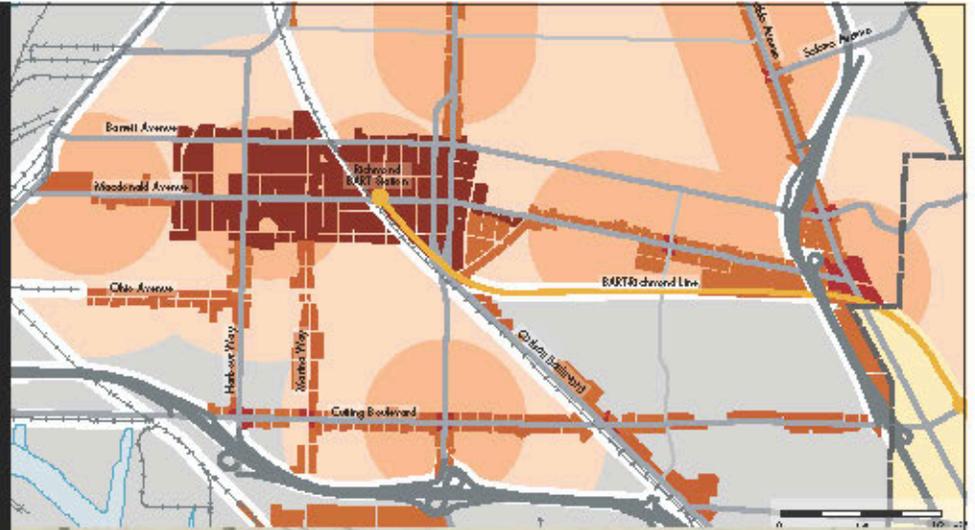


Richmond Cutting Boulevard:

Envisioning the Future of Your
Neighborhood Corridors/Main
Streets

Initial Concepts
April 29, 2013

John Miki
Principal, Opticos Design, Inc.
john.miki@opticosdesign.com



AGENDA

PROJECT OVERVIEW

ANALYSIS

WHAT WE HEARD

INITIAL CONCEPTS

Question and Answer

Project Overview

What is Our Team Doing? What is the Process?

The Project Area

Components

Project Area Boundary:



Analysis

Establishing a Foundation for the Process

Nystrom United ReVitalization Effort

Components

NURVE

**Santa Fe
Coronado
Iron Triangle**

Nystrom **U**nited **Re**VitaLization **E**ffort

Completed Projects

1. 2005 NURVE Report
2. 2007 Traffic Calming and House Design Workshop
3. 2007 Mayors' Institute on City Design
4. 2010 MLK Jr. Community Center Demolished
5. 2011 MLK Jr. Memorial Park Improvements
6. 2011 Maritime Center Completed
7. 2012 WCCUSD Multipurpose Room Completed
8. 2008-2012 Y-Plan projects

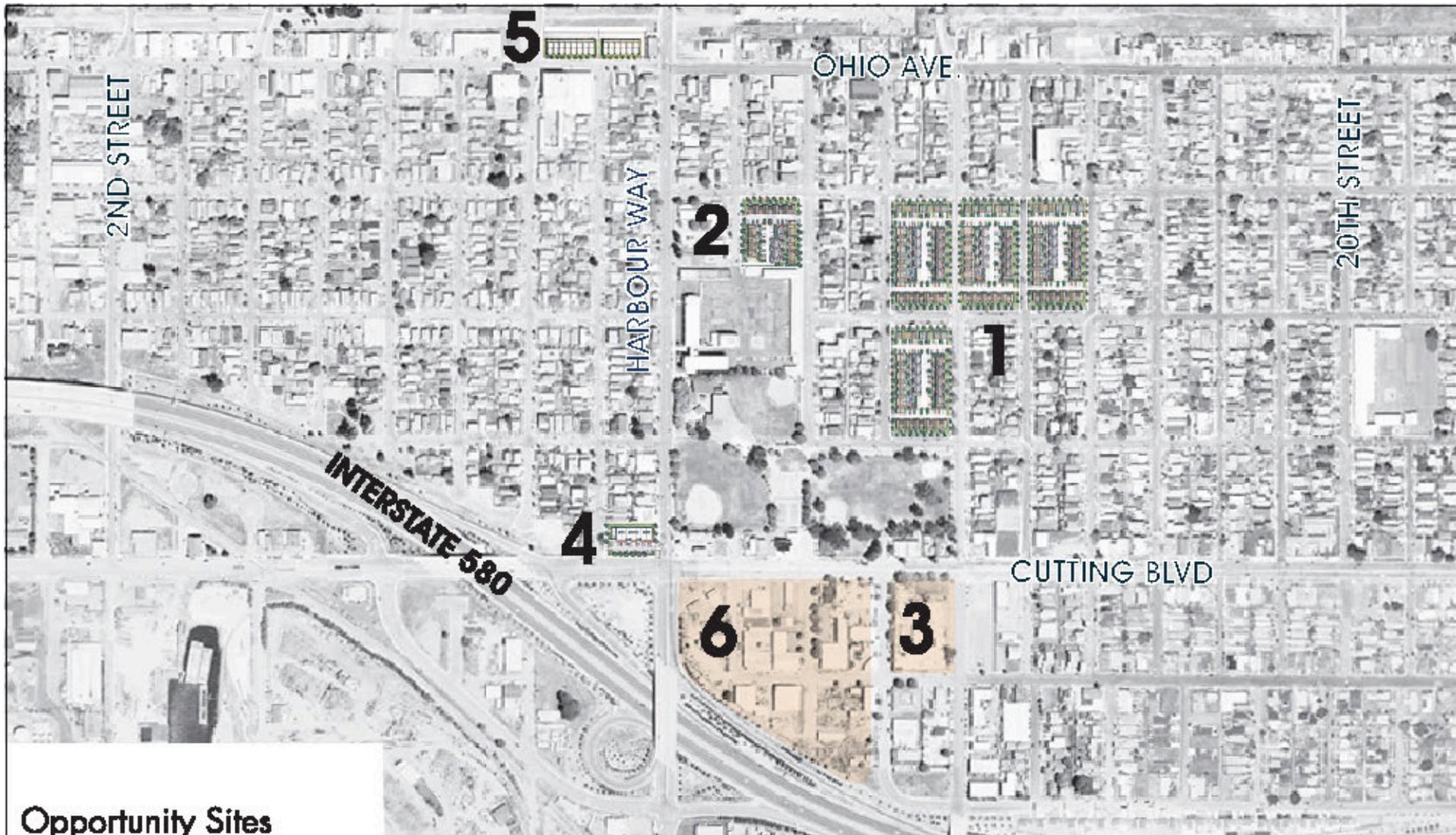
NURVE

**Santa Fe
Coronado
Iron Triangle**

Nystrom **U**nited **Re**VitaLization **E**ffort

Proposed or Underway Projects

1. Nystrom Elementary School Main Building Renovations
2. Nystrom Village Housing
3. Safe Routes to School Harbour Way South Improvements



Opportunity Sites

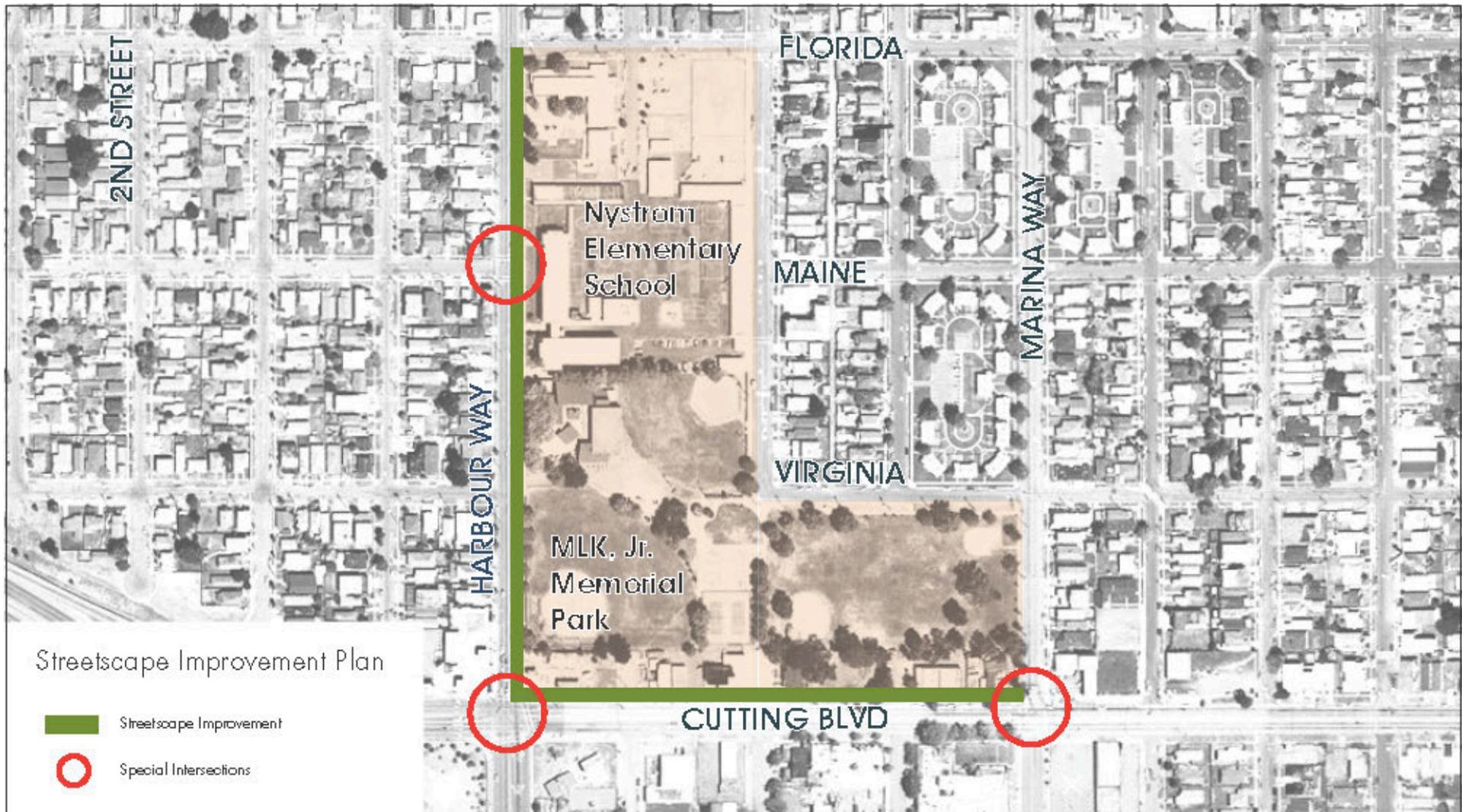
NURVE
 Nystrom United ReVitalization Effort

Santa Fe
 Coronado
 Iron Triangle



Bay Area Economics
 Community Housing Development Corporation
 of North Richmond
 Hatchuel Tabernik & Associates
 Michael Willis Architects

Opticos Design, Inc.

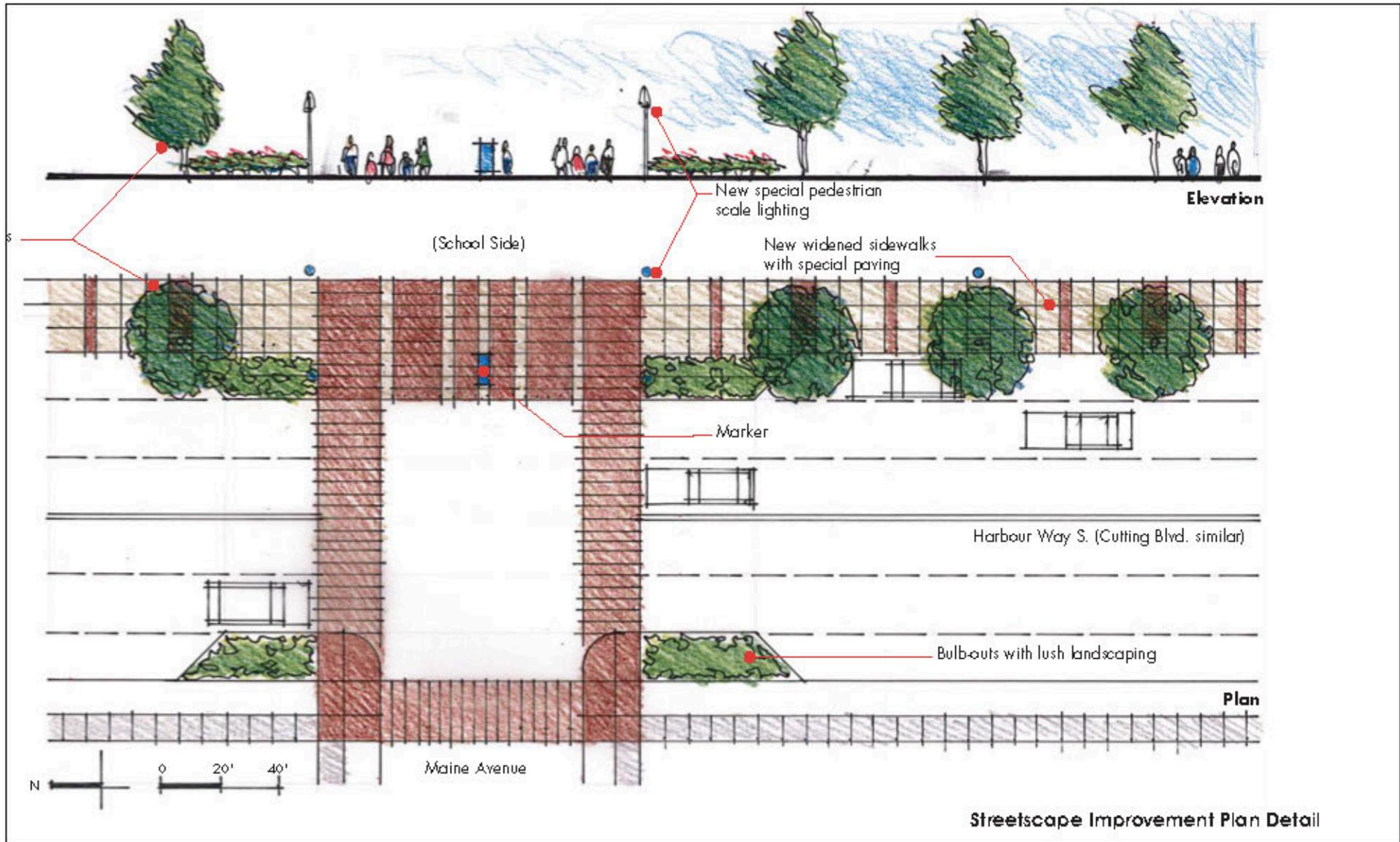


NURVE
 Nystrom United ReVitalization Effort

Santa Fe
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Bay Area Economics
 Community Housing Development Corporation
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 Michael Willis Architects



NURVE

Nystrom **U**nited **ReV**itaLization **E**ffort

Santa Fe
Coronado
Iron Triangle



Bay Area Economics
Community Housing Development Corporation
of North Richmond
Hatchuel Tabemik & Associates
Michael Willis Architects

Opticos Design, Inc.



SITE 4: CUTTING CORNER SITE

NURVE

Nystrom United ReVitaLization Effort

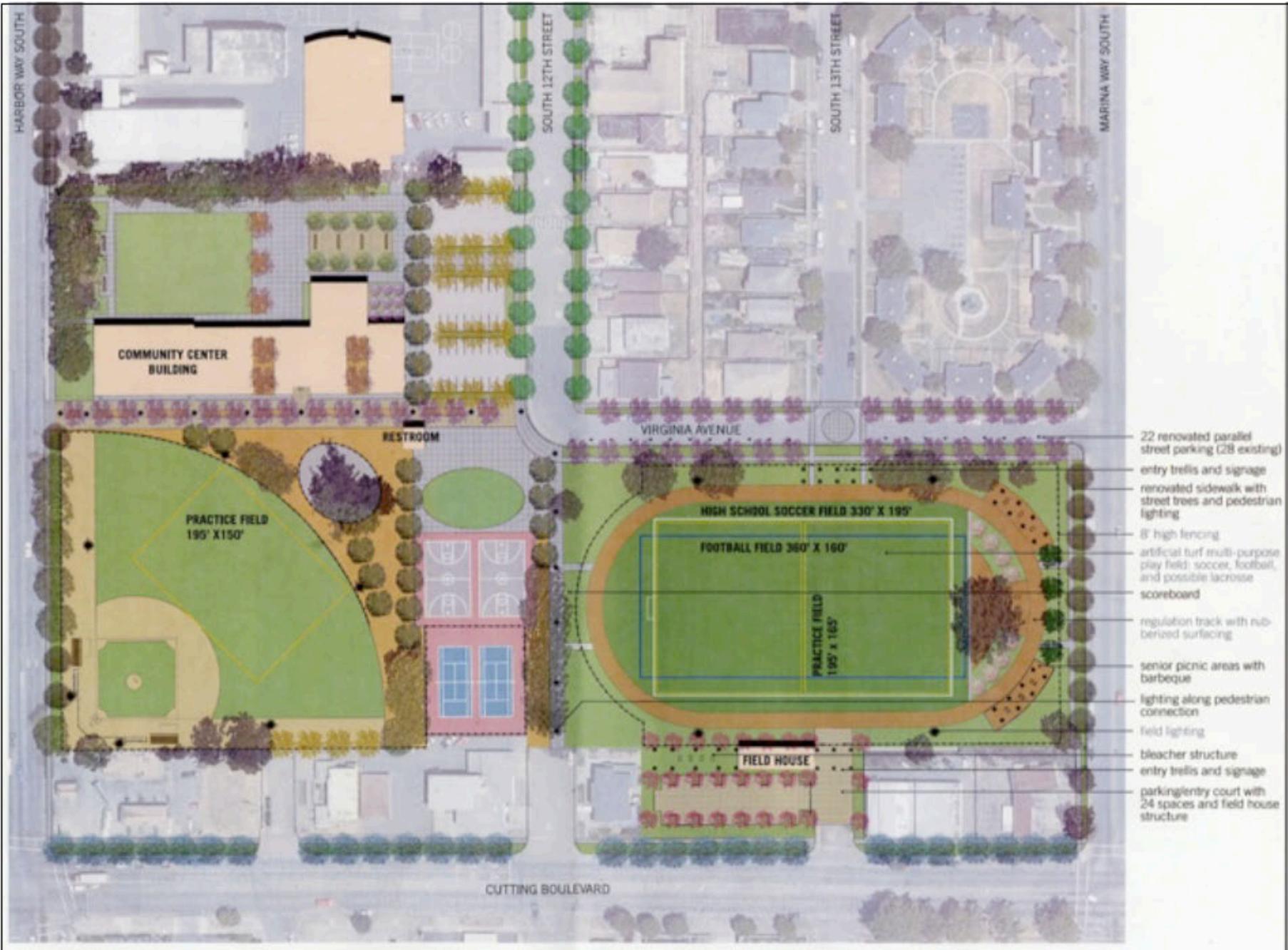
Santa Fe
Coronado
Iron Triangle



Bay Area Economics
Community Housing Development Corporation
of North Richmond
Hatchuel Tabernik & Associates
Michael Willis Architects

Opticos Design, Inc.





PROJECT ARCHITECT
 NAMEY WONG
 & DONNA LOGAN
 ARCHITECTS

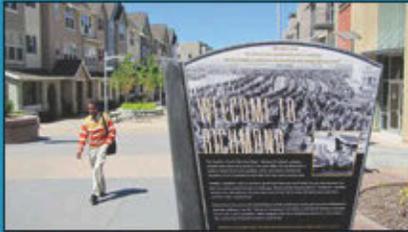


- 22 renovated parallel street parking (28 existing)
- entry trellis and signage
- renovated sidewalk with street trees and pedestrian lighting
- 8' high fencing
- artificial turf multi-purpose play field: soccer, football, and possible lacrosse
- scoreboard
- regulation track with rubberized surfacing
- senior picnic areas with barbeque
- lighting along pedestrian connection
- field lighting
- bleacher structure
- entry trellis and signage
- parking/entry court with 24 spaces and field house structure

MLK PARK, RICHMOND, CALIFORNIA
 Track & Multi-Purpose Play Field
 (Scale 1"=100'-0")
 February 24th, 2010

Other Planning Efforts

Components



City of Richmond Pedestrian Plan

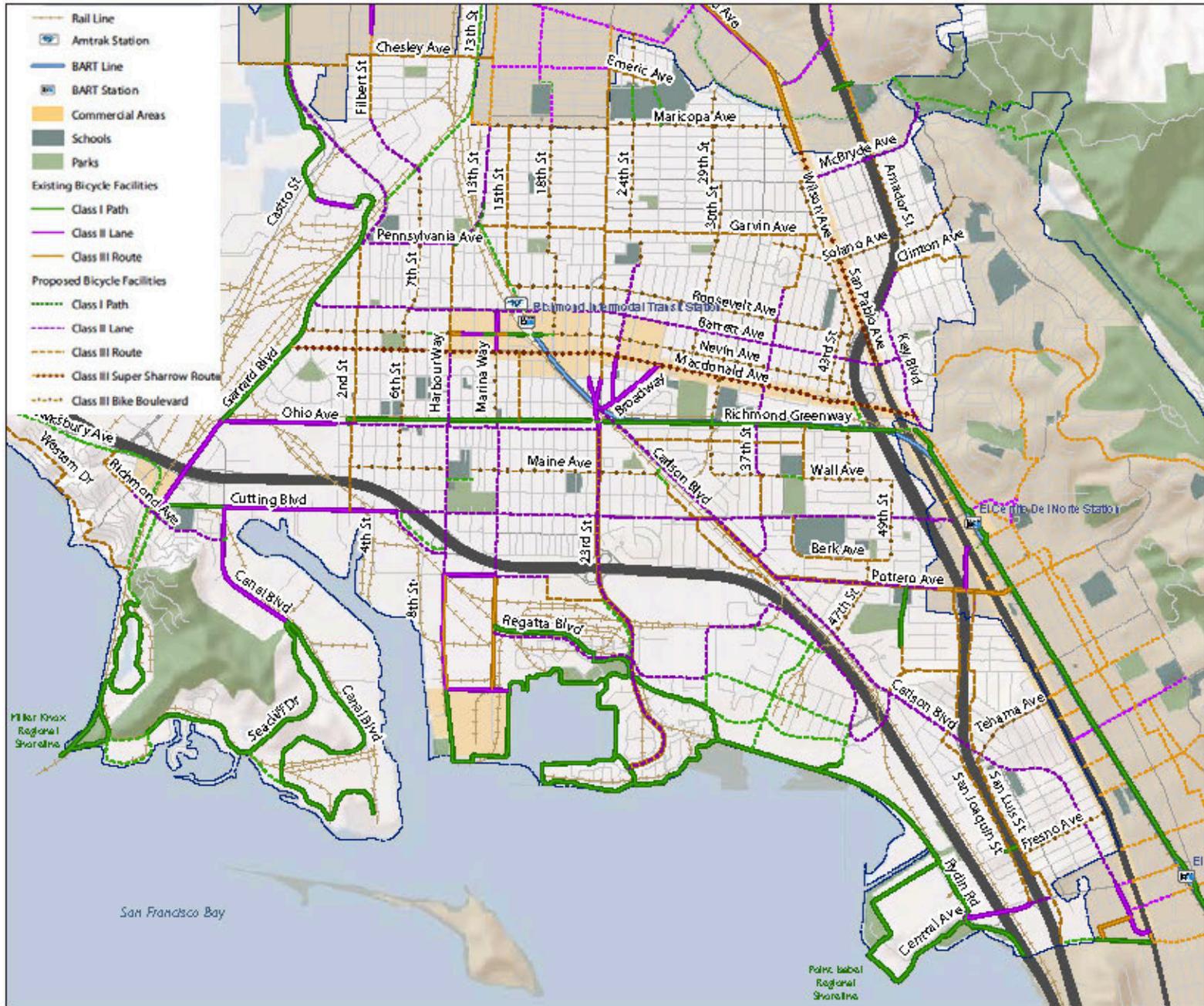


October 2011

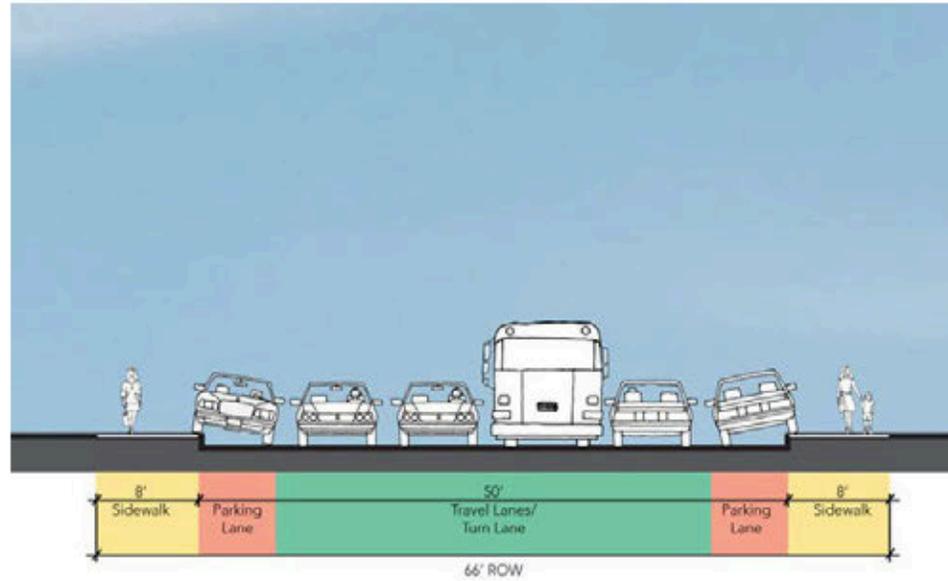


Prepared By:
Local Government Commission
In a consultation with:
Ferland Peers
Moore, Bortolotto & Goldman
Walkable and Livable Communities Institute
Costa Costa County Health Services

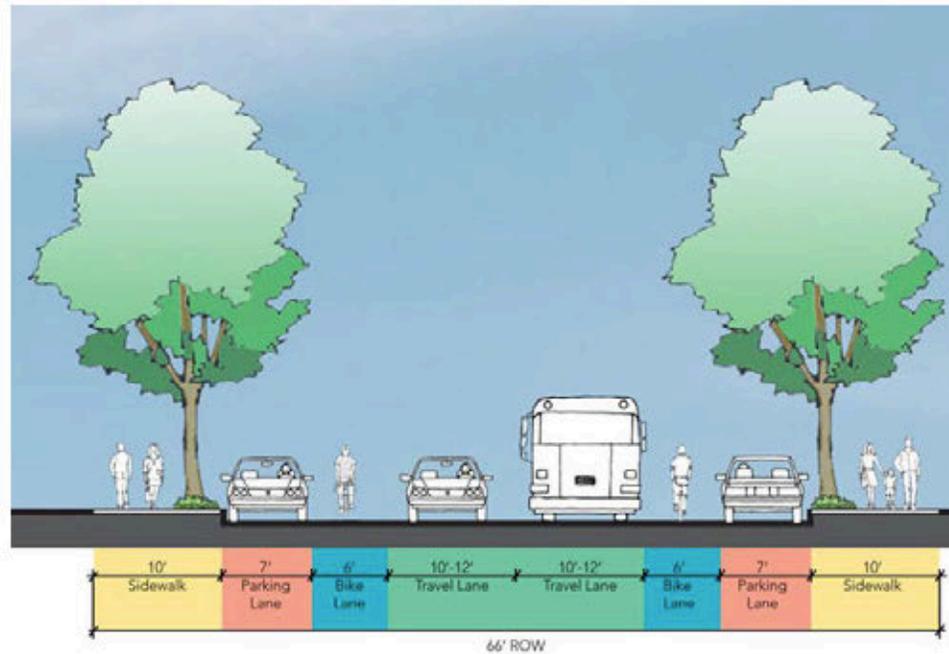
Existing and Proposed Bicycle Facilities: Central Richmond



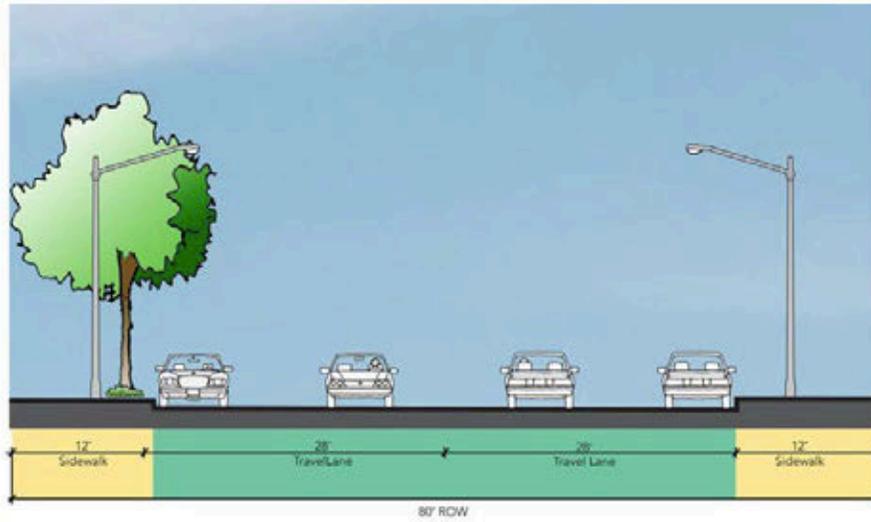
Harbour Way (between Bissell Avenue to Chanslor Avenue) — Existing



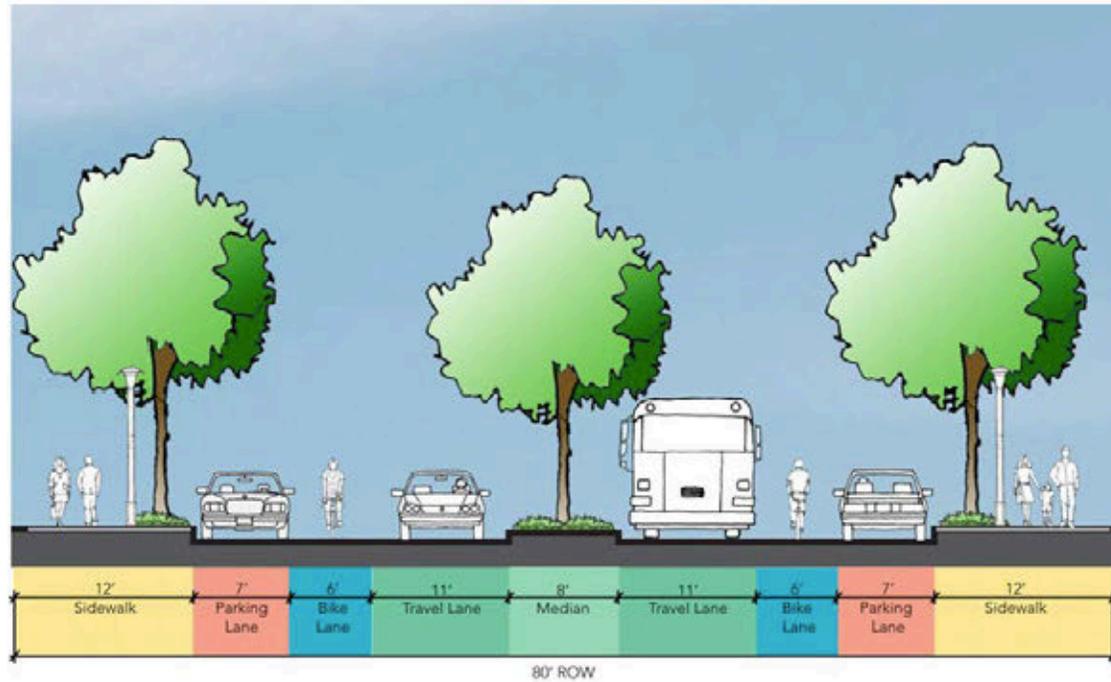
Harbour Way — Proposed



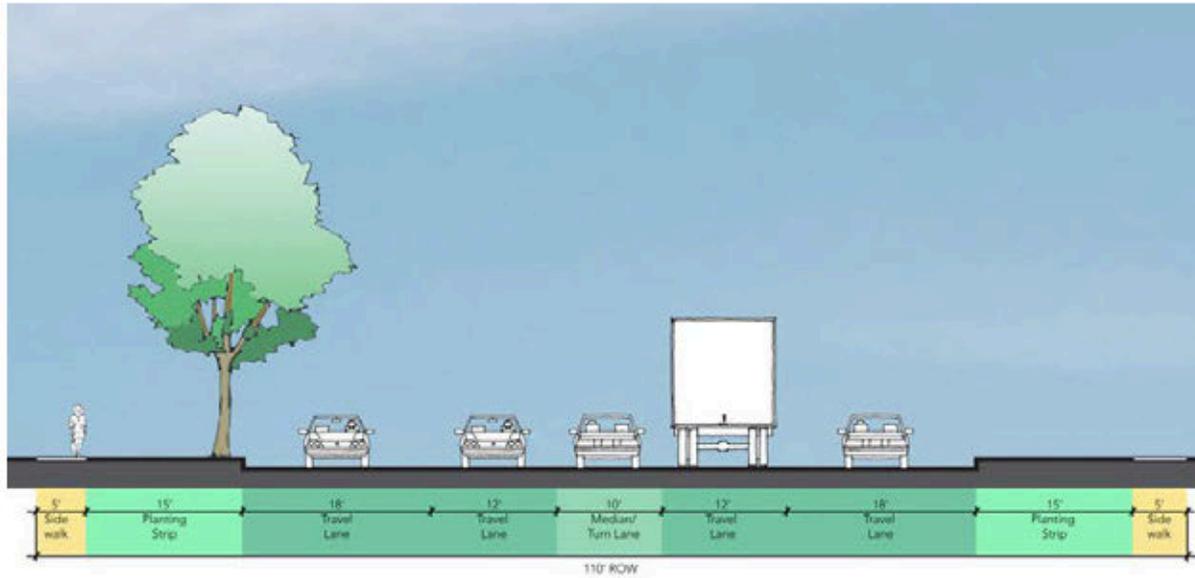
Marina Way — Existing



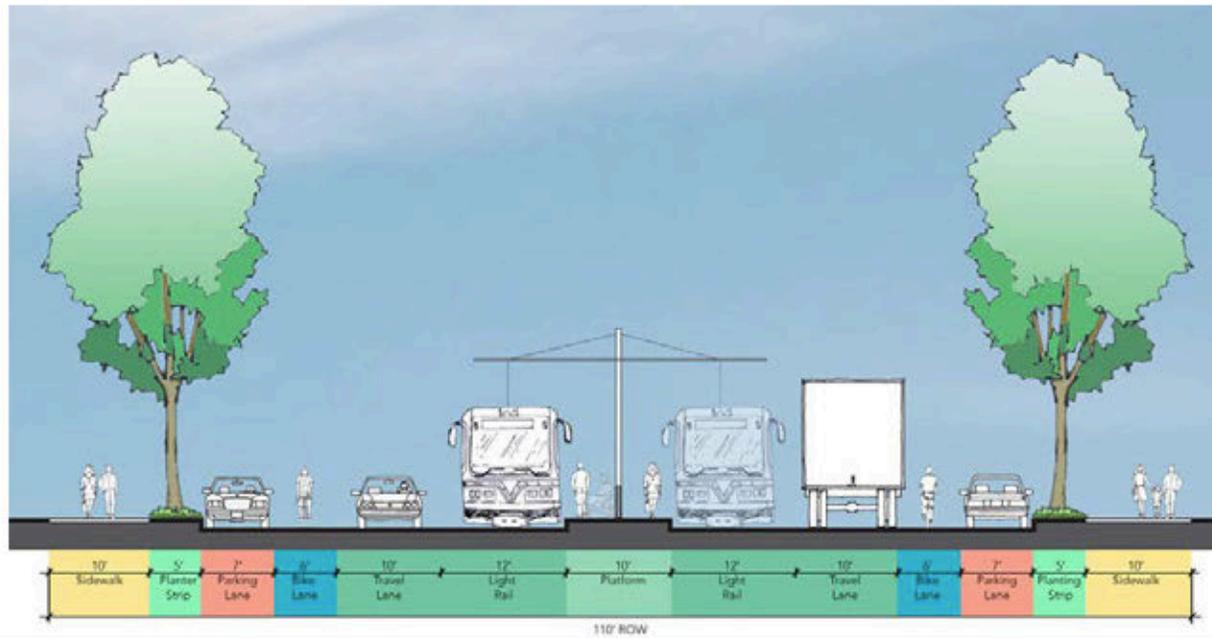
Marina Way — Proposed



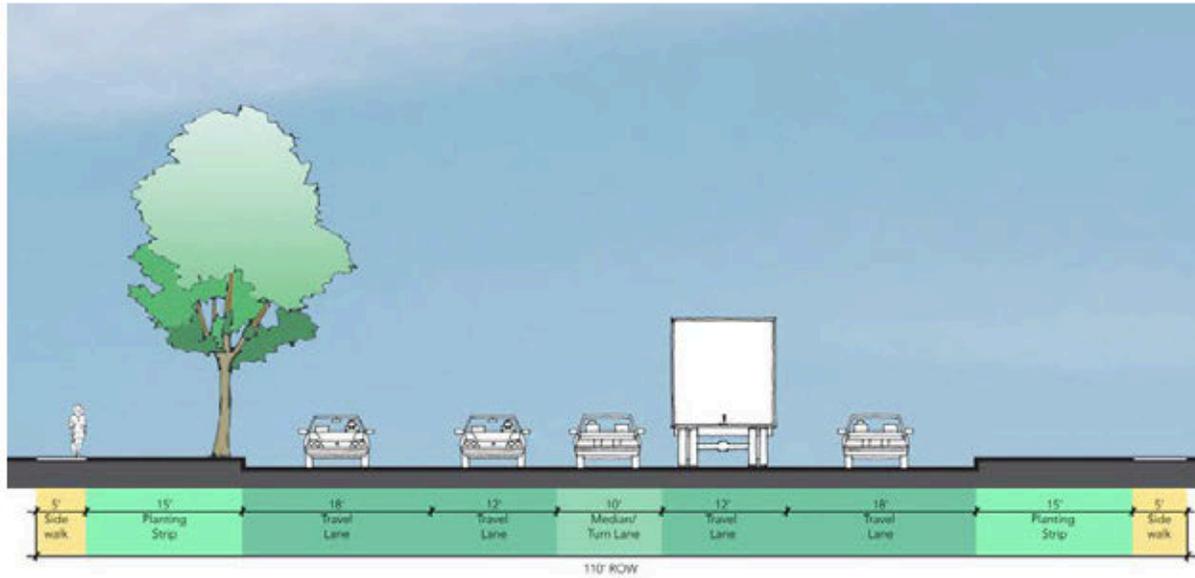
Cutting Boulevard — Existing



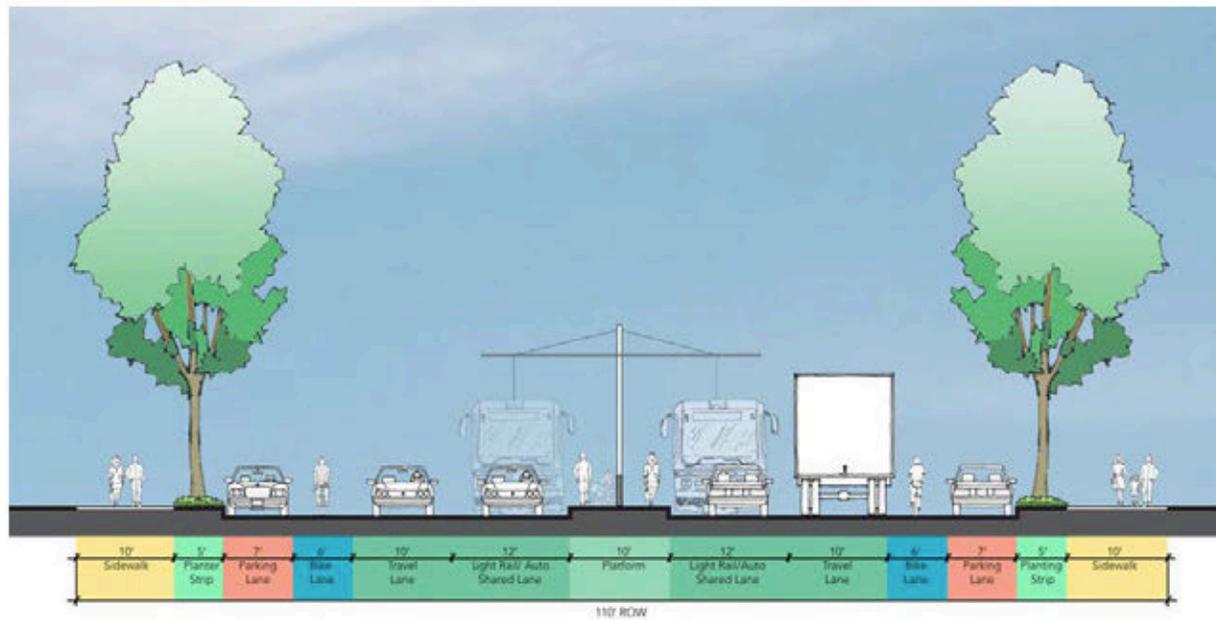
Cutting Boulevard — Option A: Road Diet with Dedicated Transit



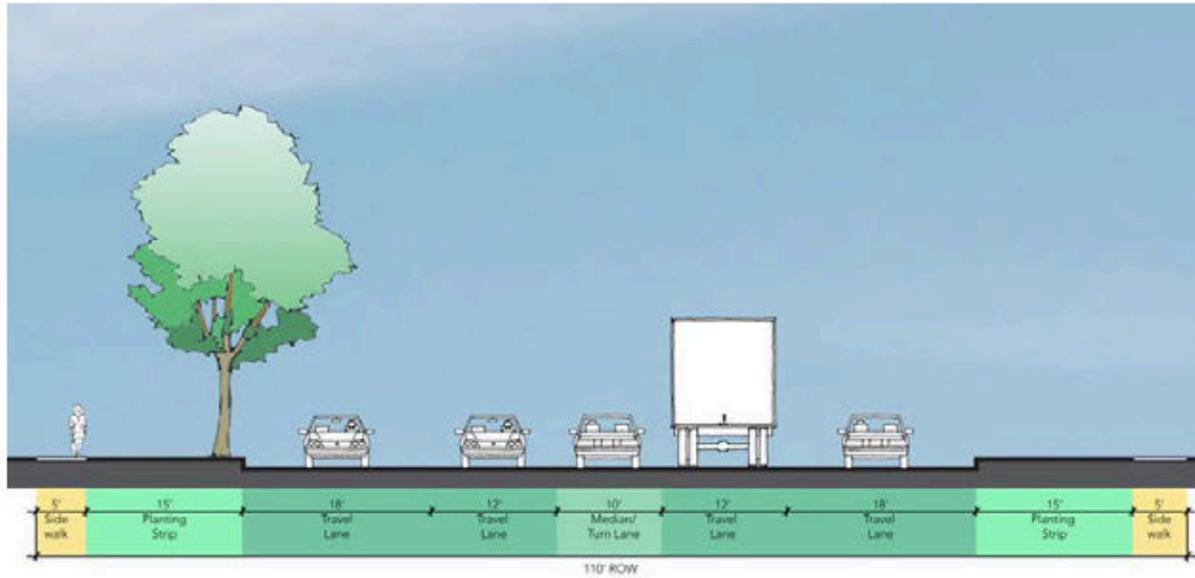
Cutting Boulevard — Existing



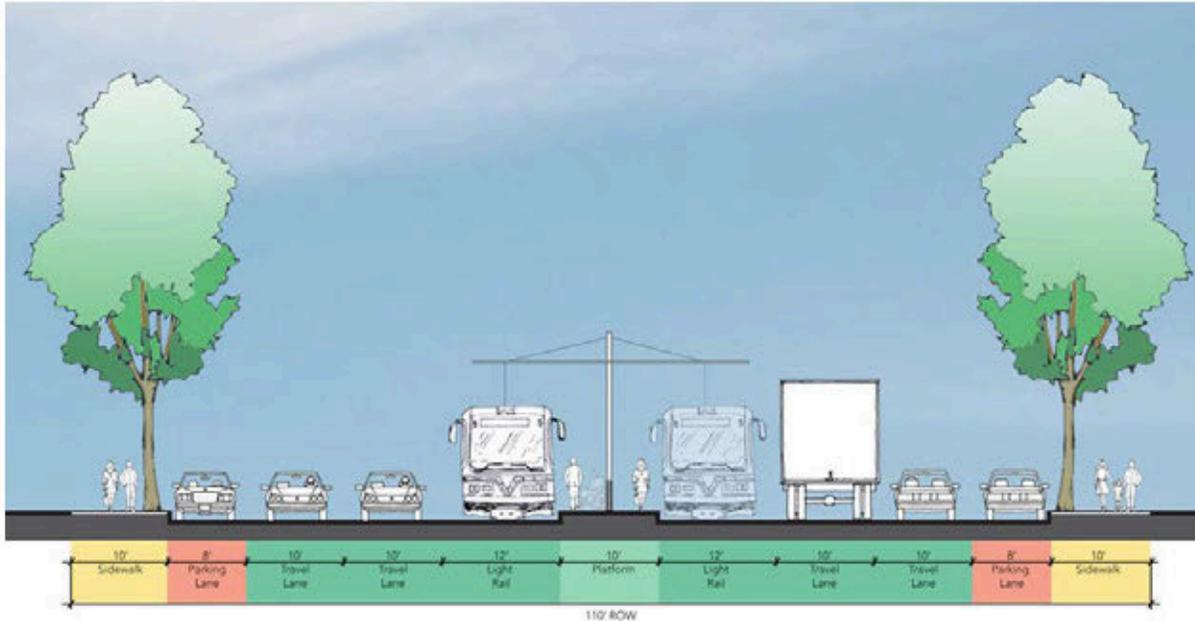
Cutting Boulevard — Option B: Road Diet with Bicycle Lanes and Shared Auto/Transit



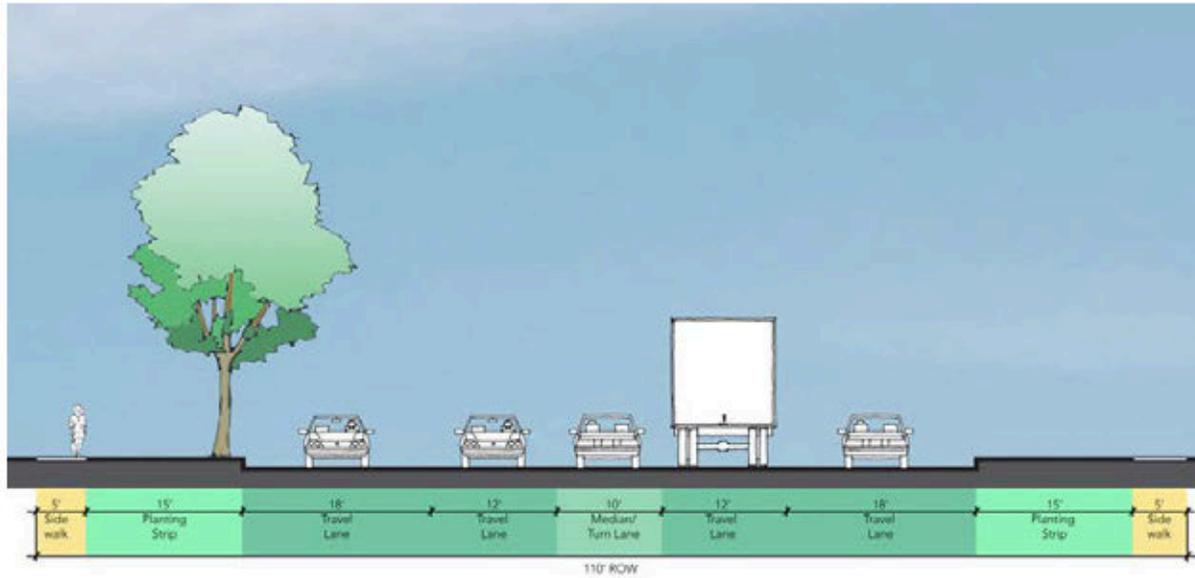
Cutting Boulevard — Existing



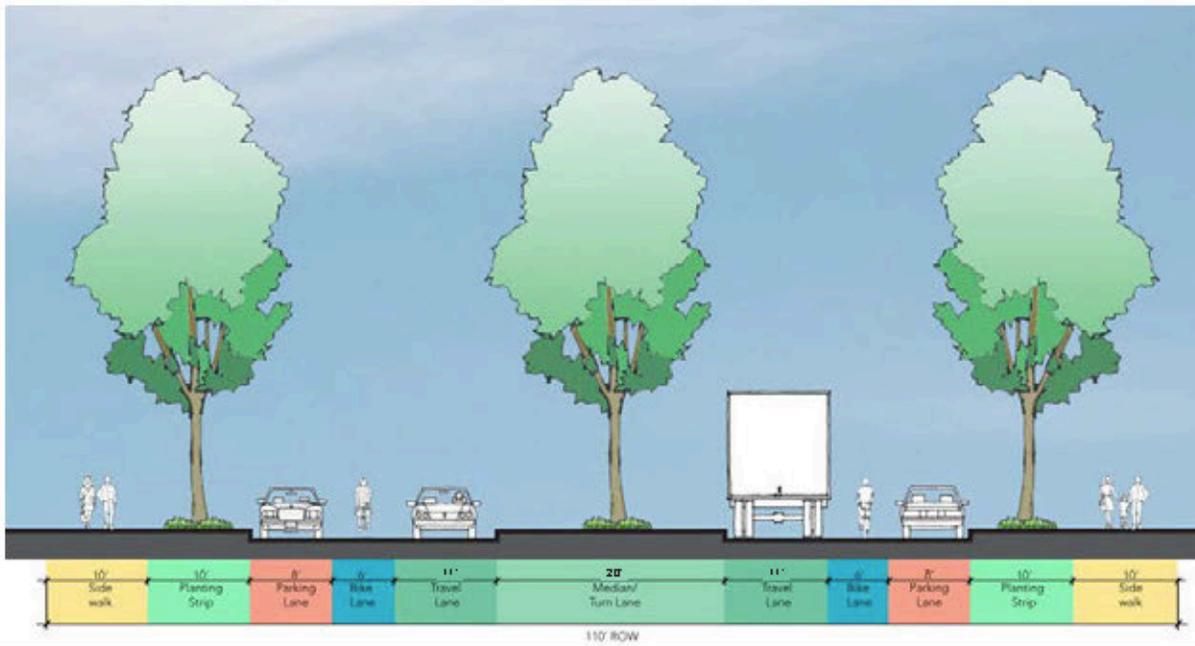
Cutting Boulevard — Option C: No Road Diet, with Dedicated Transit



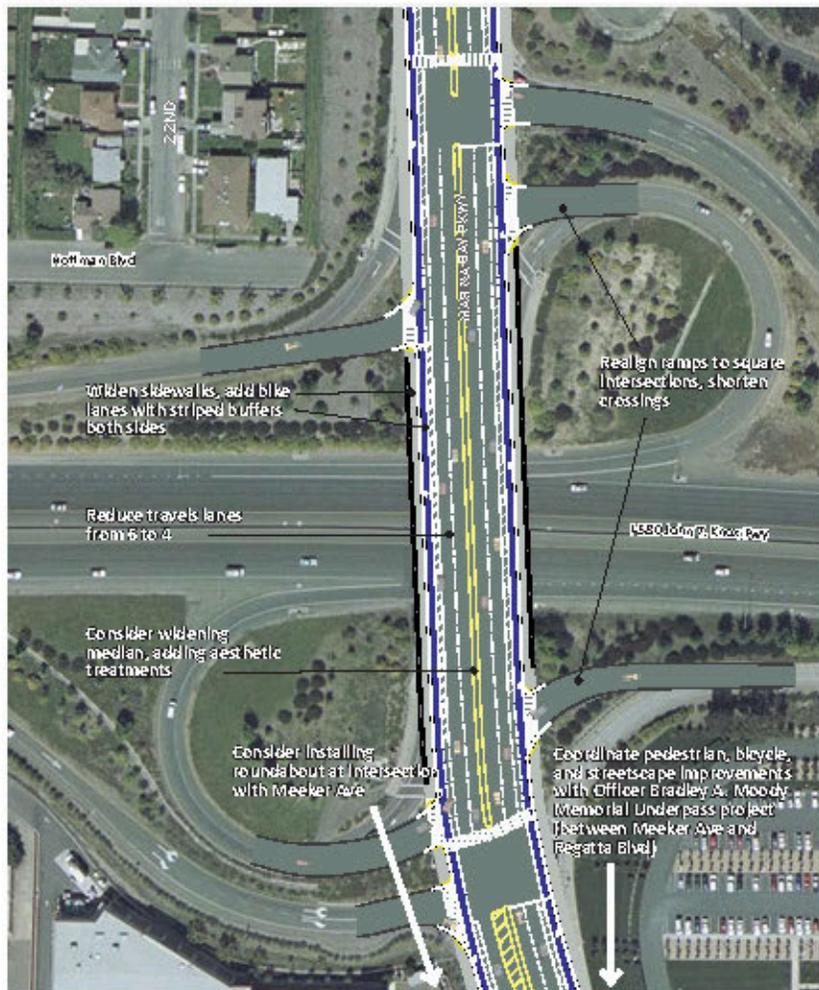
Cutting Boulevard — Existing



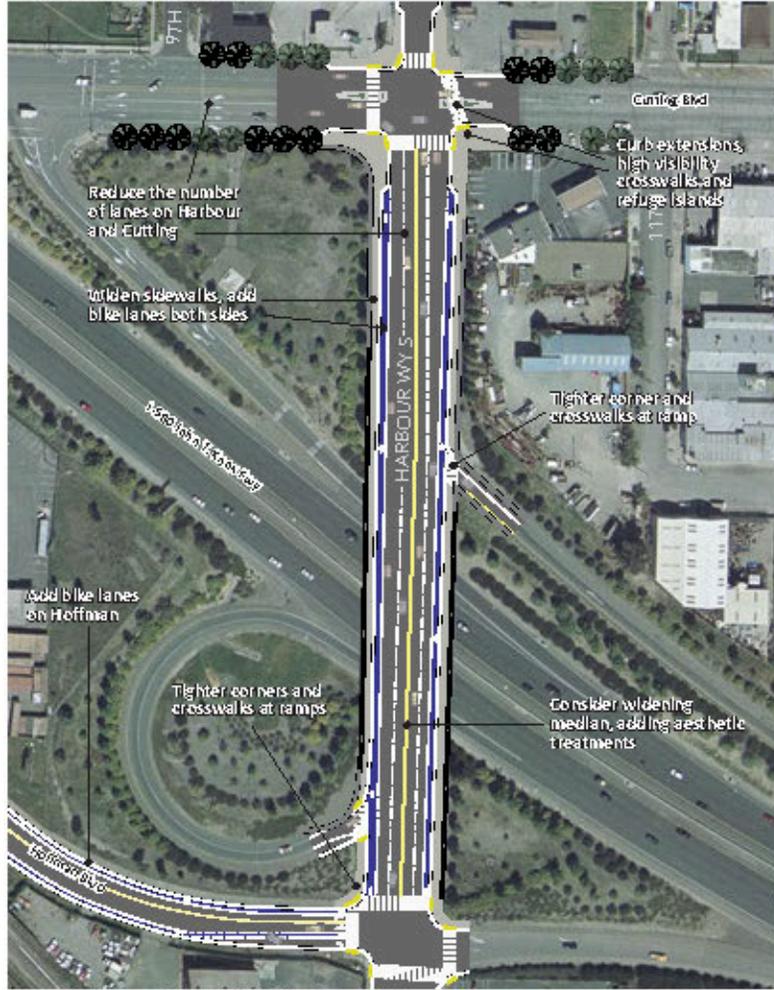
Cutting Boulevard — Option D: Road Diet, Bicycle Lanes and Wide Median



Marina Parkway - 1580 Interchange



Harbour Way - 1580 Interchange

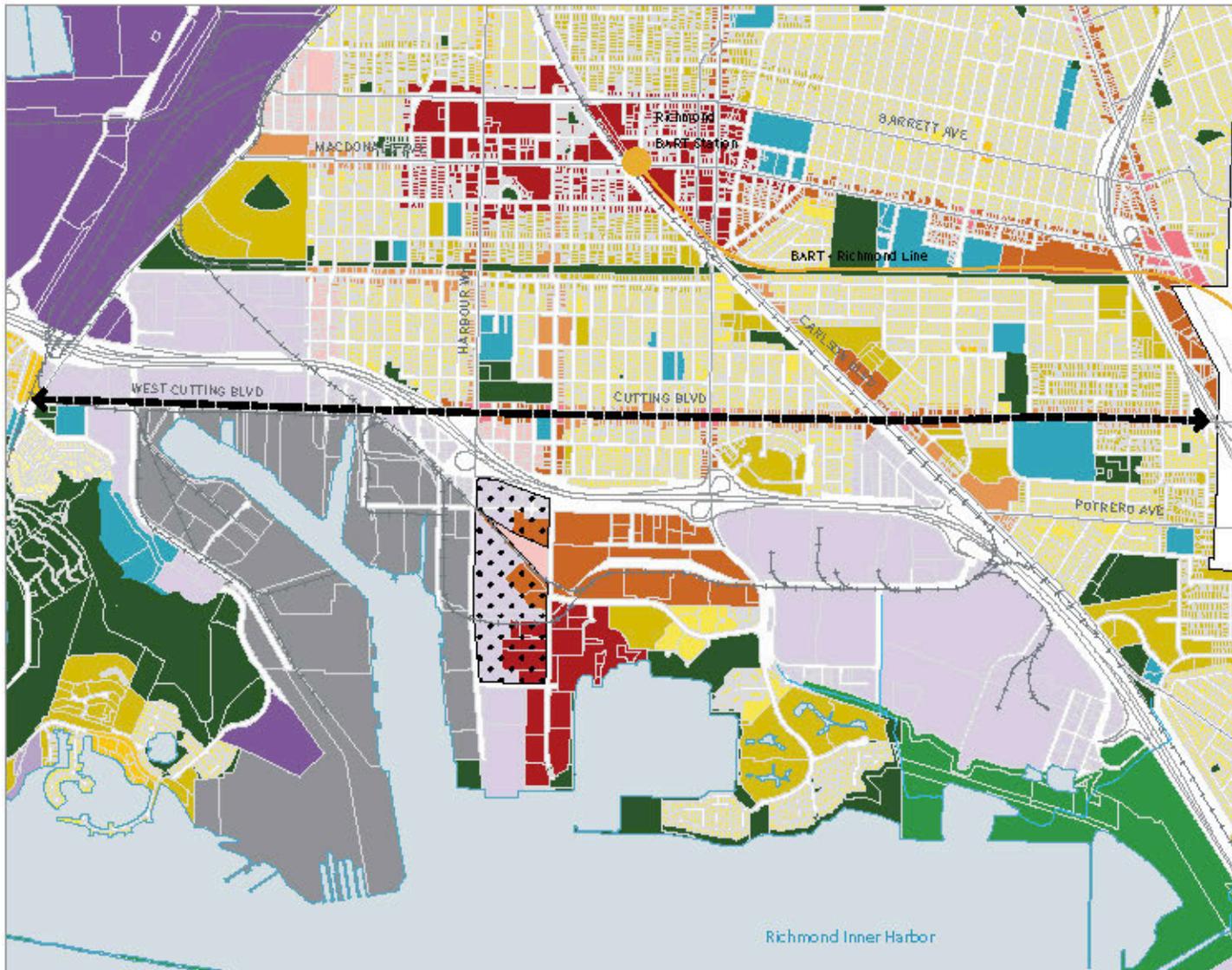




Shaping the new 100 years

RICHMOND GENERAL PLAN 2030

FINAL PUBLIC REVIEW DRAFT - AUGUST 2011



Map 3.9
Change Area 7
 Cutting Boulevard Corridor

- City of Richmond

- Residential Neighborhoods**

 - Hillside Residential
 - Low-Density Residential
 - Medium Density Residential
 - Neighborhood Mixed-use

- Key Corridors**

 - Medium Density Mixed-use (Residential Emphasis)
 - Medium Intensity Mixed-use (Commercial Emphasis)

- Activity Centers**

 - Medium Intensity Mixed-use (Gateway and/or Community Node)
 - High Intensity Mixed-use (Major Activity Center)
 - Regional Commercial Mixed-use

- Business and Industry**

 - Livework
 - Business/Light Industrial
 - Marine and waterfront Commercial
 - Industrial
 - Port

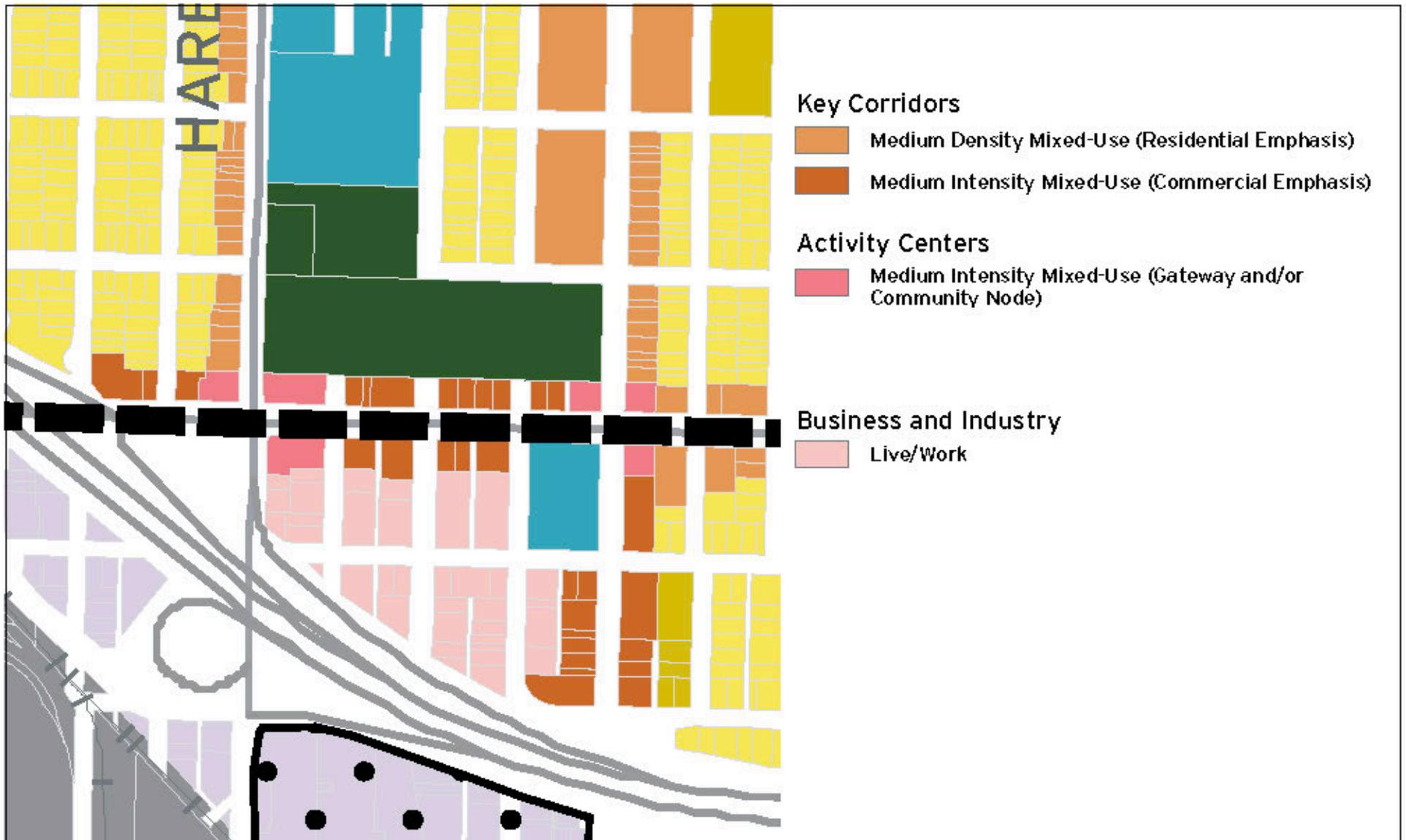
- Community**

 - Agriculture
 - OpenSpace
 - Parks and Recreation
 - Public, Cultural and Institutional

- Overlay Zones**

 - Transition Zone Overlay District (T200)
 Pursuant to Ordinance No. 1808, residential uses are prohibited within this zone.

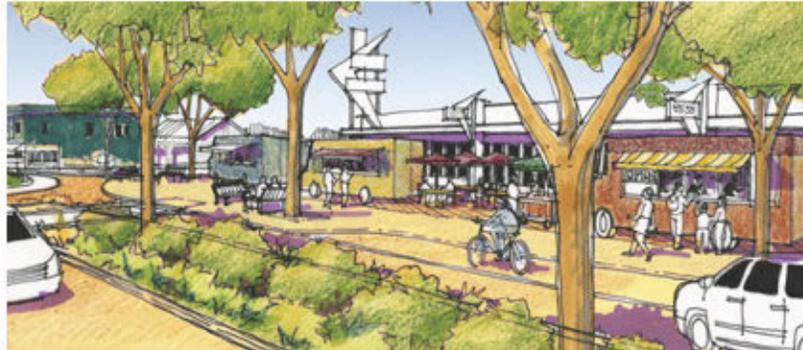
Richmond Inner Harbor





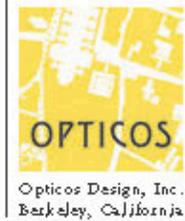
Richmond Livable Corridors

Sustainable Communities Planning Grant

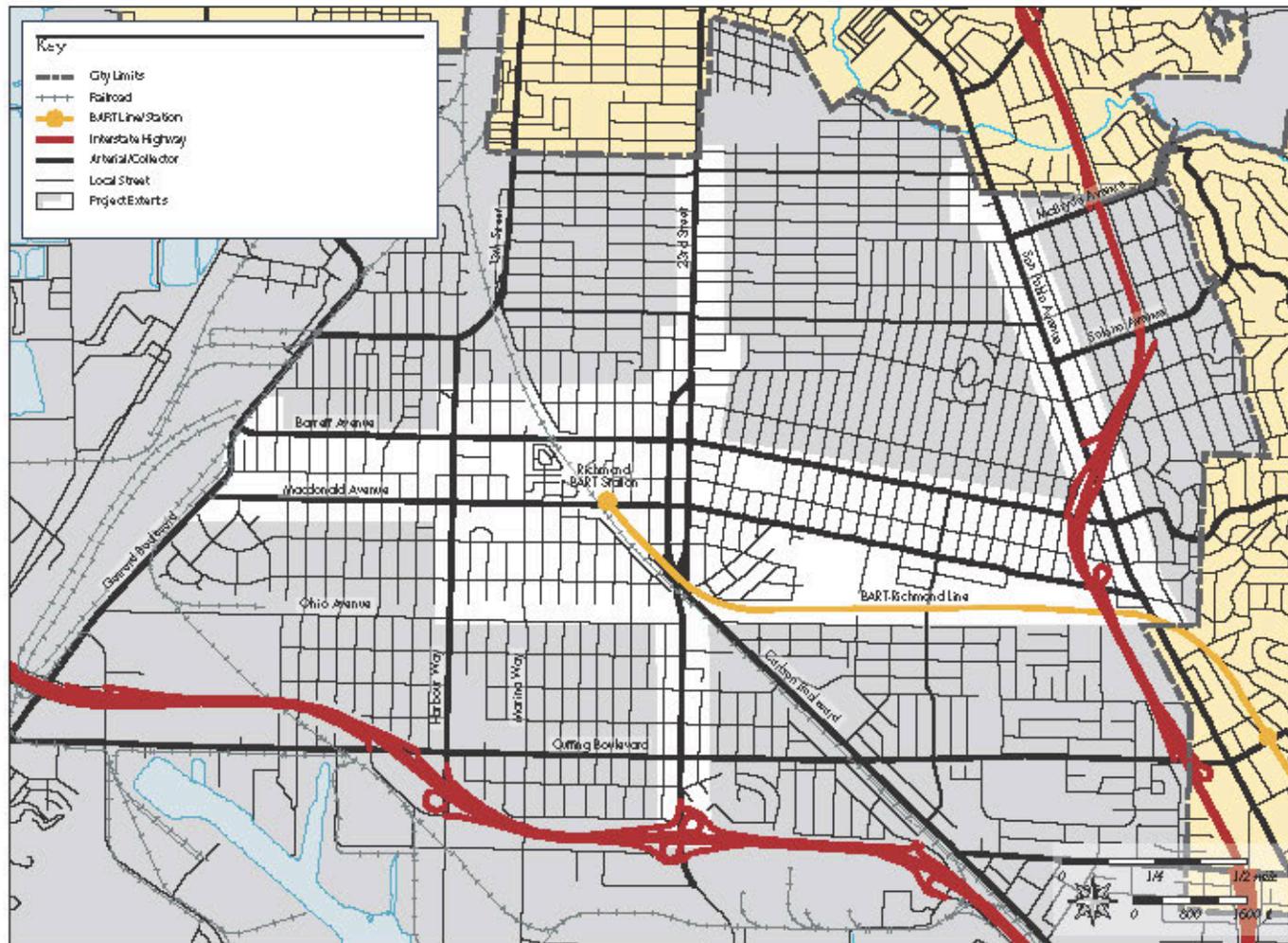


Prepared By:

Deliverable 5.a
Charrette Summary Report
July 2012



Street Network



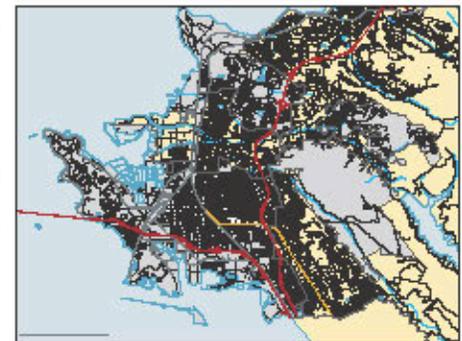
Street Network

Findings:

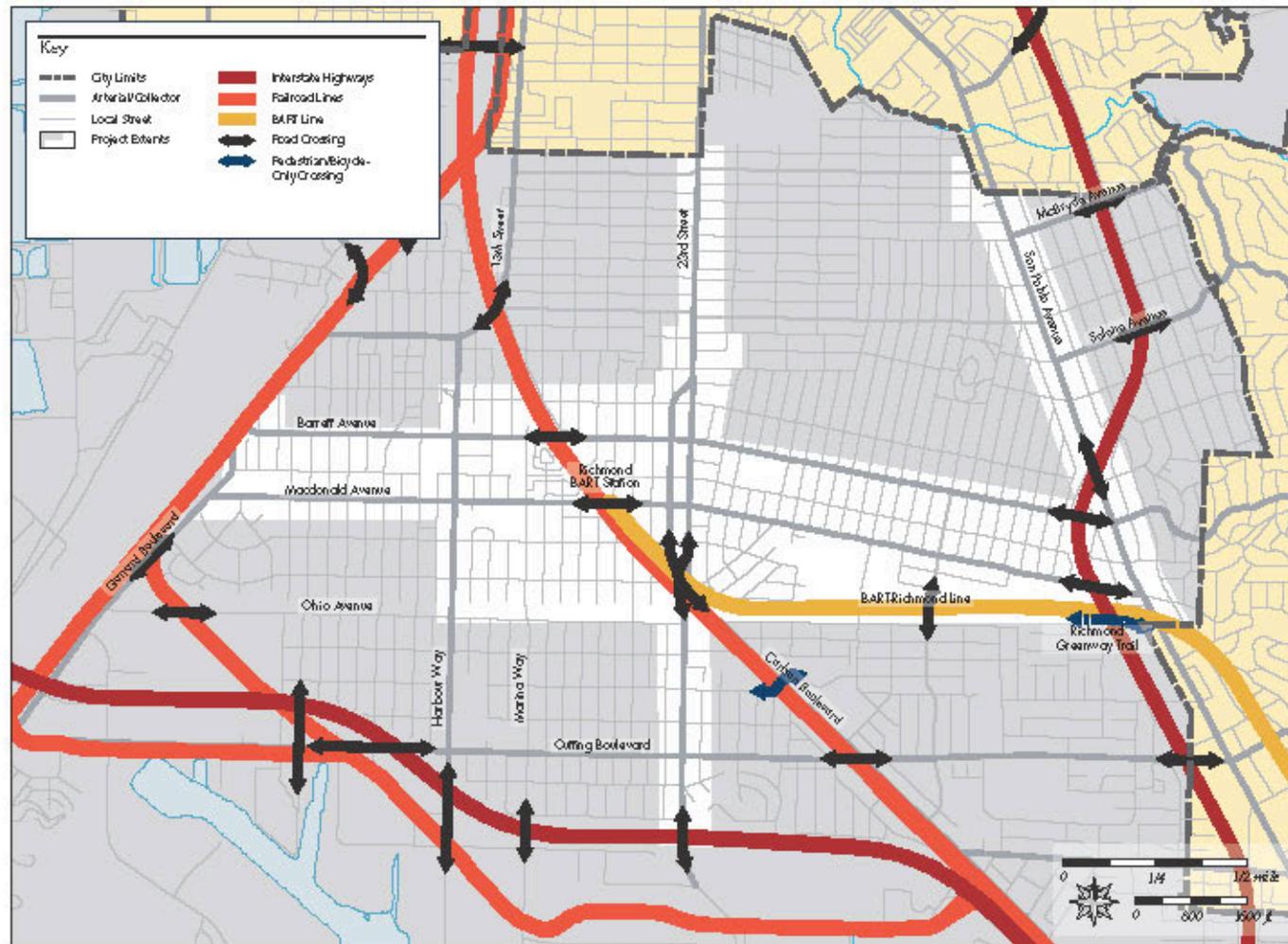
Frequent shift in grids reduces number of streets that connect all the way through the area, thus putting more likelihood of cut through traffic on the few that connect.

The street network is very fragmented in the downtown area and between Carbon Boulevard and Interstate 80 south of the BART tracks.

The same areas south of BART is cut off and isolated by major infrastructure.



Connectivity Edges/Barriers



Connectivity Edges/Barriers

Findings:

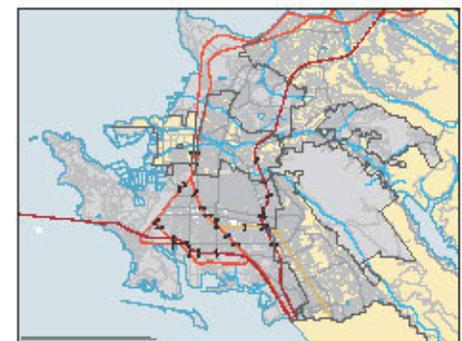
Major infrastructure (highways and railroad tracks) divide the planning area into three distinct areas with minimum connections between them.

The black arrows illustrate the few connections across these barriers.

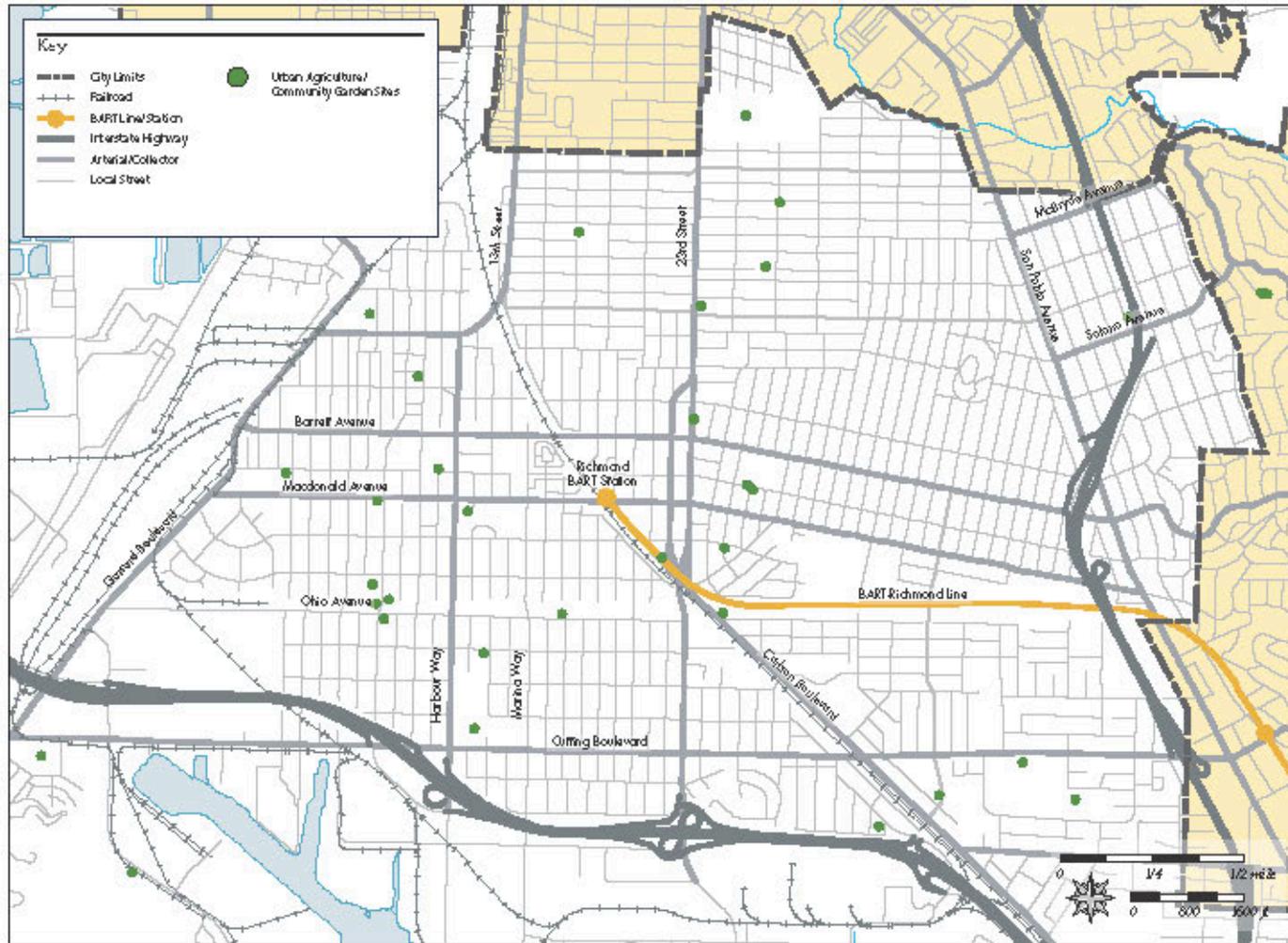
These few connections have a lot of pressure to efficiently accommodate through traffic. Because they also provide pedestrian and bicycle connections, this creates potential conflicts.

Notes:

Are limited connections causing walkability issues to services, recreational amenities, and schools?



Urban Agriculture & Community Gardens



Urban Agriculture & Community Gardens

Findings:

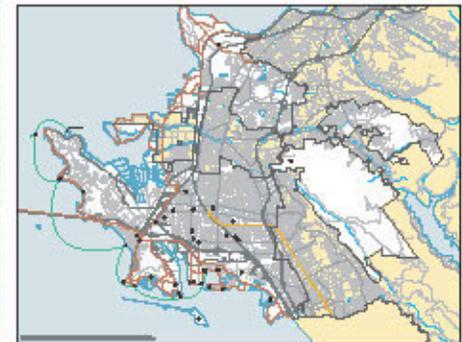
The city has only a few urban agriculture/community garden sites sprinkled throughout the large riparian areas.

There is a small cluster in the southwest quadrant at the Richmond Gateway Trail and 6th Street, adjacent to Lincoln Elementary School.

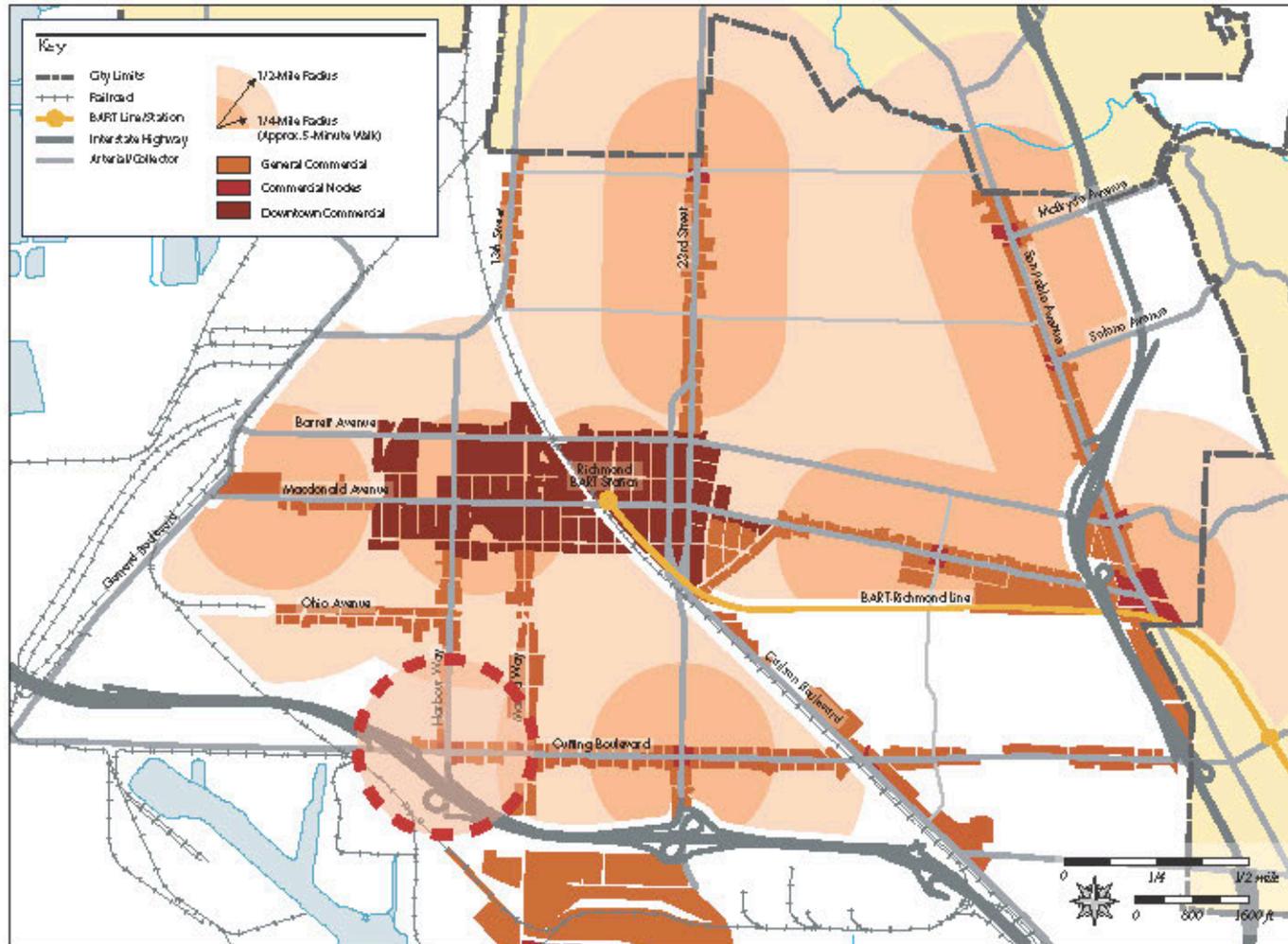
Notes:

Refine with City.

Did Richmond's assessment target show other opportunities?



Walkability to Commercial Areas



Walkability to Commercial Areas

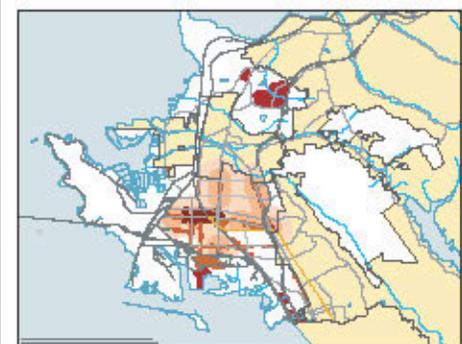
Findings:

Most neighborhood assessments within no more than a 10-minute walk of commercial amenities.

There is likely more area zoned for commercial use along these corridors than these areas can support.

Notes

Overlap of schools and commercial areas?



South 23rd Street



New construction reflecting massing and architecture of surrounding light-industrial buildings



Live/work in light industrial area of Berkeley, CA



Live/work in light industrial area of Berkeley, CA



think small...

**... allow for the slow evolution
of existing light-industrial areas**

Areas of the light-industrial zone are still very active and the conversion of this area to residential as indicated in the general plan should be a gradual evolution, ensuring that existing sources of employment are able to continue operation while integrating new uses.

South 23rd Street

THINK BIG...

... transform the South 23rd Street and Cutting Boulevard intersection to a high-quality, high-value mixed-use entry gateway

Underutilized parcels near the intersection of South 23rd Street and Cutting Boulevard provide the opportunity to create a mixed-use entry gateway that announces one's arrival from the I-580 off-ramp to the South.

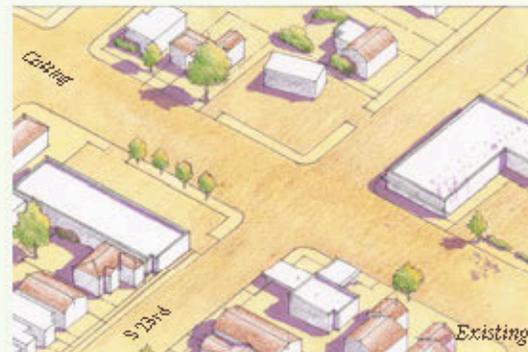
The creation of the mixed-use node will likely be an evolution over time. In the short-term, streetscape improvements along 23rd Street and Macdonald Street will help improve the pedestrian, bicyclist, and transit rider's experience along the corridor.

Additionally, in the short term, the food truck located in the parking lot behind the grocery store could be moved to front along Cutting Blvd. and start providing additional activity near the node.

In the long term, underutilized sites would be replaced with 3-5 story mixed-use buildings with ground floor retail and residential units above.



Long-term vision for the mixed-use gateway at South 23rd Street and Cutting Boulevard



Existing



Short-term streetscape improvements

Public Health
Public Safety
Urban Agriculture
Air Quality
High-Quality Public Spaces
Promoting Infill
Coop Businesses
Affordable Housing
Economic Development
What types of Businesses
Energy Efficiency
Water Conservation
Walkability

WHAT WE HEARD



MS MISSISSIPPI

clean up

Harbour Way

= clean up

beautification

signs

welcome to

Richmond

all over

inviting lights

MEDIAN

banners

green space

STOP





cafe
Internet

Strip
Mall

Drycleaner
Laundromat

Italian Restaurant
Sandwich Shop

Harbour Way South

This needs
to be rethought
for retail storage

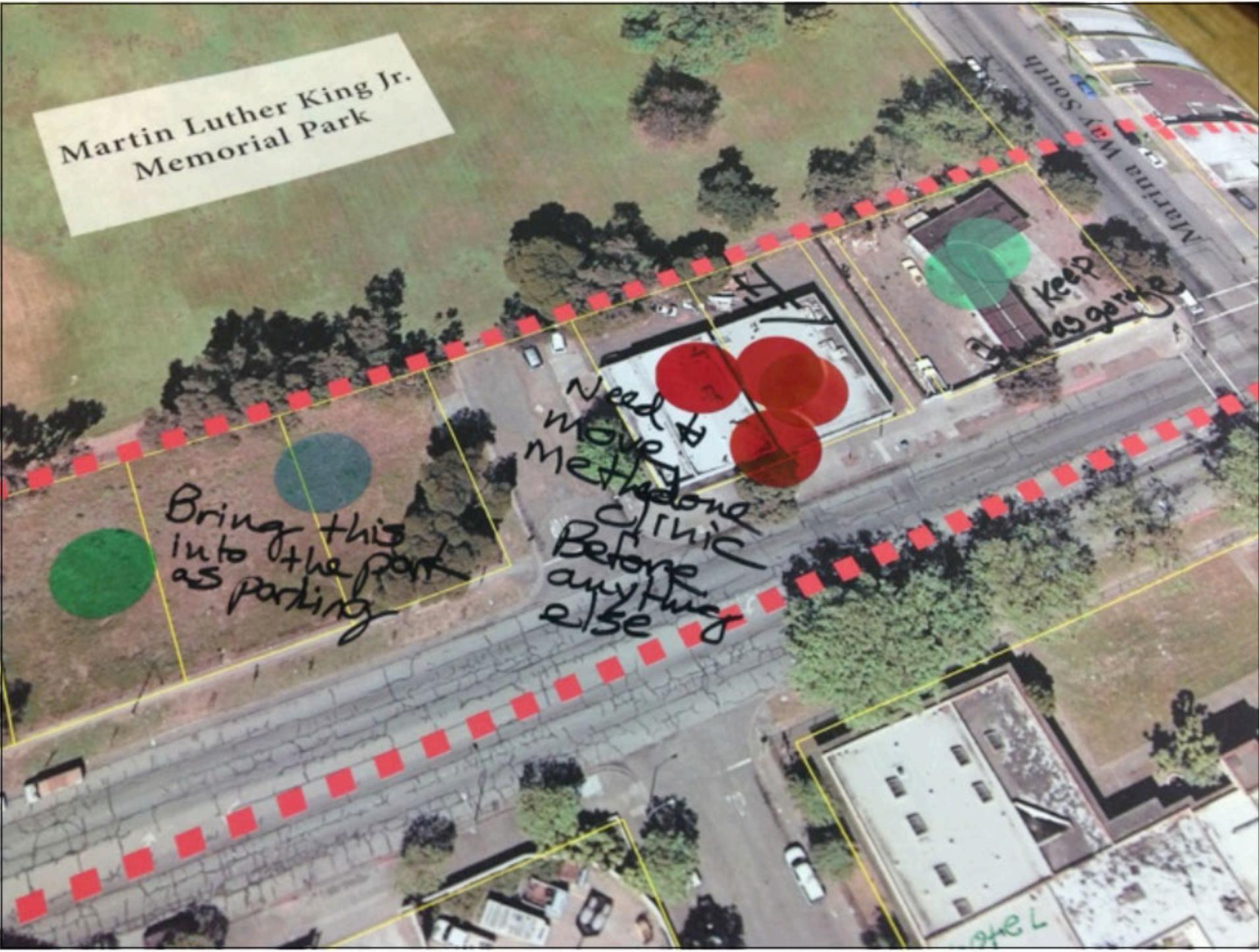
Small
units

Martin Luther King Jr.
Memorial Park

Bring this
into the park
as parking

Need to
move to
Methuene
Clinic
Before
anything
else

Keep
as going



SUMMARY OF WHAT WE HEARD

MOVE THE CLINIC

SAFETY - STREET LIGHTS, MAINTENANCE, MAKE THE MLK JR. PARK VISIBLE

BEAUTY - STREET TREES, STREET FURNITURE, GATEWAY TO THE CITY

SERVICES - PROVIDE OPPORTUNITIES FOR RETAIL AND SERVICES

Initial Concepts

Putting Your Ideas On Paper





Improved MLK Jr Track and Field



Future Baseball Field Improvements



Proposed Field House and Parking

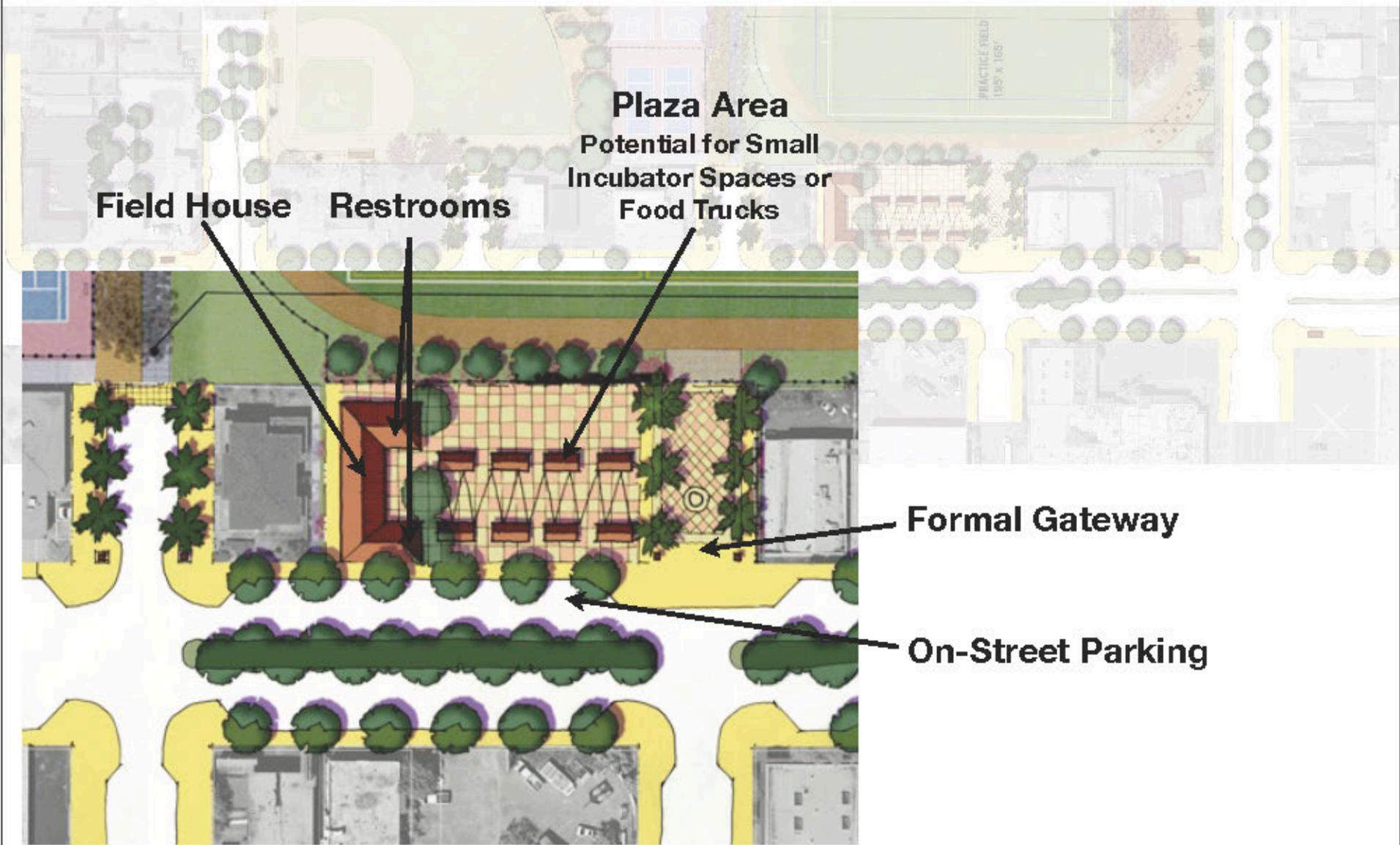




Future Improvements to:
Cutting Boulevard
Harbor Way
Marina Way

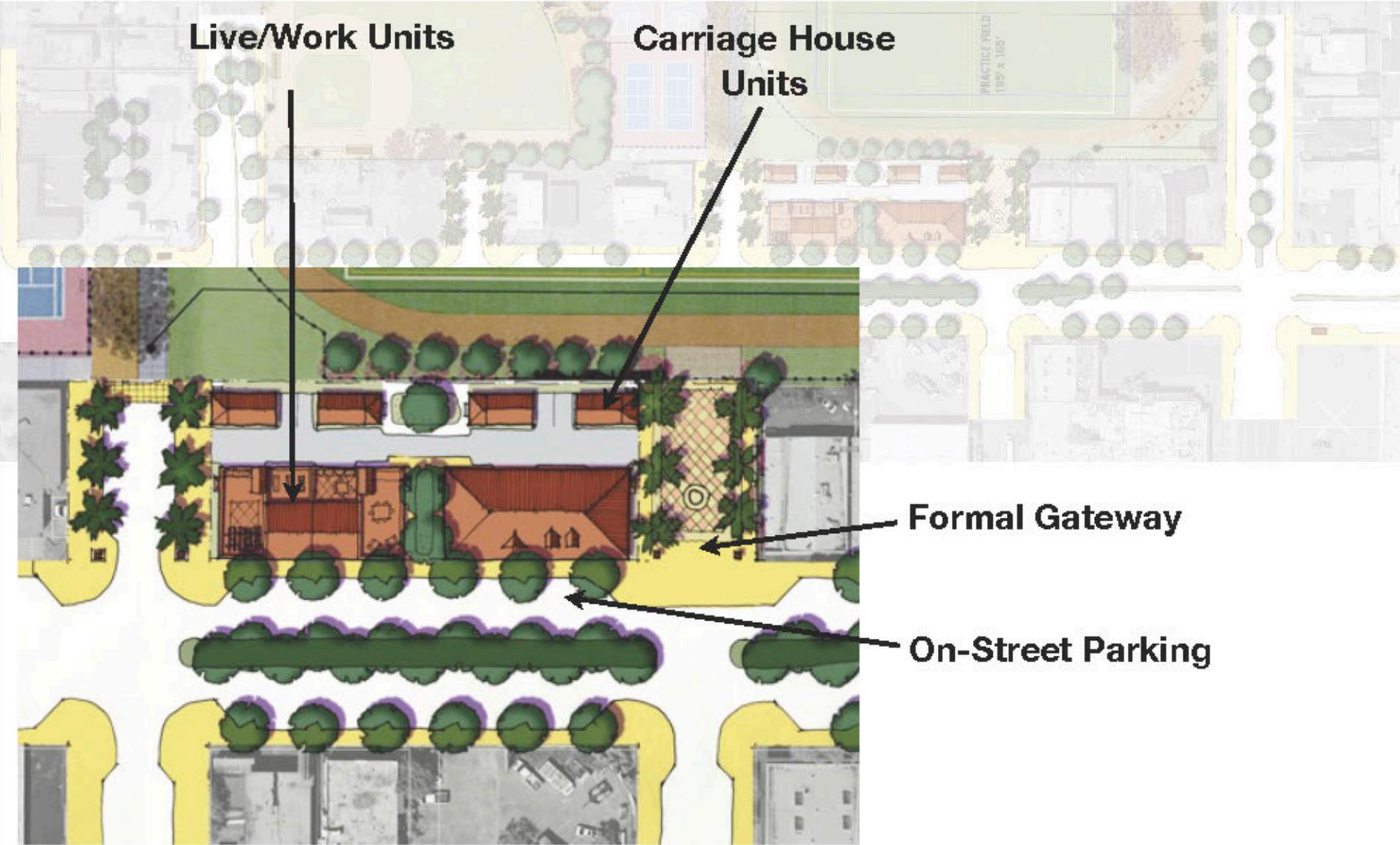


Alternative Layout for Field House and Plaza Area





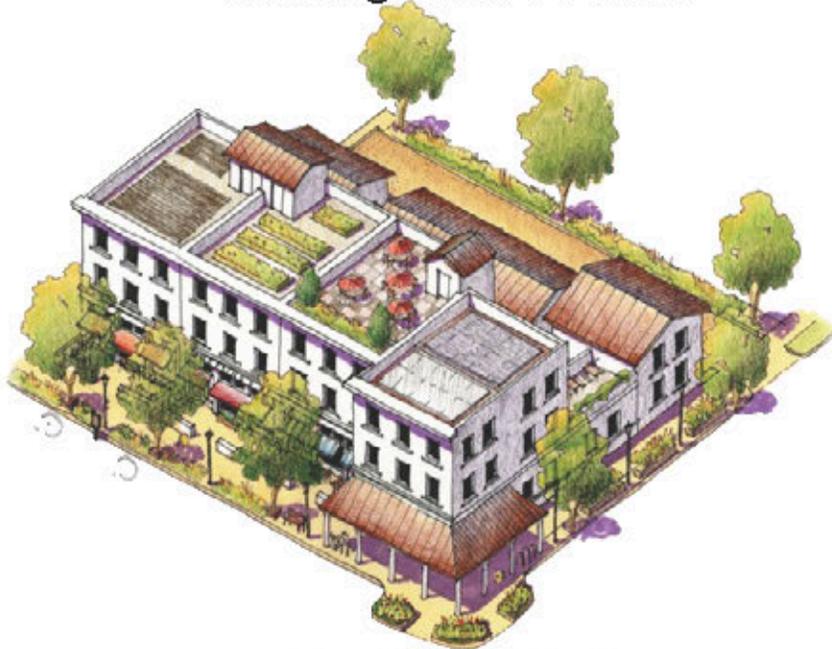
Development Option







Carriage House Unit

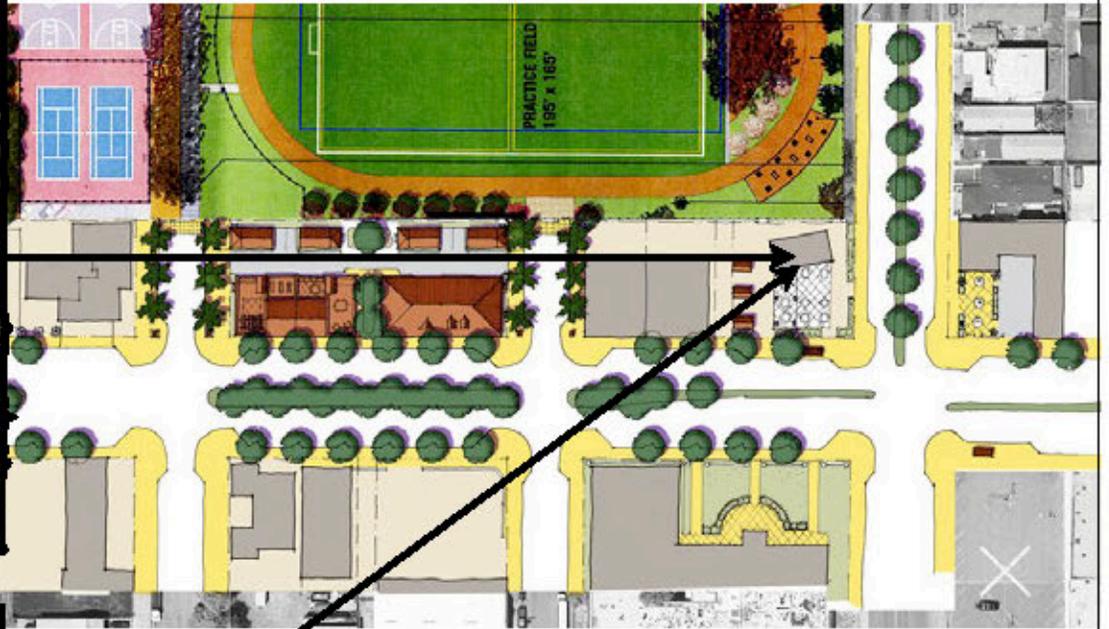


Live/Work Unit



Mixed-Use

Reuse Existing Buildings







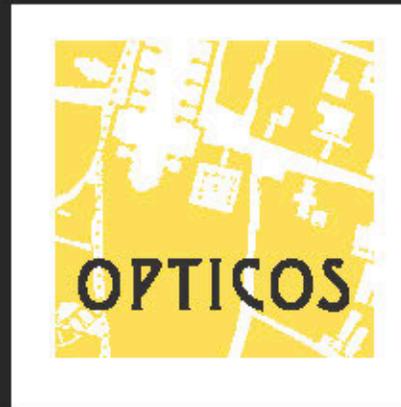


Opticos Design, Inc.

Harbour Way Gateway



Question and Answer



www.opticosdesign.com