DOWNTOWN DUBLIN
SPECIFIC PLAN

July 2020

Adopted 2/1/2011, City Council Resolutions 08-11 and 09-11
Amended 5/6/2014, City Council Resolutions 49-14 and 50-14
Amended 10/7/2014, City Council Resolution 170-14
Amended 12/3/2019, City Council Resolution 126-19
Amended 7/21/2020, City Council Resolution 79-20

RBF CONSULTING

DOWNTOWN DUBLIN SPECIFIC PLAN

CITY OF DUBLIN

City Council

Tim Sbranti, Mayor
Kasie Hildenbrand, Vice Mayor
Don Biddle
Kevin Hart
Kate Ann Scholz

Planning Commission

Alan Brown
Morgan King
Bill Schaub
Eric Swalwell
Doreen Wehrenberg

City Staff

Joni Pattillo, City Manager
Chris Foss, Assistant City Manager
Jeri Ram, Community Development Director
Jeff Baker, Planning Manager
Kristi Bascom, Principal Planner
Erica Fraser, Senior Planner
Mark Lander, City Engineer
Jaimee Bourgeois, Traffic Engineer

Consultants

RBF Consulting
Keyser Marston & Associates

VISION

Downtown Dublin will be a vibrant and dynamic commercial and mixed-use center that provides a wide array of opportunities for shopping, services, dining, working, living and entertainment in a pedestrian-friendly and aesthetically pleasing setting that attracts both local and regional residents.

VISION III

INTRODUCTION 1

1.1 Purpose and Intent 2
1.2 Specific Plan Area 2
1.3 The Planning Process 5
1.4 Statutory Requirements of a Specific Plan 6
1.5 CEQA Compliance 6
1.6 Relationship to Existing Plans, Policies and Regulations 7
1.7 Figures and Images 7
1.8 User's Guide 8

SITE AND CONTEXT 9

2.1 Setting and Background 10
2.2 Existing Conditions 11
2.3 Visual Character and Urban Design 32

LAND USE AND DEVELOPMENT PLAN 39

3.1 Introduction 40
3.2 Land Use Framework 40
3.3 Guiding Principles 40
3.4 Land Use Designations 42
3.5 Future Development Assumptions 45

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES 49

4.1 Retail District Development Standards 50
4.2 Transit-Oriented District Development Standards 59
4.3 Village Parkway District Development Standards 68
4.4 Design Guidelines 77

MOBILITY AND INFRASTRUCTURE PLAN 113

5.1 Vehicular Circulation 114
5.2 Pedestrian and Bicycle Circulation 114
5.3 Public Transit 115
5.4 West Dublin/Pleasanton BART Station Access 117
5.5 Infrastructure 118

IMPLEMENTATION AND ADMINISTRATION .119

6.1 Purpose and Intent 120
6.2 Public Facilities and Infrastructure Funding Mechanism 120
6.3 Development Review Process 120
6.4 Development Pool and Community Benefit Program 120
6.5 Specific Plan Amendments 122
6.6 Nonconformities 122
6.7 Severability 122
6.8 Interpretation 123
6.9 Future Implementation 123

List of Figures

Figure 1-1: Specific Plan Area ... 3
Figure 1-2: Parcel Map ... 4
Figure 2-1: Project Setting ... 13
Figure 2-2: General Plan Land Use Designations ... 14
Figure 2-3: Previous Specific Plans ... 16
Figure 2-4: Vehicular Circulation ... 19
Figure 2-5: Off-Street Parking ... 22
Figure 2-6: Pedestrian Circulation ... 24
Figure 2-7: Bicycle Circulation ... 25
Figure 2-8: Transit Routes ... 26
Figure 2-9: Potable Water System ... 28
Figure 2-10: Sanitary Sewer System ... 29
Figure 2-11: Storm Drain System ... 31
Figure 2-12: FEMA Flood Zone ... 32
Figure 2-13: Block Structure ... 34
Figure 2-14: Parcel Size & Building Footprint ... 35
Figure 3-1: Downtown Dublin Specific Plan Districts ... 41
Figure 4-1: Retail District Location ... 50
Figure 4-2: Downtown Dublin Preferred Vision Town Square and Street Grid ... 501
Figure 4-3: Examples of Lot Size and Building Placements in the Retail District ... 52
Figure 4-4: Examples of Site Access in the Retail District ... 53
Figure 4-5: Transit-Oriented District Location ... 59
Figure 4-6: Examples of Lot Size and Building Placement in the Transit-Oriented District ... 61
Figure 4-7: Examples of Site Access in the Transit-Oriented District ... 62
Figure 4-8: Village Parkway District Location ... 68
Figure 4-9: Examples of Lot Size and Building Placement in the Village Parkway District ... 70
Figure 4-10: Examples of Site Access in the Village Parkway District ... 71
Figure 5-1: Saint Patrick Way ... 116

List of Tables

Table 2-1: Summary of Previous Specific Plans Development Capacity[1] ... 18
Table 3-1: Land Uses ... 43
Table 3-2: Summary of Project Market Demand (though 2025) ... 46
Table 3-3: Base and Maximum FAR Per District ... 47
Table 3-4: Net New Development ... 48
Table 6-1: Development Pool ... 121

1

INTRODUCTION

This chapter establishes the purpose and intent of this Specific Plan, its location and relationship to other plans and policies, the planning process, and includes a user's guide.

1.1 Purpose and Intent

Five Specific Plans were previously applied within Downtown Dublin. Collectively, these plans allowed for the additional development of nearly 3.2 million square feet of non-residential development, 740 dwelling units, and 150 hotel rooms. Since 2000, when a majority of these plans were adopted, 258,734 square feet of non-residential development and 54 residential units had been constructed, and 617 residential units were entitled but not yet constructed.

This Downtown Dublin Specific Plan (also referenced as "DDSP", "Downtown Dublin", or "Specific Plan Area") replaces and combines five existing Specific Plans (SP), namely, the Downtown Core SP, the Dublin Downtown Plan SP, a portion of the San Ramon Road SP, the Village Parkway SP, and the West Dublin BART SP.

This DDSP focuses on strengthening the development standards and design guidelines and providing greater direction as to future land uses, particularly in the transit-oriented area south of Dublin Boulevard. Specifically, transit-oriented developments are encouraged within walking distance of the West Dublin/Pleasanton Bay Area Rapid Transit (BART) Station.

At present, Downtown Dublin largely functions as a regional retail area comprised of a number of large-format "power centers" with ancillary smaller specialty retail sales and services. These retailers (such as Target, Ross, and Marshalls) represent a unique niche in the regional marketplace and attract patrons from the entire Tri-Valley region consisting of the Amador, Livermore, and San Ramon Valleys, which includes the cities of Dublin, Pleasanton, Livermore, San Ramon, and Danville. This Specific Plan encourages new development and improvements to existing developments to create a more walkable, urban environment and to enhance the City's tax base.

Downtown Dublin generally consists of large block sizes, wide and busy roadways, large building footprints, and expansive parking lots, which foster an environment dominated by automobiles. Opportunities exist to create a more urban character that enhances the environment for pedestrians, bicyclists, and transit riders. Design guidelines and standards would create a more cohesive built environment and generally improve the character of Downtown Dublin.

Financially, Downtown Dublin constitutes a very important source of tax revenues for the City's General Fund. Based on findings presented in the Focused Market Study (Keyser Marston & Associates, 2009), there does not appear to be a strong enough market to significantly expand these revenue sources, particularly in the comparison retail and office markets, and there are only limited opportunities in the convenience retail and hotel markets. Opportunity does exist for future downtown residential development to incorporate the concept of an in-town, transit-oriented urban village associated with the new West Dublin/Pleasanton BART Station.

A set of guiding principles are included to help prioritize the direction and development strategy for Downtown Dublin as a whole, and within the three proposed sub-areas (see Section 3.3: Guiding Principles). These guiding principles address issues associated with the retention and enhancement of existing retail uses, improving the aesthetic quality, and promoting transit-oriented development.

1.2 Specific Plan Area

The DDSP area is 284 acres in size. Figure 1-1: Specific Plan Area shows the boundaries of the Specific Plan Area and Figure 1-2: Parcel Map shows the existing parcels. The Specific Plan 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. There are, however, some partial boundary limits that extend beyond these roadways, most notably for a portion of San Ramon Road, a portion of Amador Valley Boulevard, and all of Village Parkway is within the Specific Plan Area.

Predominant existing land uses in the Specific Plan Area include regional-serving retail, restaurant, and commercial services. Exceptions include some limited light industrial business along Village Parkway, auto sales/service businesses south of Dublin Boulevard, offices, and a senior housing development and senior center just south of Amador Valley Boulevard (north of the existing Target store).

Figure 1-1: Specific Plan Area

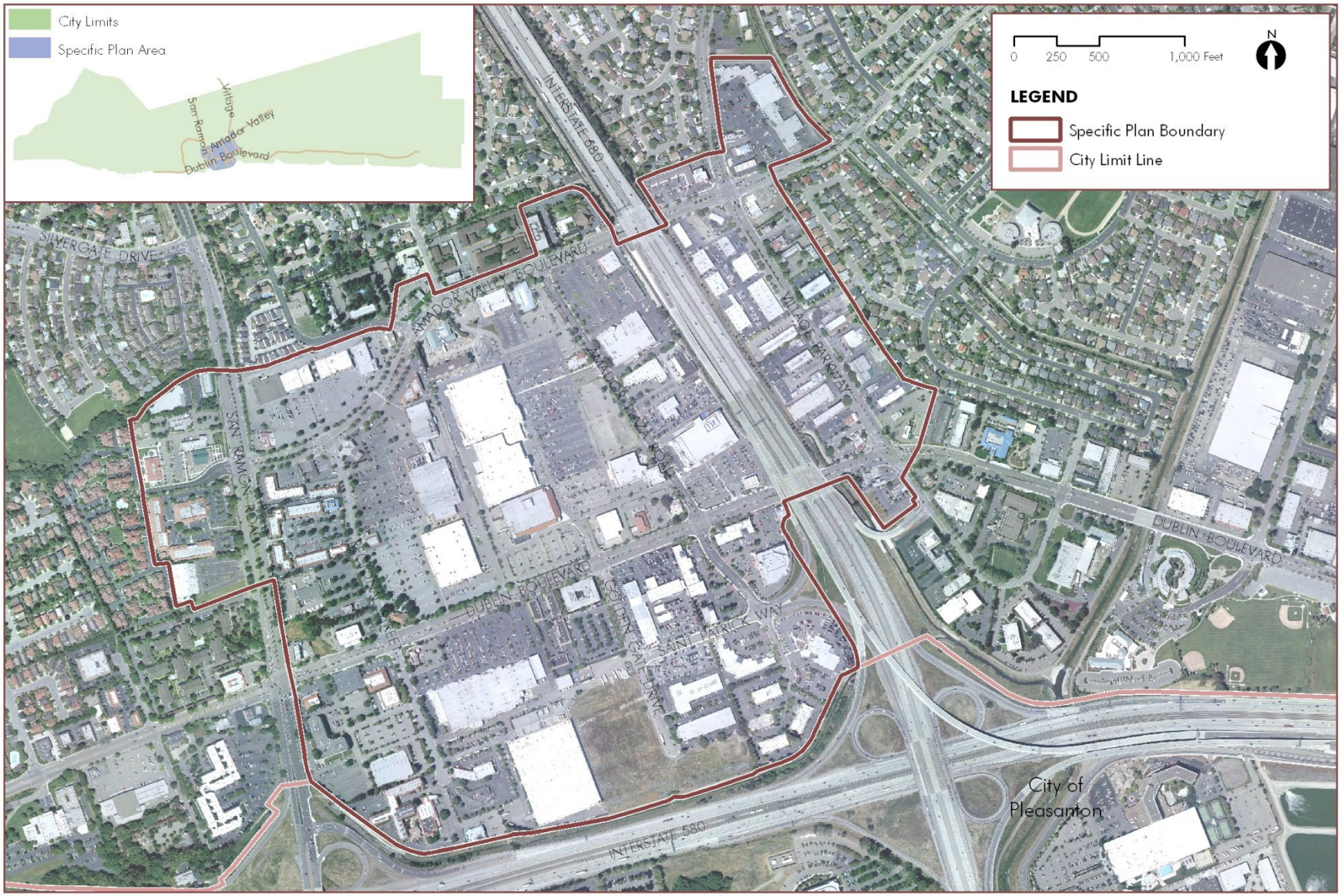
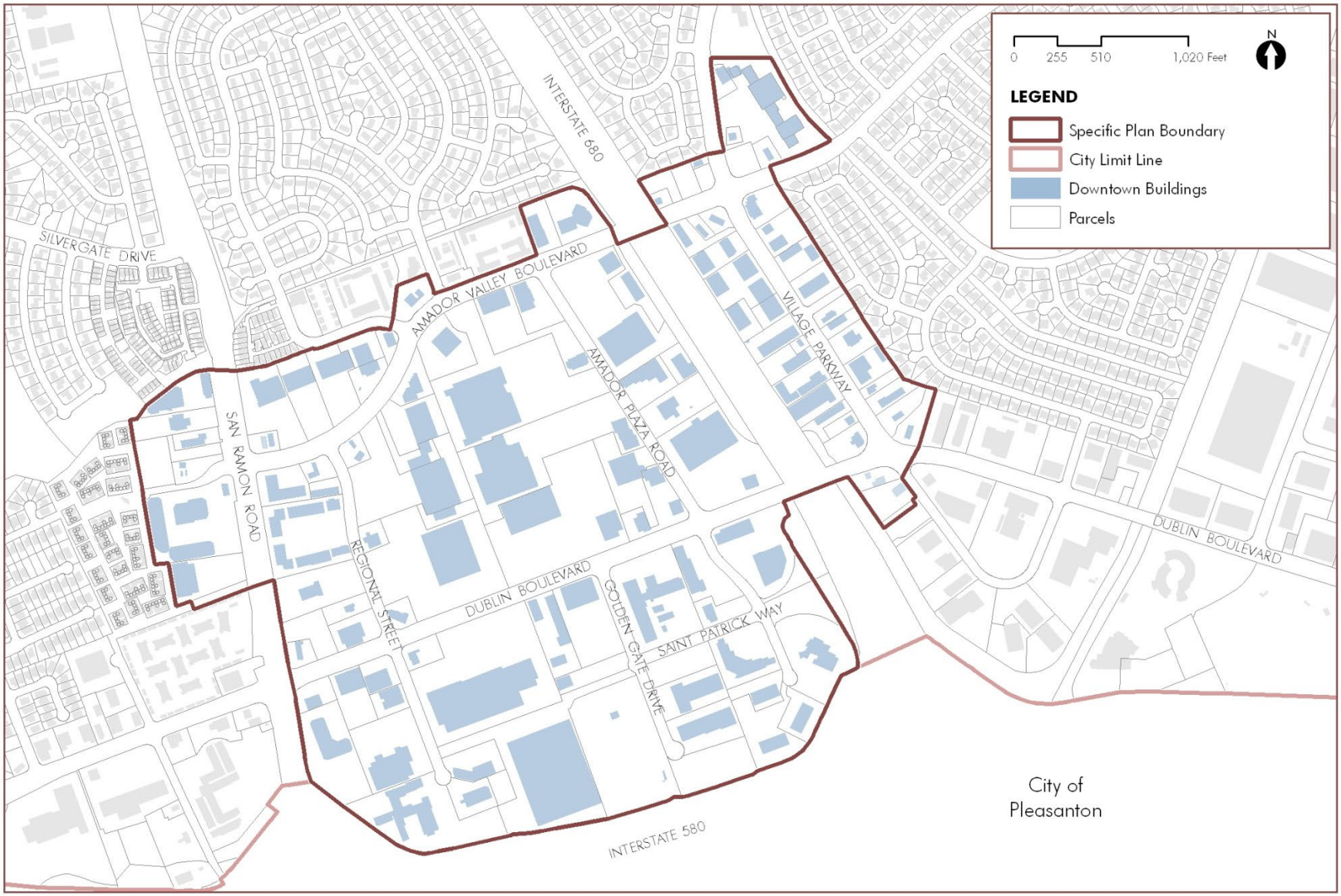


Figure 1-2: Parcel Map



1.3 The Planning Process

The planning process undertaken as part of the preparation of this Specific Plan involved substantial outreach with the public and stakeholders (land owners, business owners, etc.) as well as joint and separate meetings with both the City Council and Planning Commission. This included:

- Walking site tours of the Specific Plan Area
- Extensive one-on-one stakeholder interviews
- Development of a Draft and Final Opportunities, Issues, & Strategies Report (RBF Consulting, 2009)
- City Council/Planning Commission study sessions
- Public review meetings of the Draft Specific Plan and EIR
- Community workshop
- Online surveys

1.4 Statutory Requirements of a Specific Plan

Under California Law (Government Code Section 65450 et seq.) cities and counties may prepare specific plans to develop policies, programs, and regulations to implement the jurisdictions adopted general plan. A specific plan frequently serves as a bridge between the general plan and individual development master plans and planned unit developments, or other large development projects.

1.4.1 Required Contents

This Specific Plan has been prepared in accordance with the requirements of California Government Code Section 65451. As prescribed by law, the Plan includes text and diagrams that generally describe the following:

- The distribution, location and extent of all land uses, including open space.
- The proposed distribution, location, extent and intensity of major components of public infrastructure, such as transportation and drainage systems.
- The standards and criteria by which development will proceed.
- A program of implementation measures, such as financing measures, policy and regulations and public works projects.

California law also requires a specific plan to be consistent with a City's General Plan, and that findings regarding consistency be included in the specific plan itself.

1.4.2 Findings of Consistency with the General Plan

Although an amendment to the City's General Plan will be necessary to allow for the implementation of the Specific Plan, the recommendations and objectives of the Downtown Dublin Specific Plan are consistent with the broad goals of the Dublin General Plan.

The guiding policy for Downtown Dublin, as stated in the General Plan, is to intensify uses in the Downtown Dublin area and provide opportunities for housing and transit-oriented uses near the transit center and facilities.

A series of implementing policies are established in the General Plan, including:

- Allowing development within the mixed use land use designations to include a combination of medium to high density residential housing and at least one non-residential land use (such as office or retail).
- Designating a Downtown Intensification Area on the General Plan Land Use Map.
- Providing a BART station in Downtown Dublin that will serve customers and workers with and without cars, and to add offices and multi-family dwellings within walking distance.
- Encouraging mid-rise office/multi-family buildings and parking structures with ground floor retail space, and creating store-lined pedestrian connections between existing shopping centers.
- Making Downtown Dublin more understandable to the first-time visitor by installing standardized identification signs and directories.

1.5 CEQA Compliance

The Downtown Dublin Specific Plan has been adopted in compliance with the requirements of the California Environmental Quality Act (CEQA). Pursuant to State and Local CEQA Guidelines the City determined that the Downtown Dublin Specific Plan could create significant environmental impacts, and therefore, an Environmental Impact Report (EIR) was prepared in conjunction with preparation of this Specific Plan.

The Downtown Dublin Specific Plan EIR (State Clearinghouse Number 2010022005) is a Program EIR. As directed by the City of Dublin and in accordance with CEQA, the EIR includes an introduction, project description, description of existing environmental conditions, an assessment of environmental impacts, mitigation measures, and analysis of plan alternatives.

1.6 Relationship to Existing Plans, Policies and Regulations

Throughout this Specific Plan, there are a number of existing plans, policies and regulations that support and clarify the intent and recommendations identified in this Specific Plan. These include, but are not limited to, the following:

1.6.1 City of Dublin General Plan

The General Plan is the highest-level policy document for the entire City of Dublin. The General Plan serves as an "umbrella" over other policies and policy documents; all of which are required to be consistent with the General Plan. State law requires all general plans include a minimum of seven elements (land use, circulation, open space, conservation, noise, safety, and housing). A General Plan amendment will be required to ensure that this Specific Plan is consistent with elements of the City's General Plan.

1.6.2 City of Dublin Streetscape Plan

The requirements within the Streetscape Plan shall continue to apply for areas within the Specific Plan Area. This Specific Plan is not intended to be in conflict with nor replace the Streetscape Master Plan.

1.6.3 City of Dublin Bikeways Master Plan

The requirements within the Dublin Bicycle and Pedestrian Master Plan shall continue to apply to areas within the Specific Plan area. This Specific Plan is not intended to be in conflict with nor replace the Dublin Bicycle and Pedestrian Master Plan.

1.6.4 City of Dublin Public Art Master Plan

The requirements within the Public Art Master Plan shall continue to apply for areas within the Specific Plan Area. This Specific Plan is not intended to be in conflict with nor replace the Public Art Master Plan and Public Art Program (Chapter 8.58 of the Zoning Ordinance).

1.6.5 City of Dublin Zoning Ordinance

The Zoning Ordinance will be amended as an implementation measure of this Specific Plan to create a Downtown Dublin Specific Plan Zoning District. The new Zoning District will replace the existing zoning standards adopted for this area. Where a conflict occurs between this Specific Plan and the Zoning Ordinance, the standards in this Specific Plan shall supersede the standards and regulations in the Zoning Ordinance. Development standards and land use requirements not specifically addressed in this Specific Plan or in the new Zoning District shall be subject to the regulations of the Zoning Ordinance.

1.6.6 City of Dublin Green Building Ordinance

Chapter 7.94 Green Building was adopted by the Dublin City Council to enhance public health and welfare by encouraging green building measures in the design, construction and maintenance of buildings. The green building practices are intended to achieve the following goals:

- Encourage the conservation of natural resources;
- Increase energy efficiency and lower energy usage;
- Reduce operating and maintenance costs for residential buildings; and
- Promote a healthier indoor environment.

In conjunction with Site Development Review (SDR) of any project subject to the Green Building Ordinance, the applicant is required to submit documentation (including a checklist) demonstrating compliance with the Green Building Ordinance.

1.7 Figures and Images

Figures and images are used liberally throughout this document, especially in Chapter 4: Design Standards and Guidelines. These figures and images are intended for illustrative purposes only. Specific development standards, regulations, and guidelines contained in this document are the controlling language for the purposes of the development regulation. If a figure or image is in conflict with the controlling regulation, the regulation shall rule and the diagram shall be updated by the Community Development Director to prevent future confusion. Such updates do not require a Specific Plan amendment.

1.8 User's Guide

The Downtown Dublin Specific Plan is designed to meet the needs of many users, including property owners, merchants, architects, designers, building contractors, City staff, residents, investors, developers, and other interested organizations and persons in the community. Each of these interests plays a vital role in the future development of the Downtown Dublin Specific Plan area.

To most effectively use the Downtown Dublin Specific Plan, the following process is recommended:

- **Step 1:** Review Chapters 1 and 2 to gain an understanding of Downtown Dublin, including project history, existing conditions, and the planning process.
- **Step 2:** Review Chapter 3 to gain an understanding of the guiding principles and detailed land use development plan for this Specific Plan.
- **Step 3:** Property owners that are interested in developing/intensifying property within the Downtown Dublin Specific Plan Area should review Chapters 3 and 4 to gain an understanding of the development standards and design guidelines for their property.
- **Step 4:** Those interested in starting a new business or expanding/enhancing an existing business in the Downtown Dublin Specific Plan Area should review Chapter 3 and 4 to gain an understanding of the types of land uses that are permitted and conditionally permitted in the Specific Plan Area.
- **Step 5:** Review Chapter 5 to gain an understanding of the mobility and infrastructure plan that will accommodate the potential buildout of the Specific Plan Area.
- **Step 6:** Review Chapter 6 to gain an understanding of the implementation and administration of this Specific Plan.
- **Step 7:** Schedule a meeting with the City of Dublin Community Development Department to review your concepts, determine project processes and requirements, identify other agencies that may need to be contacted, and discuss potential issues, solutions, and approaches.

It is highly recommended that interested property/business owners, developers, and investors contact the City to discuss project proposals before committing large amounts of time and money for plans and drawings.

SITE AND CONTEXT

2

This chapter provides background information and describes opportunities, issues, and strategies related to the potential future development and revitalization of the Specific Plan Area. It was developed based on a review of background documents, field surveys, meetings with City staff, public workshops, the Planning Commission and City

Council, and interviews with stakeholders in the Specific Plan Area.

2.1 Setting and Background

2.1.1 Regional Location

The City of Dublin is located in eastern Alameda County, just south of the border of Contra Costa County. Regional access to the City is provided by Interstate 580, Interstate 680, and the Dublin/Pleasanton line of the Bay Area Rapid Transit District (BART). Cities that border Dublin include San Ramon to the north (in Contra Costa County), Pleasanton to the south, and Livermore to the south and east.

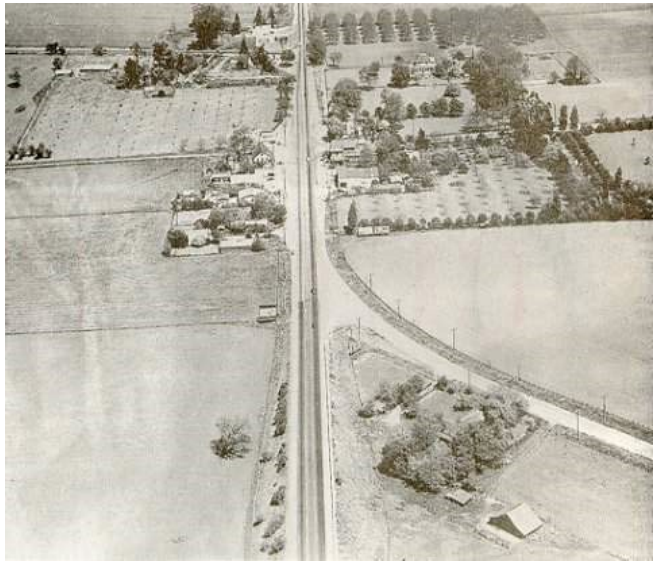
2.1.2 Local Setting

The Specific Plan Area is located in the southwestern portion of the City. Boundaries generally include the roadways of and properties along Amador Valley Boulevard, Village Parkway, Interstate 580, and San Ramon Road (see Figure 2-1: Project Setting). These roadways, along with Dublin Boulevard, provide primary access to the Specific Plan Area. Once complete, the West Dublin/Pleasanton BART Station will serve the Specific Plan Area and will provide a pedestrian connection across Interstate 580 to Pleasanton.

2.1.3 Historic Context

This City of Dublin has always played a historical role, sitting at the crossroads of two major trading routes. As these routes grew into regional roads (present day Dublin Boulevard and San Ramon Road), so did the town. The small town rapidly expanded after World War II and was later incorporated in 1982.

The presence of the Camp Parks Reserve Forces Training Area (RFTA) and the construction of Interstates 580 and 680 and the BART line stimulated much of this development. During this time, much of the historic downtown fabric was transformed into more automobile-oriented shopping centers with large surface parking lots, as was typical during the time. Surrounding areas were largely built with suburban tract housing, schools, parks, and commercial uses along major arterials. Development patterns started in the areas generally west of the Camp Parks RFTA, but have shifted toward the areas to the east as well.



2.2 Existing Conditions

2.2.1 Existing Land Uses

A majority of the land uses include regional serving retail in the center of the Specific Plan Area. These include: Target, Toys R Us, Burlington Coat Factory, Ranch 99 Market, Orchard Supply Hardware, Ross, Marshall's, and Safeway.

There are two auto dealership sites in the Specific Plan Area. One is located at the southeast corner of Dublin Boulevard and Golden Gate Drive and the other is located at the southeast corner of Saint Patrick Way and Amador Plaza Road.

Smaller specialty retail, convenience retail, and services are generally located west of Regional Street, and along Amador Valley Boulevard, Amador Plaza Road, and Village Parkway.

Office uses within the Specific Plan Area include the Corrie Center (located southeast of Dublin Boulevard and San Ramon Road), the Chase Bank building (southwest of Dublin Boulevard and Golden Gate Drive) and the office complex (located at the south end of Amador Plaza Road).

Other notable land uses include the 238-room Holiday Inn Hotel, Earl Anthony's Dublin Bowl, Dublin Post Office, Dublin Iceland, and the Dublin Senior Center with an associated senior apartment complex (Wicklow Square).

2.2.2 General Plan Land Uses

The Land Use Element and Land Use Map in the General Plan establish the policy for change and growth within the City. The General Plan identifies the general locations, density and extent of land available for housing, business, industry, natural resource protection, recreation, and other uses. Land use designations for the Specific Plan Area include: High-Density Residential, Mixed-use, Retail/Office, Retail/Office and Automotive, Parks/Public Recreation, and Public/Semi-Public (see Figure 2-2: General Plan Land Use Designations).

Figure 2-1: Project Setting

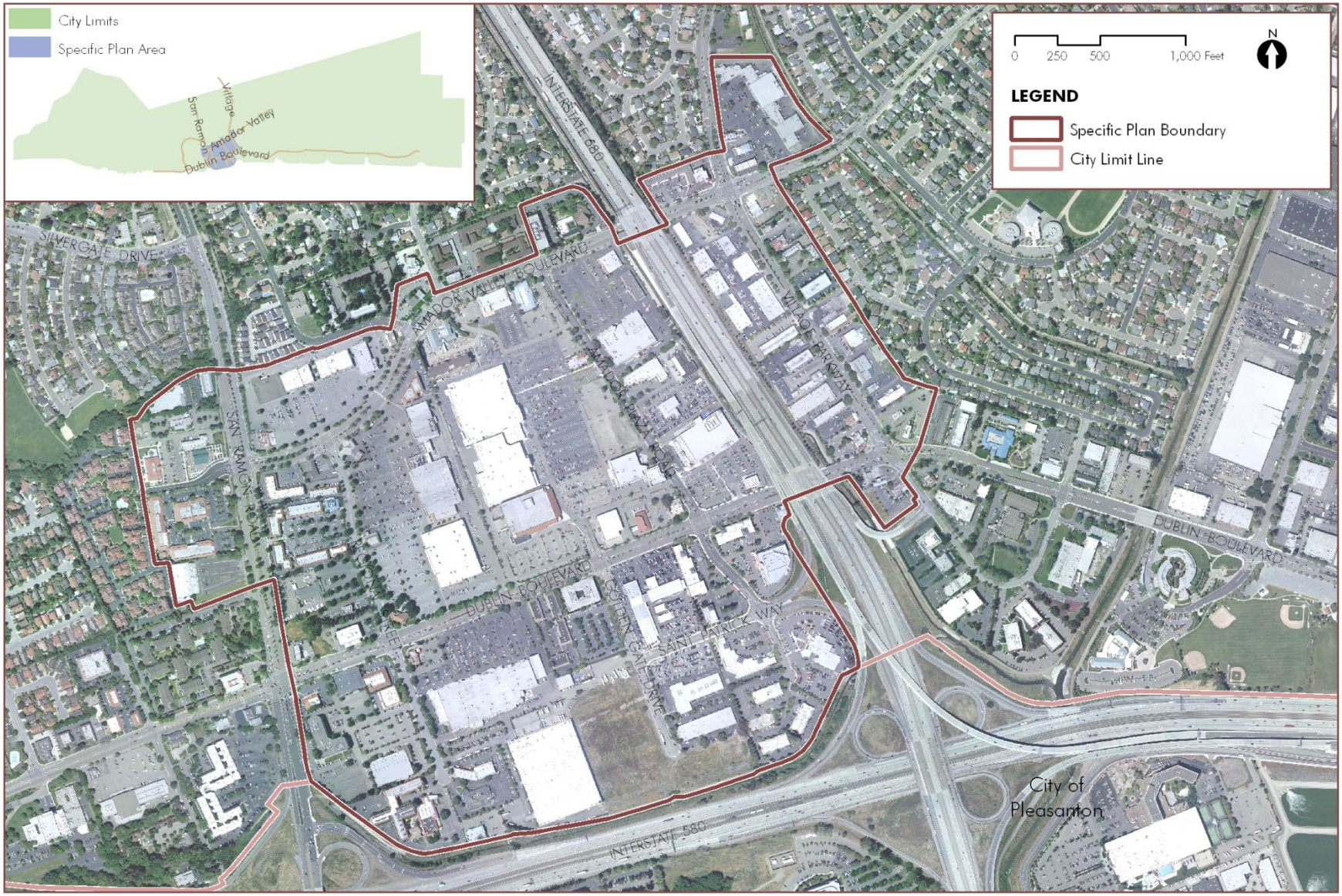


Figure 2-2: General Plan Land Use Designations

2.2.3 Previous Specific Plans

Prior to this Downtown Dublin Specific Plan, five separate specific plans applied to the downtown area. Brief summaries of each of these Specific Plans are described below. A map showing the boundaries of these specific plans and the Downtown Dublin Specific Plan is illustrated in Figure 2-3: Previous Specific Plans. The Downtown Core and West Dublin BART Specific Plans were intended to be for short-term time frame (5-7 years).

Downtown Core Specific Plan

The 51-acre Downtown Core Specific Plan (DCSP) area contains most of the City of Dublin's large format (60,000+ square feet) retailers. The DCSP envisioned integrating these large users with newer, smaller scale development as well a series of public spaces including a central landscaped plaza to accommodate public gatherings.

The DCSP envisioned that existing major retailers would remain in their present locations along the westerly edge of the core, although building facades would be modernized. To the east, a variety of smaller buildings would be constructed accommodating new restaurants and specialty retail entertainment. A new vehicular accessway, possibly through a joint private/public endeavor, would be constructed through the center of the Core area from Dublin Boulevard/Golden Gate Drive, north to Amador Valley Boulevard at Donahue Drive.

The DCSP called for a maximum development potential of 1.2 million square feet of commercial, retail office and mixed-use development and up to 154 dwelling units. This represents an increase of 737,072 square feet and 154 dwelling units, as compared to existing conditions when the DCSP was first adopted (December 2000). Because the DCSP area is largely built-out, a majority of the increase in density would be achieved through an increased floor area-ratio (FAR) of up to .79 (on average) with buildings up to six stories or 75 feet. A mix of surface parking and garages would help increase site densities.

West Dublin BART Specific Plan

With the adoption of the West Dublin BART Specific Plan (WDBSP) by the Dublin City Council in December 2000, a General Plan Amendment was adopted to change land uses and land use intensification and to modify the FAR for certain properties. The WDBSP area is generally located between I-580 to the south, I-680 to the east, Dublin Boulevard to the north, and San Ramon Road to the west. The area consists of approximately 92 acres of commercial, office and light industrial land uses. Central to the WDBSP area and providing a catalyst for the direction of future development is the new West Dublin/Pleasanton BART Station (planned to be open in 2011), and the associated parking structure, as well as the development of a hotel, retail, high-density housing, and office.

The WDBSP envisioned a transit-oriented, mixed-use area, capitalizing on regional transit linkages provided by both the BART line and supported by nearby freeways, I-580 and I-680. Within the West Dublin BART area, a mixture of low-rise and mid-rise buildings for residences, offices, specialty retail, lodging, restaurant, and similar uses are planned that are consistent with a transit-oriented development area. Additionally, the WDBSP called for further intensification of development through an increased FAR of up to 1 for some properties.

As amended, the maximum amount of development for the WDBSP was anticipated to be 2,277,716 square feet of non-residential development, 150 hotel rooms, and 617 residential dwellings.

Since adoption of the WDBSP, the City has allowed for the construction of up to 150 hotel rooms and 7,500 square feet of commercial uses adjacent to the BART Station. The City Council and Planning Commission has also approved a mixed use development with 150,000 square feet of office and 308 residential dwellings, which have not yet been constructed. The approvals and preliminary approvals (Stage 1 and Stage 2 Development Plans) will continue to apply to these parcels after adoption of this Specific Plan.

Figure 2-3: Previous Specific Plans

Village Parkway Specific Plan

The Village Parkway Specific Plan (VPSP) consisted of approximately 31 acres of commercial services, retail, restaurant, office, and automotive service land uses. Under the VPSP Concept Plan, these existing uses would not change, but would be stabilized and enhanced. The FAR within the VPSP area was increased from 0.24, equivalent to 308,474 square feet, to 0.35, equivalent to 408,108 square feet, or an increase of nearly 100,000 square feet. The land use plan designated properties west of Village Parkway as Retail/Office and Auto Service (R/O&A) and the east side as Retail/Office (R/O).

The VPSP encouraged higher density residential dwellings in the form of multi-family complexes and live/work units. It also encouraged property and streetscape improvements to enhance the pedestrian character. While there was considerable discussion and analysis regarding the reconfiguration of the Village Parkway roadway, it was determined that it should remain four lanes, due in part to the fact that it services as an important north-south emergency access roadway.

San Ramon Road Specific Plan

Adopted in June of 1983, the San Ramon Road Specific Plan (SRRSP) is the oldest of the downtown specific plans and is located west of San Ramon Road between Silvergate (to the north) and Dublin Boulevard to the south. The SRRSP planning area included both residential and commercial land uses. This Specific Plan includes only those commercial areas that are located north and south of Amador Valley Court (identified as Area 3 in the SRRSP).

The primary intent of the SRRSP was to provide guidance for development of approximately 30 acres of vacant land for retail commercial, office and multifamily uses. Area 3 (13 acres), which included both occupied and vacant commercial land uses, has now been completely built-out with primarily region serving retail and commercial uses.

Dublin Downtown Plan

The Dublin Downtown Plan (DDP) was adopted by the City Council in 1987 and is generally bounded by San Ramon Road, Amador Valley Boulevard, Village Parkway (including land uses to the east) and Interstate 580. The DDP included an area encompassed and superseded by the WDSP, the DCSP, and VPSP, described above. The only remaining properties that are still applicable as a regulating document are Development Zones 5 and 6 of the DDP:

Zone 5: San Ramon Road Retail – Oriented almost exclusively to Regional Street, uses in this area encouraged an increased presence on San Ramon Road to improve visual appearances along that frontage. Proposals which provide new access to San Ramon Road and pedestrian linkages to Zone 5 were encouraged. Uses will continue as a mix of retail and commercial services.

Zone 6: Central Block West Retail – A continuation of current retailing and service commercial uses with improvements to zone entries, internal circulation and parking lot landscaping were encouraged.

Conclusions

Collectively, the DCSP, the WDBSP and the VPSP allows for the additional development of just over 3.1 million square feet of non-residential development, 717 dwelling units, and 150 hotel rooms (see Table 2-1: Summary of Previous Specific Plans Development Capacity). Because the SRRSP has been built-out to allowed densities, no additional development potential exists.

Table 2-1: Summary of Previous Specific Plans Development Capacity[1]

LAND USE	WEST DUBLIN BART SP	DOWNTOWN CORE SP	VILLAGE PARKWAY SP	TOTAL
Commercial (A & B)	959,446 sf	132,294 sf	100,000 sf	1,091,740 sf
Retail/Office (R/O)	763,175 sf	332,186 sf		1,195,361 sf[2]
Retail/Auto (R/A)	--	74,264 sf		74,264 sf
Office	61,665 sf	16,720 sf		78,385 sf
Mixed-use (MU)	493,430 sf + 308 du	181,630 sf + 100 du		675,060 sf + 408 du
Lodging	150 rooms	--	--	150 rooms
Residential	309 du	--	--	309 du
Total	**2,277,716 sf** **150 rooms** **617 du**	**737,094 sf** **100 du**	**100,000 sf**	**3,114,810 sf** **150 rooms** **717 du**

Notes: 1 Approved per Specific Plans but not yet constructed (including entitled projects). *City of Dublin, 2009*
2 Includes 100,000 sf in Village Parkway
Source: DDSP Opportunities, Issues, and Strategies Report, RBF Consulting, May 2009

2.2.4 Circulation and Parking

Existing Street Network

The existing roadway network routes within the Specific Plan Area are shown on Figure 2-4: Vehicular Circulation. A description of each roadway is provided below:

I-580 and I-680: I-580 intersects with I-680 immediately adjacent to Downtown Dublin. I-680 traverses in a north-south direction and I-580 in an east-west direction. A full access interchange is located at I-580 and San Ramon Road. Partial access to I-680 is provided through a southbound on- and off-ramp from Amador Plaza Road and a northbound ramp from Village Parkway.

San Ramon Road: San Ramon Road is a major north-south arterial within the Specific Plan Area with a 40 miles per hour speed limit and raised center median. A full access interchange is located at I-580 and San Ramon Road. North of Amador Valley Boulevard, San Ramon Road narrows from six to four lanes. No parking is provided on the street. A Class I Shared-Use Path is provided on the west side of San Ramon Road between Dublin Boulevard and Amador Valley Boulevard within the Specific Plan Area; the path extends further north to Alcosta Boulevard. Class II Bicycle Lanes are provided on both the east and west sides of San Ramon Road between Dublin Boulevard and Amador Valley Boulevard and also extend further north to Alcosta Boulevard.

Regional Street: Regional Street extends in a north-south direction from Amador Valley Boulevard to its terminus south of Dublin Boulevard. It is a two-lane, Class 2 Collector with a two-way center turn lane. It provides access to adjacent commercial uses. On-street parking is provided south of Dublin Boulevard, but not between Dublin Boulevard and Amador Valley Boulevard. The speed limit is 30 miles per hour.

Golden Gate Drive: Golden Gate Drive is a short, two-lane Class 2 Collector that provides access to adjacent commercial businesses south of Dublin Boulevard and to the West Dublin/Pleasanton BART Station. The street extends south from Dublin Boulevard to the BART Station and parking

garage. On-street parallel parking is provided on both sides of the street. The speed limit is 25 miles per hour. Class II Bicycle Lanes are provided on the east and west sides of Golden Gate Drive. These bicycle lanes are the first green bicycle lanes in Dublin.

Amador Plaza Road: Amador Plaza Road is a north-south, two-lane Class II Collector with a two-way center turn lane between Amador Valley Boulevard and Dublin Boulevard. Between Dublin Boulevard and Saint Patrick Way, Amador Plaza Road is a four-lane Class II Collector. The speed limit is 25 miles per hour. Amador Plaza Road provides access to adjacent commercial land uses and access to and from southbound I-680.

Village Parkway: Village Parkway is a four-lane, north-south Class I Collector located to the east of I-680. Within the Specific Plan Area, the street has a raised center median and on-street parallel parking. Village Parkway has multiple commercial driveways and provides access to smaller properties. The speed limit is 30 miles per hour. Just south of Dublin Boulevard, Village Parkway provides access to a northbound I-680 on-ramp. Village Parkway provides a Class III Bicycle Route between Dublin Boulevard and Amador Valley Boulevard. North of Amador Valley Boulevard, it transitions to a Class II Bicycle Lane and extends north to Alcosta Boulevard.

Amador Valley Boulevard: Amador Valley Boulevard runs in an east-west direction parallel to Dublin Boulevard. Within the Specific Plan Area, it is a four-lane Class I Collector with a landscaped center median. The street provides access to most of the large retail shopping centers in the Specific Plan Area. The speed limit on Amador Valley Boulevard is 30 miles per hour. Class II Bicycle Lanes are provided on both sides of the street within the Specific Plan Area and extend further east to the Alamo Creek Trail. No on-street parking is provided along Amador Valley Boulevard within the Specific Plan Area.

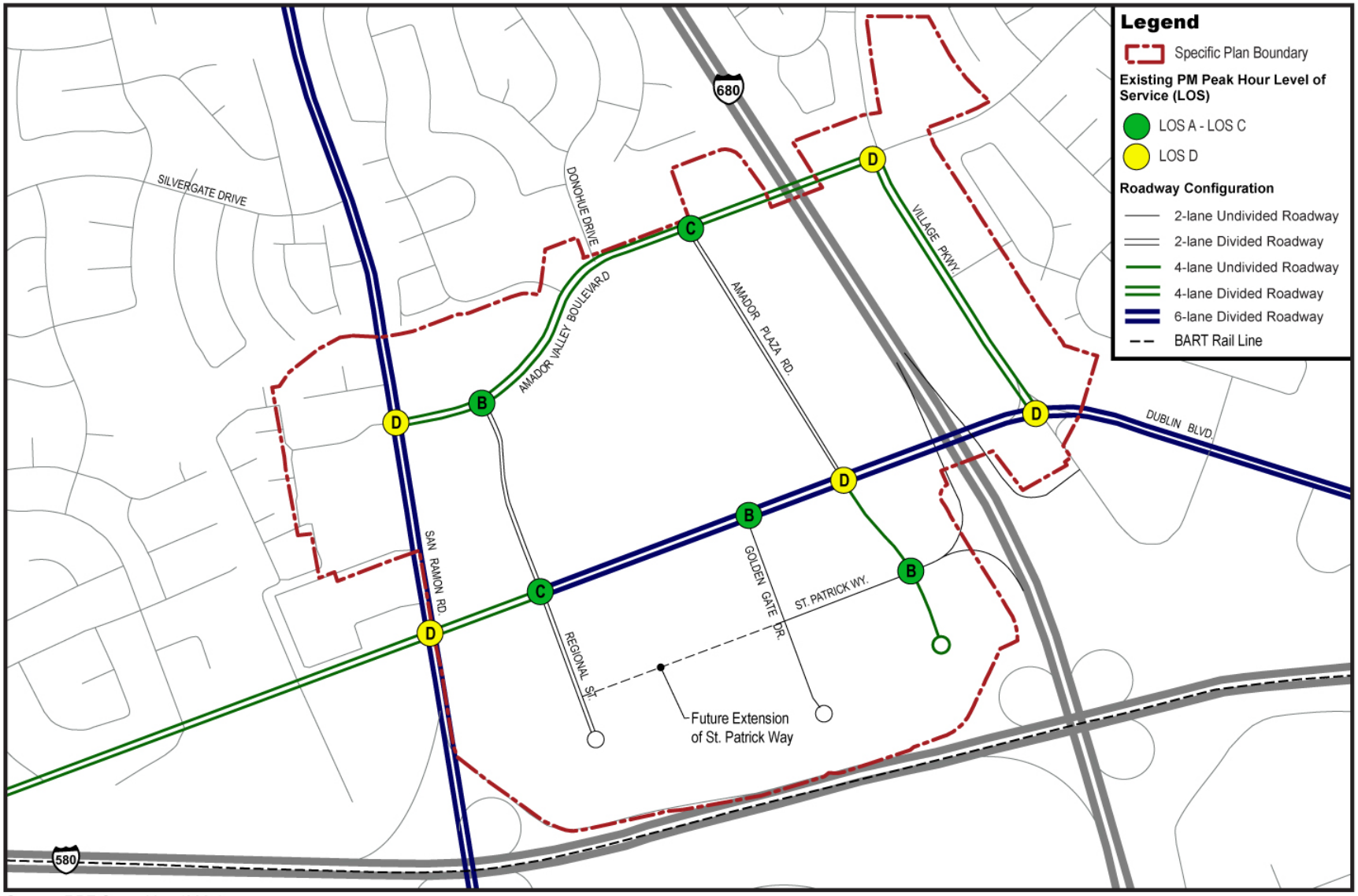
Dublin Boulevard: Dublin Boulevard is a major, six-lane east-west arterial with a center landscaped median that extends through the Specific Plan Area. Dublin Boulevard has a speed limit of 35 miles per hour. No on-street parking or bike lanes are provided on the street within the Specific Plan Area. West and east of the Specific Plan Area, Dublin Boulevard narrows to four lanes. Signals are coordinated along Dublin Boulevard from Regional Street to Village Parkway. Dublin Boulevard provides local-serving access to most of the large retail shopping centers in the Specific Plan Area. It also carries high volumes of through traffic during the morning and afternoon peak hours, as motorist use the street as an alternative route to I-580.

Saint Patrick Way: Saint Patrick Way is a local two-lane Class II Collector street with a two-way center turn lane between Amador Plaza Road and Golden Gate Drive within the Specific Plan Area. Saint Patrick Way will be extended westward to Regional Street as future development occurs. The speed limit is 25 miles per hour. A small stretch of Saint Patrick Way west of Golden Gate Drive provides a Class II Bicycle Lane on both sides of the street and on-street parallel parking on the south side of the street.

Level of Service

Ten signalized intersections in Downtown Dublin were evaluated based on the Levels of Service (LOS) concept. LOS is a qualitative description of intersection and roadway operation, ranging from LOS A to LOS F. LOS A represents free flow, un-congested traffic conditions. LOS F represents highly congested traffic conditions with what is commonly considered unacceptable delays to vehicles on the road segments and at intersections. The intermediate levels of service represent incremental levels of congestion and delays between these two extremes. The City has a goal to maintain LOS D or better for streets of “regional significance.” Intersection LOS is identified in Figure 2-4: Vehicular Circulation.

Figure 2-4: Vehicular Circulation

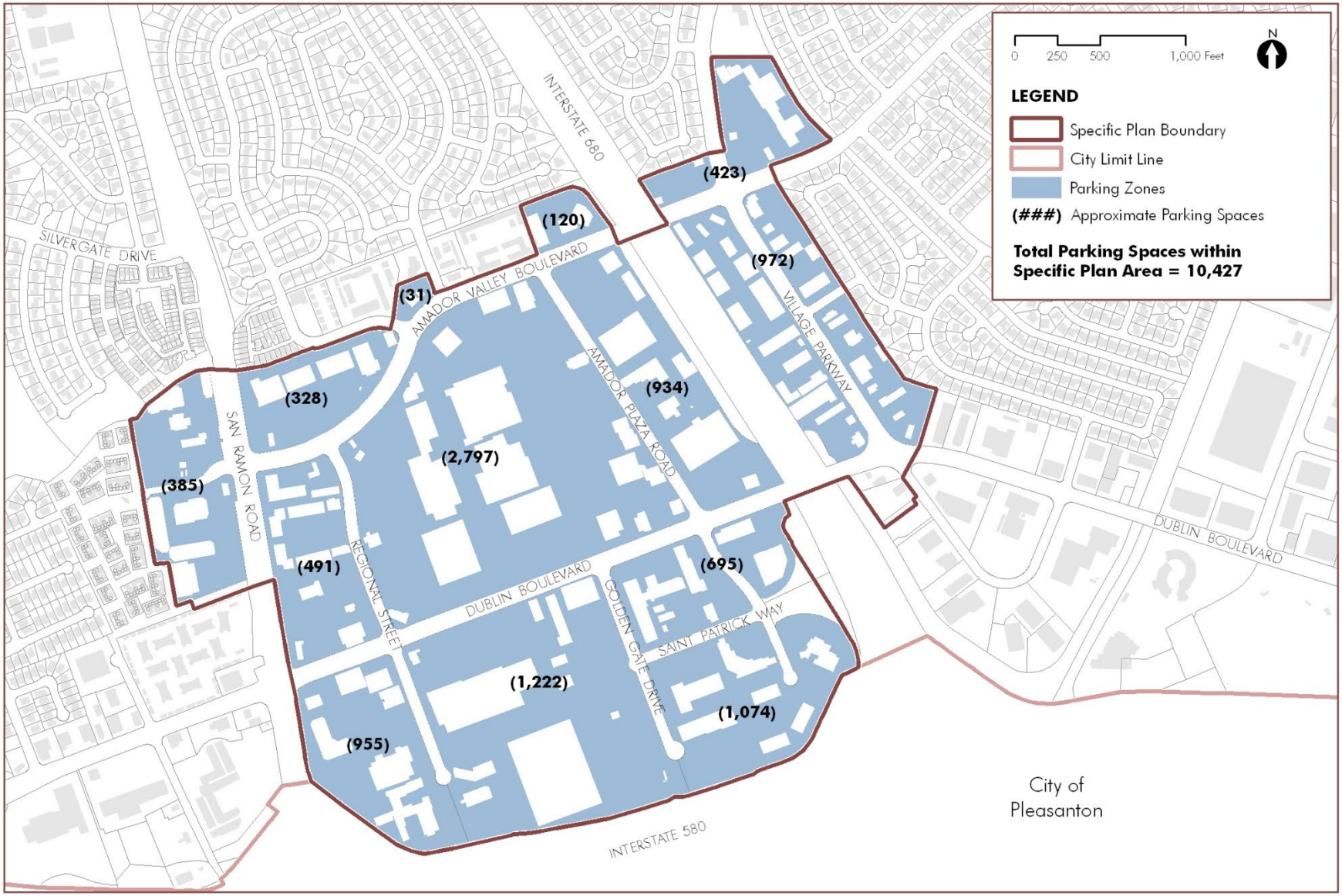


Off-Street Parking

Off-street parking requirements have a significant impact on land uses and the spatial orientation of the built form, as discussed in Chapter 3. A significant majority of the off-street parking in the Specific Plan Area is surface parking.

As shown in Figure 2-5: Off-Street Parking, there are approximately 10,000 parking spaces in the Specific Plan Area. Assuming an average of 250 square feet per vehicle (including driving aisles), parking represents approximately 62 acres, or 22% of the Specific Plan Area. Future development of some portion of these surface parking lots represents an important opportunity to create a more urban, pedestrian-oriented environment. This could occur through the construction of parking structures constructed as separate structures or integrated into newly constructed buildings.

Figure 2-5: Off-Street Parking



Pedestrian & Bicycle Circulation

Downtown Dublin consists of relatively large blocks and large arterial streets. Most buildings are set back from the street. On most properties, large surface parking lots are located between the buildings and the street. The streets and development patterns in the Specific Plan Area are primarily oriented towards automobiles and they generally do not promote pedestrian and bicycle circulation (please refer to Section 2.3 Community Character for a discussion of development patterns). Sidewalks are located along all streets within the Specific Plan Area as shown on Figure 2-6: Pedestrian Circulation.

A Class I Shared-Use Path is provided on the west side of San Ramon Road between Dublin Boulevard and Amador Valley Boulevard within the Specific Plan Area; the path extends further north to Alcosta Boulevard. Class II Bicycle Lanes are provided on both the east and west sides of San Ramon Road between Dublin Boulevard and Amador Valley Boulevard and also extend further north to Alcosta Boulevard. Amador Valley Boulevard provides Class II Bicycle Lanes on both sides of the street within the Specific Plan Area and extend further east to the Alamo Creek Trail. A Class IIIA Bicycle Route with Sharrows is proposed along Dublin Boulevard but have not yet been constructed. Class IIA Bicycle Lanes are proposed along Village Parkway to replace the existing Class III Bicycle Route between Dublin Boulevard and Amador Valley Boulevard; north of Amador Valley Boulevard is an existing Class II Bicycle Lane that extends north to Alcosta Boulevard. South of Dublin Boulevard, Class IIA Bicycle Lanes are proposed along Amador Plaza Road, Saint Patrick Way and Regional Street (see Figure 2-7: Bicycle Circulation).

Transit Service

The Livermore Amador Valley Transit Authority (LAVTA) provides transit services through the City of Dublin. Downtown Dublin is served by the LAVTA WHEELS Route 3 and Route 10, as shown on Figure 2-8: Transit Routes. These routes provide access to the downtown along Village Parkway and Dublin Boulevard, as well as numerous outlying areas. In addition, LAVTA has approved a Bus Rapid Transit (BRT) route, which would provide improved service between Downtown Dublin and Livermore, and eastern Dublin and the Stoneridge Mall area in Pleasanton. Construction of the BRT route is underway.

The Bay Area Rapid Transit District (BART) operates the East Dublin/Pleasanton BART Station located east of the Downtown off of Dublin Boulevard via Demarcus Boulevard. WHEELS routes listed above provide daily access to the BART station.

Figure 2-6: Pedestrian Circulation

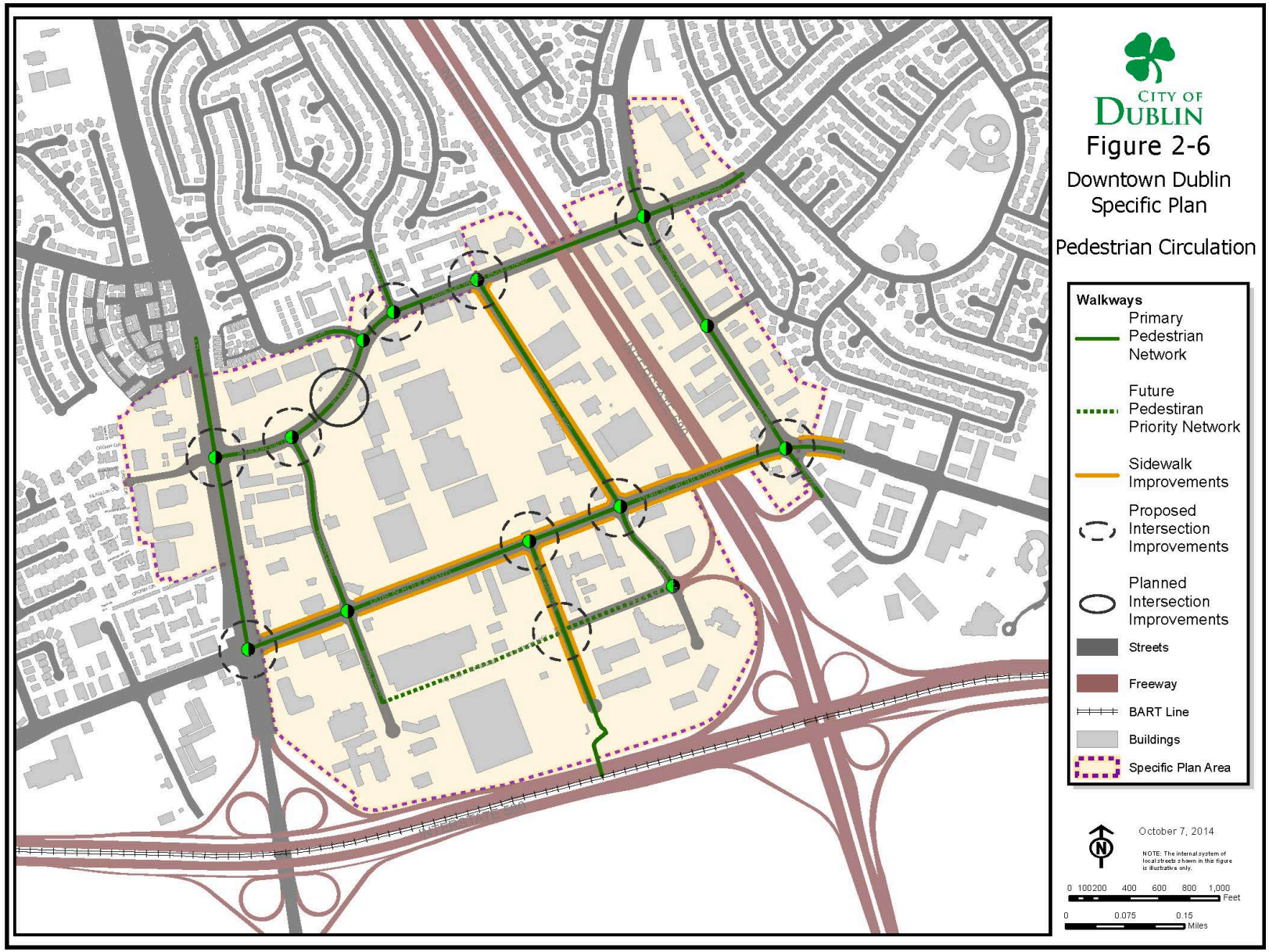


Figure 2-7: Bicycle Circulation

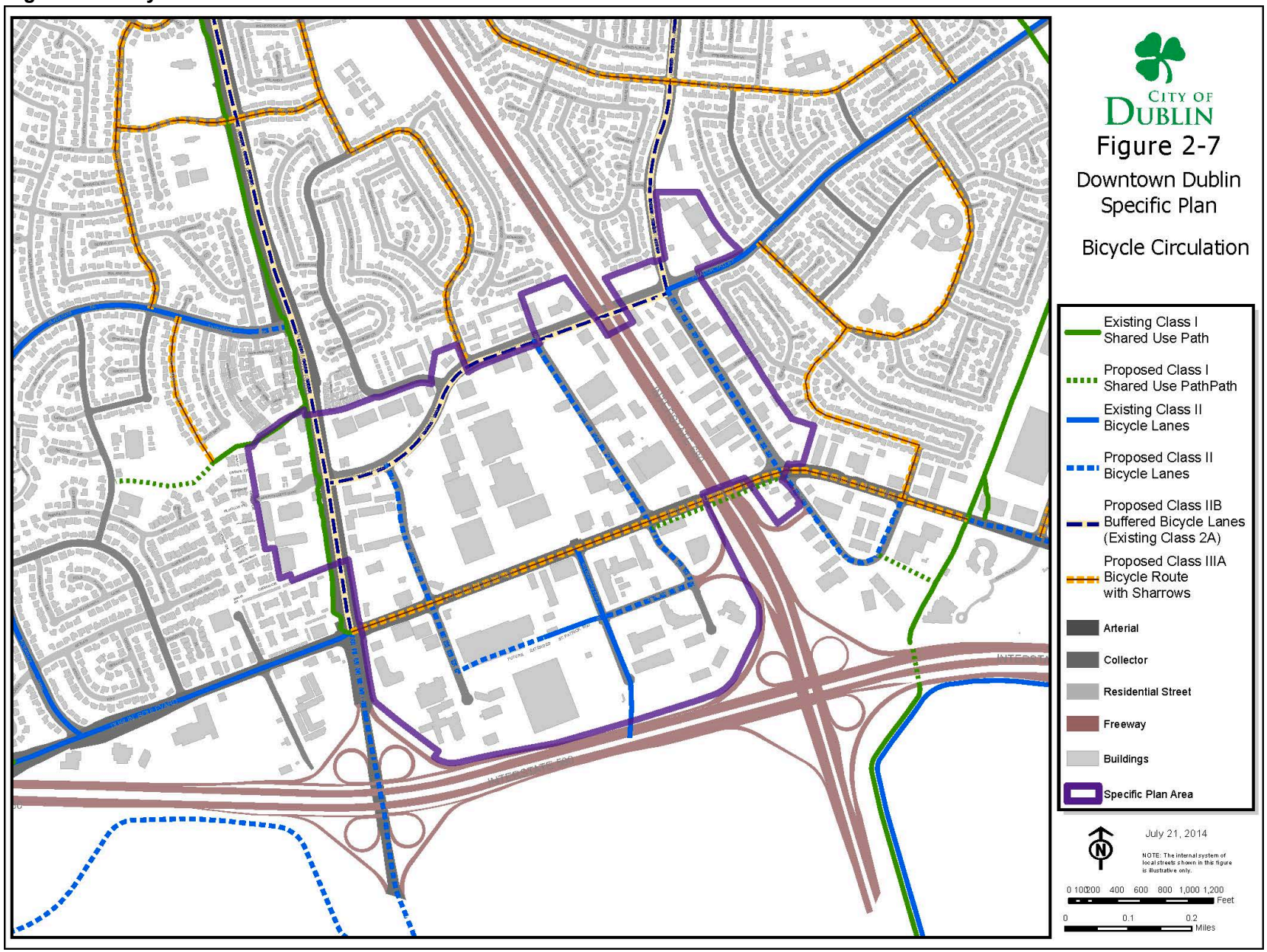


Figure 2-8: Transit Routes

* SUBJECT TO CHANGE

In addition, transfers can be made from the existing BART station to the Central Contra Costa Transit Authority (CCCTA) or "County Connection" routes 121 and 970. These routes serve Contra Costa Country areas to the north.

BART has begun construction of the West Dublin/Pleasanton BART Station and parking garage, which is located on the south side of the downtown area at the terminus of Golden Gate Drive. The new station platform will be located in the median of I-580. Construction of this station will be completed in 2011.

2.2.5 Utility Infrastructure

Water

The Dublin San Ramon Services District (DSRSD) is the purveyor of potable water in the City of Dublin. DSRSD purchases wholesale water from the Alameda County Water Conservation District Zone 7 (Zone 7) who in turn purchases 70% of its water from the State Water Project (SWP). The remainder of the Zone 7 water is from groundwater aquifers located throughout the Livermore-Amador Valley. The existing potable water distribution system for the Specific Plan Area is shown in Figure 2-9: Potable Water System.

DSRSD, in collaboration with West Yost & Associates, completed a Water Master Plan Update in 2005. The update recommends additional storage for the Central Dublin area and potable water system facility improvements to support existing and future conditions. No additional pumping capacity is required for Pressure Zone 1 (which includes the Specific Plan Area).

Future water demands for the Specific Plan Area were calculated using two methodologies: one based on future population projection and per capita consumption and one based on future land use and unit water use factors. Both are consistent with future population projections and land use buildout under the City of Dublin's General Plan. There is sufficient water supply to service future water demand in the Specific Plan Area over the next 20 or more years.

Within Central Dublin, the Water Master Plan Update recommends the construction of a 2.74 million gallon reservoir (Tank 1C) in Central Dublin (north of Dougherty Reservoir and north of Amador Valley Road) to meet a storage deficiency at buildout, and to help alleviate low pressure during peak hour demand conditions. In addition, new 12-inch and 20-inch diameter service mains are recommended in the vicinity of the new Tank 1C to fill the tank and distribute water from the tank to the Central Dublin service area. These improvements have been incorporated into DSRSD's capital improvement program.

Sewer

DSRSD is also the purveyor of wastewater collection services in the City of Dublin. DSRSD wastewater collection system includes over 170 miles of sanitary sewers ranging from six to 42 inches in diameter that are from five to over 40 years old. Wastewater is transported to a treatment plant located in the City of Pleasanton.

As shown in Figure 2-10: Sanitary Sewer System, the Specific Plan Area includes a variety of collection mains located within the existing public streets and on some private properties. Most of the mains range from eight to 12 inches. All of the sewer mains drain into a 36-inch main, which runs north to south along Village Parkway.

DSRSD, in collaboration with MWH Inc., completed a Wastewater Collection System Master Plan update in June of 2005. Land use data form the basis for estimating wastewater flows in the collection system. Land use data for the update were derived from the General Plans of the cities of Dublin and San Ramon and various known development plans as known at the time.

Figure 2-9: Potable Water System

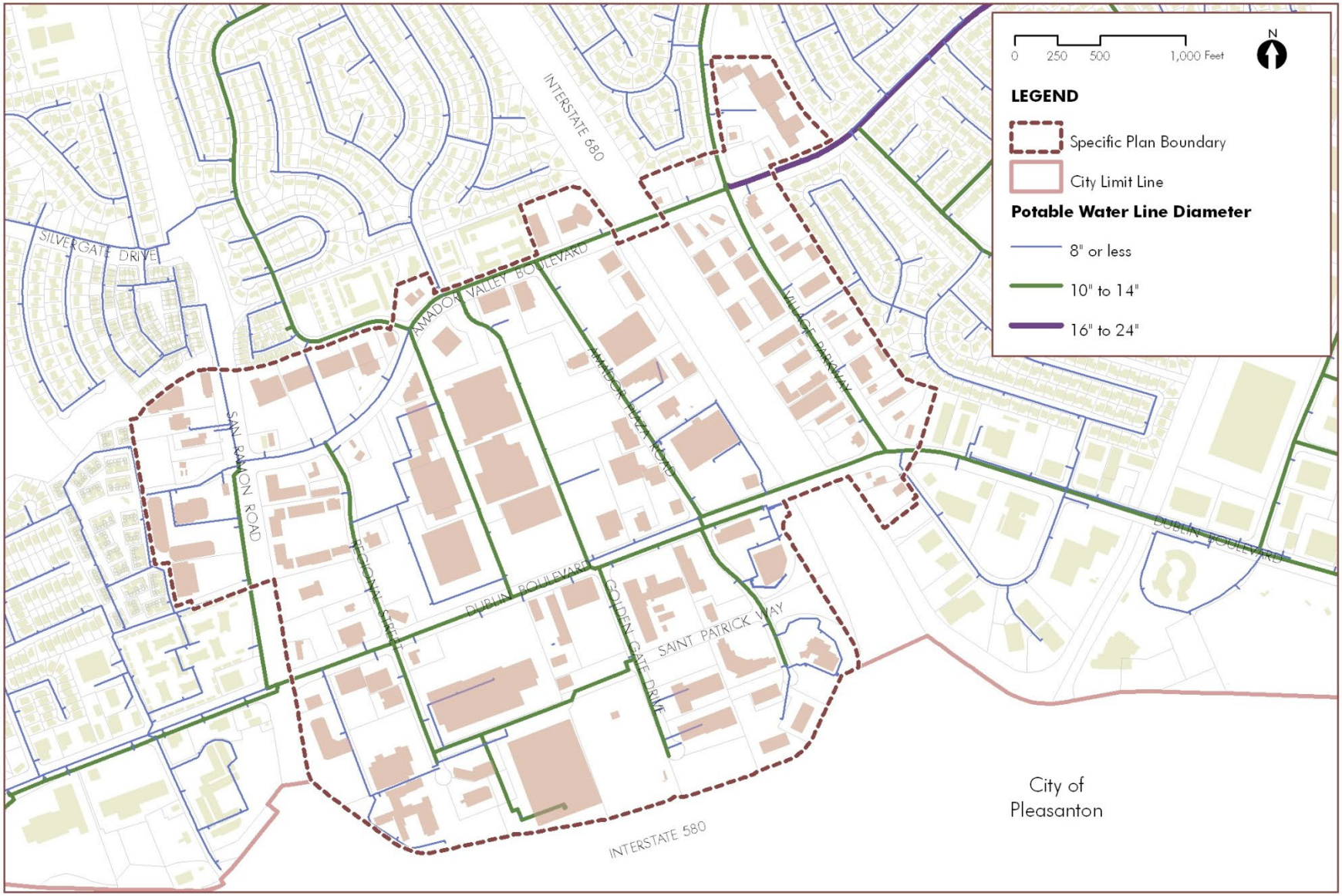


Figure 2-10: Sanitary Sewer System

Storm Water

The City of Dublin Public Works Department maintains the City's storm drain pipelines that are located within the public streets (see Figure 2-11: Storm Drain System). Zone 7 owns and operates regional storm drain facilities that collect runoff from the City. Because the Specific Plan Area is largely built-out, stormwater flows to collection distribution systems are expected to be similar to or possibly reduced (due to improve management practices) as part of future development.

Several properties within the Specific Plan Area are located within the Federal Emergency Management Agency (FEMA) 100-year floodplain (see Figure 2-12: FEMA Flood Zone). New construction is subject to floodplain regulations. The Zone 7 Stream Management Plan contains plans to retrofit the culvert that carries water from Dublin Creek under Donlon Way. The retrofit will increase the culvert capacity and minimize the risk of flooding in the area under the existing specific plans.

Figure 2-11: Storm Drain System

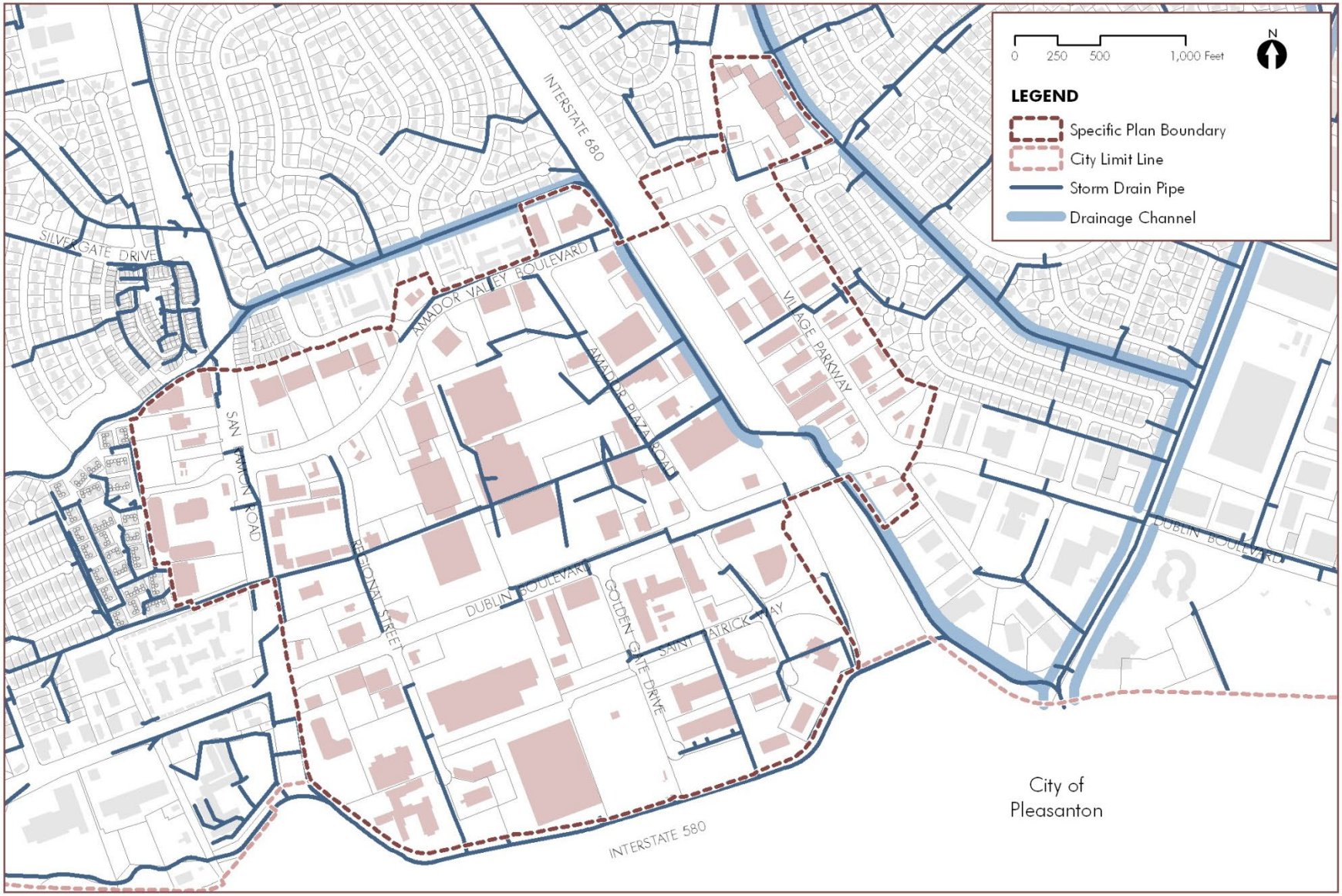
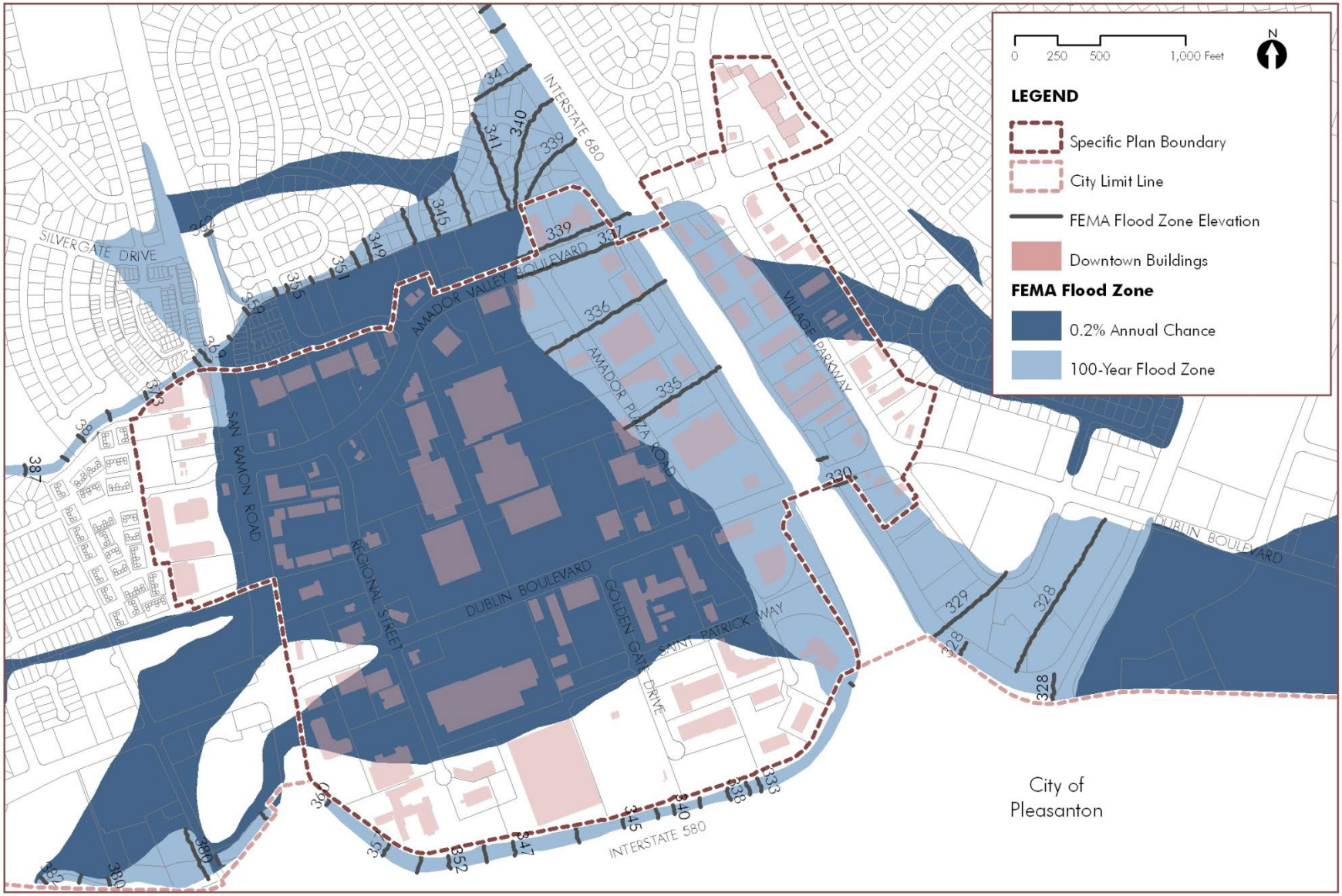


Figure 2-12: FEMA Flood Zone



2.3 Visual Character and Urban Design

2.3.1 Development Patterns

Several factors work together at the macro scale to affect the character and function of the Specific Plan Area. These include the size and configuration of the blocks, the number and spacing of streets, the size of parcels, the size of buildings and lot coverage, multiple ownerships, and the location and orientation of buildings. Variations in these factors are responsible for many of the differences in character that exist throughout the Specific Plan Area.

Streets and Blocks

The development pattern in the Specific Plan Area consists of blocks that are extremely large and are not conducive to a pedestrian-friendly environment (see Figure 2-13: Block Structure). The largest single block is bounded by Amador Valley Boulevard / Amador Plaza Road / Dublin Boulevard / Regional Street. This area is 60 acres in size and extends 1,870 feet between Amador Plaza Road and Regional Street.

Streets with cul-de-sacs, namely the south ends of Amador Plaza Road, Regional Street, and Golden Gate Drive, inhibit connectivity and result in the need to backtrack. Also, Interstates 580 and 680 pose a significant barrier to pedestrian connectivity given their enormous scale, intensity, and limited locations to cross.

The irregularity of the block sizes and distances between streets also affect the experience of pedestrians. The large blocks and low street connectivity tends to adversely affect the pedestrian's orientation of the Specific Plan Area, making walking inconvenient and reducing the number of through connections within the Specific Plan Area to/from adjacent neighborhoods.

Saint Patrick Way, located south of Dublin Boulevard, is planned to be extended west of Golden Gate Drive to Regional Street. This roadway, as well as a proposed secondary informal roadway between the future Saint Patrick Way and I-580 would help promote greater pedestrian connectivity and transit-oriented development in this area.

Parcel Size

The parcel size, like block size, influences the character of the Specific Plan Area. The relatively finer-grained pattern of smaller lots (predominantly less than two acres) along Village Parkway is more pedestrian-oriented, as these parcels include development at smaller scales (see Figure 2-14: Parcel Size & Building Footprint). The area west of I-680 contains large and irregularly-shaped parcels (generally larger than two acres with a significant portion larger than five acres) with long building frontages, few driveway entrances, limited pedestrian pathways throughout parking lots, and significantly more area dedicated to surface parking, all combining to reduce the quality of the pedestrian experience.

Building Footprint/Lot Coverage

The size of building footprints (i.e., the area covered by a building) vary significantly throughout the Specific Plan Area (see Figure 2-14: Parcel Size & Building Footprint). Very large buildings (80,000 square feet plus) are generally located in the center of the Specific Plan Area and extend north to south as well as on the east side of Amador Plaza Road.

Relatively smaller building footprints are located along both sides of Village Parkway and sporadically along Amador Plaza Road and Regional Street. In general, smaller buildings are located around the perimeter of the downtown.

Figure 2-13: Block Structure

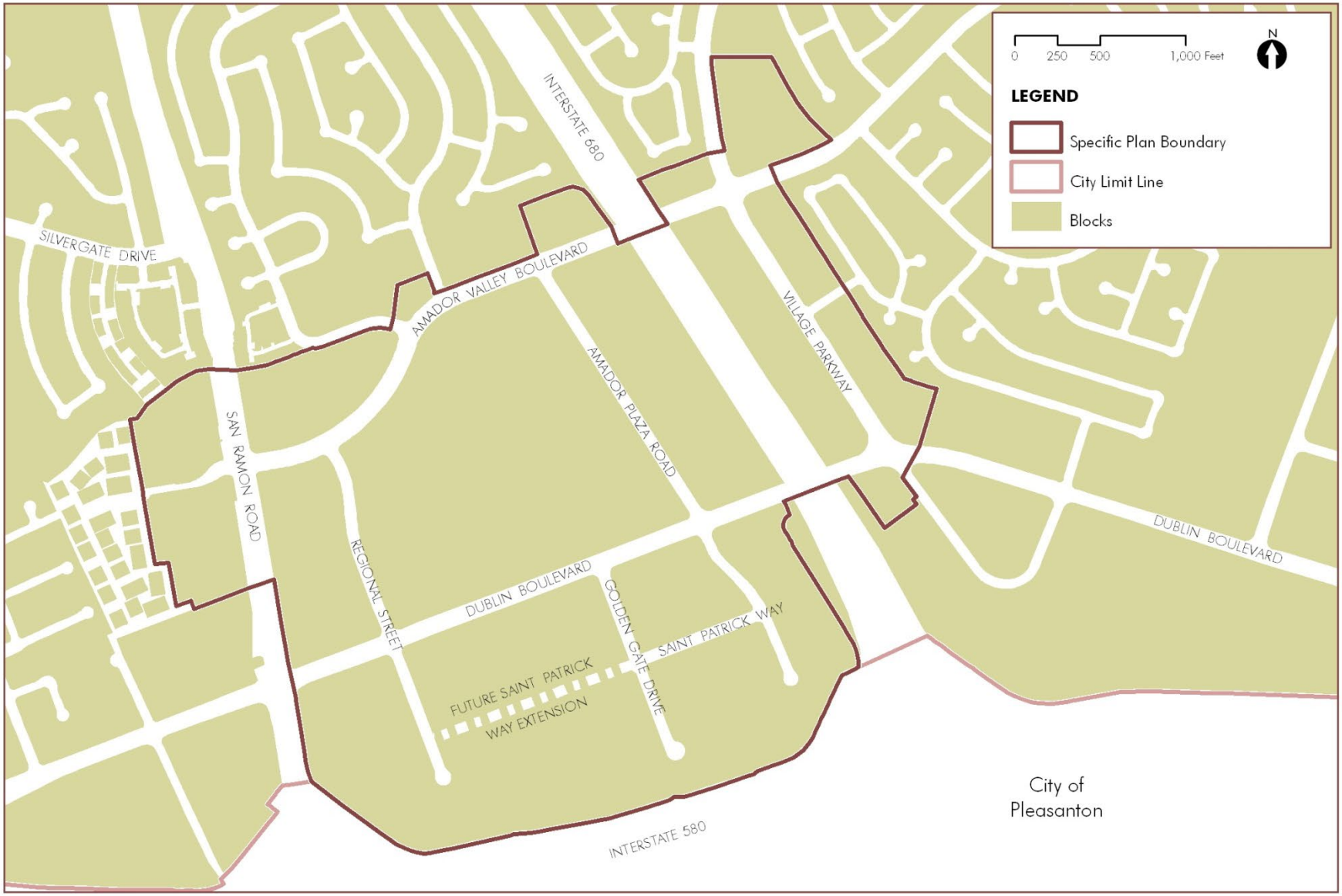


Figure 2-14: Parcel Size & Building Footprint

Building Orientation

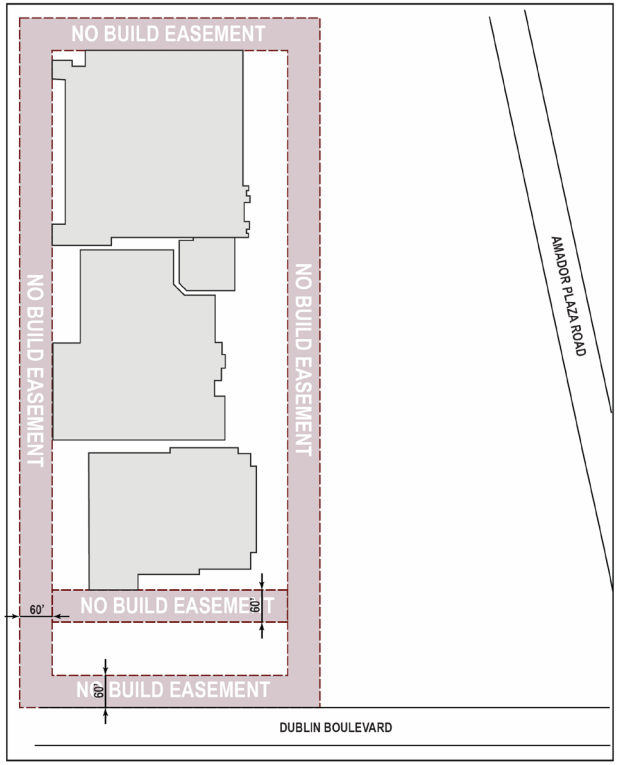
A significant portion of the Specific Plan Area contains parking lots directly adjacent to the public right-of-way (e.g. adjacent to the sidewalk and roadways). When surface parking lots are located adjacent to the public sidewalk, it weakens the streetscape and reduces the quality of the pedestrian environment by placing automobiles on both sides of the sidewalk, requiring vehicular movement across the sidewalks at parking lot entrances.

There are many different examples throughout the Specific Plan Area where the pedestrian environment is compromised by surface parking lots. This is particularly acute along Dublin Boulevard, Regional Street, Amador Plaza Road, and the western side of Golden Gate Drive in the Specific Plan Area.

The orientation of the building to the street is critical. In order to support pedestrian activity, buildings should have entrances that front directly onto the street, rather than to parking lots (i.e. no parking in between), and have street-facing storefront windows that add interest to the pedestrian environment, rather than just blank walls. Buildings with a strong connection to the street and sidewalk activate the street and encourage more pedestrian-oriented activities such as walking, window shopping, and gathering (e.g. outdoor dining) along the sidewalk. This type of pedestrian activity is a critical success factor for any downtown.

The Specific Plan Area includes a variety of conditions in terms of building orientation. The regional retail buildings located in the center of the Specific Plan Area back onto each other and face Amador Plaza Road and Regional Street, but are set back very far from the public right-of-way with parking between the sidewalk and store entrance. Almond Plaza, located on the west side of Regional Street (north of Dublin Boulevard), contains a U-shaped format of buildings with the store entrances oriented inward towards a central parking lot. Elsewhere, building orientation is quite varied, with a high percentage of buildings that do not directly address the street and instead provide access from parking lots and/or present blank facades to the street.

Given their large size and the fact that they are constructed using wood, some of the large-format regional retail stores have a 60-foot no-build easement around the perimeter of buildings to allow access for firefighting equipment. As shown in the graphic below, a no-build easement exists around the perimeter of the Target, former Expo Design Center and Burlington Coat Factory/Toys R Us buildings. Because Dublin Boulevard provides access from the south, development could be expanded (given sufficient parking and other requirements) in the area north of Dublin Boulevard adjacent to the existing Burlington Coat Factory/Toys R Us building.



2.3.2 Building Character

Architectural Character

The architectural character of buildings in the Specific Plan Area is quite diverse and eclectic. No single architectural style predominates. Instead, the building stock is more a record of the time at which each building was constructed, reflecting both the land use and design trends of a particular moment in Dublin's development history.

Most of the commercial buildings were constructed from the early 1960s to the late 1980s and do not establish a distinct identity or memory for the Specific Plan Area. Building surface materials tend to be wood, concrete, cinder block or stucco construction.

Building Heights

Commercial buildings in the Specific Plan Area are predominantly one-story, ranging from 15 to 25 feet in height, depending on the type and function of the building. Some buildings along Village Parkway are two stories, but are generally not taller than 25 feet. Office buildings, such as the Chase Bank building and the Corrie Center are three stories (approximately 35 feet in height).

The tallest (and only) residential building in the downtown is the Wicklow Square senior housing project, which is three stories over one level of parking at an approximate height of 50 feet. The approved 309 residential unit Essex project (formerly known as Windstar) project will have four floors over one level of parking at a height of approximately 65 feet.

2.3.3 Streetscape Character

All public roads within the Specific Plan Area have standard concrete sidewalks, typically ranging in width between four and six feet, along both sides of the street. While adequate to accommodate the relatively low volume of current pedestrian traffic, the sidewalk widths generally do not appear adequate to support a robust and vibrant pedestrian environment.

Signage within the Specific Plan Area includes traffic signs, wayfinding signs, and private commercial signs. Commercial signage tends to be the dominant form of signage and there is a wide variety of styles, colors and materials used. As with architectural character, establishing a set of signage design guidelines would help to create a more cohesive and visually attractive setting within the Specific Plan Area.

Generally, the physical design of the Specific Plan Area conveys the impression that the public streetscape is designed primarily to accommodate the automobile, and only secondarily to meet the needs of the pedestrian or bicyclist (see Figure 2-6: Pedestrian Circulation). While some streetscape improvements have been made (particularly on Village Parkway), overall the pedestrian environment in the Specific Plan Area lacks the quality and character that characterizes a typical walkable downtown. This would include street trees, distinctive hardscape features (such as pavers, colored concrete), and consistent lighting, benches, trash receptacles.

3

LAND USE AND DEVELOPMENT PLAN

New development will be led by a set of guiding principles and designated allowable land uses that help define a desired form and function in Downtown Dublin. The purpose of the guiding principles is to define a framework for future land uses, development standards and design guidelines. The land use designations identify uses that are both allowed and prohibited.

3.1 Introduction

The Land Use and Development Plan is the primary implementing component of this Specific Plan. It sets the tone for the overall vision of desired outcomes and defines the type and general location of allowable land uses within the Specific Plan Area.

3.2 Land Use Framework

Within the new Specific Plan Area, three districts have been identified to establish unique development standards and design guidelines that are unique to each district's needs (see Figure 3-1: Downtown Dublin Specific Plan Districts). These districts are:

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

Transit-Oriented District – comprised of land south of Dublin Boulevard and within walking distance to the West Dublin BART station

Village Parkway District – comprised of retail and service-oriented businesses along both sides of Village Parkway.

Permitted land uses, development standards and design guidelines described in this Specific Plan have been organized according to these three districts.

3.3 Guiding Principles

A set of guiding principles were identified and have been used as part of the preparation of this Specific Plan. These guiding principles are drawn from urban design principles, a focused market study, field observations, interviews with stakeholders and discussions with City Council, Planning Commission and City Staff. The purpose of these guiding principles is to define a framework for future land uses, development standards and design guidelines for the project area and each district. These guiding principles are organized for the overall Specific Plan Area and each of the three districts.

3.3.1 Downtown Dublin Guiding Principles

The following guiding principles have been identified for the Downtown Dublin Specific Plan Area.

- Support short-term incentives to promote development in downtown Dublin such as expedited permitting, and sales tax reimbursement program (the later of which currently exists).
- Consider the development of a community benefit payment in return for increased density/FAR (i.e. density bonus/incentive program) that could be used to pay for public improvements in the Planning Area.
- Increase the amount of retail sales and related economic activity throughout downtown Dublin.
- Enhance the visual quality of downtown Dublin, including public streetscape improvements (via the City's existing Streetscape Master Plan), entryways, on-site landscaping and the appearance of individual buildings.
- 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.
- Encourage a greater joint usage of parking areas through compatible mixes of uses and enhanced pedestrian connections.
- Accept increased traffic congestion (i.e. reduced level of service) in the downtown as a result of concentrating development near BART and major transportation facilities, reducing vehicle miles traveled, and increasing pedestrian and bicycle connectivity.
- Consider more flexible and appropriate parking standards that reflect verifiable demand and consider the transit-oriented land uses in the area.
- Enhance the multi-modal circulation network to better accommodate alternative transportation choices including BART, bus, bicycle, and pedestrian transportation.
- Encourage development that will create a vibrant and dynamic downtown that is considered an attractive and distinctive amenity to the Tri-Valley Region.

Figure 3-1: Downtown Dublin Specific Plan Districts

Encourage the use of local (Tri-Valley) labor when feasible and the support of local and regional businesses as part of any development project.

- Encourage businesses that support evening activities for adults and teenagers, such as restaurants, theaters, and bookstores.
- Work with property owners and business to achieve the goals and objectives of the Downtown Dublin Specific Plan.
- Seek other funding opportunities to help leverage city and development dollars.
- Work with local businesses and property owners to establish a business improvement district that would help to fund downtown improvements.
- The cost of infrastructure should be paid for by development.

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.

3.3.3 Transit-Oriented District Guiding Principles

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

- Promote transit-oriented development to create a distinctive and active district.
- Retain existing auto dealerships while supporting their eventual relocation to other easterly locations within the City of Dublin.
- Identify opportunity sites for future development that incorporate mixed-use and provide public and/or private plazas and outdoor gathering areas at strategic locations.
- Encourage underground and/or above ground parking structures.
- Encourage housing along Dublin Boulevard only as part of a mixed-use development with ground floor office or retail uses.

3.3.4 Village Parkway District Guiding Principles

In addition to the Downtown Dublin Guiding Principles, the following guidelines have been identified for the Village Parkway District.

- Continue to support a diverse mix of complementary land uses along Village Parkway.
- Create opportunities for integrating live/work units into the Village Parkway area.
- Consider an appropriate site for High Density Housing.

3.4 Land Use Designations

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.

Table 3-1: Land Uses

BUILDING USES[1]	RETAIL DISTRICT	TRANSIT-ORIENTED DISTRICT	VILLAGE PARKWAY DISTRICT
Regional Retail	Allowed	Prohibited [2]	Prohibited
Community Retail	Allowed	Allowed	Allowed
Outdoor Dining	Allowed [3]	Allowed [3]	Allowed [3]
Dining and/or Entertainment	Allowed	Allowed	Allowed
Office	Allowed	Allowed	Allowed
Lodging	Allowed	Allowed	Prohibited
Live-Work [5]	Allowed [6]	Allowed	CUP/PC [4]
Multi-Family Residential [5]	Allowed [6]	Allowed	Allowed
Mixed-Use Non-Residential	Allowed	Allowed	Allowed
Mixed-Use Residential [5]	Allowed [6]	Allowed	Allowed
Indoor Recreation	ZC or MUP/ZA	ZC or MUP/ZA	ZC or MUP/ZA
Auto Service/Sales	CUP/ZA	CUP/PC	CUP/ZA
Drive-Through and Drive-In Businesses	CUP/PC	CUP/PC	CUP/PC
Civic, Cultural, and Institutional	CUP/PC	CUP/PC	CUP/PC
Town Square	Allowed	Prohibited	Prohibited
Temporary Uses	TUP	TUP	TUP

Notes

1 Additional and similar uses may be permitted by the Community Development Director.
2 Prohibited unless adjacent to Dublin Boulevard.
3 Assuming accessibility (ADA) standards can be met.
4 May be permitted with a CUP/PC in a mixed-use development.
5 Subject to additional development standards if located within 1,000 feet of I-580 or I-680.
6 Allowed throughout the Retail District except on those properties west of San Ramon Road
.

CUP – Conditional Use Permit
TUP – Temporary Use Permit
ZC – Zoning Clearance
PC – Planning Commission
ZA – Zoning Administrator
MUP – Minor Use Permit

3.4.1 Regional Retail

Any retail business that is greater than 20,000 square feet and generally serves a broad population including residents from surrounding communities. Such uses include anchor retail stores, department stores, movie theaters, general retail uses and dining establishments.

3.4.2 Community Retail

Any retail business that is 20,000 square feet or less and generally serves local residents and employees. Such uses include retail stores, personal and professional services, neighborhood retail, dining establishments, cafes, and bakeries.

3.4.3 Outdoor Dining

Dining that occurs in outdoor areas (including private outdoor spaces and sidewalks) that are adjacent to a dining establishment.

3.4.4 Dining and/or Entertainment

Any dining establishment that provides alcohol and/or that provides live entertainment as well as entertainment venues such as movie theaters, performance halls, etc.

3.4.5 Office

Any establishment in which the primary activity is the provision of a service to a client or customer who does not necessarily need to go to the business to be served. Such uses include lawyers, architects, graphic designers, health services, insurance agents, real estate offices, and financial institutions.

3.4.6 Lodging

Any establishment that rents rooms for transient occupancy to overnight guests for periods of 30 or fewer calendar days. Such uses include hotels, motels, bed and breakfasts, and hostels. Lodging uses may include ancillary retail uses and dining businesses that provide convenience to the traveling public.

3.4.7 Live-Work

A combination of living space and working space for personal and professional service and office uses that the owner of the unit operates the business.

3.4.8 Multi-Family Residential

Multi-Family Residential development is generally in the form of stacked flats (apartments or condominiums) and attached townhouses. Minimum residential density is 22 units per net acre in the Retail District and 30 units per net acre in the Transit-Oriented District. The Village Parkway District has no minimum density requirement. Higher density residential uses are appropriate and strongly encouraged, especially in the Transit-Oriented District near the BART station.

3.4.9 Mixed-Use Non-Residential

Any property or building that combines multiple uses (excluding Live-Work and Multi-Family Residential) in compliance with the permit requirements for the applicable district. For example, Community Retail and Office uses in separate buildings or within a single building.

3.4.10 Mixed-Use Residential

Any property or building that combines a Multi-Family Residential use with another use in compliance with the permit requirements for the applicable district. For example, Multi-Family Residential and Community Retail uses in separate buildings or within a single building.

3.4.11 Auto Service/Sales

Any establishment that generates income from repairing, servicing, and/or sales of vehicles. Auto service businesses may also generate secondary income from retail sales that are related to the auto service. Such uses include auto repair and body shops, service centers, auto dealerships, auto rentals, car washes, and gas stations. Vehicle manufacturing, tow yards, and junk yards are prohibited.

3.4.12 Drive-Through and Drive-In Businesses

Any establishment in which the customer or client is served while still present in their vehicle.

3.4.13 Civic, Cultural, and Institutional

Any establishment that is open to the general public or a group of members that involves gathering for religious, social, cultural, or educational purposes. Such uses include museums, churches, gathering halls, community centers, post office, and public parking.

3.4.14 Temporary Uses

Any non-permanent use as defined by Chapter 8.108 (Temporary Use Permit), in the Zoning Ordinance.

3.4.15 Town Square

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

3.5 Future Development Assumptions

Development activities under this Specific Plan are anticipated to occur over the next 15 to 20 years. During that time, it is assumed that only a portion of the existing land uses will include new development and that many of the existing structures will remain essentially the same in their size and configuration but perhaps remodeled.

A brief assessment of development conditions since 2000 is described below, followed by a summary of future market demand. Based on this information, future development assumptions for each district are identified, which will be used as the basis for infrastructure improvements and potential environmental impacts as described in the Downtown Dublin Specific Plan Environmental Impact Report.

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.

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.

Market Forecast

The Downtown Dublin Focused Market Study (Market Study) was prepared by Keyser Marston Associates (KMA, 2009) as part of the background analysis for the Specific Plan Area. The purpose of the Market Study was to provide an overview market analysis, the potential opportunities and constraints to achieving the mix of land use and future development that would best meet the City's vision and goals for the downtown area.

The Market Study focused on six areas, which include Demographics, Retail, Hotel, Residential, Office, and Mixed-use (specifically in transit oriented developments [TODs]). Findings related to these areas are summarized below in Table 3-2: Summary of Project Market Demand (through 2025). A complete copy of the Market Study is available as a separate document from the City.

Table 3-2: Summary of Project Market Demand (though 2025)

CATEGORY	NOTES
Comparison Retail and Eating/Drinking	400,000 sf Comparison Retail and 115,000 sf Eating/Drinking; but demand likely to be mostly absorbed by vacant space and space in pipeline; opportunities will still exist for some niche and/or one-of-a kind retailers.
Convenience Retail	115,000 sf
Focused-Service and Extended Stay/Suite Hotels	100 rooms (beyond to the 150-room approved hotel at the West Dublin/Pleasanton BART Station which has conceptual approval); Dublin is well positioned to capture its share of limited opportunity.
Residential	3,000 units; residential downtown development should emphasize the concept of an in-town, transit-oriented urban village; greatest opportunity 2012-2015.
Office	Limited demand for new office space except owner or user driven.
Population Growth	44,000 (2007) and 63,100 (2015)
Workforce	16,400 (2007) and 21,100 (2015)
Demographics	Potential constraint to the City's near term future growth is of course the impact of the economic recession on the housing market and local economy.
Mixed-Use	Mixed uses in TOD projects appear to be successful in enhancing the image of the city/ downtown, achieving a high occupancy and/or lease rate, creating a major activity node or destination, and sparking nearby public and private investments. However, these projects tend to be complex and thus more difficult to finance and implement and often require increased City involvement and a well-established and experienced developer.

Development Plan

This Specific Plan provides a development plan for the next 15 to 20 years. Each Specific Plan district identifies a broad range of land uses that can be developed, either outright or through a Conditional Use Permit. These land uses, which include regional retail, community retail, office, residential, mixed use and public uses, are described in detail in Section 3.4: Land Use Designations. This approach will allow greater flexibility in the ultimate development pattern, while still maintaining a common vision for function and urban character within Downtown Dublin.

For each district, this Specific Plan identifies a specific set of development standards that will apply to all new buildings and significantly remodeled buildings. These standards include lot size and building placement, access, parking, building density or floor area ratio (FAR), and building height and setbacks.

The actual density of development allowed on a particular parcel will be regulated by the FAR. This Specific Plan identifies both a base FAR that is allowed outright and a maximum FAR that can be constructed based on the use and district. If a property owner would like to develop a project beyond the base FAR, they may obtain additional square footage up to the maximum FAR by drawing on the Development Pool that has been established for specific uses in each district. The density Development Pool applies to both residential and non-residential development. As shown below in Table 3-3: Base and Maximum FAR Per District, the maximum FAR would be greater than the base FAR for the Retail and Transit-Oriented Districts, but would remain the same in the Village Parkway District.

Table 3-3: Base and Maximum FAR Per District

DISTRICT	BASE FAR	MAXIMUM FAR
Retail	0.35	2.0
Transit-Oriented	0.50	2.5
Village Parkway	0.35	0.35

Downtown Dublin is largely built out, which means that new development projects will primarily replace (or expand upon) existing developments and land uses. Based on discussions with stakeholders, the general public, and City staff, as well as an assessment of underutilized parcels, a conservative estimate was made that 50% of the parcels within Downtown Dublin could be privately developed with new development projects over the next 15+ years.

This Specific Plan allows for a future construction of approximately 2.2 million square feet of non-residential development and 2,500 residential dwelling units.

Assuming an average of 1,200 square feet per residential unit (and an average of 500 square feet per hotel room), this represents 5.26 million square feet under this Specific Plan.

A breakdown of development potential (including base and maximum FAR) by district is shown in Table 3-4: Net New Development.

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)**	**2,500**	

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

While this represents the theoretical buildout of net new development in Downtown Dublin, the ultimate amount of future development will likely be less due to non-tangibles such as market demand, ownership patterns, tenant lease terms, other available vacant land (e.g. East Dublin), etc. Additionally, Downtown Dublin is largely developed, resulting in significant physical limitations such as parcel configurations, parking, and circulation.

When a project applicant proposes to develop using a portion of the density development pool allocation, they will be required to enter into an agreement with the City and provide a community benefit in accordance with the Community Benefit Program. The life of the agreement will be limited to a specific time period so that if a project is not constructed, the square footage can be returned to the density development pool and available for use by another development project in the same District. See Section 6.4 for further discussion on the density development pool and Community Benefit Program.

When a project applicant proposes to develop using a portion of the density development pool allocation, they will be required to enter into an agreement with the City and provide a community benefit in accordance with the Community Benefit Program. The life of the agreement will be limited to a specific time period so that if a project is not constructed, the square footage can be returned to the density development pool and available for use by another development project in the same District. See Section 6.4 for further discussion on the density development pool and Community Benefit Program.

4

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

There are three distinct districts which comprise the downtown. Each of the three districts within Downtown Dublin has unique characteristics that differentiate them from each other. The following development standards and design guidelines are intended to create distinct districts that have a look and feel appropriate to their respective guiding principles. Development standards are requirements that must be met for project approval. Design guidelines have more flexibility and are encouraged / discouraged rather than required / prohibited.

4.1 Retail District Development Standards

4.1.1 Location

The location of the Retail District is illustrated on Figure 3-1: Downtown Dublin Specific Plan Districts and on the map to the right. This map is also used throughout this Section for reference.

4.1.2 Vision

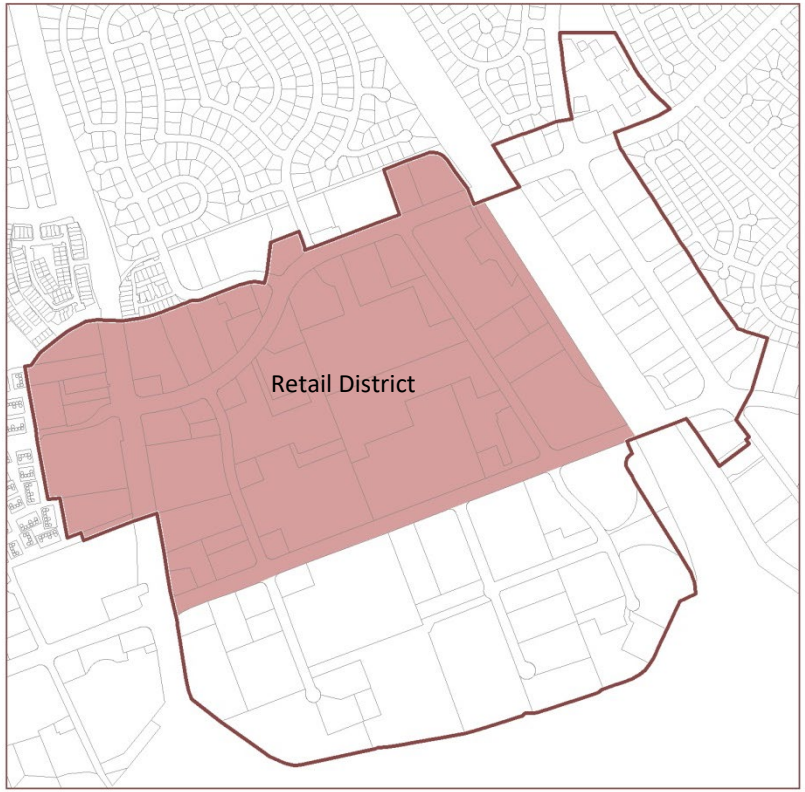
The Retail District will continue to serve as a primary regional and community shopping destination in the City.

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.

Figure 4-1: Retail District Location



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.

4.1.4 Development Standards

The development standards on the following pages shall be used for all projects that require Site Development Review (where applicable).

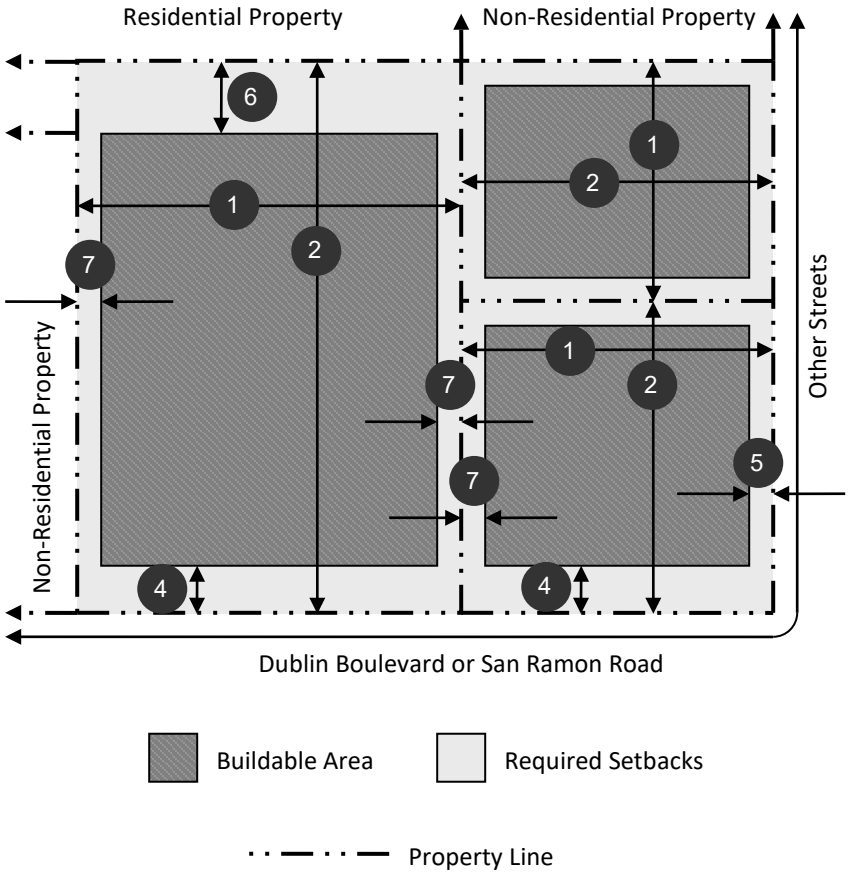
Design guidelines that apply to the entire Specific Plan Area or that are specific to the Retail District should be considered with these standards (see Section 4.4: Design Guidelines).

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

LOT SIZE AND BUILDING PLACEMENT		
1	Lot Width[1]	50 ft min
2	Lot Depth[1]	80 ft min
3	Lot Size[1]	10,000 sf min
4	Street Setback from Dublin Boulevard and San Ramon Road	10 ft min The street setback may be improved as an extension of the public sidewalk if accessible to the public through an established easement
5	Street Setback from Other Streets	5 ft min The street setback may be improved as an extension of the public sidewalk if accessible to the public through an established easement
6	Internal Setback from Property Lines shared with Residential Uses	15 ft min
7	Internal Setback from Property Lines shared with Non-Residential Uses	Per Building Code
8	Freeway/Drainage Channel Setback	10 ft min from property lines adjacent to freeway or drainage channel
9	Required Frontage Buildout[2]	Not required

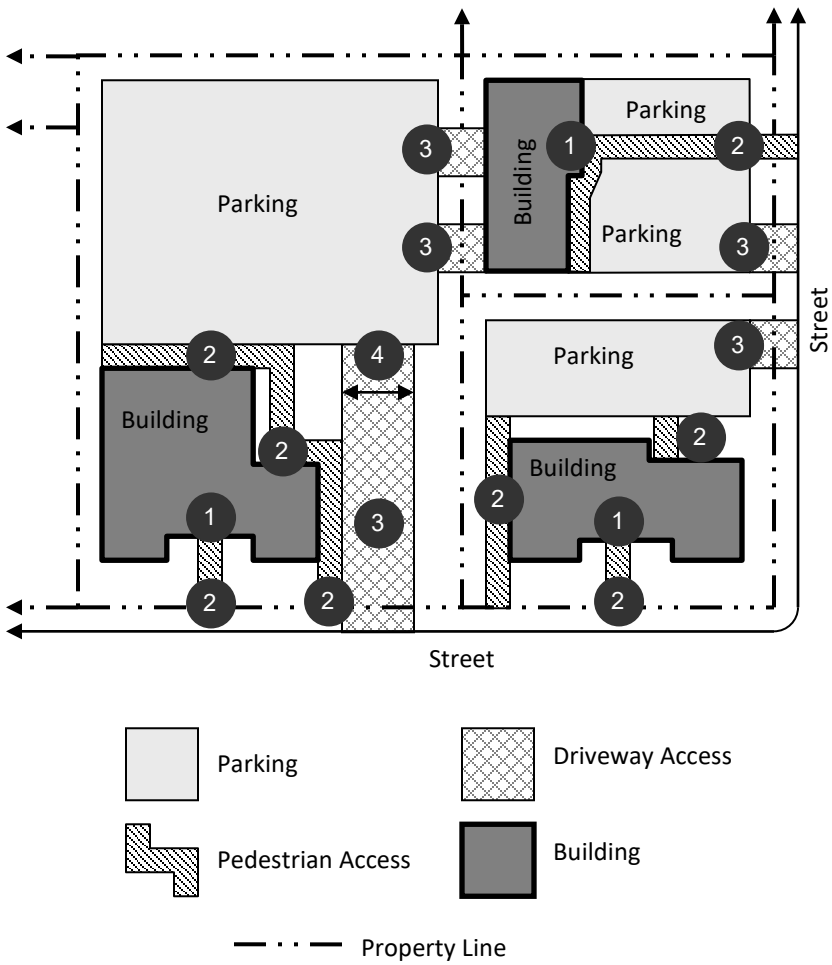
Notes
1 These standards only apply to new land subdivisions and do not apply to condominium subdivisions
2 If residential units are provided, see buildout requirements in the Building Design table, below

Figure 4-3: Examples of Lot Size and Building Placements in the Retail District



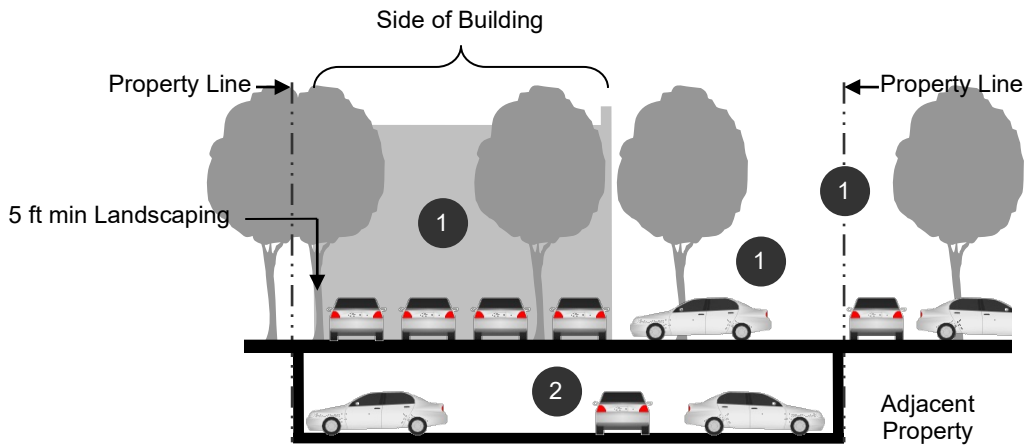
ACCESS	
1 Building Entrance	At least 1 public entrance per business with street frontage shall be provided along a facade facing the street. Within "The Core" locate entrances in key retail clusters close together and ideally one every 50 feet maximum.
2 Pedestrian Access	Direct pedestrian access shall 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.

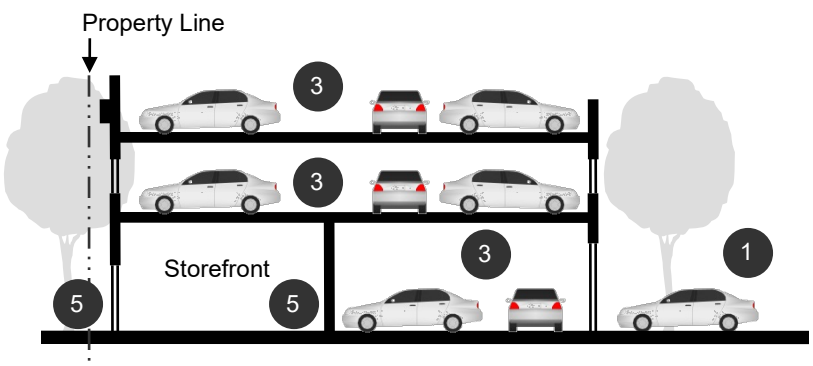
Figure 4-4: Examples of Site Access in the Retail District

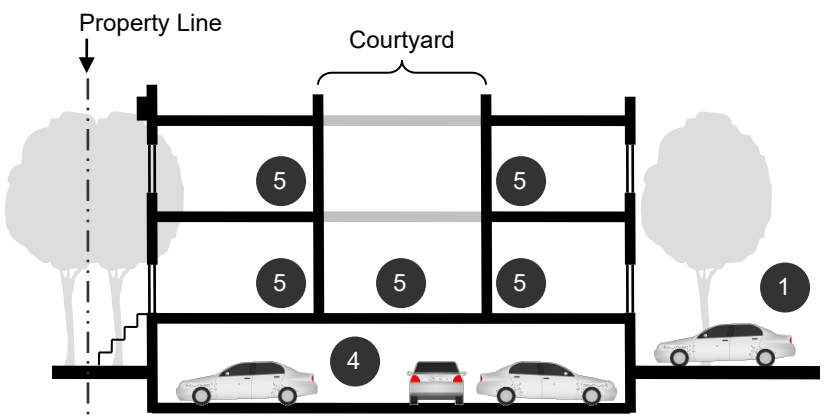


ALLOWED PARKING LOCATIONS		
1	Surface Parking	Allowed on portions of the site that are set back 5 ft min from all property lines. The setback shall be landscaped. If a shared parking lot is provided between adjacent properties, a setback from the shared property line is not required.
2	Underground Parking	Allowed under the entire site.
3	Structured Parking	Allowed to the rear of buildings and on the upper floors of buildings (above a ground floor commercial space) if designed in accordance with the design standards and guidelines for structured parking.
4	Podium Parking	Allowed under all buildings if designed in accordance with the design standards and guidelines for podium parking.
5	Bicycle Parking	Allowed within individual residential units. Allowed within surface parking areas and first floor of underground parking areas. Allowed near building entrances (except private service entrances). Allowed on private property adjacent to sidewalks. Allowed on sidewalks if a clear walking path of at least 6 ft maintained.

PARKING REQUIREMENTS		
6	Parking Requirements	Per the requirements in Chapter 8.76: Off-Street Parking and Loading Requirements in the Zoning Ordinance. No parking requirement for outdoor dining areas. Excessive surface parking is strongly discouraged. If parking exceeds the min. standard (see row 6) by 10 percent, at least one of the following measures shall be incorporated into the surface parking area: ■ Increase the number of shade trees provided to a ratio of 1 tree per 3 parking spaces; ■ Divide surface parking areas into at least 2 smaller parking lots divided by a landscaped planter that is at least 10 feet in width (these parking areas may be connected by drive aisles); or ■ Provide a double row of trees (with shrubs and groundcovers surrounding them) between the sidewalk and surface parking area (where parking lots are permitted near sidewalks). All other uses shall provide parking per the Dublin Zoning Ordinance
7	Minimum Bicycle Parking Requirements	Residential and Non-Residential bicycle parking requirements and support facilities shall conform to the California Green Building Standards Code.
8	Shared Parking	Shared parking between adjacent lots is allowed if a parking study is prepared (where required) and a shared parking agreement is established and approved by the Community Development Director (pursuant to a Use Permit), and if parking is provided to meet the greatest peak hour demand of the combined uses.
9	Compact Spaces	Up to 35% of vehicle spaces may be compact in parking areas with at least 20 spaces. Compact spaces shall be labeled as “C” or “Compact”.
10	Motorcycle Spaces	1 vehicle space per 40 may be replaced as a motorcycle space in parking areas with at least 40 vehicle spaces and labeled as such.
11	Landscaping	Parking lots shall contain a min. of 1 shade tree per 4 parking spaces and have a min. canopy radius of 15 feet at maturity. Each shade tree shall be spaced no more than 40 feet from another tree. Additional accent trees are also allowed within parking lots. A 5 foot wide landscaped buffer is required between sidewalks and parking lots and shall comply with Section 8.76.070.A.19 of the Zoning Ordinance. The minimum tree planter width in parking areas shall be 5 feet.



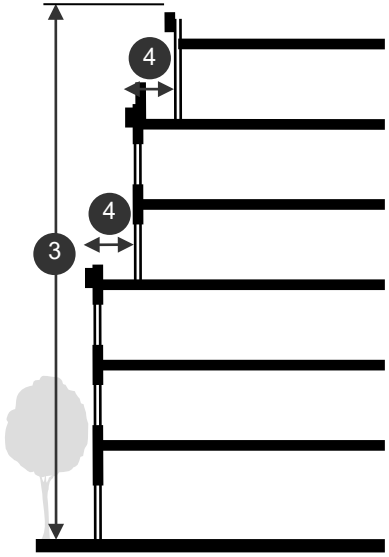




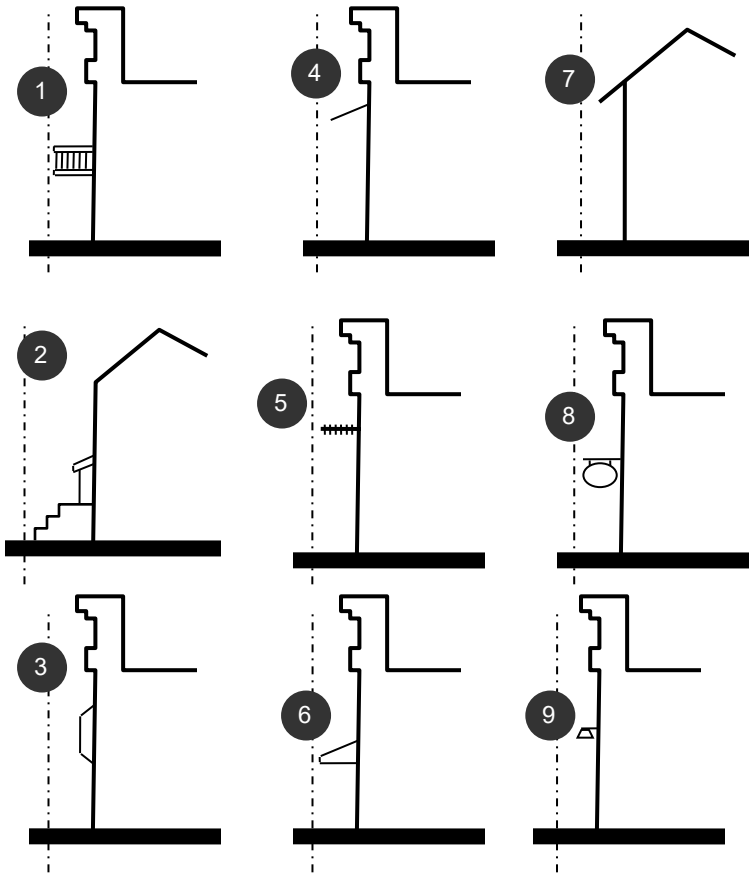
NOTE: Refer to the standards on the previous page to determine what each number represents

BUILDING DESIGN	
1 Floor Area Ratio (FAR)	0.35 base 2.0 max (required participation in the development density pool, an agreement with the City, and provision of a community benefit in compliance with the Community Benefit Program)[1]
2 Residential Units	Not permitted west of San Ramon Road. Allowed at a minimum density of 22 units per net acre. Permitted within a mixed-use development if designed based on the following standards: ■ The development includes ground floor retail or office space that equals an FAR of 0.3 min ■ Retail or office space is built along at least 80% of the property's total street frontage and set back no more than 10 ft from the building setback requirement ■ Common open space for the residential units are provided at a rate of 15% of the site's total area Projects that include residential development within 1,000 ft. of either Interstate 580 or 680 (or less per Bay Area Air Quality Management District's current guidelines) shall incorporate the following standards to minimize potentially adverse air quality affects: ■ Configure the proposed buildings so that the bulk of the building is located farther from the highway. ■ Place heating ventilation and air conditioning (HVAC) system intakes as far away from highway as feasible. ■ Include high efficiency filters in the HVAC system (rated with a minimum efficiency rating value [MERV] of at least 13). This would also include a commitment to regular maintenance and replacement of filters as needed. ■ Provide positive pressure with the HVAC system in all occupied spaces to prevent the incursion of outside air that bypasses the HVAC filters. ■ To reduce the amount of outside unfiltered air indoors, do not place operable windows in close proximity to the highway. In addition, signs should be posted to keep exterior doors closed when not in use.
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
4 Building Stepbacks	Encouraged on upper floors, but not required
5 Allowed Frontages[2]	At least one of the following frontages (based on the ground floor use) shall be provided on all facades that front a street: ■ Anchor Storefronts ■ Storefronts ■ Office/Lodging Fronts ■ Auto Service Fronts ■ Public Fronts
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

Notes
1 Refer to Section 3.5: Future Development Assumptions
2 For frontage standards/guidelines, see Section 4.4: Design Standards and Guidelines



PROJECTIONS AND ENCROACHMENTS INTO SETBACKS		
1	Balconies	4 ft max into all setbacks 12 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
2	Stoops	Permitted for residential use only
3	Bay Windows	2 ft max into all setbacks 12 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
4	Window Shades (Vertical / Horizontal)	5 ft max into all setbacks 8 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
5	Trellises	5 ft max into all setbacks 8 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
6	Storefront Awnings	6 ft max into all setbacks 8 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
7	Roofs	5 ft max into all setbacks
8	Projecting Signs	4 ft max into all setbacks 8 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
9	Building Lighting	3 ft max into all setbacks If extending more than 6 in from the facade, 8 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces



= Property Line

NOTE: Buildings shown built to setback line

4.2 Transit-Oriented District Development Standards

4.2.1 Location

The location of the Transit-Oriented District is illustrated on Figure 3-1: Downtown Dublin Specific Plan Districts and on the map to the right. This map is also used throughout this Section for reference.

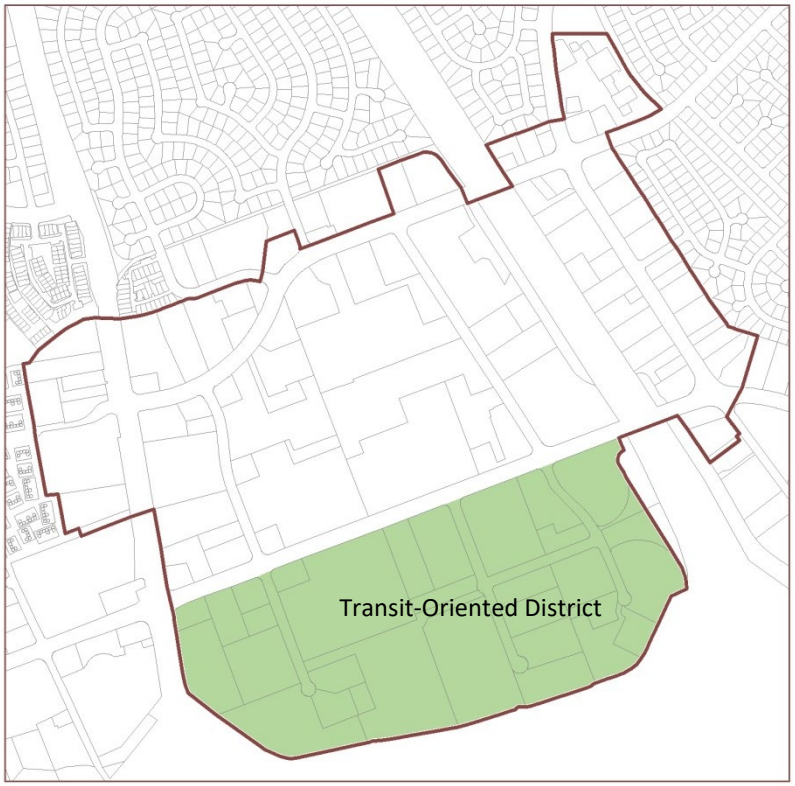
4.2.2 Vision

The vision for the Transit-Oriented District is to encourage the development of the area with land uses that support and complement transit uses, particularly the West Dublin BART Station. These types of uses would include mixed-use that include office or residential above ground floor retail, high-density multi-family residential, office uses and are generally more urban than the surrounding area.

Land uses should provide the opportunity for a variety of activities such as offices, hotels, restaurants, shopping, etc. to encourage activity both during the day and at night for both youths and adults. 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.

A pedestrian-scale, walkable environment will be encouraged 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.

Figure 4-5: Transit-Oriented District Location



4.2.3 Development Standards

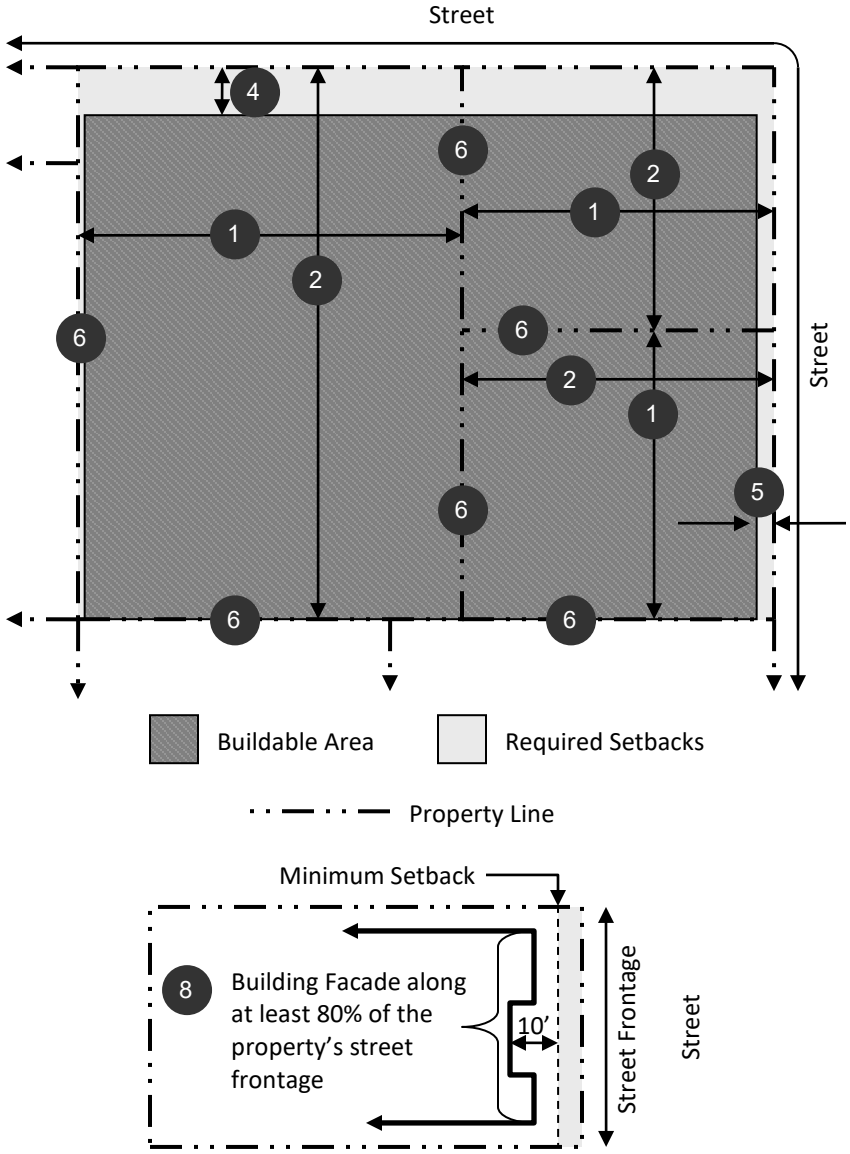
The development standards on the following pages shall be used for all projects that require a Site Development Review (where applicable).

Design guidelines that apply to the entire Specific Plan Area and specific to the Transit-Oriented District should be considered with these standards (see Section 4.4: Design Guidelines).

LOT SIZE AND BUILDING PLACEMENT		
1	Lot Width[1]	50 ft min
2	Lot Depth[1]	80 ft min
3	Lot Size[1]	10,000 sf min
4	Street Setback from Dublin Boulevard and San Ramon Road	10 ft min The street setbacks shall be improved as an extension of the public sidewalk and shall be accessible to the public through an established easement
5	Street Setback from Other Streets	5 ft min Street setbacks shall be improved as an extension of the public sidewalk and shall be accessible to the public through an established easement
6	Internal Setback	Per Building Code. However, if segments of the building facade have windows, a 5 ft min setback from the internal property line shall be required.
7	Freeway/Drainage Channel Setback	10 ft min. from property lines adjacent to a freeway or drainage channel
8	Required Frontage Buildout	A building facade shall be constructed within 10 ft of the minimum street setback line along at least 80% of the property's total street frontage

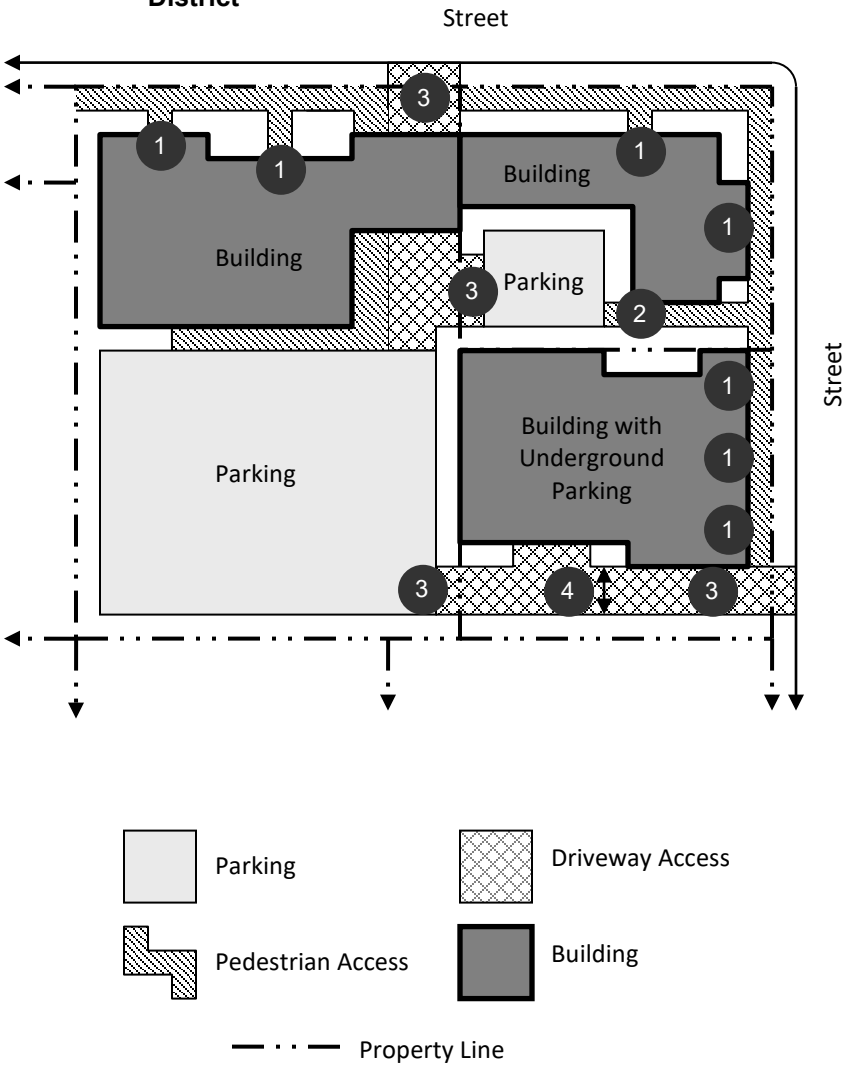
Notes: These standards only apply to new land subdivisions and do not apply to condominium subdivisions.

Figure 4-6: Examples of Lot Size and Building Placement in the Transit-Oriented District



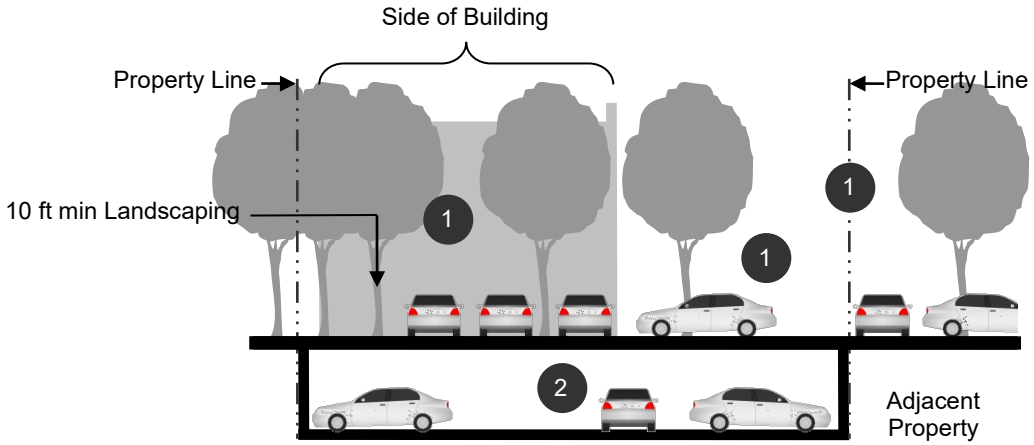
ACCESS		
1	Building Entrance	At least 1 entrance per business with street frontage shall be provided along a facade facing the street.
2	Pedestrian Access	Direct pedestrian access shall be provided from the sidewalk and parking areas to building entrances (excluding private service entrances).
3	Vehicular Access	Driveways may be provided from a street or an adjacent property (if a shared access agreement is established) If multiple driveways from a street are provided on a lot, at least 1 building shall be located between each of these driveways. Shared access to reduce the number of public roadway access points is strongly encouraged.
4	Driveway Width	15 ft max for 1-way driveways and 24 ft max for 2-way driveways. Fire access roadways (including driveways) shall have a minimum unobstructed width of 20 feet.

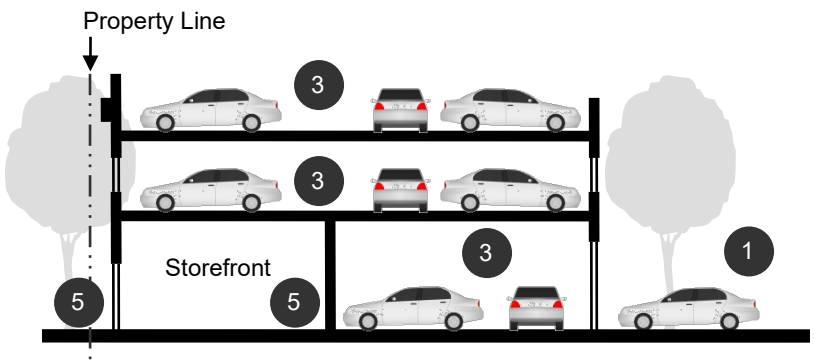
Figure 4-7: Examples of Site Access in the Transit-Oriented District

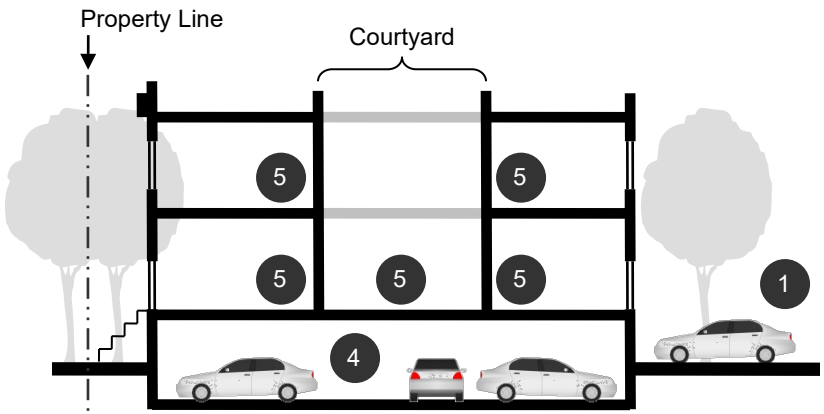


ALLOWED PARKING LOCATIONS		
1	Surface Parking	Allowed to the rear of on-site buildings 1 row of parking is allowed to the side of buildings if placed along a driveway connecting to the street A 10ft min landscaped buffer shall be provided between the back of sidewalk and the first parking stall along the driveway
2	Underground Parking	Allowed under the entire site
3	Structured Parking	Allowed to the rear of buildings and/or on the upper floors of buildings (above a ground floor commercial space) if designed in accordance the design standards and guidelines for structured parking
4	Podium Parking	Allowed under all buildings if designed in accordance with the standards and guidelines for podium parking

PARKING REQUIREMENTS		
5	Bicycle Parking	Allowed within individual residential units Allowed within surface parking areas and first floor of underground parking areas Allowed near building entrances (excluding private service entrance) Allowed on private property adjacent to sidewalks Allowed on sidewalks if a clear walking path of at least 6 ft is maintained
6	Parking Requirements	1.5 spaces (covered or uncovered) per residential unit. Guest parking should also be provided up to 15% of the total parking amount. Additional parking for residential units does not require additional amenities discussed in 1: Surface Parking, above No parking requirement for outdoor dining areas. Excessive surface parking is strongly discouraged. If parking exceeds the minimum standard (see row 6) by 10 percent or more, at least one of the following measures shall be incorporated into the surface parking area: ■ Increase the number of shade trees provided to a ratio of 1 tree per 3 parking spaces; ■ Divide surface parking areas into at least 2 smaller parking lots divided by a landscaped planter that is at least 10 feet in width (these parking areas may be connected by drive aisles); or ■ Provide a double row of trees (with shrubs and groundcovers surrounding them) between the sidewalk and surface parking area (where parking lots are permitted near sidewalks). Hotel parking is .85 spaces per room. For hotels with assembly space greater than 10,000 square feet, additional parking may be required. Office parking is 2.5 spaces per 1,000 square feet of gross floor area. All other uses shall provide parking per the Dublin Zoning Ordinance.
7	Minimum Bicycle Parking Requirements	Residential and Non-Residential bicycle parking requirements and support facilities shall conform to the California Green Building Standards Code.
8	Shared Parking	Shared parking between adjacent lots is allowed if a parking study is prepared (where required) and a shared parking agreement is established and approved by the Community Development Director pursuant to a Use Permit, and if parking is provided to meet the greatest peak hour demand of the combined uses
9	Compact Spaces	Up to 35% of the vehicle parking spaces may be compact in parking areas with at least 20 spaces Compact spaces shall be labeled as “C” or “Compact”
10	Motorcycle Spaces	1 vehicle space per 40 may be replaced as a motorcycle space in parking areas with at least 40 vehicle spaces Motorcycle spaces shall be labeled as such.
11	Landscaping	Parking lots shall contain 1 shade tree per 4 parking spaces and have a minimum canopy radius of 15 feet at maturity. Each shade tree shall be spaced no more than 40 feet from another shade tree. Additional accent trees are also allowed within parking lots. A 5 foot wide landscaped buffer is required between sidewalks and parking lots and shall comply with Section 8.76.070.A.19 of the Zoning Ordinance. The minimum tree planter width in parking areas shall be 5 feet.



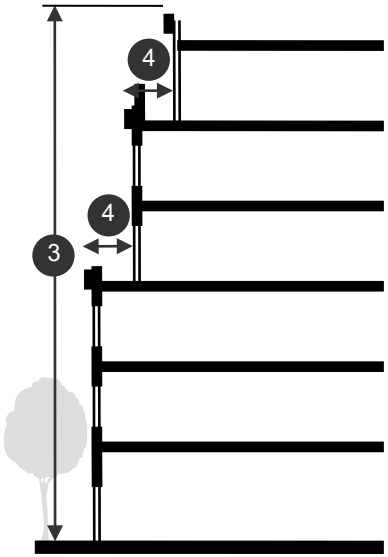




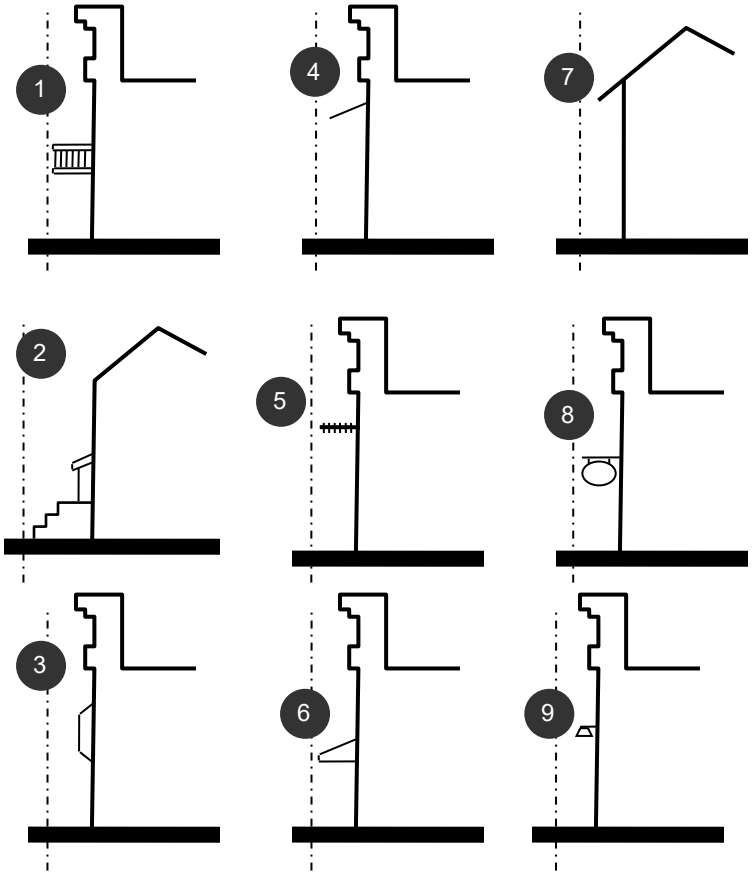
NOTE: Refer to the standards on the previous page to determine what each number represents

BUILDING DESIGN		
1	Floor Area Ratio (FAR)	0.50 base 2.5 max (required participation in the development density pool, an agreement with the City, and provision of a community benefit in compliance with the Community Benefit Program)[1]
2	Residential Units	Permitted within a residential development or a mixed-use development if designed based on the following standards: ■ The maximum residential density shall be a minimum of 30 units per net acre and shall not exceed 85 units per acre ■ Common open space for the residential units are provided at a rate of 15% of the site's total area ■ The residential units are not included in the base FAR standard above Projects that include residential development within 1,000 ft. of either Interstate 580 or 680 (or less per Bay Area Air Quality Management District's current guidelines) shall incorporate the following standards to minimize potentially adverse air quality affects: ■ Configure the proposed buildings so that the bulk of the building is located farther from the highway. ■ Place heating ventilation and air conditioning (HVAC) system intakes as far away from highway as feasible. ■ Include high efficiency filters in the HVAC system (rated with a minimum efficiency rating value [MERV] of at least 13). This would also include a commitment to regular maintenance and replacement of filters as needed. ■ Provide positive pressure with the HVAC system in all occupied spaces to prevent the incursion of outside air that bypasses the HVAC filters. ■ To reduce the amount of outside unfiltered air indoors, do not place operable windows in close proximity to the highway. In addition, signs should be posted to keep exterior doors closed when not in use.
3	Building Height	8 floors and no more than 75 feet to the finished floor of the highest story. Maximum building height is 90 feet (tower elements, architectural and articulated design features, solar panels, and small-scale wind turbines may extend 10 ft max beyond this height).
4	Building Stepbacks	Allowed on upper floors, but not required
5	Allowed Frontages[2]	At least one of the following frontages (based on the ground floor use) shall be provided on all a facades that front a street: ■ Storefronts ■ Office/Lodging Fronts ■ Residential Fronts ■ Public Fronts

Notes
1 Refer to Section 3.5: Future Development Assumptions
2 For frontage standards/guidelines, see Section 4.4: Design Standards and Guidelines



PROJECTIONS AND ENCROACHMENTS INTO SETBACKS		
1	Balconies	4 ft max into all setbacks 12 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
2	Stoops	Permitted for residential uses only
3	Bay Windows	2 ft max into all setbacks 12 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
4	Window Shades (Vertical / Horizontal)	5 ft max into all setbacks 8 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
5	Trellises	5 ft max into all setbacks 8 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
6	Storefront Awnings	6 ft max into all setbacks 8 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
7	Roofs	5 ft max into all setbacks
8	Projecting Signs	4 ft max into front all setbacks 8 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
9	Building Lighting	3ft max into all setbacks If extending more than 6 in, 8 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces



= Property Line

NOTE: Buildings shown built to setback line

4.3 Village Parkway District Development Standards

4.3.1 Location

The location of the Village Parkway District is illustrated on Figure 3-1: Downtown Dublin Specific Plan Districts and on the map to the right. This map is also used throughout this Section for reference.

4.3.2 Vision

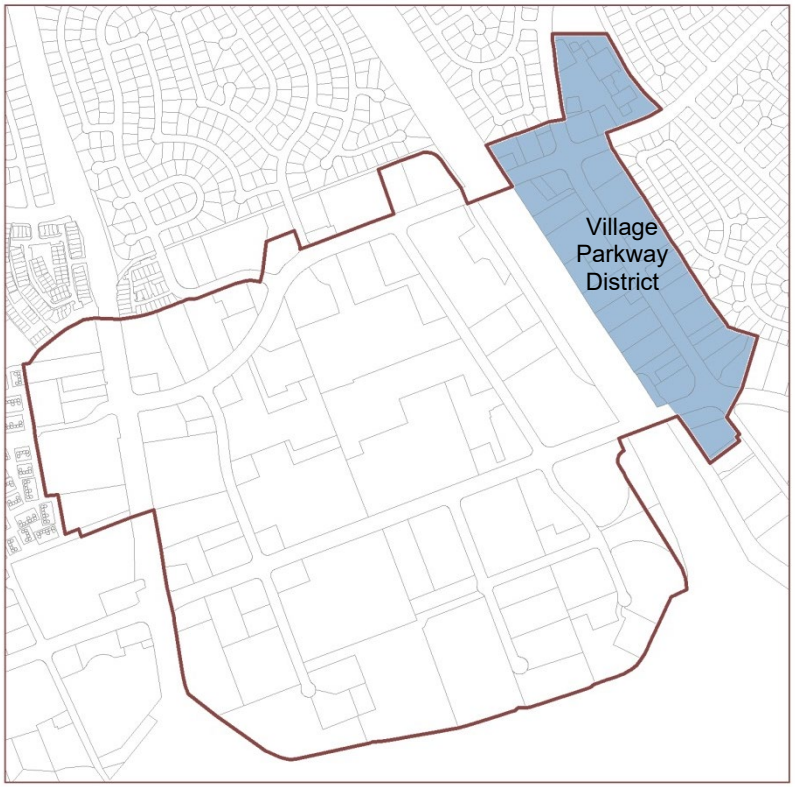
Village Parkway will be a pedestrian-oriented district that also accommodates through traffic. Buildings will be sited at or near the sidewalk with parking provided at the rear to encourage walking and create a more consistent street edge.

Opportunities for live/work, mixed-use, and multi-family residential buildings will be encouraged throughout the district and compliment the predominantly commercial district, largely developed with retail, office, and certain automotive uses.

Revitalizing and continuing to upgrade the appearance and functionality of the Village Parkway District will be encouraged so that existing and new businesses, particularly those providing specialty commercial services, can continue prosper. 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.

A pedestrian-scale, walkable environment will be encouraged 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.

Figure 4-8: Village Parkway District Location



4.3.3 Development Standards

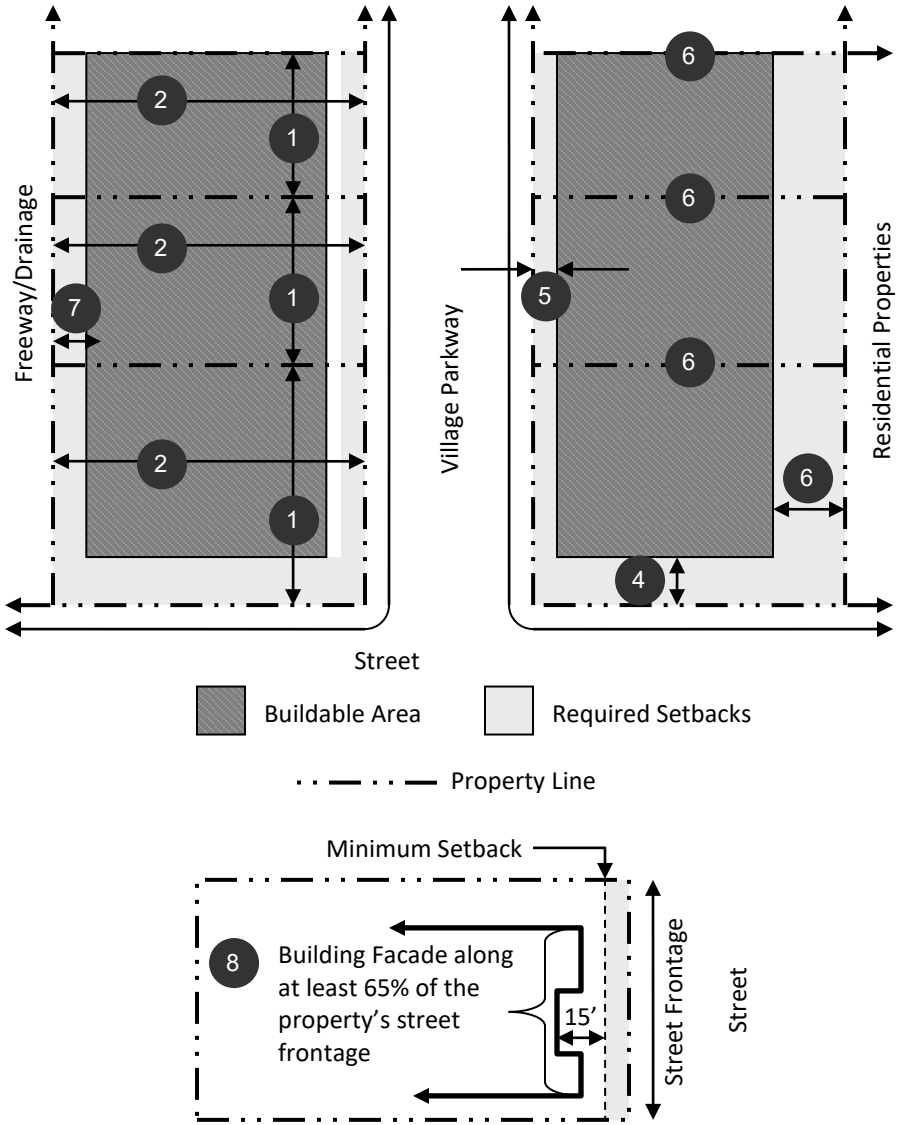
The development standards on the following pages shall be used for all projects that require Site Development Review (where applicable).

Design guidelines that apply to the entire Specific Plan Area and specific to the Village Parkway District should be considered with these standards (see Section 4.4: Design Guidelines).

LOT SIZE AND BUILDING PLACEMENT		
1	Lot Width[1]	50 ft min
2	Lot Depth[1]	80 ft min
3	Lot Size[1]	10,000 sf min
4	Street Setback from Dublin Boulevard and San Ramon Road	10 ft min The street setback may be improved as an extension of the public sidewalk if accessible to the public through an established easement
5	Street Setback from Other Streets	5 ft min The street setback may be improved as an extension of the public sidewalk if accessible to the public through an established easement
6	Internal Setback	15 ft min from shared property lines with a single-family residential property All others shall be per the Building Code. However, if segments of the building facade have windows, a 5 ft min setback from the internal property line shall be required.
7	Freeway/Drainage Channel Setback	10 ft min from property line adjacent to freeway or drainage channel
8	Required Frontage Buildout	A building facade shall be constructed within 15 ft of the minimum street setback line along at least 65% of the property's total street frontage along Village Parkway If this requirement prevents a driveway from being constructed on a lot, it shall be reduced to accommodate a 24 ft wide driveway and a 5 ft walkway (between the building and the driveway)

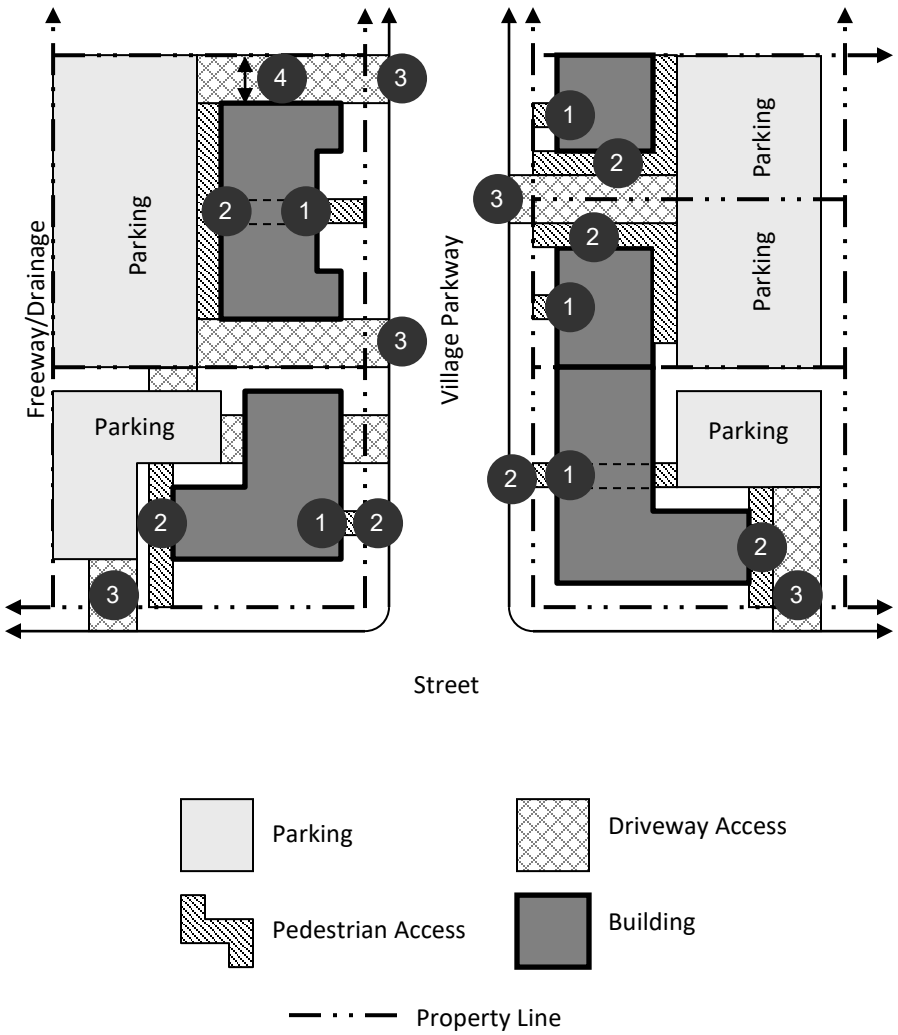
Notes 1 These standards only apply to new land subdivisions and do not apply to condominium subdivisions.

Figure 4-9: Examples of Lot Size and Building Placement in the Village Parkway District



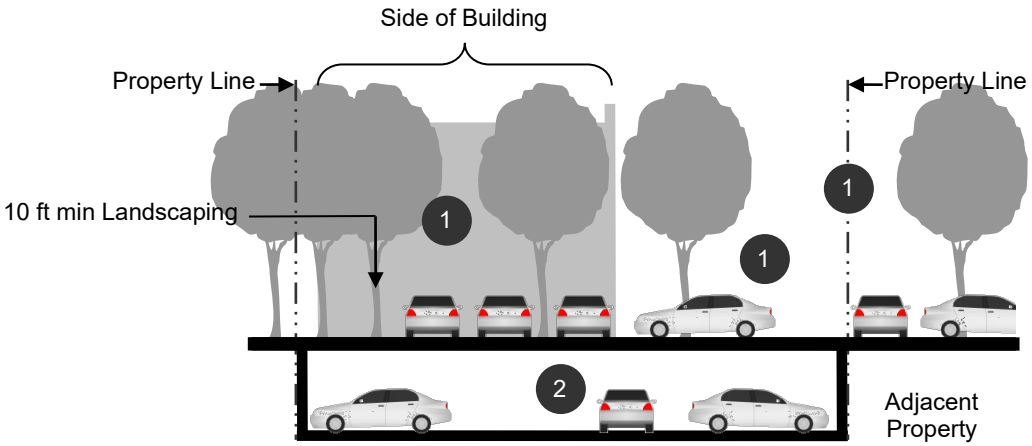
ACCESS		
1	Building Entrance	At least 1 entrance per business with street frontage shall be provided along the facade facing Village Parkway
2	Pedestrian Access	Direct pedestrian access shall be provided from the sidewalk and parking areas to building entrances (excluding private service entrances)
3	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. If multiple driveways from Village Parkway are provided on a lot, at least 1 building shall be located between each of these driveways
4	Driveway Width	15 ft max for 1-way driveways and 24 ft max for 2-way driveways. Fire access roadways (including driveways) shall have a minimum unobstructed width of 20 feet.

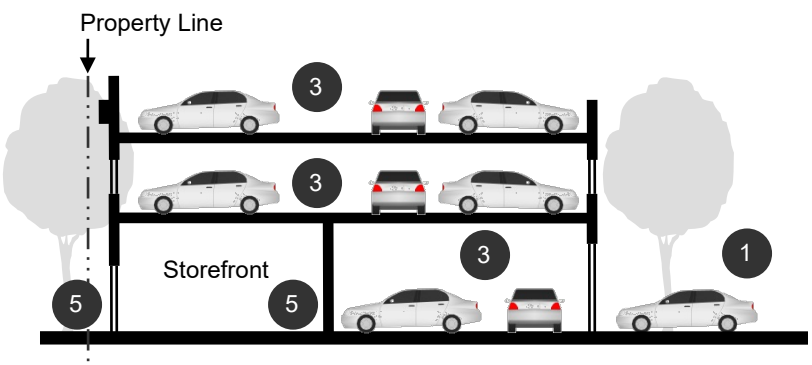
Figure 4-10: Examples of Site Access in the Village Parkway District

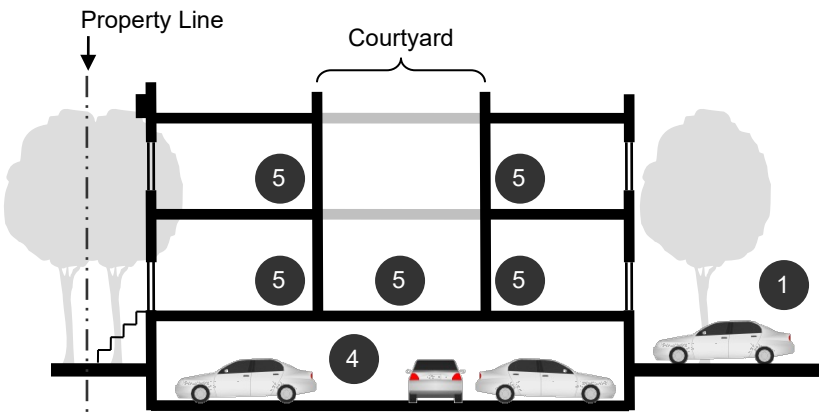


ALLOWED PARKING LOCATIONS		
1	Surface Parking	Allowed to the rear of on-site buildings. 1 row of parking is allowed to the side of buildings if placed along a driveway connecting to the street. 2 rows of parking are allowed to the side of buildings if placed along a shared driveway providing access to multiple properties and connecting to the street. A 10 ft min landscaped buffer shall be provided between the sidewalk and the first parking stall along a driveway.
2	Underground Parking	Allowed under the entire site.
3	Structured Parking	Allowed to the rear of buildings and/or on the upper floors of buildings (above a ground floor commercial space) if designed in accordance with the design standards and guidelines for structured parking.
4	Podium Parking	Allowed under all buildings if designed in accordance with the design standards and guidelines for podium parking.

PARKING REQUIREMENTS		
5	Bicycle Parking	Allowed within individual residential units. Allowed within surface parking areas and first floor of underground parking areas. Allowed near building entrances (except service entrances). Allowed on private property adjacent to sidewalks. Allowed on sidewalks if a clear walking path of at least 6 ft maintained.
6	Parking Requirements	Per the requirements in Chapter 8.76: Off-Street Parking and Loading Requirements in the Zoning Ordinance. No parking requirement for outdoor dining areas. No parking requirement for commercial uses occupying existing buildings New commercial buildings are required to provide parking spaces at the rate of 1 space per 300 square feet of gross building area, regardless of the future commercial use of the building. Excessive surface parking is strongly discouraged. If parking exceeds the minimum standard (see row 6) by at least 10 percent, at least one of the following measures shall be incorporated into the surface parking area: ■ Increase the number of shade trees provided to a ratio of 1 tree per 3 parking spaces; ■ Divide surface parking areas into at least 2 smaller parking lots divided by a landscaped planter that is at least 10 feet in width (these parking areas may be connected by drive aisles); or ■ Provide a double row of trees (with shrubs and groundcovers surrounding them) between the sidewalk and surface parking area (where parking lots are permitted near sidewalks). All other uses shall provide parking per the Dublin Zoning Ordinance. All on-site parking spaces shall be considered “required parking” for the purposes of administering Chapter 8.76 of the Dublin Zoning Ordinance unless otherwise determined by the Community Development Director.
7	Minimum Bicycle Parking Requirements	Residential and Non-Residential bicycle parking requirements and support facilities shall conform to the California Green Building Standards Code.
8	Shared Parking	Shared parking between adjacent lots is allowed if a parking study is prepared (where required) and a shared parking agreement is established and approved by the Community Development Director pursuant to a Use Permit, and if parking is provided to meet the greatest peak hour demand of the combined uses.
9	Compact Spaces	Up to 35% of vehicle spaces may be compact in parking areas with at least 20 spaces. Compact spaces shall be labeled as “C” or “Compact”.
10	Motorcycle Spaces	1 vehicle space per 40 may be replaced as a motorcycle space in parking areas with at least 40 vehicle spaces Motorcycle spaces shall be labeled as such.
11	Landscaping	Parking lots shall contain 1 shade tree per 4 parking spaces and have a minimum canopy radius of 15 feet at maturity. Each shade tree shall be spaced no more than 40 feet from another shade tree. Additional accent trees are also allowed within parking lots. A 5 foot wide landscaped buffer is required between sidewalks and parking lots and shall comply with Section 8.76.070.A.19 of the Zoning Ordinance. The minimum tree planter width in parking areas shall be 5 feet.



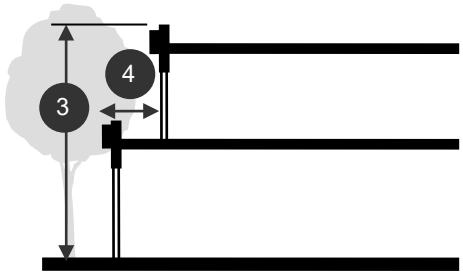




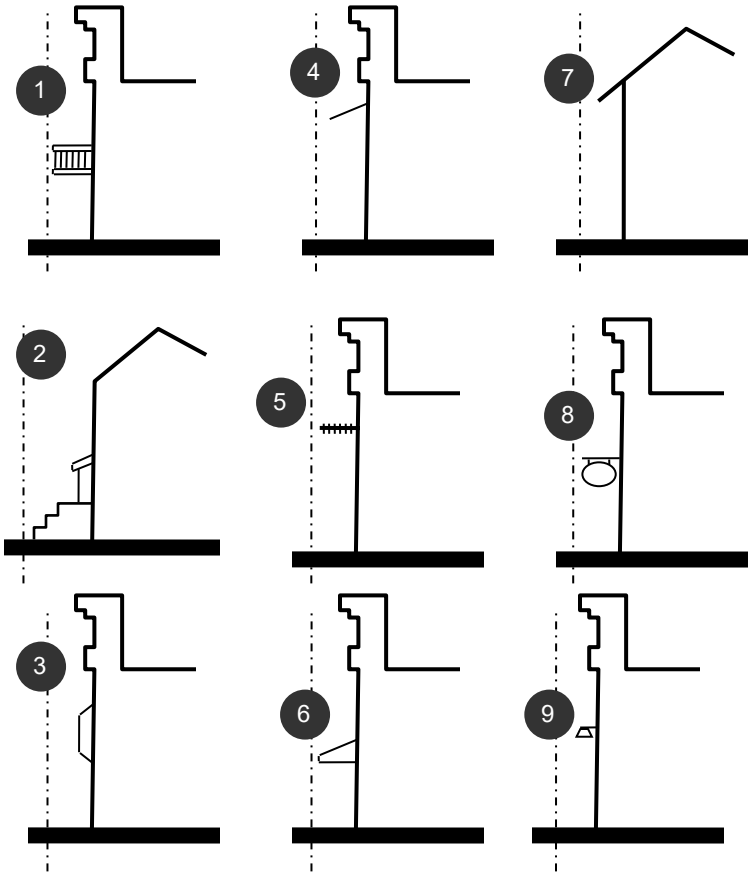
NOTE: Refer to the standards on the previous page to determine what each number represents

BUILDING DESIGN	
1 Floor Area Ratio (FAR)	0.35 base 0.35 max[1]
2 Residential Units	Permitted within a residential development. Permitted within a mixed-use development if designed based on the following standards: ■ The development includes ground floor retail or office space that equals an FAR of 0.3 min ■ The maximum residential density shall not exceed a density of 15 units per acre ■ Common open space for the residential units are provided at a rate of 15% of the site's total area ■ The residential units are not included in the Base FAR standard above Projects that include residential development within 1,000 ft. of either Interstate 580 or 680 (or less per Bay Area Air Quality Management District's current guidelines) shall incorporate the following standards to minimize potentially adverse air quality affects: ■ Configure the proposed buildings so that the bulk of the building is located farther from the highway. ■ Place heating ventilation and air conditioning (HVAC) system intakes as far away from highway as feasible. ■ Include high efficiency filters in the HVAC system (rated with a minimum efficiency rating value [MERV] of at least 13). This would also include a commitment to regular maintenance and replacement of filters as needed. ■ Provide positive pressure with the HVAC system in all occupied spaces to prevent the incursion of outside air that bypasses the HVAC filters. ■ To reduce the amount of outside unfiltered air indoors, do not place operable windows in close proximity to the highway. In addition, signs should be posted to keep exterior doors closed when not in use.
3 Building Height	2 floors and 35 ft max (tower elements, architectural and articulated design features, solar panels, and small-scale wind turbines may extend 10 ft max beyond this height)
4 Building Stepbacks	Allowed on upper floors, but not required
5 Allowed Frontages[2]	At least one of the following frontages (based on the ground floor use) shall be provided on all facades that front a street: ■ Storefronts ■ Office/Lodging Fronts ■ Auto Service Fronts ■ Public Fronts

Notes
1 Additional FAR (beyond the base) is prohibited within the Village Parkway District
2 For frontage standards/guidelines, see Section 4.4: Design Standards and Guidelines



PROJECTIONS AND ENCROACHMENTS INTO SETBACKS		
1	Balconies	4 ft max into all setbacks 12 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
2	Stoops	Permitted for residential uses only
3	Bay Windows	2 ft max into all setbacks 12 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
4	Window Shades (Vertical / Horizontal)	5 ft max into all setbacks 8 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
5	Trellises	5 ft max into all setbacks 8 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
6	Storefront Awnings	6 ft max into all setbacks 8 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
7	Roofs	5 ft max into all setbacks
8	Projecting Signs	4 ft max into all setbacks 8 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces
9	Building Lighting	3 ft max into all setbacks If extending more than 6 in from the facade, 8 ft min vertical clearance required over sidewalks, walkways, and private outdoor spaces



= Property Line

NOTE: Buildings shown built to setback line

4.4 Design Guidelines

The following design guidelines apply to all three districts within Downtown Dublin. They should be used in conjunction with the development standards specific to each of the three districts, which precedes this section.

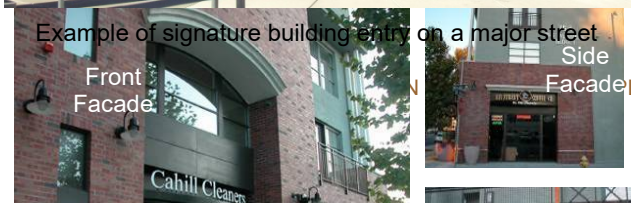
The terms “shall”, “should”, and “may” are used in this section. The term “shall” is used to denote a design standard where compliance is required. The term “should” is used to denote a guideline that is recommended, but not required in all circumstances. The term “may” is used to denote a design treatment that is allowed or optional.

4.4.1 General Building Design

- All building facades, including entrances, windows, architectural details, etc. visible from the public realm (i.e. roadways and sidewalks) shall be designed with similar architectural elements, materials, and colors as the front facade.
- If not visible from the public realm, the design of side and rear facades may be simpler, more casual, and more utilitarian in nature (but not flat and devoid of articulation) and should include materials that are consistent with and complementary to the front facade.
- In general, buildings should be at least 25 to 30 feet in height. To achieve this height, one-story buildings may be designed to look like a 2-story building to help articulate the building facade or create a desired character.
- Buildings located near major street intersections should be treated as “signature” buildings and should include unique design features (e.g. towers) and prominent corner entrances, plazas and enhanced design which is oriented towards the street.
- Elevators, external stairways, and external hallways are discouraged along facades that front a street to discourage a motel-like appearance.
- Franchise architecture is strongly discouraged. Multi-tenant buildings should be designed for use by a variety of tenants and/or uses. When new tenants take over existing buildings, alterations to brand the building (such as by painting the building to match corporate colors) are strongly discouraged.

Appropriate relationship between front, side, and rear facades

Example of signature building entry on a major street



4.4.2 Building Articulation

- Facades that are visible from streets, freeways, walkways, private outdoor spaces, and parking areas shall be articulated to improve design quality. To achieve this standard, each of the above facades shall incorporate several of the following treatments to ensure that the building is attractively designed and promotes visual interest along these areas:
  - Changing the direction of the wall or facade;
  - Stepping back upper floors (especially above 3 floors);
  - Providing prominent entrances that are recessed/protruding or include towers or other distinct architectural features;
  - Altering the height of the building or roofline;
  - Adding depth and detail to the cornice or roof parapet;
  - Providing overhanging roof eaves and/or recessing storefronts, building entrances, and windows into the facade to create depth and cast shadows;
  - Breaking up large smooth surfaces with expression lines, reveals, or changes in texture and color;
  - Dividing large window openings with smaller window panes;
  - Providing projecting elements, such as shade structures, stoops, bay windows, and balconies;
  - Providing stylized windows and doors;
  - Recessing windows;
  - Creating a facade composition that consists of a defined base, body, and cap/roofline.
  - Providing three-dimensional expression lines (vertical and horizontal) between building floors, around storefronts and window openings, and along long walls; and
  - Using more than one material, texture, or color to break up the mass of the facade.

4.4.3 Building Materials and Colors

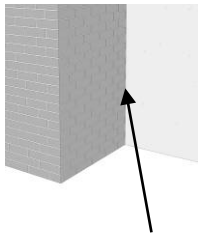
- A variety of high-quality, durable building materials and colors should be provided to create interesting and attractive building designs and avoid monotony.
- In general, buildings should have 1 or 2 main colors and up to 3 accent colors that compliment the main building color(s).
- Buildings should be painted with muted and soft colors that are complementary to one another and appropriate for the architectural style and character of the building.
- Bright and bold colors may be used as accents, to highlight key building features, and to add diversity. Extensively bold, bright, fluorescent, and neon colors are discouraged.
- The use of green building materials, including materials with recycled content, materials from resource-efficient manufacturing process, locally-produced materials, salvaged or refurbished materials, and reusable materials are encouraged, consistent with the City of Dublin Green Building Ordinance (Chapter 7.94) and the Community Design and Sustainability Element of the General Plan.
- Finish materials and colors used on all building facades should be complementary to one another and appropriate for the architectural style and character of the building.

Building materials and design features used should give the appearance of permanence, be durable, and be designed to withstand long-term exposure to the sun, rain, and wind.

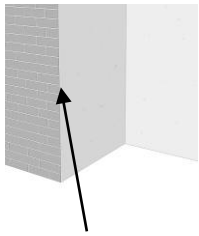
- Changes in materials or colors should occur when there is a change in the plane of the facade. The change in material or color should occur on inside corners of the building. Changes in materials and colors are prohibited on outside corners of buildings and materials must wrap around the corner of the building.
- Painted building surfaces should have a matte finish; trim work may have a glossy finish.
- The facades of accessory structures (such as storage sheds) should be designed with similar materials, colors, and details as the primary building(s) on the site.
- If used, brick and stone veneer should be mortared to give the appearance that they have a structural function.
- The natural colors of brick, stone, and tile materials should be maintained; these materials should not be painted or glazed.
- Bricks (including brick veneer) should have a horizontal orientation to give the appearance that they have structural strength. However, bricks framing the top of arced windows may curve with the arc of the window. Bricks placed in a diagonal arrangement are strongly discouraged along building facades.
- Corporate colors or branding is discouraged.

Example of materials that change on inside corners (preferred)

Examples of materials that change on outside corners (prohibited)



Preferred (change on inside corner)



Prohibited (change on outside corner)

4.4.4 Roofs

- A variety of roofing forms, slopes, details, and high-quality, durable materials should be used on buildings, and should be compatible with the overall style and character of the building.
- Multi-formed and articulated roof designs are encouraged to break up building massing.
- Green roofs and rooftop gardens are encouraged to add landscaping, decrease the heat island effect of large expanses of flat roofs, and to reduce heating and cooling energy demands.
- Roofs should be designed to prevent water damage and stains on building facades and to protect pedestrians from dripping water. If provided, gutters and downspouts should drain directly into a cistern, landscaped area, retention or detention basin, bioswale, or storm drain system.
- Roof materials should meet or exceed the Energy Star requirements for solar reflectance.
- Rooftop solar panels and small-scale wind turbines are allowed.
- Mechanical equipment on roofs (excluding solar panels and small-scale wind turbines) shall be screened from public views from all sidewalks, walkways, and private outdoor spaces.

Examples of a roof with solar panels (top) and roof garden (above)

4.4.5 Frontages

All building facades that front a street are required to be designed as a specific frontage type. Standards and guidelines for the frontages are provided on the following pages.

As specified in Section 4.1.3: Development Standards, the following types of frontages are allowed in the Retail District:

- Anchor Storefronts
- Storefronts
- Office/Lodging Fronts
- Auto Service Fronts
- Public Fronts

As specified in Section 4.2.3: Development Standards, the following types of frontages are allowed in the Transit-Oriented District:

- Storefronts
- Office/Lodging Fronts
- Residential Fronts
- Public Fronts

As specified in Section 4.3.3: Development Standards, the following types of frontages are allowed in the Village Parkway District:

- Storefronts
- Office/Lodging Fronts
- Auto Service Fronts
- Public Fronts

Example of an Anchor Storefront

Example of a Storefront

Example of a Residential Front

Example of an Office/Lodging Front

Example of a Public Front

Anchor Storefronts

The following guidelines apply to facades that are designed with anchor (large-format retail) storefronts:

- Primary building entrances should be highlighted and serve as the prominent building feature with elements such as (but not limited to) recessed or protruding entries, tower elements, different materials/colors, decorative or display windows, shade structures or galleries, and special paving and landscaping.
- Anchor retail storefronts should be articulated to avoid the appearance of a "big box." Appropriate forms of articulation include changing the direction of the wall plane, alternating the height of the roofline, changing facade materials or colors, and providing architectural details or expression lines.

Example of an anchor storefront that looks like a "big box" (prohibited)

Examples of articulated Anchor Storefronts (allowed)

Storefronts

The following guidelines apply to facades that are designed with storefronts:

- On the ground floor, at least 50% of the facade's surface area should consist of windows (including glass on doors).
- On upper floors, at least 20% of the facade's surface area should consist of windows (including glass on doors). Windows shall be provided on all upper floors of the building.
- Storefronts should be designed with display windows, recessed entrances, kick-plates, and transom windows.
- Storefronts should be recessed at least six (6) inches into the facade and may be recessed further to create outdoor dining areas.
- Awnings, marquees, window shades and trellises, and second floor balconies are encouraged above storefronts to provide shade.
- To maintain visual access between pedestrians and interior activity within storefronts, mirrored, reflective, frosted, and/or tinted glass is strongly discouraged on storefronts.
- If the building is set back from the sidewalk, private outdoor spaces (such as forecourts, plazas, patios, and outdoor dining areas) are encouraged adjacent to buildings for use as outdoor dining and gathering.
- All storefront windows (including replacement windows) shall match on each elevation.
- All storefronts in "The Core" of the Downtown Preferred Vision area shall incorporate the following:
    - A minimum height of 18 feet.
    - A minimum depth of 50 feet; a depth of 60 feet is preferred.
    - Spacing of structural columns 30 feet apart to maximize usable space.

Examples of Storefronts

Residential Fronts

The following guidelines apply to facades that are designed with residential fronts:

- At least 20% of the facade's surface area should consist of windows (including glass on doors). Windows shall be provided on all floors of the building.
- Both common entrances (to lobbies or interior courtyards) and private entrances (to individual units on the ground floor) may be provided.
- If the ground floor is elevated above the grade of the sidewalk, stoops should be provided to provide access to ground floor units.
- Front porches, stoops, balconies, and courtyards are encouraged.
- Fences, walls, and hedges that are located along this frontage should not exceed a height of 40 inches.
- Raised planters are allowed between the sidewalk and the building. If the planter is raised, it should be elevated a maximum of 40 inches above the elevation of the adjacent sidewalk. Planters that are designed to retain and filter stormwater runoff from the roof are encouraged.

Examples of Residential Fronts

Office/Lodging Fronts

The following guidelines apply to facades that are designed with office/lodging fronts:

- At least 20% of the facade's surface area should consist of windows (including glass on doors). Windows shall be provided on all floors of the building.
- Both common entrances (to lobbies or interior courtyards) and private entrances (to individual business suites on the ground floor) may be provided.
- Primary building entrances should be highlighted and serve as the prominent building feature with elements such as (but not limited to) recessed or protruding entries, tower elements, different materials/colors, decorative or display windows, shade structures or galleries, and special paving and landscaping.
- Awnings, marquees, window shades and trellises, and second floor balconies are encouraged to provide shade.
- Porte-cocheres (covered driveways providing temporary guest registration parking and valet services) may be provided on lodging fronts.
- Fences, walls, and hedges that are located along this frontage should not exceed a height of 40 inches.
- Raised planters are allowed between the sidewalk and the building. If a planter is raised, it should be elevated a maximum of 40 inches above the elevation of the adjacent sidewalk. Planters that are designed to retain and filter stormwater runoff from the roof are encouraged.

Examples of Office/Lodging Fronts

Auto Service Fronts

Auto service fronts would be provided on buildings that are specifically designed for auto services, such as auto repair and body shops, service centers, auto dealerships, auto rentals, car washes, and gas stations. The design of this frontage could vary greatly based on the internal use of the structure. However, buildings should be designed and oriented to minimize visual impacts by locating service bays away from street-facing facades, performing all service and work within the building, not storing vehicles and other equipment outside, and other similar measures. The design of the frontage would need to comply with the applicable design standards and guidelines provided in Section 4.4.1- 4.4.4.

Public Fronts

Public fronts would be provided on public buildings that provide a specific public function such as community centers, fitness and recreation centers, schools, libraries, day care centers, senior centers, performing arts centers, and other buildings that hold community, civic, public, or quasi-public uses. Specific standards for public fronts are not provided. However, the design of the frontage would need to comply with the applicable design standards and guidelines provided in Section 4.4.1- 4.4.4.

4.4.6 Signage

The Dublin Zoning Ordinance (see Chapter 8.84: Sign Regulations) shall be used to regulate the number, size, and location of signs within the Specific Plan Area. The purpose of this section is to provide additional sign standards guidelines for Downtown Dublin. Where a conflict exists, the following standards shall be used in place of those in Chapter 8.84 of the Zoning Ordinance.

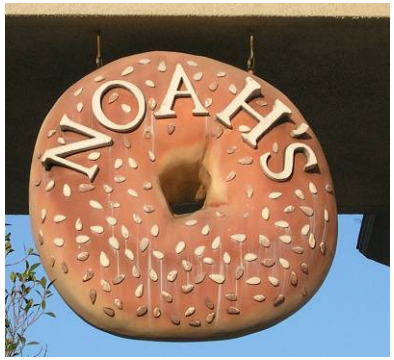
- Master sign programs are encouraged for buildings with multiple tenants. Such programs ensure consistency with signage provided and create a more organized look and character.
- One regional serving sign may be permitted in the Specific Plan Area. This sign shall be intended to create an identity marker for the downtown and to advertise the downtown and businesses located within the downtown area. Advertising on this sign by businesses located within the Specific Plan Area shall not be considered off-site signage. The owner of the sign shall not prohibit regional or destination-serving downtown businesses from locating on the sign and the sign shall be designed to accommodate a variety of businesses in the Downtown Specific Plan Area. This sign will require a Conditional Use Permit/Site Development Review and shall be reviewed by the Planning Commission.
- The following signs identified in Chapter 8.84 of the Zoning Ordinance are prohibited within the Specific Plan Area:
    - Freestanding signs (that are greater than 20 feet in height), excluding freestanding signs that allowed on property that abuts the Caltrans right of way (which may exceed 20 feet in height)
    - Permanent Banners
    - Regional Sign (with exception for the one regional-serving sign as noted above)
- The following signs identified in Chapter 8.84 of the Zoning Ordinance may be conditionally permitted:

- Service Station Display Structures (requires zoning clearance by City Staff and is subject to a Building Permit)
- Service Station Price Signs (requires zoning clearance by City Staff and is subject to a Building Permit)

- Awning signs and projecting signs may extend over sidewalks if a minimum vertical clearance of 8 feet is maintained.
- Buildings should be designed with appropriate locations for signs. Signs shall not cover or obscure windows, doors, building entrances, cornices, columns, or other architectural elements or details.
- Signs should be constructed of durable and weatherproof materials so that they will not discolor, fade, crack, rust, or erode. Signs shall be replaced and/or repaired as needed to maintain the integrity of the sign.
- Simple and easy-to-read typefaces should be used on signs. Hard-to-read and intricate typefaces are discouraged.
- The color of letters and symbols shall contrast the base or background color of the sign to maximize readability.
- Signs may show depth and cast shadows by mounting individually cut letters and symbols on the sign base or carving letters and symbols into the base of the sign.
- Sign materials and colors should complement the building facade. Basic and simple color applications should be used. Vibrant and fluorescent colors are discouraged.
- Signs may use symbols, characters, or graphics that relate to the products sold in the business or to the name of the business.

Example of an easy to read sign (encouraged)

Example of a hard to read sign (discouraged)



Examples of signs that symbolize what is sold in the business

Examples of projecting signs over sidewalks

- Signs may be illuminated by external lighting fixtures, or by providing back-lighting behind individually mounted letters and symbols, and by internally illuminating individual sign letters and symbols. Internally illuminated box signs where the background, letters, and symbols are illuminated are discouraged. Externally-mounted neon lighting is prohibited.
- Sign lighting shall be directed and shielded to illuminate the sign and not to spill over to other parts of the building or site.
- Colors on signs and structural members should be compatible with one another and relate to the colors of buildings on site.
- Sign materials (including framing and supports) should be representative of the type and scale of materials used on the site where the sign is located.
- Each sign and supporting hardware, including temporary awning signs, should be maintained in good repair and functioning properly at all times.
- A nonconforming sign is any permanent or temporary sign that was legally established and maintained in compliance with the provisions of all applicable laws in effect at the time of original installation but that does not now comply with the provisions of this Specific Plan. A nonconforming sign should not be:
    - Changed to another nonconforming sign;
    - Structurally altered to extend its useful life;
    - Enlarged; or
    - Re-established after a business is discontinued for 60 days or more.

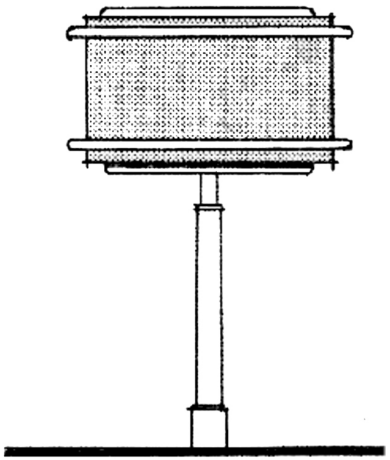
Backlighting behind individually mounted letters (allowed)

Internal illumination of symbols and letters but not the sign background (allowed)

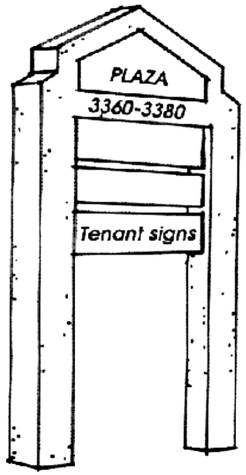
Externally illuminated sign (allowed)

Internally illuminated box sign (discouraged)

- Freeway-oriented signs (signs that are oriented toward motorists traveling along freeways) shall be allowed only on properties directly adjacent to Interstates 580 and 680. The following standards and guidelines apply to these signs:
  - No more than one freeway-oriented sign is allowed per property. If a property has multiple businesses, signs for each business should be co-located on one freeway-oriented sign. Co-located signs should be designed with specific spaces to hold signs for each business represented. The placement of these signs should be well-organized and not create clutter on the freeway-oriented sign. In general, individual business signs should have a similar shape and size, although anchor businesses may have more area dedicated to their signage.
  - Freeway-oriented signs that are mounted on a single pole ("lollipop" signs) are strongly discouraged. Instead, freeway-oriented signs should be mounted on a solid structure or a minimum of two structural columns. Sign panels should be limited in width to fit between the structural columns.
  - Freeway-oriented signs shall be limited to a height of 35 feet. Taller, co-located signs may be permitted at the discretion of the Planning Commission.

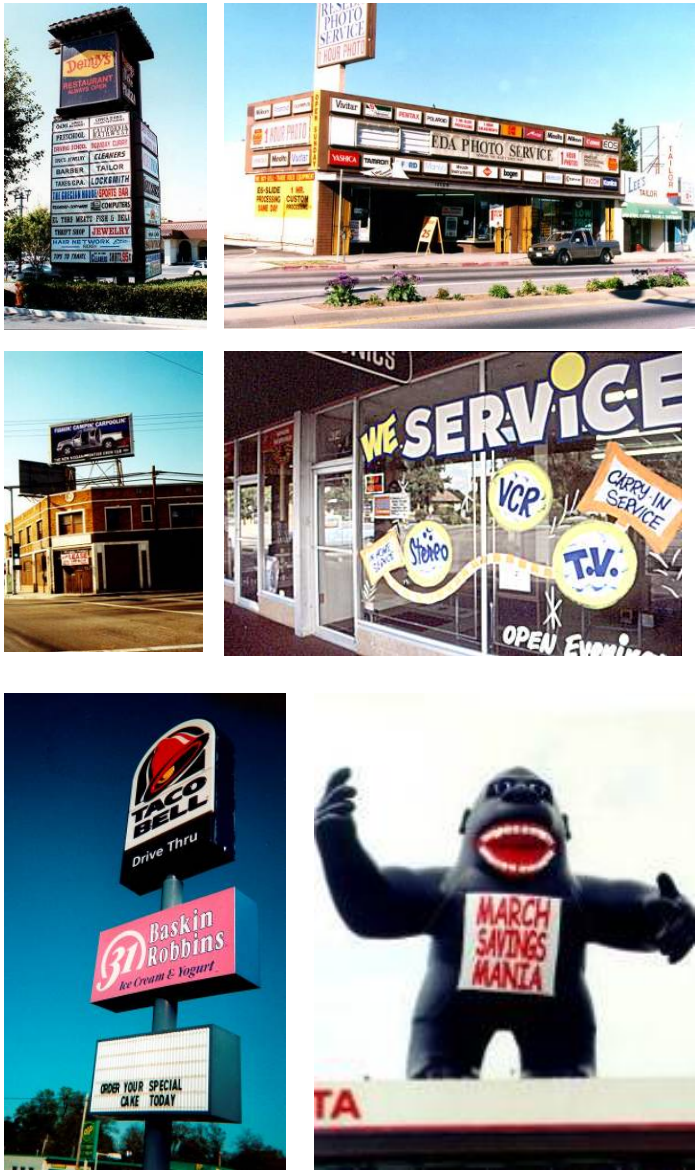


Single-pole or "lollipop" signs are discouraged



Encouraged

- The following types of signs are prohibited:
  - Permanent banner signs;
  - Signs made from plywood;
  - Pole mounted or “lollipop” signs;
  - Billboards;
  - Externally-illuminated neon signs;
  - Signs that produce smoke or sound;
  - Signs with animated or moving characters;
  - Changeable letter marquee signs (except for theaters, auto dealers, concert venues, and public facilities);
  - Window signs that occupy more than 25% of the window’s area;
  - Roof mounted signs;
  - Permanent sidewalk signs; and
  - Handheld signs, sidewalk signs, sandwich boards (A-frame) and other portable freestanding signs.



Examples of prohibited signs

Monument signs should be located within the landscaped area between the sidewalk and the building. They should be oriented perpendicular to the street or intersection and should generally be located near vehicle entrances. The following guidelines should be followed when siting monument signage:

- No more than one monument sign should be allowed per vehicle entrance (unless the entrance is a shared driveway for multiple properties. When a vehicle entrance provides access to multiple buildings or businesses, signs for each business should be co-located on one monument sign.
- The structure of a monument sign should be rectilinear in form and scales for use by both pedestrians and vehicles. In general, monument signs with a horizontal orientation should not exceed a height of five feet, as measures from the adjacent sidewalk grade. Monument signs with a vertical orientation and narrow width may be taller (up to eight feet).
- Landscaping, such as or a raised planter, incorporating evergreens and/or flowering plants, should surround a monument sign.
- High quality and durable materials such as brick, stone, tile, cast concrete or similar masonry materials are encouraged. Materials, finishes, and colors should be carefully selected to be in harmony with the on-site buildings.

Examples of monument signs

4.4.7 Gateway Features

Gateway features help to visually define transitions between spaces and buildings. They are often used to indicate an access point to commercial or residential area, public or private park, plazas, walkways, etc. The following guidelines should be followed when siting gateway features.

- Gateway features are encouraged for all significant commercial and residential projects, where appropriate, as an architectural amenity to help in defining transitional spaces as well as the division between public and private spaces.
- High-quality, durable materials and creative designs should be used to convey a sense of permanence and reduce long-term maintenance.
- Gateway features that define a transition from public to private space should generally be located adjacent to the property line.
- Where appropriate, landscaping should be integrated into a gateway feature to complement and enhance their aesthetic value.
- Where appropriate, lettering should be used to define the area behind the gateway feature (e.g. “Dublin Square”), but shall not include advertising for a specific business.

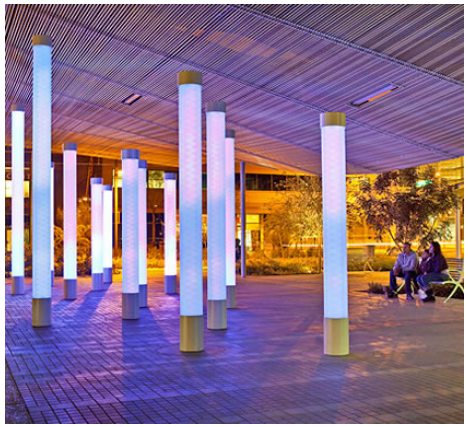
Outdoor Gathering Spaces

Outdoor Gathering Spaces are divided into two categories: those that are accessible to the general public and those that are intended to be utilized only by the employees, customers, or residents of a facility or business.

4.4.8 Public Outdoor Gathering Spaces

Public outdoor gathering spaces are especially encouraged in new development projects that are located at a key intersection or at an entry to the downtown, or in projects that are adjacent to public facilities. Public outdoor spaces can help create a sense of place and provide a destination within the development. Public outdoor spaces should be designed to encourage people to gather, both formally and informally, and should be available for use by the general public. Amenities could include public art, play structures, sitting areas, fountains, small-scale recreational facilities, decorative paving, landscaping, and facilities for public functions such as live performances.

The edges of public outdoor spaces should be defined by and connected to the public realm (e.g. streets and sidewalks) so that they are accessible to the general public.



4.4.9 Private Outdoor Spaces

Private outdoor spaces are designed specifically for the users of a particular business or residential development. Private outdoor spaces may be accessible to the general public, but are not required to be.

- Private outdoor spaces are required for all developments with residential units. The amount of private open space for developments with residential units should be at least 100 square feet per unit. Private outdoor space may be common to all residents or private to individual residences.
- Private outdoor spaces are strongly encouraged for developments with office, lodging, and dining uses.
- Appropriate private outdoor spaces include:
  - Courtyards;
  - Corner plazas;
  - Forecourts;
  - Rooftop gardens;
  - Outdoor terraces (on roofs and/or building stepbacks);
  - Paseos; and
  - Outdoor patios and/or dining areas.

- If provided, private outdoor spaces should be designed to enhance the site and/or building as a place for people to gather. These spaces should include the following:
  - Direct access to adjacent building/business entrances;
  - Outdoor seating and/or dining areas;
  - Trash and recycle receptacles;
  - Shade trees and/or freestanding/building-mounted shade structures;
  - Decorative and permeable paving materials; and
  - Landscaped planters and/or pots with a variety of plant materials.
- Other amenities that encourage people to gather may be provided. Such amenities include (but are not limited to) barbeque facilities, outdoor fireplaces, space and facilities for live performances, small product vendors, fountains and other water features, public art, and kiosks.
- Private outdoor spaces on adjacent sites or buildings are encouraged to include connections or be combined to create larger and more meaningful private outdoor spaces.
- The edges of private outdoor spaces should be defined by streets and building frontages with active uses, such as retail, dining, and entertainment. The back of buildings or blank walls should not define a private outdoor space. Fences, walls, landscaping, and other similar features may also define the edges of private outdoor spaces. If provided, these fences/walls should be limited in height (no more than 40 inches) or be designed with a low level of opacity to maintain an open feeling while providing some level of privacy.

Examples of private outdoor spaces that are adjacent to building frontages with active uses (retail, dining, and entertainment)

4.4.10 Outdoor Dining

General

The following standards and guidelines apply to outdoor dining, including sidewalk dining and dining within private outdoor spaces:

- Outdoor dining shall require a Site Development Review Waiver issued by the Community Development Director.
- Tables, chairs, umbrellas, trash/recycle receptacles, and outdoor heating devices (if approved by the Fire Department) may be located in outdoor dining areas.
- All outdoor dining furniture (such as tables, benches, chairs, and umbrellas) shall be coordinated and shall be made of high-quality materials that have long life spans and are able to withstand constant use and exposure to the elements. Higher grade materials (metal and wood) and/or recycled content materials are required to reduce long-term maintenance and replacement costs.
- Umbrellas should have no more than 2 colors. Logos or the name of the dining establishment may be printed on the umbrella canvas. Logos for products sold within the dining establishment are strongly discouraged on umbrellas.
- Advertising banners within outdoor dining areas should only be allowed for special events or holiday festivities.
- String lighting may be provided within outdoor dining areas to enhance the nighttime environment.
- Outdoor dining areas (including furniture and dining area barriers) shall be maintained by the owners/operators of the associated dining establishment(s).

Examples of outdoor dining in a private plaza/courtyard (top) and along a sidewalk (above)

Sidewalk Dining

- Sidewalk dining areas shall only be permitted if an unobstructed flat walking surface (sidewalk and/or flush tree grate) is maintained in accordance with ADA regulations. The unobstructed flat walking surface shall be a minimum 5 feet wide.
- Service stations, bars, counters, shelves, racks, and sofas are prohibited in outdoor dining areas.
- Sidewalks dining areas shall not block a building entrance or path leading to a building entrance.
- Tables and chairs shall not be permanently attached to the building or the sidewalk.
- Sidewalk dining is only allowed on the segment of the sidewalk in front of the business serving the food/beverages.
- If the sidewalk dining area is more than 5 feet in width, a dining area barrier shall be used to define the edges of the dining area. Dining area barriers shall be 36 to 42 inches tall. The dining area barrier may be a sectional freestanding metal or wood fence, freestanding posts connected by a rope or chain with a maximum diameter of 1 inch, or a group of planted pots or planter boxes that surround the dining area. Chain link fences and fences with fabric inserts are prohibited.
- Sidewalk dining areas that include umbrellas and heating devices shall be defined by a dining area barrier. No portion of the umbrella may extend beyond the dining area barrier, unless at least 7 feet of vertical clearance is provided.

Examples of sidewalk dining

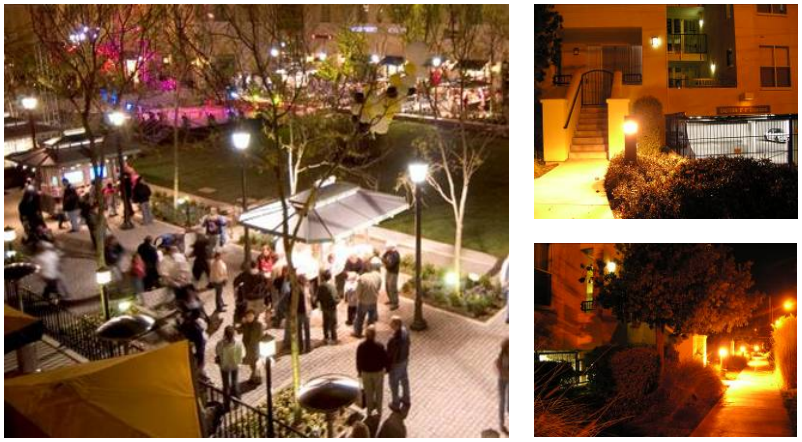
Sidewalk dining without a dining area barrier

Sidewalk dining with a dining area barrier

4.4.11 Lighting

The following standards and guidelines apply to lighting on private development and in pedestrian-oriented areas including walkways, private outdoor spaces, and parking areas.

- The following areas should be illuminated at night to ensure the safety of users and to minimize opportunities for crime:
  - Sidewalks and walkways;
  - Private outdoor spaces and outdoor seating areas;
  - All entrances to buildings and businesses (including rear, side, and service entrances);
  - Parking areas;
  - Service alleys, drive aisles, and internal streets;
  - Trash/recycle disposal and service/loading areas;
  - Automated teller machines (ATMs); and
  - Other areas that are routinely used by pedestrians.
- The design, color, and finish of light poles and fixtures should complement the buildings on site.
- Flood lighting is discouraged on the exterior of buildings; however, uplighting and indirect lighting to highlight key building features (i.e. tower elements) or signature landscaping is encouraged, where appropriate.
- Site, building, and sign lighting should be located and directed to light the intended area of illumination and to prevent off-site glare impacts on adjacent buildings and properties.
- Energy-efficient lighting (lighting from renewable sources and energy-saving devices, such as light sensors) is required.
- Pedestrian-scaled lighting is required along walkways and within parking areas and private outdoor spaces. Such lighting should be 10 to 15 in height. Bollard lighting may also be used. “Cobra head” lighting is strongly discouraged.
- Lighting within storefront windows should be provided to showcase merchandise in the storefront, illuminate the adjacent sidewalk/walkway, and create a desirable nighttime ambience.
- Lighting should be provided at regular intervals to prevent the creation of light and dark pockets, which are undesirable.
- Over-lighting of buildings and sites should be prevented to avoid ruining desired nighttime ambience.
- Cutoff shields should be used to prevent light from emitting above the light source, to the maximum extent feasible.
- Where feasible, warm white, energy efficient lighting source types such as metal halide, induction lighting, compact fluorescent, and light-emitting diode (LED) should be used.



A variety of pedestrian-scaled lighting that is evenly distributed

4.4.12 Fences, Walls, Hedges, and Gates

- Fence, wall, hedge, and gate heights that are between a building and the sidewalk should not exceed a height of 40 inches.
- The design of fences, walls, and gates should be compatible with the architecture of the building on the site.
- Fences and walls shall have an articulated design, which can be created by having regularly spaced posts, varying the height, and by using different building materials.
- Where feasible and appropriate, landscaping should be incorporated into the design of fences, walls, and gates. A landscape buffer should be installed in front of solid walls.
- Fences, walls, and gates should be made of one or more of the following materials:
  - Metal and wrought iron;
  - Wood;
  - Plaster and stucco;
  - Concrete masonry;
  - Natural stone or brick;
  - Tile (as an accent material); and
  - Other materials of similar quality, durability, and character to the above.
- Chain link, barbed wire, and razor wire fencing shall be prohibited when the fence or wall is visible from a public street or public space.

Examples of appropriate fences, walls, and hedges

4.4.13 Landscaping and Paving

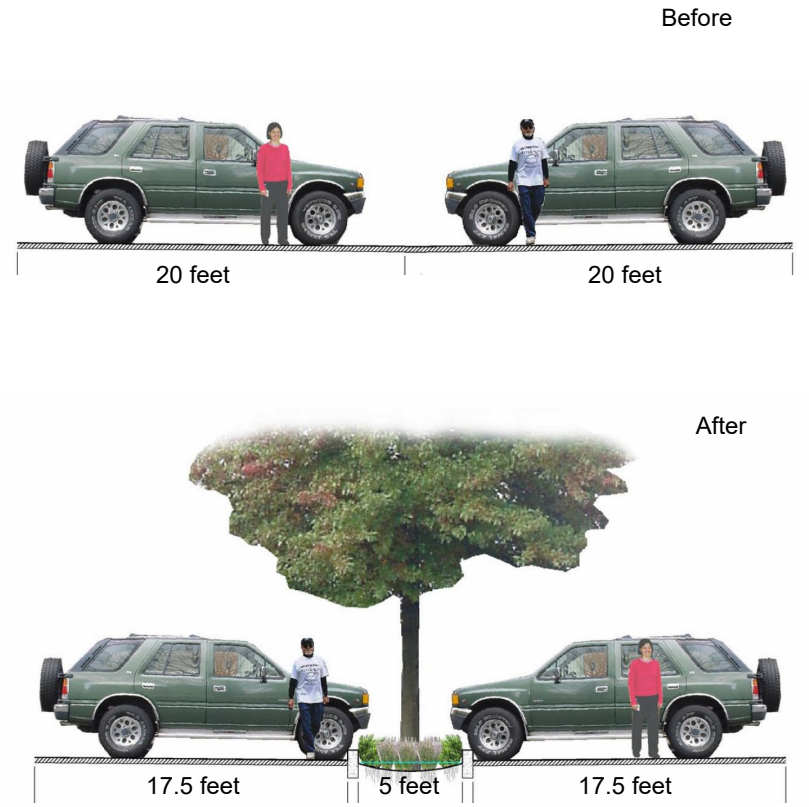
- In general, landscaping (which may be included in planters, pots, or in the ground) is strongly encouraged on all sides of a building along streets, walkways, driveways, parking lots, and private outdoor spaces. A combination of trees, shrubs, and groundcovers should be used within landscaped areas to provide variety.
- Shade trees are encouraged along walkways and near buildings to cool walking surfaces and interior building space.
- Grass and turf should only be used in areas where it provides functional benefits, such as multi-functional gathering space or recreation and play areas.
- An efficient, low-volume drip irrigation system should be used to water landscaping. Drip irrigation systems provide water directly to plant roots and minimize the loss of water to evaporation.
- Drought-resistant plants that minimize water demand should be incorporated into landscaped areas.
- Decomposed granite, aggregate rock, mulch, bark, grass turf, and other organic ground covers are encouraged within landscaped areas.
- Landscaping and irrigation materials selected should be durable and require minimal maintenance.
- Landscaping features that are designed to retain and filter stormwater runoff are encouraged. These features include (but are not limited to) bio-swales, rain gardens, underground cisterns, flow-through planters, and roof gardens.
- Where feasible, impermeable and impervious surfaces should be minimized within landscaped areas.
- Planters used along sidewalks and within private outdoor spaces are encouraged to also function as seat walls.
- Landscaping shall comply with the standards in the Zoning Ordinance (see Chapter 8.88: Water Efficient Landscaping). Trees selected for use on public sidewalks shall comply with the Streetscape Master Plan.
- Hardscape areas should be constructed with permeable and decorative paving.
- See also Chapter 4 landscaping development standards in the Parking Locations and Requirements tables for each respective district.

Planters that function as seat walls serve dual purposes and encourage pedestrian activity

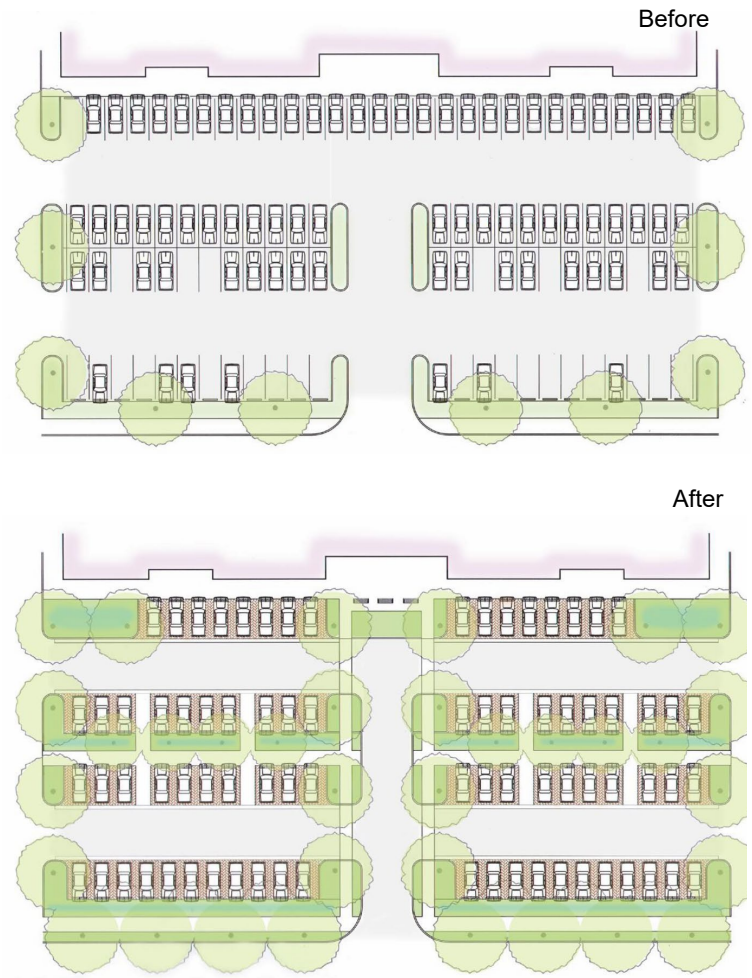
4.4.14 Parking Areas

Surface Parking Lots

- Where feasible, views of surface parking areas from sidewalks should be minimized and parking should be located internally and to the rear of buildings that front a street. Landscaped buffers along the perimeter of surface parking areas should include a variety of trees, shrubs, and groundcovers designed to soften views of parked vehicles from pedestrians walking along the sidewalk, walkway, or private outdoor space. These landscaped buffers may include fences, walls, or hedges.
- Surface parking areas should include measures to reduce impervious surfaces, including, but not limited to:
  - Vegetated swales/planters;
  - Green gutters and flow-through planters;
  - Landscaped medians/planters; and
  - Pervious/porous paving (for parking stalls, walkways, and driveways).
- Where feasible and appropriate, walkways that connect surface parking areas to building entrances, sidewalks, private outdoor spaces, and additional parking areas should be provided.
- The length of parking spaces may be reduced by up to 2 feet if the vehicle will overhang a landscape planter which has been designed to accommodate the vehicle overhang plus additional space for planting. The planter shall be protected by a curb or wheel stop and should include low lying plants where the vehicle will overhang the planter.
- Where feasible, consider innovative measures to manage stormwater with “leftover” space in front of angled parking stalls.
- Parking spaces with decorative and permeable pavers are strongly encouraged.
- Evergreen trees are encouraged within parking lots.
- Where on-site circulation can be designed to permit it, shared access to multiple parcels and businesses is strongly encouraged,
- A direct and clearly visible pedestrian connection shall be provided through the surface parking lot that connects to the primary building entrance and sidewalk.
- Landscaping and landscape buffers along sidewalks should be attractive and should encourage and provide interest to pedestrians. Features such as benches may be incorporated into these areas.
- Parking lots along sidewalks shall include perimeter shrubs with a minimum height of 3 feet to screen parked vehicles.



Conventional 20 foot long parking spaces reduced to 17.5 foot long spaces with landscaping *(Source: San Mateo County)*



Reconfiguration of an existing parking lot (top) to incorporate more landscaping and walkways *(Source: San Mateo County)*

Before

After

Under-utilized parking stalls in the top image is replaced with stormwater planters *(Source: San Mateo County)*

Before

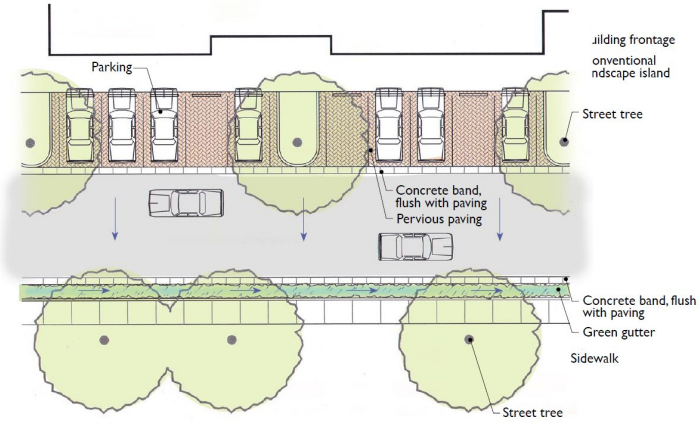
After

Conventional angled parking spaces in the top image are reconfigured with landscaping to manage stormwater *(Source: San Mateo County)*

Before

After

Conventional angled parking lot in the top image is redesigned with perpendicular spaces and a vegetated planter/swale *(Source: San Mateo County)*



Parking lots that incorporate permeable paving and green gutters *(Source: San Mateo County)*

Structured Parking

- Parking structure facades that are located along a street, private outdoor space, and are otherwise not screened by a building shall be designed to look like a habitable building rather than a parking structure. The following design techniques are encouraged to achieve the appearance of a building:
  - Parking structures should be designed with a facade that conceals parking decks, ramps, and parked vehicles. Stairwells and elevator shafts should be concealed within towers and other similar building elements.
  - The facade should be articulated to include expansion joints, expression lines, cornices, reveals, architectural details, and changes in material and color.
  - Parking structure facades should be designed with regularly spaced window openings. Metal frames are encouraged within window openings to provide articulation and vertical orientation to the openings.
  - Ground floors of parking structures should be designed with building space for ground floor uses to encourage pedestrian activity.
  - Lighting provided within a parking structure should be located, directed, and shielded to prevent off-site glare.
  - Lighting fixtures on the top parking deck should be screened from view and not visible from the ground.

Parking structures that are generally designed to resemble habitable buildings, not parking structures

Underground and Podium Parking

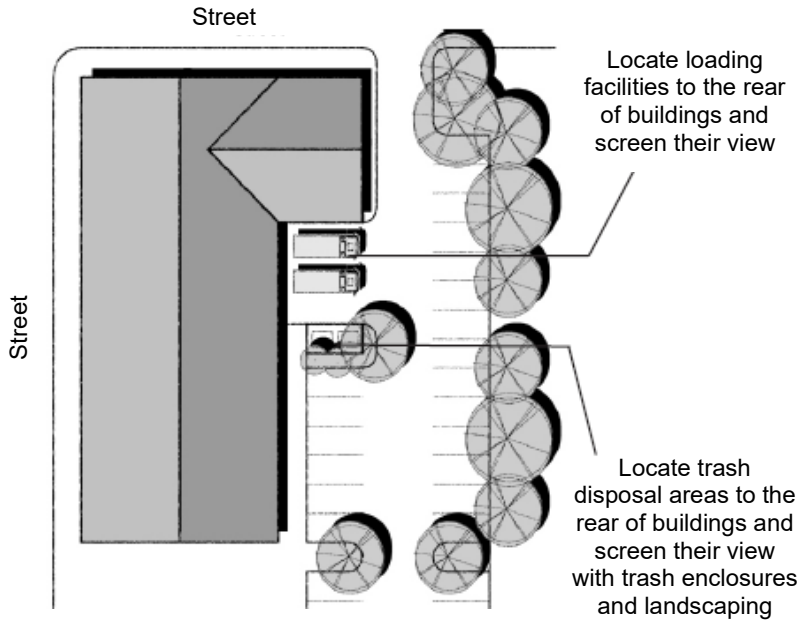
- With the exception of driveway entrance points, underground parking levels shall not be visible from sidewalks and private outdoor spaces.
- Podium parking may be located below the ground floor of the building, which may be elevated above the grade of the site. Podium parking levels may be visible from a street or private outdoor space, but should include design features that are compatible with the building and that screen views of vehicles. Landscaping should be incorporated into building setbacks to screen views of the podium parking level.
- Podium parking facades shall be compatible with the rest of the building facade.
- Window openings are allowed on the podium parking facade to provide ventilation and light to the podium parking level. Window openings should not exceed 3 feet in height and 4 feet in width. Window openings should contain decorative metal screens (excluding chain link).
- Entrances to underground and podium parking levels should be designed with similar features as the rest of the building.
- If non-residential space is placed above the podium parking level, the podium parking level shall be partially below grade and the first floor of the non-residential space shall be no greater than 4 feet above grade.

Podium parking facade that includes metal screens and that are compatible with the building design

Parking entrance that includes similar design features as the rest of the building

4.4.15 Loading and Refuse Areas

- All loading areas shall be located to the rear of a building and screened from views from the street.
- Access to loading areas may be provided from parking areas, service alleys, and internal streets/drive aisles.
- Loading areas on adjacent properties are encouraged to be sited near each other and share facilities (such as driveways and vehicle turnaround space) whenever feasible.
- All refuse areas shall be provided within the building, to the rear of the building, or within parking areas.
- Refuse enclosures are required for outdoor refuse areas. Finish materials, colors, and architectural character (including gates) of the enclosures shall compliment materials used on the adjacent building facade. Landscaping, including vines and shrubs shall be planted around the enclosure, where feasible.
- A solid roof is required for all enclosures.
- The refuse area shall be large enough to accommodate trash and recycling receptacle and also composting and grease receptacles for dining uses.
- Adjacent buildings and properties should consolidate refuse areas, whenever feasible.
- Refuse areas which are attached to the building shall be integrated into the design of the building.
- All enclosures shall be covered, with the floor drainage connected to the sanitary sewer and a hose-bib provided for wash down.



4.4.16 Screening

- The following items should be screened from public views from sidewalks, walkways, and private outdoor spaces to the fullest extend possible:
  - Electric and water utility meters;
  - Power transformers and sectors;
  - Heating, ventilation, and cooling equipment;
  - Irrigation pumps;
  - Satellite dishes (wider than 18 inches in diameter);
  - Antennas;
  - Rooftop mechanical equipment; and
  - Other mechanical equipment.
- Appropriate screening methods include, but are not limited to:
  - Fencing;
  - Building walls;
  - Landscaping;
  - Roof parapets; and
  - Equipment enclosures.
- Screening devices shall be compatible with the building's design, materials, and color.

4.4.17 On-Site Pedestrian Circulation

- Clear, identifiable, and ample pedestrian pathways should be provided to 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.
- Where feasible, cluster and connect buildings through a series of pedestrian pathways.
- Pedestrian connections should be designed to create a unified design character and may serve as larger functional spaces.
- Gathering spaces are encouraged to include a variety of amenities such as mini plazas, courtyards, benches, seating, shade, trash receptacles, art, and water fountains.

Examples of clear and attractive pedestrian connections

4.4.18 Street Trees

- Street trees planted should adhere to the recommendations in the Streetscape Master Plan and those below:
  - Amador Plaza Road: Ornamental Pear trees spaced 30 feet on center within parkways
  - Amador Valley Boulevard: Raymond Ash trees within parkways; Canary Island Pine and Crepe Myrtle within medians
  - Dublin Boulevard: London Plane trees spaced 25 to 30 feet on center within planters (ideally using 4-foot by 8-foot tree grates for new trees and retrofitting existing tree grates to 4-foot square); London Plane and flowering trees within medians
  - Golden Gate Drive: Aristocrat Pear trees within parkways
  - Regional Street: Callery Pear trees spaced 30 feet on center within parkways
  - Saint Patrick Way: Chinese Hackberry trees within parkways
  - San Ramon Road: Callery Pear, Chinese Pistache, and intermittent California Pepper trees within parkways; Raywood Ash, Crepe Myrtle, and Strawberry trees within medians
  - Village Parkway: Contrasting color tree (such s Columnar Hornbeam tree) in groups of 3 or 4 on 12-foot centers within parkways, where possible

MOBILITY AND INFRASTRUCTURE PLAN

5

Chapter 5 establishes the circulation and infrastructure improvements required to permit the development potential of the Specific Plan Area. This Chapter should be read in conjunction with Chapter 2, which describes the circulation and infrastructure conditions in the Specific Plan Area.

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.

5.1.1 Saint Patrick Way Extension

As part of future development, Saint Patrick Way will be extended from Golden Gate Drive to Regional Street. This extension will be necessary to move vehicular traffic through the Transit-Oriented District upon completion of the West Dublin/Pleasanton BART Station and new development projects on adjacent properties.

Construction of the Saint Patrick Way extension would occur concurrent with (adjacent) development of the Essex and AMB parcels. The roadway would be constructed as a two-lane roadway with parking and sidewalks.

See Figure 5-1: Saint Patrick Way, for an illustration of the proposed street configuration.

5.2 Pedestrian and Bicycle Circulation

5.2.1 Pedestrian Pathways

East-west pedestrian pathways on the properties extending from Regional Street to Amador Plaza Road should be improved consistent with the Dublin Bicycle and Pedestrian Master Plan to provide a better connection for pedestrians. Access to this pathway should be provided from sidewalks and across the rear service alley behind the retail establishments which is the planned future extension of Saint Patrick Way. The pathway may be improved as private outdoor space (such as a paseo) and follow the appropriate standards and guidelines. Landscaping, benches, building-mounted and string lighting, small product vendors, entrances to retail establishments, projecting shade elements, and other similar elements may be provided to enhance the pedestrian realm.

5.2.2 Bikeways and Bicycle Connections

The City of Dublin Bicycle and Pedestrian Master Plan identifies and proposed bikeways throughout the City (see Section 2.2.4 Circulation and Parking). As an implementation measure, this Specific Plan recommends exploring opportunities to expand the network throughout Downtown Dublin and creating improved connections to the West Dublin/Pleasanton BART Station. Bicycle support facilities, such as bike lockers, bike racks, and shower facilities are encouraged in or near the Station. Direct access to bicycle parking should be provided throughout Downtown Dublin consistent with the Dublin Bicycle and Pedestrian Master Plan and turning movements at intersections and into/out of major developments should be explored.

5.2.3 Golden Gate Drive Bicycle Improvements

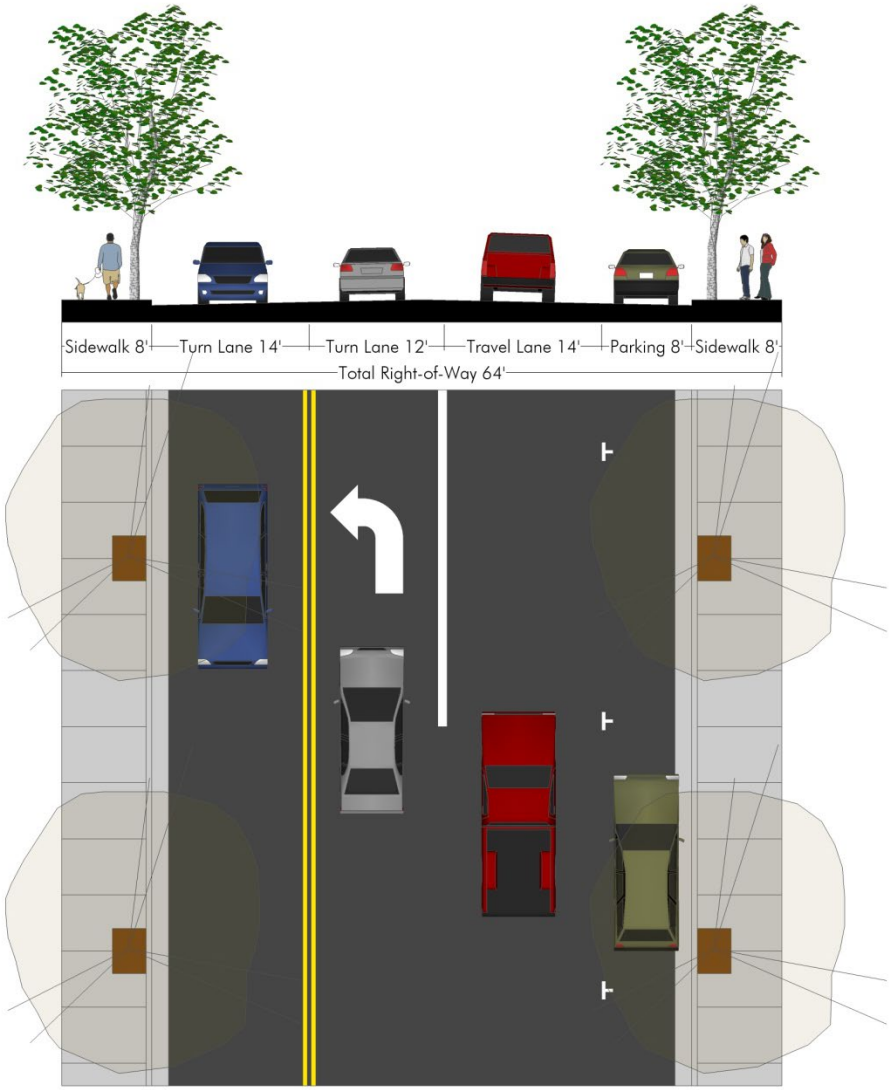
The Specific Plan recommended improving Golden Gate Drive with Class II bike lanes between Dublin Boulevard and the West Dublin/Pleasanton BART Station. The Downtown Transit District Streetscape Project was completed in June 2013 and enhanced pedestrian and bicycle access on

Golden Gate Drive and made the Downtown Transit District entryway more aesthetically pleasing. The main features of the project included: widening of sidewalks; installation of pedestrian-scaled lighting; construction of bicycle lanes between Dublin Boulevard and the BART Station; enhancement of pedestrian crosswalks with decorative stamped asphalt at the intersections of Golden Gate Drive with Dublin Boulevard and Saint Patrick Way; and, installation of street trees, a raised center landscaped median and landscaping.

5.3 Public Transit

This Specific Plan does not propose any changes to the existing transit service through Downtown Dublin (see Section 2.2.4 Circulation and Parking). However, transit routes may be altered in the future to better connect passengers with the West Dublin/Pleasanton BART Station. Such improvements should consider the timing of BART trains, distance traveled from one transit mode to another, and facilities, such as benches, shelters, signage, and crossings. Improvements to existing and new bus stops should be improved in accordance to the City of Dublin Streetscape Master Plan.

Figure 5-1: Saint Patrick Way



5.4 West Dublin/Pleasanton BART Station Access

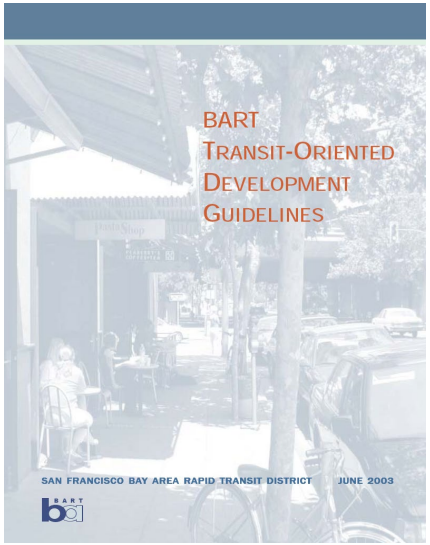
The West Dublin/Pleasanton BART Station is located along BART tracks with pedestrian bridges over Interstate 580 that connect to Golden Gate Drive in Dublin and to Stoneridge Mall Road in Pleasanton. Parking structures are located on both sides of Interstate 580 to accommodate BART passengers.

Station access is a key element in the planning of BART stations and surrounding development. Given the fact that transit-oriented development is proposed south of Dublin Boulevard, it will be important that future development projects incorporate wayfinding and access features into their plans.

Where appropriate, development plans should identify types and locations of directional signage to the station. Signs should be provided at a pedestrian- and auto-oriented level to accommodate multiple types of passengers. Wayfinding maps and signs should be considered to help orient passengers and navigate them to their destination and other mode of travel (such as a bus stop, bikeway, or freeway).

BART has prepared two documents that provide guidelines for station access and transit oriented development that can be referenced for general guidance when developing projects within a quarter mile of the West Dublin/Pleasanton BART station. These are:

- BART Station Access Guidelines (April 2003)
- BART Transit-Oriented Development Guidelines (June 2003)



5.5 Infrastructure

5.5.1 Water

As described in Chapter 2: Site and Context, the Dublin San Ramon Services District (DSRSD) estimated that there is sufficient water supply to service future water demand in the Specific Plan Area over the next 20 or more years based on a buildout of an additional 3.2 million square feet of non-residential development and 717 residential units, which is within the demand requirements for this Specific Plan.

New development projects would connect to existing water lines as shown in Figure 2-9: Potable Water System.

5.5.2 Sewer

DSRSD is also the purveyor of wastewater collection in the City of Dublin. They completed a Wastewater Collection System Master Plan update in June of 2005. Land use data assumed the same buildout conditions as described above for water. Due to projected future demands, the update recommended the following sewer improvement projects (which have been completed) within the Specific Plan Area:

- **Dublin Boulevard West Relief Sewer** – construction of a relief trunk sewer on Dublin Boulevard extending west from Amador Plaza Road. This project, completed in 2008, is designed to serve existing residential and commercial development west of I-680, as well as the future Schaefer Ranch development in western Dublin, new development in the vicinity of the proposed West Dublin BART station, and potential future development and/or densification in the Specific Plan Area.
- **Orchard Supply Hardware (OSH) Sewer Replacement** – replacement of an existing 6-inch to an 8-inch line to address maintenance issues (a sagging line and heavy flows and grease discharged from adjacent restaurants) and to accommodate future high-density mixed-use development projected for the area south of Dublin Boulevard.

New development projects would connect to existing sewer lines as shown in Figure 2-10.

5.5.3 Storm Drain

Given the fact that the Specific Plan Area is nearly completely covered with buildings, parking lots, sidewalks, and roadways, stormwater discharge rates are not able to exceed current conditions.

Design guidelines identified in this Specific Plan encourage increased percolation through the use of vegetated swales, curb extensions, reconfigured parking lots with increased landscaping, and the use of pervious materials (e.g. pervious pavers) in parking lots. Implementation of these guidelines would result in a net reduction of off-site stormwater discharge rates and improve water quality.

Several properties within the Specific Plan Area are located within the Federal Emergency Management Agency (FEMA) 100-year floodplain (see Figure 2-12: FEMA Flood Zone). New construction is subject to floodplain regulations. The Zone 7 Stream Management Plan contains plans to retrofit the culvert that carries water from Dublin Creek under Donlon Way. The retrofit will increase the culvert capacity and minimize the risk of flooding in the area under the existing specific plans.

6

IMPLEMENTATION AND ADMINISTRATION

This chapter describes the process for implementing and administering this Specific Plan, including the processes for development review, nonconforming uses, and amendments.

6.1 Purpose and Intent

The City of Dublin shall administer the provisions of this Specific Plan in accordance with the Specific Plan and Subdivision Map Act requirements in the State of California Government Code, the City of Dublin General Plan and applicable City Municipal Codes.

The Specific Plan elements, procedures, regulations, standards and specifications shall supersede the relevant provisions of the City's Municipal Code. The Specific Plan may be amended in the future. Certain sections of the Specific Plan shall serve as the zoning standards for Downtown Dublin, and a new Downtown Dublin Zoning District shall be created as an implementation measure of this plan. Where there is a conflict between this Specific Plan and the Municipal Code, the Specific Plan shall prevail. Where the Specific Plan is silent on a requirement, the Municipal Code shall apply as long as the regulation is consistent with the Specific Plan.

6.2 Public Facilities and Infrastructure Funding Mechanism

The project is expected to be fiscally self-sufficient. Each proposed development project will be required to fund its own on-site and off-site improvements consistent with existing City and special district regulations and requirements. Development impact fees will be required to be paid by each project to help off-set capital improvements that are required in the area as a result of development. These fees include, but are not limited to, traffic community facilities, fire, school, water, and sewer impact fees.

A Downtown Traffic Impact Fee was adopted by the City Council to help fund roadway improvements in the downtown area and includes a variety of improvements aimed at improving traffic efficiency and pedestrian safety in Downtown.

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.

Public facility improvements for water and sanitary sewer service are managed and maintained by the Dublin San Ramon Services District. In the District's Capital Improvement Plan, the costs of capital improvement projects are assigned to Local Sewer Replacement and/or Local Sewer Expansion. The Replacement fund represents costs that are allocated to existing users (generally through sewer rates), and the Expansion fund represents the costs allocated to future users (generally through connection fees).

6.3 Development Review Process

All development project applications will be subject to the review requirements as described in this Specific Plan and/or as otherwise required by the City Dublin Zoning Ordinance and Subdivision Ordinances. All proposed plans for new buildings, expansion of existing buildings and exterior modifications will be required to comply with applicable provisions of this Specific Plan and Chapter 8.104 (Site Development Review).

6.4 Development Pool and Community Benefit Program

Development Pool

As discussed in Section 3.5: Future Development Assumptions, a base and maximum floor area ratio (FAR) is provided for each district in the Specific Plan Area (please refer to Table 3-3: Base and Maximum FAR per District). Property owners are allowed to intensify their site up to the Base FAR by right (non-residential square footage only). If a property owner would like to intensify their site beyond the Base FAR established for their District or construct residential dwellings, they may build up to the maximum FAR for their District by entering into the Community Benefit Program and obtaining the additional development potential from the Development Pool.

The following Table illustrates the additional development potential (beyond the Base FAR) for each District.

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	

The above Development Pool for the Transit-Oriented District includes the AMB project (150,000 square feet of office and 308 residential dwellings), the Essex project (309 residential dwellings) and the BART hotel (150 hotel rooms and 7,500 square feet of commercial). In the event that these projects are constructed, the corresponding development potential will be removed from the Development Pool. As these projects were approved prior to the adoption of this Specific Plan, the developers are not required to enter into the Community Benefit Program. If these projects are not constructed, the associated development potential will be made available to developers in the Transit-Oriented District. If only a portion of one of these projects is constructed, the remaining development potential will be returned to the Development Pool for the Transit-Oriented District.

For all three districts, the density obtained from the Development Pool will be available to the property owner for the period of time specified in a binding agreement between the City and the developer. At the expiration of that period, the density will be returned to the Development Pool if the project has not been constructed.

The City will manage the Development Pool and maintain an inventory of all projects that are developed above the base FAR to ensure that development does not exceed the density cap in each district.

Community Benefit Program

A Community Benefit Program will be established to ensure that developers provide a benefit to the Specific Plan Area in exchange for receiving a higher density on their property.

A developer who is taking part in the Community Benefit Program will be required to enter into a binding agreement with the City that specifies the community benefit that will be provided in exchange for use of density from the pool. The City will negotiate the terms of the Agreement including the period during which the density will be available to the developer and community benefits that will be provided by the developer.

A developer may be required to provide one or a combination of benefits in relation to the density they are obtaining from the Pool. Improvements or fees which are required by the Municipal Code are not considered to be a community benefit and are regardless of the project status. Examples of appropriate community benefits that might be provided by the developer include the following.

- Public Plaza or gathering space;
- Public Parks or Outdoor Play Areas;
- Measures aimed at reducing Greenhouses Gases and Transportation trips including charging stations for electric vehicles, preferred parking for carpool vehicles, site specific transportation demand management programs, etc.;
- Sponsorship of a downtown special event (event to be approved by the City);
- Public Safety enhancements including substation, vehicles, defibulators, fire extinguishers, etc.;
- Enhanced streetscape improvements (e.g. sidewalks, landscaping, fountains, etc.);
- Pedestrian connections to other sites or facilities (e.g. easement dedications and pathway improvements). Note: This does not include pedestrian connections within the project site, which are required by good site planning principles;
- Transit improvements (e.g., enhance or construct bus shelters);
- Payment into a Downtown Fund for future public improvements; and

- Other benefit proposed by the developer or City Staff and approved by the City Council.

The foregoing list of examples is not intended to limit or constrain the City's discretion to determine the appropriate level of community benefit required in exchange for the use of density from the pool. So far as possible, the City shall uniformly apply the community benefits requirement such that the community benefits required are proportionate to the amount of density obtained and the time period that it is made available to the project. It is acknowledged, however, that the City does not measure community benefit solely in relation to the monetary impact to the Developers. In other words, some proposed community benefits may be considered by the City to be particularly valuable, but they may be of comparatively modest financial impact to a developer.

6.5 Specific Plan Amendments

Over time, various sections of this Specific Plan may need to be revised to respond to changing land use, economic or political conditions. Any amendment to this Specific Plan shall follow Government Code procedures (Sections 65453, 65454, and 65456), as well as local procedures as described in this chapter. Furthermore, the proposed specific plan amendment must be consistent with the goals, policies, and implementation measures of the City of Dublin General Plan.

Amendments to this Specific Plan will fall under one of two categories (1) administrative amendments and (2) other amendments. The amendments will follow a separate procedure process as discussed below. A decision as to which category an amendment falls under shall be made by the Community Development Director.

Administrative Amendments

Administrative amendments to this Specific Plan are considered minor non-substantive revisions and require approval by the Community Development Director, but may be referred to the Planning Commission. Administrative amendments do not deviate from the overall vision and intent of this Specific Plan. Examples of administrative amendments include, but are not limited to, minor non-substantive text changes, corrections and/or updates to existing conditions information, and other relatively minor changes that do not materially or substantively change the nature or intent of this Specific Plan such that it would constitute a change in land use, result in a new environmental impact, or adversely affect the economic development goals of the City.

Other Amendments

Other amendments to this Specific Plan are considered significant revisions and require a recommendation by the Planning Commission to the City Council and approval by the City Council. Examples of other amendments include, but are not limited to, changes to the land use plan, permitted uses, circulation improvements, and/or substantive changes to the development standards.

6.6 Nonconformities

Chapter 8.140, Non-Conforming Structures and Uses, of the Zoning Ordinance shall be used for any nonconforming uses and buildings within Downtown Dublin. Land uses and structures existing as of the adoption date of this Specific Plan may continue to remain in accordance with Chapter 8.140.

6.7 Severability

If any section, subsection, sentence, clause, phrase or portion of this Specific Plan, or any future amendments or additions hereto, is for any reason found to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remainder of this Specific Plan document or any future amendments or additions hereto. The City hereby declares that it would have adopted these requirements and each sentence, subsection, clause, phrase or portion or any future amendments or additions thereto, irrespective of the fact that any one or more section, subsections, clauses, phrases, portions or any future amendments or additions thereto my be declared invalid or unconstitutional.

6.8 Interpretation

The Director of Community Development is assigned the responsibility and authority to interpret the Specific Plan. Whenever the Director of Community Development makes an official interpretation of this Specific Plan, the interpretation shall be made in writing explaining the interpretation and the general circumstances surrounding the need for the interpretation. Any interpretation by the Director of Community Development may be appealed as provided in Chapter 8.136, Appeals, of the Zoning Ordinance. The Director of Community Development may refer interpretation of the Specific Plan to the Planning Commission for a decision at a public hearing.

6.9 Future Implementation

Downtown Fund Program

Prior to the first payment into the Downtown Fund (as permitted under the Community Benefit Program), the City will establish a Downtown Fund for the Specific Plan Area. The purpose of this fund is to provide the means to improve the Downtown Specific Plan Area.

The Downtown Fund would be used by the City to construct or provide financing for improvements in the Specific Plan Area. The Downtown Fund may include some or all of the following:

- Financing for façade or site improvements which beautify the downtown(amount and program for offering financing will be determined at the time the fund is created);
- Land acquisition;
- Parking garage or surface parking construction;
- Land assemblage;
- Streetscape improvements;
- Infrastructure improvements; and
- Branding and marketing.

Prior to establishing the Downtown Fund, the City Council will review and approve the proposed program including benefits provided by the program.

Parking Fund

As a future implementation measure, the City may establish a parking fund for the Downtown Specific Plan Area. The purpose of this fund will be to provide funding for the construction of surface parking or parking garage(s) within the downtown area. Developers who wish to reduce the number of required parking stalls on their site will be required to contribute to the fund in an amount equal to the number of parking stalls they are reducing on their site. This will allow for the future construction of shared parking to support these developments. The exact contribution amount per stall will be identified at the time the fund is established.

DOWNTOWN DUBLIN SPECIFIC PLAN