

**TOD Opportunities Tour
Technical Assistance Panel
City of Richmond
July 12, 2007**

Next Meeting:

Thursday, August 16th
ULI Office: 4 Embarcadero Center, Suite 700
8:30am – 10:30am

Panelist Information:

Finance	Steven	Spickard	Senior Vice President	Economics Research Associates The SWA	(415) 956-8152	steve.spickard@econres.com
Design	Kalvin	Platt	Chairman	Group SF Redevelopment Agency	(415) 332-5100 x 223	kplatt@swagroup.com
Regulatory	Amy	Neches	Senior Project Manager		(415) 749-2400	amy.neches@sfgov.org
Non-Profit	Peggy	Jen	Senior Program Officer, Housing	LISC The Dishnica Company LLC	(415) 397-7322 x16 (510) 231-6120 ext.201	pjen@liscnet.org
Development	Rick	Dishnica	President			rdishnica@earthlink.net

Notes

Assignment: Informing Phase II of Transit Village and revitalizing East side of Nevin Street from BART station to the Civic Center. What sort of planning, zoning, and incentives should be put in place?

Important Links/Background info:

General Plan: <http://www.cityofrichmondgeneralplan.org/>

Transit Village/MetroWalk: <http://ca-richmond.civicplus.com/index.asp?NID=959>

Civic Center Revitalization: <http://www.ci.richmond.ca.us/index.asp?NID=938>

Site Background

A: Demographic information

- Panelists requested information about:
 - Civic Center employees, other job centers, travel behavior
 - Residents of existing neighborhood between station & civic center
 - Copy of \$64m bond issuance capital improvement plan
 - Aerial maps
 - Olsen's demographics on home buyers
 - Maybe the City could even bring in an Olsen representative to give context of what has been done to the site?

B: Plan details

Surrounding Area:

- Nevin Street is the main pedestrian spine that goes east and west from the BART station, east to the Civic Center.
- Main commercial corridor MacDonald is one block South.
- Bridge/Martin Group housing/commercial west of station was one of Richmond's first projects in early 1990s.
- New AF Evans project moving forward just west of the station with 237 units 70 units/acre, 5 stories, 15% affordable.

- Existing neighborhood between Civic Center and BART provides a fair mix of rental and owner-occupied units. It currently has low or very low-density but is zoned for high-density at 100 units/acre.

Current Status:

General Plan

- Currently in process of updating general plan and zoning, the Panel's recommendations could help inform General Plan. Details available at <http://www.cityofrichmondgeneralplan.org/>

Transit Village

- Besides Coliseum, this is only station where Amtrack & BART connect
- Approximately 18 trains/day, part of Capital Corridor that links Sacramento to San Jose
- Phase I is complete; Olson development totaling 132 units with 15% affordable at 80% AMI.
- Parking requirements are 2 spaces per single-family units. For multi-family it depends on the number of bedrooms.
- Design process is underway for 5-story parking structure expected within 3 years. Planned to service through a come, 1st serve process.
- Redevelopment agency has purchased land adjacent to NE corner of BART station for part of phase II site.

Civic Center

- Approximately 1,000 city employees.
 - Many of these arrive to work on BART. The panelists mention that these workers would likely walk from the station if the walk were "friendlier" (distance is very short)
- Redevelopment of Civic Center is being implemented. General plan suggests renovation and some new construction.
- Bonds have been issued for parts of Civic Center redevelopment, but not for adjacent area – they plan to seek another bond in 2 years

History:

- Olson project was first market-rate housing development in Richmond in 30 years.

- Ownership was very much requested
- All Phase I units sold out with the last one selling for \$450,000
- Neighborhood between Civic Center and BART is not part of neighborhood councils system
- Generally positive local support from community members in the area, but most resistance comes from those living in the Transit Village that are facing rapid development, etc
- Past focus on commercial revitalization along MacDonald
- Potential HUD money for parking structure lost due to non-compliance with environmental standards for the entire project area
- In the 1940s-50s Civic Center was award winning project

Potential:

- Currently in process of updating general plan and zoning – laying groundwork for future development.
- Phase II is in the planning process and will take over the existing surface parking lot on NE corner. Negotiating for higher density.
- Transit Village seems to be coalescing into a neighborhood group
- Lots reserved for retail development are still dormant.
- Integration of Day Care Center purchased on adjacent property with Phase II of project
- The old DMV office and its parking lot in the adjacent neighborhood is a key opportunity site for redevelopment
- SE corner overlooking MacDonald can be converted to open space/pocket park
- Podium parking is being examined

Needs:

- Improvements for the east portal of station including re-grading and lighting
- Improvement of traffic conditions in the area since 22nd and 23rd are major thoroughfares that bisect the proposed corridor between BART and the Civic Center
- Unification of phases II to phase I of village
- Integration of area between Civic Center and BART station, including pedestrian link

Challenges

- Conflict between property values of Transit Village units and existing neighborhood homes east of project

- Cost of meeting parking requirements could make projects infeasible
- West of 23rd presents a design/development challenge
- Procuring an Amtrak station agent
- How to link Civic Center and Phase II of the project
- Retail viability

Initial Recommendations

- Programs designed to improve the quality life and economic development of surrounding area
- Improved signage at the transit station
- Redevelopment Agency should conduct an employee/transit ridership study
- Discuss reduced parking requirements with developers since BART parking should be available
- Support efforts to link transit services (schedules, etc)
- Shuttle services are a possible solution, but are expensive. There could be collaboration with existing private shuttles (Kaiser, etc)
- Build on changing demographics
- Have Olson and AF Evans project held up as models of what can happen (include photos in final report)