



Callander Associates
Landscape Architecture, Inc.



Via email only

October 13, 2008

Workshop Summary
23rd Streetscape Improvement Project

RE: Community Workshop #4

October 9, 2008, 6:00p.m. - 8:00p.m.

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Attendees: See sign-in sheets

City:

Michael Williams, Richmond Community and Redevelopment Agency, michael_williams@ci.richmond.ca.us

Alan Wolken, Richmond Community and Redevelopment Agency, alan_wolken@ci.richmond.ca.us

Hector Rojas, Richmond Planning Department, hector_rojas@ci.richmond.ca.us

Consultants:

Peter Callander, Callander Associates, (650) 375-1313, pcallander@callanderassociates.com

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Mary Stewart, Callander Associates, (650) 375-1313, mstewart@callanderassociates.com

Marsha Pendergrass, Pendergrass Smith Consulting, (415)468-9168, marsha@pendergrasssmith.com

Manti Henriquez, Pendergrass Smith Consulting, mantihen@aol.com

The following community comments were recorded at Workshop #4.

Item

Community Comments

Design

- Don't like colors on San Pablo (no red sidewalks).
- Sign ordinance update/changes need to occur.
- Clarification on location of parking screen, not between sidewalk and street.
- Maybe tot lot goes away in lieu of more flexible urban space.
- Anything would be great!
- Like mosaics.
 - use local schools for ideas, within the chosen theme
 - use professionals to construct
 - key areas for kid-inspired art

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Landscape Architecture
Urban Design
Land Planning
Park and Recreation Planning
Environmental Planning

Peter E. Callander, ASLA, Principal
A. Mark Slichter, ASLA, Principal
Brian G. Fletcher, ASLA, Principal
Erik Smith, ASLA, Principal
Benjamin W. Woodside, ASLA, Principal



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- Keep thematic elements throughout entire project, all site furniture, lighting, stop lights, stop signs.
- Want to see plaza over entire site (no Brooks access to 22nd); there are five other opportunities to access 22nd and freeway.
- Don't want market booths.
- Option A:
 - like Mayan – industrial look
 - would like to see other options for the mosaic “key” inset
 - like broken tile pieces inset into seatwall
 - like architectural details from existing building on 23rd Street; would like to see those elements throughout project
 - don't like palms (Southern California, not Northern California)
 - like curves; would like to see more Art Deco inspired curves
- Option B:
 - like lights that shine down; add signal lights to open metal archway
 - like the light with arch – new, exciting, dramatic
- Archway:
 - a rounded arch is more inviting
 - curve would be more people-friendly
 - like “23rd Street” logo integrated into arch
 - see archway at Willits, California or San Pablo Avenue for reference
 - incorporate the history of Richmond
 - history of metal work
 - Rosie the riveter
 - like history in mural or relief forms
- Keep play area closer to 22nd residential area.
- Design benches so people don't “camp” on them.
- Like connection to cultural identity and like “industrial chic”; keep character along entire street and with all elements (i.e., lighting).
- Want thematic fencing to screen used car lots.
- Need directional signage program that directs folks to various areas in neighborhood, i.e., parks at Nevil and Humphrey, schools, etc.
- Bike racks with square cross section.
- Tree wells as large as possible.
 - engineered soils
 - rectangular planting areas.
- Would like a hybrid of options A and B; B is too stark likes art deco elements.
- Want solar lights.
 - could be a pilot project with Sunpower SPWR
- Develop “lower key” approach similar to Ford Development (including history).



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Traffic and Safety

- How will drivers access the freeway?
 - Option to have no vehicle traffic at “Plaza” (level of service goes to more critical number).
 - How will southbound from 23rd get to freeway? Split at plaza.
 - Right at Bissell, left at 22nd very difficult.
- Bicyclist still in door zone.
 - Compromise – bicyclists will get sharrow.
 - 14’ lane.
 - Can the sidewalk be narrower to allow 5’ bike lane?
- Is there data research on 5’ bike lane versus sharrow – which encourages more users? Improves safety?
- Center turn lane allows room for going around lane blockages.
- Use of security cameras – is the City going to add them? We need them.
- Wants to widen street for more business. Don’t block the center lane.
 - delivery trucks
 - use of 14’ lane also
 - double parking at commute time
- Have blow-up/detail of proposed traffic circulation at 23rd Street and Bissell Avenue.
 - Show impact if possible.
- Wide sidewalks will encourage bicycles on sidewalks.
- Need additional crosswalks at Downer and Grant. Grant Elementary School is on the east side of 23rd and most kids come from west side of 23rd and need safe crossings.
- Like 13’ wide sidewalk – keep it wide and beautiful.
- Reduce 1’-2’ of sidewalk to get more for shared lane 11’ sidewalk and 16’ shared lane.
- Parking improves safety on sidewalk “pattern language”.
- Angled parking easier and doesn’t impact traffic as much.
- Are all medians (previously proposed) removed from this “parallel” concept? Medians are used in limited locations for safety and to help direct traffic.
- Left turn lane striped? Yes.
- Play area not well suited to urban area with traffic.
- As much signage as possible for bike lanes and pedestrian crossings.
- Bike loops for traffic lights.
- Timing of traffic lights needs to be adjusted to ensure level of service.
- Bike education through DMV.

Funding and Schedule

- Macdonald Avenue improvement costs:
 - \$600,000/block, ten blocks
- Time frame, cost and funding?



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- Is any funding available for construction now? Some.

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within three days.

Submitted by:

Mary Stewart

Callander Associates

cc: All attendees