ENVISIONING THE DIMOND

urban design concepts for promoting an active street life
AERIAL VIEW OF THE DIMOND

The area outlined in **YELLOW** represents the commercial district of the Dimond neighborhood, an area of approximately 45 acres.

The areas highlighted in **RED** represent the land devoted to the automobile (streets and parking lots).

A photographic sample of spaces found throughout the commercial district:
MACARTHUR ROUND-ABOUT

CONCEPT
Create a vibrant gateway into the commercial district and provide clarity of traffic movement at this intersection

- Add street trees along the north sidewalk of MacArthur
- Create a round-about at the confluence of these misaligned streets
- Give the commercial district a focal element with landscaping and a fountain

alternatives
In lieu of a fountain, the centerpiece of the round-about could contain a large sculpture or a significant tree. The lawn could be replaced with flowers or flowering shrubs, or it could be a paved surface with benches, creating a public plaza in the middle of the intersection.
CONCEPT
Increase awareness of Sausal Creek and transform the existing overlook into an inviting recreational space

- Remove the two metered parking spaces along the overlook and widen the sidewalk
- Add trees or other landscaping, and a small coffee kiosk
- Provide additional places to sit as an extension of the existing creek overlook

alternatives
In lieu of a coffee stand, the widened sidewalk could contain a flower stand, an art element, environmental signage, benches, or an historical marker.
CONCEPT
Create an inviting pedestrian space and neighborhood identifier at the intersection of MacArthur Boulevard and Fruitvale Avenue

- Replace the 30-foot tall light stanchions with decorative, pedestrian-scaled fixtures
- Replace the clipped hedge along Fruitvale Avenue with ornate masonry benches
- Remove the 3-foot tall brick wall at the corner and the 3 parking stalls facing MacArthur to create a mini-plaza
- Add trees and a sculpture element to the corner plaza

alternatives
In lieu of a sculpture element, the corner plaza could incorporate a flower-stand, a news kiosk, or a community bulletin board.
CONCEPT
Compliment the existing pedestrian-scaled retail across the street while creating an inviting commercial focal point from the MacArthur - Fruitvale intersection

- Replace the black chain-link fencing with an ornamental picket railing
- Remove two metered parking spaces and provide a bulb-out with landscaping
- Create a flower stand by attaching an awning to the existing retaining wall, construct terraces for the floral display, and build a storage counter that accommodates signage for the car detailing business

alternatives
In lieu of a flower stand, the triangular piece of land could accommodate a sculptural element, a fountain, a news kiosk, a small stand of trees or other significant landscaping.
CONCEPT
Establish a more productive use for the existing landscaping and extend the urban ‘street wall’ along Champion Street

- Replace the existing ivy with a plaza, utilizing the existing London Plane tree as the centerpiece
- Increase lighting with decorative, pedestrian-scaled fixtures
- Create an intimate outdoor room using broad-canopied trees and clipped hedges
- Provide a decorative colonnade, bridging the gap between retail establishments created by the parking lot

alternatives
In lieu of a plaza, the space might be better utilized as a small retail outlet, such as a taqueria, bakery, or a store that sells modest goods, such as sunglasses.
CONCEPT
Enhance the existing tree-lined segment of Champion Street to create a more pedestrian oriented, naturalistic gateway to the commercial district

- Simplify traffic movements at the intersection of Champion and Lincoln Streets
- Plant frequently spaced, broad-canopied trees to create a ceiling of foliage
- Extend the planting to the triangular concrete median and remove signage

alternatives
If traffic studies warrant, completely close off this section of Champion Street and create a mini-park at this location, allowing only pedestrians and bicyclists through to the commercial district.