An Alternative Design Technique For Developing A Downtown Hayward Municipal Parking Lot

By: Alexander Fong

Senior Project
City and Regional Planning Deparment
California Polytechnic State University
San Luis Obispo, 2012

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1.0 Scope

This project evaluates the possible benefits a municipal parking lot can yield in terms of redevelopment and financial benefits to the city. The project was indicated as a priority by the Development Services Department of the City of Hayward because of an assumption that the Downtown has an excess parking supply and underutilized municipal parking lots. Because the city has 13 municipal parking lots within a mile of each other, sacrificing one for reuse was recommended. In order to determine if the downtown does indeed have an excess parking supply, a parking generation analysis was conducted. The results from the parking generation analysis will determine the actual parking supply and demand of the downtown. If the downtown does have excess parking, than larger municipal parking lots can be considered for reuse, but if the parking supply is deemed deficient, than larger municipal lots are not appropriate choices. The municipal parking lot selected will take into consideration the number of parking spaces it supports currently and its location in downtown. Location of the parking lot will be evaluated based on the area it can support within a quarter mile and its surrounding land uses. Final recommendations for the municipal parking lot selected will include recommended land use developments with parking requirements and property development cost. Recommendations will also include financial benefits for the city such as property tax income and current property sales value. The end result will provides the City of Hayward with an analysis of a single municipal parking lot on what it can yield in terms of development and financially.

1.2 Document Audience

The audience for this document is the City of Hayward. This project builds off a senior design studio project for the City of Hayward, Downtown Hayward Plan Update. The City wants to know which municipal parking lots are suitable for development and what it can support in terms of housing, commercial and retail land uses.

1.3 Project Goals and Objectives

Goals

- Select a municipal parking lot that can be targeted for reuse
- Potential provide financial benefits for the Downtown
- Provide a plan that is consistent with existing regulations and zoning

Objectives

The following four objectives are established:

- Develop a parking generation analysis in order to determine if the downtown parking supply was deficient in terms of the required demand.
- Determine a municipal parking lot that would best be suitable for development based on results from the parking generation analysis, location and surrounding land uses.

- Recommend specific developments based on current zoning regulations and provide required parking statistics and property development cost.

1.4 Background

The City of Hayward is 63.7 square miles and is located in the San Francisco Bay Area. The Downtown encompasses 320 acres with 102.4 acres in the downtown core area (See Figure 1.1). The downtown core is highlighted by their City Hall and their commercial hub along B Street. B Street incorporates restaurants, bars, mixed-use businesses (residential & commercial/office) a movie theatre, cafes and various free standing stores; however the area is riddled with vacancies. Hayward's Downtown commercial hub vacancies are attributed to their inadequate infrastructures. Current framework of buildings along B Street do not support infrastructure necessary for certain land uses (i.e quality restaurants). Neither the city nor prospective business owners want to pay for necessary up grades because it is too expensive, a main reason for high vacancies.

Hayward's central location within the Bay Area provides connections across the Bay Area through freeway connections to Interstate 880, State Route 92, Interstate 580 and State Route 238. With the exception of Interstate 880 all freeway connections merge onto Foothill Boulevard. High traffic volumes from the local freeways create high congestions problems and an unsafe pedestrian environment along Foothill.

Located around B Street and the downtown core are various municipal parking lots and structures. Parking structures are located to the north and south of B Street between Watkins Street and Foothill Boulevard. Parking lots are scattered across the downtown but clustered around the Downtown Core and B Street.

Currently the city has removed all paid parking in the downtown; the city's planning staff has suggested that there is parking deficiency in the downtown. A parking generation analysis was conducted in order to determine the supply and demand of downtown parking.

1.5 Methodology

Before a project site can be selected an analysis of the downtown parking supply is needed in order to determine how large a municipal parking lot can be redeveloped. The parking generation analysis calculates the required parking supply based on the land use type and building square footage of each parcel. Additionally a walkability buffer was placed on each parking lot/structure in order to determine the area it can support. A walkability buffer represents the average time a person is willing to walk from their car to their destination. A quarter-mile buffer (5 min. of walking) is the accepted standard for a walkability buffer.

2.0 Analysis

This section describes the steps taken in the evaluation process for selecting a single municipal parking lot for future development. Steps in the evaluation process included a downtown parking generation analysis, walkability buffer and specific location. Information gathered from all three processes was taken into consideration when selecting the project site.

2.1 Parking Generation

Parking lot developments within the downtown focused on analyzing municipal parking lots and evaluating targeted parcels for possible future in-fill developments. In order to accomplish this task, the project requires a parking generation analysis in order to determine the total parking demand and supply of the downtown. The results of the study will determine if a single parking lot can be developed while mitigating for the loss of required parking spaces or if a secondary location will be required to provide additional parking spaces.

2.1.1 Required Parking

The parking generation analysis for the downtown surveyed over 500 buildings. Total required parking spaces were calculated from the Parking Generation 3rd Edition ITS book. Required parking spaces for each land use do not take into consideration possible exclusions, reduction, exception or appeals of required parking. The following steps are required in order to determine the required parking spaces for a specific land use.

1. Determine specific building land uses based off the Parking Generation Analysis 3rd Edition ITS booklet.
2. Determine the highest average peak period parking report. Taking into consideration;
    - Weekend vs. Weekday
    - Average peak period parking demand equation (people or square footage). For simplicity, use square footage.
3. Determine the given “Average Peak Period Parking Demand” equation.
4. Calculate square footage of building, not parcel size. Square footage of a building only represents a single floor, if a building has more than one story, multiple the total amounts of floors by the calculated square footage.
5. End result will produce required parking total for that specific land use.

Generating the amount of required parking is half the process. To determine if the downtown has a sufficient parking supply, total existing parking spaces in the downtown must be counted.

2.1.2 Parking Supply

Determining the available parking spaces in the downtown required hand count all on-street parking spaces along with non-municipal parking lots spaces in the downtown. For simplicity during the counting phase, the downtown was broken into seven different areas. The Figure below shows the downtown area breakdown along with the total parking spaces in the section. Total parking spaces only accounts

for non-municipal parking lot spaces and on-street parking. Programs used to assist in the parking count included Google Earth and Maps.

The required municipal parking lot totals were provided by the City of Hayward Planning Staff in their Municipal Parking Lot Downtown Map (see Figure 2.1).

2.2 Walkability Buffer

To determine the best municipal parking lot for development, a quarter-mile walkability buffer was used. A walkability buffer depicts the area a parking lot can support in terms of walkability. The standard buffer is a quarter mile. A quarter mile represents the average distances a person is willing to walk from their car to their destination, the average is five to seven minutes of walking.

Multiple parking lots supporting the same area spreads out the parking demand, which may decreases the vehicular traffic for certain parking lots. Parking lots which are underutilized because of this are candidates for the project location.

2.3 Location of Municipal Parking Lot

Location of the parking lot was the most important factor in choosing the project site. It had to be in an area where it could benefit the downtown. Determining the project area took into heavy consideration the surrounding land uses, where it was located and the parcel size.

The City of Hayward's Downtown Municipal Parking Lot map is shown on Figure 2.1. The map displays name of the parking lot/structure and parking capacity. Parking lots are yellow and parking garages are blue. Detail information and specification of each municipal parking lot/structure can be found in the Municipal Parking Lot Specification Section 2.4.1.

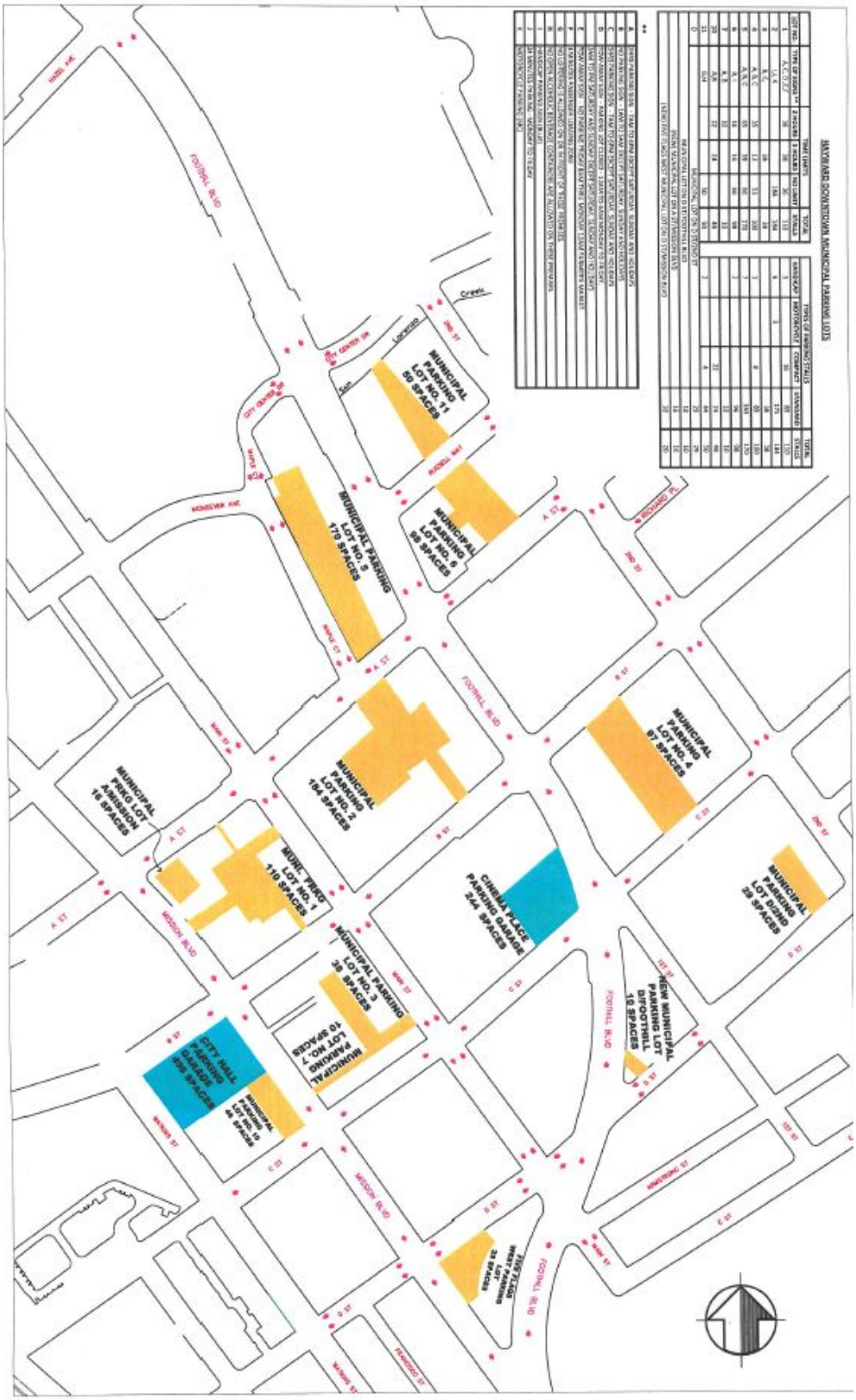


Figure 2.1 Hayward Downtown Municipal Parking Lot Map, 2012
Source: City of Hayward Development Services Department

2.3.1 Municipal Parking Lot Specification

Each municipal parking lot is evaluated on the following criteria; number of parking stories, total parking space, total square footage and surrounding land uses. Along with specifications of each parking lot is a brief description of the area and what businesses a parking lot support.

City Hall Parking Garage (B St. & Watkins St.)

Specifications

- Number of Stories: **3**
- Total parking spaces: **498**
- Total square footage: **149,038.91**

The City Hall Parking Garage located at the corner of B St. and Watkins St. is three stories tall and has a maximum capacity of 498 spaces. It provides parking for the B Street Marketplace, nearby merchants, visitors to the City hall and City employees. Because the parking garage supports a high number of required parking for surrounding businesses, the parking structure is not suitable for redevelopment.

Municipal Parking Lot No. 7 (Mission Boulevard)

Specifications

- Number of Stories: **1**
- Total parking spaces: **10**
- Total square footage: **10,005**

Located along Mission Boulevard the relatively small parking lot with 10 spaces supports various retail and commercial land uses such as Hayward Grill and Los Compadres Mexican. Since the City Hall Parking Garage is located across the street and the municipal parking lot number 7 only supports 10 spaces, required parking could be relocated to the parking garage. Because of its small supply or parking spaces and location within the downtown, this parking lot is suitable for redevelopment.

Municipal Parking Lot No. 3 (Main Street)

Specifications

- Number of Stories: **1**
- Total parking spaces: **38**
- Total square footage: **16,978.17**

Located near the Green Shutter Residential Hotel mixed use complex and other free standing business along Main Street, the parking lot supports a total of 38 parking spaces. The parking lot is suitable for redevelopment but is not recommended because of the limited existing parking spaces in downtown. Replacing the loss parking would not be beneficial for the city or local businesses.

Municipal Parking Lot No. 1 (Across from Lucky's)

Specifications

- Number of Stories: **1**
- Total parking spaces: **110**
- Total square footage: **41,761.7**

Located behind businesses along B Street and across the street from Lucky's, this 110 space parking lot supports a wide variety of land uses. Businesses along A St, B St, Mission Boulevard and Main Street all utilize the parking lot. Since the parking lot supports a large section of downtown businesses, this site is not recommended for redevelopment.

Five Flags West Parking Lot

Specifications

- Number of Stories: **1**
- Total parking spaces: **29**
- Total square footage: **14,963**

This parking lot is currently unavailable because of the Foothill Boulevard Loop project.

Municipal Parking Lot A/Mission

Specifications

- Number of Stories: **1**
- Total parking spaces: **16**
- Total square footage: **10,018**

The municipal parking lot at the corner of A & Main Street is located on the same block as the municipal parking lot number 1. This small 16 space parking lot has the best opportunity for redevelopment because of its location and limited parking supply. Since the parking lot is not required to support a large parking demand, existing parking can be relegated to another parking lot or be mitigated on site. Because only a small portion of parking would be lost initially and the specific location of the parcel, this is the best opportunity for redevelopment of a municipal parking lot.

Municipal Parking Lot No. 2 (A & B Street entrances)

Specifications

- Number of Stories: **1**
- Total parking spaces: **184**
- Total square footage: **106,021.97**

This 184 space parking lot is located behind retail and commercial businesses along A Street, B Street, and Foothill Boulevard. Additional businesses located within the parking lot utilize the parking lot for their store front parking. Because of the amount of business it supports through back and store front parking, this parking lot is not suitable for redevelopment.

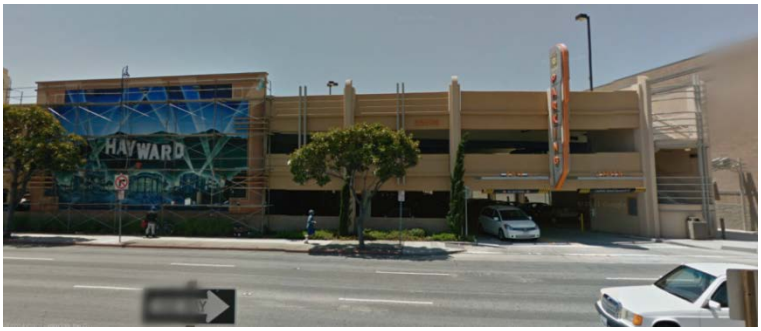
Municipal Parking Lot No. 4

Specifications

- Number of Stories: **1**
- Total parking spaces: **97**
- Total square footage: **38,924**

The municipal parking lot number 4 is located between B and C Street, north of Foothill Boulevard. Around the parking lot are single family detached housing, retail businesses and large office buildings. The parking supports a large office building, currently occupied by At&t. Because the downtown does not have excess parking spaces, as previous thought, reducing available parking spaces in the downtown would not be beneficial to the city or downtown.

Cinema Place Parking Garage (C Street & Foothill Boulevard)



Specifications

- Number of Stories: **3**
- Total parking spaces: **244**
- Total square footage: **26,294**

One of two existing parking structures in the downtown is located at the corner of C Street and Foothill Boulevard. The parking garage provides parking to business along B Street and Foothill Boulevard, most notably Century Theatre along B Street. Because it is a parking garage and the amount of required parking it supports, this parking garage is not suitable for redevelopment.

Municipal Parking Lot No. 5

Specifications

- Number of Stories: **1**
- Total parking spaces: **170**
- Total square footage: **53,862**

The municipal parking lot number 5 supports store front parking for a retail and commercial shopping center. Additional businesses located on Foothill Boulevard utilize the parking lot. Because the parking lot is utilized for store front parking, redevelopment of the area would not be appropriate.

Municipal Parking Lot No. 6

Specifications

- Number of Stories: **1**
- Total parking spaces: **98**
- Total square footage: **41,106**

The municipal parking lot number 6 is located behind commercial and retail businesses along Foothill Boulevard. Businesses within the complex and along Foothill Boulevard utilize the parking lot. Because there is not an excess parking supply in the downtown, taking away this parking lot for redevelopment would not be beneficial to the city or the downtown.

Municipal Parking Lot D/Foothill

Specifications

- Number of Stories: **1**
- Total parking spaces: **10**
- Total square footage: **5,406**

The D Street and Foothill parking lot is a newly constructed municipal parking lot. The parking lot is located on the outskirts of the downtown near single family detached housing. The small parking lot is suitable for redevelopment but is not the best option for new development because of its location within the downtown.

Municipal Parking Lot No. 11

Specifications

- Number of Stories: **1**
- Total parking spaces: **50**
- Total square footage: **20,542**

The municipal parking lot number 11 is located behind vacant commercial and retail businesses along Foothill Boulevard. The commercial and retail businesses are part of a vacant building complex. Store front accesses to the businesses are located at the parking lot. Because store front parking is provided by the parking lot, this is not a suitable redevelopment location.

3.0 Findings

Results from the parking generation analysis and the quarter mile walkability buffer will factor into the decision of the project site. The municipal parking lot selected takes into consideration results from each of the analysis and evaluation of its location and surrounding land uses.

3.1 Parking Generation Analysis

The parking generation analysis was conducted in April, 2012. The complete analyses can be found in the Appendix Section on page 24, in total there were 555 parcels evaluated in the downtown. The analysis determined that the downtown does not have too much parking, there is a parking deficiency. Available parking supply was calculated at 4,729 with required parking demand calculated at 6,686. The required parking demand calculated is high because it did not take into consideration possible exclusions, reduction, exception or appeals of required parking.

The final results show that downtown cannot afford a significant loss in their parking supply without it being replaced.

3.2 Walkability Buffer

A quarter mile walkability buffer was placed on each municipal parking lot and structure in the downtown. Because the downtown is compacted, all municipal parking lots overlapped each other in terms of a quarter mile buffer. The close proximity of the municipal parking lots creates an almost complete coverage of the downtown (see Figure 3.1). The results show that the downtown is small enough in scale to provide walkability from the majority of municipal parking lots.

3.3 Most Suitable Project Location

The municipal parking lot at the intersection of A Street and Mission Boulevard was determined the best site for reuse because of its low carrying capacity, location within the downtown and because it previously supported a commercial-retail business and its required parking. Since the parking generation analysis results showed that downtown does have a parking deficiency, selecting a high-capacity parking lot for reuse was not appropriate. The municipal parking lot only supports 16 parking spaces and is one of the lower capacity municipal parking lots. Along with its small parking capacity the site is surrounded by established commercial-retail business and restaurants. Establish commercial business such as Lucky's, Starbucks and Jamba Juice already attract a number of individuals to the area. Its location adjacent from established businesses and along a major arterial (A Street) makes it an ideal spot for reuse.

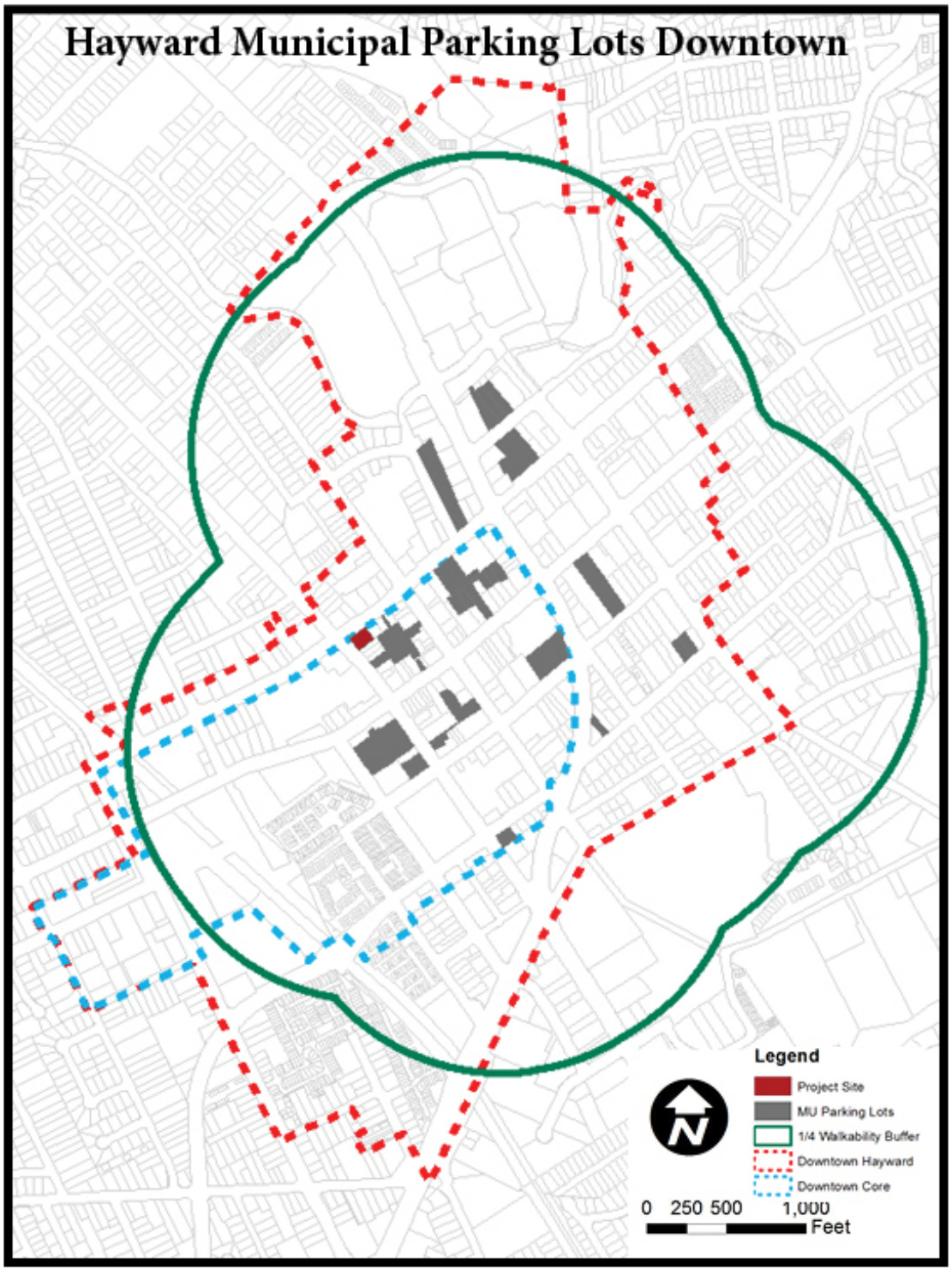


Figure 3.1 Downtown Hayward Walkability Map (1/4 Mile Buffer)

4.0 Property Reuse Recommendations

This section covers two recommended land uses for development based on the existing land use zoning. The municipal parking lot is currently zoned in the Central City Commercial (CC-C) District. The CC-C is zoned for the following primary uses; Administrative and Professional Offices/Services, Automobile Related Uses, Personal Services, Residential Uses, Retail Commercial Uses, Other Uses and Service Commercial Uses. The two primary uses recommended for development are retail commercial uses (restaurant) and Personal Services.

Retail commercial uses vary from antique stores, locksmith shops and restaurants. A restaurant is recommended because of the need for more attractive land uses in the downtown area. Community members expressed a desire to bring more nightlife and entertainment businesses for all age groups.

Personal services are recommended because of their deficiencies in every day personal service need stores such as barber shops, health clubs, and dry cleaners/laundry establishments. Adding more personal service uses match the cities goal of bringing in more services that attract people to the downtown.

4.1 Commercial Retail Recommendations

Before the City of Hayward purchased this parcel in 1995, a 3,023 SF restaurant existed. Switching the parcel back to a commercial land use would benefit the area more economically than an empty parking lot with 16 spaces. The site has already established that a commercial development, such as a restaurant can be developed on the site. Adding to the already established commercial-retail district will benefit the downtown core.

Recommended development for the site is a free standing single story restaurant development between 3-4,000 square feet. A mixed use development was considered but ultimately not chosen because of the sites limited size and the required parking for the site would exceed the capacity of on-site parking.

4.1.1 Required Parking

Required parking for the site was calculated based off the Hayward's off-street parking requirements; SEC. 10-2.340 Office, Retail and Service Uses. According to their requirements a "restaurant" land use refers to taverns, bars, night clubs, lunch counters, diners and other eating and drinking establishments. The actual section definition and parking requirements are shown below in Table 4.1.

Table 4.1 Downtown Hayward Commercial-Retail Required Parking

USES	PARKING SPACES REQUIRED
OFFICES, medical and dental offices, clinics and laboratories	1.0 for each 200 square feet of gross floor area
RESTAURANTS, taverns, bars, night clubs, lunch counters, soda fountains, diners, and other eating or drinking establishments (floor area includes outdoor seating area)	1.0 per three seats of seating area, including outdoor seating plus 1.0 per 200 square feet of gross floor area for other areas. In the Industrial area, if lot abuts a street that has no parking lane on either side of the street or is posted for no truck parking on both sides of the street, additional on-site truck parking may be required.

Parking is based on total restaurant seating area, including outdoor seating. Because there is no way to determine the exact amount of seating, research was conducted on finding the average parking spaces for restaurants between 2,400 – 4,000 SF.

Parking will be calculated using the "Dining Room" technique. Table 4.1 illustrates parking requirements based on "Dining Room" square footage. For every three seats in the dining room, they are required to provide 1.0 parking spaces. The dining room section of a restaurants is described as the area where people eat, 60% of the total building square footage should be allocated to the dining area (W D Atkins, 2011). The additional 40% of floor space is reserved for kitchen and storage area.

Typical full-service restaurants typically have about one seat per 12 to 15 square feet. More compact layouts usually cut the space per customer to 12 square feet for full service restaurants.

Applying the information provided from the "Dining Room" technique along with the required off-street parking requirements for the City of Hayward (see Table 4.1, above), we get the maximum required parking total.

The tables below shows the breakdown of parking spots required for restaurants that have a building square footage between 2,400 and 4,000 square feet. The table to the left represents the minimum amount of space per customer, 12 SF and to the right is the maximum, 15 SF.

Table 4.2 Required Parking for Restaurant Establishment

Square Footage	Dining Room: 60%	Seating: 12 SF per Person	1.0 Parking Spaces per 3 seats of seating area (Total Parking Spaces)		Square Footage	Dining Room: 60%	Seating: 15 SF per Person	1.0 Parking Spaces per 3 seats of seating area (Total Parking Spaces)
4,000	2400	200	67		4,000	2400	160	53
3,500	2100	175	58		3,500	2100	140	47
3,000	1800	150	50		3,000	1800	120	40
2,800	1680	140	47		2,800	1680	112	37
2,600	1560	130	43		2,600	1560	104	35
2,400	1440	120	40		2,400	1440	96	32

4.1.2 Financial Aspects

The financial section is broken down into two sub sections. The first part looks at the current worth of the parcel along with property and owner history. The second part looks at the cost of construction for a restaurant on the parcel based on the City of Hayward's Building Valuation Data.

4.1.2.1 Property Value

The parking lot located at 22500 Mission Boulevard has been owned by the City of Hayward since 11/3/1995 when the city purchased the parcel for $265,000.

The table below illustrates property details and owner & mortgage history. All information for this table was provided by LoopNet.com.

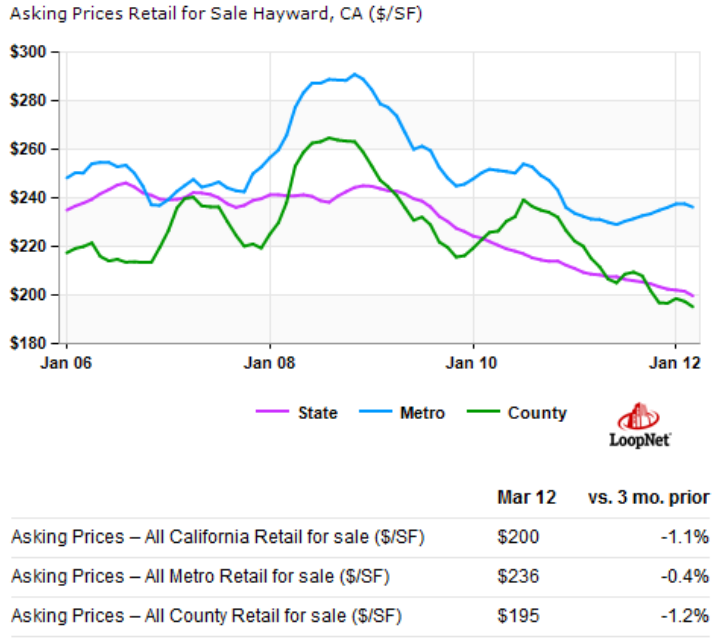
Table 4.3 Municipal Parking Lot Property Details

Property details	
Primary Property Type:	Retail
Property Sub-Type:	Restaurant
Building Size:	N/A
Lot Size:	0.23 Acres
APN/Parcel ID:	428-0056-045
Owner & Mortgage Info	
Current Owner:	City of Hayward
Current Mortgage:	$172,250
Owner & Mortgage History	
Owner:	City of Hayward
Address:	777 B St, Hayward, CA 94541
Rights:	Corporation
Sale Price:	$265,000
Mortgage Date:	11/3/1995
Mortgage Details*:	$172,250 Conventional
Mortgage Deed Type:	Deed of Trust
Lender Name:	Captial L&L
** At time of loan*	
Information obtained from LoopNet Property	

The current median asking price for Hayward Retail properties currently listed for sale within 20 miles of 22500 Mission Boulevard, Hayward, CA is $56.33/SF. The average asking price for all Hayward Retail

properties, based on data gathered from LoopNet.com is $195/SF. Overall, asking price for Hayward Retail properties for sale have fallen -1.2% from the previous 3 months (LoopNet, 2011).

The image below shows the asking prices retail for sale in Hayward ($/SF).



	Mar 12	vs. 3 mo. prior
Asking Prices – All California Retail for sale ($/SF)	$200	-1.1%
Asking Prices – All Metro Retail for sale ($/SF)	$236	-0.4%
Asking Prices – All County Retail for sale ($/SF)	$195	-1.2%

Figure 4.1 Property Retail Sale Value

The following bullets show the project location financial value based on two different averages.

- The average asking price for retail businesses within 20 miles of the project location is $56.33/SF. Based on the average the asking price the property is valued at **$564,313**.
- The average asking price for retail businesses in San Francisco County is $195/SF. Based on the average asking price the property is valued at **$1,953,510**.

4.1.2.2 Proposed Development Cost

To calculate the proposed development cost, reference the City of Hayward's Building Valuation Data. Valuation is defined as the process of estimating what something is worth. In our case, the valuation data breaks down land use cost per square feet. Land uses are broken down into sub categories (i.e. restaurants, office buildings and automobile shops) and classified types. Types are used to classify the building frame fire resistance quality. Types vary between one and five, one is the most fire resistant and five is the least. Valuation per square feet varies between each type.

- Type I (Fire Resistant) **Most**
- Type II (Non-Combustible)
- Type III (Ordinary)
- Type IV (Heavy Timber)
- Type V (Wood Frame) **Least**

Table 4.4 Building Structure Type

Occupancy & Type	Valuation Per Sq. Ft.
Type III-1 hr.	107.92
Type III-N	104.3
Type V-1 hr.	98.88
Type V-N	94.92

The table below shows the approximate construction price based on building square footage and specific building frame type. Valuation per square feet information was used from Table 4.5 to calcuate the estimated cost.

Table 4.5 Property Development Cost and Property Tax Rates

Building Square Footage	Occupancy & Type Type III-1 hr.	Property Tax Tax Rate: 1.1070%	Occupancy & Type Type III-N	Property Tax Tax Rate: 1.1070%
4,000	$ 431,680	$ 4,779	$ 417,200	$ 4,618
3,500	$ 377,720	$ 4,181	$ 365,050	$ 4,041
3,000	$ 323,760	$ 3,584	$ 312,900	$ 3,464
2,800	$ 302,176	$ 3,345	$ 292,040	$ 3,233
2,600	$ 280,592	$ 3,106	$ 271,180	$ 3,002
2,400	$ 259,008	$ 2,867	$ 250,320	$ 2,771
Building Square Footage	**Occupancy & Type Type V-1 hr.**	**Property Tax Tax Rate: 1.1070%**	**Occupancy & Type Type V-N**	**Property Tax Tax Rate: 1.1070%**
4,000	$ 395,520	$ 4,378	$ 379,680	$ 4,203
3,500	$ 346,080	$ 3,831	$ 332,220	$ 3,678
3,000	$ 296,640	$ 3,284	$ 284,760	$ 3,152
2,800	$ 276,864	$ 3,065	$ 265,776	$ 2,942
2,600	$ 257,088	$ 2,846	$ 246,792	$ 2,732
2,400	$ 237,312	$ 2,627	$ 227,808	$ 2,522

4.1.2.3 Tax Benefits

Selling off the property for development to a private owner brings in additional tax revenue for the city. Because the parcel is currently owned by the city, there is no tax income.

Property tax for the parcel was last recorded at 1.1070% in 2009/2010 and totaled $5,843.88 in taxes, according to Alameda County (acgov.org). Property tax values since then have not been recorded.

Above, Table 4.5 also shows the proposed property tax based on building square footage. The projected property tax amounts are what the city could possible see in future income for this specific development type. Property tax amounts represent a full year (12 months) payment.

4.2 Personal Services Recommendations

A lack of personal service establishments was expressed by downtown community members, residents and workers. Comments were collected at two separate public outreach meetings along with personal interviews of people who live and work in the downtown. A reoccurring comment was that there was no personal reason to travel to downtown. Except for banks and nail salons, there is limited business to conduct everyday errands.

New development on the municipal parking lot is recommended for a dry cleaning/Laundromat business. This was recommended because there are no similar businesses within the downtown core and the lack of everyday services in the downtown core area.

4.2.1 Parking Requirements

Required parking for the site was calculated based off Hayward's off-street parking requirements; SEC. 10-2.340 Office, Retail and Service Uses. According to their requirements for a Laundry or Dry-Cleaning, Self Service requires 1.0 parking spot for each two washing machines bus 1.0 for each dry-cleaning machine. The actual section definition and parking requirements are shown below in Table 4.6.

Table 4.6

LAUNDRY or dry-cleaning, self-service	1.0 for each two washing machines plus 1.0 for each dry-cleaning machine

Parking is based on total washer and dry-cleaning machines. Because there is no way to determine the exact amount of machinery, research was conducted on finding the average parking spaces for laundry mats between 2,000 – 3,000 SF.

Average size Laundromats are an average of 2,000 square feet (Heather Wood, Demand Media, 2011) and medium/large store sizes are about 2,700-3,000 square feet (Laundry Capitalist, 2007).

Determining required parking requires the number of washer and dry-cleaning machines. The consistent formula for determining how many washers per dryer ratio is 1.5 dryers to 1.0 washer (General Laundry Planning Guide, 2011). Laundromats do not have a consistent layout specification formula, machinery specification or amount of machinery. There is no average because multiple companies supply heavy duty washer and dryers for Laundromats and they all vary in size. There is no way to determine the amount of machinery required until and actual building floor plan is designed.

Because we can't not approximate how many washer and dryers are required based on square footage. Research was conducted on existing Laundromats and the number of machinery they hold based on their square footage. Table 4.7 below shows the findings from the research;

Table 4.6 Number of Equipment Required Based on Building SF

Location	Square Footage	Number of Washers	Number of Dryers	Ratio	Total Number of Equipment
Bakersfield, CA	3,380 SF	35	31	1 / 1.13	66
Bellflower, CA	1,860 SF	41	20	1 / 2.04	61
Covina, CA	2,400 SF	39	23	1 / 1.69	62
Downey, CA	2,000 SF	30	14	1 / 2.17	44
El Cajon, CA	2,600 SF	51	21	1 / 2.44	72
Fontana, CA	2,475 SF	51	20	1 / 2.56	71
**Information obtained from PWS The Laundry Company*					

The findings do not show any trends or averages based on square footage. The Bakersfield location is over a 1,000 square feet larger than the Covina location but only holds four more equipment. As previously stated, Laundromat equipment vary in size based on the specific type. Building square footage does not necessarily restrict the amount of equipment an owner can hold. For a general answer to the parking requirement, average the number of equipment, building square footage does not matter. The average number of equipment for a Laundromat between 1,860 SF and 3,380 is 63.

Based off the average number of equipment (63), we can find the required off-street parking based off information from Table 4.6. Following the recommended 1:1.5 ratio for washers to dryers with the average of 63 we get the 42 washers and 21 dryers.

Required parking was calculated using the following criteria;

- 1.0 parking spaces for each two washing machines; 42 washing machines = 21 spaces
- 1.0 parking spaces for each dryer; 21 dryers = 21 spaces
- Total: 42 parking spaces

4.2.2 Financial Aspects

The financial section will be broken down into two sub sections. The first part will look at the current worth of the parcel along with property and owner history. The second part will look at the cost of construction for a restaurant on the parcel based on the City of Hayward's Building Valuation Data.

4.2.2.1 Property Value

Refer to section 4.1.2.1 Property Value for the existing property value.

4.2.2.2 Proposed Development Cost

To calculate the proposed development cost, reference the City of Hayward's Building Valuation Data. Valuation is defined as the process of estimating what something is worth. In our case, the valuation data breaks down land use cost per square feet. Land uses are broken down into sub categories (i.e. restaurants, office buildings and automobile shops) and classified types. Types are used to classify the building frame fire resistance quality. Types vary between one and five, one is the most fire resistant and five is the least. Valuation per square feet varies between each type.

- Type I (Fire Resistant) **Most**
- Type II (Non-Combustible)
- Type III (Ordinary)
- Type IV (Heavy Timber)
- Type V (Wood Frame) **Least**

Table 4.7 Building Valuation Table

Occupancy & Type	Valuation Per Sq. Ft.
Type III-1 hr.	107.92
Type III-N	104.3
Type V-1 hr.	98.88
Type V-N	94.92

The table below shows the approximate construction price based on building square footage and specific building frame type. Valuation per square feet information was used from Table 4.7 to calcuate the estimated cost.

Table 4.8 Property Development Cost

Building Square Footage	Occupancy & Type			
	Type III-1 hr.	Type III-N	Type V-1 hr.	Type V-N
3,000	$ 323,760	$ 312,900	$ 296,640	$ 284,760
2,800	$ 302,176	$ 292,040	$ 276,864	$ 265,776
2,600	$ 280,592	$ 271,180	$ 257,088	$ 246,792
2,400	$ 259,008	$ 250,320	$ 237,312	$ 227,808
2,200	$ 237,424	$ 229,460	$ 217,536	$ 208,824
2,000	$ 215,840	$ 208,600	$ 197,760	$ 189,840
1,800	$ 194,256	$ 187,740	$ 177,984	$ 170,856

4.2.2.3 Tax Benefits

Selling off the property for development to a private owner will bring in additional tax revenue for the city. Because the parcel is currently owned by the city, there is no tax income.

Property tax for the parcel was last recorded at 1.1070% in 2009/2010 and totaled $5,843.88 in taxes, according to Alameda County (acgov.org). Property tax values since then have not been recorded.

Below, Table 4.9 shows the proposed property tax based on building square footage. The projected property tax amounts are what the city could possible see in future income for this specific development type. Property tax amounts represent a full year (12 months) payment.

Table 4.9 Property Development Cost and Property Tax Rates

Building Square Footage	Occupancy & Type	Property Tax	Occupancy & Type	Property Tax
	Type III-1 hr.	Tax Rate: 1.1070%	Type III-N	Tax Rate: 1.1070%
3,000	$ 323,760	$ 3,584	$ 312,900	$ 3,464
2,800	$ 302,176	$ 3,345	$ 292,040	$ 3,233
2,600	$ 280,592	$ 3,106	$ 271,180	$ 3,002
2,400	$ 259,008	$ 2,867	$ 250,320	$ 2,771
2,200	$ 237,424	$ 2,628	$ 229,460	$ 2,540
2,000	$ 215,840	$ 2,389	$ 208,600	$ 2,309
1,800	$ 194,256	$ 2,150	$ 187,740	$ 2,078
Building Square Footage	**Occupancy & Type**	**Property Tax**	**Occupancy & Type**	**Property Tax**
	Type V-1 hr.	**Tax Rate: 1.1070%**	**Type V-N**	**Tax Rate: 1.1070%**
3,000	$ 296,640	$ 3,283.80	$ 284,760	$ 3,152.29
2,800	$ 276,864	$ 3,064.88	$ 265,776	$ 2,942.14
2,600	$ 257,088	$ 2,845.96	$ 246,792	$ 2,731.99
2,400	$ 237,312	$ 2,627.04	$ 227,808	$ 2,521.83
2,200	$ 217,536	$ 2,408.12	$ 208,824	$ 2,311.68
2,000	$ 197,760	$ 2,189.20	$ 189,840	$ 2,101.53
1,800	$ 177,984	$ 1,970.28	$ 170,856	$ 1,891.38

5.0 Conclusion

Downtown Hayward Parking Supply & Demand

Downtown Hayward does a parking deficiency. A parking generation analysis was conducted in order to determine the required parking needed to meet the current needs based on the land use type and building square footage. Analysis results showed that downtown parking supply capacity was approximately 4,729 and required parking demand calculated from the parking generation was 6,686. The required amount of parking is high because it did not take into consideration possible exclusions, reduction, exception or appeals of required parking.

Recommendations

The following two land uses were recommended for development on the municipal parking lot because they addressed needs for additional entertainment attractions (i.e. restaurant) and more every day personal service businesses such as Laundromats. The following is the reasoning for each land use recommendation;

A) *Commercial-Retail Recommendation*

Because of the lack of attractive services (i.e. restaurants, night-life, and entertainment) in the downtown, the project site was proposed for commercial retail development (restaurant). Public comments through interviews and outreach meetings voiced a need for additional attractions to the downtown. In order to address this concern a restaurant was proposed on the project site. A restaurant would bring an additional attraction to the downtown and possible provide a night-life attraction. Section 4.1 outlines the parking requirements based on building size square footage and financial information that outlines the property value, proposed development cost and possible tax benefits for the city.

B) *Personal Service Recommendation*

A Laundromat was recommended for development on the property because it was an allowable use based on downtown zoning regulations. Public opinions and comments throughout the planning process voiced a need for increase personal service businesses in downtown. Besides banks and nail salons, personal service land uses are limited in the downtown. A Laundromat was recommended because it will add a new service to the downtown and bring additional foot traffic. Section 4.2 outlines the parking requirements based on building size square footage and financial information that outlines the property value, proposed development cost and possible tax benefits for the city.

Parking Generation Analysis

Required parking totals were calculated based off rates and equations gathered from the 3rd Edition Parking Generation ITE booklet. Rates and equations for land uses were chosen based on their highest peak period parking demand times. Peak period parking takes into consideration specific time of week (weekend vs. weekday), location and building square footage. Total required parking counts account for their maximum required parking total without taking into consideration possible exclusions, reductions, exception or appeals of required parking.

Acronyms

LU_Abbreviation	Land Use	LU_Abbreviation	Land Use
RC/T	Condominum/Townhouse	**LMRA**	Low/Mid Rise Apartments
M	Manufacturing	**CM**	Conveince Market (24hrs)
FSDS	Free-Standing Discount Store	**USPO**	U.S. Post Office
SC	Shopping center	**MU**	Museum
WIB	Walk-in Bank	**BH**	Billiard Hall
LS	Liquor Store	**MTWM**	Movie Theatre with Matinee
C	Church	**MDOB**	Medical-Dental Office Building
SFDH	Single Family Detached Housing	**GLI**	General Light Industrial
AC	Athletic Club	**PDWDTW**	Pharmacy/Drugstore w/o Drive Through Window
OB	Offic Building	**HPS**	Hardware/Paint Store
SPS	Sporting Good Superstore	**CS**	Carpet Store
FFRWDTW	Fast Food Restaurant w/o Drive-Through Window	**OSS**	Office Supply Store
W	Warehousing	**LRTSWP**	Light Rail Transit Station w/Parking
GOB	Government Office Building	**SUP**	Supermarket
L	Library	**FS**	Furniture Store
MW	Mini Warehouse	**AS**	Apparel Store
HTR	High-Turnover (Sit-Down) Restaurant	**HFC**	Health/Fitness Club
QR	Quality Restaurant	**GFA**	Gross Floor Area
TS	Tire Store	**GLA**	Gross Leasable Area

Survey Parcel Address	List. of Uses	List. of rates/equations	Required Parking Total
22656-06 Town Dr.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
226575 Town Dr.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22656-01 Town Dr.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22656-05 Town Dr.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
7467-02 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
226571 Town Dr.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
734-02 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
226573 Town Dr.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
7467-03 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
734 City Walk Plaza	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22656-02 Town Dr.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22656-04 Town Dr.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
226572 Town Dr.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
226576 Town Dr.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
7467-01 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
734-01 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
670 A St.	GLI	0.75 vehicles per 1,000 sq. ft. GFA	9.83
1014 B St.	FSDS	3.81 vehicles per 1,000 sq. ft. GFA	5.72
1036 Foothill Blvd.	VACANT	N/A	N/A
1044 C St.	SC	4.74 vehicles per 1,000 sq. ft. GLA	37.92
22656-03 Town Dr	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
716-04 City Walk Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
944 B St., 946 B St.	FSDS	3.81 vehicles per 1,000 sq. ft. GFA	20.96
987 B St.	WIB	2.30 vehicles per 1,000 sq. ft. GFA	9.89
939 B St.	LS	7.20 spaces per 1,000 sq. ft. GFA	17.28
926 B St.	QR	17.2 vehicles per 1,000 sq. ft. GFA	96.32
967 B St., 963 B St.	FSDS	5.00 spaces per 1,000 sq. ft. GFA	21.00
1072-1074 B St.	C	7.81 spaces per 1,000 sq. ft. GFA	42.96
22432 Mission Blvd.	SFDH	2.00 spaces per dwelling unit	2.00
1025 B St.	FSDS	3.81 vehicles per 1,000 sq. ft. GFA	15.24
22564 Main St.	OB	2.40 vehicles per 1,000 sq. ft. GFA	14.40
22484 Mission Blvd.	GLI	0.75 vehicles per 1,000 sq. ft. GFA	4.65
1024 B St.	AC	3.90 vehicles per 1,000 sq. ft. GFA	6.24
22654 Main St.	FSDS	3.81 vehicles per 1,000 sq. ft. GFA	10.29
1004 B St.	OB	2.40 vehicles per 1,000 sq. ft. GFA	15.60
1036 A St.	SC	4.74 vehicles per 1,000 sq. ft. GLA	15.64
22632 Foothill Blvd	FSDS	3.81 vehicles per 1,000 sq. ft. GFA	2.10
1010 A St.	FFRWDTW	12.7 spaces per 1,000 sq. ft. GFA	24.13
22737 1St. St.	SFDH	2.00 spaces per dwelling unit	2.00
716-05 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
226574 Town Dr.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22860 Atherton St.	SFDH	2.00 spaces per dwelling unit	2.00
22759 Grand St.	W	0.50 spaces per 1,000 sq. ft. GFA	2.00
22561 Main St.	GOB	4.15 vechicles per 1,000 sq. ft. GFA	6.64
1098 A St.	FSDS	3.81 vehicles per 1,000 sq. ft. GFA	26.29
978 A St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	7.15
980 A St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	7.15
664 Atherton PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
835 C St.	L	2.61 vehicles per 1,000 sq. ft. GFA	48.55
635 Atherton PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46

22425 Main St.	MW	0.16 vehicles per 1,000 sq. ft. GFA	1.50
605 Atherton PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22406 Mission Blvd	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	7.60
670 Atherton PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
618 Atherton PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
704 B St.	SFDH	2.00 spaces per dwelling unit	2.00
22630 Foothill Blvd.	MDOB	P = 3.49x - 1	34.95
1065 C St.	HTR	16.3 vehicles per 1,000 sq. ft. GFA	47.20
22715 Foothill Blvd.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	13.41
22701 Foothill Blvd.	HTR	16.3 vehicles per 1,000 sq. ft. GFA	35.86
22622 Main St.	QR	17.2 vehicles per 1,000 sq. ft. GFA	12.26
22744 Main St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	17.88
636 ArtiSt.ic Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22820 Paseo PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22837 Paseo Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
649 ARTISAN PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
752-06 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
728 City Walk	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
722-06 City Walk Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
722-03 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22770 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
22756 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
22763 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
811 D St.	GLI	0.75 vehicles per 1,000 sq. ft. GFA	1.65
22710 Foothill Blvd.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	7.90
22712 Foothill Blvd.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	7.90
22708 Foothill Blvd.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	7.90
22544 Mission Blvd	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	6.25
982, 990 B St. & 22575 Main St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	41.12
22560 Main St.	QR	17.2 vehicles per 1,000 sq. ft. GFA	39.56
1036 B St.	QR	17.2 vehicles per 1,000 sq. ft. GFA	75.68
22530 Main St.	FFRWDTW	12.7 spaces per 1,000 sq. ft. GFA	19.05
22554, 22550, 22546 Main St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	29.50
1058 B St.	WIB	2.30 vehicles per 1,000 sq. ft. GFA	11.96
1082 B St.	QR	17.2 vehicles per 1,000 sq. ft. GFA	67.08
22568 Mission Blvd.	SFDH	2.00 spaces per dwelling unit	2.00
923 Warren St.	SFDH	2.00 spaces per dwelling unit	2.00
691 Atherton PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22797 Atherton St.	SFDH	2.00 spaces per dwelling unit	2.00
22765 Grand St.	GLI	0.75 vehicles per 1,000 sq. ft. GFA	4.65
22789 Atherton St.	SFDH	2.00 spaces per dwelling unit	2.00
673 Atherton PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
639 Atherton PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22845 WATKINS St.	SFDH	2.00 spaces per dwelling unit	2.00
22820 Atherton St.	SFDH	2.00 spaces per dwelling unit	2.00
22733 Atherton St.	SFDH	2.00 spaces per dwelling unit	2.00
604 Atherton PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
602 Atherton PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22785, 22787, 22789, 22791, 22793 Foothill Blvd.	SC	4.74 vehicles per 1,000 sq. ft. GLA	30.34
1015 A St.	TS	5.0 spaces per 1,000 sq. ft. GFA	32.00
22941 Atherton St.	GOB	4.15 vechicles per 1,000 sq. ft. GFA	91.75

22698 Main St., 22683 Main St.,	OB	2.84 vehicles per 1,000 sq. ft. GFA	12.84
612 Artistic Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
603 Plaza Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22801 Paseo PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22855 Paseo Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22553 Main St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	33.09
1034 A St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	32.18
716-06 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
783,791 799, 22501, 22503, 22505 Mission Blvd.	SC	4.74 vehicles per 1,000 sq. ft. GLA	48.28
Maple Ct. & Foothill Plaza (22456 Maple Ct.)	SC	4.74 vehicles per 1,000 sq. ft. GLA	364.31
808 A St.	SC	4.74 vehicles per 1,000 sq. ft. GLA	51.00
22542 - 22560 Foothill Blvd.	SC	4.74 vehicles per 1,000 sq. ft. GLA	30.81
22519 Main St.	QR	17.2 vehicles per 1,000 sq. ft. GFA	25.80
22521 Main St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	6.70
22523 Main St.	OB	2.84 vehicles per 1,000 sq. ft. GFA	11.08
22525 Main St.	FFRWDTW	12.7 spaces per 1,000 sq. ft. GFA	49.53
752-01 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
752-11 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
752-02 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
706-05 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
722-02 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
710-08 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22718 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.91	2.46
22708 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
22704 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
22702 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
1024 B St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	5.21
1018 B St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	8.50
1022 B St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	6.26
22543 Foothill Blvd.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	5.36
22545 Foothill Blvd.	QR	17.2 vehicles per 1,000 sq. ft. GFA	20.64
716-01 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
903 B St., 22622 Mission Blvd.	SC	4.74 vehicles per 1,000 sq. ft. GLA	15.64
935 B St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	6.71
Green Shutter Hotel	SC	4.74 vehicles per 1,000 sq. ft. GLA	95.75
	LMRA	1.02 vehicles per dwelling unit	20.60
925 B St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	13.41
22741 1st St.	SFDH	2.00 spaces per dwelling unit	2.00
22533 Foothill Blvd	OB	2.84 vehicles per 1,000 sq. ft. GFA	29.68
22405 Main St.	SFDH	2.00 spaces per dwelling unit	2.00
716-03 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22574 - 22578 Mission Blvd	OB	2.84 vehicles per 1,000 sq. ft. GFA	11.93
1045 C St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	5.36
22755 1St St.	LMRA	1.02 vehicles per dwelling unit	12.00
1010 B St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	12.52
549 C St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	8.05
548 CLAIRE St.	M	1.02 vehicles per 1,000 sq. ft. GFA	7.14
611 Atherton PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
924 - 934 A St.	SC	4.74 vehicles per 1,000 sq. ft. GLA	23.23
	LMRA	1.02 vehicles per dwelling unit	5.00
624 Atherton PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46

22836 Watkins St.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
603 Atherton PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
676 Atherton PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
622 Atherton PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
747 A St.	SFDH	2.00 spaces per dwelling unit	2.00
702 A St.	QR	17.2 vehicles per 1,000 sq. ft. GFA	28.00
938 B St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	11.18
22538 Mission Blvd	SC	4.74 vehicles per 1,000 sq. ft. GLA	10.43
1029 B St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	10.28
1033 B St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	10.28
898 A St.	CM	3.40 vehicles per 1,000 sq. ft. GFA	8.84
612 B St.	SFDH	2.00 spaces per dwelling unit	2.00
944 C St.	QR	17.2 vehicles per 1,000 sq. ft. GFA	87.72
948 C St.	QR	17.2 vehicles per 1,000 sq. ft. GFA	87.72
822 C St.	USPO	33 spaces per 1,000 sq. ft. GFA	171.60
22701 Main St.	MU	3.0 Spaces per 1,000 sq. ft. GFA	23.70
623 Artistic Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22843 Paseo PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22831 Paseo PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
621 Plaza Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
728 City Walk	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
710-05 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
752-07 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
777 B St.	City Hall		
22743 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22744 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
22729 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22809 Mission Boulevard	QR	17.2 vehicles per 1,000 sq. ft. GFA	43.00
918, 920, 922 A St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	10.73
	LMRA	1.02 vehicles per dwelling unit	2.45
22458 Mission Blvd	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	17.00
1086 A St.	LS	7.20 spaces per 1,000 sq. ft. GFA	21.60
22540 Foothill Blvd.	BH	6.9 spaces per 1,000 sq. ft. GFA	73.14
22524, 22532 Foothill Blvd.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	32.18
22740 Alice St.	M	1.02 vehicles per 1,000 sq. ft. GFA	7.24
516 Claire St.	GLI	0.75 vehicles per 1,000 sq. ft. GFA	4.95
22912 Atherton St.	SFDH	2.00 spaces per dwelling unit	2.00
22855 Watkins St.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
523 C St.	SFDH	2.00 spaces per dwelling unit	2.00
641 Atherton PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22705 Atherton St.	SFDH	2.00 spaces per dwelling unit	2.00
22650 Alice St.	LMRA	1.02 vehicles per dwelling unit	28.00
778 - 792 B ST.	SC	4.74 vehicles per 1,000 sq. ft. GLA	40.29
615 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
651 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
665 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
617 Artistic Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
618 Artistic Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
640 PLAZA PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
645 PLAZA PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
619 ARTISAN PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46

740-02 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
706-08 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
722-04 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
1061 - 1065 A Street	OB	2.84 vehicles per 1,000 sq. ft. GFA	28.12
	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	12.52
22717 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22725 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
1069 B St.	MTWM	0.19 vehicles per seat	266.00
1071 B St.	QR	17.2 vehicles per 1,000 sq. ft. GFA	118.68
1093 B St.	FFRWDTW	12.7 spaces per 1,000 sq. ft. GFA	13.97
1099 B St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	7.60
1095 B St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	5.36
1087 B St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	5.36
1081 B St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	5.36
1075 B St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	5.36
22841 Mission Blvd	QR	17.2 vehicles per 1,000 sq. ft. GFA	36.12
22840 Atherton St.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
607 Atherton Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22834 ATHERTON ST	SFDH	2.00 spaces per dwelling unit	2.00
22761 ATHERTON ST	SFDH	2.00 spaces per dwelling unit	2.00
22865 WATKINS ST	SFDH	2.00 spaces per dwelling unit	2.00
620 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
689 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
669 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
731 A STREET	MDOB	P = 3.49x - 1	15.05
22725 ATHERTON ST	SFDH	2.00 spaces per dwelling unit	2.00
682 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22842 Francisco Street	SFDH	2.00 spaces per dwelling unit	2.00
22600 Foothill Blvd	C	7.81 spaces per 1,000 sq. ft. GFA	19.53
22606 Foothill Blvd	OB	2.84 vehicles per 1,000 sq. ft. GFA	7.10
650 A Street	OB	2.84 vehicles per 1,000 sq. ft. GFA	35.50
22772 Main Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	8.94
22686 Mission Blvd.	MDOB	P = 3.49x - 1	1.09
22692 Mission Blvd.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	2.32
22698 Mission Blvd.	OB	2.84 vehicles per 1,000 sq. ft. GFA	2.10
930 C St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	3.58
934 C St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	2.45
22841 PASEO PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
620 ARTISAN PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
610 PLAZA PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
627 Plaza Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
752-05 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
706-06 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22776 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
22730 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
22713 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
507 C STREET	W	0.50 spaces per 1,000 sq. ft. GFA	1.40
22756 ALICE STREET	GLI	0.75 vehicles per 1,000 sq. ft. GFA	3.65
22715 Foothill Boulevard	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	10.73
645 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46

619 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
630 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
699 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
629 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22737 ATHERTON ST	SFDH	2.00 spaces per dwelling unit	2.00
636 A Street	GLI	0.75 vehicles per 1,000 sq. ft. GFA	5.63
22845 PASEO PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22816 PASEO PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22835 PASEO PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22827 PASEO PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
710-06 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
740-03 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
758-02 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22519 Foothill Blvd	PDWDTW	1.83 vehicles per 1,000 sq. ft. GFA	37.70
22778 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
22761 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22740 Atherton	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22809 WATKINS	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
519 C STREET	SFDH	2.00 spaces per dwelling unit	2.00
658 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22500 Foothill Blvd	HPS	6.7 spaces per 1,000 sq. ft. GFA	78.39
668 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22769 ATHERTON ST	SFDH	2.00 spaces per dwelling unit	2.00
612 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
678 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
661 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22793 ATHERTON ST	SFDH	2.00 spaces per dwelling unit	2.00
609 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
647 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
674 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
683 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22824 Francisco Street	SFDH	2.00 spaces per dwelling unit	2.00
23927 WATKINS ST	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
23947 Watkins St.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
657 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
625 ARTISAN PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
775 Willis Avenue	SFDH	2.00 spaces per dwelling unit	2.00
597-C C STREET	OB	2.84 vehicles per 1,000 sq. ft. GFA	29.54
628 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
603 A Street	FFRWDTW	12.7 spaces per 1,000 sq. ft. GFA	72.24
915 C Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	4.25
917 C Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	4.25
722 B Street	SFDH	2.00 spaces per dwelling unit	2.00
718 B Street	LMRA	1.02 vehicles per dwelling unit	1.02
720 B Street	LMRA	1.02 vehicles per dwelling unit	1.02
22805 PASEO PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22811 PASEO PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
616 PLAZA PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
626 Artisan Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22801 Paseo Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46

22853 Paseo Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22813 Paseo Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22812 Paseo Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22809 Paseo Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
722-09 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
752-08 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
758-01 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22720 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
22732 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
22768 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
740-01 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
722-05 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
805 B Street	WIB	2.30 vehicles per 1,000 sq. ft. GFA	9.71
825 B Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	5.63
835 B Street	WIB	2.30 vehicles per 1,000 sq. ft. GFA	3.93
855 B Street	QR	17.2 vehicles per 1,000 sq. ft. GFA	31.48
865 B Street	MDOB	P = 3.49x - 1	3.54
871 B Street	QR	17.2 vehicles per 1,000 sq. ft. GFA	29.24
895 B Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	9.83
22771 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
626 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
614 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
913 B Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	15.20
998 A Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	19.67
703 A STREET	CS	1.79 vehicles per 1,000 sq. ft. GFA	16.29
954 B Street	QR	17.2 vehicles per 1,000 sq. ft. GFA	72.24
1090 B Street	OSS	1.2 spaces per 1,000 sq. ft. GFA	7.68
633 Plaza Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
644 Artisan Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
638 Plaza Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
728 City Walk Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
740-04 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
706-04 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22773 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22764 Atherton	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22759 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
1037 B Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	33.08
1035 B Street	LMRA	1.02 vehicles per dwelling unit	7.55
660 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
917 A Street	QR	17.2 vehicles per 1,000 sq. ft. GFA	43.00
923 A Street	QR	17.2 vehicles per 1,000 sq. ft. GFA	43.00
716-02 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22536 Mission Blvd	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	5.36
22534 Mission Blvd	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	5.36
1070 A Street	Not shown		40.00
1019 B Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	6.40
22838 Francisco Street	SFDH	2.00 spaces per dwelling unit	2.00
22722 ALICE STREET	GLI	0.75 vehicles per 1,000 sq. ft. GFA	1.73
643 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22735 Sutro Street	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46

677 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
601 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
610 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
748 B STREET	LMRA	1.02 vehicles per dwelling unit	1.02
746 B Street	LMRA	1.02 vehicles per dwelling unit	1.02
778 B Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	4.92
780 B Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	4.92
782 B Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	4.92
784 & 786 B Street	MDOB	P = 3.49x - 1	4.58
788 B Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	5.63
790 B Street	QR	17.2 vehicles per 1,000 sq. ft. GFA	21.67
792 B Street	QR	17.2 vehicles per 1,000 sq. ft. GFA	25.80
714 B Street	OB	2.84 vehicles per 1,000 sq. ft. GFA	3.98
22847 Paseo Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
628 Plaza Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
646 Plaza Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
632 Artisan Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
607 Artisan Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22926 Atherton St.	SFDH	2.00 spaces per dwelling unit	2.00
662 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
515 C STREET	SFDH	2.00 spaces per dwelling unit	2.00
23909 Watkins St.	SFDH	2.00 spaces per dwelling unit	2.00
808 B Street	HPS	6.7 spaces per 1,000 sq. ft. GFA	42.88
681 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
653 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
921 B Street	LMRA	1.02 vehicles per dwelling unit	2.75
	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	12.07
1098 D Street	SFDH	2.00 spaces per dwelling unit	2.00
22833 Paseo Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
650 Artisan Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
635 Artisan Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
752-09 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
752-03 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
706-07 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
710-01 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
1025 A Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	29.50
22749 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22731 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22751 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22742 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
728 City Walk	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
722-01 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
729 City Walk	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22707 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22726 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
22706 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
22507 Main Street	QR	17.2 vehicles per 1,000 sq. ft. GFA	73.96
22741 ATHERTON ST	SFDH	2.00 spaces per dwelling unit	2.00
22701 ATHERTON ST	SFDH	2.00 spaces per dwelling unit	2.00
684 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46

22809 Watkins St.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
680 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
606 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
1090 D Street	SFDH	2.00 spaces per dwelling unit	2.00
22737 Main St.	MU	3.0 Spaces per 1,000 sq. ft. GFA	32.10
620 B Street	SFDH	2.00 spaces per dwelling unit	2.00
628 B Street	SFDH	2.00 spaces per dwelling unit	2.00
943 C Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	8.04
933 C Street	MDOB	P = 3.49x - 1	5.28
601 Artisan Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22815 Paseo Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
604 Plaza Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
631 Artisan Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
722-07 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
722-08 City Walk Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22756 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
22728 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
22705 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22645 GRAND STREET	OB	2.84 vehicles per 1,000 sq. ft. GFA	67.59
943 B St.	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	29.95
22934 Atherton Street	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22875 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22765 ATHERTON ST	SFDH	2.00 spaces per dwelling unit	2.00
577 C STREET	GLI	0.75 vehicles per 1,000 sq. ft. GFA	10.13
695 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
713 A STREET	OB	2.84 vehicles per 1,000 sq. ft. GFA	5.40
22762-22770 Main Street	SC	4.74 vehicles per 1,000 sq. ft. GLA	30.34
22612 Foothill Blvd	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	12.52
22628 Foothill Blvd	FSDS	3.81 vehicles per 1,000 sq. ft. GFA	15.24
22777 Main Street	WIB	2.30 vehicles per 1,000 sq. ft. GFA	25.76
604 B Street	SFDH	2.00 spaces per dwelling unit	2.00
22551 Foothill Blvd	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	5.36
22549 Foothill Blvd	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	8.05
22622 Mission Blvd.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
630 Artistic Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
618 Artistic Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
606 Artistic Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
639 Plaza Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
655 Artisan Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
758-03 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
706-01 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22773 ATHERTON ST	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22827 Mission Blvd	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	14.30
22757 ATHERTON ST	SFDH	2.00 spaces per dwelling unit	2.00
693 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
633 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
627 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22835 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22915 Atherton Street	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
624 Artistic Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46

615 Plaza Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
637 Artisan Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
613 Artisan Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
239 Atherton St.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
687 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22852 Atherton Street	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
858 B Street	WIB	2.30 vehicles per 1,000 sq. ft. GFA	9.66
878 B Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	8.49
846 B Street	QR	17.2 vehicles per 1,000 sq. ft. GFA	44.72
832 B Street	OB	2.84 vehicles per 1,000 sq. ft. GFA	12.50
828 B Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	8.05
826 B Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	8.05
765 Willis Ave.	SFDH	2.00 spaces per dwelling unit	2.00
755 Willis Ave.	SFDH	2.00 spaces per dwelling unit	2.00
751 Willis Ave.	SFDH	2.00 spaces per dwelling unit	2.00
22880 Watkins Street	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22777 ATHERTON ST	SFDH	2.00 spaces per dwelling unit	2.00
637 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
672 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22849 Mission Blvd	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	5.00
608 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
920 C Street	QR	17.2 vehicles per 1,000 sq. ft. GFA	34.40
22646 Mission Blvd	LMRA	1.02 vehicles per dwelling unit	2.04
	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	7.60
22570 Foothill Blvd	OB	2.84 vehicles per 1,000 sq. ft. GFA	2.00
22574 Foothill Blvd	OB	2.84 vehicles per 1,000 sq. ft. GFA	2.00
22580 Foothill Blvd	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	12.96
727 A STREET	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	1.30
725 A STREET	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	1.30
723 A STREET	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	1.30
611 Artistic Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
643 Plaza Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22829 Paseo Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22851 Paseo Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
706-02 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22769 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22753 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22727 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
710-02 City Walk Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
710-03 City Walk Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
758-04 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
706-03 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
699 B STREET	Bart Station		
1049 - 1051 B Street	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	19.67
22877 Mission Blvd	QR	17.2 vehicles per 1,000 sq. ft. GFA	79.12
22738 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
22716 Atherton	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22715 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22737 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22739 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46

22741 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
23937 Watkins St.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22729 ATHERTON ST	SFDH	2.00 spaces per dwelling unit	2.00
655 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22825 Watkins St.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
649 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
623 ATHERTON PL	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22709 ATHERTON ST	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
622 Plaza Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
609 Plaza Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22807 Paseo Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22849 Paseo Place	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
752-10 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
752-04 City Walk Pl	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
710-07 City Walk Pl.	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22775 Watkins	RC/T	P = 96.8Ln(x) - 272, R2 = 0.90	1.46
22714 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
22718 Atherton	SFDH	2.00 spaces per dwelling unit	2.00
720, 722, 724, 726, 728 A St.	SC	4.74 vehicles per 1,000 sq. ft. GLA	16.59
22268 Foothill Boulevard	WIB	2.30 vehicles per 1,000 sq. ft. GFA	14.72
22280 Foothill Boulevard	SUP	4.75 vehicles per 1,000 sq. ft. GFA	219.45
22555 Mission Blvd.	SUP	4.75 vehicles per 1,000 sq. ft. GFA	349.60
22401 Foothill Boulevard	FS	0.94 vehicles per 1,000 sq. ft. GFA	14.28
22415 Foothill Boulevard	AS	6.3 spaces per 1,000 sq. ft. GFA	52.29
22423 Foothill Boulevard	AS	6.3 spaces per 1,000 sq. ft. GFA	50.40
22433Foothill Boulevard	SC	4.74 vehicles per 1,000 sq. ft. GLA	178.22
22439 Foothill Boulevard			
22443 Foothill Boulevard			
22445 Foothill Boulevard			
22449 Foothill Boulevard			
22449 Foothill Boulevard			
22449 Foothill Boulevard			
22461 Foothill Boulevard			
22491 Foothill Boulevard			
1098 A Street Hayward	FSDS	4.47 vehicles per 1,000 sq. ft. GFA	27.76
1086 A Street Hayward	QR	17.2 vehicles per 1,000 sq. ft. GFA	14.48
	LS	7.20 spaces per 1,000 sq. ft. GFA	5.98
22380 Foothill Blvd	SC	4.74 vehicles per 1,000 sq. ft. GLA	129.40
22382 Foothill Blvd			
22386 Foothill Blvd			
22389 Foothill Blvd			
22396 Foothill Blvd			
22398 Foothill Blvd			
22400 - 22420 Foothill Blvd	SC	4.74 vehicles per 1,000 sq. ft. GLA	73.94
22436 Foothill Blvd	QR	17.2 vehicles per 1,000 sq. ft. GFA	127.28
22470 Foothill Boulevard	OSS	1.2 spaces per 1,000 sq. ft. GFA	10.56
22336 Main Street	UN	0.23 spaces per school population	46.00
		Total	**6686.42**

Downtown Hayward Available Parking Supply

Calculating the existing Downtown Hayward parking supply required the use of Google Earth & Maps and municipal parking lot maps provided by City of Hayward Planning Staff. For counting simplicity the downtown was broken into seven different blocks (map shown below). All on-street and non-municipal parking lot spaces were counted by hand through Google Earth & Maps. The two tables below show a breakdown of each block's existing parking supply for on-street parking and both municipal and non-municipal parking lots.

Existing Hayward Downtown Parking				
On-Street/Non-Municipal Parking Lots			**Municipal Parking Lots**	
Block 1	203		Block 1	0
Block 2	304		Block 2	0
Block 3	168		Block 3	547
Block 4	398		Block 4	0
Block 5	209		Block 5	611
Block 6	1239		Block 6	318
Block 7	596		Block 7	136
Total	3117		Total	1612
Combined	**4729**			

***Map of "Blocks" Below**