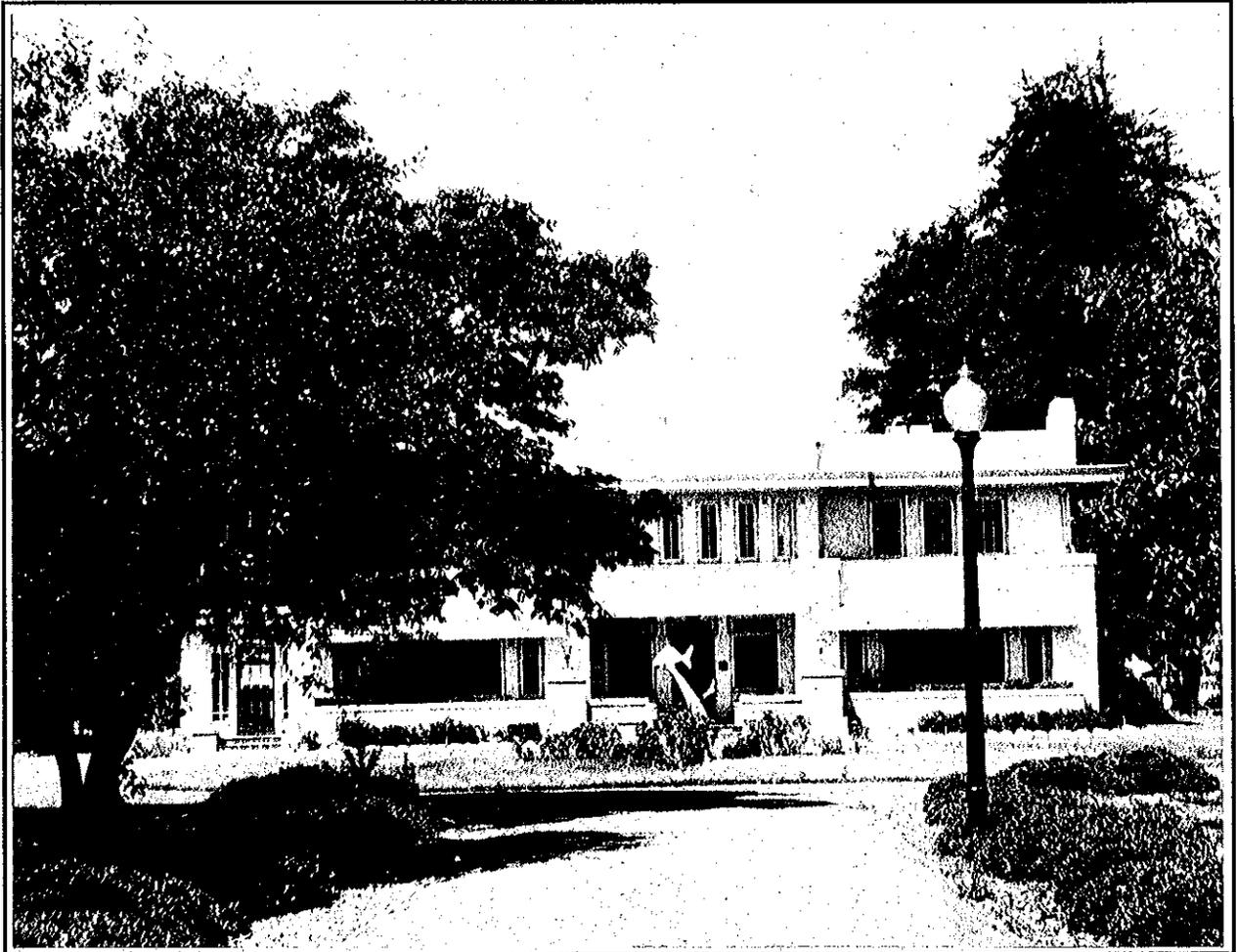


GLEN EDEN NEIGHBORHOOD PLAN



Hayward, California

Adopted by City Council
Resolution 96-209
October 1, 1996

The Glen Eden Neighborhood Task Force:

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GLEN EDEN STUDY AREA

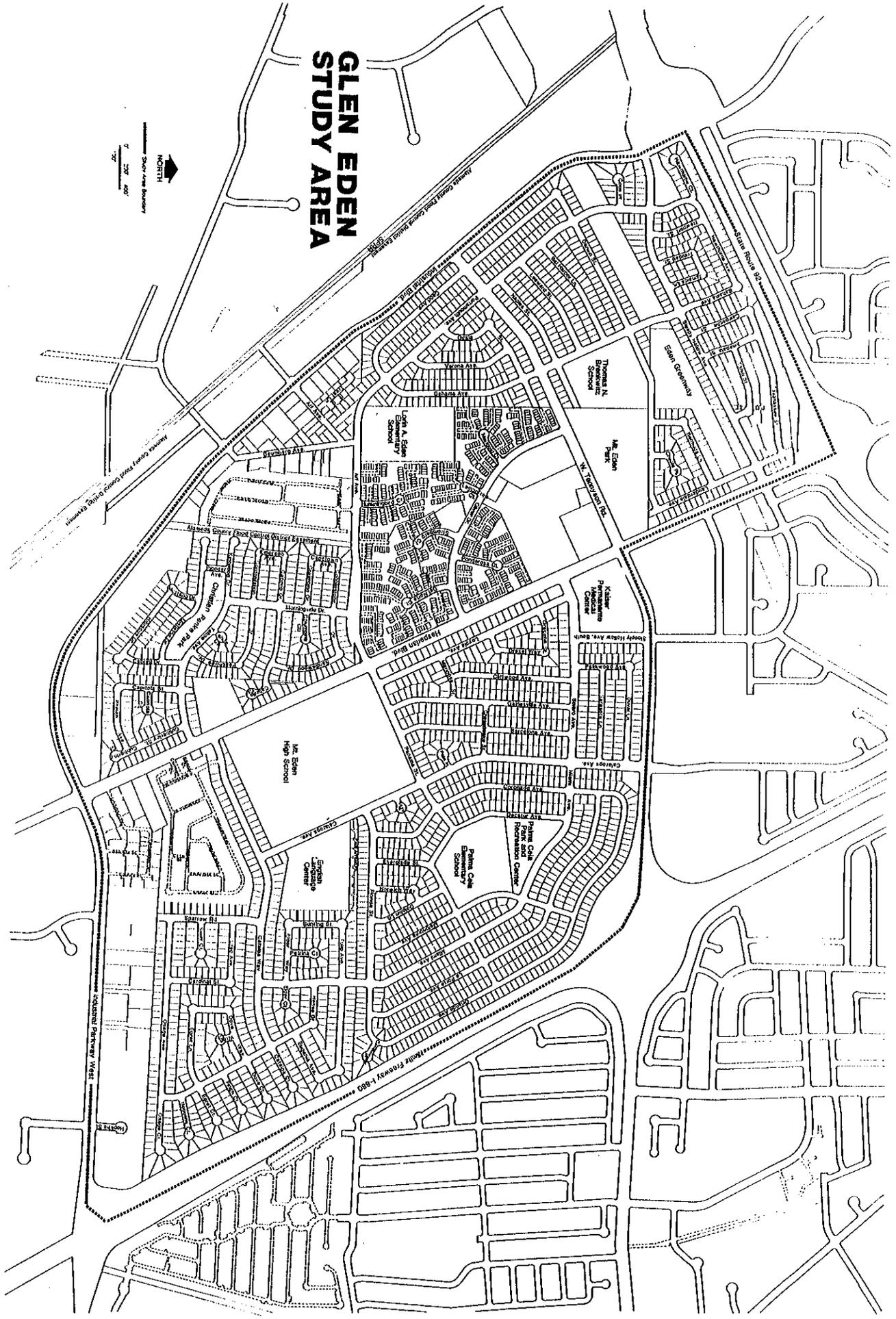


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INTRODUCTION

The General Plan

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

The Neighborhood Planning Program

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

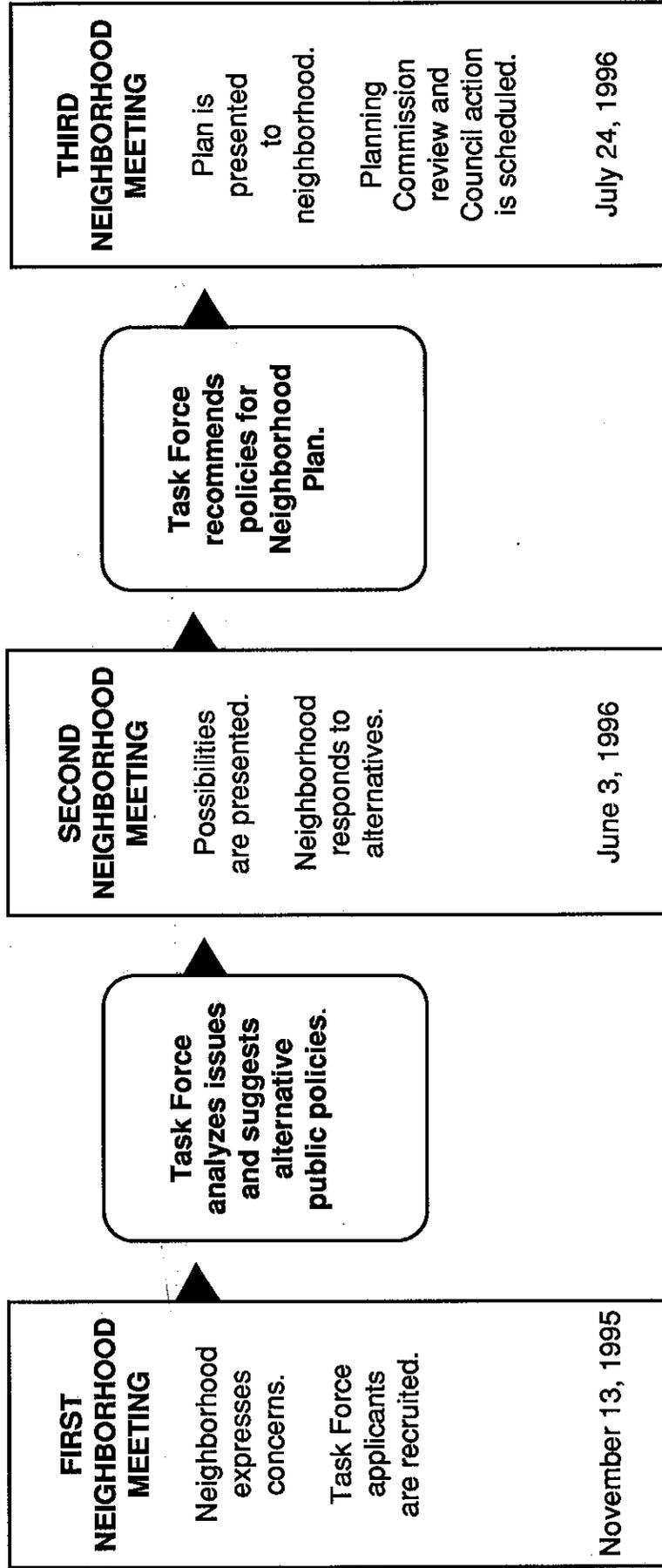
The Planning Process

The Glen Eden neighborhood planning process began November 13, 1995, with a neighborhood meeting to explain the planning process, identify local issues and concerns, and solicit applications for a citizens task force. The Glen Eden Task Force was appointed by the City Council in January of 1996. The Neighborhood Plan study area is bounded by the Nimitz Freeway, West Tennyson Road, Hesperian Boulevard, Route 92, and Industrial Boulevard/Parkway West (see map on opposite page). The Task Force has met every two weeks since January to discuss neighborhood concerns, analyze background information, and develop possible approaches for addressing identified issues. The Task Force has carefully reviewed those issues and concerns expressed by area residents at the initial neighborhood meeting and at subsequent Task Force meetings.

At a second neighborhood meeting on June 3, 1996, the Task Force presented various alternatives for addressing these issues and asked residents to indicate relative priorities for each strategy. After evaluation of the responses received at the meeting, the Task Force modified some alternatives and eliminated others from further consideration. Remaining strategies were refined following further discussions over the next two months.

The Task Force presented its recommendations to interested residents, merchants and property owners at the final neighborhood meeting on July 24, 1996. On September 10, 1996, the Task Force submitted the Draft Neighborhood Plan to the City Council. The Council referred the Draft Neighborhood Plan to the Planning Commission for public hearing and recommendation. The Planning Commission held a public hearing on September 19, 1996, and forwarded its recommendations to the City Council. The City Council held a public hearing on October 1, 1996, prior to adopting the Glen Eden Neighborhood Plan and related General Plan amendments.

NEIGHBORHOOD PLANNING PROCESS



POLICIES AND STRATEGIES

NOTE: Policies and strategies recommended by the Task Force are presented on the following pages. The percentage noted in parentheses following each strategy indicates the relative importance of the strategy as perceived by the neighborhood. Residents in attendance at the neighborhood meeting on June 3, 1996, were asked to assign a priority to each strategy, given the choice of High, Medium, or Low (as well as Eliminate). Each percentage represents the percentage of residents who assigned a High Priority to that particular strategy. A complete summary of the priority rankings is presented in the Appendix. The notation (NR) indicates that the strategy was formulated by the Task Force subsequent to the neighborhood meeting.

A. LAND USE AND ZONING

Policy:

Maintain the overall single-family character of the neighborhood and enhance property values within the study area.

Strategies:

1. Require future residential development to be compatible with the surrounding neighborhood. (38%)
2. Preserve existing single-family zoning and development in the areas along Arf Avenue, Baumberg Avenue, and Catalpa Way by changing the General Plan designation from Medium Density Residential to Low Density Residential (see Figure 6). (58%)
3. Retain the current Low Density Residential designation and single-family zoning for the vacant lot on Hesperian Boulevard at Bolero Avenue and the property on Hesperian Boulevard now occupied by the Western Garden and Nursery (see Figure 5). (64%)
4. Increase citizen awareness of and pursue enforcement of prohibitions on activities inconsistent in residential areas (e.g. car repair, businesses, commercial truck parking). (66%)
5. Seek more quality neighborhood-oriented businesses (e.g. sporting goods; hobbies; book store; family restaurants; smaller-scale grocery, clothing, and variety stores; ice cream store) and discourage additional fast food, convenience, and liquor stores. (53%)
6. Include the neighborhood in any planning for a transition in use involving Kaiser facilities. (48%)
7. Minimize adverse impacts of industrial development on adjacent residential areas through consideration of buffer zones or other requirements (e.g. setbacks, landscaping, design). (35%)
8. Provide for adequate notification to adjacent residential areas in the review of proposed industrial projects. (55%)

B. CIRCULATION

Policy:

Improve the safety and efficiency of the existing circulation pattern in the neighborhood.

Strategies:

1. Pursue funding for installation of traffic signals at the following locations (listed in order of Task Force priority):
 - a. Hesperian and Aldengate (60%) (*Note: Action on this strategy was deferred pending further consideration as part of the Circulation Element Update*)
 - b. Hesperian and Catalpa/Tahoe (44%)
 - c. West Tennyson and Oliver Drive (59%)
2. Consider modifications to existing traffic signal operations at the following intersections:
 - a. Evaluate longer phase for left turns off southbound Hesperian at Panama. (33%)
 - b. Evaluate feasibility of left-turn phase for eastbound Arf and westbound Panama at Hesperian. (39%)
 - c. Reduce signal waits during non-peak periods on Sleepy Hollow at both Hesperian and Industrial (i.e. both frequency and length of green time). (36%)
3. Evaluate need for stop signs or yield signs at certain intersections (e.g. Chesapeake and Barcelona, Tulip and Miami, Coronado and Orlando, Portsmouth and Bahama/Capri, Tahoe and Capitola) as well as the need for red curbs or other measures to improve visibility at other intersections (e.g. Bermuda and Lauderdale, Tahoe and Cubberley, Arf and Morningside, West Tennyson and Oliver Drive). (48%)
4. Evaluate feasibility of turn lane markings on southbound Calaroga at Miami/Bolero. (49%)
5. Evaluate need for modifications at the intersection of Tahoe and Hesperian to address existing turning movements (e.g. northbound to southbound u-turns). (37%)
6. Increase citizen awareness of requirements and procedures for requesting speed humps and consider installation of speed humps to slow or reduce traffic in the following locations:
 - a. Miami Avenue between Coronado and Everglade. (41%)
 - b. Orlando Avenue between Coronado and Everglade. (26%)
 - c. Coronado Avenue between Orlando and Panama. (30%)
 - d. Decatur Avenue between Miami and Everglade. (NR)
 - e. Gainesville Avenue between Bolero and Panama. (NR)

7. Promote citizen awareness of the opportunity to request the placement of 25 mph speed limit signs on neighborhood streets. (55%)
8. Install informational signs at appropriate locations on Hesperian Boulevard and Industrial Boulevard to redirect trucks away from Catalpa Way and Arf Avenue. (43%)
9. Pursue inclusion of bike path in any planned extension of the Eden Greenway; encourage provision of bike lanes on Industrial and Hesperian in any future improvement plans. (50%)
10. Encourage the provision of bus shelters, or at least benches, at bus stops. (41%)
11. Maintain the Eldridge pedestrian freeway overcrossing in a clean and passable condition. (29%)

C. PUBLIC FACILITIES

Policy:

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

Strategies:

1. Encourage HARD to pursue funding for the acquisition and development of the Eden Greenway from Hesperian Boulevard to Industrial Boulevard. (67%)
2. Encourage HUSD to improve maintenance of school grounds and buildings. (57%)
3. Encourage HARD and HUSD to provide more after-school activities and recreational facilities for youth. (65%)
4. Seek greater police presence to monitor off-campus activity at Mt. Eden High School. (73%)
5. Encourage HUSD to pursue the concept of a closed campus at Mt. Eden High School. (67%)
6. Cooperate with HUSD in identifying possible projects for the Community Service Program (e.g. cleanup of streets and greenway frontages, Eldridge overcrossing, graffiti abatement programs). (78%)

D. NEIGHBORHOOD PRESERVATION

Policy:

Improve and maintain the condition of the existing housing stock and enhance the general appearance of the neighborhood.

Strategies:

1. Promote citizen awareness of awards programs for well-maintained homes and residential properties. (43%)
2. Promote citizen awareness of home ownership programs and housing conservation loan programs. (37%)
3. Support more frequent inspections as part of the rental inspection programs and promote other programs which encourage more responsible management of rental properties. (51%)
4. Seek improved maintenance of businesses and commercial properties (e.g. cleanup litter in parking lots, maintain landscaping). (71%)
5. Support continued enforcement of the Community Preservation Ordinance and encourage cooperation and coordination among City departments in resolving neighborhood preservation problems. (55%)
6. Encourage public utilities to maintain easements in a clean and safe condition. (NR)
7. Increase the number of Clean-up Days during the year. (68%)
8. Promote street tree planting program and seek more frequent pruning, with removal and replacement as necessary. (45%)
9. Continue to support funding of sidewalk repair program. (60%)
10. Encourage property owners within the proposed extension of the Eden Greenway to provide and maintain enhanced landscaping along street frontages (e.g. within 10 feet of the sidewalk). (49%)

E. PUBLIC SAFETY

Policy:

Increase levels of service and support awareness of public safety programs in the neighborhood.

Strategies:

1. Promote citizen awareness of the Neighborhood Alert program and support formation of more Neighborhood Alert groups to enhance surveillance through increased citizen participation and cooperation. (73%)
2. Encourage the Police Department to explore the feasibility of assigning one staff member (e.g. Community Service Officer) to coordinate various city efforts in dealing with specific problems. (63%)
3. Support continued cooperation between the Police Department and HUSD on gang prevention and education programs. (88%)
4. Increase police patrols in the neighborhood during the night time hours. (83%)
5. Seek improved street lighting and promote citizen awareness of existing procedures for requesting improvements in street lighting (either additional light poles or increased illumination). (51%)
6. Promote more neighborhood involvement in disaster preparedness programs. (41%)
7. Evaluate feasibility of allowing small businesses to use the household hazardous waste facility on West Winton Avenue. (38%)
8. Develop community noise ordinance as recommended in the Noise Element of the General Plan. (NR)

PLANNING CONSIDERATIONS

SOCIOECONOMIC OVERVIEW

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

- * Although the number of households remained relatively stable over the period from 1980 to 1990, the population increased slightly. This is due to the increase in the average number of persons per household, from 3.16 to 3.19.
- * Persons in "minority" groups comprised about 60% of the total population in 1990, as compared to 46% in 1980, reflecting the increasing cultural and ethnic diversity in the city. The current percentage for the city as a whole is 49%.
- * Persons 5 years of age or older who speak a language other than English at home represented over 42% of the population, an increase from about 30% in 1980. The current percentage for the entire city is 32%.
- * The number of persons under the age of 5 in 1990 comprised over 8% of the total population. The percentage of seniors rose from 7% in 1980 to over 9% in 1990.
- * Almost 42% of the households in 1990 had moved into their housing units within the past 5 years; approximately 16% had moved into their units within the previous year.
- * The mix of housing types is about 62% single-family detached homes (including mobile homes) and 38% multi-family housing (including townhomes and apartments). About half of the multi-family housing stock is comprised of rental units, while about 12% of the single-family homes are renter-occupied. The overall percentage of owner-occupied housing units is 71%, as compared to 52% for the City as a whole.

Figure 1 - Socioeconomic Profile of the Glen Eden Neighborhood: 1980 and 1990

Population & Housing	1980	% of Total	1990	% of Total	Difference	% Change
Total Persons	13,030	-	13,206	-	176	1.4%
Housing Units	4,375	-	4,330	-	-45	-1.0%
Households	4,241	-	4,232	-	-9	-0.2%
Household Size (persons per household)	3.16	-	3.19	-	-	-

Racial and Ethnic Composition	1980	% of Total	1990	% of Total	Difference	% Change
Non-Hispanic White	7,032	53.97%	5,230	39.6%	-1802	-25.6%
Non-Hispanic Black	1,434	11.01%	1,364	10.3%	-70	-4.9%
Non-Hispanic Asian	1,947	14.94%	3,489	26.4%	1542	79.2%
American Indian	102	0.78%	79	0.6%	-23	-22.5%
Hispanic	1,767	13.56%	3,009	22.8%	1242	70.3%

Housing Value & Income	1980	% of Total	1990	% of Total	Difference	% Change
Average Household Income	\$ 23,712	-	\$ 42,816	-	\$ 19,104	80.6%
Average Value of Owner-Occupied Units	\$ 79,267	-	\$ 183,133	-	\$ 103,867	131.0%
Median Contract Rent	\$ 344	-	\$ 734	-	\$ 390	113.6%
Lower Income Households (less than 80% of Bay Area Median Income)	1,260	29.71%	1,588	37.5%	328	26.0%
Persons Below Poverty Level	939	7.21%	754	5.7%	-185	-19.7%

Housing Type	1980	% of Total	1990	% of Total	Difference	% Change
Single Family Units	NA	-	2,706	62.5%	-	-
Multi-Family units	NA	-	1,635	37.8%	-	-
Single Family Rentals	NA	-	493	11.6%	-	-
Multi-Family Rental Households	NA	-	685	16.2%	-	-
Owner Occupied Households	3,058	72.1%	3,008	71.1%	-50	-1.6%
Renter-Occupied Households	1,183	27.9%	1,222	28.9%	39	3.3%

Age Breakdown	1980	% of Total	1990	% of Total	Difference	% Change
Under 5 Years Old	2,904	22.29%	1,084	8.2%	-1820	-62.7%
Between 6-18 Years Old	3,160	24.25%	2,597	19.7%	-563	-17.8%
Over 65 Years Old	927	7.11%	1,246	9.4%	319	34.4%

Miscellaneous	1980	% of Total	1990	% of Total	Difference	% Change
Language Spoken at Home Other than English (residents 5+ years of age)	2,999	29.62%	5,107	42.1%	2108	70.3%
Single-Parent Households	406	9.57%	388	9.2%	-18	-4.4%
Unemployed Persons (persons 16+ years of age)	415	6.36%	394	5.4%	-21	-5.1%
Employed Residents Working in Hayward	NA	NA	2,242	12%	-	-
Residents Taking Public Transit to Work	447	3.43%	390	5%	-57	-12.8%
Households Moving into Unit in Past Year	821	19.36%	671	15.9%	-150	-18.3%
Households Moving into Unit in Last 5 Years	2,463	58.08%	1,798	42%	-665	-27.0%

Figure 1

Glen Eden Neighborhood Study Area includes Census Tracts 4383, 4384 and the Hayward portion of 4371.
 NA: Not Available

Source: 1980 and 1990 U.S. Census
 Filename: Glen

LAND USE AND ZONING

Major concerns of neighborhood residents are to increase property values, increase homeownership opportunities, ensure quality development, and prevent further deterioration of the neighborhood. Specific concerns expressed by Task Force members included the planned residential densities along Baumberg Avenue as well as the future of the proposed greenway.

Neighborhood Setting

The Glen Eden study area is located in the southwestern portion of the city. On the south and west, the study area is bordered by Industrial Boulevard/Industrial Parkway West and the Industrial Corridor. To the north, the border follows State Route 92, Hesperian Boulevard, and West Tennyson Road. On the east, the border is the Nimitz Freeway (I-880).

Historical Development

Before World War II, the study area was devoted primarily to agriculture. The Oliver Estate, which now serves as the centerpiece of Mt. Eden Park, is the only vestige of this era remaining in the study area. As a result of the post-war building boom, most of the study area was annexed and subdivided for residential development during the 1950s and 1960s. As shown in Figure 2, almost all of the remaining residential development took place during the 1970s, including the apartments and townhomes near the Oliver Corners Shopping Center. More recent development activity in the vicinity includes small subdivisions on Treat Lane and Park Arroyo Place.

EXISTING LAND USE PATTERN

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

Open Space

Major open space areas are provided within existing parks and on school playgrounds and athletic fields. The only undeveloped area lies under the Pacific Gas and Electric transmission lines and is privately owned, either by the utility or individuals. Open space areas are discussed in more detail under the section on Public Facilities.

Residential Areas

As noted previously, most of the residential development consists of single-family detached housing. Single-family attached housing is provided in the Glen Eden townhomes development.

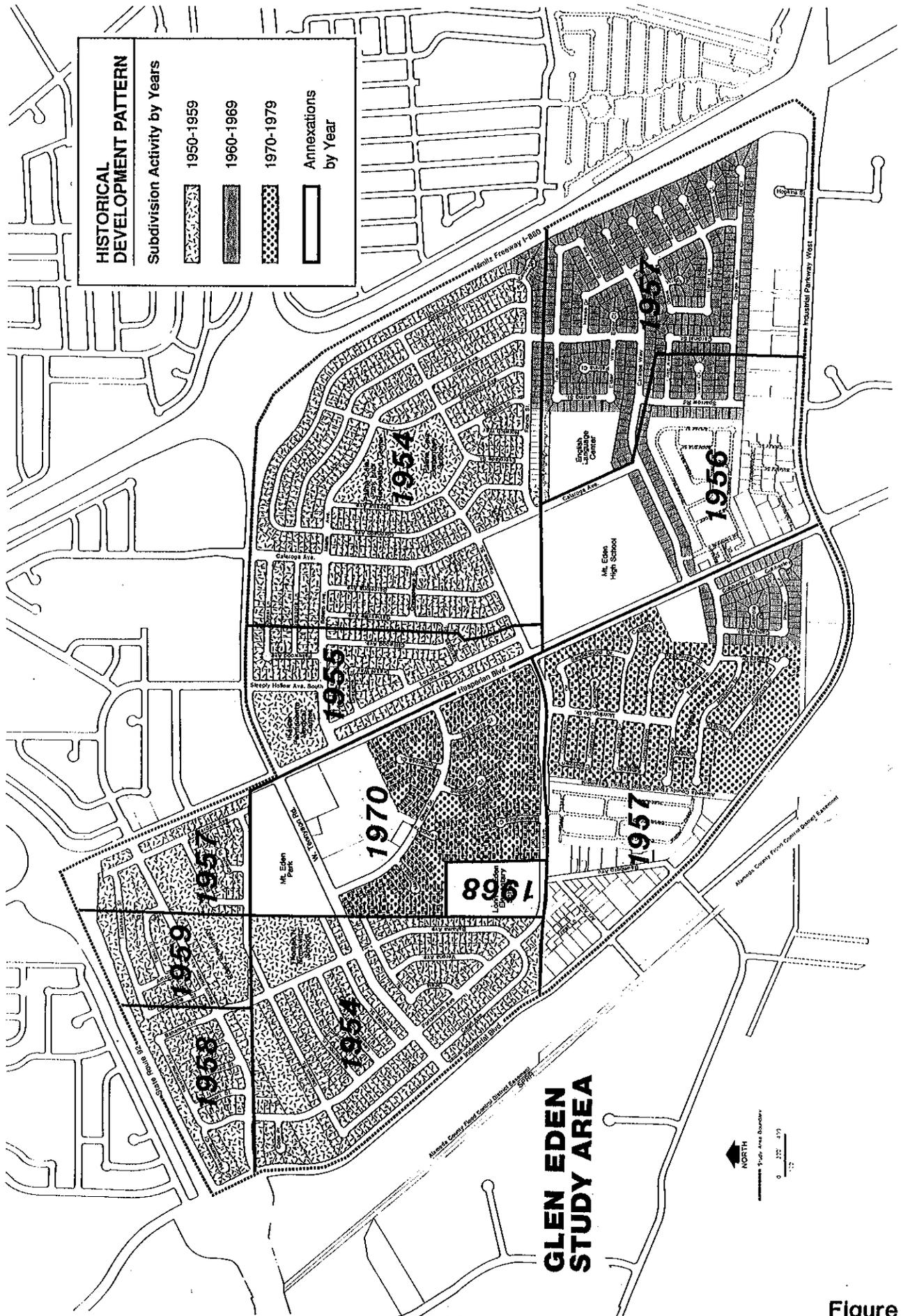


Figure 2

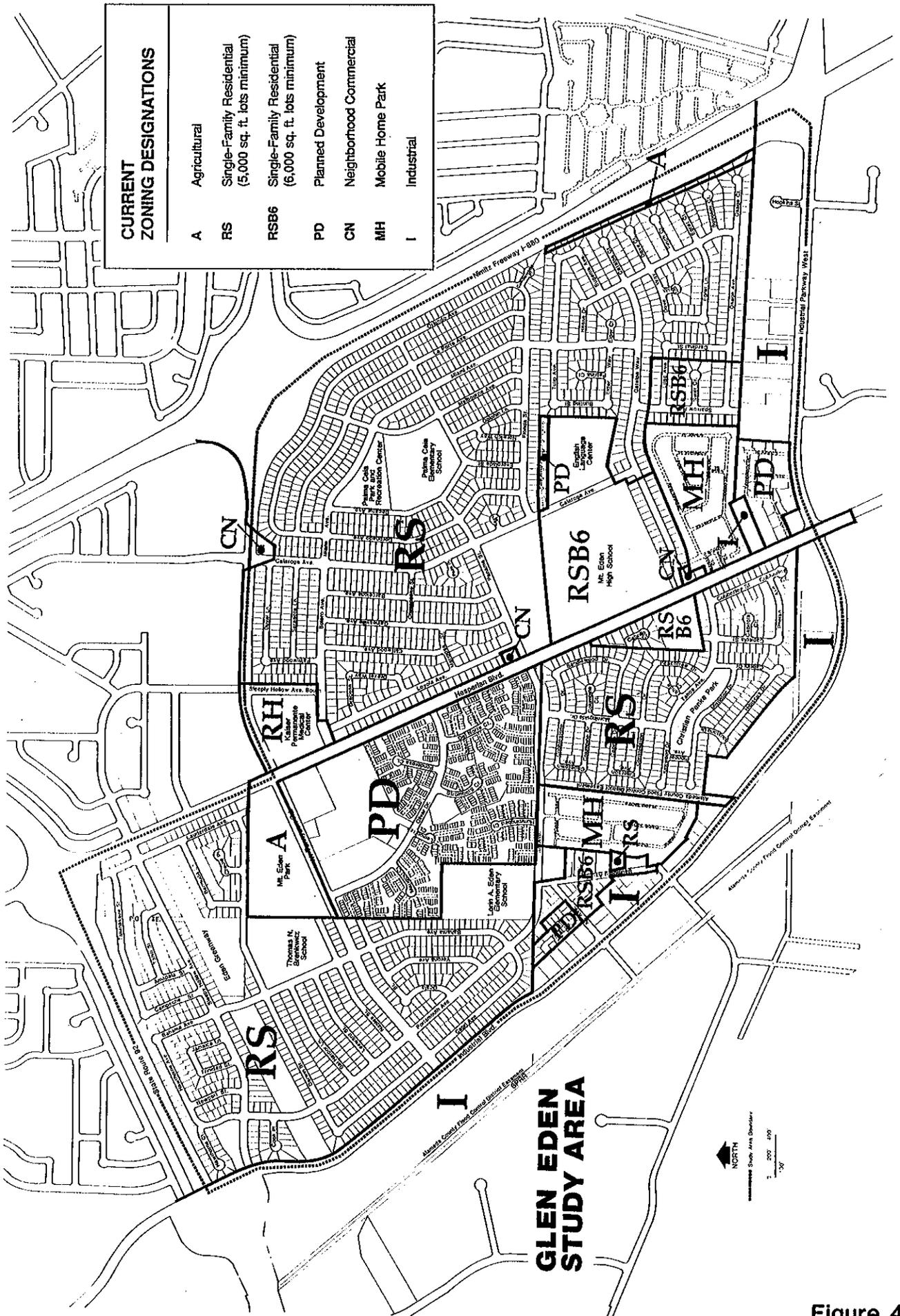


Figure 4

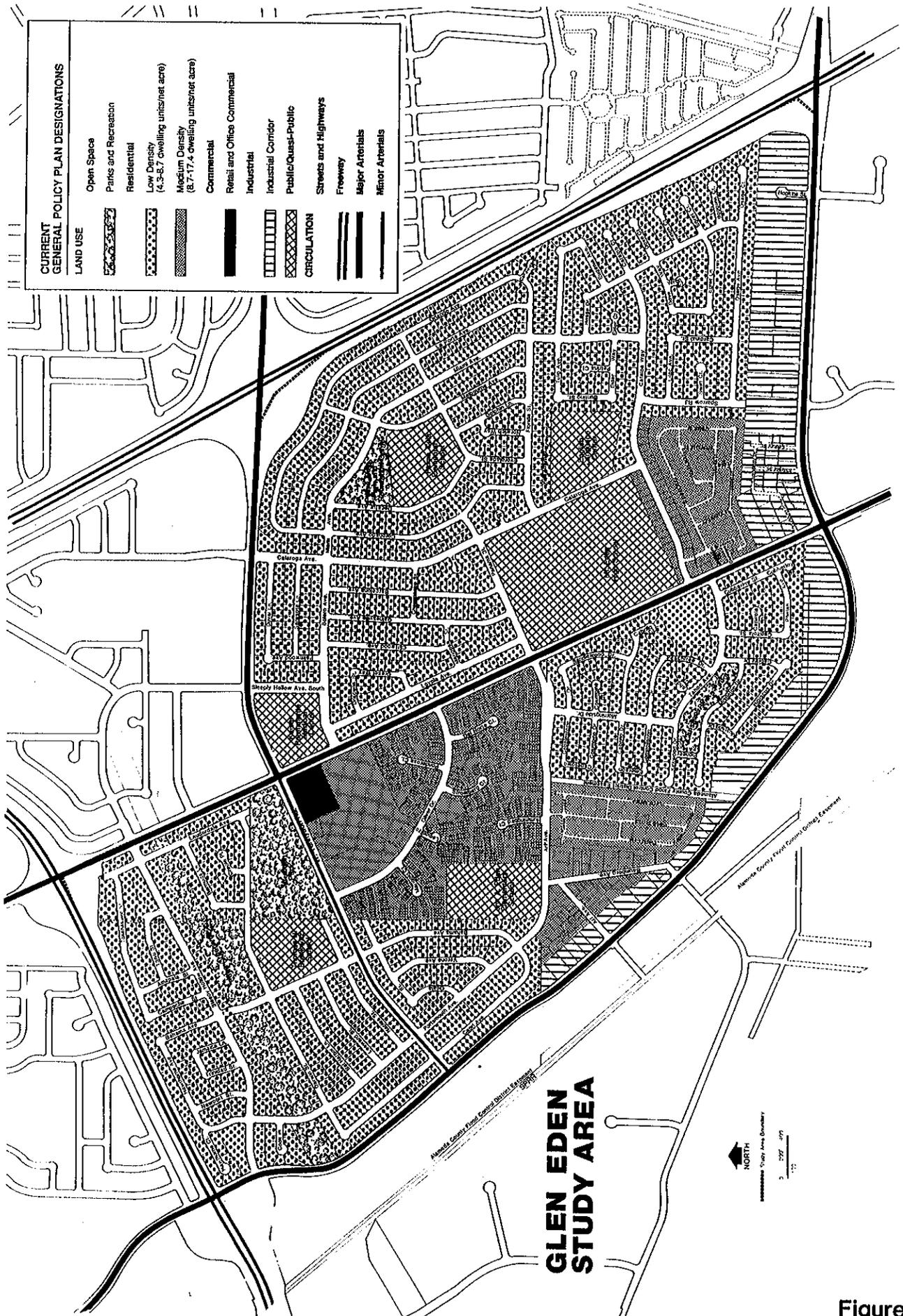


Figure 5

There are several large apartment complexes as well as a senior housing facility at Josephine Lum Lodge. Two mobilehome parks are located in the southern portion of the study area. There are very few vacant properties remaining in the study area. A primary concern of the neighborhood is to preserve the single-family character of the area. Additional concerns are discussed under Neighborhood Character and Appearance.

Commercial Development

Existing retail commercial development is located primarily at the intersection of Hesperian Boulevard and West Tennyson Road near the Oliver Corners Shopping Center. Other businesses are found farther south along Hesperian Boulevard at various locations; most of these are neighborhood-serving businesses. Area residents desire more neighborhood-serving businesses and want more existing businesses to improve and maintain their buildings and properties.

Kaiser-Permanente Medical Facilities

Kaiser-Permanente medical facilities and offices are located at the southeast corner of Hesperian Boulevard and West Tennyson Road; additional offices and clinics are located to the north across West Tennyson Road in the Southgate neighborhood. The Hayward facility has approximately 2,100 full-time equivalent employees and about 250 doctors. Kaiser membership in this service area is approximately 230,000.

Recent newspaper articles caused considerable concern on the part of area residents as to future plans for these medical facilities. Kaiser representatives have indicated that there are currently ongoing studies of the future of Kaiser facilities in the East Bay. About 11% of the total services provided at Kaiser are in-patient services, while 89% are out-patient services. This trend accounts for the decline in occupancy rates in hospital facilities. Kaiser is evaluating its facilities in both the northern and southern portions of the East Bay. In the northern portion, Kaiser is exploring the possibilities for providing in-patient care through partnerships with Alta Bates, Childrens, and Summit hospitals, rather than build its own new facilities. In the southern portion, Kaiser is just beginning its analysis and has initiated contact with Eden and Washington hospitals concerning the possibility of providing in-patient services. A proposal for public review is not expected until later this year.

Task Force members indicated there was a great deal of concern among local Kaiser members, and that some were considering switching to other health maintenance organizations. Members stated that Kaiser needs to clarify the distinction between in-patient services (hospitals) and out-patient services (clinics). Outreach suggestions for citizen involvement and feedback included communication through newsletters and an information hotline. Concern was expressed that attention be given to transition arrangements for any employees that may be affected. There was also concern about how far away Kaiser members might have to go for in-patient services. It was noted that there are state standards for accessibility (e.g. services within 22 miles and/or 30 minutes). Task Force members also asked about possible uses of the Kaiser hospital building if it were closed (e.g. convalescent hospital, medical offices, etc.). Task Force members want to be included in any future evaluation of the existing zoning and possible uses on the Kaiser property should the hospital facility be closed.

Industrial Corridor

Industrial development is located along the east side of Industrial Boulevard and north side of Industrial Parkway West. Development includes primarily small business parks or multi-tenant buildings. Many of the businesses are commercial, rather than industrial, in nature. For the most part, adequate buffering has been accomplished between industrial buildings and adjacent residential areas. However, one recent development on the north side of Industrial Parkway West opposite Hall Street has raised concerns about appropriate scale and design on the part of nearby residential property owners. It is felt that the building, which is about three stories tall, is too close to the property line; also, there is only a cyclone fence gate at Sparrow Road instead of a block wall.

RECOMMENDATIONS FOR CHANGES IN LAND USE POLICIES

The Task Force is recommending changes in land use policy in several areas. Although these proposals involve amendments to the General Policies Plan, they are intended to merely reflect existing zoning and to recognize existing development. These proposals are depicted in Figure 6 and are further described below.

It is recommended that the City amend the General Policies Plan designation from Medium Density Residential to Low Density Residential for those properties along Catalpa between Hesperian Boulevard and Calaroga Avenue, and in the area along Arf Avenue and Baumberg Avenue. Both of these areas are developed with single-family homes and have single-family zoning.

In addition to the above changes, the Task Force is recommending that no future changes occur in the Low Density Residential designations now found on the Western Garden and Nursery property and the vacant lot across Bolero Avenue from Kaiser Hospital. Both of these parcels are currently zoned RS (Single-Family Residential).

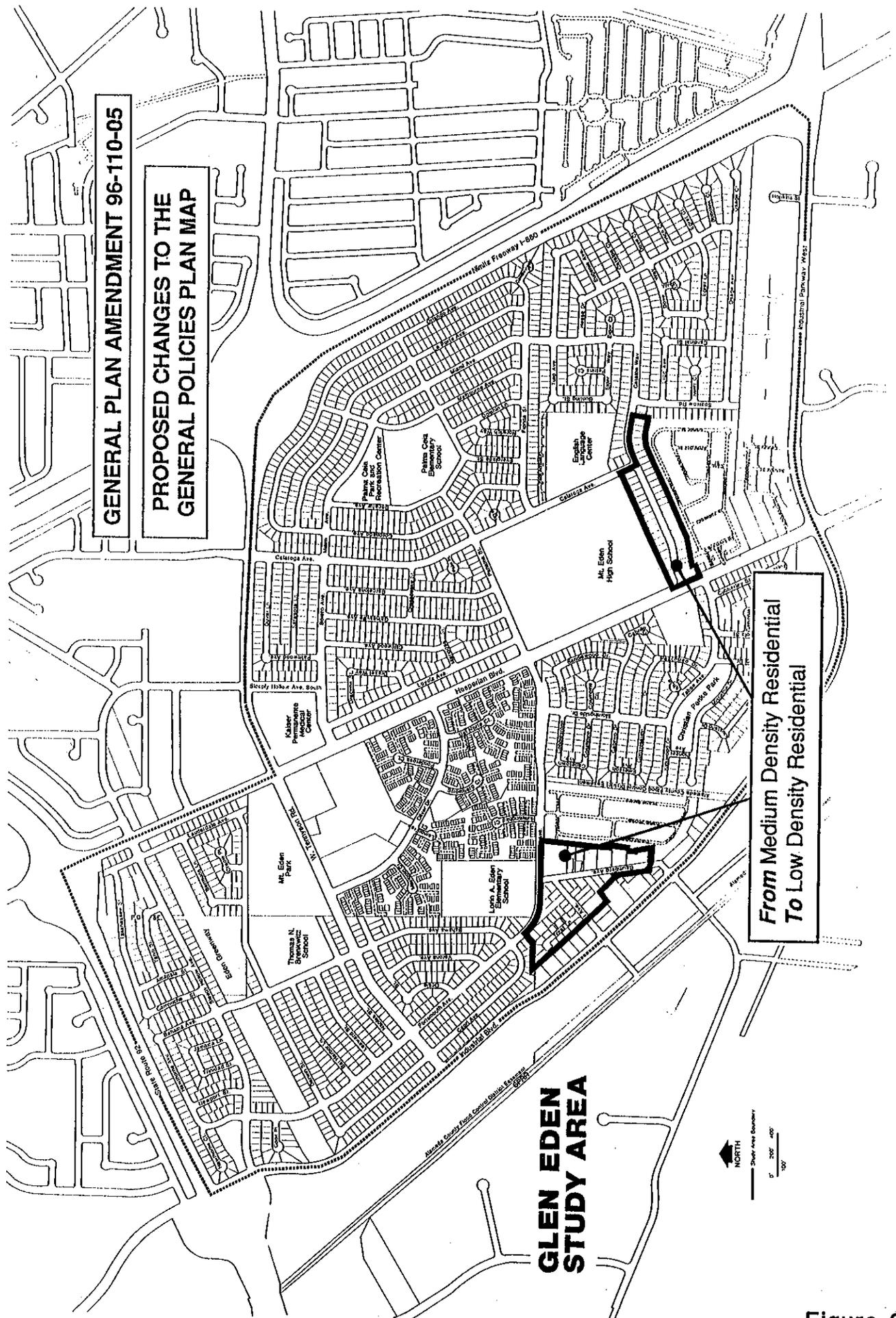


Figure 6

CIRCULATION

Neighborhood concerns focus on the impacts of traffic congestion at various intersections along Hesperian Boulevard and the need for improved traffic flow and pedestrian safety within the neighborhood, as well as the need to provide for alternative modes of travel (e.g. bikeways).

FREEWAYS AND MAJOR ARTERIALS

The study area is bordered by freeways on the north (State Route 92) and east (I-880). In addition, it is traversed by three major arterials: Hesperian Boulevard, West Tennyson Road, and Industrial Boulevard/Parkway West. The neighborhood has access to State Route 92 at Industrial Boulevard and Hesperian Boulevard. Access to the Nimitz Freeway (I-880) is provided at West Tennyson Road and Industrial Parkway West. Existing traffic volumes as of 1990 are shown in Figure 7. Proposed improvements are discussed below.

State Route 92

Two separate improvement projects are now under consideration. The Route 92/San Mateo Bridge Widening project includes that segment west of I-880. This project would add one HOV lane in each direction between I-880 and U.S. 101, except westbound between I-880 and Industrial Boulevard. Environmental documentation is now being prepared. The Route 92/I-880 Interchange upgrade project would reconstruct the interchange to eliminate weaving, provide an HOV connection and provide added capacity for traffic eastbound Route 92 to northbound I-880 and southbound I-880 to westbound Route 92. Caltrans is working with the City's Citizens Advisory Committee on this project to select a preferred alternative.

Nimitz Freeway

In addition to the Route 92 flyover proposal noted above, there is a proposal for improvements at the Industrial Parkway West interchange. This proposal would add a northbound diagonal off-ramp and eastbound-to-northbound loop on-ramp. This project is not funded; however, it is listed in some alternatives to the proposed Route 84 realignment.

Hesperian Boulevard

Improvements in the traffic signal phasing at the intersection with Industrial Boulevard are proposed as part of a larger project to synchronize traffic signalization on Hesperian south of this intersection and extending through Union City and Fremont. State funding is expected for this project.

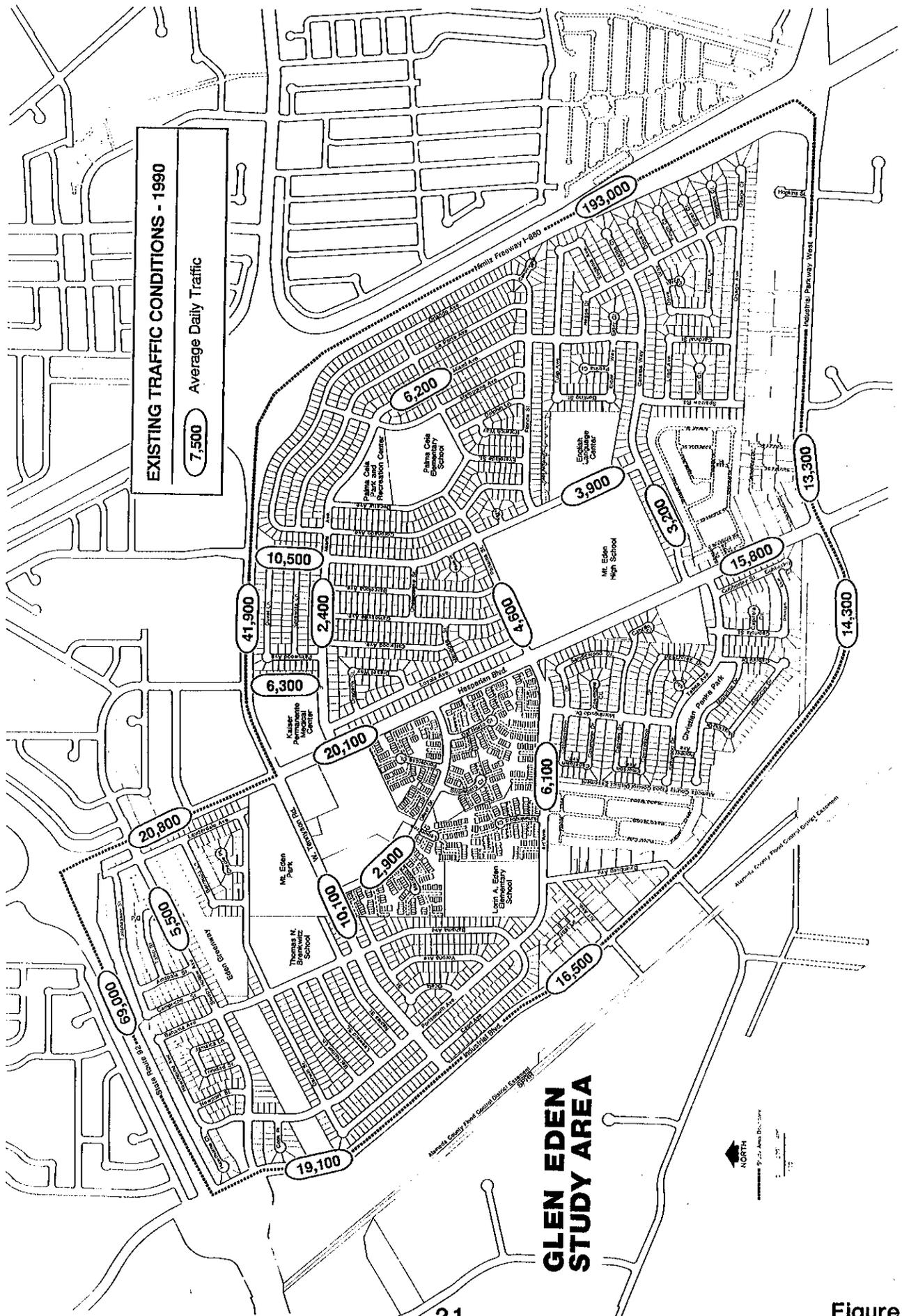


Figure 7

LOCAL CIRCULATION PATTERN

In addition to the major arterials discussed above, the local street network includes collector streets and local access streets. The collector street system was essentially established with approval of the original residential subdivisions. Collector streets include Sleepy Hollow, Portsmouth, Arf, Panama, Catalpa, Calaroga, Miami and Bolero. The typically wider street right-of-way widths generally reflect the function of the street. Local circulation issues and concerns are discussed below.

Traffic Safety Issues

Safety of automobile and pedestrian travel is of utmost concern to the neighborhood. The primary concern of neighborhood residents is to reduce the amount of speeding throughout the neighborhood. The location of reported traffic accidents over the past five years is depicted in Figure 8.

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

Traffic Control Devices

Existing traffic control devices are indicated in Figure 9. Also shown are proposed traffic signals. All three of the new traffic signals are included on the City's traffic signal priority list and funding for two of them has been programmed (see Figure 10). Locations include Hesperian at Aldengate, Hesperian at Catalpa/Tahoe, and West Tennyson Road at Oliver Drive. The Task Force is aware that too many traffic signals may result in increased congestion on Hesperian Boulevard, and that the proposed traffic signal at Aldengate may be viewed as inhibiting traffic flow on Hesperian Boulevard. However, it is felt that the signal is necessary for safety and access reasons, and that any problems with synchronization can be resolved.

Additional stop signs are proposed at several points because of concerns about speeding. Several years ago, the City adopted a new policy on neighborhood stop sign warrants which incorporates consideration of local neighborhood concerns.

The Task Force also examined other alternatives for addressing traffic concerns. City staff has explained that either stop signs or speed humps (but not both) may be possible solutions in a given location, depending on the specific considerations. A proposed policy regarding speed humps was adopted by City Council in late 1995. Several locations have been suggested by the Task Force and neighborhood residents and some have been included on the initial list for further evaluation. Local residents will need to act as sponsors for each location and gather the required signatures. Citizens can also request that 25 mph speed limit signs be posted in their neighborhoods. These signs are usually placed on collector streets at neighborhood entrances.

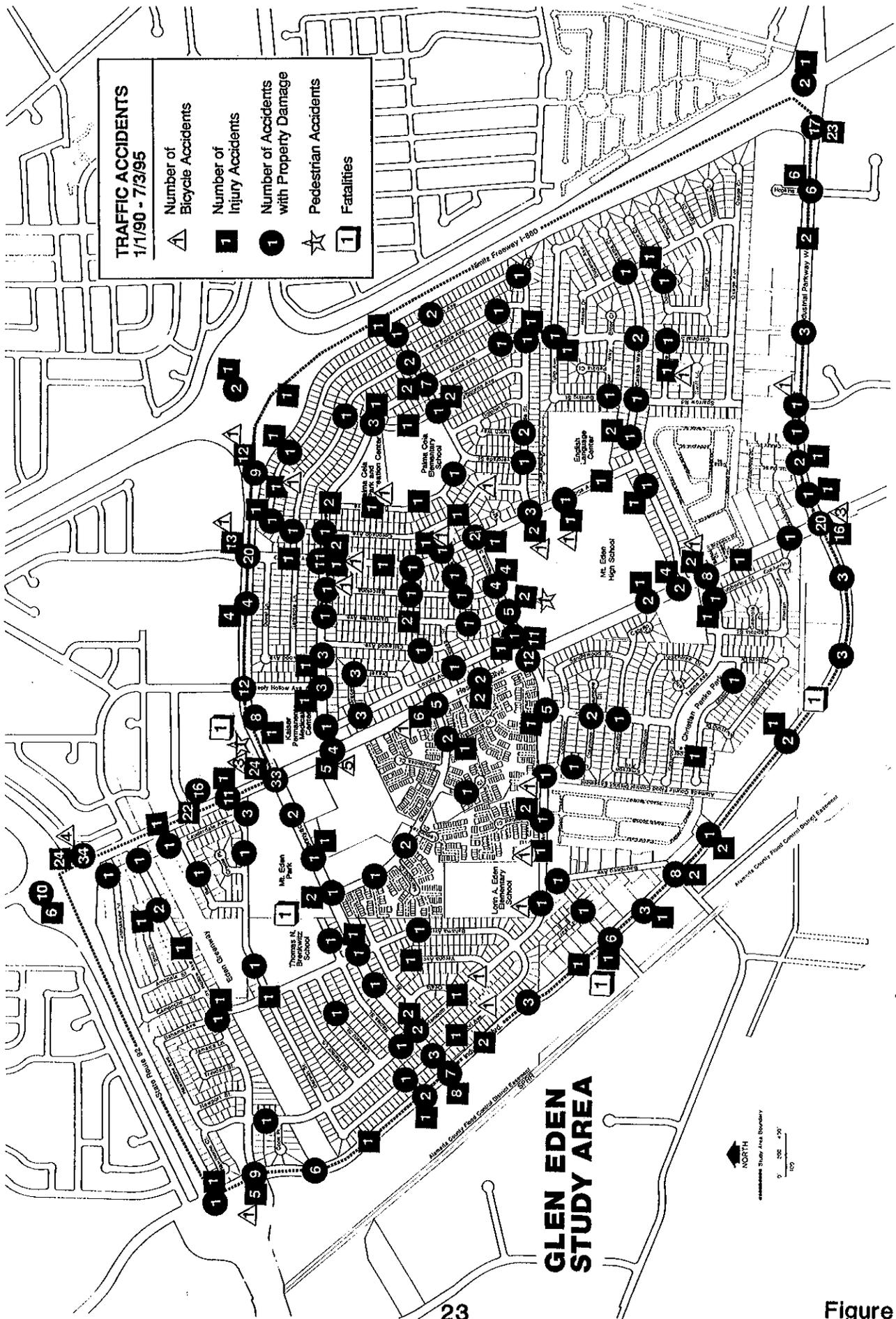


Figure 8

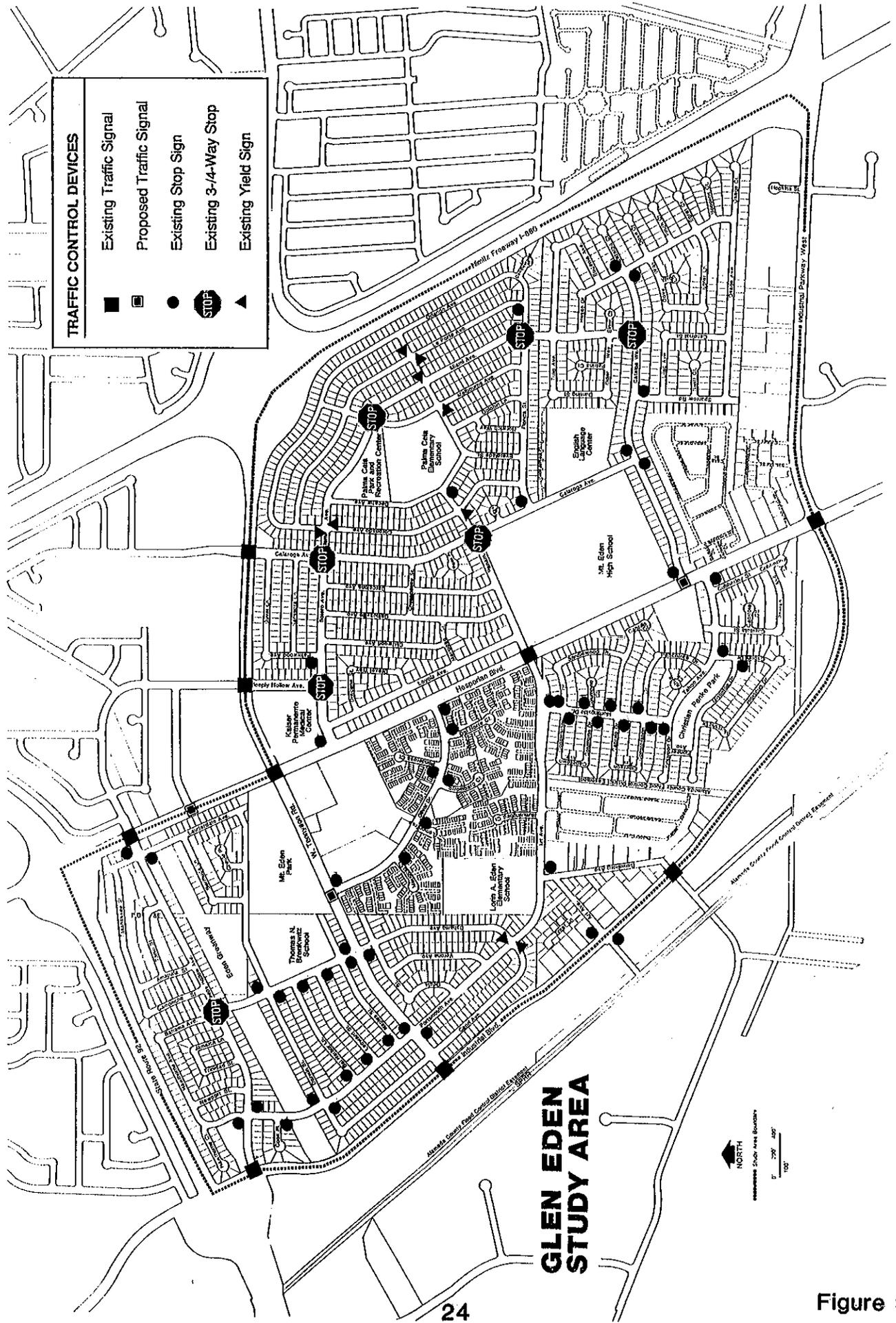


Figure 9

TRAFFIC SIGNAL PRIORITY LIST

1996 LIST			1994 LIST		
#	INTERSECTION	NOTE	#	INTERSECTION	NOTE
1	CLAWITER	Proposed in IAD, but Unfunded	1	W TENNYSON	95/96 CIP
2	WHIPPLE	95/96 CIP, May share with Union City	2	CLAWITER	Proposed in IAD
3	HESPERIAN	Programmed FY 99/00	3	DEPOT	94/95 CIP, Proposed in IAD
4	WHIPPLE	Possible Developer Participation, UF(7)	4	WHIPPLE	95/96 CIP, May share with Union City
5	W TENNYSON	95/96 CIP	5	HESPERIAN	
6	INDUSTRIAL	Possible Developer Participation, UF(8)	6	W TENNYSON	
7	CLAWITER	Prp'd in IAD, Berkeley Farms Constructing	7	B	
8	W TENNYSON	Programmed FY 00/01	8	INDUSTRIAL	
9	MISSION	May share with Caltrans, UF(10)	9	D	Proposed in D St. Phase II Project
10	HESPERIAN	UF(11)	10	MISSION	
11	B	UF(13)	11	TENNYSON	
12	MISSION	NP, May share with Caltrans, UF(13a)	12	MISSION	
13	HESPERIAN	UF(16)	13	HARDER	
14	MISSION	May share with Caltrans, UF(17)	14	HESPERIAN	Possible Participation by Chabot College
15	CLAWITER	UF(18)	15	CLAWITER	
16	TENNYSON	UF(19)	16	CLAWITER	
17	TENNYSON	UF(20)	17	WHIPPLE	Possible Developer Participation
18	HARDER	UF(21)	18	TENNYSON	
19	CLAWITER	May share with County, UF(22)	19	CLAWITER	
20	CLAWITER	May share with County, UF(37)	20	HESPERIAN	
21	SECOND	May share with County, UF(38)	21	CLAWITER	Proposed in IAD
22	SECOND	UF(38a)	22	HAYWARD	
23	HAYWARD	Possible Developer Participation, UF(39)	23	ATHERTON	
24	D	In D St. Phase II Project	24	B	
25	GRAND	UF(52)	25	HESPERIAN	NP
26	ATHERTON	Street slated for closure (Civic Center)	26	GRAND	LONGWOOD/SKYWES NP
27	HESPERIAN	NP, UF(53)	27	SANTA CLARA	
28	B	NP, UF(54)	28	SECOND	NP, Flash, Beacon
29	HESPERIAN	NP, UF(55)	29	HESPERIAN	NP
30	HUNTWOOD	UF(56)	30	HUNTWOOD	
31	SECOND	NP, Flash, Beacon, UF(57)	31	HAYWARD	
32	HESPERIAN	NP, UF(58)			
33	SANTA CLARA	UF(59)			
34	HAYWARD	UF(60)			

INSTALLED SINCE 94 LIST:
 CLAWITER
 S. PEPSI DRWY.
 HALL

INSTALLED SINCE 92 LIST:
 GADING
 A
 CLAWITER
 SCHAFFER
 FOURTH
 INDUSTRIAL

INSTALLED SINCE 94 LIST:
 DEPOT
 HESPERIAN
 INDUSTRIAL

INSTALLED SINCE 94 LIST:
 CLAWITER
 S. PEPSI DRWY.
 HALL

INSTALLED SINCE 94 LIST:
 CLAWITER
 S. PEPSI DRWY.
 HALL

NOTES:
 CIP - Capital Improvement Project
 IAD - Industrial Assessment District
 NP - Proposed in Neighborhood Plan
 UF(#)- Listed as Priority (#) on Transportation Improvement Projects Unfunded List

Pedestrian Circulation

Residents are also concerned that sidewalks provide a safe mode for pedestrian travel within the neighborhood. Raised sidewalks due to the presence of inappropriate species of street trees is of longstanding concern, as it is throughout the city. The condition of the sidewalks is not as severe in this neighborhood as in some other neighborhoods; however, this neighborhood will be invited to participate in the city's sidewalk repair program in the future. This program is discussed further under Neighborhood Character and Appearance.

Curb ramps are in great demand to enhance accessibility for the disabled and other citizens with mobility limitations. Priorities for new curb ramps focus on public buildings and activity centers. Recent funding provided for installation of curb ramps on Catalpa and Bolero to improve access to Mt. Eden High School and Kaiser Hospital. The neighborhood was informed that curb ramps are installed whenever there is an opportunity (e.g. in conjunction with new development or as part of street reconstruction projects).

Parking Issues

There are several types of parking issues of concern to neighborhood residents. Each of these issues requires a distinctly different solution. Visibility at corners or driveways, which is viewed as a safety issue, may be enhanced with signs or red curb markings. Other concerns are usually addressed through enforcement of existing ordinances. For example, illegal parking on lawns is enforced through the Community Preservation Ordinance. Parking of "For Sale" vehicles on vacant lots is often addressed simply by notifying absentee property owners. Parking of recreational vehicles on local streets is also perceived as a safety issue. Tractor-trailer trucks are not permitted to park on local residential streets, although tractor-trailer truck parking is permitted on designated truck routes in the Industrial Corridor except where specifically prohibited.

Bicycle Facilities

There are generally three types of bicycle facilities. Separate bicycle paths are designated as Class I bikeways. Class II facilities include bike lanes, which are specially marked areas on designated streets. Class III facilities are bike routes, or simply streets which have signs posted in the right-of-way. Existing and proposed bikeways in the study area are depicted in Figure 11.

One of the city's Class I bicycle paths is located adjacent to this neighborhood. The Eden Greenway path extends from Hesperian Boulevard eastward through the Southgate neighborhood. This path continues along the Eden Greenway east of the Nimitz Freeway with some minor detours onto city streets. The Task Force believes there is a need to extend this existing bicycle path westward along the proposed Eden Greenway from Hesperian Boulevard to Industrial Boulevard, as called for in the Hayward Area Recreation and Park District's Master Plan.

In addition, the Task Force encourages the City to include more Class II bicycle lanes in any future street improvement projects, particularly Hesperian Boulevard and Industrial Boulevard.

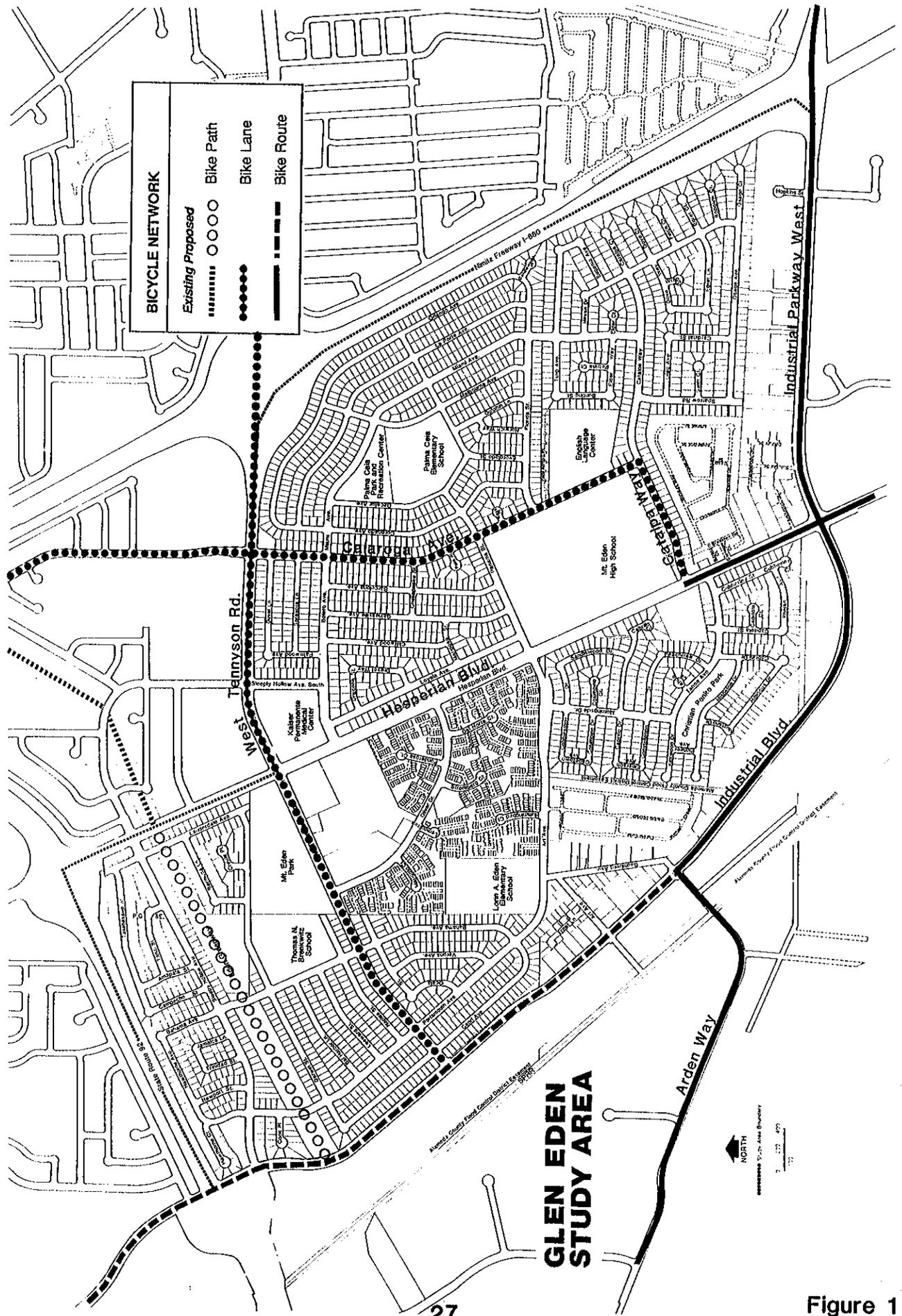
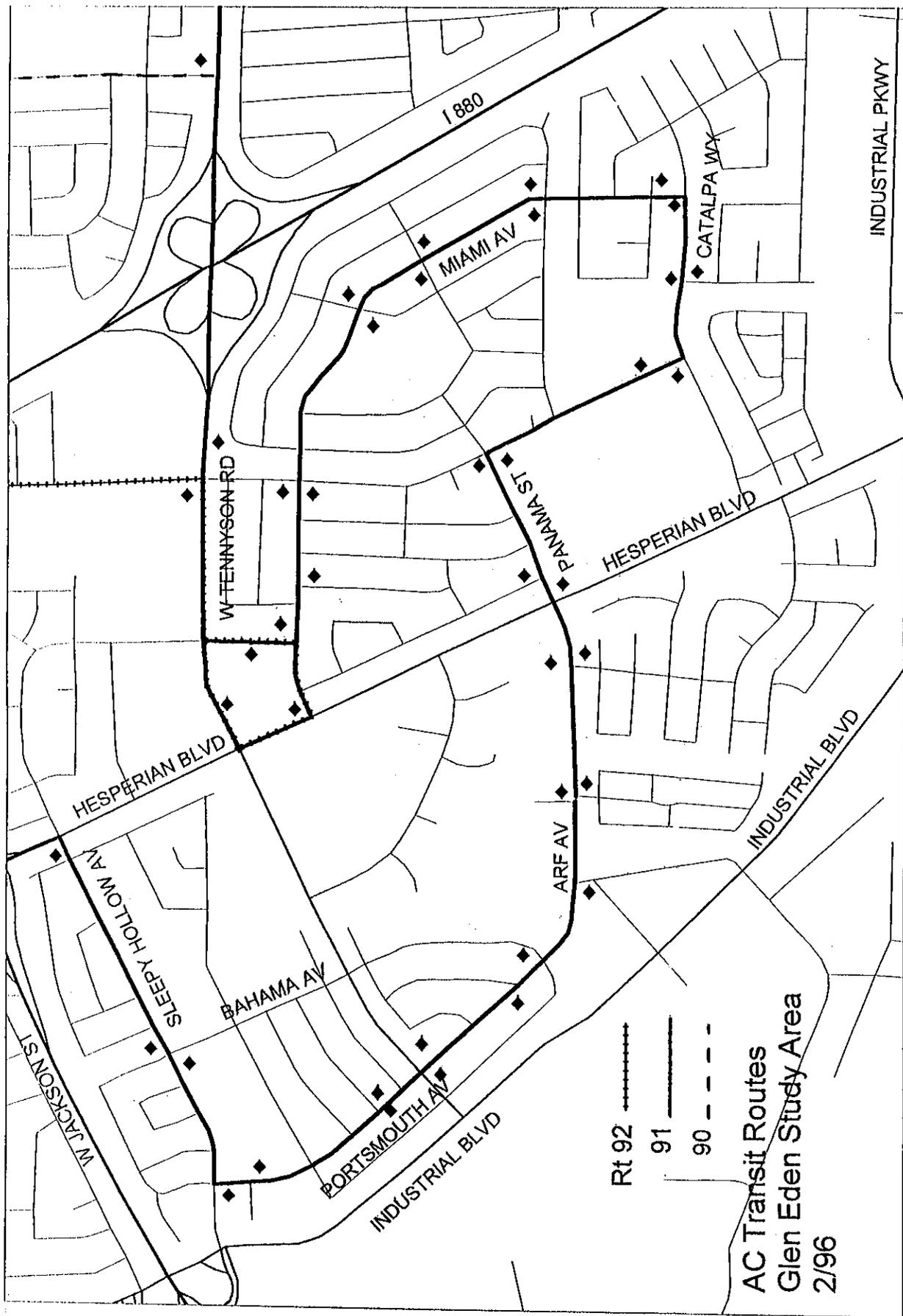


Figure 11



Public Transit

AC Transit provides bus service to the neighborhood. The current route alignments and existing bus stops are indicated in Figure 12.

AC Transit has implemented recent changes in the schedule. Route 92 is the major route serving Kaiser facilities. Route 91 provides local service to much of the study area and currently extends into Castro Valley, although this connection is proposed for elimination. It is routed through the neighborhood to provide more convenient access to major generators such as Kaiser, the shopping center and apartment complexes and to the more densely populated areas. Route 90E, which crosses the San Mateo Bridge, leaves State Route 92 at Hesperian Blvd. and goes up to Winton Avenue. The cost-efficiency of each route is a significant factor in service reduction considerations. The timed transfer center at the Downtown BART station has increased ridership on connecting bus routes. AC Transit will hold hearings on proposed changes in service in the fall.

The District has noted that federal funding supports approximately 20% of the District's budget. At the same time reductions are being proposed, the District is being encouraged to increase spending on paratransit. The District may consider the possibility of placing a parcel tax measure on the ballot in the fall. With regard to operating costs and the size of buses, it was noted that smaller buses do not necessarily save money, due to the variations in maintenance costs. In addition, there is less availability of capital funding for these buses.

PUBLIC FACILITIES

Major issues of concern to neighborhood residents include the schools, parks and recreational facilities. Discussion of Kaiser-Permanente medical facilities is included in the section on Land Use and Zoning. Fire protection is discussed under Public Safety. Other public facilities and services are discussed under Neighborhood Character and Appearance.

EDUCATIONAL FACILITIES

The study area is served by Hayward Unified School District (HUSD). Existing HUSD schools which serve the neighborhood include Lorin A. Eden Elementary School, Palma Ceia Elementary School, Eden Gardens Elementary School (north of State Route 92), Martin Luther King, Jr. Intermediate School (north of West Tennyson Road), and Mt. Eden High School. Other HUSD facilities located within the study area include the English Language Center on the former Eureka school site and the Darwin Head Start Center located on the former Brenkwitz School site (see Figure 13).

Reconfiguration Plan

The HUSD Board of Trustees has adopted a revised grade level configuration (K-5, 6-8) for elementary 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 to reflect that Tyrrell will become a middle school. Some portables will be relocated to the middle school sites. Existing functions will continue at the Brenkwitz and Eureka school sites under the reconfiguration plan.

Elementary Schools

Lorin A. Eden School currently serves the area west of Hesperian and south of West Tennyson Road. Current enrollment is 555. Lorin Eden School will get one new portable this coming year to accommodate increased enrollment; however, projections are stable over the next ten years.

Palma Ceia School currently serves the area east of Hesperian. Current enrollment is 535. This school has been experiencing declining enrollment.

Eden Gardens School currently serves the area north of West Tennyson Road as well as other neighborhood north of Route 92. Current enrollment is 590.

Mt. Eden High School

The neighborhood is proud of the recent awards bestowed upon Mt. Eden High School. Enrollment is now over 1,800 and the campus will get a new portable this coming year. Area

residents have stated their concerns about off-campus activities associated with students and other youth and the negative impacts on the surrounding neighborhood. It is felt that more police presence is needed at the school to monitor off-campus activity. Task Force members have suggested that the concept of a closed campus be pursued at Mt. Eden High School. While some members feel that a closed campus is the best solution, it was recognized that this may require even more of a supervisory presence. School administrators and the police are evaluating the possibility of a closed campus at Mt. Eden if sufficient supervision can be made available.

Other Concerns

Task Force members raised several other concerns about the condition and maintenance of schools and the number of activities provided for youth.

Modernization funds for renovation 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 over 30 sites within the District.

The number of after-school activities are limited, although this situation may improve when the middle schools are in operation. The overall truancy rate is about 3% for the District. It has been noted that test scores are often affected by transiency rates; pupil transiency rates are low at all three elementary schools serving the study area.

PARKS AND RECREATION

The study area is served by the Hayward Area Recreation and Park District (HARD). In addition to its own facilities, the District provides other facilities and programs through joint use agreements with the Hayward Unified School District.

Existing Parks

Existing park and school playground facilities within the study area, along with acreages, are listed below.

Palma Ceia Park	5.70 acres
Christian Penke Park	4.11 acres
Mt. Eden Community Park	14.47 acres
Brenkwitz Playfield	3.00 acres
Total	27.28 acres

In addition to the above facilities, there is a swim center operated by HARD at Mt. Eden High School. The Palma Ceia Recreation Center is fully operational in the summer with limited

activity (a basketball league) in the winter. Starting this summer reservations will be accepted for facilities at Mt. Eden Park. HARD is using funds from Measure AA passed in 1988 to sink a well to obtain water for the Mt. Eden and Brenkwitz sites.

Other parks and recreational facilities adjacent to the study area include Southgate School playground (3.00 acres), Southgate Park (8.91 acres), Southgate Community Center, Martin Luther King, Jr. School playfield (4.20 acres), and the Eden Greenway.

Eden Greenway

According to the HARD Master Plan, the existing Eden Greenway should ultimately be extended westward through the neighborhood to Industrial Boulevard. The existing Eden Greenway east of Hesperian Boulevard was developed with the assistance of a federal grant; however, additional funding for such purposes is no longer available. The District has estimated costs for developing the remaining greenway at about \$50,000 per acre. This figure does not include acquisition costs. While PG&E owns approximately half of the property under the transmission lines, the remainder is in private ownership (see Figure 14). Current zoning for all of the properties is RS (Single-Family Residential). However, the PG&E easements within the proposed Eden Greenway state that no permanent structures are to be allowed.

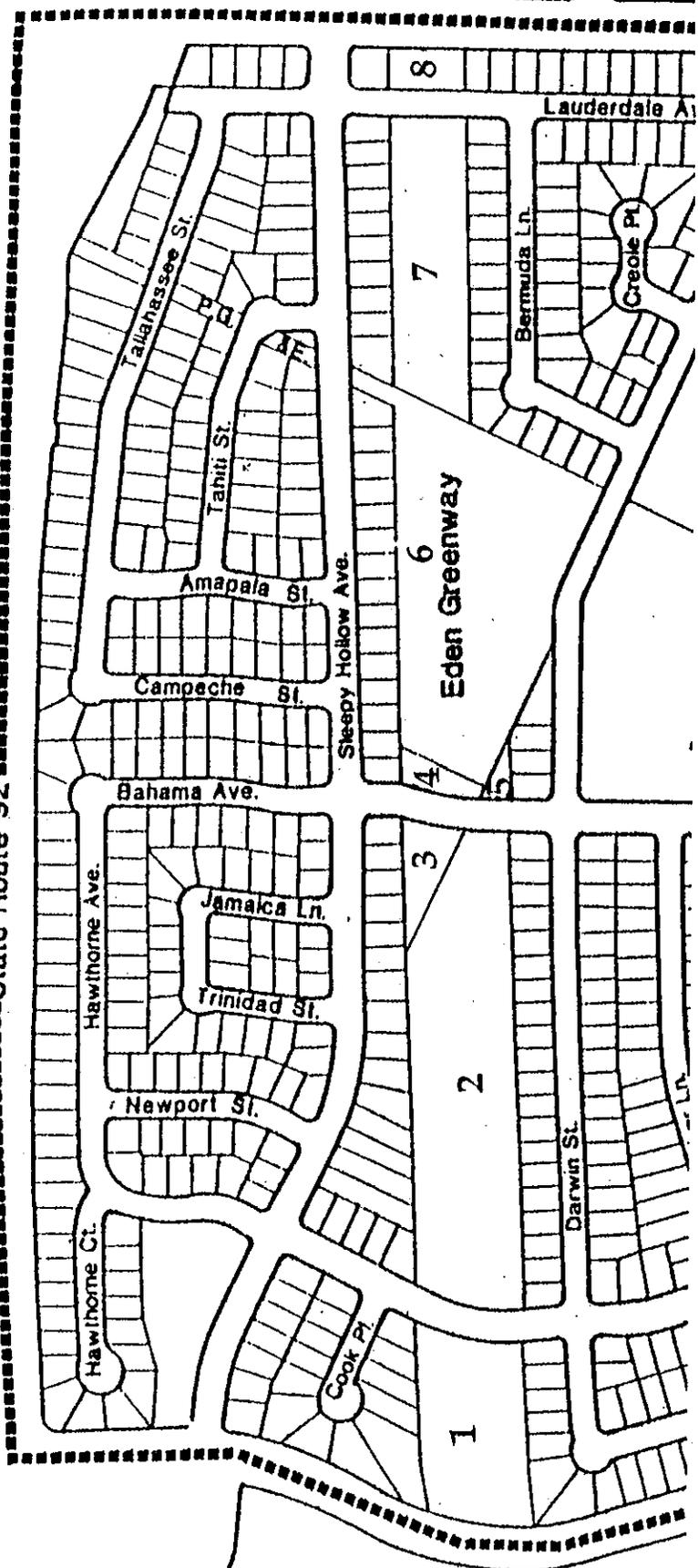
The Task Force reviewed the limited range of possible alternative uses and concluded that the extension of the Eden Greenway should be supported as the ultimate goal. The City and HARD are urged to pursue grants or other funding that would assist in achieving this goal. Task Force members have noted problems with mud, sidewalks, and trees along street frontages within this area and suggested that cleanup might be accomplished through the HUSD Community Service program. The Task Force was informed that the City has had discussions with PG&E about installation of landscaping along street frontages and around the substation.

Park Standards

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

Applying local park standards, neighborhood parks provide 9.81 acres of local park, or .74 acres/1,000 population. There are presently 17.47 acres of school playgrounds and community parks in the study area, or about 1.32 acres/1,000 population, for a combined total of 2.06 acres/1,000 population of local and community parks and school playgrounds. The study area does not meet HARD's standards if only local parks are considered; however, if school playgrounds and community parks are included, then there is more than sufficient acreage to meet the local park standard. As noted previously, there are also other nearby parks in the Southgate neighborhood which are accessible to the residents of the Glen Eden neighborhood.

State Route 92



Map #	Land Use	Owner	Parcel number	Site Address	Acres
1	VACANT-RES LAND	DAVIS ALESSANDRA L	456 0066 001 01	Industrial B1 Hayward 94545	2.38
2	VACANT-RES LAND	DAVIS ALESSANDRA L / trust	456 0023 160 00	Portsmouth Av Hayward 94545	5.48
3	PUB-OWNED BY PUBLIC UTILITY	P G;E CO 135-1-63-3	456 0008 104 00	Bahama Av Hayward 94545	0.5
4	PUB-OWNED BY PUBLIC UTILITY	P G;E CO 135-1-63-4	456 0008 106 00	Bahama Av Hayward 94545	0.22
5	VACANT-RES LAND	WATTS JIMMY R	456 0008 105 00	Bahama Av Hayward 94545	0.1
6	PUB-OWNED BY PUBLIC UTILITY	P G;E CO 135-1-31G-POR 4	456 0020 019 01	Darwin St Hayward 94545	6.4
7	PUB-OWNED BY PUBLIC UTILITY	P G;E CO 135-1-52-POR 3	456 0014 044 02	Lauderdale Av Hayward 94545	2.7
8	PUB-OWNED BY PUBLIC UTILITY	P G;E CO 135-1-52-POR 3	456 0014 042 00	Lauderdale Av Hayward 94545	0.4

Total 18.18

Figure 14

Funding Sources

HARD is presently encountering serious financial problems due to state budget actions. Recent tax shifts by the state have taken away 40% (or almost \$4.7 million annually) of HARD's budget. HARD has lost 10 percent of its staff and all capital funds in the past few years. As a result, the District's priority is now on maintenance, rather than acquisition and development or new joint ventures with HUSD. HARD does not foresee significant funding to develop parks for the next 5-10 years. The sole source of new revenue is in-lieu park fees from new residential development.

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

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

For administrative purposes, the City is divided into park service areas. This neighborhood is located within Zone A, which includes all of the city west of the Nimitz Freeway. Current fund balances as well as past expenditures as of June 30, 1995, are shown in Figure 15.

HARD has established a maintenance assessment district which should generate about \$3 million in revenue each year; however, the proposed Gann initiative would require a two-thirds vote of the people for such measures in the future. The expenditure plan for the maintenance assessment district focuses primarily on upgrading playgrounds to Americans with Disability Act standards.

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

ZONE	BEGINNING BALANCE	NEW FEES RECEIVED	INTEREST	EXPENDITURES	ADMINISTRATIVE OVERHEAD	OUTSTANDING ALLOCATIONS	CURRENTLY AVAILABLE
A	\$148,352.00	\$30,000.00	\$9,416.00	\$6,391.00	\$1,635.00	\$63,474.00	\$116,268.00
B	\$233,029.00	\$64,900.00	\$12,776.00	\$38,790.00	\$3,533.00	\$21,165.00	\$247,117.00
C	\$142,585.00	\$0.00	\$7,049.00	\$22,701.00	\$0.00	\$12,951.00	\$113,982.00
D	\$284,304.00	\$48,300.00	\$15,534.00	\$49,873.00	\$2,632.00	\$25,823.00	\$269,810.00
E	\$127,573.00	\$4,943.00	\$8,582.00	\$20,780.00	\$269.00	\$11,587.00	\$106,462.00
TOTALS	\$935,843.00	\$148,043.00	\$51,357.00	\$138,635.00	\$8,099.00	\$135,000.00	\$853,639.00

LIFE-TO-DATE*

ZONE	FEES RECEIVED	INTEREST	REVENUE TO DATE	EXPENDITURES	ADMINISTRATIVE OVERHEAD	CURRENT BALANCE**
A	\$511,398.00	\$172,738.00	\$684,136.00	\$489,150.00	\$5,244.00	\$179,742.00
B	\$941,568.00	\$359,481.00	\$1,301,049.00	\$1,023,006.00	\$9,761.00	\$268,282.00
C	\$732,696.00	\$168,310.00	\$901,006.00	\$773,821.00	\$252.00	\$126,933.00
D	\$708,192.00	\$222,437.00	\$930,629.00	\$623,467.00	\$11,529.00	\$295,633.00
E	\$395,962.00	\$124,039.00	\$520,001.00	\$401,347.00	\$598.00	\$118,049.00
TOTALS	\$3,289,816.00	\$1,047,005.00	\$4,336,821.00	\$3,320,791.00	\$27,384.00	\$986,639.00

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

NEIGHBORHOOD CHARACTER AND APPEARANCE

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

MAINTENANCE OF PRIVATE PROPERTY

Community Preservation

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

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

Graffiti Abatement

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

Rental Housing Inspections

The City has had a mandatory rental inspection program in effect for parcels with three or more rental units since 1989. In 1993, the City began a mandatory inspection program targeted at all rental single-family homes, condominiums, townhouses, and duplexes. Over 1,200 rental housing units are located in the Glen Eden study area. The ordinance covers units more than 10 years old, including units under contract to the Alameda County Housing Authority. The

purpose is to ensure all rental housing is safe and sanitary and that all units comply with minimum standards, as well as to maintain attractive neighborhoods by preventing the deterioration of the rental housing stock. Inspectors will be able to canvass the Glen Eden area this summer. Once the initial inspections have been completed, inspections will occur approximately once every five years. The Housing Conservation Loan Program provides limited funding to assist in making home repairs. The Task Force believes the City needs to inform both new and existing residents of the housing code regulations and programs in effect.

LANDSCAPING AND PUBLIC RIGHTS-OF-WAY

Street Trees

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

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

A special palm tree replacement program was developed some time ago to address problems specific to certain portions of the study area. In these areas, the City was responsible for the maintenance of palm trees that had been planted in front yard easements as part of the original subdivision agreements. Under this program, the property owner could request the City to remove the palm tree in the front yard and receive a new tree, with trimming to be provided by the city. If the property owner kept the palm tree, the City would no longer assume responsibility for maintenance. Task Force members indicated that newer residents need to be informed of this situation.

Sidewalk Repairs

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

The recent completion of a four-year project to develop a street tree inventory of Hayward's 10 residential neighborhood tree maintenance districts has provided a better source of data by which to analyze our street tree-related sidewalk damage. The inventory captured a variety of information which included tree species, condition, and size; utilities in the immediate area; maintenance history; and the amount of damaged sidewalk, curb and gutter. Based on this inventory, a status report detailing street tree damaged sidewalks, curbs and gutters has been developed confirming the magnitude of sidewalk damage in the City (refer to Figure 16).

In 1993, the City Council directed the preparation of the 1993-1994 Sidewalk Rehabilitation Program, to be funded within the Capital Improvement Program at \$125,000. As adopted, this program called for the repair of sidewalk locations in the two tree maintenance districts with the greatest sidewalk damage (Fairway Park-Rancho Verde and Schafer Park), using an application and lottery process. Funding was provided through a 50%-50% cost-sharing arrangement with property owners, allowing an option for payment over six months. Funding for future years will require City Council approval during the annual budget process. The Glen Eden study area is currently scheduled for FY 1997-98.

Median and Other Landscaping

The City is responsible for the maintenance of about 119 acres of public right-of-way; of this total, 21 acres are maintained by private contractors. In addition, the City reminds Caltrans at monthly meetings of its concern for maintenance of state properties in terms of weeds, litter, and landscape maintenance. Neighborhood residents are concerned about improving the appearance of street frontages within the proposed Eden Greenway area. Maintenance of the proposed Eden Greenway area is addressed under Public Facilities.

Street Sweeping

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

Waste Management

The Task Force was informed that upcoming city newsletters will highlight Public Works services, including the Clean-up Days in April and the three drop-off days for recyclables scheduled this year. Task Force members agreed that more clean-up days would be nice; it was noted the current program does not include multi-family units. With regard to regular garbage pickup, it is possible for curbside or backyard pickup service to be requested from the city.

Illegal dumping in the public right-of-way is handled on a response basis, sometimes with the help of court referrals.

Household hazardous wastes are accepted at the County's West Winton Avenue facility. Some members of the Task Force suggested that small businesses also be allowed to use this facility.

Undergrounding Utilities

Funding for the undergrounding of utilities along West Tennyson Road is not included in the five-year Capital Improvement Program. The portions from Industrial Boulevard to Portsmouth Avenue and from Hesperian Boulevard to the Nimitz Freeway have relatively low priority rankings on the list of Unfunded Underground Utility Projects. The Task Force has not placed a high priority on improving those rankings based on responses at the neighborhood meeting.

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

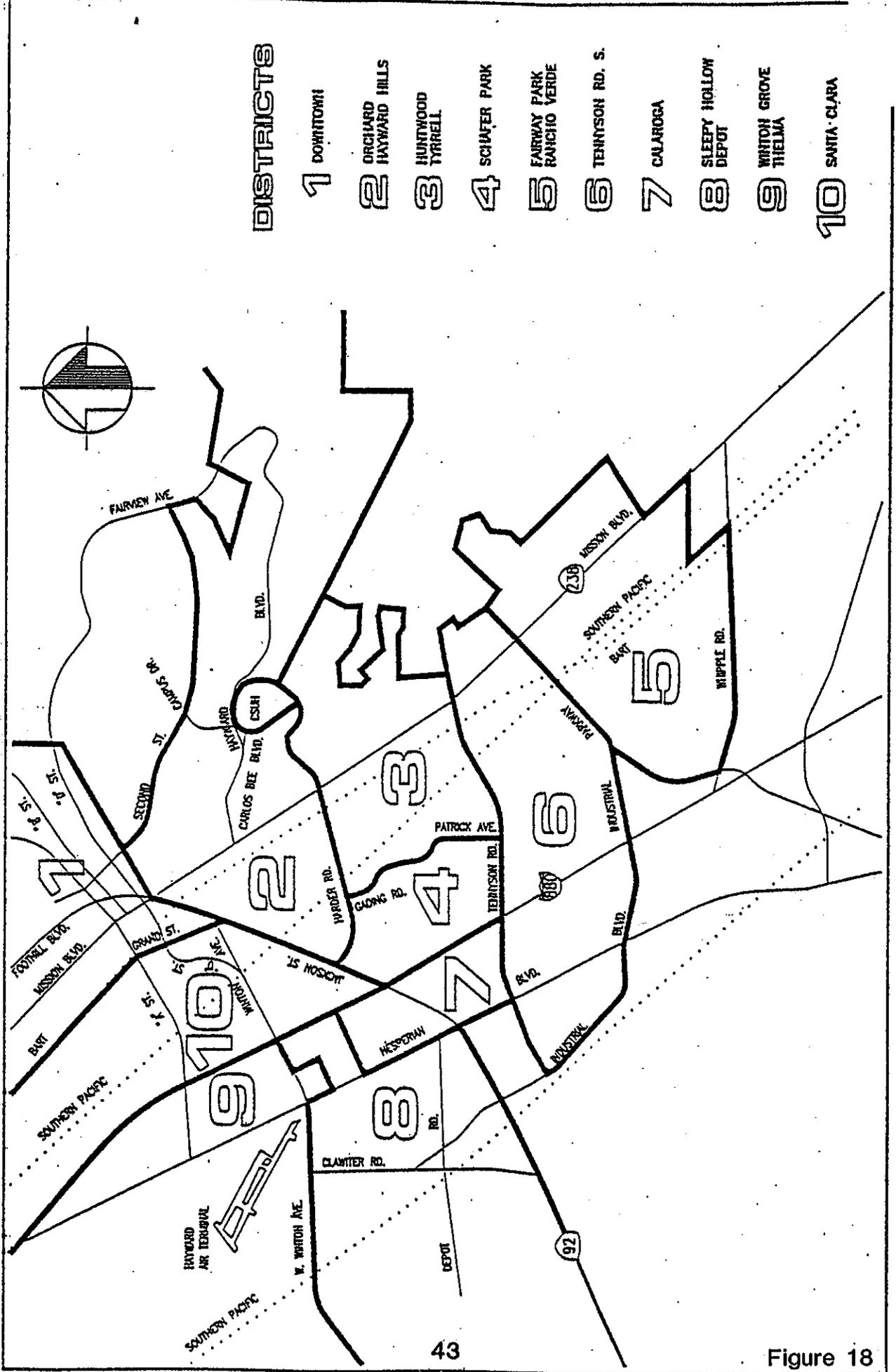
TABLE - STATUS REPORT ON STREET TREE DAMAGED SIDEWALKS

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 - 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

TEN TREE MAINTENANCE DISTRICTS



DISTRICTS

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

Figure 18

PUBLIC SAFETY

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

NEIGHBORHOOD SECURITY

Community Policing Services

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

Several programs, including Beat Health and SMASH (Specialized Multi-Agencies for Safe Housing), were highlighted as effective ways to deal with particular neighborhood problems. Several Task Force members suggested that it might be desirable to assign one person at the Police Department to coordinate the city's efforts in dealing with neighborhood problems. It was noted that many of the civil remedies available, such as conflict resolution and mediation, do require a variety of staff resources and a considerable time commitment. Other longer-term solutions depend on increased neighborhood surveillance, cooperation and participation, perhaps through the establishment of more Neighborhood Watch groups or the promotion of block parties.

There are seven organized Neighborhood Alert groups in the study area. General locations of established groups are shown in Figure 17. Neighborhood Alert signs are often posted in such areas to increase public awareness. Signs are available for \$40 or \$60 (with addition of "No Drugs") by contacting the Police Department's Crime Prevention Officer.

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

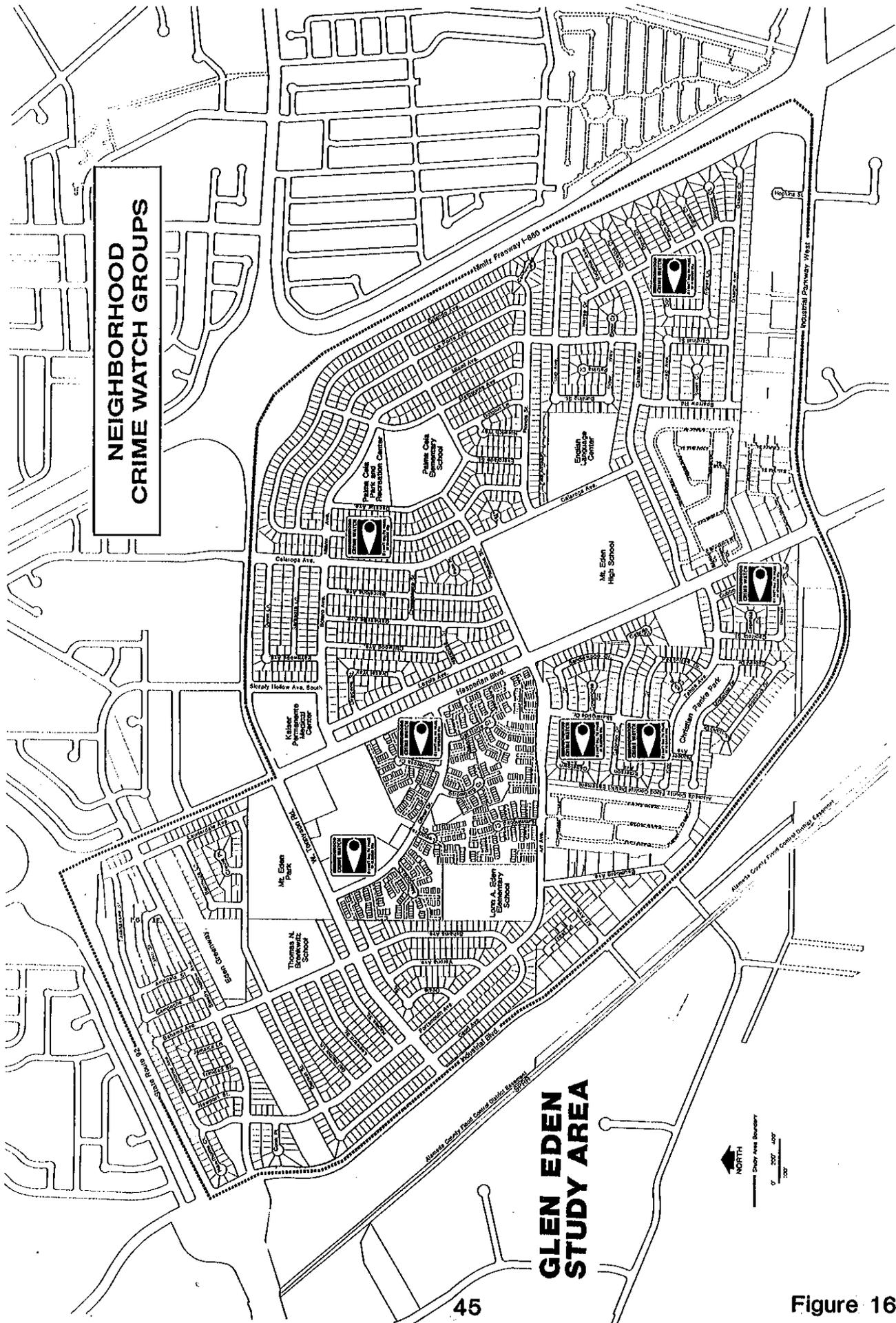


Figure 16

Criminal Activity

Crime statistics for the Glen Eden neighborhood during a recent 18-month period are summarized in Figure 18. Police have noted that criminal activity such as narcotics and burglaries are often related, as drug users often steal to get money to buy more drugs. Police emphasize that citizens need to report criminal activity in order to help police enforce the laws. In addition, police note that the level of criminal activity can be significantly affected by the quality of rental property management. The Police Department holds periodic workshops for apartment managers and landlords.

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

The Police Department has a three-prong effort to deal with traffic safety and auto-related crimes by relying on education, enforcement, and engineering solutions. One program is called Combat Auto Theft (CAT) and is aimed at theft prevention. He noted that the recovery rate for auto thefts in Hayward is 80%. Several members noted that car thefts were a concern in this area and also cited a recent increase in car vandalism. With regard to speeding, a radar trailer is available upon request for temporary placement at selected locations. In addition, solutions such as speed humps may be appropriate for certain streets (see Circulation).

Street Lighting

Adequacy of street lighting can contribute significantly to the feeling of safety in a neighborhood. A concern of the neighborhood is the absence of street lighting along some portions of Arf and Baumberg Avenues. In addition, residents have noted areas in the neighborhood where the inadequate street lighting, whether due to the number of poles or level of illumination, contributes to the unsafe feeling. The Police and Public Works Departments are willing to work with residents to improve street lighting in their neighborhoods. New or enhanced lighting can be requested through the City's Public Works Department. New poles each cost about \$6,000-\$7,000. Spacing of poles may vary within the neighborhood depending on the street and subdivision. The City has recently completed purchasing the remaining street lights, including those on wood poles owned by PG&E, and has contracted with Alameda County to provide maintenance.

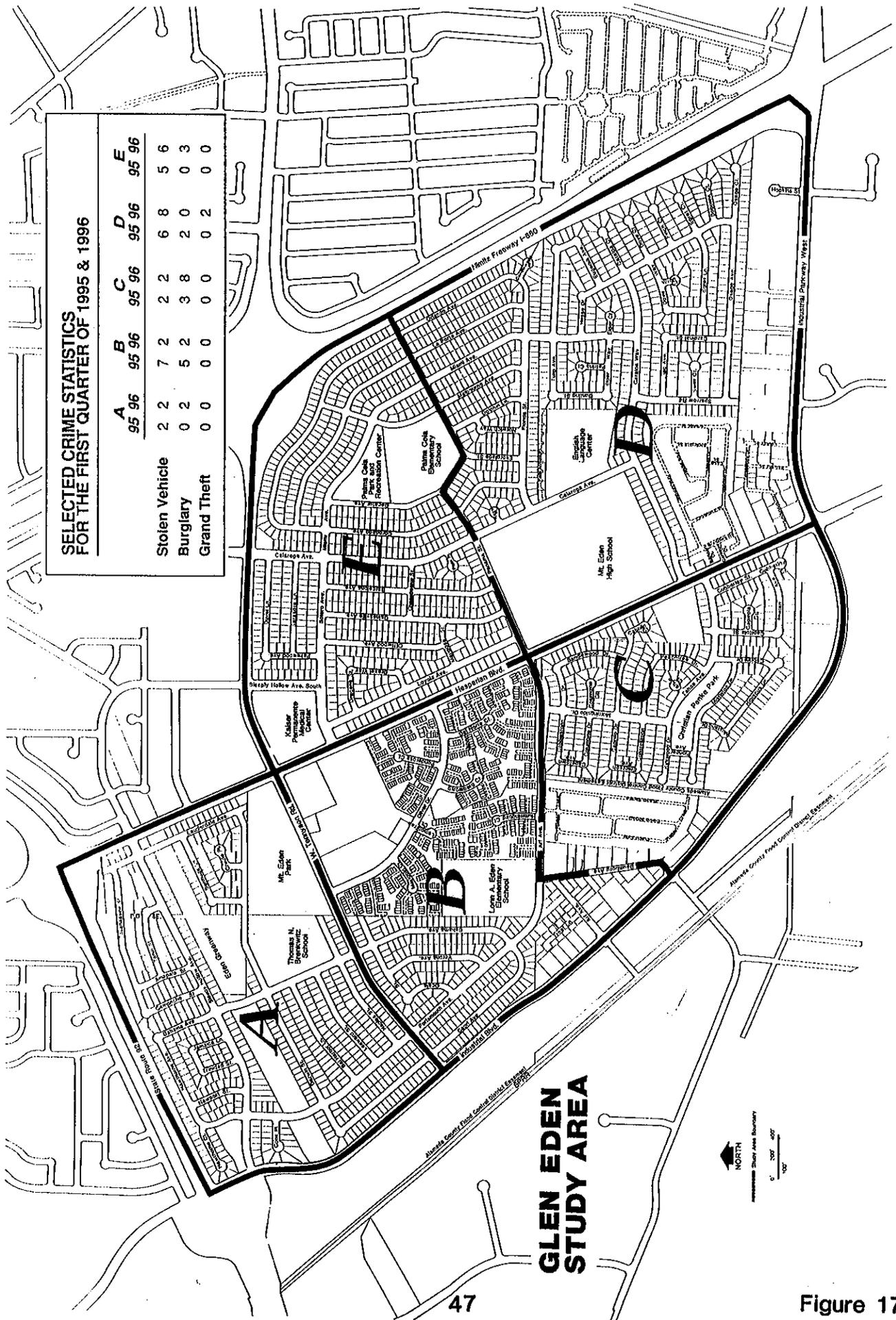
FIRE PROTECTION

The study area is served by the engine company at Station #4 located on Panama just east of Hesperian Boulevard. Seismic retrofit of all fire stations in the City has recently been completed. All of the neighborhood is within 1.5 miles of the station and thus within the area

**SELECTED CRIME STATISTICS
FOR THE FIRST QUARTER OF 1995 & 1996**

	A		B		C		D		E	
	95	96	95	96	95	96	95	96	95	96

Stolen Vehicle	2	2	7	2	2	2	6	8	5	6
Burglary	0	2	5	2	3	8	2	0	0	3
Grand Theft	0	0	0	0	0	0	0	2	0	0



**GLEN EDEN
STUDY AREA**

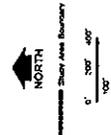


Figure 17

covered by the 5-minute response time standard. Neighborhood residents are generally very pleased with the level of fire service and response to the neighborhood.

The Fire Department's Hazardous Materials staff address issues and concerns with regard to storage and handling of hazardous wastes. Neighborhood residents have expressed concerns about possible contamination at the abandoned gas station site at the corner of Hesperian Boulevard and Bolero Avenue. This site is identified as a site contaminated with hazardous materials. Remediation is now in progress.

SEISMIC HAZARDS

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

Moderate Damage - Steering of motor cars affected. Damage to masonry C; partial collapse. Some damage to masonry B; none to masonry A. Fall of stucco and some masonry walls. Twisting, fall of chimneys, factory stacks, monuments, towers, elevated tanks. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off. Branches broken from trees. Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes.

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

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

APPENDIX

Glen Eden Study Area

Summary of Priorities

(A) Land Use and Zoning

Question Number	High Priority	% High Priority	Medium Priority	% Medium Priority	Low Priority	% Low Priority	Eliminate	% Eliminate	Total Response
A1	16	38%	23	55%	3	7%		0%	42
A2	25	58%	16	37%	2	5%		0%	43
A3	27	64%	8	19%	6	14%	1	2%	42
A4	27	66%	10	24%	4	10%		0%	41
A5	23	53%	10	23%	9	21%	1	2%	43
A6	20	48%	13	31%	8	19%	1	2%	42
A7	14	35%	21	53%	5	13%		0%	40
A8	23	55%	15	36%	3	7%	1	2%	42

Glen Eden Study Area

Summary of Priorities

(B) Circulation

Question Number	High Priority	%High Priority	Medium Priority	% Medium Priority	Low Priority	% Low Priority	Eliminate	% Eliminate	Total Response
B1a	24	60%	9	23%	6	15%	1	3%	40
B1b	18	44%	15	37%	6	15%	2	5%	41
B1c	23	59%	7	18%	8	21%	1	3%	39
B2a	13	33%	15	38%	11	28%	1	3%	40
B2b	16	39%	15	37%	8	20%	2	5%	41
B2c	15	36%	19	45%	7	17%	1	2%	42
B3	20	48%	11	26%	10	24%	1	2%	42
B4	20	49%	11	27%	9	22%	1	2%	41
B5	15	37%	20	49%	4	10%	2	5%	41
B6a	15	41%	8	22%	12	32%	2	5%	37
B6b	9	26%	8	24%	15	44%	2	6%	34
B6c	10	30%	5	15%	14	42%	4	12%	33
B6d	NR	NR	NR	NR	NR	NR	NR	NR	NR
B6e	NR	NR	NR	NR	NR	NR	NR	NR	NR
B7	23	55%	8	19%	10	24%	1	2%	42
B8	18	43%	14	33%	5	12%	5	12%	42
B9	21	50%	15	36%	2	5%	4	10%	42
B10	17	41%	13	32%	7	17%	4	10%	41
B11	12	29%	14	33%	13	31%	3	7%	42

Glen Eden Study Area

Summary of Priorities

(C) Public Facilities

Question Number	High Priority	%High Priority	Medium Priority	% Medium Priority	Low Priority	% Low Priority	Eliminate	% Eliminate	Total Response
C1	28	67%	7	17%	3	7%	4	10%	42
C2	24	57%	14	33%	3	7%	1	2%	42
C3	28	65%	13	30%	1	2%	1	2%	43
C4	30	73%	8	20%	1	2%	2	5%	41
C5	28	67%	9	21%	4	10%	1	2%	42
C6	32	78%	6	15%	2	5%	1	2%	41

Glen Eden Study Area

Summary of Priorities

(D) Neighborhood Preservation

Question Number	High Priority	%High Priority	Medium Priority	% Medium Priority	Low Priority	% Low Priority	Eliminate	% Eliminate	Total Response
D1	18	43%	17	40%	6	14%	1	2%	42
D2	15	37%	16	39%	8	20%	2	5%	41
D3	21	51%	9	22%	10	24%	1	2%	41
D4	29	71%	11	27%	1	2%	0	0%	41
D5	23	55%	13	31%	4	10%	2	5%	42
D6	NR	NR	NR	NR	NR	NR	NR	NR	NR
D7	28	68%	12	29%	1	2%		0%	41
D8	18	45%	17	43%	4	10%	1	3%	40
D9	24	60%	12	30%	4	10%		0%	40
D10	19	49%	16	41%	3	8%	1	3%	39

Glen Eden Study Area

Summary of Priorities

(E) Public Safety

Question Number	High Priority	%High Priority	Medium Priority	% Medium Priority	Low Priority	% Low Priority	Eliminate	% Eliminate	Total Response
E1	30	73%	10	24%	1	2%		0%	41
E2	26	63%	12	29%		0%	3	7%	41
E3	36	88%	4	10%	1	2%		0%	41
E4	33	83%	5	13%	1	3%	1	3%	40
E5	21	51%	17	41%	1	2%	2	5%	41
E6	18	41%	17	39%	6	14%	3	7%	44
E7	15	38%	13	33%	8	20%	4	10%	40
E8	NR	NR	NR	NR	NR	NR	NR	NR	NR

Glen Eden Study Area

Summary of Priorities

Sorted by High Priority Ranking

Question Number	High Priority	%High Priority	Medium Priority	% Medium Priority	Low Priority	% Low Priority	Eliminate	% Eliminate	Total Response
E3	36	88%	4	10%	1	2%		0%	41
E4	33	83%	5	13%	1	3%	1	3%	40
C6	32	78%	6	15%	2	5%	1	2%	41
C4	30	73%	8	20%	1	2%	2	5%	41
E1	30	73%	10	24%	1	2%		0%	41
D4	29	71%	11	27%	1	2%	0	0%	41
D7	28	68%	12	29%	1	2%		0%	41
C1	28	67%	7	17%	3	7%	4	10%	42
C5	28	67%	9	21%	4	10%	1	2%	42
A4	27	66%	10	24%	4	10%		0%	41
C3	28	65%	13	30%	1	2%	1	2%	43
A3	27	64%	8	19%	6	14%	1	2%	42
E2	26	63%	12	29%		0%	3	7%	41
B1a	24	60%	9	23%	6	15%	1	3%	40
D9	24	60%	12	30%	4	10%		0%	40
B1c	23	59%	7	18%	8	21%	1	3%	39
A2	25	58%	16	37%	2	5%		0%	43
C2	24	57%	14	33%	3	7%	1	2%	42
A8	23	55%	15	36%	3	7%	1	2%	42
B7	23	55%	8	19%	10	24%	1	2%	42
D5	23	55%	13	31%	4	10%	2	5%	42
A5	23	53%	10	23%	9	21%	1	2%	43
D3	21	51%	9	22%	10	24%	1	2%	41
E5	21	51%	17	41%	1	2%	2	5%	41
B9	21	50%	15	36%	2	5%	4	10%	42
B4	20	49%	11	27%	9	22%	1	2%	41
D10	19	49%	16	41%	3	8%	1	3%	39
A6	20	48%	13	31%	8	19%	1	2%	42
B3	20	48%	11	26%	10	24%	1	2%	42
D8	18	45%	17	43%	4	10%	1	3%	40
B1b	18	44%	15	37%	6	15%	2	5%	41
B8	18	43%	14	33%	5	12%	5	12%	42
D1	18	43%	17	40%	6	14%	1	2%	42
B10	17	41%	13	32%	7	17%	4	10%	41
E6	18	41%	17	39%	6	14%	3	7%	44
B6a	15	41%	8	22%	12	32%	2	5%	37
B2b	16	39%	15	37%	8	20%	2	5%	41
A1	16	38%	23	55%	3	7%		0%	42
E7	15	38%	13	33%	8	20%	4	10%	40
B5	15	37%	20	49%	4	10%	2	5%	41
D2	15	37%	16	39%	8	20%	2	5%	41
B2c	15	36%	19	45%	7	17%	1	2%	42
A7	14	35%	21	53%	5	13%		0%	40
B2a	13	33%	15	38%	11	28%	1	3%	40
B6c	10	30%	5	15%	14	42%	4	12%	33
B11	12	29%	14	33%	13	31%	3	7%	42
B6b	9	26%	8	24%	15	44%	2	6%	34
B6e	NR	NR	NR	NR	NR	NR	NR	NR	NR
B6d	NR	NR	NR	NR	NR	NR	NR	NR	NR
D6	NR	NR	NR	NR	NR	NR	NR	NR	NR
E8	NR	NR	NR	NR	NR	NR	NR	NR	NR