



CITY OF DUBLIN

STREETSCAPE MASTER PLAN

Prepared by the City of Dublin with assistance from consultants in landscape architecture
Royston Hanamoto Alley and Abey (RHAA)

Adopted by the City Council on June 7, 2005
Resolution Number 90-05

Amended through November 17, 2020

City of Dublin Streetscape Master Plan

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Royston Hanamoto Alley and Abey (RHAA) of San Francisco**

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Prepared for consideration by the

Dublin City Council

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Chapter 1: Plan Overview: Goals, Opportunities, and Constraints



Definition: Streetscape

All landscape and hardscape improvements constructed in the public right-of-way (excluding Downtown Dublin) that provide a backdrop for pedestrians on the sidewalk as well as vehicles on the street. Landscape improvements include planting in the street median, parkway strips between the sidewalk and street, and planting behind the sidewalk to the property line. Hardscape improvements include entry monuments, pedestrian crosswalks, sidewalks, and street furniture such as trash receptacles, tree grates, bollards, benches, and light fixtures.

Background

The City of Dublin, incorporated in 1982, inherited a street system and street landscaping plan from Alameda County that was aesthetically inconsistent. In the past ten years in particular, the City has spent a vast amount of time and community resources to upgrade the existing street plantings, design new medians and pedestrian walkways, place new public art pieces in key locations, install new bus shelters, trash receptacles, street furniture, and improve the overall look of Dublin's streets.

In addition to recent improvements, there are several additional streetscape features that will be installed over the next several years. New public art pieces will be installed in the City and the Village Parkway corridor will benefit from new pedestrian level lighting, widened sidewalks, and decorative paving.

As the City has grown, private development has also brought life to Dublin's streets. New residential and commercial neighborhoods that have been built are a testament to how attractive landscaping

adds to a community. In new developments throughout Dublin, there was an opportunity to design the streetscape as an integral element to the project. The result provides a basis for a healthy, mature, attractive streetscape for many years to come.

As Dublin has evolved, it has become clear that although streetscape design within neighborhoods or commercial districts can vary from one to another, it is important for the streets that tie those districts together have a common streetscape palette to provide consistency between areas.

Goals of the Streetscape Master Plan

Although Dublin has had many successes in creating attractive streetscape designs, the City has not adopted a formalized plan to guide the continuation of good streetscape design in the public right of way.

The goals and intent of the Streetscape Master Plan are to:

- 1 Recognize and formalize the City's existing landscape and tree planting program;
- 2 Strengthen, clarify, and unify the City's streetscape furnishings palette;
- 3 Provide opportunities for creating attractive entries into the City;
- 4 Provide a mechanism for coordinating Capital Improvement Projects with streetscape improvements;
- 5 Clarify public and private responsibilities for improving aesthetics along Dublin's streets; and

6 Consider opportunities to strengthen the streetscape design of Dublin Boulevard and highlight it as the common feature

that connects the entire City while emphasizing individual neighborhoods and districts.

Opportunities and Constraints

In order to accomplish the goals of the Streetscape Master Plan, it is important to recognize both the opportunities and constraints that are present in the community:

Opportunities	Constraints
Generally, existing street tree plantings are healthy and maturing, and make a good foundation for continuing the planting palette	Sidewalks along the City's major non-residential streets are narrow – only 8 feet wide in most cases – which restricts planting areas and reduces pedestrian comfort
Street medians are visually interesting, colorful, and well-maintained	There are noticeable gaps in the streetscape plantings (i.e through undeveloped Transit Center and Camp Parks)
Newer streetscapes in the Eastern Dublin Specific Plan area set a good tone for enhancing citywide standards	On some of the older streets (San Ramon Road, Amador Valley Boulevard, Dougherty Road), there is limited street width where new streetscape plantings could be accommodated
Recent additions to the streetscape show energy and creativity (i.e. public art bus shelters, clock tower, fountains, public art pieces)	London Plane trees along Dublin Boulevard need enhancement in order to mature to a full canopy which can cover the street and provide a strong visual interest
As a relatively new City, Dublin is still cultivating a unique visual identity	

In developing a citywide plan for Dublin, Staff and consultants have attempted to realize the limitations of the existing infrastructure as well as identifying the areas in which streetscape enhancements could make a difference.

Chapter II: Street Furnishings

As the different areas of Dublin have developed over time, a variety of street furniture has been selected and installed. Although different styles and pieces can be appropriate for different neighborhoods, villages, or commercial districts, in order to create consistency throughout the City, a standard palette of furnishings should be selected and used.

The street furniture shown on the following pages compares the existing conditions with a proposed design and offers recommendations for implementation in each category.

There are three sections in this chapter:

- Existing Street Furnishings Inventory and recommendations for change
- New items to add to the Street Furnishings Palette
- Summary of Proposed Street Furnishings Palette



It is anticipated that when new street furniture is to be installed, the new design selections will be used. In areas where the older selections already exist, they will remain until they are selected to be replaced, at which time the new design selection would be installed.

If a capital improvement plan is approved to fund the changes, implementation of the plan changes could take place more rapidly.

***Note:** At their meeting on June 7, 2005 when the City Council reviewed and considered the adoption of the Streetscape Master Plan, the City Council reiterated their concern about selecting street furnishings with recycled content. The City Council adopted the Streetscape Master Plan with the provision that Staff continue to search for pieces containing recycled materials which are similar in style, durability, vandal resistance, and longevity to the pieces recommended in this document. If such pieces can be found that meet those goals while also being made of recycled content, the recycled piece shall be utilized.*



Section 1: Existing Street Furnishings Inventory and recommendations for change

For each piece of street furniture, the existing conditions are shown which illustrate how the piece currently exists in the streetscape. In some instances, a recommendation is made to change the current condition, and in some instances, there is a recommendation to keep the existing piece. In each category, the existing and proposed are noted, and a summary of the proposed palette is at the end of the chapter.

Existing Street Furnishings palette. These items currently exist in public rights-of-way throughout the City:

-  Tree grates and guards
-  Trash receptacles
-  Street and pedestrian lighting
-  Benches
-  Bus shelters
-  Monument signage
-  Linear median and railing treatment
-  Street and directional signage
-  Paving treatment

New items to add to the Street Furnishings palette. In addition to all of the items listed above, Staff is also proposing the following new items for inclusion in the City's Street Furnishings palette:

-  Bollard
-  Identity marker along Dublin Boulevard

Tree Grates and Guards

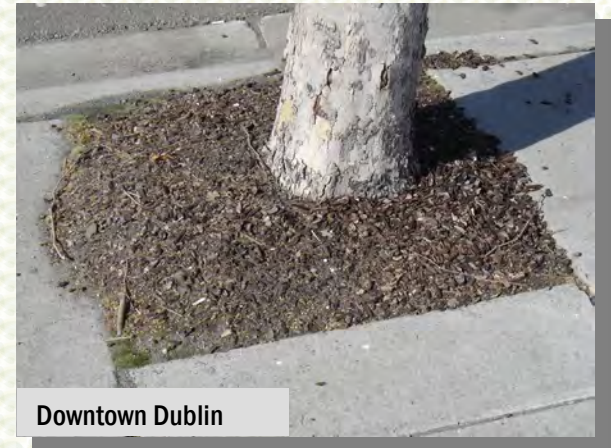
Existing conditions



Downtown Dublin



Downtown Dublin



Downtown Dublin

Proposed designs



Tree grate: Urban Accessories model “Kiva”, which is currently used at the Civic Center (shown top left)



Tree guard: Urban Accessories model “OT” (shown below right). The only tree guards currently in use in the City are public art pieces used at the Apartments at Iron Horse on Dougherty Road. These are pieces unique to the project site and are not intended to be used in other locations.

Recommendations



In many locations, tree grates are not being used and they should be. Tree grates protect tree roots better than decomposed granite or bark and allow oxygen to reach the roots.



Use 3' x 6' or 4' x 8' tree grates (wherever sidewalk width and disability requirements permit) for new London Plane trees along Dublin Boulevard to allow for greater tree growth and a larger tree canopy.



Retrofit existing 4' x 4' tree wells on Dublin Boulevard over time with 3' x 6' or 4' x 8' tree grates. 4' x 4' tree grates are acceptable for smaller trees on other streets, but Dublin Boulevard London Plane trees should have a larger size.



Proposed Design

Trash Receptacles

Existing conditions



Downtown Dublin

Proposed design

Du Mor Steel Trash Receptacle model 107, currently used in Emerald Glen Park (shown below left). The proposed color would be dark green. Two trash cans could be placed side by side to provide one for trash and one for recyclables, as they are in the photo.

Recommendation

Standard "City of Dublin" trash receptacle should remain until replaced, but the interior cans should be painted a darker color while they are still being utilized.



Emerald Glen Park

Street and Pedestrian Lighting

Existing conditions



Standard Double Cobra Head Lamp



Project specific lighting in Dublin Ranch

Proposed designs

Cobra head streetlights will continue to be the standard used on all streets. In some areas, such as the as Dublin Ranch shown below left, there are special designs that have been approved for use in a particular area. There is also an approved streetlight for the Transit Center area, but it is yet to be installed. This reinforces the notion that there can be both a citywide standard as well as variations between districts (villages).

Recommendations

Existing cobra head street lights that are painted brown will be repainted gray – the color of galvanized steel – to help them blend in better to their surroundings and not stand out. As new cobra heads are installed, they will be an unpainted galvanized steel to match.

In areas where it is appropriate, pedestrian level lighting will be used and will vary from village to village, district to district. Pedestrian lighting will be most effective in the Downtown area and other areas where there is foot traffic: at major intersections, bus stops, public plazas, parks, trails, or other pedestrian-oriented walking environments. The lights are not intended to be installed city-wide, only in areas with more pedestrian traffic.

Benches

Existing conditions



Downtown Dublin



Emerald Glen Park



Village and Lewis intersection

Proposed design

Du Mor ribbon bench Series 58 and Series 92, currently used in Emerald Glen Park (shown in the middle left photo). The bench has proven to hold up well, is graffiti resistant, and is not easy to skateboard on. There are regular and backless styles, depending on the location characteristics.

Recommendation

Install benches at major intersections, bus stops, public plazas, parks, trails, or other pedestrian-oriented walking environments. The benches are not intended to be installed citywide, only in the appropriate areas where pedestrians are apt to congregate and/or need a place to stop and rest.

Bus Shelters

Existing conditions



Bus Shelter at Koll Corporate Center



Bus Shelter at Sybase



Public Art Bus Shelter in Downtown Dublin

Proposed design

The stainless steel bus shelter in front of Sybase at Dublin Boulevard and Hacienda Drive (shown to the middle left) should be used citywide. The stainless steel version blends well with the public art shelters in the downtown.

Recommendation

Over time, existing older shelters should be replaced with the Standard shelter or Public Art shelter as deemed appropriate by the Public Art Master Plan.

Monument signage

Existing conditions



Existing monument sign installed at Village Parkway near northern border, at Dougherty Road near Dublin Blvd., and San Ramon Road near Dublin Blvd.

Recommendation

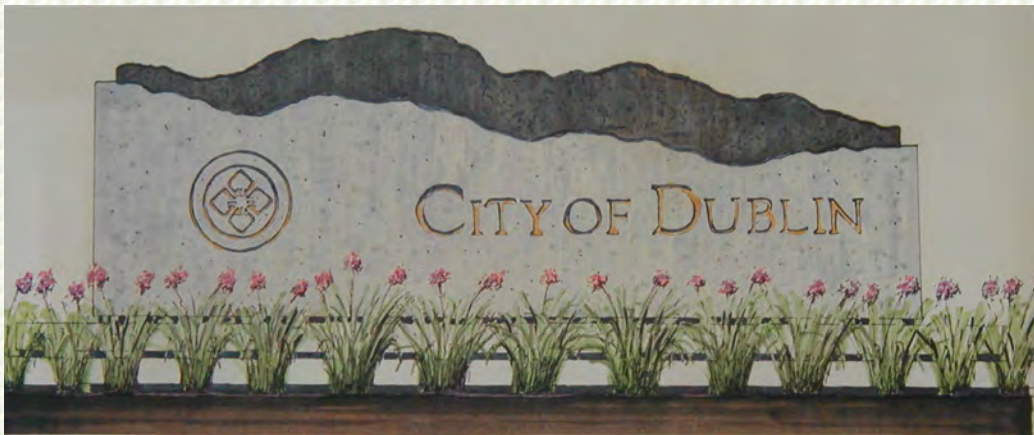
Install the proposed City of Dublin Monument sign in the median at key gateways to the City:

- Dougherty Road at Dublin Boulevard
- Hacienda Drive at Dublin Boulevard
- Tassajara Road at Dublin Boulevard
- Fallon Road at Dublin Boulevard
- San Ramon Road at the northern entry to City
- Village Parkway at the northern entry to City
- Dougherty Road at the northern entry to City
- Tassajara Road at the northern entry to the City
- Dublin Boulevard at Schaefer Ranch and in EDPO

Over time, the existing monument signage can be removed and replaced with the proposed design, which still needs to be detailed and fabricated. The design shown below left, which was reviewed by the City Council in November, 1999, is conceptual only and will need to be refined and fabricated before it is installed.

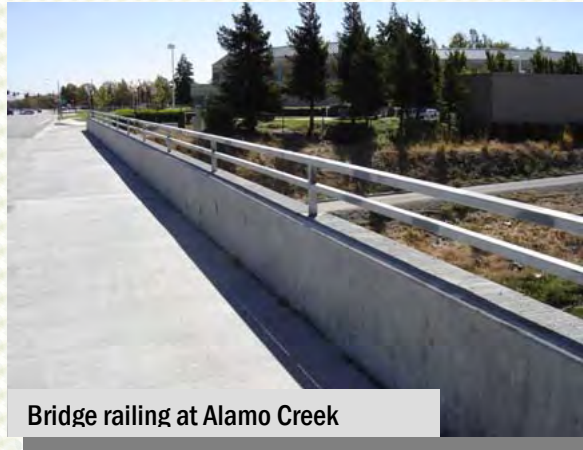
Proposed design

Proposed granite City of Dublin monument sign. Simple, yet more refined and updated from the existing signs. Similar in design and materials to the identification sign at Emerald Glen Park.

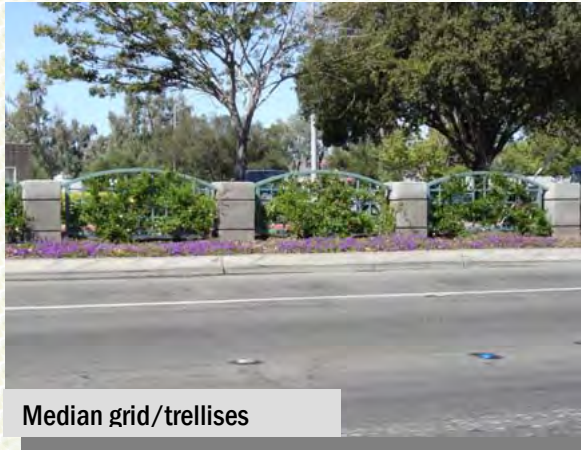


Linear Median and Railing Treatments

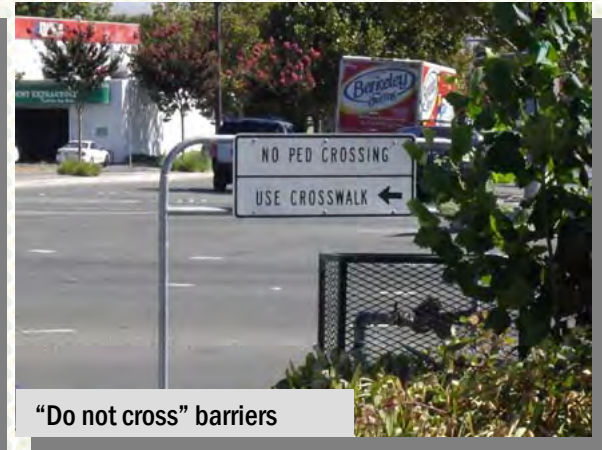
Existing conditions



Bridge railing at Alamo Creek



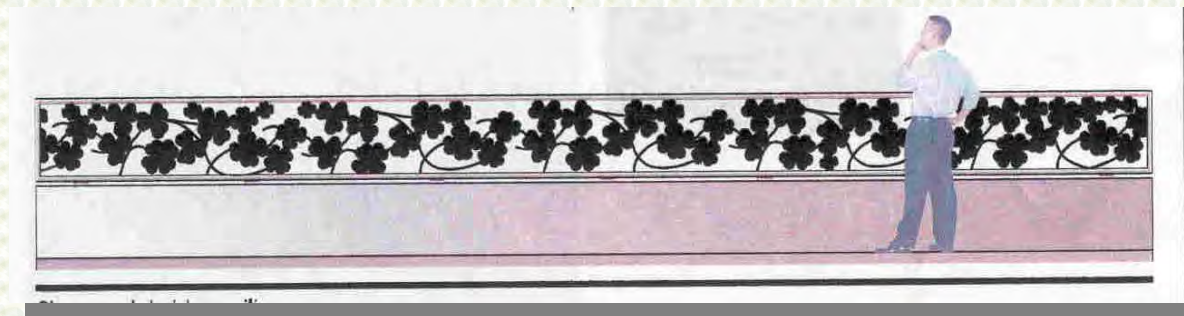
Median grid/trellises



"Do not cross" barriers

Proposed design

A shamrock-shaped cutout design could replace the non-descript grid design in the medians of main roadways as well as the standard bridge railings over waterways. A modified version of the shamrock design could serve in the place of the standard do not cross barriers as well.



Recommendation

The new cutout designs need to be formally designed and fabricated – the example is a conceptual idea only. Once funding is identified to make the replacements, the design, fabrication, and installation can be completed.

Major Street and Directional Signage

Existing conditions



Hanging Street Sign



Street Sign



Directional Signs

Directional signs

Currently, the City has a number of different types of directional signs that explain where civic and public facilities are in the community. Typically, directional signs for parks or recreational facilities are brown, directional signs for civic facilities are blue, and street signs are green. However, since directional signs are for informational purposes only and are not regulatory signs, they do not have to adhere to any specific standard other than that they need to be readable to be effective. Therefore, the recommendation is for all directional signs for public facilities to be green with white lettering. Directional signs for semi-public facilities such as schools or churches (which will have the same design as below) are recommended to be white signs with green lettering.

Proposed designs

♣ Civic Plaza ➡

Hanging Street Sign

♣ Sierra Ct

Regular Street Sign for major streets (not small residential streets)

♣ Public Facilities ♣

- ➡ Civic Center
- ➡ Police Services
- ➡ Library
- ⬆ Sports Grounds

Public Facility Directional Sign

Paving treatment

Existing conditions



Pavers to line a planting area (on Central Parkway)



Pavers as hardscape (over Alamo Creek bridge)

Proposed Design

Existing tri-color pavers (with the wave brick design) should continue to be used in the median where landscaping is not possible (due to median width or load weight) and in public spaces as appropriate – as in Alamo Creek bridge, above.

Existing four-color pavers (with the rectangular brick design) should continue to be used to surround planter areas in medians as appropriate.

Section 2: New items to add to the Street Furnishings palette

In addition to all of the items listed in the previous section, which are currently present in some locations in the community, the following items are proposed to be added to the City's Street Furnishings palette to be used as appropriate:



Bollard



Dublin Boulevard Identity marker

Bollard

Existing conditions

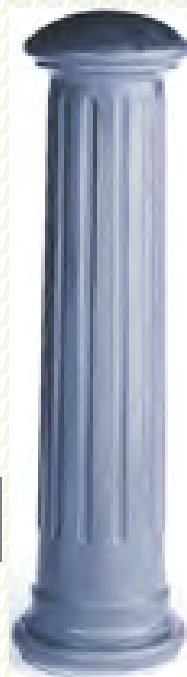


Bollard at Emerald Glen Park

Although there are not any bollards currently in use in the public right of way, a selection is recommended so that there is one chosen if needed.

Proposed Design:

Urban Accessories model SJ-C1
(proposed color is dark green)



Dublin Boulevard Identity Marker

This Streetscape Master Plan formalizes the City's existing planting program, selects a standard palette of street furniture, and outlines policies to ensure that good streetscape planning will continue.

However, many communities have taken an additional step towards creating a unique and highly identifiable streetscape by installing consistent elements from one end to the other of their most prominent street. The Embarcadero in San Francisco, for instance, has a very consistent theme of palm trees lining the parkway and public art throughout the median. On the Hegenberger Parkway near the Oakland Airport, the City of Oakland has installed 40-foot tall monument signs which include the City's oak tree icon and banners which celebrate Oakland's various neighborhoods. There are a dozen or more of these signs installed in the parkway median and they serve as a visual link from one end of the street to the other.

In the City of Dublin, it is clearly Dublin Boulevard that connects the City from the green, rolling hills in the west to the newer development in the east. When the street is completed to its ultimate length, Dublin Boulevard will be over 8 miles long.

The street plantings along Dublin Boulevard are consistent, and with the installation of larger tree grates, the London Plane trees planted on the edges of the street should continue to grow and create an attractive canopy over the street and sidewalks. The Crape Myrtle and Callery Pear planted in the median are also fairly constant from one end of the street to another. Dublin Boulevard is the one street which runs the length of the community – from the western hills all the way to the city limits on the eastern boundary – therefore, it is important to consider the potential for creating a stronger design statement on this important boulevard.

One mechanism to create this consistency statement is to install a feature, in addition to street trees, that repeats itself throughout the length of the street. The City currently has the banner program, where banners adorn the light fixtures along Dublin Boulevard, and those banners are rotated on a regular basis to coincide with special events or seasons.

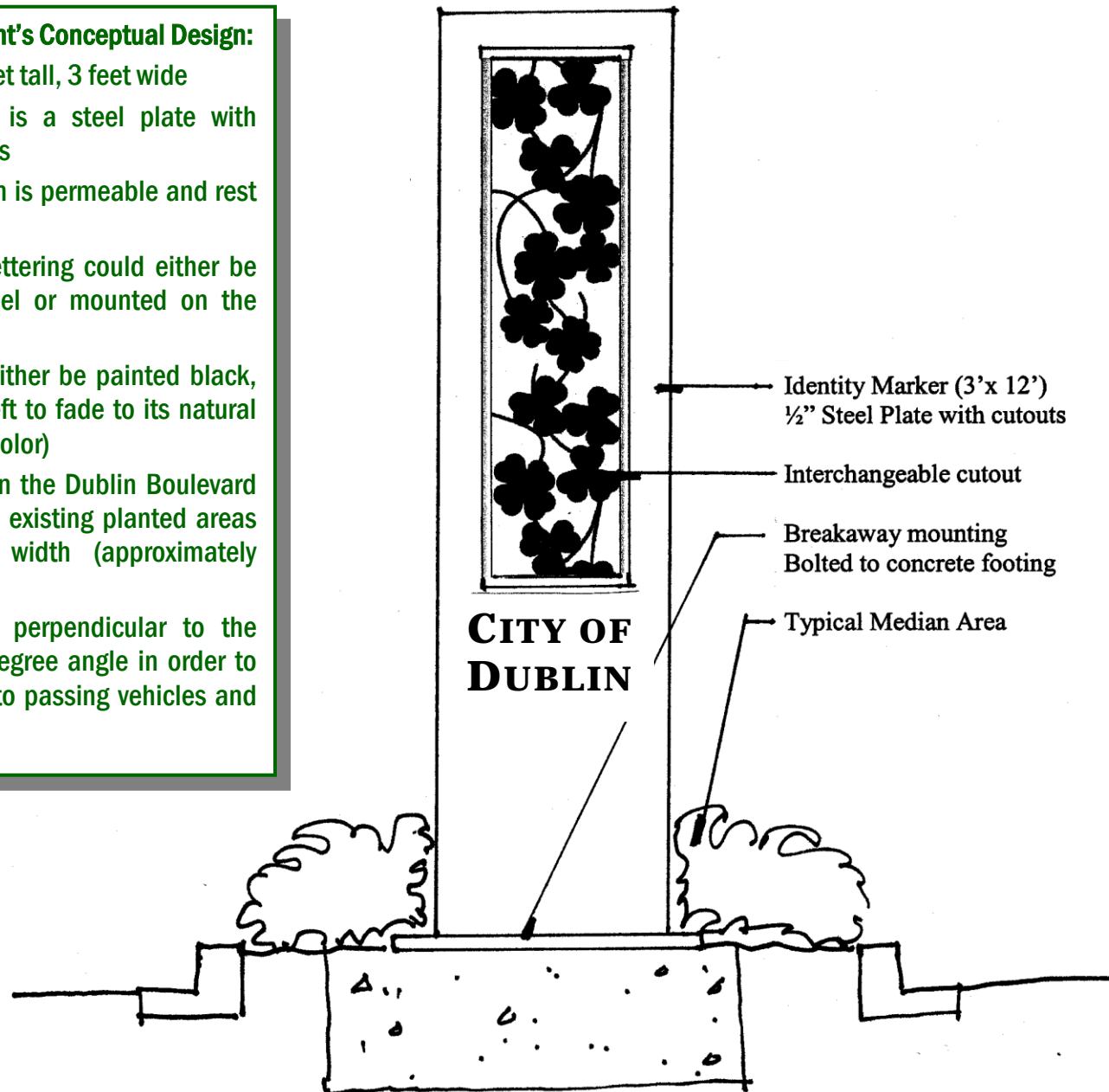
In addition to the banner program, Staff also proposes to introduce a new streetscape feature: an Identity Marker that celebrates Dublin's Irish heritage and provides an interesting visual reminder of the community. The Identity Marker contains the same waving shamrock design that is proposed for the bridge and median railing treatments. The intent is to have a design that appears over and over again throughout the community, lending a sense of consistency and recognition.

The Marker would be installed in existing planted medians along Dublin Boulevard at regular intervals. At Dublin Boulevard's existing length from Inspiration Drive in the west to Lockhart Street in the east, approximately thirty-four (34) installations could occur. As Dublin Boulevard is extended in both directions, an additional thirty (30) installations could occur in the new medians that are constructed. This would put the Identity Markers at an average of one every 600-700 feet, or approximately 8 per mile.

The proposed Identity Marker is shown on the following page.

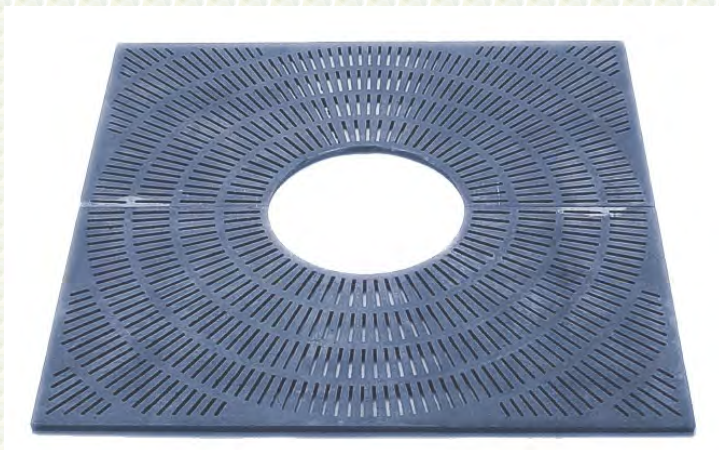
Details of the Element's Conceptual Design:

- ▶ Element is 12 feet tall, 3 feet wide
- ▶ Element design is a steel plate with shamrock cutouts
- ▶ Shamrock design is permeable and rest of sign is solid
- ▶ City of Dublin lettering could either be cut into the steel or mounted on the element
- ▶ Element could either be painted black, dark green, or left to fade to its natural patina (reddish color)
- ▶ To be installed in the Dublin Boulevard street median in existing planted areas of appropriate width (approximately every 600-700')
- ▶ To be installed perpendicular to the street at a 30 degree angle in order to be most visible to passing vehicles and pedestrians



Section 3: Summary of Proposed Streetscape Furnishings Palette

Tree Grate: Urban Accessories model “Kiva” (dk. green)



Tree Guard: Urban Accessories model “OT” (dk. green)



Trash receptacle: Du Mor model 107 (dark green)



Street and Pedestrian lighting:

Existing galvanized steel cobra head fixtures for street lighting, pedestrian lighting to vary in individual areas where appropriate



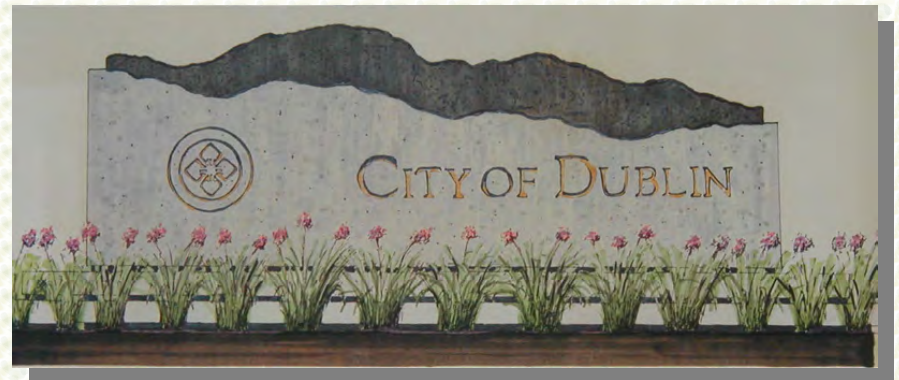
Benches: Du Mor series 58 and 92 (dark green)
Regular and backless benches to be installed as appropriate



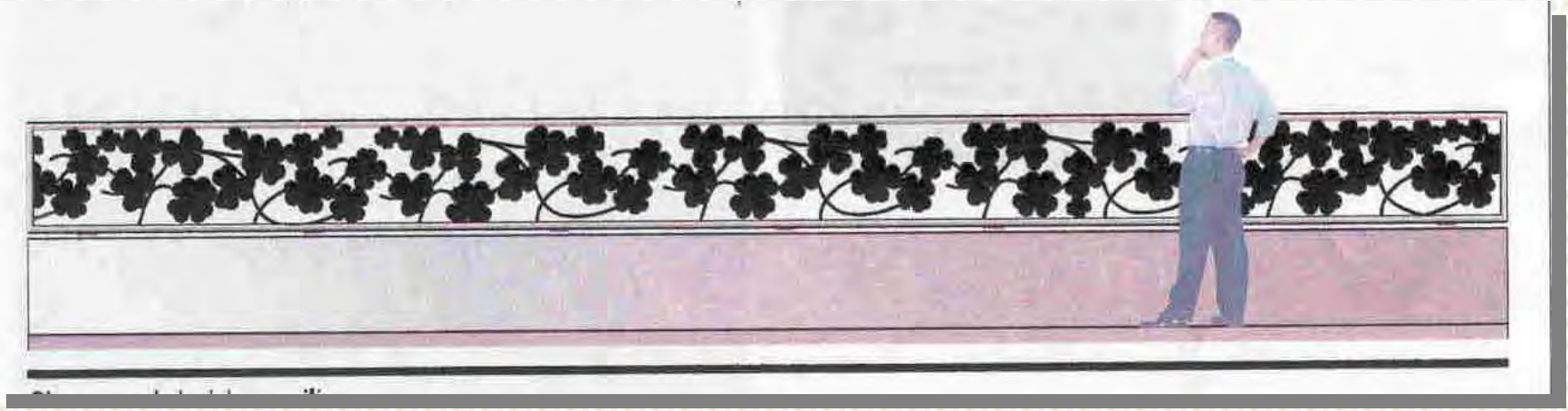
Bus Shelter: Existing Stainless Steel Bus Shelter
Currently installed in front of Sybase on Dublin Boulevard



Monument Sign: New granite design



Linear Median and Railing Treatment: Waving shamrock design (to be formally designed and fabricated)



Street and Directional Signage:



Hanging Street Sign



Regular Street Sign for major streets (not small residential streets)



Public Facility Directional Sign

Paving Treatment



Tri color wave design
pavers stand alone

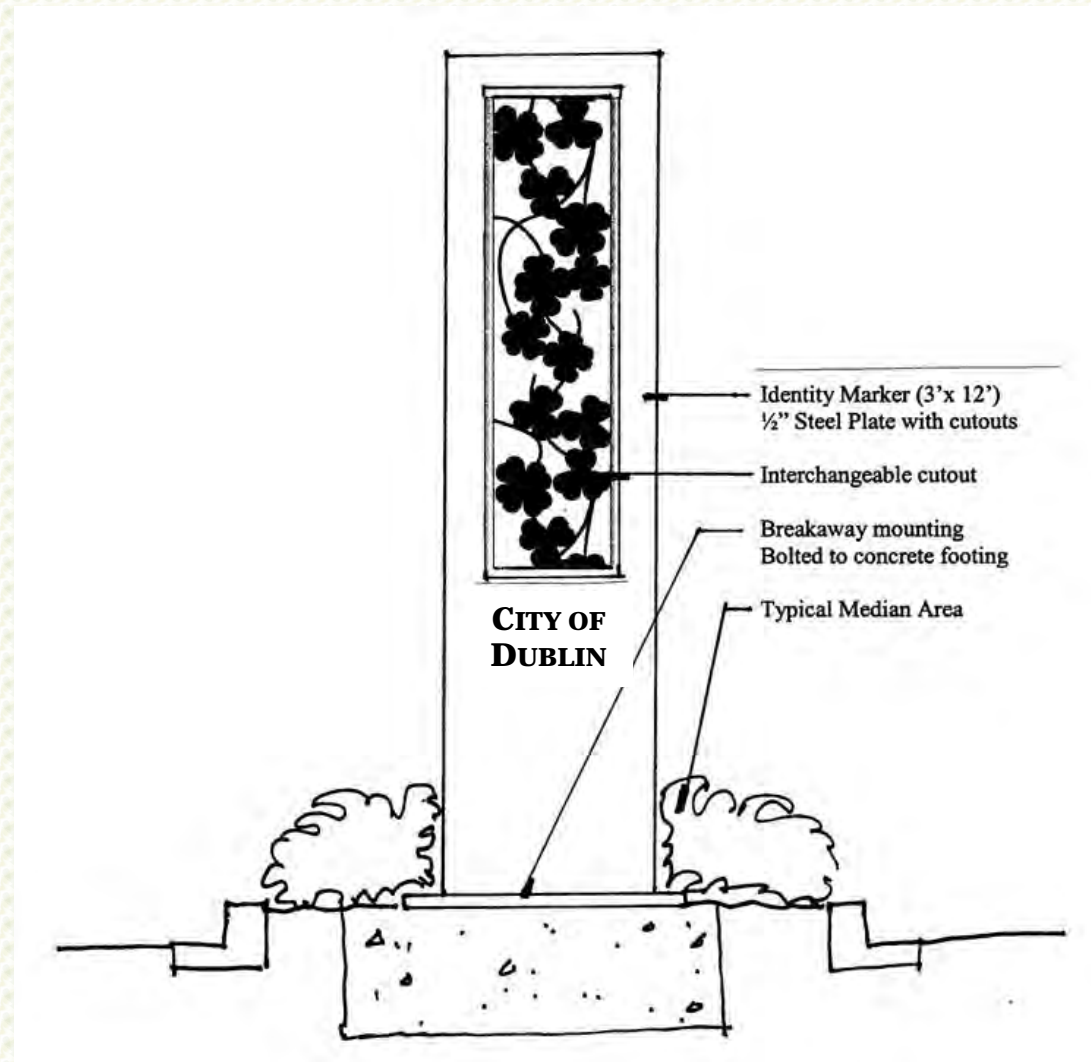


Four color rectangular
pavers surround planting
areas

Bollard: Urban Accessories
model SJ-C1 (dk. green)



Dublin Boulevard Identity Marker



Chapter III: Street Plantings

According to the City's landscape architecture consultants, the street plantings in the City of Dublin are, by and large, a successful element of the streetscape design. The plantings are mostly healthy, attractive, and well maintained. Apart from a few species, most of the trees seem to be growing well and adapting to the particular site conditions of wet, heavy, clayey soils and strong afternoon winds. Whereas the Primary Planning area in western Dublin seems to only have a few species of trees which predominate, areas in the Eastern Dublin Specific Plan area have a diversity of trees in its newer planting which will lead to a healthier urban forest.

Section 1: Existing Street Tree Palette:

When street trees were installed along Dublin's main corridors, they were installed with a particular theme in mind. Along the main east-west corridor (Dublin Boulevard), London Plane trees were installed to form a strong, fall color, and statuesque large canopy of foliage from one end to the next. In contrast, the main north-south corridors (San Ramon Road, Village Parkway) were designed to present a delicate, flowering tree full of spring color. These two themes continue today and are enhanced by the recommendations in this chapter.

The following is a list of existing tree species (an asterisk marks those species which are not doing well in *some* locations).

Existing Street Trees:

Arbutus unedo	strawberry tree
Carpinus betulus fastigiata	columnar hornbeam
Celtis occidentalis	Common hackberry
Celtis sinensis *	Chinese Hackberry *
Cercis canadensis.....	eastern redbud
Cinnamomum camphora *	camphor tree *
Eucalyptus spp.	eucalyptus
Fraxinus oxycarpa "Raywood"	Raywood ash
Heteromeles arbutifolia	toyon
Lagerstroemia indica	crape myrtle
Liquidamber styraciflua *	sweet gum *
Pinus canariensis.....	Canary Island pine
Pistachia chinensis.....	Pistache
Platanus racemosa	California sycamore

Platanus x acerifolia	London plane
Prunus cerasifera	purple-leafed plum
Pyrus calleryana vars. *	Callery pear *
Pyrus calleryana "Bradford" *	Bradford pear *
Quercus agrifolia	coast live oak
Quercus coccinea	scarlet oak
Quercus robur "Fastigiata"	columnar English oak
Quercus rubra	red oak
Quercus virginiana.....	southern live oak
Sequoia sempervirens	coast redwood
Zelkova serrata.....	sawtooth zelkova

Section 2: Existing Street Tree planting locations and recommended changes

The following table notes the planting palette for each of the City's major streets and makes recommendations on whether the planting palette should continue as is or be changed in any way. The goal of the recommended changes is to ensure that a healthy street tree canopy matures over time and that the theme of growing a strong, fall color, and statuesque large canopy tree on the City's main east-west arterial (Dublin Boulevard) and a delicate, flowering tree full of spring color on the main north-south streets is continued.

Street	Existing Conditions	Recommendation
Amador Valley Boulevard Dougherty Road to Stagecoach Road	Parkway: Mix of Raywood Ash, London Plane, coast redwood, and coast live oak Median: Canary Island Pine and Crape Myrtle	Infill parkway with more Raywood Ash where possible
Amador Valley Boulevard Stagecoach Road to Burton Street	Parkway: Sweet gum Median: Sweet gum and Crape Myrtle	Sweet gum is not suitable for sidewalk tree wells. Replace with Purple-leafed plum or honey locust over time.
Amador Valley Boulevard Burton Street to Village Parkway	Parkway: Sweet gum Median: Crape Myrtle	Sweet gum is not suitable for sidewalk tree wells. Replace with Purple-leafed plum over time
Arnold Drive	Parkway: Coast Live Oak at 30' on center (east side) and Southern Live Oak (west side) Median: No median	None
Brannigan Street	Parkway: Pistache on 45' staggered centers	Pistache is too widely spaced and too small for this street. Insert additional Pistache between existing trees where possible.
Central Parkway Arnold Drive to Hacienda Drive	Parkway: Chinese hackberry and Ash at 20' on center Median: Chinese hackberry at 20' on staggered centers, Callery Pear clustered at intersections	None
Central Parkway Hacienda Drive to Tassajara Road	Parkway: Callery Pear and Chinese Hackberry at 20' on center (south side) and Red Oak at 36' on center (north side) as well as Chinese Hackberry and Ornamental Pear. Coast redwood planted occasionally. Median: Chinese Hackberry at 30' on center and Callery pear clustered at intersections.	None
Central Parkway Tassajara Road to Chancery Lane	Parkway: Common Hackberry at 26' on center, straddling the sidewalk Median: Common Hackberry at 30' on center	Common Hackberry in the median are not establishing well. Investigate the condition to see if replacement with another species (i.e. Chinese hackberry) would be appropriate.
Central Parkway Chancery Lane to Grafton Street	Parkway: Common Hackberry at 26' on center, straddling the sidewalk (north side), Common Hackberry at 30' on center (south side) Median: Callery Pear at 15' on center and Common Hackberry	None

Street	Existing Conditions	Recommendation
Central Parkway Grafton Street to Keegan Street	Parkway: Common Hackberry at 26' on center, straddling the sidewalk (north side), Common Hackberry at 30' on center (south side) Median: Common Hackberry at 30' on center and Callery Pear	None
Central Parkway Keegan Street to future points east (Lockhart Lane, Fallon Road)	Parkway: Common Hackberry (optimal spacing to be determined) Median: Callery Pear (optimal spacing to be determined)	None
Chancery Lane	Parkway: Scarlett Oak at 45' on staggered centers, straddling sidewalk Median: None	None
Dublin Boulevard Donlon Way to San Ramon Road	Parkway: London Plane (south side) Median: Crape Myrtle	Continue planting of London Plane trees at an ideal spacing of 25-30' on center. Ideally use 4'x8' tree grates for all new plantings and plan to retrofit existing 4'x4' grates. Median planting is ideally a combination of London Plane trees to provide a canopy and a smaller, flowering tree to provide color and visual interest.
Dublin Boulevard Amador Plaza Road to Alamo Creek	Parkway: London Plane and a few Callery Pear Median: London Plane and Crape Myrtle	See above.
Dublin Boulevard Alamo Creek to Dougherty Road	Parkway: London Plane Median: London Plane	See above.
Dublin Boulevard Dougherty Road to Scarlett Drive	Parkway: London Plane Median: Crape Myrtle	See above.
Dublin Boulevard Scarlett Drive to Arnold Drive	Parkway: London Plane at 25'-30' on center Median: Washington Thorn and a double row of Callery Pear	See above.
Dublin Boulevard Arnold Drive to Tassajara Road	Parkway: London Plane Median: Washington Thorn and a double row of Callery Pear	See above.
Dublin Boulevard Tassajara Road to future points east (Lockhart Lane, Fallon Road)	Parkway: London Plane Median: London Plane and Callery Pear	See above.
Dougherty Road Fall Creek to Wildwood Road	Parkway: Coast Live Oak, Eastern Redbud, Coast Redwood, Chinese Pistache (west side) and London Plane (east side) Median: None	Add flowering tree such as Yoshino Flowering Cherry to palette where infill plantings can occur
Dougherty Road Wildwood Road to Amador Valley Boulevard	Parkway: California Sycamore and Coast Live Oak (west side), London Plane at 50' on center (east side) Median: None	London Plane tree planting on the east side is very strong. Once a median is added, plant it with Scarlett Oak at 30'-40' on center or informal groupings. Also, see above.
Dougherty Road Amador Valley Boulevard to Sierra Lane	Parkway: London Plane at 50' on center (east side) No street trees on the west. Median: No median	See above

Street	Existing Conditions	Recommendation
Dougherty Road Sierra Lane to Dublin Boulevard	Parkway: Chinese Hackberry (west side) London Plane and Callery Pear (east side) Median: Crape Myrtle and Washington Thorn	Add more London Plane trees and add flowering tree such as Yoshino Flowering Cherry to palette where infill plantings can occur
Fallon Road	Parkway: Street trees (Callery Pear, Coast Live Oak, and Sweetgum) are not in the public right of way but on HOA property. Median: Coast Live Oak, Callery Pear, Sweetgum	Discontinue the use of Sweetgum in the parkway – OK in median. Use Coast Live Oak at 30-40' on center in the parkway and median if at least 8' wide is available. If not, use Callery Pear.
Finnian Way	Parkway: Scarlett Oak at 45' on staggered centers and in tree wells on 45' centers	None
Gleason Drive Arnold Road to Hacienda Drive	Parkway: Camphor and Callery Pear (south side), Camphor and Holly oak (north side) Median: Camphor and groves of columnar English Oak at 10' staggered centers	Camphor trees are not doing well. Replace trees in the parkways with a broad shade tree such as Scarlett Oak on the south side and add to the north as well. Replace Camphor with Crape Myrtle in the median.
Gleason Drive Hacienda Drive to Barnett Road	Parkway: Camphor and Callery Pear (south side), Camphor and Holly Oak (north side) Median: Camphor, Callery Pear, and groves of European Hornbeam at 8' staggered centers	See above
Gleason Drive Barnett Road to Creekview Drive	Parkway: Intermittent London Plane and California Sycamore Median: Camphor, Crape Myrtle, and groves of European Hornbeam	None
Gleason Drive Creekview Drive to Fallon Road	Parkway: London Plane at 20' on center (north side) are not in the public right of way but on HOA property between Creekview and Tassajara Road and Camphor at 18' on center (south side) in Emerald Glen Park Median: Camphor and Red Oak	Camphor trees are not doing well. Replace with a broad shade tree such as Scarlett Oak on the south side and add to the north as well.
Hacienda Drive	Parkway: Red Oak with intermittent Crape Myrtle Median: Crape Myrtle and groves of European Hornbeam	None
Keegan Street	Parkway: Saw Leaf Zelkova at 26' on center Median: Saw Leaf Zelkova at 40' on center	None
North Dublin Ranch Drive/South Dublin Ranch Drive	Parkway: London Plane at 25' on staggered centers (outside the public right of way on HOA property) which straddle sidewalk Median: Callery Pear	None
San Ramon Road Amador Valley Boulevard to Shannon Avenue	Parkway: Callery Pear, Chinese Pistache, and intermittent California Pepper Median: Raywood Ash, Crape Myrtle, and Strawberry Tree	None
San Ramon Road Shannon Avenue to Northern City limit	Parkway: Callery Pear and intermittent African Sumac Median: Raywood Ash, Crape Myrtle, and Strawberry Tree	None

Street	Existing Conditions	Recommendation
Silvergate Drive	Parkway: None Median: Camphor, Coast Redwood, and Callery Pear	Add small scale planting such as Crape Myrtle in the median where feasible
Tassajara Road Dublin Boulevard to Gleason Drive	Parkway: Callery Pear Median: Callery Pear and Coast Live Oak	Callery Pear is not a large enough tree for this size of a roadway. Introduce additional Coast Live Oak in the median between Dublin Boulevard and Central Parkway
Tassajara Road Gleason Drive to Northern City limit	Parkway: Coast Live Oak, Callery Pear, and Sweetgum Median: Callery Pear, informal groupings of Coast Live Oak, Chinese Pistache, and Ash	None.
Village Parkway Amador Valley Boulevard to Northern City limit	Parkway: Callery Pear Median: Crape Myrtle at 50' on center and Purple-Leaf Plum	See above.

Planting Notes:

1. Bradford Pear has been widely used throughout the City and in the west in particular. The tree has done well in most places but should not continue to be used. The species is prone to fireblight that could potentially eliminate the entire population. The Bradford Pear should be replaced with Yoshino Flowering Cherry as new installations occur. The two are similar in form and flower, so the north-south flowering tree theme can be maintained.
2. Sweetgum has been installed in narrow sidewalk planters in some locations. This is a water-loving tree and should not be planted in constricted areas. Use in tree wells should be discontinued and should be used in medians only.
3. Dougherty Road is an opportunity to create a striking new planting scheme when it is widened per planned improvements. The existing row of London Plane trees on the eastern side of the road merits the use of a picturesque, delicate, flowering tree in the future median to establish the design of the street and continue the north-south flowering tree theme.
4. Chinese hackberry are experiencing some health issues in Dublin Ranch. An arborist should be consulted.
5. Camphor trees on Gleason Drive look stunted and weakly. This could be because of poorly drained soils. The tree should be replaced and not be used as a street tree in the future.
6. The strawberry tree can be messy and should continue to be used in medians only.

Section 3: Recommended Street Tree Palette

(Combination of existing plantings and trees for future streets or to use as replacements in existing locations as needed)

The following list of street trees are recommended based on their adaptability to alkaline and heavy clayey soils, their well-behaved deep rooting systems, wind and pollution tolerance, and attractive appearance. Larger, spreading trees are recommended for wide parkway strips or medians only. Round-headed trees may be used in parkways to create shade for sidewalks whereas columnar trees are suggested as accents on corners or to create visual identity and rhythm when used in conjunction with other trees in parkways or medians.

A photo of each tree species is shown in Appendix A.

Recommended Street Tree Palette

An (E) next to the tree's common name notes that the tree is an existing street tree that is recommended to be continued. (P) notes that the tree is not currently planted as a street tree in the community, but that it would make a good addition to the palette and could be considered as a street tree as future streets are constructed.

Although the east/west, north/south tree planting theme has continued to some degree in the eastern part of Dublin, a greater variety of tree species have been used as accent trees, which lends diversity to the planting palette. Although the use of a variety of accent trees is acceptable and encouraged, new arterials and collector streets should continue to highlight the use of broad canopy trees on the east-west arterial (London Plane trees on Dublin Boulevard) and flowering trees on north-south streets, as explained in the first part of this chapter. That concept should also continue with new street tree selections for future major streets. Other smaller streets can choose from any trees from the proposed palette.

Scientific Name	Common Name
<i>Acer rubrum</i> “Armstrong” (columnar tree: 60’ tall x 15’ wide)	Red Maple (Proposed addition to the planting palette)
<i>Arbutus unedo</i>	Strawberry tree (Existing street tree)
<i>Carpinus betulus fastigiata</i>	Columnar Hornbeam (E)
<i>Celtis occidentalis</i>	Common Hackberry (E)
<i>Celtis sinensis</i>	Chinese Hackberry (E)
<i>Cercis canadensis</i>	Eastern Redbud (E)
<i>Fraxinus oxycarpa</i> “Raywood”	Raywood Ash (E)
<i>Gleditsia triacanthus</i> (rounded tree: 40’ tall x 30’ wide)	Honey Locust (P)
<i>Heteromeles arbutifolia</i>	Toyon (E)

Scientific Name	Common Name
Koelreutaria paniculata (rounded tree: 25' tall x 40" wide).....	Golden Rain Tree (P)
Lagerstroemia indica	Crape Myrtle (E)
Liquidambar styraciflua	Sweet Gum* (E), for future use in medians only
Melia azedarach (rounded tree: 40' tall x 40' wide)	Chinaberry (P)
Pinus canariensis	Canary Island Pine (E)
Pistachia chinensis.....	Pistache (E)
Platanus racemosa	California Sycamore (E)
Platanus x acerifolia	London Plane (E)
Prunus cerasifera.....	Purple-leafed Plum (E)
Prunus Yedoensis (columnar tree: 40' tall x 25' wide).....	Yoshino Flowering Cherry (P)
Pyrus calleryana "Bradford"	Bradford Pear (E)
Pyrus calleryana vars.	Callery Pear (E)
Quercus agrifolia	Coast Live Oak (E)
Quercus coccinea	Scarlet Oak (E)
Quercus robur "Fastigiata"	Columnar English Oak (E)
Quercus rubra.....	Red Oak (E)
Quercus virginiana	Southern live Oak (E)
Sequoia sempervirens	Coast Redwood (E)
Tilia Cordata "green spire" (rounded tree: 40' tall x 20' wide)	Little Leaf Linden (P)
Tristania conferta (rounded tree: 35' tall x 25" wide)	Brisbane Box (P)
Ulmus Parvifolia (spreading tree: 50' tall x 70' wide)	Chinese Elm (P)
Zelkova serrata	Sawtooth Zelkova (E)

Section 4: Recommended Shrub Palette:

In general, the median shrub plantings in Dublin are doing well and all of the plants which are currently being used should be continued. However, the shrub palette could also be expanded to include the following species. These particular shrubs are recommended based on the fact that they are tough, drought and neglect tolerant, flowering, and compatible with the existing plant selection.

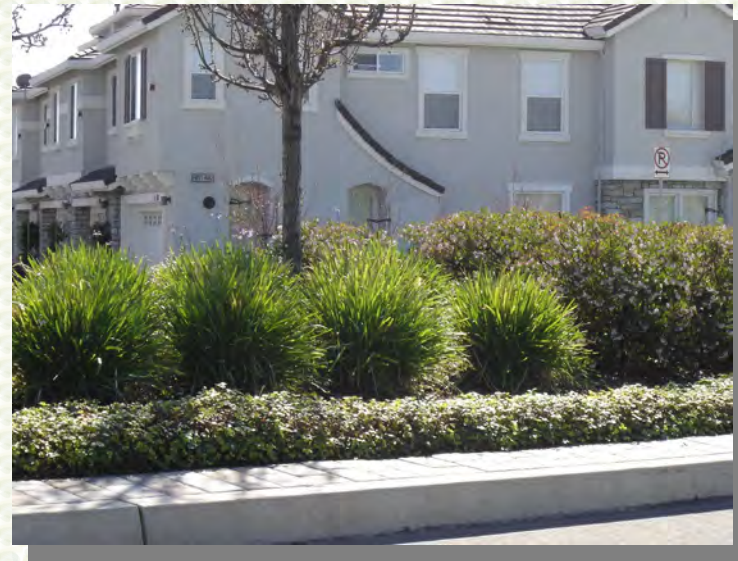
A photo of each shrub species is shown in Appendix B.

Medium height

Abelia grandiflora “Edward Goucher”	Glossy Abelia
Grevillea lanigera	Grevillea
Muehlenbergia rigens	Deer Grass

Low height

Acacia redolens	Desert carpet
Rosemarinus officinalis	Rosemary
Ceanothus gloriosus	Point Reyes Creeper
Juniperus	Shore juniper
Phormium	New Zealand flax
Cotoneaster horizontalis	Rock cotoneaster
Correa “Ivory Bells”	White Australian Fuschia
Euonymus fortunei “Coloratus”	Wintercreeper
Varigated pittosporaceae	Pittosporum
Jasminum	Jasmine
Rosa	Roses (shrub variety)
Rhamnus californica	California Coffeeberry
Proteaceae	Grevillea
Callistemon	Bottlebrush (Captain Cook or Little John)
Xylosma congestum “compactum”	Shiny xylosma



Chapter IV: Policies and Implementation



Once the palette of street furnishings and street tree plantings are selected, there still lies the task of ensuring that future streetscape plans in Dublin are implemented in a uniform fashion to the benefit of the community.

This section of the Plan outlines methods for translating the streetscape vision and goals of the Plan into reality. It contains several policies that will ensure the development of a consistent and attractive streetscape in the City as well as guidelines on how the vision contained in this document shall be implemented.

Streetscape Policies

Throughout the City, streetscape design can be an effective tool in helping distinguish the community from its surroundings and in explaining to a traveler that they have arrived somewhere different.

One goal of the Streetscape Master Plan program is to enhance community identity by providing streetscape amenities that create a sense of place, such as entrance gateways, and other design elements that showcase Dublin as a unique place to be.

The policies outlined on the following pages have been developed to accomplish this goal.

Policy Section 1: Implementing the proposed street furnishing and street plantings palette

Once the new streetscape planting and street furnishings palette has been approved, there are a number of steps that will need to be taken to implement the plan, as follows:

Implementation Suggestions:

1. **Tree grates.** For the existing London Plane trees along Dublin Boulevard, many tree well areas will need to be sawcut and enlarged so the larger tree grates can be installed.
2. **Tree guards.** Selection to be installed as appropriate.
3. **Trash receptacles:** For the existing “City of Dublin” trash receptacles, paint the white can liners black. When the receptacles are due to be replaced, install proposed selection.
4. **Bench.** Selection to be installed as appropriate.
5. **Bus shelters.** Selection to be installed as appropriate.
6. **Street lighting:** Existing cobra heads to be repainted gray through the regular maintenance cycle and new installations to be left unpainted galvanized steel.
7. **City of Dublin monument signs.** The existing monument signs will be removed and replaced with new design. New installations to be completed at the gateway intersections.
8. **Median grids and bridge railings:** New waving shamrock design to be refined and the template fabricated. Existing railings and medians to be replaced and new installation to occur as appropriate.
9. **Street signs:** New street signs with shamrock logo to be screened and installed as signs are replaced over time. New installations to occur as appropriate.
10. **Directional signs:** To be installed for public facilities only, which includes parks, recreational facilities, fire stations, the civic center, library, and similar facilities. Existing signs to be removed and new design to be installed.











Signage for semi-public uses including churches and schools can be installed on an as-requested basis. Directional signage for semi-public uses will look similar to the public facilities sign, but shall be white with green letters. The cost of installing the sign shall be borne by the requesting party.

Directional signage for places, buildings, or locations of regional or historical significance are allowed with City Council approval provided it meets the following criteria:

- 1) For signage that directs persons to businesses,
 - a. The place, building, or location is of regional significance because it draws a significant number of patrons and visitors from throughout the regional trade area (such as a regional shopping outlet/area/district or a destination based retail or hotel use, excluding private recreational uses); and
 - b. The place, building, or location lacks visibility or signage that would direct persons to the place, building, or location from the major or arterial street within the City of Dublin that provides vehicular access to the place, building, or location. Or
 - 2) For signage that directs persons to other places, buildings, or locations of historical or regional significance, the place, building, or location is deemed to be of general regional or historical interest; and
 - 3) The location of the new signage does not contribute to overall visual clutter along the proposed street (applies to either circumstance listed above).
11. **Identity Marker:** Conceptual design to be refined, fabricated, and installed at regular intervals along Dublin Boulevard. Funding as appropriate.
 12. **Street Plantings.** Trees to be replaced with the proposed selections as appropriate and to be installed as recommended when new streets are constructed.

Policy Section 2: Gateway Treatments

The following intersections are considered key gateway entrances into the City of Dublin. Enhanced landscaping, “City of Dublin” monument signage, widened medians and special median treatment, possible placement of public art, and the careful orientation of buildings to the intersection shall all be considered to draw attention to these gateway areas:

-  Dougherty Road at Dublin Boulevard
-  Hacienda Drive at Dublin Boulevard
-  Tassajara Road at Dublin Boulevard
-  Fallon Road at Dublin Boulevard
-  San Ramon Road at the northern city limits
-  Village Parkway at the northern city limits
-  Dougherty Road at the northern city limits
-  Tassajara Road at the northern city limits
-  Dublin Boulevard at the western city limits (Schaefer Ranch)
-  Dublin Boulevard at the eastern city limits (East Dublin Property Owners/Fallon Village)

Implementation Suggestion:

Street medians at future gateway intersections should be of sufficient width (a minimum of 10 feet unless otherwise approved) to allow for enhanced landscape and entry monumentation.

Policy Section 3: Streetscape Furnishing, Planting Standards, and Maintenance

It is the goal of the following policies to coordinate the design and installation of streetscape improvements with other uses along the public right-of-way and to maintain Dublin’s streetscape planting so that it grows and develops over time into a healthy, mature landscape that is an amenity to the City and its residents.

Implementation Suggestions:

1. Street trees shall be planted in the public service easement, public right-of-way, or in a parkway strip, and not on private property, if at all possible, and shall be maintained by a homeowners association or by the City of Dublin as appropriate.
2. If a required street tree is planted on private property, the property owner shall be responsible for the ongoing maintenance of the street tree. Should the tree be removed from its location, a replacement tree of the same type and size shall be planted elsewhere in the front yard area of the private property. In addition, the requirement to maintain the street tree shall be included in the Covenants, Codes, and Restrictions (CC&Rs) for the development and shall be included as a deed restriction on the homeowner’s property.
3. As new commercial and residential neighborhoods are constructed in Dublin, it shall be the responsibility of the developer to install street tree plantings and street furnishings in the adjacent public right of way as specified by this document. If the project has frontage onto Dublin Boulevard, the developer shall also be responsible for installing the proposed Dublin Boulevard Identity Markers in suitable median locations. If the project is adjacent to a City gateway, the developer shall be responsible for installing a City monument sign.

Policy Section 4: Environmentally-friendly landscape practices

The City can take several steps to reduce the consumption of fossil fuels, reduce soil, air, and water pollutions, and reduce the burden on landfills all while creating and maintain healthy and vibrant streetscapes. Achieving the following goals will help the City be more environmentally-friendly when it comes to landscape practices and planting choices:

Goal 1. Landscape in harmony with the natural conditions

Goal 2. Reduce waste and recycle materials whenever possible

Goal 3. Nurture healthy soils

Goal 4. Conserve water, energy, and topsoil

Goal 5. Protect water and air quality and reduce stormwater runoff

The following implementation suggestions have been developed to achieve these goals, many of which the City is already practicing, but this document will serve to formalize those practices.

Achieving Goal 1: Landscaping in greater harmony with the natural conditions

Implementation Suggestions:

1. Except for where it is needed for a design statement or to serve a recreational purpose, minimize use of turf in decorative landscape, as it is water and chemical intensive. Turf is necessary in areas used for recreation and public gathering, but in locations where it does not serve a vital function, other native landscaping alternatives should be considered which need less maintenance and less water.

2. In general, choose plants that can grow to their natural size in the space allotted them. This will allow them to look natural and appropriate and will ensure that excessive trimming and hedging is not necessary and will reduce the amount of green waste created and disposed of. In certain cases, where a particular design theme is being achieved, adherence to this policy may not be desirable, but it should be considered when making plant selections.

Achieving Goal 2: Reduce waste and recycle materials whenever possible

Implementation Suggestion:

Participate in a composting program in order to produce mulch from plant debris. The City already “grasscycles” lawn clippings to ensure that the minimum amount of plant material possible is disposed of in the landfill, and continuing to compost where possible will help reduce the amount of green waste generated.

Achieving Goal 3: Nurturing healthy soils

Implementation Suggestion:

Avoid synthetic, quick release fertilizers that can wash through the soil before they are taken up by the plants and minimize the use of chemical pesticides. Many chemical pesticides are toxic to soil dwelling creatures and can reduce the diversity of soil life or increase soil pathogen density.

Achieving Goal 4: Conserving water, energy, and topsoil

Implementation Suggestions:

1. Using native or drought tolerant plants will decrease the amount of water required to keep the plants healthy and

thriving. Applying compost or mulch to landscape areas will also increase the soil's water holding capacity.

2. Group plants by water needs. High water need plants should be grouped together and the same shall be done for low water needs plants. "Hydrozoning" will ensure that plants are not over or under-watered.
3. Plant trees in appropriate locations to moderate building temperatures and shade paved areas. All of these actions will reduce the amount of energy needed to cool buildings near the public right of way and cars parked on the street.

Achieving Goal 5: Protect water and air quality and reduce stormwater runoff

Implementation Suggestions

1. Use Integrated Pest Management (IPM) practices to ensure that pest problems can be prevented, monitored, and controlled with physical, mechanical, or biological – very limited chemical – controls. This will preserve the water and soil quality of the environment.
2. Plant trees, which absorb air pollutants and protect water quality. It is important to note that many trees emit small quantities of organic compounds that contribute to the formation of harmful ground-level ozone. None of the trees on the proposed tree planting palette are high ozone precursor emitters, and therefore this should not be a concern.
3. Use permeable surfaces wherever possible to allow water to seep into the ground instead of running off into the stormwater system.
4. Maximize opportunities for creating bioswales to allow for the permeation of water into the ground instead of flowing directly into the stormdrain.

Chapter V: Amending the Streetscape Master Plan



A major amendment to the Streetscape Master Plan requires the review and approval of the City Council of the City of Dublin.

The Community Development Director may make determinations that minor technical changes or variations to the text or standards of the Streetscape Master Plan are consistent with the intent of the Plan. These typically include administrative approval of minor changes to standards set forth in the document.

Appendix A: Photos of Street Tree Palette



Bradford Pear



California Sycamore



Chinaberry



Brisbane Box



Callery Pear



Canary Island Pine



Chinese Elm



Chinese Pistache



Cost Redwood



Chinese Hackberry



Coast Live Oak



Columnar Hornbeam



Common Hackberry



Columnar English Oak



Crape Myrtle



Eastern Redbud



Golden Rain Tree



Honey Locust



Purple Leaf Plum



Raywood Ash



Little Leaf Linden



London Plane



Red Maple



Red Oak



Southern Live Oak



Sawtooth Zelkova



Scarlett Oak



Strawberry Tree



Sweetgum



Toyon

Toyon



Yoshino Flowering Cherry

Appendix B: Photos of Shrub Palette



Glossy Abelia



Deer Grass



Rosemary



Grevillea (Grevillea lanigera)



Desert Carpet



Point Reyes Creeper



Shore Juniper



Rock Cotoneaster



Wintercreeper



New Zealand Flax



White Australian Fuschia



Pittosporum



California Coffeeberry



Jasmine



Bottlebrush



Shiny Xylosma



Grevillea (Proteaceae)

Appendix C: City Council Resolution No. 90-05



RESOLUTION NO. 90 - 05

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

APPROVING THE STREETSCAPE MASTER PLAN

WHEREAS, completion of the City's Streetscape Master Plan was identified as a high priority in the City Council Goals and Objectives for the Fiscal Years 2003/2004 and 2004/2005, and funds were appropriated to support this project; and

WHEREAS, In May, 2004, the City Council approved a consultant contract to hire landscape architects Royston Hanamoto Alley and Abey (RHAA) to assist City Staff in this work program; and

WHEREAS, the goals of the City Council in creating a Streetscape Master Plan was to accomplish the following:

1. Better coordinate streetscape design throughout the community;
2. Clearly delineate public and private responsibilities for improving aesthetics; and
3. Provide a mechanism for promoting Capital Improvement Projects with streetscape improvements built in.

WHEREAS, based on the City Council's goals, Staff developed the following objectives for the Streetscape Master Plan:

1. Recognize and formalize the City's existing landscape and tree planting program;
2. Strengthen, clarify, and unify the City's streetscape furnishings palette;
3. Provide opportunities for creating attractive entries into the City;
4. Provide a mechanism for coordinating Capital Improvement Projects with streetscape improvements;
5. Clarify public and private responsibilities for improving aesthetics along Dublin's streets; and
6. Consider opportunities to strengthen the streetscape design of Dublin Boulevard and highlight it as the common feature that connects the entire City while emphasizing individual neighborhoods and districts.

WHEREAS, a Streetscape Master Plan was developed by Staff and consultants which accomplishes the above goals and objectives; and

WHEREAS, the Planning Commission considered the Streetscape Master Plan at their meeting on May 24, 2005 and recommended that the City Council approve the document; and

WHEREAS, a Staff Report was submitted to the City Council recommending approval of the Streetscape Master Plan; and

WHEREAS, the City Council held a public meeting on this item on June 7, 2005; and

WHEREAS, the City Council did hear and consider all said reports, recommendations and testimony hereinabove set forth and used their independent judgment to make a decision.

NOW THEREFORE BE IT RESOLVED THAT the City Council does hereby approve the Streetscape Master Plan (Exhibit A to this Resolution and incorporated herein by reference).

PASSED, APPROVED AND ADOPTED this 7th day of June 2005.

AYES: Councilmembers Hildenbrand, McCormick, Oravetz and Zika, and Mayor Lockhart

NOES: None

ABSENT: None

ABSTAIN: None

ATTEST:


Deputy City Clerk


Mayor

RESOLUTION NO. 161 - 09

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DUBLIN

AMENDING THE CITY OF DUBLIN'S STREETSCAPE MASTER PLAN POLICIES TO
ALLOW CITY DIRECTIONAL SIGNAGE FOR PLACES, BUILDINGS, OR LOCATIONS OF
REGIONAL OR HISTORICAL SIGNIFICANCE

WHEREAS, the City Council of the City of Dublin (the "City") adopted Resolution No. 90-05 approving the Streetscape Master Plan; and

WHEREAS, the Streetscape Master Plan was developed to provide continual guidance on appropriate streetscape design in the public right of way; and

WHEREAS, the Streetscape Master Plan includes several policies to ensure the development of a consistent and attractive streetscape in the City of Dublin; and

WHEREAS, the City Council wishes to amend its directional sign policy under Policy Section 1 of the Streetscape Master Plan; and

WHEREAS, the Streetscape Master Plan also requires any major amendments be reviewed and approved by the City Council.

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Dublin amends the directional sign policy, under Policy Section 1 of the Streetscape Master Plan to read as follows:

Directional signs: To be installed for public facilities, which includes parks, recreational facilities, fire stations, the civic center, library, and similar facilities. Existing signs to be removed and new design to be installed.

Signage for semi-public uses including churches and schools can be installed on an as-requested basis. Directional signage for semi-public uses will look similar to the public facilities sign, but shall be white with green letters. The cost of installing the sign shall be borne by the requesting party.

Directional signage for places, buildings, or locations of regional or historical significance are allowed with City Council approval provided it meets the following criteria:

- 1) For signage that directs persons to businesses,
 - a) The place, building, or location is of regional significance because it draws a significant number of patrons and visitors from throughout the regional trade area (such as a regional shopping outlet/area/district or a destination-based retail or hotel use, excluding private recreational uses); and
 - b) The place, building, or location lacks visibility or signage that would direct persons to the place, building, or location from the major or arterial street within the City of Dublin that provides vehicular access to the place, building, or location.

or

- 2) For signage that directs persons to other places, buildings, or locations of historical or regional significances, the place, building, or location is deemed to be of general regional or historical interest; and
- 3) The location of the new signage does not contribute to overall visual clutter along the proposed street (applies to either circumstance listed above).

PASSED, APPROVED AND ADOPTED this 3rd day of November 2009, by the following vote:

AYES: Councilmembers Biddle, Scholz, and Mayor Sbranti

NOES: None

ABSENT: Councilmembers Hart, and Hildenbrand

ABSTAIN: None

ATTEST:

Carol P. Sbranti
City Clerk

Jim Sbranti
Mayor

RESOLUTION NO. 121 - 20

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

ADOPTING THE DOWNTOWN DUBLIN STREETSCAPE PLAN AND AMENDING THE CITY OF DUBLIN STREETSCAPE MASTER PLAN PLPA-2017-00012

WHEREAS, in 2005, the City adopted the City of Dublin Streetscape Master Plan to guide the continuation of good streetscape design in the public right of way throughout the City, including the Downtown; and

WHEREAS, in 2011, the City adopted the Downtown Dublin Specific Plan to guide and encourage reinvestment in the Downtown and create a vibrant and dynamic commercial and mixed-use center; and

WHEREAS, as part of the Downtown Dublin Specific Plan, a Community Benefit Program was established to ensure that developers provide a benefit to the Downtown in exchange for receiving a higher density on their property; and

WHEREAS, the proposed Downtown Dublin Streetscape Plan will focus on the Downtown area and will guide future public and private investment in a unified streetscape and a branding/identity program that strengthens the identity of the Downtown. The improvements identified in the Downtown Dublin Streetscape Plan would serve as a list of projects that could be used as part of the Community Benefit Program as well as future City projects; and

WHEREAS, in November 2019, the City Council approved the Downtown Dublin Preferred Vision and the proposed Downtown Dublin Streetscape Plan supports implementation of the Preferred Vision through inclusion of the Town Square and new street grid network; and

WHEREAS, the Downtown Dublin Streetscape Plan and amendments to the Streetscape Master Plan are exempt from in the requirements of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3), which exempts projects where it can be seen with certainty that there is no potential for significant environmental effects. The Downtown Dublin Streetscape Plan does not approve any development project or other physical activity; nor does it change any land use or density designations that would affect development potential. Instead it provides guidelines and standards through which streetscape improvements would be implemented. Therefore, the Downtown Dublin Streetscape Plan itself has no potential for resulting in significant physical change in the environment, directly or ultimately. Any future improvements would be reviewed for compliance with CEQA; and

WHEREAS, the Planning Commission held a public meeting on the Downtown Dublin Streetscape Plan and amendments to the Streetscape Master Plan on October 13, 2020, at which time all interested parties had the opportunity to be heard; and

WHEREAS, on October 13, 2020, the Planning Commission adopted Resolution No. 20-15 recommending that the City Council adopt the Downtown Dublin Streetscape Plan and amend the Streetscape Master Plan, which Resolution is incorporated herein by reference; and

WHEREAS, a Staff Report, dated November 17, 2020, and incorporated herein by reference, described and analyzed the Downtown Dublin Streetscape Plan and amendments to the Streetscape Master Plan for the City Council; and

WHEREAS, the City Council held a public meeting on the Downtown Dublin Streetscape Plan and amendments to the Streetscape Master Plan on November 17, 2020, at which time all interested parties had the opportunity to be heard; and

WHEREAS, the City Council considered all above-referenced reports, recommendations, and testimony to evaluate the Downtown Dublin Streetscape Plan and amendments to the Streetscape Master Plan.

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

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

BE IT FURTHER RESOLVED that the City Council hereby adopts the Downtown Dublin Streetscape Plan as set forth in Exhibit A.

BE IT FURTHER RESOLVED that the City Council hereby amends the Streetscape Master Plan as set forth in Exhibit B with text shown in underline to be added and text shown in strikethrough to be removed.

PASSED, APPROVED AND ADOPTED this 17th day of November 2020, by the following vote:

AYES: Councilmembers Goel, Hernandez, Josey, Kumagai and Mayor Haubert

NOES:

ABSENT:

ABSTAIN:

ATTEST:

DocuSigned by:

3B5176F3D22F408...
City Clerk

DocuSigned by:

4B4A97A3E4B74656...
Mayor