

Richmond Transit Village

Richmond, California



The existing Richmond Station is important for its regional proximity and intermodal connections to BART, AMTRAK, and AC Transit bus service. The plan intends to energize the underutilized land which surrounds the station with uses which promote transit ridership, home-ownership opportunities, accessibility, and building types which maintain the character of the area.



This infill project, directly adjacent to the multi-modal transit station in Richmond, California, provides a mix of ownership housing opportunities in a high density, mixed-use configuration. The winning plan in a competition sponsored by BART and the Richmond Redevelopment Agency, the plan promotes transit ridership by providing high-density housing within walking distance of the regional rail system (BART), Amtrak, and AC Transit bus service, all linked by a new intermodal station.

Currently isolated from other uses by surface parking lots and vacant city-owned land, the transit station is the centerpiece of the new development. Surrounding the transit center on the difficult site, bisected by the BART and railroad tracks, houses and townhouses face small parks at the center of each neighborhood. Fronting an office building and an existing retail center, and continuing into the intermodal station from both sides, live/work townhouses provide opportunities for small businesses or home offices. New streets link neighborhoods to each other and to the intermodal station.

The southwest corner is anchored by a new performing arts center and plaza and includes retail to reinforce the existing retail uses across the street. A new parking garage, with storefronts at ground level, replaces BART's surface parking lots and serves the retail and performing arts center as well.

Calthorpe Associates and the project developer, The Olson Company, are committed to building in established, in-town neighborhoods. By providing a diverse range of unit types at competitive prices, as well as through an innovative mortgage assistance program, the project made quality ownership opportunities available to a wide variety of households.



Live/Work townhouses and retail frame Nevin Street, the main entrance to the Transit Station.



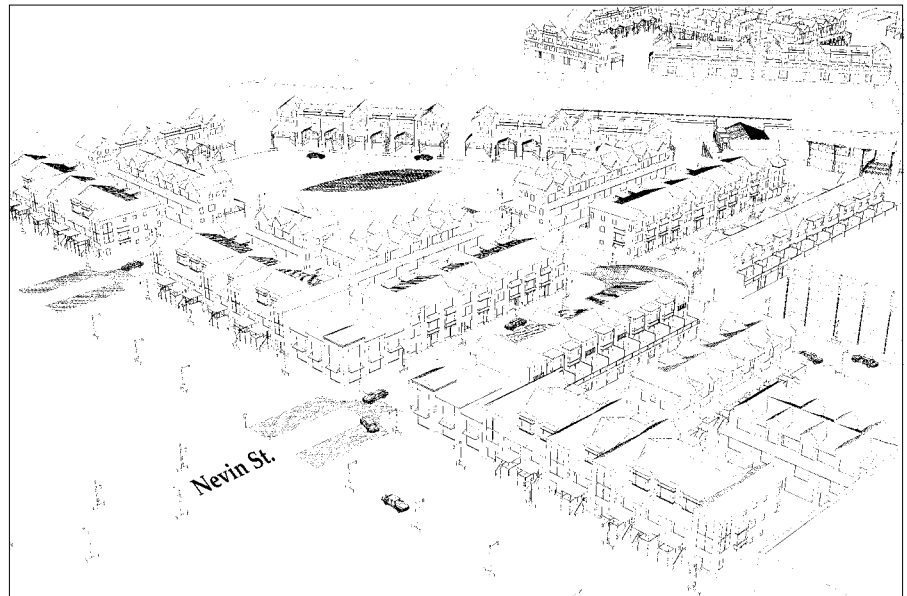
Single-Aspect townhouses buffer the neighborhoods from the train right of way.



Standard Townhouses are alley fed and have porches fronting the street.

The plan includes a mix of housing types, including townhouses and live-work units. The project emphasizes architecture that promotes transit-supportive densities and maintains the scale and character of the existing city fabric.

Townhouses surround a half-acre park, which creates a central gathering space for the neighborhood.



The transformation of Nevin Plaza from a sunken pedestrian-only walkway into an important automobile and pedestrian entrance into the site allows cars to get closer to the station for drop-offs and creates a safer environment for pedestrians as they walk to the station.