

July 21, 2020

SB 343

Senate Bill 343 mandates supplemental materials that have been received by the City Clerk's office that relate to an agenda item after the agenda packets have been distributed to the City Council be available to the public.

The attached documents were received in the City Clerk's office after distribution of the July 21, 2020, Regular City Council meeting agenda packet.

Item 6.1

RESOLUTION NO. xx - 20

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN**

**AMENDING THE DOWNTOWN DUBLIN SPECIFIC PLAN TO CREATE A NEW STREET GRID IN THE RETAIL DISTRICT, SITE A TOWN SQUARE, COMBINE THE REMAINING ALLOCATION OF NEW NON-RESIDENTIAL SQUARE FOOTAGE FROM THE TRANSIT-ORIENTED AND RETAIL DISTRICTS INTO ONE POOL, ALLOW LODGING IN THE RETAIL DISTRICT, AND AMEND THE DESIGN GUIDELINES FOR THE CORE AREA OF THE RETAIL DISTRICT
PLPA-2020-00009**

WHEREAS, the Downtown Dublin Specific Plan (DDSP) project area is located in the southwestern portion of the City and is approximately 284 acres in size. The project area is generally bound by Village Parkway to the east, Interstate 580 to the south, San Ramon Road to the west, and Amador Valley Boulevard to the north; and

WHEREAS, on February 1, 2011, the Dublin City Council adopted Resolution No. 09-11 approving the DDSP and associated implementation actions. At the same time, the City Council adopted Resolution No. 08-11 certifying the Downtown Dublin Specific Plan Environmental Impact Report ("EIR") (SCH# 2010022005, incorporated herein by reference). The DDSP EIR evaluated the potential impacts associated with intensifying development in the 284-acre Downtown Dublin area to accommodate additional residential and non-residential uses; and

WHEREAS, on May 6, 2014, City Council adopted an amendment to the DDSP to increase the number of residential units permitted in Downtown Dublin by 1,200 and decrease the amount of commercial square footage permitted by 773,000 square feet, to create minimum density thresholds for the Transit-Oriented and Retail Districts, to restrict residential development west of San Ramon Road in the Retail District, and including other minor amendments (Resolution No. 49-14, incorporated herein by reference). Pursuant to CEQA and the CEQA Guidelines, the City adopted an Initial Study/Addendum to the previously certified DDSP EIR for this amendment, which is incorporated by reference as if fully set forth (Resolution No. 50-14); and

WHEREAS, on December 3, 2019, adopted an amendment to the General Plan and DDSP to allow an increase in the allowable commercial floor area ratio in the Transit-Oriented and Retail Districts in the DDSP, combine new residential dwelling unit allocation into one pool for all three districts, and amend the parking standards in the Village Parkway and Transit-Oriented Districts (Resolution No 126-19, incorporated herein by reference). Pursuant to CEQA and the CEQA Guidelines, the City adopted an Initial Study/Addendum to the previously certified DDSP EIR for this amendment, which is incorporated by reference as if fully set forth (Resolution No. 126-19); and

WHEREAS, the proposed amendments focus on implementing the Downtown Dublin Preferred Vision approved by City Council on November 5, 2019, which included three primary components Siting of a Town Square, New Street Grid Network and Downtown Character. The proposed amendments include the creation of a new street grid of both public and private streets in the Retail District, combining the remaining allocation of new non-residential square footage from Transit-Oriented and Retail Districts into one pool for the two areas, adding lodging as a

permitted use in the Retail District, and changes to the design guidelines in “The Core” area of the Retail District to encourage walkable and pedestrian-friendly development, hereafter referred to as the “2020 DDSP Amendment” or the “Project;” and

WHEREAS, consistent California Government Code Section 65352.3, the City obtained a contact list of local Native American tribes from the Native American Heritage Commission and notified the tribes on the contact list of the opportunity to consult with the City on the proposed General Plan Amendment. None of the contacted tribes requested a consultation within the 90-day statutory consultation period and no further action is required; and

WHEREAS, the California Environmental Quality Act (CEQA), Public Resources Code Section 21166, et seq., and the State CEQA Guidelines Section 15162(a) require that when an EIR or negative declaration has been certified for a project, no subsequent EIR or negative declaration shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that one or more of the following exists:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

- a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adoption measures or alternative; and; and

WHEREAS, pursuant to CEQA and the CEQA Guidelines, the Project was examined to determine if any of the standards contained in CEQA Guidelines Section 15162(a) requiring preparation of supplemental environmental review would be met. The analysis concluded that none of the standards contained in CEQA Guidelines Section 15162(a) requiring preparation of

supplemental environmental review are met; the Project would not result in any new significant impacts or substantially increase the severity of any significant impacts identified in DDSP EIR and subsequent Addendums; no other CEQA standards for supplemental review are met and no further environmental review is required; and

WHEREAS, the Planning Commission held a properly noticed public hearing on the Project, including the proposed Downtown Dublin Specific Plan Amendments, on May 26, 2020, at which time all interested parties had the opportunity to be heard; and

WHEREAS, on May 26, 2020, the Planning Commission adopted Resolution No. 20-10 recommending that the City Council approve the 2020 DDSP Amendment, which Resolution is incorporated herein by reference; and

WHEREAS, a Staff Report, dated July 21, 2020, and incorporated herein by reference, described and analyzed the 2020 DDSP Amendment for the City Council; and

WHEREAS, the City Council held a properly noticed public hearing on the 2020 DDSP Amendment on July 21, 2020, at which time all interested parties had the opportunity to be heard; and

WHEREAS, the City Council considered all above-referenced reports, recommendations, and testimony to evaluate the Project.

NOW, THEREFORE, BE IT RESOLVED that the foregoing recitals are true and correct and made a part of this resolution.

BE IT FURTHER RESOLVED that the City Council finds that the Downtown Dublin Specific Plan amendments, as set forth below, are in the public interest will promote general health, safety and welfare, and that the Downtown Dublin Specific Plan as amended will remain internally consistent.

BE IT FURTHER RESOLVED that the City Council hereby approves the following amendments to the Downtown Dublin Specific Plan:

List of Figures in the Table of Contents shall be amended to add Figure 4-2 Downtown Preferred Vision Town Square and Street Grid as follows and renumber subsequent Figures.

List of Figures:

4-2 Downtown Preferred Vision Town Square and Street Grid51

Page 40, Section 3.2 Land Use Framework shall amend the Retail District to read as follows:

Retail District – comprised of regional serving retailers and a mix of uses, including residential, office, and hotel in a downtown setting bounded by Amador Valley Boulevard, I-680, Dublin Boulevard and San Ramon Road

Page 40, Section 3.3.1 Downtown Dublin Guiding Principles fifth bullet point shall be amended to read as follows:

Create a pedestrian-friendly downtown where people can live, work and play within a short walkable distance. Redevelopment should create a memorable sense of place, and minimize potential conflicts between vehicles, pedestrians and bicyclists.

Page 42, Section 3.3.2 Retail District Guiding Principles shall be amended to read as follows:

3.3.2 Retail District Guiding Principles

In addition to the Downtown Dublin Guiding Principles, the following guiding principles have been identified for the Retail District.

- Encourage infill mixed-use development to create a vibrant and varied population throughout the day and week to help support retail and create a central identity for Downtown Dublin.
- Encourage and support a variety of formats for regional retail and a mix of land uses as an important community and financial asset of the City.
- Develop design standards and guidelines that support a mixed-use downtown character such as optimal building configuration and design, signage, more efficient parking, parking strategies, pedestrian amenities, landscaping, etc.
- Encourage a diverse mix of complementary land uses including civic uses, eating establishments, entertainment, housing, hotel and commercial office uses that complement existing retail land uses.
- Identify ways to improve/enhance non-vehicular and vehicular circulation and connections that are pedestrian friendly, particularly in areas that contain large, expansive parking lots.
- Support relocating the existing storm drain that extends east-west through the district to allow for greater flexibility in future development efforts.
- Allow higher density housing and additional units.
- Work with property owners and business to implement the Downtown Dublin Preferred Vision as provided in Section 4.1.3.

Page 43, Section 3.4 Land Designations shall be amended to read as follows:

Within each of the Specific Plan districts, there are a variety of land uses that may be permitted. Table 3-1: Land Uses, identifies the uses that are allowed, prohibited, and permitted with a use permit within each of the districts. Descriptions of each land use are described below, and the Community Development Director can allow similar uses. In addition, the Downtown Dublin Preferred Vision sites a Town Square within the Retail District.

Page 43, Table 3-1: Land Uses, shall be amended to add “Lodging” as an allowed use in the Retail District and “Town Square” as allowed uses in the Retail District and Prohibited in the Transit-Oriented and Village Parkway Districts as follows:

Table 3-1

BUILDING USES¹	RETAIL DISTRICT	TRANSIT-ORIENTED DISTRICT	VILLAGE PARKWAY DISTRICT
Lodging	Allowed	Allowed	Prohibited
Town Square	Allowed	Prohibited	Prohibited

Page 45, add new Section 3.4.15 Town Square to read as follows:

3.4.15 Town Square

A one-acre park and plaza that serves as Downtown Dublin's central public gathering place.

Page 45, Section 3.5 Future Development Assumptions, Past Development Activities shall be amended to read as follows:

Past Development Activities

Downtown Dublin is largely built-out and there are very few vacant parcels on which new development could occur. Future development will therefore occur as properties are modified, in some cases at a higher density. Due to existing FAR and parking requirements, limited net new additional density opportunities exist, particularly in the Village Parkway District.

Based on City estimates and as described in the Downtown Dublin Opportunities, Issues & Strategies Report (RBF Consulting, 2009), approximately 258,734 square feet of non-residential development has occurred since adoption of the West Dublin BART, Downtown Core, and Village Parkway Specific Plans in December 2000. With the exception of a senior residential development (Wicklow Square) and senior center (15,300 square feet), all of this development (243,434 square feet) has been commercial retail development. There has been no hotel, office or residential development constructed in the Downtown December 2000 through 2009, despite the fact that the three above mentioned specific plans collectively allowed for nearly 3.2 million square feet of retail/office/commercial space, 150 hotel rooms, and 740 residential dwelling units.

Large format retail has also been changing and now competes directly with online shopping. A more diverse and mixed development pattern is more likely to replace large format retail in due time.

Page 45-46, Section 3.5 Future Development Assumptions, Proposed New Development shall be amended to read as follows:

Proposed New Development

Several new projects are either under construction or have been entitled in the Specific Plan Area. The most significant development is the construction of the West Dublin/Pleasanton BART Station. The station is being constructed within the median of Interstate 580 with pedestrian access north and south over both sections of the freeway. By the year 2013, the project is projected to accommodate 8,600 users per day.

Within the City of Dublin, a 713-space parking garage has been constructed at the southern terminus of Golden Gate Drive for BART commuters. As part of the BART project, a 150-room hotel, 7,500 square feet of retail space have been planned for (Stage I Development Plan), and 309 residential units (Essex) have been entitled west of Golden Gate Drive. Adjacent to and west of the BART station project is an existing 225,500 square feet one-story warehouse facility (the AMB site). This property has been entitled for development of 499 multi-family residential dwelling units. Associated with these developments, Saint Patrick Way will be extended, providing a vehicular and pedestrian connection between Golden Gate Drive and Regional Street.

Page 48, Table 3-4 shall be amended to read as follows:

Table 3-4: Net New Development

DISTRICT	NON-RESIDENTIAL (SF)	RESIDENTIAL (DU)	MINIMUM RESIDENTIAL DENSITY
Retail	2,166,810 (+150 hotel rooms)	2,500	22 units/net acre
Transit-Oriented			30 units/net acres
Village Parkway	20,730		No minimum
Total	2,262,540 (includes 150 hotel rooms)		

Notes: Includes projects that have been approved, but not yet constructed

Page 50, Section 4.1.2 Vision shall be amended to read as follows:

4.1.2 Vision

The Retail District will continue to serve as a primary regional and community shopping destination in the City.

New and remodeled buildings will complement the existing uses with designs that are compatible with adjacent structures and the district as a whole. Buildings shall utilize “green” materials as well as materials that are of high quality - durable, attractive, long-lasting, and in context with the building architecture. While compatibility is important, creativity and unique designs are encouraged that can establish a signature look for the district.

Areas adjacent to buildings (including surface parking lots) will be designed to create more inviting pedestrian-friendly gathering spaces and amenities and will incorporate pathways and additional landscaping to encourage walking between businesses and improve the visual quality of the area. A pedestrian-scale, walkable environment will be encouraged by implementation of the Downtown Dublin Preferred Vision described below and by incorporating amenities, where appropriate, such as paseos (e.g. walkways, promenades), plazas, courtyards, benches, and informal gathering spaces. Connectivity within the District and to other areas outside the District will be strongly encouraged.

Businesses in the Retail District are envisioned to include a mix of retail (ranging from small independent retailers to national regional-serving retailers), service, office, and civic uses complimented by residential uses.

Page 51, add new Section 4.1.3 Downtown Dublin Preferred Vision to read as follows and renumber subsequent Sections:

4.1.3 Downtown Dublin Preferred Vision

The City Council adopted the Downtown Preferred Vision in November 2019, which included three primary components:

1. Siting of the Town Square
2. New Street Grid Network
3. Downtown Character

The Preferred Vision area includes a portion of the Retail District bound by Regional Street, Amador Valley Boulevard, Amador Plaza Road and Dublin Boulevard as shown in Figure 4-2. The introduction of a new street grid network breaks down the large block format into smaller, walkable-sized blocks. The proposed extension of Golden Gate Drive north from Dublin Boulevard up to Amador Valley Boulevard will become a new main street within the classic Downtown street grid network. The Preferred Vision includes three new east/west streets and three new north/south streets. The northern most east/west street may have an alternate design to be pedestrian only.

Implementation begins with the siting of the town square; a one-acre park and plaza that will serve as Downtown Dublin's primary gathering place. The location of the town square is one block north of Dublin Boulevard along the proposed extension of Golden Gate Drive.

Successful, vibrant downtowns have a diverse economic base that includes a mix of retail, restaurants, services, entertainment, office space, housing and hotels. Concentrating this mix of uses in a four-block area around the town square referred to as "The Core," creates a downtown character with a synergy for those uses to thrive.

Page 51, add new Figure 4-2 Downtown Dublin Preferred Vision Town Square and Street Grid to read as follows and renumber subsequent Figures:

Figure 4-2: Downtown Preferred Vision Town Square and Street Grid



Page 53 Section 4.1 Retail District Development Standards shall be amended to read as follows:

ACCESS		
1	Building Entrance	At least 1 public entrance per business with street frontage shall be provided along a facade facing the street. Within "The Core" locate entrances in key retail clusters close together and ideally one every 50 feet maximum.
2	Pedestrian Access	Direct pedestrian access shall be provided from the sidewalk and parking areas to building entrances (excluding private service entrances) Within "The Core", pathways that provide mid-block access are encouraged to be provided for any block length that exceeds 400 feet.
3	Vehicular Access	Driveways may be provided from a street or adjacent property (if a shared access agreement is established) Shared access to reduce the number of public roadway access points is strongly encouraged.
4	Driveway Width	15 ft min for 1-way driveways and 24 ft min for 2-way driveways. Fire access roadways (including driveways) shall have a minimum unobstructed width of 20 feet.
5	Service Access	Within "The Core", loading and service access shall be from the east/west streets and away from the Golden Gate Drive Extension. Service access must be located a minimum of 15 feet from the storefront entrance.

Page 57 Section 4.1 Retail District Development Standards, 3 Building Height shall be amended to read as follows:

BUILDING DESIGN		
3	Building Height	6 floors and 75 ft max (tower elements, architectural and articulated design features, solar panels, and small-scale wind turbines may extend 10 ft max beyond this height) Minimum building height in "The Core" is 40 feet

Page 57 Section 4.1 Retail District Development Standards, 6 Ground Floor Commercial in "The Core" is added as follows:

BUILDING DESIGN		
6	Ground Floor Commercial in "The Core"	Minimum height of ground floor to second floor is 18 feet Provide a minimum of 50 feet of depth; 60 feet is preferable Space structural columns 30 feet apart

Page 84 Section 4.4.5 Frontages “Storefronts” shall be revised to add the following:

- All storefronts in “The Core” of the Downtown Preferred Vision area shall incorporate the following:
 - A minimum height of 18 feet.
 - A depth of 50 feet minimum; a depth of 60 feet is preferred.
 - Spacing of structural columns 30 feet apart to maximize usable space.

Page 114 Section 5.1 Vehicular Circulation shall be revised to read as follows:

5.1 Vehicular Circulation

As part of this Specific Plan, the City amended the City’s General Plan related to acceptable Levels of Service (LOS) standards within the City to require a LOS of D or better for all intersections **except** for intersections within the Downtown Specific Plan Area (including the intersections of Dublin Boulevard/San Ramon Road and Village Parkway/Interstate 680 on-ramp). The objective of this amendment was to balance vehicular and non-vehicular circulation requirements, and thereby create a more pedestrian-friendly downtown.

With implementation of the Downtown Dublin Preferred Vision, a new street grid network is added to the Retail District. See Figure 4-2: Downtown Dublin Preferred Vision Town Square and Street Grid for an illustration of the new street grid. The Preferred Vision includes two new east/west streets and three new north/south streets. The two new east/west street and the extension of Golden Gate Drive will be public streets. All other streets will be private.

In addition, the City may undertake limited circulation improvements to improve overall citywide traffic conditions. This could include signal timing, re-striping, additional turning lanes, etc. These improvements would most likely be constructed as part of the City’s Capital Improvement Program. In these circumstances, the Downtown Dublin Streetscape Plan would be used to guide the enhancement of public streets within the Specific Plan Area.

Page 120 Section 6.2 Public Facilities and Infrastructure Funding Mechanism shall be revised to add the following:

A Community Financing District should also be considered as another financing tool for the construction and maintenance of new streets as part of the Downtown Dublin Preferred Vision.

Table 6-1 shall be revised as follows:

Table 6-1: Development Pool

DISTRICT	NON-RESIDENTIAL SQUARE FOOTAGE	NUMBER OF RESIDENTIAL DWELLINGS
Retail	1,320,220 (+150 hotel rooms)	2,500
Transit-Oriented		
Village Parkway	0	

PASSED, APPROVED, AND ADOPTED this 21st day of July, 2020 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Mayor

ATTEST:

City Clerk