AREA TWO
CONCEPT PLAN
Planning Commission Hearing
March 11, 2008
TONIGHT’S PRESENTATION

- Dumbarton Rail Corridor
- Transit-Oriented Design
- Area Two Context
- Concept Plan
Dumbarton Rail Corridor

City of Newark
DUMBARTON RAIL: SCHEDULE

- Current Secured Funding: $260 million
- Current Cost Estimate: $595 million
- Public Review EIR: September 2008
- Final EIR: August 2009
- Rail Service: 2012

Dumbarton Rail Corridor
OPPORTUNITIES PRESENTED BY RAIL

- Access to larger transportation network for residents of Newark
- Opportunities to expand available housing and ownership types in Newark
- Opportunity to provide a vibrant new place within Newark
MTC Grants are available for land use planning around Transit Stations

- Projects must plan for a minimum number of housing units along the transit corridor.
- The threshold for commuter rail lines such as the Dumbarton Rail Corridor is 2,200 units within a half-mile radius around the station.
- About 750 dwelling units currently exist within a half-mile radius of the Newark station site.
NEWARK STATION AREA CONCEPT PLAN PROCESS

- Develop Concept that Responds to the Opportunity
- Planning Commission and City Council Review and Direction to Proceed
- MTC Grant Opportunity
- Update Specific Plan and EIR
CONCEPT DEVELOPMENT PROCESS

Project Team

- Design, Community & Environment
- Fehr & Peers Traffic Engineering
- Andrew Leahy, C.E.
- Strategic Economics

City of Newark
PRINCIPLES OF TRANSIT-ORIENTED DEVELOPMENT

- Provide a Mix and Variety of Uses
- Use Density to Support Transit
- Encourage all Modes of Transportation
- Manage Parking Effectively
- Create Attractive Places
PROVIDE A MIX AND VARIETY OF USES

Transit Oriented Development

City of Newark
PROVIDE A MIX AND VARIETY OF USES

- Synergy Between Uses
- Potential for Increased Walkability
- Link Trips to Reduce Traffic
USE DENSITY TO SUPPORT TRANSIT

Transit Oriented Development
USE DENSITY TO SUPPORT TRANSIT

- Increased Activity on Street
- Greater Range of Activities
- Increased Transportation Opportunities
ENCOURAGE ALL MODES OF TRANSPORTATION

Transit Oriented Development

City of Newark
ENCOURAGE ALL MODES OF TRANSPORTATION

- Comprehensive Circulation Network
- Encourage Pedestrian and Bicycle Use
- Range of Street Types
- Well-Designed Public Realm
- Maximize Connections to Bus and Transit
MANAGE PARKING EFFECTIVELY

Transit Oriented Development

City of Newark
MANAGE PARKING EFFECTIVELY

- Parking analysis to determine demand
- Parking lots at side and rear of buildings
- Share parking where possible
- Provide bicycle parking facilities
CREATE ATTRACTIVE PLACES

Transit Oriented Development
CREATE ATTRACTIVE PLACES

◆ High quality development
◆ Great public spaces
◆ Connect to open space opportunities
EXISTING CONDITIONS AND CONTEXT
City of Newark
Existing Conditions and Context
EXISTING REGULATORY SETTING

City of Newark

Existing Conditions and Context
Existing Conditions and Context
City of Newark

Existing Conditions and Context
City of Newark
Existing Conditions and Context
City of Newark

8' and 11' Mean Sea Level

Existing Conditions and Context
EXISTING CONDITIONS

Existing Conditions and Context  City of Newark
CONCEPT PLAN DEVELOPMENT

- Meetings with stakeholders and staff
- Meetings and workshops with Community
  - December 12, 2007 and January 30, 2008
PLAN ALTERNATIVES

- Orientation to Station
- Park and Open Space Configuration
- Location of Potential Mixed Use
- Location of potential Performing Arts Center
Conceptual Comparison of 1999 Specific Plan and TOD Residential Development of 1500-3000 units

- 1999 Specific Plan assumed Community College and Office Development
- Total Vehicle trips higher if Residential in the higher density range
- Peak Hour trips lower in both lower and higher Residential range
**Trip Generation Comparison:**
Comparison between 1999 EIR Results and Area II Update

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<th>Alternative 2 (2,000 d.u.)</th>
<th>Alternative 3 (2,500 d.u.)</th>
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**Area Two Concept Plan**

City of Newark
MARKET POTENTIAL FOR SITE

- Demand is highest for residential uses.
- Demand is strong for a mix of single-family and multi-family housing.
- Development types best suited to transit are similar to those that create memorable places.
- Planning for this site can complement larger City goals.
LOWER DENSITY RESIDENTIAL

- Small Lot Single-family
- 8-10 units/acre
MEDIUM DENSITY RESIDENTIAL

- Townhomes and attached homes
- 16 - 24 units/acre
HIGHER DENSITY RESIDENTIAL

- Multifamily condominiums
- Senior housing
- 30-40 units/acre
MIXED-USE RESIDENTIAL/RETAIL

- Housing over Retail
- 30-50 units/acre
- Concentrated at Station
OPEN SPACE

- Central open space
- Pocket parks
- Connections to Bay Trail
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