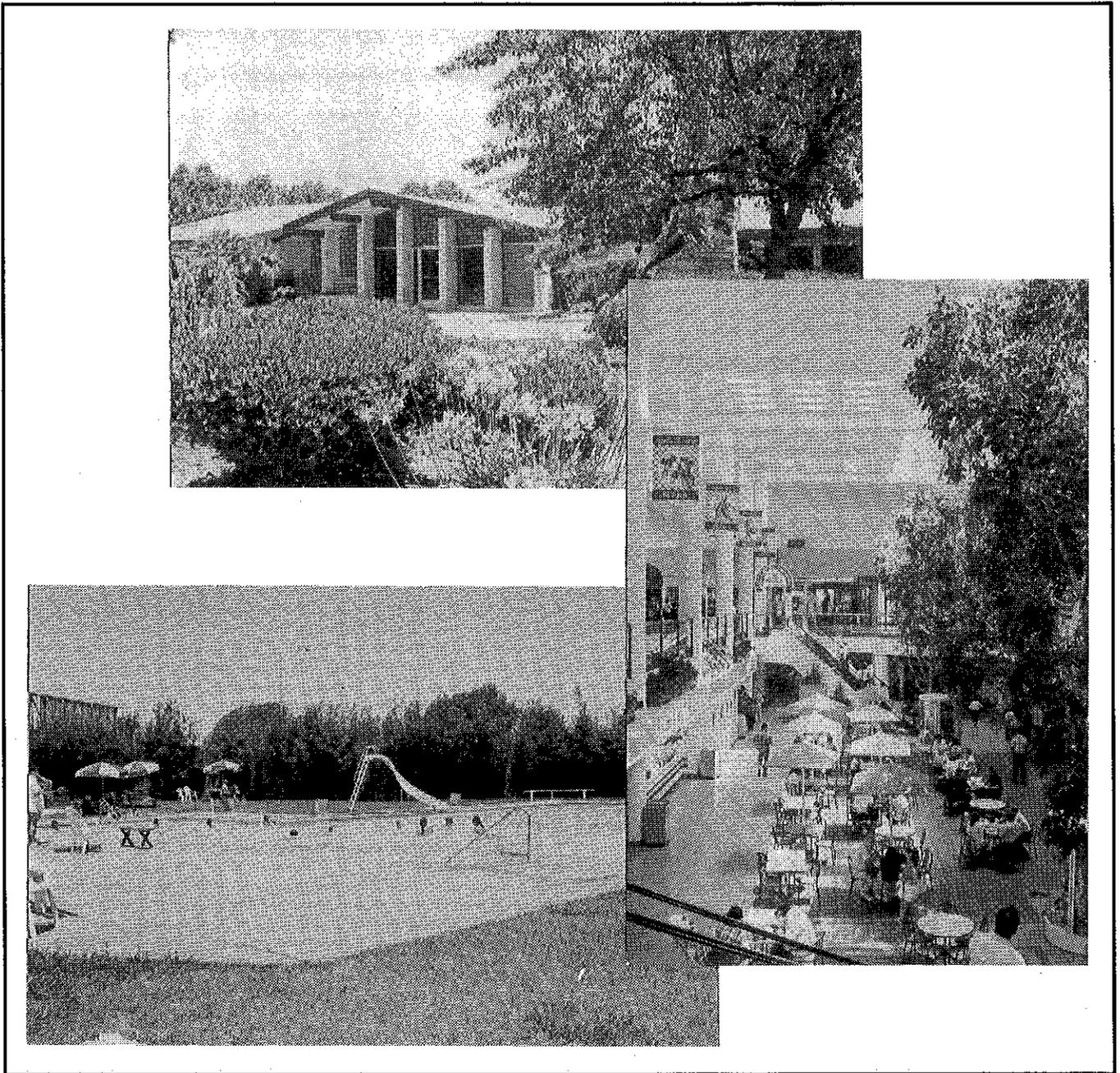


SOUTHGATE NEIGHBORHOOD PLAN



Hayward, California

Adopted by City Council

Resolution No. 96-211

October 1, 1996

***The Southgate
Neighborhood Task Force:***

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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 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 Southgate Neighborhood Plan is the thirteenth 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.

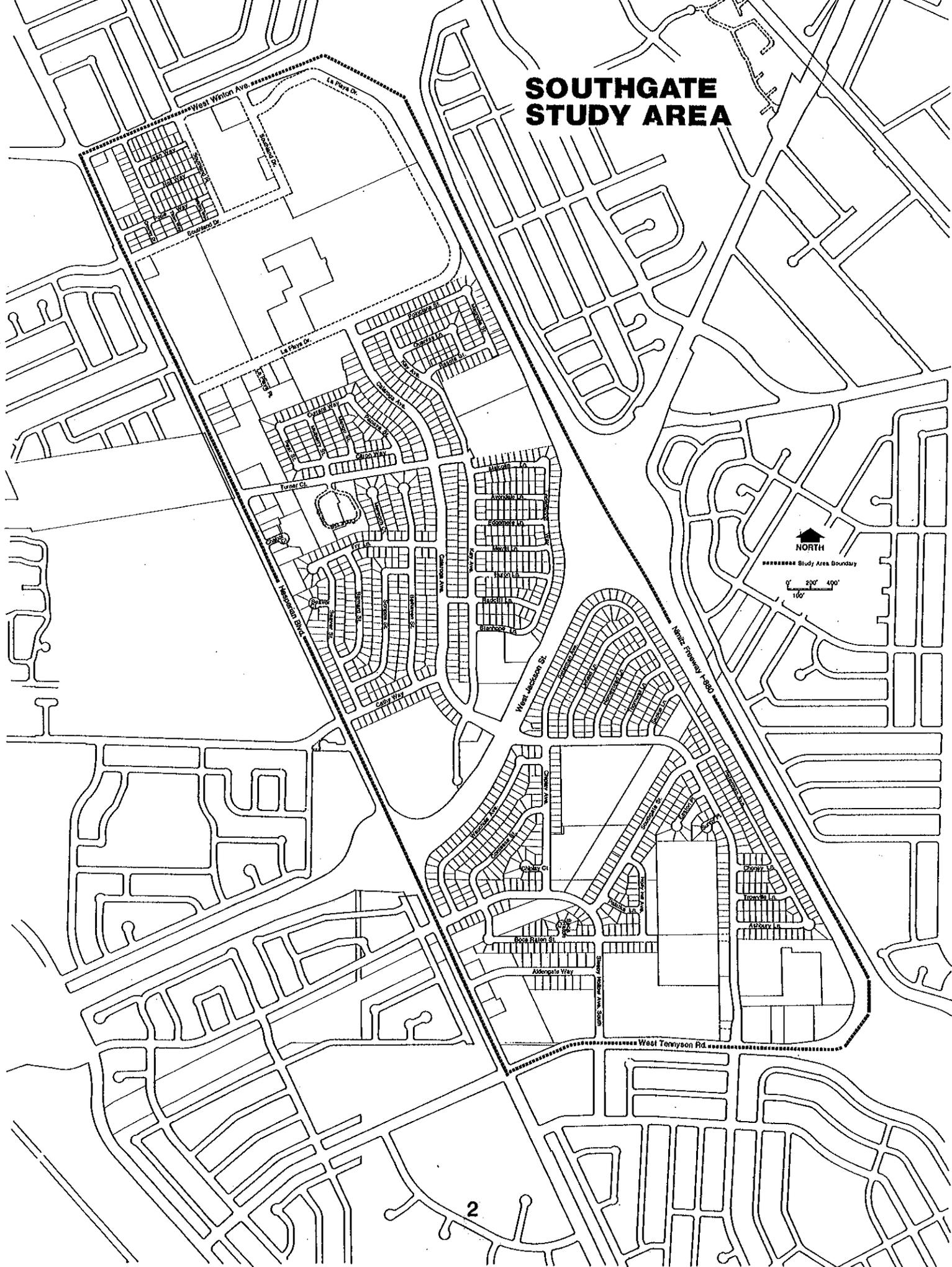
III. THE PLANNING PROCESS

The Southgate Neighborhood planning process began October 11, 1995 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 January of 1996 to prepare a Neighborhood Plan for the area bounded by Interstate 880, Hesperian Boulevard, West Winton Avenue and West Tennyson Road. The map on the following page 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 between February and June 1996. At the second neighborhood meeting on June 19, 1996 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 August 21, 1996.

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 in September 1996 prior to forwarding its recommendations to the City Council. The City Council will hold a public hearing in October 1996 prior to consideration and adoption of the final Neighborhood Plan.

SOUTHGATE STUDY AREA



NORTH

Study Area Boundary

0' 200' 400'
100'

2

Goals, Policies & Implementation Strategies

The Southgate Task Force reviewed the issues and concerns which were identified at both the initial neighborhood meeting in October 1995 and again at the second neighborhood meeting held in June 1996. Much of the emphasis of the neighborhood plan focuses on retaining the single family character in the midst of ongoing changes in and around the area.

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 1: *Protect and enhance the single family character of the Southgate neighborhood by minimizing any detrimental effects of proposed development and road projects.*

Neighborhood Preservation

- Policy 1.1 Development and construction activity shall not adversely impact the neighborhood. All impacts shall be mitigated.
- Policy 1.2 The Southgate neighborhood strongly opposes the proposed Interstate 880/Route 92 Flyover and supports the “no build” alternative as the only acceptable project.
- Policy 1.3 The Southgate Task Force strongly supports additional solutions to traffic congestion in the area which include consideration of the in the 1986 General Policies Plan (page III-13b) that outline proposals for various transportation improvements.

Commercial Shopping Areas

Goal 2: *Maintain the commercial shopping areas along Hesperian. Attract and retain neighborhood-serving businesses and support Southland Mall as the primary regional shopping center.*

- Policy 2.1 Allow new development and changes of use where it is compatible with existing development and allow commercial businesses to locate in established shopping areas.
- Policy 2.2 As changes occur within the commercial shopping areas, ensure that proposed new uses do not create conflicts with adjacent residential areas.
- Policy 2.3 Encourage attraction of both regional-based and neighborhood-based businesses as part of the city’s economic development activities. One example of such a business is a home improvement/hardware store.
- Policy 2.4 Maintain the existing Winton Avenue off-ramp as the primary freeway access to Southland Mall. Ensure that traffic movement from State Route 92 can also exit

at all Winton Avenue exits.

- Policy 2.5 Discourage additional liquor stores, gas stations, fast-food uses, and businesses which provide concurrent sales of fuel and alcohol.
- Policy 2.6 The surface parking lot area at La Playa and Calaroga Avenue should be reserved for possible future parking demand generated by Southland Mall. Also, to enhance public safety, trim the landscaping shrubbery to an appropriate height.

Medical Facilities in the Neighborhood

Goal 3: *Retain both Kaiser Permanente and St. Rose medical facilities because of the vital community services they provide.*

- Policy 3.1 Maintain the existing medical offices on Calaroga Avenue (at Poinciana and at Tennyson Road) as compatible uses with surrounding development. Discourage any changes of use to either retail uses or businesses with drive-thru facilities or fast food restaurants; these uses are considered inappropriate in these locations.

NEIGHBORHOOD CHARACTER AND APPEARANCE

Goal 4: *Maintain and Improve the Southgate neighborhood as an attractive residential area.*

- Policy 4.1 Insist on greater enforcement by the city of its Weed, Rubbish and Litter Abatement Ordinance as it relates to all property, including publicly-owned, commercial, owner-occupied residential and rental properties. Promote awareness of these ordinances through homeowners' associations.
- Policy 4.2 Request that the city develop rental agreements, to be made available to landlords, which define the responsibilities for the maintenance and upkeep of the property. Mail these forms to landlords of properties that are cited for violations under the Neighborhood Preservation Ordinance or the city's Rental Housing Inspection Program.
- Policy 4.3 Improve the effectiveness of the City's street sweeping services through quarterly notification in utility bills. Notification would clarify day of the week and time of day of sweeping.

- Policy 4.4 Abate the graffiti on the Eldridge Avenue pedestrian over crossing.
- Policy 4.5 Encourage the City, Hayward Area Recreation and Park District, the Hayward Unified School District, CalTrans and owners of commercial property and community-based facilities (such as churches) to keep their properties free of overgrown vegetation, litter, debris and graffiti.
- Policy 4.6 Neighborhood trees are a long-term investment. Promote the Street Tree Planting Program with more frequent trimming to enhance pedestrian safety and improve the trees' health and appearance. Additionally, remove and replace trees as needed.
- Policy 4.7 Any new major residential subdivisions should occur within the Residential, Low Density designation with single-family detached units being the most appropriate housing type. New residential development should be governed by a Home Owners Association and/or assessment district to maintain landscaping and other public areas.

CIRCULATION AND TRAFFIC SAFETY

Goal 5: *Maintain Hesperian Boulevard, West Tennyson Road and West Winton Avenue as the primary thoroughfares in the neighborhood.*

- Policy 5.1 Ensure that a traffic signal at Aldengate and Hesperian is not installed. (*Action on this policy was deferred until further consideration as part of the Circulation Element Update*)

Goal 6: *Create a safe environment within the neighborhood for pedestrians, wheelchair users and bicyclists.*

- Policy 6.1 In order to make Southgate a safer neighborhood implement the following:
- a) A 3-way stop sign at Chiplay and Sleepy Hollow with repainted pedestrian crosswalks; and
 - b) The Southgate Task Force recognizes the unique features along Chiplay which include the school, community center and park which have high

volumes of pedestrian traffic. As a way to eliminate speeding along Chiplay, the Task Force insists that the Hayward Police Department enforce the existing speed limit by issuing tickets to those motorists traveling over 30 mph, by installing speed limit signs and replacing the existing playground warning signs; and

- c) The Task Force strongly recommends that the City's Engineering and Transportation Division perform a traffic safety study to specifically address speeding along Chiplay Avenue as well as other safety concerns throughout the entire Southgate neighborhood; and
- d) a 3-way stop sign at Southgate and Peterman with new pedestrian crosswalks; and
- e) maintain the shrub height in the median in Calaroga at Fry, Poinciana and at Radcliff to provide adequate sight distance; and
- f) ways to improve safety on the curve on Peterman Avenue north of Linfield Lane such as installing raised pavement markers, raised reflectors or additional signage; and
- g) encourage County employees use Turner Court, rather than Kay Avenue, as the primary ingress into and egress from the County facilities and request that the north parking lot gate be closed.
- h) repaint the red curb on the east side of Kay Avenue, just south of the northern-most driveway of the County property. Also consider the use of raised reflectors and/or striping along this curve.
- i) consider a stop sign, to replace the existing yield sign, at Resota and Kay.

Bicycle Safety and Facilities

Policy 6.2 Because of safety concerns, do not encourage bicycle use along Hesperian Boulevard, either in the roadway or on the sidewalks. Encourage the use of the existing bicycle lane on Calaroga Avenue as a safer travel route for cyclists.

Policy 6.3 Because of safety concerns, do not install unprotected, mid-street curb cuts where the Eden Greenway crosses Peterman Avenue, Calaroga Avenue and Sleepy Hollow Avenue.

PUBLIC SAFETY

Goal 7 *Improve the level of police and fire services in the neighborhood.*

Policy 7.1 Assure that emergency medical and fire services meet a 5-Minute Response Time standard for the entire Southgate neighborhood.

Policy 7.2 Maintain an active Neighborhood Alert program.

Policy 7.3 Restrict the use of the Eldridge Pedestrian Over Crossing by:

- a) Request that the Hayward Unified School District not include areas on the east side of I-880 in the Martin Luther King Jr. School attendance area as part of its Reconfiguration Plan. If the HUSD Reconfiguration Plan does not include both sides of I-880 in the same school attendance area, then eliminate this pedestrian overcrossing; or
- b) if the pedestrian overcrossing is needed by school children, require that HUSD maintain it by gating and locking both ends and policing the facility after school hours.

Policy 7.4 Ensure that all sound walls are seismically safe.

Policy 7.5 Urge Southgate residents to work with the Hayward Fire Department to receive emergency response training.

Policy 7.6 Request that the Police Department enforce the Truancy Program.

Policy 7.7 Encourage city staff, especially those who respond to complaints, to use the S.M.A.S.H (Specialized Multi-Agency for Safe Housing) program when appropriate in dealing with neighborhood problems.

- Policy 7.8 Improve street lighting by installing additional lights, prompt replacement of faulty lamps and more frequent tree trimming where illumination is affected. Encourage the use of the street lighting request process which is available through the public works department.
- Policy 7.9 Additional street lighting should be installed on Sleepy Hollow along the Eden Greenway.
- Policy 7.10 Encourage the city council to implement its plan to provide paramedics on all fire trucks.
- Policy 7.11 To improve public safety, maintain all areas within the right-of-way and landscaping along the Calaroga overpass. Also, extend the existing chain link fencing to the wooden community fences.
- Policy 7.12 Continue to support the Sidewalk Repair Program by adequately funding it.
- Policy 7.13 Enforce the curfew in all parks.
- Policy 7.14 Convert existing overhead distribution power lines to underground installations in order to reduce hazards during an earthquake.

PUBLIC FACILITIES

Goal 8

Maintain and improve existing public facilities, such as schools, parks and community facilities.

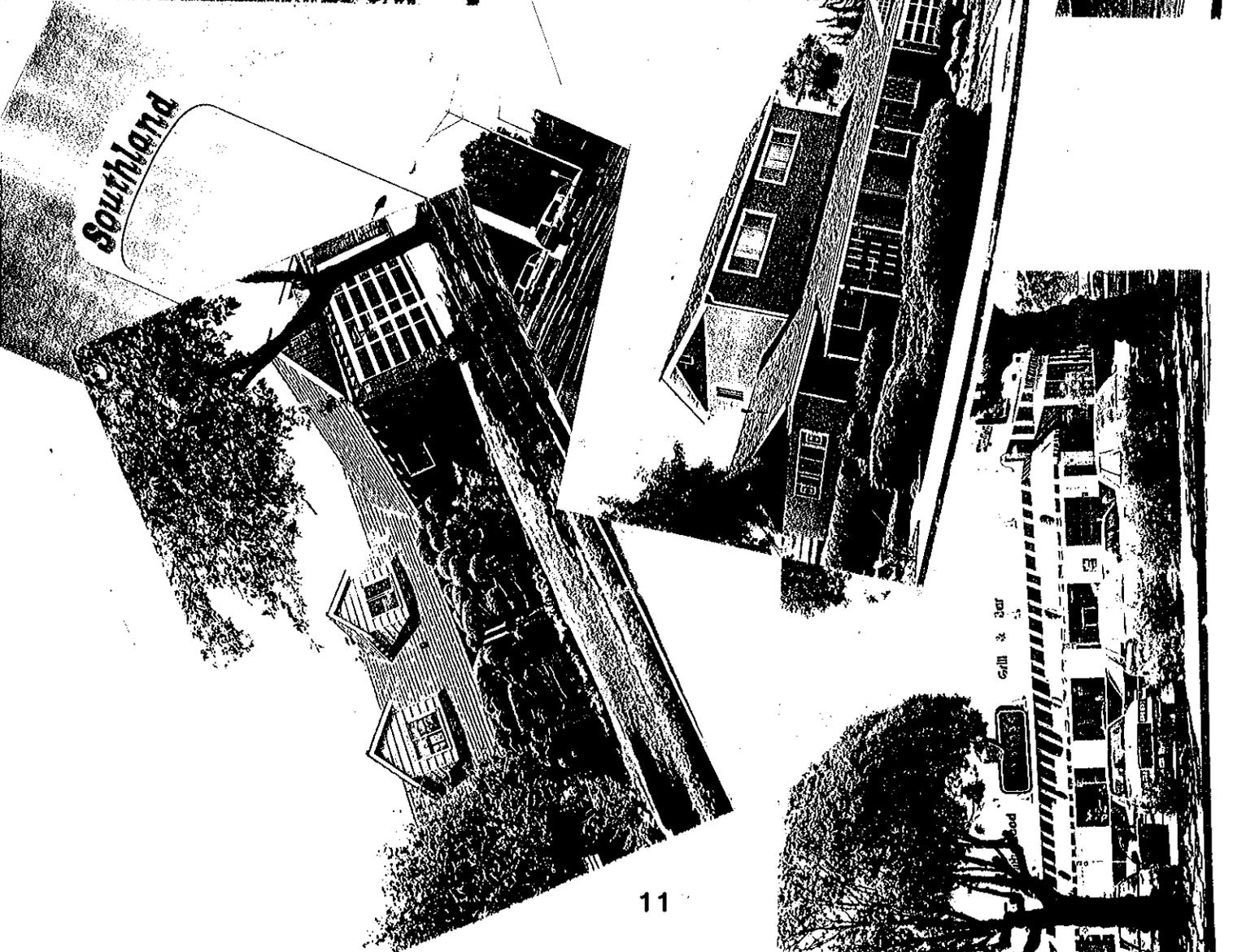
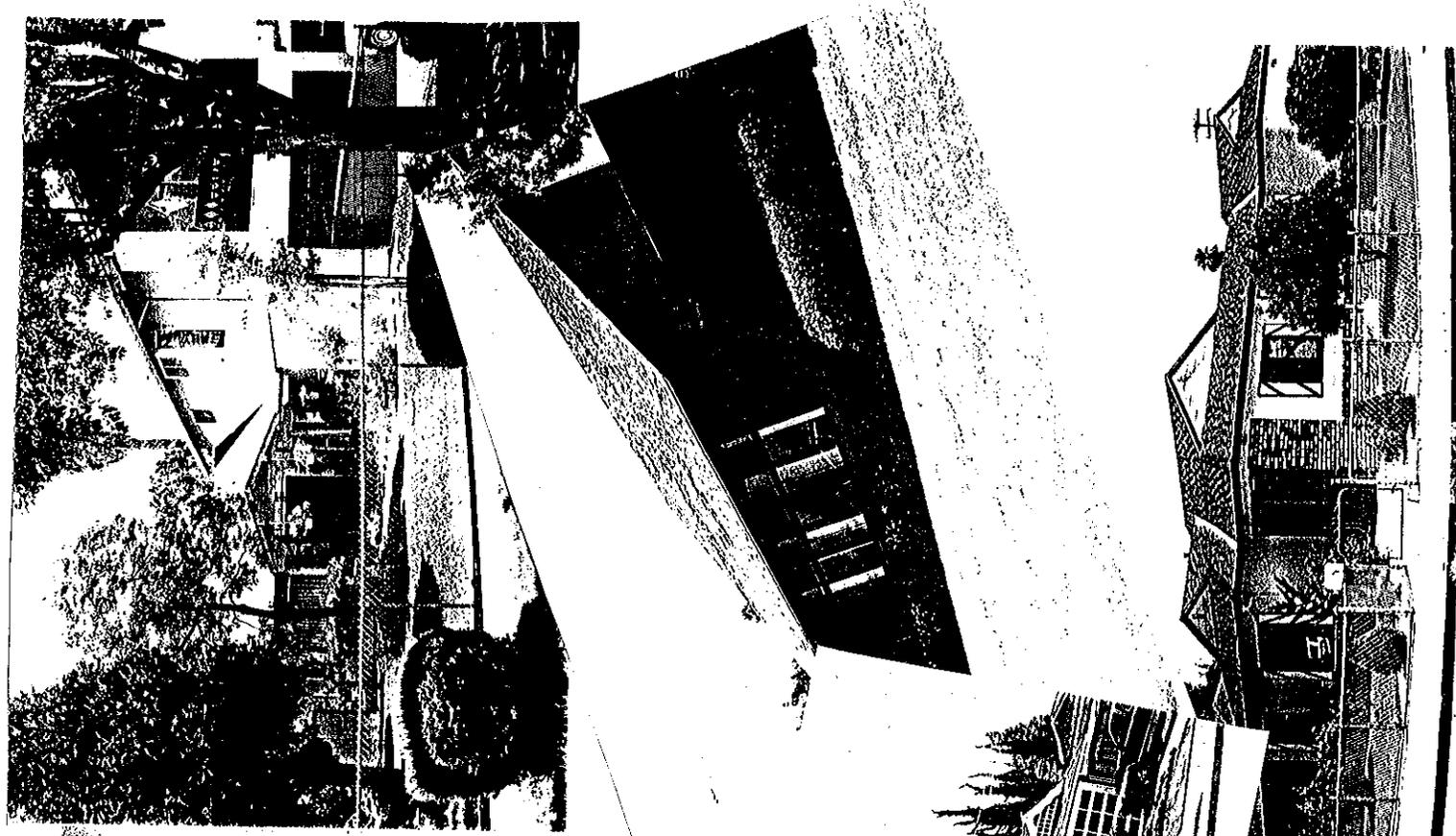
- Policy 8.1 Support the efforts by the City and the Hayward Area Recreation and Park District to pursue the planned construction and ensure the continuing maintenance of Gansberger Park, Southgate Park and the Eden Greenway.
- Policy 8.2 Replace playground equipment for children at Southgate Park.
- Policy 8.3 Possible new development on the vacant lots adjacent to Gansberger park and fronting on Calaroga is of concern to the neighborhood. If and when these properties are developed:

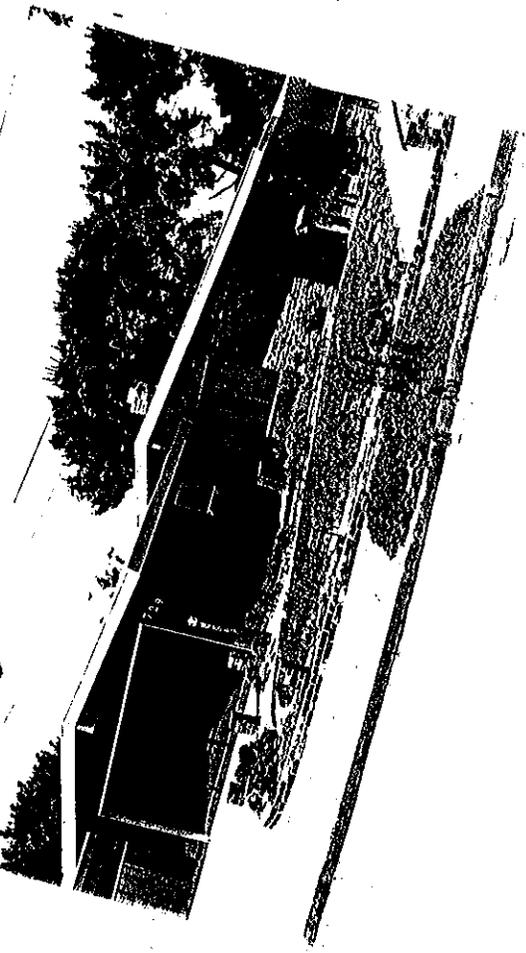
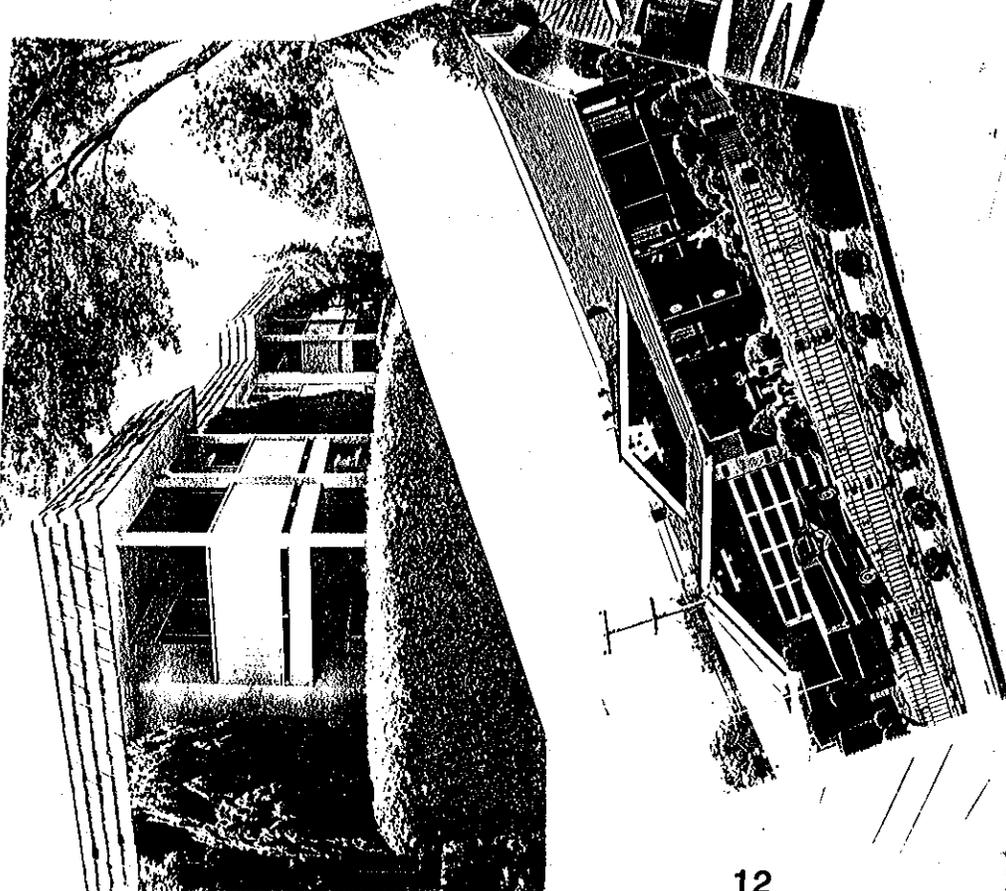
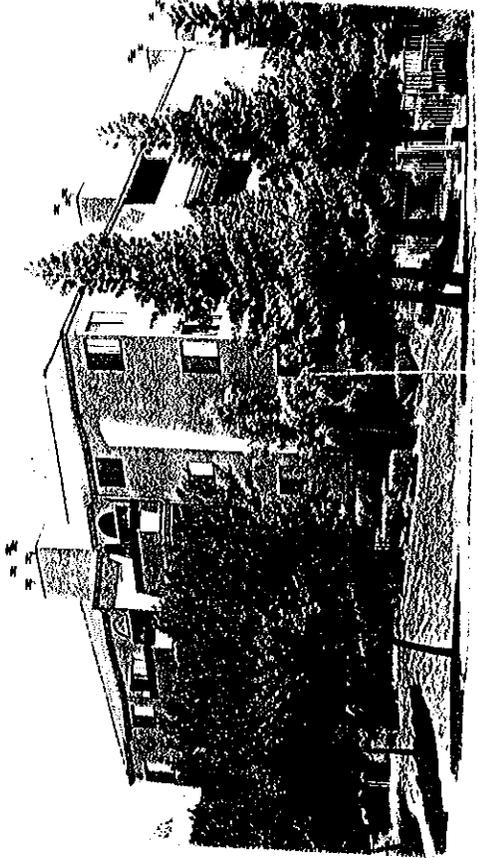
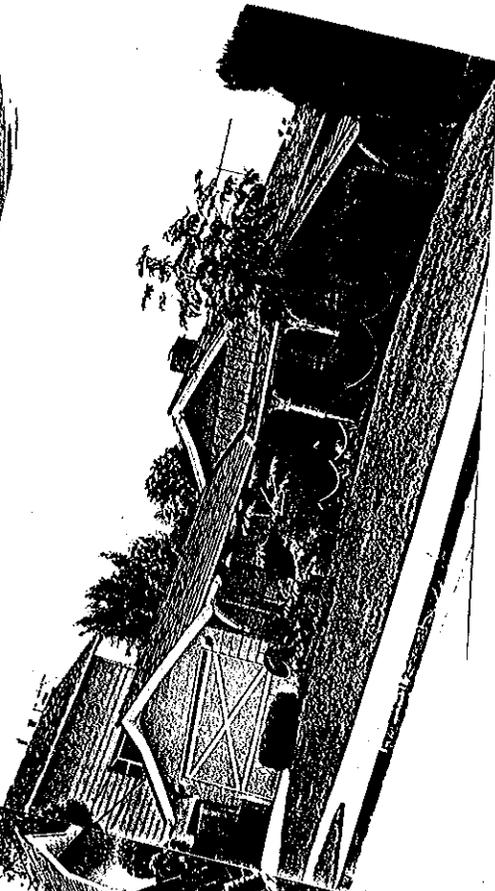
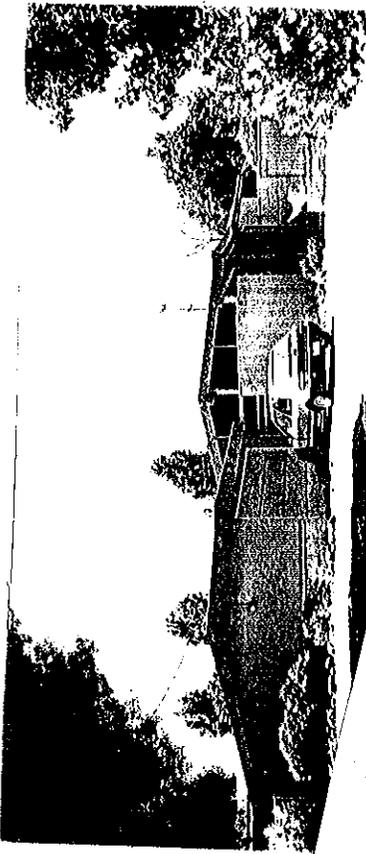
1. New construction should be compatible with the park consistent with the RS (Single Family Residential) zoning now in place; and
2. that any new construction not obscure the park entrance, and equally important, that efforts be taken to integrate the park entrance into any site design efforts for these properties.
3. Request HARD to install adequate lighting at the park entrance to enhance public safety.

Policy 8.4 Encourage the Hayward Unified School District, HARD and the City to jointly develop a strategy for providing structured after school programs for youths that would use existing facilities such as the Southgate Community Center.

Policy 8.5 Insist that HUSD allocate and spend Maintenance Assessment District money on the upkeep and appearance of Southgate and Martin Luther King Jr. schools and school grounds.

Policy 8.6 The Southgate Swim Club is a valuable asset to the community and should be preserved.





Socioeconomic Overview

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

Demographics

- The Southgate neighborhood consists of Census Tracts 4370 and 4373. Between 1980 and 1990 the Southgate neighborhood experienced a 20 percent gain in housing units (360 units), but only experienced a modest 7 percent increase in total population (380 persons) primarily because the overall household size decreased from 3.08 persons per household to 2.77 persons per household.
- In terms of racial composition, the Southgate neighborhood became more diverse between 1980 and 1990. The largest net change which the neighborhood experienced was in the Asian population with a 127 percent increase from 446 persons in 1980 to 1,012 persons in 1990. The next largest net change was a 54 percent increase in the Black population; a 42 percent loss in Native Americans (-25); a 25 percent increase (218) in Hispanics; and a 13 percent loss (-508) of Non-Hispanic Whites.
- Between 1980 and 1990, in terms of age of the overall neighborhood population, there was a significant gain of 261 (72 percent) people over 65 years old. During this same time period, the unemployment rate was cut in half from 8.1 percent to 4 percent.

Housing Tenure

- There is a 2:1 ratio of single-family units to multiple-family units in the Southgate neighborhood. Overall, the ratio between owners and renters is 71 percent to 29 percent respectively. About 10 percent of all single-family homes are occupied by renters which is lower than the citywide figure of 22 percent.

Neighborhood Income and Housing Values

- The average household income in Southgate (1989 dollars) is \$41,916 and is 116 percent of the citywide average (\$36,058). The value of the Southgate housing stock reflects a similar trend in that the average value of an owner-occupied unit (\$191,650) is 104 percent of the citywide average of \$184,500.

Table 1 - 1980 and 1990 Socioeconomic Profile of the Southgate Neighborhood

Population & Housing	1980	% of Total	1990	% of Total	Difference	% Change
Total Persons	5,536	100.0%	5,916	100.0%	380	7%
Housing Units	1,809	100.0%	2,169	100.0%	360	20%
Households	1,797	100.0%	2,129	100.0%	332	18%
Household Size (persons per household)	3.08	-	2.77	-	-	-

Racial Makeup	1980	% of Total	1990	% of Total	Difference	% Change
Non-Hispanic White	3,834	69.3%	3,326	56%	-508	-13%
Non-Hispanic Black	286	5.2%	440	7%	154	54%
Non-Hispanic Asian	446	8.1%	1,012	17%	566	127%
American Indian	59	1.1%	34	1%	-25	-42%
Hispanic	873	15.8%	1,091	18%	218	25%

Housing Value & Income	1980	% of Total	1990	% of Total	Difference	% Change
Average Household Income	\$ 24,924	-	\$ 41,916	-	\$ 16,992	68%
Average Value of Owner-Occupied Units	\$ 82,050	-	\$ 191,650	-	\$ 109,600	134%
Median Contract Rent	\$ 300	-	\$ 610	-	\$ 310	103%
Lower Income Households (less than 80% of Bay Area Median Income)	583	32.4%	673	32%	90	15%
Persons Below Poverty Level	410	7.4%	238	4%	-172	-42%

Housing Type	1980	% of Total	1990	% of Total	Difference	% Change
Single Family Units	NA	-	1,458	67%	-	-
Multi-Family units	NA	-	711	33%	-	-
Single Family Rentals	NA	-	209	10%	-	-
Multi-Family Rental Households	NA	-	395	19%	-	-
Owner Occupied Households	1,266	70.5%	1,522	71%	256	20%
Renter-Occupied Households	520	28.9%	607	29%	87	17%

Age Breakdown	1980	% of Total	1990	% of Total	Difference	% Change
Under 5 Years Old	428	7.73%	534	9.0%	106	24.8%
Between 6-18 Years Old	1,222	22.07%	1,010	17.1%	-212	-17.3%
Over 65 Years Old	363	6.56%	624	10.5%	261	71.9%

Miscellaneous	1980	% of Total	1990	% of Total	Difference	% Change
Language Spoken at Home Other than English (residents 5+ years of age)	946	18.52%	1,565	29.1%	619	65.4%
Single-Parent Households	239	13.30%	217	10.2%	-22	-9.2%
Unemployed Persons (labor force 16+ of age)	229	8.17%	129	4.0%	-100	-43.7%
Employed Residents in Hayward	967	17.47%	960	16.2%	-7	-0.7%
Public Transit to Work	206	3.72%	220	3.7%	14	6.8%
Households Moving into Hayward in Past Year	233	12.97%	445	20.9%	212	91.0%
Households Moving into Hayward in Last 5 Years	810	45.08%	1,038	49%	228	28.1%

Southgate Neighborhood Study Area includes Census Tracts 4370 and 4373.
 NA: Not Available

Source: 1980 and 1990 U.S. Census

Land Use Issues

The primary land use issues of Southgate residents revolve around maintaining the single family character of the neighborhood. From this perspective, many of the proposed policies relate back to this issue and cover other related concerns such as attracting neighborhood-oriented businesses and ensuring that new commercial uses do not create any land use conflicts with established residential areas. A notable neighborhood concern relates to the new freeway interchange at Interstate 880 and State Route 92 which is being proposed by CalTrans. The neighborhood clearly views this proposal as the largest single threat to the overall stability of the neighborhood and the Task Force is taking a strong position in opposition to it.

Other land use issues which the Task Force discussed in its deliberations include continued support of Southland Mall as the city's primary regional shopping mall; retaining beneficial uses such as the existing medical facilities; improving vehicular and pedestrian traffic safety; continuing essential neighborhood services; and maintaining and more fully using community parks and their facilities.

I. HISTORICAL CONTEXT

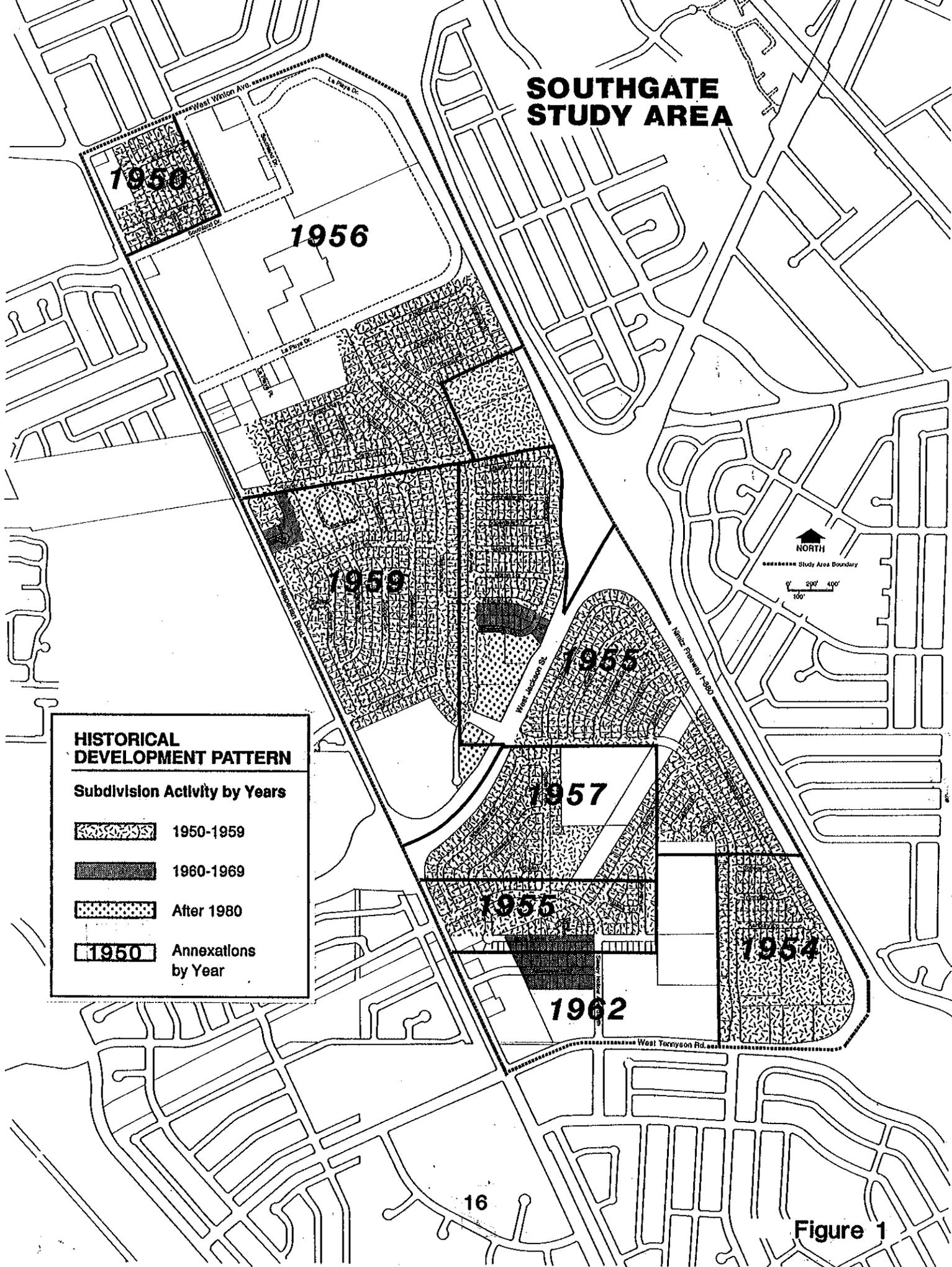
Agriculture was predominant activity in the Southgate area up through the 1940's. With the Hunt's Cannery located a short distance from the Southgate neighborhood many of the surrounding areas, including the Southgate area, were planted in orchards. It was not until the decade of the 1950's that the Southgate neighborhood experienced the post-war building boom. Figure 1 shows annexation and development activities in the neighborhood and illustrates that by the early 1960's most of the neighborhood was almost fully developed. Today, like many other Hayward neighborhoods, Southgate is considered a "built-out" area with very few opportunities for new development. Most of the changes which do occur in the neighborhood do so in the form of changes of use, or when one business leaves and another, not necessarily of the same type, replaces it.

Southland Mall was developed in the late 1950's and was, at the time, one of the first regional shopping malls in the East Bay. Much of the residential development also occurred in the mid-1950's. The most recent residential developments in the neighborhood appear in the form of higher-density condominium projects which were constructed after 1980. The Southgate neighborhood, as it has developed, contains its primary residential areas in the middle of the neighborhood with the commercial areas located on the fringes along arterials.

II. LAND USE OVERVIEW

The Southgate neighborhood is bounded by four major roadways, West Winton Avenue and West Tennyson Road to the north and south respectively, and Hesperian Boulevard to the west and Interstate 880 to the east. State Route 92 bisects the neighborhood in an east/west direction. All of these facilities are either major arterials or regional freeways. Existing development is shown in

SOUTHGATE STUDY AREA



HISTORICAL DEVELOPMENT PATTERN

Subdivision Activity by Years

-  1950-1959
-  1960-1969
-  After 1980
-  1950 Annexations by Year

Figure 1

Figure 2, while Figure 3 shows the present land use categories established by the city's General Policies Plan. Finally, Figure 4 shows existing zoning for the area.

Existing Land Use Policy - The 1986 General Policies Plan (GPP) put into place land use policy in the Southgate neighborhood. Within the neighborhood plan area, there exist six different land use designations which include residential uses; public and institutional facilities; retail areas; and parks and recreation facilities.

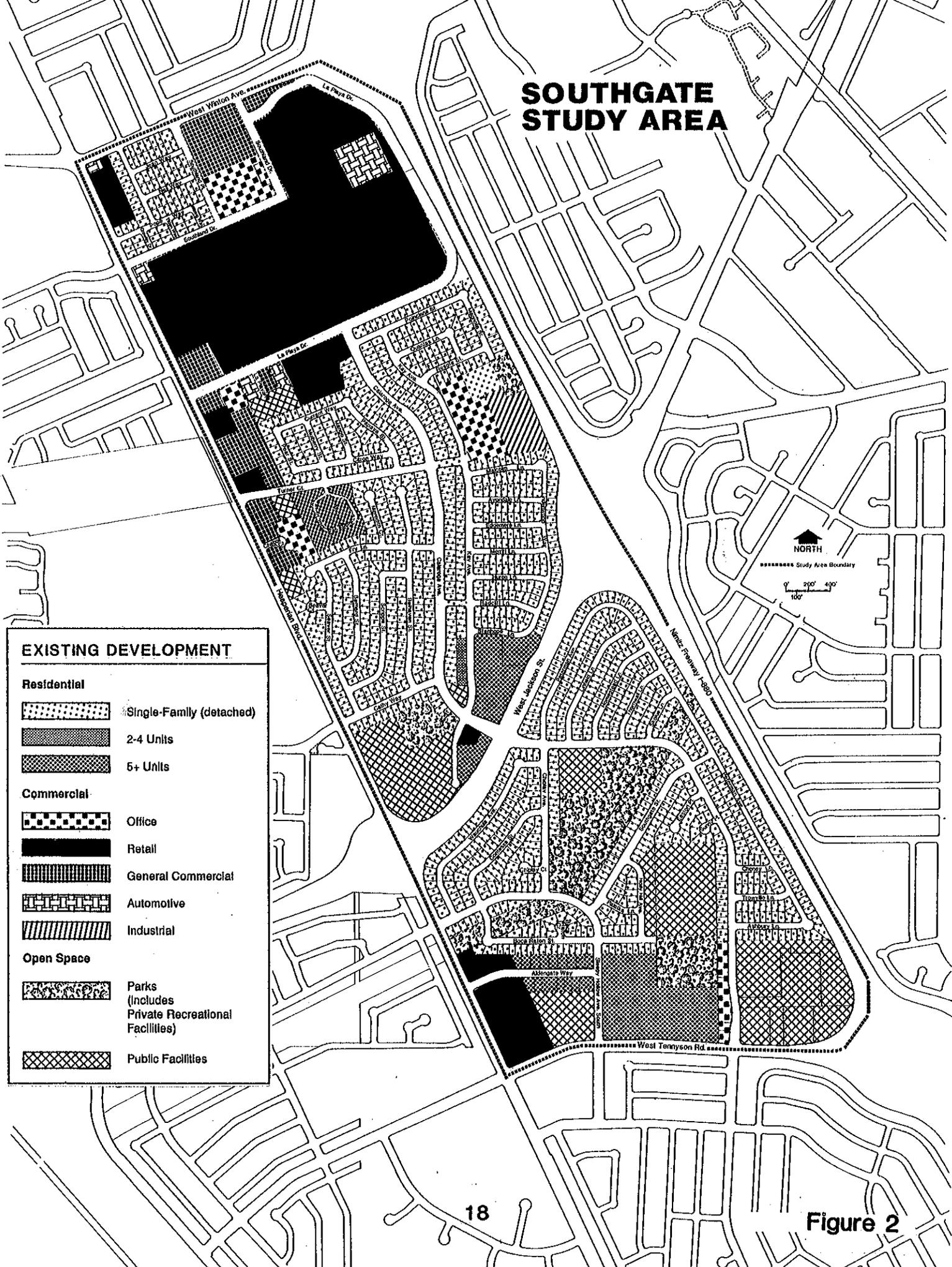
Residential Development - The General Policies Plan applies two residential categories in the Southgate neighborhood: *Residential, Low Density (4.3-8.7 dwelling units/net acre)* and *Residential, High Density(17.4-34.8 units/net acre)*. The two primary residential areas in the Southgate neighborhood are designated Residential, Low Density and are separated by State Route 92. Most of the residential development in these areas consists of single-family detached housing that was constructed during the 1950's. There is one pocket of homes which is located in the northwest corner of the neighborhood.

The remaining pockets of residential development are covered by the Residential, High Density category. However, many of these areas were developed at less intense densities than what is allowed. For example, on Kay Avenue between Radcliff and Calaroga, there exist several duplexes which are designated RHD, but the actual density is much lower than what is allowed by this designation. The neighborhood also contains several apartment buildings, the most notable is the Lord Byron complex. In this same area, there are several five- and six-unit apartment structures which are located on Aldengate, just west of Sleepy Hollow Avenue. There are three condominium complexes in the neighborhood, all located north of State Route 92.

Commercial Development - The commercial areas in the neighborhood generally are located along the periphery of the Southgate neighborhood. The Southland Shopping Mall, at the northern end of the neighborhood, is a regional shopping mall and is one of the city's highest generators of sales tax revenues. Along La Playa there are many other retail and service-oriented uses including auto service/repair, a bank, offices and a clothing store. As one heads south along Hesperian Boulevard, there are a number of retail stores and restaurants. Finally, in the southwest corner of the neighborhood is the newly renovated Oliver Corners Shopping Center which includes a variety of retail and service stores.

Open Space and Recreation - The primary open space areas are located within the Eden Greenway and in the existing parks and school playground areas. The Eden Greenway is one of the primary open space features in the Southgate neighborhood with many of the other recreation facilities located adjacent or in close proximity to it. A more thorough discussion on open space areas and recreation

SOUTHGATE STUDY AREA

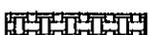
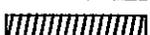


EXISTING DEVELOPMENT

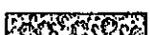
Residential

-  Single-Family (detached)
-  2-4 Units
-  5+ Units

Commercial

-  Office
-  Retail
-  General Commercial
-  Automotive
-  Industrial

Open Space

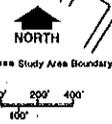
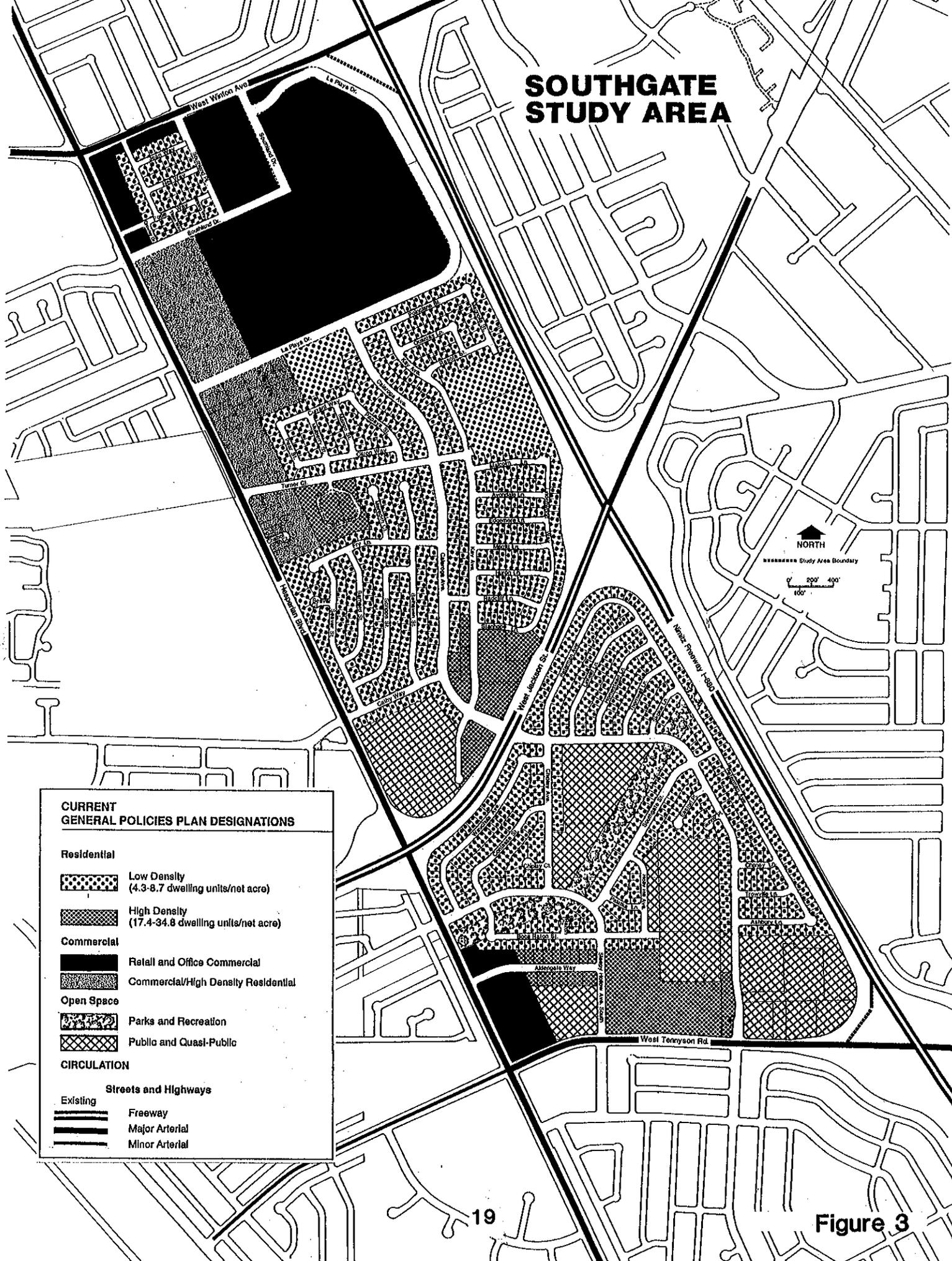
-  Parks (includes Private Recreational Facilities)
-  Public Facilities

NORTH

Study Area Boundary



SOUTHGATE 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

Open Space

- Parks and Recreation
- Public and Quasi-Public

CIRCULATION

Streets and Highways

Existing

- Freeway
- Major Arterial
- Minor Arterial

SOUTHGATE STUDY AREA

CURRENT ZONING DESIGNATIONS

RS	Single-Family Residential (5,000 sq. ft. lots minimum)
RM	Medium Density Residential (2,500 sq. ft. lot area per unit)
RH	High Density Residential (1,250 sq. ft. lot area per unit)
PD	Planned Development
CB	Central Business
CG	General Commercial
CL	Limited Access Commercial
CN	Neighborhood Commercial
CO	Commercial Office

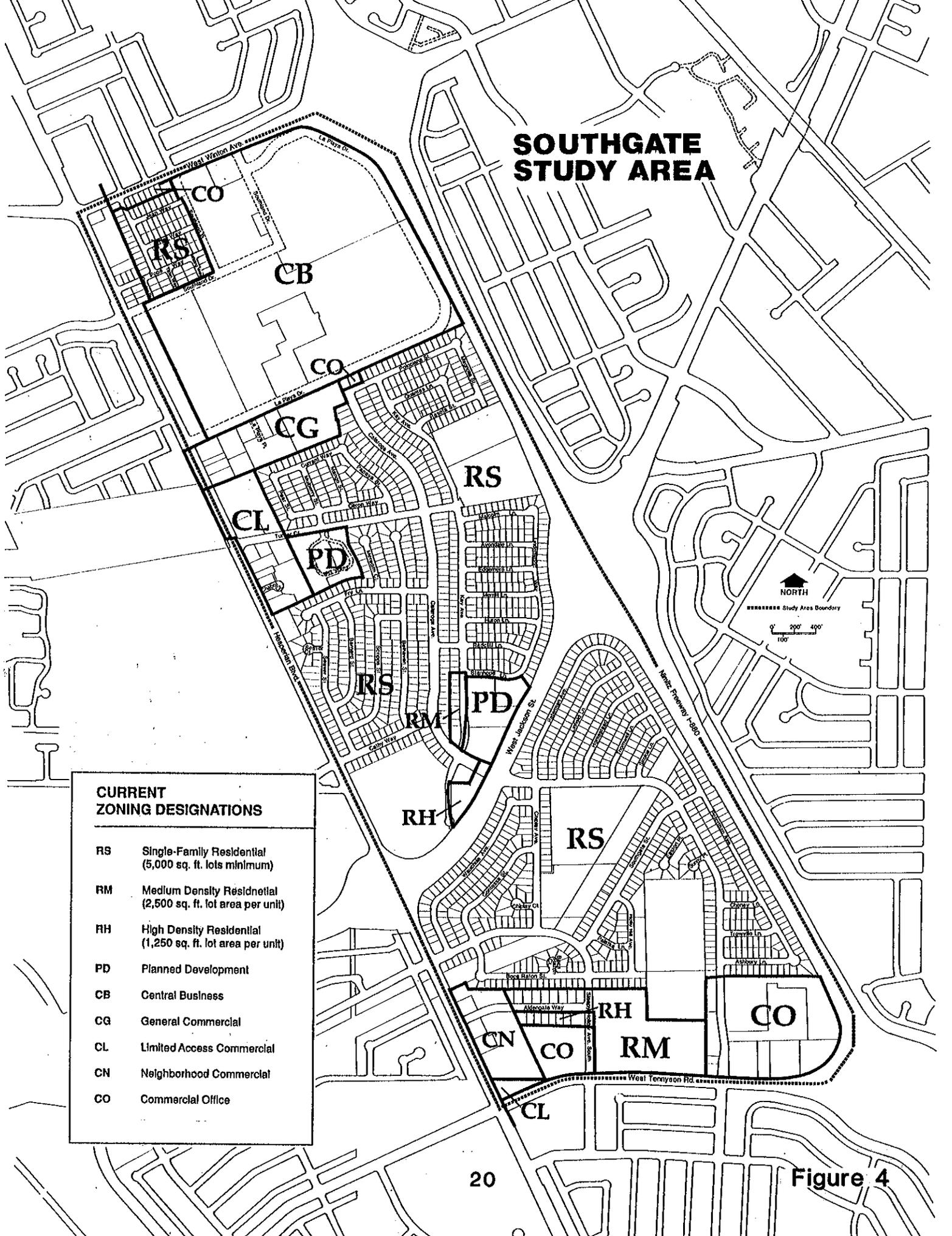
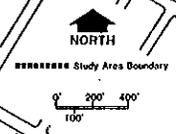


Figure 4

facilities is provided in the Public Facilities section.

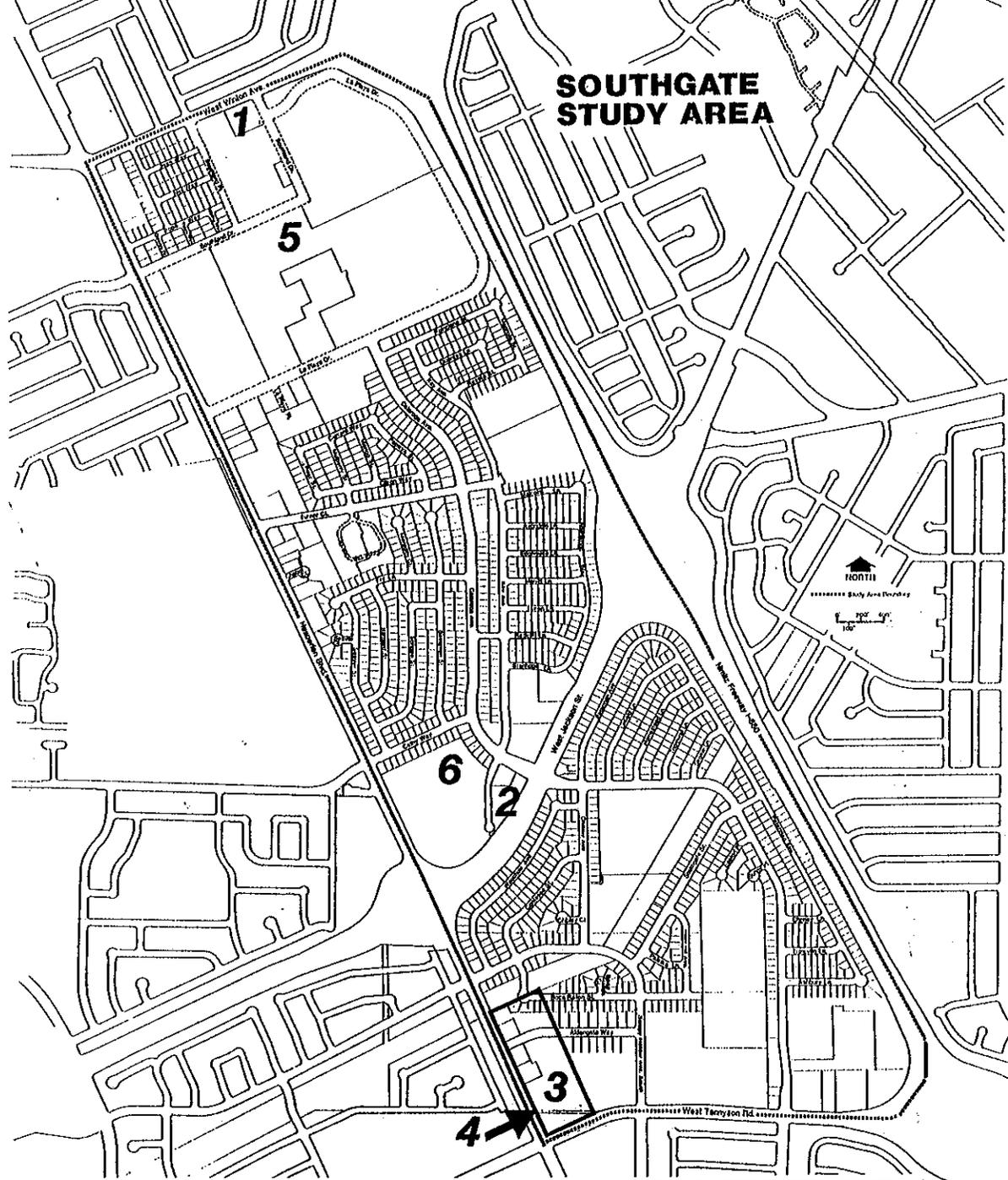
Public and Institutional Uses - The Southgate neighborhood contains several public facilities which include churches, schools, the County corporation yard and architectural offices located at the end of Turner Court and the medical facilities which are operated by Kaiser Permanente and St. Rose Hospital.

Of particular interest to the Task Force is the existence of medical facilities in the neighborhood. St. Rose Hospital, Kaiser Permanente facilities and a number of smaller medical offices which support these larger facilities are located mostly in the southern end of the neighborhood. There is a small medical office structure at the northern end of Calaroga. The Task Force endorses retention of these facilities.

Recent Development Activity - The new development activity in the Southgate neighborhood has occurred primarily in the commercial areas (Figure 5). The Oliver Corners Shopping Center, at the southern end of the neighborhood, has undergone a major renovation and now includes a large warehouse-type food store (Food Maxx). Many neighborhood residents consider the upgrading work at Oliver Corners as a most welcome improvement for the neighborhood.

At the northern end of the Southgate area, in Southland Mall, Mervyn's opened its new flagship store in 1995. Other new projects in Southland include a new Applebee's which occurred through a major renovation of an existing stand-alone building (formerly Casa Carlita's). The former Gangbuster's restaurant recently was approved for a Kenny Roger's restaurant, but the Use Permit approval has since expired. Southland Mall management is actively recruiting businesses to occupy this space. Most recently, Ross Dress for Less clothing store, was approved. Other plans are pending regarding possible expansion of existing businesses and recruitment of new ones in the area known as the "convenience center" located along the western edge of the mall.

In addition to the medical facilities in the neighborhood, there are a number of churches with the most recent addition being the Romanian Orthodox Church to be located at the former Macdonald's restaurant site at Kay and Calaroga Avenues. The new structure will feature traditional church architecture and eliminate a vacant site which has been of concern to the neighborhood for the past few years. Directly across the street from the church site is the new Gansberger Park. Landscaping crews hired by HARD are presently installing the irrigation and turf areas which is anticipated to be finished this summer.



RECENT DEVELOPMENT APPLICATIONS					
No.	Project	Location	Project No.	Date	Status
1	Applebee's	24041 Southland Dr.	UP 94-115	12/28/94	Completed
2	Romanian Orthodox Church	W. Winton/ Calaroga Ave.	CUP 95-160-13	8/4/95	Approved
3	Just Caffino	27150 Hesperian Blvd.	UP 95-160-10	7/21/95	Completed
4	Oliver Corner Renovation	Hesperian & Tennyson			Completed
5	Mervyn's	Southland Mall		1/13/94	Completed
6	Gansberger Park	Kay & Calaroga			Under Construction

Figure 5

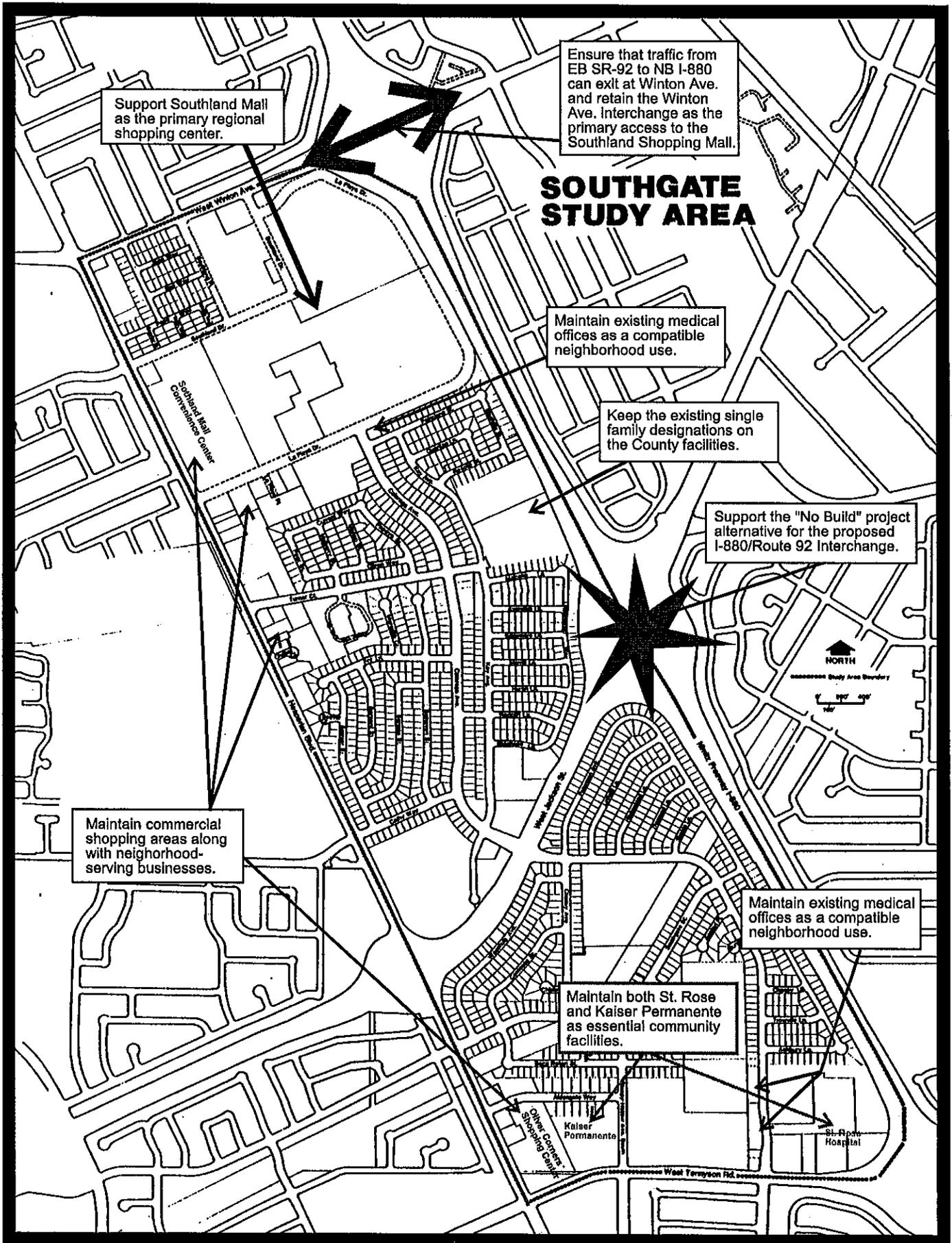
III. RECOMMENDATIONS FOR GENERAL PLAN AND ZONING CHANGES

Figure 6 attempts to graphically highlight some of the primary land use issues in the neighborhood. The Goals and Policies section should be reviewed for an entire list of issues. Recommended general plan and zoning changes are shown in Figures 7 and 8 respectively. In terms of the land use policy changes, most of the changes affecting residential densities are simply intended to reflect the existing residential density. For example, the changes from Residential, High Density to Residential, Medium Density for the west side of Kay Avenue, north of Calaroga Avenue reflects the existing duplexes there.

Other notable changes in policy occur along La Playa Drive and the segment of Hesperian Boulevard which is presently designated Commercial, High Density Residential. The 1986 General Policies Plan initially envisioned a mix of both residential and commercial uses, however, this type of development mix never occurred partially due to constraints of locating development under airport flight paths. The land use change to the Retail and Office Commercial designation reflects existing uses there today and is consistent with the designation applied to Southland Mall.

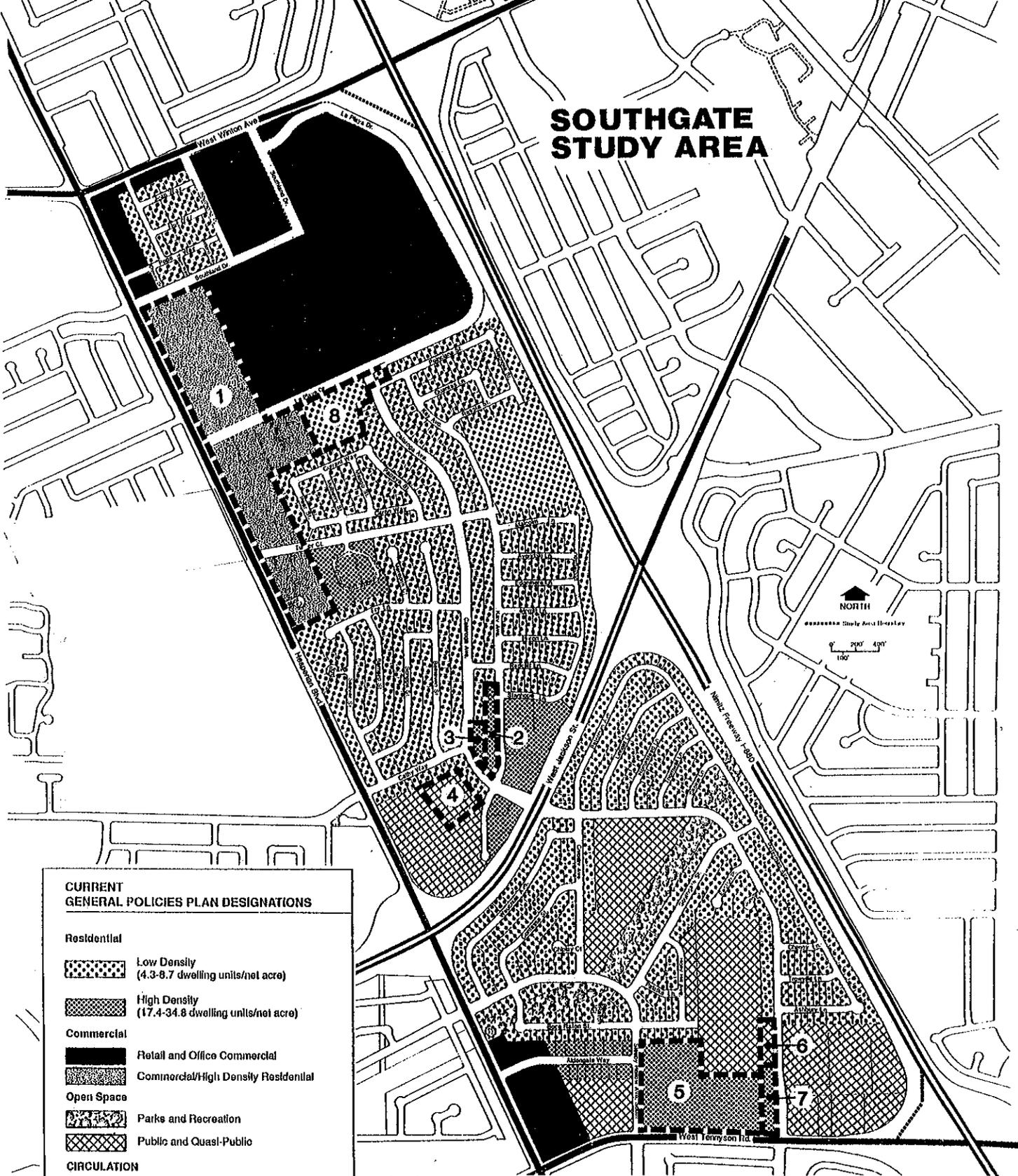
Another notable policy which is not necessarily obvious from the proposed land use map changes is the neighborhood's interest in retaining the substantial amount of medical facilities. The neighborhood supports both Kaiser Permanente and St. Rose medical facilities in the neighborhood. The neighborhood also supports retaining the related private medical offices on Calaroga Avenue. More specifically, the general plan and zoning changes which apply to the medical offices, on the west side of Calaroga, just north of Tennyson Road, and the existing medical office on Calaroga at Poinciana, are intended to accommodate and retain them. Uses such as convenience retail uses or uses with drive-through facilities are considered inappropriate in these locations.

The four proposed zoning changes reflect existing uses and are intended to better reflect existing or proposed land use policy. The zoning proposals are intended to achieve compatibility with existing development and surrounding uses.



This is a summary information only. Please refer to the Land Use section in the Neighborhood Plan for the official wording and additional policies not shown here.

SOUTHGATE 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

Open Space

 Parks and Recreation

 Public and Quasi-Public

CIRCULATION

Streets and Highways

Existing

 Freeway

 Major Arterial

 Minor Arterial

Recommended by the
Southgate Neighborhood Task Force 7/96

RECOMMENDED GENERAL PLAN CHANGES

Map No.	Area	Change
1	Hesperian Corridor	Commercial/High Density Residential to Retail and Office Commercial
2	Kay Ave. (south)	High Density to Medium Density
3	Calaroga Ave.	High Density to Low Density
4	Gansberger Park (new)	Low Density to Parks and Recreation
5	Lord Tennyson Apartments	High Density to Medium Density
6	Calaroga Ave. (medical offices)	Public and Quasi-Public to Medium Density
7	Calaroga Ave. (medical offices)	High Density to Medium Density
8	La Playa Dr.	Low Density to Retail/Office Commercial

Figure 7

SOUTHGATE STUDY AREA

RECOMMENDED ZONING CHANGES

Map No.	Area	Change
1	Southland Frontage (Hesperian Blvd.)	CN to CB
2	La Playa Dr.	CG to CN
3	Turner Ct./Hesperian Blvd.	CL to CN
4	Oliver Corners	CL to CN

CURRENT ZONING DESIGNATIONS

RS	Single-Family Residential (5,000 sq. ft. lots minimum)
RM	Medium Density Residential (2,500 sq. ft. lot area per unit)
RH	High Density Residential (1,250 sq. ft. lot area per unit)
PD	Planned Development
CB	Central Business
CG	General Commercial
CL	Limited Access Commercial
CN	Neighborhood Commercial
CO	Commercial Office

Recommended by the Southgate Neighborhood Task Force 7/96



Table 1 - Address Listing of Affected Properties for General Plan, and Zoning Recommendations Per the Southgate Neighborhood Plan

	A	B	D	E	F	G	H
1							
2							
3	ST. #	Street Name	APN	Existing	Proposed	Existing	Proposed
4				General Plan	General Plan1	Zoning	Zoning2
5							
6							
7	24500	Hesperian Blvd	442 0010 005 00	CHDR	ROC	CN	CB
8	24518	Hesperian Blvd	442 0010 006 01	CHDR	ROC	CN	CB
9	1090	La Playa Dr	442 0038 003 00	CHDR	ROC	CG	CN
10	24700	Hesperian Blvd	442 0038 004 00	CHDR	ROC	CG	CN
11	24970	Hesperian Blvd	442 0038 007 00	CHDR	ROC	CL	CN
12	24800	Hesperian Blvd	442 0038 008 02	CHDR	ROC	CL	CN
13	24782	Hesperian Blvd	442 0038 009 00	CHDR	ROC	CG	CN
14	24748	Hesperian Blvd	442 0038 010 02	CHDR	ROC	CG	CN
15	24740	Hesperian Blvd	442 0038 010 03	CHDR	ROC	CG	CN
16	1022	La Playa Dr	442 0038 011 01	CHDR	ROC	CG	CN
17	24742	La Playa Ct	442 0038 011 09	CHDR	ROC	CG	CN
18	1030	La Playa Dr	442 0038 011 17	CHDR	ROC	CG	CN
19		La Playa Dr	442 0038 011 19	CHDR	ROC	CG	CN
20	1030	La Playa Dr	442 0038 012 00	CHDR	ROC	CG	CN
21	25034	Hesperian Blvd	442 0051 001 01	CHDR	ROC	CL	CN
22	1212	Turner Ct	442 0051 027 00	CHDR	ROC	CL	CN
23	1599	Chabot Ct	442 0051 028 00	CHDR	ROC	CL	CN
24	25254	Hesperian Blvd	442 0051 030 00	CHDR	ROC	CL	CN
25	25202	Hesperian Blvd	442 0051 031 00	CHDR	ROC	CL	CN
26		Turner Ct	442 0051 032 00	CHDR	ROC	CL	CN
27	25080	Hesperian Blvd	442 0051 033 00	CHDR	ROC	CL	CN
28	25088	Hesperian Blvd	442 0051 034 00	CHDR	ROC	CL	CN
29	1580	Chabot Ct	442 0051 035 00	CHDR	ROC	CL	CN
30		Hesperian Bl	442 0075 029 08	PQP	RMD	RS	NC*
31	26921	Calaroga Ave	455 0040 006 01	PQP	RMD	RS	NC*
32	25619	Kay Ave	442 0071 003 00	RHD	RMD	RM	NC*
33	25631	Kay Ave	442 0071 004 00	RHD	RMD	RM	NC*
34	25643	Kay Ave	442 0071 005 00	RHD	RMD	RM	NC*
35	25917	Calaroga Ave	441 0071 009 02	RHD	RMD	RM	NC*
36	25918	Calaroga Ave	442 0071 009 02	RHD	RLD	RS	NC*
37	25906	Calaroga Ave	442 0071 010 00	RHD	RLD	RS	NC*
38	25884	Calaroga Ave	442 0071 011 00	RHD	RLD	RS	NC*
39	25862	Calaroga Ave	442 0071 012 00	RHD	RLD	RS	NC*
40	25850	Calaroga Ave	442 0071 013 00	RHD	RLD	RS	NC*
41	25763	Kay Ave	442 0071 056 00	RHD	RMD	RM	NC*
42	25795	Kay Ave	442 0071 057 00	RHD	RMD	RM	NC*
43	25803	Kay Ave	442 0071 058 00	RHD	RMD	RM	NC*
44	25827	Kay Ave	442 0071 059 00	RHD	RMD	RM	NC*
45	25851	Kay Ave	442 0071 060 00	RHD	RMD	RM	NC*
46	25865	Kay Ave	442 0071 061 00	RHD	RMD	RM	NC*

See Figure 7 for Proposed General Plan Recommendations
 27 See Figure 8 for Proposed Rezoning Recommendations

Table 1 - Address Listing of Affected Properties for General Plan, and Zoning Recommendations Per the Southgate Neighborhood Plan

	A	B	D	E	F	G	H
1							
2							
3	ST. #	Street Name	APN	Existing General Plan	Proposed General Plan1	Existing Zoning	Proposed Zoning2
4							
5							
6							
47	25883	Kay Ave	442 0071 062 00	RHD	RMD	RM	NC*
48	25909	Kay Ave	442 0071 063 00	RHD	RMD	RM	NC*
49	2191	W Tennyson Rd	455 0036 004 06	RHD	RMD	RM	NC*
50	27171	Calaroga Ave	455 0040 012 02	RHD	RMD	COB10	NC*
51	27225	Calaroga Ave	455 0040 013 01	RHD	RMD	COB10	NC*
52	1000	La Playa Dr	442 0038 001 00	RLD	ROC	CG	NC*
53	24700	Calaroga Ave	442 0040 001 01	RLD	ROC	CG	NC*
54	2285	W Tennyson Rd	455 0026 042 00	ROC	NC*	CL	CN
55	2299	W Tennyson Rd	455 0026 046 00	ROC	NC*	CL	CN

See Figure 7 for Proposed General Plan Recommendations

See Figure 8 for Proposed Rezoning Recommendations

Neighborhood Character and Appearance

The Task Force discussed several concerns regarding the appearance and upkeep of the neighborhood, especially how to maintain the single family character of the Southgate area. During the process of developing the neighborhood plan, the Task Force received information and heard presentations from city staff on a variety of public services including the city sidewalk repair and street sweeping services, street tree planting and tree trimming programs, and the street lighting request process. The Task Force also learned about the various ordinances which are enforced under the Community Preservation Ordinance and discussed in depth what things could be done to ensure that all properties, including single family rentals, are well maintained.

I. NEIGHBORHOOD APPEARANCE AND MAINTENANCE OF PRIVATE PROPERTY

Hayward's Community Preservation Ordinance - In the late 1980's, the City adopted 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, the maintenance of single family rental properties and graffiti. Typically, enforcement of the Community Preservation Ordinance first relies on neighbors to persuade the property owner to abate a problem. If no action is taken, a complaint may be lodged with the City's Community Preservation office. At that point, a city inspector will investigate and if a violation is found, will issue a citation.

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 by the city and then subsequent billing to property owners or placing liens on the property to cover the cost of abatement. Enforcement is also dependent upon citizen identification of instances of when and where the offense occurs.

Rental Housing Inspections - Since 1989, the City has had a mandatory rental inspection program in effect for parcels with three or more rental units. Most of the apartment development in the Southgate neighborhood occurred in the 1980's. Most of the multiple family development occurs in the form of higher density condominium units mostly located north of State Route 92, whereas most of the apartments (five unit and six unit structures and the Lord Byron apartments) are located in the southern end of the Southgate neighborhood.

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.

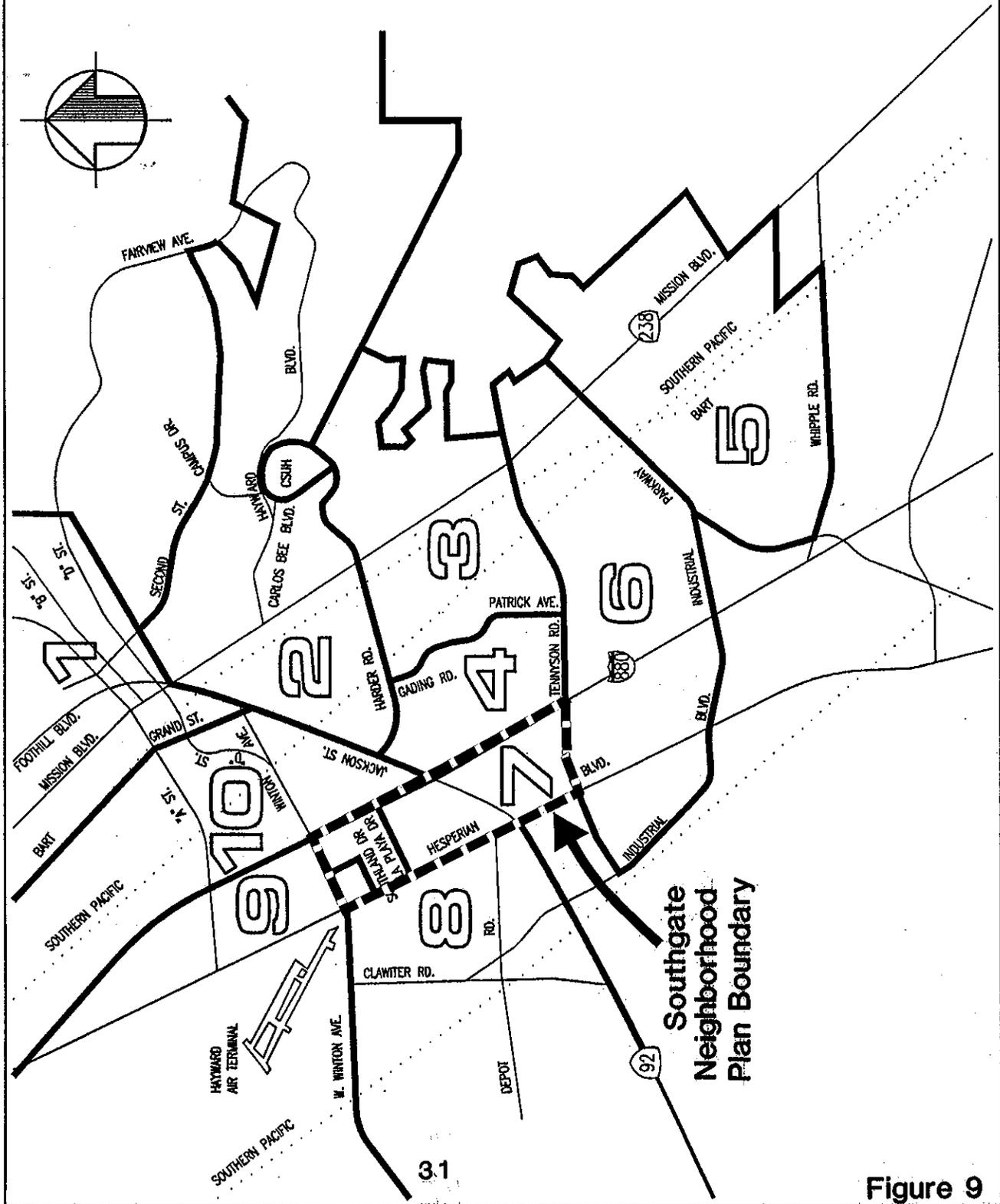
In the Southgate neighborhood, the Task Force voiced concerns over poorly maintained properties, specifically citing the lack of maintenance on single family rentals. Discussion also occurred regarding homeowners who do not regularly maintain their properties. The Task Force developed policy language to address this issue. The policy (Policy 4.2 in the Neighborhood Plan) which was developed is aimed at property owners who may have little experience in being landlords.

To address this circumstance, the Task Force recommends that the city develop some language that would be available to landlords for use in rental contracts. This language would detail the arrangements between the property owner and tenant about who is responsible for maintaining the property. For example, if the property owner expects the tenant to maintain the property, then that should be stated in the rental contract. Furthermore, if the tenant does not want to maintain the property, perhaps a higher monthly rent would be charged to pay a gardener to perform regularly-scheduled maintenance.

As a way to further address problematic single family rental properties, the Task Force suggested that those properties which are cited under the Community Preservation Ordinance (CPO), be mailed a courtesy notice and the sample language described above related to property maintenance. The Task Force made this suggestion because it was felt that many landlords may be unaware about available options to address property maintenance issues. Mailing materials directly to property owners might help improve conditions in the neighborhood.

Street Trees - The city has ten street tree maintenance districts (Figure 9). The Southgate neighborhood is covered in three maintenance districts which includes #7 - Calaroga; a portion of #9 - Sleepy Hollow/Depot Road; and the southern most portion of #9 - Winton Grove/Thelma. Given the current resources, city-wide tree trimming is on a 10-year block pruning cycle. In addition to block trimming, a few days per 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.

TEN TREE MAINTENANCE DISTRICTS



DISTRICTS

- 1 DOWNTOWN
- 2 ORCHARD HAYWARD HILLS
- 3 HUNTWOOD TYRRELL
- 4 SCHAFER PARK
- 5 FAIRWAY PARK RANCHO VERDE
- 6 TENNYSON RD. S.
- 7 CALAROGA
- 8 SLEEPY HOLLOW DEPOT
- 9 WINTON GROVE THELMA
- 10 SANTA CLARA

Figure 9

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.

The Task Force believes the Street Tree Trimming Program is an essential component for maintaining adequate illumination on sidewalks at night and supports it as basic service for maintaining the neighborhood's safety and appearance.

Sidewalk Repair Program - 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.

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 2, 3 and 4).

The city uses the Street Tree Maintenance District boundaries for its sidewalk and street repair programs as well. District #7- Calaroga, which includes most of the Southgate neighborhood is ranked number four on the list of areas in need of sidewalk repairs. The Calaroga District was just finished last year with 46 locations being repaired. The residential pocket in the northwest corner of the Southgate neighborhood is scheduled for repairs in 1998 as part of the Winton Grove/Thelma District activity.

TABLE 2 - Cost Estimates for the City's Sidewalk Repair Program

Tree Maintenance District	Damaged Locations	Estimated Average Cost Per Location	Estimated Total Cost	Estimated City Share (66%)	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 3 - 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 4 - 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

Street Repair Program - Hayward presently has a Street Repair Program which includes the Pavement Rehabilitation Program (Slurry Seal), Pavement Overlay and Deep Lift Street Patching Program. The City also maintains a comprehensive Pavement Condition Report (PCR) which is updated every two years and was last updated in 1994 (Table 5). The Street Repair Program is an ongoing program.

Discussions with Public Works engineers reveal that the overall condition of residential streets in the Southgate neighborhood is fairly good. It was indicated that the ranking system employed in PCR report assigns quantitative rankings to streets (Table 6) . Usually a ranking of 75 only requires slurry seal maintenance (Table 7), however, fields checks are always performed to verify the need for slurry seal. Southgate residential streets are scheduled for inspection within the next three years to identify possible slurry seal repairs.

Sleepy Hollow Avenue is the only street in the Southgate neighborhood which is in need of deep- lift repair and is scheduled for repair in 1997. Performance of deep-lift repairs on failed pavement areas helps to defer total reconstruction of streets. Deep-lift repair consists of digging out failed pavement and replacing with asphalt concrete. Both Aldengate and Sleepy Hollow are proposed for street overlay work in the next two years.

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. The Public Works Department most recently developed informational inserts which are included in utility bills that provide detailed information regarding the street sweeping schedule for all neighborhoods. The Task Force discussed the issue of installing signage, but voted to not recommend this option because of the perception that signage clutters the street scape.

Table 5 Pavement Condition Report

NUMBER OF STREETS	STREET NAME	FROM	TO	PAVEMENT CONDITION INDEX	DISTRICT
1	ALDENGATE WY	HESPERIAN	SLEEPY HOLLOW	57	17
2	ASHBURY LN	CALAROGA	PETERMAN	83	17
3	AVONDALE LANE	KAY	LINDENWOOD	69	17
4	BARNARD ST	SEAVER	FRY	78	17
5	BELHAVEN ST	CATHY	CUL DE SAC	67	17
6	BOCA RATON CT	BOCA RATON ST	CUL DE SAC	87	17
7	BOCA RATON ST	SLEEPY HOLLOW AV	PVMT CHNG @ SCHOOL ENTRANCE	42	17
8	BOCA RATON ST	CONTESSA ST	SLEEPY HOLLOW AV	82	17
9	CALAROGA AV	SOUTHGATE ST	CHIPLAY AV	100	17
10	CALAROGA AV	TENNYSON RD	SOUTHGATE ST	99	17
11	CALAROGA AV	TURNER CT	LA PLAYA DRIVE	70	17
12	CALAROGA AV	CHIPLAY AV	KAY AV	84	17
13	CALAROGA AV	KAY AV	TURNER CT	100	17
14	CATHY WY	HESPERIAN BLVD	CALAROGA AV	57	17
15	CHABOT CT	HESPERIAN	CUL DE SAC	49	17
16	CHENEY LN	CALAROGA	PETERMAN	81	17
17	CHIPLAY AV	SLEEPY HOLLOW	CALAROGA	78	17
18	CHIPLAY CT	CHIPLAY AV	END	73	17
19	CITRON WY	MULBERRY ST	PAPAYA ST	82	17
20	CITRON WY	PEAR	MULBERRY ST	84	17
21	CONTESSA ST	BOCA RATON	CHIPLAY	50	17
22	CROWELY DR	DEAD END	POPE	90	17
23	CURRANT WAY	PEAR	PAPAYA	80	17
24	EASTORI PL	CALAROGA AV	END	90	17
25	EDGEMERE LANE	KAY	LINDENWOOD	73	17
26	FRY LN	CUL DE SAC	CALAROGA	83	17
27	HESPERIAN BLVD	SLEEPY HOLLOW AV (SE EDGE)	NW EDGE @ DEPOT RD	75	17
28	HESPERIAN BLVD	W TENNYSON RD	SLEEPY HOLLOW AV (SE EDGE)	81	17
29	HESPERIAN BLVD	PVMT CHNG N/O WEST ST	WINTON AVE	68	17
30	HESPERIAN BLVD	NW EDGE @ DEPOT RD	PVMT CHNG N/O WEST ST	70	17
31	HOLLY HILL AV	BOCA RATON	SOUTHGATE	75	17
32	HOMESTEAD LN	CALAROGA	PETERMAN	78	17
33	HURON LANE	KAY	LINDENWOOD	79	17
34	JEAN WAY	WRIGHT	DEAD END	71	17
35	KAY AV	CALAROGA AV	END	85	17
36	KAY AV	MALCOLM LN	POINCIANA	86	17
37	KAY AV	CALAROGA	MALCOLM LN	65	17
38	LINDENWOOD WAY	STANHOPE	MALCOLM	64	17
39	LINFIELD LN	CALAROGA	PETERMAN	68	17
40	MAGNOLIA ST	DEAD END	POINCIANA	50	17
41	MALCOLM LANE	KAY	LINDENWOOD	63	17
42	MANGO ST	CITRON	CURRANT	78	17
43	MEREDITH CT	FRY	CUL DE SAC	88	17
44	MERRITT LANE	KAY	LINDENWOOD	84	17
45	MULBERRY ST	TURNER CT	CURRANT WY	79	17
46	NEIL WAY	WRIGHT	END	83	17
47	PALATKA LN	SOUTHGATE	HOLLY HILL	85	17
48	PAPAYA ST	TURNER CT	CURRANT WAY	75	17
49	PEAR ST	CITRON	CURRANT	88	17
50	PETERMAN AV	END	SOUTHGATE ST	77	17
51	PETERMAN AV	CALAROGA AV	SOUTHGATE ST	83	17
52	POINCIANA	CALAROGA	MAGNOLIA	65	17
53	POPE WAY	HESPERIAN	DEAD END	87	17
54	QUANTAS LN	KAY AVE	RESOTA ST	57	17
55	RADCLIFF	CALAROGA	LINDENWOOD	82	17
56	RESOTA ST	KAY	MAGNOLIA	41	17
57	SCRIPPS ST	SEAVER	BELHAVEN	77	17
58	SEAVER CT	CUL DE SAC	SEAVER	83	17
59	SEAVER ST	CATHY	FRY	68	17
60	SKOKIE LN	CALAROGA	PETERMAN	82	17

NUMBER OF STREETS	STREET NAME	FROM	TO	PAVEMENT CONDITION INDEX	DISTRICT
61	SLEEPY HOLLOW AV	CHIPLAY AV	BOCA RATON ST	49	17
62	SLEEPY HOLLOW AV	HESPERIAN BLVD	CHIPLAY AV	65	17
63	SLEEPY HOLLOW AV	BOCA RATON ST	W TENNYSON RD	55	17
64	SOUTHGATE ST	PETERMAN AV	CALAROGA AV	92	17
65	SOUTHGATE ST	CALAROGA AV	SLEEPY HOLLOW AV	74	17
66	STANHOPE LN	KAY	LINDENWOOD WY SIGN	72	17
67	SUNNY PL	CUL DE SAC	CALAROGA	88	17
68	THORNWALL LN	CALAROGA	PETERMAN	83	17
69	TILDEN WAY	DEAD END	POPE	86	17
70	TROWVILLE LN	CALAROGA	PETERMAN	85	17
71	TURNER CT	KAY	ALAMEDA CO CORP YARD GATE	29	17
72	TURNER CT	HESPERIAN	KAY	40	17
73	WAUCHULA WAY	SLEEPY HOLLOW	CHIPLAY	71	17
74	WILDING WAY	DEAD END	POPE	88	17
75	WRIGHT DR	POPE WY	WINTON AV	75	17

Table 6 – Pavement Condition Index Ranking System

PCI	CONDITION CATEGORY	GENERAL MAINTENANCE PHILOSOPHY
100	I	Preventive Maintenance
70	II Non-load	II Seal Coat
	III Load	III Thin Overlay
50	IV	Thick Overlay
25	V	Reconstruct
0		

Circulation Issues

The Southgate neighborhood is heavily affected by major transportation facilities which include two regional freeways - Interstate 880 and State Route 92 - and three major arterials including West Winton Avenue, West Tennyson Street and Hesperian Boulevard. Calaroga Avenue is the local collector street which connects the two primary residential areas north and south of State Route 92.

I. EXISTING TRANSPORTATION FACILITIES IN THE SOUTHGATE NEIGHBORHOOD

Freeways and Arterials - Freeways and arterials streets are a dominant feature in the Southgate neighborhood. The neighborhood is bounded by four major roadways. Interstate 880 is the eastern boundary of the neighborhood while Hesperian Boulevard forms the western boundary. West Winton Avenue and West Tennyson Road are the north/south boundaries respectively. In addition to these four facilities, State Route 92 bisects the Southgate neighborhood in an east/west direction. Figure 10 shows traffic volumes and p.m. roadway levels-of-service as of 1990.

Interstate 880: Interstate 880 is the primary north/south freeway through Hayward roughly paralleling the East Bay shoreline. This facility is the eastern border of the Southgate neighborhood. Interstate 880 is the primary facility for truck traffic traveling either north or south in the East Bay. In 1990, this facility carried up to 207,000 trips north of Jackson Street and up to 198,000 trips south of Jackson Street. Interstate 880 has three interchanges in the Southgate area. Beginning at the northern end of the neighborhood there is the West Winton Avenue interchange, then the interchange with State Route 92, and at the southern end of the neighborhood is the West Tennyson interchange.

State Route 92: State Route 92 connects San Mateo and Alameda Counties via the San Mateo Bridge and traverses the city in an east/west direction. This facility passes through the middle of the Southgate neighborhood and crosses Interstate 880 as it continues east through Hayward where it connects to both the Mission Boulevard and Foothill Boulevard corridors. Average daily traffic in 1990 was 95,000 trips. State Route 92 is proposed for widening between the San Mateo bridge and Interstate 880 in order to accommodate a car pool lane in each direction. The addition of the car pool lane is directly related to the proposed widening of the Hayward/San Mateo Bridge.

Hesperian Boulevard: Hesperian Boulevard is the primary north/south surface street and is a designated arterial facility with three travel lanes in each direction. Hesperian Boulevard north of State Route 92, carried up to 36,000 daily vehicle trips, while that portion of Hesperian, south of State Route 92, carried up to 20,800 daily trips in 1990. Hesperian Boulevard continues to be a major facility for through traffic traveling between San Lorenzo and Union City and is used as an alternative route when Interstate 880 is congested.

SOUTHGATE STUDY AREA

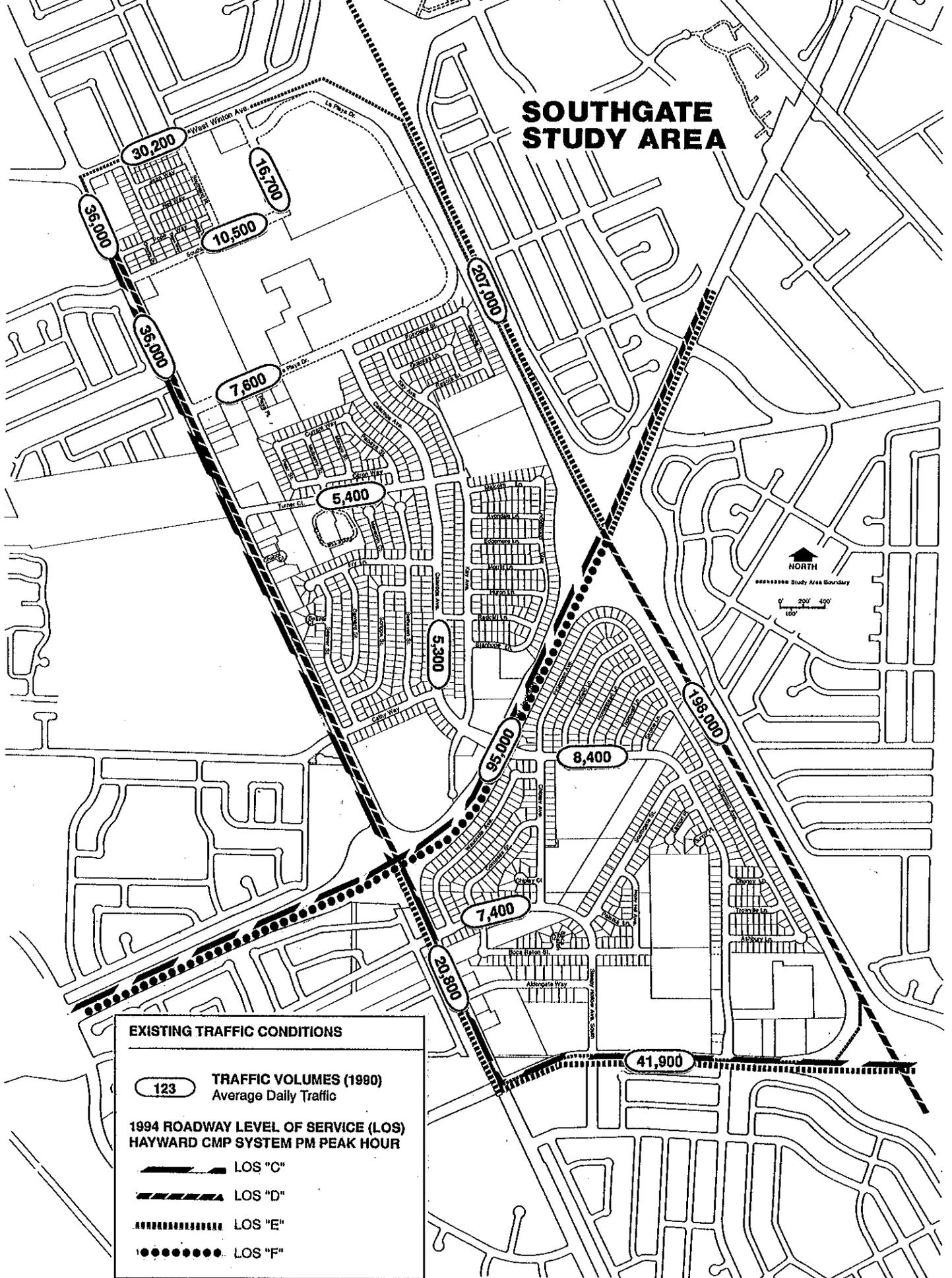


Figure 10

West Winton Avenue: West Winton Avenue is an arterial facility and the northern border of the neighborhood plan area. West Winton is also one of the primary corridors into the City's industrial area (up to 30,200 average daily trips in 1990). Interstate 880 carries a large amount of truck traffic and many trucks bound for the industrial area use West Winton Avenue.

West Tennyson Road: West Tennyson is another arterial facility which travels in an east/west direction and is the southern border of the Southgate neighborhood. In 1990, this facility carried almost 42,000 average daily vehicular trips, slightly less than half the traffic which uses West Jackson Street.

Calaroga Avenue - Calaroga Avenue is a four lane street and travels in a north/south direction through the neighborhood. Calaroga Avenue is designated a minor arterial facility, between La Playa Drive and State Route 92. The primary function of a minor arterial street is to supplement and provide access to arterial streets (Hesperian Boulevard and West Tennyson Road) and also provide access to neighborhoods.

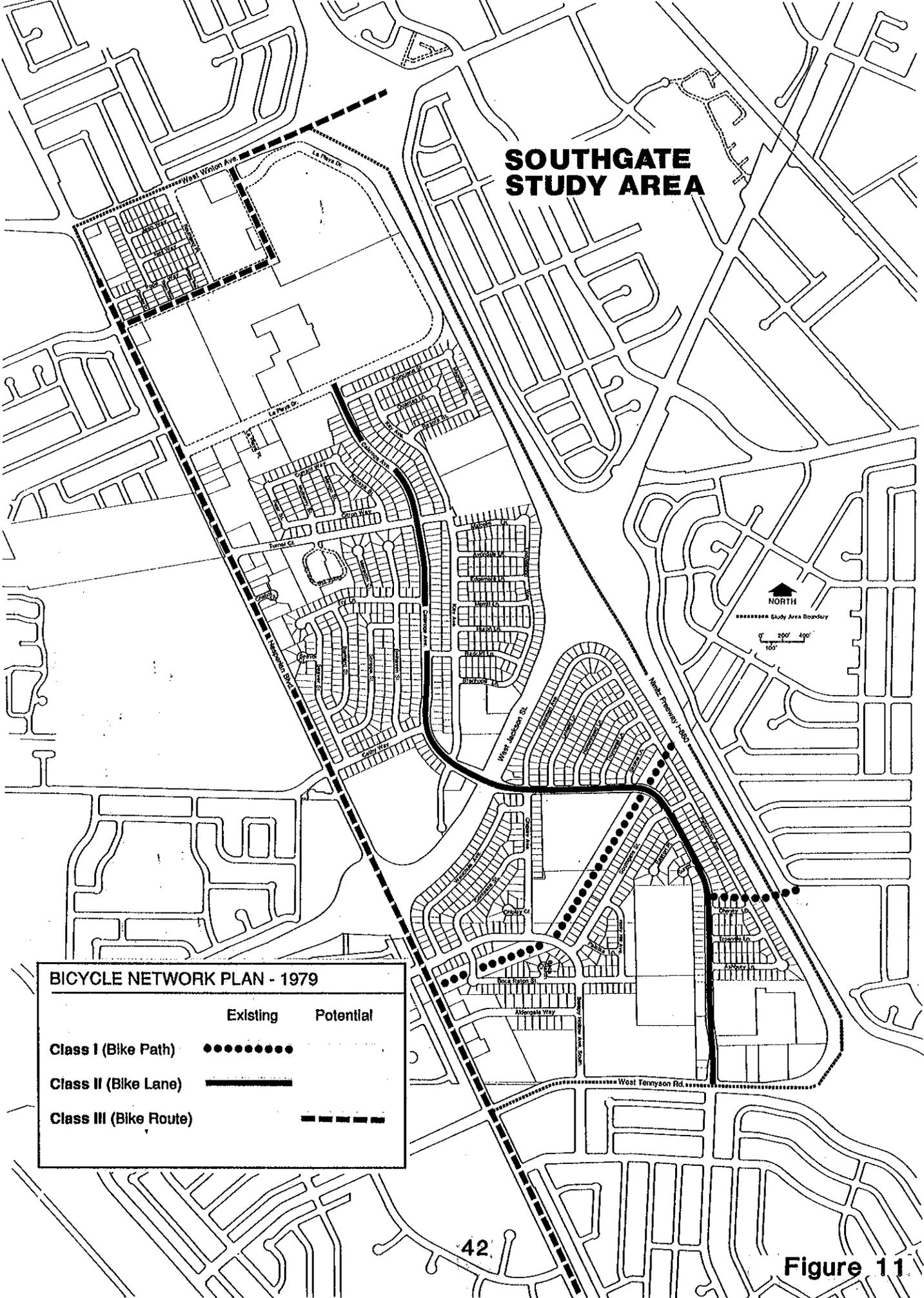
Non-Vehicular Facilities - In addition to major road facilities, there are a number of non-vehicular transportation facilities for use by bicyclists, pedestrians and wheelchair users.

Bicycle Facilities - A number of bicycle facilities exist in the Southgate area. The General Policies Plan depicts existing and proposed bicycle facilities in the city. Southgate area facilities are shown in Figure 11. The bicycle plan presently designates Hesperian Boulevard as a bicycle route (signed for bike use, but no street lanes for bicycles), while bicycle lanes are marked on both Calaroga Avenue and West Tennyson Boulevard. A bike path is shown within the Eden Greenway, the large utility transmission corridor which traverses the neighborhood and is maintained by the Hayward Area Recreation and Park District.

Bike routes are proposed for West Winton Avenue and Southland Drive, which would provide an east/west link in the northern area of the neighborhood. It should be noted that the City is presently in the process of updating the Bicycle Facilities Plan. The Southgate Task Force also adopted policies which address several issues and are discussed in more detail in the following section.

Wheel Chair Facilities - In response to the Americans with Disabilities Act (ADA) the City has adopted a comprehensive program to install wheel chair ramps at all street corners. At present, the City relies on its yearly allocation of Transportation Development Act (TDA) funds to pay for the construction of wheelchair ramps throughout the city. The City's policy is to locate the ramps on arterial and collector streets which provide access to government offices and facilities, medical offices and facilities, places of public accommodations, public transportation facilities and bus stops. Figure

SOUTHGATE STUDY AREA

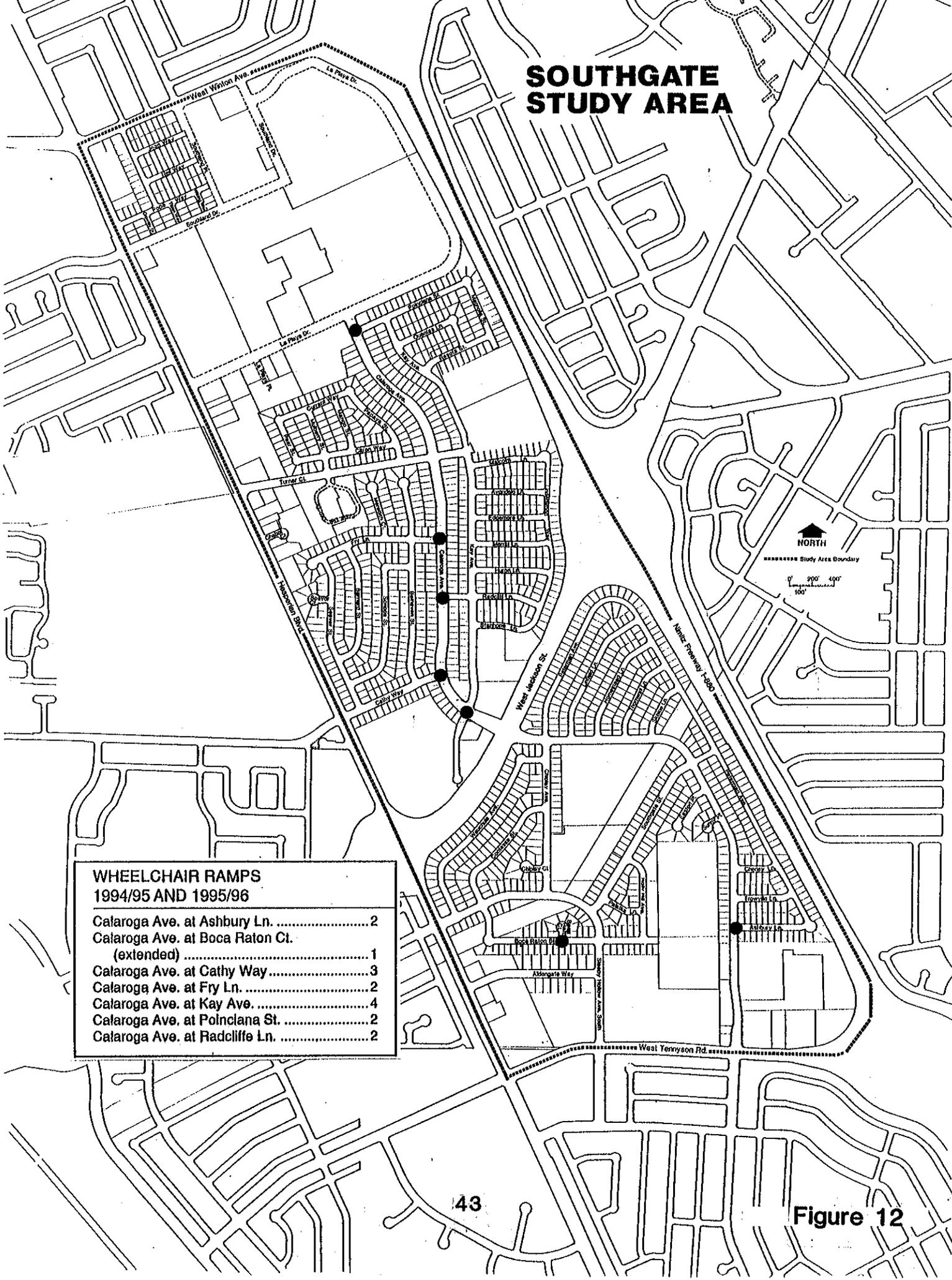


BICYCLE NETWORK PLAN - 1979

	Existing	Potential
Class I (Bike Path)	●●●●●●●●	
Class II (Bike Lane)	—————	
Class III (Bike Route)		- - - - -

Figure 11

SOUTHGATE STUDY AREA



WHEELCHAIR RAMPS 1994/95 AND 1995/96	
Cataroga Ave. at Ashbury Ln.	2
Cataroga Ave. at Boca Raton Ct. (extended)	1
Cataroga Ave. at Cathy Way	3
Cataroga Ave. at Fry Ln.	2
Cataroga Ave. at Kay Ave.	4
Cataroga Ave. at Poinclana St.	2
Cataroga Ave. at Radcliffe Ln.	2

12 shows existing wheel chair ramps in the neighborhood.

Public Transit - The Southgate area is served primarily by A/C Transit bus service. Figure 13 shows the routes and bus stops. Most residents are within 1/4 mile - generally considered convenient walking distance - of a bus stop.

II. ISSUES AND CONCERNS

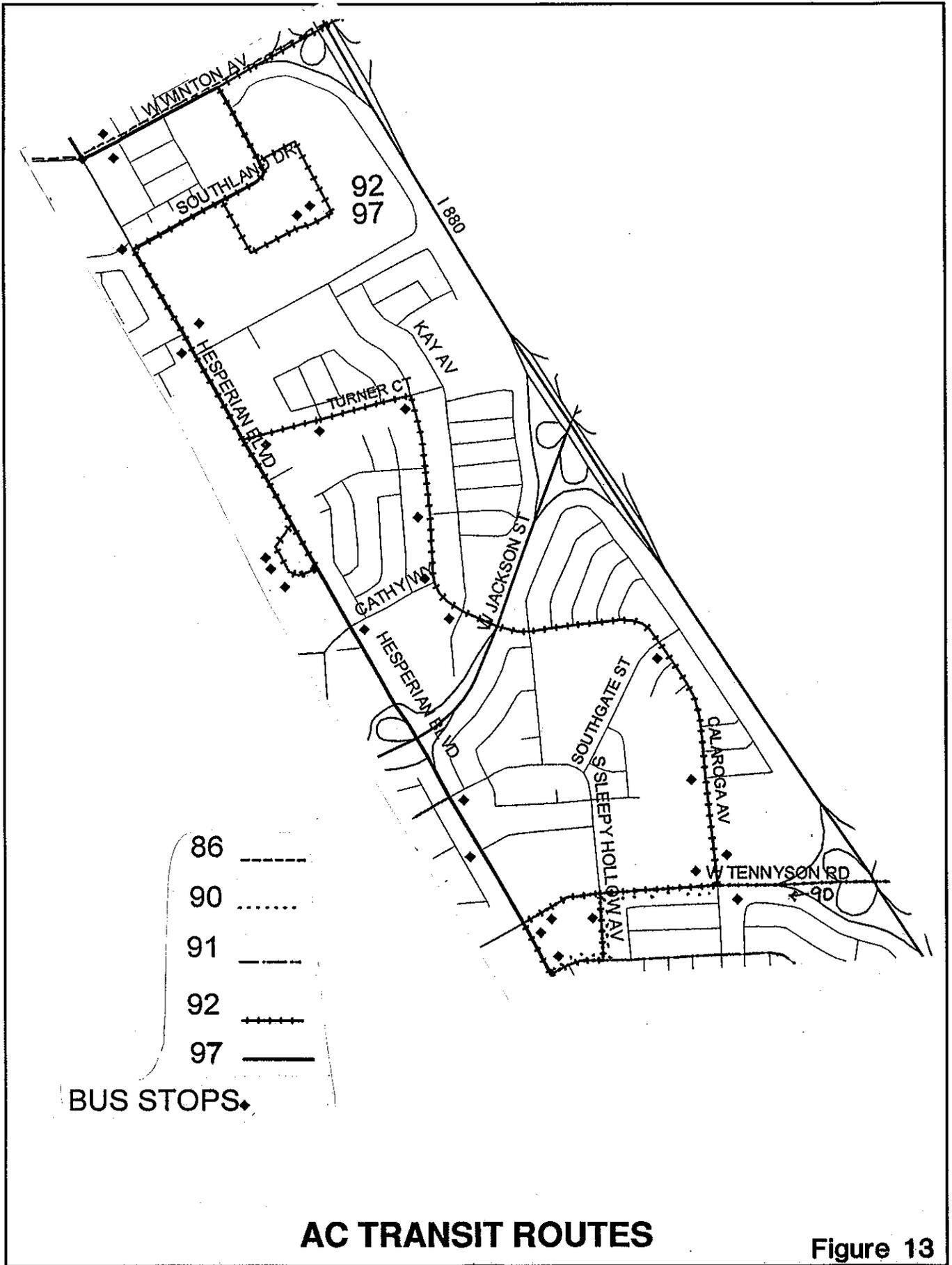
Neighborhood concerns primarily focus on the proposed CalTrans Interstate 880/State Route 92 Interchange project, increased congestion on local streets if the I-880/Route 92 Interchange project is built and neighborhood traffic safety concerns. The Task Force discussed a variety of issues and possible solutions related to proposed freeway projects and ongoing freeway construction, ensuring that the neighborhood's arterial facilities are maintained as primary thoroughfares, and installing new signage and street markings to improve pedestrian and vehicular traffic safety. Figure 14 shows existing traffic control devices while traffic accidents are shown in Figure 15.

Interstate 880/State Route 92 Interchange: The proposed new interchange for Interstate 880 and Route 92 (Flyover) has been one of the neighborhood's most controversial issues. This project, which was originally proposed in the early 1990's, received staunch opposition from the four neighborhoods adjacent to the existing interchange.

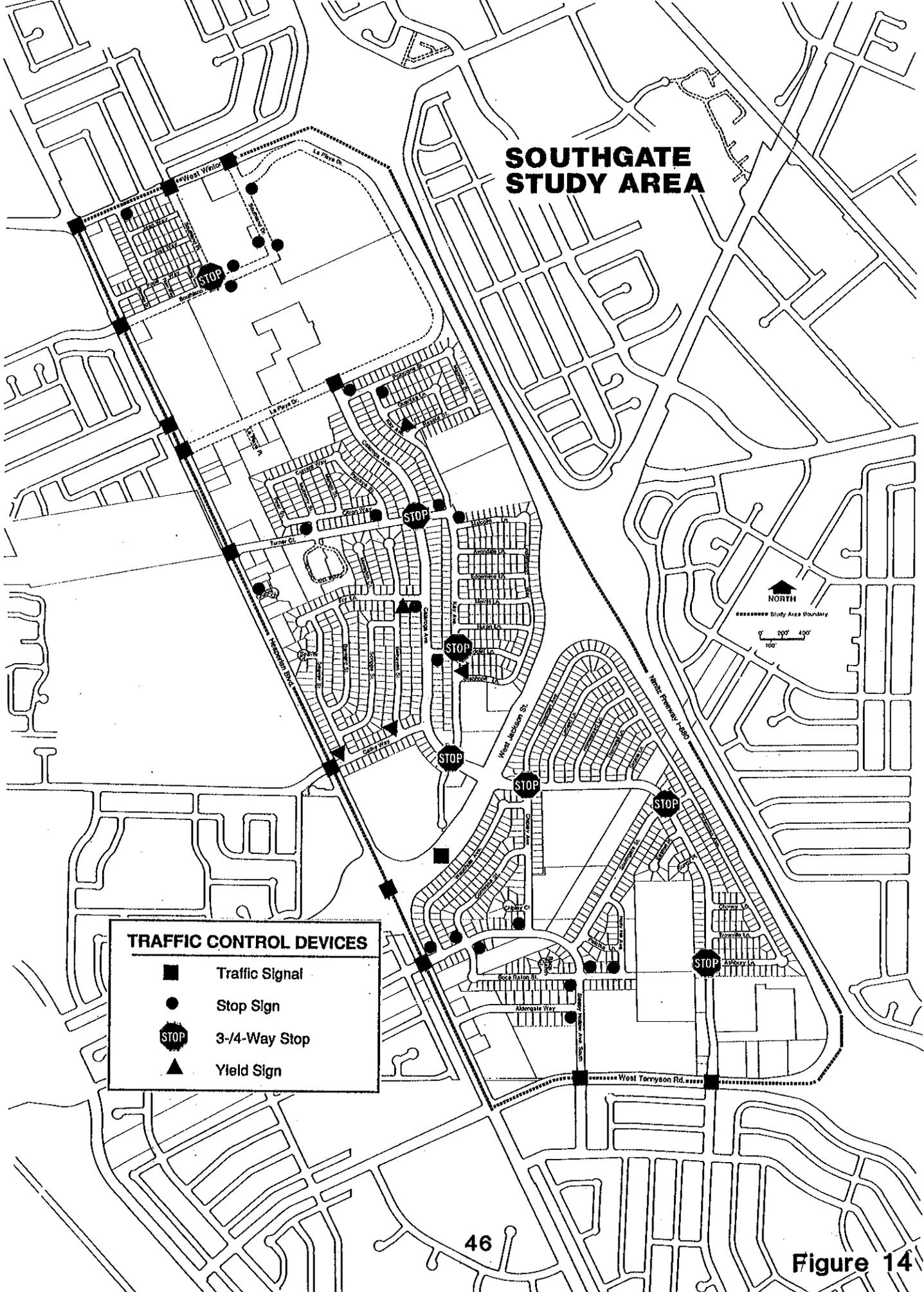
Most recently, the Citizens Advisory Committee on the Interstate 880-Route 92 Interchange recommended pursuing another alternative interchange project. The proposal, which the City has forwarded to CalTrans, does not meet all of CalTrans technical specifications and has initially been rejected by CalTrans staff. The City forwarded this proposal to CalTrans for their review and consideration, and most recently, CalTrans has indicated that this proposal would not be considered because of the inadequacies in meeting CalTrans specifications. At this time, the City is appealing this decision and is awaiting the outcome of the appeal process.

The Southgate Task Force strongly opposes the proposed Interstate 880-Route 92 Interchange and supports the "no build" alternative (see Policy 1.2). The Task Force believes that any project which results in the construction of any new interchange would unduly affect the neighborhood with new sound walls and structures up to 33 feet above the existing structure and would require the taking of several homes in the area to enlarge the freeway right-of-way. In addition, the Task Force fears that construction activity will lead to severe congestion on the local arterial streets in the neighborhood and lead to increased noise and air pollution problems.

Pedestrian-Oriented Improvements and Additional Street Signage: The Task Force discussed what types of pedestrian and traffic safety improvements might be appropriate throughout the



SOUTHGATE STUDY AREA

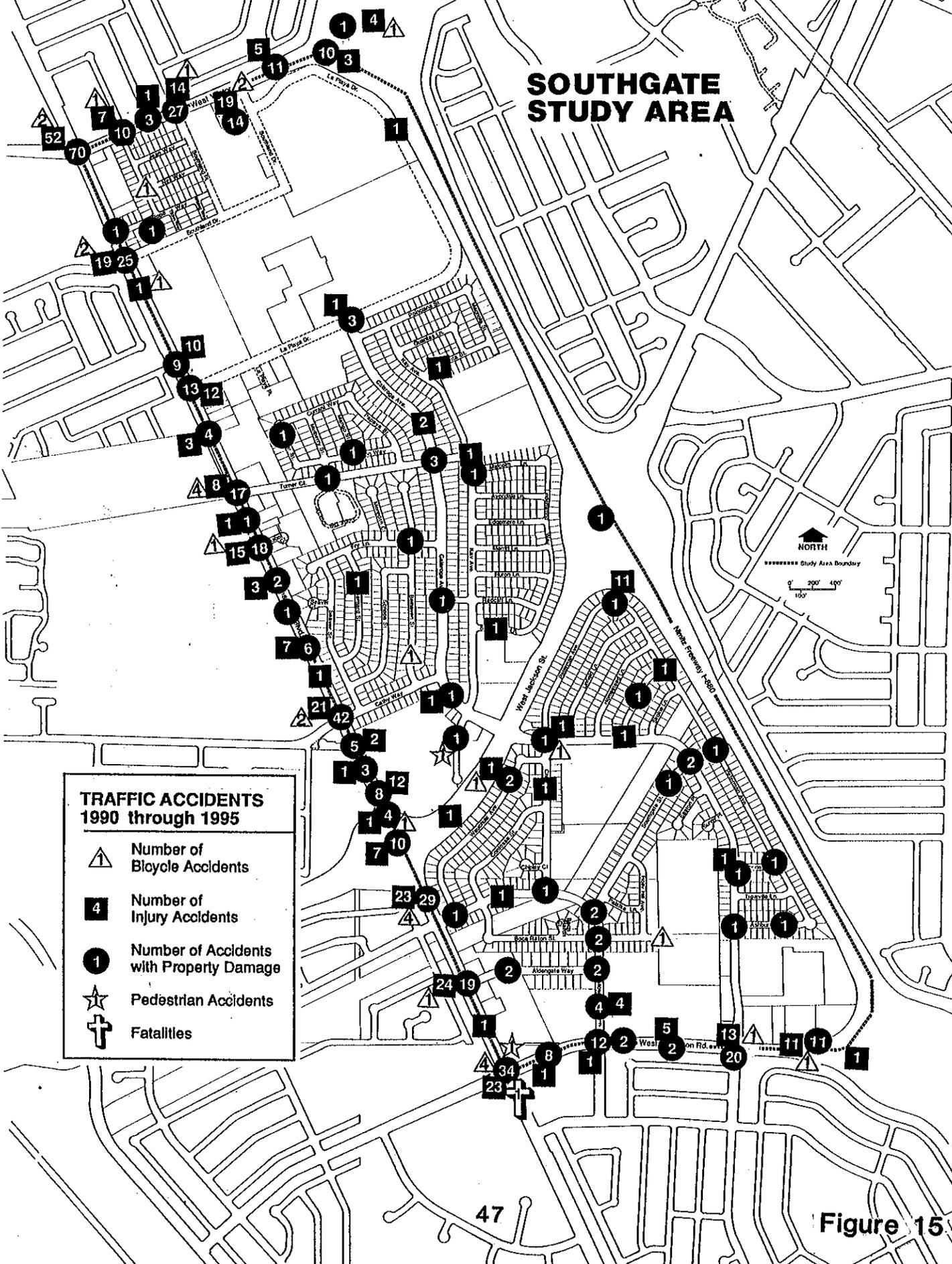


TRAFFIC CONTROL DEVICES

- Traffic Signal
- Stop Sign
- STOP 3-4-Way Stop
- ▲ Yield Sign

Figure 14

SOUTHGATE STUDY AREA



**TRAFFIC ACCIDENTS
1990 through 1995**

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

NORTH

Study Area Boundary

0 200' 400'

1:50,000

Figure 15

neighborhood and recommended several locations for further study. Figure 16 summarizes primary recommendations which are outlined in detail in the Goals and Policies section.

Speeding Along Chiplay Avenue - Residents along Chiplay Avenue have voiced serious concerns about speeding vehicles. The Southgate Community Center, the Eden Greenway and Southgate Elementary School are all pedestrian destinations in this area and the occurrence of speeding vehicles creates dangerous conditions. It is this issue that prompted Chiplay Avenue residents to organize their own Neighborhood Alert group.

In terms of proposed recommendations, the Task Force urges the City to perform a detailed traffic safety study, which should not only examine the situation of speeding cars along Chiplay, but also consider how any methods that may be used to address this condition might affect circulation on nearby streets in the neighborhood. Suggestions to address speeding along this street include installing new speed limit signs and replacing existing "Playground" signs. Having the Police Department increase patrols in the area *and* enforce the existing speed limit is viewed as a simple way to address speeding.

Other Traffic Safety Improvements - The Task Force has suggested that the intersection at Chiplay and Sleepy Hollow and Southgate and Peterman be considered for new stop signs and crosswalks. Maintaining the shrubbery height within the Calaroga Avenue median is essential to providing adequate sight distance for drivers. The sharp curve on Peterman Avenue, north of Linfield Lane, needs to be studied to ensure that vehicles negotiating through that curve do not swerve into the opposite travel lane. It was also noted that the curve along Kay Avenue, just north of the County facilities, is unsafe because of its narrow width. Finally the Task Force, in its efforts to reduce commute traffic using neighborhood streets, recommends that Turner Court be the primary ingress to and egress from the County facilities.

Arterials in the Southgate Area - The Task Force acknowledged that Hesperian, Winton and Tennyson are major arterials and accommodate large amounts of daily traffic. The Task Force wants to ensure these facilities are maintained so that traffic can flow undelayed, especially during peak commute times in the morning and afternoon.

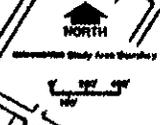
Bicycle Facilities - One issue which was discussed in depth was the issue of bicycle use along Hesperian Boulevard. The City's Bicycle Facilities Plan presently designates Hesperian Boulevard as a bicycle route. There are no lane markings for bikes and because of the high volumes of traffic and high speeds on Hesperian, the Task Force did not want to encourage bicycle use in the roadway. Additionally, because of the restaurants and other retail shops on Hesperian, the Task Force felt that sidewalk use by bicyclists was inappropriate.

SOUTHGATE STUDY AREA

Calaroga Ave. - Maintain the shrub height in the landscaped median for adequate sight distance..

Kay Avenue - Narrow road width at this curve; repaint the red curb to eliminate parking on the east side of street.

Turner Court - Encourage as the primary access to the County facilities, especially for large trucks and employees.



Eden Greenway - No mid-street curb cuts along the Greenway.

Hesperian Blvd. - Discourage bicycle travel along Hesperian because of safety concerns.

Chilplay Avenue - Speeding vehicles need to be addressed. Consider traffic safety study, stop signs, speed limit signs, speed humps, increased enforcement, etc.



Southgate & Peterman - Consider three-way stop sign, with new pedestrian crosswalks.

Aldengate & Hesperian - Do not pursue installation of proposed traffic signal.



Calaroga Ave. - Encourage bicyclists to use Calaroga rather than Hesperian.



This is a summary information only. Please refer to the section on Circulation and Traffic Safety of the Neighborhood Plan for the official policies relating to these recommended improvements.

In this regard, the Task Force encourages the use of the Calaroga Avenue and the existing bicycle lane, as an alternative to Hesperian Boulevard. However, the Glen Eden Neighborhood Task Force, which represent the area to the west of Hesperian Boulevard, feels that the Calaroga Avenue facility is inconvenient for bicycle riders traveling on Hesperian Boulevard.

Proposed Traffic Signal at Hesperian Boulevard and Aldengate - The Task Force is not supporting the proposed traffic signal at Aldengate and Hesperian Boulevard because of their concerns that a new signal, so close and in between existing signals at Sleepy Hollow and Tennyson Road, may actually inhibit traffic flow along Hesperian. Many Task Force members felt that a left turn on Aldengate, from southbound Hesperian, is a movement than can be made without a signal.

Public Facilities

During the course of the neighborhood planning process, public facilities issues were discussed. The primary issues of the Task Force discussions focused on neighborhood parks and how existing community facilities could be more fully used by area residents and the need to maintain and improve school facilities. The Task Force discussed issues which include the availability of recreational facilities, as well as 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 and after school hours.

The Task Force discussions also included the development and construction of the new Gansberger Park. Although the park district has finalized the plans for the development of the park, the Task Force is concerned about the compatibility of development that might occur next to the park (see Policy 7.2).

In terms of neighborhood concerns related to school facilities, it was thought that additional work is needed at Martin Luther King Jr. Middle School primarily in the areas of maintenance and repairs. Some Task Force members thought that the poor condition of the main school buildings created an eyesore in the neighborhood.

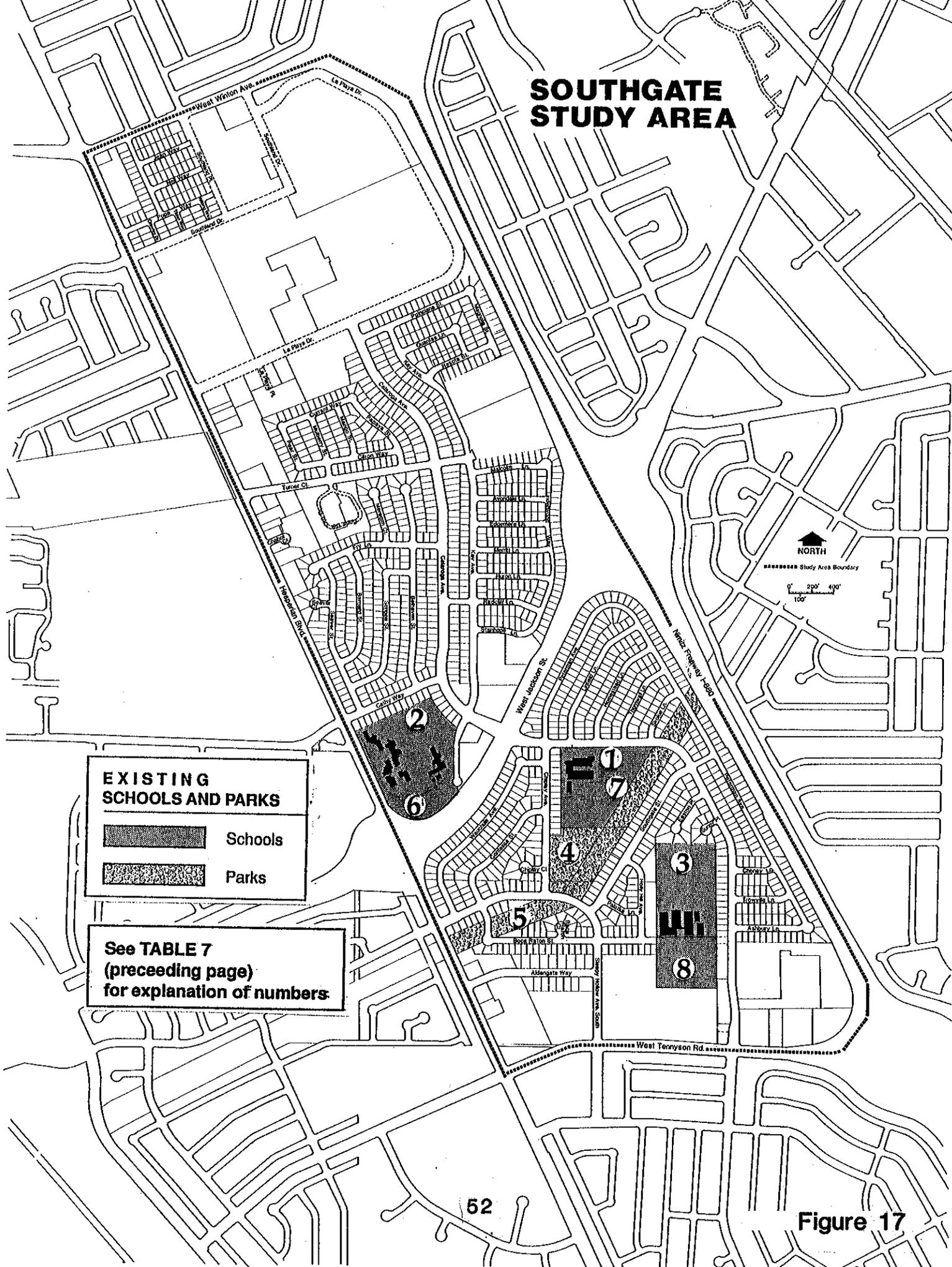
I. PARKS AND RECREATION FACILITIES

The Southgate neighborhood contains two parks, a large greenway area and the playground areas at the schools. Public recreation facilities and schools discussed in this section are shown on Figure 17 and included in the following table:

Table 7 Recreational and School Facilities in Southgate (refer to Figure 17)

Map #	Name	Land Use	Owner	Acres
1	Southgate School	School	HUSD	6
2	Gansberger School	School	HUSD	13
3	King Middle School	School	HUSD	7
Sub-Total				26
4	Southgate Park	Park	CITY	9
5	Eden Greenway	Park	PG&E	6
6	Gansberger Park	Park	HARD	3
Sub-Total				18
7	King Middle School	Playground	HUSD	3
8	Southgate School	Playground	HUSD	4
Sub-Total				7
Total Schools, Parks and Recreation Acreage				51

SOUTHGATE STUDY AREA



**EXISTING
SCHOOLS AND PARKS**

	Schools
	Parks

**See TABLE 7
(preceding page)
for explanation of numbers.**

Recreation facilities in the Southgate area include the new Gansberger Park, which is about three acres in size and presently under construction. This facility will have an irrigated turf area and a picnic area with tables and BBQ pits. Southgate Park is widely used by residents. It contains a ballfield that is used by youth baseball leagues, the Southgate Community Center and basketball courts. It totals about nine acres in size and is next to the Eden Greenway. The Eden Greenway is one of the primary open space features in the Southgate neighborhood. The Greenway is fully developed with turf area and a multi-use trail (bicycles and pedestrians) and occupies about six acres.

School playgrounds are also included in the inventory of recreational facilities. The playground area at MLK Middle school accounts for about three acres while the playground area at Southgate school is about four acres in size. A variety of playground equipment is located at each. The total acreage for parks and playgrounds in the neighborhood is 24 acres.

Park Standards - The park standards of the HARD call for a local park to be within walking distance ($\frac{1}{4}$ to $\frac{1}{2}$ 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 facilities, in the Southgate neighborhood exceeds the existing citywide standard of 3.78 acres per thousand. The actual calculation for Southgate is 4.1 acres per thousand including playground acreage. However, if the seven acres of playground area is subtracted from the total acreage figure, the ratio then drops to 2.87 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 Figure 18. The Southgate neighborhood is located within Zone A, which includes all of the City west of the Interstate 880. Current fund balances at the end of December 1995, are shown in Table 8. \$12,000 in new fees were received during the second half of 1995 for this zone, making the currently available balance \$115,777.

II. EDUCATIONAL FACILITIES

The Southgate neighborhood contains two schools, Martin Luther King Jr. Middle School and Southgate Elementary School. The enrollment at MLK Jr. Middle School is 670 students, while Southgate has 545 students. During the past five years, the transiency rate at MLK has been between 25 to 30 percent. Southgate's transiency rate over the past five years was lower with a rate between 16 to 21 percent. The transiency rate indicates how many students change schools during a single school year.

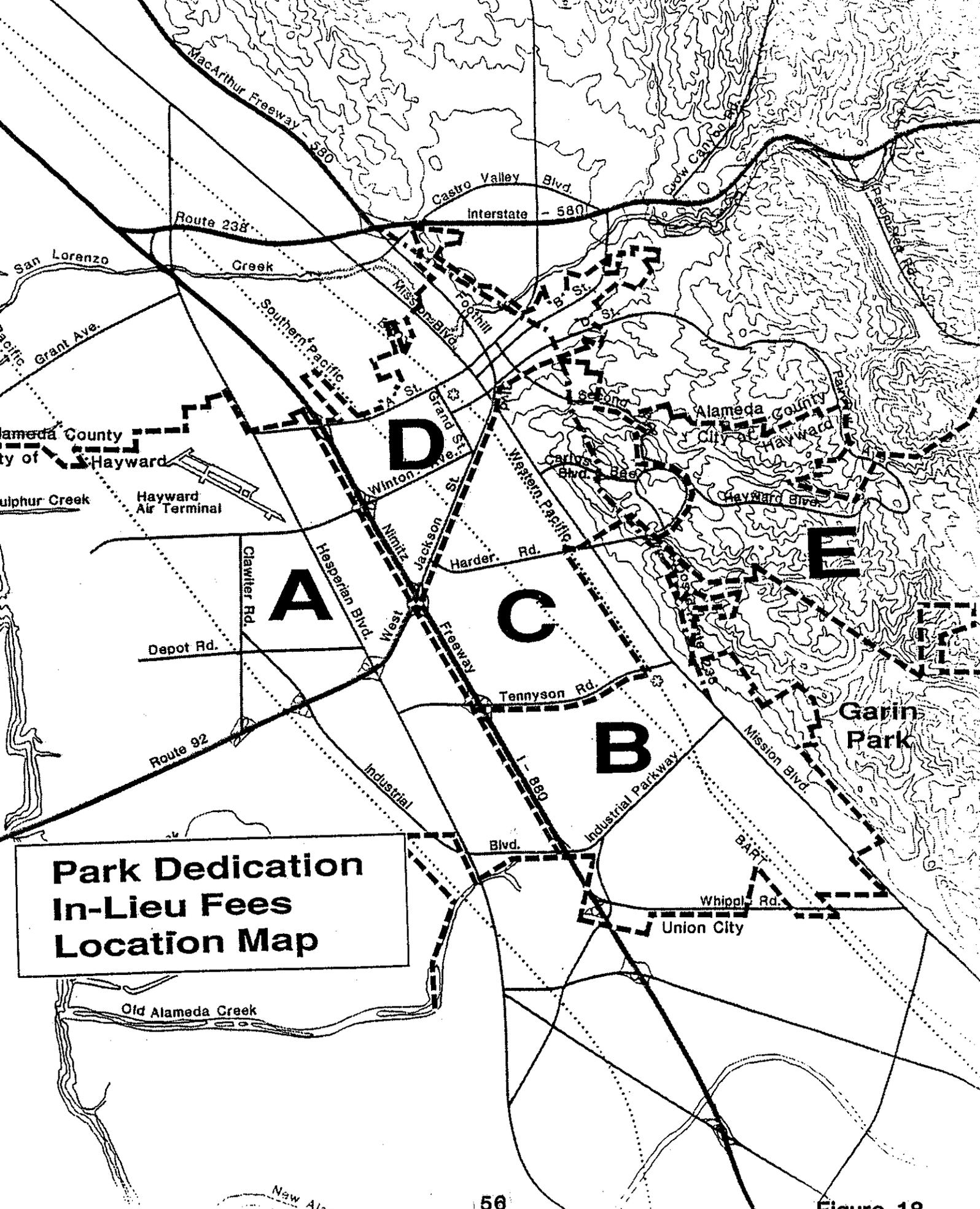
Reconfiguration Plan - The HUSD Board of Trustees has adopted a revised grade level configuration (K-5 and 6-8) for elementary schools and middle schools. Implementation of the reconfiguration plan will become effective with the 1997-98 school year. No schools will be closed, however, some attendance boundary changes will be necessary and some portables will be relocated to the middle school sites.

Building Condition - The Field Act, adopted in 1933, mandates 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. 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. Modernization of existing schools will become available with the passage of Proposition 203 by state voters on March 26, 1996. HUSD presently has 14 groundskeepers to maintain 30 sites within the District.

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 should be used for grounds maintenance and improvements, such as turfing, tree replacements, sidewalk repairs, fences, parking, etc.



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

Figure 18

PARK DEDICATION IN-LIEU FEES REPORT
 January 1, 1995 THROUGH June 30, 1995
SIX-MONTH REPORT

Table 8

ZONE	BEGINNING BALANCE	NEW FEES RECEIVED	INTEREST	EXPENDITURES	ADMINISTRATIVE OVERHEAD	OUTSTANDING ALLOCATIONS	CURRENTLY AVAILABLE
A	\$151,567.00	\$21,600.00	\$6,112.00	\$0.00	\$2,098.00	\$14,450.00	\$162,731.00
B	\$200,894.00	\$61,800.00	\$8,395.00	\$0.00	\$726.00	\$35,700.00	\$234,663.00
C	\$122,570.00	\$0.00	\$4,363.00	\$0.00	\$0.00	\$2,550.00	\$124,383.00
D	\$239,694.00	\$48,300.00	\$10,271.00	\$0.00	\$0.00	\$30,600.00	\$267,665.00
E	\$119,001.00	\$0.00	\$4,106.00	\$0.00	\$1,210.00	\$1,700.00	\$114,197.00
TOTALS	\$827,726.00	\$131,700.00	\$33,247.00	\$0.00	\$4,034.00	\$85,000.00	\$903,639.00

LIFE-TO-DATE*

ZONE	FEES RECEIVED	INTEREST	REVENUE TO DATE	EXPENDITURES	ADMINISTRATIVE OVERHEAD	CURRENT BALANCE**
A	\$511,398.00	\$172,738.00	\$684,136.00	\$499,150.00	\$7,805.00	\$177,181.00
B	\$941,568.00	\$359,481.00	\$1,301,049.00	\$1,023,006.00	\$7,680.00	\$270,363.00
C	\$732,696.00	\$168,310.00	\$901,006.00	\$773,821.00	\$252.00	\$126,933.00
D	\$708,192.00	\$222,437.00	\$930,629.00	\$623,467.00	\$8,897.00	\$298,265.00
E	\$395,962.00	\$124,039.00	\$520,001.00	\$401,347.00	\$2,750.00	\$115,897.00
TOTALS	\$3,289,816.00	\$1,047,005.00	\$4,336,821.00	\$3,320,791.00	\$27,384.00	\$988,639.00

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

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

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Public Safety Issues

The Task Force is generally satisfied with the overall services from both the Police and Fire Departments. Most residents perceive the neighborhood to be relatively safe and associate the street lighting and tree trimming programs a basic component to maintain a safe neighborhood. A primary issue which the Task Force discussed relates to Emergency Response. The Task Force also learned about a special multi-agency approach in dealing with problematic residential problems. A number of traffic safety improvements are also proposed and are discussed in the section on Circulation.

I. NEIGHBORHOOD SECURITY

Community Policing Efforts - There are six organized Neighborhood Alert groups in the study area and are shown in Figure 19. The Southgate neighborhood is split between the north and south patrol districts with West Jackson/State Route 92 being the common boundary. Police Department patrol staffing includes (44 for the north and 32 for the south) for both patrol areas. 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 - Reported criminal statistics for the Southgate neighborhood are shown in Table 9. This information provides a comparison summary between 1995 and 1996 and identifies specific areas in the neighborhood including the Southland Mall area, the Oliver Corners area and the remainder of the neighborhood. In the two primary commercial areas, Southland Mall and Oliver Corners, there were relatively small increments in reported crimes. Southland Mall experienced five more incidents in 1996 than in 1995 and Oliver Corners experienced only one incident (a stolen vehicle) in 1996.

Neighborhood residents generally perceive the area to be relatively safe and most felt that the police responded within an adequate period of time. Within the residential area, there was more than a doubling of burglaries, from 12 to 27; other categories experienced only slight increases than the year before. In response to these types of incidents, the Hayward Police Department provides hands-on assistance to neighborhood groups wishing to create new Neighborhood Alert groups.

The Task Force also talked about specific locations where problems were thought to occur. One location which is perceived to be unsafe is the Eldridge Pedestrian Over crossing. Besides being a graffiti target, the Task Force feels that restricted use, especially after school hours, is appropriate (see Policy 7.3).

Table 9 - Summary Statistics - Reported Incidents in Southgate

1995 = 1/1/95 - 4/10/95

1996 = 1/1/96 - 4/10/96

Southland Mall Area			
	1995	1996	Net Change
Stolen Vehicles	23	26	3
Burglarles	6	4	-2
Grand Theft	2	6	4
Totals	31	36	5

Oliver Corners Shopping Area			
	1995	1996	Net Change
Stolen Vehicles	1	1	0
Burglarles	1	0	-1
Grand Theft	0	0	0
Totals	2	1	-1

Southgate Neighborhood Area			
	1995	1996	Net Change
Stolen Vehicles	16	19	3
Burglarles	12	27	15
Grand Theft	1	2	1
Totals	29	48	19

Neighborhood Totals			
	1995 Totals	1996 Totals	Net Change
Southland Mall	31	36	5
Oliver Corners	2	1	-1
Southgate Neighborhood	29	48	19
Grand Totals	62	85	23

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.

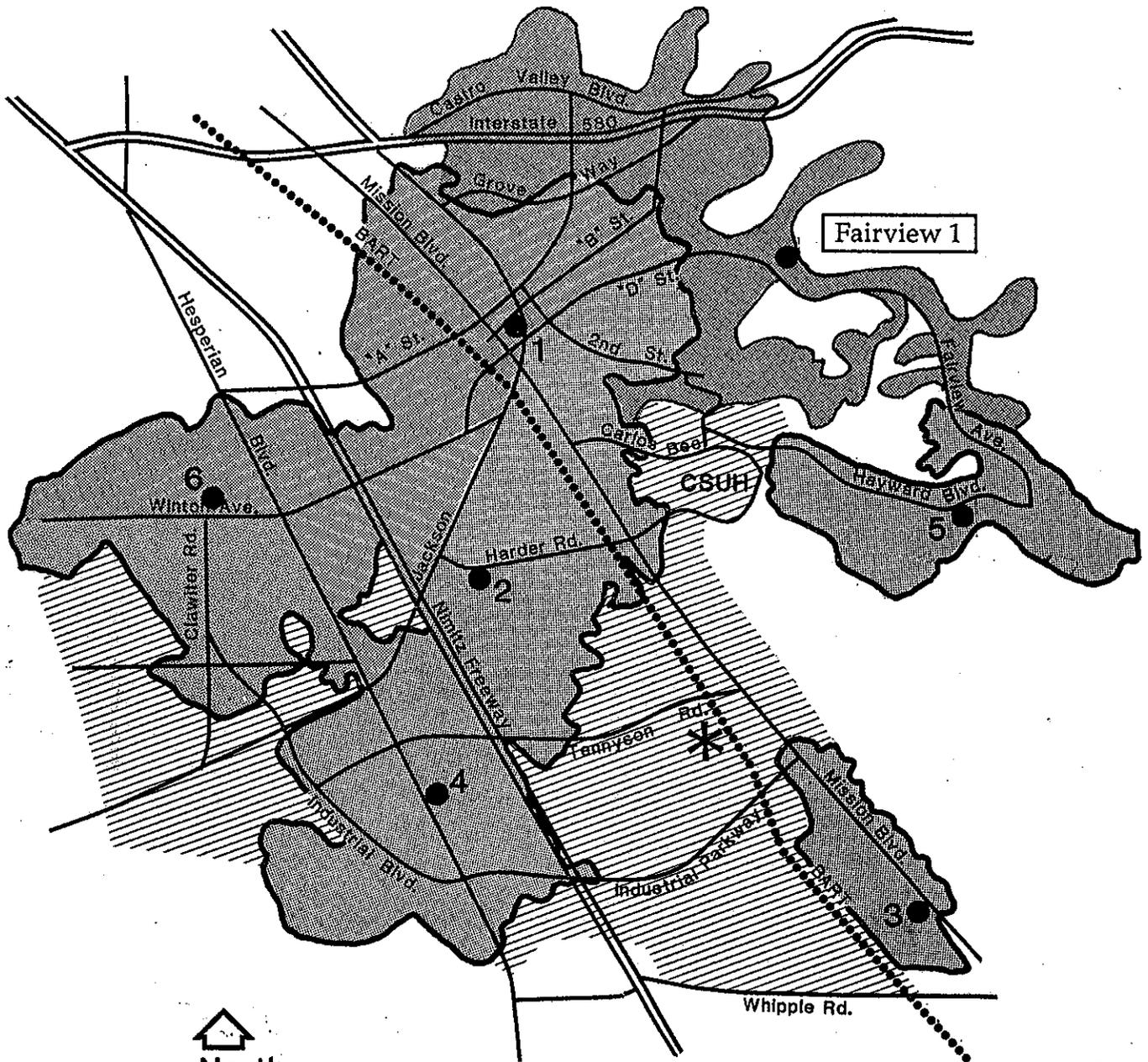
New poles each cost about \$6,000-\$7,000, which is paid for by the city. Spacing of poles varies within the neighborhood depending on the street and subdivision. The city is presently in the process of purchasing street lighting poles from PG&E. To keep costs down, the city prefers to add lights to existing wooden poles, but where warranted, will install new steel poles. 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 & EMERGENCY RESPONSE

The neighborhood is served mostly by two stations. The northern part of the neighborhood is served by Station # 6 (Winton Avenue), while the southern end of Southgate is served by Station #4 (on Panama, just east of Hesperian Blvd.). A small portion of the Southgate area receives supplemental support from Station #2, which is located south of Jackson along Harder Road. Figure 20 shows locations of the various fire stations located throughout the city. Seismic retrofit of all fire stations in the City has recently been completed.

A small portion of the Southgate area is outside the 5-Minute Response Time. This area, as shown in Figure 16 is north of Jackson Street. The reason this area is outside of the 5-Minute Response Time is that there is no direct access to Jackson Street (State Route 92) in this area. In this area, Calaroga Avenue crosses Route 92 as a separated freeway overpass. If a fire truck is using State Route 92 and headed towards the neighborhood, it would have to exit at Hesperian Boulevard and then negotiate its way through the traffic and many signals along Hesperian, before entering the residential areas. The residential streets also contribute to delaying responses to beyond the 5 minute standard. In addition to response times, the Task Force feels it important that the City follow through on its plan to provide paramedics on all fire trucks in order to improve emergency medical response capability.

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.



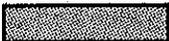
CURRENT FIRE ENGINE COMPANIES (1-6)	
●	Existing Stations
*	New Station No. 7
	Areas Within 5-Minute Response Time Standard
	Developed Hayward Areas Beyond 5-Minute Response Time for Emergency, Medical and Fire

Figure 20

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 Southgate neighborhood is about one-half mile from the City's Industrial Corridor the prevailing winds in this part of the Bay Area could conceivably blow plumes from a fire or toxic spill through the neighborhood. City Fire Department staff provided the Task Force with a presentation 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 then activates CAN. 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.
