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B.0 APPENDIX B - GENERAL PLAN AMENDMENTS

B.3 LAND USE AMENDMENTS

Land Use Map - Land uses need to change to Dumbarton TOD Specific Plan uses.

Area 2 - Dumbarton TOD Specific Plan Area

This complex shaped area is generally located south of Thornton Avenue and west of Willow Street. The existing uses include some vacant and open space lands as well as heavy industrial operations (e.g., FMC chemical plant and a 375,000 square foot warehouse/research and development complex), a railroad line, the Hetch Hetchy water line, and the Newark pump station for the Union Sanitary District. ~~Limited and general industrial~~ Residential, retail, office, park and open spaces uses are designated for this area, as follows:

- ~~Limited Industrial uses are shown for a portion of the FMC property immediately west of Willow Street and for lands immediately southwest of the intersection of the Willow Street and Thornton Avenue (i.e., generally the area of the King and Lyons development). The limited designation provides for a~~

~~transition between residential uses to the northeast and more intense industrial uses to the south and southwest.~~

- ~~General Industrial uses including the majority of the FMC facility and lands west of Willow Street.~~
- ~~Open Space uses are designated for the northwesternmost portion of the area.~~

B.4 TRANSPORTATION AMENDMENTS

Central Avenue

An additional 10' of right-of-way is proposed for Central Avenue between Cherry Street and Filbert Street to allow for incorporation of the new four-lane, undivided arterial with a two-way left turn lane (Street Standard A3). Revisions for that portion of Central Avenue between Filbert and Willow Street reflect existing geometrics. That portion of Central Avenue between Willow Street and the West Side Arterial are proposed new street sections. **As a part of the Dumbarton TOD Specific Plan, an overpass will be created to move traffic over the rail lines between Filbert Street and Sycamore Street.**

Willow Street

It is proposed to increase the right-of-way width from 80' to 84' for that portion of Willow Street between Thornton Avenue and Enterprise Drive to conform to standard geometrics and allow for the addition of a two-way left-turn lane for safer property access. **For the portion of Willow Street south of Enterprise Drive to Central Avenue, the road section will conform to the street section designed in the Dumbarton TOD Specific Plan.**

Rail Services

The north-south and east-west Southern Pacific rail lines provide service to industries within the City and also carry Amtrak passenger traffic. Passenger service is on the north-south line, but there is not a passenger station in the City. The existing east-west rail line that connects to the north-south

line in the Historic Newark area is linked to the San Francisco Peninsula by the Dumbarton rail bridge. While it is not currently used for passenger service, studies are continuing to determine the feasibility of establishing commuter service on this line. **The Dumbarton TOD Specific Plan establishes a location for future rail station along the rail line and the guidelines to implement the development of the area around the station.**

Goal 1, Policy a, Program 2

Develop a new west side arterial street running generally along the Thornton Avenue corridor and connecting to Central Avenue within the plan period, with the intent of ultimately completing the street to Stevenson Boulevard. This facility will serve proposed new development west of Cherry Street and will direct the movement of industrial truck traffic around residential neighborhoods. **Roadways between Enterprise Drive and Central Avenue shall conform to the Dumbarton TOD Specific Plan.**

Figure 4-12, Roadway Improvements

Chart should be updated to include overpass improvements for Central Avenue.

4.5 Description of Major Transportation Proposals

New arterial overcrossings at railroad tracks.

In order to reduce the pressure for ultimately installing an underpass at Cedar Boulevard and the railroad tracks, the plan also provides for a grade separation crossing, i.e., an overpass, at Central Avenue where it intersects the Southern Pacific Railroad tracks. **The Dumbarton TOD Specific**

Plan will implement this project. In addition, the plan provides for an overcrossing at Stevenson Boulevard. The Stevenson Avenue overcrossing will serve Area 4 residential development.

Appendix T-A

Central Avenue - Willow Street to Hickory Street

~~4 Lane Divided, 104, 84.~~ 2 Lane Undivided, 80, 44

Enterprise Drive - ~~Hickory~~ Willow Street to Filbert Street

Hickory Street - Central Avenue to Enterprise Drive

2 Lane Undivided, ~~64, 80~~ 44 36-60

Willow Street - Enterprise Drive to Central Avenue

~~4 Lane Undivided, 90, 64.~~ 2 Lane Undivided, 80, 64

B.5 HOUSING ELEMENT AMENDMENTS

Amendments to 5.8 - Program & Quantified Objectives

Program 1. Facilitate the preparation of specific plans for Areas 2, 3, and 4, and encourage development in those areas. Status & Timing.

Area Two is located adjacent to the proposed location of the Newark station on the Dumbarton Rail Line, and therefore is envisioned as a transit-oriented development (TOD). The city worked with landowners and the community to develop a Concept Plan, which was approved by the City Council in March 2007. In August, Newark issued a Request for Proposals for a consultant to prepare the Specific Plan and Environmental Impact Report. A consultant has been selected for the project, and the project timeline anticipates Planning Commission and City Council action in mid-2010 to 2011.

Some of the high density housing in Area Two will be needed to meet the city's state-mandated share of the regional housing need for lower income households. Therefore, when these parcels are zoned, the zoning will meet the requirements of Government Code Section 65583(a)(3) and 65583.2, including allowing multifamily uses by right at densities ~~no less than~~ averaging a net of 20 units per acre over the entire Plan area.

Expected Results.

In Area Two, a total of ~~1,953~~ 2,500 new housing units are planned. ~~Of These, 100 high-density units, 337 medium-density units, and 162 low-density units are expected to be built~~ begin construction by 2014.

B.6 OPEN SPACE & CONSERVATION AMENDMENTS

After review of the Open Space & Conservation Element, it has been determined that no amendments are necessary for inclusion of the Specific Plan.

B.7 RECREATION AMENDMENTS

Figure 7-1, City of Newark Parks

Add two Parks from the Dumbarton TOD Specific Plan.

Neighborhood Parks

Add description of parks from the Dumbarton TOD Specific Plan. Change “existing” to “existing and proposed.”

B.8 COMMUNITY SERVICES & FACILITIES AMENDMENTS

After review of the Community Services & Facilities Element, it has been determined that no amendments are necessary for inclusion of the Specific Plan.

B.8 ENVIRONMENTAL SAFETY AMENDMENTS

After review of the Environmental Safety Element, it has been determined that no amendments are necessary for inclusion of the Specific Plan.

B.8 NOISE AMENDMENTS

Industrial Land Uses

Two heavy industrial plants, Pacbo Corporation and FMC,

create the greatest noise impacts in their respective vicinities. Pacbo Corporation operates on a 24 hour basis, whereas Cargill Salt Company and FMC produce noise making operations occasionally. This, significant noise impacts from Cargill Salt and FMC are not created on a consistent, yearly basis. However, a noise survey performed for the industrial land uses indicates there are several areas where industrial noise sources slightly impact more sensitive surrounding land uses. The areas include industrial noise sources in the vicinity of: Enterprise Drive and Willow Street; west of Cherry Street between Central Avenue and Smith Avenue; and north of Central Avenue west of Cedar Boulevard. Industrial noise sources in the area east of Cedar Boulevard between Mowry and Central Avenues are not significant in relation to I-880 traffic noise sources, but may add slightly to the noise environment in this general area. **With the adoption of the Dumbarton TOD Specific Plan in the areas where FMC operates, near Enterprise Drive and Willow Street, noise is anticipated to be greatly reduced. FMC will no longer conduct industrial operations in the area.**

Future Land Use Changes

- ~~A combination of limited and high intensity industrial development land uses and open space/conservation land uses in the area west of Willow Street. A mix of residential, retail, office, park and open spaces uses in the vicinity of Enterprise Drive and Willow Street.~~
- ~~Industrial uses in the area west of Willow could create~~

traffic noise increases and industrial noise increases in this area. Traffic noise exposure increases may or may not be significant, depending on the increase in traffic volumes generated by industrial workers. Residential areas between Thornton and Central Avenues north of this area would be the most impacted areas. Industrial noise is not likely to create a problem, as the alternatives show a buffer zone of “limited” industrial uses between residential and heavy industrial areas.