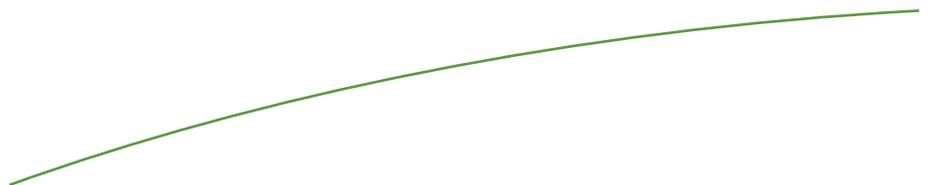




Appendix C

VISUAL IMPACT ASSESSMENT  
MEMORANDUM



HELIX Environmental Planning, Inc.  
11 Natoma Street, Suite 155  
Folsom, CA 95630  
916.365.8700 tel  
www.helixepi.com



July 27, 2015

DAT-02

To: Mr. Terrence Grindall, Director  
Community Development Department  
City of Newark  
37101 Newark Blvd.  
Newark, CA

**Subject: Supplemental Aesthetics and Visual Impact Assessment Memorandum – Gateway Station West Project, Newark, CA**

Dear Mr. Grindall:

HELIX Environmental Planning, Inc. (HELIX) is pleased to submit this aesthetics analysis and visual impact assessment memorandum (VIA memo) for the proposed Gateway Station West Project in Newark, CA hereinafter referred to as "Project." This VIA memo was prepared by HELIX to assess the degree to which proposed Project features could modify scenic resources and alter the existing visual character of the site and/or surroundings in support of the Project Supplemental Environmental Impact Report (SEIR). We have reviewed the Newark General Plan, the Dumbarton Transit Oriented Development (TOD) Specific Plan FEIR, proposed Vesting Tentative Map, Project applicant's landscape plans, and other relevant documents such as the San Francisco Bay Trail Plan. In addition, Senior HELIX staff experienced in visual impact assessment visited the Project site and the surrounding area, making notes and taking the photographs included in this VIA memo.

The methodology used in this supplemental visual impact assessment generally follows the guidelines outlined in the publication "*Visual Impact Assessment for Highway Projects*" Federal Highway Administration (FHWA), March 1981 and current Caltrans guidelines for visual impact assessment. Mitigation measures and/or design features are identified to reduce and avoid aesthetics impacts, as applicable.

### **Project Description**

The proposed Project includes the development of 589 single- and multi-family residential units on approximately 41 acres of the approximately 54.5-acre site. A total of up to 321 single family units and 268 multi-family units are proposed for construction. The proposed residential development is consistent with the approved Specific Plan area Low-density Residential (LDR), Medium-density Residential (MDR), and Medium/High-density Residential (MHDR) land use designations and zoning codes. The remaining approximately 13.5 acres will not be developed and will be retained as open space. Additionally, off-site improvements will include roadway improvements to adjacent or nearby portions of Hickory Street, 'A' Avenue and Enterprise Drive, as well as a replacement culvert near the southwestern corner of the site.

Improvements along the noted roadways would include the addition of travel lanes, curb and gutter, sidewalks and landscaping.

All improvements along Hickory Street would remain within the existing 80-foot wide ROW that is partially located outside of the project site, while improvements along Enterprise Drive and 'A' Avenue would be within proposed 90-foot and 56-foot wide ROW corridors, respectively. The culvert replacement would encompass an area of approximately 0.1 acre, with roughly half of this located off-site, and would entail replacement of an existing culvert with an 18-foot long, 8-foot wide and 4-foot deep single-box culvert (along with related facilities, such as headwalls and guardrails, and minor recontouring/revegetating disturbed areas).

### **Project Setting**

The proposed Project site is located in the City of Newark southwest of Highway 84 and Thornton Avenue, and is further described as Parcel 1 of Parcel Map 9837. The approximately 54.5-acre project site is bounded by Hickory Street on the east and solar salt ponds on the west. Enterprise Drive (formerly Wells Ave) terminates near the northeast corner of the property. The property is bounded by vacant industrial land on the north and vacant undeveloped land on the south. Construction of residential development associated with the Dumbarton TOD Specific Plan is underway to the east of the project site, east of Hickory Street and south of Enterprise Drive (Figure 1, Regional Location Map).

The Project site is generally located in a largely industrial area, with open space and residential uses in the vicinity. To the north of the site is the former FMC Corporation facility and the existing Union Pacific Railroad corridor, to the east is the former Ashland Chemical Company and Torian project, to the south is the Plummer Creek Wetland Mitigation Bank, and to the west are solar salt ponds.

The Project site is within the Dumbarton TOD Specific Plan area. The Specific Plan area encompasses approximately 233 acres in the vicinity of the Union Pacific Railroad corridor, which is also the future Dumbarton Rail Corridor (DRC). The purpose of the Dumbarton TOD Specific Plan is to facilitate the development of a new neighborhood around a train station planned separately as part of the Dumbarton Rail Service (DRS) Project.

### **Existing Visual Character**

The proposed Project site is disturbed and primarily vacant with the exception of a dog training facility and a police firing range located in the southeastern section of the site. In general, the Project site's existing visual character is primarily large, open, expansive, weedy fields with some scattered seasonal wetlands. There are a few existing Eucalyptus trees on site at the dog training facility as shown in Site Photos 7 and 8 and a few scattered boulders on site. However, neither of these features adds any substantial aesthetic value.

There is a minor amount of topographic change on the Project site with the small raised hill feature visible in Site Photo 2. Near the top of that hill there is an open graded area and views to the Don Edwards San Francisco Bay National Wildlife Refuge (NWR) in the distance as shown in Site Photo 3. At the highest point of the hill there are views to the west of the solar salt ponds as shown in Site Photo 4.

**Site Photos** (Figure 2 depicts the Site Photo Locations)



Photo 1 – Enterprise Drive looking south



Photo 2 – Looking southwest towards hill



Photo 3 – Looking northwest towards NWR



Photo 4 Looking southwest towards salt ponds



Photo 5 – Near Hickory Street looking southwest



Photo 6 - Near Hickory Street looking south



Photo 7 – Looking north to dog training facility



Photo 8 – Near dog training facility looking north



Photo 9 – Plummer Creek Wetland Mitigation Bank



Photo 10 – Willow Street at Central Avenue



Photo 11 – Newark Slough Trail



Photo 12 – Don Edwards SF Bay Wildlife Refuge

## **Assessment of the Potential Visual Impacts**

The previous environmental documents associated with the Project including the Dumbarton TOD Specific Plan Draft (and Final) EIR did not find significant visual impacts in part because there are neither large numbers of sensitive viewers nearby or many view opportunities. The nearest residences are approximately 0.5 mile away to the northeast on Aleppo Drive off of Enterprise Drive and that residential development has views oriented inward, not in the direction of the Project. While off site roadway improvements would be visible from Willow Street and Enterprise Drive, these improvements consist of new curbs, gutters, sidewalks, a culvert replacement and landscaping consistent with or an improvement on the existing visual character.

Although the Project site is in a disturbed condition within an existing industrial area, it is also immediately adjacent to the existing Plummer Creek Mitigation Bank and in the vicinity of the San Francisco Bay Trail, the Don Edwards San Francisco Bay NWR, the Newark Slough, and further afield, San Francisco Bay. The previous studies may not have fully addressed the fact that Project features would potentially be visible from observation points associated with these nearby existing and proposed scenic and recreational resources, in particular, the proposed addition to the San Francisco Bay Trail and the existing Newark Slough Trail at the San Francisco Bay NWR. Views from the Newark Slough Trail would have Project features visible as a background to views of the slough. The Project would not block vistas or views nor substantially degrade the quality of existing views within the San Francisco Bay NWR.

The Project includes a proposed new section of the San Francisco Bay Trail (Bay Trail) that will eventually connect to other trail sections within the Don Edwards San Francisco Bay NWR and the Plummer Creek Mitigation Bank (Site Photo 9 above). A 20' wide easement along the western and southern boundaries of the Project will contain an 8' wide paved section of the proposed new Bay Trail, with two 2' wide shoulders and an additional 4' wide landscaped buffer on either side. Benches will be provided approximately every 200' liner feet along the Bay Trail.

In addition, the project includes three types of fencing/barriers, with the proposed locations shown on Figure 3 and descriptions as follow. The approximately 500-foot long easternmost section along the southern Project boundary (Segment A) will be a 4-foot high masonry wall topped with a 4-foot high (8-foot total height) black colored woven wire mesh (not chain link) in a square or rectangular pattern. The woven wire spacing will be no tighter than 3 inches. The 2-inch square metal tubing posts will be spaced 8 to 10 feet on center, and topped with a continuous 2-inch square metal tubing rail. Fence posts and rails will also be black colored. The entire western section of the Project boundary adjacent to the solar salt ponds (Segments B through D) will consist of 6-foot high woven wire mesh panels in a square or rectangular pattern, with 3-inch minimum spacing for the top 3 feet and 1/2-inch mesh spacing on the lower 3 feet. Two-inch diameter posts will be spaced approximated 8 to 10 feet on center. The top rail and mid rail will also be 2-inch diameter. All woven wire mesh panels, posts, and railings will be black colored. The approximately 1,500-foot long section of the proposed Bay Trail inside the Project boundary (Segment E) will have a 4-foot high precast concrete "split rail" fence along the eastern and southern sides. The split rail fencing will have three rails and posts spaced 8 feet on center. All posts and rail components will be textured to simulate wood grain and sand integral color. All three types of fencing/barriers will allow visual access above a 4-foot viewer height.

In general, the proposed Bay Trail section as planned will result in a positive aesthetic feature with the landscape improvements in the buffer areas that include trees. Other planned Project landscape improvements are consistent with the City of Newark General Plan goals and policies for aesthetic resources and the Dumbarton TOD Specific Plan design guidelines. While the overall character of the site would change from primarily open and sparsely vegetated to a more urban and developed character, the Project design combined with the planned landscape improvements will not substantially degrade the visual character of the site or the surroundings.

Finally, HELIX has reviewed the available documents to assess the potential for the Project to produce new sources of light or glare and the Project's consistency with relevant City of Newark and Dumbarton TOD Specific Plan design guidelines. Adherence to the Specific Plan design guidelines including the provision that "All pole heights, spacing requirements and installation should comply with Newark Public Works Standard Specifications and Details" and "Use of low intensity and shielded lighting design to prevent light spillage..." would ensure that the Project will not produce significant new sources of light or glare.

### **Methods to Mitigate Adverse/Significant Visual Impacts**

As no significant visual impact to aesthetic and visual resources as a result of the Project implementation have been identified, no mitigation is required.

### **Conclusions**

The California Environmental Quality Act (CEQA) established that it is the policy of the state to take all action necessary to provide the people of the state "with enjoyment of *aesthetic* (emphasis added), natural, scenic, and historical environmental qualities" (California Public Resources Code Section 21001 [b]). According to Appendix G of the State CEQA Guidelines, a proposed Project would have a significant impact on the environment if it would (a) have a substantial adverse effect on a scenic vista; (b) substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway; (c) substantially degrade the existing visual character or quality of the site and its surroundings; or (d) create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

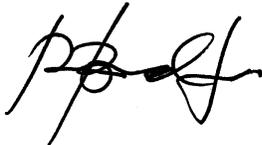
The Project would result in less than significant visual impacts per CEQA as none of the Appendix G thresholds has been met. Accordingly, no associated mitigation measures are required or recommended.

### **HELIX Visual Analyst Qualifications**

The visual analyst is a California Registered Landscape Architect with 34 years professional experience in Visual Impact Assessment. He is the author and/or co-author of 20+ Visual Impact Assessment Technical Studies. He is an approved CEQA Consultant for Visual Resources and author of the current San Diego County Consultant Guidelines for use of Computer-aided Visual Simulations for CEQA Analysis.

Please let me know if you have any question about my findings, methodology used or recommendations made.

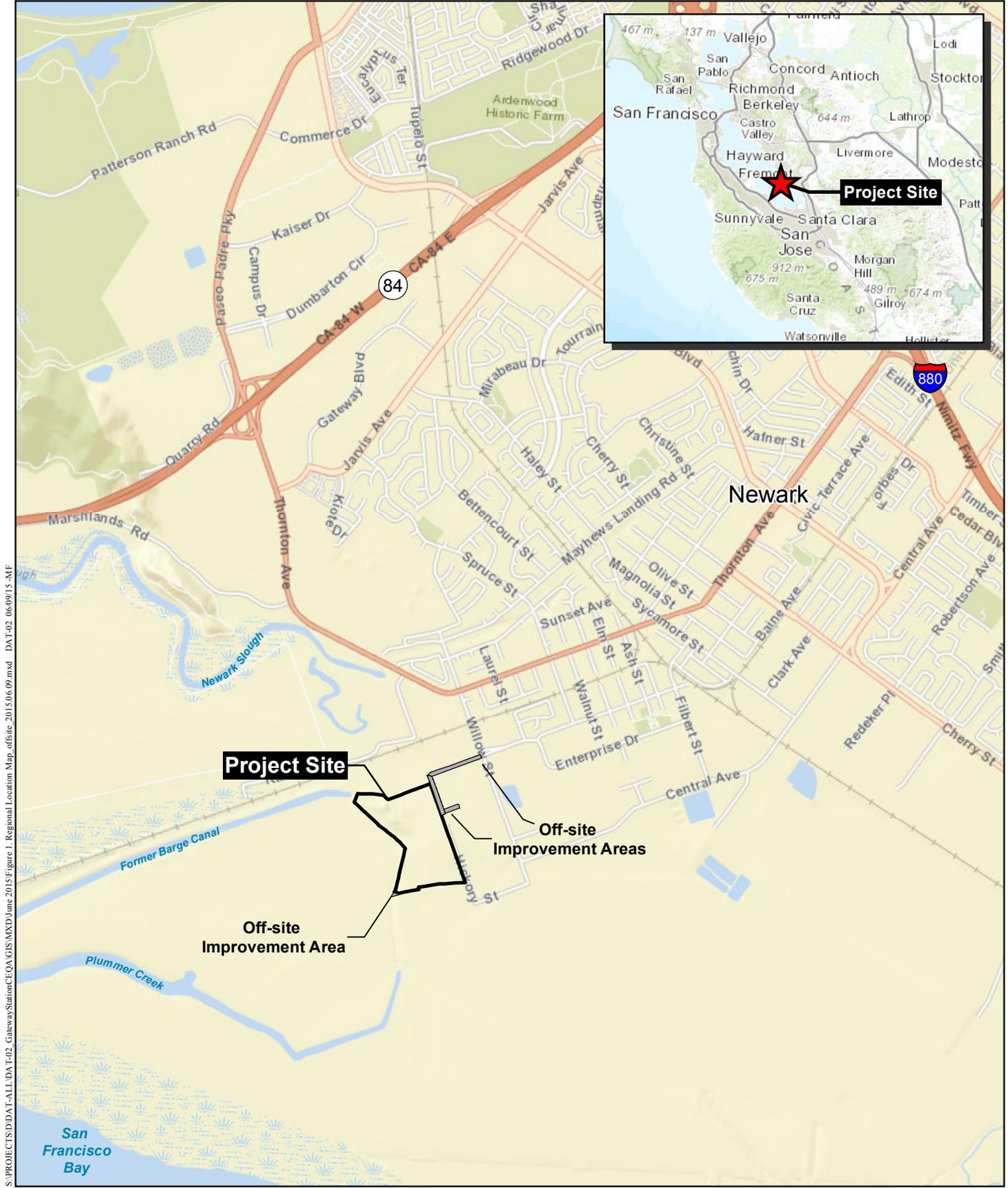
Sincerely,

A handwritten signature in black ink, appearing to read 'R. Brad Lewis', with a stylized flourish at the end.

R. Brad Lewis, ASLA, LEED AP BD+C  
CA Registered Landscape Architect #2657

Attachments:

- Figure 1: Site and Vicinity Map
- Figure 2: Site Photo Locations
- Figure 3: Site Plan



S:\PROJECTS\DDAT-ALL\DAT-02\_GatewayStation\CEQA\GIS\MXD\June 2015\Figure 1\_Regional Location Map\_offsite\_2015.06.09.mxd DAT-02\_06/09/15-MF

Base Map: USGS, ESRI 2014 Map Date: 06-09-2015

## Site and Vicinity Map

GATEWAY STATION WEST

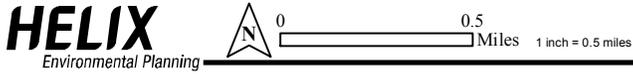
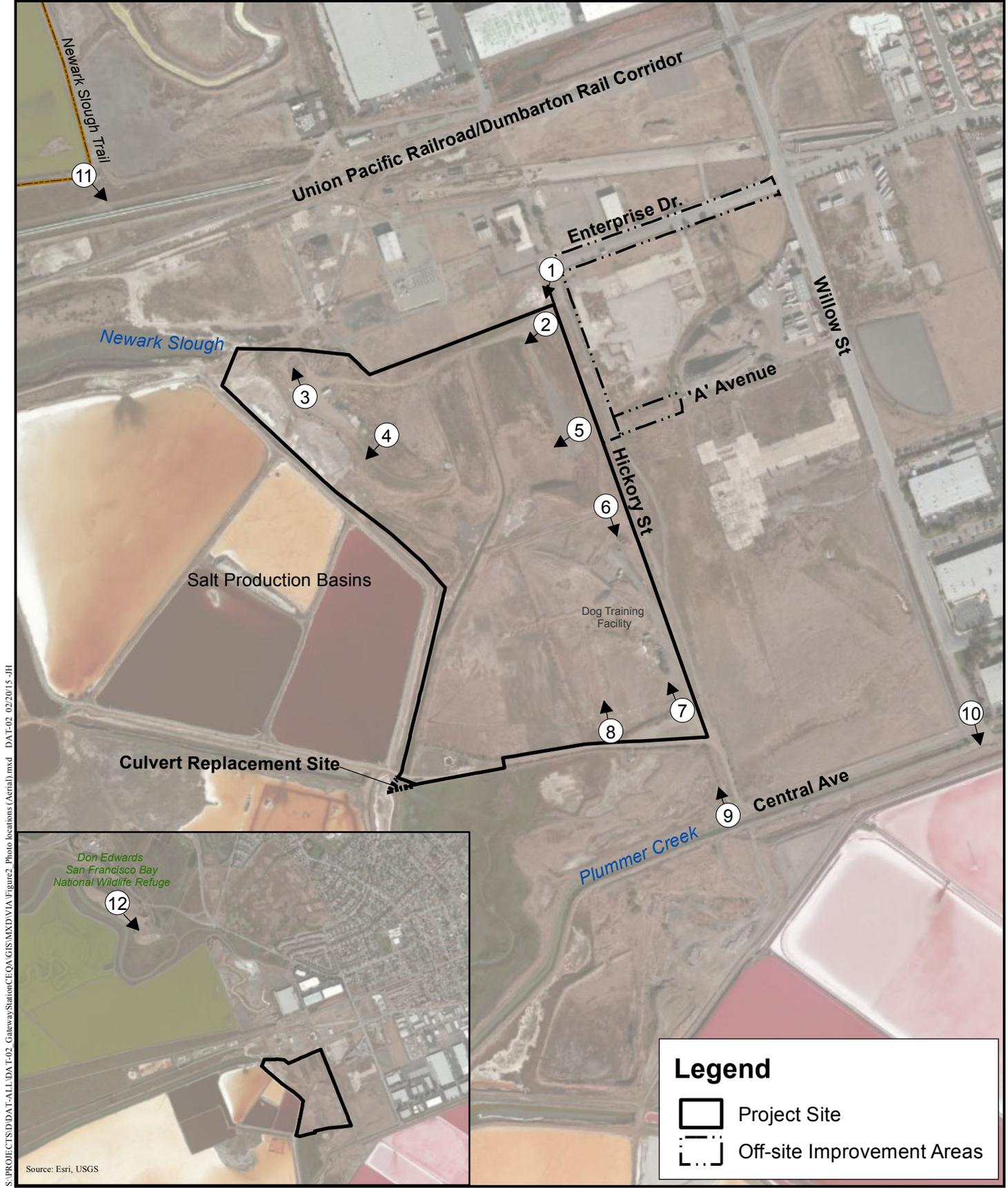


Figure 1



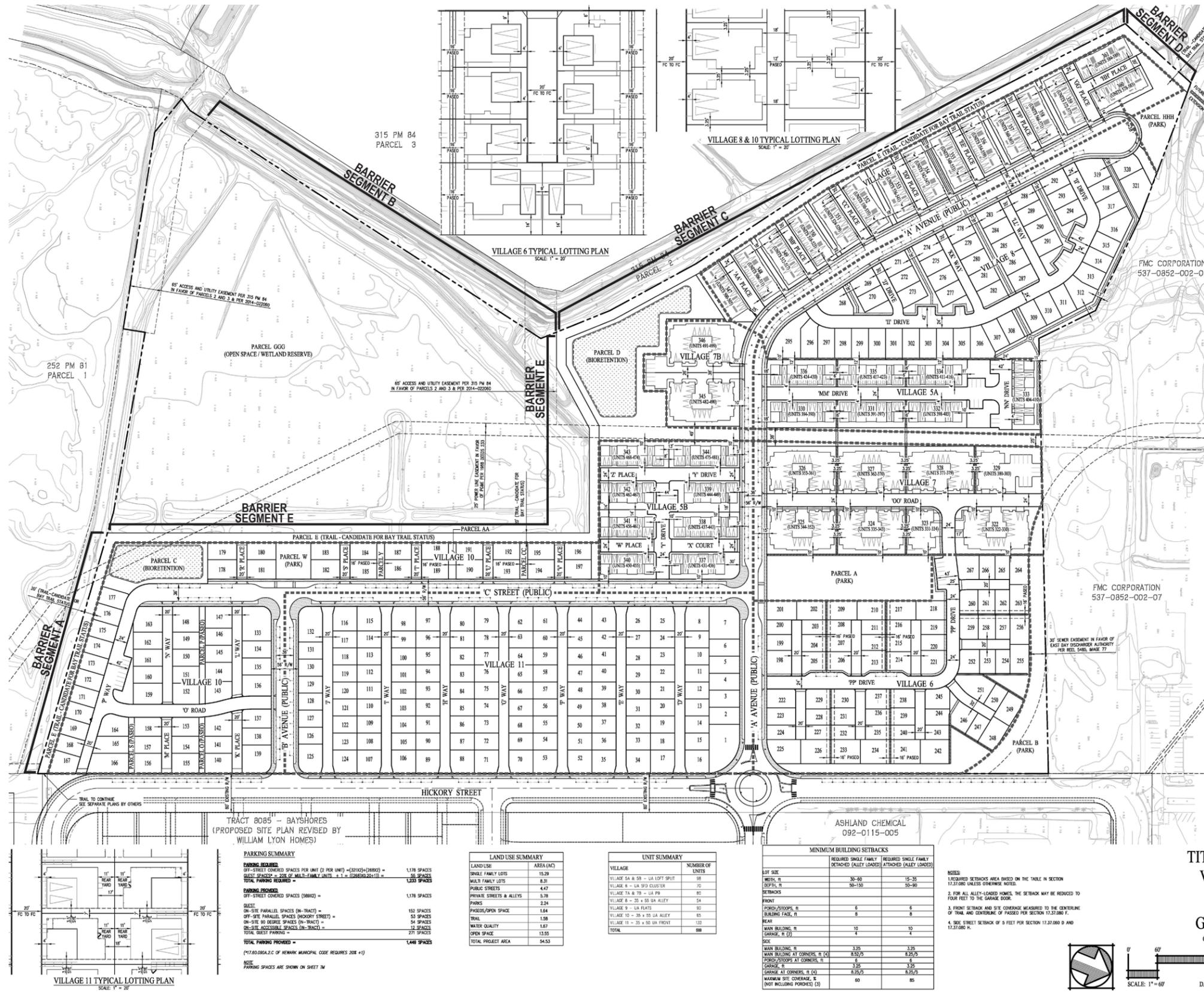
S:\PROJECTS\DAT-ALL\DA-T-02\_GatewayStation\CEQA\GIS\MXD\DA\Figure2\_PhotoLocations (Aerial).mxd DAT-02\_02/20/15-JH

Photo locations noted in this figure correspond to all the photos contained in the Visual Impact Memo completed by HELIX (2015) for this project.

## Site Photo Locations

GATEWAY STATION WEST

\\sblamdc\vol4\PROJECTS\DD\DATA\DAT02\_GatewayStation\CEQA\Figures\Tech\_DAT\02\_VStudies\Noise\_DAT\02\_01-28-2015\_JH



**GENERAL NOTES:**

- OWNER/DEVELOPER:** DUMBARTON AREA 2, LLC  
520 LA GONDA WAY, SUITE 102  
DANVILLE, CA 94526  
CONTACT: GLENN BROWN  
(925) 362-3749
- ENGINEER:** CARLSON, BARBEE & GIBSON, INC.  
2633 CAMINO RAMON, SUITE 350  
SAN RAMON, CA 94583  
CONTACT: GREG MILLER  
(925) 866-0322
- SOILS ENGINEER:** BERLOGAR, STEVENS & ASSOCIATES  
5587 SUNOL BOULEVARD  
PLEASANTON, CA 94566  
CONTACT: FRANK BERLOGAR  
(925) 484-0220  
(925) 846-9645 (FAX)
- EXISTING USE:** LIGHT INDUSTRIAL
- SUBDIVISION AREA:** 54.53±  
**DEVELOPABLE AREA:** 41.0±
- NUMBER OF UNITS:** 589 UNITS
- THIS PROPERTY LIES IN THE JURISDICTION OF:**
  - FIRE PROTECTION:** CITY OF NEWARK FIRE PROTECTION DISTRICT
  - DOMESTIC WATER:** ALAMEDA COUNTY COUNTY WATER DISTRICT
  - SANITARY SEWER:** UNION SANITARY DISTRICT
  - STORM DRAIN WITHIN STREETS, LANES & PASEOS:** CITY OF NEWARK (SDC)
  - STORM DRAIN WITHIN PRIVATE YARDS:** PRIVATELY MAINTAINED BY HOMEOWNERS (PSDE)
  - GAS & ELECTRIC SERVICE:** PACIFIC GAS & ELECTRIC
  - TELEPHONE SERVICE:** AT&T
- ROADWAYS AND PARCELS:** UNLESS OTHERWISE NOTED (I.E. PUBLIC) ALL ROADWAYS AND PARCELS ARE TO BE MAINTAINED BY THE HOA ESTABLISHED WITH THE PROJECT. PUBLIC ACCESS EASEMENTS WILL BE DEDICATED OVER PARCEL E FOR PUBLIC USE.
- PROPOSED LAND USE SUMMARY:** SEE TABLE (THIS SHEET)
- ASSESSORS PARCEL NUMBERS:** 537-0852-009  
537-0852-010  
537-0852-011
- BENCHMARK:** CITY OF NEWARK OFFICIAL BENCHMARK NO. 62, ALSO BEING AN ALAMEDA COUNTY BENCHMARK, THE TOP OF CURB AT STORM WATER INLET AT THE NORTH-EAST CORNER OF THORNTON AVENUE AT WILLOW STREET, ELEVATION TAKEN AS 11.39 (NAVD 88) (8.661 NAVD 29 PER CITY OF NEWARK RECORDS).
- TOPOGRAPHY:** PREPARED BY HJM GEOSPATIAL, INC. DATED MAY 2005
- FLOOD ZONE:** ZONED X AND AE  
FLOOD INSURANCE RATE MAP (FIRM)  
COMMUNITY PANEL NUMBER: 060009 0443 G
- THIS PROJECT MAY BE BUILT IN PHASES AND MULTIPLE FINAL MAPS MAY BE FILED. A PHASING PLAN WILL BE PROVIDED TO THE CITY OF NEWARK PRIOR TO FINAL MAP APPROVAL.**
- LOTS 1 - 321 WILL BE RESIDENTIAL LOTS  
LOTS 322 - 361 (UNITS 322-589) WILL BE CONDOMINIUM UNITS.**
- LOT DIMENSIONS AND AREAS ARE APPROXIMATE AND ARE ROUNDED TO THE NEAREST WHOLE NUMBER. EXACT DIMENSIONS AND AREAS WILL BE PROVIDED ON THE FINAL MAP**
- ALL BUILDINGS SHALL BE EQUIPPED WITH AN AUTOMATIC FIRE SPRINKLER SYSTEM AS REQUIRED BY CHAPTER 15.09.020.G OF THE NEWARK MUNICIPAL CODE.**
- GRADING SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN.**
- ALL UTILITIES SHOWN ARE TO BE USED AS A GUIDE AND MAY CHANGE DURING FINAL DESIGN.**

**TITLE SHEET AND SITE PLAN  
VESTING TENTATIVE MAP  
TRACT 8099  
GATEWAY STATION WEST**

CITY OF NEWARK ALAMEDA COUNTY CALIFORNIA

**PARKING SUMMARY**

**PARKING REQUIRED:**  
OFF-STREET COVERED SPACES PER UNIT (2 PER UNIT) = (2)(589) = 1,178 SPACES  
GUEST SPACES = ONE (2) MULTIFAMILY LOTS = 1 + 1 = 2 SPACES  
**TOTAL PARKING REQUIRED = 1,180 SPACES**

**PARKING PROVIDED:**  
OFF-STREET COVERED SPACES (DRINK) = 1,178 SPACES  
GUEST = 153 SPACES  
ON-SITE PARALLEL SPACES (IN-TRACT) = 53 SPACES  
OFF-SITE PARALLEL SPACES (HICKORY STREET) = 54 SPACES  
ON-SITE ACCESSIBLE SPACES (IN-TRACT) = 13 SPACES  
TOTAL GUEST PARKING = 273 SPACES  
**TOTAL PARKING PROVIDED = 1,448 SPACES**

(17.80.080A.2.C OF NEWARK MUNICIPAL CODE REQUIRES 20% +1)  
NOTE: PARKING SPACES ARE SHOWN ON SHEET IV

**LAND USE SUMMARY**

LAND USE	AREA (AC)
SINGLE FAMILY LOTS	15.29
MULTI-FAMILY LOTS	8.31
PUBLIC STREETS	4.47
PRIVATE STREETS & ALLEYS	3.38
PARKS	2.24
PASEOS/OPEN SPACE	1.64
TRAIL	1.58
WATER QUALITY	1.87
OPEN SPACE	13.55
<b>TOTAL PROJECT AREA</b>	<b>54.53</b>

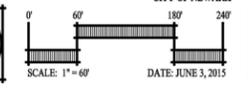
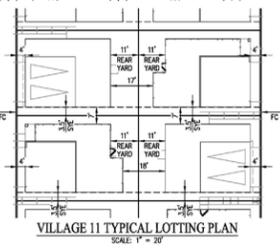
**UNIT SUMMARY**

VILLAGE	NUMBER OF UNITS
VILLAGE 6 - 25' x 55' U.A. ALLEY	54
VILLAGE 7 - U.A. PLATS	95
VILLAGE 8 - 30' x 55' U.A. ALLEY	95
VILLAGE 9 - 30' x 55' U.A. ALLEY	95
VILLAGE 10 - 30' x 55' U.A. ALLEY	132
<b>TOTAL</b>	<b>589</b>

**MINIMUM BUILDING SETBACKS**

LOT SIZE	REQUIRED SINGLE FAMILY DETACHED (ALLEY LOADED)	REQUIRED SINGLE FAMILY ATTACHED (ALLEY LOADED)
WIDTH, FT.	30-60	15-35
DEPTH, FT.	30-100	35-90
<b>SETBACKS</b>		
FRONT		
PORCH/STOOPS, FT.	6	6
BUILDING FACE, FT.	6	6
REAR		
MAIN BUILDING, FT.	10	10
GARAGE, FT. (3)	4	4
<b>SIDE</b>		
MAIN BUILDING, FT.	3.25	3.25
MAIN BUILDING AT CORNERS, FT. (3)	8.25/5	8.25/5
PORCH/STOOPS AT CORNERS, FT.	3.25	3.25
GARAGE AT CORNERS, FT. (4)	8.25/5	8.25/5
MAXIMUM SITE COVERAGE, % (NOT INCLUDING PORCHES) (5)	60	85

**NOTES:**  
1. REQUIRED SETBACK AREA BASED ON THE TABLE IN SECTION 17.37.080 UNLESS OTHERWISE NOTED.  
2. FOR ALL ALLEY-LOADED HOMES, THE SETBACK MAY BE REDUCED TO FOUR FEET TO THE GARAGE DOOR.  
3. FRONT SETBACK AND SITE COVERAGE MEASURED TO THE CENTERLINE OF TRAIL AND CENTERLINE OF PASEOS PER SECTION 17.37.080 F.  
4. SIDE STREET SETBACK OF 5 FEET FOR SECTION 17.37.080 D AND 17.37.080 F.



Source: Carlson, Barbee & Gibson, Inc. 2015