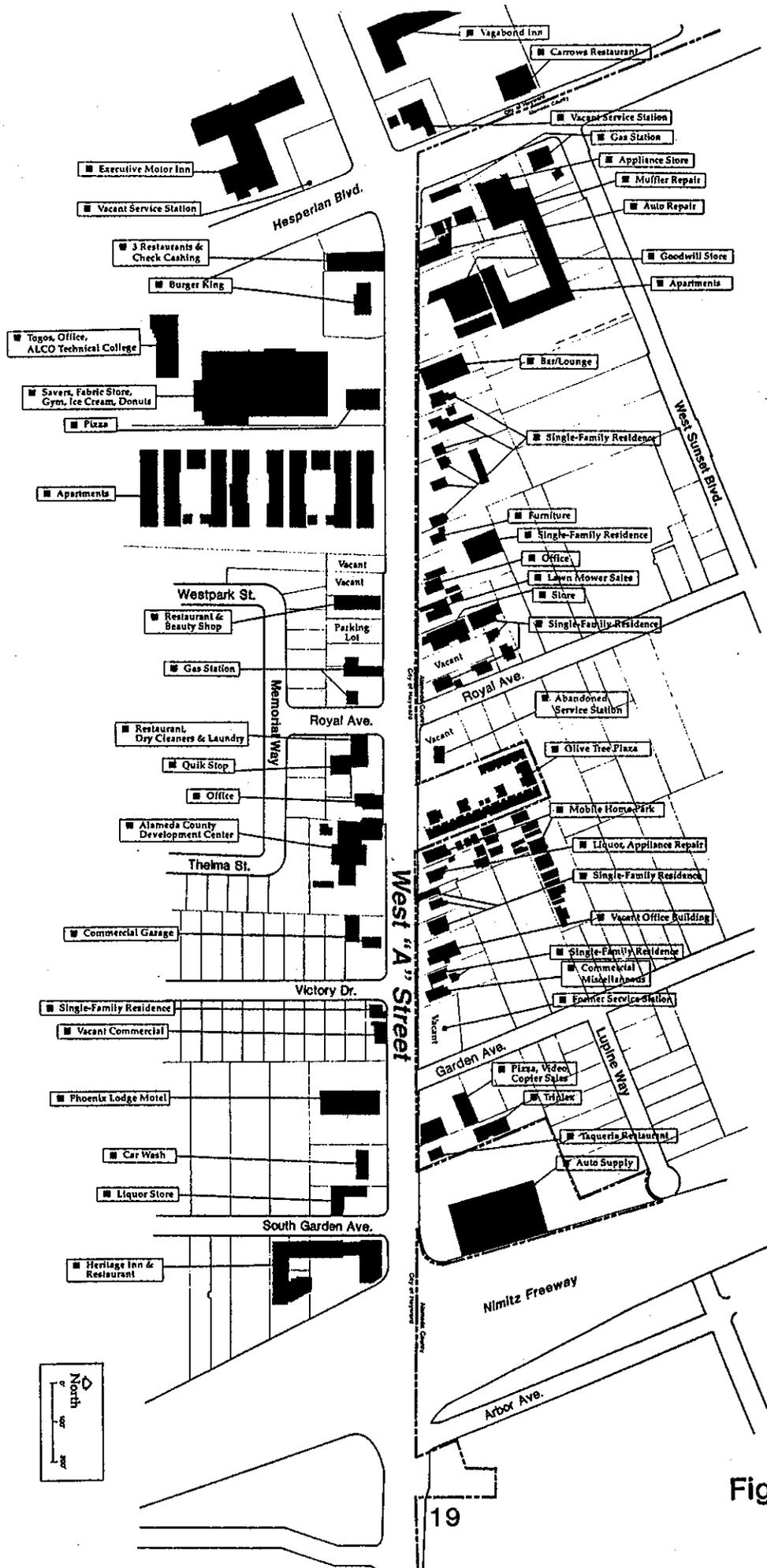


Figure 6

It is unknown to what extent the West A Street widening project will hasten higher utilization of these properties; however, the undergrounding of utilities and installation of full sidewalk, curb and gutter improvements which are included in the project should hasten the changes and heightens the need for future zoning controls.

Bedford Plaza

The Bedford Plaza shopping center at West A Street and Hesperian Boulevard is one of the sites that is periodically reviewed by the City Council Shopping Center Beautification Committee when new development or substantial modifications are proposed. This center has seen new businesses in recent years, although much of the space is either vacant or underutilized. After considerable delays, operators of the World Gym indicate they are hoping to open for business in the fall. One of the businesses in the newer building at the corner on the former gas station property has indicated a desire for direct access to West A Street; however, such access would be too close to the intersection.

Horns of the Hunter

The existing nearly vacant Horns of the Hunter shopping center at West Winton and Hesperian is scheduled to be torn down and replaced by a completely new center later this year. The site plan, which was approved by the City in October of 1991, is shown in Figure 7. Based on the approved site plan, the new center will contain a 39,500 square-foot commercial building and a 3,488 square-foot fast food restaurant that seats 75. The Zoning Ordinance states that approval action is void one year after the effective date of approval unless a building permit application has been submitted and accepted for processing by the Building Official or extensions granted. The applicant has been granted the maximum number of extensions allowed, the last of which expires on October 1, 1994. If a building permit has not been accepted for processing by this date, the project approval expires. Should this occur, the applicant would be required to reapply for any development project on the property. The owner of the Horns of the Hunter center does not want to lose the site plan approval of the proposed center. The owner's representative has been holding discussions with a potential business, as an anchor tenant, but the property as currently configured does not appear large enough to accommodate this use. The owner has indicated to staff that he intends to go forward with the project and would prepare construction plans for the center and apply for a building permit prior to the October expiration date. The owner intends to build the retail center even if the other business does not choose this site and if no other anchor tenant is found.

West Winton Avenue

Adjacent commercial sites on the south side of West Winton near Southland Mall are seen as detracting from the entrance to the neighborhood. Better quality restaurants are desired for the vacant Casa Carlita's and Gangbusters buildings. As an alternative, these buildings could be converted to other uses if further analysis determines there is insufficient purchasing power to support additional restaurants.

Airport Frontage

Airport property with commercial frontage along Hesperian Boulevard is considered to be the source of additional revenue for the City since revenues from sales taxes go into the General Fund. This frontage is also seen as providing opportunities to enhance the western edge of the neighborhood and possibly provide additional neighborhood services. The present airport commercial zoning is seen as too limited in the types of uses permitted. Consideration of revisions to the ordinance text are suggested to allow a greater variety of commercial uses; a list of existing permitted uses is included in Figure 8. As an alternative, consideration could be given to applications for Planned Development zoning on a case-by-case basis.

CITY/COUNTY COORDINATION

Long-term policies for the West A Street corridor are consistent as both the City and county general plans designate the area as Commercial/High Density Residential (see Figure 9). Zoning is also consistent for the most part, although the County zoning is primarily Planned Development and is specific to each parcel (see Figure 10).

Neighborhood residents identified numerous issues which involve land uses in the County along the northside of West A Street. At a minimum, the City and County are encouraged to develop improved notification procedures, referrals and consultation, and overall cooperation on land use applications in this area. The Task Force is interested in encouraging the assembly of smaller parcels to achieve better design and minimize curb cuts in proposed development projects. Adherence to City design guidelines should be emphasized, and better integration of commercial and residential development is to be encouraged. Stronger sign control ordinances and enforcement are needed to eliminate much of the blighted appearance presently afflicting West A Street.

It is possible that annexation of those properties fronting on West A Street may be the best way to ensure control of the types, design and appearance of land uses permitted in the future. Current City policy is to not initiate annexation unless petitioned by affected residents. However, the Happyland area was annexed in 1990 at the urging of the County and the Local Agency Formation Commission. One of the conditions was the establishment of an assessment district to pay for improvements such as street reconstruction, curbs, gutters, and sidewalks. With regard to the north side of West A Street, such improvements are incorporated in funding for the planned widening project. If annexed, the properties would receive fire protection from the City. Other basic services would not be affected: water is already provided by the East Bay Municipal Utilities District, and the sewer system is operated by the Oro Loma Sanitary District, which also serves those portions of the neighborhood north of Longwood Avenue.

SEC. 10-1.435 AIR TERMINAL - COMMERCIAL (AT-C) SUBDISTRICT.

PURPOSE. The purpose of the AT-C Subdistrict is to provide for certain specified commercial and service uses that are compatible with airport activity, in addition to simultaneously serving the general population of the City.

a. Primary Uses

- (1) Restaurants (no fast food), delicatessens, bakeries
- (2) Administrative, business, finance, and professional offices
- (3) Research and development, research laboratories, computer centers involving record storage and retrieval systems, data processing and microfilming, electronics assembly and wholesale sales
- (4) Hotels and motels
- (5) Retail sales within hotels and motels
- (6) Health clubs
- (7) Financial institutions
- (8) Accessory buildings and uses
- (9) Travel agency
- (10) Educational facility
- (11) Pumpkin patch activity or Christmas tree lot
- (12) Copying or reproduction facility, mailing or facsimile service

b. Conditional Uses

The following uses are permitted subject to approval of a conditional use permit:

Child-care nursery

Figure 8



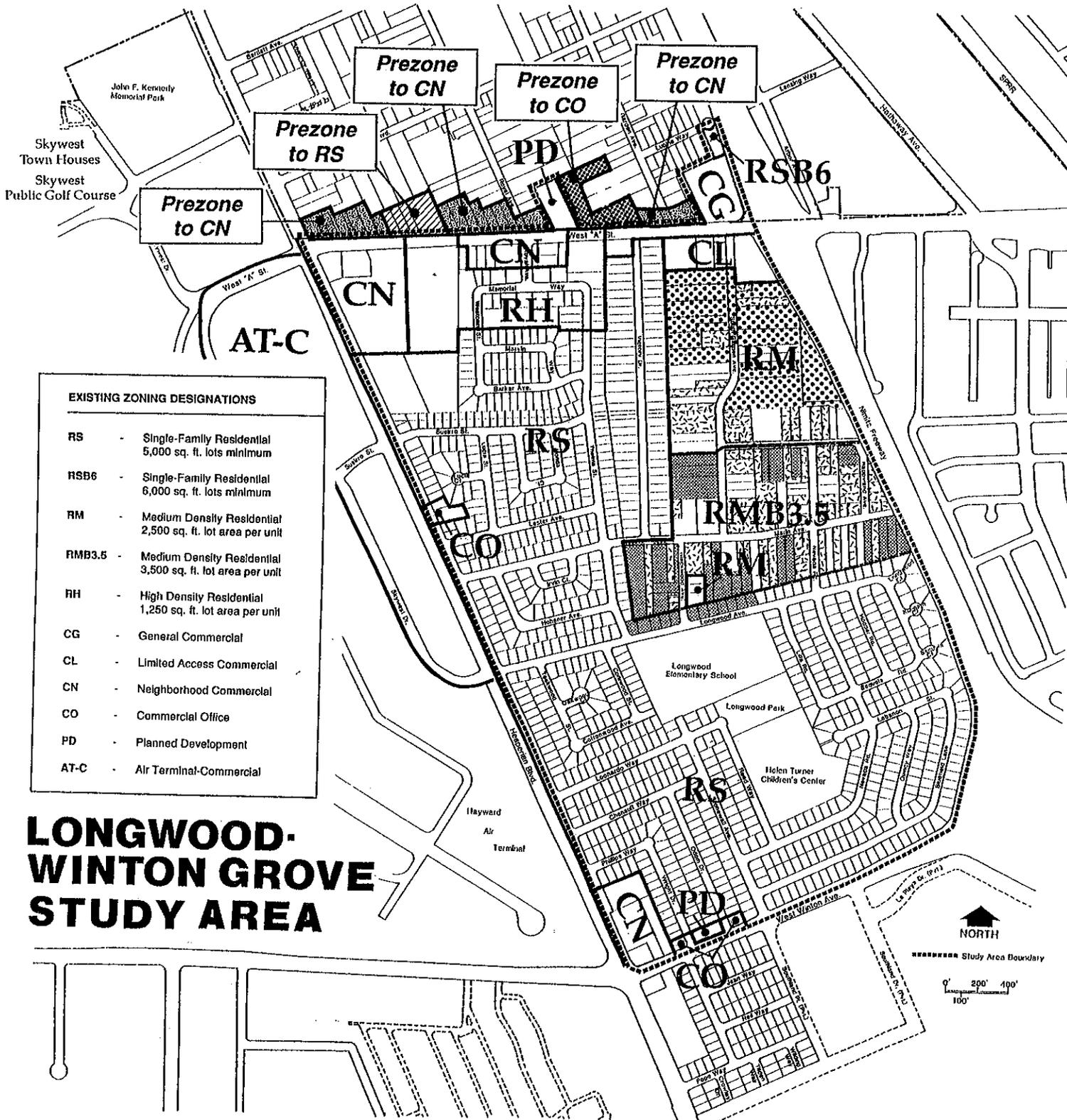
LONGWOOD-WINTON GROVE STUDY AREA

Figure 9

RECOMMENDATIONS FOR REZONING AND PREZONING

Proposed zoning changes are indicated on Figure 11; there would be corresponding amendments to the General Policies Plan Map. The intent of rezonings in the South Garden area is to recognize existing uses but prohibit further multi-family development. Adoption of these proposed changes will replace the interim zoning applied when the Happyland area was annexed in 1990.

The intent of the prezonings, which also recognize existing uses, is to clearly state the City's land use policy for this area and facilitate any eventual annexation. The pre zoning has no effect on the affected properties unless annexation actually occurs.



EXISTING ZONING DESIGNATIONS

- RS - Single-Family Residential
5,000 sq. ft. lots minimum
- RSB6 - Single-Family Residential
6,000 sq. ft. lots minimum
- RM - Medium Density Residential
2,500 sq. ft. lot area per unit
- RMB3.5 - Medium Density Residential
3,500 sq. ft. lot area per unit
- RH - High Density Residential
1,250 sq. ft. lot area per unit
- CG - General Commercial
- CL - Limited Access Commercial
- CN - Neighborhood Commercial
- CO - Commercial Office
- PD - Planned Development
- AT-C - Air Terminal-Commercial

LONGWOOD-WINTON GROVE STUDY AREA

PROPOSED ZONING DESIGNATIONS

- Rezone to RH (High Density)
- Rezone to RM (Medium Density)
- Rezone to RS (Single-Family)

PRE-ZONING RECOMMENDATIONS

- Prezone to CN
- Prezone to CO
- Prezone to RS

Zone Change Application No. 94-52

Figure 11

CIRCULATION ISSUES

Neighborhood concerns focus on the need for improved local access to the surrounding arterials, as well as impacts of through traffic using the local street system. Related issues concern the need for improved traffic flow and pedestrian safety within the neighborhood. Other issues involve improvements in public transit and alternative modes of travel.

FREEWAYS AND ARTERIALS

The study area is bounded on all sides by freeways or major arterials. The Nimitz Freeway is on the east and has interchanges with West A Street and West Winton, which border the study area on the north and south, respectively. Hesperian Boulevard borders the area on the west and serves as surface reliever to the Nimitz Freeway. Both east-west streets are important access routes to the City's western Industrial Corridor and attract significant truck traffic. This is an issue in that impacts on the neighborhood include noise, fumes and air pollution, as well as increased congestion at local intersections.

Existing traffic volumes are shown in Figure 12. Levels of service for major intersections are also indicated. The Alameda County Congestion Management Program requires a minimum traffic Level of Service "E" on street segments that are part of the CMP network, which includes the Nimitz Freeway and Hesperian Boulevard, unless a level of "F" already exists. The City seeks a minimum Level of Service "D" at intersections except during the peak commute periods when a level of "E" may be acceptable due to costs of mitigation and except when roadway improvements to improve the level of service would attract more traffic.

Nimitz Freeway

The Nimitz Freeway has sound walls along this segment; however, some neighborhood residents have expressed noise complaints at the neighborhood meetings. Another issue mentioned involves the southbound off-ramps at West Winton and the short merging distance for traffic bound for Southland Mall. Alternative traffic patterns discussed include a direct exit from the freeway for Southland Mall; others involved a continuation throughout the year of the pattern used during the December holiday season.

West Winton Avenue

Primary concerns involve the blocking of intersections at Stonewall and other streets that limit ingress and egress to the neighborhood. Keep clear markings by themselves have limited effectiveness; enforcement is seen as a solution. Synchronization of signals along West Winton has improved the flow and access on the arterials. Truck traffic has undesirable impacts which residents would like to eliminate by encouraging trucks to use Route 92 to access the industrial areas. However, this approach may discourage businesses from locating in the industrial area, and may increase congestion on Route 92, Hesperian Blvd., Industrial Blvd. and Clawiter Rd.

Hesperian Boulevard

Hesperian is a six-lane arterial of regional significance as a reliever to the Nimitz Freeway. Currently, the only signals adjacent to the study area are at West A Street and West Winton. Median breaks allow for southbound access at Sueirro and Longwood. Direct northbound access is also possible at these intersections, although a frontage road provides continuous indirect access from local streets. A traffic signal at one of these intersections is deemed necessary to provide safe access for southbound local traffic, otherwise residents must use Nevada and Stonewall to reach West Winton. Signals at both intersections are on the City's current signal priority list (refer to Figure 13). This list is used as a tool to rate intersections for potential traffic signal installations. Those intersections that are ranked at the top of the list are more likely to be included in the City's Capital Improvement Program for installation. Neither of the proposed signals is ranked high enough for funding at this time. Costs for a new signal range from \$100,000 to \$150,000 or more depending on the intersection. The neighborhood priority is to seek installation of a signal at Longwood as soon as possible. This signal is viewed as very important if the West A Street widening project is constructed as presently designed.

West A Street

West A Street forms the border between the City and unincorporated County areas. The City is now proceeding with plans to complete widening and related improvements for the segment between the Nimitz Freeway and Hesperian Boulevard, similar to those improvements done on the east side of the Nimitz. The project and the implementation schedule are described below.

West A Street Widening Project

The West "A" Street project is approximately 0.62 miles in length from Hesperian Boulevard to Interstate 880. The project consists of street widening, pavement resurfacing and reconstruction, undergrounding existing utilities, installing new curb, gutter and sidewalk, installing a new raised median, installing irrigation and landscaping, modifying existing traffic signals and installing new street lights. The project design is shown in Figure 14.

This project is the second phase of improvements along "A" Street. The installation of curb, gutter and sidewalk will improve the substandard facilities along the frontages of West "A" Street. The new roadway will be primarily 72 feet from curb to curb with no parking allowed. The new sidewalk area will provide safer access for pedestrians and will be ten feet wide, except at proposed bus turnouts and intersections where it will be reduced to five feet. Handicap ramps will be installed at all intersections. Landscaping will be installed in the median areas to improve the aesthetic of the roadway. New street lights will be placed in the medians to improve the existing safety lighting on the street. The new street will provide two travel lanes in each direction, left turn pockets at each intersection, and bicycle lanes along each side of the street. Bus turnouts will also be provided.

| 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 | |
| <u>TO BE EVALUATED</u> | | | |
| 32. | Second | @ Campus | Proposed in Mission-Foothills Neighborhood Plan. |
| 33. | West A | @ Victory | Proposed funding under West A Street project. |

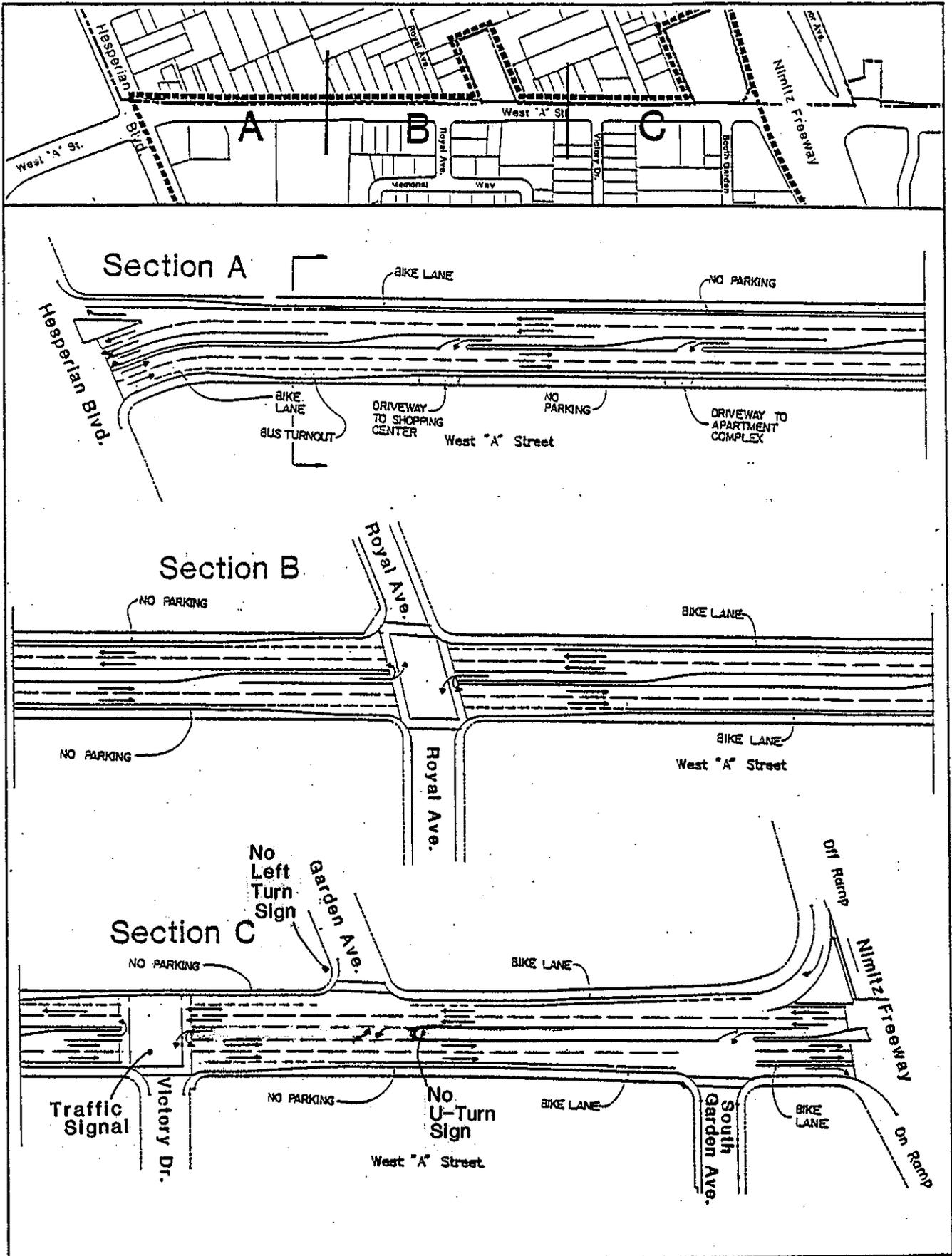


Figure 14

West "A" Street Widening Design

Additionally, the unsightly utility poles and overhead wires will be eliminated with the undergrounding of the existing utilities. The City Council adopted a resolution for the formation of an underground utility district in December, 1989. A public hearing for the reestablishment of the district is scheduled for the City Council meeting of July 12, 1994. As was typical with the other twenty-one utility districts established by the City of Hayward, it is the responsibility of the property owners to pay for the service conversions from overhead to underground on their property.

The installation of a raised median may reduce the number of accidents and accident-related congestion. Signal upgrades and channelization at the intersections may further reduce the delays and number of accidents. Removal of the existing utility poles adds to the improved safety of the street. The additional left turn lanes and the bus turnouts may reduce the congestion in the travel lanes. The southbound ramp widening at Interstate 880 will complete the operational improvements performed by the State, which will provide better access and improve the efficiency and Level of Service (LOS) for the traffic network.

In June, 1990, the City Council authorized property acquisition for the street widening. Generally, the widening consists of acquiring six to ten feet from the frontages of properties on the north side of West "A" Street. All of the property required for the widening has been acquired. For those properties which lie within the unincorporated area of Alameda County, authorization by the Alameda County Board of Supervisors was obtained for acquisition of property, with a few properties acquired through condemnation.

An Environmental Impact Report (EIR) and Environmental Re-evaluation have been completed for this project. Funding for this \$6,000,000 project is available from various sources. The City of Hayward was successful in competing for Federal Intermodal Surface Transportation Efficiency Act (ISTEA) funding in the amount of \$880,000 for this project. Federal Aid to Urban area (FAU) funds in the amount of \$2,050,000 were granted for the acquisition of right-of-way for the street widening. PG&E Rule 20A funds in the amount of \$975,000 are available for the undergrounding of the utilities. The remaining funding is available from Gas Tax revenues.

The City anticipates advertising for construction bids in the Fall of 1994. Construction is anticipated to begin in January 1995 and will be completed in 1996.

Neighborhood Concerns

Local issues center on access points for neighborhood traffic. The project provides limited access for South Garden traffic due to the close proximity of the freeway interchange. This change in the circulation pattern has been accepted with reluctance by the neighborhood. It may mean more internal traffic on Marin, Victory, Thelma, and Longwood. A signal at Longwood and Hesperian is considered necessary to mitigate these impacts. A signal at Victory will help protect the increase in U-turn movements for South Garden bound traffic. Another issue in the original design was the limited access to Garden Avenue and businesses on the north side of the street. In response to neighborhood concerns, several alternatives were discussed by the Task Force, including locating the median break and traffic signal only at Garden. Each of the

alternatives had its own benefits and drawbacks. The alternative selected includes a median break and dual left turn lane between Victory Drive and Garden Avenue. It still has a signal at Victory Drive but will also provide for access to Garden Avenue and businesses on the north side of the street.

West A Street Extension

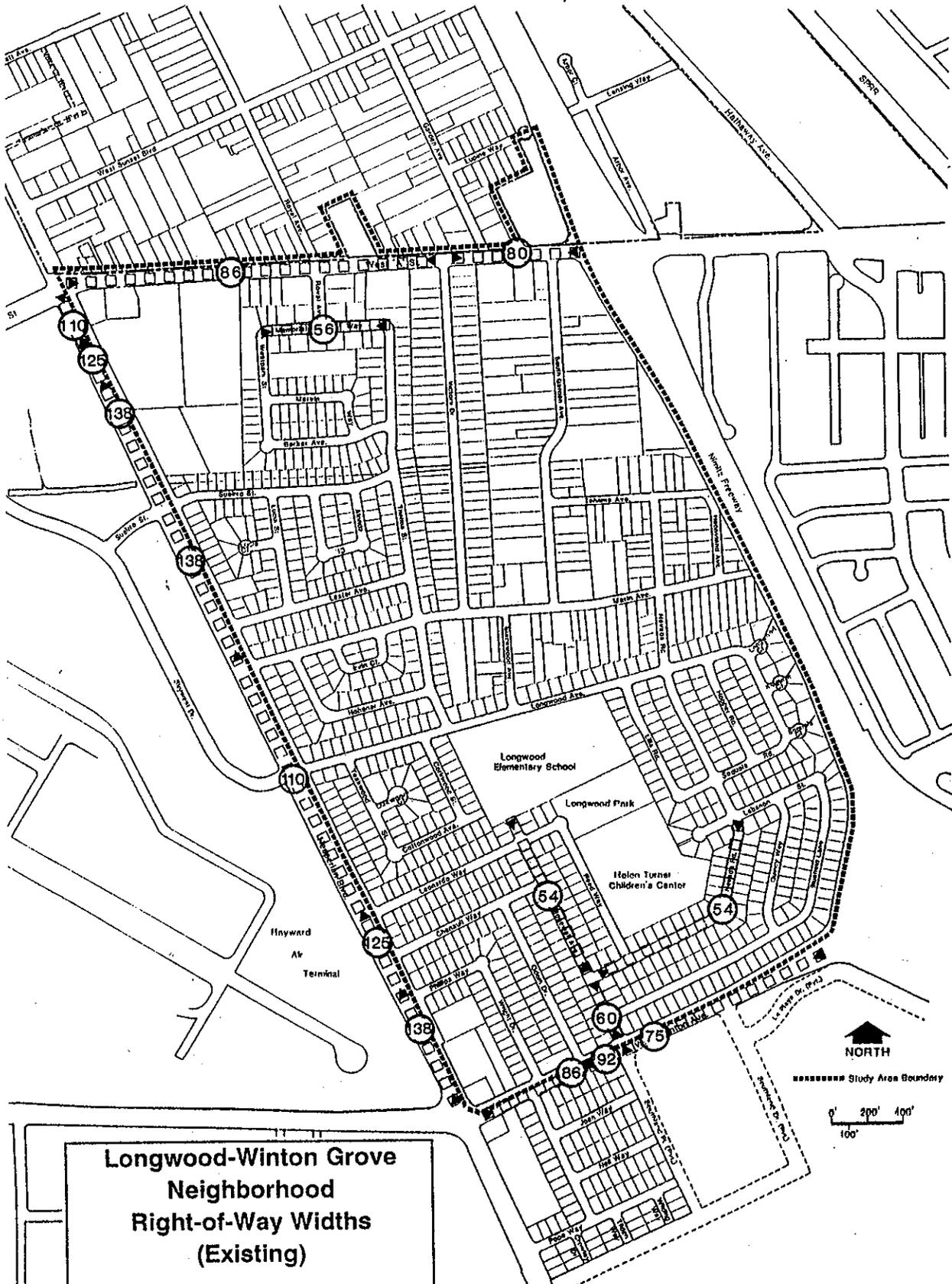
In addition to the planned widening project, an extension of West A Street beyond Hesperian Boulevard has been proposed as part of the City's loop system. This extension would run between the Skywest Golf Course and the Air Terminal and connect to Corsair and eventually Cabot Boulevard. Funding for the extension would come from the proposed Industrial Assessment District, which is still in the discussion and evaluation stage. The purpose would be to provide another direct route to the Industrial Corridor from the Nimitz Freeway; however, the Task Force is concerned about the impacts the additional truck traffic might have on the neighborhood and feels this extension would be best delayed until the last phase of the planned loop.

INTERNAL CIRCULATION

A major issue in the neighborhood is the amount of through traffic which uses local streets to cut through the neighborhood when congestion is severe on the surrounding arterial routes. At the same time, another issue concerns the need for adequate internal circulation in the neighborhood that allows residents to move easily from one sector to another. So, while the existing situation helps to minimize the amount of through traffic that might otherwise traverse the neighborhood, it also frustrates local residents who simply want to enter or leave the neighborhood in a reasonably direct manner. Fortunately, the major local traffic generators such as the school, childrens center, and park are centrally located and fairly accessible to all parts of the neighborhood. Site-specific circulation problems are discussed further in the section on Public Facilities.

Collector streets include segments of Stonewall, Nevada, Longwood, Marin, South Garden, Victory, and Royal/Memorial/Thelma. Except for portions of Stonewall, Nevada, and Memorial, all of these streets have the standard 50' right-of-way typical of local streets. Street widths are shown in Figure 15.

The perceived lack of adequate north-south internal circulation within the neighborhood is a major issue. Nevada Road provides the only vehicular connection between the southern and northern portions of the neighborhood. Various alternatives were proposed as solutions to reduce traffic and/or improve safety, including: opening up more street connections (e.g. Stonewall-Cottonwood, Stonewall-Thelma, Reed-Blackwood); discouraging through traffic on Nevada Road (e.g. more stop signs, roundabouts or traffic circles, placing traffic diverters at Sequoia and Longwood); and improving east-west traffic flow (e.g. traffic signals on Hesperian at Longwood or Marin). The Task Force evaluated the advantages and disadvantages of proposed solutions based on comments from City staff and the neighborhood. A combination of measures involving stop signs and the Longwood traffic signal is being recommended as the most feasible solution.



**Longwood-Winton Grove
Neighborhood
Right-of-Way Widths
(Existing)**

All street ROW widths 50 feet,
unless noted.

Figure 15

Traffic Safety

Another major issue addressed during this study is safety of vehicular and pedestrian movements. Locations of traffic accidents over the past five years are shown in Figure 16 and Figure 17. Police have released the results of recent speed studies which do not appear to indicate a pervasive problem. It has been noted that a high percentage of speeders are often neighborhood residents. Results from recent radar screenings in the neighborhood indicate an average speed of 22 mph (with a maximum of 39 mph) on Longwood Avenue and an average speed of 22 mph (with a maximum of 44 mph) on Nevada Road.

Other measures are being proposed to improve safety near the schools and park sites. Additional measures are also being proposed at other locations such as along South Garden. Figure 18 shows the location of existing traffic control devices; Figure 19 depicts the location of recommended improvements. City staff has noted that responses to these proposed stop signs and traffic signals will be possible following completion of traffic counts and related studies over the next few months. The City is considering the possibility of establishing its own warrants for stop signs in residential areas sometime this year.

Pedestrian Circulation

The condition of the sidewalks was viewed as very important to safe pedestrian movement. Although there are sidewalks throughout the neighborhood, many are in need of repair. The City is implementing a pilot program during FY 93-94 which assists property owners to repair sidewalks. The program has targeted two neighborhoods (Fairway Park-Rancho Verde and Schafer Park) in the southern part of the City which have the most sidewalk damage. This program is discussed in more detail under Neighborhood Character.

Many residents consider some of the sidewalks as too narrow. Current standards require a minimum width of 4 feet for sidewalks. It appears that existing sidewalks throughout the neighborhood meet these requirements despite having been constructed years ago. At this time, the City has no plans to widen any neighborhood sidewalks, and no funding is available. Safe street crossings, with median islands of adequate width, are also of concern. In addition, there are very few curb ramps in the older subdivisions. All of these issues are of special concern to users of wheelchairs or strollers.

Bicycle Facilities

The existing local street widths throughout the neighborhood do not provide adequate room for bicycle lanes without the removal of parking. The minimum curb-to-curb width required for two through lanes, two bicycle lanes, and parking on both sides is 46 feet. Neighborhood street widths range from 34 feet to 38 feet. West A Street as proposed will have bicycle lanes. Hesperian Boulevard has the northbound frontage road which provides a measure of safety for northbound bicyclists. However, there is no existing comparable route for southbound bicycle travel except for Skywest Drive and the designated sidewalk route nearer West Winton Avenue. No additional potential bicycle routes have been identified by the Task Force.



Traffic Accidents 1988-1993

| YEAR | Property Damage | Injury | Pedestrian | Bicycle | Fatal | Total |
|----------------|-----------------|------------|------------|-----------|----------|------------|
| 1988 | 130 | 46 | 1 | 3 | 1 | 181 |
| 1989 | 121 | 31 | 1 | 0 | 0 | 153 |
| 1990 | 71 | 36 | 1 | 4 | 0 | 112 |
| 1991 | 67 | 41 | 2 | 4 | 0 | 114 |
| 1992 | 88 | 47 | 2 | 7 | 0 | 144 |
| 1993 (Partial) | 51 | 29 | 0 | 2 | 0 | 82 |
| Total | 528 | 230 | 7 | 20 | 1 | 786 |

Figure 16

Legend

- Number of Accidents with Property Damage
- Number of Injury Accidents
- ◇ Number of Bicycle Accidents
- * = One Pedestrian Accident
- ☆ = One Fatal Accident

**Longwood-Winton Grove
Neighborhood**

**Traffic Accidents
1988-1992**

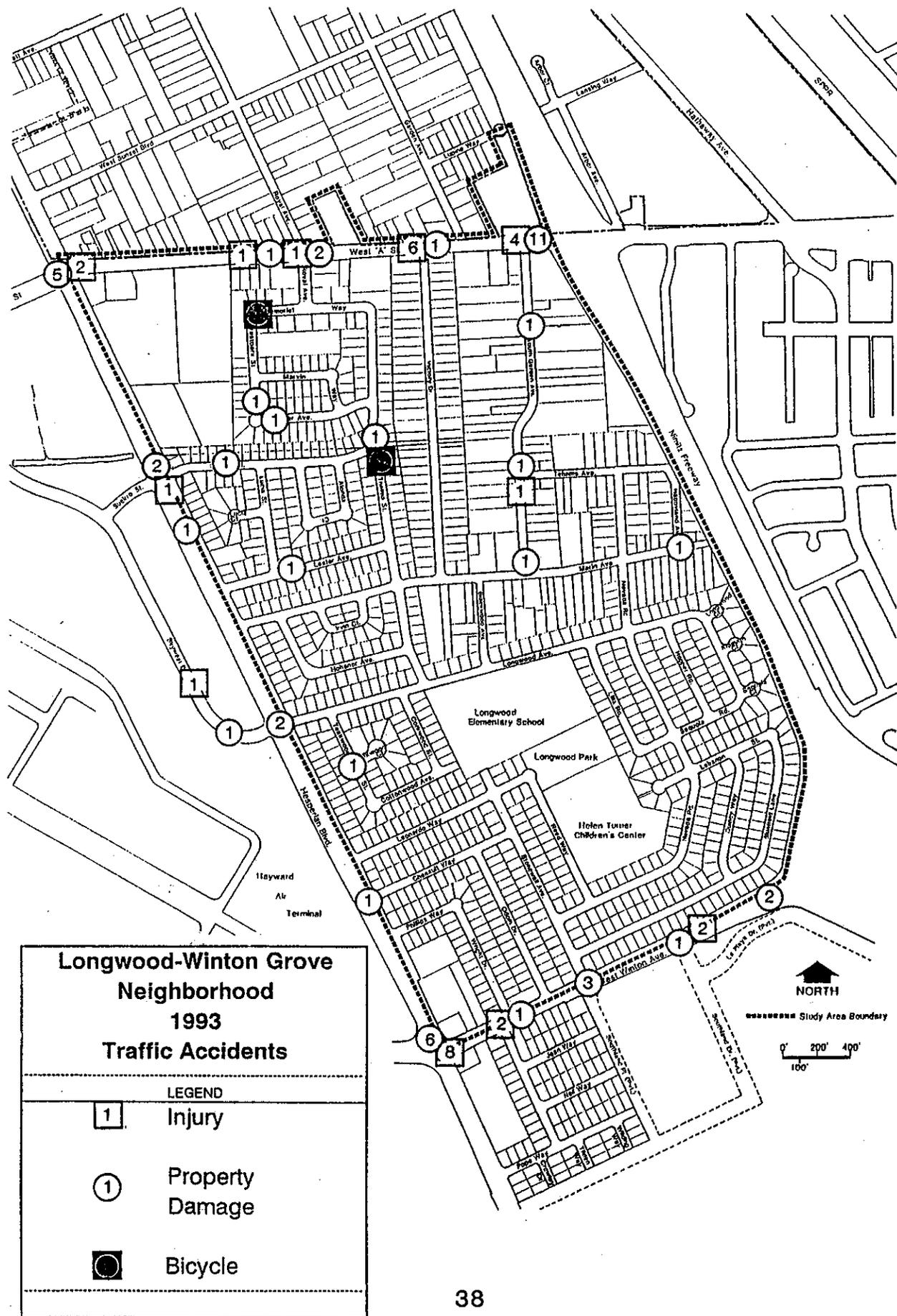


Figure 17



**Longwood-Winton Grove
Neighborhood
Traffic Control
Devices**

LEGEND

-  Stop Light
-  Stop Sign
-  3-/4-Way Stop
-  Yield Sign

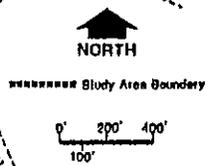


Figure 18

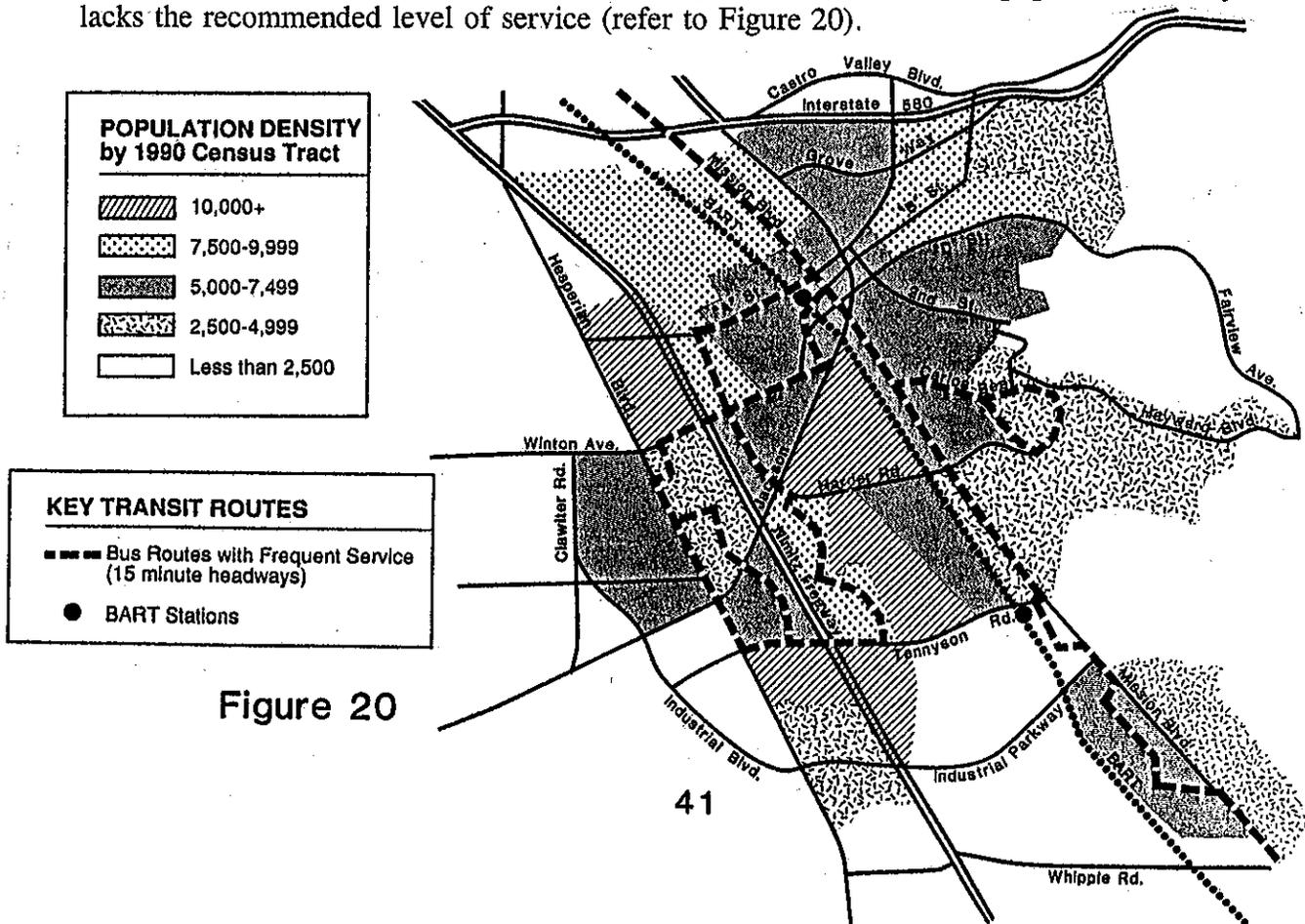
PUBLIC TRANSIT

All three arterials bordering the neighborhood are traversed by AC Transit bus routes. Figure 21 shows the routes and bus stops. Every resident is within 1/2 mile of at least two bus lines. Transit users in the neighborhood include commuters going to San Francisco or Oakland and students attending Mt. Eden High School and Ochoa Intermediate School.

There are no shelters at the bus stops. The responsibility for installing and maintaining bus shelters now belongs to the City, not AC Transit. The City is currently in the process of establishing a policy and procedure for bus shelters. A list of desired locations for bus shelters could be created for review when a City policy is in place. In some locations, installation of shelters may require additional right-of-way to provide for widening of the sidewalks. Bus turnouts, but no bus shelters, will be provided as part of the West A Street widening project.

Task Force members and neighborhood residents have offered several suggestions for improving current transit service through alternative route alignments, better signing at stops, and adequate equipment maintenance. The infrequency of Line 92 to BART is viewed as a disadvantage compared to the convenience of express bus routes. Lines 36X and S could be routed to serve BART instead of providing parallel service. There is a need for information, numbers and maps on the signs at stops like at BART. The lack of accessibility is a problem due to infrequent buses and often broken lifts.

AC Transit has adopted service standards which call for 15-minute headways during peak hours in areas with 10,000 or more population per square mile. The Longwood-Winton Grove neighborhood is one of several areas in the City that has this level of population density, but lacks the recommended level of service (refer to Figure 20).



**LONGWOOD/WINTON GROVE
NEIGHBORHOOD PLAN
STUDY AREA**

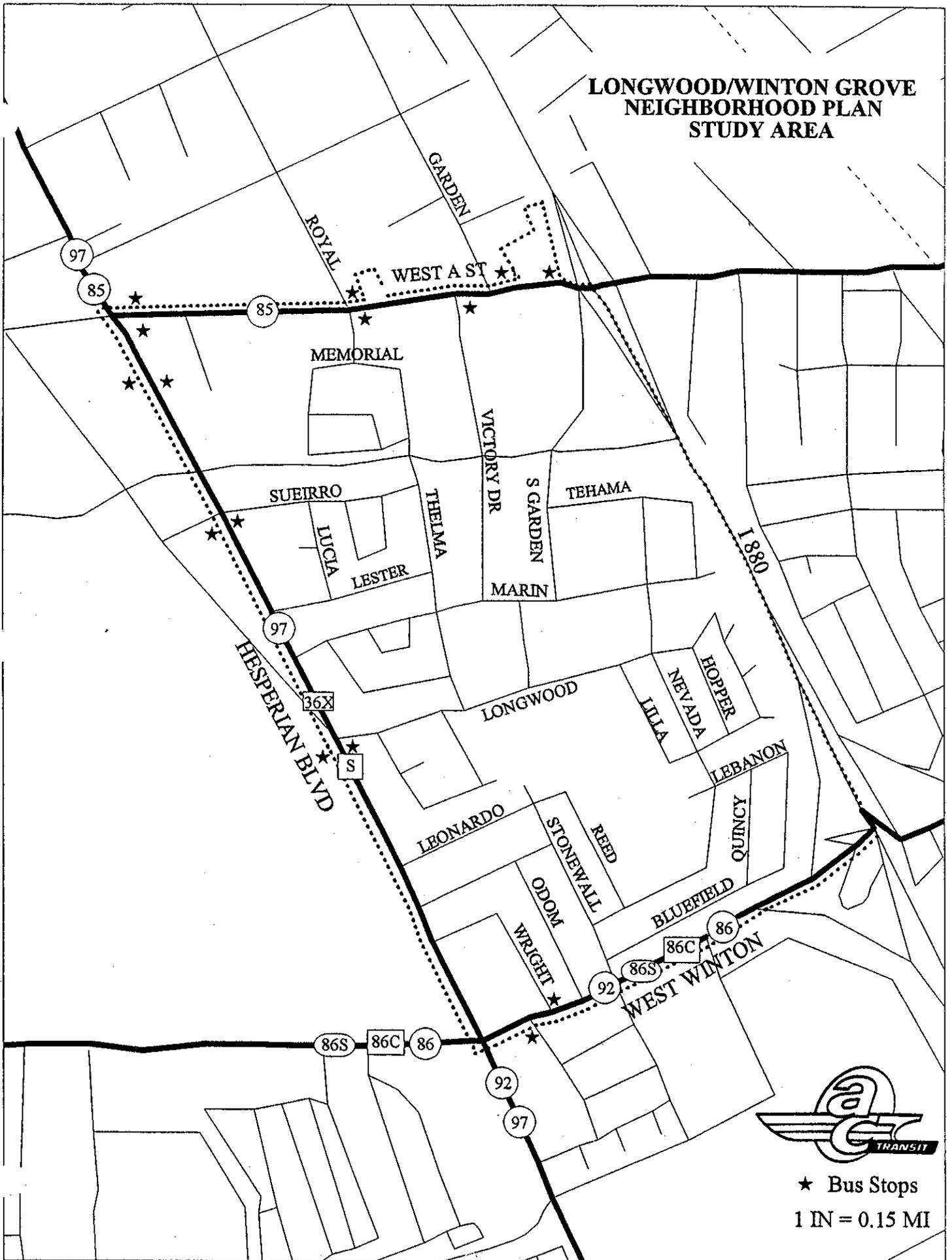


Figure 21

PUBLIC FACILITIES

Major issues concern the schools, park, and recreational activities. Fire protection is discussed under Public Safety. Water and sewer services are discussed under Land Use. Other public facilities and services are discussed under Neighborhood Character and Appearance.

EDUCATIONAL FACILITIES

Existing schools include Longwood Elementary School (K-6) and the Helen Turner Children's Center, which leases the former Winton Grove elementary school site that was closed in 1977. Longwood kindergarten classes are housed at the Winton Grove site. Students in Grades 7-8 attend Ochoa Intermediate School and students in Grades 9-12 attend Mt. Eden High School. According to the 1990 Census, about 8% of the resident K-12 students attend private schools, which is consistent with the city-wide average.

Longwood Elementary School

The Longwood attendance area encompasses the entire neighborhood and also includes the residential area on the south side of West Winton Avenue. The school currently serves 637 students; the four kindergarten classes are housed at the Winton Grove site. Enrollment at Longwood has declined from 683 in 1992 and 703 in 1991. Projected enrollment for 1994 is 582.

Enrollment Characteristics and Capacity

The changing ethnic composition at Longwood is representative of the larger Hayward community. In 1993, enrollment was 25% White, 17% Black, 48% Hispanic, 6% Asian, 3% Filipino, and 1% Pacific Islander. In comparison, the District-wide enrollment was only 33% Hispanic with somewhat higher percentages in each of the other ethnic groups.

Over 40% of Longwood students live in homes in which a language other than English is spoken. There are 16 different languages represented in this group.

The transiency rate at Longwood has held fairly constant at 33% over the past few years. This means that one third of the students have transferred in or out of the school in a single year. This transiency rate is similar to those at other schools whose attendance areas include a significant number of renter-occupied single-family and multi-family dwelling units.

Enrollment capacity, assuming 25 regular classrooms, is 750 students (using the State standard class size of 30) and 800 students (using the District standard class size of 32). Capacity of the multi-purpose room is 384 for assembly and 179 for dining. The school site is 10.01 acres. The District has calculated that, if necessary, the site could accommodate two additional portables, which would increase the number of classrooms to 27. In this scenario, the maximum enrollment capacity would increase to 810 students (state standard) and 864 students (District standard).

Building Condition

The school was built in 1953. Although the Field Act in 1933 mandated that schools be built to earthquake standards in effect at that time, a 1989 report of the state Seismic Safety Commission noted that many older schools do not meet the current earthquake standards. They are not required to meet the latest standards unless they undergo major remodeling or expansion. District staff has noted that most schools are designated as emergency shelters and are safer than most housing. Recent improvements to the facilities have included painting of the exterior of the buildings and adapting restrooms for the physically disabled.

The District has applied to the state for funds pursuant to the State School Building Program to modernize a number of schools, including Longwood. This legislation authored by LeRoy Green authorized funding from school bonds for new school construction as well as modernization. The District is eligible only for the modernization money at this time, which is a small percentage of the total funding and may not be used for any structural modifications. Eligible facilities are limited to those buildings constructed before 1961. The District submitted applications during Phase I and received approval for 23 schools. Plans and specifications are being submitted during Phase II; the total amount requested by the District is approximately \$34 million. The Longwood School proposal, which was developed with the assistance of the local site council, covers such things as utility systems, roofing, painting, furniture, equipment, technology improvements, attached outside lighting, and disabled access. The estimated cost is about \$1.2 million. Actual funding for construction (Phase III) must await passage of additional school bond issues. The District has not established priorities for construction funds.

Site Maintenance and Improvements

The District has recently decided to establish a maintenance assessment district pursuant to the Landscape and Lighting Act. This proposal involves a \$2.50 monthly charge per unit on all single-family parcels, and a similar charge per unit on multi-family parcels, up to a maximum of five units. Funds could be used for grounds maintenance and improvements, such as turfing, tree replacements, sidewalk repairs, fences, parking, etc. The District might consider making minor sidewalk repairs, but not extensive section replacements, in front of Longwood School. School playgrounds must be enclosed; fences at Longwood School could be increased to 6 feet. As part of an Urban Forestry grant, redwood trees have recently been planted on both school sites (30 along the east side and more on the south side). The school really needs turfing of the playground area.

Pedestrian north-south access through the grounds is accommodated (but limited to the parking lot) in recognition that there are few neighborhood alternatives. The gate areas are in need of repair; evidence of their frequent use is supplied by the shopping carts abandoned at these gates.

The schools and park sites should be more integrated (refer to Figure 22). There is much open space that could be better utilized by both districts (see next section on Parks). HUSD and HARD have numerous agreements for joint development and maintenance of school grounds; however, there is none covering the Longwood site.

HUSD is open to the possibility of a caretaker on site with certain restrictions, but additional study is necessary. Volunteers have helped maintain sites in the past and ongoing grounds maintenance is possible. The District sponsors a clean-up day every October.

Activities at the school are mainly school-sponsored. However, there are weekend recreational activities, which often pose clean-up problems. Discussions with those involved in after-hours soccer activities have focused on the need for restroom facilities, trash cans, and greater use of available off-street parking for cars and vendor trucks. It is noted that organized leagues often offer in-kind services and materials in exchange for usage fees.

The Task Force has discussed various ways to enhance child safety and eliminate the considerable auto traffic hazards in front of Longwood School. It has been proposed that school staff parking be relocated to the southwest corner of the campus and that the present staff parking area be utilized in a one-way vehicular traffic plan permitting parents to drop off and pickup children. The proposed on-site resident caretaker could attend access gates presently existing at the western property line and direct traffic exiting onto Longwood Avenue.

Helen Turner Childrens' Center

This center is operated by the Hayward Unified School District and is one of two such facilities in Hayward. The Center serves children whose parents are low and moderate income and working or attending school. It accommodates about 250 children, including 125 preschoolers and 125 kindergartners. In addition, there are about 50 older children from Longwood School enrolled in after-hours programs. Most of the children are from the surrounding neighborhood, although some are inter-district transfers or enrolled in bilingual programs. The Center is used as a training site for child development students and its facilities are used for many community meetings. Task Force members have noted that day care is essential for many households.

The Tri-Cities Childrens' Center has recently received funding in the amount of \$175,000 through the City's Community Development Block Grant to locate a modular portable building at the site in order to serve 36 infants. The target population will include up to six infants who are developmentally delayed or disabled, infants of low-income families who are working or in job training, and infants of teen parents. This program is designed to fill a gap in subsidized infant care that exists in the central and northern portions of Hayward. In addition, it will enable the center to provide a complete continuum of care, from infant care to preschool to latch key programs, at one site which makes child care more convenient for parents. A condition attached to the grant requires the District to work with the Task Force in the siting of the portable building. The logical location would be at the rear or eastern side of the existing buildings so as to preserve the aesthetics and open space opportunities of the site.

The entire site contains slightly over 7 acres. However, children are unable to use the playground because of the hard adobe soil. Designs have recently been completed for new playground structures and fundraising is underway. A backstop is planned to minimize occurrences where toys or dirt might find their way onto adjoining properties.

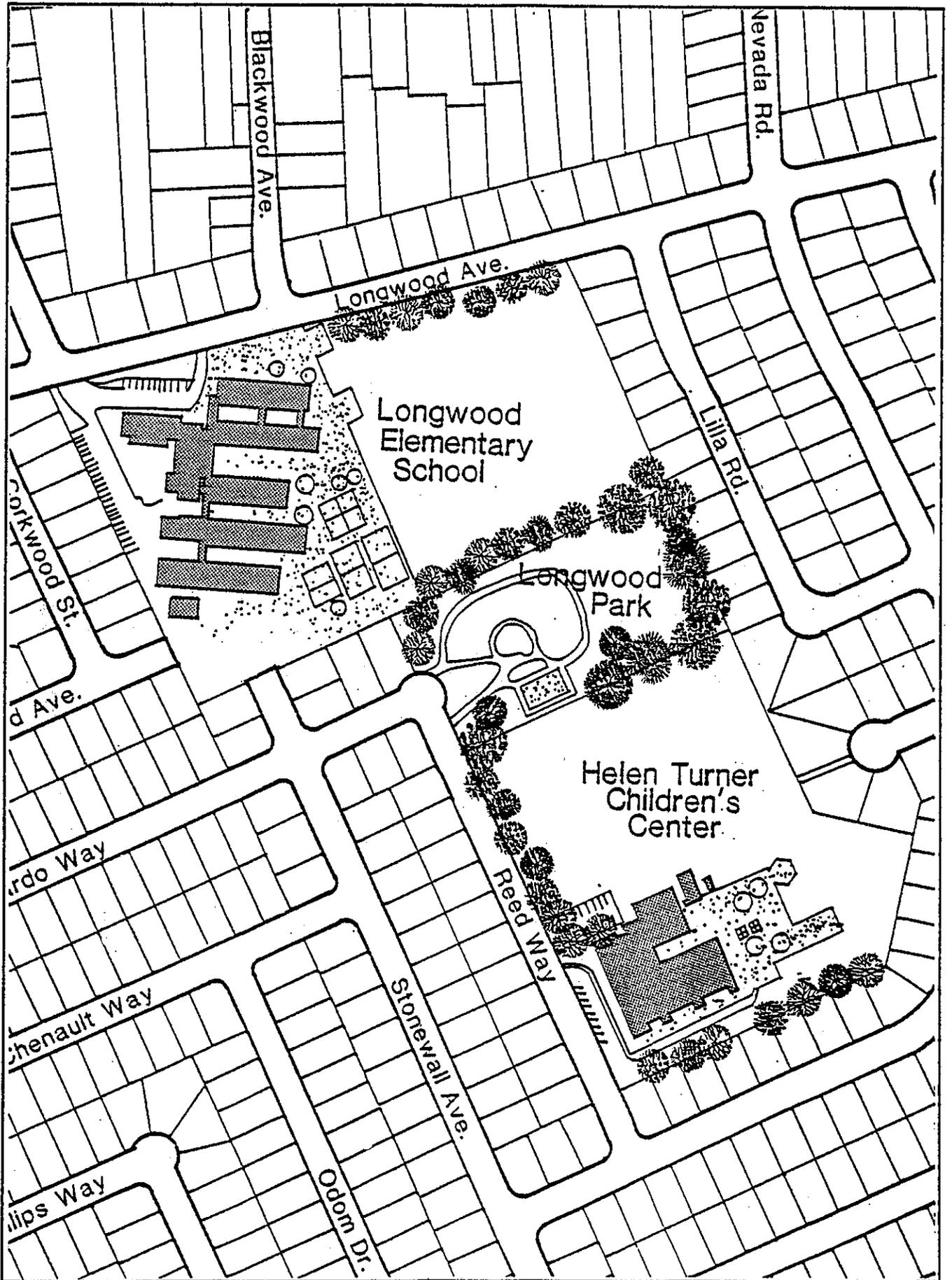


Figure 22

PARKS AND RECREATION

Existing park and school playground facilities in the neighborhood include the following:

| | |
|--|------------|
| Longwood Park | 3 acres |
| Longwood School (playground area only) | 5 acres |
| Helen Turner Center (playground area only) | 4.5 acres |
| Total | 12.5 acres |

Facilities at Longwood Park include a small parcourse, basketball courts, picnic tables, and play equipment. HARD prefers not to have restroom facilities in neighborhood parks for the obvious reasons of maintenance and vandalism. Such facilities can cost about \$100,000 to build. School playgrounds have backstops but no irrigated turf areas.

This neighborhood is relatively isolated by major arterials or freeways and major land uses which precludes convenient use of nearby facilities. Kennedy Park, which is a large, multi-purpose community park with all typical features plus other special features, is located one-quarter mile north of the neighborhood. However, Hesperian Boulevard by its width and traffic volumes presents a formidable barrier to most pedestrian access to the park. In addition, heavier than typical use incurred by the presence of amusement rides discourages local users. Therefore, while recognizing Kennedy as a community or district park, it is not included here as local park acreage. It is possible that the more intensive uses could be relocated in the event a new district park is established elsewhere.

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 Kennedy Park and special facilities such as Skywest Golf Course.

Applying local park standards, Longwood Park provides 3 acres of local park, or .52 acres/1,000 population. There are presently 9.5 acres of school playgrounds in the study area, or about 1.66 acres/1,000 population, for a combined total of 2.18 acres/1,000 population of local parks and playgrounds. This area is considerably below HARD's standards if only Longwood Park is considered. If school playgrounds are included, then there is more than sufficient acreage to meet the standard. No additional parks are proposed in or adjacent to this neighborhood as part of the Hayward Area Recreation and Park District Master Plan.

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. The sole source of new revenue is in-lieu park fees from new residential development.

Under state law, 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 A, which includes all of the City west of Hesperian Boulevard. Current fund balances as well as past expenditures are shown in Figure 23. Fees received thus far in 1994 for this zone total \$62,526 for a current total available balance of \$93,851 plus interest. Longwood Park was renovated in 1987 at a cost of about \$200,000.

Access Issues

Access to the park from the north is an issue. HARD prefers not to have fences around parks; however, school playgrounds must be enclosed. Inclusion of a walkway to Longwood Park from Longwood Avenue along the east side of the school playground was discussed in 1987 but was eliminated due to protests of nearby residents. Currently, a marked path through the staff parking lot provides access through the school site for north-south pedestrian traffic. The District has posted signs regarding sign-in by visitors to preclude possible problems with legal liability or easements.

The Longwood School site is one of ten in HARD's service area where schoolgrounds and facilities are utilized for after-school hours programs. In addition, there are numerous after-school hours activities which take place and are not part of any organized programs. Some of these users agreed to talk with HUSD about arrangements for picking up trash and renting porta-toilets during soccer games.

CITY OF HAYWARD
 PARK DEDICATION IN-LIEU FEES
 SIX-MONTH REPORT

July 1, 1993 through December 31, 1993

Six-Month Report Period

| Zone | Beginning Balance | New Fees Received | Interest Earned | Expenditures | Admin. Overhead | Committed Funds Outstanding | Total Available Funds |
|------|-------------------|-------------------|-----------------|--------------|-----------------|-----------------------------|-----------------------|
| A | 63,896 | 28,674 | 1,620 | 7,650 | 965 | 54,250 | 31,325 |
| B | 225,246 | 21,600 | 3,810 | 26,350 | 714 | 23,800 | 199,792 |
| C | 175,875 | 3,000 | 3,171 | 16,150 | 84 | 53,600 | 112,212 |
| D | 226,201 | 73,600 | 5,905 | 17,850 | 2,434 | 30,600 | 254,822 |
| E | 134,968 | 971 | 2,272 | 17,000 | 0 | 12,750 | 108,461 |
| | 826,186 | 127,845 | 16,778 | 85,000 | 4,197 | 175,000 | 706,612 |

Life-to-Date*

| Zone | Fees Received | Interest Earnings | Revenue to Date | Expenditures | Admin. Overhead | Current Balance** |
|------|---------------|-------------------|-----------------|--------------|-----------------|-------------------|
| A | 418,872 | 160,427 | 579,299 | 492,759 | 965 | 85,575 |
| B | 853,142 | 360,097 | 1,213,239 | 984,216 | 5,431 | 223,592 |
| C | 731,080 | 158,192 | 889,272 | 723,292 | 168 | 165,812 |
| D | 665,851 | 201,558 | 867,409 | 573,594 | 8,393 | 285,422 |
| E | 390,549 | 111,397 | 501,946 | 380,567 | 168 | 121,211 |
| | 3,059,494 | 991,671 | 4,051,165 | 3,154,428 | 15,125 | 881,612 |

February 24, 1994

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

**Current Balance reflects "Committed Funds Outstanding" plus "Total Available."

Note: Zone A includes the Longwood-Winton Grove neighborhood.

PARKFEE4.RPT

Figure 23

PUBLIC SAFETY ISSUES

Major issues focus on the fear of crime and the perceived need to increase the security and sense of personal safety in the neighborhood. Other issues are related to public health and environmental concerns and include noise and other impacts of airport operations. The level of fire protection services is considered to be quite satisfactory by neighborhood residents. Traffic safety issues are discussed under Circulation.

NEIGHBORHOOD SECURITY

Community Policing Efforts

There are 11 organized Neighborhood Alert groups in the study area; however, only six of these groups are currently meeting on a regular basis. Figure 24 shows the general location of established groups.

Patrol staffing includes 25 officers for the entire command area, which includes the area generally west of the Nimitz Freeway. The City is pursuing funding for additional officers through the new federal grant program. Neighborhood residents have stated that the Happyland area was promised more police officers upon annexation in 1990. Police Department statistics reveal how calls for service (the direct and immediate demands for service by community residents) have increased over the past four years, resulting in less discretionary time for officer-generated activity (law enforcement and crime prevention actions conducted by officers on their own initiative in their uncommitted time).

Criminal Activity

Police have noted that criminal activity such as narcotics and burglaries are often related, as drug users often steal to get money to buy. During the past six months, this area has had reports on over 50 house burglaries, 10 auto thefts, and 50 assaults. Phone booths at several locations on West A Street appear to be used in drug dealing activities; it has been noted that each booth brings revenue to the business owner, perhaps as much as \$1,000 a month. Prostitution activity appears to be occurring in the area. Police emphasize that citizens need to report criminal activity in order to help police enforce the laws; only 12 calls on drug activity were received from this area during the last six months.

Much of the drug activity is taking place in the South Garden area. Police think that criminal and related gang activity could be discouraged through training and support for area apartment managers. Police are now working with apartment managers to identify those units where criminal activities are occurring. The South Garden area is the next target area for training courses sponsored by the Police Department.

Gang Activity

Police have stated there are 26 known gangs active in the Hayward area; the Department has estimated there are about 50 gang members, plus other sympathizers, living in the study area. The Police Department is exploring various ways of abating gang activity. One way is to seek civil restraining orders to keep them out of an area. Police have abandoned processing a civil abatement action, known as a Declaration, through the City Attorney's office due to result of recent court cases. Strict enforcement of anti-loitering ordinances is difficult from both a legal and staffing perspective. Another possibility is to support proposals for closed school campuses.

Graffiti often provides evidence of the level of gang activity in an area. The City's graffiti abatement program requires community service hours from convicted offenders. See the next section for further discussion on graffiti and abatement efforts.

Parolees

Task Force members and residents are concerned that the neighborhood does not become a dumping ground for paroled felons. Estimates are difficult to make on the number of parolees living in this area. Available data suggests a total of 3460 in Alameda County, including 837 in Oakland, 700 in San Leandro, and 668 in Hayward. The office of the district parole supervisor is located in Hayward's southern industrial area. There are six halfway houses in Hayward; however, none are located in this area.

Street Lighting

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. Police are willing to work with residents to improve street lighting in their neighborhoods. New or enhanced lighting can be requested through PG&E or the City's Public Works Department. New poles each cost about \$6,000-\$7,000. Spacing of poles varies within the neighborhood depending on the street and subdivision. Maintenance of street lighting could be improved through establishment of an "Adopt a Light" program, in which residents volunteer to monitor specific street lights.

FIRE PROTECTION

The neighborhood is served by the engine company located at Station #6 on West Winton Avenue. 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. The West A Street commercial strip lies just beyond this response capability. The nearest station in the County is located at Hesperian and Paseo Grande, about 1.1 miles away. Although the County standard for the first unit response is also 5 minutes, the County's total response time standard is 10 minutes as compared to the City's 8 minutes. Neighborhood residents are generally very pleased with the level of fire service and response to the neighborhood.

AIRPORT OPERATIONS IMPACTS

The Hayward Air Terminal was constructed by the military during World War II and turned over to the City in 1947. Although portions of this neighborhood predate World War II, the neighborhood was developed largely in the 1950s. The Air Terminal and the neighborhood have cooperated over the intervening years by working together to resolve identified problems. Since the neighborhood is essentially built out, there are few issues related to land use restrictions on new development. Although the Horns of the Hunter shopping center lies within the Clear Zone, the City has adopted a resolution overriding any land use restrictions imposed by the Alameda County Airport Land Use Commission. Continuing operational impacts on the neighborhood are primarily related to the use of jet aircraft, more specifically air pollution from expended jet fuel and noise from low-level flights.

In 1993 there were approximately 160,000 flight operations, which is the lowest number since the late 1970s. The estimated number of accidents over the past ten years is about 10; the primary cause is fuel starvation.

Noise Impacts

The Air Terminal noise abatement program focuses on pilot education and cooperation as experience shows that such efforts offer the greatest relief to the surrounding neighborhoods. Noise standards, levels, and abatement measures are reviewed by the Airport Noise Monitoring Committee, which is an ongoing effort and includes representatives from the study area.

Figure 25 illustrates the preferred flight patterns around the airport and the surrounding neighborhoods. No straight-out departures are permitted on Runways 28; and no turns are permitted prior to Southland Mall when departing on Runways 10. No high-performance single-engine departures are allowed on Runway 28R, and multi-engine and jet aircraft must use the entrance taxiway (enclosed by the berm) for takeoff. Actual flight patterns are dictated by prevailing wind directions. The Traffic Pattern Altitudes (TPA) are limited by the approach patterns for Oakland International Airport.

Some residents think operations by both the air ambulance and corporate jets seem to violate the noise ordinance. Night flights are mainly Lifeguard operations. There is a concern as to the necessity for accommodating medical emergency flights at the airport when the emergencies are actually occurring someplace else. There is no requirement that the Air Terminal serve as home base to emergency aircraft.

Since creation of the aircraft noise ordinance by the City, most residents are satisfied with the reduction in single-event noise incidents. About 50% of the continuing noise complaints are from the Longwood-Winton Grove area. Stage 2 aircraft usually result in complaints from the neighborhood, while Stage 3 aircraft have acceptable levels at monitors beyond the airport. Military CA130 aircraft make periodic visits to the airport. Weekend operations include touch-and-go flights by student pilots and the Young Eagles. Types of complaints other than noise include fumes in the area east of the airport and helicopter operations. Some concern has been expressed by residents about the response time or lack of response on complaints.

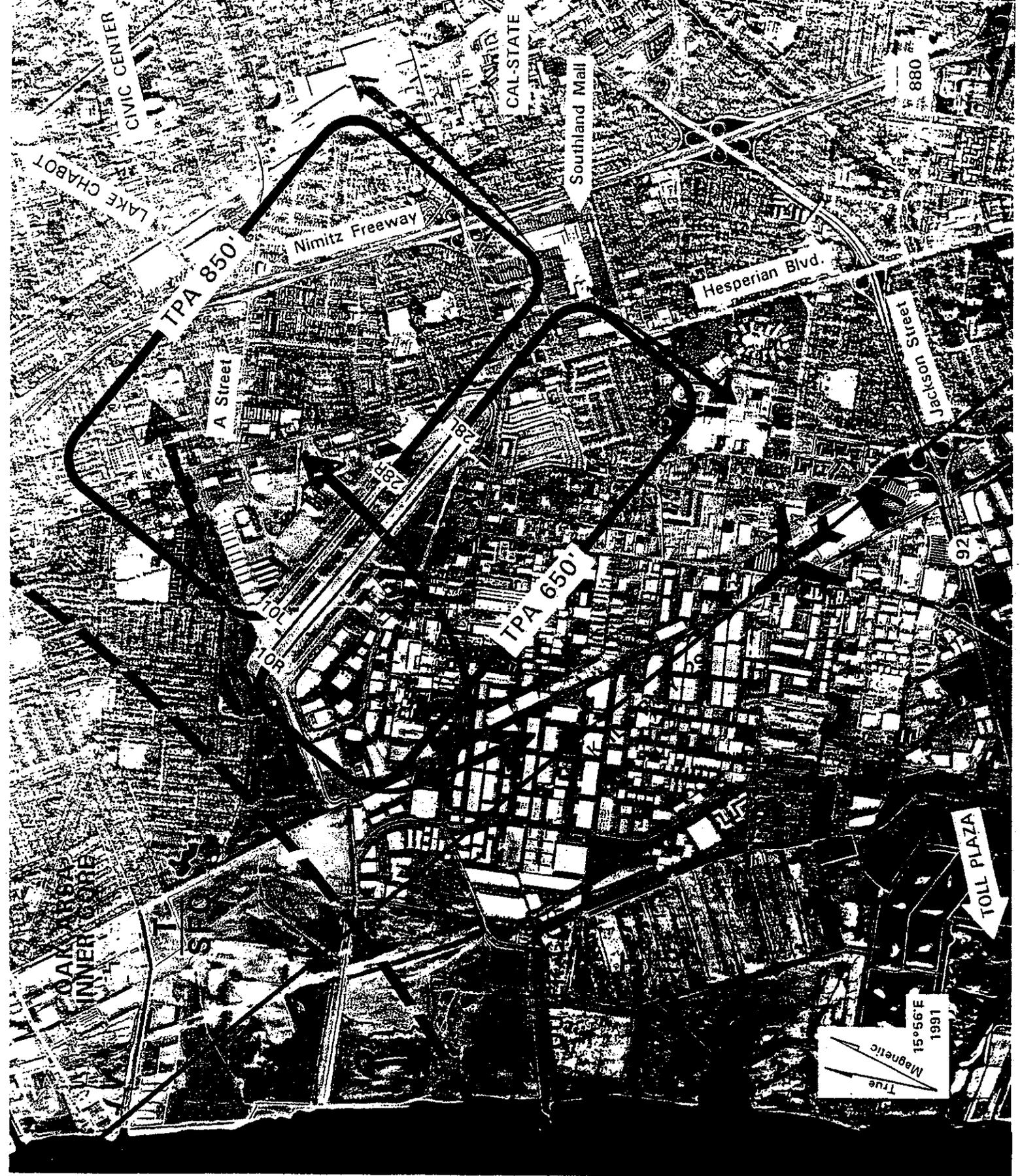


Figure 25

Air Pollution

Some residents think the berm at the end of Runway 28L seems to increase the impact of exhaust fumes from aircraft waiting for clearance. The fumes from jet aircraft and turboprop aircraft seem to be the most noticeable. These aircraft are operated most frequently by Air Ambulance Company and SP Aviation, the two Hayward fixed-based operators that provided air ambulance and medical emergency services. Due to air traffic delays, these types of aircraft have sometimes operated for an extended period of time on the northeast side of the airport with engines running, while awaiting take-off clearance from the Oakland Bay Tracon. During such periods, the aircraft fume concentrations are heavier at the airport than during normal operations.

To alleviate this condition and reduce concentration of fumes in the neighborhood, airport staff have recommended to representatives of both companies and to the FAA Control Tower Manager that when aircraft are delayed and awaiting clearance from Oakland, the aircraft operator will request and receive approval for a holding position on the southwest side of the Runway 28L, away from the Longwood and West Winton neighborhoods. The FAA and both medical ambulance companies have agreed to use this procedure in the future; however, this procedure may adversely affect residents of the mobile home park. At this time, there are no plans to relocate jet fuel operations to the west side of the airport. One of the Task Force recommendations is to examine the feasibility of relocating tenants using jet or turboprop aircraft to the northwest corner of the airfield. Liberalization of permitted uses in the AT-C zoning district is intended to assist financing of this change.

NEIGHBORHOOD CHARACTER AND APPEARANCE ISSUES

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.

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 Task Force concerns involve complaints about graffiti, cars on lawns, junk and outside car repairs involving oil spills. There are currently several specific sites that are the sources of these complaints. Enforcement relies first on persuasion 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 identification of instances where the offense occurs.

Graffiti Abatement

Neighborhood residents are very concerned about the frequency of graffiti vandalism. Over the past year, 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. Task Force members noted that sandblasting has worked on graffiti tagging in some areas. HARD has responded quickly to incidents at Longwood Park. The concept of an on-site resident caretaker at school sites is recommended by the Task Force as a means of combatting graffiti.

Rental Housing Inspections

The City has had a mandatory rental inspection program in effect for parcels with three or more rental units since 1989. Complexes in the South Garden area have been inspected since annexation of the area in 1990. The Task Force also feels that the level of maintenance is enhanced by the presence of resident managers. Multi-family complexes with 16 or more units are required by state law to have resident managers; locations of these complexes are shown in Figure 26.

In 1993, the City began a mandatory inspection program targeted at all rental single-family homes, including condominiums, townhouses, and duplexes. The ordinance covers units more than 10 years old, including units under contract to the Alameda County Housing Authority. The purpose is to ensure all rental housing is safe and sanitary and that all units comply with minimum standards, as well as to maintain attractive neighborhoods by preventing the deterioration of the rental housing stock. Inspections will occur approximately once every five years. Locations of rental single-family dwellings in the study area are also shown in Figure 26.

Inspections of single-family homes will occur at the same time multi-family complexes are inspected as is the case throughout the city. It is recognized by the Task Force that some need for urgency in the single-family dwelling inspection program exists within this neighborhood.

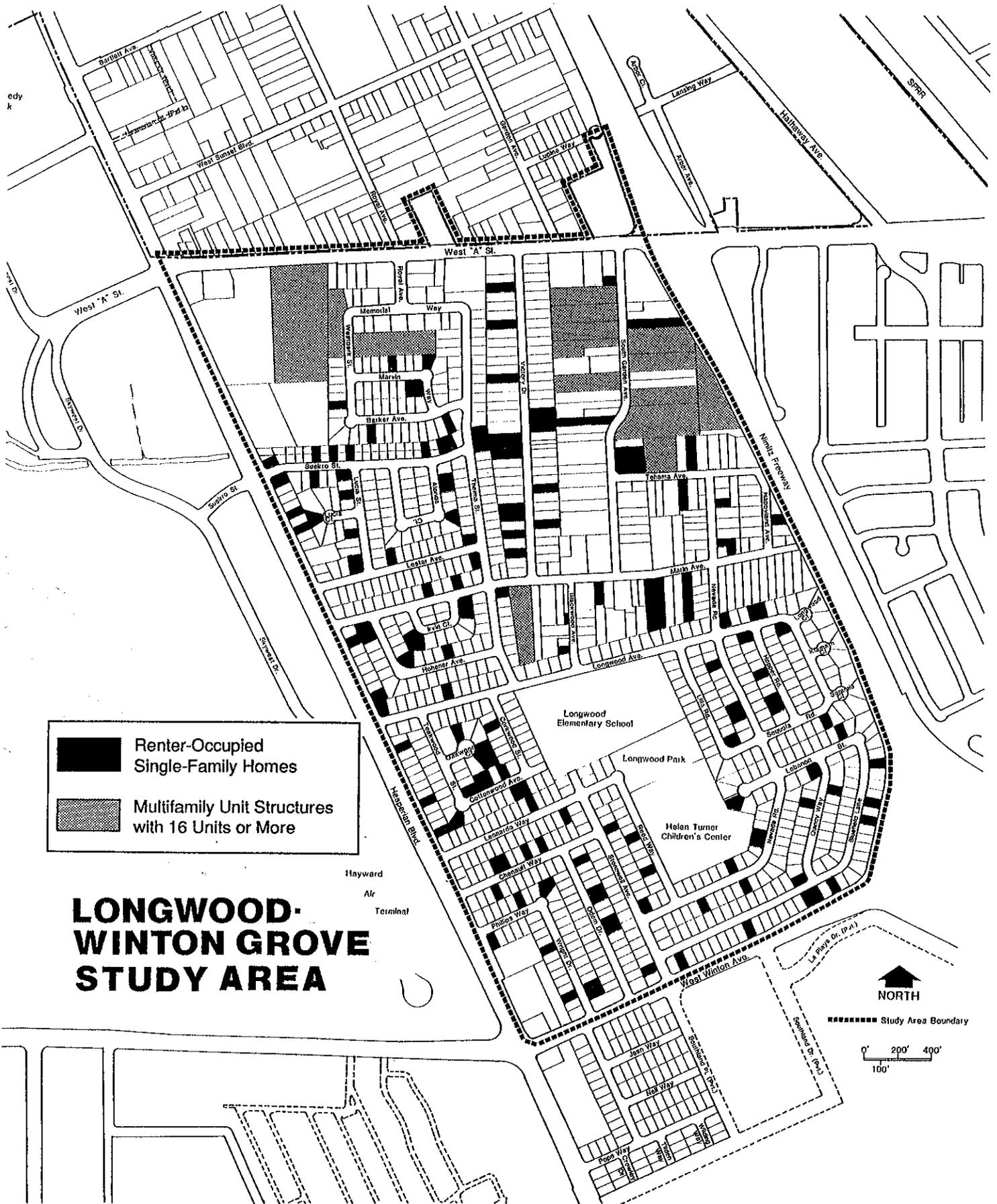
LANDSCAPING AND PUBLIC RIGHTS-OF-WAY

Street Trees

Given the current resources, city-wide tree trimming is on a 10-year block pruning cycle. Trimming began in this area in March and will last for about 18 months. 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 about 100 out of 400 requests for root-trimming and other problems. Root-pruning is important since it serves to lessen damage to curbs, gutters and sidewalks. In addition to these efforts, the City generally removes about 250-300 trees per year.

There is a current backlog of 900 requests for tree replacements. Tree replacements have been delayed because many homeowners would not commit to watering during the drought. Tree replacement provided by an Urban Forestry grant focusing on major arterials have provided about 75 trees on West Winton. 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. In this area, new street trees are more upright (pears) as opposed to the umbrella shape of the current fruitless mulberry trees.

The City has a backlog of 250 tree stumps; about 27 are located in the Longwood area (8 are on Bluefield). A stumping crew is currently removing stumps from this area. During FY 93-94 the stump crew is concentrating on 91 freeze-damaged tree stumps, since this activity is funded by the State Office of Emergency Service. Few such trees are located in this area.



LONGWOOD-WINTON GROVE STUDY AREA


 NORTH

 Study Area Boundary

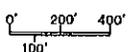

 0' 200' 400'
 100'

Figure 26

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. Existing programs consist of asphalt patching to eliminate tripping hazards, root pruning to minimize damage, and a partnership program where, if a property owner agrees to repair the sidewalk, the City will root prune the tree as appropriate and, if necessary, repair the curb and gutter within budget limitations. 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 calls 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 will come from a 50%-50% cost-sharing arrangement with property owners, allowing an option for payment over six months. It should be noted that any funding for future years will require City Council approval during the budget process.

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. Ongoing or planned projects in the study area include landscaping in the planter strip at West Winton and the Nimitz, updating the median and islands in West Winton, planting of trees along West Winton near Stonewall, landscaping in the median along Hesperian Boulevard, and median landscaping as part of the West A Street widening project. Joint work days with Caltrans are also held at the freeway interchanges along the Nimitz. The first such cleanup project was done in March 1994 at Winton and the Nimitz Freeway. Freeway cleanup is Caltrans responsibility; however, their lack of manpower does not allow for a higher service level. The City reminds Caltrans at monthly meetings of its concern for maintenance of state properties in terms of weeds, litter, and landscape maintenance.

Sidewalk Damage

| Tree Maintenance Districts | | Total Sq. 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, (incomplete) | 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 Area | 57,480 | 872 | 66 |
| | TOTALS | 356,848 (8.2 acres) | 6,648 | 54 |

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, (incomplete) | 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 Area | 8,908 | 436 | 20 |
| | TOTALS | 40,367 (7.6 miles) | 2,205 | 18 |

Cost Estimate
50%/50% City Wide Sidewalk Program

| Tree Maintenance Districts | | 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 | \$1,020 | \$6,773,158 | \$4,402,554 | \$2,370,604 |

*Note: The average cost includes replacing that district average square feet of sidewalk, providing root barriers, and as appropriate, stump removal and tree replacement. It is assumed that any balance pruning or tree removals will be accomplished by existing City tree trimming crews and is not part of program costs. The cost also includes administration, design and inspection. The cost does not include curb and gutter repair and additional sidewalk that may need removal after final grades are determined at each location. The City would continue to pay for 100% of the street tree related work. As a result, after splitting the sidewalk costs 50%/50%, the City would pay approximately 65% and a property owner 35% of the project repair costs. Based on overall average costs and a 65% city share, an annual \$125,000 funding program would repair each year an average of 189 locations. (As an example, \$125,000 city share + \$67,300 property owner share = \$192,300/\$1,020 per location = 189 locations).

If the City chose to pay for 100% of the Sidewalk Repair Program and had the same \$125,000 budget, only 123 locations could be repaired (\$125,000/\$1020 per location = 123 locations).

The exhibit also shows the wide difference in average repair costs per location between districts, such as the downtown at \$342 compared to Schafer Park at \$1,406. The lower the average repair costs, the more locations repaired for the same budget in that district. As an example, with a total project budget of \$192,300, as described above, 562 downtown locations could be repaired compared to 137 in Schafer Park.

Figure 27

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 except for the November-February period (winter rains and leaf drop). Delays have been experienced in beginning the regular cycle this year. Normally, there are 5 operators for the entire city: one for the Downtown and major arterials (at night); one for the hill area and industrial areas; and three for the remaining residential areas. The Longwood neighborhood is split between two schedules at Longwood Avenue. The southern portion is covered on the second and fourth Mondays; the northern portion is covered on the second and fourth Tuesdays.

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. City staff has noted that this area does not experience the worst problem with on-street parking in comparison to other neighborhoods. Possible incentives put forth by the Task Force include levying fines for parking violators. The estimated cost of installing notice signs citywide is about \$1 million (each sign costs about \$130). Some residents indicated people might prefer sweeping only once a month if it is done right. Some Task Force members feel that street sweeping has a positive effect upon locations where oil spillage has occurred on a continuing basis.

NEIGHBORHOOD DESIGN

Design Guidelines

The City has adopted 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. Once the West A Street widening project is completed, there may be an impetus for new businesses or housing to locate on vacant and currently underutilized parcels. Although no particular theme is proposed for West A Street, it is important that new projects be compatible with each other and with existing development as appropriate.

Billboards and Signage

All 3 existing billboards along West A Street are located in the County. One is permitted by the zoning; the other two are considered non-conforming uses. The West A Street widening project will not affect any of these billboards. The City does not allow any new billboards per the sign ordinance. The Downtown agreement with Patrick, a billboard owner, does provide for relocation of those billboards eliminated to certain areas zoned Industrial or General Commercial (e.g. West A Street at I-880). Otherwise, the City is not pursuing abatement at this time due to the high costs of compensation. Alameda County regulations do permit new billboards in the C-1 and C-2 zones (e.g. West A Street at Hesperian) but not in Planned Development zones. The County also is not pursuing abatement. With regard to other 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 West A Street widening project includes undergrounding of utilities. Those portions of Winton Avenue and Hesperian Blvd. within the study area have rankings of #24 and #25 on the list of Unfunded Underground Utility Projects in the Capital Improvements Program. Estimated costs are \$700,000 for Winton (Nimitz to Hesperian) and \$2,940,000 for Hesperian (north city limit to Turner). The City received about \$600,000 this year as its share of Rule 20A monies and has a current unspent balance of approximately \$5.6 million. Active funded projects, in addition to the West A Street project, include D Street (Phase II) and Mission Blvd. (Harder to Industrial Pkwy.).

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UNFUNDED CAPITAL PROJECTS LIST (Continued)

UNDERGROUND UTILITY DISTRICT PROJECTS

| | 93/94 Total | 94/95 Incr/Decr | 94/95 Total |
|---|-------------------|-----------------|----------------------|
| Placement of P.G.&E. wires, Pacific Bell wires, and television cables in underground conduits at: | | | |
| 1. Mission Blvd. - Sycamore to Harder - Rule 20 funding programmed - \$1,906,000 | 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 | 192,000 | 0 | 192,000 |
| 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 Doller | 126,000 | 0 | 126,000 |
| 23. Harder Rd. - 500' W. of Doller 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 Skokke | 1,665,000 | 0 | 1,665,000 |
| 33. Calaroga - Chieney 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 Farnhill | 2,760,000 | 0 | 2,760,000 |
| 37. Whitman - Sycamore to Sparling | 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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