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A.0 APPENDIX A

A.1 FORM BASED CODE POLICIES

Planning Area Adjustment Policies

FB-1: Adjustments to the boundaries and acreages of a land use area, or areas (as set forth in the Land Use Plan - Exhibit 4.1 and proposed Land Use Table - Table 4.1), may be processed by those property owners owning land within the effected area as of right and without necessitating a Specific Plan Amendment, provided the total gross acreage of a land use planning area does not change by more than 20% from the original gross acreage approved under the Specific Plan.

FB-2: A revised Land Use Plan (Exhibit 4.1) and Proposed Land Use Table (Table 4.1) must be submitted to the City of Newark for each proposed revision or set of revisions to the development area boundaries.

Transfer of Dwelling Units Policies

FB-3: A revised Land Use Table (4.1) must be submitted to the Community Development Director for the City of Newark for

a proposed transfer of dwelling units only if the acreages for one or more land use planning areas are being revised as part of such unit transfer. Otherwise, no revised Land Use Table shall be required.

FB-4: A revised Unit Allocation Table (Table 4.2) shall be submitted to the Community Development Director for each proposed transfer of dwelling units as provided in this Section 4.5. Provided such proposed transfer complies with this Specific Plan and applicable zoning requirements, no further submittals or approvals shall be required.

A.2 PARKS & RECREATIONAL OPEN SPACE POLICIES

Parks

P-1: Prepare a project specific park plan as part of the specific project development application. The parks components of the Specific Plans should fulfill the following criteria:

- An integrated network of public and private recreational open spaces, parks, and gathering places should be created within the Plan area.
- Recreational open space types and locations should be generally consistent with those described in this chapter and Figure 6.1.
- All residents and visitors should be within a reasonable walk of a park or recreational open space area.
- For all new public parks, the design, program, and facilities must be approved by the City and consistent with this Specific Plan.
- 16.3 acres of park and recreational open space must be provided as part of the Specific Plan, with these requirements provided by the developer/builder/applicant via the following options:
 - 1) construct and dedicate a park to the City, or;
 - 2) pay an in-lieu fee to the City at building permit time.
- Three areas within the Plan that are designated for parks planned are:
 - 1) the Gallade site.
 - 2) the area west of the Transit Station, and;
 - 3) the trail/linear park. (See Figure 5.1)

- An outdoor amphitheatre and restroom facilities shall be provided in one of the parks, preferably close to the neighborhood and/or transit center.
- A dog park shall be provided in one of the parks. The dog park shall include two separate areas, one for small dogs and one for larger dogs, to create a safer environment. The dog parks should also use bark or other similar ground cover types and avoid the use of turf.
- Provide a comprehensive maintenance program for all recreational open spaces and parks. Alternatives for maintenance could include options such as; maintenance by private property owners, mechanisms such as Homeowners' Associations (HOAs) or Street Lighting and Landscaping Maintenance Districts (LLMDs).
- Encourage the use of drought-tolerant and/or native plant materials and trees in all landscaped spaces.

Trail / Linear Park

P-2: Provide a trail/linear park in the Plan area that will connect to the existing Bay Trail along Willow Street.

P-3: Public streets, public parks and public spaces should connect, to the greatest extent feasible.

Gathering Spaces

P-4: Incorporate public gathering spaces in commercial and retail areas within the Plan area. Public gathering spaces

should be designed with the following criteria:

- The size of public spaces should be in scale with the size of the surrounding uses and should take into account the height and scale of nearby buildings and/or other features.
- Public spaces should be located close to public access.
- Public spaces should be open to the public during all daylight hours.
- Public spaces should be located generally adjacent to retail and restaurant uses.
- Public gathering spaces should be designed to allow for, and encourage, interaction among community members. The public spaces should include various seating options (natural, built or furniture), and should provide some protection from the environment (shade, shelter). In addition, certain public spaces might provide areas to accommodate food service and entertainment.

Landscaping

P-5: The proposed parks and public spaces in the Specific Plan have the potential to become successful and well-used gathering spots available for any combination of pick-up games, play, passive recreation, relaxation, or community gatherings. All landscape materials should be of a type that is both drought tolerant and durable.

Entry Monuments and Features

P-6: Entry monuments are the gateway features that create a community. Functionally, they serve as signs for the Community and they demarcate it as a special place. Aesthetically, their design should reflect the character and high quality of the community. They should be incorporated into the landscape with a rich palette of plantings. These monuments should define the main entry locations. Carefully placed, low level lighting in the landscape would provide nighttime visibility.

P-7: Entry features serve as formalized spaces that define the community. These are encouraged to be dramatic focal points for the community through the use of gentle land sculpting, landscape materials and plantings.

Shelters/Arbors

P-8: Simple structures might be used to provide shade and shelter for residents and visitors to the Plan area.

Active Play / Recreation Areas

P-9: The active recreation areas should be carefully sited to provide good views in and out of the play area. Safety is the most important consideration, but wear and tear and maintenance are also a concern. Structures that meet all applicable safety and durability standards are advised.

Recreational Open Space Typologies

P-10: Every public space should have its own unique character. Public spaces will vary in size and level of activity based on location and use. Locations for public

spaces should ensure that all members of the community are in close proximity to some type of public area.

Seating

P-11: Seating can be a welcomed amenity in public places. The design of seating is encouraged to create a variety of social and semi-private areas that allow people to linger and aesthetically enhance the space.

Parks & Recreational Open Space Materials

P-12: Quality materials will create exceptional public spaces with unique and timeless character. Products and materials in the public realm are improved when they are durable and easy to maintain, resistant to the bay’s variable weather extremes such as wind, heat and rain. They should also be resistant to vandalism through the use of non-breakable parts, and scratch resistant and washable surfaces.

Examples of durable materials and finishes include:

- a. Stainless Steel
- b. Galvanized Steel
- c. Powder coated Steel or Aluminum
- d. Vinyl coated Steel or Aluminum
- e. Painted Steel (multiple coats)
- f. Masonry

Plants & Plantings

P-13: Plants within the Specific Plan area can be a major design element for enhancing character and the quality of place. Plants can define the street edge, Transit Station, public

space areas, gathering spaces, and add scale, visual interest, and seasonal change. Layout and plant palette selection is encouraged to reinforce and define the public character of the community. Plants emphasize the unique qualities of their context. Planting can be selected and placed in such a way as to enhance rather than obstruct views. Using plants and materials in interesting ways will create exceptional public spaces with a unique and timeless character and quality.

Water Efficient Planting

P-14: The State of California has guidelines for water efficient landscaping. Conservation and efficiency in water use can be achieved with both water efficient planting and irrigation. For example:

- Use low water use plants on the majority of the landscape area.
- Plant turf only in “Practical Turf Areas” of active play and recreation.
- Use only drought tolerant varieties of turf.

Recommended Trees

P-15: There are a wide variety of deciduous and non-conifer evergreen trees that are encouraged to be planted in areas to reinforce pedestrian connections, define edges and views, provide shade for seating areas, and add seasonal change and visual quality. Along streets, they can be used between the curb and sidewalk or along a walkway. Trees also play a major role in establishing identity and anchoring

the corners of special nodes and intersections. All trees are encouraged to be selected for climatic hardiness, longevity, low water use, visual appeal, and desired design intent.

Recommended Understory Planting

P-16: Shrubs, groundcover, grasses and perennials can be used in planting strips, planters, borders, and other special areas of emphasis that can be enhanced with plants. Plants along the street edge can provide a buffer between pedestrians and vehicles and enhance the streetscape by reflecting the character of the area. Understory plants are encouraged to be selected not just for their form, texture, fragrance, and color, but also for their hardiness, water efficiency, and longevity. Planting of shrubs, groundcovers, grasses and perennials are encouraged to be multi-layered to provide 4-season interest.

Illumination

P-17: Exterior lighting can provide safe and effective evening illumination for the pedestrian and vehicular areas of roads, sidewalks, and walkways throughout the Specific Plan community. Design can reflect the concept and character of the community through illumination level, light fixture type, finish, color, and location. There can be streetlights for roads and sidewalks, pedestrian lighting for sidewalks and walkways, building illumination, and accent lighting on special architectural and landscaping features. Specialty lighting, such as seasonal tree lights, is also encouraged.

Types of Exterior Illumination

P-18: Streetlights and Fixtures are encouraged to be of two types:

- 1) On Enterprise Drive and the entrance to the Community: pole mounted with twin arms that match the architectural style for the community. The roadside arm might hold an extended lamp to illuminate the road. On the sidewalk side, the arm could hold flower baskets, art, or banner arms.
- 2) On secondary streets: single armed on poles that reduce glare and the impact of lighting on residences. Light is also encouraged to be focused downward and shielded from the night sky.

Path and Stair Lights

P-19: In less traveled areas, footpath lights can be acceptable as a means to illuminate a path. On stairways, inset stairway and stair step lights are encouraged to ensure pedestrian safety.

Building Mounted Lights

P-20: Building mounted lights can be used to light walkways, public spaces, and planted areas where appropriate. Because building lights may be turned off, building lighting can't be depended upon exclusively for walkways and other areas where safety is a concern. Fixtures are encouraged to be selected and located to cast downward and be shielded to minimize glare. Lighting from buildings can be balanced with street lighting to ensure areas are not over lit.

Accent Lighting

P-21: Accent lighting can be used to emphasize special features for decorative effects and can be inconspicuous and durable. Small scale accent lights such as LED based fixtures can be used for way finding or as special design elements.

Special Event Lighting

P-22: Lighting used for special events could include decorative lighting for holiday seasons or other community park event lighting. Special event lighting can be designed for use during event and non event times. Seasonal decorative lighting during holidays and holiday events is encouraged.

Furnishings

P-23: Exterior furnishings provide public amenities that establish a high quality and consistent urban design in the streetscape, reflecting the context of the area and helping to establish the unique qualities of places within the Plan area. These elements are encouraged to be integrated into the overall site design where appropriate. The amount of exterior furnishings should be appropriate to the level of use rather than creating too much clutter.

Bollards

P-24: Bollards can be used selectively, in high traffic areas, to protect pedestrians from vehicles. Bollards can be permanent but placed to allow for emergency vehicles to be able to travel around. Bollards are encouraged to be limited to locations that do not interfere with parking, deliveries,

and other functions.

Bicycle Amenities

P-25: Bike racks are encouraged to be placed in areas where bikers might need to park. Although they are primarily utilitarian, the chosen style is encouraged to relate to the aesthetic of the neighborhood.

Fences, Gates, Railings & Walls

P-26: Fences, gates, railings, and walls can provide safety, security, screening and privacy. Their design is encouraged to be compatible with each other through form, materials, and finishes. Their design can be influenced by the use and neighborhood context to reflect the architectural character of the Plan area.

Gates

P-27: Gates create focal points within a fence. Their design is encouraged to be differentiated from the fence and create an area of emphasis and demarcation.

Hand Railings & Guardrails

P-28: Hand railings are used for stairways, steep ramps, and other areas where a rail will help assist in self-balancing as one transitions along grade changes. Guardrails are also encouraged where there might be a steep grade drop-off or other potential safety hazard.

Tree Grates

P-29: Tree grates are encouraged for all street trees placed along sidewalks that are not part of a planting strip area.

ADA compliance is recommended as is a minimum size of 5-feet x 5-feet. Tree guards protect trees in active areas that are vulnerable to damage from vehicle bumpers or door swings.

Planters, Pots, and Boxes

P-30: Planters are encouraged in public spaces. Pots and planter boxes can be used at commercial and retail building entries where building maintenance personnel would care for them.

A.3 CIRCULATION POLICIES

Street Network Policy Goals

Street Network Design

C-1 Create a street network that connects with existing local and regional roadways, such as Enterprise Drive, Willow Street, and Central Avenue, and provides for efficient and safe circulation throughout the Plan area. Speed limit shall be 25 miles per hour throughout the development.

C-2 Create a street network that is appropriate for a mixed-use, pedestrian-oriented environment that extends to the Transit Station area. This network should establish:

- Blocks that are pedestrian in size, i.e. blocks that around 450-feet have a more pedestrian scale than blocks that are larger, except along major arterials;
- Mid-block pedestrian connections where appropriate, i.e. blocks that are larger than 450-feet should have pedestrian paths to break up the walking plane, except along major arterials; and,
- Where mid-block pedestrian crossings are

needed, mid-block crosswalks should be provided per the City's "Bicycle and Pedestrian Master Plan/Crosswalk Guidelines" (upcoming, 2010-2011).

C-3 Medians should occur on streets which comprise the Backbone Circulation Plan where provided in Chapter 7. All streets should be designed with sidewalks buffered from vehicle traffic by a landscape strip, landscaping, travel lanes, bike lanes, and parking, where appropriate.

C-4 Streets should meet the needs of all users including drivers, bicyclists, pedestrians, persons with disabilities, and transit users.

C-5 Street improvements should be built consistent with the street design standards in this chapter.

C-6 Traffic into existing residential communities should be minimized to the greatest extent possible.

C-7 Culs-de-sac should be minimized to the greatest extent possible.

C-8 The use of permeable paving for parking isles, parking lots, and vehicular entries to residential areas should be used in the greatest extent possible.

C-9 Where applicable, applications for projects shall indicate how streets are connected to existing local and regional roadways, and, if adjacent to the Station Area, how they are connected to the Station Area street network.

C-10 Arterials and collectors should generally be located as shown in Exhibit 7.2 – Circulation Plan. Exact locations of arterials and collectors may be modified based upon additional engineering. Streets shall be located consistent with the following criteria:

- Arterials, namely Enterprise Drive, Hickory Street, Willow Street and Central Avenue are to be located generally as shown on Exhibit 7.2; and,
- Street alignments may vary to accommodate site conditions and specific project needs.

C-11 A street shall connect directly from Enterprise Drive to the Transit Station. This street shall be consistent with the street standard in Chapter 7 for the “Transit Station Entrance Road.”

C-12 Enterprise Drive, Hickory Street, Central Avenue, Willow Street, neighborhood streets and carriageways shall be constructed according to the design standards set forth in this chapter.

Transportation Demand Management

C-13 Provide for a Transportation Demand Management (TDM) program that aims to reduce single-occupant vehicular trips. Components of a TDM program may include:

- *Urban Design Projects:*
 - Short and long-term bicycle parking in highly visible, well lit locations that are convenient to front

building entrances; and,

- Direct routes to the Transit Station and other key destinations that are well lit and designed for pedestrian comfort.

– *Additional Concepts:*

- Free or preferential parking designed for carpool, van pool, low emission vehicles, and car share vehicles; and,
- Passenger loading zones and/or kiss-n-ride areas; and Bicycle and pedestrian friendly site planning and building design.

Note: Employer Based TDM was deleted - not large enough employers to implement and manage an employer TDM.

Construction Traffic Management

C-14: Development proposals shall contain the following at a minimum:

- A set of comprehensive traffic control measures, including limiting major truck trip and deliveries that avoid peak traffic hours, detour plans, if required, lane closure procedures, sidewalk closure procedures, signs, cones for drivers, and designated construction access routes;
- Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours and lane closures will occur;
- Notification of construction staging areas for materials, equipment, and vehicles (must be located

on the project site);

- Identification of haul routes for movement of construction vehicles that minimize impacts on vehicular, bike, or pedestrian traffic, circulation, and safety;
- Temporary construction fences to contain debris and material, and to secure the site;
- Provisions for removal of trash generated by project construction activity;
- A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an on-site complaint manager; and,
- Provisions for monitoring surface streets for truck routes so that any damage and debris attributable to the tracks can be identified and corrected.

Parking Policies

Parking Location

C-15: Within the Transit Station area, locate parking behind buildings, to the maximum extent feasible.

General Parking Standards & Guidelines

C-16 Maintain flexible parking standards that balance the need for parking with the broader Transit Station goals of encouraging transit ridership, ridesharing, and enhancing the area's pedestrian appeal.

C-17 Include on-street parking on most streets, consistent with the detailed street design standards in Chapter 7.

C-18 Adopt parking standards for the Plan area. Consider some or all of the following strategies to prevent oversupply and to encourage the use of alternate modes of transportation:

- Allow shared parking between the various uses with different peak periods of parking demand;
- Reduce minimum off-street parking requirements for multi-family and commercial developments;
- Adopt maximum off-street parking requirements;
- Allow credits for availability of adjacent on-street spaces;
- Allow exemptions for small retail and dining establishments (e.g. less than 2,500 square feet) in pedestrian centers;
- Allow tandem parking in residential developments; and,
- Allow permeable pavement use in overflow parking lots.

C-19 Work with property owners to encourage adoption of shared parking arrangements where appropriate to maximize efficient use of parking resources.

C-20 Incentivize parking structures, rooftop parking, and underground parking through flexibility in conditions of approval and in opportunities for any City, State or Federal financial participation in the development.

C-21 Work with the Transit Station operator to identify phasing of parking fields for a total of 500 spaces at full build out of the Station.

Transit Policies

C-22 The City shall continue working with the regional transit agencies to study design, funding and construction options for the Transit Station. The design and location should achieve the following goals:

- Provide direct pedestrian and bicycle route from Enterprise;
- Encourage a shared parking agreement between the Station and the future adjacent uses to minimize the amount of overall parking in the Plan area;
- Maximize developable land within the Plan area; and,
- Provide direct line of sight from Transit Station to Enterprise Drive/Willow Street.

C-23 Develop a Transit Station that provides access to the various modes of transit. Design the Station to include:

- Bus pick-up and drop-off bays;
- An area for limited short-term waiting;
- Disabled parking areas;
- Shuttle pick-up and drop-off areas; and,
- Safe and attractive pedestrian and bicycle crossings to and from the Station.

C-24 Where necessary, design streets to accommodate transit services, including bus stops and shelters (Table 7.1).

Pedestrian & Bicycle Circulation Policies

C-25 Prioritize pedestrian and bicycle safety at intersections

and street crossings with measures such as:

- Contrasting and/or textured paving crosswalks; and,
- In-ground, blinking crosswalk lights where feasible.

C-26 Incorporate signage to indicate pedestrian and bicycle areas where feasible.

C-27 Projects should provide access to direct pedestrian and bicycle routes to the Transit Station as feasible and where appropriate.

C-28 Adopt minimum bicycle parking requirements for residential and commercial projects.

C-29 In the Transit Station Area, design streets and sidewalks consistent with Chapter 7, including:

- Tree wells or planter strips with trees between the sidewalk and the parking areas;
- Pedestrian scale street lights;
- Limited curb cuts that cross the pedestrian path of travel;
- Outdoor seating for restaurants and cafes where applicable;
- Projections into the right-of-way for awnings, canopies, pedestrian oriented signs, bay windows, and other elements that enhance the pedestrian realm; and,
- Sidewalks should have a minimum five-foot wide path of travel.

C-30 Mid-block crosswalks should be provided per the City's Bicycle and Pedestrian Master Plan/Crosswalk Guidelines (upcoming, 2010-2011).

Pedestrian and Bicycle Circulation Improvements

C-31 Provide bicycle routes throughout the Transit Station area, as illustrated in Exhibit 7.4.

C-32 Allow bicycle circulation on all local streets in the greatest extent feasible.

C-33 Design and implement a trail interior to the Plan area, around the perimeter of the Specific Plan, as feasible..

C-34 To the greatest extent possible, link internal neighborhood to parks and public spaces.

Truck Access Policies

C-35 Where truck routes are necessary, do not locate them in areas where there are no commercial establishments.

C-36 Service and loading areas should be strategically located and screened so as not to impact the attractiveness and safety of the pedestrian realm. Therefore, they should be located to the side or rear of buildings, away from pedestrian area.

C-37 Loading requirements for smaller businesses may be met through curbside loading zones. For larger developments that required loading docks, the docks should be located in the interior or rear of the building or parking garage, to the

greatest extent feasible.

A.4 INFRASTRUCTURE POLICIES

The following policies will be included as a part of the General Plan Amendment for the Specific Plan project.

Utilities and Public Service Principles

I-1: Meet or exceed City standards by providing high-quality, efficient public utilities, services, and facilities to serve the Specific Plan area.

I-2: Encourage sustainable building practices, operations, and maintenance.

I-3: Partner with private utility providers to limit disruptions to existing systems, and ensure comprehensive utility service for all future development.

I-4: Ensure that adequate emergency service facilities and staffing are in place to serve new residents and employees.

I-5: Design new development and public spaces with consideration for public safety.

Stormwater Management Policies

Prior to approval of Final Maps or development projects within the Specific Plan, a Drainage and Flood Management Master Plan shall be prepared for the Plan area or portions thereof if implementation is to be phased. The Master Plan shall be prepared in collaboration with Alameda County Flood Control and Water Conservation District, the City of Newark Public Works Department, the City of Newark

Planning Department, and the City of Newark Parks and Recreation Department. The Plan shall:

I-6: Document the overall drainage and flood control concept to be employed within the Plan area to ensure adequate and safe storm flows and to minimize flooding.

I-7: Address funding and responsibility for long-term maintenance of the flood control improvements.

I-8: Demonstrate how the natural hydrologic functions of the site are integrated with the storm drainage system and the overall site design, to the maximum extent feasible.

I-9: Identify how improvements can be phased for each development area.

I-10: Continue the Alameda County Flood Control and Water Conservation District Drainage Area Fee Program to fund flood control improvements in the Plan area.

I-11: Ensure that the new development provides needed drainage and flood protection improvements in proportion to a project's impacts, to assure an equitable distribution of costs to construct and maintain drainage infrastructure.

I-12: Minimize total impervious areas by allowing narrow road sections and shared driveways, and using pervious materials on driveways, gutters, and off-street parking areas, where appropriate to reduce runoff.

I-13: All new public facilities shall conform to the Plan area details.

I-14: The design of storm water collection and conveyance systems will minimize erosion and other potential problems for on-site and adjacent properties.

I-15: The residential design includes active and passive open spaces, thereby helping to minimize increases in impervious surfaces and associated site runoff.

I-16: Educational flyers and other materials will be supplied to the residential users to increase their understanding of water quality and best management practices.

I-17: The project will include storm drain system signs or stenciling with language to discourage illegal dumping of unwanted materials into the catch basins and field inlets.

I-18: The commercial uses will include on-site sediment and oil filtering devices for the pretreatment of the major paved areas.

Potable Water Policies

I-19: Expand the water distribution system such that it is adequate to serve new development in the Plan area.

I-20: Work with the Alameda County Fire Protection District to determine required fire flow.

Water Conservation Policies

To reduce water consumption, require the installation of:

I-21: Low-flow showerheads, faucets, and toilets.

I-22: Low-flow irrigation systems in public rights-of-way, public parks, and recreation areas.

I-23: Drought-tolerant plant palettes in all new streetscape areas.

To reduce water consumption, recommend the installation of:

I-24: Low-flow irrigation systems in private landscaped areas.

I-25: Drought-tolerant plant palettes in private landscaped areas.

Wastewater Management Policies

I-26: Expand the wastewater collection system such that it is adequate to serve the new development in the Plan area.

I-27: The Union Sanitary District is scheduled to begin updating their Sewer Master Plan in the Fall of 2010, with a document available by June of 2011. As part of the updating process, USD will gather information on planning activities at each City within its District (Fremont, Newark and Union City) to help guide the Master Plan. It is important that the City of Newark continues to engage in this process and is forthright with respect to the Specific Plan, so that the Sewer

Master Plan can provide concrete documentation of the upgrades required to implement the Specific Plan.

Solid Waste Management Policies

I-28: All new developments shall participate in all solid waste source reduction and diversion programs in effect at the time of the issuance of building permits.

I-29: All projects in the Plan area shall comply with the City's Construction and Demolition Debris recycling regulations by preparing a Waste Management Plan and diverting at least 50 percent of all construction and demolition debris.

I-30: Restaurants should use on-site composting systems if a food waste recycling program is not available.

I-31: Trees, stumps, vegetation, and soils associated with excavation and land clearing shall be composted, recycled, or reused, except when soils may be contaminated with hazardous materials, or where other conditions make this infeasible as determined by the City.

Non-municipal Utilities Policies

I-32: Construction/Improvement Plans should show all existing service corridor and utility easements to ensure proper inter-agency coordination prior to issuing any grading permits. Plans should show the location and dimensions of each pipeline within the easement or right-of-way. Coordinate with:

- Chevron to map all active and abandoned

petroleum product pipelines.

- PG&E to map all active natural gas pipelines.
- City of Newark Public Works Department to map all stormwater pipelines.
- Union Sanitation District to map all sewer pipelines.
- Alameda County Water District to map all water pipelines.
- Work with Alameda County Water District to provide appropriate levels of environmental review, if the U.S. Bureau of Reclamation water laterals will be impacted by proposed development.
- Coordinate with PG&E to minimize impacts on the natural gas pipelines, electrical transmission towers and power lines in and near the Plan area.

A.5 IMPLEMENTATION POLICIES

IM-1: The City of Newark will adopt the Specific Plan by Resolution. Concurrent entitlements to implement the Specific Plan shall include a Specific Plan Environmental Impact Report (EIR), a General Plan Amendment, a Zoning Amendment, an Affordable Housing Program, and all other governing documents necessary for consistency with the City's General Plan.

IM-2: The Specific Plan, the Plan's "Environmental Impact Report", plus associated documents, identify specific policies, regulations, guidelines and mitigation-measure alternatives, available and applicable to the physical development of the Plan area.

IM-3: Illustrative examples and written descriptions are utilized to convey intent. Details and graphic examples throughout the Plan cover topics such as; design guidelines, landscaping, street layout and streetscape design, building setbacks and size, common area pedestrian links, parks, trails, and public gathering places.

IM-4: The Specific Plan will encourage career opportunities for area youth in the construction industry by requesting developers employ local apprentices who are enrolled in California State certified apprenticeship programs.

IM-5: The Specific Plan will encourage contractors to pay area standard wages to construction workers on projects enabled by the plan. Developers will be encouraged to submit a plan on how they will meet a goal of having at least 30% of the construction work force from the Tri-City region.

