City of Dublin
CALIFORNIA

Dublin
All-America City
2011

GENERAL PLAN

Community Development Department
100 Civic Plaza
Dublin, CA 94568

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City of Dublin

General Plan

Chapter 1

BACKGROUND

1.1 INTRODUCTION

The Dublin General Plan consists of the text and plan maps in Volume 1: City of Dublin General Plan and Volume 2: Technical Supplement. The reader who wants to determine consistency of a proposed project with the General Plan should begin by consulting Volume 1. Volume 2 contains background information on the issues that resulted in the plan policies. Volume 2 is also the Draft Environmental Impact Report for the General Plan and is a part of the certified EIR for the General Plan.

The text and plan maps adopted by the City Council in this General Plan constitute a guide for the day-to-day physical development decisions that shape the social, economic, and environmental character of the City's Planning Area. In accordance with Government Code Section 65300, the General Plan includes policies for the entire Planning Area, including the City limits proper, and those areas outside the City limits that bear relation to Dublin's planning. Consequently, the Dublin Planning Area consists of the Primary Planning Area, Eastern Extended Planning Area, Western Extended Planning Area, Dublin Crossing Planning Area, and the area known as Doolan-Collier Canyons. The entire Dublin Planning Area covers approximately 22.84 square miles, of which 14.62 square miles are located within the City limits; 4.14+ square miles are located within the Western Extended Planning Area beyond an Urban Limit Line; and, 5.98 square miles are located in the Doolan-Collier Canyons area beyond an Urban Limit Line east of the Eastern Extended Planning Area, outside the City Limits and Sphere of Influence.

1.2 DEVELOPMENT HISTORY OF DUBLIN

Most of the land in Dublin and San Ramon was granted in 1835 to Jose Maria Amador, one of the area's earliest settlers. In the 1850's, Amador sold portions of his 17,600-acre holding to James Dougherty, Michael Murray, and Jeremiah Fallon, forming a hamlet that grew slowly during most of the next century.

During World War II, the Navy commissioned Camp Parks to house 10,000 servicemen. Over the years, Camp Parks was leased to Alameda County for Santa Rita Jail; the Air Force for a basic training center; and, the United States Army. In 1980, the Army officially designated Camp Parks as a mobilization and training center and it has been a semi-active installation center ever since as the Parks Reserve Forces Training Area.

The Tri-Valley had few tract homes or commuters until 1960 when the Volk-McLain Company began work on San Ramon Village building several thousand moderately-priced homes advertised as "city close; country quiet." Urban services were provided by annexation of San Ramon Village to what is now the Dublin San Ramon Services District (DSRSD). By 1970, four-fifths of the homes in Dublin's Primary Planning Area were complete.

In 1967, an effort to incorporate Dublin was denied by the Alameda County Local Agency Formation Commission (LAFCO) as contrary to County policy supporting only one city in the east valley. A subsequent referendum on annexation of Dublin to Pleasanton failed in Dublin. Before the 1981 incorporation election was held, consideration was given to detaching Dublin from DSRSD and making it a "full-service" city, but keeping the existing arrangement was simpler and the "full-service" choice did not appear on the ballot. In November 1981, 75 percent of the votes cast were for incorporation.

Upon incorporation in 1982, the City of Dublin was 3.54 square miles with approximately 4,428 housing units and an estimated household population of 13,700. In 1986, the Parks Reserve Forces Training Area (Camp Parks) was annexed into Dublin, adding 4.24 square miles to the City. By 1991, after a series of smaller annexations on the west side of Dublin, the City grew to 8.46 square miles, had approximately 6,904 housing units and an estimated household population of 19,755. In 1995, Dublin started growing eastward with the annexation of 2.4 square miles. Over the next 15 years, the City would grow to 14.62 square miles. In 2010, Dublin had approximately 15,782 housing units and an estimated household population of 40,262.

In 2000, the City Council adopted Resolution 209-00, establishing an Urban Limit Line within the Western Extended Planning Area to protect approximately 4.14 acres of land from development for a period of 30 years. In 2014, the City Council adopted the Dublin Open Space Initiative, removing the 30 year sunset clause for the Urban Limit Line in the Western Extended Planning Area, and establishing an additional Urban Limit Line along the eastern edge of the Eastern Extended Planning Area to protect approximately 3,828 acres of land known as the Doolan-Collier Canyons from development.

1.3 NATURE OF THE GENERAL PLAN

The General Plan provides a policy framework for development decisions. It has three functions:

1. To enable the City Planning Commission and City Council to reach agreement on long-range development policies.
2. To provide a basis for judging whether specific private development proposals and public projects are in harmony with the policies.
3. To allow other public agencies and private developers to design projects consistent with the City's policies or to seek changes in those policies through the General Plan amendment process.

The General Plan must be:

Long-range: However imperfect our vision of the future is, almost any development decision has effects lasting more than 20 years. In order to create a useful context for development decisions, the Plan must look at least 20 years ahead.

Comprehensive: It must coordinate all major components of the community's physical development. The relationship between land use intensity and traffic is the most obvious.

General: Because it is long-range and comprehensive, the Plan must be general. Neither time nor knowledge exists to make it detailed or specific. The Plan's purpose is to serve as a framework for detailed public and private development proposals.

The General Plan must include the following seven, mandatory elements: 1) Land Use Element; 2) Circulation Element; 3) Housing Element; 4) Conservation Element; 5) Open Space Element; 6) Noise Element; and, 7) Safety Element. The General Plan may be amended at any time however no mandatory Element may be amended more than four times each calendar year (Government Code, Section 65358).

1.4 PLANNING AREA

The General Plan includes policies for the City's Planning Area which includes the Primary Planning Area, Eastern Extended Planning Area, Western Extended Planning Area, Dublin Crossing Planning Area, and the area known as Doolan-Collier Canyons (which is located outside of the City's Planning Areas). The Primary Planning Area consists of the original 1982 City boundaries and those annexations occurring to the west between 1985 and 1991, and is roughly 3,100 acres. The Eastern Extended Planning Area is located east of the Primary Planning Area, while the Western Extended Planning Area is located west of the Primary Planning Area. The Eastern and Western Extended Planning Areas are coterminous with the City's Sphere of Influence, include Urban Limit Lines, and are described in further detail below in Sections 1.4.1 and 1.4.2, and shown on Figures 1-1 and 1-2. The Dublin Crossing Planning Area consists of approximately 189 acres north of Dublin Boulevard, between Scarlett Drive and Arnold Road (see Section 1.4.3 below). The area known as Doolan-Collier Canyons was established in 2014 as part of the Dublin Open Space Initiative and is located east of the Eastern Extended Planning Area and Dublin Eastern Urban Growth Boundary (see Section 1.4.4 below).

1.4.1 EASTERN EXTENDED PLANNING AREA

The Eastern Extended Planning Area is roughly 4,300 acres and is generally located south and east of the Parks Reserve Forces Training Area (Camp Parks). Since 1995, the Eastern Extended Planning Area has developed rapidly creating a distinctive and well-balanced community that complements the remainder of the City. The extension of Dublin Boulevard eastward is the physical link that connects the Eastern Extended Planning Area to the rest of Dublin. Despite being separated from the Primary Planning Area by Camp Parks, the Eastern Extended Planning Area has provided a variety of development opportunities that has enhanced the residential, employment, retail, recreation and cultural character of the entire City.

Development within the Eastern Extended Planning Area has been responsible and environmentally sensitive from both a local and regional perspective. On the local level, development has responded to community needs for housing, employment and leisure while respecting the natural constraints of the area. Visually sensitive ridgelands and biologically sensitive habitat areas have been protected and incorporated into an open space system that preserves key elements of the areas physical character. Higher development intensities have been concentrated in the more level areas of the valley with lower densities nestled in the hill areas. Hillside grading has been carefully regulated to discourage major alteration of distinctive hill forms. Commercial and employment-generating uses are located near the freeway and transit lines to facilitate efficient transportation.

The Eastern Extended Planning Area includes a balance of employment and housing opportunities in terms of both quantity and economic characteristics in order to encourage less import or export of labor which results in increased traffic congestion and air pollution. The development pattern in the Eastern Extended Planning Area facilitates the use of transit both on a local and regional level.

The General Plan includes policies that are specifically geared to the unique qualities and opportunities of the Eastern Extended Planning Area. However, a specific plan(s), such as the adopted Eastern Dublin Specific Plan, shall be required before any development is approved in the Eastern Extended Planning Area. The Eastern Dublin Specific Plan also includes policies and action programs which

further the goals and policies of the General Plan and are designed specifically for the development of eastern Dublin.

1.4.1.1 DEVELOPMENT ELEVATION CAP

The Development Elevation Cap is a long-term commitment by the City of Dublin to manage growth within the Eastern Extended Planning Area. The Development Elevation Cap is defined as the 770-foot elevation, at or below which urban development is allowed to occur pursuant to the General Plan. The 770-foot elevation represents the highest serviceable elevation for water service. The term "urban development" means residential and non-residential development at or below the 770-foot elevation line; reservoirs, water lines, grading or other infrastructure and construction activities necessary for serving or establishing urban development may be located or occur above the 770-foot elevation.

The purpose of the Development Elevation Cap is to clearly identify geographic areas of urban development potential within the Eastern Extended Planning Area where orderly and logical growth can occur without major impacts to visually sensitive ridgelands, biologically sensitive habitat areas, public services or infrastructure. Areas beyond the Development Elevation Cap are designated as open space and rural residential.

A. Implementing Policies

1. The City shall utilize the 770-foot elevation as a planning tool to provide a transition/buffer area between urban development and agricultural/open space land uses which do not require an urban level of public service and infrastructure.
2. Urban land uses may be approved for areas beyond the Development Elevation Cap only when land use information is available covering the potential impacts associated with natural resources, public health and safety, visually sensitive resources, biologically sensitive habitat areas, infrastructure, future land uses and other issues, as reviewed through a General Plan Amendment.
3. A new specific plan or amendment to the existing Eastern Dublin Specific Plan will be required before any urban development is approved for those areas outside the Development Elevation Cap not covered by the present Specific Plan. The Specific Plan(s) shall include new policies and action programs which further the goals and policies of the General Plan and are designed specifically for the Eastern Extended Planning Area.
4. Development of property with an approved urban land use designation under the Eastern Dublin Specific Plan that is located both below and above the Development Elevation Cap may be considered consistent with the Development Elevation Cap so long as all other applicable General Plan, Specific Plan and other development policies are complied with.

1.4.2 WESTERN EXTENDED PLANNING AREA

The Western Extended Planning Area is roughly 3,200 acres and is generally located west of the Primary Planning Area. This Planning Area presents a unique opportunity for the City of Dublin, being part of an open space corridor which stretches from Contra Costa County to Santa Clara County. With its steep terrain and scenic oak woodlands, the Western Extended Planning Area has important open space value for Dublin and the region.

At the same time, portions of the Western Extended Planning Area have provided a unique opportunity for carefully planned development in the southeastern portion of the Planning Area. Major ridgelines screen most of the development from key off-site viewpoints resulting in opportunities to provide housing and recreation without major disruption to the scenic values in the surrounding area. Clustering development has increased land use efficiency and protected key ridgelines, woodland areas and other important features. The General Plan includes policies that are specifically geared to the unique qualities and opportunities of the Western Extended Planning Area.

An Urban Limit Line was adopted by initiative on November 7, 2000 for a portion of the Western Extended Planning Area. The Urban Limit Line is coterminous with the City limit line as of the effective date of the Initiative. The 2000 initiative was subsequently amended by the Dublin Open Space Initiative of 2014. The 2014 initiative repealed the 30-year expiration provision of the 2000 initiative and applied additional regulations on land uses outside the Urban Limit Line (see Section 1.4.4 below). Pursuant to the 2000 initiative, lands west of the Urban Limit Line are required to be designated as Rural Residential/Agriculture on the General Plan Land Use Map (Figure 1-1). The intent of the Urban Limit Line is to protect the natural resources of the western hills by guiding development to areas of Dublin that are less constrained and where urban services can be provided in a more efficient and cost effective manner. The City will not approve or recommend approval of the permanent use or extension of City services or facilities, including, but not limited to, utilities or roads, to support or facilitate urban development beyond the Urban Limit Line. The location of the Urban Limit Line may only be changed by a vote of the people of Dublin, and only following review and approval of a General Plan Amendment by the City Council. Any request to change the Urban Limit Line must be accompanied by a request to amend the land use designation to an urban designation.

1.4.3 DUBLIN CROSSING PLANNING AREA

The Dublin Crossing Planning Area boundaries are coterminous with the Dublin Crossing Specific Plan boundary. The Dublin Crossing Specific Plan is a plan for the orderly development of approximately 189 acres that includes 8.7 acres owned by Alameda County Surplus Property Authority, an 8.9 acre parcel owned by NASA, and an approximately 172 acre portion of the 2,485-acre Camp Parks Reserve Forces Training Area (Camp Parks) in the center of Dublin, north of Interstate 580 and Dublin Boulevard. The Dublin Crossing Specific Plan addresses the future development of the project area, which includes demolition of the existing buildings and other improvements on the site and construction of a residential mixed-use project as described in the Specific Plan.

1.4.4 DUBLIN OPEN SPACE INITIATIVE OF 2014

The Dublin Open Space Initiative of 2014 was adopted by the Dublin City Council on June 3, 2014 to protect the open spaces and agriculture of the Western Extended Planning Area (outside of the Urban Limit Line) and the Doolan and Collier Canyons area which is located outside the City Limits and Sphere of Influence. The Doolan-Collier Cayons area is not in any of the City's Planning Areas, but has been identified in the General Plan in accordance with the initiative (and further described in Section 2.8). The purpose of the Initiative is to: 1) maintain and encourage agriculture; 2) preserve the natural qualities, wildlife, beauty and tranquility of open lands bordering Dublin; 3) provide for outdoor recreation; 4) prevent urban sprawl by completing an urban limit line for Dublin; 5) reduce traffic

congestion; 6) limit air pollution and protect public health; 7) avoid costly government expenditures for extension of facilities and services to scattered development; and, 8) safeguard the character of Dublin and the quality of life in the City.

The policies, regulations and development standards adopted as part of the Dublin Open Space Initiative, and subsequently incorporated into the Dublin General Plan, apply only when property in the designated area is annexed into Dublin. Furthermore, these policies, regulations and development standards can only be repealed or amended by the voters of Dublin.

1.5 PUBLIC PARTICIPATION

Public participation has been an integral part of adopting, amending and updating the General Plan. Community input and involvement is sought through a variety of forums including community workshops, surveys, advisory committees, study sessions with the Planning Commission and/or City Council, and public hearings. The City solicits input from public agencies and public utility companies, as applicable, when adopting, amending or updating the General Plan. When updating the Housing Element, a concerted effort is made to include all economic sectors of the community as well as all known stakeholders and service providers. As required by State Law (Section 65583), two public hearings are held, one by the Planning Commission and the other by the City Council, prior to adopting, amending or updating any portion of the General Plan.

1.6 REPORT ORGANIZATION

In addition to the seven mandatory Elements of the General Plan, State Law allows Planning Agencies to adopt optional Elements which relate to the physical development of the City. A problem in organizing a General Plan is covering all of the State's mandatory Elements without confusion or duplication. For simplicity, the Dublin General Plan groups the seven mandated Elements, as well as optional Elements, into the following five sections:

Land Use and Circulation Section: The Land Use and Circulation section includes the Land Use Element; Parks and Open Space Element; Schools, Public Lands, and Utilities Element; and, Circulation and Scenic Highways Element. The Schools, Public Lands, and Utilities Element is an optional Element.

Housing Section: The Housing section includes the Housing Element which is a separately bound document.

Environmental Resources Management Section: The Environmental Resources Management section includes the Conservation Element; Seismic Safety and Safety Element; Noise Element; Water Resources Element; and Energy Conservation Element. The Water Resources and Energy Conservation Elements are optional Elements.

Community Design and Sustainability Section: The Community Design and Sustainability section includes the Community Design and Sustainability Element which is an optional Element.

Economic Development Section: The Economic Development section includes the Economic Development Element which is an optional Element.

1.7 SUBREGIONAL DEVELOPMENT PROJECTIONS

Dublin's 1983 population was estimated at 13,700 and represented about 8% of the 166,000 residents in the Tri-Valley area (Livermore, Pleasanton and San Ramon). In 1983, there was an estimated 50,000 jobs in the Tri-Valley and about half of the employed residents commuted to jobs outside the area. By 2005, planned business parks with several large employers were projected to add approximately 130,000 jobs to the Tri-Valley. With a projected housing construction of 40,000 additional units in the Tri-Valley, it was anticipated that there would be more in-commuters than out-commuters within the region.

In 2010, Dublin's total population was estimated at 46,036 and represented 17% of the 269,437 residents in the Tri-Valley area. Dublin's employment base in 2010 included 16,760 jobs representing 11% of the 153,240 jobs in the Tri-Valley area. Being located at the intersection of Interstates 580 and 680 and having two Bay Area Rapid Transit (BART) Stations provides Dublin a unique opportunity to contribute to the economic growth of the Bay Area. Additionally, the job growth potential within the Eastern Extended Planning Area provides opportunities to capture a significant amount of in-commuters from the San Joaquin Valley.

1.8 GENERAL PLAN LAND USE MAP

The Dublin General Plan Land Use Map (Figure 1-1) identifies the location of land uses and a circulation system to serve those land uses at full build-out which is expected to occur in 2035. Minor deviations in roadway alignments or open space configurations should not be considered inconsistent with the General Plan. Both the General Plan Land Use Map and the text should be consulted to determine consistency or inconsistency. If an inconsistency is found between the map and the text, the text shall prevail.

1.8.1 LAND USE CLASSIFICATIONS

1.8.1.1 RESIDENTIAL DENSITY MEASUREMENTS

The residential classifications allow residential uses within the minimum and maximum limits of the density ranges shown in parentheses, except for Rural Residential/Agriculture which specifies a maximum density rather than a range. Residential density measurements for General Plan purposes are based upon gross residential acreage that is calculated as follows:

> Gross residential acreage (GRA) shall be determined by calculating the area of the site and by adding one-half of the area of abutting streets, provided that the street width used for calculation shall not be less than 25 feet or more than 50 feet. Public or private streets within the boundaries of the site, as well as streets abutting the site, shall be calculated within the gross acreage total.

Example: Ponderosa Village (Kingston Place/Betlen Drive/Castle Court/Shadow Drive)
General Plan designation: Single-family residential (0.9 to 6.0 units per gross residential acre)
Dwelling Units (DU): 89 dwelling units (DU)
Gross Residential Acreage (GRA): 15.33 gross residential acres (12.20 net acres + 3.13 acres public street area)
Project density: 5.8 DU/GRA

1.8.1.2 POPULATION DENSITY MEASUREMENTS

Assumed residential household size in all three Planning Areas is based on Dublin's average household size of 2.7 persons per unit as reported in the 2010 US Census data.

1.8.1.3 FLOOR AREA RATIO (FAR) AND EMPLOYEE DENSITY MEASUREMENTS FOR NON-RESIDENTIAL CLASSIFICATIONS

Unless otherwise identified in a Specific Plan or other policy document, Floor Area Ratio (FAR) measurements for General Plan purposes are based on gross acreage. Gross acreage shall be determined by calculating the area of the site and by adding one-half of the area of abutting streets, provided that the street width used for calculation shall not be less than 25 feet or more than 50 feet. Public or private streets within the boundaries of the site, as well as streets abutting the site, shall be calculated within the gross acreage total. Employee density measurements for General Plan purposes are based on gross building square footage and are used to estimate the number of jobs within each classification. The minimum and maximum permitted FAR's, where applicable, and employee density measurements are shown in parentheses next to each land use classification.

1.8.1.4 COMPATIBLE AND ACCESSORY USES

Compatible and accessory uses which are necessarily and customarily associated with, and are appropriate, incidental, and subordinate to, a principal use, is permitted within each land use designation. Accessory uses shall be further defined and implemented through zoning regulations.

1.8.1.5 PRIMARY PLANNING AREA

A. RESIDENTIAL

Residential: Low-Density Single-Family (0.5 to 3.8 units per gross residential acre)
This designation allows detached residential units. A Second Unit (either attached or detached) is also permitted on individual parcels.

Residential: Single-Family (0.9 to 6.0 units per gross residential acre)
This designation allows detached and zero lot line (no side yard) residential units. A Second Unit (either attached or detached) is also permitted on individual parcels.

Residential: Medium Density (6.1 to 14.0 units per gross residential acre)
This designation allows attached residential units and typically includes detached, zero-lot line, duplex, townhouse, and garden apartment development. A Second Unit (either attached or detached) is also permitted on individual parcels.

Residential: Medium-High Density (14.1 to 25.0 units per gross residential acre)
This designation allows attached residential units and typically includes duplexes, triplexes, quadriplexes, townhouses, flats and garden apartments. The City Council may, at their discretion, allow for both attached and detached units within the same project when the mix of units provided allows for a unique development which benefits the community. Example: Arroyo Vista/Emerald Vista. Projects at the upper end of this range may require tuck-under or under-structure parking and may have three or more living levels.

Combination Classification: Medium-High Density Residential (14.1 to 25.0 units per gross residential acre) **and Retail/Office** (FAR: .25 to .60; Employee Density: 200-450 square feet per employee)
This designation allows a combination of attached residential units and general commercial, retail and service uses. Refer also to designations for Residential: Medium-High Density and Retail/Office within the Primary Planning Area and Section 2.6.5 of the Land Use Element.

Mixed Use (FAR .30 to 1.00; Employee Density 200 – 400 square feet per employee)
This designation allows the combination of Medium Density to Medium-High Density residential housing and at least one non-residential use, such as office or retail. See designations under Primary Planning Area for Residential: Medium Density and Residential: Medium-High Density. Residential uses are subject to residential density measurements based on the residential area of the project. Office or retail uses recommended are shopping centers, stores, restaurants, business and professional offices, and entertainment facilities. Non-residential uses are subject to Floor Area Ratio measurements based on the non-residential area of the project. An FAR of less than .30 for non-residential uses is acceptable where existing tenancy conditions of the site do not permit immediate conversion of the entire site but it is determined that the site is in the process of becoming a mixed use site. Example: San Ramon Village Plaza.

B. DOWNTOWN DUBLIN SPECIFIC PLAN AREA

Downtown Dublin – Village Parkway District (Maximum FAR: .35; employee density: 200-450 square feet per employee)
This designation allows a range of residential, commercial, and mixed uses consistent with the Downtown Dublin Specific Plan.

Downtown Dublin – Retail District (Maximum FAR: .60; employee density: 200-450 square feet per employee)
This designation allows a range of residential, commercial, and mixed uses consistent with the Downtown Dublin Specific Plan.

Downtown Dublin – Transit-Oriented District (Maximum FAR: 1.2; employee density: 200-450 square feet per employee)
This designation allows a range of residential, commercial, and mixed uses consistent with the Downtown Dublin Specific Plan.

C. COMMERCIAL/INDUSTRIAL

Retail/Office (FAR: .25 to .60; Employee Density: 200-450 square feet per employee)
This designation allows general commercial, retail and service uses and typically includes shopping centers, stores, restaurants, business and professional offices, motels, service stations, and the sale of auto parts. Residential uses are not permitted.

Retail/Office and Automotive (FAR: .25 to .50; Employee Density: 220-490 square feet per employee)
This designation allows all uses in the Retail/Office classification and adds auto dealerships, auto body shops, and similar uses. Residential uses are not permitted.

Campus Office (FAR: .25 to .80; Employee Density: 220-490 square feet per employee)
This designation is intended to provide an attractive, campus-like setting for office and other non-retail commercial uses that do not generate nuisances related to emissions, noise, odors, or glare. Allowed uses include, but are not limited to, the following: professional and administrative offices; administrative headquarters; research and development; business and commercial services; limited light manufacturing; and, assembly and distribution activities. Ancillary uses which provide services to businesses and employees in the Campus Office area are permitted. These uses include restaurants, gas stations, convenience shopping, copying services, branch banks, and other such services. Under special circumstances (e.g., where a mixed-use development would decrease potential peak-hour traffic generation, meet a specific housing need, encourage pedestrian access to employment and shopping, or create an attractive, socially-interactive neighborhood environment), residential uses may be permitted as part of a master planned mixed-use development. In such developments, the residential component would not be permitted to occupy more than 50% of the developed area.

Business Park/Industrial (FAR: .30 to .40; Employee Density: 360-490 square feet per employee)
This designation allows non-retail businesses (research, limited manufacturing and distribution activities, and administrative offices) that do not involve heavy trucking or generate nuisances due to emissions, noise, or open uses. Residential uses are not permitted. Examples: Clark Avenue, Sierra Court.

Business Park/Industrial: Outdoor Storage (FAR: .25 to .40; Employee Density: 360-490 square feet per employee)
This designation allows all uses in the Business Park/Industrial classification and adds retail and manufacturing activities conducted outdoors such as mobile home or construction materials storage. Example: Scarlett Court.

Combination Classification: Medium-High Density Residential (14.1 to 25.0 units per gross residential acre) **and Retail/Office** (FAR: .25 to .60; Employee Density: 200-450 square feet per employee)
This designation allows a combination of attached residential units and general commercial, retail and service uses. Refer to designations for Residential: Medium-High Density and Retail/ Office within the Primary Planning Area and Section 2.6.5 of the Land Use Element.

D. PUBLIC/SEMI-PUBLIC/OPEN SPACE

Public/Semi-Public Facilities (Maximum FAR: .50; Employee Density: 590 square feet per employee)
This designation allows a combination of public facilities land uses and semi-public facilities land uses. Public facilities are uses, other than parks, owned by a public agency or non- profit entity that are of sufficient size to warrant differentiation from adjoining uses. Such uses include public schools; libraries; city office buildings; State, County and other public agency facilities; post offices; fire stations; utilities; and, the Dublin Civic Center. Semi-public facilities are quasi-public uses, such as child care centers, youth centers, senior centers, special needs program facilities, religious institutions, clubhouses, community centers, community theatres, hospitals, private schools, and other facilities that provide cultural, educational, or other similar services and benefit

the community. Semi-public facilities may be used for more than one such use. Development of housing on a site designated on the General Plan Land Use Map as Public/Semi-Public Facilities shall be considered consistent with the General Plan when it is developed by a non-profit entity and serves to meet affordable housing needs or the housing needs of an underserved economic segment of the community. Determination as to whether housing should be permitted on a specific Public/Semi-Public Facilities site and the acceptable density and design will be through review of a Planned Development proposal under the Zoning Ordinance.

Semi-Public Facilities (Maximum FAR: .50; Employee Density: 590 square feet per employee)
This designation allows quasi-public uses, such as child care centers, youth centers, senior centers, special needs program facilities, religious institutions, clubhouses, community centers, community theatres, hospitals, private schools and other facilities that provide cultural, educational, or other similar services and benefit the community. Semi-public facilities may be used for more than one such use.

Parks/Public Recreation
This designation includes publicly owned parks and recreation facilities.

Regional Parks
This designation includes parklands of area wide value, usually held by a public agency such as the East Bay Regional Park District, with powers granted under the Public Resources Code (section 5500 et seq).

Open Space
This designation includes areas dedicated as open space on subdivision maps, slopes greater than 30 percent, stream protection corridors, woodlands, and grazing lands.

1.8.1.6 EASTERN EXTENDED PLANNING AREA

A. RESIDENTIAL

Residential: Estate-Residential (0.01 – 0.8 units per gross residential acre)
This designation allows single family detached residential units and typically includes ranchettes and estate homes.

Residential: Single-Family (0.9 to 6.0 units per gross residential acre)
See designation under Primary Planning Area for Residential: Single-Family.

Residential: Medium Density (6.1 to 14.0 units per gross residential acre)
See designation under Primary Planning Area for Residential: Medium Density.

Residential: Medium-High Density (14.1 to 25.0 units per gross residential acre)
See designation under Primary Planning Area for Residential: Medium-High Density.

Combination Classification: Medium-High Density Residential (14.1 to 25.0 units per gross residential acre) **and Retail/Office** (FAR: .25 to .60; Employee Density: 200-450 square feet per employee)
This designation allows a combination of attached residential units and general commercial, retail and service uses. Refer to designations for Residential: Medium-High Density and Retail/Office within the Primary Planning Area and Section 2.6.5 of the Land Use Element.

Residential: High Density (25.1 units and above per gross residential acre)
This designation allows attached residential units and typically includes condominiums, townhouses, apartments, and flats. These projects typically incorporate tuck-under or under-structure parking and may have three or more living levels.

Residential: Rural Residential/Agriculture (Maximum 1 unit per 100 gross residential acres)
This designation allows single family detached residential units, agricultural activities and other open space uses, such as range and watershed management, consistent with the site conditions and General Plan policies. This designation includes privately held lands, as well as public ownerships not otherwise designated in the General Plan for Parks, Open Space, or Public/Semi-Public uses.

B. COMMERCIAL/INDUSTRIAL

General Commercial (FAR: .20 to .60; Employee Density: 510 square feet per employee)
This designation accommodates a range of regional- and community-serving retail, service, and office uses. Uses allowed in this designation include, but are not limited to: retail uses, including major community-serving uses (e.g., supermarkets, drug stores, hardware stores, apparel stores, etc.) and regionally-oriented retail uses (e.g., high-volume retail uses such as discount centers, promotional centers, home improvement centers, furniture outlets, and auto malls); all office uses; hotels; banks; service uses; and restaurants and other eating and drinking establishments. Mixed use projects incorporating retail, service, and/or office uses are encouraged, with residential uses also allowed as part of the mix when location and design ensure compatibility.

Neighborhood Commercial (FAR: .25 to .60; Employee Density: 490 square feet per employee)
This designation provides for the creation of community- and neighborhood-oriented commercial centers that serve the retail, service, and entertainment needs of the community. Uses allowed within this designation include, but are not limited to: office uses which provide neighborhood and citywide services such as real estate, accounting, legal, etc.; local-serving commercial services such as laundries, dry cleaners, beauty salons, finance, video rentals, etc.; all local and community serving retail (but not regionally-oriented, high volume retail sales establishments); restaurants and bars; hotels and bed-and-breakfast inns which are consistent with the scale and character of the commercial street; and entertainment and cultural facilities. Mixed-use projects incorporating combinations of commercial, service, office, and/or residential uses are strongly encouraged.

Campus Office (FAR: .25 to .80, see text below for FAR near BART; Employee Density: 260 square feet per employee)
This designation is intended to provide an attractive, campus-like setting for office and other non-retail commercial uses that do not generate nuisances related to emissions, noise, odors, or glare. Allowed uses include, but are not limited to, the following: professional and administrative offices; administrative headquarters; research and development; business and commercial services; and, limited light manufacturing, assembly and distribution activities. Ancillary uses which provide services to businesses and employees in the Campus Office area are permitted. These uses include restaurants, gas stations, convenience shopping, copying services, branch banks, and other such services. Under special circumstances (e.g., where

a mixed-use development would decrease potential peak-hour traffic generation, meet a specific housing need, encourage pedestrian access to employment and shopping, or create an attractive, socially-interactive neighborhood environment), residential uses may be permitted as part of a master planned mixed use development. In such developments, the residential component would not be permitted to occupy more than 50% of the developed area.

A floor area ratio of up to 1.2 may be granted for land adjacent to the Eastern Dublin BART station at the discretion of the City Council.

Note: There are two areas indicated on the land use map that could develop with either general commercial or campus office uses. This flexibility has been provided in these key areas to respond to changing market conditions that may occur in the future. The shift from campus office (the underlying land use designation) to general commercial would only be permitted if the established traffic levels of service are not exceeded. Appropriate traffic studies may need to be conducted in order for the City to make the proper determination regarding traffic levels of service.

General Commercial/Campus Office (FAR: .20 to .80; Employee Density: 385 square feet per employee)
Combined land use district. See designations under Eastern Extended Planning Area for General Commercial and Campus Office. Example: Lowe's and Fallon Village.

Mixed Use. (FAR: .30 to 1.00; Employee Density: 490 square feet per employee)
This designation allows the combination of Medium to Medium-High Density residential housing and at least one non-residential use, such as office or retail. Office or retail uses could include uses such as stores, restaurants business and professional offices, and entertainment facilities. The floor area ratio is for the combined commercial and residential uses. Example: Jordan Ranch.

Mixed Use 2/Campus Office (Maximum FAR: 0.45; Employee Density: 490/260 square feet per employee)
This designation allows a mix of uses including residential, live-work and shopkeeper units, and non-residential uses such as office, retail, restaurants, hotel and entertainment facilities or Campus Office uses consistent with the Campus Office land use designation. The floor area ratio applies to both development options (Mixed Use 2 and Campus Office) and is for the combined commercial and residential uses, if residential uses are incorporated, or for commercial uses if commercial is used exclusively. The residential component shall not exceed 50% of the development square footage. Gas stations are not permitted. Example: Grafton Plaza.

Industrial Park (Maximum FAR: .35, see text below for exceptions; Employee Density: 590 square feet per employee)
This designation allows a wide variety of minimum-impact, light industrial uses. Uses allowed within this designation include, but are not limited to, the following: manufacturing, processing, assembly, fabrication, research and development, printing, warehouse and distribution, and wholesale and heavy commercial uses provided the activities do not have significant external effects in the form of noise, dust, glare, or odor. Uses requiring outdoor storage and service yards are permitted in this designation as long as they do not have adverse effects on surrounding uses. Residential uses are not permitted within this designation. Warehousing uses may go as high as .50 FAR at the discretion of the City Council.

Industrial Park/Campus Office
Combined land use district. See designations in the Eastern Extended Planning Area for Industrial Park and Campus Office. Example: Fallon Village.

C. PUBLIC / SEMI-PUBLIC / OPEN SPACE

Public/Semi-Public Facilities (Maximum FAR: .50; employee density: 590 square feet per employee)
See designation under Primary Planning Area for Public/Semi-Public Facilities.

Ancillary retail and service uses which provide services to transit patrons may be permitted as a ground floor use in or adjacent to the Eastern Dublin BART station parking garage.

Semi-Public Facilities (Maximum FAR: .50; employee density: 590 square feet per employee)
See designation under Primary Planning Area for Semi-Public Facilities.

Parks /Public Recreation
This designation allows publicly-owned parks and recreation facilities.

Regional Parks
This designation allows parklands of area wide value, usually held by a public agency, such as the East Bay Regional Park District, with powers granted under the Public Resources Code (section 5500 et seq).

Open Space
This designation allows those areas shown as open space on the land use map (Figure 1-1) and other areas dedicated to the City as open space on subdivision maps. The intent of this designation is to ensure the protection of those areas with special significance such as areas with slopes over 30 percent; stream and drainage way protection corridors; woodlands; and visually-sensitive ridgelands. The City may allow only open space uses on this land. Equestrian, riding, and hiking trails will be encouraged. Other types of recreational uses, agriculture and grazing may be permitted where appropriate.

1.8.1.7 WESTERN EXTENDED PLANNING AREA

A. RESIDENTIAL

Residential: Rural Residential/Agriculture (Maximum 1 unit per 100 gross residential acres)
This designation allows single family detached residential units, agricultural activities and other open space uses, such as range and watershed management, consistent with the site conditions and General Plan policies. This designation includes privately held lands, as well as public ownerships not otherwise designated in the General Plan for Parks, Open Space, or Public/Semi-Public uses.

Residential: Estate (0.01-0.8 units per gross residential acre)
This designation allows single family detached residential units and typically includes ranchettes and estate homes.

Residential: Single-Family (0.9 to 6.0 units per gross residential acre)
See designation under Primary Planning Area for Residential: Single-Family.

B. OTHER LAND USE CATEGORIES

Public/Semi-Public Facilities (Maximum FAR: .60; Employee Density: 590 square feet per employee)
See designation under Primary Planning Area for Public/Semi-Public Facilities.

Open Space
See designation under Eastern Extended Planning Area for Open Space.

Urban Limit Line
An Urban Limit Line was adopted by initiative on November 7, 2000 for the Western Extended Planning Area. The Urban Limit Line is located along the City limit line as of the effective date of this initiative. Pursuant to the initiative, lands west of the Urban Limit Line are designated as Rural Residential/Agriculture on the General Plan Land Use Map (Figure 1-1). The location of the Urban Limit Line may be changed only by a vote of the people of Dublin, and only following review and approval of a General Plan Amendment by the City Council. Any request to change the Urban Limit Line must be accompanied by a request to amend the land use designation to an urban designation .

1.8.1.8 DUBLIN CROSSING PLANNING AREA

Dublin Crossing
This designation allows for a range of residential and commercial uses at a variety of densities and FARs consistent with the Dublin Crossing Specific Plan. Employee densities for commercial uses in this Planning Area are consistent with other commercial land use designations at 200 – 450 square feet per employee.

1.8.1.9 GENERAL PLAN LAND USE DESIGNATION BOUNDARIES

If there is uncertainty about the location of any land use designation boundary shown on the Land Use Map, the following guidelines are to be used in resolving the uncertainty:

A. Lot, Alley or Street Lines. Where a land use designation boundary approximately follows a lot, alley or street line, the lot line and street and alley centerlines shall be construed as the land use designation boundary.

B. Divided Parcel. If a land use designation boundary divides a parcel and the boundary line location is not specified by distances printed on the Land Use Map, the location of the boundary will be determined by using the scale appearing on the Land Use Map.

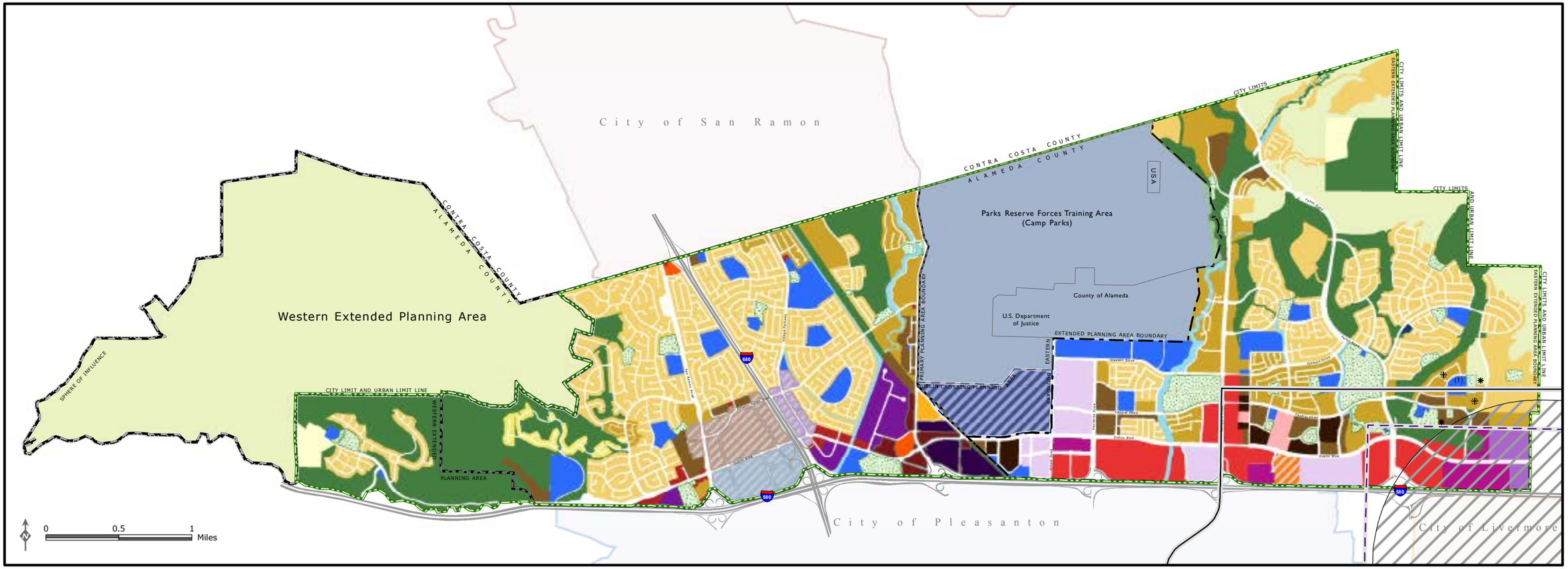
C. Vacated or Abandoned Public Street or Alley. Where a public street or alley is officially vacated or abandoned, the property that was formerly the public street or alley will be included within the land use designation of the adjoining property on either side of the centerline of the vacated or abandoned public street or alley.

D. Physical Feature. Where a land use designation boundary is shown as approximately following a physical feature such as a stream, drainage channel, topographic contour line, power line, or railroad right-of-way, the boundary location shall be determined by the Director of Community Development based upon the character of the particular feature used as a boundary.

E. Map Error. Where the Director of Community Development determines through review of the public record of a City Council hearing and action on a General Plan Amendment that a land use designation boundary, line or other information on the official Land Use Map has been drafted in error, the Director of Community Development shall have the authority to correct the error to make the official Land Use Map consistent with the action of the City Council.

DUBLIN GENERAL PLAN
LAND USE

(Figure 1-1)
October 6, 2015



Public/Semi-Public/Open Space

- Regional Park
- Parks/ Public Recreation
- Open Space
- Stream Corridor
- Public Lands
- Public / Semi-Public
- Semi-Public

Commercial/Industrial

- General Commercial
- Retail/Office
- Retail/Office and Automotive
- Neighborhood Commercial
- General Commercial/Campus Office
- Campus Office
- Industrial Park
- Business Park/Industrial
- Business Park/Industrial and Outdoor Storage
- Mixed Use
- Mixed Use 2/Campus Office
- Medium/High-Density Residential and Retail Office

Specific Plan Districts

- Downtown Dublin - Village Parkway District
- Downtown Dublin - Transit-Oriented District
- Downtown Dublin - Retail District
- Dublin Crossing

Residential

- Rural Residential/Agriculture (1 Unit per 100 Gross Residential Acres)
- Estate Residential (0.01 - 0.8 du/ac)
- Low-Density Single Family (0.5 - 3.8 du/ac)
- Single Family Residential (0.9 - 6.0 du/ac)
- Medium-Density Residential (6.1 - 14.0 du/ac)
- Medium/High-Density Residential (14.1 - 25.0 du/ac)
- High-Density Residential (25.1+ du/ac)

- Airport Influence Area (AIA)/Overlay Zoning District
- Airport Protection Area (APA)
- Airport Safety Zone 6
- Western Extended Planning Area Boundary
- Primary Planning Area Boundary
- Eastern Extended Planning Area Boundary
- Dublin Crossing Planning Area Boundary

- City of Dublin
- Sphere of Influence
- City of Livermore
- City of Pleasanton
- City of San Ramon

✱ The location of Semi-Public sites on the Chen, and Croak properties of Fallon Village will be determined at the time of the Stage 2 Development Plan approval. The respective sizes of the sites will be 2.5 net acres, and 2.0 net acres on the Chen and Croak Properties.

⁜ 50% of the units within the Medium Density land use designation on the Croak and Jordan properties shall have private, flat yards.

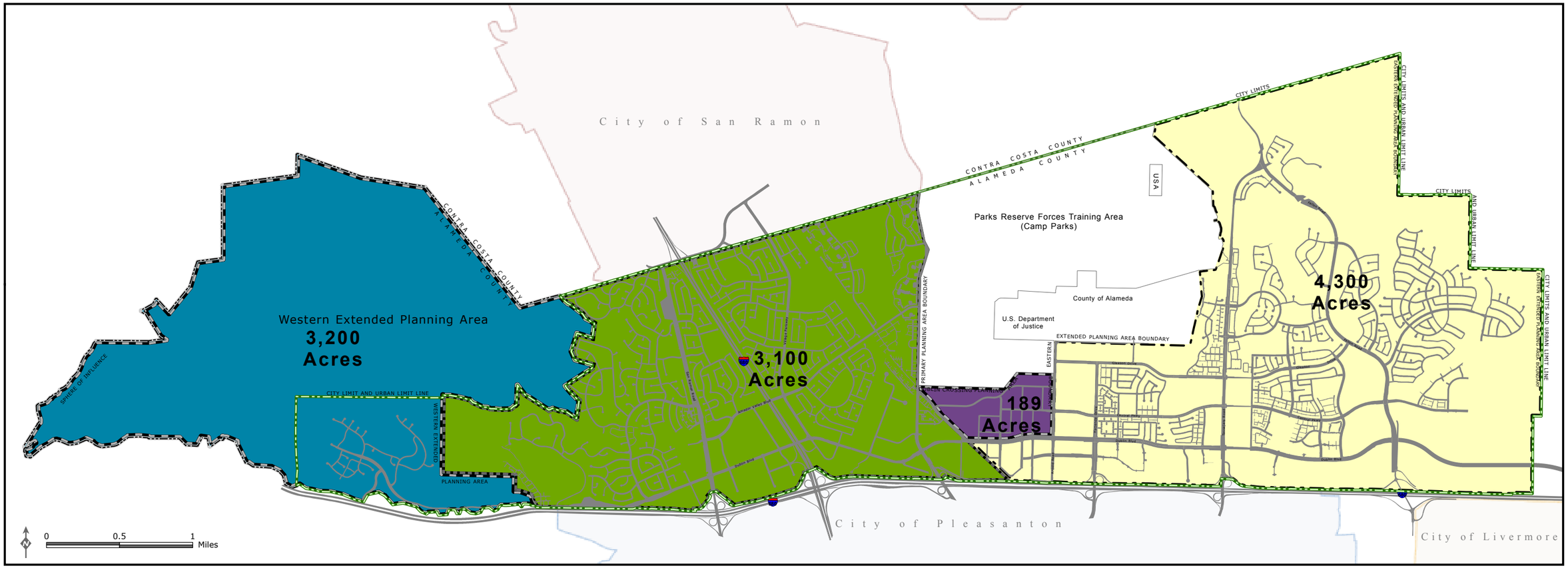
General Plan Land Use Map should be used in combination with the General Plan and applicable Specific Plans that contain policies and development standards for specific planning areas.

While the General Plan Land Use Map shows existing development and layout, only the land use designations for the land on which such development exists are part of the General Plan.

(1) Underlying Land Use – Medium Density Residential. 105 unit residential project approved on this site. (ORD. 09-15 and RESO. 166-15)

DUBLIN GENERAL PLAN PLANNING AREAS

(Figure 1-2)
June 3, 2014



Western Extended Planning Area Boundary
Primary Planning Area Boundary
Dublin Crossing Planning Area Boundary
Eastern Extended Planning Area Boundary
Streets
City of Dublin
Sphere of Influence

City of Dublin

General Plan

Chapter 2

LAND USE AND CIRCULATION: LAND USE ELEMENT

2.1 INTRODUCTION

Government Code sec. 65302(a) identifies the required content for land use elements. A land use element must,1) designate the proposed distribution of specified uses and facilities; 2) identify population density and building intensity standards for each land use district;3) identify areas subject to flooding and review those areas annually;4) create a timber production land use category where appropriate; and, 5) consider the impact of new growth on military readiness activities carried out on military bases, installations, and operating and training areas.

Each of these required features is included in Dublin's adopted General Plan, although not all are present in the Land Use Element. Dublin's General Plan Map for the Primary and Extended Planning Areas, Figure 1-1, summarizes the proposed distribution of residential, commercial, industrial, and open space uses. The map also shows existing schools and other public buildings and grounds. Policies further defining the location and intensity of residential, commercial, and industrial uses appear in this Land Use Element. Policies relating to open space and parks appear in the Parks and Open Space Element (Chapter 3); policies relating to schools, and solid and liquid waste disposal facilities appear in the Schools, Public Lands and Utilities Element (Chapter 4). Background information supporting the adopted policies is located in the corresponding Land Use, Open Space, and Schools, Public Lands and Utilities sections of the Technical Supplement.

Population density and building intensity standards are presented in sec. 1.8.1 Land Use Classifications of Chapter 1. Areas subject to flooding and appropriate land use policies are presented in the Seismic Safety and Safety Element (Chapter 8). Dublin's General Plan contains no timber production land use category because no timberland as described in Government Code sec. 65302(a)(1) occurs anywhere in the City's planning area. Policies related to military readiness activities at the Parks Reserve Forces Training Area can be found in the Schools, Public Lands and Utilities Element (Chapter 4).

The majority of the Primary Planning Area has been developed since the 1960's; therefore, the Land Use Element focuses on the remaining uncommitted sites and on the potential for more intensive use of existing sites. Land use changes in the Eastern Extended Planning Area have been more dramatic with the implementation of the Eastern Dublin Specific Plan. With the exception of Schaefer Ranch, development in the Western Extended Planning Area is restricted pursuant to initiative Resolution 209-00 adopted on November 7, 2000, and the Dublin Open Space Initiative of 2014.

2.2 PRIMARY PLANNING AREA

The Primary Planning Area has a net acreage of almost 2,500 acres (see Table 2.1 below), and is largely built out with approximately 9,055 housing units and an estimated population of 24,448. In 2012, the Primary Planning Area had an estimated 12,163 jobs. Table 2.1 shows the minimum and maximum development potential of each land use classification within the Primary Planning Area

A number of significant changes have occurred in the Primary Planning Area over the last 15 years. In July 2004, two under-utilized and dilapidated commercial sites were re-designated as Mixed Use and subsequently underwent redevelopment adding 56 residential units at San Ramon Village Plaza, and 233 residential units on the former Pak N Save site now known as Tralee. Both sites also include a retail commercial component in a pedestrian-friendly environment.

Another significant change in the Primary Planning Area is the redevelopment of Arroyo Vista, a 150-unit affordable housing community which is being reconstructed as Emerald Vista with up to 255 units of both affordable and market-rate housing.

In 2000, in anticipation of the future West Dublin Bay Area Rapid Transit (BART) Station, a Transit Oriented District was established in Downtown Dublin to encourage the development of higher density, mixed- use projects adjacent to mass transit. On February 19, 2011, the West Dublin BART Station opened to the public. The first high density residential project broke ground in 2012 and will bring over 300 new residential units to Downtown Dublin. The Downtown Dublin Specific Plan, adopted in February 2011, allows for the development of up to 1,300 units in Downtown Dublin and capitalizes on the areas proximity to the West Dublin BART Station. Intensification in and around Downtown Dublin is expected to continue while the remainder of the Primary Planning Area is expected to remain relatively unchanged.

Table 2.1 | **LAND USE DEVELOPMENT POTENTIAL: PRIMARY PLANNING AREA**

CLASSIFICATION	ACRES	INTENSITY	UNITS[1]	FACTOR	YIELD[1]
RESIDENTIAL	**Acres**	**Dwelling Units/Acre**	**Dwelling Units**	**Persons/ Dwelling Unit**	**Population**
Low Density Single Family	44.0	0.5-3.8	22-167	2.7	59-451
Single Family	901.9	0.9-6.0	812-5,411	2.7	2,192-14,610
Medium Density	196.54	6.1-14.0	1,199-2,752	2.7	3,237-7,430
Medium-High	78.4	14.1-25.0	1,105-1,960	2.7	2,983-5,292
Medium-High and Retail/Office	11.2	14.1-25.0	158-280	2.7	427-756
Mixed Use	15.3	6.1-25.0	93-382	2.7	251-1,031
TOTAL:	**1,247.34**		**3,389-10,952**		**9,149-29,570**
DOWNTOWN DUBLIN SPECIFIC PLAN AREA	**Acres**	**Dwelling Units/Acre**	**Dwelling Units**	**Persons/ Dwelling Unit**	**Population**
Medium, Medium-High or High Density	230.2	6.1-25.1+	2,500[2]	2.7	6,750[4]
DOWNTOWN DUBLIN SPECIFIC PLAN AREA	**Acres**	**Floor Area Ratio (Gross)**	**Square Feet (millions)**	**Square Feet/ Employee**	**Jobs**
Village Parkway District	32.9	.35	.50	200-450	1,115-2,508
Retail District	113.1	.60	2.8[5]	200-450	6,139-13,814
Transit-Oriented District	84.2	1.2	3.8[5]	200-450	8,492-19,108
TOTAL:	**230.2**		**7.1**		**15,746-35,430**

COMMERCIAL	Acres	Floor Area Ratio (Gross)	Square Feet (millions)	Square Feet/ Employee	Jobs
Retail/Office	33.9	.25-.60	.37-.89	200-450	822-4,450
Retail/Office & Automotive	40.8	.25-.50	.44-.89	220-490	898-4,045
Campus Office	0	.25-.80	0	260	0
Business Park/ Industrial	102.8	.30-.40	1.34-1.79	360-490	2,735-4,972
Business Park/ Industrial: Outdoor Storage	56.7	.25-.40	.62-.99	360-490	1,265-2,750
Medium-High and Retail/Office	11.2[3]	.25-.60	.12-.29	200-450	267-1,450
Mixed Use	15.3[3]	.30-1.00	.20-.67	200-400	500-3,350
TOTAL:	**260.7**		**3.09-5.52**		**6,478-21,017**

PUBLIC/SEMI-PUBLIC/OPEN SPACE	Acres	Floor Area Ratio (Gross)	Square Feet (millions)	Square Feet/ Employee	Jobs
Public/Semi-Public Facilities	38.2	.50	.83	590	1,407
Semi-Public Facilities	0	.50	0	590	0
SCHOOLS	**Acres**	**Floor Area Ratio (Gross)**	**Square Feet (millions)**	**Square Feet/ Employee**	**Jobs**
Elementary Schools	87.8	.50	1.91	590	3,237
Middle Schools	6.0	.50	.13	590	220
High Schools	50.5	.50	1.10	590	1,864
PARKS/PUBLIC RECREATION	**Acres**		**Number**		
Neighborhood Parks	19.0		5		
Community Parks	61.93		6		
Regional Parks	0		0		
Open Space	439.91				
Stream Corridor	52.9				
TOTAL:	**756.24**		**3.97**		**6,728**

	ACRES	DWELLING UNITS	POPULATION	SQUARE FEET (MILLIONS)	JOBS
GRAND TOTAL:	**2,494.48**	**5,899-13,452**	**15,899-36,320**	**14.16-16.59**	**28,952-63,175**

1 For dwelling units, population and jobs, a decimal fraction of .5 or less is disregarded; a decimal fraction greater than .5 is rounded up to the nearest whole number.
2 Refer to the Downtown Dublin Specific Plan.
3 Not included in Grand Total as it is already accounted for under the Residential classification.
4 The Jobs range has been calculated by dividing the minimum square feet (millions) with the maximum square feet/employee and dividing the maximum square feet/employee. Before dividing, the square feet (millions) must be multiplied by 1,000,000.
5 Maximum Development Potential in the Retail and Transit-Oriented Districts were modified by the 2014 Downtown Dublin Specific Plan Amendment (City Council Resolution 49-14).

2.3 EASTERN EXTENDED PLANNING AREA

The Eastern Extended Planning Area has a net acreage of just over 3,500 acres (see Table 2.2 below), and is projected to build out in 2035, providing a total of 13,887 residential units with an estimated population of 37,495 persons (per the Eastern Dublin Specific Plan). The Eastern Extended Planning Area has a development potential of up to 11.481 million square feet of commercial uses and over 29,714 jobs (per the Eastern Dublin Specific Plan). Table 2.2 sets forth the development potential for the Eastern Extended Planning Area.

The Eastern Extended Planning Area has been developing rapidly over the past 15 years. Residential construction has dominated development within the Planning Area and a limited amount of unentitled residential land remains to be developed. A wide range of housing types have been constructed including attached and detached units at varying densities in both the ownership and rental markets. Some undeveloped land designated for Medium and Medium-High Density residential is located within the Livermore Municipal Airport's Airport Influence Area (AIA). Any development within the AIA must be consistent with the adopted Airport Land Use Compatibility Plan (ALUCP) for the Livermore Municipal Airport.

Development of Campus Office and General Commercial land uses over the past 15 years has been slow but steady and has provided employment, services and shopping opportunities to meet the needs of the community. A broad range of non-residential land remains available for development including Campus Office, General Commercial and Industrial Park uses which will be a significant source of jobs for the community.

Table 2.2 | **LAND USE DEVELOPMENT POTENTIAL: EASTERN EXTENDED PLANNING AREA**

CLASSIFICATION	ACRES	INTENSITY**	UNITS	FACTOR	YIELD
RESIDENTIAL	**Acres**	**Dwelling Units/Acre**	**Dwelling Units**	**Persons/ Dwelling Unit**	**Population**
High Density	56.14	25.1+	1,409+	2.7	3,804+
Medium-High Density	137.81	14.1-25.0	1,943-3,445	2.7	5,246-9,302
Medium-High Density and Retail/ Office	0	14.1-25.0	0	2.7	0
Medium Density	394.71	6.1-14.0	2,408-5,526	2.7	6,502-14,920
Single Family	725	0.9-6.0	652-4,350	2.7	1,760-11,745
Estate Residential	30.5	0.01-0.8	0-24	2.7	0-65
Rural Residential/ Agriculture	329.8	0.01	3	2.7	9
TOTAL:	**1,673.96**		**6,415-14,757+**		**17,321-39,845+**

COMMERCIAL	Acres	Floor Area Ratio (Gross)	Square Feet (millions)	Square Feet/ Employee	Jobs
General Commercial	299.1	.20-.60	2.61-7.82	510	5,118-15,333
General Commercial/ Campus Office	95.22	.20-.80	.83-3.32	385	2,155-7,325
Mixed Use	6.7	.30-1.00	.9-.29	490	178-596
Mixed Use 2/ Campus Office	22.9	.45 max	.45	260	1,731
Neighborhood Commercial	21.29	.25-.60	.23-.56	490	470-1,143
Campus Office	195.58	.25-.80	2.13-6.82	260	8,192-26,214
Industrial Park	56.4	.35 max	.86	590	1,458
Industrial Park/ Campus Office	0	.25-.35	0	425	0
TOTAL:	**697.19**		**7.20-20.12**		**19,302-53,800**

PUBLIC/SEMI-PUBLIC/OPEN SPACE	Acres	Floor Area Ratio (Gross)	Square Feet (millions)	Square Feet/ Employee	Jobs
Public/Semi-Public	97.8	.50 max	2.13	590	3,610
Semi-Public	1.3	.50 max	.03	590	48
	Acres		**Number**		
Parks/Public Recreation	204.9				
Regional Parks	1.2		1		
Open Space	699.56				
Schools	**Acres**	**Floor Area Ratio (Gross)**	**Square Feet (millions)**	**Square Feet/ Employee**	**Jobs**
Elementary School	48.7	.50 max	1.06	590	1,797
Middle School	27.8	.50 max	.61	590	1,034
High School	0				
TOTAL:	**1,081.26**		**3.83**		**6,489**

	Acres	Dwelling Units	Population	Square Feet (millions)	Jobs
GRAND TOTAL:	**3,452.41**	**6,415-14,757+**	**17,321-39,845**	**11.03-23.95**	**25,791-60,289**

2.4 WESTERN EXTENDED PLANNING AREA

The Western Extended Planning Area is over 3,000 acres (see Table 2.3 below), of which approximately 2,647 acres lie west of the Urban Limit Line, and have been designated Rural Residential/Agriculture from the effective date of City Council Resolution 209-00, adopted by initiative on November 7, 2000. The intent of the Urban Limit Line is to protect the natural resources of the western hills and guide development to areas of Dublin that are less constrained and where urban services can be provided in a more efficient and cost-effective manner. In addition to restricting urban development, the City will not approve or recommend approval of the permanent use or extension of City services or facilities, including but not limited to, utilities or roads, to support or facilitate urban development beyond the Urban Limit Line.

Approximately 485 acres lie east of the Urban Limit Line of which 365 acres are Open Space. The remainder of the Western Extended Planning Area is comprised of the Schaefer Ranch residential development which has been approved for up to 406 residential units with an estimated population of 1,096 persons. Table 2.3 sets forth the development potential of the Western Extended Planning Area.

Table 2.3 | **LAND USE DEVELOPMENT POTENTIAL: WESTERN EXTENDED PLANNING AREA**

CLASSIFICATION	ACRES	INTENSITY	UNITS[1]	FACTOR	YIELD[1]
RESIDENTIAL	**Acres**	**Dwelling Units/Acre**	**Dwelling Units**	**Persons/ Dwelling Unit**	**Population**
Rural Residential/ Agriculture	2,647.0	1 unit/100 acres	26	2.7	70
Estate Residential	37.5	0.01-0.8	0-30	2.7	0-81
Single-Family Residential	66.6	0.9-6.0	60-400	2.7	162-1,080
TOTAL:	**2,751.1**		**60-456**		**162-1,161**
PARKS AND PUBLIC RECREATION	**Acres**		**Number**		
Neighborhood Park	10.4		1		
Open Space	365.3				
TOTAL:	**375.7**		**1 park**		
PUBLIC/SEMI-PUBLIC	**Acres**	**Floor Area Ratio (Gross)**	**Square Feet (millions)**	**Square Feet/ Employee**	**Jobs**
Public/Semi-Public	5.4	.60 max	.14	590	239
TOTAL:	**5.4**		**.14**		
	ACRES	**DWELLING UNITS**	**POPULATION**	**SQUARE FEET (MILLIONS)**	**JOBS**
GRAND TOTAL:	**3,132.2**	**60-430**	**162-1,161**	**.14**	**239**

1 For dwelling units, population and jobs, a decimal fraction of .5 or less is disregarded; a decimal fraction of greater than .5 is rounded up to the nearest whole number.

2.5 DUBLIN CROSSING PLANNING AREA

The Dublin Crossing Planning Area is approximately 189 acres that includes 8.7 acres owned by Alameda County Surplus Property Authority, an 8.9 acre parcel owned by NASA, and an approximately 172 acre portion of the 2,485-acre Camp Parks Reserve Forces Training Area (Camp Parks) in the center of Dublin, north of Interstate 580 and Dublin Boulevard. The Dublin Crossing Specific Plan addresses the future development of the project area, which includes demolition of the existing buildings and other improvements on the site and construction of a residential mixed-use project. The development potential of the Dublin Crossing Planning Area is noted in Table 2.4.

Table 2.4 | **LAND USE DEVELOPMENT POTENTIAL: DUBLIN CROSSING PLANNING AREA**

SPECIFIC PLAN LAND USE DISTRICT	TOTAL NET ACREAGE[1]	PERMITTED DENSITY	TOTAL RESIDENTIAL DEVELOPMENT POTENTIAL	TOTAL COMMERCIAL DEVELOPMENT POTENTIAL
Dublin Crossing Medium Density Residential (DC MDR)	43.4	6.0-14.0 units/net acre	Up to 1,995 dwelling units	n/a
Dublin Crossing Medium-High Density Residential (DC M-HDR)	46.5	14.1-25 units/net acre		
General Commercial/DC Medium-High Density Residential (GC/DC M-HDR)[2]	9.1	14.1-25 units/net acre 0.25 to 1.0 FAR		75,000 to 200,000 gross square feet
General Commercial/DC High Density Residential (GC/DC HDR)[2]	23.1	20.1-60 units/net acre 0.25 to 1.0 FAR		
School (S)[3]	12			
Park (P)[4]	30	n/a	n/a	n/a
Open Space (OS)	1.1	n/a	n/a	n/a
Roadways, Utilities, and other Infrastructure	23.8	n/a	n/a	n/a
TOTAL PROJECT AREA	**189 acres**			

1 Net acreage is defined as the gross acreage less backbone street, public street, and right-of-way area.
2 Can have commercial only, mixed-use, or residential-only uses. FAR applies only to commercial uses
3 The school site may be developed at the Dublin Crossing Medium Density Residential (DC-MDR) use and density if the site is not utilized for school or park purposes and if the Specific Plan maximum of 1,995 residential units is not exceeded
4 Park acreage is net usable acres measured from back of sidewalk and includes Chabot Creek.

2.6 RESIDENTIAL LAND USE

2.6.1 HOUSING AVAILABILITY

A. Guiding Policy

1. Encourage housing of varied types, sizes and prices within the Primary Planning Area.

B. Implementing Policy

1. Designate sites available for residential development in the Primary Planning Area for medium to medium-high density where site capability and access are suitable and where the higher density would be compatible with existing residential development nearby. (See Table 2.4 and Figure 2-1)

Table 2.5 | **POTENTIAL RESIDENTIAL SITES: PRIMARY PLANNING AREA**

SITE	SITE MAP NO.*	ACRES	NO. OF UNITS	GENERAL PLAN LAND USE	DATE CONSTRUCTED (IF APPLICABLE)
Donlon Canyon (California Highlands)	1	197	246	Medium High Density	1998
Valley Christian Center	2	15±	22	Medium High Density	
Starward	3	2.4	31	Medium Density	2000
Starward Row	4	0.77	10	Medium High Density	2007
WicklowSquare	5	0.59	54	High Density	2005
Downtown Dublin Specific Plan Area	6	294	1,300	Village Parkway District Retail District Transit Oriented District	
Bancor: Alcosta	7	4.62	56	Medium High Density	2008
Dublin Housing Authority	8	23.8	378	Medium Density	Under Construction Spring 2012
Park Sierra Phase I	9	8.9	209	Medium High Density	2000
Park Sierra Phase II	10	5.7	74	Medium Density	2000
Archstone	11	7.39	177	Medium High Density	2003
Trumark: Scarlett Place	12	4	60	Medium High Density	2003
Bancor: Pak N Save (Tralee)	13	10.61	233	Medium High Density	2012
Heritage Park	14	5.94	54	Medium Density	
*Site Map Numbers correspond to numbered areas on Figure 2-1: Sites for Housing Development					

2.6.2 NEIGHBORHOOD DIVERSITY

A. Guiding Policy

1. Avoid economic segregation by city sector.

B. Implementing Policies

1. Allocate medium and medium-high residential densities to development sites in all sectors of the Primary Planning Area. Require some of the units approved east of the Dougherty Hills to be single family detached.
2. Require a mixture of dwelling types in large projects.

2.6.3 RESIDENTIAL COMPATIBILITY

A. Guiding Policy

1. Avoid abrupt transitions between single-family development and higher density development on adjoining sites.

B. Implementing Policies

1. Require all site plans to respect the privacy and scale of residential development nearby.
2. Require a planned development zoning process for all development proposals over 6.0 units per gross residential acre, except for properties in the Downtown Dublin Specific Plan area.

2.6.4 EASTERN EXTENDED PLANNING AREA

A. Guiding Policies

1. Encourage the development of a balanced mixed use community in the Eastern Extended Planning Area, that is well integrated with both natural and urban systems, and provides a safe, comfortable and attractive environment for living and working.

   Any sites under Williamson Act contract are required to be maintained as open space for the term of the contract.
2. All proposed land uses within the Livermore Municipal Airport, Airport Influence Area (AIA) shall be reviewed for consistency with the compatibility policies of the Livermore Municipal Airport, Airport Land Use Compatibility Plan (ALUCP).

B. Implementing Policies

1. The location, extent and density of residential development in the Eastern Extended Planning Area is set forth in the General Plan Land Use Map in Figure 1-1. The Eastern Dublin Specific Plan sets forth more detailed policy direction, infrastructure requirements, and development guidelines for the Extended Planning Area.
2. Approval of residential development in the Eastern Extended Planning Area will require determination that:
   a. Utilities and public safety services will be provided at urban standards without financial burden to Dublin residents and businesses outside the Eastern Extended Planning Area.
   b. Proposed site grading and means of access will not disfigure the ridgelands.
   c. Timing of development will not result in premature termination of viable agricultural

operations on adjoining lands.

d. The fiscal impact of new residential development in the Eastern Extended Planning Area supports itself and does not draw upon and dilute the fiscal base of the remainder of the city.

e. The proposed project is consistent with all applicable General Plan and Specific Plan policies.

3. Adopt an Airport Overlay Zoning District to ensure that all proposed development within the Airport Influence Area (AIA) is reviewed for consistency with all applicable Livermore Municipal Airport, Airport Land Use Compatibility Plan (ALUCP) policies.

2.6.5 WESTERN EXTENDED PLANNING AREA

A. Guiding Policy

1. Any development in the Western Extended Planning Area shall be integrated with the natural setting. Development shall be clustered in areas with fewer constraints.

    a. An Urban Limit Line was adopted by initiative on November 7, 2000 for the majority of the Western Extended Planning Area. The Urban Limit Line is located along the City limit line as of the effective date of the initiative. Pursuant to the initiative, lands west of the Urban Limit Line are designated as Rural Residential/Agriculture on the General Plan Land Use Map (Figure 1-1). The location of the Urban Limit Line may be changed only by a vote of the people of Dublin, and only following review and approval of a General Plan Amendment by the City Council. Any request to change the Urban Limit Line must be accompanied by a request to amend the land use designation to an urban designation.

    b. The Dublin Open Space Initiative was adopted by the Dublin City Council on June 3, 2014. Pursuant to the initiative, lands west of the Urban Limit Line must adhere to the policies, regulations and development standards contained in the Initiative and subsequently incorporated into the General Plan (see Section 2.8).

B. Implementing Policies

1. The location, extent and density of residential development will be determined when municipal services can be provided and through General Plan refinement studies.

2. Approval of residential development in the Western Extended Planning Area will require determination that:

    a. Utilities and public safety services will be provided at approved standards without financial burden to Dublin residents and businesses outside of the Western Extended Planning Area.

    b. Proposed site grading and means of access will not disfigure the ridgelands as viewed from areas of existing development in Dublin. Any necessary grading and construction shall be planned so as to protect visual qualities.

    c. Timing of development will not result in premature termination of viable agricultural

operations on adjoining lands.

d. The fiscal impact of new residential development in the Western Extended Planning Area supports itself and does not draw upon and dilute the fiscal base of the remainder of the city.

2.6.6 DUBLIN CROSSING PLANNING AREA

A. Guiding Policy

1. Any residential development in the Dublin Crossing Planning Area shall be in compliance with the Dublin Crossing Specific Plan.

B. Implementing Policies

1. Locate higher density residential uses along Dublin Boulevard and within one-half mile walking or biking distance to transit facilities.
2. Promote development of a wide variety of housing types and housing alternatives for Dublin residents.
3. Allow the development of residential units consistent with the Dublin Crossing Medium Density Residential (DC MDR) land use district, development standards, and design guidelines should DUSD choose to not construct a school facility on the site designated for school uses.
4. Residential development shall be designed to be consistent with the development standards and design guidelines of the Dublin Crossing Specific Plan.

2.7 COMMERCIAL AND INDUSTRIAL LAND USE

Dublin's central location has made it the Tri-Valley commercial center, with numerous retail businesses and a wide variety of distributors, business service providers, builders and building subcontractors, manufacturers, and region-serving offices. The City's ability to provide municipal services depends on the income generated by business.

2.7.1 DOWNTOWN DUBLIN

A. Guiding Policy

1. Intensify Downtown Dublin.

   The Downtown Dublin Specific Plan (DDSP) was adopted in 2011. The Plan details how the City's downtown area could be enhanced and intensified to create a more aesthetically-pleasing, pedestrian-oriented focal point for the community and provide a strong connection between the City's commercial core and the West Dublin BART Station. The Plan contains development standards and design guidelines to direct future development in the Downtown.

B. Implementing Policy

1. Implement the Downtown Dublin Specific Plan.

2.7.2 AUTOMOBILE DEALERSHIPS

A. Guiding Policy

1. Keep automobile dealers in Dublin.

B. Implementing Policy

1. Allow for the creation of an auto center east of the Camp Parks Reserve Forces Training Area.

   If or when downtown land becomes too costly for car dealers they will have the opportunity to relocate in an auto center with freeway frontage.

2.7.3 NEIGHBORHOOD SHOPPING CENTERS

A. Guiding Policy

1. Strengthen existing neighborhood shopping centers.

   Competition from downtown and from north of the County line leaves no trade area within the Primary Planning Area for neighborhood shopping centers other than Dublin Square, San Ramon Village Plaza, and Village Square.

B. Implementing Policy

1. Require a planned development proposal at the southwest corner of Amador Valley Boulevard and Dougherty Road to include medium-high density residential, retail/office, or a mix of these uses.

2.7.4 EASTERN EXTENDED PLANNING AREA

A. Guiding Policy

1. Encourage the development of a full range of commercial and employment-generating uses in the Eastern Extended Planning Area that will meet the needs of the City and the surrounding Tri-Valley area.

B. Implementing Policies

1. Require developers to remain within the amount and distribution of commercial and employment-generating land uses depicted in the General Plan Land Use Map (see Figure 1-1) in order to maintain a reasonable balance between jobs and housing opportunities.
2. All non-residential development must be consistent with the policies and guidelines set forth in applicable Specific Plans.

2.7.5 APPLICATION TO THE SAME PROPERTY WITHIN THE CITY OF DUBLIN OF BOTH THE RETAIL/OFFICE AND MEDIUM-HIGH DENSITY RESIDENTIAL DESIGNATIONS AS DEFINED IN THE DUBLIN GENERAL PLAN

A. Guiding Policy

1. The City Council may apply to the same property within the City of Dublin both the Retail/

Office and Medium-High Density Residential designations as defined in the Dublin General Plan.

B. Implementing Policy

1. The location, extent, density and intensity of mixed use Retail/Office and Medium-High Density Residential development will be determined when studies indicate that:
    a. Services are available for the use.
    b. The site is suitable for a mixed-use development.
    c. The use supports itself and does not draw upon and dilute the fiscal base of the remainder of the city.
    d. Proper roadways and roadway capacity are available.
    e. Mixed-use development would be compatible with adjacent land uses.

2.7.6 SCARLETT COURT AREA

A. Guiding Policy

1. Strengthen and improve the Scarlett Court Area.

    The Scarlett Court Design Guidelines were adopted by the City Council on May 1, 2007. The Design Guidelines are intended to guide future development and improvements in the Scarlett Court Area to enhance the character and image of the Area.

    The Scarlett Court Area is visible from Interstate 580, Dougherty Road, the Iron Horse Trail and Dublin Boulevard and the view of this Area from these key roadways is of importance to the City.

B. Implementing Policies

1. Create and maintain an Overlay Zoning District for the Scarlett Court Area.
2. Encourage improvements to existing businesses and properties in the Scarlett Court Area.
3. Require all redevelopment and improvements related to site planning, architectural design, lighting, signage and landscaping to be consistent with the adopted Scarlett Court Design Guidelines.

2.7.7 DUBLIN CROSSING PLANNING AREA

A. Guiding Policy

1. Any commercial development in the Dublin Crossing Planning Area shall be in compliance with the Dublin Crossing Specific Plan.

B. Implementing Policies

1. Concentrate commercial uses near the intersection of Dublin Boulevard and Arnold Road.

2. Commercial development shall be designed to be consistent with the development standards and design guidelines of the Dublin Crossing Specific Plan.

2.8 DUBLIN OPEN SPACE INITIATIVE OF 2014

2.8.1 AREA COVERED BY THE INITIATIVE

The areas covered by the Initiative include:

a. The area enclosed by the Dublin Eastern Urban Limit Line (described in Section 2.8.4 below), Interstate Highway 580, the Livermore city boundary, the eastern boundary of Collier Canyon, and the Alameda County-Contra Costa County boundary, to the extent that all or part of that area is annexed to Dublin. This area is referred to as the Doolan-Collier Canyons Area (see Figure 2-2); and

b. The Dublin Western Extended Planning Area as defined in the Dublin General Plan, to the extent that area is outside the urban limit line and all or part of the area is annexed to Dublin (see Figure 2-2).

2.8.2 COMPLIANCE WITH LAW; PROTECTION OF LEGAL RIGHTS

Notwithstanding their literal terms, the provisions of Section 2.8 do not apply to the extent that courts determine that their application would deprive a person of rights or privileges under the United States or State constitutions or laws, or otherwise would be contrary to a constitution or law. These explicit limitations on applicability of the provisions are to make certain that they do not infringe any person's legal rights or privileges, or violate the law in any respect, or subject the City to any legal liability.

2.8.3 STATE HOUSING REQUIREMENTS

Nothing in the provisions of Section 2.8 shall be applied to prevent City compliance with City housing obligations mandated by State law. To the maximum extent practicable the City shall meet State requirements outside the Doolan-Collier Canyons and Western Extended Planning Areas. If State required housing is located in those areas, no more land shall be used than is necessary to meet State requirements. Minimum parcel size, residential dwelling limits, and maximum development envelopes and floor areas set forth in Section 2.8 shall not apply to the required housing in order to minimize land used.

2.8.4 DUBLIN EASTERN URBAN LIMIT LINE

The Dublin Eastern Urban Limit Line shall be the Dublin eastern city limits on January 1, 2014, from the Alameda County-Contra Costa County boundary to Interstate Highway 580.

2.8.5 MINIMUM PARCEL SIZES

The minimum parcel size shall be at least 100 acres.

2.8.6 SUBSIZE PARCELS

If a parcel smaller than 100 acres (hereafter, a "subsize" parcel) is contiguous to another subsize parcel, which is legally or de facto in common ownership as of June 3, 2014 or any time thereafter, the parcels shall be treated as a single parcel for purposes of development. If a subsize parcel is connected to another subsize parcel or parcels by an intervening subsize parcel or parcels, then all of the subsize parcels which are in legal or de facto common ownership as of June 3, 2014 or any time thereafter shall be treated as one parcel for purposes of development. In none of the foregoing cases are any of the subsize parcels legally merged.

2.8.7 CERTIFICATES OF COMPLIANCE

The City shall not grant unconditional or conditional certificates of compliance except as mandated by State law. All relevant permissible restrictive conditions shall be imposed on these certificates; the owner or subsequent transferees shall be held to strict compliance with these conditions. A certificate of compliance creates no right to develop, nor diminishes in any respect the City's authority to control development.

2.8.8 PERMISSIBLE USES

The following uses only, and their normal and appropriate accessory uses and structures, may be permitted, provided that these uses and structures comply with all of the provisions of Section 2.8 and City ordinances:

1. One single family dwelling unit on a parcel, secondary units required by State law, and housing occupied only by bona fide farm workers employed on the parcel or on a farm or ranch which includes the parcel;
2. Rental of rooms to lodgers, including board, not exceeding four lodgers in a residence;
3. Home occupations and offices, secondary to residential use and conducted primarily by residents of a parcel, that will not have deleterious effects on the environment or visual qualities;
4. Agriculture (including but not limited to grazing, arboriculture, horticulture, and rearing, care and use of ruminants, pigs and poultry); provided however, vineyards, feed lots, dairy farms, pig farms, poultry ranches, Christmas tree farms and nurseries are permitted only if they are small and do not cause substantial environmental harm; (Dwelling units and residential accessory buildings are permitted under paragraph (1) above but not under this or any other paragraph of this section.);
5. Processing, packaging or storage of agricultural produce or plants, most of which over a calendar year were grown in the Doolan-Collier Canyons Area or Western Extended Planning

Area, but not including canneries or freezing facilities;

6. Small-scale rearing, care, training or use of animals not covered in paragraph (4) above, provided that the use does not cause substantial environmental harm;
7. Low-intensity outdoor recreation and pastimes predominately for active participants, not spectators, and subordinate auxiliary uses (including campgrounds, picnicking facilities, provision of food and drink, and safety and sanitary services). These permissible uses do not include, among other uses, amusement or theme parks, golf courses, stadiums or arenas (except equestrian riding rings), motor vehicle tracks, courses or off-road facilities, or recreational vehicle parking for more than 7 days in a month. Uses permitted under this paragraph shall be compatible with a rural environment;
8. Institutional and other non-profit uses that predominantly serve residents and permitted uses in the Doolan-Collier Canyons Area or the Western Extended Planning Area, and small facilities for convalescence and rehabilitation for not more than six patients each, that will not substantially impair the environment;
9. Government and public utility uses that are limited to meeting needs created by permitted uses in the Doolan-Collier Canyons Area if located there, and to meeting needs in the Western Extended Planning Area if there, except to the extent the City Council finds reasonably more extensive need that cannot practicably be met outside those areas. This exception shall not apply to wireless communication facilities, waste disposal, processing or treatment, and electrical power production or transmission unless primarily for consumption by the producer. Publicly provided outdoor recreation and pastimes and ancillary accommodations are permitted if like private uses would be allowed;
10. Occasional short-term events related to agriculture, animals or outdoor recreation that do not interfere substantially with agriculture or cause substantial environmental harm;
11. An arterial road for the purpose of connecting Dublin Boulevard and North Canyons Parkway.

Ten years after June 3, 2014, the City Council shall study commercial development along the extension of Dublin Boulevard to North Canyons Parkway up to 1,200 feet north of Interstate Highway 580. The Council should consider, among other matters, whether commercial development is needed to fund the construction or maintenance of the extension, and if water supply and wastewater service is assured for any development. The Council may put a measure on the ballot to authorize development in the designated area.

2.8.9 AREAS OF SPECIAL ENVIRONMENTAL CONCERN

In addition to the other provisions of Section 2.8, the following restrictions apply:

a. **Wetlands:** Development or use is not permitted if it would reduce appreciably the quantity or biological quality of wetlands. "Wetlands" are areas permanently or periodically covered or saturated by water where hydrophytic vegetation is present under normal conditions, or have soils that are primarily hydric in nature, or that are designated as wetlands by Federal or State law.

b. **Stream Corridors:** Development or use is not permitted if it would impair appreciably the

quantity or quality of water or of native vegetation in a stream corridor, except for otherwise permissible flood control, stock ponds, or preservation of special status species. Stream corridors are areas within 200 feet from the center of the bed of a permanent or intermittent stream.

c. **Wildlife:** No development or use is permitted that will reduce appreciably the number, or prevent the recovery in number, of one or more special status species.

d. **Steep Slopes:** No building, in whole or in part, may be located on a slope of 20% or more. No building may be located on a site that cumulatively has access for more than 50 feet over a slope of 20% or more unless there is no other site on a parcel. Cultivated agriculture may not be conducted on a slope of 20% or more. No grading may take place on a slope of 20% or more unless necessary to maintain fire roads. Slope percentages are based on the steepness of slopes in their natural, unaltered state, and are calculated by dividing altitude increase by 20 over each 20 feet of surface.

2.8.10 WATER, WASTEWATER DISPOSAL

No new habitable dwelling shall be permitted unless it has an assured, adequate, safe, sustainable water supply for all foreseeable uses, including in times of drought and for fire suppression and other emergencies, and proper access for emergency vehicles. Sewage and other wastewater disposal must be demonstrated that foreseeably will be safe, not pollute surface or subsurface water, or otherwise impair the environment.

2.8.11 DEVELOPMENT ENVELOPES

All buildings on a parcel must be located within a contiguous area, as compact as reasonably practicable, not to exceed two acres, except for buildings that the Council finds reasonably must be located outside this area for permitted agricultural use, security needs, the processing, packaging or storage of agricultural produce or plants, rearing, care, training or use of animals, or government or public utility use.

2.8.12 MAXIMUM FLOOR AREAS

a. The maximum aggregate floor area for all floors (regardless of composition, including soil) in all buildings on a parcel, except basement and cellar floors, may not exceed 1% of the parcel's area or 20,000 square feet, whichever is less; however, up to 10,000 square feet may be permitted for any parcel.

b. If otherwise appropriate under the provisions of Section 2.8, the City Council may increase the maximum floor area by up to 25,000 square feet, in aggregate, if proven necessary for buildings for permitted agriculture, care, training or use of horses, processing, packaging or storage of agricultural produce or plants, or outdoor recreation or pastimes (including permitted ancillary uses).

c. Residential and residential accessory buildings on a parcel may not have a maximum

aggregate floor area of more than 8,000 square feet. Housing solely for farm workers is not subject to this limitation.

2.8.13 VISUAL SAFEGUARDS

a. New or reconfigured parcels must be created or drawn to limit, as much as practicable, visibility of development from roads and other public places. Unless there is no other possible configuration, parcels may not be created that have no building site for each permissible building other than a ridgeline or hilltop.

b. Structures may not be located on ridgelines or hilltops, or where they will project into the view of a ridgeline or hilltop from public places, unless there is no less obtrusive site on the parcel or on a contiguous parcel in legal or de facto common ownership on or subsequent to the date this ordinance becomes effective. To the extent practicable and consistent with other provisions of this ordinance, structures shall be located, including by setbacks from parcel boundaries, on that part of a parcel which minimizes visibility from roads and other public places.

c. Development shall be subordinate to and blend harmoniously with the natural and open space qualities of the area where located, in order not to impair those qualities and to be as unobtrusive as possible. In all cases, appropriate landscaping, preservation of vegetation, screening, building materials, design, and limits on surface alterations shall be required by the City to reduce as much as practicable the visibility of development. The height of buildings shall not exceed 30 feet, except to the extent the Council finds reasonably that a greater height is necessary for buildings used for agriculture. Signs may not be more numerous, larger or more noticeable than is necessary to provide directions and information about permissible uses in the Doolan-Collier Canyons Area or Western Extended Planning Area, and for political campaigns.

d. Exterior lighting, including roadway lighting, shall be designed and placed, to the maximum extent practicable, to confine direct rays to the parcel or roadway where the lighting is located and to protect the darkness of the night sky.

2.8.14 TRANSFERABLE DEVELOPMENT CREDITS PROGRAM

The City shall study and consider a Transferable Development Credits Program as a means of transferring permissible development from the Doolan-Collier Canyons Area and from the Western Extended Planning Area to locations elsewhere.

2.8.15 APPLICABILITY

a. Parcels, structures, uses, or surface alterations remain valid to the extent that they existed legally at the time the area where they are located is annexed to the City, except if their authorized time limit expires, they are eliminated voluntarily or abandoned, or a use would violate Section 2.8.9 (a) through (c). Parcels, structures, surface alterations or uses may not

be changed or expanded, however, to the extent that it would cause a violation of Section 2.8 or would increase or augment what would be a violation of Section 2.8 but for this subsection.

b. Section 2.8 shall be applied to proposed parcels, structures, surface alterations and uses that have not received all required discretionary City authorizations and approvals prior to its effective date.

c. Section 2.8 applies to the City of Dublin and to its agencies, officials and properties, as well as to all other persons and entities.

2.8.16 INCONSISTENT CITY PLANS, ORDINANCES AND ACTIONS

a. Application of any other provision of this General Plan is barred to the extent that it is in conflict with Section 2.8.

b. Any special or other City plan, ordinance, resolution or regulation may not be applied to the extent inconsistent with Section 2.8.

c. To the degree inconsistent with Section 2.8, no subdivision or parcel map, development plan or agreement, permit, variance or any other action may be approved, permitted or taken by the City or its officials (including approval or permission by operation of law because of inaction), or is legally valid.

d. Provisions of City plans, ordinances, resolutions and actions are not to be deemed in conflict with Section 2.8 to the extent that they impose prohibitions, restrictions, conditions, requirements or remedies beyond or in addition to those imposed by Section 2.8. The City Council, in adopting this Initiative, has established only minimum prohibitions, restrictions, regulations, requirements, and remedies which the City may extend or augment without creating any inconsistency, provided it does not permit parcels, development, or use barred by Section 2.8.

2.8.17 IMPLEMENTATION AND ENFORCEMENT

a. Section 2.8 shall be interpreted liberally to further its purposes.

b. The Council and other City agencies and officials shall carry out and enforce the provisions of the Dublin Open Space Initiative of 2014 diligently and effectually. They shall review uses and the location, amount, visibility, and environmental effects of all proposed development to ensure consistency with and implementation of the provisions and objectives of the Initiative. They shall use the most effective means at their disposal to prevent, remedy and abate violations. Violations are public nuisances and, as provided by statute, misdemeanors.

c. Residents and organizations with members in the City, as well as others with standing, may enforce the initiative by judicial proceedings against any person, group, government or other entity in violation of the measure, or to prevent violations.

d. The City Council has authority to particularize and implement the initiative by appropriate legislation and actions, in all cases in full accord with the text and purposes of the initiative.

2.8.18 DEFINITIONS

For the purposes of Section 2.8, unless the text or context compels a different meaning, the following definitions shall apply:

"Appreciably" means measurably or perceivably and "appreciable" means measurable or perceivable, but not minute.

"Basements" and "cellars" are the lowest story or stories of buildings, but only if at least 80% of the story's cubic area is below both the adjacent land level and the natural grade.

"Building" is any structure with a roof having a floor area of 120 square feet or more, except tanks.

"City" is the City of Dublin; and "Council" is the City Council of Dublin; "City limits" means the Dublin city limits on January 1, 2014.

"Development" is the construction, erection, placement or appreciable alteration of a building or structure, including mobile dwelling units; it also means surface alteration, including appreciable grading, surfacing, excavation, fill or mounding of land, or deposition of material.

"Eastern Boundary of Collier Canyon" means the eastern boundaries of Assessor's Designated Parcels 905-5-7, 905-5-8-1, 905-5-8-2, 903-1-2, 903-1-6, 903-1-7-2, 903-1-7-1, 903-1-8, 905-7-10, 905-7-9, 905-7-8, 905-7-7-2 and the eastern and southern boundary of Assessor's Designated Parcel 905-7-6-1.

"Floor Area" means the area of all floors, regardless of composition including soil, under roof in or connected to buildings, including but not limited to covered porches, decks, carports, and attic floors to the extent that the height of the ceiling is five feet or more above the floor.

"Practicable" means can be done or put into effect.

"Small vineyards, feed lots, dairy farms, pig farms, poultry ranches, Christmas tree farms or nurseries" are those that are commonly defined or considered as small in their respective lines of activity (the City Council can particularize these definitions in accordance with Section 21(d)).

"Special status species" are plants and animals that are listed, proposed for listing, or candidates for listing as threatened or endangered under the Federal or State Endangered Species Acts, meet the definition of rare or endangered under the California Environmental Quality Act, are listed as rare under the California Native Plant Protection Act, or are protected under California Fish and Game Code Sections 3511, 4700, 5050, and 5515.

"Structure" includes any building, greenhouse, tower, dam, tank, or anything constructed, erected or placed, the existence or use of which requires location on the ground or attachment to something located directly or indirectly on the ground.

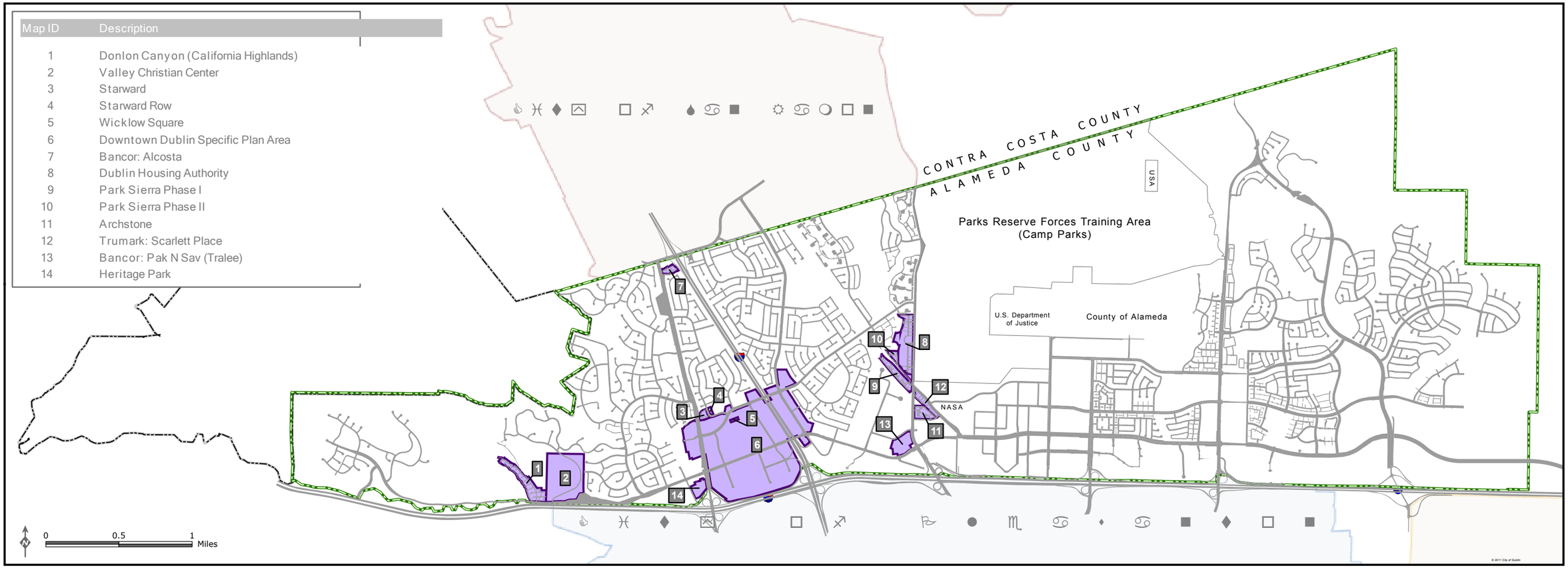
2.8.19 AMENDMENTS

As provided by law, the provisions of Section 2.8 that incorporate the language of the Dublin Open Space Initiative of 2014 may be repealed or amended only by the voters of Dublin. The Council may make or provide for technical or non-substantive modifications to such provisions; however, any modifications must be fully consistent with the text and purposes of the Dublin Open Space Initiative of 2014.

DUBLIN GENERAL PLAN
SITES FOR HOUSING DEVELOPMENT

(Figure 2-1)
July 15, 2014

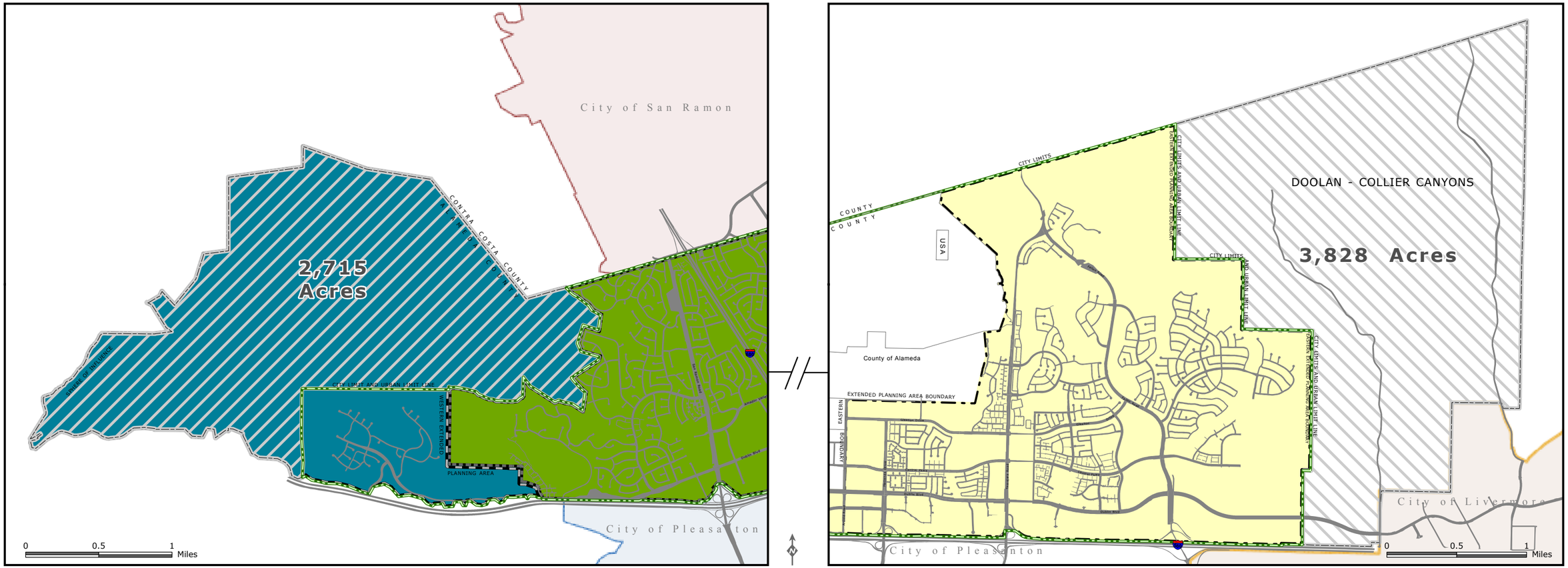
Map ID	Description
1	Donlon Canyon (California Highlands)
2	Valley Christian Center
3	Starward
4	Starward Row
5	Wicklow Square
6	Downtown Dublin Specific Plan Area
7	Bancor: Alcosta
8	Dublin Housing Authority
9	Park Sierra Phase I
10	Park Sierra Phase II
11	Archstone
12	Trumark: Scarlett Place
13	Bancor: Pak N Sav (Tralee)
14	Heritage Park



Development Potential | Streets | City of Dublin | Sphere of Influence

DUBLIN GENERAL PLAN
OPEN SPACE INITIATIVE PROTECTION AREAS

(Figure 2-2)
June 3, 2014



Western Extended Planning Area Boundary
Primary Planning Area Boundary
Open Space Initiative Protection Area
City of Dublin
Sphere of Influence
Streets
Eastern Extended Planning Area Boundary
Open Space Initiative Protection Area

City of Dublin

General Plan

Chapter 3

LAND USE AND CIRCULATION: PARKS AND OPEN SPACE ELEMENT

3.1 INTRODUCTION

Government Code sec. 65302(a) requires land use elements to designate open space for recreation, agriculture, visual enjoyment and natural resources. Government Code sec. 65560 defines the following six categories of open space lands:

1. Open space for the preservation of natural resources.
2. Open space for the managed production of resources.
3. Open space for outdoor recreation.
4. Open space for public health and safety.
5. Open space in support of the mission of military installations.
6. Open space for the protection of Native American historical, cultural and sacred sites.

Government Code sec. 65564 requires local open space plans to include action programs with specific programs to implement open space policies. Public Resources Code sec. 5076 requires that demand for trail oriented recreational uses be considered when developing the open space programs. It further requires that the open space plan consider integrating local trails with the state trails system.

Policies and programs to provide open space both within and apart from development projects are included in this Parks and Open Space Element. Related provisions to protect particular natural resources through open space planning are included in the Conservation Element (Chapter 7). Background information upon which open space and conservation policies are based is located in the corresponding Open Space and Conservation sections of the Technical Supplement.

The Government Code requires discussion of several resources which do not occur in the Dublin planning area such as open space for the protection of Native American historical, cultural and sacred sites and therefore, have not been analyzed. Additionally, the open space plan for preservation of natural resources does not address ecological or scientific study areas, bays, estuaries, coastal beaches or lakeshores. Similarly, the open space plan for managed production of resources does not address bays, estuaries, marshes, commercial fisheries, or mineral deposits. Flooding is addressed in the Seismic Safety and Safety Element (Chapter 8).

3.2 OPEN SPACE FOR PRESERVATION OF NATURAL RESOURCES AND FOR PUBLIC HEALTH AND SAFETY

Open space areas should be preserved for the preservation of natural resources and for public health and safety. Methods of preserving open space should be explored, including fee purchase, conservation and scenic easements, transfer of development rights, and special district financing.

3.2.1 PRIMARY PLANNING AREA AND EASTERN EXTENDED PLANNING AREA

A. Guiding Policies

1. Preservation of oak woodlands, riparian vegetation, and natural creeks as open space for their

natural resource value is of the highest importance. Limited modifications may be permitted on a case-by-case basis with adequate mitigation to replace disturbed resources.

2. Generally, maintain slopes over thirty percent as permanent open space for public health and safety. Consider development in areas with slopes over 30 percent only if the area to be developed is: 1) less than three acres in size; 2) less than 20 percent of a large developable area; and, 3) surrounded by slopes less than 30 percent.

B. Implementing Policies

1. Continue requiring preservation of steep slopes and ridges as open space as a condition of subdivision map approval.
2. Encourage an efficient and higher intensity use of the flat and gently sloping portions of the planning area as a means of minimizing grading requirements and potential impacts to environmental and aesthetic resources.

3.2.2 WESTERN EXTENDED PLANNING AREA

A. Guiding Policies

1. East of the Urban Limit Line development generally shall be confined to areas where slopes are under thirty percent, as part of an overall cluster development concept on approved development plans. Within projects proposing clustered development and ancillary facilities east of the Urban Limit Line in the Western Extended Planning Area, land alteration on slopes over thirty percent may be considered where the following conditions are present:
    a. Public health and safety risks can be reduced to an acceptable level.
    b. Proposed land alteration would be necessary to achieve a basic public need, such as housing, recreation, street access, or public facilities.
    c. Long-term visual qualities can be maintained for residents of Dublin and nearby communities.
2. Existing large stands of woodland and coastal scrub in the Western Extended Planning Area shall be protected wherever possible. Grassland sites shall be considered for development in preference to native shrub and woodland areas.

B. Implementing Policy

1. As conditions of development project approval, require detailed tree surveys, protection measures for existing trees to remain, and replanting of native vegetation.

3.2.3 DUBLIN CROSSING PLANNING AREA

A. Guiding Policy

1. The creation of any new parks or open space areas for the preservation of natural resources or for public health and safety in the Dublin Crossing Planning Area shall be in compliance with the Dublin Crossing Specific Plan.

B. Implementing Policies

1. Provide pedestrian and bicycle facilities to meet the goals and objectives of the Specific Plan and to promote alternatives to automobile use and reduce parking demand. Pedestrian sidewalks, bicycle lanes, and multi-use trails shall safely connect residential, commercial, and recreational uses to each other and to transit facilities.
2. Community and Neighborhood Park land shall be owned by the City of Dublin and shall be used in accordance with the Specific Plan. Land designated as open space, creeks and waterways, and water treatment/detention/bioretention facilities required to serve the Specific Plan area will not be owned or maintained by the City of Dublin.
3. Underground water detention facilities shall be allowed within the envelope of Central Park and shall be designed to enable the development of or programming of above-ground facilities.
4. The alignment of Chabot Creek shall be allowed within the boundaries of Central Park and shall be counted within the 30 net-acre calculation of usable park land in accordance with the Project Development Agreement. While it is within the park boundaries, Chabot Creek shall be owned and maintained by a separate entity that is acceptable to the City.

3.3 OPEN SPACE FOR MANAGED PRODUCTION OF RESOURCES (AGRICULTURAL)

3.3.1 EXTENDED PLANNING AREAS

All properties within the Eastern Extended Planning Area previously under Williamson Act Agreement contracts (Government Code Section 51200, et. seq.) have expired. Portions of the Western Extended Planning Area remain under Williamson Act Agreement contracts. Under the Williamson Act, property taxes are based on the agricultural value of land rather than its market value. The contract automatically renews each year for the new 10-year period unless the property owner or the County gives notice of non-renewal.

A. Guiding Policy

1. Lands currently in the Williamson Act agricultural preserve can remain as rangeland as long as the landowner(s) wish to pursue agricultural activities. The City does not support the cancellation of Williamson Act contracts unless some compelling public interest would be served.

   The urban land use designations in the General Plan Land Use Map (Figure 1-1) illustrate ultimate (i.e. long-term) urban development potential, and do not represent a call for the cessation of agricultural activities. To pursue development of their property, any development proposal must be consistent with the General Plan and applicable Specific Plan policies for the site. A development application cannot be approved until a property owner has notified the applicable agency of the intent to cancel, or not renew, any prevailing Williamson Act contract on the subject property.

B. Implementing Policy

1. Approval to develop agricultural land not under contract shall require findings that the land is suitable for the intended use and will have adequate urban services, and that conversion to urban use will not have significant adverse effects on adjoining lands remaining under contract.

3.4 OPEN SPACE FOR OUTDOOR RECREATION

Dublin has a variety of outdoor recreational sites including neighborhood parks, community parks, community facilities, open space areas and a series of trail networks. Refer to Figure 3-1 for the location of parks, community facilities, open space areas and trails. Additionally the City has adopted a Parks and Recreation Master Plan that encompasses both the Primary and Extended Planning Areas. This Plan qualifies and quantifies the City's need for recreation facilities.

3.4.1 PRIMARY AND EXTENDED PLANNING AREAS

A. Guiding Policies

1. Expand park area throughout the Primary and Extended Planning Areas to serve new development.
2. Maintain and improve existing outdoor facilities in conformance with the recommendations of the City's Parks and Recreation Master Plan.
3. Restrict structures on the hillsides that appear to project above major ridgelines.

   The present undisturbed natural ridgelines as seen from the Primary Planning Area and key travel corridors are an essential component of Dublin's appearance as a freestanding city ringed by open hills.

B. Implementing Policies

1. Acquire and improve parklands in conformance with the standards and policies in the City's Parks and Recreation Master Plan.
2. Continue to maintain and periodically update the Citywide Parks and Recreation Master Plan. The Master Plan shall provide specific standards for acquiring parkland to support growth planned in the Land Use Element.
3. The policies set forth below, as implemented through the Parks and Recreation Master Plan and development approvals, constitute the action program for preserving and providing open space for outdoor recreation.
4. Use subdivision design and site design review process to preserve or enhance the ridgelines that form the skyline as viewed from freeways (I-580 or I-680) or major arterial streets (Dublin Boulevard, Amador Valley Boulevard, San Ramon Road, Village Parkway, Dougherty Road, Tassajara Road, and Fallon Road).

3.4.2 EASTERN EXTENDED PLANNING AREA

A. Guiding Policies

1. Provide active parks and facilities which are adequate to meet citywide needs for open space, cultural, and sports facilities, as well as the local needs of the Eastern Extended Planning Area.
2. Establish a trail system with connections to planned regional and sub-regional systems, including north-south corridors such as East Bay Regional Park District's trail along Tassajara Creek north to Mt. Diablo State Park.
3. Using the natural stream corridors and major ridgelines, establish a comprehensive, integrated trail network within the Planning Area that permits safe and convenient pedestrian and bicycle access within urban areas and between urban areas and open space areas. Per the 2005 Fallon Village amendment, in order to preserve biological resources, trails in Fallon Village will not be placed along ridgelines and in stream corridors.

B. Implementing Policies

1. Require land dedication and improvements for the parks designated in the General Plan for the Eastern Extended Planning Area and based on a standard of 5 net acres per 1,000 residents. Collect in-lieu park fees as required by City policies.
2. Require land dedication and improvements for trails along designated stream corridors. Per the 2005 Fallon Village amendment, in order to preserve biological resources, no land dedication for trails along designated stream corridors outside the open space corridor, shall be required for projects in Fallon Village.
3. Require land dedication and/or public easement for ridgeline trail. Per the 2005 Fallon Village amendment, in order to preserve biological resources, no land dedication for ridgeline trails shall be required for projects in Fallon Village.
4. Confer with East Bay Regional Park District regarding the potential for the District assuming responsibility for the design, construction, and maintenance of the Tassajara Creek trail corridor and parkway.
5. Confer with East Bay Regional Park District regarding the District's standards for design and construction of the Tassajara Creek trail corridor and parkway, and regarding the potential for the District to assume responsibility for the maintenance of the Tassajara Creek trail corridor and parkway.

3.4.3 WESTERN EXTENDED PLANNING AREA

A. Guiding Policies

1. Provide a north-south trail link across the Planning Area, as part of a regional trail network.
2. Create a local trail network which links large areas of permanent open space, while providing convenient access from nearby residential areas. Maximize visual exposure to open space, and provide multiple local physical access points to increase public enjoyment of open space.

3. Provide active recreation facilities to serve neighborhood residents.

B. Implementing Policy

1. In conjunction with development approvals, promote land dedication or reservation, and improvements for a ridgeline regional trail and other trail links.

3.4.4 DUBLIN CROSSING PLANNING AREA

A. Guiding Policy

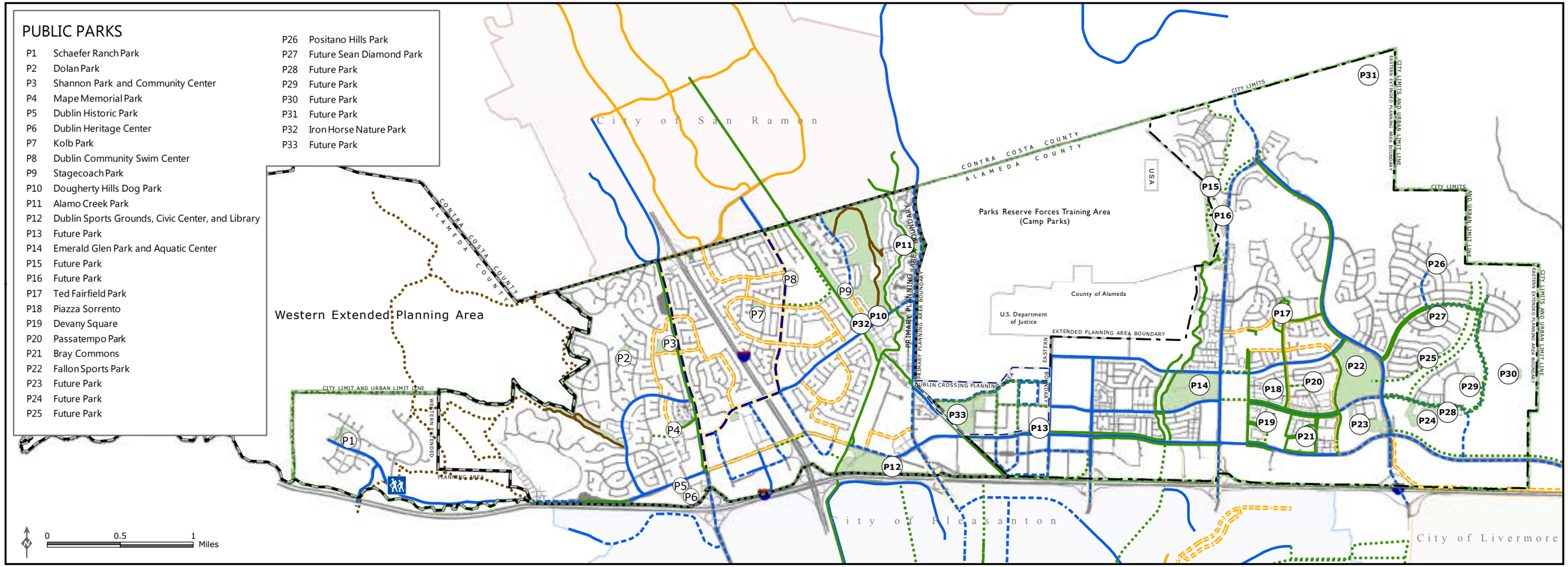
1. The creation of any new parks or open space areas for outdoor recreation in the Dublin Crossing Planning Area shall be in compliance with the Dublin Crossing Specific Plan.

B. Implementing Policies

1. Locate the Community Park near the intersection of Dublin Boulevard, Scarlett Drive and the Iron Horse Regional Trail to provide physical and visual access to the Dublin Community and to enable a strong connection between the parks in the Specific Plan area and the Iron Horse Regional Trail.
2. The park and open space system shall be designed to reinforce a sense of community identity and character for the Specific Plan area and the City of Dublin.
3. Create a park system in which each park satisfies the recreation needs of a variety of user groups and a range of active and passive activities.
4. Create public open spaces that are active, safe, and inviting, and allow for playful elements, such as interactive sculptures and furniture.

DUBLIN GENERAL PLAN
PARKS AND OPEN SPACE

(Figure 3-1)
October 6, 2015



City of Dublin

General Plan

Chapter 4

LAND USE AND CIRCULATION: SCHOOLS, PUBLIC LANDS, AND UTILITIES ELEMENT

4.1 INTRODUCTION

Government Code sec. 65302(a) and (b) require that schools, public lands and public utilities be addressed in the Land Use and Circulation Elements. Dublin has included these three uses of land in a separate Element because they generally are operated by independent units of government, whereas most of the other development related uses of land addressed in the statutes involve city regulation. Information supporting the schools, public lands and public utilities policies is located in the Technical Supplement.

4.2 PUBLIC SCHOOLS

The Dublin Unified School District (DUSD) provides public education in the City of Dublin. The School District currently operates elementary, middle and high schools in the Primary and Eastern Extended Planning Areas. At build-out of the General Plan, DUSD estimates a student enrollment of 9,755 students. Refer to Figure 4-1 for the location of existing and future public school sites.

4.2.1 ALL PLANNING AREAS

A. Guiding Policies

1. Cooperate with the Dublin Unified School District to ensure preservation of surplus sites compatible with surrounding land uses and Housing Element objectives.
2. Cooperate with the Dublin Unified School District to ensure provision of school facilities in the Extended Planning Areas.

B. Implementing Policies

1. Initiate preparation of site plans or specific plans jointly with the Dublin Unified School District prior to sale of surplus sites.
2. As a condition of project approval in the Extended Planning Area, it is required that logical and buildable school sites be offered for dedication according to the State's Board of Education guidelines and acceptable to the Dublin Unified School District.

   This type of cooperation will achieve harmonious relationships between new development and existing residential areas and new park sites (See Open Space Element).

4.2.2 EASTERN EXTENDED PLANNING AREA

A. Guiding Policies

1. Provide new elementary, middle, and high schools as needed to serve the future population of the Extended Planning Area.
2. Schools located within the City should be operated by the Dublin Unified School District.

B. Implementing Policies

1. Require provision of school sites through dedication and/or developer fees. Establish

appropriate mechanism for funding development of school facilities.

2. Work with the Livermore Joint Unified School District to revise jurisdictional boundaries to best serve the needs of Dublin students.

4.3 PUBLIC LANDS

Federal and County governments have large holdings in eastern Dublin that are vital to Dublin's image and its eastward expansion. Refer to Figure 4-1 for the location of public lands.

4.3.1 ALL PLANNING AREAS

A. Guiding Policies

1. Maintain communication with military administrators and congressional representatives to urge that the Parks Reserve Forces Training Area (Parks RFTA or Camp Parks) be developed and operated as a good neighbor to Dublin.
2. Require strict adherence to the land use provisions of the City-County Annexation Agreement for the Santa Rita Property owned by Alameda County Surplus Property Authority.

B. Implementing Policies

1. Negotiate participation by the Parks Reserve Forces Training Area (Parks RFTA or Camp Parks) in the design of the Dougherty Road improvements and the establishment of a landscaped buffer strip.
2. Negotiate reservation of an alignment for Dublin Boulevard extension across the Parks Reserve Forces Training Area (Parks RFTA or Camp Parks) and Santa Rita land. Consult with the Federal and County governments concerning appropriate uses and development standards between Dublin Boulevard extension and 1-580.
3. Notify military representatives at the Parks Reserve Forces Training Area (Parks RFTA or Camp Parks) of General Plan amendments and development applications for all projects within 1,000 feet of Parks RFTA.

4.4 SOLID WASTE

The legislature passed the California Integrated Waste Management Act (AB 939) in 1989 to require each jurisdiction to prepare a Source Reduction and Recycling Element and a Household Hazardous Waste Element. While these Elements are not required to be part of a City's General Plan, planning policy nevertheless should be guided by the Elements since solid waste disposal is a necessary service for new development.

The City of Dublin enters into a Franchise Agreement with a private solid waste collection company for residential and commercial garbage collection. The City also has a comprehensive recycling program that collects both recycling and organics. All single family residences and commercial businesses are provided with recycling containers and all multi-family residences have access to recycling services.

Solid waste generated within the City is deposited at the Altamont Landfill which has a total estimated permitted capacity of 62 million cubic yards. The Altamont Landfill is approximately 26% full and is estimated to reach capacity in January 2029.

4.4.1 ALL PLANNING AREAS

A. Guiding Policy

1. Ensure that adequate solid waste disposal capacity is available, to avoid constraining development, consistent with the Dublin General Plan.

B. Implementing Policies

1. Continue to enforce the City Source Reduction and Recycling / Household Hazardous Waste Elements.
2. Cooperate with Alameda County, as necessary, for adoption and implementation of the County Integrated Waste Management Plan.
3. Prior to project approval, the applicant shall demonstrate that capacity will exist in solid waste disposal facilities for their project prior to the issuance of building permits.
4. Large scale projects should be required to submit a plan that demonstrates how they will contribute toward the City's State mandated diversion requirement.

4.5 SEWAGE TREATMENT AND DISPOSAL

The Dublin San Ramon Services District (DSRSD) is the purveyor of wastewater collection and treatment services in the City of Dublin. The wastewater collection system includes over 170 miles of sanitary sewers ranging from six to forty-two inches in diameter that are from five to over forty years old. Disposal of treated wastewater is under the jurisdiction of the Livermore-Amador Valley Water Management Authority (LAVWMA). Wastewater collected from the DSRSD service area travels by gravity to the DSRSD wastewater treatment plant which is located in the City of Pleasanton. The plant has a rated dry-weather capacity of 17.0 million gallons per day (mgd). Disposal of treated effluent from the treatment plant in Pleasanton is the responsibility of LAVWMA who exports secondary treated wastewater to the East Bay Dischargers Authority interceptor pipeline for ultimate discharge to the San Francisco Bay via a deepwater outfall. LAVWMA facilities are designed to export a maximum flow of 41.2 mgd during wet weather events.

4.5.1 ALL PLANNING AREAS

A. Guiding Policy

1. Expand sewage treatment and disposal capacity to avoid constraining development consistent with the Dublin General Plan.

B. Implementing Policy

1. Prior to project approval, developers shall demonstrate that adequate capacity will exist in

sewage treatment and disposal facilities for their projects prior to the issuance of building permits

4.6 WATER SUPPLY

The Dublin San Ramon Services District (DSRSD) is the purveyor of potable water in the City of Dublin. In addition to potable water, DSRSD provides recycled (reclaimed) water for irrigation and other non-potable uses. DSRSD is responsible for planning to supply sufficient water to meet the anticipated growth in demand through a combination of potable and recycled water supplies as well as conservation of water resources. The wholesale supplier of water to DSRSD is the Alameda County Flood Control and Water Conservation District, otherwise known as Zone 7. DSRSD has a contract with Zone 7 which establishes the obligations between the parties to meet the demand in the DSRSD service area. Zone 7 relies on a combination of supplies to meet treated and untreated demands including imported surface water and local runoff. If Zone 7 is unable to deliver sufficient water to satisfy DSRSD's needs then DSRSD is permitted to acquire water from other sources. Zone 7 conducts an annual review of its water supply reliability and projects that between 2015 and 2020 demand could exceed the available supply.

4.6.1 ALL PLANNING AREAS

A. Guiding Policy

1. Base General Plan proposals on the assumption that water supplies will be sufficient and that local wells could be used to supplement imported water if necessary.

B. Implementing Policy

1. Consider obtaining water service from the East Bay Municipal Utility District and other sources.

4.7 ALAMEDA COUNTY HAZARDOUS WASTE MANAGEMENT PLAN

The management of hazardous waste generated by our highly technological society has become one of the leading concerns of the City of Dublin. AB 2948 (Tanner, 1986) was signed into law requiring that each county adopt a County Hazardous Waste Management Plan and requiring that each city incorporate the county plan into their general plans within a specified time period. The Alameda County Hazardous Waste Management Plan addresses the requirements of AB 2948 by conducting a planning process to develop a hazardous waste management program meeting Alameda County's projected needs and complying with state law; establishing goals and policies pertaining to the hierarchy of hazardous waste management strategies; and, creating a set of criteria for the siting of expanded or new offsite hazardous waste facilities.

4.7.1 ALL PLANNING AREAS

A. Guiding Policies

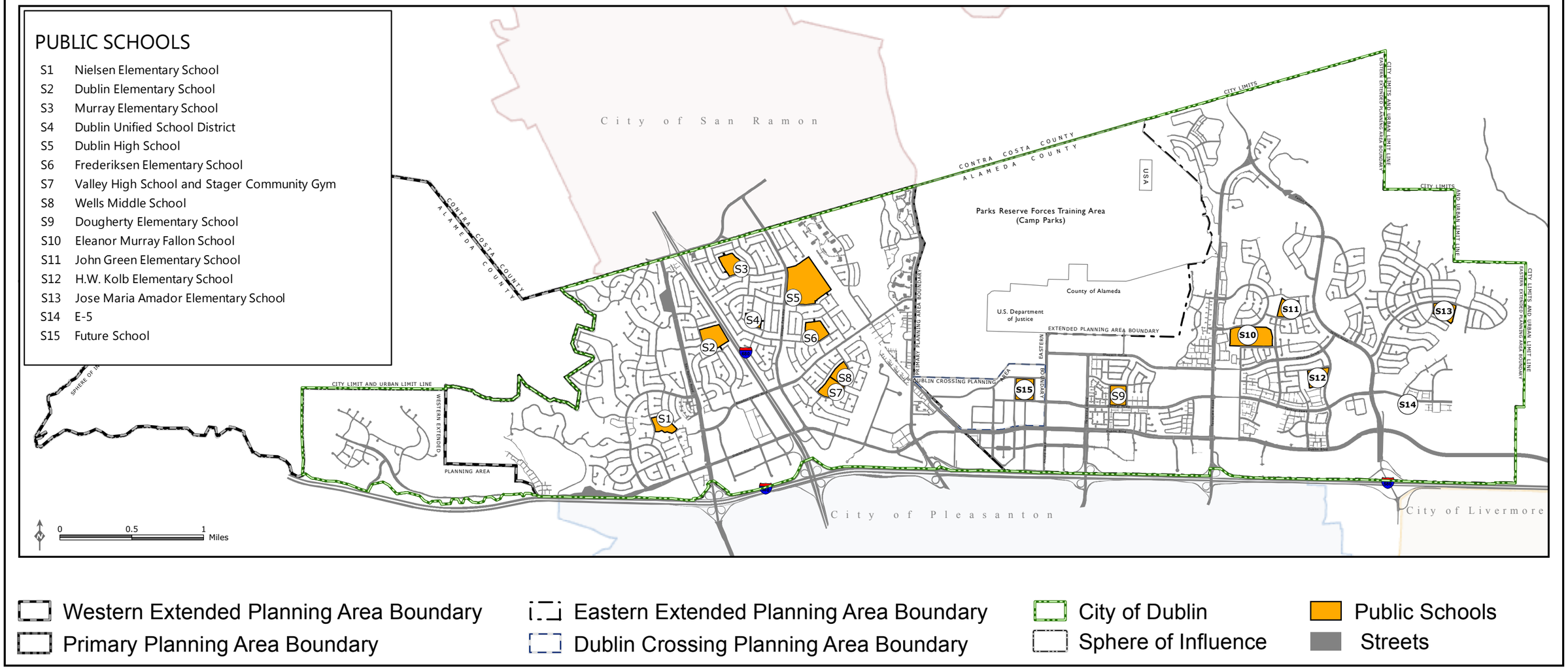
1. The City of Dublin shall encourage the reduction or elimination of hazardous waste at the source site as the highest priority in the management of hazardous waste.
2. The City of Dublin shall make provisions for the location of offsite hazardous waste facilities in its community which meet the fair share needs of the City of Dublin and of Alameda County.

B. Implementing Policies

1. The goals, policies, facility siting criteria and other provisions of the Alameda County Hazardous Waste Management Plan are incorporated herein by reference subject to the following provisions to the locational criteria of the Plan:
    a. Facilities for the land disposal of hazardous waste or treatment residues are prohibited in the City of Dublin.
    b. SmallScale Transfer and Storage facilities shall include household hazardous waste collection facilities.
    c. To assure that future and existing residential populations are adequately considered, the criteria for distances from facilities permitted by the Plan shall be from the facilities to residential designated property.
    d. To assure that facilities are appropriately located with regard to major transportation routes, all sites for off-site hazardous waste facilities shall be directly served by streets meeting the City's industrial road standards and shall be accessible via Arterial streets as defined by the General Plan.
    e. To provide an adequate level of public service and to assure an adequate margin of public safety, all facilities shall be adequately served by necessary public services as specified by the Plan and shall be within a three (3) minute response time from the nearest fire station.
    f. To assure proper land use compatibility and adequate proximity to the waste generation stream, all off-site hazardous waste facilities shall be located in areas designated Business Park/Industrial: Outdoor Storage, Business Park/Industrial: Low Coverage, or Industrial Park on the General Plan Land Use Map (Figure 1-1).
2. A violation of Zoning Ordinance Chapter 8.60, HAZARDOUS WASTE FACILITIES LOCATION PROCEDURE, pertaining to the Alameda County Hazardous Waste Management Plan is deemed to be a violation of the Dublin General Plan. The General Plan determines that the implementation of the Alameda County Hazardous Waste Management Plan through the guiding and implementing policies of the General Plan and by means of Chapter 8.60 of the Zoning Ordinance is necessary to protect the public health, safety, and welfare.

DUBLIN GENERAL PLAN
SCHOOLS AND PUBLIC LANDS

(Figure 4-1)
October 6, 2015



City of Dublin

General Plan

Chapter 5

LAND USE AND CIRCULATION: CIRCULATION AND SCENIC HIGHWAYS ELEMENT

5.1 INTRODUCTION

Government Code sec. 65302(b) requires that circulation elements include the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities. The statute further requires that these circulation and public services features be correlated with the Land Use Element. That is, the General Plan must propose circulation and public services adequate to meet the needs of the population planned for in the Land Use Element. In this General Plan, Figure 5-1 illustrates the Roadway Classifications for Dublin's circulation network, which has been designed to support the type and intensity of land uses that have been planned in the community and detailed in the Land Use Element (Chapter 2).

Additionally, Dublin envisions a transportation system that promotes transportation options and independent mobility, increases community safety, encourages healthy, active living, reduces environmental impacts, minimizes impacts to climate change from vehicle emissions, and supports greater social interaction and community identity. These goals can be accomplished by providing safe, comfortable, and convenient travel along and across streets through a comprehensive, integrated transportation network for all users, including bicyclists, pedestrians, motorists, public transit riders, movers of commercial goods, and special needs users such as children, persons with disabilities, seniors, youth, and families.

The Circulation Element is designed to comply with applicable State and regional transportation policies. It complies with the California Complete Streets Act of 2008 (Assembly Bill 1358), by incorporating by reference the elements of the City of Dublin's Complete Streets Policy Resolution No. 199-12 that was adopted by the City Council on December 4, 2012. The Tri-Valley Transportation Council's Tri-Valley Transportation Plan and Action Plan Update (2009) prescribes the long-range transportation vision for the Tri-Valley area, and identifies specific transportation performance criteria for the member agencies (Alameda County, Contra Costa County, Danville, Dublin, Livermore, Pleasanton and San Ramon). The City of Dublin uses the Tri-Valley Transportation Plan and Action Plan Update as a guideline in the development of its transportation system. This Circulation Element also identifies policies and criteria for streets not included in the Transportation Plan and Action Plan Update.

The City of Dublin is moving towards a truly comprehensive circulation network that supports multiple modes of transportation including private vehicles, transit, cycling, and walking. Dublin's existing and proposed Roadway Classification network is shown in Figure 5-1. Figures 5-2a and 5-2b illustrate the transit routes and transit facility locations, Figures 5-3a and 5-3b illustrate the bicycle circulation network and open space trails, and Figures 5-4a and 5-4b illustrate the multi-modal circulation network with an emphasis on opportunities for pedestrians and bicyclists.

Transportation and roadway policies are presented in this Element. Information supporting these policies is located in the Technical Supplement. The policies and standards in this Element are applicable Citywide.

Proposed public utilities and facilities are addressed in the Parks and Open Space Element (Chapter 3), and in the Schools, Public Lands, and Utilities Element (Chapter 4). Information supporting these policies is located in the Technical Supplement.

The Circulation and Scenic Highways Element is divided into the following main sections:

5.2 Roadways
5.3 Alternative Transportation
5.4 Regional Transportation Planning and Complete Streets
5.5 Pedestrian Routes and Bikeways
5.6 Truck Routes
5.7 Scenic Routes and Highways
5.8 Southern Pacific Railroad Corridor
5.9 Financing Circulation System Improvements

5.2 ROADWAYS

The roadway system is designed to accommodate traffic demand and minimize excessive delays and congested conditions during peak hours. The street design standards specify the width and other design features necessary to ensure there is sufficient roadway capacity to accommodate future travel on Dublin streets.

The most prominent features of Dublin's transportation network are Interstate 580 (which forms the southern boundary of the City) and Interstate 680 (which bisects the City's Primary Planning Area). The interchange between these two freeways was upgraded in the late 1990's to improve the vehicle carrying capacity. Additionally, new freeway hook ramps were constructed on I-680 to improve access to Downtown Dublin and the West Dublin/Pleasanton BART station.

Vehicular traffic volumes on most arterial streets in Dublin are expected to increase steadily over the life of this General Plan. Projected vehicular growth is attributed primarily to development activity expected in the Western and Eastern Extended Planning Areas, in and near the two transit centers, and new construction in the surrounding Tri-Valley area.

The roadways in Table 5.1 have not been constructed at the time of General Plan adoption (2013), but are expected to be completed at General Plan buildout (2035). The addition of these roadways to the City's circulation network is anticipated in the City's Capital Improvement Program (CIP).

Table 5.1 | **Roadway Improvements at General Plan Buildout (Year 2035)**

ROADWAY IMPROVEMENT	DESCRIPTION
Fallon Road Widening	Widening of Fallon Road to six lanes from Positano Parkway to Dublin Boulevard.
Tassajara Road Widening	Widening of Tassajara Road to six lanes between Fallon Road to Dublin Boulevard.
Tassajara Road Widening	Widening of Tassajara Road to eight lanes between Dublin Boulevard and I-580 westbound ramps.
Dublin Blvd Widening	Widening of Dublin Boulevard to six lanes from Brannigan Street to Fallon Road.
Dublin Blvd Extension	Dublin Boulevard six lane extension, from Fallon Road to Airway Boulevard.
Arnold Road Widening	Widening Arnold Road to four lanes from Dublin Blvd to Central Parkway.
Hacienda Drive Widening	Widening Hacienda Drive to six lanes from Dublin Boulevard to Central Parkway.
Hacienda Drive Widening	Widening Hacienda Drive to four lanes from Central Parkway to Gleason Road.
Scarlett Court Extension	Extend/Widen Scarlett Drive to four lanes from Dublin Boulevard to Dougherty Road.
Grafton Street Completion	Completion of Grafton Street between Central Parkway and Dublin Boulevard.
Fallon Road Widening	Widening of Fallon Road to four lanes from Tassajara Road to Silvera Ranch Drive.
Central Pkwy Extension	Central Parkway two lane extension, from Fallon Road to Croak Road.
Dougherty Road Widening	Widening Dougherty Road to six lanes from Sierra Court to City limits.
St. Patrick Way	Extend St. Patrick Way from Regional Street to connect to its current terminus west of Golden Gate Drive.

5.2.1 ROADWAY STANDARDS

A. ARTERIALS

	FOUR-LANE ARTERIAL	SIX-LANE ARTERIAL	EIGHT-LANE ARTERIAL
DESIGN ADT	30,000 vehicles	50,000 vehicles	70,000 vehicles
MAXIMUM DESIGN SPEED	55 mph	55 mph	55 mph

The arterial streets are designed to distribute localized trips. Intersections with median openings shall

be spaced no closer than 750 feet. In special circumstances, such as "T" intersections, intersection spacing less than 750 feet may be allowed with the approval of the Public Works Director/City Engineer. Any other intersections without median openings may be approved by the Public Works Director/City Engineer. A raised median is required to separate the two directions of travel and to improve the visual appearance of the travel corridor.

Approaches to arterial intersections with Class I collectors as well as other arterials shall be widened in order to provide additional lanes for left-turn and right-turn movements.

Access to and from arterial streets from abutting commercial properties shall be controlled but not restricted. No direct vehicular or non-vehicular access from abutting residential homes is allowed. Parking on these streets shall be prohibited with the exception of emergency parking. Bike lanes and parkway strips shall be provided. Pedestrian crossings should be carefully selected to direct pedestrians to designated crossing points at signalized intersections.

A major portion of the roadway capacity of the arterials in the Eastern Extended Planning Area is required to serve future Contra Costa County residents. Although sufficient right-of-way should be preserved, construction of the full roadway width for these facilities should be completed only after the City has secured a fair-share financial agreement with the appropriate agency.

B. CLASS 1 COLLECTOR STREETS

Design ADT	27,000 vehicles
Maximum design speed	45 mph

Class I collector streets serve primarily to circulate localized traffic and to distribute traffic to and from arterials. Class I collectors are designed to accommodate four lanes of traffic (plus a center turn lane); however, they carry lower traffic volumes at slower speeds than arterials, and they have a continuous left-turn lane separating the two directions of traffic flow. For intersections of Class I collectors with arterials, additional right-turn lanes shall be provided on the Class I collector at a minimum; additional left-turn lanes shall be provided as determined by the Public Works Director/City Engineer.

Medians shall be striped if no abutting property access is allowed (minimum of one-quarter mile or one block); the width of the striped median can be reduced from the City design standard with approval of the Public Works Director/City Engineer.

C. CLASS II COLLECTOR STREETS

Design ADT	12,000 vehicles
Maximum design speed	30 mph

Class II collector streets serve primarily to circulate localized traffic and distribute traffic to and from arterials and collector streets, and may include two-way center turn lanes. They are designed to accommodate two lanes of traffic (plus a center turn lane); however, they carry lower traffic volumes at slower speeds than Class I collector streets. This type of facility provides access to properties and circulation to residential neighborhoods.

Access to and from Class II collector streets from abutting properties shall be permitted at locations approved by the Public Works Director/City Engineer. No direct vehicular or non-vehicular access from residential homes is allowed. Parking on this facility shall typically be allowed. However, parking at

critical locations may be denied as deemed appropriate by the Public Works Director/City Engineer for maintaining safe conditions.

D. RESIDENTIAL COLLECTOR STREETS

Design ADT	4,000 vehicles
Maximum design speed	30 mph

Residential collector streets also circulate localized traffic as well as distribute traffic to and from arterials and other collectors to access residential areas. Residential collector streets accommodate low volume levels and the use of this facility as a carrier of through traffic should be discouraged by its design.

Parking on this facility shall typically be allowed. However, parking at critical locations may be denied as deemed appropriate by the Public Works Director/City Engineer for maintaining safe conditions.

E. INDUSTRIAL ROADS

Design ADT	4,000
Maximum design speed	30 mph

These roads serve traffic within industrial development. Minimum distance between intersections shall be 300 feet unless otherwise approved by the Public Works Director/City Engineer. Turnaround curb radius shall be a minimum of 50 feet.

F. RESIDENTIAL STREETS

Design ADT	1,500
Maximum design speed	25 mph

Residential streets circulate localized traffic as well as distribute traffic to and from arterials and collectors to access residential areas. Residential streets accommodate low volume levels and should not be used to carry through traffic.

G. CUL-DE-SACS

Design ADT	N/A
Maximum design speed	25 mph

Cul-de-sacs are typically designed for residential land uses, although there are commercial/industrial cul-de-sacs as well (Sierra Court, Scarlett Court). Cul-de-sacs shall be open at the end to allow for non-vehicular circulation including bicycle and pedestrian access.

The following policies apply to Roadway Standards citywide:

5.2.2 ALL PLANNING AREAS

A. Guiding Policies

1. Design streets to (1) include sufficient capacity for projected traffic, (2) minimize congested conditions during peak hours of operation at intersections, (3) serve a variety of transportation

modes including vehicles, bicycles, pedestrians and transit, and variety of users including people with disabilities, children, and seniors, (4) provide continuity with existing streets, and (5) allow convenient access to planned land uses.

2. Design residential collector streets, residential streets and cul-de-sacs to serve vehicular, bicycle and pedestrian traffic and to prevent misuse of residential areas by cut-through vehicular traffic.
3. The goals, policies, and implementation measures for street design in Section 10.8 of the Community Design and Sustainability Element should be consulted when new streets are being designed and/or existing streets are being modified.
4. Reserve right-of-way and construct improvements necessary to allow streets to accommodate projected vehicular traffic with the least friction.
5. The City shall consider the Tri-Valley Transportation Plan and Action Plan and the City of Dublin Complete Streets Policy when adopting or amending the Circulation Element of the General Plan, Specific Plans, Zoning Ordinances or the Capital Improvement Program.
6. The City shall strive to phase development and roadway improvements so that the operating Level of Service (LOS) for intersections in Dublin does not exceed LOS D. However, intersections within the Downtown Dublin Specific Plan area (including the intersections of Dublin Boulevard/San Ramon Road and Village Parkway/Interstate 680 on-ramp) are excluded from this requirement and may operate at LOS E or worse as long as the safety for pedestrians and bicyclists is maintained and impacts to transit travel speeds are minimized.
7. The City will comply with all provisions of the Alameda County Congestion Management Program and will review proposed development projects to ensure compliance with this Program.

B. Implementing Policies

1. Design streets according to the forecasted demand and maximum design speeds listed above, and to the detailed standards set forth in the City of Dublin's Street Design Standards and Standard Plans which are maintained by the Public Works Department, as well as the listed Additional Policies.
2. Design and construct all roads in the City's circulation network as defined in Figure 5-1 as well as bicycle and pedestrian networks as defined in the City of Dublin Bicycle and Pedestrian Master Plan.
3. Development in Contra Costa County contributes a significant amount of traffic to regional facilities within the City of Dublin so the full cost should not be borne by Dublin users. Funding may be provided in part by the City's Traffic Impact Fees, Contra Costa County, and/or the Tri-Valley Transportation Council.
4. Maintain a funding agreement with Contra Costa County whereby the County collects a surcharge traffic impact fee on development in Dougherty Valley that represents the County's pro-rata "fair" share for ultimate improvements, including right-of-way, on regional facilities within the City of Dublin. Contra Costa County transmits the proceeds to the City for use on designated improvements. Examples of such regional facilities include Tassajara Road, Fallon Road and Dougherty Road.

5.2.3 EASTERN EXTENDED PLANNING AREA (EEPA) – ADDITIONAL POLICIES

Substantial urban development is projected for the Eastern Extended Planning Area. The roadway system has been designed to accommodate traffic at buildout of the area according to the land use distribution and densities shown in the General Plan Land Use Map (Figure 1-1) and accompanying text in the Background chapter (Chapter 1). The system is structured around the existing north-south roads and freeway interchanges (Hacienda Drive, Tassajara Road and Fallon Road) and the extension of existing east-west roadways such as Dublin Boulevard. The roadway system also includes other east-west collectors including Gleason Drive and Central Parkway, which extend the length of the Planning Area and connects the most intensively-developed areas with the Dublin/Pleasanton BART station.

A. Guiding Policy

1. Provide an integrated multi-modal circulation system that provides efficient vehicular circulation while providing a design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, seniors, children, youth, and families; and encourages pedestrian, bicycle, transit, and other non-automobile transportation alternatives.

B. Implementing Policies

1. Provide continuity with existing streets, include sufficient capacity for projected traffic, and allow convenient access to planned land uses.
2. Require the following major circulation improvements in the Eastern Extended Planning Area:
    a. Provide for the extension of Dublin Boulevard from Fallon Road to North Canyons Parkway and for the construction of other streets designed in accordance with the City of Dublin's Designs Standards and Standard Plans and in compliance with Figure 5-1.
    b. In cooperation with Caltrans and other affected jurisdictions, pursue widening of Interstate 580 to ten total lanes (8 through lanes and 2 auxiliary lanes) between Tassajara Road and Airway Boulevard.
    c. Upgrade the Fallon Road interchange to the same standards as the Dougherty Road and Hacienda Drive interchanges (i.e., 3 through lanes in each direction across the overpass and a partial cloverleaf ramp system).
    d. Provide local and collector streets for internal access to development areas throughout the Planning Area.
3. Provide potential for additional future roadway connections linking existing Dublin to the Eastern Extended Planning Area.

    Street layout in the Eastern Extended Planning Area should facilitate future connection through Camp Parks to existing streets in Dublin, if and when the opportunity becomes available. Refer to applicable Specific Plans for policies, development standards, and more detailed discussion of the circulation system in the Eastern Extended Planning Area.

5.2.4 WESTERN EXTENDED PLANNING AREA – ADDITIONAL POLICIES

A. Guiding Policies

1. Provide an efficient circulation system for the Western Extended Planning Area that links to the rest of the City, provides alternate transportation modes, is safe for all users, and is sensitive to environmental concerns.
2. The primary access for the Schaefer Ranch sector of the Western Extended Planning Area shall be via Dublin Boulevard and Schaefer Ranch Road. Other sections of the Western Extended Planning Area shall have primary access via the Eden Canyon interchange.

B. Implementing Policy

1. Require the following major circulation improvements in the Western Extended Planning Area:
    a. Collector streets to provide access to residential neighborhoods and non-residential uses, as identified in specific development plans.

5.2.5 DOWNTOWN DUBLIN SPECIFIC PLAN AREA – ADDITIONAL POLICIES

The Downtown Dublin Specific Plan (DDSP) contains policies and guidelines which aim to create a pedestrian friendly environment in the downtown while also creating an urban area that includes transit-oriented, mixed use development and increases the economic vitality of the area. These policies and guidelines limit the extent to which intersections may be improved or widened in the Downtown Area to maintain or minimize impacts to transit service without sacrificing safe and comfortable bicycle and pedestrian circulation. In order to achieve these goals, all intersections within the limits of the Downtown Dublin Specific Plan area (including the intersections of Dublin Boulevard/ San Ramon Road and Village Parkway/Interstate 680 on-ramp) are exempt from Guiding Policy 5.2.2.A.6 in this Chapter, which strives to maintain a LOS of D or better for intersections in the City.

The City may consider improvements in the DDSP area to increase the efficiency of the roadway network especially to minimize transit delays and improve vehicular, bicyclist and pedestrian safety through striping, signalization timing, etc. as long as the proposed improvements are consistent with adopted Specific Plan and General Plan policies.

A. Guiding Policy

1. The Downtown Dublin Specific Plan area is intended to be a pedestrian, and transit friendly environment and traffic improvements shall be consistent with this policy and the guidelines in the Downtown Dublin Specific Plan.

B. Implementing Policies

1. The City shall periodically review the improvements identified in the Downtown Traffic Impact Fee (TIF) Program to ensure that the improvements identified are consistent with the adopted Downtown Dublin Specific Plan and the Dublin Bicycle and Pedestrian Master Plan. The City may revise the list of improvements included in the TIF to remove any improvements as necessary or include additional improvements which are consistent with the General Plan policies, the DDSP, and the Dublin Bicycle and Pedestrian Master Plan and also improve

the efficiency of the roadway network, especially for transit service, and enhance vehicular, bicyclist and pedestrian safety in the Specific Plan area.

2. Projects within the Downtown Dublin Specific Plan area shall be reviewed to identify project-related improvements that can feasibly be implemented to increase vehicular, bicyclist and pedestrian safety, transit service efficiency, and the effectiveness of the roadway network as long as the identified improvements are consistent with the General Plan, the Downtown Dublin Specific Plan and the Dublin Bicycle and Pedestrian Master Plan.

5.2.6 DUBLIN CROSSING PLANNING AREA – ADDITIONAL POLICIES

The Dublin Crossing Specific Plan contains policies and guidelines which aim to create a multi-modal circulation system to serve the project area as well as provide safe and convenient connections to the rest of the City. The policies contained in Chapter 4 of the Dublin Crossing Specific Plan shall be implemented as development in the Planning Area is carried out.

5.2.7 FREEWAY ACCESS

The Interstate 680 freeway is currently eight lanes north of I-580. The I-580/I-680 interchange was rebuilt as both freeways and the arterial street system experienced heavy new demands from development in Dublin as well as adjoining communities.

Additional capacity at existing interchanges on I-580 is needed to serve travel demands in the Eastern Extended Planning Area. A High Occupancy Vehicle/High Occupancy Toll lane (lane reserved for vehicles with two or more total passengers or for vehicles paying a toll fare during commute hours) is being planned for I-580 in both the east and west bound directions.

5.2.7.1 PRIMARY AND EXTENDED PLANNING AREAS

A. Guiding Policy

1. Improve freeway access.

B. Implementing Policies

1. The interchange on I-680 southbound with access onto St. Patrick Way at Amador Plaza Road was an improvement made to provide better freeway access to and from Downtown Dublin. Provide an additional exit on I-680 North at or near the Village Parkway freeway entrance to provide better access for Downtown in the northbound direction.
2. Improve I-580 interchanges to serve planned growth.

5.3 ALTERNATIVE TRANSPORTATION

Figures 5-2a and 5-2b (Transit Map) illustrate existing and future bus transit routes including Wheels, RAPID transit and the County Connection. The Wheels bus system currently serves Pleasanton, Dublin and Livermore. There are multiple bus routes offering weekday commute, off-peak and Saturday

service. The Contra Costa County Connection Bus Service provides a connection between Dublin and Contra Costa County and Pleasanton. A bus RAPID transit route began service in 2011 that provides faster transit service in the Tri-Valley area and connections to the BART stations.

Figure 5-3a and 5-3b (Bicycle Circulation Map) illustrate the Class I bike paths, Class II bike lanes, Class III bike routes, and Open Space Trails that exist in Dublin and that provide valuable additions to the City's circulation network.

Figure 5-4a and 5-4b (Multi-Modal Map) illustrates all transit opportunities in the City including public transit, bicycling and pedestrian opportunities. Figure 5-4a and 5-4b identifies two Enhanced Pedestrian Areas in the City. These pedestrian areas are located within the Downtown Dublin Specific Plan area and the Promenade located within the Eastern Dublin Specific Plan area on Grafton Street. The Enhanced Pedestrian Areas are located where the City would like to encourage pedestrians to walk to their destination rather than using their car for all of their stops within the area. The purpose of the Enhanced Pedestrian Area designation is to ensure that development within the area is designed to encourage pedestrian trips.

The Dublin/Pleasanton BART station located in the Transit Center within the Eastern Dublin Specific Plan area opened in 1997. The West Dublin/Pleasanton BART station located off of Golden Gate Drive in Downtown Dublin began service in 2011. Bus service is provided to and from both BART stations. Bus service connects residents to both stations and to other points within Dublin and beyond the city limits. The BART stations serve as transit hubs in that they provide connections for both rail and bus service and are accessible to pedestrians and bicyclists.

5.3.1 ALL PLANNING AREAS

A. Guiding Policies

1. Support improved local transit as essential to a quality urban environment, particularly for residents who do not drive.
2. Support the development of a community that facilitates and encourages the use of local and regional transit systems.
3. Encourage improvements in the Enhanced Pedestrian Areas to improve the walkability of these areas.
4. Maintain enhanced signal coordination and limit intersection delays on major and RAPID transit routes to minimize delays to transit service.

B. Implementing Policies

1. Urge BART cooperation in maintaining standards for review of public and private improvements in the vicinity of BART stations that take into account both future traffic needs and development opportunities.
2. Require dedication of land and the construction of improvements to support the use of public transit in the community. Improvements could consist of bus turnouts, shelters, benches, real-time arrival information, and other facilities that may be appropriate.
3. Encourage higher densities and mixed-use developments near major transit lines and transit

transfer points as a means of encouraging the use of public transit. This type of transit-oriented development is especially encouraged near the east Dublin/Pleasanton BART Station and in the Transit-Oriented District of the Downtown Dublin Specific Plan area.

4. Capitalize on opportunities to connect into and enhance ridership on regional transit systems including BART, LAVTA and any future light rail systems.
5. Encourage the use of regional and local trail systems and consider infrastructure enhancements that could improve the operation and functionality of the most widely used trail corridors.
6. Require developers in the Enhanced Pedestrian Areas to provide sidewalks, landscaping and safe connections from the building to the sidewalk to encourage pedestrian use within the area.

5.4 REGIONAL TRANSPORTATION PLANNING AND COMPLETE STREETS

5.4.1 REGIONAL TRANSPORTATION PLANNING FRAMEWORK

Throughout California, land use and transportation planning are becoming even more closely inter-connected. State legislation such as Senate Bill 375, California's greenhouse gas reduction law, and Assembly Bill 32, California's Global Warming Solutions Act, enact sweeping changes in land use, transportation and environmental planning. A mandate of SB 375 is that California must make significant reductions in its greenhouse gas emissions through changes in land use and transportation policies. The core provision of SB 375 requires regional transportation agencies to develop a "Sustainable Communities Strategy" (SCS). The SCS will outline the region's plan for combining transportation resources, such as roads and mass transit, with a realistic land use pattern, in order to meet a state target for reducing greenhouse gas emissions.

In addition to involvement in the region-wide effort to develop an SCS, Dublin is also engaged in transportation planning efforts with several regional transportation agencies, including but not limited to, the following:

Tri-Valley Transportation Council (TVTC). The Tri-Valley Transportation Council oversees the expenditures of the Tri-Valley Transportation Development Fund.

Alameda County Transportation Commission (Alameda CTC). This agency is a merger of the former Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). The stated mission of the agency is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. The Alameda CTC distributes funds for numerous transportation projects and programs from local, state and federal funding sources. Some of these funds are awarded through grant programs, which the City has benefitted from in the past. The Alameda CTC also sets policy guidance for regional efforts related to transit-oriented development, bicycle and pedestrian planning, and implementation of Complete Streets policies (discussed in Section 5.4.2).

Metropolitan Transportation Commission (MTC). Created by the state Legislature in 1970,

the Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the regional transportation planning agency—a state designation—and, for federal purposes, as the region's metropolitan planning organization (MPO). As such, it is responsible for regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle and pedestrian facilities. The Sustainable Communities Strategy (SCS) is one component of the Regional Transportation Plan. The Commission also screens requests from local agencies for state and federal grants for transportation projects to determine their compatibility with the Plan.

MTC has established the OneBayArea Grant Program, which is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. The OneBayArea Grant Program (OBAG) establishes program commitments and policies for investing roughly $800 million over the four-year period of fiscal years 2012-13 through 2015-16, funded through continuations of the current federal surface transportation legislation currently known as SAFETEA (the Safe, Accountable, Flexible, Efficient Transportation Equity Act). In order to be eligible for OBAG funding, Dublin needs to have adopted and be implementing Complete Streets.

5.4.2 COMPLETE STREETS

In 2008, the State Legislature adopted Assembly Bill 1358, the California Complete Streets Act. Implementation of the Act requires cities and counties to integrate multi-modal transportation network policies into the Circulation Elements of their General Plans. The transportation network should consist of "Complete Streets," which are transportation facilities that are planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists.

Designed to encourage and increase the use of alternative modes of transportation, Complete Streets serve to enable active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets. All users include bicyclists, pedestrians, motorists, public transit riders, movers of commercial goods, and special needs users such as children, persons with disabilities, seniors, youth, and families. Complete Streets continue to maintain a safe and effective transportation system that integrates the needs of users beyond the vehicle.

In an effort to meet the requirements of the State, MTC and ACTC, Dublin has adopted a comprehensive Complete Streets Policy (City Council Resolution 199-12). The Complete Streets Policy reflects the following policies.

5.4.3 ALL PLANNING AREAS

A. Guiding Policies

1. Plan for all users by creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that meets the requirements of currently adopted transportation plans and serves all categories of users.

2. Be context aware by maintaining sensitivity to local conditions and needs in both residential and business districts as well as urban, suburban, and rural areas, and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues.
3. Make Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users in accordance with the City of Dublin's Complete Streets Policy.
4. Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users adhering to local conditions and needs will be incorporated into all planning, funding, design, approval, and implementation processes for all projects.
5. Work with other jurisdictions in partnering to create a truly multi-modal transportation infrastructure within and across the City.
6. Encourage developers to implement Complete Streets in private transportation infrastructure by providing guidance during the development approval process.

B. Implementing Policy

1. Continue implementing the City's Complete Streets Policy and seek funding for transportation and circulation improvements through the OBAG program and its successors.

5.5 PEDESTRIAN ROUTES AND BIKEWAYS

The City adopted a Citywide Bikeways Master Plan in 2007. In 2014, the Bikeways Master Plan was updated and renamed the Dublin Bicycle and Pedestrian Master Plan. The Dublin Bicycle and Pedestrian Master Plan combines the update to the Bikeways Master Plan with the City's first Pedestrian Plan into a comprehensive document that provides policies, network plans, prioritized project lists, support programs and best practice design guidelines for bicycling and walking in Dublin. The updated Master Plan contains goals and policies for development and implementing a bicycle and pedestrian network that provides a viable transportation alternative to the automobile, improves safety for bicyclists and pedestrians, and provides residents with access and good connections to parks, open space, trails and other recreational opportunities. The Master Plan identifies existing and proposed bicycle and pedestrian routes and support facilities throughout the Planning area. Readers should refer to the Dublin Bicycle and Pedestrian Master Plan for additional information regarding existing and proposed bicycle and pedestrian routes and support facilities.

The greatest opportunities for successful pedestrian travel is to provide safe and comfortable connections between residential neighborhoods and key destinations including schools, parks, shopping districts, and transit. In the Downtown Dublin Specific Plan area this also includes connections to Downtown Dublin businesses and the West Dublin BART Station. The Downtown Dublin Specific Plan contains policies related to increasing pedestrian amenities in Downtown, and the City's Climate Action Plan also highlights the City's commitment to the continued development of successful bicycle and pedestrian trail corridors, improved access to parks and open space areas, improved bicycle lanes and/or routes on several key cross-city corridors, bikeways on key freeway crossings, the development of education and enforcement programs, and improvements to the City's Bicycle Parking Ordinance.

5.5.1 ALL PLANNING AREAS

A. Guiding Policies

1. Provide safe, continuous, comfortable and convenient bikeways throughout the City.
2. Improve and maintain bikeways and pedestrian facilities and support facilities in conformance with the recommendations in the Dublin Bicycle and Pedestrian Master Plan.
3. Enhance the multi-modal circulation network to better accommodate alternative transportation choices including BART, bus, bicycle, and pedestrian transportation.
4. Provide comfortable, safe, and convenient walking routes throughout the City and, in particular, to key destinations such as Downtown Dublin, the BART Stations, schools, parks, and commercial centers.

B. Implementing Policies

1. Complete the bikeways systems illustrated on Figures 5-3a and 5-3b.
2. Improve bikeways, bicycle support facilities, and pedestrian facilities in accordance with the Dublin Bicycle and Pedestrian Master Plan in conjunction with development proposals.
3. Ensure on-going maintenance of bikeways, bicycle support facilities and pedestrian facilities that are intended for public use and located on private property in conjunction with development proposals.

5.6 TRUCK ROUTES

5.6.1 ALL PLANNING AREAS

A. Guiding Policies

1. Designate and accommodate truck routes to minimize noise nuisance on residential arterial streets.
2. Maintain a Truck Route Map for the City.

B. Implementing Policies

1. Strive to restrict "through" trucks (defined as trucks with both origins and destinations outside the City limits) in the City.
2. Take advantage of opportunities to provide long-term truck parking facilities.

5.7 SCENIC ROUTES AND HIGHWAYS

I-580, I-680, San Ramon Road, and Dougherty Road were designated scenic routes by Alameda County in 1966. These are the places from which people traveling through Dublin gain their impression of the City; therefore, it is important that the quality of views be protected.

In the Eastern Extended Planning Area, Tassajara Road is designated a scenic route by Alameda

County. It is the City's intention that Fallon Road will also be designated as a scenic route once it is extended north to connect with Tassajara Road.

5.7.1 ALL PLANNING AREAS

A. Guiding Policy

1. Incorporate County-designated scenic routes, and the Fallon Road extension, in the General Plan as adopted City-designated scenic routes, and work to enhance a positive image of Dublin as seen by through travelers.

B. Implementing Policies

1. Exercise design review of all projects visible from a designated scenic route.
2. Implement the Eastern Dublin Scenic Corridors Policies and Standards for projects within the Eastern Extended Planning Area.

5.8 SOUTHERN PACIFIC RAILROAD TRANSPORTATION CORRIDOR

Track has been removed from the San Ramon Branch line between Pleasanton and Pleasant Hill. Previous studies proposed future use for light rail transit or a busway, but communities along the corridor later dismissed the idea. Several sections of the corridor have since been developed with residential and/or light industrial uses, and potential open space or recreational uses should be considered for remaining corridor areas.

5.9 FINANCING CIRCULATION SYSTEM IMPROVEMENTS

The City has a five year Capital Improvement Program (CIP) that includes a section on the circulation network. The current CIP lists approved circulation improvement projects along with estimated costs and financing schedules. The funds for these projects come from several sources including the City's operating budget, state/federal funds, development fees, grants and loans. (A copy of the current Dublin CIP is available from the City Manager's Office.)

Construction of necessary roads for new development will be funded by the developers, primarily through Traffic Impact Fee (TIF) requirements The City currently has the Eastern Dublin TIF for properties in the Eastern Extended Planning Area and the Downtown TIF for most others. A regional TIF has been established by the Tri-Valley Transportation Council (TVTC). Details about these fee programs are available from the Public Works Department.

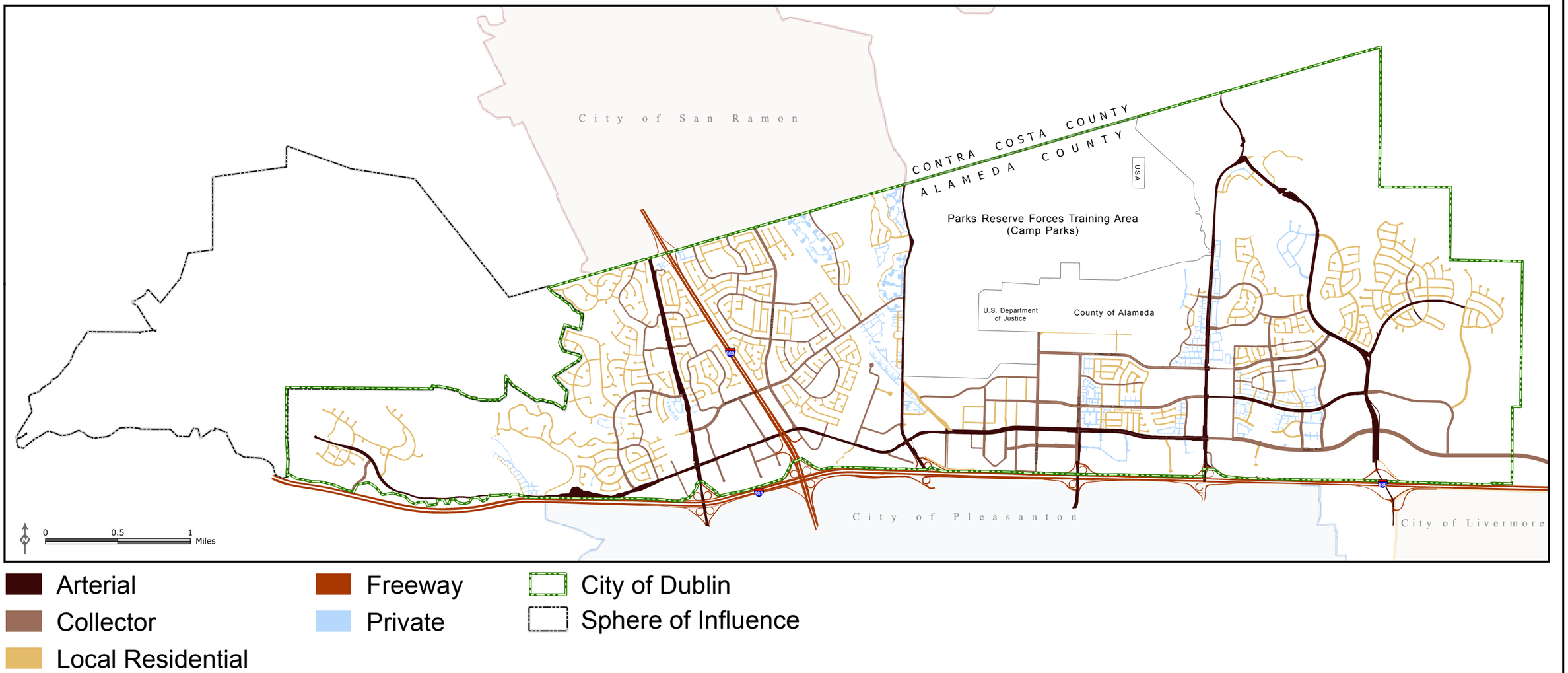
5.9.1 ALL PLANNING AREAS

A. Guiding Policy

1. Continue the city's program of requiring developers to contribute fees and/or improvements to help fund off-site improvements related to their projects.

DUBLIN GENERAL PLAN
ROADWAY CLASSIFICATIONS

(Figure 5-1)
February 18, 2014

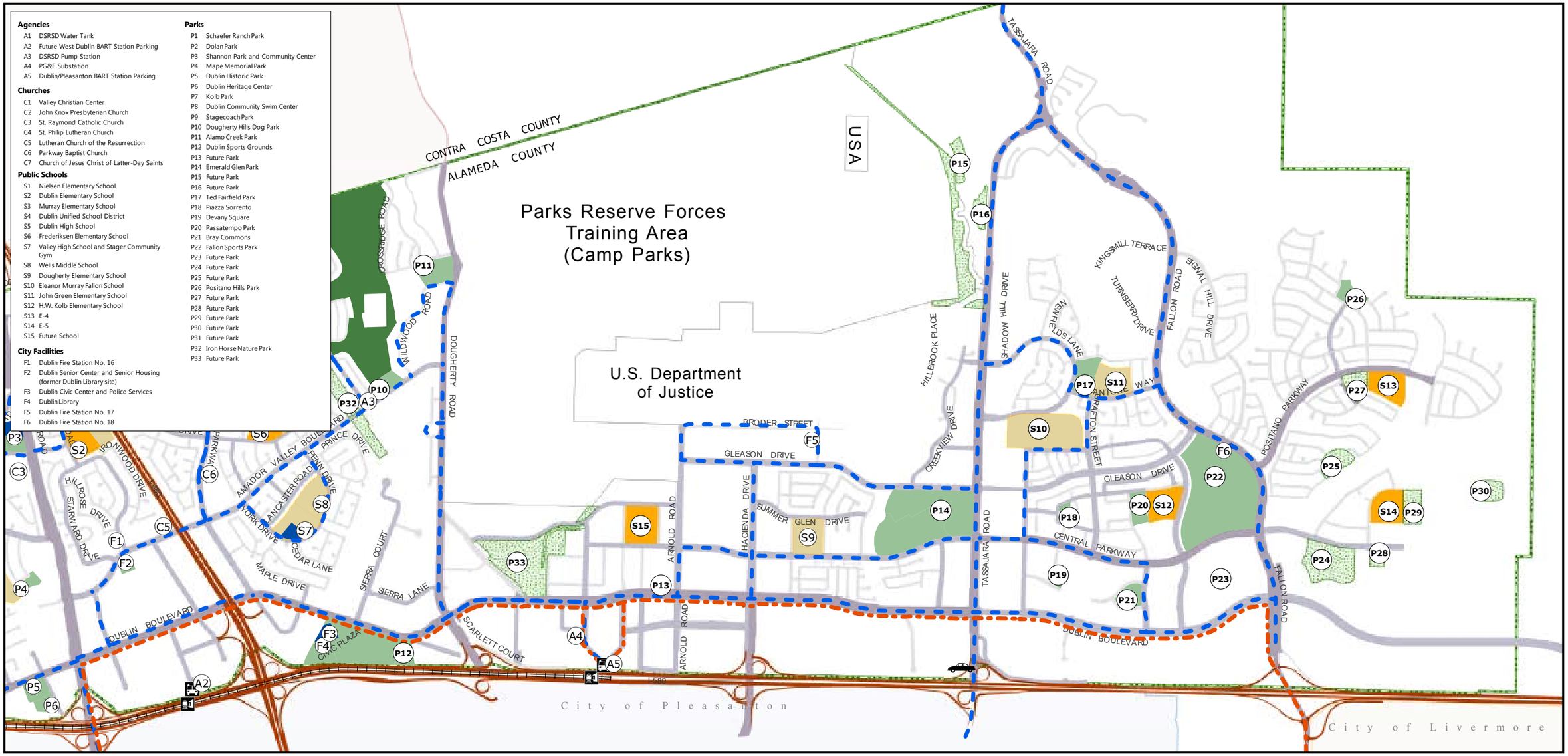


DUBLIN GENERAL PLAN TRANSIT MAP

(Figure 5-2a)
October 7, 2014

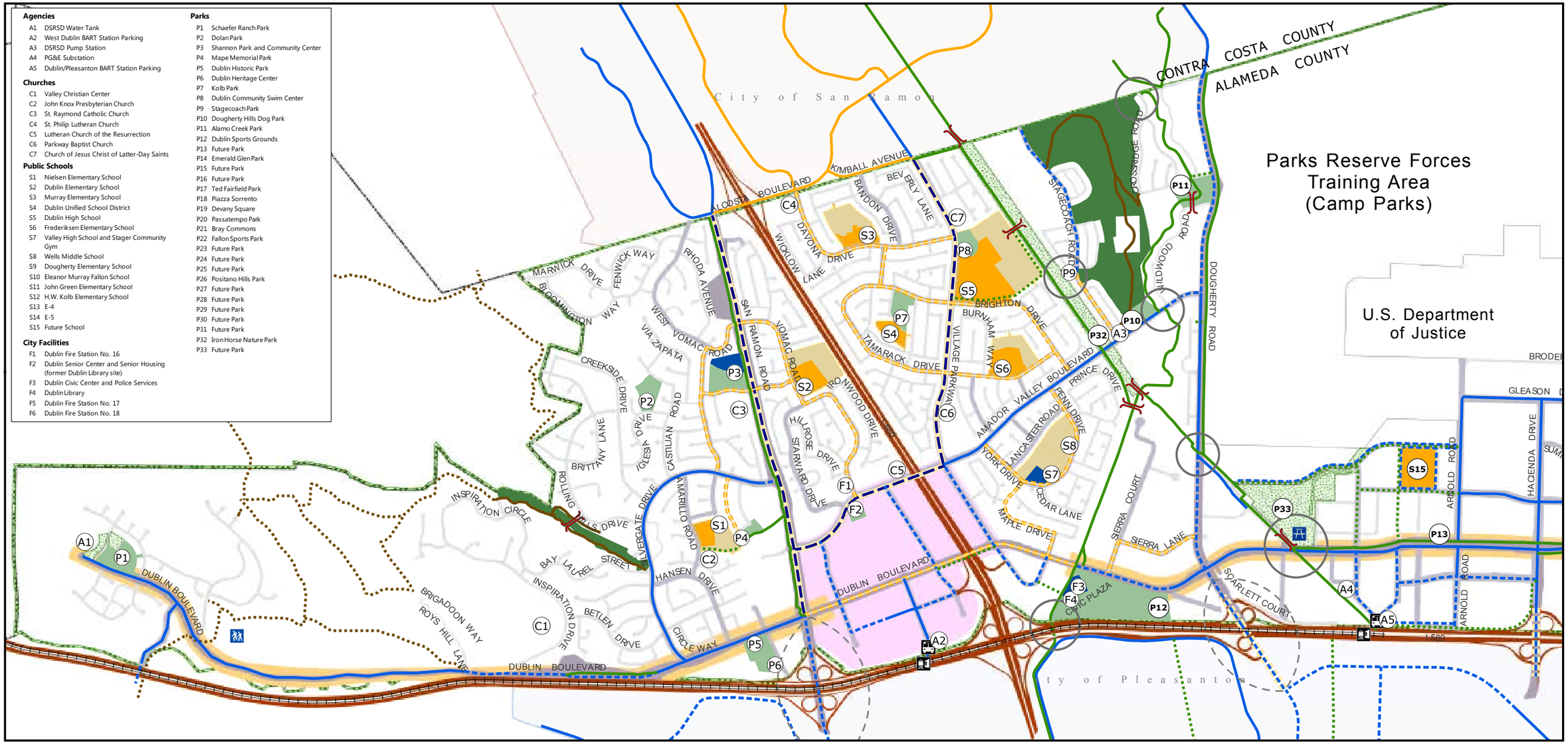
DUBLIN GENERAL PLAN TRANSIT MAP

(Figure 5-2b)
October 7, 2014



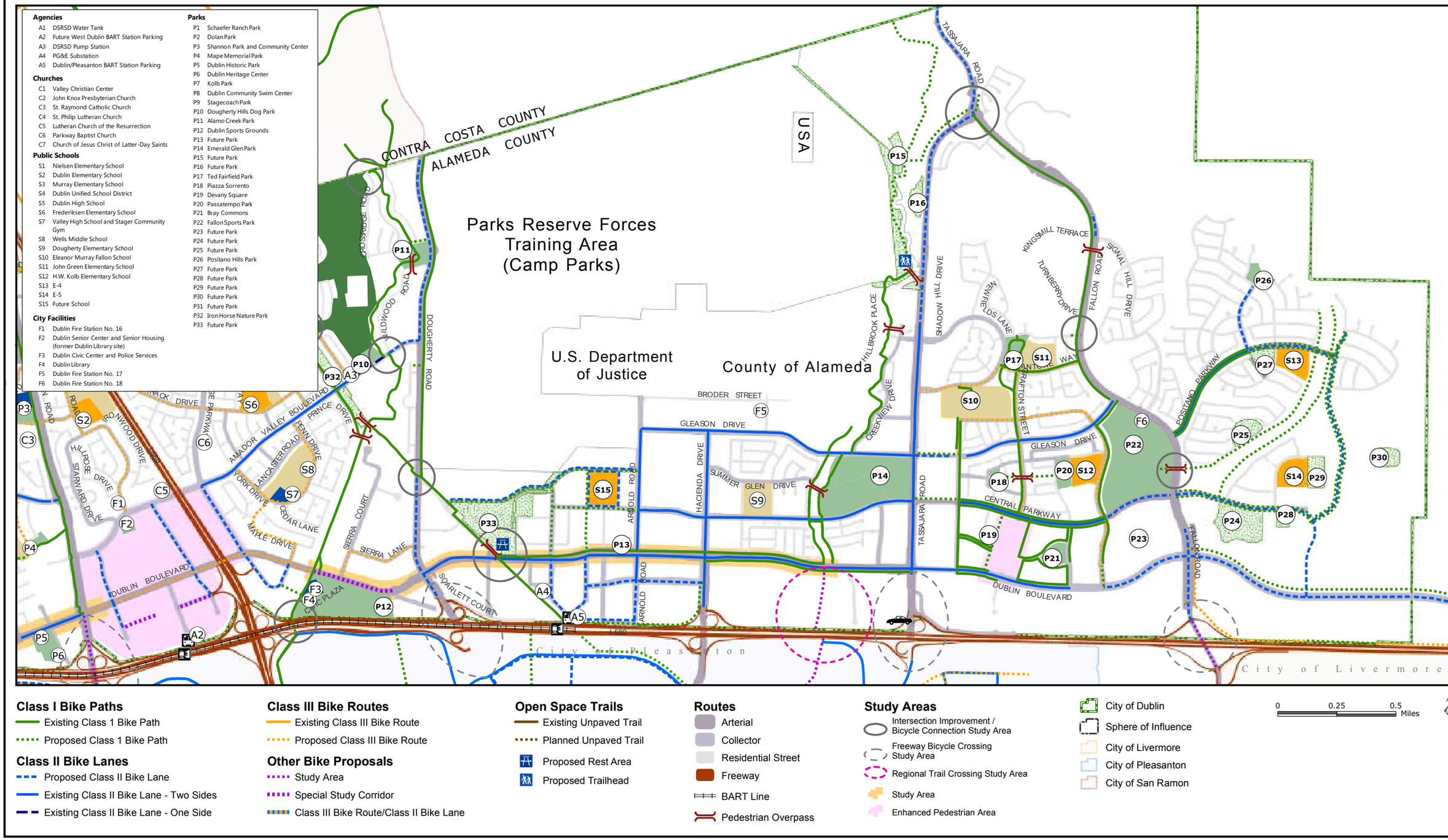
DUBLIN GENERAL PLAN
BICYCLE CIRCULATION

(Figure 5-3a)
October 7, 2014



DUBLIN GENERAL PLAN
BICYCLE CIRCULATION

(Figure 5-3b)
October 7, 2014



DUBLIN GENERAL PLAN MULTI-MODAL MAP

(Figure 5-4a)
October 7, 2014

Agencies
- A1 DSRSD Water Tank
- A2 Future West Dublin BART Station Parking
- A3 DSRSD Pump Station
- A4 PG&E Substation
- A5 Dublin/Pleasanton BART Station Parking

Churches
- C1 Valley Christian Center
- C2 John Knox Presbyterian Church
- C3 St. Raymond Catholic Church
- C4 St. Philip Lutheran Church
- C5 Lutheran Church of the Resurrection
- C6 Parkway Baptist Church
- C7 Church of Jesus Christ of Latter-Day Saints

Public Schools
- S1 Nielsen Elementary School
- S2 Dublin Elementary School
- S3 Murray Elementary School
- S4 Dublin Unified School District
- S5 Dublin High School
- S6 Frederiksen Elementary School
- S7 Valley High School and Stager Community Gym
- S8 Wells Middle School
- S9 Dougherty Elementary School
- S10 Eleanor Murray Fallon School
- S11 John Green Elementary School
- S12 H.W. Kolb Elementary School
- S13 E-4
- S14 E-5
- S15 Future School

City Facilities
- F1 Dublin Fire Station No. 16
- F2 Dublin Senior Center and Senior Housing (former Dublin Library site)
- F3 Dublin Civic Center and Police Services
- F4 Dublin Library
- F5 Dublin Fire Station No. 17
- F6 Dublin Fire Station No. 18

Parks
- P1 Schaefer Ranch Park
- P2 Dolan Park
- P3 Shannon Park and Community Center
- P4 Mape Memorial Park
- P5 Dublin Historic Park
- P6 Dublin Heritage Center
- P7 Kolb Park
- P8 Dublin Community Swim Center
- P9 Stagecoach Park
- P10 Dougherty Hills Dog Park
- P11 Alamo Creek Park
- P12 Dublin Sports Grounds
- P13 Future Park
- P14 Emerald Glen Park
- P15 Future Park
- P16 Future Park
- P17 Ted Fairfield Park
- P18 Piazza Sorrento
- P19 Devany Square
- P20 Passatempo Park
- P21 Bray Commons
- P22 Fallon Sports Park
- P23 Future Park
- P24 Future Park
- P25 Future Park
- P26 Positano Hills Park
- P27 Future Park
- P28 Future Park
- P29 Future Park
- P30 Future Park
- P31 Future Park
- P32 Iron Horse Nature Park
- P33 Future Park

Facilities
- School Parks
- Facilities
- City Owned Open Space
- Citywide Park
- Regional Park
- Fire Station
- Planned Park
- Public School
- Water Quality Pond
- Stream
- CP Community Park
- NS Neighborhood Square
- NP Neighborhood Park
- RP Regional Park

- Arterial
- Collector
- Residential Street
- Freeway
- BART Line
- Proposed Bus RAPID Transit Route

Bus routes are not included on map as they are subject to change.

- Proposed East Bound High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) Lane
- Proposed West Bound High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) Lane
- Proposed West Bound Auxiliary Lane
- Pedestrian Overpass
- Proposed Rest Area
- Proposed Trailhead

Trails
- Class 1, Existing, Bike Path
- Class 1, Proposed, Bike Path
- Class 2, Existing, Bike Lane, 1 Side
- Class 2, Existing, Bike Lane, 2 Sides
- Class 2, Proposed, Bike Lane, 1 Side
- Class 2, Proposed, Bike Lane, 2 Sides
- Class 3 / Class 2, Proposed, Bike Lane
- Class 3, Existing, Bike Route
- Class 3, Proposed, Bike Route
- Existing Regional Trail
- Existing Unpaved Local Trail
- Proposed Regional Trail
- Proposed Local Trail

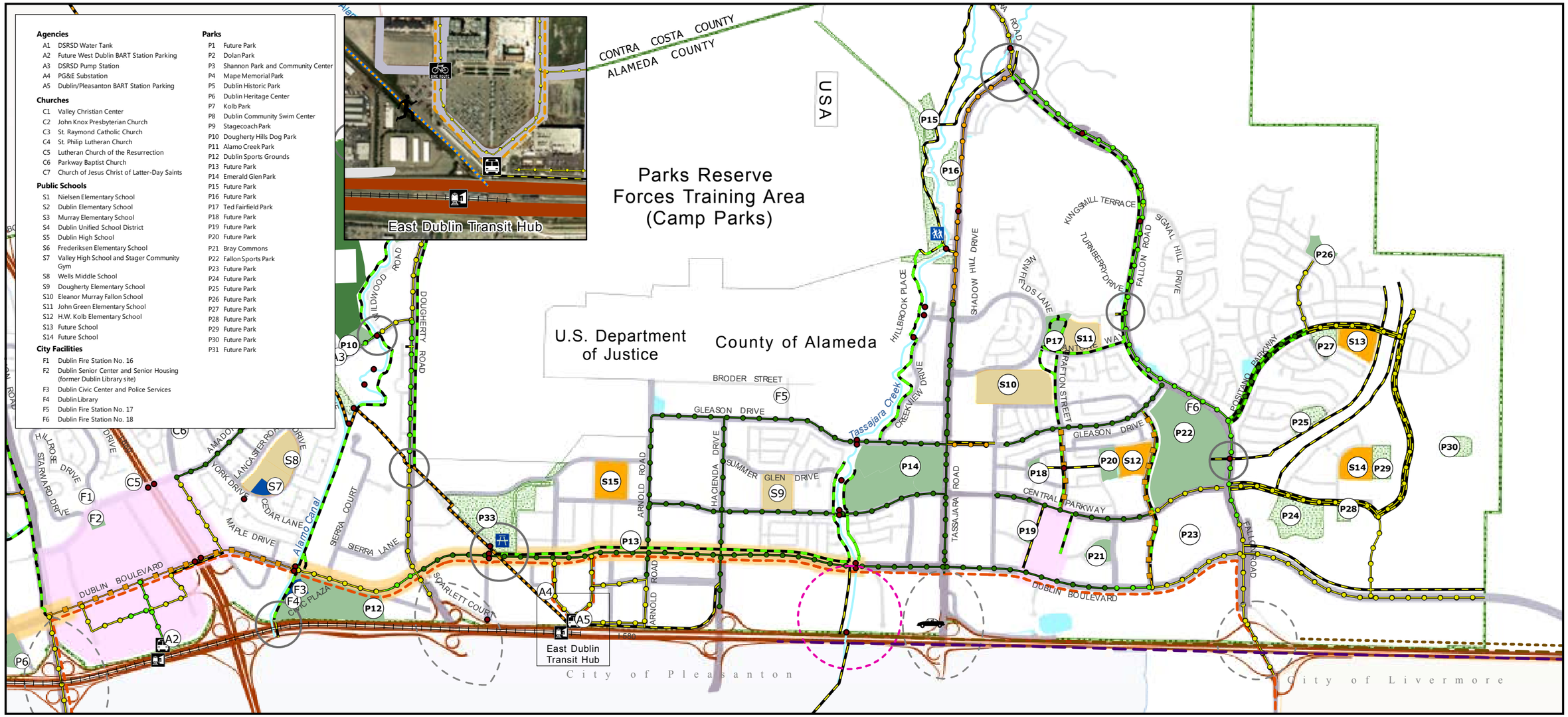
Study Areas
- Intersection Improvement / Bicycle Connection Study Area
- Freeway Bicycle Crossing Study Area
- Regional Trail Crossing Study Area
- Study Area
- Enhanced Pedestrian Area

- City of Dublin
- Sphere of Influence
- City of Livermore
- City of Pleasanton
- City of San Ramon

0 0.5 1 Miles

DUBLIN GENERAL PLAN MULTI-MODAL MAP

(Figure 5-4b)
October 7, 2014



City of Dublin

General Plan

Chapter 6

HOUSING ELEMENT

The 2015-2023 Housing Element is a separate document, adopted by the City Council on November 18, 2014 via Resolution 197-14. The Housing Element is available from the City of Dublin Community Development Department, Planning Division.

City of Dublin

General Plan

Chapter 7

ENVIRONMENTAL RESOURCES MANAGEMENT: CONSERVATION ELEMENT

7.1 INTRODUCTION

Government Code sec. 65302 (d) requires that conservation elements plan for the conservation, development and utilization of natural resources. The statute lists the following resources that must be included in the Element: water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals and other natural resources. The statute also suggests other resources that may be included such as, reclamation of land and waters, prevention and control of pollution of streams and other waters, regulation of the use of land in stream channels, erosion of soils, beaches and shores, protection of watersheds, and the location, quantity and quality of rock, sand and gravel resources. Finally, the statute specifically requires those portions of the Element that include waters be developed in coordination with the countywide water agency and all district and city agencies that have developed, served, controlled, managed, or conserved water of any type for any purpose within Dublin. Coordination shall include a discussion and evaluation of water supply and demand.

Dublin's Conservation Element addresses the following statutorily required elements: water resources, agriculture and other soils, rivers and streams, and wildlife habitats. Other important resources discussed in this Element are air quality and archaeological and historical resources. Many conservation related resources are also addressed in the context of other Elements. For example, agricultural and other open space uses are discussed in the Parks and Open Space Element (Chapter 3); wastewater disposal and water supply is discussed in the Schools, Public Lands and Utilities Element (Chapter 4); and, soil conditions related to earthquakes and flood hazard from local streams are discussed in the Seismic Safety and Safety Element (Chapter 8). The Technical Supplement may also be consulted for information and background on resource related planning policies for each of these Elements.

Those statutorily required resources that do not occur in the Primary or Extended Planning Areas of Dublin are not discussed. Specifically, Dublin is an inland city which contains no forests, harbors, fisheries or mineral extraction areas.

Air quality and wastewater disposal have been the Tri-Valley's most difficult conservation issues affecting urban growth, even with construction of the Livermore Amador Valley Wastewater Management Association (LAVWMA) pipeline, and significantly improved air quality. The extent of development in eastern Dublin has drawn greater attention to other conservation issues -- conversion of agricultural land to urban uses; loss of open space; hazards posed by development in steep and landslide prone areas; increased runoff; and, erosion and stream siltation. Additionally, the prospect of renewed or intensified air quality and sewage disposal problems accompanies plans approved or under consideration that would result in up to 200,000 jobs in the Tri-Valley.

The planning area includes three zones that are distinct in terms of topography, vegetation, and soils (valley floor, eastern hills and western hills). The urban area within the City's Primary Planning Area that extends eastward along Dublin Boulevard to Tassajara Road forms part of the flat, valley floor. The land east of the Parks Reserve Forces Training Area and Santa Rita Rehabilitation Center and just south of the county line consists of grassy rolling hills with occasional steep slopes. Lastly, the westernmost part of the Planning Area is composed of ridgelands covered primarily by grasslands with oak woodlands on steep slopes and in winding canyons.

7.1.1 WESTERN HILLS

The western hills that form part of the ridgelands extending from Contra Costa County to Santa Clara County, were established as an area of regional significance by a 1980 National Parks Service study. The ridgelands have been the subject of preservation efforts over the years, and also have been protected by the difficulty of development on the steep slopes and ridges. The ridgelands of the western hills are characterized by grazing land and good quality woodland and forest habitats with high natural resource values. Perhaps most important, the western hills form part of a greenbelt that rings the Bay Plain, preventing continuous urban spread.

An open space corridor, centered on the main ridgeline in the Western Extended Planning Area, is included in the General Plan. This open space corridor will incorporate visually-prominent ridgelands, as well as woodland and coastal scrub habitat. A north-south regional trail will provide access to this area for hiking and nature study.

7.1.2 EASTERN HILLS

The eastern hills are not as valuable as the western hills for habitat resources. Productive agricultural soils are likewise limited; the Eastern Extended Planning Area does not include prime agricultural land or farmlands of Statewide importance. At best, the forage produced in the Planning Area is of some local importance. Throughout the northern, central, and eastern portions of the Eastern Extended Planning Area, much of the land had been under Williamson Act contracts that prohibit development for a minimum of ten years while providing tax advantages to landowners. In recent years, a number of landowners have not renewed their contracts, and the lands are no longer in Williamson Act contracts.

7.2 STREAM CORRIDORS AND RIPARIAN VEGETATION

Dublin's Primary and Eastern Extended Planning Areas are located within Livermore Drainage Unit which is one of two major drainage basins in the Alameda Creek Watershed. Of the many streams in the Livermore Drainage Unit, two flow through Dublin's Primary and Eastern Extended Planning Areas – Alamo Creek and Tassajara Creek, respectively. Alamo Creek runs in a north-south direction just west of Dougherty Road; Tassajara Creek also runs in a north-south direction and is located just west of Tassajara Road. Portions of these creeks have been channelized and remaining sections are being improved as a result of subdivision developments.

The Western Extended Planning Area lies within the San Lorenzo Creek Watershed and includes the Palomares Creek and Dublin Creek sub-watersheds. Several significant streams traverse the Western Extended Planning Area including Hollis Canyon and Martin Canyon Creeks in the western hills. For additional information on water courses in Dublin the following documents are available from the City Planning Division:

Western Dublin Environmental Setting – November 27, 1989
Western Dublin Final Environmental Impact Report – May 1992
Eastern Dublin Environmental Setting – November 1988

Eastern Dublin Specific Plan, General Plan Amendment, and Environmental Impact Report – 1994

Extensive areas of riparian vegetation are located along stream courses in the Western Extended Planning Area. This riparian woodland has importance to wildlife in the area. Considerable damage to riparian areas has resulted from intensive grazing.

7.2.1 ALL PLANNING AREAS

A. Guiding Policies

1. Protect riparian vegetation as a protective buffer for stream quality and for its value as a habitat and aesthetic resource.
2. Promote access to stream corridors for passive recreational use and to allow stream maintenance and improvements as necessary, while respecting the privacy of owners of property abutting stream corridors.

B. Implementing Policies

1. Enforce Watercourse Ordinance 52-87 for developed areas of the city.
2. Require open stream corridors of adequate width to protect all riparian vegetation, improve access, and prevent flooding caused by blockage of streams.
3. Require revegetation of creek banks with species characteristic of local riparian vegetation, where construction requires creekbank alteration.

7.2.2 WESTERN EXTENDED PLANNING AREA

A. Guiding Policy

1. While alteration of riparian vegetation will be necessary in some situations, special consideration shall be given to the protection or enhancement of riparian woodland in the Western Extended Planning Area.

7.3 EROSION AND SILTATION CONTROL

7.3.1 ALL PLANNING AREAS

A. Guiding Policies

1. Maintain natural hydrologic systems.
2. Regulate grading and development on steep slopes.

B. Implementing Policies

1. Enforce the requirements of the Municipal Regional Permit for stormwater issued by the San Francisco Bay Regional Water Quality Control Board or any subsequent permit as well as Chapter 7 (Public Works) and Chapter 9 (Subdivisions) of the Dublin Municipal Code for maintenance of water quality and protection of stream courses.

2. Review development proposals to insure site design that minimizes soil erosion and volume and velocity of surface runoff.
3. Restrict development on slopes over 30 percent.

7.3.2 WESTERN EXTENDED PLANNING AREA

A. Guiding Policies

1. Maintain natural hydrologic systems. Contain any net increase of runoff on-site or with approved off-site measures.
2. Regulate grading and development on steep slopes, with special concern for potential problems of erosion and siltation.

B. Implementing Policies

1. Require erosion control plans for proposed development. Erosion control plans shall include recommendations for preventing erosion and scour of drainageways, consistent with biological and visual values.
2. In general, restrict areas of steep slopes (more than 30%) to permanent open space, as part of an overall cluster development concept on approved plans. Any development in otherwise restricted areas shall require substantial mitigation which has considerable benefit to the community, in keeping with the standards of General Plan Policy 3.2.2.A.1.
3. Development projects shall comply with the requirements of the Municipal Regional Permit for stormwater issued by the San Francisco Bay Regional Water Quality Control Board or any subsequent permit as well as Dublin Municipal Code Chapter 7 (Public Works) and Chapter 9 (Subdivisions).

7.4 OAK WOODLANDS

Most of the oak woodland within the Dublin Planning Area is concentrated in the Western Extended Planning Area. In addition to California Live Oaks, other species such as laurel are a vital part of this plant community. This woodland has important visual and biological qualities.

7.4.1 PRIMARY AND EASTERN EXTENDED PLANNING AREAS

A. Guiding Policy

1. Protect oak woodlands.

B. Implementing Policies

1. Require preservation of oak woodlands. Where woodlands occupy slopes that otherwise could be graded and developed, permit allowable density to be transferred to another part of the site. Removal of an individual oak tree may be considered through the project review process.
2. Enact and enforce the Heritage Tree Ordinance.

7.4.2 WESTERN EXTENDED PLANNING AREA

A. Guiding Policies

1. There shall be an emphasis on preservation of oak woodland in the Western Extended Planning Area. Development shall be clustered in grassland areas wherever possible, in order to protect existing trees. However, as part of comprehensive planning for development in this area, some oak woodland may need to be removed. Removal of oaks shall be allowed only after all feasible site planning efforts have been made to preserve trees.
2. Any removed trees shall be replaced, and existing trees to remain shall be protected.

B. Implementing Policies

1. Require effective replacement of existing trees which are scheduled for removal.
2. Require detailed protection measures for trees to remain.

7.5 AIR QUALITY

7.5.1 ALL PLANNING AREAS

A. Implementing Policies

1. Request that the Bay Area Air Quality Management District establish an air quality monitoring station in Dublin.
2. Require an air quality analysis for new development projects that could generate significant air emissions on a project and cumulative level. Air quality analyses shall include specific feasible measures to reduce anticipated air quality emissions to a less-than-significant California Environmental Quality Act (CEQA) level.

7.6 AGRICULTURAL LANDS

7.6.1 ALL PLANNING AREAS

A. Guiding Policy

1. Prevent premature urbanization of agricultural lands. (See Open Space policies, Section 7.8)

B. Implementing Policy

1. Approval of urban development shall require findings that the land is suitable for the proposed use and will have adequate urban services and that conversion to an urban use will not have significant adverse effects on adjoining lands remaining under Williamson Act contract.

7.7 ARCHAEOLOGIC AND HISTORIC RESOURCES

7.7.1 ALL PLANNING AREAS

A. Guiding Policies

1. Preserve Dublin's historic structures.

   Seven sites in the Primary Planning Area are listed in the California Archaeological Inventory, Northwest Information Center, at Sonoma State University including the church and school on the grounds of the Dublin Heritage Park and Museums. As many as a dozen potentially significant historic and prehistoric sites have been identified in the Eastern Extended Planning Area.

2. Follow State regulations as set forth in Public Resources Code Section 21083.2 regarding discovery of archaeological sites, and Historical Resources, as defined in Section 5020.1 of the Public Resources Code.

3. Preserve the Green Store.

   The Green Store is a recognized historical resource and has been used as a church since 1989. This use can remain as long as the landowner(s) wish to continue its operation. The Parks/ Public Recreation designation on the General Plan Land Use Map illustrates the long-term potential for expansion of the Dublin Heritage Park and Museums to include this historic structure and the property it is on and is not intended to affect or change the current church use or its continued operation as a religious land use under a valid conditional use permit.

7.8 OPEN SPACE MAINTENANCE / MANAGEMENT

Acquisition of existing open space areas has been accomplished through Planned Developments and subdivision approvals. Since the Primary Planning Area is mostly built out, there will be no additional major areas set aside for open space.

In the Western and Eastern Extended Planning Areas, substantial areas are designated for open space. The Eastern Dublin Specific Plan includes additional information on designated areas of open space and mechanisms for maintenance and management.

In addition, the City's Park and Recreation Master Plan contains information on open space acquisition and maintenance.

7.8.1 ALL PLANNING AREAS

A. Guiding Policy

1. Require open space management and maintenance programs for open space areas established through subdivisions and Planned Development districts. Programs shall include standards to ensure control of potential hazards; appropriate setbacks; and management of the open space so that it produces a positive and pleasing visual image.

B. Implementing Policies

1. Require that land designated and offered as open space in conjunction with development approval be permanently restricted to open space use by recorded map or deed.
2. Require revegetation of cut and fill slopes.
3. Require use of native trees, shrubs and grasses with low maintenance costs in revegetation of cut and fill slopes.
4. Access roads (including emergency access roads), arterial streets and collector streets that must pass through open space areas shall be designed to minimize grading to the maximum extent possible, so as not to damage the ecological and/or aesthetic value and characteristics of the open space area. (See also Implementing Policy 7.8.2.A.1 below.)
5. Prohibit development within designated open space areas except that which is designed to enhance public safety and the environmental setting.
6. Promote inclusion of hiking, bicycling, and/or equestrian trails within designated open space areas.

7.8.2 EASTERN EXTENDED PLANNING AREA

A. Implementing Policy

1. Due to difficult terrain, some damage to ecological and aesthetic values may result from construction of streets and emergency access roads in the Extended Planning Area. These roads shall be designed to incorporate feasible measures which minimize adverse effects on visual and biological resources.

City of Dublin

General Plan

Chapter 8

ENVIRONMENTAL RESOURCES MANAGEMENT: SEISMIC SAFETY AND SAFETY ELEMENT

8.1 INTRODUCTION

Government Code sec. 65302(g) requires safety elements to address the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction and other seismic hazards or geologic hazards; flooding; and, wildland and urban fires. The statute requires that seismic and geologic hazard areas be mapped. It also requires the element to address evacuation routes, military installations, peakload water supply, minimum road widths and clearances around structures for geologic and fire hazards identified in the element.

Addressing the hazards relevant to Dublin, this Seismic Safety and Safety Element provides an assessment of the risk of ground shaking, rupture, and failure due to earthquakes. The element discusses landslide, subsidence and liquefaction hazards. It also discusses flooding, and urban and wildland fires. Related discussion and analysis of these hazards is located in the Technical Supplement and the Conservation Element (Chapter 4).

The planning area offers examples of most of the geologic hazards commonly found in California, but only two—downslope movement (mainly landslides) and surface fault rupture due to earthquakes—are significant constraints on the location of urban development. Downslope movement includes landslides, rockfalls, debris flows, and soil creep. Factors affecting downslope movement are groundwater, rock and soil type, slope angle, propensity to erosion, seismic activity, vegetation, and grading or other human alterations.

The Calaveras Fault is the major active fault in the planning area with rupture potential and runs parallel to and just west of San Ramon Road. The Pleasanton Fault, near the west edge of Camp Parks, is difficult to locate precisely. The State has identified Alquist-Priolo Earthquake Fault Zones along both faults, requiring detailed studies of rupture hazards prior to construction.

Few potential building sites within the Primary or Extended Planning Areas are without geologic impact or hazard. The hazard may be actual, such as an active landslide or proximity to an active fault, or potential, such as a proposed cut that might activate a landslide. Mitigation of hazards may increase construction cost, but will reduce long-term costs to both property owners and the City.

8.2 SEISMIC SAFETY

8.2.1 ALL PLANNING AREAS

A. Guiding Policy

1. Geologic hazards shall be mitigated or development shall be located away from geologic hazards in order to preserve life, protect property, and reasonably limit the financial risks to the City of Dublin and other public agencies that would result from damage to poorly located public facilities.

B. Implementing Policies

1. Structural and Grading Requirements

    a. All structures shall be designed to the standards delineated in the Dublin Building Code and Dublin's Grading Ordinance. A "design earthquake" shall be established by an engineering geologist for each structure for which ground shaking is a significant design factor.

    b. Structures intended for human occupancy shall be at least 50 feet from any active fault trace; freestanding garages and storage structures may be as close as 25 feet. These distances may be reduced based on adequate exploration to accurately locate the fault trace.

    c. Generally, facilities should not be built astride potential rupture zones, although certain low-risk facilities may be considered. Critical facilities that must cross a fault, such as oil, gas, and water lines, shall be designed to accommodate the maximum expected offset from fault rupture. Site specific evaluations shall determine the maximum credible offset.

2. Required Geotechnical Analyses

    d. A preliminary geologic hazards report shall be prepared for all subdivisions. Any other facility that could create a geologic hazard, such as a road or a building on hillside terrain, must also have such a study. Each of the geologic and seismic hazards described in the Seismic Safety and Safety Element must be evaluated. This hazard analysis shall be prepared by a registered engineering geologist.

    e. Detailed geologic studies shall be required at the tentative subdivision map stage for all projects located within the Landslide Hazard Area Boundary as identified on the Geologic Hazards and Constraints Map (Figure 8-1), and for other proposed projects if the preliminary investigation indicates a potential geologic hazard. Proposals for mitigation shall be included at this stage. The detailed analysis for projects in the Landslide Hazard Area Boundary must consider:

        1. Cumulative effect of new development on a partially developed slide;
        2. Effects of septic leach systems, garden watering, and altered drainage patterns;
        3. Impact of a maximum credible earthquake;
        4. Where applicable, passage of the Calaveras Fault through or under landslide deposits;
        5. Debris flow and other downslope hazards (especially common in the Eastern Extended Planning Area). Care must be taken not to locate structures in the path of potential debris flows.
        6. Where published maps identify or show "ancient" or Quaternary slides on sites of proposed development, their stability must be analyzed, and effects of the proposed development on the area's stability must be evaluated by a soils engineer.

    f. If the preliminary report indicates liquefaction potential, an engineering analysis and design, if necessary, to mitigate liquefaction hazards, shall be required for all

structures planned for human occupancy.

g. Evaluation for shrink-swell potential shall be included with all soils reports and design recommendations formulated where the potential is present. These analyses and recommendations shall include public streets and utilities, in order to reduce future public repair costs.

h. A surface fault rupture evaluation, as outlined by the State of California Department of Conservation, California Geological Survey and in accordance with the Alquist-Priolo Earthquake Fault Zoning Act shall be required for all development within the identified Earthquake Fault Zones as shown on the Geologic Hazards and Constraints Map (Figure 8-1). The surface fault rupture evaluation shall be conducted as part of the development review process after building sites are specifically defined.

i. Any changes in grading or building design that would be significantly affected by geologic hazards or soils conditions, or in turn would significantly alter geologic or soils conditions, shall be accompanied by a re-analysis of those conditions. In addition, any conditions discovered during excavation or grading that significantly depart from the previously described geologic and soils setting shall be evaluated.

3. Existing Structures

j. Post-earthquake or damage reconstruction of existing structures shall be permitted only if mitigating factors are incorporated.

4. Data Review and Collection

k. All required reports and data shall be reviewed by the Alameda County Geologist or a consulting engineering geologist. This individual shall participate in the review process from the earliest proposal stage to completion of the project.

l. A file of all geologic and soils reports and grading plans shall be maintained as reference material for future planning and design on each site as well as on adjacent sites.

m. City and developer shall endeavor to fully disclose hazards to present and future occupants and property owners.

5. Earthquake Response Plan

n. In 2004 Dublin adopted a Comprehensive Emergency Management Plan to address the City's responsibilities associated with a natural disaster, human-caused emergencies and technological incidents. The City will periodically review the Plan to prepare for and respond to seismic events.

o. The City shall prepare and periodically review a route plan for evacuation of Dublin in the event of a major seismic event.

8.3 SAFETY

Policies relating to landslides, a significant geologic hazard, are included in this Seismic Safety and Safety Element, although not all slides are likely to be induced by earthquakes. Fire, flood, and

hazardous materials are the remaining safety concerns addressed in the General Plan.

8.3.1 EMERGENCY PREPAREDNESS GUIDING POLICY

8.3.1.1 ALL PLANNING AREAS

A. Guiding Policy

1. In 2010 the City adopted a Local Hazard Mitigation Plan as an annex to the Comprehensive Emergency Management Plan to assess hazards and mitigate risks prior to a disaster event. The City will periodically review the Plan to prepare for emergencies.

8.3.2 FIRE HAZARD AND FIRE PROTECTION

The Alameda County Fire Department serves as the fire department for the City of Dublin and as such provides all fire prevention, fire protection and First Responder Emergency Medical Services including advanced life support (paramedics) within the City.

Dublin San Ramon Services District (DSRSD) supplies water to the City of Dublin for both domestic use and fire protection purposes through a series of pipelines, pump stations and reservoirs. For fire protection, Alameda County Fire specifies the required fire flows which the DSRSD system is designed to provide. Alameda County Fire requires a minimum of 1,500 gallons of water per minute for two hours. For sprinklered buildings, up to 2,000 gallons of water per minute is needed for four hours. The DSRSD system has separate fire protection storage with an adequate volume of water for two simultaneous fires and the storage is kept full at all times.

Steep, inaccessible slopes and brush create a high fire hazard in the western hills. Additionally, areas within the Extended Planning Areas that are adjacent to open space are susceptible to fire hazards. For projects that are constructed outside a fire station service area (greater than 1.5 miles from the nearest fire station) and/or interface with open space, certain built-in fire protection measures will be necessary.

8.3.2.1 ALL PLANNING AREAS

A. Guiding Policy

1. Require special precautions against fire as a condition of development approval in the western hills and elsewhere in the Extended Planning Areas where proposed development would interface with open space.

B. Implementing Policy

1. Continue to enforce the City's wild land urban interface regulations.

8.3.2.2 WESTERN EXTENDED PLANNING AREA

A. Guiding Policy

1. It is the City's intent that a full fire station shall be provided in the Western Extended Planning Area before any substantial development proceeds beyond the general vicinity of Schaefer Ranch Road.

8.3.3 FLOODING

Figure 8-2 delineates flood prone areas in the City of Dublin. The areas shown identify the 100 and 500 year flood zones. Figure 8-2 is based on data provided by the Federal Emergency Management Agency (FEMA). Both 100 and 500 year floor zones have been identified in portions of the Primary and Eastern Extended Planning Areas; no100 year or 500 year flood zones have been identified in the Western Extended Planning Area.

Most of the areas in the 100 year flood plain have been built upon. Any new construction in flood prone areas must comply with Chapter 7.24 (Flood Control) of Title 7 of the Dublin Municipal Code including constructing the first floor above the floodplain level.

A number of channel improvements have been implemented since the early 1990's as a result of local developments partnering with Zone 7 and/or the City of Dublin, and Caltrans transportation projects. Channel improvements have been made along Tassajara Creek (Line K), Alamo Creek (Line F), and Big Canyon Creek (Line J-1). In addition to the major creeks in Dublin, several tributaries have undergone improvements as well, including the undergrounding of Line G-3 and the channel wall raising of Line G-5.

While no major flood improvement projects have clearly been identified in the City of Dublin for the future, Zone 7 is presently working on an update to their Stream Management Master Plan (SMMP), which will consider new, innovative approaches to providing regional flood protection, including options that may include the use of enhanced floodplains and vegetated stormwater channels. Areas along Chabot Canal located in Camp Parks and upland areas along Tassajara Creek will likely present partnering opportunities for Zone 7 and the City of Dublin.

8.3.3.1 ALL PLANNING AREAS

A. Guiding Policy

1. Regulate development in hill areas to minimize runoff by preserving woodlands and riparian vegetation. Retain creek channels with ample right-of-way for maintenance and for maximum anticipated flow.

B. Implementing Policies

1. Require dedication of broad stream corridors as a condition of subdivision or other development approval.
2. Protect riparian vegetation and prohibit removal of woodlands wherever possible. Replant vegetation according to the standards in the Eastern Dublin Specific Plan or other applicable standards (see also General Plan Guiding Policy 3.1.A).
3. Require drainage studies of entire small watersheds and assurance that appropriate mitigation measures will be completed as needed prior to approval of development in the extended planning areas.
4. Continue to participate in the Federal Emergency Management Agency's (FEMA) flood insurance program.
5. Prepare an annual update of flood prone areas and related issues and present to the City Council for their information and appropriate action, if any.

6. See additional policies in the Conservation Element (Chapter 7).

8.3.4 HAZARDOUS MATERIALS

Hazardous materials are transported on the freeways and some are used by Dublin industries. The Dublin San Ramon Services District, Alameda County Fire Department and the Dublin Police Department form the City's hazardous materials team.

8.3.4.1 ALL PLANNING AREAS

A. Guiding Policies

1. Maintain and enhance the ability to regulate the use, transport, and storage of hazardous materials and to quickly identify substances and take appropriate action during emergencies.
2. Minimize the risk of exposure to hazardous materials from contaminated sites.

B. Implementing Policies

1. Consider formation of a regional hazardous materials team consisting of specially trained personnel from all Tri-Valley public safety agencies.
2. As part of the City's Comprehensive Emergency Response Plan, the City has adopted a Hazardous Materials Response Plan. The City will periodically review the Plan to prepare for and respond to emergencies related to hazardous materials.
3. Periodically review and enforce the City's ordinances regulating the handling, transport, and storage of hazardous materials and hazardous waste.
4. Require site-specific hazardous materials studies for new development projects where there is a potential for the presence of hazardous materials from previous uses on the site. If hazardous materials are found, require the clean-up of sites to acceptable regulatory standards prior to development.

8.4 AIRPORT LAND USE COMPATIBILITY

8.4.1 EASTERN EXTENDED PLANNING AREA

A. Guiding Policy

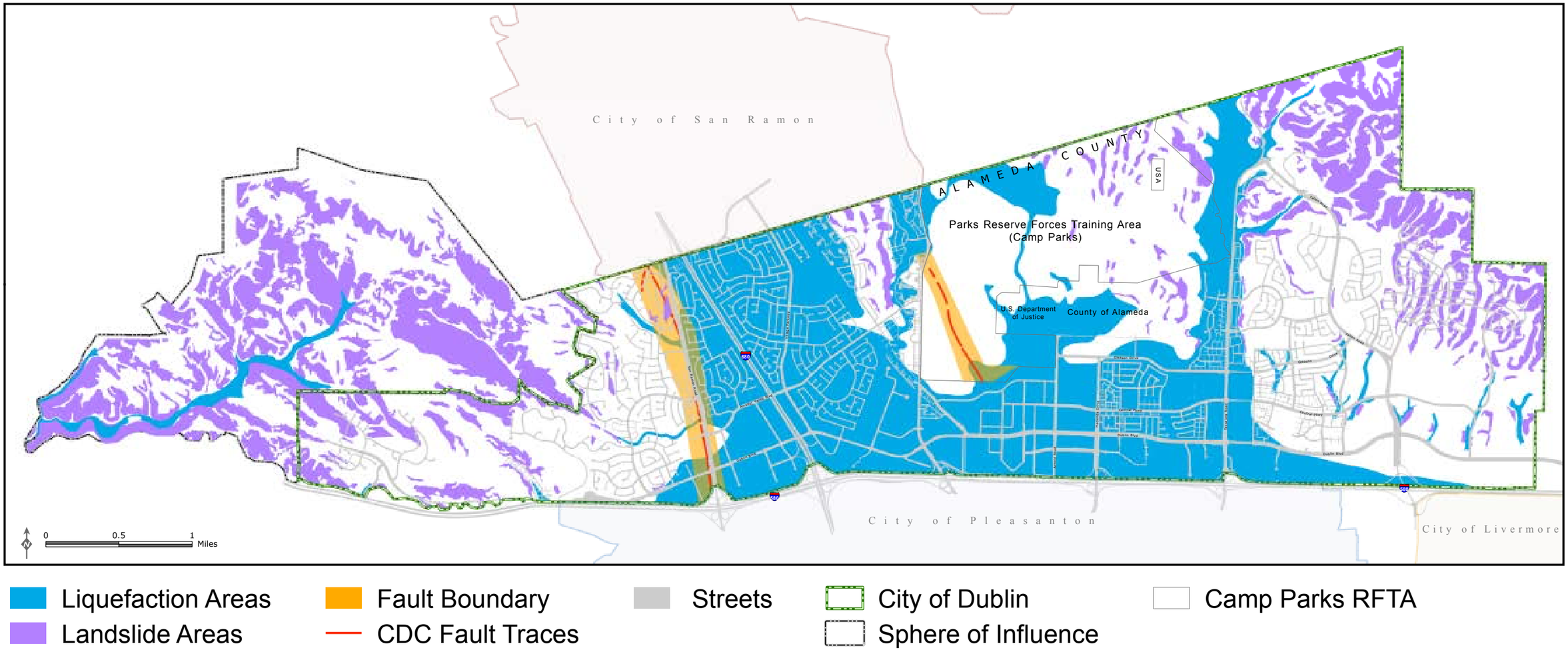
1. All proposed land uses within the Airport Influence Area (AIA) shall be reviewed for consistency with the safety compatibility policies and airspace protection policies of the Airport Land Use Compatibility Plan (ALUCP) for the Livermore Municipal Airport.

B. Implementing Policy

1. Adopt an Airport Overlay Zoning District to ensure that all proposed development within the Airport Influence Area (AIA) is reviewed for consistency with all applicable Livermore Municipal Airport, Airport Land Use Compatibility Plan (ALUCP) policies.

DUBLIN GENERAL PLAN
GEOLOGIC HAZARDS AND CONSTRAINTS

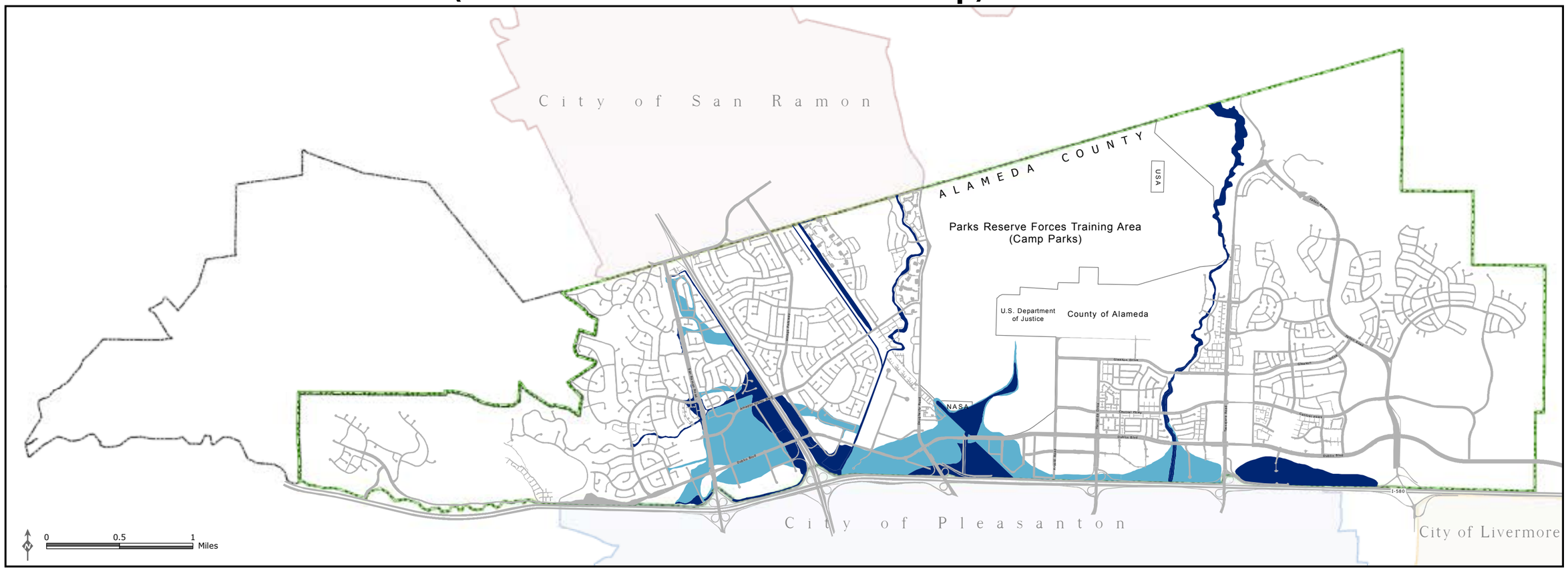
(Figure 8-1)
February 18, 2014



DUBLIN GENERAL PLAN

POTENTIAL FLOODING (FEMA Flood Insurance Rate Map)

(Figure 8-2)
February 2013



0.2 % Annual Chance Flood Hazard *(500 Year Flood Hazard)*

1 % Annual Chance Flood Hazard *(100 Year Flood Hazard)*

Streets

City of Dublin

Sphere of Influence

City of Dublin

General Plan

Chapter 9

ENVIRONMENTAL RESOURCES MANAGEMENT: NOISE ELEMENT

9.1 INTRODUCTION

Government Code sec. 65302(f) outlines the statutory requirements for Noise Elements. Recognizing the State Office of Noise Control (ONC) guidelines, Noise Elements must quantify current and projected noise levels for local noise sources. Among the noise sources to be evaluated are highways and freeways, arterials and major streets, railroads and rapid transit systems, airports and heliports, industrial plants, and other ground stationary sources identified by local agencies as contributing to the community noise environment.

Traffic noise is the major source of noise in Dublin's three Planning Areas. Therefore, the focus of this Noise Element is the effect of traffic noise on locating categories of land use and developing projects within those categories. Information supporting the adopted noise policies is located in the corresponding Noise Element section of the Technical Supplement. The City's Planning Areas contain no railroads, airports, heliports or industrial plants. However, the Parks Reserve Forces Training Area (Parks RFTA) does contain a heliport and is located between Dublin's Primary and Eastern Extended Planning Areas. Noise impacts from the Parks RFTA were addressed in the Army's 2005 Environmental Noise Management Plan (ENMP). Additionally, the southern portions of the Eastern Extended Planning Area east of Tassajara Road fall within the Livermore Municipal Airports Airport Influence Area (AIA). Noise impacts from the Livermore Municipal Airport were addressed in Alameda County's 2012 Airport Land Use Compatibility Plan (ALUCP). Development within the AIA must be consistent with the ALUCP.

Traffic is the primary source of continuous noise in Dublin. Noise exposure contours have been plotted for 2011 (based on current traffic data) and projected to 2035 based on anticipated traffic volume increases (see Figures 9-1 and 9-2). The Community Noise Equivalent Level (CNEL) describes 24-hour average noise levels measured in decibels (dB) taking into account the increased sensitivity of people to noise during evening and nighttime hours. Sound levels between 7:00 p.m. and 10:00 p.m. are penalized 5 dB and those between 10:00 p.m. and 7:00 a.m. are penalized 10 dB. The dB scale is logarithmic; a 3 dB difference normally is discernable and a 10 dB increase is subjectively heard as a doubling in loudness.

The Land Use Compatibility Table (Table 9.1) provides the basis for decisions on the location of land uses in relation to noise sources, and for determining noise mitigation needs. Noise impacts resulting from development within the Eastern Extended Planning Area were addressed in the Eastern Dublin Specific Plan Environmental Impact Report and subsequent environmental analyses for projects within the Eastern Extended Planning Area.

9.2 TRAFFIC NOISE

9.2.1 ALL PLANNING AREAS

A. Guiding Policy

1. Where feasible, mitigate traffic noise to levels indicated by Table 9.1: Land Use Compatibility for Community Noise Environments.

B. Implementing Policies

1. Encourage homeowners west of San Ramon Road who are affected by 1-580 noise to construct noise barriers on their properties where these would be effective and require such barriers for new development. This policy also applies to sites adjoining the west side of San Ramon Road at higher elevations.

   Where the noise source is below the receptors, only barriers near the receptor will be effective. About 5 dB noise reduction could be achieved.

2. Support unified action by residential owners on the east side of San Ramon Road and along Village Parkway to install, repair, or extend noise barriers.

   Much of this frontage was developed before effective noise barriers were required as a condition of subdivision approval. Because construction for a single lot is costly, relatively ineffective, and potentially unattractive, the City should assist in the formation of assessment districts or otherwise promote group action where there is consensus that a problem exists.

3. Design Dougherty Road improvements and adjoining residential development for compliance with noise standards.

   This corridor offers the opportunity to do it right the first time without continuous walls. Berms, open space, garages near the road, and noise-conscious site planning can be used.

4. Noise impacts related to all new development shall be analyzed by a certified acoustic consultant.

5. Request demonstration of ability to mitigate noise prior to approval of light rail or bus service in the Southern Pacific Right-of-Way Transportation Corridor.

   A depressed rail line or noise walls close to the tracks could make light rail a good neighbor.

6. Review all multi-family development proposals within the projected 60 CNEL contour for compliance with noise standards (45 CNEL in any habitable room) as required by State law.

   Because the General Plan designates almost all residential sites subject to 60 or greater CNEL for multifamily development, this standard will be effective in Dublin. Project designers may use one or more of four available categories of mitigation measures: site planning, architectural layout (bedrooms away from noise source, for example), noise barriers, or construction modifications.

7. Review all non-residential development proposals within the projected CNEL 65 dBA contour for compliance with exterior noise transmission standards as required by the California Green Building Standards Code.

Table 9.1 | **LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS COMMUNITY NOISE EXPOSURE (dB)**

LAND USE CATEGORY	NORMALLY ACCEPTABLE	CONDITIONALLY ACCEPTABLE*	NORMALLY UNACCEPTABLE	CLEARLY UNACCEPTABLE
Residential	60 or less	61-70	71-75	Over 75
Motels, hotels	60 or less	61-70	71-80	Over 80
Schools, churches, nursing homes	60 or less	61-70	71-80	Over 80
Neighborhood parks	60 or less	61-65	66-70	Over 70
Offices: retail commercial	70 or less	71-75	76-80	Over 80
Industrial	70 or less	71-75	Over 75	

* Conditionally acceptable exposure requires noise insulation features in building design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Source: California Office of Noise Control, 1976, as modified by Charles M. Salter Associates, Inc.

9.3 AIRPORT LAND USE COMPATIBILITY

9.3.1 EASTERN EXTENDED PLANNING AREA

A. Guiding Policy

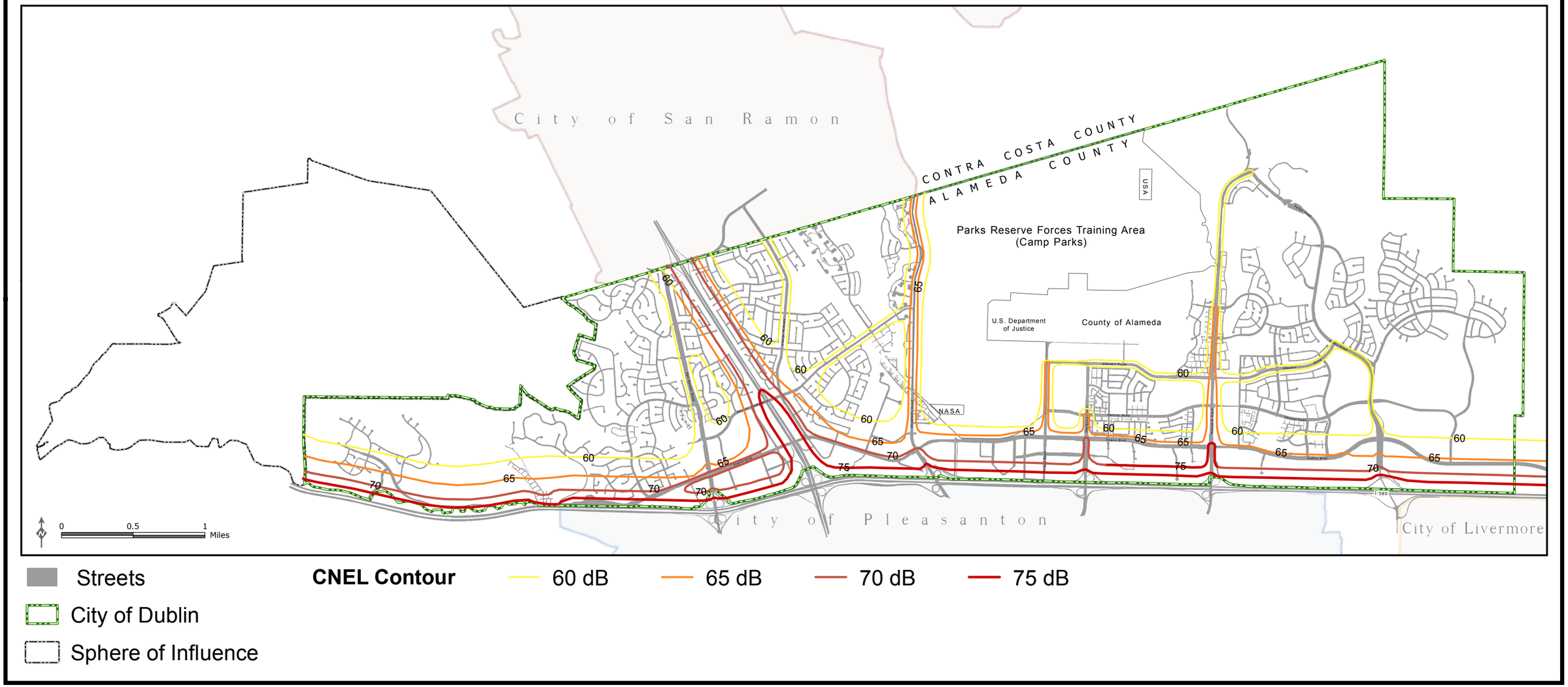
1. All proposed land uses within the Airport Influence Area (AIA) shall be reviewed for consistency with the noise compatibility policies and overflight policies of the Airport Land Use Compatibility Plan (ALUCP) for the Livermore Municipal Airport.

B. Implementing Policy

1. Adopt an Airport Overlay Zoning District to ensure that all proposed development within the Airport Influence Area (AIA) is reviewed for consistency with all applicable Livermore Municipal Airport, Airport Land Use Compatibility Plan (ALUCP) policies.

DUBLIN GENERAL PLAN
2011 EXISTING NOISE EXPOSURE CONTOURS

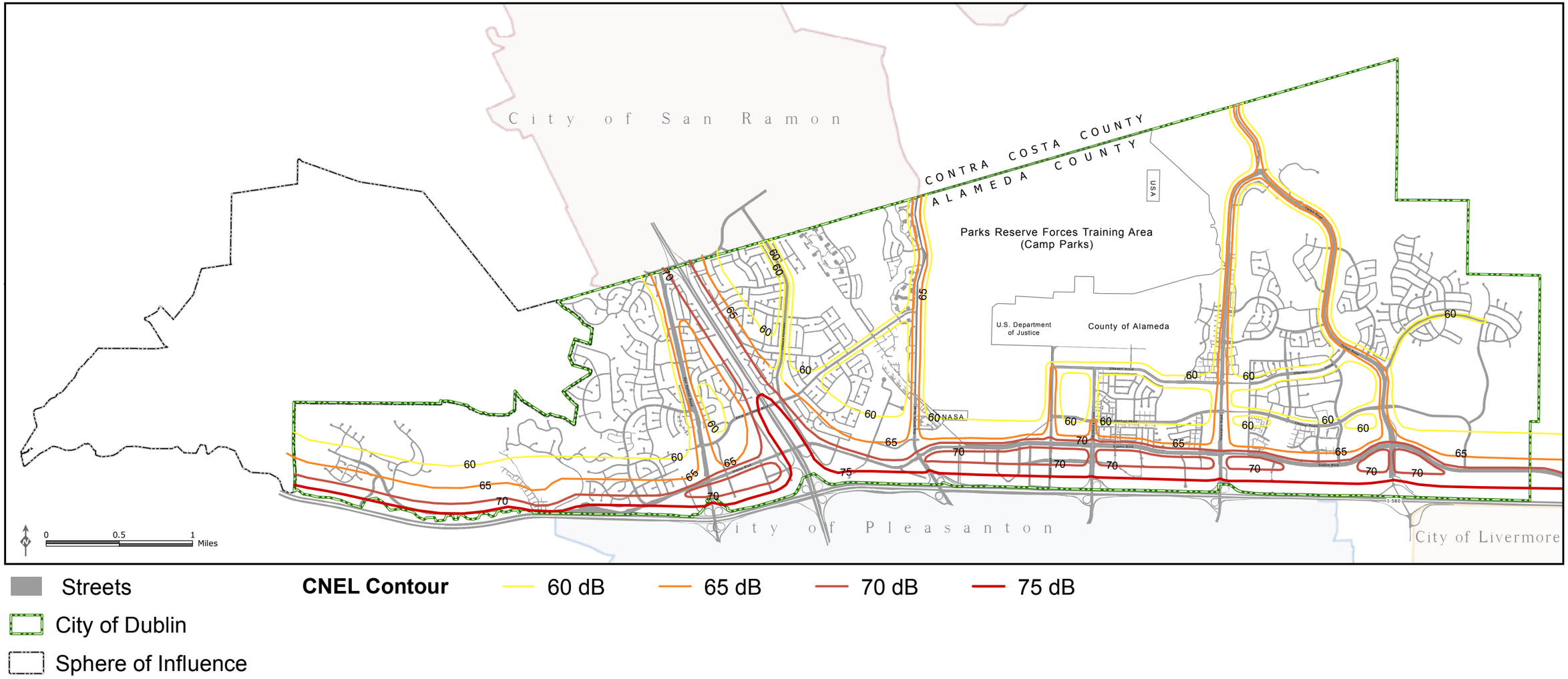
(Figure 9-1)
February 2013



DUBLIN GENERAL PLAN

2035 PROJECTED NOISE EXPOSURE CONTOURS

(Figure9-2)
February 2013



City of Dublin

General Plan

Chapter 10

COMMUNITY DESIGN AND SUSTAINABILITY ELEMENT

10.1 OVERVIEW

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

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

10.1.1 CITYWIDE DESIGN VISION

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

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

10.2 RELEVANT PLANS AND POLICES

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

A. City of Dublin General Plan

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

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

B. Downtown Dublin Specific Plan

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

C. Eastern Dublin Specific Plan

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

D. Dublin Village Historic Area Specific Plan

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

E. Dublin Crossing Specific Plan

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

F. Scarlett Court Design Guidelines

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

G Eastern Dublin Scenic Corridor Policies and Standards

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

H. Streetscape Master Plan

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

I. Bikeways Master Plan

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

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

J. Public Art Master Plan

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

K. Zoning Ordinance

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

L. Heritage Tree Ordinance

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

M. Parks and Recreation Master Plan

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

N. Commercial Corridor Design Guidelines

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

10.3 UNIFYING PRINCIPLES OF COMMUNITY DESIGN

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

10.3.1 THE IMAGE OF THE CITY

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

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

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

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

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

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

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

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

10.3.2 THE IMPORTANCE OF STREETSCAPES

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

10.4 ORGANIZATION OF THE COMMUNITY DESIGN AND SUSTAINABILITY ELEMENT

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

Goals

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

Policies

Policies divide these goals into more specific categories.

Implementation Measures

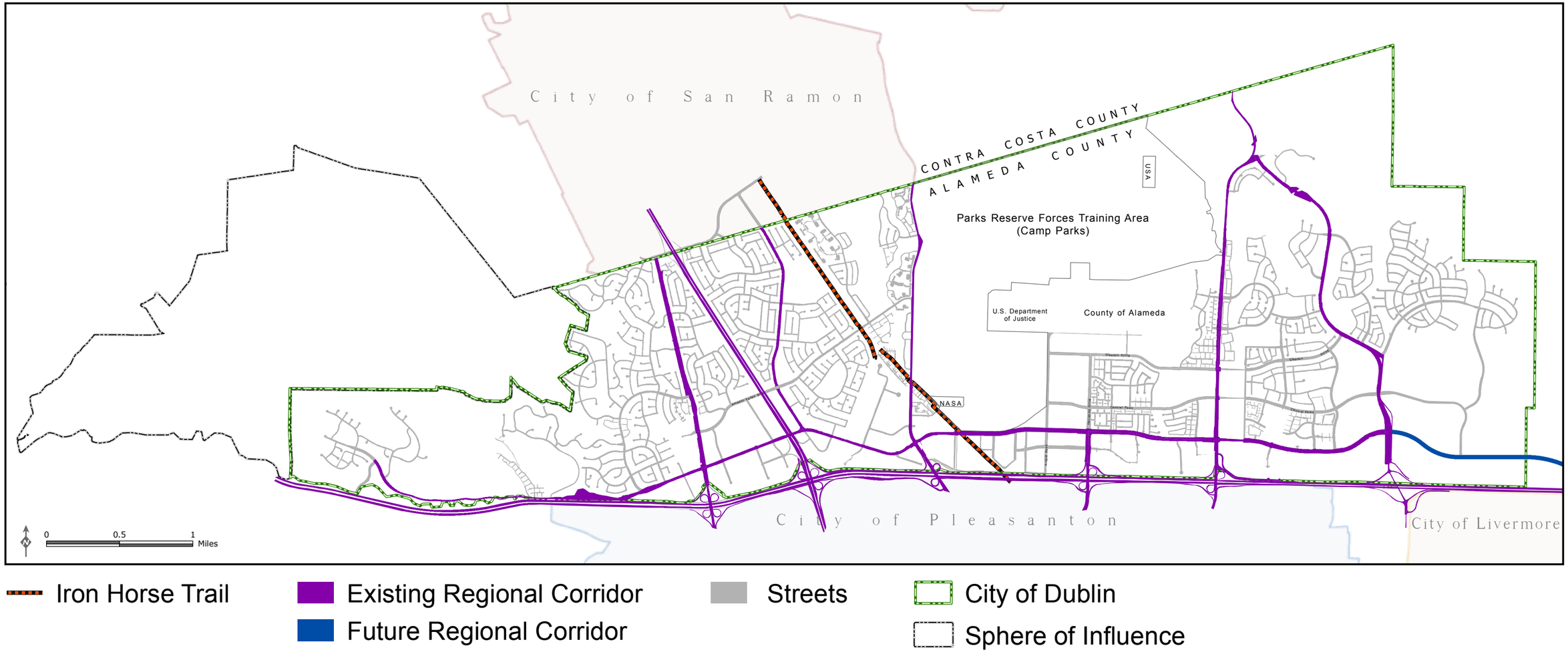
Implementation measures are specific tasks needed to achieve the policies and goals.

10.5 POSITIVE REGIONAL IDENTITY

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

DUBLIN GENERAL PLAN
REGIONAL CORRIDORS

(Figure 10-1)
February 2013



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

The regional corridors include:

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

10.5.1 INTENT

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

10.5.2 GOAL

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

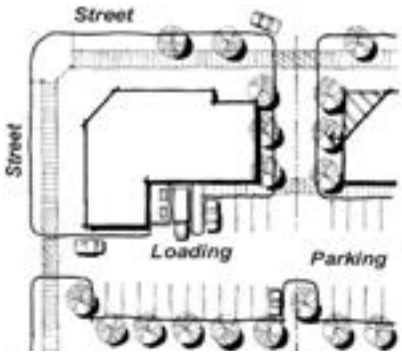
10.5.3 POLICIES

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

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

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

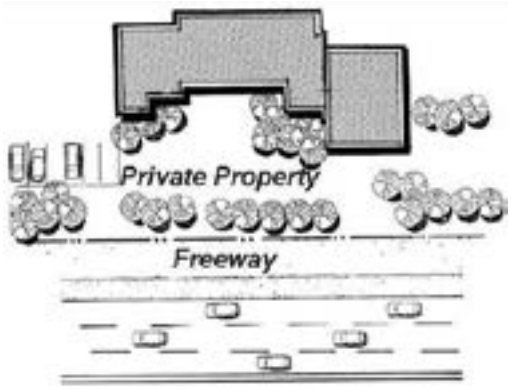
C. Incorporate visual screening techniques such as berms, dense and/or fast-growing landscaping, and appropriately designed fencing where feasible, to ensure that visually challenging features, such as parking lots, loading docks, storage areas, etc. are visually attractive as seen from regional corridors.



Parking and loading areas screened from public roadways

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

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



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

10.5.4 IMPLEMENTATION MEASURES

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

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

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

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

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

10.6 SENSE OF ARRIVAL

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

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

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

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

10.6.1 INTENT

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

10.6.2 GOAL

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

10.6.3 POLICIES

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

City of Dublin monument sign

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

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

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

Signature building architecture oriented toward gateway intersections

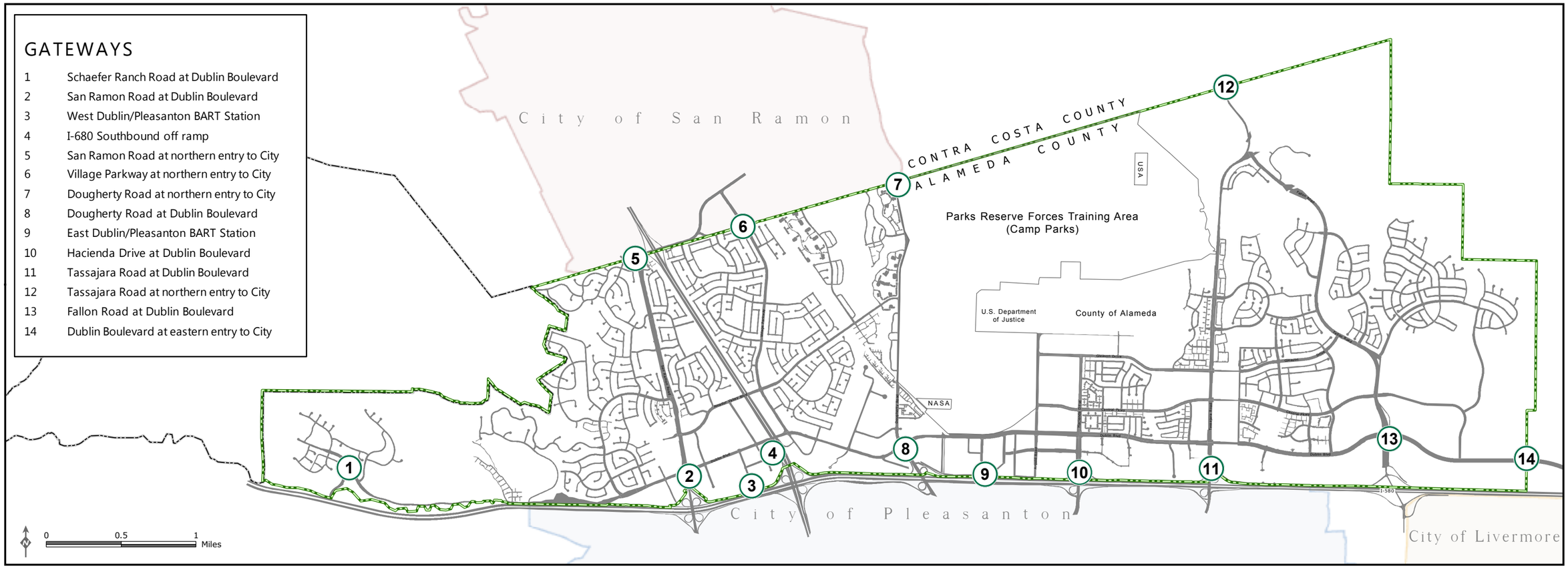
10.6.4 IMPLEMENTATION MEASURES

A. Implement the Streetscape Master Plan.

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

DUBLIN GENERAL PLAN GATEWAYS

(Figure 10-2)
February 2013



Streets City of Dublin Sphere of Influence

10.7 DESIGN OF THE BUILT FORM

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

Residential

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

Commercial

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

Office

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

Industrial

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

The following policies apply to the land uses described above:

10.7.1 INTENT

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

10.7.2 GOAL

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

10.7.3 POLICIES

10.7.3.1 SITE AND BUILDING DESIGN

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

Architecturally appealing retail buildings with visual reference points and strong articulation

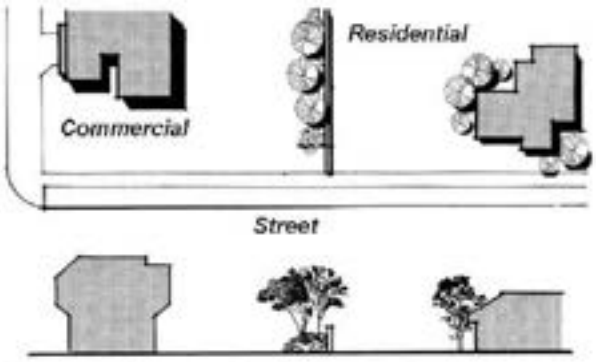
B. Encourage buildings with varied massing, heights, articulation techniques, and architectural and signage treatments to create visual interest and ensure compatibility with adjacent uses, in commercial, office, industrial, and mixed use areas.

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

Buildings with articulated facades and varying roof lines

Figure 10-3: Character Sketch – General Commercial

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



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

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

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

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

Residential architectural variation and garage orientation

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

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

Clustered buildings and parking lots that are connected by pedestrian pathways

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

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

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

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

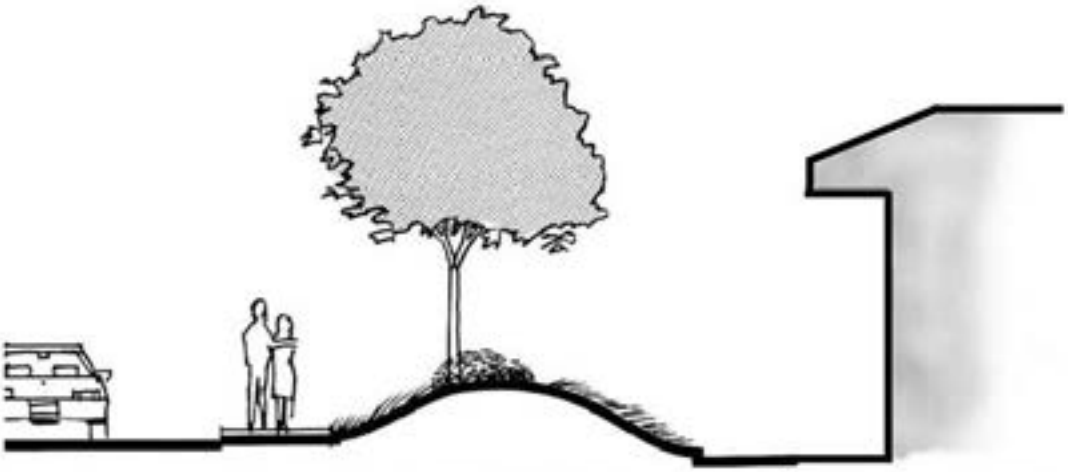
10.7.3.2 LANDSCAPING AND NATURAL FEATURES

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

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

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

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



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

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

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

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

Walls with appropriate landscaping

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

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

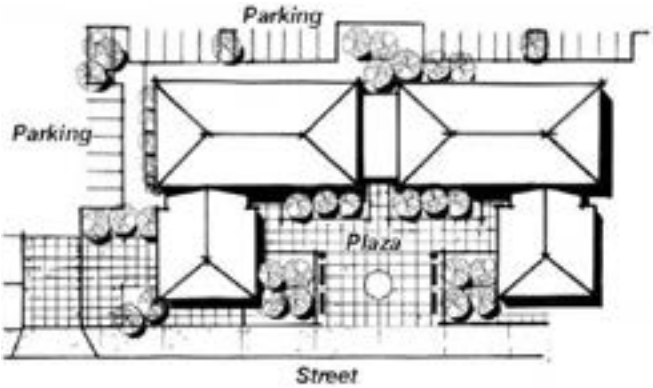
H. Preserve mature trees and vegetation, with special consideration given to the protection of groups of trees and associated undergrowth and specimen trees (reference: Heritage Tree Ordinance).

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

J. Integrate development with natural features and land forms.

10.7.3.3 GATHERING AND OPEN SPACE AREAS

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



Buildings oriented around a central gathering space with landscaping

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

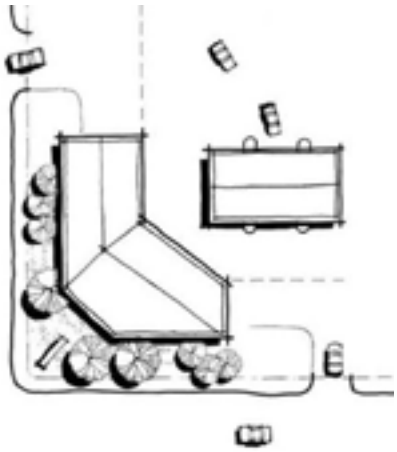
C. Encourage design treatments that enhance the attractiveness of the streetscape, public spaces, landscaped areas, and open space.

Attractive gathering/public spaces

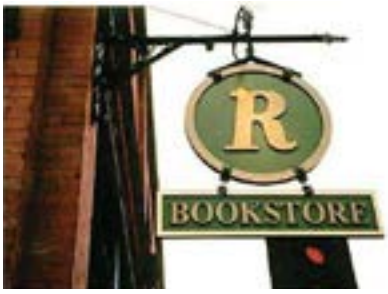
Figure 10-4: Character Sketch – Gathering Areas

10.7.3.4 SIGNAGE, LIGHTING, AND ART

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



Appropriate planting and signage along perimeter area



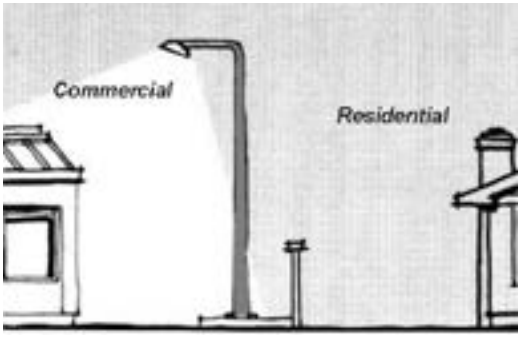
Appropriate signage with a positive visual contribution

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

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

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

Public art in commercial developments in Dublin



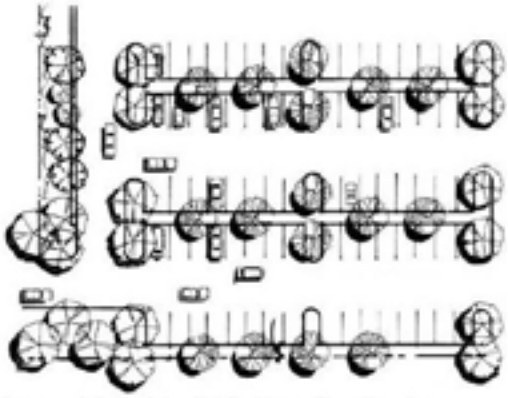
Downward lighting designed to minimize effect on adjacent uses and reduce night sky lighting

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

10.7.3.5 PARKING AND CIRCULATION

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

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



Appropriate parking lot design with extensive landscaping

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

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

10.7.3.6 VILLAGES

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

The following policies apply to Villages.

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

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

Easily accessible village node

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

Representative urban character of a village

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

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

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

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

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

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

Figure 10-6: Character Sketch – Village

10.7.4 IMPLEMENTATION MEASURES

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

A. Update the City's Sign Ordinance.

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

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

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

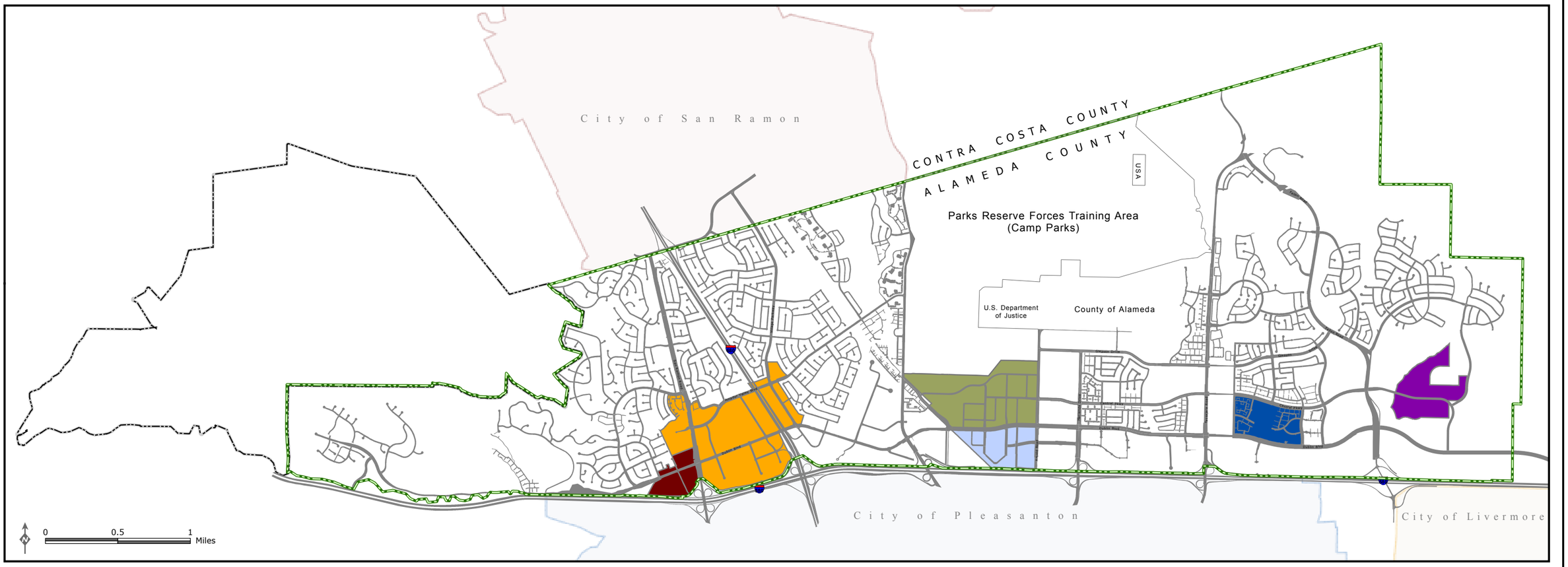
E. Develop design guidelines for light industrial areas that are not within a Specific Plan or Planned Development Zoning District and that do not have existing design guidelines.

F. Periodically update the Streetscape Master Plan.

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

DUBLIN GENERAL PLAN VILLAGES

(Figure 10-5)
February 18, 2014



Dublin Crossing
Downtown Dublin
Dublin Ranch Town Center
Dublin Village Historic Area
Fallon Village Center
Transit Center
Streets
City of Dublin
Sphere of Influence
Camp Parks RFTA

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

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

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

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

10.8 ENCOURAGING SUSTAINABLE NEIGHBORHOOD DESIGN AND CREATING CONNECTIONS AND LINKAGES

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

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

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

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

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

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

10.8.1 INTENT: STREET PATTERNS AND DESIGN

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

10.8.2 GOAL: STREET PATTERNS AND DESIGN

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

10.8.3 POLICIES: STREET PATTERNS AND DESIGN

Tassajara Creek Trail

Attractive pedestrian pathway through parking lot

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

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

Pedestrian pathway inter-connecting with adjacent land use

Meandering pedestrian pathway with pedestrian bollard lighting

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

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

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

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

10.8.4 IMPLEMENTATION MEASURES: STREET PATTERNS AND DESIGN

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

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

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

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

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

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

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

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

F. Create a transportation network map.

10.8.5 INTENT: LAND USE PATTERNS AND DESIGN

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

10.8.6 GOAL: LAND USE PATTERNS AND DESIGN

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

10.8.7 POLICIES: LAND USE PATTERNS AND DESIGN

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

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

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

10.8.8 IMPLEMENTATION MEASURES: LAND USE PATTERNS AND DESIGN

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

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

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

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

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

10.8.9 INTENT: ACCESS TO SCHOOLS

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

10.8.10 GOAL: ACCESS TO SCHOOLS

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

10.8.11 POLICIES: ACCESS TO SCHOOLS

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

10.8.12 IMPLEMENTATION MEASURES: ACCESS TO SCHOOLS

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

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

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

10.9 SUSTAINABILITY

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

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

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

10.9.1 INTENT

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

10.9.2 GOAL

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

10.9.3 POLICIES

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

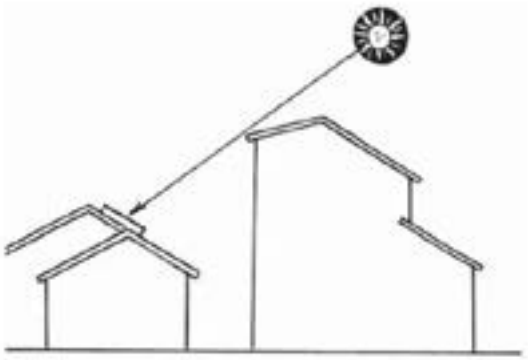
B. Promote sustainable communities as good places to live that offer social, environmental, and economic opportunities for the people of Dublin.

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

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

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

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



Residential buildings incorporating solar collectors on roofs

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

Parking stalls with electric vehicle service

G. Protect the biodiversity of the natural environment.

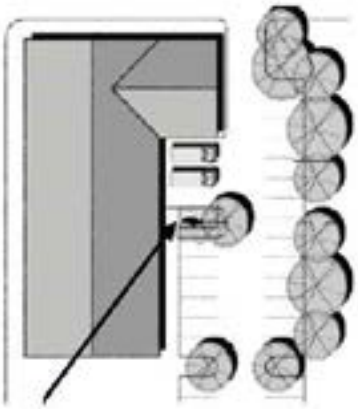
H. Encourage the use of native and/or drought tolerant plant species, hydrozoning (locating species according to water needs), xeriscaping (landscaping that does not require supplemental irrigation), drip irrigation systems that use recycled water and moisture sensors, and pesticide free landscaping.

I. Design water features to minimize water loss.

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

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

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



Conveniently located recycling and green waste facilities

M. Encourage the renovation and reuse of existing buildings.

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

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

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

Example of roof garden

Q. Design prominent buildings to demonstrate environmental awareness.

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

Parking lots with bioswales (bioretention)

Landscaping that creates a comfortable microclimate for pedestrians

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

T. Encourage development of underutilized lots.

10.9.4 IMPLEMENTATION MEASURES

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

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

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

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

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

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

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

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

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

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

City of Dublin

General Plan

Chapter 11

ECONOMIC DEVELOPMENT ELEMENT

11.1 INTRODUCTION

The Economic Development Element guides the City of Dublin's efforts to foster business expansion and job growth, providing a framework for economic development programs and activities. While the Economic Development Element does not explicitly seek to generate fiscal benefits accruing to the City of Dublin, increased net tax revenue is a likely byproduct of the policies. The overarching objective of the Economic Development Element is to enhance the competitiveness of the City of Dublin and to promote a strong, diverse, and evolving economic base.

11.2 ECONOMIC DEVELOPMENT PRINCIPLES

The City of Dublin desires to undertake economic development activities to improve its competitive position relative to other California cities. Competitiveness spans a multitude of subjective measures, including (1) attractiveness to companies, (2) attractiveness to individuals, (3) reputation/brand, and (4) innovation environment (i.e., potential for home-grown economic development). Maintaining a competitive position is critical to retaining local businesses and attracting new businesses, thereby sustaining and growing the local job base with high-value employment opportunities for current and future residents.

In addition to traditional economic development tools that focus primarily on cost-based incentives for business, the City of Dublin desires to take a more holistic view of economic competitiveness that emphasizes the importance of "quality of place" and "quality of life" factors in attracting companies and individuals. Potentially through physical improvements and other enhancements to community character, the City seeks to promote and foster a built environment that inspires and supports new economic opportunities.

Land use is central to the City of Dublin's capacity to compete for jobs and economic growth. The community's ability to develop real estate and public spaces at new and reused sites, locate interrelated companies near each other, encourage growth at key business nodes, and build vibrant, engaging, and contemporary places is vital to its competitiveness. Promoting real estate investment and achieving desirable land use outcomes is critical to positioning Dublin for economic growth and long-term economic sustainability. In addition, public development of new and reimagined civic spaces can enhance the City's attractiveness, reputation, and innovation environment.

11.3 RELEVANT PLANS AND POLICES

Dublin has adopted a number of plans and policies to guide development. Some of these pertain to the entire City, while others have a specific area of focus. As part of the City of Dublin General Plan, this Economic Development Element provides goals, policies, and implementation measures that address the entire City, though some specific goals and policies are geographically targeted. The City's General Plan and the Eastern Dublin and Downtown Dublin Specific Plans are most relevant to the Economic Development Element.

A. City of Dublin General Plan

The City's General Plan is the policy framework for development decisions. It is the highest-level policy document for the City. State law requires that the general plans include land use, circulation, open space, conservation, safety, noise, and housing elements. Additional, optional, elements may be included. All elements of a General Plan are considered equal and all other plans and policies are required by state law to be consistent with the General Plan. The Economic Development Element is an optional element of the Dublin General Plan.

The City of Dublin General Plan acknowledges that on the local level, development will be required to respond to community needs for housing, employment, and leisure opportunities and to the natural constraints of the area. In particular, regarding employment-supporting uses, the General Plan states that commercial and employment-generating uses will be located near the freeway and transit lines to facilitate efficient transportation. Accordingly, the Economic Development Element offers guidance for economic development activities in these areas, with particular focus on two important locations: (1) the Eastern Dublin Transit Center and (2) Downtown Dublin. Dublin has developed Specific Plans that cover both of these workplace locations.

B. Eastern Dublin Specific Plan

The Eastern Dublin Specific Plan (EDSP) provides policy guidance for existing and future development generally east of the Iron Horse Trail and the Parks Reserve Forces Training Area (Parks RFTA or Camp Parks). New development in this area requires adoption of Planned Development (PD) zoning, which includes development regulations, architectural standards, and preliminary landscape plans. The EDSP provides for employment-generating land uses located on the west side of the planning area, in close proximity to the BART station and near I-580 and Dublin Boulevard where freeway access is convenient. In addition to at the Transit Center, the EDSP provides for office space and other employment-generating uses in additional locations within the Specific Plan area.

C. Downtown Dublin Specific Plan

The Downtown Dublin Specific Plan (DDSP) provides policy guidance, development standards, and design guidelines for downtown Dublin. The DDSP replaced the Dublin Downtown Specific Plan, Downtown Core Specific Plan, San Ramon Road Specific Plan, Village Parkway Specific Plan, and West Dublin BART Specific Plan. The DDSP includes a Retail District, Transit-Oriented District, and Village Parkway District, each of which allow for office space and other employment-generating land uses, which contribute to economic development in Dublin.

11.4 ORGANIZATION OF ECONOMIC DEVELOPMENT ELEMENT

This Economic Development Element is organized according to the following structure:

Goals

Goals are general and serve as a guiding principal for economic development activities.

Policies

Policies divide the goals into more specific economic development guidelines.

Implementation Measures

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

11.5 GOAL I: ECONOMIC VIBRANCY

Economic vibrancy is central to the City's economic development objective to enhance the competitiveness of the City and to maintain a strong and diverse economic base. Goal I: Economic Vibrancy includes policies to maintain and enhance the City's economic development programs, including through more robust marketing and branding, highly-targeted outreach, and increased regional coordination.

11.5.1 MAINTAIN AN ECONOMIC DEVELOPMENT FUNCTION

A. Policy

1. The City of Dublin has a well-established practice of economic development work, including a variety of programs that support business attraction and retention. Through the Economic Development Department, the City currently offers incentive programs, business training, business outreach, and business support services. The City shall maintain the function of Economic Development as a tool to promote economic vibrancy in the City and the region.

B. Implementation Measures

1. Business Incentive Programs: Maintain incentives that respond to current economic conditions and serve to attract and retain business activity in Dublin, as appropriate.
2. Business Seminars, Roundtables, and other Related Programs: Offer seminars, discussion meetings, and classes to support business owners, in partnership with the Dublin Chamber of Commerce, the Alameda County Small Business Development Center, and other business support entities, as appropriate.
3. Coordination with Regional Entities: At present, there are several regional entities working to advance economic development activities in the region. The City should continue to remain engaged as an active participant in the current efforts (i-GATE, Tri-Valley Convention and Visitors Bureau, Innovation Tri-Valley, East Bay EDA, just to name a few). Additionally, the City should coordinate with future regional economic development efforts so long as they are not in conflict with this Element.
4. Business Recognition Program: Recognize local businesses for significant anniversaries and notable contributions to the community.
5. Business Visitation Program: Meet individually with businesses to assist with retention and expansion and to raise awareness of City services available to local businesses.
6. Ombudsman Services: Facilitate permitting and other interactions between the business community and local government.
7. Maintain the Economic Development Strategy: The City shall periodically review and update

the Economic Development Strategy to ensure its relevance to evolving market and economic forces, as necessary.

11.5.2 MAINTAIN A COMPREHENSIVE MARKETING AND BRANDING PLAN

A. Policy

1. The City of Dublin produces marketing materials and undertakes other activities to promote Dublin as a place for business. The City shall formalize its marketing activities by creating and maintaining a comprehensive marketing and branding plan. The marketing and branding plan should be continually updated to refresh the City's outward identity, publicizing the evolution of the City and business community, as appropriate.

B. Implementation Measures

1. Prepare a Marketing and Branding Plan: Building on the Economic Development Strategy, establish a distinct identity for the City and specify appropriate Bay Area media outlets for promotional activities.
2. Implement the Marketing and Branding Plan: Allocate staff time and/or funds to support marketing and branding efforts, as appropriate.
3. Update the Marketing and Branding Plan: Revisit the plan periodically to ensure that marketing and branding efforts are kept current.

11.5.3 FOCUS BUSINESS VISITATION PROGRAM ON HIGH-GROWTH COMPANIES

A. Policy

1. Retaining high-growth companies is a priority for the City of Dublin, given the potential these companies hold for job creation within the City. Targeting high-growth companies, the City should maintain a Business Visitation Program that seeks to identify and solve local economic development constraints.

B. Implementation Measures

1. Identify High-Growth Companies: Building on the Economic Development Strategy, establish and maintain a list of priority businesses for the Business Visitation Program.
2. Implement Targeted Visitation Program: Conduct business visitations and respond to cited concerns and issues, as appropriate.

11.5.4 PARTICIPATE IN REGIONAL ECONOMIC DEVELOPMENT EFFORTS

A. Policy

1. The City of Dublin shall coordinate with local and regional entities to foster regional strengths, leveraging the efforts of organizations that seek to improve the Tri-Valley economically. Regional partners may be traditional economic development entities or other organization

that promote quality of place and quality of life through efforts to enhance the cultural and social fabric of the region.

B. Implementation Measures

1. Identify Priority Entities/Programs: Building on the Economic Development Strategy, establish and maintain communications with regional entities that have the potential to enhance the Tri-Valley economy.
2. Participate in Regional Economic Development Efforts: Coordinate and partner with regional economic development entities to support regional economic development efforts, as appropriate.

11.6 GOAL II: IMPROVE CONDITIONS FOR SMALL BUSINESSES

Small businesses and the jobs they support are critical to the City of Dublin economy. Goal II: Improve Conditions for Small Businesses seeks to improve City practices and procedures to promote small business growth.

11.6.1 MAINTAIN SMALL BUSINESS-FRIENDLY DEVELOPMENT SERVICES

A. Policy

1. The City shall strive to offer small businesses and other City permit applicants a clear and certain building permit and inspection process. By providing permit applicants a well-defined roadmap and timeline for interactions with the City, the City will minimize the financial risk to applicants seeking to undertake new projects. Through an enhanced development services program, the City endeavors to minimize unnecessary costs of business in the City of Dublin.

B. Implementation Measures

1. Implement Electronic Permit Tracking System: Convert to an online building permit process.
2. Evaluate Possible Building Permit/Inspection Process Refinements: Review current procedures and consider options to improve the City permit and inspection process.
3. Implement Permit/Inspection Process Refinements: Improve City procedures, as appropriate.

11.7 GOAL III: DEVELOPMENT OF STRATEGIC EMPLOYMENT-SUPPORTING SITES

Economic development and job growth will require additional workspaces in the future. *Goal III: Development of Strategic Employment-Supporting Sites* seeks to maximize the potential for development of workplace uses in the City of Dublin.

11.7.1 PARTNER WITH THE ALAMEDA COUNTY SURPLUS PROPERTY AUTHORITY

A. Policy

1. The Alameda County Surplus Property Authority (ACSPA) controls land with land use and zoning in place for over two million square feet of office development at the Eastern Dublin Transit Center, development potential that could support significant future job growth in the City. The City shall seek to strengthen its ongoing working relationship and partner with ACSPA to position County-owned Eastern Dublin sites as a jobs center for the region.

B. Implementation Measures

1. Evaluate Existing Land Uses/Zoning: In coordination with ACSPA, review current campus office sites for consistency with market demand and potential for job creation.
2. Evaluate the Potential to Offer "Shovel Ready" Parcels: In coordination with ACSPA, explore and implement, as appropriate, entitlement work (e.g., planning, architecture, and engineering) that could shorten the development project delivery timeline for end users.
3. Explore Potential for Increased Site Marketing: In coordination with ACSPA, explore and implement enhanced marketing of development opportunities, as appropriate.

11.7.2 SUPPORT DOWNTOWN BUSINESS ATTRACTION AND DEVELOPMENT EFFORTS

A. Policy

1. With the adoption of the Downtown Dublin Specific Plan (DDSP), the City created a vision for a vibrant mixed-use center, with opportunities for development of employment-supporting uses such as office and retail space. The DDSP strives to create a walkable urban environment that when fully realized could have a dramatic positive effect on quality of place and the City's regional competitiveness. To achieve this vision and foster economic development, the City shall pursue landowner/business coordination and partnerships to promote the continued evolution of the downtown area.

B. Implementation Measures

1. Conduct Outreach Efforts: Build support for programs and actions that progress the downtown vision.
2. Participate in Coordinated Activities: In partnership with landowners and businesses, contribute to efforts that promote investment opportunities in the downtown area, as appropriate.

11.8 GOAL IV: ACHIEVE THE DOWNTOWN VISION

Quality of place and quality of life factors are increasingly critical to economic development. The Downtown Dublin vision offers an opportunity to improve quality of place and quality of life factors

in Dublin. Goal IV: Achieve the Downtown Vision includes policies that encourage the City to be more active in downtown development, and in other strategic projects within the City.

11.8.1 EXPLORE POTENTIAL FUNDING SOURCES AND FINANCING TOOLS TO ADVANCE REAL ESTATE AND ECONOMIC DEVELOPMENT

A. Policy

1. A primary challenge associated with positioning opportunity areas for new development is obtaining reliable financial resources for place-making investments, potentially including creation of public spaces (e.g., parks, plazas, and public art), streetscape and gateway improvements, infrastructure, public parking, or other strategic investments (e.g., subsidies for catalytic projects). The City should seek sources of funds and consider available financing mechanisms for strategic projects.

B. Implementation Measures

1. Identify Funding Sources and Financing Tools: Building on the Economic Development Strategy; maintain a "toolkit" of potential funding sources and financing mechanisms.
2. Identify Strategic Investments: Seek opportunities to make public investments that are likely to have positive economic development effects and advance private sector projects, as appropriate.

11.8.2 EXPLORE THE CREATION OF AN ECONOMIC DEVELOPMENT CORPORATION

A. Policy

1. An Economic Development Corporation (EDC) could be established to expand the City's ability to invest in real estate ventures, potentially expediting downtown development activities through catalytic projects. The City should explore the potential for establishment of a local EDC in Dublin.

B. Implementation Measures

1. Explore the EDC Concept: Identify and analyze the range of EDC business/financial and legal models that could be appropriate for the City of Dublin and advance the concept, as appropriate.

City of Dublin

General Plan

Chapter 12

ENVIRONMENTAL RESOURCES MANAGEMENT: WATER RESOURCES ELEMENT

12.1 INTRODUCTION

An adequate and high quality water supply is considered a basic need, and the use and quality of water has long been regulated by government. Since water moves easily across jurisdictional boundaries, much of the regulation is at the regional, state and federal levels. However, since cities and counties have legal authority over development and land use, they must consider the adequacy of water supplies and how development affects the quantity and quality of water available for other beneficial uses.

The long term adequacy of groundwater and surface water resources has become a major public concern in California. Water related issues include lowered groundwater levels and salt loading, increased stormwater runoff, sediment and pollutants in runoff, water diversions into and out of the watershed of the greater San Francisco Bay Area, summer rationing in dry years, the water needs of fish and wildlife, the rates of water usage, conservation methods, water storage limitations, the growing re-use of water and continuing changes in state and federal regulations.

The City of Dublin does not control the supply or the delivery of water to customers, nor does the City control cost and pricing mechanisms related to water supply. The City does not manage regional flood control facilities either. However, the City works in collaboration with other agencies that provide these services, and therefore the scope of the Water Resources Element reflects this reality. The scope of City influence extends mainly to promoting and encouraging water conservation among business and residential users, implementing Low Impact Development measures to help treat stormwater, as well as managing the stormwater runoff and pipelines that lead to flood control facilities. The Water Resources Element is intended to guide these efforts.

12.1.1 PURPOSE

The primary purpose of this element and the reason for including this optional Element in the Dublin General Plan is to ensure that the City's water resources are sustained and protected, and to consolidate information and polices related to the conservation and management of water resources, riparian corridors, and watershed lands. The Water Resources Element also defines the stormwater facilities needed to serve Dublin at buildout of the General Plan.

12.1.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

California Government Code Section 65302 requires a Land Use Element that includes the location and extent of various land uses, and a Conservation Element that includes water and its hydraulic force, rivers and other waters. Section 65302 also states that the Conservation Element may cover control of streams and other waters, protection of watersheds, and flood control. Note, however, that Government Code Section 65301(a) allows a legislative body to adopt a General Plan in any format deemed appropriate or convenient.

Some other water-related topics are addressed in other Elements. Water availability as a factor in future development is addressed in the Land Use Element. The Conservation Element addresses riparian corridors and erosion/siltation control. The Schools, Public Lands, and Utilities Element addresses

water supply and connections to public water systems. The Public Safety Element addresses flood hazards, fire suppression, and hazardous materials.

The Water Resources Element has been developed to be consistent with and complementary to other Elements. References to policies in other Elements are provided where they support or implement the objectives of the Water Resources Element.

1.3 Scope and Organization

The Water Resources Element is organized as follows:

Section 2 reviews the Legislation and the Regulatory Environment, Water Sources, Water Demand and Use, Conservation and Efficiency, and how to ensure Water Quality and Manage Urban Runoff.

Section 3 includes the City's policies to manage water resources, use water efficiently, and ensure water quality, flood protection, and manage stormwater.

12.2 BACKGROUND

12.2.1 KEY LEGISLATION AND THE REGULATORY ENVIRONMENT

The regulatory environment for water resources can generally be divided into three categories: water supply, water use and conservation, and water quality management. Recent legislation is described briefly below, which explains what is required by mandate and offers insight into why Dublin has some of the ordinances and requirements that it does.

Water Supply Legislation

In 2001, two water supply planning bills were enacted that require greater coordination and more data to be shared between water suppliers and local land use agencies for large development projects.

Senate Bill 610 requires a Water Supply Assessment (WSA) for any development project of more than 500 housing units (or the commercial/mixed-use equivalent). The WSA needs to be part of any CEQA document prepared for the project. If there is not adequate water to reliably supply the project in normal, dry, and multiple dry years, new water sources need to be identified.

Senate Bill 221 prohibits any land use agency from approving a subdivision map of more than 500 housing units (or 10% increase in the total number of existing water connections) unless there is written verification from a water provider that a sufficient and reliable water supply is available.

Water Use and Conservation Legislation

Senate Bill X7-7 was enacted in November 2009, requiring all water suppliers to increase water use efficiency. The legislation sets a statewide goal of reducing per capita urban water use by 20% by December 31, 2020. Collectively, the State of California shall make incremental progress towards this goal by reducing per capita water use by at least 10% by December 31, 2015.

Assembly Bill 1881, the Water Conservation in Landscaping Act of 2006, requires that local jurisdictions

prepare and adopt a Water Efficient Landscaping Ordinance (WELO). The intent of requiring a WELO for each California jurisdiction is to ensure the installation of water efficient landscapes in new development and to reduce water waste in existing landscapes.

Water Quality Legislation

The federal Clean Water Act (CWA) was amended in 1987 to address urban stormwater runoff pollution of the nation's waters. In 1990, the United States Environmental Protection Agency promulgated rules establishing Phase 1 of the National Pollutant Discharge Elimination System (NPDES) stormwater program.

The California Regional Water Quality Control Board issued the Alameda Countywide NPDES Municipal Stormwater Permit in 2003 to the Alameda Countywide Clean Water Program, of which Dublin is a member. In October 2009, the California Regional Water Quality Contro Board issued the Municipal Regional Stormwater NPDES Permit to the Alameda Countywide Clean Water Program, as well as to permittees in Contra Costa County, Santa Clara County, San Mateo County, Fairfield-Suisun, and Vallejo. Provision C.3 of the permit requires all jurisdictions to use their planning authorities to include appropriate source control, site design, and stormwater treatment measures in development projects to address both soluble and insoluble stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects. This goal is to be accomplished primarily through the implementation of low impact development (LID) techniques.

12.2.2 WATER SUPPLY

Potable Water

The Dublin San Ramon Services District (DSRSD) is the water retailer for residents in the City of Dublin and the Dougherty Valley portion of the City of San Ramon. DSRSD buys wholesale potable water from Zone 7 of the Alameda County Flood Control and Water Conservation District (also referred to as the Zone 7 Water Agency, or Zone 7). Zone 7 obtains water most of its water supply from the State Water Project (SWP), with additional supplies derived from the local watershed and the Byron Bethany Irrigation District. Zone 7 uses the main groundwater aquifers in the Tri Valley area to store imported water. Approximately eighty percent of the valley's water comes from the SWP, traveling from the Sierra Nevada mountains through Lake Oroville and the Sacramento/San Joaquin Delta. The water is then pumped into the South Bay Aqueduct near Tracy, where it enters the Tri-Valley. Zone 7 also pumps DSRSD's groundwater quota for delivery to DSRSD customers.

> *Our mission is to efficiently provide high quality wastewater and water services to the communities we serve in an environmentally and fiscally responsible manner.*

Recycled Water

To improve the reliability of the Tri-Valley's water supply, particularly in dry years, DSRSD and East Bay Municipal Utility District (EBMUD) created the San Ramon Valley Recycled Water Program (SRVRWP) in 1995. The partnership has built a water recycling plant adjacent to the DSRSD wastewater treatment facility and a backbone transmission system that connects to DSRSD and EBMUD recycled pipelines. DSRSD personnel operate these facilities on behalf of the partnership. Recycled water is used in the Tri Valley area primarily by large irrigation customers: golf courses, parks, greenbelts, roadway medians, schools, office complexes, and common areas in homeowner associations. A joint powers authority, the DSRSD-EBMUD Recycled Water Authority (DERWA), governs the partnership. Two directors from each agency serve on the DERWA Board of Directors.

Wastewater Collection and Treatment

DSRSD owns and operates sewers in the cities of Dublin and San Ramon and a wastewater treatment plant in the City of Pleasanton. Under contract, DSRSD also treats wastewater collected by the City of Pleasanton. DSRSD's service area is shown in Figure 12-1.

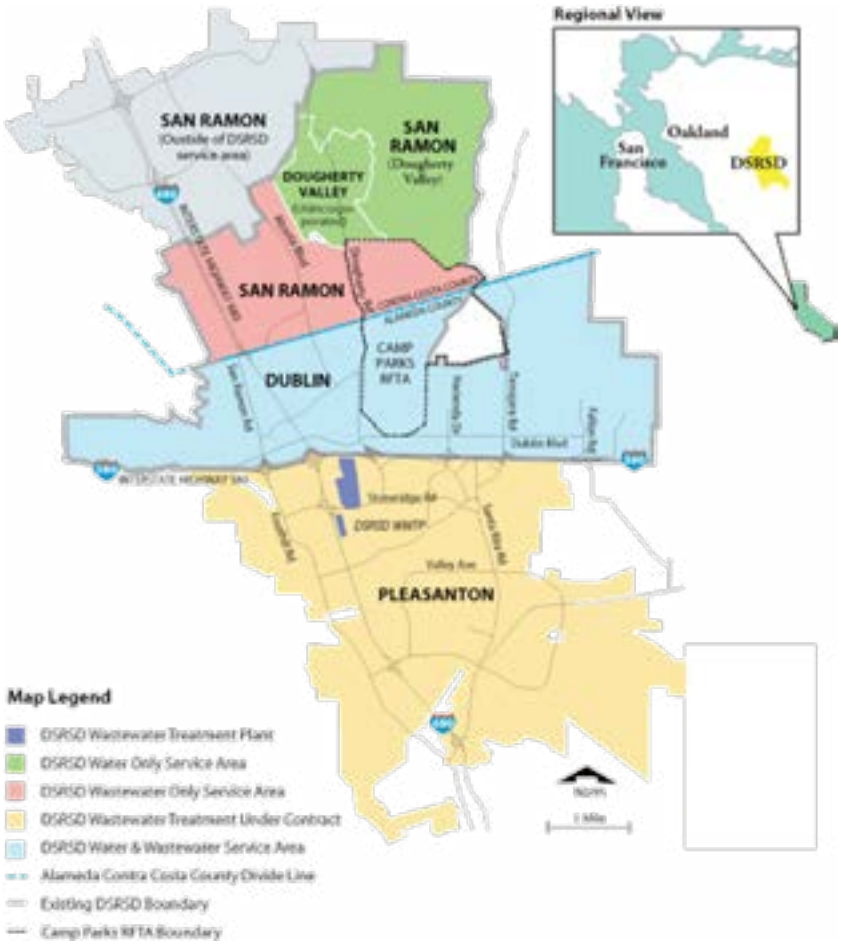


Figure 12-1: DSRSD Service Area
Source: DSRSD Urban Water Management Plan (2010)

Two wastewater treatment plants serve Tri-Valley residents, businesses, and institutions. DSRSD operates the plant located in the City of Pleasanton, which has a capacity of 17 million gallons per day (MGD). The City of Livermore operates the other plant, which has a capacity of 8 MGD. Regional wastewater disposal matters are the business of the Livermore Amador Valley Water Management Agency (LAVWMA), a joint powers authority formed in June 1974 between DSRSD and the cities of Pleasanton and Livermore. LAVWMA is responsible for maintaining the pipeline that transports treated wastewater from the two treatment plants to San Lorenzo. It is discharged into San Francisco Bay by the East Bay Dischargers Authority, another joint powers authority formed by cities and agencies in the East Bay, which operates and maintains a large outfall system to the Bay.

12.2.3 WATER DEMAND AND USE

Potable and Recycled water use in Dublin has generally risen from 2002-2012, as illustrated in the table below. Much of this increased water usage is the result of planned growth.

Table 12.1 | **DSRSD WATER DEMAND IN DUBLIN, 2002-2012**

	DUBLIN SAN RAMON SERVICES DISTRICT WATER DEMAND (MILLIONS OF GALLONS PER YEAR)										
TYPE OF USE	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**
Commercial	333.3	558.3	557.6	511.8	455.2	519.0	405.9	278.5	262.4	266.5	267.4
Industrial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Institutional	357.2	364.0	356.9	363.9	338.1	347.2	389.1	281.9	248.3	242.8	249.1
Irrigation	457.6	433.8	445.7	351.3	387.3	405.4	428.6	372.5	350.6	350.4	391.1
Multi-Family	204.4	227.2	235.3	268.1	261.2	284.3	312.9	320.8	323.5	330.4	337.2
Single-Family	941.7	959.6	1,041.8	1,011.9	1,050.2	1,074.7	1,094.5	1,005.4	957.5	954.6	1,075.5
TOTAL WATER DEMAND	**2,294.2**	**2,542.9**	**2,637.3**	**2,507.0**	**2,492.0**	**2,630.6**	**2,630.9**	**2,259.2**	**2,142.2**	**2,144.7**	**2,320.2**
RECYCLED WATER	**14.9**	**99.5**	**72.9**	**319.8**	**182.3**	**301.7**	**306.0**	**315.9**	**295.8**	**355.5**	**398.7**

Source: DSRSD (2013)

The largest categorical consumer of water is residential users, and more specifically, single-family residential users. Although the total water demand over the past 10 years has increased for the single-family residential category, the total number of single-family households has increased at a greater rate than the total water demand rate. Therefore, the average annual consumption of a single-family household has decreased from 140,700 gallons per year in 2002 to 117,200 gallons per year in 2012 (Source: DSRSD, 2013). This 16.4% decrease in the average household consumption is due to many factors, including a greater use of water efficient features, installation of more water-efficient landscapes, and greater public education regarding the importance of water conservation.

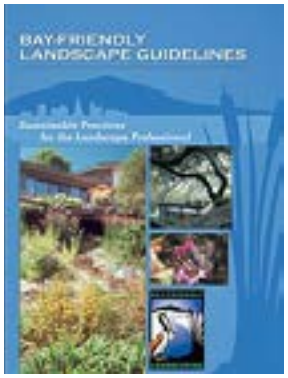
12.2.4 WATER CONSERVATION AND EFFICIENCY

DSRSD has a comprehensive Water Conservation Program in place that includes both supply- and

demand-side measures, including audits, incentives, optimal management practices, enforcing wastewater and landscape regulations, education programs, support activities, metering, and pipe replacement. DSRSD also recommends that local cities require water conservation measures as a standard feature in the design and construction of proposed development projects.

The City of Dublin currently utilizes several means to promote water conservation and efficiency in new development:

- Implementation of Chapter 8.88 of the Municipal Code (Water Efficient Landscape Regulations) which requires that development projects of a certain size and scope be designed with landscape materials and maintenance that is sensitive to reducing water use. Chapter 8.88 conforms to the state mandate to either have a local Water Efficient Landscape Ordinance or require that new projects conform to the statewide Water Efficient Landscape requirements.
- Implementation of Chapter 7.94 of the Municipal Code (Dublin Green Building Code), with the purpose of enhancing the design and construction of buildings and encouraging sustainable construction practices in several categories including water efficiency and conservation.
- Participation and collaboration with outside organizations and agencies on programs to educate the public and provide hands-on assistance to increase water conservation efforts.



The City is also committed to conserving water to the greatest degree possible in public facilities such as community buildings and parks. The City follows the requirements of the Water Efficient Landscape Regulations at all civic sites and implements the recommendations of the Bay Friendly Landscape Guidelines for water-efficient landscapes. In addition, the City has been aggressive in utilizing water efficient appliances and features in the construction of new civic buildings and when remodeling existing facilities. For example, the Shannon Community Center was designed and constructed to LEED Silver certification standards, and included several water conservation elements that contributed to that effort.

12.2.5 WATER QUALITY, FLOOD PROTECTION, AND STORMWATER MANAGEMENT

Historically, the Tri-Valley has experienced relatively frequent, but substantial, flooding because many streams which drain large areas of impermeable soils converge in the area. During periods of intense rainfall, runoff rapidly causes some stream flows to exceed floodway capacities and inundate adjacent areas.

Extensive flood channel improvements required of development projects during the past 20 years have significantly reduced this type of flood hazard. As a result of good planning and system maintenance, the Tri-Valley now experiences minimal flood damage compared with many other areas of California.

Responsibility for flood protection in Dublin lies with Zone 7, which maintains improved flood-control channels and installs new drainage channels. Under Zone 7 permits, development projects have improved many of the existing channels and have created new flood protection facilities. Zone 7 continues to work with local jurisdictions and the development community to identify means and methods to provide greater flood protection in its service area. In 2006, Zone 7 adopted the Stream Management Master Plan (SMMP), which incorporates multi-benefit projects to address flood protection.

The local storm drainage system consists of underground pipes, local channels and watercourses, and vegetated swales throughout newer neighborhoods. These facilities carry water runoff within the drainage basin to the flood-control channels and further to regional stormwater facilities. Developers of new projects must install adequately-sized storm drains to connect to the City's existing underground storm drain network.

To accommodate future buildout in accordance with the General Plan, the City will continue to require that new developments install appropriately-sized storm drains. The City also schedules improvements to older portions of the storm drain network through the City's Capital Improvement Program.

Dublin currently utilizes several means and methods to ensure that the City's stormwater is properly managed and treated by the time it enters regional flood control facilities in compliance with NPDES and other required permits:

- Implementation of Chapter 7.20 of the Municipal Code (Watercourse Protection), which is enacted to safeguard and preserve watercourses, protect lives and property, prevent damage due to flooding, protect drainage facilities, control erosion and sedimentation, restrict discharge of polluted materials, and enhance recreational and beneficial uses of watercourses.
- Implementation of Chapter 7.74 of the Municipal Code (Stormwater Management and Discharge Control Ordinance), which is designed to ensure the future health, safety and general welfare of Dublin citizens by eliminating non-stormwater discharges to the municipal storm drain system and reducing pollutants in stormwater discharges to the maximum extent practicable;

- Implementation of the Dublin Clean Water Program, which is a federally-mandated program under the federal Clean Water Act. The purpose of the Clean Water Program is to eliminate pollutants, such as oil, dirt, pesticides, litter, and other similar contaminants, from entering the storm drain system so only clean water enters our waterways and ultimately the San Francisco Bay. The City conducts public education and outreach efforts as well as responds to reports of clean water violations; and
- Monitoring construction sites to ensure adequate Best Management Practices (BMPs) are implemented to reduce water pollution during construction in compliance with the State General Construction Permit issued by the California State Water Resources Control Board.

12.3 GUIDING AND IMPLEMENTING POLICIES

12.3.1 WATER SUPPLY

A. Guiding Policy

1. Work with Zone 7 and DSRSD to secure an adequate water supply for, and provide water delivery to, existing and future customers in Dublin.

B. Implementing Policies

1. In anticipation of planned future growth, continue working with DSRSD and Zone 7 to plan and provide for sufficient future water supplies.

12.3.2 WATER CONSERVATION AND EFFICIENCY IN EXISTING DEVELOPMENT

A. Guiding Policy

1. Increase water conservation efforts and strive to maximize water use efficiency in existing residential, commercial, and industrial buildings and grounds.
2. Support DSRSD in extending recycled water service to established areas of Dublin.

B. Implementing Policies

1. Encourage DSRSD to continue offering free water saving devices to any DSRSD customer.
2. Encourage Zone 7 to continue its on-going rebate program for water-conserving fixtures and appliances.
3. Continue collaborative efforts and programs with outside organizations such as the California Youth Energy Services (CYES), which trains and employs local youth to provide resource conservation audits and water/energy retrofits to local residences ("Green Home Audits").
4. Continue collaborative efforts with DSRSD to plan for and convert existing customers to utilize recycled water.

12.3.3 WATER CONSERVATION AND EFFICIENCY IN NEW DEVELOPMENT

A. Guiding Policy

1. Promote the conservation of water resources in new development

B. Implementing Policies

1. Continue implementation of the Water Efficient Landscape Regulations, which requires grouping plants with the same water requirements together (hydrozoning), the installation of water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls, and the minimal use of turf.
2. Support DSRSD's ongoing efforts to extend recycled water infrastructure ("purple pipe") to new locations.
3. Continue implementation of the Green Building Code to ensure that the design, operation, construction, use, and occupancy of every newly constructed building or structure is subject to assessment of its efficiency features.

12.3.4 WATER CONSERVATION AND EFFICIENCY IN PUBLIC FACILITIES

A. Guiding Policy

1. Promote the conservation of water resources in public facilities.
2. Promote the use of recycled water in public facilities.

B. Implementing Policies

1. Retrofit existing parks with new irrigation controllers that link to a centralized irrigation system that downloads daily weather reports from a local weather station and adjusts the amount of irrigated water applied to each park each day.
2. At the completion of each public construction and/or capital improvement project, conduct an irrigation audit to ensure proper water utilization.
3. Ensure that future publicly-owned facilities (e.g. street medians, park sites) have a healthy growing environment by receiving soil that is appropriate to support plant growth. The soil is typically provided by the developer dedicating the median and/or park site, so the soil to be provided shall meet City standards.
4. Continue to demonstrate low water-use techniques at public parks and other City-owned facilities.
5. During construction or reconstruction of public facilities, institute water conservation measures such as hot-on-demand water faucets, low-flush toilets, and low water-using appliances to the greatest degree possible.
6. In the design and construction of all public facilities, utilize Bay Friendly Landscape Guidelines for water-wise landscaping.
7. When recycled water lines are extended to established areas in Dublin, examine retrofitting public facilities and connecting existing public landscape irrigation systems to the recycled water distribution system.

12.3.5 WATER QUALITY, FLOOD PROTECTION, AND STORMWATER MANAGEMENT

A. Guiding Policies

1. Protect the quality and quantity of surface water and groundwater resources that serve the community.
2. Protect water quality by minimizing stormwater runoff and providing adequate stormwater facilities.
3. To minimize flooding in existing and future development, design stormwater facilities to handle design-year flows based on buildout of the General Plan.

B. Implementing Policies

1. Support Zone 7's efforts to complete planned regional storm drainage improvements.
2. With the goal of minimizing impervious surface area, encourage design and construction of new streets to have the minimum vehicular travel lane width possible while still meeting circulation, flow, and safety requirements for all modes of transportation.
3. Discourage additional parking over and above the required minimum parking standards for any land use unless the developer can demonstrate a need for additional parking.
4. Conserve the City's urban forest, including trees in parks as well as street trees, so as to continue and enhance surface water filtration and community character.
5. Review design guidelines and standard details to ensure that developers can incorporate clean water runoff requirements into their projects.
6. Maximize the runoff directed to permeable areas or to stormwater storage by appropriate site design and grading, using appropriate detention and/or retention structures, and orienting runoff toward permeable surfaces designed to manage water flow.
7. Review development plans to minimize impervious surfaces and generally maximize infiltration of rainwater in soils, where appropriate. Strive to maximize permeable areas to allow more percolation of runoff into the ground through such means as bioretention areas, green strips, planter strips, decomposed granite, porous pavers, swales, and other water-permeable surfaces. Require planter strips between the street and the sidewalk within the community, wherever practical and feasible.
8. Continue conducting construction site field inspections to ensure proper erosion control and materials/waste management implementation to effectively prohibit non-stormwater discharges.
9. Support Zone 7 in updating and implementing its Stream Management Master Plan so as to protect and enhance the water quality of streams and groundwater.
10. Ensure adequate setbacks from creeks/waterways and development. Retain existing vegetation where feasible and, where necessary, plant buffers with native plant species.

City of Dublin

General Plan

Chapter 13

ENVIRONMENTAL RESOURCES MANAGEMENT: ENERGY CONSERVATION ELEMENT

13.1 INTRODUCTION

13.1.1 THE NEED FOR ENERGY CONSERVATION

Increasing energy efficiency and the availability of renewable energy has immense potential to both reduce greenhouse gas (GHG) emissions and preserve resources. The energy needed to heat, light, and power buildings within the community is a direct source of GHG emissions. The reduction of GHG emissions is a cornerstone of the City's adopted Climate Action Plan and a key goal of the City in the coming years. Reductions in energy use can be achieved in a variety of ways, which include optimizing energy efficiency in new construction; retrofitting existing buildings to reduce energy consumption; promoting energy and water conservation and efficiency; and advancing the use of renewable energy. Other methods to increase community energy efficiency include subsidizing energy management services such as energy audits for residents and businesses and ensuring that developers and building contractors are trained on energy conservation and efficiency.

There are many agencies – both regulatory and service agencies – that play a role in increasing energy efficiency and decreasing energy consumption at the local level. These agencies include governmental organizations such as the California Energy Commission (CEC), the California Public Utilities Commission (CPUC), and the energy provider in the City of Dublin: Pacific Gas and Electric (PG&E).

The CPUC's 2011 California Energy Efficiency Strategic Plan envisions that, by 2020, California's local governments will be leaders in using energy efficiency to reduce energy use and global warming emissions both in their own facilities and throughout their communities. The CPUC sees local governments taking a very active role in enabling the market transformation to greater energy efficiency through efforts to provide both incentives, as well as regulatory requirements to mandate decreased energy consumption.

The City of Dublin does not control the supply or the delivery of energy to customers, nor does the City control cost and pricing mechanisms related to energy supply and delivery. However, the City works in collaboration with the agencies and organizations that provide and support these services, and therefore the scope of the Energy Conservation Element reflects this reality. The City's influence extends mainly to promoting and encouraging sustainable and reliable energy generation, supporting the education efforts of other agencies, and promoting energy conservation among business and residential users. The Energy Conservation Element is intended to guide these efforts.

13.1.2 PURPOSE

The primary purpose and reason for including this optional element in the Dublin General Plan is to ensure that the City is taking an active role in encouraging and promoting energy conservation at every level, and to consolidate information and polices related to energy supply, current conservation programs, and opportunities for future improvements.

13.1.3 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS AND OTHER CITY DOCUMENTS

California Government Code Section 65302 requires a General Plan Land Use Element that includes the location and extent of various land uses and a Conservation Element that addresses certain key topic areas. Government Code Section 65301(a) allows a legislative body to adopt a General Plan with any additional elements in any format deemed appropriate or convenient.

The Energy Conservation Element has been developed to be consistent with, and complementary to, other General Plan Elements. References to policies in other Elements are provided where they support or implement the objectives of the Energy Conservation Element.

Other relevant City policy documents that address energy conservation include the 2013 Climate Action Plan Update, Dublin Green Plan (approved in 2011), the Energy Action Plan (completed in 2012), and the City's Green Building Code.

13.1.4 SCOPE AND ORGANIZATION

The Energy Conservation Element is organized as follows:

Section 2 reviews the Legislation and the Regulatory Environment, Energy Supply, Energy Demand, and Energy Efficiency and Conservation Efforts (both underway and planned for the future).

Section 3 includes the City's guiding and implementing policies for Energy Conservation in Existing Development, New Development, and Public Facilities.

13.2 BACKGROUND

13.2.1 KEY LEGISLATION AND THE REGULATORY ENVIRONMENT

The regulatory environment for energy use can generally be divided into two categories: energy supply and energy use/conservation. Salient legislation is described briefly below, which explains what is required by mandate and offers insight into why Dublin has some of the ordinances and requirements that it does.

Energy Supply Legislation

Senate Bill 1078, Senate Bill 107, and Executive Order S-14-08—the Renewables Portfolio Standards. In 2002, the California Senate passed SB 1078 requiring public utilities to gradually increase the percentage of their energy supply generated from renewable sources, reaching 20% renewable content by 2017. SB 107 accelerated the time frame of SB 1078 for it to take effect in 2010. In November of 2008, Executive Order S-14-08 was signed, which increased the amount of renewable power generation to 33% by 2020. Renewable energy could include wind, solar, geothermal, or any "Renewables Portfolio Standard (RPS)-eligible" sources. This means that, over time, an increasingly larger share of the energy provided to homes and businesses in the City of Dublin will be generated with clean power.

Assembly Bill 811, the Property Assessed Clean Energy (PACE) bill. The passage of this bill authorized all California cities and counties to designate areas within which willing property owners could enter into contractual assessments to finance the installation of distributed renewable energy generation, as well as energy efficiency improvements, that are permanently fixed to the property owner's residential, commercial, industrial, or other real property. These financing arrangements allow property owners to finance renewable generation and energy efficiency improvements through low-interest loans that would be repaid as an item on the property owner's property tax bill.

Assembly Bill 117, Community Choice Aggregation. Signed into law in 2002, Assembly Bill 117, also known as Community Choice Aggregation (CCA), enables California cities and counties that form a joint powers authority to provide electricity to customers within their jurisdiction(s). Unlike a municipal utility, the CCA administrator is responsible for choosing the source of the power supplied to CCA customers, but does not deliver that power to customers. Instead, the investor-owned utility, e.g. PG&E, is required to deliver the power to CCA customers over their transmission and distribution lines, charging CCA customers for this service. Under AB 117, the investor-owned utility is also required to provide metering, billing and collection services to CCA customers.

Energy Use and Conservation Legislation

Assembly Bill 32, the California Global Warming Solutions Act of 2006. The passage of this bill in 2006 amplified the need for intensive energy efficiency efforts across California. The California Air Resources Board's (CARB) Draft Scoping Plan for Assembly Bill (AB) 32 implementation states that while "California has a long history of success in implementing regulations and programs to encourage energy efficiency . . . [it] will need to greatly expand those efforts to meet our greenhouse gas emission reduction goals." The Scoping Plan is currently being revised at the State level.

Title 24. Title 24 of the California Code of Regulations is a statewide standard applied at the local level by local agencies through building permits. It mandates how each new home and business is built in California. It includes requirements for the structural, plumbing, electrical, and mechanical systems of buildings and for fire and life safety, energy conservation, green design, and accessibility in and around buildings. For purposes of this element, the most applicable parts of Title 24 are Part 6 (the California Energy Code) and Part 11 (the California Green Building Standards Code).

Executive Order S-20-04 – Energy Efficiency in State Buildings. Executive Order S-20-04 was signed July 27, 2004, and directs the State to commit to aggressive actions to reduce the electricity use of state buildings by implementing cost-effective energy efficiency and green building strategies. To this end, the executive order directs all facilities owned, funded, or leased by the State (and encourages cities, counties, and school districts as well) to take measures to reduce grid-based energy purchases by 20% by 2015. This is to be done through cost-effective measures to increase energy efficiency and distributed generation technologies. These measures include designing, constructing, and operating all new and renovated facilities owned by the State and paid for with State funds as buildings certified "LEED Silver" or higher; seeking out office space leases in buildings with a EPA ENERGY STAR rating; and purchasing or operating ENERGY STAR electrical equipment whenever cost-effective.

13.2.2 ENERGY SUPPLY

Electricity

The City's electric power is supplied by a combination of private suppliers which sell power to PG&E for resale. It is PG&E's distribution system that provides electricity directly to the residential and commercial customers. The electricity is transported via a network of high-voltage transmission lines. Most electric power is brought to electric substations in the region via transmission lines connected to the statewide grid system. Electric power capacity is looked at on a subregional (rather than citywide) basis. Local electrical capacity is a function of (1) transmission network capacity to bring this power to Dublin and the greater Tri-Valley area, (2) capacity of the local substations to lower the voltages (or step down the power) to deliverable suitable voltage, and (3) the ability of the local distribution network to deliver adequate power to customers.

Natural Gas

Natural gas is a fossil fuel made of decomposed plant and animal material and is usually found near a petroleum reservoir. Natural gas is pumped from the underground reservoir into large transmission pipelines which transport the gas to local distribution pipelines. Some local distribution systems lead to underground storage. These natural gas storage areas are utilized during seasonal peaks. PG&E is the retailer for natural gas, which is delivered via their system directly to residential and commercial customers.

Alternative Sources

Heat and/or light collected from the sun produces solar energy. Common uses of solar energy are solar water heating systems, which use the sun to heat water, and photovoltaic facilities, which convert sunlight into energy. The climate in the East Bay, and more specifically in the Tri-Valley, is quite suitable for the implementation of solar energy technologies.

In early 2014, PG&E reached an important milestone – the utility delivered 22.5 percent of its power from eligible renewable resources. The utility is continuing to add more renewable energy to the power mix under California's renewable portfolio standard and is expected to reach 33 percent renewables by the end of 2020. PG&E is investing in a range of clean energy resources such as solar, wind, geothermal, biomass and small hydroelectric power.

In addition to more alternative sources being used by the utility provider, individual properties are increasingly generating their own power and drawing less off the grid. Every year, solar water heating systems are installed in Dublin homes, most often to heat pools. However, there have also been a number of large-scale solar installations on non-residential buildings, most notably at the Alameda County Santa Rita Jail, which has a solar energy system of 1.14 Megawatts. The system covers approximately three acres of the jail's roof, and, at the time it was installed, was the fourth-largest solar photovoltaic system in the world. Additionally, Carl Zeiss, the Dublin Ranch Golf Club Homeowners Association, American Swim Academy, Downtown Safeway, and Big O Tires all have solar installations that offset – or in some cases, provides all – the power needed to the business.

Wind energy is also a viable option in Dublin, which has conditions that are conducive to energy derived from this source. There are no wind energy facilities in the City, although the installation of small wind turbines is currently being considered on a few different commercial project sites.

13.2.3 ENERGY CONSUMPTION

In 2013, the City's Climate Action Plan was updated. The document contained data on the total energy consumption in Dublin, as shown in Table 13.1, below:

Table 13.1 | **ENERGY CONSUMPTION IN 2010**

SECTOR	ELECTRICITY CONSUMED	NATURAL GAS CONSUMED
Residential	100,679,670 kWh	Not reported
Commercial/ Industrial	178,203,608 kWh	Not reported
City-owned facilities	2,566,566 kWh	50,604 therms
Public lighting (street lights, traffic signals)	2,696,580 kWh	None

Source: Climate Action Plan Update (2013)

Notes: **kWh** = Kilowatt (power equal to 1,000 watts) hour
Therm = a unit of heat is equal to 100,000 British thermal units (BTU)

The Climate Action Plan noted that, between 2005 and 2010, residential electricity use increased by 11%, residential natural gas use increased by 16%, commercial and industrial electricity use decreased by 2%, and commercial and industrial natural gas use increased by 13%. However, these increases roughly correlate with the 21% increase in population that Dublin experienced in the same five-year period.

13.2.4 ENERGY CONSERVATION AND EFFICIENCY

- The City of Dublin currently utilizes several means to promote energy conservation and efficiency in new and existing buildings:
- Implementation of Chapter 7.94 of the Municipal Code (Dublin Green Building Code), with the purpose of enhancing the design and construction of buildings and encouraging sustainable construction practices in several categories including water efficiency and conservation. The Green Building Code was adopted in 2009 and requires residential projects over 20 units to reach 50 points on the GreenPoint Rated system. Alternatively, LEED for Homes, or another equivalent rating system, can be utilized if approved by the Building Official. The majority of new residential projects within the City are subject to the Green Building Ordinance. There are few to no planned residential projects within the City that are 20 units or less.
- Implementation of the 2013 California Green Building Standards Code, also known as the "Cal Green" Code, which was adopted by the City and became effective January 1, 2014.

This code requires efficiency measures to reduce energy use, water consumption, and will encourage alternate means of transportation, which will also provide energy reduction benefits.

- Participation and collaboration with outside organizations and agencies on programs to educate the public and provide hands-on assistance to increase energy conservation efforts such as:
    a. Supporting the StopWaste-initiated Energy Upgrade California program, which has been established throughout Alameda County to support retrofitting existing buildings to increase energy efficiency, water and resource conservation, and improve indoor air quality and health. The program provides a standardized countywide approach that identifies specific green retrofits to improve existing buildings. The City supports and continues to promote the program.
    b. Promoting solar installation within the community by providing information for businesses and residents with information to help make decisions about investing in a photovoltaic (PV) solar system. Furthermore, the City is a participant in the CaliforniaFIRST program, which provides access to financial assistance for business owners seeking to install PV systems.
    c. Partnering with Rising Sun Energy Center to promote energy conservation and sustainable living via a youth employment program, known as California Youth Energy Services (CYES). The CYES program is a youth and young adult summer employment and training program open to those who are 15–22 years old. The CYES program trains and employs local youth to provide resource conservation audits and retrofits to local residences in the form of a Green House Call.
    d. Promoting the use of PG&E's online MyEnergy tool, which allows users to track their personal energy use and adopt behaviors that reduce energy use. By using the tool, residential and commercial customers in Dublin can easily monitor the energy use of their home or office, compare the energy use of their building to that of similar buildings, and set goals for personal energy reduction. MyEnergy also provides users with ways to reduce energy use with little or no cost.
- Implementation of the City's reduced building permit fee for the installation of photovoltaic systems as an incentive for property owners to install solar electricity generating capacity on their homes and businesses.
- Implementation of the LED streetlight specification that requires all new development projects to install LED streetlights.
- Retrofitting existing parks with new irrigation controllers that link to a centralized irrigation system that downloads daily weather reports from a local weather station and adjusts the amount of irrigated water applied to each park each day.

The City is also committed to energy conservation to the greatest degree possible in City-owned public facilities such as community buildings and parks. In May 2011, with the help of Chevron Energy Solutions (Chevron ES), the City conducted an energy audit of all City facilities. From that audit, several recommendations were made for projects that would incorporate energy conservation measures as well as renewable energy options. Specifically, the Chevron ES evaluation examined the

potential for the following types of energy efficiency and alternative energy measures:

- Lighting fixtures and controls
- Building automation and controls
- Air-handling systems
- Equipment modifications
- Heating, cooling and ventilation (HVAC) replacement and/or upgrades
- Street lighting technologies
- Alternative energy production including photovoltaic systems and fuel cells
- Water irrigation systems

As a result of the audit, the City invested in energy efficient upgrades to the following facilities:

Street Lights – Citywide: Over 3,100 fixtures have been retrofitted. The high-pressure sodium cobra head lamps have been exchanged for energy-efficient LED streetlights. This conversion has benefited both the City's public safety responders as well as the public with improved lighting quality and reduced energy usage;

Dublin Civic Center: Installation of a 400 kW solar photovoltaic parking lot canopy system reduces site kWh consumption by 52%, HVAC improvements, window film application to reduce heat absorption, and interior/exterior lighting upgrades;

Dublin Library: Installation of a 200 kW solar photovoltaic parking lot canopy system reduces site kWh consumption by 52%, HVAC improvements, and lighting control improvements;

Shannon Community Center and Park: Installation of a 100 kW ground-mounted solar photovoltaic system reduces site kWh consumption by 66%, HVAC improvements, and interior/exterior lighting upgrades;

Fire Station 16: Installation of a 25 kW roof-mounted solar photovoltaic system reduces site kWh consumption by 40%, HVAC improvements, and interior/exterior lighting upgrades;

Fire Station 17: Installation of a 17 kW ground mounted solar photovoltaic system reduces site kWh consumption by 32% and interior/exterior lighting upgrades;

Fire Station 18: Installation of a 14 kW ground mounted solar photovoltaic system reduces site kWh consumption by 37% and interior/exterior lighting upgrades;

Dublin Aquatic Center: Installation of a 59 kW ground-mounted shade canopy solar photovoltaic system reduces site kWh consumption by 46%, solar thermal covers for the pool, upgraded pool pumps, and interior/exterior lighting upgrades; and

Dublin Senior Center: Installation of a 33 kW roof-mounted solar photovoltaic system reduces site kWh consumption by 26% and interior/exterior lighting upgrades.

In addition to modifications to existing facilities noted above, the City has been aggressive in utilizing energy-efficient appliances and features in the construction of new civic buildings and when remodeling existing facilities. For example, the reconstructed Shannon Community Center, completed in February 2009, was designed and constructed to LEED Silver certification standards, and included several energy conservation elements that contributed to that effort.

13.3 GUIDING AND IMPLEMENTING POLICIES

In implementing the policies below, City Staff and decision-makers will consider the potential negative impacts of clean technology when considering the appropriateness of its application.

13.3.1 ENERGY EFFICIENCY AND CONSERVATION IN EXISTING DEVELOPMENT

A. Guiding Policy

1. Educate Dublin residents and business owners/managers on the variety of energy programs available.
2. Encourage energy efficient improvements be made when residential and commercial properties change ownership.
3. Explore additional ways to support solar and wind power generation options.

B. Implementing Policies

1. The City shall continue to play an active role in educating residents and businesses about the various programs, tools, and incentives of the various agencies and organizations whose main function is to encourage and enable energy conservation. The City can continue to promote energy saving behaviors through information on the City website, tabling at public events, and by promoting competitions to reduce energy use between neighborhoods, among other strategies.
2. Encourage businesses and homeowners to participate in energy audits sponsored by PG&E. These efficiency reviews serve to educate the business owner/resident/homeowner and energy-efficiency strategies and provide information on energy efficient upgrades that may be necessary or desirable. The City could consider highlighting successful case studies on the City's website or in newsletter(s).
3. Encourage property owners and managers of commercial and multi-family residential buildings and sites to examine the outdoor lighting needs for their sites to determine if adjustments can be made and/or retrofits can be done to reduce lighting intensity (as appropriate) and utilize the most efficient fixtures.
4. The City could consider highlighting successful case studies, award programs, and other types of support for business owners/residents/homeowners making energy efficient upgrades to their buildings.
5. Consider creating energy efficient home/business contests to encourage the involvement and participation in energy-efficient upgrades.
6. Create a City-wide solar map to educate businesses and residences about the solar potential of their properties.
7. Consider creating a recognition program for commercial or residential projects that install large-scale solar or wind energy systems and to publicly commend and acknowledge

businesses or individuals that construct or remodel buildings that save more energy than required by *Title 24* or by the Cal Green Building Code.

8. Continue to implement parking lot tree planting standards that would substantially cool parking areas and help cool the surrounding environment. Encourage landscaping conducive to solar panels in areas where appropriate.

13.3.2 ENERGY EFFICIENCY AND CONSERVATION IN NEW DEVELOPMENT

A. Guiding Policy

1. Encourage the installation of alternative energy technology in new residential and commercial development.
2. Encourage designing for solar access.
3. Encourage energy efficient improvements be made on residential and commercial properties.

B. Implementing Policies

1. New development proposals shall be reviewed to ensure lighting levels needed for a safe and secure environment are provided—utilizing the most energy-efficient fixtures (in most cases, LED lights)—while avoiding over-lighting of sites. Smart lighting technology (e.g. sensors and/or timers) shall also be employed in interior and exterior lighting applications where appropriate.
2. New development projects shall install LED streetlights in compliance with the City's LED light standard.
3. In new commercial and residential parking lots, require the installation of conduit to serve electric vehicle parking spaces to enable the easier installation of future charging stations.
4. Encourage the installation of charging stations for commercial projects over a certain size and any new residential project that has open parking (i.e. not individual, enclosed garages).
5. Encourage buildings (and more substantially, whole neighborhoods) to be designed along an east-west axis to maximize solar exposure. Where feasible, require new development projects to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use; and to use regenerative energy heating and cooling source alternatives to fossil fuels.
6. Continue to implement parking lot tree planting standards that would substantially cool parking areas and help cool the surrounding environment. Encourage landscaping conducive to solar panels in areas where appropriate.
7. Promote and encourage photovoltaic demonstration projects in association with new development.
8. Consider creating a recognition program for commercial or residential projects that install large-scale solar or wind energy systems and to publicly commend and acknowledge businesses or individuals that construct or remodel buildings that save more energy than required by *Title 24* or by the Cal Green Building Code.

13.3.3 ENERGY EFFICIENCY AND CONSERVATION IN PUBLIC FACILITIES

The City has demonstrated its commitment to energy efficiency and conservation through the many efforts that have already taken place. The City has made a substantial investment in solar energy installations, updating and upgrading lighting and HVAC systems, and reducing water consumption (with the associated energy savings). The City will continue to be a model for businesses to follow and will continue to engage in efforts to further decrease energy use in public facilities throughout the community through the measures below.

A. Guiding Policy

1. Serve as a model for residents, local businesses, and public agencies by continuing to reduce the City's demand on energy resources.

B. Implementing Policies

1. When new buildings are constructed and when equipment is being replaced at existing buildings, continue to use the most energy efficient lighting, air conditioning, heating, and irrigation systems in City buildings, parks, and facilities.
2. Encourage the design of new City buildings to enable solar access.
3. Design public facilities to incorporate lighting levels needed for a safe and secure environment are provided—utilizing the most energy-efficient fixtures—while avoiding over-lighting of sites. Smart lighting technology (e.g. sensors and/or timers) shall also be employed in interior and exterior lighting applications where appropriate.

City of Dublin

General Plan

Appendix A

GENERAL PLAN AMENDMENTS

The following amendments have been made to the Dublin General Plan since its adoption in 1985 and are incorporated in this updated document.

AMENDMENT	APPROVAL	DATE ADOPTED	GP UPDATED
Downtown Specific Plan	Resolution No. 55-87	07-21-87	10-26-99
Hansen Hill Ranch	Resolution No. 21-89	02-27-89	10-26-99
Civic Center	Resolution No. 81-89	06-26-89	10-26-99
Donlan Canyon	Resolution No. 98-89	08-14-89	10-26-99
Revised Housing Element	Resolution No. 74-90	06-11-90	10-26-99
Dougherty Regional Fire District	Resolution No. 86-91	08-26-91	10-26-99
Dublin Meadows/JL Construction (Housing Element Revision)	Resolution No. 92-91	09-09-91	10-26-99
Western Dublin	Resolution No. 88-92	07-13-92	02-13-13
Technical Revisions	Resolution No. 115-92	09-14-92	10-26-99
Eastern Dublin	Resolution No. 53-93	05-10-93	10-26-99
BJ Dublin Commercial	Resolution No. 128-93	11-22-93	10-26-99
Hansen Ranch/CA Pacific Homes	Resolution No. 55-95	06-13-95	10-26-99
Arlen Ness Enterprises	Resolution No. 126-95	10-24-95	10-26-99
Trumark Homes	Resolution No. 49-96	05-14-96	10-26-99
Schaefer Ranch	Resolution No. 77-96	07-09-96	10-26-99
Alameda County Hazardous Waste Management Plan	Resolution No. 86-96	07-23-96	10-26-99
Eastern Dublin, Surplus Property Authority	Resolution No. 124-96	10-15-96	10-26-99
Traffic, Tri-Valley Model Amendments	Resolution No. 77-97	06-17-97	10-26-99
Park Sierra	Resolution No. 132-97	11-04-97	11-05-02
Eastern Dublin/Dublin Ranch	Resolution No. 140-97	11-18-97	10-26-99
Casterson	Resolution No. 53-98	05-05-98	10-26-99
Elevation Cap	Resolution No. 114-98	07-07-98	10-26-99
Eastern Dublin	Resolution No. 127-98	08-04-98	10-26-99
All Aboard Mini-Storage	Resolution No. 56-99	04-06-99	10-26-99
Greenbrier/Tassajara Creek	Resolution No. 32-00	03-07-00	11-05-02
Dublin Ranch Areas F, G, and H	Resolution No. 35-00	03-07-00	11-05-02
Corrie Center and Sybase	Resolution No. 90-00	06-06-00	11-05-02
Urban Limit Line	Resolution No. 209-00	12-04-00	11-05-02
West Dublin BART Specific Plan	Resolution No. 228-00	12-19-00	11-05-02
Downtown Core Specific Plan	Resolution No. 230-00	12-19-00	11-05-02
Eastern Extended Planning Area/Doolan Canyon	Resolution No. 66-02	05-21-02	11-05-02
Dublin Transit Center Project	Resolution No. 216-02	11-19-02	05-26-04

AMENDMENT	APPROVAL	DATE ADOPTED	GP UPDATED
Land Use Designation for Site 15A	Resolution No. 66-03	04-15-03	05-26-04
Eden Housing	Resolution No. 94-03	05-20-03	05-26-04
Housing Element Update (1999-2006)	Resolution No. 113-03	06-03-03	02-13-13
IKEA and Dublin Ranch Area F North	Resolution No. 47-04	03-16-04	02-15-05
Tralee Project and San Ramon Village Plaza	Resolution No. 144-04	07-20-04	02-15-05
Parks & Recreation Master Plan and Public/ Semi Public Policy	Resolution No. 233-04	12-07-04	02-15-05
Enea Properties Starward ROW Residential	Resolution No. 23-05	02-15-05	02-15-05
Dublin Ranch West Annexation Area	Resolution No. 43-05	03-15-05	04-01-06
Fallon Village	Resolution No. 223-05	12-06-05	04-01-06
Dublin Village Historic Area	Resolution No. 149-06	08-01-06	09-29-06
Wallis Ranch (aka Dublin Ranch West)	Resolution No. 19-07	02-20-07	05-25-07
Scarlett Court Planning Area	Resolution No. 55-07	05-01-07	08-15-07
Casamira Valley (aka Moller Ranch) and Vargas	Resolution No. 58-07	05-01-07	08-15-07
Bikeways Master Plan	Resolution No. 133-07	07-17-07	08-15-07
Anderson	Resolution No. 37-08	03-18-08	07-02-08
Community Design & Sustainability Element	Resolution No. 177-08	09-16-08	11-12-08
Schaefer Ranch South	Resolution No. 204-08	11-04-08	12-18-08
Croak & Jordan Medium Density	Resolution No. 210-08	11-18-08	12-18-08
Multi-Modal Map	Resolution No. 84-09	06-16-09	07-23-09
Arroyo Vista	Resolution No. 134-09	09-29-09	07-11-12
Dublin Ranch North (Redgewick)	Resolution No. 176-09	12-01-09	01-22-10
Housing Element Update (2009-2014)	Resolution No. 34-10	03-02-10	07-22-11
Scarlett Court ROW	Resolution No. 47-10	04-20-10	07-22-11
Grafton Plaza	Resolution No. 76-10	05-18-10	07-22-11
Nielsen Residential Project	Resolution No. 76-10	05-18-10	07-22-11
Downtown Dublin Specific Plan	Resolution No. 9-11	02-01-11	07-22-11
Sustainable Neighborhood Design Strategy Amendments to the Community Design and Sustainability Element	Resolution No. 20-12	02-21-12	03-23-12
Brannigan Street	Resolution No. 55-12	04-17-12	02-13-13
Silvera Ranch Phase 4	Resolution No. 55-12	04-17-12	02-13-13
Jordan Ranch 2	Resolution No. 92-12	06-05-12	02-13-13
Moller Ranch	Resolution No. 210-12	12-18-12	02-13-13
General Plan Update and New Economic Development Element	Resolution No. 54-13	04-16-13	04-16-13
Water Resources Element	Resolution No. 105-13	06-18-13	06-18-13

AMENDMENT	APPROVAL	DATE ADOPTED	GP UPDATED
Dublin Crossings	Resolution No. 187-13	11-05-13	04-07-14
The Village at Dublin/Persimmon Place	Resolution No. 198-13	12-03-13	04-07-14
Iron Horse Nature Park and Open Space	Resolution No. 200-13	12-03-13	04-07-14
Sub Area 3 and The Groves Lot 3	Resolution No. 19-14	02-18-14	04-07-14
Dublin Open Space Initiative	Not Applicable	06-03-14	12-19-14
Heritage Park and Downtown Dublin Specific Plan	Resolution No. 129-14	07-15-14	12-19-14
Energy Conservation Element	Resolution No. 130-14	07-15-14	12-19-14
ALUCP, Transit Ctr A–1 and Tassajara Highlands	Resolution No. 159-14	09-16-14	12-19-14
Bicycle and Pedestrian Master Plan	Resolution No. 170-14	10-07-14	12-19-14
Housing Element Update	Resolution No. 197-14	11-18-14	12-19-14
Dublin Crossing	Resolution No. 101-15	06-02-15	
Jordan/Subarea 3/Wallis Ranch	Resolution No. 165-15	10-06-15	