

**CITY COUNCIL MEETING
TUESDAY, FEBRUARY 7, 2017**

DOCUMENTS RECEIVED AFTER PUBLISHED AGENDA

Item #6 PH 17-013

**Maple & Main Project
Al and Jo-Ann Murdach**

From: Allison Murdach

Sent: Thursday, February 02, 2017 11:55 PM

To: List-Mayor-Council <List-Mayor-Council@hayward-ca.gov>; Sherman Lewis

Subject: Maple-Main Project

We understand there will be a hearing soon on this project. We are leaving soon for extended travel but would like to comment on this project before we leave.

We support the Hayward Area Planning Association (HAPA) recommendations for the Maple-Main Project.

We feel it would enhance the downtown area by improving pedestrian access, limiting auto traffic, and provide a better opportunity for sound retail development. Thank you.

Al and Jo-Ann Murdach

Item #6 PH 17-013

**HAPA Comments on Maple & Main Project
Sherman Lewis**

From: Sherman

Date: February 5, 2017 at 11:00:47 AM PST

To: Mayor Council List <List-Mayor-Council@hayward-ca.gov>

Subject: HAPA Comments on Maple Main Project

This email repeats what you received in the HAPA News.

I met with Blake Peters and Lee Newell and progress has been made on both items.

Otis Ogata and Amber Collins are planing to speak for HAPA.

Move retail to Maple Court:

Relocation to Maple Court will help retail; and retail will help recreate a pedestrian environment. The General Plan: “LU-2.3: The City shall strive to create a safe, comfortable, and enjoyable **pedestrian environment** in the Downtown to encourage walking, sidewalk dining, window shopping, and social interaction.”

Maple Court would be a good place for a walking-oriented, multi-modal social hub. Here’s how it could be done:

- • Maple Court is a narrow street with low traffic, reducing conflict with cars and creating intimate distances.
- • Maple Court lined by red maple trees alternating with old fashioned street lights would be attractive to pedestrians.
- • The Maple Main and Lincoln Landing projects increase the immediate population by about 1,000 people.
- • A rapid shuttle from BART with a stop on Maple Court on the way to Lincoln Landing would bring people to hub, and reduce private car traffic.
- • The entrance to the apartments would bring people.
- • The entrance to the Medical Office Building would bring people.
- • The Foothill strip would bring people.
- • Parking reserved on Maple Court for public cars—Uber/Lyft, taxis, car share, car rental—would bring people and reduce private car traffic.
- • Smart meters on Maple Court would make parking available, increase parking turnover, benefit businesses, and bring people.
- • Retail on Maple Court would bring people.

Leaving the retail on Main St. would undermine a potential hub.

The Concord Group report on retail potential failed to look at Maple Court and at pedestrian access. Its report was oriented exclusively to auto-access.

From the auto point of view, the project is “tucked away” with a low traffic count, and therefore retail will be a dismal failure. The report is like a car with its headlights pointing backwards. The car moves forward slowly as the driver looks in the rear view mirror to guess where to steer the car.

The coming increase of about 1,000 new residents and the visibility of local retail to pedestrians provides enough demand for walk-access retail, especially on Maple Court. Retail there will serve local walkers more competitively than anyplace else possibly could, especially if reinforced by other attractions on Maple St.

The potential for a coffee shop or café is especially important. The “Maple Café” with sidewalk seating would be a place to wait for the bus, with windows looking out onto the shuttle stop. The café could have an awning coming out to protect people from weather. It would be a nice place to have a cup of coffee, get a snack, have a meal, or take food out on the way home.

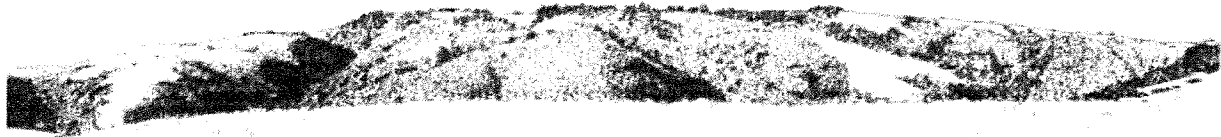
Improve pedestrian crossing of A Street at Main Street:

A St. is wide and has high speed traffic, making it feel unsafe and uncomfortable to walk across. The cross walk distance is now 67 feet, very wide. The project is very close to Main St. and A St.

The General Plan: “improvements to crosswalks, signal timing, signage, and curb ramps, in... street design... convenient and safe pedestrian travel, connects neighborhoods and centers, and is free of major impediments and obstacles... providing safe, well-marked pedestrian crossings, bulb-outs, or median refuges that reduce crossing widths... safe and convenient bikeways and pedestrian crossings that reduce conflicts between pedestrians, bicyclists, and motor vehicles on streets.”

The developer should contribute to improving the crossing of A St. at Main St. in the future. Improvements could include a safety median and bulb-outs. A 22 foot width for travel lanes from curbs to medians would improve the psychological perception of comfort and safety crossing the street. An improved crossing will also contribute to the intermodal hub on Maple Court.

Sherman Lewis, President
Hayward Area Planning Association,



HAYWARD AREA PLANNING ASSOCIATION

February 7, 2017

Dear Mayor and Member of the City Council

HAPA appealed the Maple Main project from the Planning Commission in hopes of achieving some realistic improvements in addition to the progress already made up to that time.

The developer has now agreed to two changes, moving retail to Maple Court and participating in improving the pedestrian crossing of A St. at Main at such time as the City may be able to proceed with a specific project.

While at this time the writing final language for A St. is still being worked out, we believe the developer is fully committed to both changes, and therefore (at long last), HAPA supports this project.

This letter will be announced and presented to the City tonight by Otis Ogata and Amber Collins representing HAPA.

Sincerely,

Sherman Lewis

Sherman Lewis
President

Item #6 PH 17-013

**Maple & Main Project Improvements
Cheryl Kojina**

From: Cheryl Kojina

Date: February 5, 2017 at 9:34:46 PM PST

To: "List-Mayor-Council@hayward-ca.gov" <List-Mayor-Council@hayward-ca.gov>

Subject: Maple Main Project improvements

Reply-To: Cheryl Kojina

Dear Mayor and Councilmembers,

I am a resident of Prospect Hill and travel the area of the proposed Maple Main project often, both by car and on foot. I particularly enjoy walking from Prospect Hill to downtown shops and the Farmer's Market. I am writing in support of two project improvements that are being proposed by HAPA.

One proposal is to move the retail spaces from Main Street to Maple Court. This is a great idea. I can easily picture how this new retail activity would have a significantly larger impact on Maple Court than on Main. It could create a very fun and pedestrian friendly space due to the smaller scale of the street and the already existing retail across the street.

The second proposal is to make improvements to the pedestrian crossing at A and Main St. I can tell you from personal experience that it is not pleasant to cross that street. I need to be very careful and to cross defensively. In particular, crossing A street never feels safe. At least half the time, cars will turn without looking carefully. I have almost been hit a few times. In addition, the signal light is excruciatingly long crossing A on Main. Maybe this is why cars are in such a hurry when they finally get the light. These issues will become more and more problematic as we add more cars and pedestrians to this area.

Thank you for your time and attention.

Sincerely
Cheryl Kojina

Item #6 PH 17-013

**Maple-Main Mixed Use Proposed Project
Heather Enders**

February 6, 2017

Mayor and City Council
777 B Street
Hayward, CA 94542

Re: Maple Main Mixed Use proposed project

Dear Mayor and City Council,

As the only Planning Commissioner to oppose to the proposed Maple and Main project as presented, I would like to make you aware of my reasoning. I have tried to sum up my points below. (Underlines and italics have been added for emphasis.)

I. The project may have a significant environmental impact.

1. There have been numerous public appeals requesting an EIR be completed. See Attachment A.

The Supreme Court declared in *No Oil, Inc. v. City of Los Angeles*, that, “since the preparation of an EIR is the key to environmental protection under CEQA, accomplishment of the high objectives of that act requires the preparation of an EIR whenever it can be fairly argued on the basis of substantial evidence that the project may have significant environmental impact.” (13 Cal.3d at p. 75; see also Cal. Admin. Code, tit. 14, § 15084, subd. (b) [‘An EIR should be prepared whenever it can be fairly argued on the basis of substantial evidence that the project may have a significant effect on the environment.’].) The court also stated that ‘the existence of serious public controversy concerning the environmental effect of a project in itself indicate that preparation of an EIR is desirable.’ (13 Cal.3d at pp. 85-86.)

2. The feasibility of mitigation is questionable due to omission of facts. See Attachment B.

Quoting MND for the Maple & Main Mixed-Use Project prepared by Impact Sciences, Inc. Nov. 2016: “d) Less than Significant Impact with Mitigation. See the responses to Items 5(a) and (b), above. Although the project site is not located in an area with known burial sites and due to prior disturbance, human remains are not expected to be present on the project site or off-site along Maple Court and Main Street, the potential for their presence cannot be completely ruled out.”

3. City of Hayward Tree Preservation Ordinance has been disregarded. See Attachment C.

Quoting City of Hayward Tree Ordinance “This Ordinance is intended to protect and preserve significant trees and control the re-shaping, removal or relocation of those trees that provide

benefits for the neighborhood or the entire community while recognizing that there are rights to develop private property. The following criteria will be used when evaluating Protected Tree Removal or cutting requests: a. The condition of the existing Protected Tree with respect to disease, danger of falling, or deadwood. b. Danger to the public or to other Protected Trees in its present condition or location. c. Interference with existing utilities (e.g., sewer lines, power lines) or with a neighboring property's view; provided that the view interference was not pre-existing or the tree is estimated not to have existed prior to the neighboring house being built. d. Whether the Protected Tree is a Specimen Tree, Street Tree or Memorial Tree. e. Whether the Protected Tree is lifting the sidewalks and the sidewalk cannot be repoured with a root barrier or relocated to preserve the tree. f. Whether removal, relocation, re-shaping, or encroaching into the Protected Zone of the tree is necessary in order to allow reasonable use of the property. g. Whether the Protected Tree is anchoring a slope or the removal or disturbance of the Protected Zone of the tree would cause erosion, loss of soil, increase the flow of surface runoff, or cause a diversion of water that would affect downstream properties. h. The total number of overall or Protected Trees on the property in comparison to surrounding properties and the effect the tree removal would have on surrounding property values. i. Whether an effort has been made to preserve the character of the area and the more valuable specimens have been preserved or relocated on site. j. Whether the property will support the number of existing trees, taking into consideration any proposed development and zoning for the property, in a healthy growing condition and whether a different layout might allow for the preservation of the tree(s) in place. k. Whether the Protected Tree is encroaching on or damaging the existing primary residence or development and if it is, whether it could be trimmed or reshaped in a natural looking form or the roots pruned and redirected with root barriers to protect the existing development."

4. Project alternatives have not been fully explored.

A list of comments that the project proponent ignored:

- ❖ City council meeting 5/19/16: 5-story building is too high; Seeking more ground commercial space; More sustainable – more open space areas
- ❖ Planning Commission March 2016: More evc charging stations; Tree preservation – Memorial Tree
- ❖ Public: (ongoing and not comprehensive of all comments): In order to be in line with the General Plan, needs to have all ground floor commercial; EIR needed due to known presence of Ohlone Indians in the area; Height reduced to 3-4 stories; Insufficient parking

5. Hayward residents are "very dissatisfied" with traffic circulation already. See Attachment D.

Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Analysis must encompass all reasonably foreseeable future projects, including new traffic brought on by the Lincoln Landing project. Vehicle miles travelled, as opposed to level of service should be explored.

II. The project is not in alignment with the General Plan.

6. Growth-inducing impact of downtown 'catalyst sites' being converted to apartments.

The ways in which the proposed project could foster economic or population growth, or the construction of affordable housing, either directly or indirectly, in the surrounding environment is not aligned with the vision of the General Plan.

LU-2.1 Downtown Arts and Entertainment: The City shall encourage private-sector investment in Downtown to transform it into a safe, vibrant, and prosperous arts and entertainment district that offers enhanced shopping, dining, recreational, and cultural experiences and events for residents, families, college students, and visitors.

LU-2.2 Downtown Activities and Functions: The City shall maintain the Downtown as a center for shopping and commerce, social and cultural activities, and political and civic functions.

LU-2.3 Downtown Pedestrian Environment: The City shall strive to create a safe, comfortable, and enjoyable pedestrian environment in the Downtown to encourage walking, sidewalk dining, window shopping, and social interaction.

LU-2.4 Downtown Retail Frontages: The City shall require retail frontages and storefront entrances on new and renovated buildings within the "retail core" of Downtown Hayward, which includes properties along: ♣ "A" Street between Mission Boulevard and Foothill Boulevard ♣ "B" Street between Watkins Street and Foothill Boulevard ♣ "C" Street between Mission Boulevard and Foothill Boulevard ♣ Main Street between "A" Street and "C" Street ♣ Mission Boulevard between "A" Street and "C" Street ♣ Foothill Boulevard between "C" Street and City Center Drive This policy does not apply to historic buildings that were originally designed without a retail frontage or storefronts.

Staffs' response to some public comments has been "The ultimate determination of the project's consistency with policies found in the City's General Plan rests with City's legislative body." Please carefully review how this project is consistent with the vision of the General Plan.

7. The four-acre site has no pedestrian-oriented frontages as proposed. See Attachment E.

III. Priuitt-Igoe syndrome.

8. Affordable housing doesn't have to have Priuitt-Igoe Syndrome. See Attachment F.

In conclusion, a full EIR should be completed as well as some changes to the project to align better with the General Plan. I'm hoping you use your power and authority to make this a project that is compatible with the neighborhood and vision for Hayward's future.

Sincerely,

Heather Enders

Letter B

From: Frank Goulart
Sent: Wednesday, September 21, 2016 1:31 PM
To: David Rizk
Cc: Ben Goulart; Julie Machado; Nathan Williams; Nancy Urioste; Blaine Ricketts; Per Bothner
Subject: Prospect Hill Neighborhood Association comments on initial study

Hi David,

These are the comments that are submitted by the Prospect Hill Neighborhood Association on the Maple Main project:

We think the entire ground floor of the development should be retail/commercial/office as is called for in the General Plan.

1

We think the project should include no more than 2 floors of residential.

2

We think this project requires an EIR, including a Traffic Study which considers a Circulator (with access on Maple Court), Car Share, Unbundling, Deparking Incentives, Parking Management by the City and Walking Design, a Grey Water System Study and a study of possible Native American remains among the other requirements.

3

To clarify, we do not support unbundling or reduced parking, but we do think there should be an EIR.

4

The Initial Study at page 116 quotes "Cumulative Effects 18. MANDATORY FINDINGS OF SIGNIFICANCE – The lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur.... b) Does the project have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?"

5

The Initial Study is inadequate concerning cumulative impacts of parking, land use, population and transportation. The guidelines require consideration of other current projects.

If a current project, Lincoln Landing, adds to the impacts of Maple/Main, and Lincoln Landing is required to have an EIR, which it is, then it is logically inescapable that Maple/Main must also have an EIR. Clearly, if one deserves an EIR, the cumulative effects of the two projects deserve an EIR.

6

We think this project is of such a magnitude that it should be the subject of a Work Session once the EIR is completed.

7

Frank Goulart
Secretary
Prospect Hill Neighborhood Association

From: Frank Goulart
Sent: Monday, November 28, 2016 10:58 AM
To: David Rizk <David.Rizk@hayward-ca.gov>
Cc: Ben Goulart ; Julie Machado
Nathan Williams ; Blaine Ricketts

Letter C

Nancy Urioste
Per Bothner

Subject: main and maple comments

hi david,

At the November 16, 2016 Meeting of the Board of Directors for the Prospect Hill Neighborhood Association, the Maple and Main Proposal was discussed, including the revised draft Initial Study. We approved a further amendment to our resolution originally approved December 15, 2015, which together with this amendment and the two amendments approved September 17, 2016, is to be submitted to the City:

TO BE CLEAR THEREFORE, the Resolution to be submitted to the City of Hayward, as amended and approved by the Association is as follows:

"We think the entire ground floor of the development should be retail/commercial/office as is called for in the General Plan.

1

We think the project should include no more than 2 floors of residential.

2

We think this project requires an EIR, including a Traffic Study which considers a Circulator (with access on Maple Court), Car Share, Unbundling, Deparking Incentives, Parking Management by the City and Walking Design, a Grey Water System Study and a study of possible Native American remains among the other requirements.

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We think this project is of such a magnitude that it should be the subject of a Work Session once the EIR is completed.

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To clarify, we do not support unbundling or reduced parking, but we do think there should be an EIR.

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The Initial Study at page 116 quotes 'Cumulative Effects 18. MANDATORY FINDINGS OF SIGNIFICANCE – The lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur.... b) Does the project have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?'

6

The Initial Study is inadequate concerning cumulative impacts of parking, land use, population and transportation. The guidelines require consideration of other current projects.

If a current project, Lincoln Landing, adds to the impacts of Maple/Main, and Lincoln Landing is required to have an EIR, which it is, then it is logically inescapable that Maple/Main must also have an EIR. Clearly, if one deserves an EIR, the cumulative effects of the two projects deserve an EIR.

7

Since we're a mixed use neighborhood we are very concerned that the retail/commercial street parking be addressed in addition to the residential parking permit program, including 2 hour parking on Main Street from McKeever to Hazel.

8

We suggest a residential parking program for the Prospect Hill neighborhood, paid for by the developers for 10 years, with no permits issued to residents of the Main and Maple project.

9

We strongly support a second, independent entrance from Maple to the parking structure.

10

We support saving the Maple Street house."

11

A City can be friendly to people or it can be friendly to cars, but it can't be both.
-Enrique Peñalosa

Comments on the Initial Study

For the Maple Main Apartments

By Sherman Lewis, President
Hayward Area Planning Association

September 21, 2016

Overview

The Initial Study (IS) has many parts that are comparable to what would be in an EIR. However, on four guideline factors—greenhouse gases, land use, population, and transportation—the IS fails to meet the Guidelines. The evidence shows, and HAPA believes, that an EIR is needed. At a minimum, the project needs to be revised as per current discussions and the IS needs to be rewritten and recirculated. HAPA believes that the environmental issues have to be discussed adequately either in an IS or and EIR.

The Initial Study claims of consistency with the General Plan are incorrect. The project fails to conform to the General Plan, the Program EIR on the General Plan, and Council findings that the General Plan has environmental benefits. The Program EIR cannot be used for a non-conforming Project EIR. Circumstances have changed significantly in ways not considered in the Program EIR.

These comments assume that the city's power of project approval should be used to implement the General Plan. "The City shall consider/strive/encourage/promote/implement etc...." includes using its regulatory powers.

Bolding has been added.

The Guidelines state

18. MANDATORY FINDINGS OF SIGNIFICANCE – The lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur:....

a) Does the project have the potential to degrade the quality of the environment...

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?

The Initial Study fails to reveal how the project has the potential to degrade the environment and fails to consider cumulative impacts created by a major project nearby, Lincoln Landing, which is having an EIR—and not even mentioned once in the IS. If a current project, Lincoln Landing, adds to the impacts of Maple Main, and Lincoln Landing is required to have an EIR, then it is **logically inescapable** that Maple Main must also have an EIR. Lincoln Landing, while larger, is not very different from Maple Main concerning the four factors of these comments. Clearly, if

1

Concern number TWO: the previous developer for the part of this project area on Maple Court promised to move a historic house located at 22491 Maple Court, as part of the requirements for his project. Now he has sold out to a bigger developer, and that developer should be made to follow the requirements about taking care of that house. These requirements were instituted by the city after hearing concern from the community about this house. Please do not allow this house to be razed. Hayward is way behind even the county in protecting and respecting its historic fabric, and if you continue to allow historic buildings to be torn down, we will soon not have any standing history remaining.

5

Other concerns that I have about this project:

- **Hayward has a larger percentage of rental units than any other Bay Area city. Our schools are bad in part due to transiency of renters.** According to a recent article in the Castro Valley Forum, **property values go down 13.8% when there is a high percentage of rentals in the area. We don't need more rentals!**
- The development plan is not consistent with City's General Plan, which provides for this site to be commercial on the ground floor.
- **We need jobs not housing** – and not short-term construction jobs, but jobs that allow ongoing stability, like commercial or office jobs. It would be in the best interest of citizens and Hayward to be patient and wait for a commercial project.
- The City has an obligation to see that developers follow the City Plans and that development will not cost the City. Housing costs the City in infrastructure and does not bring in income such as sales taxes, hotel taxes, etc.
- Planning Commissioners and City Council Members should stand firm to protect our plans and visions, rather than "sell out" to developers who are making campaign contributions in order to pursue inappropriate projects.
- Recent housing developments such as City Walk have not proved successful in either bringing people to shop downtown or in having quality housing – City Council people themselves have informed me of lots of problems regarding Section 8 rentals in these developments. We do not need more of these in downtown!

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If you approve this project, let's be clear that you will not be making a decision based on what would be best for Hayward long-term, based on planning, zoning, or quality of life.

I will not be voting for any council member who votes to approve this project.

Sincerely,

Julie Machado

OFFICE DEFOL.

away with the good wishes of
The good wishes will be given



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

Pollutant Measure 'Inadequate'

3-23-59

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



Industrial spokesman said "the Ringelmann Chart is inadequate . . . to measure the amount of pollutants discharged into the air by industrial smokestacks."

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

Foundry's plant in Decolo, said the Ringelmann Chart "developed to measure pollutants in black smoke is meaningless in determining the amounts of similar emissions in plumes of light smoke discharged from stacks in Bay Area plants." The next preliminary session will be held at 4 p.m. Wednesday in

ard City Hall looks down from behind scenes which is now an

Attachment B



Attachment C

IN MEMORY OF
AMANDA WEST

FROM HER FRIENDS AT
LEVINT MEDICAL CENTER

SATISFACTION WITH CITY SERVICES

		Adults 18+			Likely November 2018 Voters		
		Column N %	Count	Σ or Mean	Column N %	Count	Σ or Mean
2. Overall, are you satisfied or dissatisfied with the job the City of Hayward is doing to provide resident services?	Very satisfied	19.4%	123		15.8%	49	
	Somewhat satisfied	42.7%	269		48.9%	152	
	Somewhat dissatisfied	16.6%	104		16.8%	52	
	Very dissatisfied	11.0%	69		8.5%	26	
	DK/NA	10.3%	65		10.0%	31	
	Total Satisfied	62.1%			64.7%		
	Total Dissatisfied	27.6%			25.3%		
	Ratio Sat to Dissat	2.3			2.6		
3A. Police protection	Very Satisfied	27.1%	171	69.4%	32.1%	100	71.7%
	Somewhat Satisfied	42.3%	266		39.6%	123	
	Somewhat Dissatisfied	13.4%	85		14.3%	45	
	Very Dissatisfied	10.2%	64		6.3%	20	
	DK/NA	7.0%	44		7.6%	24	
3B. Traffic circulation	Very Satisfied	9.8%	62	39.9%	9.5%	30	37.7%
	Somewhat Satisfied	30.1%	190		28.2%	88	
	Somewhat Dissatisfied	23.8%	150		29.8%	93	
	Very Dissatisfied	32.6%	205		28.6%	89	
	DK/NA	3.7%	23		3.9%	12	
3C. Fire protection and emergency services	Very Satisfied	47.6%	300	84.1%	51.5%	160	87.9%
	Somewhat Satisfied	36.6%	230		36.3%	113	
	Somewhat Dissatisfied	4.9%	31		2.0%	6	
	Very Dissatisfied	1.3%	8		2.0%	6	
	DK/NA	9.6%	61		8.1%	25	
3D. Street and sidewalk maintenance	Very Satisfied	25.0%	158	68.8%	26.1%	81	69.9%
	Somewhat Satisfied	43.7%	275		43.8%	136	
	Somewhat Dissatisfied	15.5%	98		16.3%	51	
	Very Dissatisfied	13.8%	87		12.0%	37	
	DK/NA	2.0%	12		1.8%	6	
3E. Street lighting	Very Satisfied	30.8%	194	72.1%	32.3%	101	73.3%
	Somewhat Satisfied	41.3%	260		40.9%	127	
	Somewhat Dissatisfied	15.4%	97		14.5%	45	
	Very Dissatisfied	10.1%	64		9.9%	31	
	DK/NA	2.4%	15		2.3%	7	
3F. Providing parking throughout the City	Very Satisfied	28.7%	181	65.2%	28.1%	87	64.6%
	Somewhat Satisfied	36.4%	230		36.5%	114	
	Somewhat Dissatisfied	17.8%	112		19.2%	60	
	Very Dissatisfied	9.7%	61		9.3%	29	
	DK/NA	7.4%	46		6.8%	21	
3G. The job the city does reviewing development applications	Very Satisfied	10.6%	67	33.8%	7.1%	22	31.3%
	Somewhat Satisfied	23.2%	146		24.2%	75	
	Somewhat Dissatisfied	7.5%	48		7.8%	24	
	Very Dissatisfied	4.7%	29		3.9%	12	
	DK/NA	54.0%	340		57.0%	177	
3H. Graffiti removal	Very Satisfied	32.4%	204	67.1%	33.3%	104	69.2%
	Somewhat Satisfied	34.7%	218		35.9%	112	
	Somewhat Dissatisfied	14.0%	88		15.1%	47	
	Very Dissatisfied	9.4%	60		6.5%	20	
	DK/NA	9.4%	59		9.2%	29	
3I. Protecting open space	Very Satisfied	22.3%	140	58.5%	17.8%	55	55.2%
	Somewhat Satisfied	36.2%	228		37.4%	116	
	Somewhat Dissatisfied	10.8%	68		14.5%	45	
	Very Dissatisfied	7.0%	44		3.6%	11	
	DK/NA	23.7%	149		26.7%	83	



R-1 VIEW FROM MAPLE COURT

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HUMPHREYS & PARTNERS ARCHITECTS, L.P.
 Architectural conceptual site plans are for feasibility purpose only. Revisions may occur due to further investigation from regulatory authorities and building code analysis. Dimensions shown are of a strategic intent only. Refer to surveys and civil drawings for technical information and measurements.

May 31, 2016

MAPLE & MAIN MIXED USE
BAY AREA PROPERTY DEVELOPERS

HAYWARD CA

HPA#14746



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DALLAS CHARLOTTE NEWPORT BEACH LAS VEGAS NEW ORLEANS NORFOLK ORLANDO PHOENIX



R-3 VIEW FROM MAIN AND McKEEVER

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May 31, 2016

MAPLE & MAIN MIXED USE
 BAY AREA PROPERTY DEVELOPERS

HAYWARD CA

HPA#14746



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R-2 VIEW FROM MAIN STREET

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Pruitt–Igoe

From Wikipedia, the free encyclopedia

Pruitt–Igoe was a large urban housing project first occupied in 1954^[2] in the U.S. city of St. Louis, Missouri. Living conditions in Pruitt–Igoe began to decline soon after its completion in 1956.^[3] By the late 1960s, the complex had become internationally infamous for its poverty, crime, and racial segregation. Its 33 buildings were demolished with explosives in the mid-1970s,^[4] and the project has become an icon of failure of urban renewal and of public-policy planning.

The complex was designed by architect Minoru Yamasaki, who also designed the World Trade Center towers and the Lambert-St. Louis International Airport main terminal.

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History

During the 1940s and 1950s, the city of St. Louis was overcrowded, with housing conditions in some areas resembling "something out of a Charles Dickens novel."^[5] Its housing stock had deteriorated between the 1920s and the 1940s, and more than 85,000 families lived in 19th century tenements. An official survey from 1947 found that 33,000 homes had communal toilets.^[5] Middle-class, predominantly white, residents were leaving the city, and their former residences became occupied by low-income families. Black (north) and white (south) slums of the old city were segregated and expanding, threatening to engulf the city center.^[6] To save central properties from an imminent loss of value, city authorities settled on redevelopment of the "inner ring" around the central business district.^[6] As there was so much decay there, neighborhood gentrification never received serious consideration.^[5]



April 1972. The second, widely televised demolition of a Pruitt–Igoe building that followed the March 16 demolition.^[1]

In 1947, St. Louis planners proposed to replace DeSoto-Carr, a run-down neighborhood, with new two- and three-story residential blocks and a public park.^[7] The plan did not materialize; instead, Democratic mayor Joseph Darst, elected in 1949, and Republican state leaders favored clearing the slums and replacing them with high-rise, high-density public housing. They reasoned that the new projects would help the city through increased revenues, new parks, playgrounds and shopping space.^[5] Darst stated in 1951:

We must rebuild, open up and clean up the hearts of our cities. The fact that slums were created with all the intrinsic evils was everybody's fault. Now it is everybody's responsibility to repair the damage.^[8]

In 1948, voters rejected the proposal for a municipal loan to finance the change, but soon the situation was changed with the Housing Act of 1949 and Missouri state laws that provided co-financing of public housing projects. The approach taken by Darst, urban renewal, was shared by the Harry S. Truman administration and fellow mayors of other cities overwhelmed by industrial workers recruited during the war.^[3] Specifically, St. Louis Land Clearance and Redevelopment Authority was authorized to acquire and demolish the slums of the inner ring and then sell the land at reduced prices to private developers, fostering middle-class return and business growth. Another agency, St. Louis Housing Authority, had to clear land to construct public housing for the former slum dwellers.^[6]

By 1950, St. Louis had received a federal commitment under the Housing Act of 1949^[9] to finance 5,800 public housing units.^[6] The first large public housing in St. Louis, Cochran Gardens, was completed in 1953 and intended for low-income whites. It contained 704 units in 12 high-rise buildings^[3] and was followed by Pruitt–Igoe, Darst-Webbe and Vaughn. Pruitt–Igoe was intended for young middle-class white and black tenants, segregated into different buildings, Darst-Webbe for low-income white tenants. Missouri public housing remained racially segregated until 1956.^[10]

Design and construction

In 1950, the city commissioned the firm of Leinweber, Yamasaki & Hellmuth to design Pruitt–Igoe, a new complex named for St. Louisans Wendell O. Pruitt, an African-American fighter pilot in World War II, and William L. Igoe, a former U.S. Congressman. Originally, the city planned two partitions: *Captain W. O. Pruitt Homes* for the black residents, and *William L. Igoe Apartments* for whites.^[11] The site was bound by Cass Avenue on the north, North Jefferson Avenue on the west, Carr Street on the south, and North 20th Street on the east.^[6]

The project was designed by architect Minoru Yamasaki who would later design New York's World Trade Center. It was Yamasaki's first large independent job, performed under supervision and constraints imposed by the federal authorities. The initial proposal provided a mix of high-rise, mid-rise and walk-up buildings. It was acceptable to St. Louis authorities, but exceeded the federal cost limits imposed by the PHA; the agency intervened and imposed a uniform building height at 11 floors.^{[6][11]} Shortages of materials caused by the Korean War and tensions in the Congress further tightened PHA controls.^[6]

In 1951, an *Architectural Forum* article titled "Slum Surgery in St. Louis" praised Yamasaki's original proposal as "the best high apartment" of the year.^[12] Overall density was set at a moderate level of 50 units per acre (higher than in downtown slums^[6]), yet, according to the planning principles of Le Corbusier and the International Congresses of Modern Architects, residents were raised up to 11 floors above ground in an attempt to save the



The Pruitt-Igoe complex (demolished as from 1972 to 1976) was composed of 33 buildings of 11 stories each, located on 57 acres^[5] of the Near North Side of St. Louis, Missouri. The four large branching structures in the foreground were the Vaughan Public Housing Complex (also demolished). Also pictured is the Pruitt School (the four-story building near the center of the photo) and St. Stanislaus Kostka Church, both of which still stand.

grounds and ground floor space for communal activity.^[13] *Architectural Forum* praised the layout as "vertical neighborhoods for poor people".^[8] Each row of buildings was supposed to be flanked by a "river of trees",^[13] developing a Harland Bartholomew concept.^[11]

As completed in 1955, Pruitt-Igoe consisted of 33 11-story apartment buildings on a 57-acre (23 ha) site,^[14] on St. Louis's lower north side. The complex totaled 2,870 apartments, one of the largest in the country.^[10] The apartments were deliberately small, with undersized kitchen appliances.^[10] "Skip-stop" elevators stopped only at the first, fourth, seventh, and tenth floors, forcing residents to use stairs in an attempt to lessen congestion. The same "anchor floors" were equipped with large communal corridors, laundry rooms, communal rooms and garbage chutes.^[13]

Despite federal cost-cutting regulations, Pruitt-Igoe initially cost \$36 million,^[15] 60% above national

average for public housing.^[10] Conservatives attributed cost overruns to inflated unionized labor wages and the steamfitters union influence that led to installation of an expensive heating system;^[10] overruns on the heating system caused a chain of arbitrary cost cuts in other vital parts of the building.^[11]

Nevertheless, Pruitt-Igoe was initially seen as a breakthrough in urban renewal.^[8] Residents considered it to be "an oasis in the desert" compared to the extremely poor quality of housing they had occupied previously, and considered it to be safe. Some referred to the apartments as "poor man's penthouses".^[16]

Despite poor build quality, material suppliers cited Pruitt-Igoe in their advertisements, capitalizing on the national exposure of the project.^[8]

Decay

On December 7, 1955, in a decision by Federal District Judge George H. Moore, St. Louis and the St. Louis housing authority were ordered to stop their practice of segregation in public housing.^[17] In 1957, occupancy of Pruitt-Igoe peaked at 91%, after which it began to decline.^[14] Sources differ on how quickly depopulation occurred: according to Ramroth, vacancy rose to one-third capacity by 1965;^[15] according to Newman, after a certain point occupancy never rose above 60%.^[13] All authors agree that by the end of the 1960s, Pruitt-Igoe was nearly abandoned and had deteriorated into a decaying, dangerous, crime-infested neighborhood; its architect lamented: "I never thought people were that destructive".^[18]

Residents cite a lack of maintenance almost from the very beginning, including the regular breakdown of elevators, as being a primary cause of the deterioration of the project.^[16] Local authorities cited a lack of funding to pay for the workforce necessary for proper upkeep of the buildings.^[16] In addition, ventilation was poor, and centralized

air conditioning nonexistent.^[10] The stairwells and corridors attracted muggers.^[10] The project's parking and recreation facilities were inadequate; playgrounds were added only after tenants petitioned for their installation.

In 1971, Pruitt-Igoe housed only six hundred people in seventeen buildings; the other sixteen buildings were boarded up.^[19] Meanwhile, adjacent Carr Village, a low-rise area with a similar demographic makeup, remained fully occupied and largely trouble-free throughout the construction, occupancy and decline of Pruitt-Igoe.^[20]

Despite decay of the public areas and gang violence, Pruitt-Igoe contained isolated pockets of relative well-being throughout its worst years. Apartments clustered around small, two-family landings with tenants working to maintain and clear their common areas were often relatively successful. When corridors were shared by 20 families and staircases by hundreds, public spaces immediately fell into disrepair.^[20] When the number of residents per public space rose above a certain level, none would identify with these "no man's land[s]" – places where it was "impossible to feel ... to tell resident from intruder".^[20] The inhabitants of Pruitt-Igoe organized an active tenant association, bringing about community enterprises. One such example was the creation of craft rooms; these rooms allowed the women of the Pruitt-Igoe to congregate, socialize, and create ornaments, quilts, and statues for sale.

Demolition

In 1968, the federal Department of Housing began encouraging the remaining residents to leave Pruitt-Igoe.^[21] In December 1971, state and federal authorities agreed to demolish two of the Pruitt-Igoe buildings with explosives. They hoped that a gradual reduction in population and building density could improve the situation; by this time, Pruitt-Igoe had consumed \$57 million, an investment that could not be abandoned at once.^[15] Authorities considered different scenarios and techniques to rehabilitate Pruitt-Igoe, including conversion to a low-rise neighborhood by collapsing the towers down to four floors and undertaking a "horizontal" reorganization of their layout.^{[15][22]}

After months of preparation, the first building was demolished with an explosive detonation at 3 p.m., on March 16, 1972.^[15] The second one went down April 22, 1972.^[15] After more implosions on July 15, the first stage of demolition was over. As the government scrapped rehabilitation plans, the rest of the Pruitt-Igoe blocks were imploded during the following three years; and the site was finally cleared in 1976 with the demolition of the last block.

Today, the Pruitt-Igoe site is about half-covered by Gateway Middle School and Gateway Elementary School, combined magnet schools based in science and technology, as well as Pruitt Military Academy, a military-themed magnet middle school. All schools are within the St. Louis Public School district. The other half of the Pruitt-Igoe site is made up of oak and hickory woodland. The Pruitt-Igoe electrical substation is located in the center of this area. The former DeSoto-Carr slums around the Pruitt-Igoe have also been torn down and replaced with low-density, single-family housing.

Legacy



An observer could see straight through the buildings of Pruitt-Igoe due to the large number of broken windows.

Explanations for the failure of Pruitt–Igoe are complex. It is often presented as an architectural failure.^[23] But while it is often claimed to have won an award, it never did. The same architects also designed Cochran Gardens elsewhere in St. Louis, which did win an award - the two projects may have been confused over time.^[24]

Other critics cite social factors including economic decline of St. Louis, white flight into suburbs, lack of tenants who were employed, and politicized local opposition to government housing projects as factors playing a role in the project's decline. Pruitt–Igoe has become a frequently used textbook case in architecture, sociology and politics, "a truism of the environment and behavior literature".^[24] A noted study of the families who lived in the complex was published in book form in 1970 by Harvard sociologist Lee Rainwater, titled *Behind Ghetto Walls: Black Families in a Federal Slum*.

Controversy over the project remains, based mostly on racial and social-class perspectives. Housing projects of similar architectural design were successful in New York, but St. Louis's fragmented political culture and declining urban core contributed to the project's failure. This was elaborated upon in the Harvard University study on public housing in American cities, and in reports by actual residents. During the Nixon Administration, Pruitt–Igoe was widely publicized as a failure of government involvement in urban renewal, and the destruction of the buildings was dramatized in the media to show the American public that government intervention in social problems only leads to waste, and to justify cutbacks on social and economic "equalization" programs. Wealthy St. Louisans had also objected strongly to the artificial racial integration, and the resulting decrease in property values.

The Pruitt–Igoe housing project was one of the first demolitions of modernist architecture; postmodern architectural historian Charles Jencks called its destruction "the day Modern architecture died."^{[14][25]} Its failure is often seen as a direct indictment of the society-changing aspirations of the International school of architecture. Jencks used Pruitt–Igoe as an example of modernists' intentions running contrary to real-world social development,^[26] though others argue that location, population density, cost constraints, and even specific number of floors were imposed by the federal and state authorities and therefore the failure of the project cannot be attributed entirely to architectural factors.^[27]

Footage of the demolition of Pruitt–Igoe was notably incorporated into the film *Koyaanisqatsi*.^[14]

Gallery



Overview



Artist's conception of Pruitt-Igoe communal space



Carr Square, across the street from Pruitt-Igoe

See also

- *The Pruitt-Igoe-Myth: An Urban History*, 2011 documentary film
- Panel house, in various former communist countries
- Cidade de Deus, in Rio de Janeiro, Brazil
- Regent Park, in Toronto, Canada
- St. James Town, in Toronto, Canada
- Lees Avenue, in Ottawa, Canada
- Habitations Jeanne-Mance, in Montreal, Canada
- Cité Radieuse and Ville Contemporaine, France (Le Corbusier's modernist scheme for urban development)
- Ballymun Flats, in Dublin, Ireland
- Bijlmermeer, in Amsterdam, Netherlands
- Red Road Flats, in Glasgow, Scotland, United Kingdom
- Roundshaw Estate, Wallington, Sutton, Surrey, England, United Kingdom
- Aylesbury Estate, in London, England, United Kingdom
- Robin Hood Gardens, in Poplar, London, England, United Kingdom

- Conjunto Urbano Nonoalco Tlatelolco, in Mexico City, Mexico
- Cabrini–Green, in Chicago, Illinois, United States
- Robert Taylor Homes, in Chicago, Illinois, United States
- Glenny Drive Apartments, in Buffalo, New York, United States
- Father Panik Village in Bridgeport, Connecticut, United States

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Notes

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7. Ramroth, p. 169
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