

**E.1 Hearing to consider recommendation that the City Council: (1) certify E-11-25, Final Environmental Impact Report for the Dumbarton Transit Oriented Development (TOD) Specific Plan, and (2) adopt GP-11-26, a General Plan Amendment for the Dumbarton Transit Oriented Development (TOD) Specific Plan. The proposed Specific Plan would provide a comprehensive policy and regulatory framework to guide future development and redevelopment within the approximately 205-acre project area. The proposed Specific Plan would establish the allowable land uses, development regulations, design guidelines, necessary infrastructure improvements, and an implementation plan to direct future development and redevelopment of the project area. Implementation of the proposed Specific Plan would result in a mix of residential, office, retail, parks and recreational open space uses. The project area is generally bounded by Southern Pacific Railroad tracks to the north, existing on-going salt production and harvesting facilities to the south and west, an Alameda County Flood Control canal to the south, and Willow Street and industrial and residential uses to the east. Amendments to the following General Plan elements are included: Land Use, Transportation, Housing, Recreation, and Noise.**

**Background/Discussion** – In collaboration with landowners, the City of Newark began a planning effort in the fall of 2007 to explore potential development around the planned Newark Dumbarton Rail Station; this area includes much of General Planning Area 2. The Project Area includes approximately 200 acres of land that has contained various industrial, manufacturing, and chemical processing land uses since the early twentieth century. Most of the land is currently vacant. Zoning for the General Plan Area 2 was updated in 1999 with the adoption of the Newark Area 2 Specific Plan, which anticipated the construction of a community college surrounded by multi-level office and R&D buildings. However, after adoption of that Plan, the community college located elsewhere and market for office space in South Alameda County dramatically diminished. The planned Dumbarton Rail Corridor presents an opportunity to create a vibrant new transit-oriented center in Newark that will provide new housing while generating significant ridership for the Dumbarton Rail Corridor and/ or other transit.

In exploring the potential for a residential development in this area, a concept plan was created and two public meetings were held in 2007. The Planning Commission and City Council reviewed the concept plan in 2007 and 2008 and the concept of a transit-oriented residential development was approved.

In 2009 Newark began work on a Specific Plan for Dumbarton Transit Oriented Development. The goal of the Specific Plan and associated EIR would utilize the principles of facilitating pedestrian and transit oriented development and govern the development of a new neighborhood of up to 2,500 housing units. The Specific Plan development is funded by the property owners and a grant from the Metropolitan Transportation Commission. On February 11, 2010, a community meeting was held to get input on the proposed Specific Plan from the community.

### **Specific Plan Description**

The Draft Specific Plan for Dumbarton Transit-Oriented Development (TOD) is attached for the City Council's review. The new Specific Plan would govern the development of a new community within Newark. It would provide a broad range of new housing opportunities, retail and business opportunities, and park and open space amenities. The Dumbarton TOD community will include a wide range of housing types in an integrated design that encourages interaction between residents of each housing type. The design incorporates open space areas throughout the property at varying levels of use intensity.

Higher densities of residential development are located within a quarter-mile radius of the transit station; medium densities, such as townhomes, are located farther – a half-mile; and small lot single-family dwellings are located farthest from the station. Blocks are generally short and pedestrian-oriented, offering pedestrians many different ways to walk through the neighborhood. The primary traffic circulation would be on a network of streets, primarily one travel lane each direction with bike lanes and parking on both sides of the roadway. Notably traffic control would be accomplished with the use of roundabouts at Willow Street and Enterprise Drive, Enterprise Drive and Hickory Street (extension) and Central Avenue and Hickory Street (extension) and Willow Street and Central Avenue.

Retail stores and shops are concentrated near the transit station at the intersection of Willow Street and Enterprise Drive. Higher density housing would be adjacent to the retail area and the Transit Station. Small parks would be located within the residential areas. Two larger parks would be located adjacent to the Transit Station, one at the northeast corner adjacent to existing residential development and the other in the western portion of the site, adjacent to the Transit Station. The larger parks and open space area is intended to serve the greater community of Newark as the bigger size allows for larger picnic areas, gardens, outdoor amplified musical and dramatic performances, and open areas for both active and passive recreation. Pedestrian paths and linear parks would be incorporated into the development and a new Bay-shore trail (potential Bay Trail alignment), is proposed along the entire west side of the site.

The development of a transit-oriented development in this area has the potential to provide retail opportunities to existing and future residents; to help in meeting state regional and State housing requirements; to increase transit ridership; and to improve recreational facilities and linkages.

Key community benefits of this project are:

- A neighborhood retail center.
- Funding for key City infrastructure, particularly the Central Avenue Rail Road Grade Separation.
- Encouragement to use local labor.
- 16 Acres of parks.
- Bay side trail on the periphery of the development.

### **Specific Plan Development**

The Draft Specific Plan was presented at community meetings on April 20, 2011 and July 26, 2011. The Planning Commission held a public Study Session on August 9, 2011. Based on comments from the public and policy makers the draft document was be refined to produce the Specific Plan for this area. Studies to assess the Environmental Impacts of the proposed development have been conducted. A Draft Environmental Impact Report was published in May, 2011 and the comment period was open until July 1, 2011. Comments received within the comment period were responded to in the Final Environmental Impact Report.

As a result of public and Commission comments and suggestions the Specific Plan will be modified to include a Planning Principals chapter which details the sustainable features of the development. The new chapter is attached. In addition the Specific Plan will include suggestions that restroom facilities and a dog park be included in the larger proposed park.

### **Action**

Staff recommends that the Planning Commission, by resolution, recommend that the City Council approve and certify an Environmental Impact Report for the Dumbarton Transit Oriented Development Specific Plan, including a Statement of Overriding Considerations, and the approval of a Mitigation Monitoring and Reporting Program; and that that Planning Commission, by resolution, recommend that the City Council approve the Dumbarton Transit Oriented Development Specific Plan and associated General Plan Amendments.

### **Attachments**

Dumbarton Transit Oriented Development Specific Plan  
Proposed Planning Principles Chapter  
Draft Environmental Impact Report  
Final Environmental Impact Report  
Errata Sheet- Final Environmental Impact Report  
Findings of Fact and Statement of Overriding Considerations  
Written comments (2) provided by the public outside of the public comment period.  
Draft Resolutions (2)