City of Dublin
General Plan

Chapter 10

COMMUNITY DESIGN AND SUSTAINABILITY ELEMENT

10.1 OVERVIEW

The Community Design and Sustainability Element guides public and private development to create a city that is diverse, functional, and aesthetically appealing. The Community Design and Sustainability Element contains goals and policies that provide a framework for community development and guidelines for new construction and improvements while protecting the City's positive characteristics. These goals and policies apply to three-dimensional aspects of the built environment in Dublin: buildings, streets, sidewalks, neighborhoods, plazas, etc.

Community design combines aspects of architecture, landscape architecture, public works, public art, and transportation systems. Implementation of these community design policies will create an inviting and attractive city that will help to unify the City visually and create a distinct sense of place in special areas of the City.

10.1.1 CITYWIDE DESIGN VISION

The following design vision provides the basis for the goals and policies contained in this Community Design and Sustainability Element:

> *Dublin is a vibrant, well-designed city with a positive regional identity. Regional corridors promote this positive regional identity through attractive development, unique landscaping, and preservation of views to rolling hillsides and other prominent features. Gateways welcome residents and visitors alike through signage, distinctive landscaping, and buildings oriented toward gateway intersections.*
>
> *Dublin is a city of villages that enhance its suburban character with attractive and integrated residential neighborhoods, retail centers, and office and industrial areas. Regional transit hubs are developed with compact development that incorporates a mixture of commercial, office, and residential uses. Pedestrians, bicyclists, and motorists are provided with a variety of connections that link various activity centers of the City. Dublin is a leader in sustainable design and continues to thrive as an attractive and livable city for generations to come.*

10.2 RELEVANT PLANS AND POLICES

Dublin has adopted a number of plans and policies to guide development. Some of these pertain to the entire City, while others have a specific area of focus. As part of the City of Dublin General Plan, this Community Design and Sustainability Element provides goals, policies, and implementation measures that address the entire City. Where goals, policies, and implementation measures of other policy documents and plans conflict those in the Community Design and Sustainability Element shall supersede. The following includes the existing plans and policies that guide development in Dublin.

A. City of Dublin General Plan

The General Plan is the highest-level policy document for the entire City, and acts like an "umbrella"

over other documents. State law requires general plans to include the following elements: land use, circulation, open space, conservation, safety, noise, and housing. These elements may be combined and additional (optional) elements may be included. All elements of a General Plan are considered equal and all other plans and policies are required by state law to be consistent with the General Plan. The Community Design and Sustainability Element is an optional element of the Dublin General Plan.

B. Downtown Dublin Specific Plan

The Downtown Dublin Specific Plan (DDSP) provides policies and regulations for downtown Dublin. Topics addressed include permitted, conditionally permitted, and temporarily permitted land use, development standards and design guidelines.

C. Eastern Dublin Specific Plan

The Eastern Dublin Specific Plan provides policy guidance for existing and future development generally east of the Iron Horse Trail and the Parks Reserve Forces Training Area (Parks RFTA or Camp Parks). New development in this area requires adoption of Planned Development (PD) zoning, which includes development regulations, architectural standards, and preliminary landscape plans.

D. Dublin Village Historic Area Specific Plan

The Dublin Village Historic Area Specific Plan applies to future development and redevelopment in the Dublin Village Historic Area. This plan includes design guidelines, historic resource preservation measures, and implementation actions.

E. Dublin Crossing Specific Plan

The Dublin Crossing Specific Plan (DCSP) provides policies and regulations for development in this 189 acre area north of Dublin Boulevard between Scarlett Drive and Arnold Road. The Specific Plan includes regulations on permitted, conditionally permitted, and prohibited land uses, development standards, and design guidelines, and provides the framework for the development of future public facilities.

F. Scarlett Court Design Guidelines

The Scarlett Court Design Guidelines apply to the industrial area in and around Scarlett Court. Design guidelines address site planning, architecture, signage, landscaping, and lighting.

G Eastern Dublin Scenic Corridor Policies and Standards

The Eastern Dublin Scenic Corridor Policies and Standards establishes a set of scenic corridor polices for designated corridors including Interstate 580, Tassajara Road, and Fallon Road, and defines a review process within these scenic corridors.

H. Streetscape Master Plan

The Streetscape Master Plan addresses landscape planting and street furnishings throughout Dublin. This document identifies tree species and planting requirements, as well as streetscape amenities such as streetlights, trash receptacles, benches, bus shelters, monuments, and signage.

I. Bikeways Master Plan

Dublin Bicycle and Pedestrian Master Plan. The Dublin Bicycle and Pedestrian Master Plan provides

policies, network plans, prioritized project lists, support programs and best practice design guidelines for bicycling and walking in Dublin.

J. Public Art Master Plan

The Public Art Master Plan provides guidelines, policies, and implementation measures for public art in City projects and private developments.

K. Zoning Ordinance

The Zoning Ordinance provides policies and regulations for the entire City. Topics addressed include permitted, conditionally permitted, and temporarily permitted uses, development standards, parking and landscaping regulations, permit procedures, and sign regulations.

L. Heritage Tree Ordinance

The Heritage Tree Ordinance provides regulations controlling the removal of and the preservation of heritage trees within the City. In establishing these regulations, it is the City's intent to preserve as many heritage trees as possible.

M. Parks and Recreation Master Plan

The Parks and Recreation Master Plan establishes goals, long-term policies, and standards to guide the City in the acquisition, development, and management of Dublin's Park and Recreation facilities for the next 20 years.

N. Commercial Corridor Design Guidelines

The Commercial Corridor Design Guidelines apply to commercial and light industrial properties within Sierra Court/Sierra Lane and select locations along major roadways in Dublin (i.e. Dublin Boulevard, San Ramon Road, etc.). Design guidelines address site planning, architecture, signage, lighting, and landscaping and design standards for specific types of uses.

10.3 UNIFYING PRINCIPLES OF COMMUNITY DESIGN

Because of the varied scales at which a community functions, city planners and designers often utilize a variety of analytical techniques and methodologies to describe and communicate various community design principles.

10.3.1 THE IMAGE OF THE CITY

A commonly used model of urban design comes from theorist and author Kevin Lynch (The Image of the City, 1960). His overriding idea was for cities to create a more memorable identity by enhancing the image of their major elements. He divided the city into the following functional areas, each of which contributes distinct design potential:

Paths – Paths connect activity areas and can have an important identity of their own.

Landmarks – Visually prominent buildings, important cultural centers, or special natural features serve to give a city a distinct image and are important amenities.

Edges – Boundaries signal one's arrival at a new land use, area, or feature. If edges are clearly marked, such as in the use of entry signs or monuments, a city's identity is strengthened.

Nodes – Focal points, intersections, and gathering places create activity centers that draw people into them and stimulate adjacent development.

Districts – Special areas of the city have their own visual and functional identity and help differentiate the visual monotony seen in many cities today.

Lynch's five functional areas have been refined into the following five goals for Dublin.

1. Promote a Positive Regional Identity of the City.
2. Create a Sense of Arrival at gateways to the City.
3. Ensure quality and compatible Design of the Built Form.
4. Establish Sustainable Neighborhood Design patterns with Connections and Linkages throughout the City.
5. Encourage Sustainability to provide a high quality of life and to preserve resources and opportunities for future generations.

10.3.2 THE IMPORTANCE OF STREETSCAPES

Streetscapes refer to the visual image created by the buildings, signs, street furniture, landscaping, spaces and other features along a street. By unifying the treatment of one or more of these elements, a streetscape can have a coherent image and one that makes a strong statement within a city.

10.4 ORGANIZATION OF THE COMMUNITY DESIGN AND SUSTAINABILITY ELEMENT

This Community Design and Sustainability Element is organized according to the following three hierarchal elements:

Goals

Goals are general and serve as a vision for components of community design.

Policies

Policies divide these goals into more specific categories.

Implementation Measures

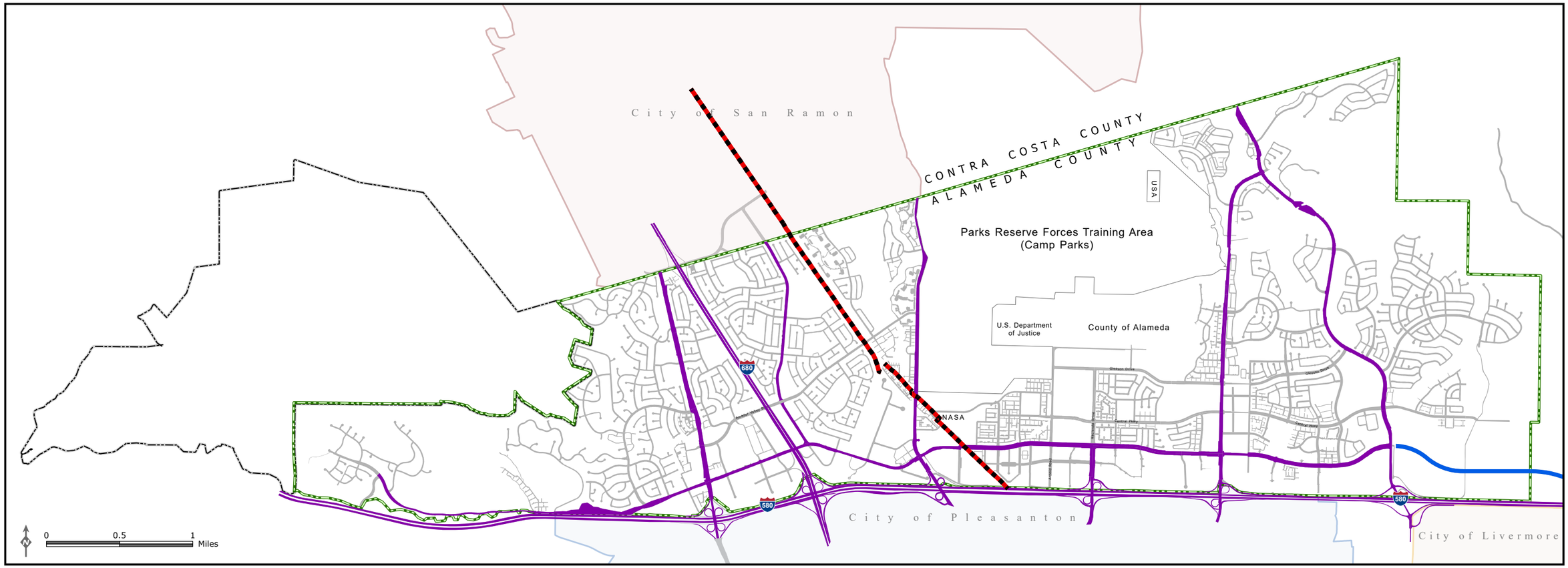
Implementation measures are specific tasks needed to achieve the policies and goals.

10.5 POSITIVE REGIONAL IDENTITY

Historically Dublin has been at the crossroads of major regional routes since early settlement of the area. These routes have evolved over time from trails to the current alignment of Dublin Boulevard, San Ramon Road, Interstate 580, and Interstate 680.

DUBLIN GENERAL PLAN
REGIONAL CORRIDORS

(Figure 10-1)
November 15, 2022



Regional corridors are routes of regional significance and are generally defined as routes that connect Dublin to surrounding communities. Dublin has 12 features (including roadways, trails, and public transportation) that are considered regional corridors (see Figure 10-1).

The regional corridors include:

1. Interstate 680
2. Interstate 580 / BART Corridor
3. Dublin Boulevard
4. San Ramon Road
5. Village Parkway
6. Dougherty Road
7. Hacienda Drive
8. Tassajara Road
9. Fallon Road
10. Iron Horse Trail

10.5.1 INTENT

To those traveling through the City, these regional corridors create their overall image of Dublin. Due to the high number of people who pass through the City each day and because of their importance, these regional corridors should be emphasized to create a positive identity and image for Dublin.

10.5.2 GOAL

Promote a **Positive Regional Identity** of the City.

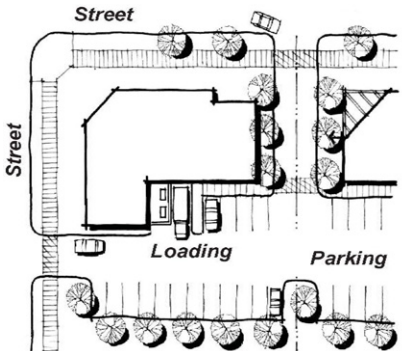
10.5.3 POLICIES

A. Incorporate distinctive design features along regional corridors that reinforce a positive image of Dublin. Both within the right-of-way and on adjacent private development, utilize features such as gateway elements, street trees, median planting, special lighting, separated and ample sidewalks, crosswalks, seating, special signs, street names, landscape, decorative paving patterns, and public art. Consider undergrounding utilities along these roadways (reference: Streetscape Master Plan).

B. Maintain views through development to distant vistas (i.e. foothills) and view corridors along regional corridors, wherever feasible (reference: East Dublin Scenic Corridor Policies and Standards).

Landscaped median and distant hill views (left) and attractive landscaping and ample sidewalks (right)

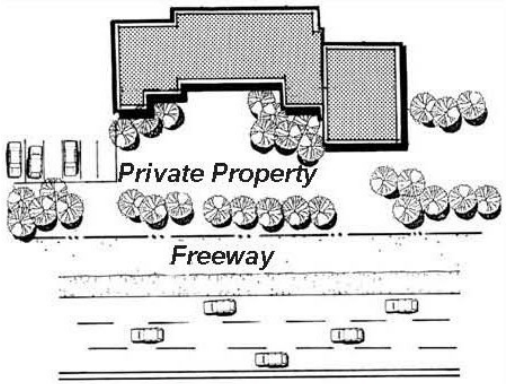
C. Incorporate visual screening techniques such as berms, dense and/or fast-growing landscaping, and appropriately designed fencing where feasible, to ensure that visually challenging features, such as parking lots, loading docks, storage areas, etc. are visually attractive as seen from regional corridors.



Parking and loading areas screened from public roadways

D. Provide landscaping and articulated design to soften the visual appearance of existing and new walls and fences that are adjacent to regional corridors, wherever feasible (reference: Streetscape Master Plan).

E. Encourage attractive and high-quality landscaping along the edge of the freeways and development surrounding on- and off-ramps to provide softer and more attractive views both to and from the freeways. Landscaping on private property should complement the buildings and overall site design.



Landscaping along freeway edge and throughout private property to complement building and site design

10.5.4 IMPLEMENTATION MEASURES

A. Work with Caltrans to encourage high-quality design on new freeway projects, with special consideration for both views of and from the freeways.

B. Implement the Streetscape Master Plan, Eastern Dublin Scenic Corridor Policies and Standards, and applicable Specific Plans.

C. Review development through the Planned Development Regulations and/or the Site Development Review Permit process.

D. Work with BART to encourage high-quality design on new and redeveloped projects near BART stations.

E. Work with the East Bay Regional Park District to encourage high-quality design and strong connections on new and redeveloped projects adjacent to the Iron Horse Trail and trail-heads.

10.6 SENSE OF ARRIVAL

Dublin has several entrances into the City along regional corridors at or near the City limit. These entrances have been classified as gateways. Gateways may include special signage and landscaping to highlight transitions into the City, and in some instances are envisioned to function as nodes at major intersections with special architectural features on adjacent buildings and/or with public spaces incorporated into the design.

As shown in Figure 10-2, the Community Design and Sustainability Element identifies the following 14 Dublin gateways:

1. Schaefer Ranch Road at Dublin Boulevard
2. San Ramon Road at Dublin Boulevard
3. West Dublin/Pleasanton BART Station
4. I-680 Southbound off ramp
5. San Ramon Road at northern entry to City
6. Village Parkway at northern entry to City
7. Dougherty Road at northern entry to City
8. Dougherty Road at Dublin Boulevard
9. East Dublin/Pleasanton BART Station
10. Hacienda Drive at Dublin Boulevard
11. Tassajara Road at Dublin Boulevard
12. Tassajara Road at northern entry to City
13. Fallon Road at Dublin Boulevard
14. Dublin Boulevard at eastern entry to City

Just as regional corridors have an impact on creating a positive regional identity for Dublin, gateways and entries have an impact on creating inviting entrances and a sense of arrival into the City.

10.6.1 INTENT

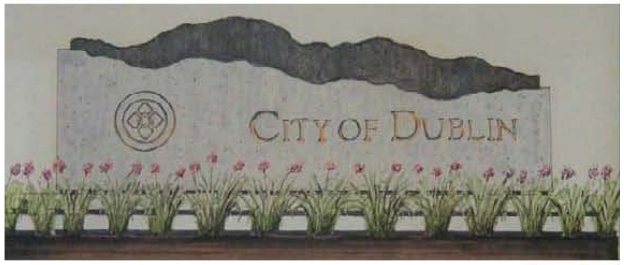
The City wants to create inviting entrances at gateways that reflect the character of Dublin and welcome residents and visitors. These gateways help define the edge of Dublin and will further create nodes near the City's edge.

10.6.2 GOAL

Create a **Sense of Arrival** at gateways to the City.

10.6.3 POLICIES

A. Mark gateways with City identification (i.e. signage) and include enhanced landscaping and street improvements to highlight Dublin's identity, consistent with the City's Streetscape Master Plan, where feasible (reference: Streetscape Master Plan).

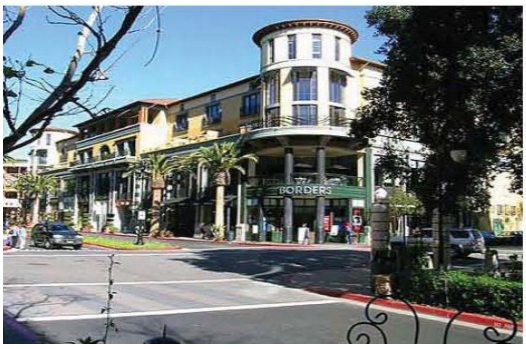


City of Dublin monument sign


Landscaping, public art, and plaza design of gateway development projects (Dublin Gateway Medical Center, Dublin)

B. Incorporate dramatic and imaginative landscaping, public art, water features, or other design features when reconstructing streets and/or sidewalks at key gateways into the City, where feasible (reference: Public Art Master Plan).

C. Encourage signature building architecture at gateways that are oriented toward the gateway to create a sense of place.




Signature building architecture oriented toward gateway intersections

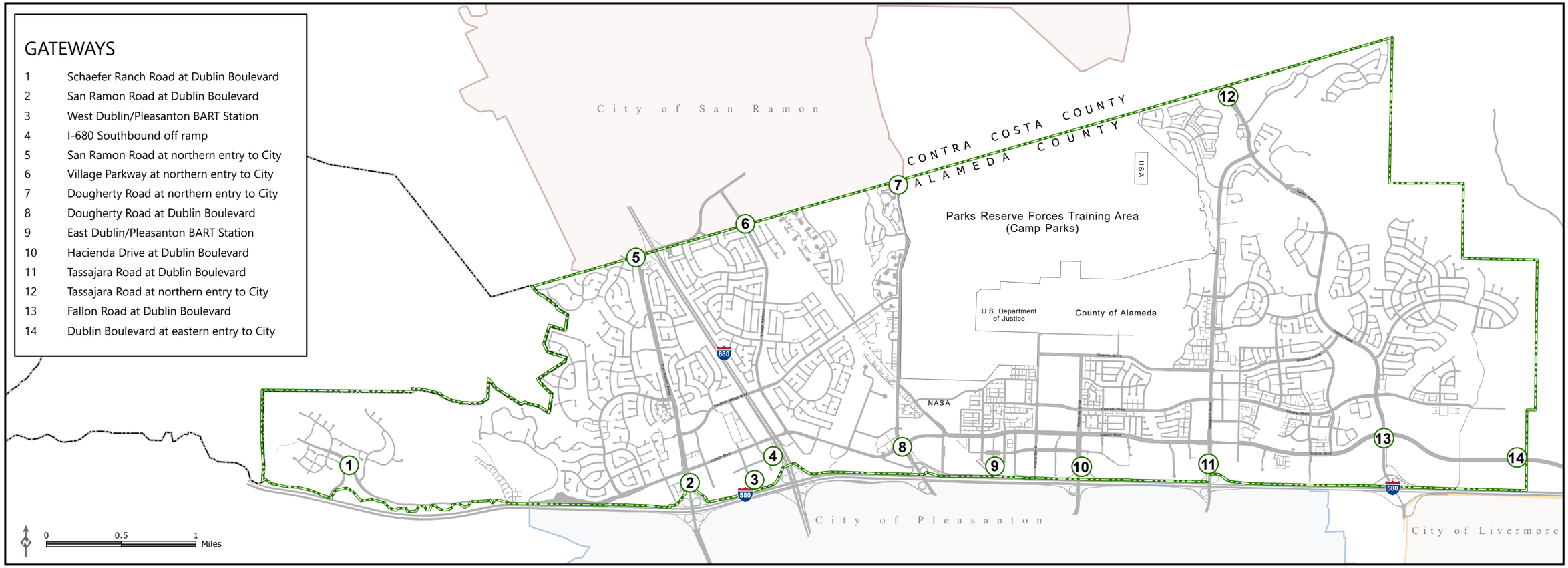
10.6.4 IMPLEMENTATION MEASURES

A. Implement the Streetscape Master Plan.

B. Review development adjacent to gateways through the Planned Development Regulations and the Site Development Review Permit process.

DUBLIN GENERAL PLAN
GATEWAYS

(Figure 10-2)
November 15, 2022



10.7 DESIGN OF THE BUILT FORM

Dublin is made up of a variety of villages, residential neighborhoods, and other commercial and industrial areas, each with their own unique features and development patterns. Each area functions differently from other areas – largely based on location (i.e. proximity to freeways or hillsides) and use (i.e. residential or commercial) – but all have common elements that make them distinct to the City. The design of the built form has a variety of categories (including Site and Building Design, Landscaping and Natural Features, Gathering and Open Space Areas, Signage, Lighting, and Art, Parking and Circulation, and Villages) which apply to the following land uses:

Residential

Dublin has a variety of single and multi-family residential neighborhoods with unique design features and building types. These neighborhoods are generally developed around a central feature such as a school or park. Residential neighborhoods in the Primary and Western Extended Planning Areas consist predominately of established neighborhoods with single-family homes. The residential neighborhoods in the Eastern Extended Planning Area generally contain higher density development near Dublin Boulevard and lower density (single-family) development along the hillsides to the north and east.

Commercial

Commercial developments (i.e. General Commercial, Neighborhood Commercial, Retail/Office Mixed-Use, etc.) range from a single building with a single tenant to multiple buildings often with multiple tenants (shopping centers) and also consider mixed use developments. Commercial development in the City generally occurs along arterial roadways and adjacent to office developments. Shopping centers generally consist of multiple buildings that share common architecture, landscaping, and/or other design features. Shopping centers generally are developed with a central parking lot providing shared parking.

Office

Office developments (i.e. Office, Campus Office, etc.) range from a single building with a single tenant to multiple buildings often with multiple tenants. Office development in the City generally occurs along arterial roadways and adjacent to commercial developments. Campus Office developments consist of multiple buildings that share common architecture, landscaping, and/or other design features.

Industrial

Industrial uses (i.e. Industrial Park, Business Park/Industrial, etc.) provide vital resources and services and are an integral part of the City. Industrial uses are often buffered from more sensitive uses, such as residential, schools, and parks, to minimize their impacts associated with traffic, noise, and aesthetics.

The following policies apply to the land uses described above:

10.7.1 INTENT

The City wants to design high-quality and compatible areas that reflect the overall character of Dublin. These areas should also be distinct from one another to avoid monotonous development patterns.

10.7.2 GOAL

Ensure quality and compatible **Design of the Built Form**.

10.7.3 POLICIES

10.7.3.1 SITE AND BUILDING DESIGN

A. Encourage diverse, high quality, attractive, and architecturally appealing buildings that create distinctive visual reference points, enrich the appearance of functional gathering spaces, and convey an excellence in architecture, workmanship, quality, and durability in building materials.

Architecturally appealing retail buildings with visual reference points and strong articulation

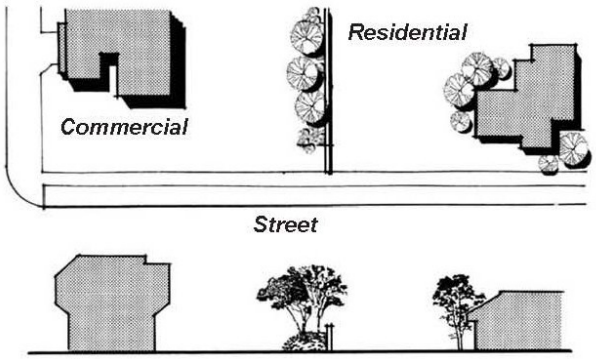
B. Encourage buildings with varied massing, heights, articulation techniques, and architectural and signage treatments to create visual interest and ensure compatibility with adjacent uses, in commercial, office, industrial, and mixed use areas.

C. Ensure that building height, scale and design are compatible with the character of the surrounding natural and built environment, and are varied in their massing, scale and articulation.

Buildings with articulated facades and varying roof lines

Figure 10-3: Character Sketch – General Commercial

D. Encourage a variety of site and building designs that are compatible and consistent with surrounding development, especially where larger scale development is adjacent to smaller scale and/or more sensitive land uses (i.e. residential, schools, and churches) to the greatest extent feasible.



Building height, scale, and design is compatible with adjacent uses

E. Avoid the use of long, continuous, straight (building) walls along roadways by designing appropriate articulation, massing, and architectural features.

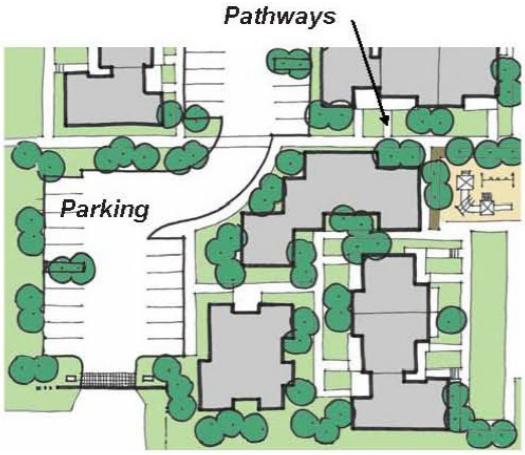
F. Create distinctive neighborhoods that exemplify high-quality and varied design while reinforcing Dublin as one integrated community, in residential areas.

G. Encourage the diversity of garage orientation and setbacks, architectural styles, building materials, color and rooflines, and other design features, on all sides of all buildings, in residential areas.

Residential architectural variation and garage orientation

H. Orient buildings toward major thoroughfares, sidewalks, pedestrian pathways, and gathering spaces, and incorporate clear and identifiable entries where feasible, in campus office areas.

I. Cluster and connect buildings through a series of pedestrian pathways designed to work with each other to form a unified design character and create larger functional spaces, in campus office and commercial areas.



Clustered buildings and parking lots that are connected by pedestrian pathways

J. Design inviting and attractive office buildings that incorporate modern and contemporary architectural elements and design features that enrich the appearance of the gathering places, encourage people to use them, and have attractive appearances from the public right-of-way, in office areas.

Office buildings with an attractive, modern architectural style (Dublin)

K. Minimize the visual impacts of service/loading areas, storage areas, trash enclosures, and ground mounted mechanical equipment. When feasible, these elements should be located behind or to the sides of buildings and screened from views through a combination of walls/fencing, and/or landscaping.

L. Minimize the visual impacts of roof mounted mechanical equipment. When feasible, such elements should be consolidated and housed in architecturally articulated enclosures.

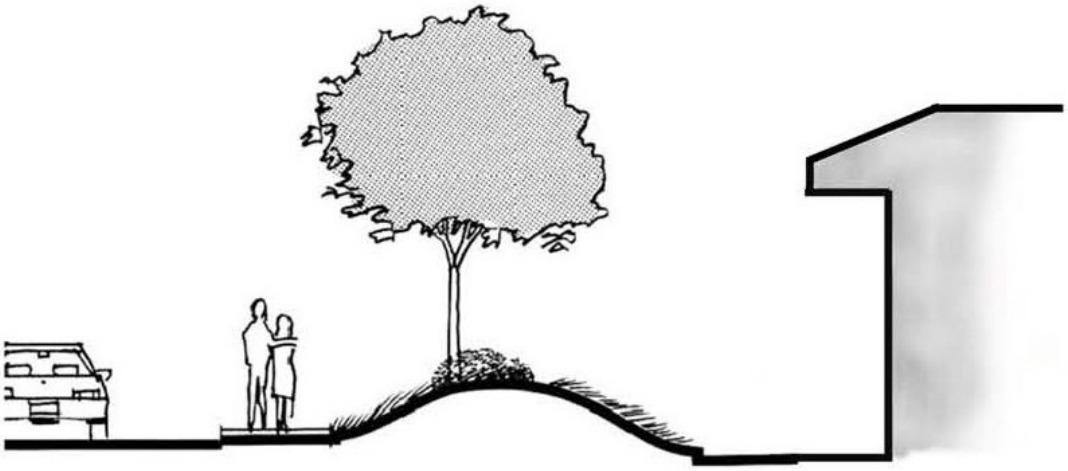
10.7.3.2 LANDSCAPING AND NATURAL FEATURES

A. Utilize more formal landscaping treatments in more densely developed (urban) areas and utilize more natural landscaping treatments in less dense (suburban) areas, as appropriate.

B. Achieve neighborhood identities by applying streetscape and landscape design, entry treatments, signage, and architectural detailing standards, in residential areas (reference: Streetscape Master Plan).

C. Incorporate setbacks and landscaped buffers for development along collector and arterial roadways to minimize the impacts from roadway noise, where appropriate.

Neighborhood entry with attractive use of landscaping, hardscape, and lighting

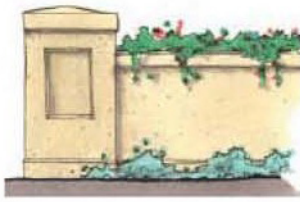


Setback and landscaped berm to buffer development along collector/arterial roadways

Distinctive landscaping and signage that is appealing from the public right-of-way

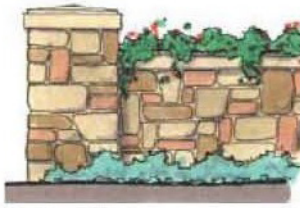
D. Ensure that landscaping along and adjacent to the public realm is well maintained and retains a natural appearance.

E. Encourage distinctive landscaping and signage that is aesthetically appealing from the public realm (reference: Streetscape Master Plan).



F. Encourage the use of landscaping on walls to soften and screen their visual appearance (reference: Streetscape Master Plan).

G. Increase the width of existing narrow parkway strips when the opportunity arises and encourage all new development and redevelopment projects to provide appropriately sized landscaped parkway strips (reference: Streetscape Master Plan).



Walls with appropriate landscaping

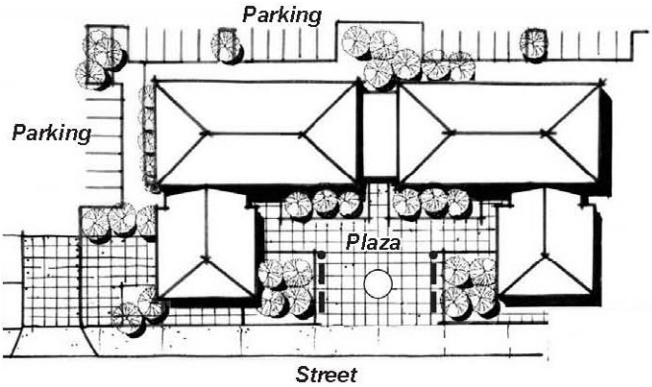
H. Preserve mature trees and vegetation, with special consideration given to the protection of groups of trees and associated undergrowth and specimen trees (reference: Heritage Tree Ordinance).

I. Preserve views of creeks, hillsides, skylines, or other natural or man-made landmarks during site planning of new developments, whenever feasible.

J. Integrate development with natural features and land forms.

10.7.3.3 GATHERING AND OPEN SPACE AREAS

A. Encourage gathering spaces and amenities such as mini plazas, courtyards, benches, seating, shade, trash receptacles, and water fountains, in commercial and office areas.



Buildings oriented around a central gathering space with landscaping

B. Design attractive gathering spaces with pedestrian amenities such as landscaping, benches, shade structures, fountains, public art, and attractive lighting.

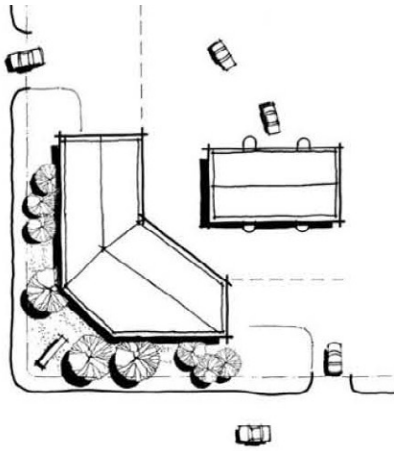
C. Encourage design treatments that enhance the attractiveness of the streetscape, public spaces, landscaped areas, and open space.

Attractive gathering/public spaces

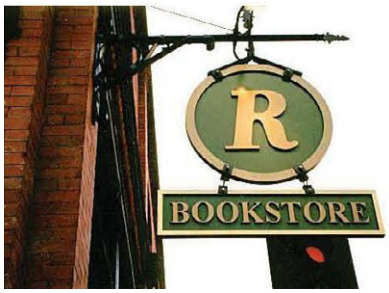
Figure 10-4: Character Sketch – Gathering Areas

10.7.3.4 SIGNAGE, LIGHTING, AND ART

A. Ensure that perimeter areas incorporate appropriate planting, lighting, and signage.



Appropriate planting and signage along perimeter area



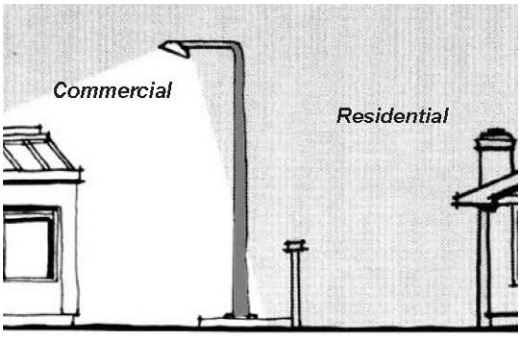
Appropriate signage with a positive visual contribution

B. Ensure that signs are constructed of high quality materials, are compatible with their surroundings, and make a positive visual contribution to the character of the community.

C. Provide signs that are oriented towards pedestrians, bicyclists and other alternative modes of transportation, where appropriate.

Public art in commercial developments in Dublin

D. Incorporate public art where feasible (reference: Public Art Master Plan).



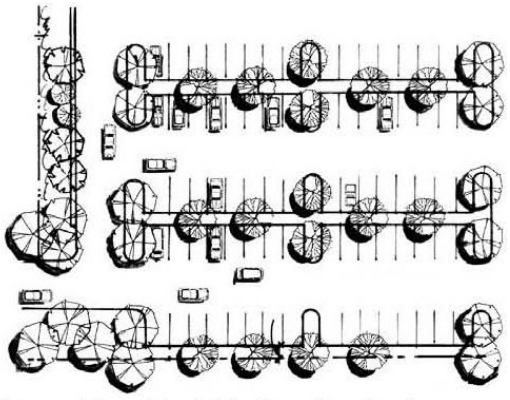
Downward lighting designed to minimize effect on adjacent uses and reduce night sky lighting

E. Design and locate outdoor lighting around buildings, in parking lots, and along streets that minimize the effects of glare on adjacent properties, particularly in residential areas.

10.7.3.5 PARKING AND CIRCULATION

A. Provide convenient but not visually dominating parking that incorporates extensive landscaping to provide shade, promote wayfinding, visually soften views from the street and surrounding properties, and reduce the heat island effect (generally characterized with large expanses of paved and under-landscaped surfaces).

B. Buffer and screen large expanses of parking areas from the street, where practical.



Appropriate parking lot design with extensive landscaping

C. Encourage the use of integrated circulation and parking facilities that are shared among surrounding properties.

D. Provide attractive and convenient bicycle parking (reference: Dublin Bicycle and Pedestrian Master Plan).

10.7.3.6 VILLAGES

Villages are unique areas in Dublin that have distinct identities, include a mix of land uses, encourage pedestrian activity and can serve as major transit hubs. Figure 10-5 identifies the locations of each Village.

The following policies apply to Villages.

A. Encourage compact development that integrates a variety of housing types and densities, commercial and industrial uses, community facilities, civic, and educational uses with an emphasis on pedestrian-friendly design.

B. Design Village locations to be compatible with the local environment including surrounding land uses and topography. Village designs should respect constraints, such as roadways, and environmental considerations.

Easily accessible village node

C. Provide a mixture of housing types, densities, and affordability in Villages that support a range of age and income groups.


Representative urban character of a village

D. Construct easily accessible activity nodes (commercial areas, community facilities, gathering areas, and public/private facilities).

E. Incorporate trails, pedestrian pathways, and street linkages to better unify the parts and elements of each Village.

F. Design streets and pedestrian pathways that are linked to transportation routes including buses and regional transit services.

G. Design Villages with strong edges to define their boundaries, such as major streets, signage, architecture, or landscaping.

H. Encourage Village size and development that promotes pedestrian mobility, permits a sufficient mixture of residential and public/private uses, and convenient commercial areas.

I. Foster a specific identity for each Village by applying special signage, unique design elements, public spaces, etc.

Figure 10-6: Character Sketch – Village

10.7.4 IMPLEMENTATION MEASURES

Design of the built form includes all of the following subcategories as discussed above (Site and Building Design, Landscaping and Natural Features, Gathering and Open Space Areas, Signage, Lighting, and Art, Parking and Circulation, and Villages). The following implementation measures apply to these subcategories:

A. Update the City's Sign Ordinance.

B. Institute a Design Awards Program to recognize new and remodeled projects of special quality.

C. Work with development applicants to create projects that more closely relate to and reinforce the unique character of Dublin consistent with the intent of this Community Design and Sustainability Element.

D. Work with PG&E or other appropriate organizations to underground new and existing utility cabinets, overhead wiring, and other related equipment, whenever feasible.

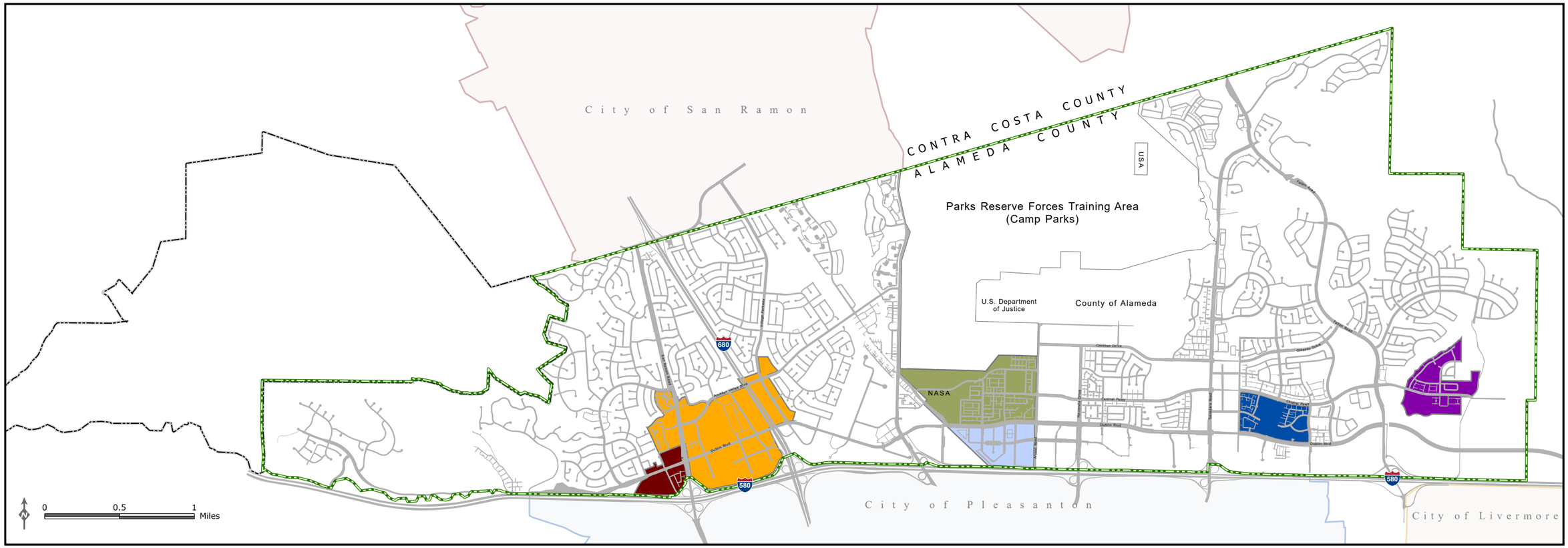
E. Develop design guidelines for light industrial areas that are not within a Specific Plan or Planned Development Zoning District and that do not have existing design guidelines.

F. Periodically update the Streetscape Master Plan.

G. Schedule the maintenance and replacement of public improvements, such as pavement and streetlights, commensurate in quality and appearance to those in more recently constructed neighborhoods, when redevelopment occurs and where feasible.

DUBLIN GENERAL PLAN
VILLAGES

(Figure 10-5)
November 15, 2022



- Camp Parks Exchange Areas
- Downtown Dublin
- Dublin Ranch Town Center
- Dublin Village Historic Area
- Fallon Village Center
- Transit Center
- City of Dublin
- Streets
- Sphere of Influence

H. Implement the Streetscape Master Plan, Dublin Bicycle and Pedestrian Master Plan, Public Art Ordinance, Heritage Tree Ordinance, the Eastern Dublin Scenic Corridor Policies and Standards, and all Specific Plans.

I. Review development using Planned Development Regulations and/or Site Development Review.

J. Support and maintain the City's industrial land uses as an important aspect of the community, in industrial areas.

K. Implement the Dublin Crossing Specific Plan, which has been created to incorporate many policies and guidelines from the Community Design and Sustainability Element.

10.8 ENCOURAGING SUSTAINABLE NEIGHBORHOOD DESIGN AND CREATING CONNECTIONS AND LINKAGES

Connections and linkages are what unify the villages, residential neighborhoods, commercial and industrial areas, and various developments within each neighborhood. Dublin includes a variety of connections and linkages for pedestrians, bicyclists, and motorists. These provide connections within and between properties and the public right-of-way including streets, sidewalks, trails, etc. Some connections and linkages have design and landscaping patterns unique to that corridor, while others have a design and landscaping pattern unique to the type of connection (i.e. sidewalk or freeway).

How a village, district, or neighborhood is laid out can have a big impact on whether the area is comfortable for pedestrians and cyclists, and it can be a determinant of how much time people spend outdoors and how they choose to circulate around the area. New development in Dublin:

- Includes neighborhoods with a robust network of internal streets and good connections to surrounding neighborhoods where pedestrians, bicyclists, and drivers can move efficiently and safely.
- Promotes walking and cycling by providing safe, appealing, and comfortable street environments that support public health by reducing pedestrian injuries and encouraging daily physical activity.
- Aides in the improvement of resident's physical and mental health and social capital by providing a variety of open spaces (public and private) close to work and home to facilitate neighborhood connectivity, social networking, civic engagement, physical activity, and time spent outdoors.

Compliance with Section 10.8 (Encouraging Sustainable Neighborhood Design and Creating Connections and Linkages) is required only for the following types of projects:

- New General Plan and Specific Plan Amendments, new Specific Plans;
- Annexations;
- New Stage 1 and/or Stage 2 Planned Development Rezones;
- Rezoning applications; and

- Any subdivision of property or other new development that creates new streets (without changing the applicable land use designation) would need to comply only with those goals, policies, and implementation measures contained in Sections 10.8.1 to 10.8.4 (Street Patterns and Design).

10.8.1 INTENT: STREET PATTERNS AND DESIGN

Create connections and linkages throughout the various areas of Dublin and within and between properties and the public right-of-way. These connections and linkages should be provided for a variety of users, including pedestrians, bicyclists, transit riders, and motorists and should ensure safe and easy travel between key destinations, including residential, civic/public, and commercial spaces.

10.8.2 GOAL: STREET PATTERNS AND DESIGN

Establish Connections and Linkages throughout the City by promoting transportation efficiency, reducing vehicle miles traveled (VMT), enabling easier non-vehicular circulation, and promoting walking and cycling.

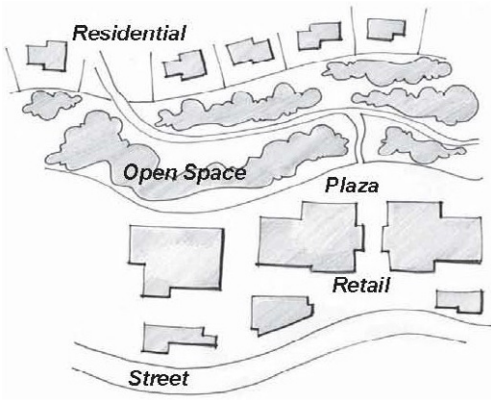
10.8.3 POLICIES: STREET PATTERNS AND DESIGN

Tassajara Creek Trail

Attractive pedestrian pathway through parking lot

A. Provide safe, visually pleasing, and comfortable pedestrian and bicycle connections between destinations within a project area by providing wide multi-use paths, generous sidewalks, and dedicated bicycle lanes on Class I and II Collector and Arterial streets.

B. Provide clear, identifiable, and ample pedestrian and bicycle pathways that connect sidewalks, parking areas, building entrances, trails and other site features by using wayfinding techniques such as signage, landscaping, hardscape, and prominent building entrances, where feasible (reference: Dublin Bicycle and Pedestrian Master Plan).



Pedestrian pathway inter-connecting with adjacent land use

Meandering pedestrian pathway with pedestrian bollard lighting

C. Provide a continuous and ample network of pedestrian and bicycle routes within a project area and logical connections to the exterior of the project area and thereby create safe routes of travel to transit facilities, public gathering spaces, trails, parks, community centers, schools, City villages, gateways and entries (reference: Dublin Bicycle and Pedestrian Master Plan).

D. Connect closed streets (e.g. cul-de-sacs) within a neighborhood for pedestrian and bicycle access.

E. Ensure that sidewalks, pedestrian and bicycle pathways, and trails are furnished with appropriate pedestrian amenities such as lighting, signage, trash receptacles, etc., where appropriate (reference: Streetscape Master Plan, Dublin Bicycle and Pedestrian Master Plan.

F. Provide increased connectivity to the nearest BART station for pedestrians and cyclists from development projects within one-half mile of the station.

10.8.4 IMPLEMENTATION MEASURES: STREET PATTERNS AND DESIGN

A. Implement the Streetscape Master Plan and the Dublin Bicycle and Pedestrian Master Plan.

B. Review development through the Planned Development Regulations and/or the Site Development Review process for measures that achieve the above goals and policies.

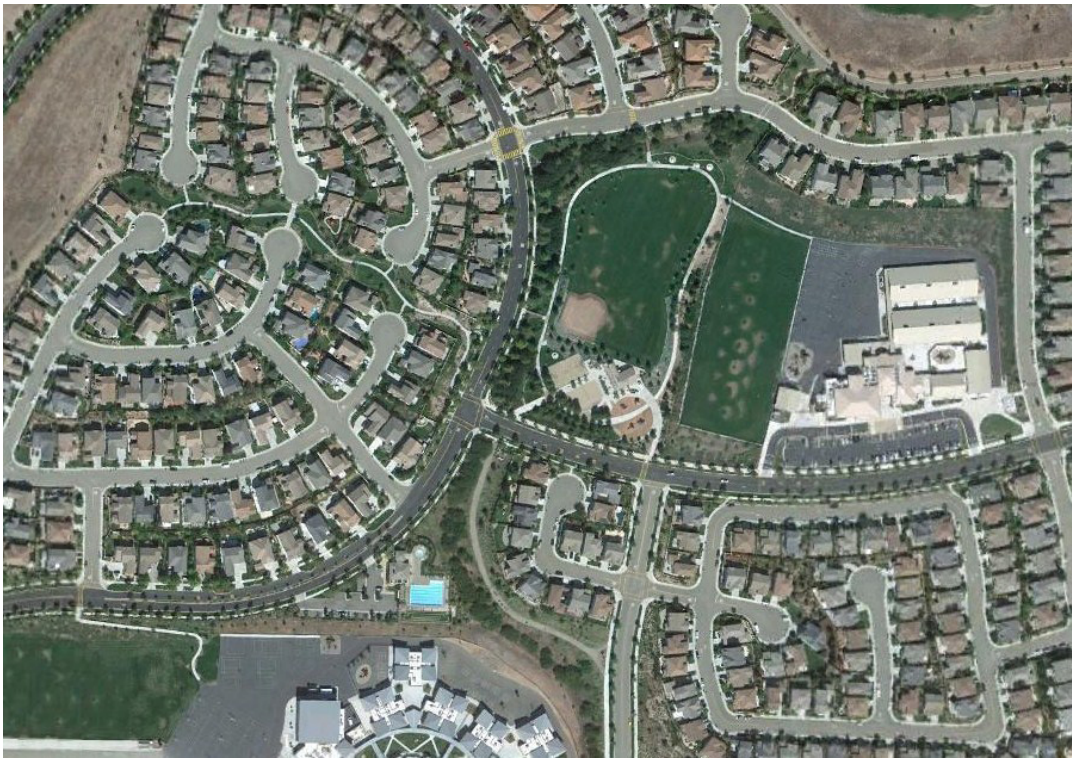
C. Review new street design and layout for conformance with the following street standards (unless alternative design methods are proposed that will achieve the above "Street Patterns and Design" goals and policies):

1. No closed cul-de-sacs. New residential cul-de-sacs should have a cut-through at the end that is accessible to pedestrians and cyclists. The cul-de-sac can open to another cul-de-sac, another street, or a park, trail, or open space area. All

cut-throughs should ensure compliance with "Crime Prevention Through Environmental Design (CPTED)" principles and accessibility for public safety vehicles.

2. New residential collector streets should have a minimum 5' wide sidewalk or multi-use path, 4' parkway strip with street trees at intervals averaging no more than 40 feet, and a bike lane that is separate from on-street parking and travel lanes.
3. New non-residential Class I and Class II collector streets should have a minimum 8' wide sidewalk or multi-use path, 4' parkway strip with street trees at intervals averaging no more than 40 feet, a bike lane that is separate from on-street parking and travel lanes, and a raised median.
4. New arterial streets should have a minimum 10' wide sidewalk or multi-use path, generous parkway strip with street trees at intervals averaging no more than 40 feet, a bike lane that is separate from on-street parking and travel lanes, and a raised median.
5. All streets at the perimeter of a school site should have a minimum 10' wide sidewalk or multi-use path, 4' parkway strip with street trees at intervals averaging no more than 40 feet, and a bike lane that is separate from on-street parking and travel lanes, regardless of the street type.
6. In areas of residential development, intersections should occur every 600' on average and at 800' maximum. Non-vehicular intersections (e.g. separated pedestrian/ bicycle paths or trails) may count towards fulfilling these average and maximum requirements.

D. A pedestrian and bicycle accessibility plan shall be provided for new neighborhoods. The plan should illustrate the continuous pedestrian and bicycle connections throughout the project site, highlighting the connections to school sites, public spaces, and civic/semi-public uses in particular.



E. Allow for bus turnout lanes at new school sites to encourage the use of public transit.

F. Create a transportation network map.

10.8.5 INTENT: LAND USE PATTERNS AND DESIGN

Create neighborhoods with generous open spaces (both public and private) located close to the places people live and work. Create opportunities for residents to live near transit by establishing a minimum standard of residential density for sites in close proximity to BART

10.8.6 GOAL: LAND USE PATTERNS AND DESIGN

Provide a variety of open spaces close to residences and businesses and improve access to transit

10.8.7 POLICIES: LAND USE PATTERNS AND DESIGN

A. Locate open spaces in close proximity to residents and businesses.

B. Establish a minimum density requirement for residential development in the vicinity of a regional transit station (e.g. BART).

C. Establish supportive facilities for a regional transit station (e.g. BART) in large residential neighborhoods to facilitate pedestrian and cyclist access to transit.

10.8.8 IMPLEMENTATION MEASURES: LAND USE PATTERNS AND DESIGN

A. Review new neighborhood design and layout for conformance with the following standards (unless alternative design methods are proposed that will achieve the above "Land Use Patterns and Design" goals and policies):

   1. Design neighborhoods so that a park, civic, semi-public, or publicly-accessible passive-use space, at least ½ acre in size, lies within a ¼ mile walk distance of 75% of planned and existing residences and commercial businesses. The space can be either a public park (in compliance with the Parks and Recreation Master Plan) or privately-owned, as long as it is accessible to the general public.

   2. Design neighborhoods so that a park, civic, semi-public, or publicly-accessible recreational facility at least one acre in size with either indoor or outdoor recreational amenities, lies within a ½-mile walk distance of 75% of planned and existing residences and commercial businesses. Recreational facilities must include some physical improvements and may include "tot lots," swimming pools, sports fields, community buildings or recreation centers, or can be any public park. The recreational facility can be either a public park (if it is in compliance with the Parks and Recreation Master Plan) or privately-owned, as long as it is accessible to the general public. It can be a facility that charges a fee for use.

B. For all residential uses within ¼ mile of a BART station, 25 units per net acre is the minimum density goal, and for all residential uses within ½ mile of a BART station, 10 units per net acre is the minimum density goal. Higher densities within ½ mile of a regional transit station are encouraged.

C. Identify a "Transit Hub" in any new neighborhood that has 500+ residential units and is located more than one mile from a regional transit station. A Transit Hub would be a central location in the project where pedestrian trails, bike lanes, and streets converge at a central transit stop. If bus service is to be provided to the project area, the Transit Hub would be the location to put the bus stop, bicycle parking, and bus shelter. There is no minimum size for a Transit Hub and its ideal location is adjacent to an open space, park, or public/civic facility.

10.8.9 INTENT: ACCESS TO SCHOOLS

Create neighborhoods that benefit from well-located and easily-accessible school sites by locating schools on safe, yet connected thoroughfares and by minimizing the distance from school sites for the maximum number of likely students (e.g. adjacent to attached and detached single family homes)

10.8.10 GOAL: ACCESS TO SCHOOLS

Integrate schools safely and effectively into the neighborhood street and land use pattern.

10.8.11 POLICIES: ACCESS TO SCHOOLS

A. New school sites shall be chosen for maximum safety and accessibility for students.

10.8.12 IMPLEMENTATION MEASURES: ACCESS TO SCHOOLS

A. School sites shall be located and designed for accessibility to the maximum number of likely students. Although frontage on two streets is needed, school sites are ideally not located at the intersection of two Class I collector streets, and the site must be designed and located so that pedestrians and cyclists can easily reach the site via safe bike lanes, multi-use paths, and sidewalks.

B. Design a neighborhood such that at least 50% of any attached and detached single-family residential units are within a ½ mile walking distance of any new elementary or middle school site on the project site.

C. For projects that do not involve the creation of a new school site, locate attached and detached single-family residential units in areas within the project that facilitates the most direct walking route to existing school site(s). Streets within and/or bordering the project area that lead from new dwelling units to an existing school site (or dedicated future school site) should be designed to have a complete network of multi-use paths or sidewalks on at least one side and either bicycle lanes or traffic control and/or calming measures.

10.9 SUSTAINABILITY

As the global population continues to grow and natural resources continue to diminish, cities are implementing a variety of sustainability measures to preserve resources and maintain a healthy

quality of life for future generations. Sustainable development is generally defined as development that meets the needs of present generations without compromising the ability of future generations to meet their needs. Dublin has already taken measures to encourage sustainable development and as time moves on, the City will continue to raise the standards for quality and sustainable development.

Sustainable development and good community design are key components that can work together and complement each other to create livable cities. Sustainable design measures should play an integral role in all future development and redevelopment efforts within the City.

10.9.1 INTENT

The City wants to promote community design that incorporates principles of sustainability and create a livable community that future generations will be able to enjoy.

10.9.2 GOAL

Encourage sustainability to provide a high quality of life and to preserve resources and opportunities for future generations.

10.9.3 POLICIES

A. Design sustainable measures to be an integrated and attractive element of community design.

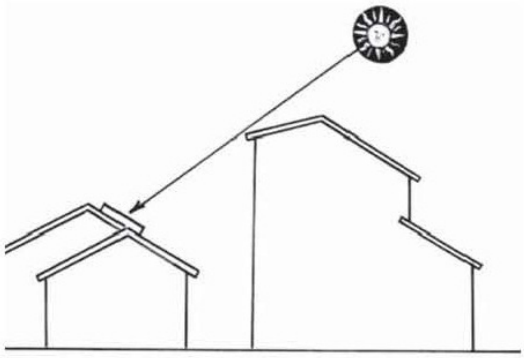
B. Promote sustainable communities as good places to live that offer social, environmental, and economic opportunities for the people of Dublin.

C. Consider environmentally sensitive and energy-efficient building siting, which minimize impacts from wind, provides shade, reduces stormwater runoff, and maximizes opportunities for passive solar design, where feasible.

D. Encourage transit-oriented development adjacent to BART stations and major arterials.

E. Promote walking and bicycling through site and building design.

Roof with solar panel roof tiles that incorporates sustainability and attractive design



Residential buildings incorporating solar collectors on roofs

F. Encourage alternative modes of transportation by providing priority parking for carpool and alternative energy vehicles, bicycle racks/lockers, showers for employees, and easy access to adjacent regional trails and transit stops.

Parking stalls with electric vehicle service

G. Protect the biodiversity of the natural environment.

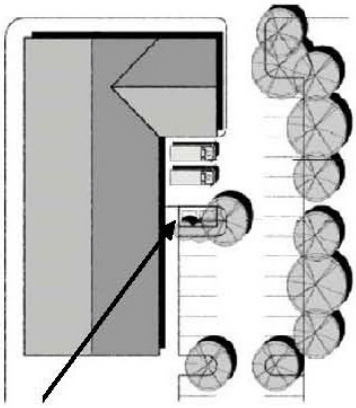
H. Encourage the use of native and/or drought tolerant plant species, hydrozoning (locating species according to water needs), xeriscaping (landscaping that does not require supplemental irrigation), drip irrigation systems that use recycled water and moisture sensors, and pesticide free landscaping.

I. Design water features to minimize water loss.

J. Incorporate measures to minimize the effects of night sky lighting by encouraging the use of downward facing light fixtures.

K. Encourage development features that minimize the use of non-renewable energy consumption (i.e. material reuse, natural lighting and ventilation, etc.).

L. Encourage public art projects that utilize a variety of materials including sustainable and/or renewable products (Reference: Public Art Master Plan).



Conveniently located recycling and green waste facilities

M. Encourage the renovation and reuse of existing buildings.

N. Design and construct buildings and development for longevity and potential reuse.

O. Incorporate recycling and green waste containers into the design of sites and integrate into buildings where feasible.

P. Encourage the use of roof gardens to collect storm water and reduce heat island effect.

Example of roof garden

Q. Design prominent buildings to demonstrate environmental awareness.

R. Design landscaping to create comfortable microclimates, provide shade to buildings, and reduce the heat island effect (generally caused by large expanses of paved and unlandscaped areas).

Parking lots with bioswales (bioretention)

Landscaping that creates a comfortable microclimate for pedestrians

S. Incorporate features to reduce the impact of development such as bioretention, permeable pavement, etc. that use natural and engineered infiltration and storage techniques to control storm water runoff, where feasible.

T. Encourage development of underutilized lots.

10.9.4 IMPLEMENTATION MEASURES

A. Facilitate environmental and energy-efficient design guidelines that promote good design for new construction.

B. Consider adopting an ordinance to minimize the adverse impacts of nighttime lighting and glare, and meet security standards.

C. Encourage development that incorporates measures from the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) or other similar sustainable design programs.

D. Develop and implement a mandatory green building self-certification program as part of the Building Permit process.

E. Develop a program to encourage the installation of attractive solar panels.

F. Develop a program to add trees to existing surface parking lots.

G. Review the existing Landscape and Fencing Regulations to determine if appropriate to include additional sustainable landscape standards and parking lot shade requirements.

H. Investigate modifications to the Building Code to require integrated, comprehensive, and well-designed sustainable building practices (i.e. water and energy efficiency, resource allocations, and site planning).

J. Implement the Dublin Bicycle and Pedestrian Master Plan and the Public Art Ordinance.

K. Review development through the Planned Development Regulations and/or Site Development Review process.