

Memorandum



To: Bay Area Property Developers – Blake Peters
Cc: Wood Rodgers, Inc. – Mark Rayback, Paul Meuser
From: Wood Rodgers, Inc. – Nawid Nessar, PE, TE; Nicole Scappaticci, EIT
Date: 10/19/2016
File: J:\3000-s\3240_004_Maple & Main_Apt_TIS_Services\Traffic\Reports\October 2016\Parking_Management_Plan\3240-004_Maple_&_Main_Apts_PMP_20161019.docx
Job No.: 3240.003
RE: **Maple & Main Mixed Use Development – Parking Management Plan**

DRAFT

RECEIVED

OCT 21 2016

PLANNING DIVISION

This Parking Management Plan (Plan) has been prepared in support of the proposed *Maple & Main Mixed Use Development* (Project) in Hayward, California. The proposed Project is located on an approximately 4-acre site bound by Maple Court, McKeever Avenue, A Street, and Main Street in the City of Hayward (City). This Plan intends to identify the parking needs of the Project and to outline potential parking management strategies to be implemented as part of the Project.

PROJECT OVERVIEW

The proposed Project envisions redevelopment of the site with approximately 240 residential dwelling units, a clubhouse/fitness center, and approximately 7,000 square feet of ground floor retail/leasing office space, as well as courtyards and perimeter open space. Vehicular access to the Project is planned to be provided via a new Project Access Driveway on Main Street just north of A Street. The proposed Project Access Driveway would extend east from Main Street and provide full access to an on-site 6-level parking garage with electrical vehicle charging stations on each floor. The full draft site plan package (by Humphreys & Partners Architects L.P., dated October 17, 2016), including unit plans, building elevations, and landscape plans, is included in **Appendix A**.

EXISTING DATA

Based on review and survey of Project surroundings, on-street parking is available intermittently on all roadways within the Project vicinity. Street parking on the roadways directly surrounding the Project site currently exists on the north side of A Street, both sides of Main Street, the west side of Maple Court, and both sides of McKeever Avenue. The posted parking restriction on Main Street, McKeever Avenue, and Maple Court is a two-hour time limit from 7:00 AM to 6:00 PM, except Saturday and Sunday.

Peak parking occupancy in the residential areas surrounding the Project site is projected to occur in the late evening during the week, when residents are home. Parking occupancy survey data collection was performed on Tuesday May 3, 2016, from 8:00 PM to 10:00 PM along Main Street from A Street to Rose Street, Maple Court from A Street to Foothill Boulevard, and McKeever Avenue from Main Street to Maple Court. This survey time (late evening on a typical weekday) was determined to represent peak parking occupancy along adjacent residential streets as residents are most likely to be home during this time. **Table 1** shows a parking demand summary for each study segment during the peak hour of occupancy. Peak parking occupancy within the Project vicinity occurs during the 10:00 to 11:00 PM hour. Maple Court had a 0% occupancy during the three hour study period. **Table 2** shows average occupancy during the entire peak period on all three roadways. **Appendix B** includes parking occupancy survey data.

Table 1. Existing Parking Demand During Peak Hour of Occupancy (10 PM)

Location		Total Spaces ¹	Number of Spaces Occupied During Peak Occupancy ²	Percent Occupied (%)
Roadway	Limits			
Main Street	from A St to Hotel Ave	13	3	23.1%
	from Hotel Ave to Levine Ct	7	2	28.6%
	from Levine Ct to McKeever Ave	10	4	40.0%
	from McKeever Ave to Simon St	35	33	94.3%
	from Simon St to Hazel Ave	3	3	100.0%
	from Hazel Ave to Sunset Blvd	31	22	71.0%
	from Sunset Blvd to Rose St	31	16	51.6%
Maple Court	from A St to McKeever Ave	10	0	0.0%
	from McKeever Ave to Foothill Blvd	4	0	0.0%
McKeever Ave	from Main St to Maple Ct	24	7	29.2%

Notes:
1. Total number of spaces include handicap stalls and loading areas.
2. Peak occupancy is 10:00 PM for Main Street and McKeever Avenue. Maple Court had a 0% occupancy during the data collection period.

Table 2. Average Peak Period (8 PM to 10 PM) Occupancy

Total Spaces	Average Number of Spaces Occupied During Peak Period	Percent Occupied (%)
168	89	53.0%

As shown in **Table 1**, parking on all study roadways generally does not reach full occupancy during the peak hour. Parking demand on Main Street is generally highest through the Prospect Hill neighborhood, from McKeever Avenue to Sunset Boulevard. The four available spaces on Maple Court from McKeever Avenue to Foothill Boulevard are along a painted yellow curb, indicating a loading/unloading zone. As shown in **Table 2**, the average percent of spaces occupied on all study roadways during the peak three hour period is 53.0%.

PROJECT PARKING DEMAND

Table 3 and **Table 4** illustrate the total number of parking stalls required for each land use and total number of parking stalls that are planned to be provided within the Project site.

Table 3. Required Project Parking

Land Use	Units ¹	Number of Stalls
Total Residential Required (includes 10% guest; 30% Compact Allowed)	1.50 or 0.50 stalls/unit	328
Total Retail Required	1 per 315 sq. ft.	18
Total Commercial Required	1 per 315 sq. ft.	158
Total Required		504

Notes: 1. According to Sec. 10-2.412 Central Parking District Residential Parking Requirements: 1.0 covered and 0.5 open space per dwelling unit. Affordable units: 0.5 per unit average provided, taking into account excess residential stalls.
2. Based on proposed 5,570 square feet retail.

Table 4. Parking Provided by the Project

Land Use	Units ¹	Number of Stalls
Residential Stalls Provided (garage)	1.50 or 0.50 stalls/unit	309 ²
Residential Motorcycle Parking Provided (12 motorcycles, garage)	2 motorcycles = 1 stall	6
Residential Bicycle Parking Provided (52 bikes, garage)	4 bikes = 1 stall	13
Total Residential Parking Provided (includes 10% guest; 50% Compact; 9 EV³ stalls)		328
Total Retail Provided (garage; includes 3 EV stalls)	1 per 315 sq. ft.	18
Total Commercial Provided (23 surface, 135 in garage; includes 12 EV stalls)	1 per 315 sq. ft.	158
Total Provided		504
<i>Notes: 1. According to Sec. 10-2.412 Central Parking District Residential Parking Requirements: 1.0 covered and 0.5 open space per dwelling unit. Affordable units: 0.5 per unit average provided, taking into account excess residential stalls. 2. Including 31 designated residential guest parking stalls. 3. EV = electric vehicle</i>		

As shown in **Table 3**, Sections 10-2.411 and 10-2.412 of the City of Hayward Off-Street Parking Regulations require the Project to provide a total of 504 parking stalls. This final number of 504 required stalls takes into account the parking credit the Project will receive as a result of including approximately 48 affordable residential dwelling units as part of the development. The assumed affordable housing parking credit is based on the provisions of Assembly Bill 744.

As **Table 4** illustrates, the Project plans to provide a total of 504 parking stalls. The planned total number of parking spaces provided by the Project meets City requirements/recommendations for residential, retail, and commercial uses. Parking for the Project's residential and retail is mainly located in the six-level on-site parking garage with a single full access driveway via Main Street. The proposed Project parking garage will operate as a self-park facility. Commercial parking is planned to be located on the first, second, and third levels of the garage as well as surface parking stalls. Residential parking would begin on the third level and is separated from the retail and commercial parking by a gate. Parking for 12 motorcycles and bicycle storage for 52 bikes is located on the first level. There is no tandem parking proposed in the garage.

PARKING OPERATIONS/MANAGEMENT STRATEGIES

In an effort to meet the mobility goals outlined in Goal M-9 of the *Hayward 2040 General Plan Mobility Element* (July 2014), the following parking management strategies have been identified to regulate the Project's parking demand and reduce spillover from resident, retail, and commercial parking onto the adjacent streets:

- “Unbundling” of parking from residential rent/lease fees will reduce vehicular parking demand and further encourage alternative modes of travel (i.e. walking, biking, and transit). Residents will have the option to pay for one of two parking permit types:
 1. A permit for a dedicated parking spot on the upper levels (Level 4 to Roof) of the Project parking garage. These parking spaces will be separated from the retail and

medical office building spaces by a gate and will only be accessible by Project residents who purchase permits in order to prevent intrusions from retail and medical office building drivers. Purchasing this type of permit will allow a resident 24/7 access to a dedicated parking space.

2. A permit for a part-time parking spot on the lower levels (Levels 1–3) of the Project parking garage. These spots will be available to the resident that purchases them from approximately 5 PM to 8 AM on weekdays and the entire weekend. During approximately Monday-Friday, 8 AM to 5 PM (or actual business hours), these spaces will be made available for the medical office building employees, clients, and patients. This will eliminate free on-site parking on weekday nights to help ensure success of the unbundling system as well as maximize the use of proposed parking stalls. Retail parking spaces may or may not be made available to tenants to rent on weekday nights and weekends depending on retail's hours of operation.

Property Management will give each resident an opportunity to rent one (or multiple, if available) parking stalls in the garage. If a resident rents a space, they will be given a pass/permit to enter and park in the Project garage or assigned a parking space within the garage. Property Management could provide the City with a yearly record of total number of spaces rented by residents at the time of the survey if required.

- Shared vehicle services (i.e. Zipcar) – Providing on-site shared vehicles will reduce resident parking demand.
- Shuttle service to/from Hayward Bay Area Rapid Transit (BART) station – The Hayward BART station, located less than a half-mile from the Project site, may be a main commuting method for apartment residents. As such, providing a shuttle service to/from the station will help deter vehicle usage from apartment residents and/or retail and commercial visitors/employees and thus alleviate parking and vehicular demand within the Project garage. The Project plans to provide a shuttle to the Hayward BART station on weekdays between 6 AM and 12 PM (hours subject to change based on demand) at approximately 20-30 minute headways. The shuttle would likely be a typical commercial passenger van with capacity for up to 12-15 passengers. Weekend service could be provided depending on demand. The Project's shuttle service could be tied in with City shuttles or future adjacent development shuttles (such as the nearby proposed Lincoln Landing development) at a future date. Cost of such expansion would be divided between each participating development proportionally based on number of shuttle passengers from each site, number of dwelling units, and/or other methods.
- Participation in city-wide shuttle service will help reduce vehicle usage from apartment residents and retail/commercial visitors.
- Preferential parking – Proposed Project parking facilities include designated electric vehicle parking/charging stations and shared vehicle stalls in preferential areas closer to building entrances.
- On-site bicycle storage and parking – Storage for 52 bikes is part of the proposed Project site plan. An additional 12 bike racks will be provided at the northeast and southwest gates for residents and customers visiting the site. These 12 additional bike racks are for resident and customer benefit and not to be counted as credits. This amenity may reduce vehicle dependence for residents and encourage ridership as an alternate means of travel. If the demand exists, a shared bicycle program may be considered as an amenity to residents.

- Proximity to downtown core/transit services – The proposed Project is located within walking distance to downtown Hayward and multiple transit stops. Local and Transbay bus service is provided seven days a week at roughly 30- to 60-minute headways. The Hayward BART station is located less than a half-mile from the Project site, and as such, numerous local bus routes traverse the roadways in the immediate Project vicinity and serve the Hayward BART station, the Greyhound bus station, and the Amtrak train station located at A Street and Meekland Avenue. The closest transit stop to the Project site is located on the northwest corner of the Foothill Boulevard / A Street intersection and serves Line 48, providing access to the Hayward BART, Bayfair BART, and Castro Valley BART stations. Paratransit services are provided throughout the City and surrounding region by East Bay Paratransit, operated by AC Transit and BART.

DELIVERIES

Deliveries will need to be accommodated within the Project site or the Project may strip a designated loading zone along Main Street, subject to City review and approval.

PLAN RECOMMENDATIONS

The proposed Project site plan is projected to provide adequate parking for the residential, guest, office, retail, and commercial parking demands. Peak residential parking demand is projected to occur during the evenings/overnight hours while peak retail/commercial parking demand is projected to occur during midday and afternoon hours. Building management may modify allocation of resident, retail, and commercial parking spaces within on-site parking areas as demand indicates. Parking stalls for retail visitors should be located as close to the retail space as possible.

All Project-generated parking demand will be accommodated by the proposed on-site parking supply. However, some Project drivers may use available surrounding street parking for short periods of time, subject to posted parking restrictions and time limits. These Project drivers include visitors to the Project's retail and office uses, short-term visitors to Project apartments, and apartment residents making short stops/trips to the site.

Should spillover parking from the new developments onto nearby residential streets become an issue, a possible future solution would be to issue long-term street-parking permits to residents in the neighborhoods surrounding the Project site. This Project, and other nearby future developments, may be subject to paying fair share towards the cost of any nearby on-street parking permits, monitoring, and enforcement that are put in place due to continued development of the area. The potential problem of spillover parking would be analyzed and addressed at the time that it is identified as an issue.

Appendix A

Maple & Main Mixed Use Conceptual Site Plans

Main and Maple Mixed Use

BAY AREA PROPERTY DEVELOPERS



APPLICANT:

Bay Area Property Developers
1650 Mt Diablo Blvd, Ste 337
Walnut Creek, CA 94592

DENSITY 61 10U/MC
FAR 2.75
FLOOD ZONE X

PROPERTY OWNER INFORMATION:

APN 426-0071-011
Owner Bay Area Property Developers
22477 Maple Ct
Hayward CA 94541-4020

426-0061-012-C2
Owner Bay Area Property Developers
22477 Maple Ct
Hayward CA 94541-4020

426-0061-011-01
Owner Bay Area Property Developers LLC
22330 Main St
Hayward CA 94541-4007

426-0061-011-01
Owner Bay Area Property Developers
22477 Maple Ct
Hayward CA 94541

SHEET INDEX:

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22330 MAIN STREET
HAYWARD CA

October 17, 2016

HPA#14746

HUMPHREYS & PARTNERS ARCHITECTS
1000 S. MAIN STREET, SUITE 1000
SAN JOSE, CA 95128
TEL: 415.778.1100
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PROJECT DESCRIPTION

A 240 APARTMENT PROJECT CONSISTING OF 5 LEVELS OF DWELLING UNITS WRAPPED AROUND A 5 STORY PARKING STRUCTURE. ADDITIONAL WINGS OF DWELLING UNITS WRAP AROUND 2 PRIVATE COURTYARDS. THERE IS ALSO A 3RD SEMI PRIVATE COURTYARD NEAR HANSENER AT MAIN STREET. A RETAIL COMPONENT FRONTS THE BUILDING. THE PARKING GARAGE SERVES THE RESIDENTS ALSO ACCOMMODATES PARKING FOR THE ADJACENT EXISTING MEDICAL BUILDING ON ZAGAS MAPLE COURT AND THE PROPOSED RETAIL USES ALONG MAIN STREET. RESIDENTIAL ENTRANCES ARE LOCATED ON MAIN STREET AND MAPLE COURT. EXTERIOR AND INTERIOR FOUNDATION OF ADJACENT MEDICAL BUILDING IN ORDER TO CREATE A VISUALLY AND FUNCTIONALLY COHERENT MIXED USE COMPLEX.

PROJECT SUMMARY AND UNIT TABULATIONS

UNIT	UNIT TYPE	NET SF	BLDG. FLOOR	NO.	TL. AREA	TL. GROSS	%	% GYM	RETURN TO PARKING	THRU
S1	STUDIO	567	0	967	11,800	2,505	6.3%	6.3%	1.50	21
S2	1 BR 2BA	613	50	778	11,270	27,289	24.9%	24.9%	1.50	53
A3	1 BR 2BA	613	91	778	24,000	27,289	24.9%	24.9%	1.50	53
A4	2 BR 2BA	842	90	612	4,074	4,084	2.9%	2.9%	1.70	11
A5	2 BR 2BA	842	90	612	11,646	12,840	8.3%	34.2%	1.50	14
B1	2 BR 2BA	733	90	793	3,659	9,985	2.1%	1.50	15	14
B2	2 BR 2BA	1,079	40	1,077	78,128	78,100	27.9%	1.50	15	14
B3	2 BR 2BA	1,097	95	1,132	9,283	10,388	7.9%	1.50	14	14
B4	2 BR 2BA	1,097	95	1,132	9,283	10,388	3.8%	1.50	14	14
B5	2 BR 2BA	1,097	95	1,132	9,283	10,388	2.1%	1.50	9	9
B6	2 BR 2BA	1,097	95	1,132	9,283	10,388	2.1%	1.50	9	9
B7	2 BR 2BA	1,097	95	1,132	9,283	10,388	2.1%	1.50	9	9
B8	2 BR 2BA	1,097	95	1,132	9,283	10,388	2.1%	1.50	9	9
B9	2 BR 2BA	1,097	95	1,132	9,283	10,388	2.1%	1.50	9	9
C1A	3 BR 2BA	1,100	100	1,300	8,500	8,250	2.1%	81.2%	1.50	6
C1B	3 BR 2BA	1,100	100	1,300	8,500	8,250	2.1%	81.2%	1.50	6
C2	3 BR 2BA	1,100	70	1,300	8,500	8,250	2.1%	81.2%	1.50	6
C3	3 BR 2BA	1,100	70	1,300	8,500	8,250	2.1%	81.2%	1.50	6
TOTAL		1,153	70	1,300	218,864	227,658	27.3%	100.0%	165	328

TYPE	AVG. NET UNIT SIZE	AVG. GROSS UNIT SIZE	TOTAL RESIDENTIAL REQUIRED	RES.
CONDOMINIUM	812 SF	890 SF	218	218
APARTMENT	800 SF	890 SF	100	100
CLUBHOUSE/FITNESS	5,000 SF	5,000 SF	1	1
LAUNDRY	1,600 SF	1,600 SF	1	1
RETAIL	8,775 SF	8,775 SF	1	1
COMMERCIAL (ESTIMATED)	47,745 SF	47,745 SF	1	1

CONCRETE OPEN SPACE ANALYSIS	CONCRETE OPEN SPACE	PRIVATE OPEN SPACE	ADDITIONAL CONCRETE OPEN SPACE AT FOOT TOP (NET IN TOTAL)	FOOT TOP (CONCRETE)
COURTYARD 1	2,000 SF	1,500 SF	75 SF / UNIT (AVERAGE)	483
COURTYARD 2	1,500 SF	1,500 SF	75 SF / UNIT (AVERAGE)	483
COURTYARD 3	1,500 SF	1,500 SF	75 SF / UNIT (AVERAGE)	483
TOTAL	5,000 SF	4,500 SF	225 SF / UNIT (AVERAGE)	1,449

CONCRETE OPEN SPACE ANALYSIS	CONCRETE OPEN SPACE	PRIVATE OPEN SPACE	ADDITIONAL CONCRETE OPEN SPACE AT FOOT TOP (NET IN TOTAL)	FOOT TOP (CONCRETE)
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COURTYARD 3	1,500 SF	1,500 SF	75 SF / UNIT (AVERAGE)	483
TOTAL	5,000 SF	4,500 SF	225 SF / UNIT (AVERAGE)	1,449

BREAKDOWN OF GARAGE PARKING ONLY: 230 RESIDENTIAL, 135 COMMERCIAL, 18 RETAIL. 483 TOTAL GARAGE SPACES.

PARKING REQUIREMENTS AND CALCULATIONS

ZONING REQUIREMENT FOR PARKING
 ACCORDING TO SEC. 02-415 CENTRAL PARKING DISTRICT (2500 SQD) REQUIREMENTS
 1.0 COVERED .05 OPEN SPACE PER DWELLING UNIT

STALL SIZES PER CITY REGULATIONS
 7'0" x 12'0" STANDARD BAYS, 6'0" x 12'0" COMPACT
 14'0" x 15'0" HANDICAP ACCESSIBLE SPACES
 INCLUDING ACCESSIBLE WIDTH

ACCESSIBLE STALLS PROVIDED PER ASSIGNED USE
 RESIDENTIAL: 5% OF 230 = 11.5 STALLS REQUIRED, 12 STALLS PROVIDED (20% LAY 2.3.4.5)
 COMMERCIAL: 5% OF 135 = 6.75 STALLS REQUIRED, 8 STALLS PROVIDED (20% LAY 1.2.3)
 RETAIL: 5% OF 18 = 0.9 STALLS REQUIRED, 1 STALL PROVIDED (50% LAY 1)
 PL. PARKING: 5% OF 6 = 0.3 STALLS REQUIRED, 1 STALL PROVIDED (50% LAY 1)

PARKING RATIO PROVIDED FOR MARKET RATE UNITS
 192 MARKET RATE UNITS PARKED AT 1.8 STALLS/UNIT

PARKING PROVIDED FOR AFFORDABLE UNITS
 41.07 AND 24.9 { 24 UNITS PARKED AT 1.8 STALLS PER UNIT } 43 UNITS OVERALL PARKED AT 1.8 STALLS/UNIT
 19 UNITS PARKED AT 0.0 STALLS PER UNIT } 24 UNITS OVERALL PARKED AT 1.8 STALLS/UNIT

* EXACT NUMBER OF STALLS FOR THESE UNITS NOT QUOTED FOR THESE 43 UNITS WE ARE ACTING ON AN AVERAGE REQUIRED "RATIO OF 1.8"

** PER CITY CODE THE MAXIMUM PROVIDED PARKING RATIO FOR THE AFFORDABLE UNITS MUST TAKE INTO ACCOUNT THE "PARKING CREDIT" THIS RAISED THE OVERALL RATIO TO 1.8.

FOR FURTHER EXPLANATION ON HOW PARKING NUMBERS WERE ESTABLISHED SEE DOCUMENT BY ALLEN FINANCIAL CORPORATION, MAIN AND MAPLE APARTMENT DEVELOPMENT - ALBEMANY C.L.L. 2022 AND AD 744

BUILDING HEIGHT

PER DOWNTOWN HAYWARD DESIGN PLAN:
 Maximum building height is shown on the Building Height Map. Buildings are shown in yellow on the map. Buildings are shown in blue on the map. Buildings are shown in green on the map. Buildings are shown in red on the map.

The following provisions should be considered in the design of buildings:
 It is the intent of the height limits that all buildings should be designed to the maximum height. For taller projects, the number of stories should be limited. Maximum building height should be designed with a maximum building height of approximately 28 feet high. Building height should be designed to the highest point of the building, not the vertical distance from grade to the highest point of the building. Buildings should be designed to the highest point of the building, not the vertical distance from grade to the highest point of the building. Buildings should be designed to the highest point of the building, not the vertical distance from grade to the highest point of the building.

EXTERIOR LIGHTING PROVISIONS
 Building height should be increased as follows:
 CO-2 - from 28 to 32 ft
 CO-3 - from 32 to 35 ft



MAPLE & MAIN MIXED USE
 BAY AREA PROPERTY DEVELOPERS
 HAYWARD CA

October 17, 2016

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R-1 VIEW FROM MAPLE COURT

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**MAPLE & MAIN MIXED USE
 BAY AREA PROPERTY DEVELOPERS**
 HAYWARD, CA

HPA# 14746

May 31, 2016



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R-2 VIEW FROM MAIN STREET

MAPLE & MAIN MIXED USE
BAY AREA PROPERTY DEVELOPERS

HAYWARD CA HPA#14746



HUMPHREYS & PARTNERS ARCHITECTS, L.P.

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May 31, 2016



R-3 VIEW FROM MAIN AND MCKEEVER

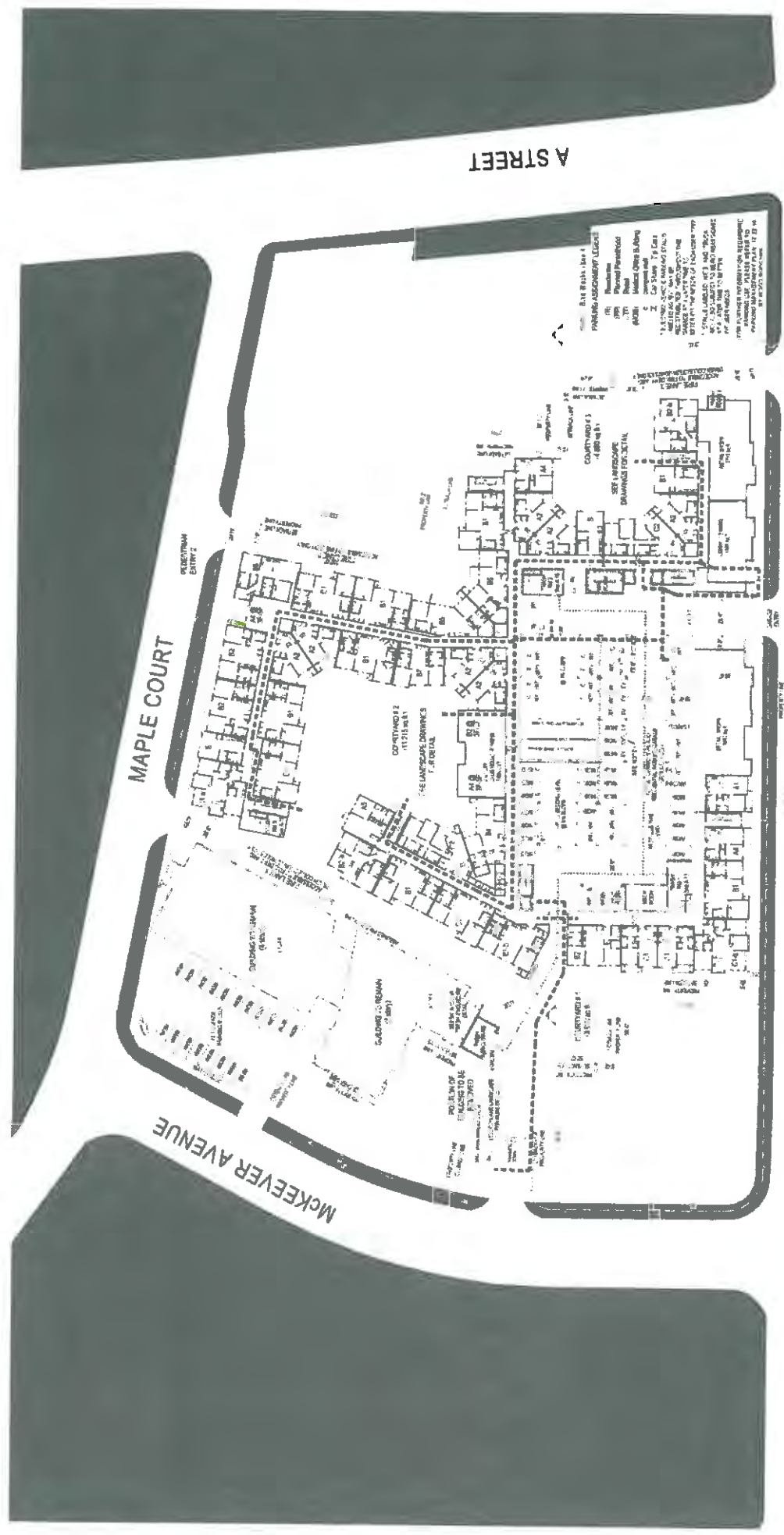


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MAPLE & MAIN MIXED USE
BAY AREA PROPERTY DEVELOPERS
 HAYWARD CA HPA#14746

May 31, 2016

HAYWARD
 The City of Hayward is a city in Alameda County, California, United States. It is the largest city in the East Bay region of the San Francisco Bay Area. The city is located in the eastern part of the San Francisco Bay Area, east of San Francisco and west of Fremont. The city is a major center for commerce and industry in the region.



SITE PLAN AND GROUND LEVEL PLAN
(SITE CIRCULATION AND ACCESSIBLE PATH OF TRAVEL)

SITE CIRCULATION
 PARKING ACCESS - JMT
 TRASH COLLECTION VEHICLE ROUTE
 ACCESSIBLE PATH OF TRAVEL



MAIN STREET

MAPLE COURT

McKEEVER AVENUE

A STREET

MAPLE & MAIN MIXED USE
 BAY AREA PROPERTY DEVELOPERS

October 17, 2016

HPA# 14745
 HAYWARD CA



HUMPHREYS & PARTNERS ARCHITECTS, L.P.

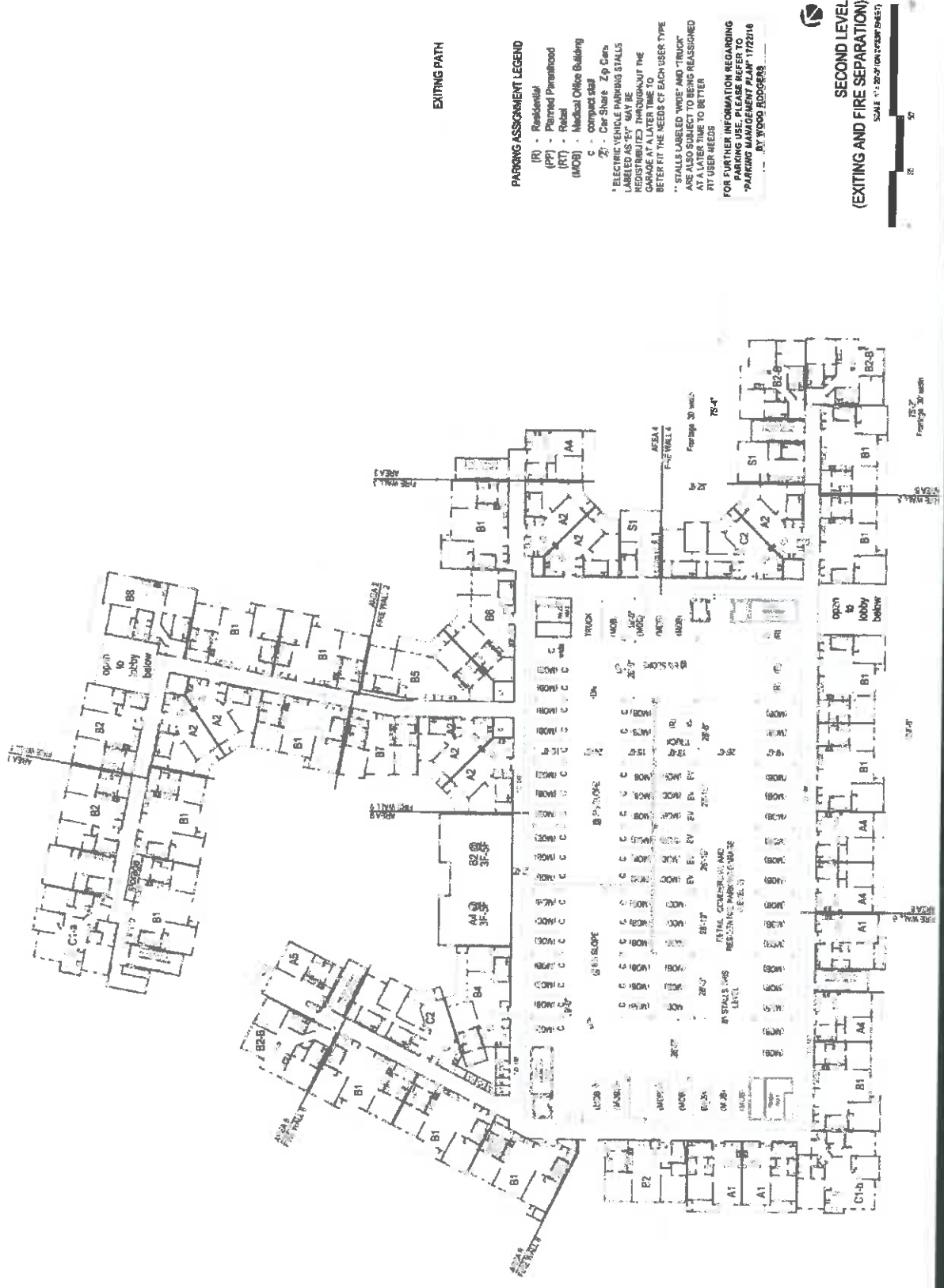
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LEGEND

PLANING ASSIGNMENT LEGEND
 (R) Residential
 (C) Commercial
 (M) Medium Density Residential
 (H) High Density Residential
 (P) Parking
 (T) Transit
 (A) Accessory Use
 (S) Street
 (L) Landscape
 (E) Easement
 (O) Other

NOTES
 1. ALL DIMENSIONS ARE IN FEET AND INCHES.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
 4. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
 5. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
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 7. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
 8. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
 9. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
 10. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.



EXITING PATH

PARKING ASSIGNMENT LEGEND

- (R) - Residential
- (PP) - Planned Parenthood
- (RT) - Retail
- (MOB) - Medical Office Building
- c - compact stall
- z - Car Share - Zip Car

* ELECTRIC VEHICLE PARKING STALLS LABELED AS "EV" MAY BE REASSIGNED TO OTHER USER TYPES AT A LATER DATE TO BETTER FIT THE NEEDS OF EACH USER TYPE

** STALLS LABELED "WIDE" AND "TRUCK" ARE LABELED AS SUCH TO BE REASSIGNED AT A LATER DATE TO BETTER FIT USER NEEDS

FOR FURTHER INFORMATION REGARDING PARKING USE, PLEASE REFER TO "PARKING MANAGEMENT PLAN" 172216

BY WOOD RODGERS

SECOND LEVEL (EXITING AND FIRE SEPARATION)

SCALE: 1/8" = 1'-0" (SEE SHEET)



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HAYWARD, CA

May 31, 2016

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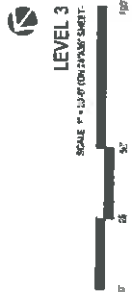
PARKING ASSIGNMENT LEGEND

- (R) - Residential
- (PP) - Planned Parenthood
- (RT) - Retail
- (MOB) - Medical Office Building
- c - compact stall
- CS - Car Share - Zip Car

* ELECTRIC VEHICLE PARKING STALLS LABELED AS "EV" MAY BE REDISTRIBUTED THROUGHOUT THE GARAGE AT A LATER TIME TO BETTER FIT THE NEEDS OF EACH USER TYPE

** STALLS LABELED "WIDE" AND "TRUCK" ARE ALSO SUBJECT TO BEING REASSIGNED AT A LATER TIME TO BETTER FIT USER NEEDS

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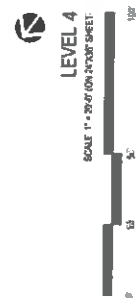
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- (RT) - Retail
- (MOB) - Medical Office Building
- C - compact stall
- C - Car Share - Zip Cars
- * ELECTRIC VEHICLE PARKING STALLS LABELED AS "EV" MAY BE REDISTRIBUTED THROUGHOUT THE GARAGE AT A LATER TIME TO BETTER FIT THE NEEDS OF EACH USER TYPE
- ** STALLS LABELED "WIDE" AND "TRUCK" ARE ALSO SUBJECT TO BEING REASSIGNED AT A LATER TIME TO BETTER FIT USER NEEDS

FOR FURTHER INFORMATION REGARDING PARKING USE, PLEASE REFER TO "PARKING MANAGEMENT PLAN-1722116" BY NODD ROTHEFF'S



A-31


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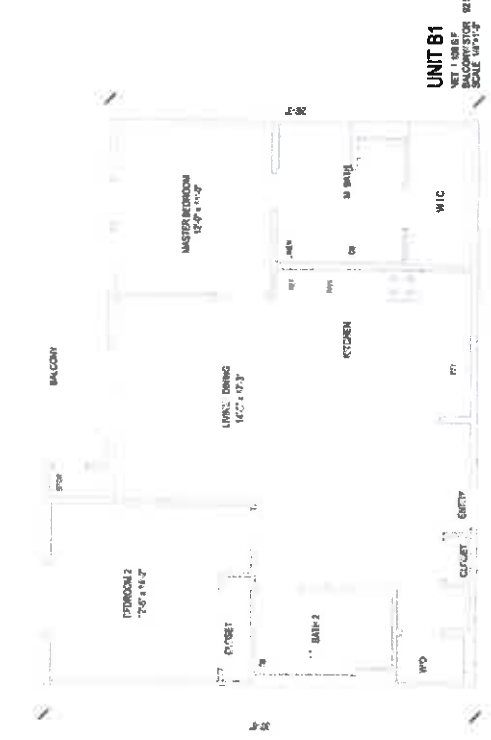
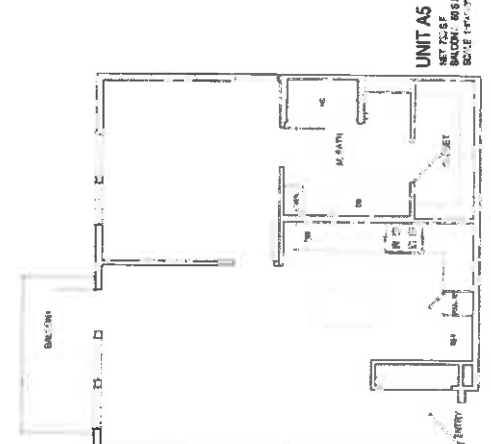
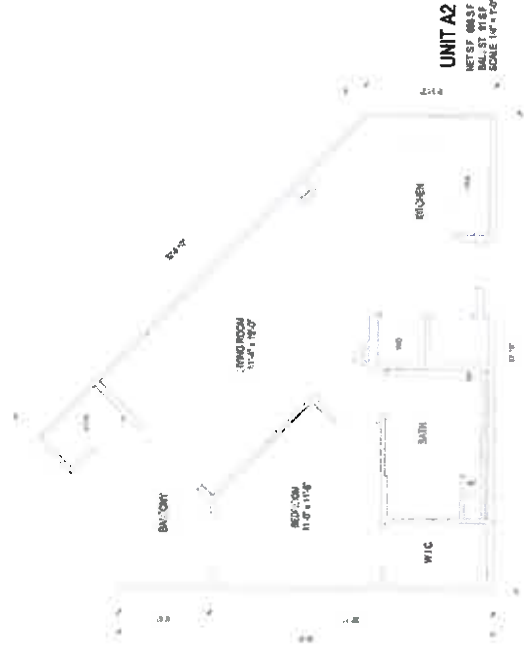
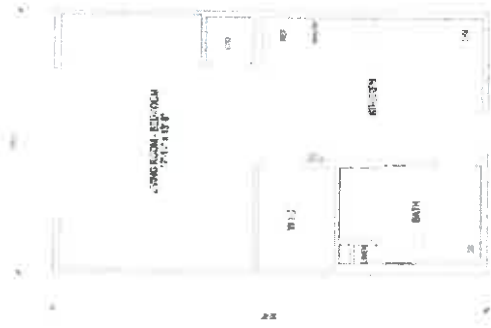
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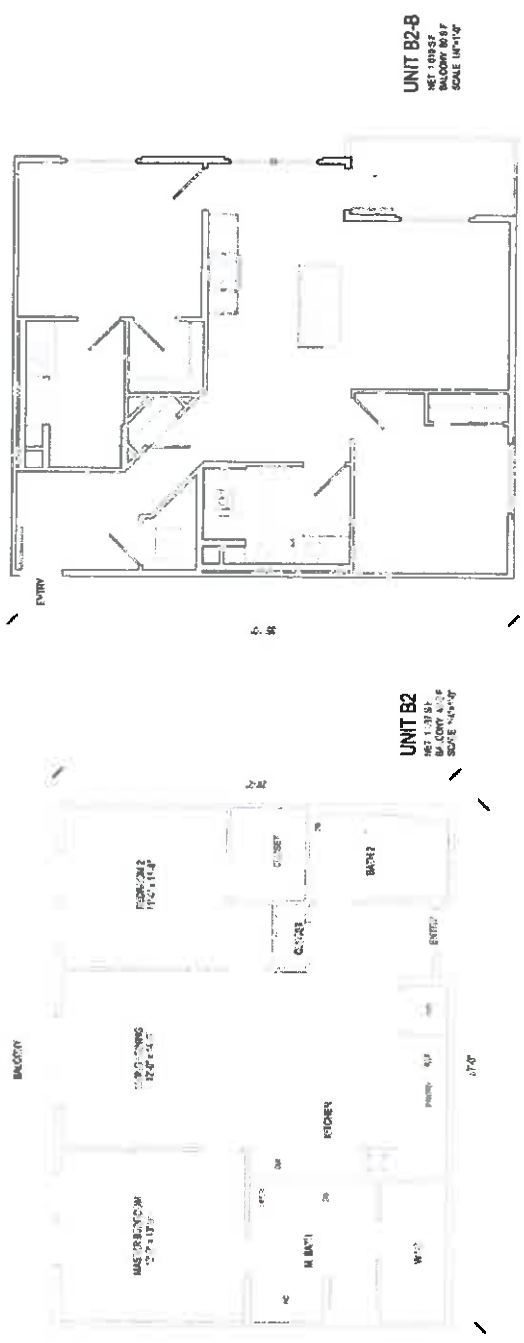
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3. ALL WORK IS TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE CODES.
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5. ALL WORK IS TO BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE CODES.



UNIT B2-B
 NET 1095 SF
 BUILDING 808 F
 SCALE 1/4" = 1'-0"

UNIT B2
 NET 1331 SF
 BUILDING 808 F
 SCALE 1/4" = 1'-0"



UNIT B4
 NET 1382 SF
 BUILDING 808 F
 SCALE 1/4" = 1'-0"

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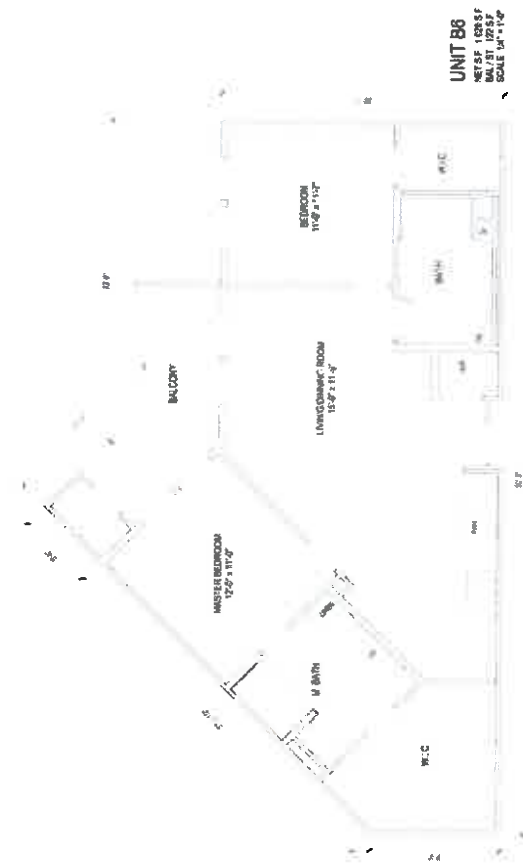
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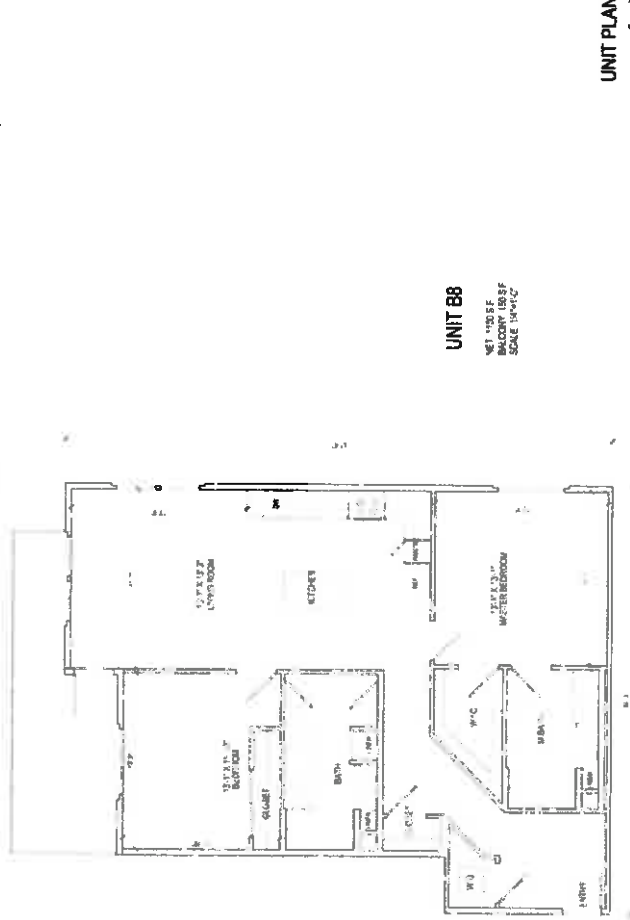
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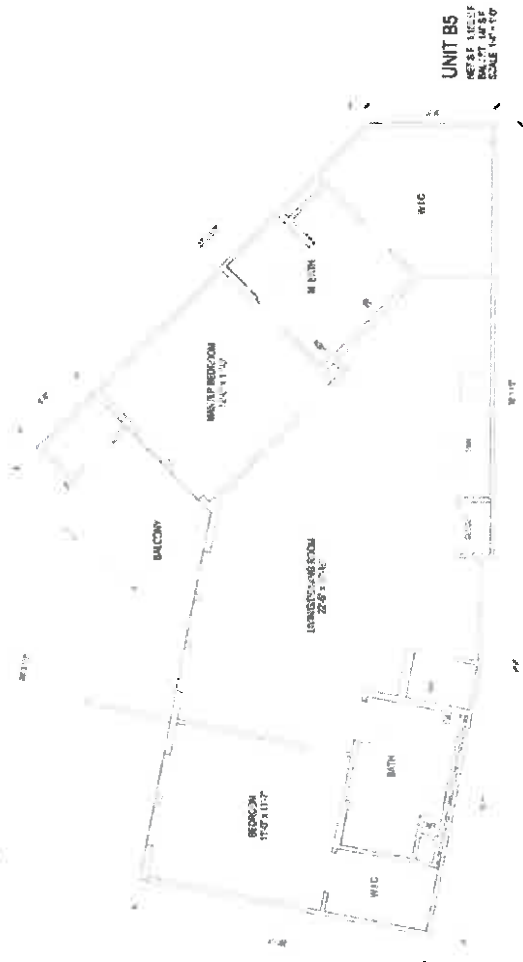
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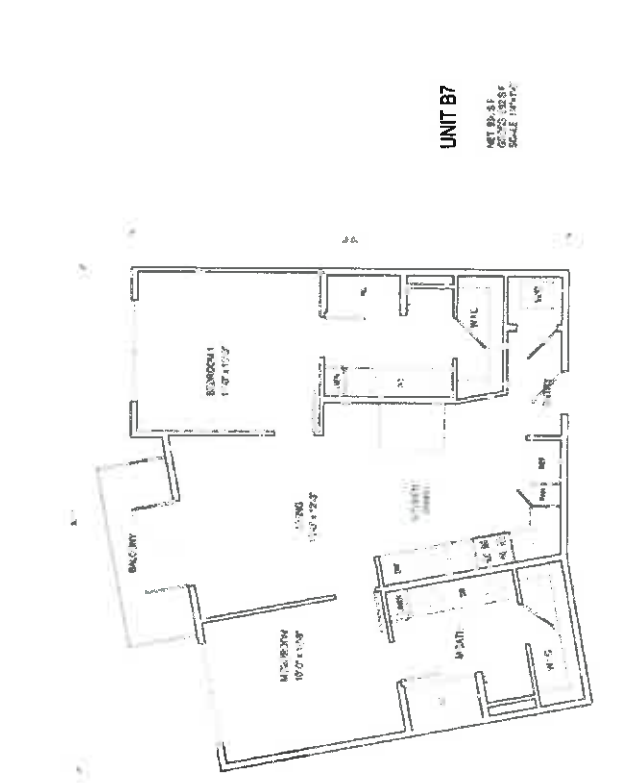
UNIT B6
NET USE
BALCONY 183 SF
SCALE 1/4" = 1'-0"



UNIT B8
NET USE
BALCONY 183 SF
SCALE 1/4" = 1'-0"

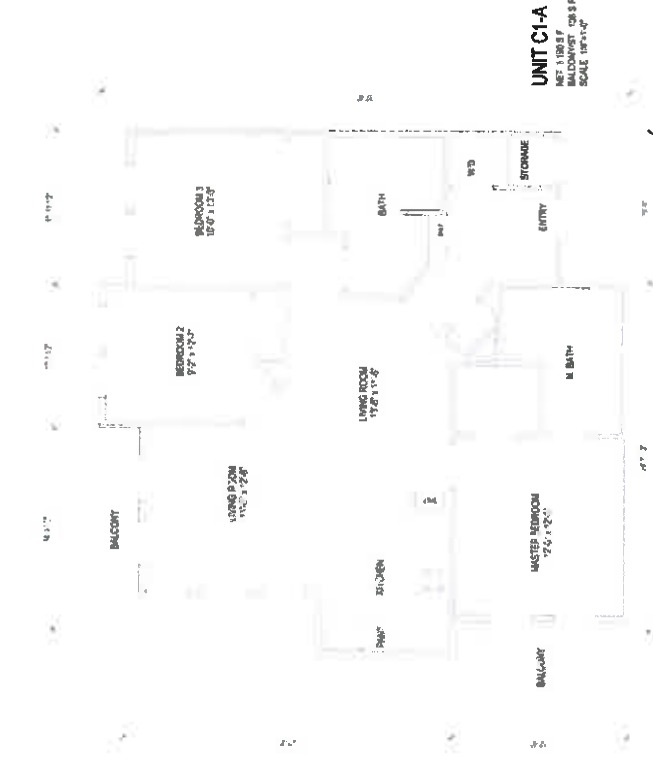


UNIT B5
NET USE
BALCONY 183 SF
SCALE 1/4" = 1'-0"

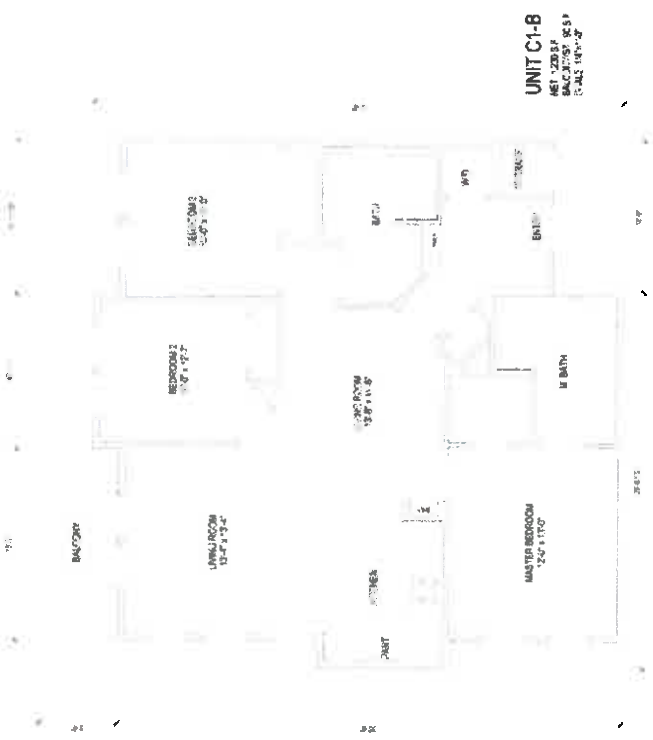


UNIT B7
NET USE
BALCONY 183 SF
SCALE 1/4" = 1'-0"

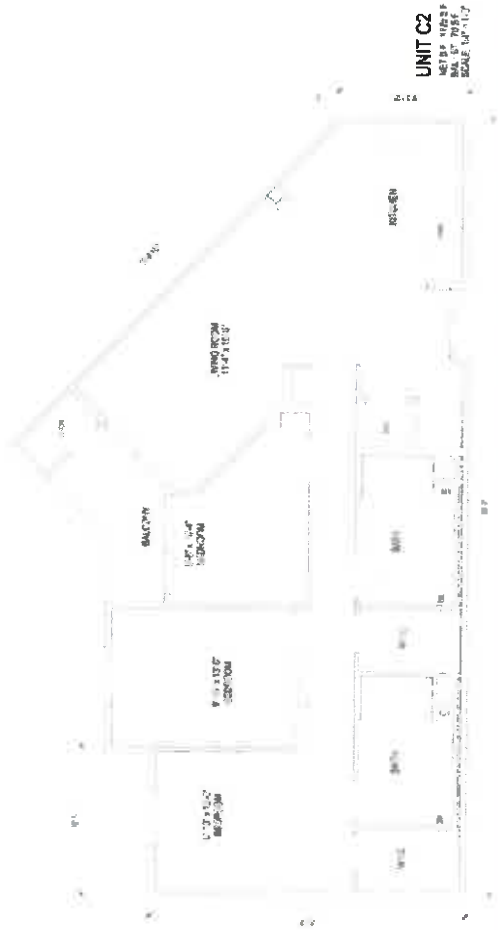
UNIT PLANS
A-7.1



UNIT C1-A
NET 1185 SF
BALCONY CRSF
SCALE 1/8"=1'-0"



UNIT C1-B
NET 1229 SF
BALCONY CRSF
SCALE 1/8"=1'-0"



UNIT C2
NET 1185 SF
BALCONY CRSF
SCALE 1/8"=1'-0"

MAPLE & MAIN MIXED USE
BAY AREA PROPERTY DEVELOPERS

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A. MAIN STREET ELEVATION
SCALE 1/8" = 1'-0" (GENERAL BLEN)



B. MAPLE COURT ELEVATION
SCALE 1/8" = 1'-0" (GENERAL BLEN)

PROPOSED NEW BUILDING FIRELANE EXISTING MEDICAL BUILDING TO BE RENOVATED



PLAN

MAPLE & MAIN MIXED USE
BAY AREA PROPERTY DEVELOPERS



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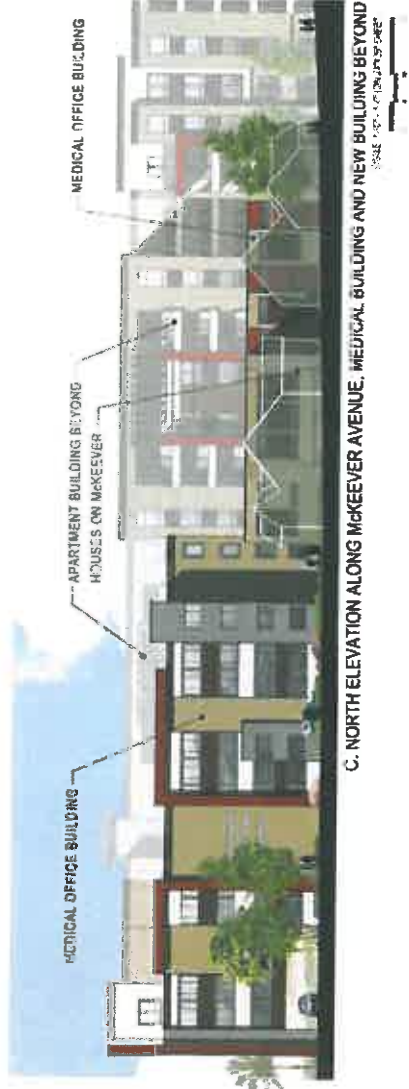
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A. SOUTH ELEVATION (AT FIRE LANE 1)
SCALE: 1/8" = 1'-0" (25.4MM = 304.8CM)



B. EAST ELEVATION ALONG MAPLE COURT
SCALE: 1/8" = 1'-0" (25.4MM = 304.8CM)



C. NORTH ELEVATION ALONG MCKEEVER AVENUE, MEDICAL BUILDING AND NEW BUILDINGS BEYOND
SCALE: 1/8" = 1'-0" (25.4MM = 304.8CM)



D. WEST ELEVATION (AT FIRE LANE 1 FACING COURTYARD #3)
SCALE: 1/8" = 1'-0" (25.4MM = 304.8CM)



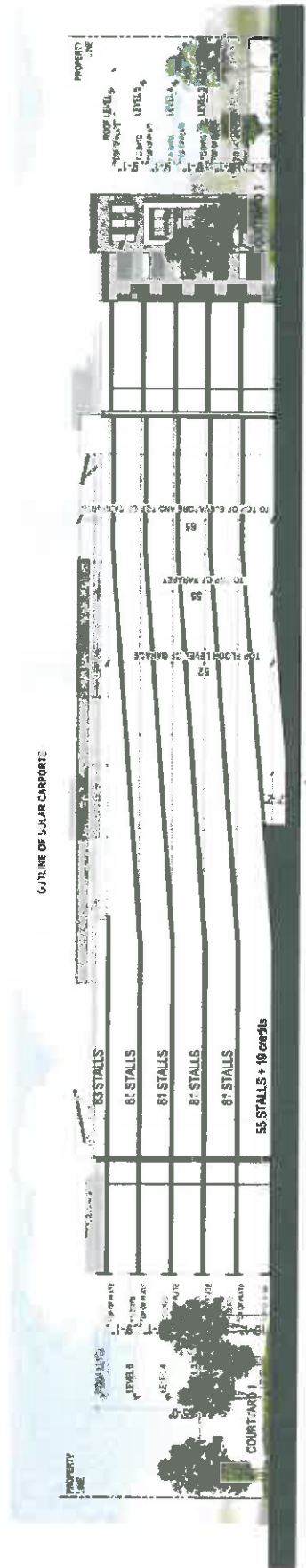
MEDICAL BUILDING ELEVATIONS

A-9

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BAY AREA PROPERTY DEVELOPERS
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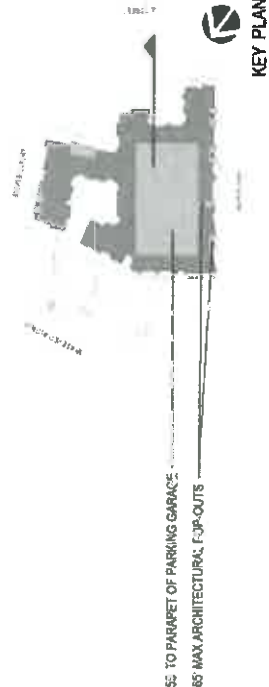
May 31, 2016



5-STORY RESIDENTIAL

237.5' PARKING GARAGE, 5 LEVELS + ROOF PARKING

5-STORY RESIDENTIAL



BUILDING SECTION / HEIGHT DIAGRAM
A-10

MAPLE & MAIN MIXED USE
BAY AREA PROPERTY DEVELOPERS

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COLORS, MATERIALS AND DESIGN ELEMENTS



P1



P2



P3



P4



P5



P6

- P1 SHERWIN WILLIAMS - BRAMBLE BUSH (SW2923)
- P2 SHERWIN WILLIAMS - ROYCROFT SUEDE (SW2642)
- P3 SHERWIN WILLIAMS - EVERYDAY WHITE (SW6077)
- P4 SHERWIN WILLIAMS - CHANTICLEER (SW2912)
- P5 SHERWIN WILLIAMS - CITYSCAPE (SW7067)
- P6 SHERWIN WILLIAMS - IRON ORE (SW7068)

- A GLASS RAILING
- B METAL RAILING
- C LEDGER STONE
- D WOOD SIDING
- E METAL AWNING
- F RESYSTA C 51 SIDING



BIKE RACKS



A



B



C



D



E



SOLAR CARPORTS

P4 P1 E P5 B C P6

P3 A D P2 F



A-11

MAPLE & MAIN MIXED USE
BAY AREA PROPERTY DEVELOPERS

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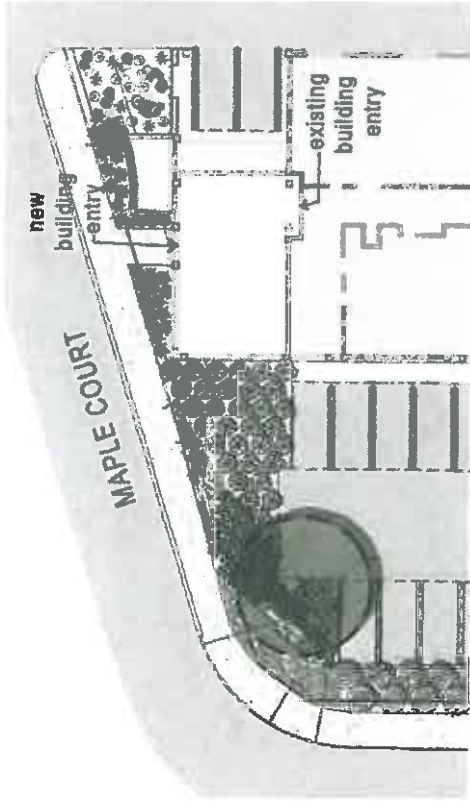
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Conceptual Entry Lobby Renovation



Conceptual colors and material palette for interior redesign



Medical Building from Maple Court. BEFORE



Medical Building from Maple Court. AFTER



Conceptual colors and material palette for interior redesign



1. ELEVATION NEAR MAIN AND MCKEEVER FACING COURTYARD #1



2. ENTRY TO MAIN COURTYARD#2 FROM FIRE LANE 1



3. VIEW OF COURTYARD #1



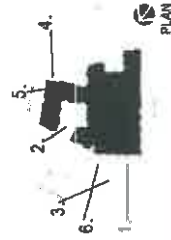
4. CORNER NEAR MAPLE AND A-STREET EXTERIOR DISPLAY WALL



5. MAPLE COURT RESIDENTIAL ENTRY, FEATURING INTERIOR AND EXTERIOR DISPLAY WALLS HONORING HAYWARD HERITAGE



6. MOB PEDESTRIAN ENTRY INTO PARKING GARAGE, VIEW FROM FIRE LANE 1



**VIEWS
A-13**

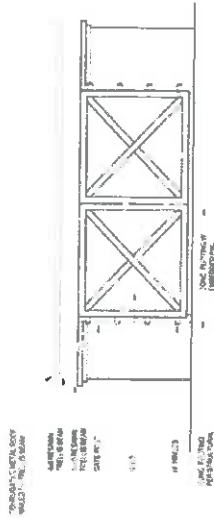
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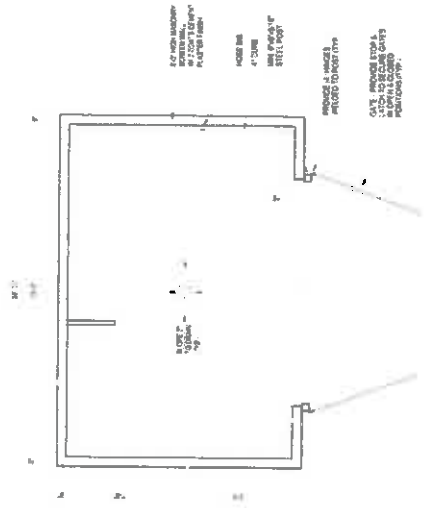
3 FRONT ELEVATION
SCALE 1/4" = 1'-0"



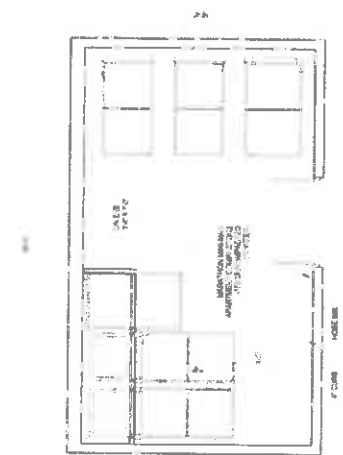
4 SIDE ELEVATIONS
SCALE 1/4" = 1'-0"



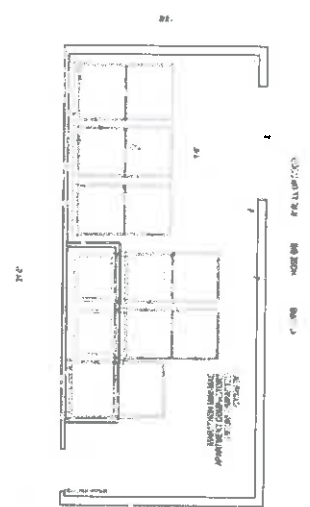
5 REAR ELEVATION
SCALE 1/4" = 1'-0"



3 TRASHROOM 3 AT FIRELANE OFF MAPLE COURT
SCALE 1/4" = 1'-0"



2 TRASHROOMS 1 AND 2 AT PARKING GARAGE
SCALE 1/4" = 1'-0"



1 TRASH ENCLOSURE (LOCATED IN PARKING LOT AT FIRE LANE 1)
SCALE 1/4" = 1'-0"

WASTE COLLECTION NOTE:

Please see trash enclosure locations on sheet A-1. Eight trash and recycling bins have been identified within the parking structure. The calculation has been provided on sheet A-0. There are two trash storage locations within the garage structure at grade level and an additional storage location along Maple Avenue. This is done to minimize travel distance within the building for the residents and at the same time separate the storage of trash from the residents as much as possible. Each trash storage area is served by three trash chutes to accommodate the separation of waste, recyclables, and organic waste. A "stinger cart" will be used by Maple and Main Mixed Use Property Management, to move the trash bins to the staging area on the day of pick-up. The staging area is located on the fire-lane that connects Maple Ave to McKeever and is convenient to both the Existing office building as well as all three trash storage.

**TRASH ENCLOSURES,
WASTE COLLECTION**

A-15

Attachment XIV

MAPLE & MAIN MIXED USE
BAY AREA PROPERTY DEVELOPERS
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May 31, 2016

Appendix B

Parking Survey Data

BAYMETRICS

ON - STREET PARKING OCCUPANCY SURVEY SUMMARY

PROJECT:	PARKING OCCUPANCY IN THE CITY OF HAYWARD		
LOCATION:	ALONG MAIN STREET, MAPLE COURT & McKEEVER AVENUE		
SURVEY TIME:	8:00PM TO 10:00PM	SURVEY DATE:	5/3/2016
SURVEY DAY:	TUESDAY	CITY:	HAYWARD FILE: 3605040

SURVEY DATA

1. Along Main Street

a. from A Street to Hotel Ave												b. from Hotel Ave to Levine Court						c. from Levine Court to Warren St / McKeever Av					
		East Side			West Side					East Side			West Side					East Side			West Side		
Time	Space	NP	DW	7	NP	DW	6	Space	NP	DW	4	NP	3	DW	Space	NP	2	DW	3	NP	5	DW	
8:00 PM	Occupied			5			3	Occupied			2			2	Occupied			0		3			3
9:00 PM				3			1				1			1				0		3			1
10:00 PM				2			1				1			1				0		3			1

d. from Warren St / McKeever Av to Simon Street												e. from Simon Street to Hazel Avenue						f. from Hazel Avenue to Sunset Blvd							
		East Side			West Side					East Side			West Side					East Side			West Side				
Time	Space	NP	I	DW	6	10	NP	DW	17	1	Space	NP	DW	2	NP	DW	1	Space	NP	DW	17	1	NP	DW	13
8:00 PM	Occupied			0		6	10			16	0	Occupied			1		1	Occupied			9			11	
9:00 PM				0		2	6	10		1	17	0			1		1				9			10	
10:00 PM				0		3	6	10		2	17	0			2		1				10			12	

g. from Sunset Blvd to Rose Street															
		East Side			West Side					East Side			West Side		
Time	Space	NP	DW	15	NP	DW	16								
8:00 PM	Occupied			6			4								
9:00 PM				8			5								
10:00 PM				9			7								

2. Along Maple Court

a. from A Street to McKeever Avenue												a. from McKeever Avenue Foothill Blvd					
		East Side			West Side					East Side			West Side				
Time	Space	NP	DW	10						Space	NP	DW	4	NP			
8:00 PM	Occupied			0						Occupied			0				
9:00 PM				0									0				
10:00 PM				0									0				

3. Along McKeever Avenue

a. from Main Street to Maple Court															
		North Side			South Side					North Side			South Side		
Time	Space	NP	DW	7	4	NP	DW	7	6						
8:00 PM	Occupied			1	3			3	2						
9:00 PM				1	3			3	0						
10:00 PM				1	3			3	0						

LEGEND:

- Red Curb
- Driveway
- Estimated General Parking Stall
- Handicap Stall
- Marked General Parking Stalls
- Yellow Curb

2 H Parking
7AM-6PM
Except
Saturday &
Sunday

TEL: (510) 232-1271

Email: baymetracs@gmail.com

BAYMETRICS

ON - STREET PARKING OCCUPANCY SURVEY SUMMARY

PROJECT:	PARKING OCCUPANCY IN HAYWARD	FILE:	3605040
LOCATION:	ALONG MAIN STREET, MAPLE COURT & McKEEVER AVENUE		
SURVEY DATE:	5/3/2016	DAY:	TUESDAY
SURVEY TIME:	8:00PM TO 10:00PM	CITY:	HAYWARD

SUMMARY

1. Along Main Street

Time	Stall	East Side	West Side	Total	% Occupied
	Space	68	62		
8:00 PM	Occupied	42	41	83	63.8%
9:00 PM		43	38	81	62.3%
10:00 PM		46	43	89	68.5%
Max Occupied @		10:00 PM		89	68.5%

2. Along Maple Court

Time	Stall	East Side	West Side	Total	% Occupied
	Space	4	10		
8:00 PM	Occupied	0	0	0	0.0%
9:00 PM		0	0	0	0.0%
10:00 PM		0	0	0	0.0%
Max Occupied @		8:00 PM		0	0.0%

3. Along McKeever Avenue

Time	Stall	North Side	South Side	Total	% Occupied
	Space	11	13		
8:00 PM	Occupied	4	5	9	37.5%
9:00 PM		4	3	7	29.2%
10:00 PM		4	3	7	29.2%
Max Occupied @		8:00 PM		9	37.5%

OVERALL SUMMARY

Time	Stall	Total	% Occupied
	Available	168	
8:00 PM	Occupied	92	54.8%
9:00 PM		88	52.4%
10:00 PM		96	57.1%
Max. Occupied @	10:00 PM	96	57.1%

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