

SANTA CLARA NEIGHBORHOOD PLAN



Hayward, California

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INTRODUCTION

I. THE GENERAL PLAN

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

II. THE NEIGHBORHOOD PLANNING PROGRAM

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

III. THE PLANNING PROCESS

The Santa Clara Neighborhood planning process began October 17, 1994 with an initial neighborhood meeting to explain the planning process, identify local issues and concerns and solicit applications for a citizens task force. The Task Force was appointed by the City Council in February of 1995 to prepare a Neighborhood Plan for the area bounded by I-880 and the Southern Pacific Railroad tracks and West Jackson and West "A" Street. Figure 1 shows the Neighborhood Plan Study area.

The Task Force carefully reviewed those issues and concerns expressed by area residents at the initial neighborhood meeting and at subsequent Task Force meetings during February, March and April 1995. At the second neighborhood meeting on April 19, 1995 the Task Force presented various policy alternatives. After evaluation of the responses received at the meeting, the Task Force modified some alternatives and eliminated others from further consideration. The Task Force presented its recommendations to all interested residents, merchants and property owners at the final neighborhood meeting on May 24, 1995.

The draft plan will be the subject of public hearings before the Planning Commission and the City Council. The Planning Commission will hold its public hearing on June 22, 1995 prior to forwarding its recommendations to the City Council. The City Council will hold a public hearing in July prior to consideration and adoption of the final Neighborhood Plan.

POLICIES AND STRATEGIES

The Santa Clara Task Force reviewed the issues and concerns which were identified at both the initial neighborhood meeting in October 1994 and again at the second neighborhood meeting held in April 1995. Much of the emphasis of the neighborhood plan focuses on retaining the single family character of the neighborhood while attempting to enhance the area's livability.

The Neighborhood Plan acknowledges other historic non-residential uses which are also present. These goals, policies and implementation strategies attempt to address the many neighborhood issues which have been voiced as part of the process of creating this neighborhood plan.

LAND USE

Goal *Retain, enhance and protect the predominant single family character of the Santa Clara neighborhood and minimize detrimental affects of proposed projects - both public and private - on the neighborhood.*

1) Neighborhood Preservation

Policy 1.1 Allow new development where it is compatible with the neighborhood and other established uses provided that environmental concerns are addressed.

Policy 1.2 In order to further stabilize the integrity of the Santa Clara neighborhood and to maintain Hayward's existing housing stock, take all practical means necessary to ensure there is no loss of housing units within the provisions of existing land use policy.

Policy 1.3 Vigorously enforce the Community Preservation Ordinance.

Policy 1.4 New development and road projects shall provide to the extent allowed under the provisions of the California Environmental Quality Act, adequate noise buffering and visual relief to minimize impacts on existing neighborhoods and businesses.

Policy 1.5 Encourage residents to consider participating in the City's Sidewalk Repair Program and urge the City to increase funding for this program.

2) Winton Avenue Governmental & Office Complex

Policy 2.1 Encourage the Daily Review to remain in Hayward and use the general plan amendment process to consider future expansion proposals.

- a) The site planning and design efforts for any proposed expansion or improvements should reflect the strong civic function and character of this particular part of the Santa Clara neighborhood.
- b) Proposals for expansion or new facilities should provide the best urban design features in order to integrate any new improvements into this area with an orientation towards Amador Street.

Policy 2.2 Ensure that any expansion, improvements or changes of use in and around the Winton Avenue office facilities 1) feature sensitive site design which is in character and compatible with the surrounding neighborhoods; 2) provide adequate off-street/on-site parking for visitors and employees to minimize spill-over parking in the neighborhoods, and 3) provides a circulation plan which minimizes intrusion into the surrounding residential areas.

3) Commercial and Industrial Areas

Policy 3.1 Recognize the existing industrial uses within the Cannery Area as employment generators. Also, anticipate and plan for potential reuse of this area which 1) meet Hayward's needs from an economic development standpoint, 2) respects and is sensitive to the existing neighborhood, and 3) which is consistent with those provisions found within the City's General Policy Plan and Growth Management Element.

Policy 3.2 Possible reuse and future redevelopment of the Sysco site should consider a use which is compatible with the adjacent residences and existing railroad tracks. If appropriate, require the use of the general plan amendment process or include the property in any specific plan study for the larger Cannery Area to consider future uses on this site.

- a) Where appropriate, new development proposals or changes to another non-residential use shall provide appropriate landscaping and noise buffers, and to the greatest extent possible, minimize traffic impacts within the neighborhood.
- b) New development proposals should ensure that building facades which face existing residential areas are compatible with neighborhood character and scale.
- c) If redeveloped as a non-industrial use, consider improving the interface and connection between this property and Centennial Park.
- d) New development should improve the existing street frontage through placement of new structures closer to the street in a size and scale which is compatible with the existing residential neighborhood.

Policy 3.3 Support a mixed-used project for the property immediately north of Winton and south of Centennial Park, which is compatible with the adjacent office uses. The City should consider such a project which could include both commercial and residential development. New development proposals shall mitigate any soil contamination problems and any other environmental impact.

Policy 3.4 Along West "A" Street, between Santa Clara and Interstate 880, support neighborhood-serving uses.

4) NEIGHBORHOOD CHARACTER AND APPEARANCE

Policy 4.1 Encourage and support the continuation of the City's street tree maintenance program and educate residents about the City's street tree planting program.

Policy 4.2 Enhance street lighting where feasible. Encourage residents to use the "Street Lighting Request Process" to install new lighting where needed.

Policy 4.3 Improve the effectiveness of the City's street sweeping services. Consider installing street signage which includes date(s), time of day sweeping occurs and the amount of parking fine for violators.

Policy 4.4 Encourage businesses to maintain their properties.

- a) Urge increased private security and monitoring around the Amador/Jackson shopping center.
- b) Request businesses to monitor and reduce, to the extent possible, nuisance-type problems related to noise and trash control.

5) CIRCULATION AND TRAFFIC SAFETY

Goal *Alleviate spillover parking from the high traffic generators adjacent to the neighborhoods.*

Residential Permit Parking

Policy 5.1 Consider reducing the on-street parking threshold, which is presently in place in the city ordinance, for establishing permit parking in neighborhoods.

Policy 5.2 Consider establishing a non-fee, residential permit parking program in the following areas:

- a) Elmhurst Street/Surrey Way area near the County Public Works building and Post Office. Request the County to allow employees to use the County parking facility in order to create more off-street visitor parking next to Public Works building; and in the
- b) Elmhurst Street/Townsend area; and in the
- c) Banbury Street area, east of Santa Clara Street.

Pedestrian-oriented Improvements

Policy 5.3 Install new traffic improvements such as street signage, road markings and traffic signal enhancements to improve public safety.

Consider the following improvements:

- a) Consider installing pedestrian safety improvements (a crosswalk or flashing signal) along Amador Street north of Jackson, and provide pedestrian access, from Amador, to Park Elementary School.

- b) Consider limited use of patterned cross-walks (to improve visibility) to replace existing crosswalks.
- c) Consider reducing existing landscaping on the east side of Santa Clara Street, between Banbury and Jackson, to improve pedestrian safety.
- d) Urge Park Elementary School to maintain present student drop-off points on Larchmont Street and consider additional circulation improvements in the parking lot and along the Surrey Way frontage.

Street Signage & Road Markings

- e) Consider more traffic control signage, such as speed limit and pedestrian crossing signs on Santa Clara between Winton Avenue and "A" Street.
- f) Install improvements in the Jackson/Santa Clara intersection, specifically lane markings which clearly identify turn movements through the intersection.
- g) Provide larger signage and road markings (on Northbound Santa Clara before Ocie Way) to indicate that lanes merge. Provide arrows on street pavement and install signage about 200 feet beyond the Winton Avenue intersection.
- h) Provide new signage regarding truck travel restrictions on Santa Clara at Banbury/Santa Clara (facing Northbound traffic); at Elmhurst/Santa Clara facing Southbound traffic; at after Ocie Way/Santa Clara facing Northbound traffic; and at south of El Dorado/Santa Clara facing Southbound traffic.

New signage would say: "No Thru Trucks Over 3 Tons - \$350 Fine" .

- i) Install new BOT dots on travel lanes on Santa Clara between Winton Avenue and "A" Street.

Capital Facilities & Traffic Signals

- j) The neighborhood opposes any proposed traffic signal at Ocie Way and Santa Clara and that any money which may be budgeted for a signal be used for other traffic improvements in the neighborhood.
- k) Consider modifying the traffic signal timing to improve turn movements from Northbound Harder to Westbound Jackson.

Policy 5.4 Enforce the parking and traffic safety code by issuing both warnings and citations.

Policy 5.5 Consider appropriate restrictive measures, such as a permit parking program, to address spill-over parking from existing uses and respectfully request the County to develop a comprehensive parking program which makes better use of the new County parking structure.

6) PUBLIC SAFETY

Policy 6.1 Maintain and enhance existing levels of public safety by the Hayward Police and Fire Department.

Policy 6.2 Have neighborhood leaders encourage local residents to renew efforts to form Neighborhood Alert programs.

Policy 6.3 Develop a volunteer-based, neighborhood network to assist in the event of a major disaster occurring, such as an earthquake.

- Policy 6.4 To the extent possible, enhance street lighting through continued street tree trimming and by installing new lights where needed.
- Policy 6.5 Encourage city outreach to educate residents about the City's Emergency Response System related to earthquakes and toxic spills.

7) PUBLIC FACILITIES

- Policy 7.1 Maintain and improve existing public facilities such as parks and schools in the Santa Clara neighborhood.
- Policy 7.2 Recognize the role of Centennial Park as an important open space and recreation facility for the neighborhood and Hayward.
- a) New development located near Centennial Park should be designed with appropriate setbacks and transition areas between new development and the park to take advantage of this prominent open space feature.
 - b) Enhance signage, especially directional signage, at both ends of the park. Request the Hayward Area Recreational and Park District to install an "entryway" sign on Winton.

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SOCIOECONOMIC OVERVIEW

A profile of the socioeconomic characteristics of the Santa Clara neighborhood is presented in Table 1. Highlights from this and other census data are summarized as follows:

Demographics

- The Santa Clara neighborhood consists today of Census Tracts 4367 and 4368. In 1980, part of Census Tract 4367 was still part of unincorporated Alameda County. However, in the summer of 1990 the City of Hayward annexed the unincorporated East Happyland area. This comparison includes both census tracts in their entirety.
- Between 1980 and 1990, there was a small decline in total number of housing units, but a modest increase (5.5 percent) in total population, indicating an overall increase in household size (almost 10 percent) from 2.51 to 2.75 person per household.
- In terms of racial composition, the Santa Clara neighborhood became more diverse between 1980 and 1990. The changes which occurred resulted in increases for for the following groups, Hispanics (from 27.2% to 33.9%), Asians (from 4.9% to 10.7%) and Blacks (from 2.4% to 6.9%). During this same period, non-hispanic whites decreased from 63.6% to 47.2%.

Housing

- The ratio of single-family units to multiple-family units in the Santa Clara neighborhood remained relatively stable between 1980 and 1990. Overall, there is a two-to-one ratio of single-family units to multiple-family units, while the ratio between owners and renters is 56 percent to 44 percent respectively. Almost one-quarter, or 24.4 percent of single-family homes are occupied by renters, which may indicate the affordability of the neighborhood's single-family housing stock.

Mobility

- Household mobility statistics reveal that almost 25 percent of all households moved into the neighborhood within the past year, while almost 50 percent of the neighborhood households moved into the Santa Clara area in the past five years.

Table 1 - 1980 and 1990 Socioeconomic Profile of the Santa Clara Neighborhood

Population & Housing	1980	% of Total	1990	% of Total	Difference	% Change
Total Persons	5,024	100%	5,316	100%	292	5.8%
Housing Units	2,060	100%	2,028	100%	(32)	-1.6%
Households	1,999	100%	1,927	100%	(72)	-3.6%
Household Size	2.51	100%	2.75	100%	0.24	9.6%

Racial Makeup	1980	% of Total	1990	% of Total	Difference	% Change
Non-Hispanic White	3,194	63.6%	2,507	47.2%	(687)	-25.8%
Non-Hispanic Black	121	2.4%	364	6.9%	243	184.9%
Non-Hispanic Asian	244	4.9%	571	10.7%	327	121.3%
American Indian	52	1.0%	47	0.9%	(5)	-14.1%
Hispanic	1,368	27.2%	1,803	33.9%	435	24.5%

Housing Value & Income	1980	% of Total	1990	% of Total	Difference	% Change
Average Household Income	\$ 35,990	100%	\$ 36,302	100%	\$ 312	0.9%
Average Value of Owner-Occupied Units	N/A	N/A	\$ 170,665	N/A	N/A	N/A
Median Contract Rent	N/A	N/A	\$ 604	N/A	N/A	N/A
Lower Income Households (less than 80% of Bay Area Median Income)	785	39%	895	46%	110	18.3%
Persons Below Poverty Level	382	8%	471	9%	89	16.5%

Housing Type	1980	% of Total	1990	% of Total	Difference	% Change
Single Family Units	1,373	67%	1,383	68%	9	2.3%
Multi-Family units	662	32%	693	34%	31	6.3%
Single Family Rentals	N/A	N/A	337	24%	N/A	N/A
Multi-Family Rental Households	N/A	N/A	546	28%	N/A	N/A
Owner Occupied Households	N/A	N/A	1,073	56%	N/A	N/A
Renter-Occupied Households	N/A	N/A	854	44%	N/A	N/A

Age Breakdown	1980	% of Total	1990	% of Total	Difference	% Change
Under 5 Years Old	324	6%	492	9%	168	43.6%
Between 6-18 Years Old	923	18%	852	16%	(71)	-12.8%
Over 65 Years Old	440	9%	563	11%	122	20.8%

Miscellaneous	1980	% of Total	1990	% of Total	Difference	% Change
Language Spoken at Home Other than English	478	24%	660	34%	182	43.2%
Single-Parent Households	130	7%	184	10%	54	46.9%
Unemployment Status	228	5%	421	8%	193	74.3%
Employed Residents in Hayward	440	9%	563	11%	122	20.8%
Public Transit to Work	21	5%	60	11%	38	118.5%
Households Moving into Hayward in Past Year	N/A	N/A	479	24.86%	N/A	N/A
Households Moving into Hayward in Last 5 Years	N/A	N/A	955	49.56%	N/A	N/A

Santa Clara Neighborhood Study Area includes Census Tracts 4367 and 4368.
 N/A: Not Available

Source: 1980 and 1990 U.S. Census
 Filename: DEMOG.XLS

Other Statistics

- In terms of other statistics, the total number of households which speak a language other than English at home rose from 24 percent to 34 percent between 1980 and 1990.
- The amount of singleparent households also increased from 7 percent to 10 percent. By comparison the number of persons between 6-18 years old fell from 18 percent to 16 percent overall.

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LAND USE ISSUES

I. HISTORICAL CONTEXT

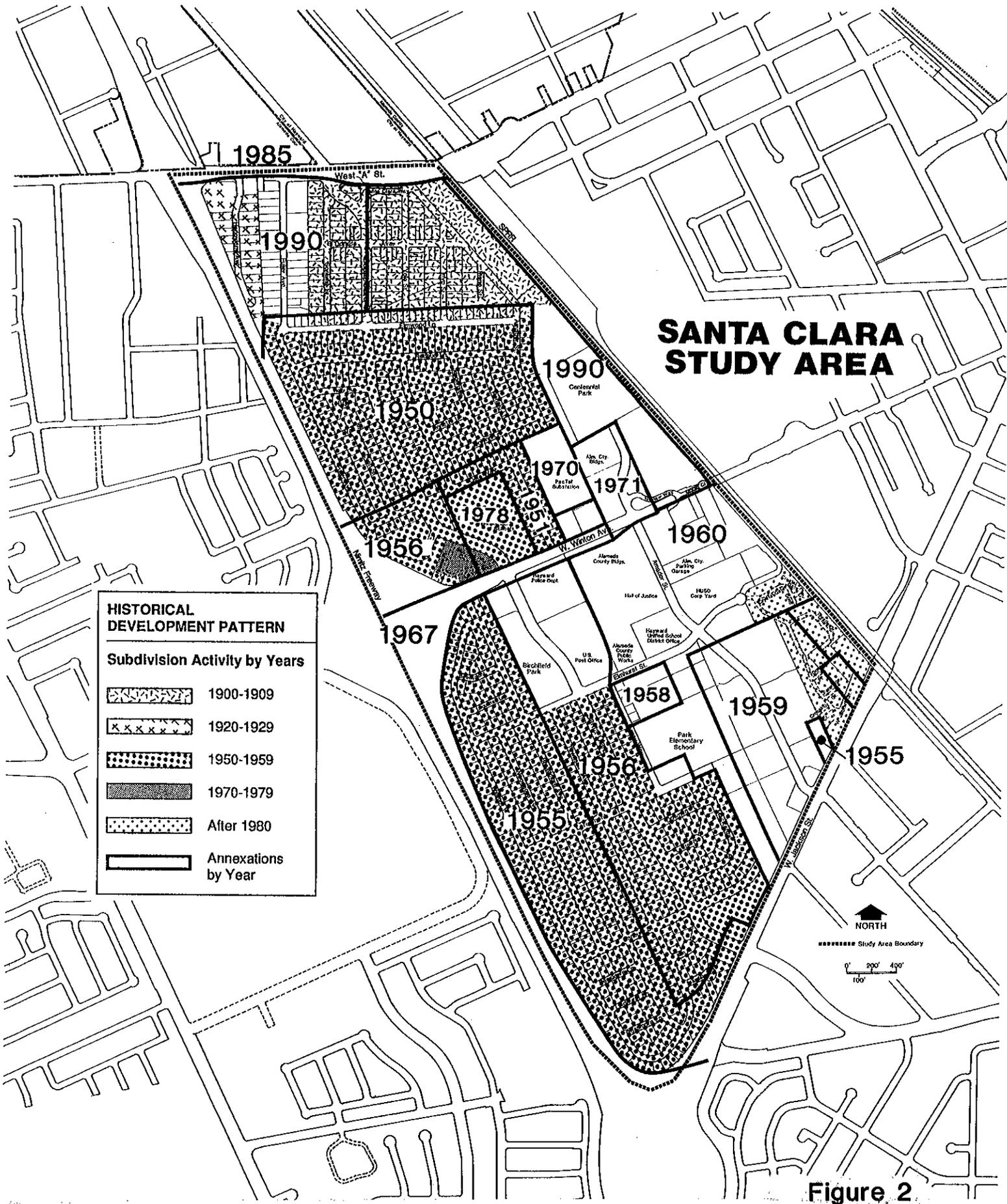
In the late 1800's and early 1900's, the Santa Clara neighborhood was primarily devoted to agricultural uses, with much of the area planted in orchards. The Hunt's Brothers Company, which was established in 1896, was one of the dominant features in the area. During the canning season, this cannery employed over 1,000 workers. The cannery owned over 100 acres of land which accommodated not only the cannery, but also 150 worker cottages, to help support the large influx of seasonal workers. The northern-most part of the neighborhood plan area, between Elmwood and West "A" Street was originally subdivided in the early 1900's. This area supported small homes on small lots and was the location of the cannery's worker cottages.

The majority of the single family development, both north and south of West Winton Avenue, was developed during the 1950's. Most of the single family developments were of typical design and dimension of the era with single story homes being built on somewhat standard 5,000 (50' x 100') lots. Many of the apartments located along Amador Street and south of Elmhurst Street were developed in 1959.

Shortly after the residential development was constructed, Alameda County began developing its property on the south side of West Winton Avenue. Today, the County Public Works and Planning Departments; the County Hall of Justice; the Hayward Unified School District Offices and Corporation Yard; the U.S. Post Office; and City of Hayward Police Department are located at the West Winton Avenue location. The Daily Review, is also located in this area with their present facilities at the southeast corner of Amador and West Winton Avenue.

The decade of the 1970's brought most of the office development on the north side of West Winton Avenue, with the development of the Pactel Substation (1970); the privately-owned buildings which are leased to the County Welfare office (1971); and the development of the building which presently houses the Alameda County School Superintendent offices (1978), which was formerly Sequoia School. The most recent residential development is the 169 unit, Diamond Crossing condominium project which was developed in 1992.

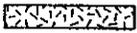
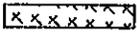
Today, the Santa Clara area consists largely of single-family residential subdivisions, with the County and other public offices and facilities representing the largest amount of commercial office space in the neighborhood. Major retail commercial uses are the Amador-Jackson Shopping Center and Price-Costco on the north side of West A Street. There are very few vacant properties remaining in the area, although some of the older industrial uses near the Cannery Area are assumed to have redevelopment potential and may be transformed into other commercial uses. The Cannery Area extends beyond the neighborhood plan area to the east side of the railroad tracks into the Burbank neighborhood. To the north is the periphery of the unincorporated Cherryland area. Figure 2 shows the historic development pattern within the Neighborhood Plan area while Figure 3 shows the present-day development pattern.



SANTA CLARA STUDY AREA

HISTORICAL DEVELOPMENT PATTERN

Subdivision Activity by Years

-  1900-1909
-  1920-1929
-  1950-1959
-  1970-1979
-  After 1980
-  Annexations by Year

 NORTH

 Study Area Boundary

0' 200' 400'
100'

Figure 2

SANTA CLARA STUDY AREA

LAND USE	
RESIDENTIAL	
	Single-Family
	2-4 Units
	5+ Units
COMMERCIAL	
	Retail
	Office
	Automotive
	General Commercial
	Industrial
	Public/Quasi-Public
	Parks

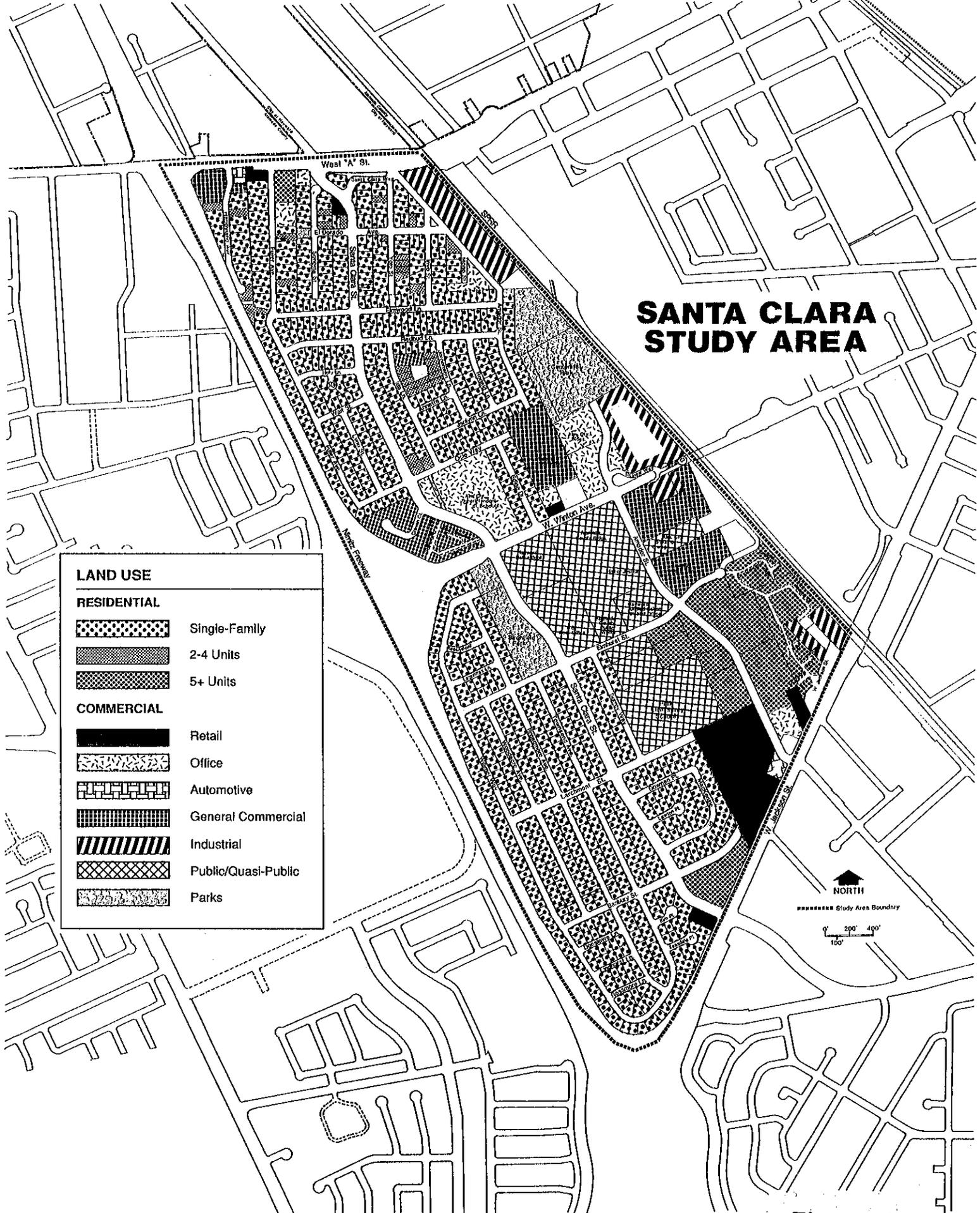


Figure 3

II. LAND USE OVERVIEW

This section provides an overview of major policy provisions of Hayward's General Policies Plan (GPP) related to the Santa Clara Neighborhood Plan including land use, housing, urban design, and other policy concerns and which have been considered by the Task Force as part of the neighborhood planning process. Figure 4 shows existing City General Plan Land Use designations presently in effect today, while Figure 5 shows existing zoning designations.

Land Use Policy and Existing Land Uses - The 1986 General Policies Plan put into place existing land use policy for the Santa Clara neighborhood. Within the Santa Clara study area, there exists seven different land use designations which include residential; institutional; retail and office; parks and recreation; mixed use; and industrial land uses. The City's General Policies Plan also designates major transportation facilities in the area which include Interstate 880 (freeway); and three major arterials: West "A" Street, West Winton Avenue, and West Jackson Street. The Southern Pacific Railroad line is also designated as a major transportation facility by the Circulation Element. These transportation facilities define the boundaries of the Santa Clara neighborhood for neighborhood planning purposes.

Residential Designations

- 1) *Residential, Low Density (4.3 - 8.7 units per net acre) - Typical density is between 4.2 - 8.7 units per net acre. Typical lot sizes range from 5,000 to 10,000 square feet. Typical development is single-family detached housing, although second units may be permitted. Some mobile home parks are developed at this density. Planned Developments may include a variety of housing types within the overall density range (GPP).*

Existing Land Use - There are two separate and distinct residential areas which are designated *Residential, Low Density* and are separated by West Winton Avenue. One of the primary residential areas is to the north of W. Winton Avenue and composed of mostly single family development, but properties within this area have also been developed with duplexes and fourplexes. In other cases, there exists office uses just south of A Street and along Amador Street and a retail use which is generally inconsistent with this land use designation, but occurs as "grandfathered" uses.

The area south of W. Winton Avenue, also designated *Residential, Low Density*, is composed of single family development with the exception of a retail use located at the northwest corner of the W. Jackson Street/ Santa Clara Street intersection.

SANTA CLARA STUDY AREA

CURRENT GENERAL POLICIES PLAN DESIGNATIONS

Residential

-  Low Density (4.3-8.7 dwelling units/net acre)
-  High Density (17.4-34.8 dwelling units/net acre)

Commercial

-  Retail and Office Commercial
-  Commercial/High Density Residential

Industrial

-  Mixed Industrial

Open Space

-  Parks and Recreation
-  Public and Quasi-Public

CIRCULATION

Streets and Highways

-  Existing Freeway
-  Major Arterial
-  Minor Arterial

Rail Transportation

-  Railroads



Study Area Boundary

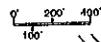


Figure 4

- 2) *Residential, High Density (17.4 - 34.8 units per net acre) - Typical density is between 17.4 - 34.8 dwelling units per net acre, although individual projects may be approved at higher densities if over three stories (up to 58 dwelling units per net acre). Typical development includes apartments or condominiums within multi-story buildings near major activity centers or along major arterials. Planned Development may include a variety of housing types within the overall density range (GPP).*

Existing Land Use - This higher density residential designation is found in distinct pockets and along the two major arterials, Winton Avenue and W. Jackson Street. There are two pockets of *Residential, High Density (RHD)* along the northern frontage of W. Winton which are located adjacent to Interstate 880 and just west of the Southern Pacific railroad tracks. The area next to Interstate 880 has been developed at densities consistent with this designation, while the area next to the railroad tracks, north of W. Winton Avenue (Narom Development) still contain structures from a previous industrial use. The RHD designation was approved as an amendment to the GPP in 1990 to permit a proposed apartment complex but the project was never constructed. The existing Industrial zoning was never changed and is inconsistent with General Plan Land Use policy.

The two areas designated *Residential, High Density* in the Southern end of the Neighborhood Plan area, along the northern frontage of W. Jackson Street, have largely been developed with residential uses consistent within the specified density range for this designation. A retail and office use exists just east of Amador Street along the W. Jackson frontage. The area next to the railroad tracks includes some properties which contains warehouses. These properties are intended to be developed at similar residential densities as the Diamond Crossing project.

Commercial and Industrial Designations

- 3) *Retail and Office Commercial - These areas include the regional shopping center (Southland), community shopping centers, concentrations of offices and professional services, and portions of the downtown area where mixed retail and office uses are encouraged. Not shown are neighborhood convenience centers which support and are compatible with residential areas (GPP).*

Existing Land Use - There are four areas which are designated *Retail and Office Commercial* in the Santa Clara neighborhood. Three of these pockets occur along the frontage of W. Winton Avenue which are composed primarily of office uses. Located in these areas are the Alameda County Superintendent of Schools Administrative offices and a PacTel substation next to a variety of Alameda County administrative offices. Located on the west side of Elmhurst between W. Winton Avenue and Amador Street is the County Hall of Justice building. The

public buildings and prominence of the structures especially emphasize the strong civic functions.

The fourth pocket designated *Retail and Office Commercial* in the Santa Clara neighborhood is located on the north side of W. Jackson Street. This is commonly known as the Amador/Jackson Shopping Center. This facility could be described as a neighborhood shopping center and contains Safeway and Long's and a variety of other neighborhood retail establishments and commercial services.

- 4) *Commercial/High-Density Residential - These areas include retail and office or general commercial uses. Certain areas along major arterials which are commercially-zoned but presently vacant or underutilized may be appropriate for high-density residential use or mixed commercial/residential use. Development proposals within these areas should be evaluated within the context of applicable policies and standards and compatibility with adjoining residential areas (GPP).*

Existing Land Use - The southern frontage of W. "A" Street, between Interstate 880 and Santa Clara Street is designated *Commercial/High-Density Residential*. Within this area are a variety of uses which include general commercial, retail, a motel, trailer park and a homeless shelter. Although the development pattern reflects individual and piecemeal projects, this area may eventually be transformed into a pedestrian-oriented shopping node if there was opportunity to assemble some individual parcels or if redevelopment opportunities arise in the future.

- 5) *Mixed Industrial - These areas contain older industrial uses within the central part of the city which are typically located along railroad tracks and often surrounded by residential areas. Some areas contain substantial buildings but are presently vacant or underutilized. Future uses must be compatible with adjacent residential and commercial areas. These areas should be considered for conversion to commercial uses, residential uses, or a planned development with mixed uses, as appropriate (GPP).*

Existing Land Use - The SYSCO site which is between Amador Street and the railroad tracks is part of a larger area known as the Cannery Area. The Cannery Area contained Hayward's major canning operations many years ago. Although Hunt's still owns and operates it's facilities on the east side of the railroad tracks, the Cannery Area is assumed to eventually develop into other commercial uses. The SYSCO site is still maintained and operated as a refrigeration plant. The properties owned by Narom Development and described in an earlier section was previously designated Mixed Industrial before the land use designation was changed to accommodate a proposed apartment development.

Public and Quasi-public and Open Space Designations

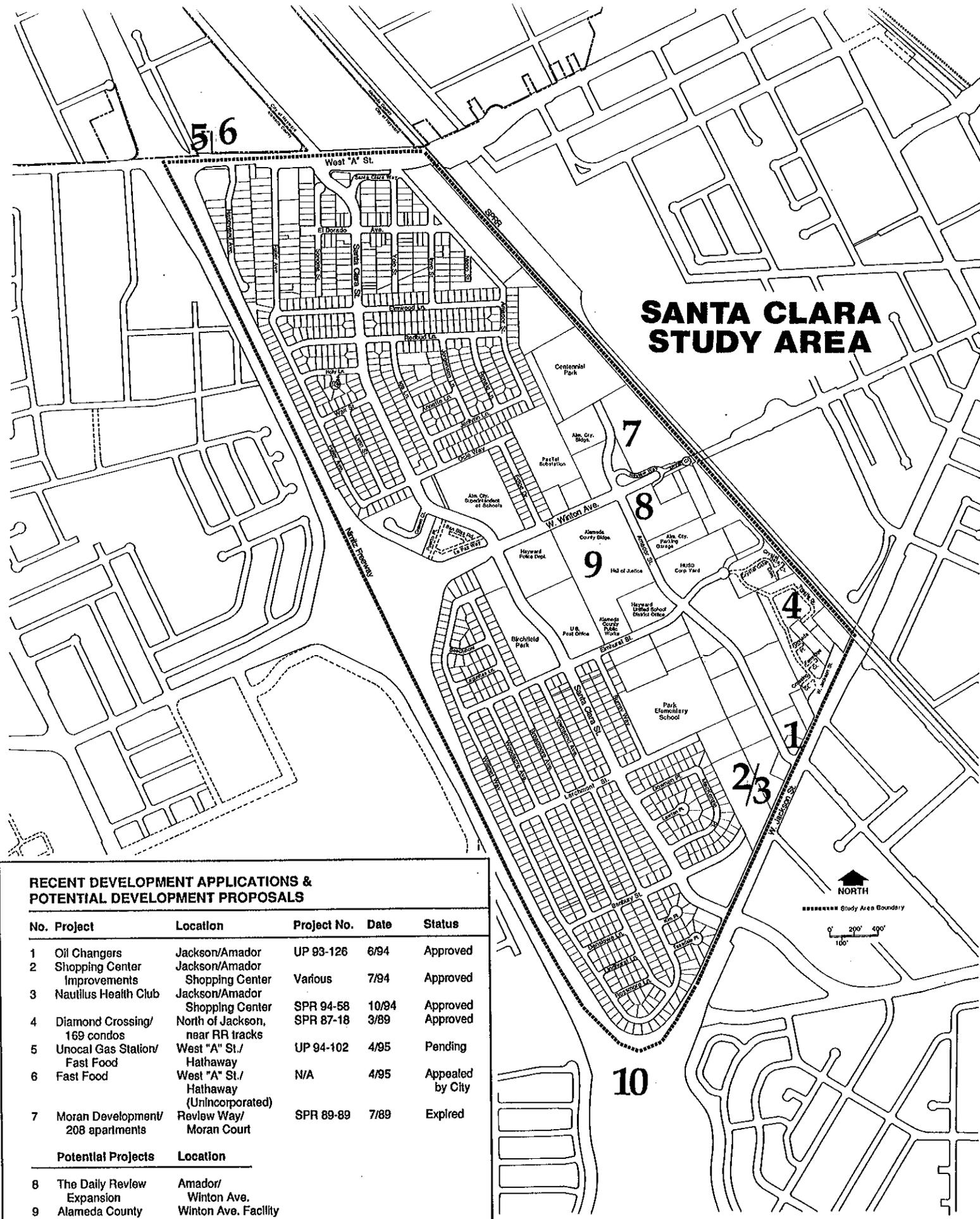
- 6) *Public and Quasi-public - These areas contain major governmental, educational and cultural facilities such as the Hayward Air Terminal, California State University-Hayward, Chabot Community College, City Center, and the Hayward Public Library, Alameda County Governmental Complex, high schools, intermediate schools, and elementary schools (GPP).*

Existing Land Use - W. Winton contains major public and civic operations which include the Alameda County Hall of Justice; Hayward Unified School District Offices and corporation yard; Alameda County Public Works Department; U.S. Post Office; and the Alameda County Superintendent of Schools administrative offices. Additionally, the Daily Review main offices are also located on southeast corner of W. Winton Avenue and Amador Street north of the County parking structure. In addition to these major civic uses, there exists Park Elementary School located at Larchmont and Surrey Way just two blocks south of Winton Avenue.

- 7) *Parks and Recreation - These areas include regional parks, community and neighborhood parks, and special use facilities such as golf courses, historic estates, linear parks and trails. Not shown are school athletic fields and playgrounds (GPP).*

Existing Land Use - In terms of existing facilities, there are two larger parks in the Santa Clara study area. One is Centennial Park which is located north of W. Winton Avenue and adjacent to the railroad tracks. This park is about 11.7 acres in size and is a community park containing a variety of facilities, most notably softball fields. Birchfield Park is the other local park in the Santa Clara neighborhood and is located just south of W. Winton. This park occupies the western frontage of Santa Clara Street between W. Winton and Elmhurst. About 5.75 acres in size, this facility contains basketball courts and turf area. There exists a small minipark known as La Placita Park (0.13) acres and is located at El Dorado and Sonoma Street. This is a small facility and functions as a tot-lot play area. The City's General Policies Plan designates Park Elementary school as a school park and is about 4.63 acres in size. This school park has a large grass play field, playgrounds and cement courts and is used by neighborhood children. Another facility which is in close proximity to the Santa Clara neighborhood is the relatively new Burbank Park. This park contains ball fields which are located on the northern portion of the Cannery area and is just east of the Santa Clara study area.

Recent Development Activity - There have been a variety of development projects in the area. Figure 6 shows recently-approved development projects and informal development proposals in the Santa Clara area. Recent projects include construction of an oil change facility and a small restaurant on the northeast corner of Jackson and Amador; renovations to the Amador



RECENT DEVELOPMENT APPLICATIONS & POTENTIAL DEVELOPMENT PROPOSALS

No.	Project	Location	Project No.	Date	Status
1	Oil Changers	Jackson/Amador	UP 93-126	6/94	Approved
2	Shopping Center Improvements	Jackson/Amador Shopping Center	Various	7/94	Approved
3	Nautilus Health Club	Jackson/Amador Shopping Center	SPR 94-58	10/94	Approved
4	Diamond Crossing/ 169 condos	North of Jackson, near RR tracks	SPR 87-18	3/89	Approved
5	Unocal Gas Station/ Fast Food	West "A" St./ Hathaway	UP 94-102	4/95	Pending
6	Fast Food	West "A" St./ Hathaway (Unincorporated)	N/A	4/95	Appealed by City
7	Moran Development/ 208 apartments	Review Way/ Moran Court	SPR 89-89	7/89	Expired

Potential Projects	Location
8 The Daily Review Expansion	Amador/ Winton Ave.
9 Alameda County Expansion	Winton Ave. Facility
10 Caltrans Highway 92 "Flyover"	Interstate 880/ Highway 92 Interchange

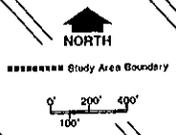


Figure 6

Shopping Center; establishment of a health club in existing space at the Amador Shopping Center; and construction of 169 condominium units just north of West Jackson Street along the west side of the railroad tracks (Diamond Crossing). Just outside the northern boundary of the Santa Clara neighborhood is where Price-Costco recently abandoned an older warehouse in favor of constructing a new facility on that same site.

Although there have been no formal applications submitted to the city at this time, The Daily Review Newspaper is considering expansion plans at their present site on Amador and West Winton Avenue. Alameda County is considering its Winton Avenue property as one of three possible locations to construct a new facility of up to 90,000 square feet to house its Public Works and Planning Departments.

III. NEIGHBORHOOD ISSUES AND CONCERNS

Residential Development Issues - Although much of the Santa Clara neighborhood is considered "built out" there remain some opportunities for additional housing development. The Diamond Crossing condominium project is a 169 unit development constructed in two phases and is the most recent, larger-scale residential project in the area. Located next to existing apartments, between Amador Street and the railroad tracks, this project provides higher density units near employment providers. There are two properties at the south end of the Diamond Crossing project which contain warehouses that are also designated for residential use and are assumed to eventually develop at similar residential densities as the Diamond Crossing.

The Narom Property - The Narom property (previously Iron Oak Supply) is located between the north side of West Winton Avenue and Centennial Park. This site was subject to a General Plan Amendment the development of up to 208 apartments on 5.5 acres. The Task Force discussed the merits of continuing to support existing city policy for higher density residential development at this location. The group concluded that although recent residential development (Diamond Crossing condominiums) south of Winton Avenue and next to the railroad tracks has recently been finished, the Narom property would be more well-suited for additional development under Retail and Office Commercial land use category.

The Task Force recommends a change to a non-residential use because of the lack of existing residential uses on the north side of Winton Avenue near this particular location. Although this site could support residential uses, as seen through previous development application approvals for apartments, the Task Force believes that a change in land use policy is warranted. The Task Force is supportive of a mixed-use project, but at this time has no other specific recommendation. In order to address the existing general plan/zoning inconsistency here, a zoning change to CO (Commercial-Office) is also a suggestion of the Neighborhood Plan. However, it is also the policy of the neighborhood plan to encourage a Planned Development

District approach to considering future projects on this site because of the limited access along Moran Court and Review Way.

Non-residential Development Issues - There is a variety of commercial, office and even industrial development in the Santa Clara neighborhood. The Task Force focused much of its discussion on the Winton Avenue governmental and office facilities, but there was concern expressed for other areas such as West "A" Street between Interstate 880 and Santa Clara Street; the Amador Shopping Center and the possible reuse of the existing Sysco site. The common issue which was discussed is the appropriateness of possible future uses, especially how new development might relate to existing neighborhood areas.

Winton Avenue Governmental and Office Facilities - Of primary concern to the Task Force is the spillover parking effects which are generated by the many governmental facilities, especially the Alameda County offices located south of Winton Avenue. This issue is discussed in more detail in the Circulation Section. Many residents have voiced a strong sentiment for establishing residential permit parking in the Elmhurst Street area, despite failure of past attempts to do so.

Besides the parking issue, the Task Force is concerned that any new development proposed in this area is in character and compatible with the surrounding neighborhoods. The Task Force wants to ensure that potential changes of use in publicly owned facilities to a non-government tenant meets all needed off-street parking requirements. Furthermore, the fact that there is metered parking in the parking lot for the County Public Works Department, is part of the reason that visitors park on neighborhood streets, since there are no parking restrictions in place here.

West A Street - The Task Force reviewed existing City land use policy for the portion of West "A" Street between Interstate 880 and Santa Clara Street. Presently, the City's General Plan land use map designates this area for Commercial/Residential High Density use, which means either a commercial or residential use, or a project featuring both commercial and residential uses is allowed.

The initial thoughts of the Task Force for this area focused on encouraging residential uses to be developed above ground-floor commercial uses. In many cases, mixed-use developments like this are considered beneficial because it introduces a variety of positive aspects into a neighborhood such as neighborhood-serving uses along with new residents which would introduce a human element into the area.

Subsequent Task Force discussions after the April 19, 1995 Neighborhood Meeting raised the issue of encouraging residential development along with neighborhood-serving uses along this

part of West "A" Street. Although the results of the April Neighborhood Meeting showed over 44 percent opposition to mixed use development, it was agreed that the policies should simply encourage more neighborhood-serving uses here and not actively encourage residential uses. For this reason the Task Force recommends changes to the CN (Neighborhood Commercial) zoning district for much of this area, which is compatible with Commercial/Residential High Density Land Use designation.

The Sysco Site - The Sysco facility which is located on Amador Street, just south of West "A" Street and next to the railroad tracks is presently designated Mixed Industrial to reflect the existing food processing use. This particular property is included within a larger area known as The Cannery Area, a remnant of Hayward's industrial past as a major food processing locale.

Hayward's existing policy is to acknowledge the historic industrial uses within this area and be open to considering a variety of different reuse proposals. This Neighborhood Plan reinforces existing City policies, especially those related to economic development; potential reuse for this site; and proposes some new policies should this site ever be redeveloped in the future.

Alameda County Board of Education Facility - The offices of the Alameda County Superintendent of Schools is located at the northeast corner of West Winton Avenue and Santa Clara Street. The present City General Plan land use designation is RETAIL AND OFFICE COMMERCIAL and functions as an office use. One concern that the Task Force has is the possibility of a change of use at this facility if the School Superintendent were to vacate the premises. If this facility was vacant and available for lease to a non-public entity, a large retail office use - which might bring higher amounts of traffic through local streets - might be allowed under the existing Retail and Office Commercial Land use designations and rezoning would be required. The Task Force recommends that all publicly-owned and occupied facilities in the neighborhood should be redesignated to the PUBLIC AND QUASI-PUBLIC land use category. The entire site is recommended for RS (Single Family Residential) zoning eliminating the RH zoning which is applied to the Winton Avenue frontage.

West Jackson Street Properties - There exist two properties on the north side of West Jackson Street, between Santa Clara Street and the railroad tracks which are designated RESIDENTIAL, HIGH DENSITY by the City General Plan. The existing Industrial zoning district is not consistent with this particular General Plan designation. The Task Force discussed this issue and thought that a future residential project which mirrored the Diamond Crossing development would be appropriate.

Because of the parcel configuration and relationship to the existing Diamond Crossing development, rezoning to a compatible zoning district and encouragement of a planned unit

development approach is the most appropriate way to ensure architectural consistency between existing and future development in this location.

IV. CITY AND COUNTY COORDINATION

West "A" Street is a corridor where the city/county boundaries meet and form an irregular boundary. In terms of land use consistency, the city and county land use regulations are generally consistent. Because of the Task Force preference to encourage neighborhood-serving businesses along West "A" Street, the Neighborhood Plan is recommending both rezoning for the properties within city boundaries north of West "A" Street and pre-zoning those unincorporated parcels fronting along West "A" Street to the CN (Neighborhood Commercial) zoning district. These recommendations are made to reflect the Task Force preference for neighborhood serving businesses and to improve city/county project coordination on project referrals in this area. For example, there are two projects (a gas station with fast-food and a separate fast-food application) which are being considered; one by the City and one by the County at the West A and Hathaway intersection.

It is possible that annexation of those properties fronting along the north side of 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. The north side of West A Street improvements are completed for the segment located in the Santa Clara area. If properties along the north side of West "A" Street are 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.

Regarding the County office facilities in the West Winton Avenue area, neighborhood residents expressed several concerns regarding long-term, spillover parking which is generated by the many governmental offices in this area. It is the policy of this neighborhood plan to improve city/county coordination regarding review of development proposals and possible changes of use or occupancy within existing facilities. Furthermore, this neighborhood plan urges the city and county to work in a cooperative and in a mutually-benefitting manner to help resolve some of the land use conflicts which exist between the residential neighborhoods and the existing facilities along the West Winton Avenue corridor.

Figures 7 and 8 and Table 2 shows proposed changes to the Hayward General Plan land use map, and rezoning and pre-zoning recommendations on affected properties.

**GENERAL PLAN AMENDMENT,
FILE #95-110-01**

**SANTA CLARA
STUDY AREA**

From
Commercial/High Density
Residential to Low Density

From Low Density
Residential to High
Density Residential

From Retail/Office
Commercial to
Public/Quasi-public

From High Density
to Retail/Office
Commercial

From Retail & Office
Commercial to
General Commercial

**CURRENT
GENERAL POLICIES PLAN
DESIGNATIONS**

Residential

-  Low Density
(4.3-8.7 dwelling units/net
acre)
-  High Density
(17.4-34.8 dwelling units/net
acre)

Commercial

-  Retail and Office
Commercial
-  Commercial/High Density
Residential
-  General Commercial

Industrial

-  Mixed Industrial

Open Space

-  Parks and Recreation
-  Public and Quasi-Public

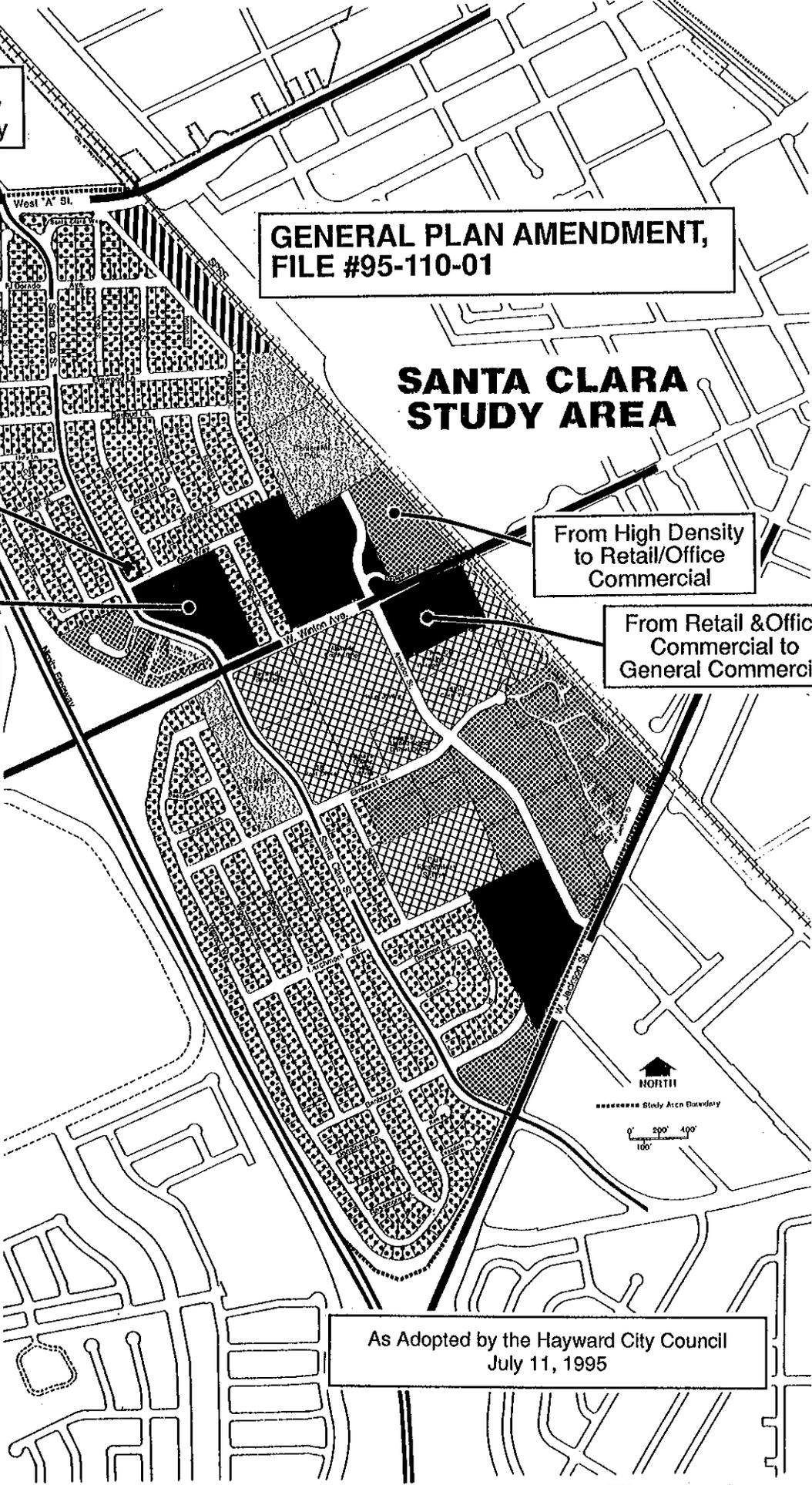
CIRCULATION

Streets and Highways

-  Existing Freeway
-  Major Arterial
-  Minor Arterial

Rail Transportation

-  Railroads



As Adopted by the Hayward City Council
July 11, 1995

Figure 7

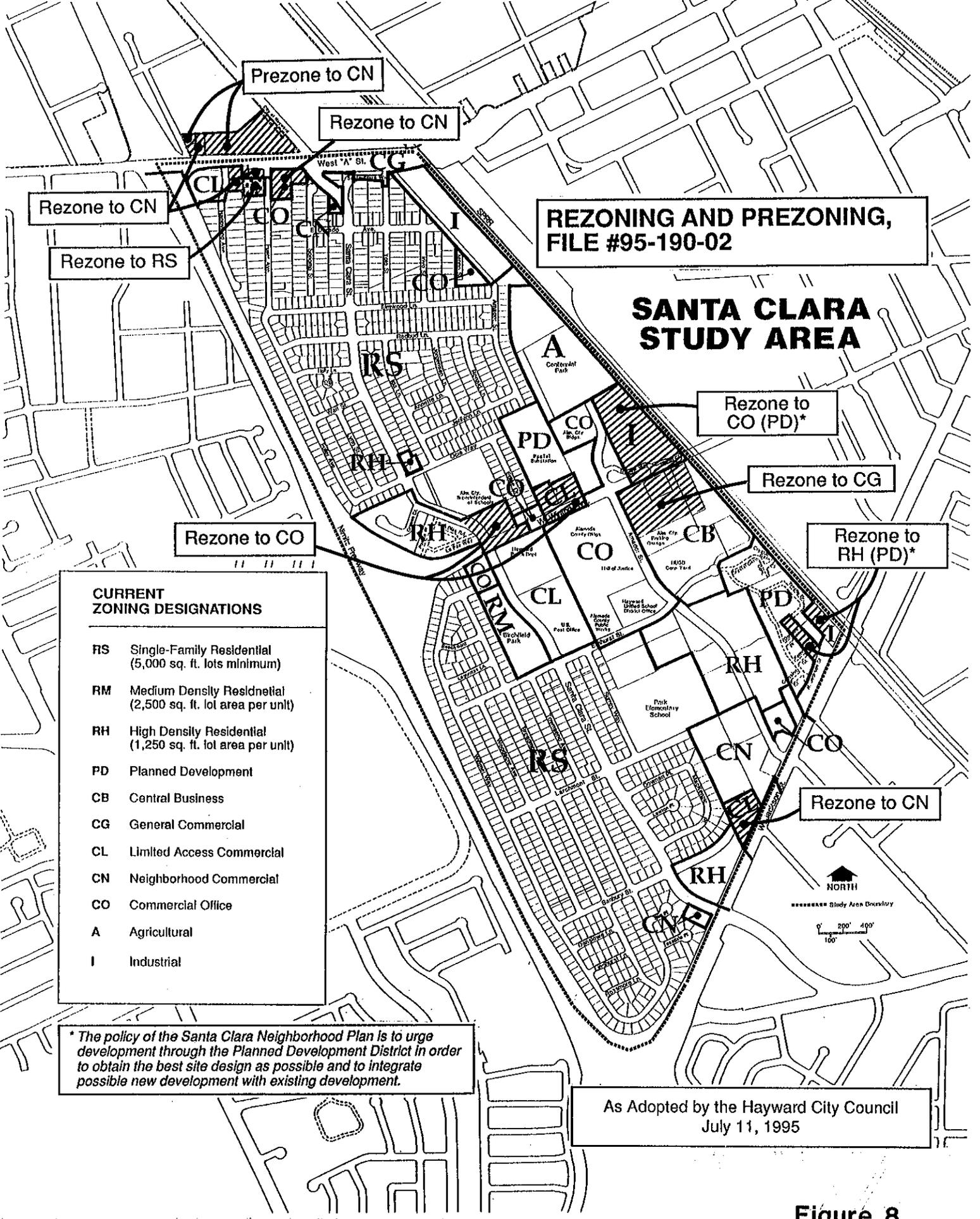


Table 2 - General Plan, Zoning and Rezoning Changes

Map No.	Location	Existing General Plan	Proposed General Plan	Existing Zoning	Proposed Zoning	Proposed Rezoning
1	North side of West "A" Street ¹	CHDR	no change	na	na	CN
2	North side of West "A" Street	CHDR	no change	CG	CN	na
3	West "A" Street Area	CHDR	no change	CL; CG; CO	CN	na
4	West "A" Street Area	RS	no change	CL	RS	na
5	Narom Site	HDR	ROC	I	CO (PD) ²	na
6	County Board of Education Site	ROC	PQ	RH	CO	na
7	West Jackson Street Area	HDR	no change	I	RH (PD) ²	na
8	Santa Clara/Ocie Way	RSF	RH	RH	no change	na
9	Amador Shopping Center	ROC	no change	CL	CN	na
10	West Winton Avenue	ROC	no change	CL	CO	na
11	Daily Review Area	ROC	CG	CB	GC	na

*1 - This area includes properties in the unincorporated area on the north side of West "A" Street.
2 - The policy of the Santa Clara Neighborhood Plan is to urge development through the Planned Development District in order to obtain the best site design as possible and to integrate possible new development with existing development.*

General Plan Land Use Designations	Zoning District Classifications
CHDR: Commercial/High Density Residential	CG: General Commercial
ROC: Retail and Office Commercial	CN: Neighborhood Commercial
HDR: Residential High Density	I: Industrial
PQ: Public/Quasi-public	RS: Single Family Residential
GC: General Commercial	CG: General Commercial
RS: Single Family Residential	

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NEIGHBORHOOD CHARACTER AND APPEARANCE ISSUES

The Task Force discussed concerns regarding a variety of issues which includes city sidewalk repair services, the overall appearance of the neighborhood, maintenance of private property, provision and maintenance of street trees, and street sweeping.

I. NEIGHBORHOOD APPEARANCE AND MAINTENANCE OF PRIVATE PROPERTY

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

The most common Task Force concerns involve complaints about the general appearance of private properties, illegally-parked vehicles, graffiti, and signage associated with approved, home-based businesses. Enforcement relies first on persuasion by neighbors and then city staff before taking further action. The process varies depending on the ordinance, but can include warnings, citations, and fines. If the property owner is not cooperative, the next level of enforcement is abatement of the problem and then subsequent billing to property owners or placing liens on the property to cover the cost of abatement (e.g. weed abatement). Enforcement is also dependent upon citizen identification of instances of when and where the offense occurs.

Rental Housing Inspections - The City has had a mandatory rental inspection program in effect for parcels with three or more rental units since 1989. Most of the apartment development in the Santa Clara neighborhood occurred in 1959 and is generally located in the southern part of the neighborhood plan area between Elmhurst and Jackson, along Amador Street. Although these apartments have been subject to numerous complaints in the past, reports from the Police Department liaison for this part of the City indicate that there has been significant improvement due to Police Department outreach efforts to the on-site resident managers in these developments.

In 1993, the City began a mandatory inspection program targeting all rental single-family homes, including condominiums, townhouses, and duplexes. The ordinance covers units

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

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 month are available to handle situations in need of immediate attention. City staff has only been able to handle about 100 out of 400 requests for root-trimming and other problems. Root-pruning is important since it serves to lessen damage to curbs, gutters and sidewalks. In addition to these efforts, the City generally removes about 250-300 trees per year.

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

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 street tree-related sidewalk damage. The inventory captured a variety of information which included tree species, condition, and size; utilities in the immediate area; maintenance history; and the amount of damaged sidewalk, curb and gutter. Based on this

inventory, a status report detailing street tree-damaged sidewalks, curbs and gutters has been developed confirming the magnitude of sidewalk damage in the City (refer to Tables 3, 4 and 5).

The Santa Clara neighborhood is ranked number three on the list of neighborhoods in need of sidewalk repairs. The City's Sidewalk Rehabilitation Program is scheduled to begin in the Santa Clara neighborhood in the spring of 1995. The 1994/95 Capital Improvements Program budgeted \$215,000 for the overall program which includes the Santa Clara neighborhood. It is expected that about \$65,000 will be reimbursed back to the City by participating property owners. Under the program, participating property owners will share about 50% of the cost to improve sidewalks which front along the owner's parcel. This program also features a lottery to select those property owners who wish to participate. During Task Force discussions, a variety of issues were discussed including alternative financing for securing private property improvements. One Task Force member indicated that when presented to his insurance company as a possible liability problem, that the insurance company covered the property owner's portion of the repair costs.

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

Task Force members believe that residents are generally aware of the designated day, but the hours also need to be known. Citizens still need reminders to remove their cars on the designated day. 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 and installing signage. The estimated cost of installing notice signs citywide is about \$1 million (each sign costs about \$130).

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

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

Table 4 - Status Report on Street Tree-damaged Sidewalks

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

Table 5 - Curb & Gutter Damage

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

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CIRCULATION ISSUES

The Santa Clara neighborhood is heavily dominated by major transportation facilities which include Interstate 880; the Southern Pacific railroad tracks; and three major arterials including West Jackson Street, West Winton Avenue, and West "A" Street. Santa Clara Street, which runs in a north/south orientation, is a minor arterial parallel to the freeway and railroad tracks.

Neighborhood concerns primarily focus on the need to improve both traffic and pedestrian safety throughout the neighborhood, as well as addressing potential impacts of the proposed Highway 92/Interstate 880 interchange "flyover" project. The Task Force is also concerned about spillover parking from the governmental offices along Winton Avenue into adjoining residential areas. Of particular concern is the use of non-designated truck routes, such as Santa Clara Street, for truck traffic.

I. FREEWAYS AND ARTERIALS

The study area is bounded by a freeway, two major arterials, and railroad tracks. The Nimitz Freeway bounds the neighborhood plan area on the west and has interchanges at West "A" Street, West Winton Avenue, and West Jackson Street (Highway 92). West "A" and West Jackson Streets are the northern and southern boundaries respectively, while West Winton Avenue is the third major arterial and bisects the study area. Santa Clara Street is designated as a minor arterial in the General Plan and carries much of the north/south traffic in this part of the city. Finally, the Southern Pacific Railroad Tracks bounds the neighborhood plan area on the east. This is an active rail line and carries both freight and passenger trains.

Traffic volumes, as they existed in 1990, are shown in Figure 9. Levels of service for major intersections and traffic levels of service are also shown in Table 6. Within the neighborhood plan area, the Santa Clara and Winton intersection operates at a LOS "F" during commute hours, while the Santa Clara and Jackson Street intersection operates at LOS "F" only during the afternoon commute hour.

The Nimitz Freeway, Interstate 880: The Nimitz freeway is a major interstate freeway which is the western border of the neighborhood plan area. There are several freeway projects in Hayward which Caltrans is presently studying. One such project which would affect the Santa Clara neighborhood is the proposed improvements at the Jackson Street (Highway 92)/Interstate 880 interchange. Also known as the "92 flyover," (i.e. to facilitate eastbound 92 traffic to northbound 880 to 238 and avoid Jackson) part of the resulting structure would be over 80 feet in height. Depending upon which right-of-way alignment CalTrans prefers, there could be a loss of up to 57 homes on Willimet Way, which parallels Interstate 880 on its east side. When the Task Force began its work, it agreed to defer discussion on the "flyover" to the Route 92/I-880 Citizens Advisory Committee, which is a lay advisory group working with CalTrans on this

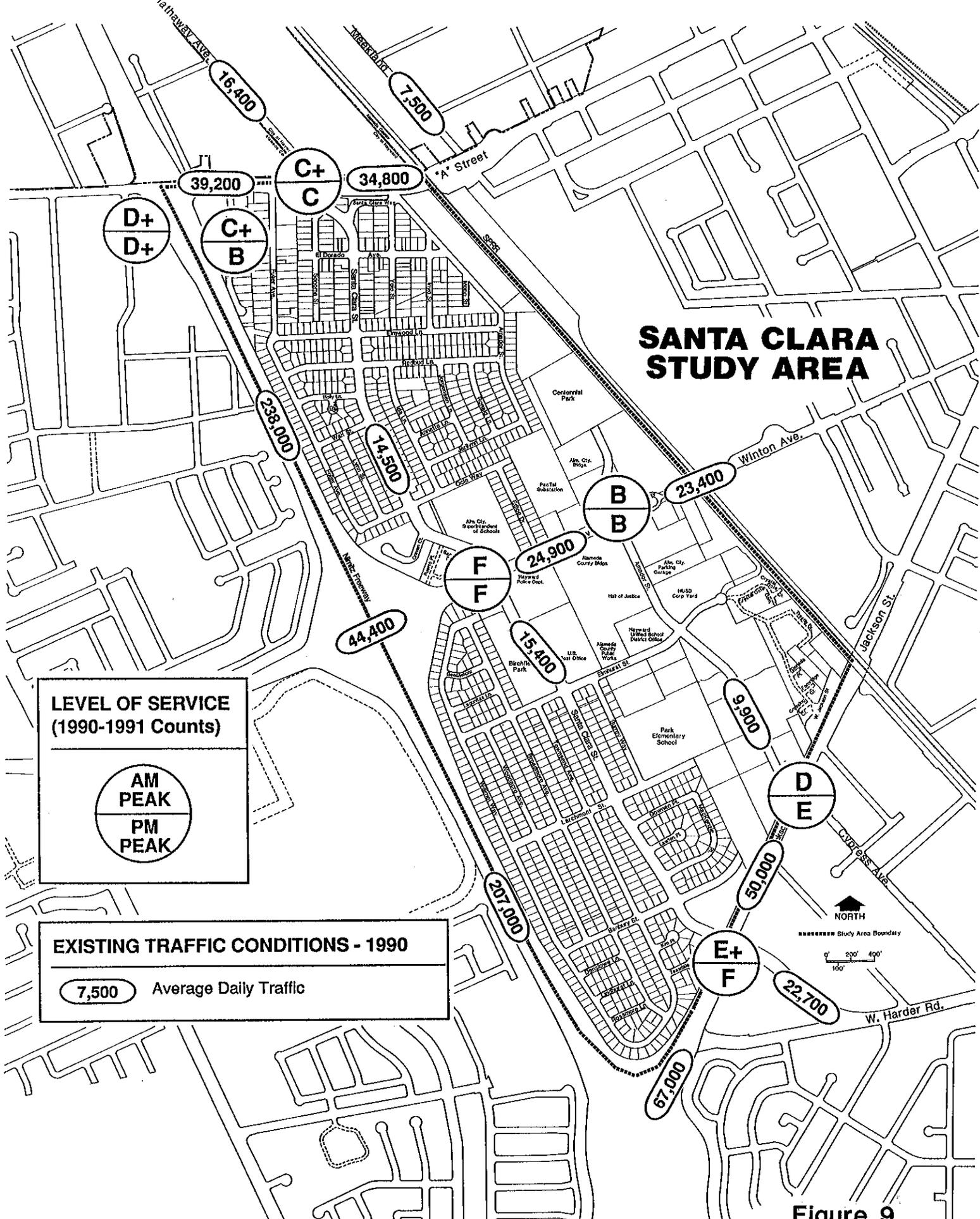


Figure 9

**TABLE 6:
LEVEL OF SERVICE DEFINITIONS - SIGNALIZED INTERSECTIONS**

Level of Service	Volume to Capacity Ratio	Description
A	0.00-0.59	Free Flow/Insubstantial Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	0.60-0.69	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C	0.70-0.79	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	0.80-0.89	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	0.90-0.99	Unstable Operation/Substantial Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	N/A	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report No. 209, Washington D.C., 1985.

Signalized Intersections:

Traffic levels of service for signalized intersections were analyzed using the methods outlined in Transportation Research Board Circular 212.6/6. Level of service (LOS) is a common measure of traffic service that uses letters A through F to indicate the amount of congestion and delay. The level of service concept was developed to correlate numerical traffic volumes to subjective descriptions of traffic performance at intersections, which are the controlling bottlenecks of traffic flow. LOS A indicates free flow conditions, while LOS B and C signify stable conditions with acceptable delays. LOS D is typically considered acceptable for peak hour periods in urban areas. LOS E is approaching capacity and LOS F represents conditions at or above capacity. The above table provided definitions for levels of service for signalized intersections.

particular project. The most recent update on the flyover indicated that CalTrans preferred an alignment which would shift the proposed right-of-way to the west side of Interstate 880 and would result in no homes being affected in the Santa Clara area.

West Jackson Street: West Jackson Street is the southern border of the study area and has the most traffic of all the arterials in the Santa Clara neighborhood. West Jackson Street is also part of the state highway system (Highway 92) and is proposed for widening improvements to the west of I-880.

West Winton Avenue: West Winton Avenue is an arterial facility which bisects the neighborhood plan area. West Winton is also acknowledged to be one of the primary corridors into the City's industrial area. As such, much truck traffic uses West Winton. Because Interstate 880 carries the majority of truck traffic and is located on the western edge of the neighborhood plan area, much of the truck traffic from I-880, bound for the industrial area, bypasses the Santa Clara neighborhood. However, there is still a significant amount of truck traffic which uses West Winton and other neighborhood streets.

West "A" Street: West "A" Street is the northern border of the study area and carries less traffic than either West Winton Avenue or West Jackson Street. West A Street forms the border between the City and unincorporated County areas to the north of the neighborhood plan area. The City recently completed widening and related improvements for the segment of West "A" Street in the neighborhood plan area in 1988. Additional work on West "A" Street on the west side of the Nimitz Freeway is planned.

Southern Pacific Railroad Tracks: The Southern Pacific railroad tracks is the eastern boundary of the neighborhood plan area. This facility is an active rail line and carries both freight and passenger trains. Development within the Santa Clara area near the railroad tracks attracted the Hunts Brothers Cannery to this location because the fruits and vegetables used in the canning process could be easily delivered by rail car. Although there are some industrial-oriented uses still located next to the railroad tracks, many of the businesses do not rely on rail transport. The Task Force discussed appropriate uses next to the railroad tracks and felt that whatever new development did occur, should mitigate any noise impacts associated with passing trains.

II. NEIGHBORHOOD CONCERNS

The Task Force focused on four general areas which include the desire to establish residential permit parking, especially near the Winton Avenue governmental facilities; identification of those locations for a variety of pedestrian improvements; installing new street signage and road markings; and consideration of other capital facilities and traffic signals. Existing traffic control

devices are shown in Figure 10 while traffic accidents are shown in Figure 11.

Residential Permit Parking: One of the primary complaints of residents living along Elmhurst and Surrey Way relate to the lack of on-street parking for residents. This problem occurs because both visitors and workers in the Winton Avenue facilities (County offices, Post Office, and Hall of Justice) use the neighborhood streets for long-term parking during the day. The Task Force suggests that the County require employees to park in the County parking structure in order to free up off-street parking for visitors.

Although Alameda County constructed a 1,000 car parking structure on the east side of Amador Street, across from the Hall of Justice, its location (entrance is from the rear of that property) is not convenient for users plus parking is not free. County employees also pay for off-street parking. The parking lot for the County Public Works Department off of Elmhurst Street contains permit parking areas for employees and metered parking for visitors. Because local public streets around these facilities are not regulated, many visitors and some workers use neighborhood streets for long-term parking.

City Traffic Engineering staff indicated that this area was surveyed in the early 1990's to determine if on-street parking demand exceeded the criteria for establishing residential permit parking. In its discussions, the Task Force felt that although earlier surveys did not meet the criteria for establishing the permit parking area, it is urging the city to prepare another study. The Task Force also requests the City to 1) reconsider existing permit parking regulations to change the thresholds to make it easier to establish permit parking; 2) make permit parking available at no charge to residents; and 3) make the administrative process easier to renew permits.

Pedestrian-oriented Improvements and Additional Street Signage: The Task Force discussed what types of pedestrian safety improvements might be appropriate throughout the neighborhood and recommended several improvements which includes the use of "zebra" (cross-hatched) crosswalks at all locations in the neighborhood. City staff indicated that yellow crosswalks are located near schools. The Task Force perceived the "zebra" (cross-hatched) crosswalks to be very effective for slowing traffic because of its higher visibility when compared to the dual-line crosswalks typically used in the city.

Neighborhood Issues - One of the primary goals of the Task Force is to protect the predominant single family character of the area. Like many other older neighborhoods within Hayward, there is a strong perception that the established residential areas are constantly being affected by the large amounts of traffic which travel through the area. This perception is easy to understand as the neighborhood is bordered by an interstate freeway and contains West "A", West Winton,

SANTA CLARA STUDY AREA

TRAFFIC CONTROL DEVICES	
■	Stop Light
●	Stop Sign
STOP	3-4-Way Stop
▲	Yield Sign

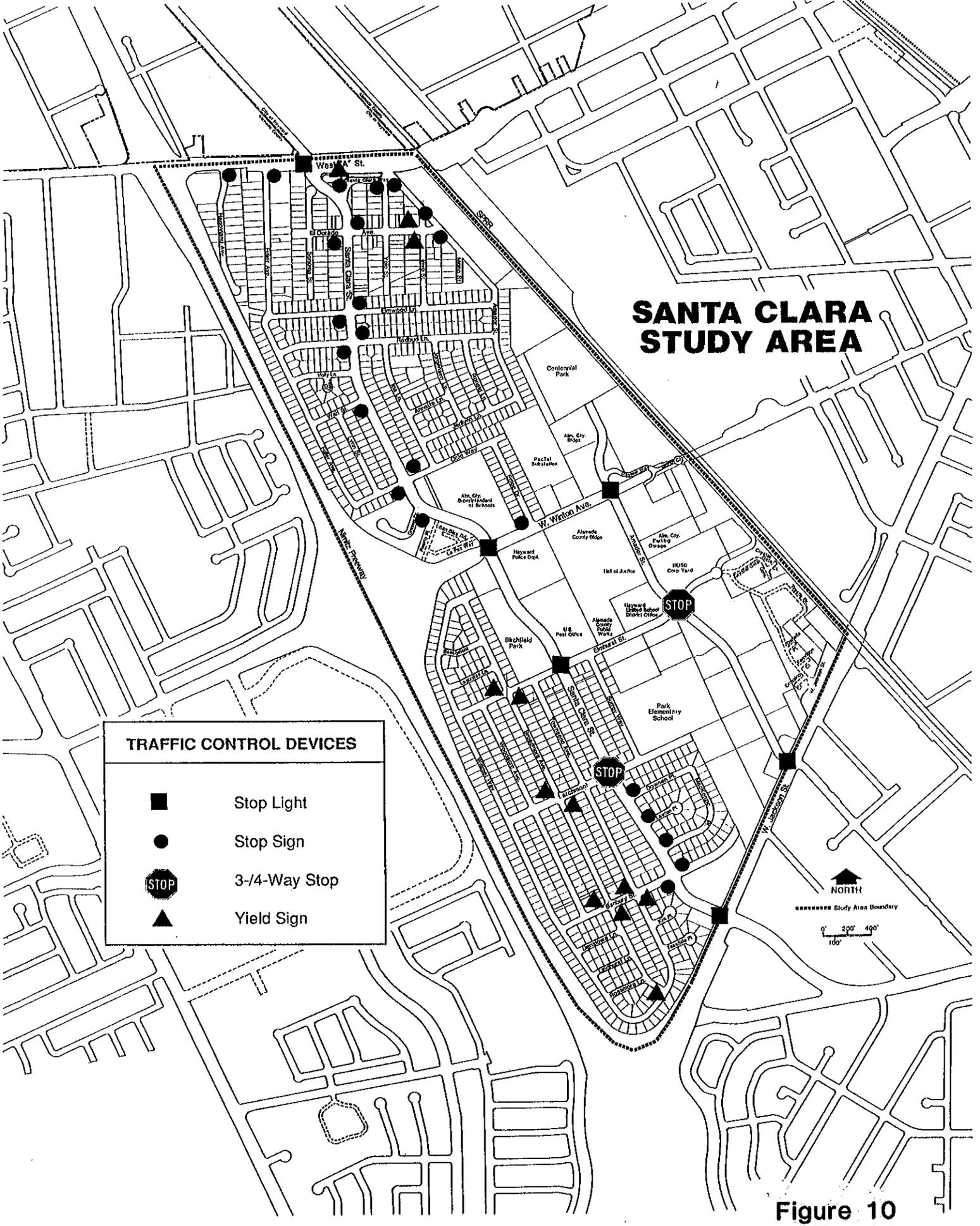
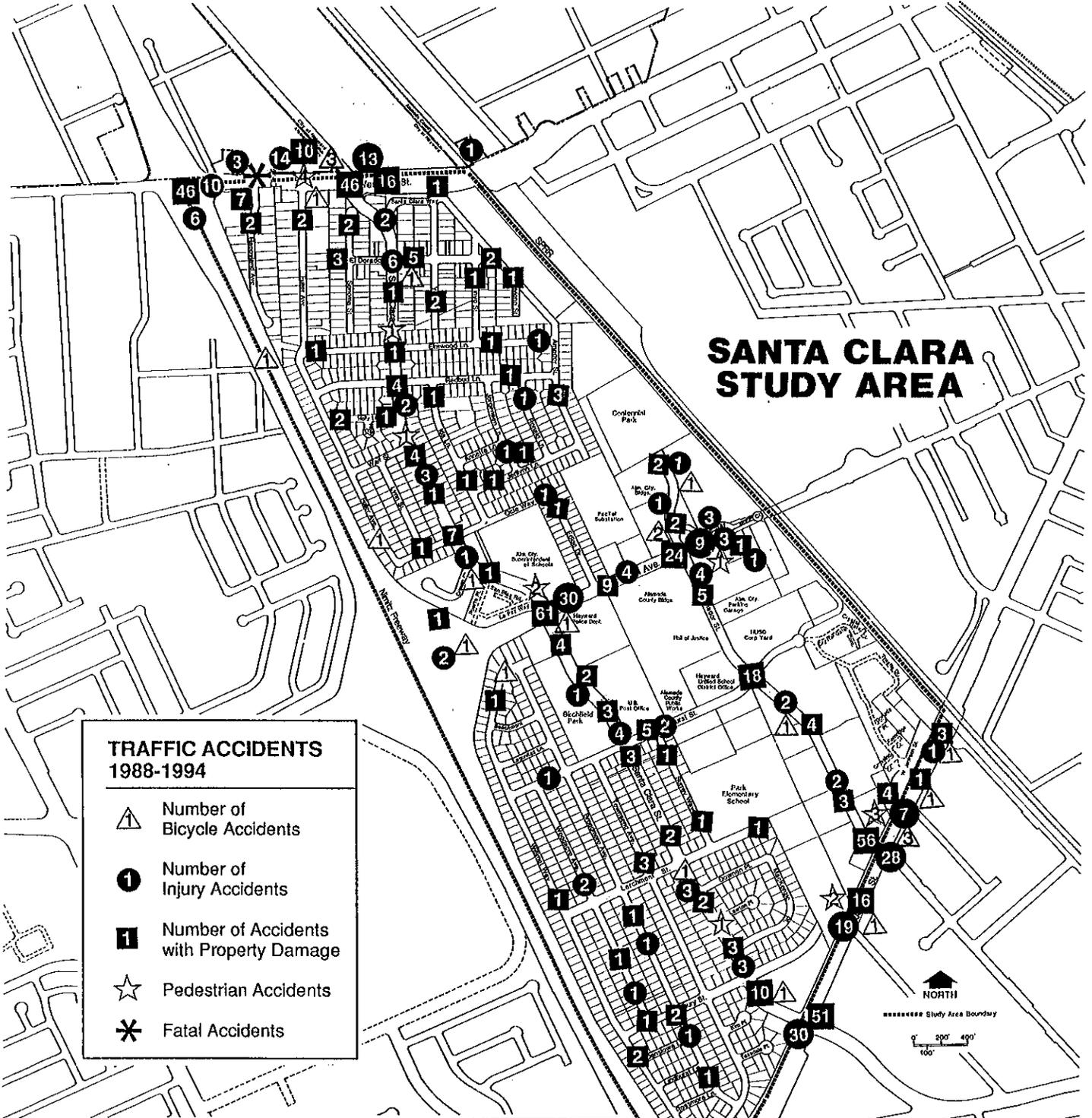


Figure 10



TRAFFIC ACCIDENTS 1988-1994

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

TRAFFIC ACCIDENTS						
Year	Property Damage	Injury	Pedestrian	Bicycle	Fatal	Total
1994	58	32	0	4	0	94
1993	45	44	0	3	0	92
1992	66	34	4	4	0	108
1991	58	42	2	2	0	104
1990	83	25	4	5	1	118
1989	100	41	4	6	0	151
1988	102	34	6	6	0	148
Totals	512	252	20	30	1	815

Figure 11

West Jackson and Santa Clara Street which are major arterials and which carry large amounts of both vehicular and truck traffic through the neighborhood.

The Task Force also suggests that new crosswalks be installed at locations along Amador Street and Santa Clara Street. Staff indicated that existing policy avoids the use of "mid-block" crosswalks because vehicular traffic usually expects crosswalks at intersections. If a midblock crosswalk is installed, additional facilities, such as a red curb to improve visibility and additional signage may be needed to alert motorists to this new crosswalk facility.

III. OTHER TASK FORCE CONCERNS:

The Task Force also requests the City to consider additional street signage and road markings as an inexpensive way to help regulate the flow of traffic in the neighborhood. Suggestions such as installing more traffic control signs is viewed as the best way to improve traffic safety in the neighborhood.

The Task Force raised the concern of the use of Santa Clara Street by through truck traffic. In addition to creating safety problems, truck traffic on restricted streets creates unnecessary noise and generates diesel fumes in the neighborhoods. The Task Force has suggested the installation of more signs indicating that truck traffic is prohibited on certain streets and to also post the amount of fine should drivers be cited.

Finally, the Task Force suggests that traffic signal timing be modified, especially at the Amador/Jackson intersection. It was revealed by city staff that the proposed traffic signal at Ocie Way and Santa Clara is low on the signal priority list. The consideration for a new signal at this location was prompted when the present County School Superintendent facility was previously used as an elementary school (Sequoia Elementary). The Task Force urges the city to use the money that would have purchased the traffic signal for other traffic improvements in the Santa Clara neighborhood.

Public Transit: All three east/west arterials in the neighborhood are traversed by AC Transit bus routes. Santa Clara Street and Amador Street is used to provide north/south movement in the area. Figure 12 shows the routes and bus stops. Most residents are within 1/4 mile - generally considered convenient walking distance - of a bus stop.

Task Force members thought that the BART shuttle service, between the Downtown BART station and the Winton Avenue governmental facilities, would be one way of reducing vehicular trips to this part of the neighborhood and thereby reducing parking problems in the neighborhood.

PUBLIC FACILITIES

Task Force discussions focused on park facilities that were available to neighborhood residents and on existing school facilities. The Task Force also talked about the County's Homeless Shelter located on the southwest corner of Santa Clara Street and West "A" Street. A more comprehensive description of the Winton Avenue Governmental facilities which include the various County offices, Post office and Hall of Justice is included in the Land Use section. Discussion of police and fire services in the neighborhood are addressed in the Public Safety section.

I. EDUCATIONAL FACILITIES

The Santa Clara neighborhood contains one school - Park Elementary School - which is a public K-6, year round school and was originally built in 1959. 1994-95 attendance is 560 students while the 1995-96 projected enrollment is estimated to be 586 students (about 87 percent of the District's defined capacity for this facility). These numbers compare with a slightly lower 1993 student population of 571. The Park Elementary School attendance area is the same as the Neighborhood Plan study area.

Enrollment Characteristics and Capacity - The ethnic composition at Park Elementary is representative of the larger Hayward community. In 1993, enrollment was 33% White, 11% Black, 40% Hispanic, 9% Asian, 4% 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.

The transiency rate at Park has been about 26% to 33% percent over the past three years. This means that up to one third of the students have transferred in or out of the school in a single year. This transiency rate is similar to those of other schools whose attendance areas include a significant number of renter-occupied, single-family and multi-family dwelling units.

Enrollment capacity at Park Elementary, with 21 classrooms is 630 students (using the State standard class size of 30) and 672 students (using the District standard class size of 32). Capacity of the multi-purpose room is 438 for assembly and 205 for dining. The school site is eight acres with about six acres devoted to playground area.

The District has calculated that, if necessary, the site could accommodate seven additional portables, which would increase the number of classrooms to 28. In this scenario, the maximum enrollment capacity would increase to 840 students (state standard) and 896 students (District standard).

Building Condition - The school was built in 1959. 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.

The District has applied to the state for funds pursuant to the State School Building Program to modernize a number of schools, including Park. This legislation authored by LeRoy Greene authorized funding from school bonds for new school construction as well as modernization. The District is eligible only for the modernization money at this time, which is a small percentage of the total funding and may not be used for any structural modifications. Eligible facilities are limited to those buildings constructed before 1961. The District submitted applications during Phase I and received approval for 23 schools. Plans and specifications are being submitted during Phase II; the total amount requested by the District is approximately \$34 million. 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 - In 1994, the District established a Maintenance Assessment District (MAD) pursuant to the Landscape and Lighting Act. This proposal involves a \$2.50 monthly charge per unit on all single-family parcels, and a similar charge per unit on multi-family parcels, up to a maximum of five units. In general, assessment district funds could be used for grounds maintenance and improvements, such as turfing, tree replacements, sidewalk repairs, fences, parking, etc. Discussions with Hayward Unified School District staff reveal that HUSD is preparing to carry out one major capital improvement at Park Elementary using funds from the MAD. The returfing and installation of a new irrigation system is planned this year at a cost of about \$77,000.

Task Force Concerns - The Task Force discussed issues which include the availability of recreational facilities, not only the playgrounds, but also providing more programs for school-age children in the neighborhood. The Task Force suggested that the Hayward Area Recreation and Park District (HARD) attempt to develop some sort of program which would provide alternative recreational activities for children during the weekends of after school hours.

Additional Task Force concerns include improving pedestrian access for students from Amador Street. Presently students cross Amador Street at midblock, between Jackson and Elmhurst. Access to Park Elementary is gained by using a compacted dirt path between two private pieces

of property. City traffic engineering staff indicated that the City's policy is to avoid the use of "midblock" crosswalks because of pedestrian safety concerns. If such a facility was installed, additional facilities such as a flashing yellow light with pedestrian signage could be needed to adequately warn vehicular traffic that a pedestrian crossing is approaching. Given the traffic volumes traveling on Amador Street, additional studies may be needed to determine the implications of considering a new midblock crosswalk on both pedestrian and vehicular traffic safety.

The Task Force did note that the existing drop-off and pickup points and the existing layout of the parking lot along Larchmont seemed to work fairly well. The Task Force urged the school to maintain this configuration. The only other suggestions which the Task Force made included reconfiguring the sidewalk/street area along the frontage of Larchmont to accommodate vehicles which needed to pull over for either dropping off or picking up passengers and to install directional signage for exiting vehicles onto Surrey Way from the parking lot.

II. PARKS AND RECREATION FACILITIES

The Santa Clara neighborhood contains two parks, a mini-park and the playground area at the elementary school. Public recreation facilities discussed in this section are shown on Figure 13. These facilities include the following:

<u>Facility</u>	<u>Acres</u>
Centennial Park	11.7
Birchfield Park	5.75
La Placita Mini-park	0.13
Park Elementary	<u>4.63</u>
Total	22.21

Facilities at Centennial Park include a softball fields and picnic fields. Centennial Park is used by many of the local softball leagues. It is located north of Winton Avenue at the end of Amador Street. Although Centennial Park is one of the larger Hayward parks, it is not very visible since it is well off any major thoroughfare. One of the primary Task Force concerns is to request HARD to install an entryway sign along West Winton so that the park is more visible and can be better used by the public. Other issues which the Task Force discussed include considering additional structured recreational programs that may be appropriate for the park facilities. In terms of future improvements, the HARD Masterplan envisions planting large trees to enhance existing picnic areas.

Birchfield Park is not the largest facility, but can be considered the neighborhood's most visible park facility. This park contains basketball courts and a turf area and is located on the southwest corner of West Winton Avenue and Santa Clara Street. Although there is no off-street parking, there appears to be adequate on-street parking for park users. The HARD Masterplan envisions attracting more office workers into the park during lunchtime hours by expanding existing picnic areas and adding other improvements such as a public fountain. As part of the 1994 Arbor Day celebration, HARD planted several box tree specimens at both Birchfield Park and Park Elementary School using funds from the state's Environmental Enhancement Mitigation Grant. The trees were planted along the street frontage to provide a visual buffer between residences and the park.

La Placita mini-park is located just west of Santa Clara Street and south of West "A" Street. This facility is located on parcel about 56,600 square feet in size (0.13 acres) and is a minipark containing a small play structure. The HARD Master Plan encourages expanding this existing facility if the appropriate opportunity arises.

The playground area at Park Elementary School features a large turf/field area which is planned for renovation and improvements. Additional facilities include basketball courts (cement) and play structures. The playground facility is 4.63.

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.

The total park acreage, including the playground facility, in the Santa Clara neighborhood exceeds the existing citywide standard of 3.78 acres per thousand. If the 4.63 acres of playground area is subtracted from the total acreage figure (17.58 acres), the figure drops to 3.3 acres per thousand.

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

development.

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

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

For administrative purposes, the City is divided into five park service areas as shown in Table 7. The Santa Clara neighborhood is located within Zone D, which includes all of the City east of the Interstate 880 and generally north of Jackson Street. Current fund balances at the end of December 1994, are shown in Figure 14. Although there were no new fees received during this period in 1994 for this zone, the currently available balance is \$213,344.

III. THE SOUTH COUNTY HOMELESS PROJECT

The County-sponsored homeless shelter is located at the southwest corner of Santa Clara and West "A" Street. As its name implies, this facility serves the southern Alameda County area. The facility is managed by Berkeley-Oakland Support Services, a nonprofit agency which manages homeless shelters. This particular facility contain 45 beds and targets mentally-disabled singles. Facility users may typically stay at the facility for up to 60 days.

The Task Force discussed this facility and based on discussions with neighbors in the immediate area, there were no specific problems identified with the facility. There were some concerns voiced by one Task Force member regarding loitering near some of the local businesses in this area. However, from a general perspective, the Task Force thought the facility was well managed and provided an essential service in the larger community.

PARK DEDICATION IN-LIEU FEES REPORT
JULY 1, 1994 THROUGH DECEMBER 31, 1994
SIX-MONTH REPORT

ZONE	BEGINNING BALANCE	NEW FEES RECEIVED	INTEREST	EXPENDITURES	ADMINISTRATIVE OVERHEAD	OUTSTANDING ALLOCATIONS	CURRENTLY AVAILABLE
A	\$148,352.00	\$8,400.00	\$3,304.00	\$6,391.00	\$2,098.00	\$61,050.00	\$90,517.00
B	\$233,029.00	\$3,000.00	\$4,381.00	\$38,790.00	\$726.00	\$22,100.00	\$178,794.00
C	\$142,585.00	\$0.00	\$2,686.00	\$22,701.00	\$0.00	\$13,600.00	\$108,970.00
D	\$284,304.00	\$0.00	\$5,263.00	\$49,873.00	\$0.00	\$26,350.00	\$213,344.00
E	\$127,573.00	\$4,943.00	\$2,476.00	\$20,780.00	\$1,211.00	\$11,900.00	\$101,101.00
TOTALS	\$935,843.00	\$16,343.00	\$18,110.00	\$138,535.00	\$4,035.00	\$135,000.00	\$692,726.00

LIFE-TO-DATE*

ZONE	FEES RECEIVED	INTEREST	REVENUE TO DATE	EXPENDITURES	ADMINISTRATIVE OVERHEAD	CURRENT BALANCE**
A	\$489,798.00	\$166,626.00	\$656,424.00	\$499,150.00	\$5,707.00	\$151,567.00
B	\$879,768.00	\$351,086.00	\$1,230,854.00	\$1,023,006.00	\$6,954.00	\$200,894.00
C	\$732,696.00	\$163,947.00	\$896,643.00	\$773,821.00	\$252.00	\$122,570.00
D	\$659,892.00	\$212,166.00	\$872,058.00	\$623,467.00	\$8,897.00	\$239,694.00
E	\$395,962.00	\$119,933.00	\$515,895.00	\$401,347.00	\$1,547.00	\$113,001.00
TOTALS	\$3,158,116.00	\$1,013,758.00	\$4,171,874.00	\$3,320,791.00	\$23,357.00	\$827,726.00

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

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

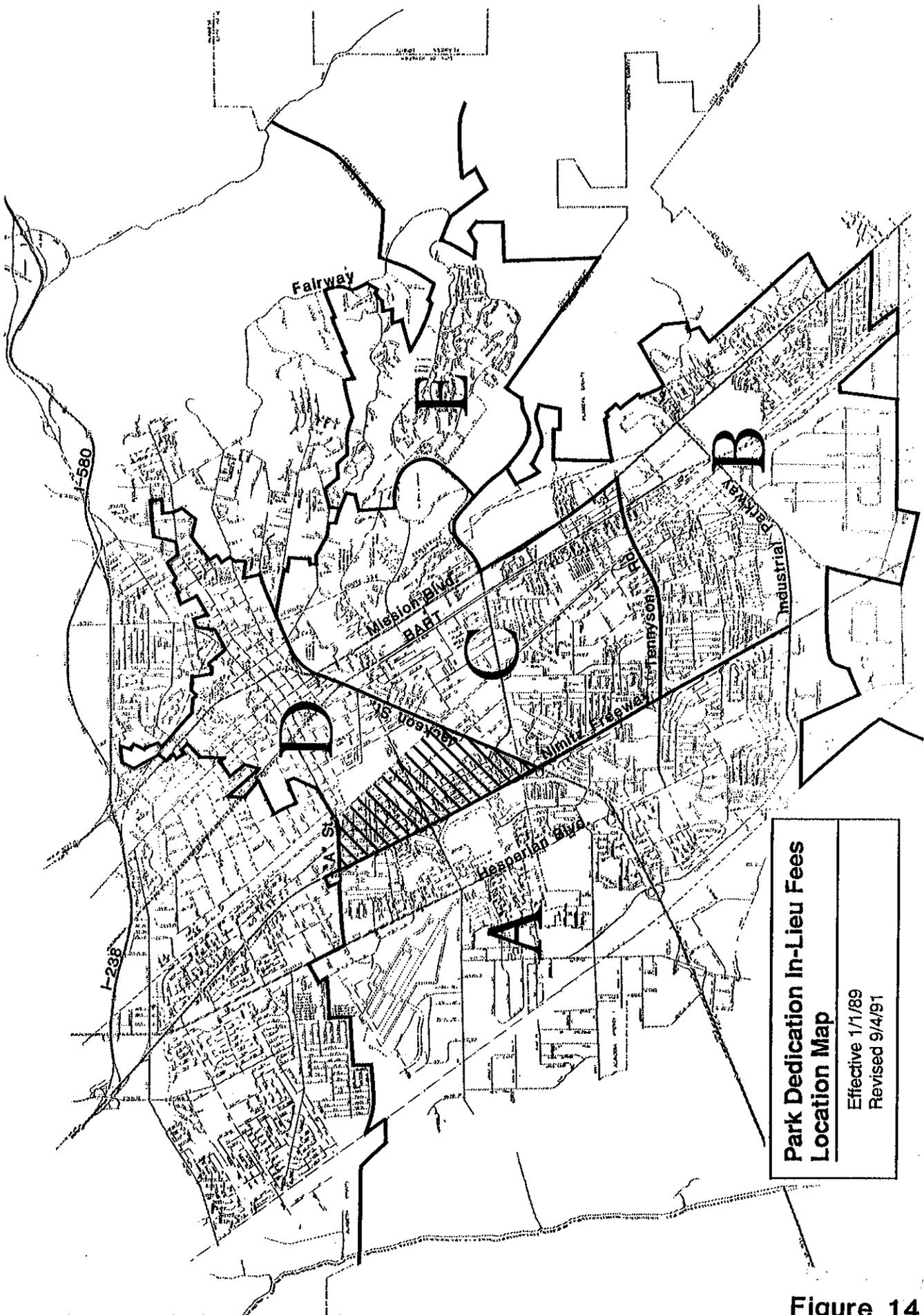


Figure 14

PUBLIC SAFETY ISSUES

Major issues focus on the perceptions of neighborhood residents regarding the need to increase the security on private property and to improve the streets within the neighborhood. Many of the Task Force comments focused on the need to improve street lighting and to continue with the street tree maintenance program so that the trees do not block out street lights at night. The level of both police and fire protection services is considered to be quite satisfactory by neighborhood residents. The Task Force was also concerned about emergency response by the city and what steps are taken to inform residents in case an emergency incident occurs. Traffic safety issues are discussed under Circulation.

I. 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 15 shows the general location of Community Alert groups.

Police Department patrol staffing includes 36 officers for the entire command area, which includes the area generally north of Highway 92 (West Jackson Street) and Harder Road, from the Bay to the Hayward Hills. The City is pursuing funding for additional officers through the new federal grant program. Police Department statistics reveal how calls for service (the direct and immediate demands for service by community residents) have increased over the past 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 - Generally speaking, the Santa Clara neighborhood is considered a relatively safe neighborhood compared to most other areas in Hayward. 1994 crime statistics for the Santa Clara neighborhood versus citywide show that there were 70 (5.2% of total) v. 1,351 auto thefts, 19 (5.4% of total) v. 352 robberies, 121 (5.4% of total) v. 2,224 battery incidents, 3 (4.7% of total) v. 64 rapes and 198 (5% of total) v. 3,960 auto burglaries. The numbers for the Santa Clara area are favorably lower than other areas in the City. One might also note that some of these numbers are higher simply due to the fact that the Police Department is located in the neighborhood and that individuals who report incidents directly at the Police Department offices are counted towards Santa Clara statistics.

The Task Force also talked about specific locations where problems were thought to occur. Even though there have been no serious incidents, there is a perception that the Amador Shopping Center attract nuisance activities and loiterers at times. It was acknowledged that increased private security could be provided by the shopping center and private businesses to provide a safe shopping environment. Other Task Force comments included urging private

businesses to abate trash and litter which seemed to be generated from convenience stores. There is a local bar that also tends to generate noise at night and it was suggested to simply call the Police Department to file a noise complaint.

Street Lighting - There is a formal process for individual residents to use for requesting a street lighting investigation if residents feel there is inadequate lighting near a residence. Residents may note a specific area in the neighborhood where there may be inadequate street lighting, whether this is due to the number of street lights or due to the level of illumination. Police officers are willing to work with residents to improve street lighting in their neighborhoods. New or enhanced lighting can be requested through PG&E or the City's Public Works Department. New poles each cost about \$6,000-\$7,000, which is paid for by the city. Spacing of poles varies within the neighborhood depending on the street and subdivision. The Task Force thought that the process for requesting additional street lighting should be fully used by area residents since it is a program already in place and for which funding is generally available. Installation of new light poles may take up to four to six months.

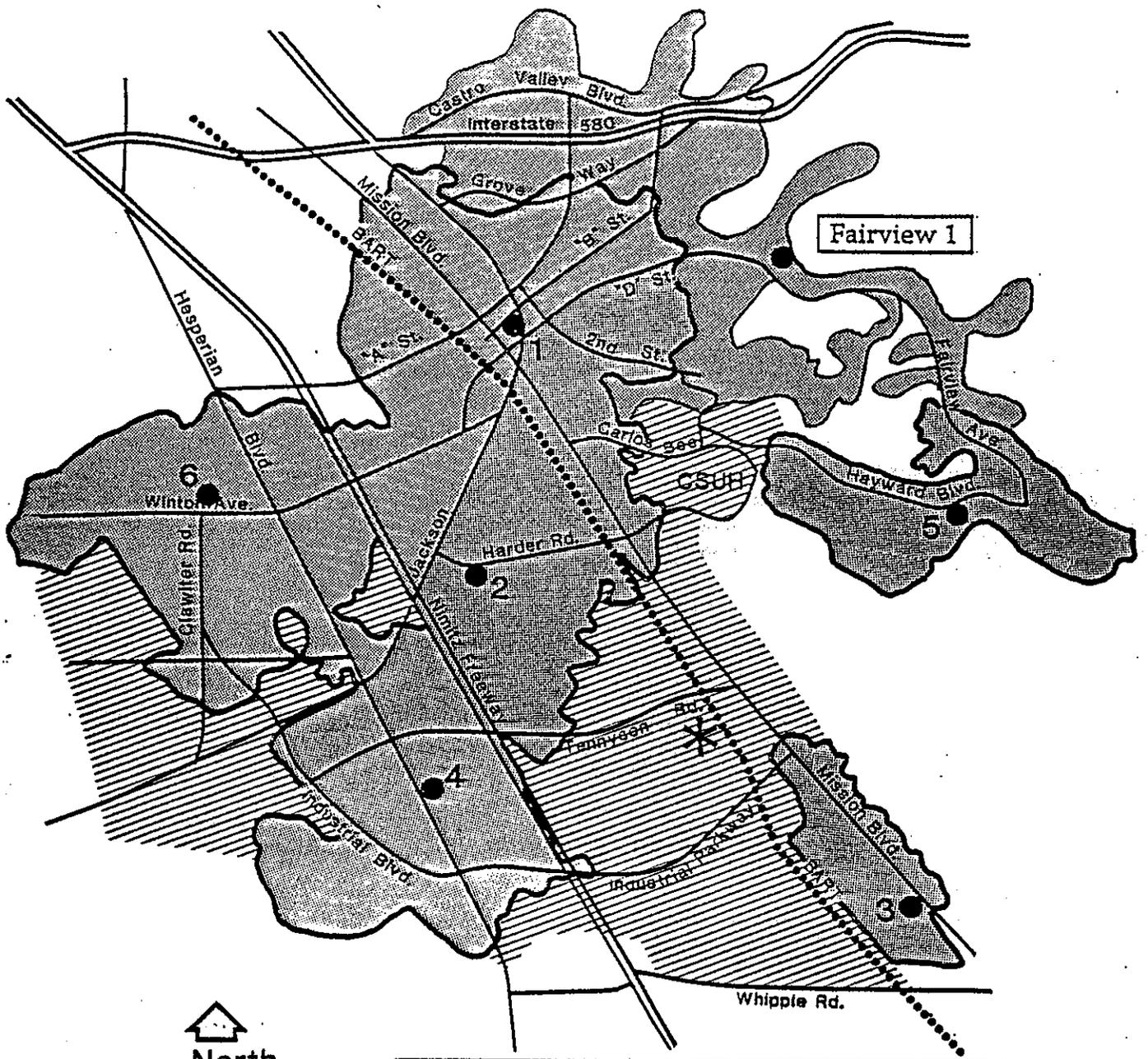
II. FIRE PROTECTION

The neighborhood is served mostly by the engine company located at Station #2 on Harder Road, south of West Jackson Street. A small portion of the Santa Clara area receives supplemental support from Station #6, which is located on West Winton Avenue, west of Hesperian Boulevard. Station #2 is just over 0.5 miles from the southern boundary of the Neighborhood Plan area while Station #6 is just over one mile away. Both stations are within the five minute response time standard. Figure 16 shows locations of the various fire stations located throughout the city.

More recently, Fire Department representatives indicated that because of funding constraints, the Department is considering some staff adjustments which may result in rotating personnel between stations. Fire Station #6 would still be maintained as a fully-functional station. It provides a variety of capabilities and contains a full engine complement.

III. THE COMMUNITY ALERT NETWORK

During Task Force discussions, public safety issues having a larger citywide emphasis were raised. These issues include discussions about how the city might respond to either a hazardous materials spill or possibly even a fire involving hazardous materials. This concern was raised since the majority of heavy truck traffic uses Interstate 880 for transporting materials through this part of Hayward. In addition, although the Santa Clara neighborhood is a about one mile



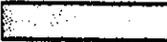
CURRENT FIRE ENGINE COMPANIES (1-6)	
●	Existing Station
✱	Proposed Station
	Areas Within 5-Minute Response Time Standard
	Developed Hayward Areas Beyond 5-Minute Response Time for Emergency, Medical and Fire

Figure 16

from the City's Industrial Corridor (west of Hesperian Boulevard), the prevailing winds in this part of the Bay Area could conceivably blow plumes from a fire through the neighborhood.

City Fire Department staff provided the Task Force with a comprehensive manual describing the emergency response network which is presently in place here in Hayward. The system now being used here is called the Community Alert Network (CAN).

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

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

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

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