

**PLANNING COMMISSION MEETING
THURSDAY, DECEMBER 15, 2016**

**DOCUMENTS RECEIVED AFTER PUBLISHED AGENDA
FOR**

PH #16-115

MAPLE AND MAIN PROJECT

Hayward Residential Parking Permits

Development is causing traffic problems in the neighborhood and they are likely to get worse with or without preferential permit parking. Hayward's permit program works well.

The Ordinance

Residential parking permits (RPP) are defined by Section 3.95 Preferential Permit Parking Program – Regulations available at <http://www.hayward-ca.gov/sites/default/files/documents/Web-TrafficRegs.pdf>

The program begins with a request from a neighborhood, followed by an evaluation by City staff and a petition from the neighborhood, all based on the guidelines in the ordinance.

Evaluation

Hayward Police response to questions:

Did the Police revoke any permits in 2015?

No permits were revoked.

How many complaints did the Police or City Transportation Dept. receive in 2015?

The Hayward Police Department received no complaints in 2015.

What action did they take, like ticketing or towing?

N/A [That is, they did not take action on complaints due to no complaints. They did ticketing. I could not find that towing was allowed for this infraction, and so might be irrelevant.]

How well do the police and transportation people think the program is working?

Program determination for parking permits has been measured by citizen concern and statistical data. District Command has no record of concerns brought to HPD.

Maintenance Services gives tickets costing \$77 for parking without a permit.

Traffic Department:

Based on the feedback we get from those who live in the neighborhoods where RPP's have been implemented, the RPP's have been extremely successful in eliminating outsiders (college students, workers, etc.) from inundating their neighborhoods with parked vehicles.

Conditions for Success

Failure can be caused by unbundling without permits, inadequate enforcement, and too many permits. With permits, enforcement, and not too many permits, there will be parking availability. The system may also include time-limited commercial parking and metered parking. Most cities have policies as "Residents Only" signs, parking permits, and enforcement. Such policies are generally effective and self-financing.

The Cost

The cost in Hayward is \$12.50 per year. Residential Parking permits are issued every other year. All areas except Area D pay a \$25 per permit fee, renewable every two years. The City is currently in the cycle of permits for 2016 and 2017. The costs, however, seem to be going up, based on the Adopted Master Fee Schedule Fiscal Year 2016:

“5. Preferential Parking Permit (Reference Hayward Traffic Regulations Section 3.95 and Hayward Traffic Code 6.36)

- a. Initial Fee and Biennial Renewal Fee (for up to two residential or visitor permits) \$50.00
- b. Each additional residential permit \$25.00
- c. Each additional visitor permit \$25.00
- d. Permit Replacement fee \$10.00”

Areas and Permits

		Initial Permits		Additional Permits		
Area	Location	Visitor	Resident	Visitor	Resident	
Area A	Eden Gardens	29	43	0	0	
Area B	Santa Clara; Edloe, Ocie	51	76	2	1	
Area C	See below	88	80	5	1	
Area D	South Hayward BART area	473	564	41	62	
Area E	Happyland, Fuller; Westpark, Marvin, Barker	91	123	10	6	
		732	886	58	70	1,746
						Total Permits

Area A_ Eden Gardens: Chabot College students, for parts of Depot Rd., Dodge Ave., Adrian Ave.

Area B_ Santa Clara: Post Office patrons, for parts of Elmhurst St., Santa Clara Ave., Surrey Way, Townsend Ave.

Area B: Edloe Dr., Ocie Way: for visitors to Hayward Police, Courts, Social Services

Area C: Cal State Hayward students, for Modoc Ave., Morse Court, upper Highland Blvd, University Court; Dobbel Ave.; Parkside Drive, Rainbow Court

Area D: South Hayward BART JPA, for BART commuters on many streets. Area D is separately governed by a Joint Powers Agreement between the City and BART for the purposes of balancing BART parking and neighborhood parking. Area D pays no fees and has 65 percent of all permits. It is a model for Prospect Hill.

Area E: for scarce on-street supply for adjacent businesses and a community center, for Happyland and Fuller, and Westpark, Marvin, and Barker. These two are south of West A St.

Enforcement

City of Hayward Fine and Bail Schedule:

<u>Section</u>	<u>Offense</u>	<u>Bail</u>
6.36(a)	Residential Permit Parking only	75.00

http://www.hayward-ca.gov/sites/default/files/documents/FY2017_Fine_Bail_Sched.pdf

Police

My summary of “Annual 6.36a citations stats” sent by Hayward Police Dept.:

Hayward Police Ticket Statistics for Neighborhood Parking Permits				
6.36 HTC Parking In Permit Area Without Permit	2013	2014	2015	2016 ytd
Courtesy Citation, Admin Cite, and Traffic – NTA	10	3	2	1
Parking Cite	403	239	151	174
Totals	413	242	153	175

Maintenance Services Department

Maintenance Service employs a temp Laborer who regularly enforces the RPP in the South Hayward BART area and periodically in the other RPP zones.

The Department issued 776 tickets in the South Hayward BART area and 606 in the other RPP zones.

The City collected \$53,695 from the South Hayward BART area and \$36,310 from the other RPP zones.

The Revenues

Permits: \$25 times 1,746	= \$46,350
Police Tickets \$75 times 200	= \$15,000
MSD South Hayward BART area	\$53,695
<u>MSD Other RPP zones</u>	<u>\$36,310</u>
Total	\$151,355

Alameda County

The county also has a program:

“Residential Permit Parking Program (RPPP)

Unincorporated areas of Alameda County including: Ashland, Castro Valley, Cherryland, San Lorenzo, Sunol, Livermore Valley

The Residential Permit Parking Program (RPPP) is enacted to mitigate the parking of motor vehicles by non-residents upon roadways within unincorporated areas of Alameda County. This Program allows a community to implement a preferential parking program to allow on-street parking for residents of a designated area who have purchased parking permits.

Overview

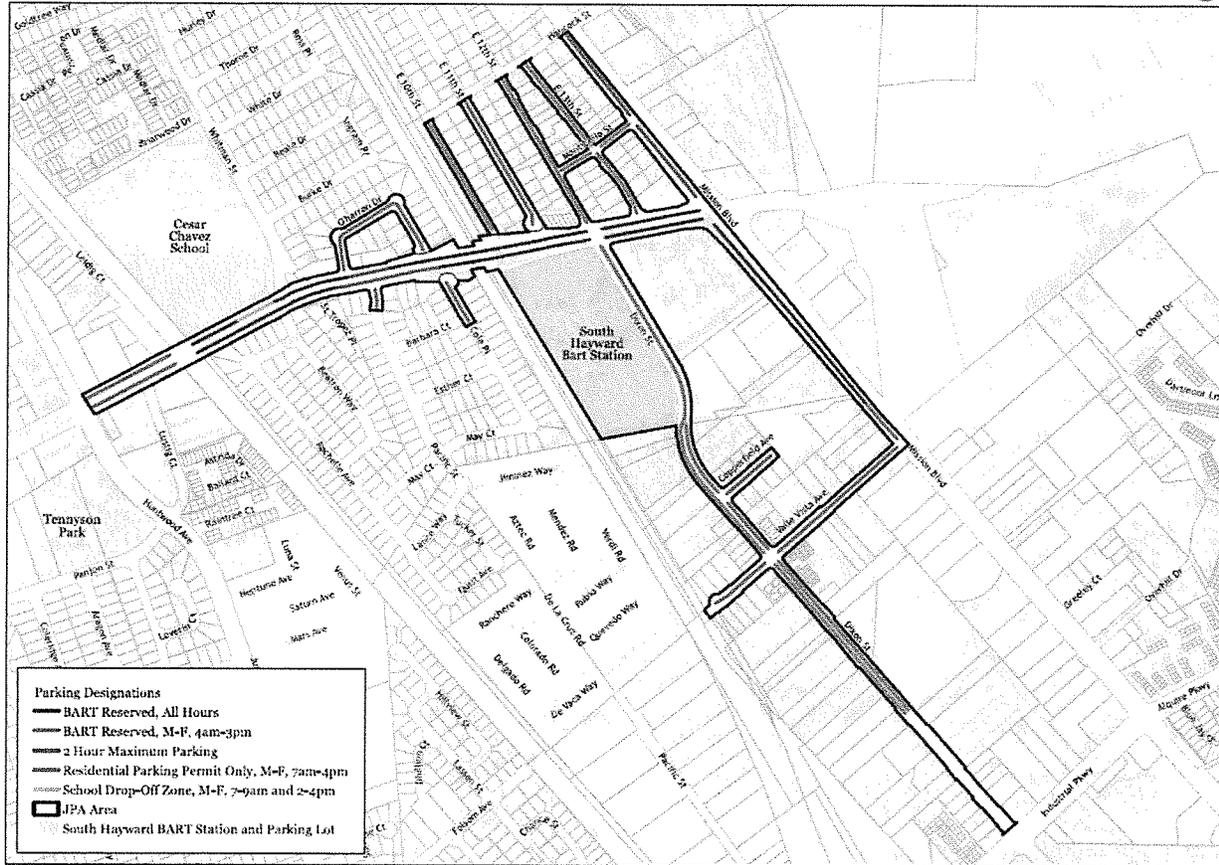
From the county website: On-street parking demand along residential roadways that are near facilities such as BART stations, and shopping malls has been increasing. Some residents in these areas are experiencing a limited supply of on-street parking spaces along their properties. In order to mitigate this situation, Alameda County has implemented a Residential Permit Parking Program (RPPP).

This Program provides residents of the Unincorporated areas of Alameda County an option to address this displacement of on-street parking spaces by non-residents. Under this program residents of a designated neighborhood can purchase parking permits to park along roadways in their area, while on-street parking is restricted for motorists without permits.”

Hayward’s web site has “Residential Parking Permit Program”



New Parking Regulations Near South Hayward BART Station



The Residential Parking Permit Program (RPPP) is meant to provide parking availability for those who live in residential areas that have a consistently high volume of non-resident parking. For more information on the RPPP, please contact Public Works-Transportation at (510) 583-4735." City Traffic staff at 583-4735 says that the program requires 30 to 50 people requesting it and on-site verification of parking in 75 percent or more of spaces.

Conclusions

The ordinance is straight forward and it works well. I assume the ticket income covers enforcement costs. The city should allow electronic payment and at-home print-out of stickers with a verification code and lower the cost accordingly. On the one hand, people don't like to have to pay to park on their own street, and the city created some of the problem by approving development without parking management. On the other hand, public streets are owned by the public, which can require costs of parking privileges to be recovered with a small fee.

Sherman Lewis, HAPA, Sherman@csuhayed.us, 12/15/2016

To: Planning Commission
From: Sherman Lewis, President, Hayward Ara Planning Association
Subject: Maple Main Apartments
Dec. 14, 2016

Recommendation:

That the Planning Commission deny the actions requested by city staff and make clear that you approve the basic project but that you expect stronger policies to reduce traffic, manage parking, and improve walk access to downtown, or, alternatively, a substantial reduction in units to mitigate the traffic impacts.

The Lincoln Landing and Maple Main projects have cumulative impacts.

The Lincoln Landing project causes certain intersection to go over LOS F, which is severe congestion. Maple Main increases congestion at those intersections, but by less than an increase in delay of 5 seconds (Appendix H p. 42 3rd para.) . This is not significant under CEQA and thus does not require mitigation.

In short, CEQA regulations make it impossible legally to require that a project not make severe congestion even worse.

It is up to you, then. The Planning Commission can make a policy decision as it chooses—to do more to deal with traffic, or let it go through.

We believe that a lot can be done to reduce traffic and make Maple Main a better project consistent with financial viability for the developer.

The first thing to decide is if neighborhood parking management works, that is, can it stop overflow parking from the project. HAPA has a report you may not have seen which the Clerk will send you separately.

If you think it does work, then you should have confidence that unbundling will also work and make for a much better project.

The Conditions of approval require unbundling which is progress. Now we get to a trickier question. Unbundling to be most effective has to reflect the real cost of parking, which is 15 to 20 percent of costs. The project manager is unlikely to unbundle at the **economic** rate and is instead likely to unbundle at the **market** rate.

Economic rate: The estimate from my detailed pro forma estimates for Maple Main of an economic rate for unbundling is \$465 per space month, with rent at \$2,635, costing, if bundled, \$3,100 for a two bedroom apartment. (Websites show current rents, high end, two beds, City Centre at \$2837, Creekwood at \$3205, and City View at \$2,561.)

Many people won't pay that much for parking. They will, in fact, ditch their cars, walk to Lucky, CVS, Ace, BART, eateries; they will use BART; they will use Lyft and Uber; and they will rent zip cars and rental cars. Ask yourself, what would you do? Rent two spaces at \$930 per month or get rid of your second car? Or even your first car too? You can save a lot of money, be healthier by walking more, and brag about being sustainable. You could be a disrupter; live a little; join the resistance; help the revolution! That's the frosting; the cake is simple economics.

Market rate: What is a solution to high housing costs for some people becomes an obvious headache for the project manager: an empty parking space, no cash flow on that investment. The managers would do what any rational profit-oriented business would do: lower the rate on the parking to what the market will bear. They subsidize the parking because many people won't pay the real costs. That subsidy can be quantified; my estimate is about \$365 per space per month.

The city has published nothing that I have seen on this really important issue.

Planning Commissioners, please ask Alliance about what they will charge for parking. If you get a vague answer, hold off approving the project. By specific answer I mean a money amount. They may not want to tell you, but they have a good idea. If they say they don't know, ask them to make their pro forma public. You'll get a smile, but no pro forma.

Requiring **economic** unbundling is the single most important thing you can do to improve this project.

Unbundling allows people to have more affordable housing and not be forced to pay for parking they don't need. Those people will walk and use transit more, and when they need a car, they can use Uber, Lyft, car share, or car rental, as is happening more and more in progressive cities.

Other points I've discussed before relate to making it more feasible and attractive to have full mobility without a private car: the rapid shuttle from BART to Lincoln Landing using Maple, move the retail to Maple, the social hub on Maple, making the walk across A St. safe and attractive, dedicated parking spaces for Lyft, Uber, carshare, car rental, arrangements with providers, and innovative access to the MOB. Incidentally, the Zip Car spaces are great but they should be expandable based on market demand—if more people want them, make more available.

I've been working on this project for over a year, and, despite all the progress, and all its good features, there is more that should be done. If you want a quality project—if you want less traffic, less congestion, and more people walking downtown, go for it. Support economic unbundling.

HAPA would love for the project to succeed, and not feature a big box for cars and more traffic. Hayward has a chance for an exciting new kind of project that will attract regional attention.

From: Ben Goulart [_____]
Sent: Monday, December 12, 2016 1:16 PM
To: Miriam Lens <Miriam.Lens@hayward-ca.gov>
Subject: Prospect Hill

Hi Miriam, happy holidays! I hope all is well with you, and life is good. I wanted to touch bases with you about contacting the planning commissioners in regards to the Maple Main project. If you could forward my email to them that would be great.

We wanted to talk about some of the differences between the Lincoln Landing project and the Maple Main development. Our group feels that we are getting quite a bit of give from the Lincoln Landing project. From design changes, in concerns of retail\ commercial, parks, murals and accessibility for traffic. Plus the Lincoln Landing site is right next to the Centennial Hall complex which is higher than 3 stories, and fits in better. Where as the Maple Main project is surrounded by 1-3 story buildings, has only 1 entrance\ exit, and has very little office \ retail for our community. We have met with both developers many times, and we have been consistent with our concerns of height and traffic issues to both.

Lincoln Landing changed the design entirely to create towers to help height concerns. They are offering over 80,000 sq ft of retail for our community. They created 4 different entrances\ exits. They also are creating a public park and creek walk, as well as murals for everyone. They are also creating many measures to help create a "walk able" project. All of these adjustments have helped to gain the support of our group.

Maple\ Main however has changed nothing towards our concerns. It is still a huge block of 5+ stories of box-like apartments. They refuse to create all ground floor retail\ office, and only offer 2 store fronts. They have insisted that they can only have 1 entrance because fire lanes prevent otherwise. Then we found out that they can use fire lanes for access but are CHOOSING not to, so they can have more housing. We have designed and presented them options to build a road on ground level, under the housing, to gain egress to Maple court. However they still refuse to budge on anything.

We will lose a huge view of Haywards gorgeous hills, All Saints church and downtown, if they build it 5 story's. So we plead to keep it at 3 stories high. This would create half as much traffic that might mitigate the traffic issues altogether. Plus we would retain our views that so many residence enjoy, and add value to our homes and neighborhood. We are really getting a raw deal here with Maple\ main, and it is very obvious when you compare it to Lincoln Landing. We are getting a huge volume of high end renters from Lincoln Landing, so we really don't need more of the same just around the corner. So please voice concerns that Maple\ main has not delivered any compromises in design and functionality for our neighborhood.

We need better traffic solutions or we will have a major mess on our hands. It is too large and will not fit with its surroundings. It really offers nothing to our community in concern to retail or office. We will be stuck with this block of a design for decades to come, and will never get our views back.

We need your support to voice these concerns because after 9 meetings with these guys, we have received no give, only take.

Thank you for your time and concern,

Benjamin Goulart
President,
Prospect Hill Neighborhood Association

From: Blake Felson

Sent: Tuesday, December 13, 2016 1:50 PM

To: David Rizk <David.Rizk@hayward-ca.gov>

Cc: 'bpeters

Felsons

Subject: Maple & Main Letter

David,

We are unable to attend Thursday's Planning Commission Meeting regarding the Maple & Main project but I wanted to let you and the Commissioners know that we have spoken with the developer about the project and my firm is in full support of it.

As you know, Felson Companies is one of the largest private apartment owners and operators in Hayward and have been investing in Hayward for over 65 years. We believe that the Maple & Main project, and other high density mixed-use projects like it, will be very beneficial to the Downtown Core and the City as a whole. The proposed 192 market rate apartments will bring more high income earners to Hayward and the 48 affordable apartment units will bring much needed help to Hayward's affordable housing stock. We think that the developer has done a great job in incorporating a number of great amenities into the project. Namely the abundance of open space, ground floor public community room, solar paneling, and resident shuttle to BART. We like the architectural design and are in favor of the extended height to accommodate the architectural parapet walls. We also like the incorporation of 5,500 SF of retail space as it will further connect the project with the surrounding neighborhood.

Lastly, we are also very excited to see that the old Hayward Hospital building would be renovated into Class A office space. We own 52,000 square feet of office space on B & Second Streets. Occupancy has been very high over the past few years and we believe that there is significant demand for more high end office space in Hayward.

Thank you,

Blake Felson

Felson Companies, Inc.

1290 B Street, Suite 212

Hayward, CA 94541

Direct:

Fax:

From: Kim H [<mailto:KimH@hayward.org>]
Sent: Tuesday, December 13, 2016 5:48 PM
To: David Rizk <David.Rizk@hayward-ca.gov>
Subject: Maple & Main Project Support

David Rizk
Director of Development Services
City of Hayward
Mr. Rizk,

The Hayward Chamber of Commerce gives its wholehearted endorsement to the Maple & Main project, seeing it as a step toward the continued rejuvenation of our downtown business district. Our 16-member Government Relations Council met twice to review this project in detail and voted unanimously to support it. I also polled 30 downtown businesses via e-mail and in person and discovered that our merchants are pleased with the sensible planning, accommodations for parking, and the prospects for a new community downtown to support shopping, dining, banking and entertainment.

Sincerely,

Kim Huggett
President & CEO
Hayward Chamber of Commerce
510.537.2424 - office
510.701.7567 - mobile
www.hayward.org

From: sid/

Sent: Wednesday, December 14, 2016 12:19 PM

To: David Rizk <David.Rizk@hayward-ca.gov>

Subject: Maple & Main- Planning Commissioners meeting Thursday 12/15

Hi David,

Regarding the Maple & Main project here is my feedback that I hope can be shared with planning commissioners.

It is apparent there are pro and opposed to this project.

My main concern is the qualification guideline. For this project to have a positive impact to the immediate community- residential and businesses in downtown- and to be an additional component to revitalize not to paralyze Hayward's downtown progress. a set of reasonable qualification process needs to be in place that take into consideration the well being of the existing neighborhood.

Having said that, I will ask to have a clause to qualifications priority to affordable housing in Maple & Main to families (individuals) that they have a job and generate a steady income, and who work in downtown Hayward. This qualification process, will ensure that workers who work in downtown with low income can keep their jobs and can afford to live near their jobs and participate in the well being of their community.

Under these assumptions and conditions, I am in support of this project.

Thank you

Sid Hamadeh

eko Coffee Bar & Tea House

1075 B Street

December 15, 2016

Re: Public Comment on Maple and Main Project

Written Statement in Lieu of Appearance

Dear Esteemed Members of the Planning Commission,

My name is Rachel Zargar, a resident and homeowner of the Prospect Hill Neighborhood. Due to work obligations I am unable to attend tonight's meeting, however I find it very important to provide my opinion with regard to the Maple and Main Project as it is in direct contrast with the Prospect Hill Neighborhood Association. Although the Association claims to represent the views of the Prospect Hill Neighborhood, it does not represent the views of all of us.

I personally have become intimately familiar with the area surrounding our neighborhood. Every morning I run with my dogs around Prospect Hill, from Foothill to downtown and back. I frequently submit reports to Access Hayward regarding the trash, drug paraphernalia, broken shopping carts, mattresses, and other debris associated with urban blight and abandoned property. The perimeter of the former Mervyn's headquarters is a common location that I have noted in my reports.

It is timely to note that the Mervyn's headquarters could be a significant source of liability for the city. From my own observations, there are many people residing in the premises, despite attempts to make them vacate every so often.

The Association names several concerns with the Maple and Main project. I can recall a few off of the top of my head but I find them to be trivial; an impediment to progress and the overall betterment of our city. For example, I recall that the Association is concerned with the number of levels and the potential for blocking residents' view. I am still uncertain as to what view they are talking about and I direct the Commission to consider the "Hayward Professional Building," located at McKeever Ave. and Maple Ct., which is 5 stories tall.

Unlike my neighbors, I believe that the development will be a revitalization of the area and bring economic advancement to our city. Ever since my husband and I moved to Hayward this past year, we have focused on volunteering our time to better the city. I serve on the Community Services Commission while my husband is a member of the Keep Hayward Clean and Green Task Force. We promote Hayward to our friends, also young professionals who are looking to buy homes.

We see the new development as a way to clean up the area, make it safer, and bring in new residents to love Hayward as much as we do.

Many thanks for allowing me to provide my opinion on the project. I greatly look forward to its progress.

Sincerely,

A handwritten signature in black ink, appearing to be 'RZ' with a long horizontal stroke extending to the right.

Rachel Zargar

Subject: RE: Maple & Main Mixed Use Project
From: David Rizk (David.Rizk@hayward-ca.gov)
To: heather.enders@yahoo.com;
Date: Wednesday, December 14, 2016 9:51 AM

Good morning, Heather. I apologize for the delayed response. As I indicated previously, I wanted to discuss your inquiry with the City Attorney's Office to provide you as comprehensive a response as possible. Following is that response:

The Housing Accountability Act (HAA)^[1] requires specific written findings based on substantial evidence for a denial of a housing development project, including related density bonus, incentive, or concession (such project include those where at least 20 percent of the total units shall be sold or rented to lower income households, which the Maple & Main project would) for the use of very low, low-, or moderate-income households. The purpose of the law is to make it more difficult for local governments to deny projects without giving adequate attention to the economic, environmental, and social costs of decisions that result in disapproval of housing projects, reduction in density of housing projects, and excessive standards for housing projects. The specific areas^[2] which may, based on written findings that are based on substantial evidence, support denial are as follows:

- (1) The City has already met its share of the affordable housing need for the income category proposed to be served by the housing development project via its revised housing element which is compliant with the HAA
(This is not applicable since the City has not provided its fair share of very low income units, per the Regional Housing Needs Allocation (RHNA), which for this planning period (2014-2022) is 426 units. Since January 1, 2014, the City has built 173 such units – at South Hayward BART (151) and Eden Housing Phase II at B and Grand (22).);
- (2) The proposed project would have a specific, adverse impact upon the public health or safety, that cannot be mitigated or avoided;^[3] **(Note that the Mitigated Negative Declaration/Initial Study for the project has not identified any such impacts.)**
- (3) Denial is required in order to comply with specific state or federal law; **(Staff has not identified any such laws.)**
- (4) The development project is proposed on land zoned for agriculture or resource preservation; **(This not applicable since the project is not zoned for such uses.)** or
- (5) The development project is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation as specified in any element of the

general plan as it existed on the date the application was deemed complete, and the jurisdiction has adopted a revised housing element in accordance with Section 65588 that is in substantial compliance with the HAA. **(This not applicable since the project is consistent with the City's Zoning Ordinance, given the density bonus allowed by the State Density Bonus Law. The General Plan allows a residential density for this site of 40 to 110 units per net acre.)**

- a. This does not apply if the site is identified as suitable or available for very low, low-, or moderate-income households in the City's housing element, and consistent with the density specified in the housing element;
- b. If the City were to fail to identify in the inventory of land in its housing element that can be developed for housing within the planning period for affordable housing;
- c. If the local agency has failed to identify a zone or zones where emergency shelters are allowed.

[1] Codified as Cal. Gov't Code § 65589.5 (amended by AB 2584)

² The categories listed here are grossly simplified for ease of discussion. The generation of sufficient written findings will require additional reference to the full statutory language.

³ A "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

You have correctly identified that a denial of the Maple and Main project would have to rely on substantial evidence supporting either section 2 or 3 above. There are nuances in the application of both sections so staff is uncomfortable stating that the City must approve it "no matter what". However, staff certainly understands the perspective you intimated which highlights the intent of the State—which was to make denial of affordable housing projects difficult unless there is specific articulable findings supported in the record.

Please let me know if you have any further questions.

David Rizk, AICP

Director of Development Services

City of Hayward

777 B Street

Hayward, CA 94541

(510) 583-4004

david.rizk@hayward-ca.gov

www.hayward-ca.gov

PERMIT CENTER HOURS:

Mondays, Tuesdays and Thursdays: 8am to 5 pm; Wednesdays: 7 am to 5 pm; Closed Fridays.

From: Heather Enders [mailto:heather.enders@yahoo.com]

Sent: Monday, December 12, 2016 2:48 PM

To: David Rizk <David.Rizk@hayward-ca.gov>

Subject: Re: Maple & Main Mixed Use Project

Thank you for the offer, David. I really won't have time this week for an in-person meeting. Perhaps you can answer my question via email?

Attachment XVI: Am I interpreting this correctly to say that the City, its Planning Commissioners and City Council cannot disapprove the project (no matter what) based on the fact that the proposed project has a 20% low-income residency rate? Assuming that there are no applicable health and safety restrictions nor any issues surrounding compliance with a specific or federal law.

Thank you.

Best,

Heather

From: David Rizk <David.Rizk@hayward-ca.gov>
To: Alan Parso <alparso@yahoo.com>; Brian Schott <brian.schott@admail.com>; Dan Goldstein <dan_goldstein@hotmail.com>;
Dianne McDermott <DiAn0069@aol.com>; Dianne McDermott <Dianne.McDermott@fremontbank.com>; Heather Enders
<heather.enders@yahoo.com>; Julius Willis Jr. <netman@jcwillis.com>; Mariellen Faria <mefaria@yahoo.com>
Sent: Friday, December 9, 2016 5:32 PM
Subject: Maple & Main Mixed Use Project

Commissioners:

This coming Thursday's hearing will entail review of this substantial project in Downtown. It is a complex project with associated substantial packet information (attached).

I would like to offer to meet with each of you individually to answer any questions or clarifications you may have prior to the hearing.

I am available to meet with you, including after work hours, should you wish to do so.

Have a great weekend.

David Rizk, AICP

Director of Development Services

City of Hayward

777 B Street

Hayward, CA 94541

Cell: (510) 501-4432

(510) 583-4004

david.rizk@hayward-ca.gov

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[1] Codified as Cal. Gov't Code § 65589.5 (amended by AB 2584, effective January 1, 2017)

[2] The categories listed here are grossly simplified for ease of discussion. The generation of sufficient written findings will require additional reference to the full statutory language.

[3] A "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date

the application was deemed complete. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

away with the good wishes of
Good paper wishes will be given



DEM BONES . . . James Davis, 27222 Capri Ave., Hayward, University of California archeologist, photographs bones of teenage girl and adult male Indians found yesterday on Maple Ct. in Hayward by city street department workmen. Davis said the bones, of the Costanoan tribal group, could date anywhere from 1500 B.C. to 1000 A.D. Looking on is Bill Williford, water department foreman, and Jane Barnes of Public Works. —Review Photo

Pollutant Measure 'Inadequate'

The "yardstick" used to measure the amount of pollutants from industrial smokestacks is "inadequate," industrial leaders told Bay Area Pollution Control Advisory Council.

In a session preliminary to public

hearings, industrial spokesmen said "the Ringelmann Chart is inadequate . . . to measure the amount of pollutants discharged into the air by industrial smokestacks."

The session precedes hearing on Regulation 2, which will regulate emissions from incinerators, heating and power plants. Paul Arnold of U. S. Pipe and San Francisco

Foundry's plant in Decoto, said the Ringelmann Chart "developed to measure pollutants in black smoke is meaningless in determining the amounts of similar emissions in plumes of light smoke discharged from stacks in Bay Area plants."

The next preliminary session will be held at 1 p.m. Wednesday

ard City Hall looks down from behind canopy which is now one-third complete.

John.Christian.Sohn@haywardca.gov

Nov 4 at 10:49 AM

To Heather Enders

Hi Heather,

Nice to hear from you. This one is a little tricky.

The City Center name doesn't come along until the construction of the City Hall building, c. 1969. Prior to that point what does become City Center on the East side of Foothill appears to be a drive way or service road next to the Hayward Union High School.

Across the street on the west side of Foothill was a Ruth Lane.

Maple Court is still the same size. It is called Maple Court because it was there before there was a bridge crossing the San Lorenzo Creek. That said however, What is now McKeever Ave, was formerly known as Maple Avenue and connected with Maple Court, so in a the term "Maple" covered more of the are back behind Foothill Blvd.

I hope that makes sense. I am attaching a c.1950 street map for you to take a look at. You'll notice Ruth Land, Maple Ave. and Maple Court.

Please let me know if you have any questions. Thank you so much.

Best,
John

Johnnie Johnston

Member of:
National Association of Realtors
Southern Alameda County Real Estate Board
Multiple Listing Exchange

REALTOR

NOTARY
INSURANCE
EQUITIES BOUGHT

21227 E. 14th ST.

HAYWARD, CALIF.

PHONE LUCERNE 1-1228

