



8.0 streetscape design guidelines

8.1 introduction

The public realm, as it is commonly referred to, is the area contained in the public street right of way. This area is under public ownership and includes areas such as streets, sidewalks, open space, landscaping, lighting, and street furniture. Comprehensive planning and design of public and private streetscape elements can help establish a cohesive character and, ultimately, a stronger, more distinct identity for the City of Antioch. In the public realm, emphasis is placed on creating a safe and suitable pedestrian environment. Particular attention should be paid to the design of new and replacement sidewalks, crosswalks, use of storefront displays and merchandising to promote pedestrian traffic, and provision of sidewalk dining areas.



Figure 8.1.1 The public realm includes streets, sidewalks, landscaping and lighting

The guidelines in this chapter are intended to be used as a planning tool for public projects and to guide conditions of approval for private projects. These guidelines contain concepts, illustrations, images, recommendations, and

design guidance that will aid in implementation of public area improvements.

8.2 design objectives

The streetscape design guidelines aim to create a unified and visually attractive environment. This effort will ultimately act as an investment catalyst, encouraging private property upgrades and new development. Specifically, the intention of the design guidelines is to:

- A. Establish a clear sense of arrival, through a distinct change in landscape, built areas, or special entrance features;



Figure 8.2.1 An example of entrance features and landscaping that provides a sense of arrival

- B. Organize signage, lighting, and street furniture to give people a sense of direction and orientation;



Figure 8.2.2 The design of this public right of way accommodates multiple forms of travel

- C. Create a public realm that is safe, secure, and enjoyable;
- D. Establish a high quality street furniture palette that creates interest and comfort for the public realm;
- E. Establish a landscape palette that sets the proper tone, is easy to maintain, and is appropriate to the locale; and
- F. Balance the needs of the pedestrian with vehicular and bicycle traffic.

8.3 street materials and furnishings

The design of the public right-of-way, particularly paving, street furniture, landscaping, and lighting, should contribute to the evolving sense of place and character of the City of Antioch.

8.3.1 Paving

Smooth, attractive, and easy-to-navigate crosswalks are critical in attracting pedestrian use. Sidewalks need to be wide enough to comfortably accommodate pedestrian circulation patterns and to adequately buffer pedestrians from fast and noisy vehicular traffic. Crosswalks and key intersections also warrant special attention. They should be accentuated with special paving, bulb-outs, mini-plazas, and/or public art so that they stand out as important locations within the public realm.

A. Sidewalks

Sidewalks are the key pedestrian circulation component. They provide pedestrian access to virtually every activity and connect walking with other modes of travel, including automobiles and public transit. The pedestrian experience will play an important part in the functionality

and the economic health of the City of Antioch. The following are design guidelines for sidewalks and pedestrian treatments.

1. Sidewalks should have a “through pedestrian zone” that is kept clear of street furniture, landscape features, and other fixtures/obstructions. A minimum of five feet — preferably eight feet — should be reserved to allow for two people to walk comfortably side by side in compliance with the American Disabilities Act (ADA) requirements.
2. Sidewalk surfaces should be stable, firm, smooth, cleanable and slip-resistant.
3. Sidewalk paving pattern, color, and material should continue when driveways/curb cuts intersect. Where pedestrian circulation paths come in contact with vehicular circulation paths, crossing should clearly delineate a continuous pedestrian path (material change, contrasting color, or slightly raised surface).
4. Design features such as enhanced paving on walkways, landscaping, and lighting should be used to distinguish the pedestrian route from the vehicular route.
5. Sidewalks shall be well maintained, kept free of litter and cleaned regularly.



6. On-street parallel parking (Rivertown only) or diagonal parking, raised planters, and landscaped planting strips should be used to define the sidewalk edge and provide a buffer between pedestrians and moving vehicles.



Figure 8.3.1 An example of a sidewalk with planters defining the street edge

7. Planting areas, bike racks, street lighting, transit furnishings, newspaper racks, and other street furniture should be contained in the furnishings zone located between the sidewalk and curb to keep the “through pedestrian zone” free for walking.



Figure 8.3.2 A sidewalk featuring a wide “through pedestrian zone”

8. Raised planters adjacent to hard surfaces shall be fitted with skateboard deterrent devices that are tamper-proof, safe, attractive, designed to minimize liability and blend in with the character of the site.
9. Where appropriate, seating and outdoor dining opportunities can be accommodated in the area between the through pedestrian zone and the face of adjacent retail buildings.

B. Crosswalks

Pedestrian crossings are critical components of pedestrian mobility. On high volume streets, pedestrian crossings should be located at signalized intersections. Valuable improvements may include accent paving, additional landscaping, directional signs where appropriate, sidewalk extensions, and selected street furnishings consistent with the guidelines.



Figure 8.3.3 Crosswalks utilizing accent paving

The following are design guidelines for crosswalk treatments.

1. Crosswalks width shall comply with City standards. A 12 inch white stripe should be located approximately 18 inches from the crosswalk where cars should stop. Wider crosswalks are encouraged, particularly in areas with high pedestrian volumes.
2. Crossing distances should be minimized to the greatest extent possible. Uninterrupted pedestrian crossings without a central refuge island should be limited to a maximum of 50 feet.



Figure 8.3.4 Types of bulb-outs

3. Extensions of the sidewalk into the roadway at crosswalks are called “bulb-outs” or “curb extensions” and are designed to give pedestrians greater visibility as they approach the crossing. Bulb-outs decrease the distance users must cross as well as slow traffic. Sidewalk bulb-outs should be used where feasible given the requirements of traffic volumes and specific storm drainage conditions. Landscaping in bulb-outs should be kept to a minimum, always under 18 inches for driver and pedestrian visibility.
4. The turning radius at intersections should be reduced to minimize the crossing distance of pedestrians and help slow traffic. The presence of buses, trucks, and other large vehicles must be considered in designing turning radii.
5. Pedestrian crosswalks should be adequately lit, have clear sight distances, and be free of obstructions (i.e., foliage and poles at crosswalk entries and median refuge islands).
6. Where appropriate, in-pavement flashers in conjunction with sign mounted flashers should be considered at mid-block crossing areas.



Figure 8.3.5 Crosswalks utilizing countdown signal



7. Countdown pedestrian walk-signals should be employed at intersections with high vehicular and pedestrian traffic.

8.3.2 Street Furniture Palette

Street furnishings not only serve a utilitarian function but also improve the aesthetic quality of the public realm. Street furnishings include all items placed within the public right-of-way, such as streetlights, benches, bus shelters, bollards, trash receptacles, planters, tree grates/guards, bicycle racks, kiosks, and newspaper racks. Proper design and placement of street furnishings is extremely critical, and when properly executed, has the power to unify and bring new life to the City of Antioch. The following design guidelines should be considered when selecting and locating street furniture amenities.

A. High-quality street furniture conveys a sense of permanence and shows the community that the public realm is important and well protected.



Figure 8.3.6 High quality street furniture

B. Materials and colors should be carefully selected to create the desired aesthetic and vision for the public realm. Metal components are preferred and shall be powder-coated the same color to create a sense of continuity. Poured concrete may be used where appropriate. Wood slats shall be avoided.

C. The design and selection of street furniture should consider the safety, security, comfort, and convenience of the user. Prior to final selection, the Public Works Department should review choices for durability of materials and ease of maintenance after installation.

D. Street furniture should be securely anchored to the sidewalk and a graffiti-resistant coating should be applied to ensure a good appearance over the long term.

E. Street furniture should be located along the street edge of sidewalks. A clear and sufficient width should be maintained to accommodate pedestrian traffic.

F. Furnishings should be grouped together to create a more organized and efficient use of sidewalk space. Trash and recycling cans



Figure 8.3.7 The placement of a trash receptacle next to a bench encourages its use

should be located near benches with a variety of furnishings in higher pedestrian traffic areas.

G. Waste receptacles should have liners to prevent litter from leaking or falling out of the container. Plastic liners with a disposable, heavy-duty inner plastic bag are preferred. Avoid expensive metal liners that are not secured and are subject to theft.

H. Provisions to accommodate persons with disabilities should be incorporated into the design and location of furnishings. This includes a provision for space adjacent to walkways for wheelchair and/or stroller parking. A 48-inch clear zone should be maintained.

I. A six-foot bench, as well as trash and recycling receptacles, should be placed approximately every 100-feet in the high traffic areas of Rivertown, and should be clustered at transit stops and intersections.

J. Exterior electrical outlets or connection availability shall be provided where accent lights may be used. Additional outlets shall be provided to accommodate tree lighting.

K. The use of ADA compliant tree grates is required where proposed street trees would be located in the sidewalk area. Tree grates should be a minimum width of four feet and have progressive knockouts to allow for growth. Tree grates provide more clear pedestrian area while reinforcing the desired urban character.

L. Bicycle racks should be located near transit stops, civic uses, commercial areas, parking lots, and within parks and open spaces. Well placed and secure bicycle racks will encourage bicycle ridership and provide an attractive alternative to locking bicycles to trees and light poles. Along major streets, bicycle racks are required at key locations. The U-shape style

rack is recommended due to its functionality and ease of use. The rack design permits bicycles to be parked parallel to the sidewalk, which keeps bicycles out of pedestrian traffic.



Figure 8.3.8 A U-shaped style bicycle rack

M. Newspaper racks should be designed to house multiple publications in one permanent enclosure. Enclosures should open towards the sidewalk and be screened from view to create an organized street scene.



Figure 8.3.9 A screened newspaper rack enclosure limits the number of racks and opens to the sidewalk

N. Drinking fountains, bollards, kiosks, and other street furnishings should also be carefully



located throughout the City. Raised landscape planters or walls should be used to define selected sidewalk extensions, public plazas, and paseos. When properly placed, bollards help to delineate between vehicle and pedestrian zones and create a safe walking environment.

O. Kiosks should be located in key locations between parking and shopping areas and in the public parks. Kiosks effectively display information, direct visitors to rest rooms, plazas, ATMs, shopping areas, parking and other public facilities, and facilitate moving people throughout the City.



Figure 8.3.10 Kiosks provide pedestrian direction and identify the pedestrian circulation pattern for the center

P. Banners, telephone boxes, informational displays and other street furniture should be incorporated into streetscape improvements at appropriate locations such as poles at intersections for banners where none exist.

8.3.3 Landscaping

Landscaping in the public right-of-way,

including street trees, medians, parkways (landscaped strips between the street and sidewalk), and accent plantings, improves the appearance of roadways, complements private properties, and unifies the area. Plant materials and hardscaping should be easy to maintain, set the proper tone, be appropriate to the locale, and blend with other uses in the area. Landscaping can be used to frame, soften, and define important structures. Safety and environmental impacts should be considered when selecting and locating trees and other landscaping elements.

Urban “greening” is a key feature of redevelopment activities and, while this effort is not always “green” in the traditional sense, the focus of landscaping should be to create comfortable and attractive pedestrian spaces. The addition of appropriate street trees alone can be the single biggest improvement to a revitalized community. A suggested plant palette is shown in table 8-1.

A. General Guidelines:

1. Incorporate a combination of trees, shrubs, and ground cover into landscaping plans.
2. Emphasis should be placed on Mediterranean and California style landscaping, particularly indigenous plants, ornamental plants, vines, and flowers.
3. Landscaping should complement the overall design theme through the careful use of flower and leaf color and texture, plant forms and plant masses.
4. Landscaping in selected commercial areas can be accented with lighting features that convey a sense of security

for uses after dark. Well placed lighting can provide a sense of excitement to the evening landscape.

5. Street trees and ground cover may be planted in parkways adjacent to the curb where appropriate.



Figure 8.3.11 An example of appropriate placement of street trees with grass in the parkway

6. Trees, flowering plants, low ground cover, and grass are encouraged in setback areas.
7. A variety of height, textures, and colors should be used in the planting palette.
8. Trees and shrubs should be located and spaced to allow for mature and long-term growth.
9. Trees and shrubs should be selected to minimize root problems.
10. Plant materials specified for the pedestrian realm and the public open space areas are subject to City approval.
11. Walkways should be provided along the predominant paths of likely travel through landscaped areas to protect landscaping from foot traffic.

12. A protective barrier/fence between landscaped areas and pedestrian walkways should be used to protect plants and trees.



Figure 8.3.12 These barriers protect the landscaping from pedestrian traffic

13. Placement and choice of trees and large shrubs should avoid conflict with site features and utilities (water meter, gas meter, sewer laterals, fences, lighting, utility poles, driveways, walkways, fire hydrants, fire department sprinklers, standpipe connections, etc.)

B. Street Trees

Street trees play a key role in establishing a unified street scene, reducing perceived street



Figure 8.3.13 The trees on this street provide a comfortable environment for drivers and pedestrians



widths, and softening otherwise discordant arterials. When properly scaled, trees often make a street memorable through rich and vibrant foliage, colors, and textures. Accent trees should be used to call attention to important intersections, gateways, and other key locations.

The following guidelines attempt to create harmony and consistency within the City of Antioch. Generally, species should be chosen for their cleanliness, ability to survive in an urban environment, and appropriate scale in relation to the built environment (i.e. buildings). Street edge trees should provide shade and cool the City during the warm summer months.

The following are general guidelines for street planting and placement.

1. Trees that provide attractive fall colors, seasonal flowers, or shade are preferred.



Figure 8.3.14 The leaves of the Chinese Pistache change color in fall

2. Species native or naturalized to the region are encouraged. They tend to be easier to maintain and their appearance blends with surrounding regional vegetation.
3. For each block on a street, two species are recommended. A mix of species results in better long-term management because they are less prone to diseases and insects than use of a single specie. At the same time, too many species creates a discordant urban scene.
4. Street trees should be spaced approximately 30 to 50 feet apart on center depending on specific requirements of each individual species.
5. A minimum of six feet of structural soil depth should be provided for trees. The soil can be provided under tree grates and pavement.
6. Install structural soil systems to direct new root growth downward below

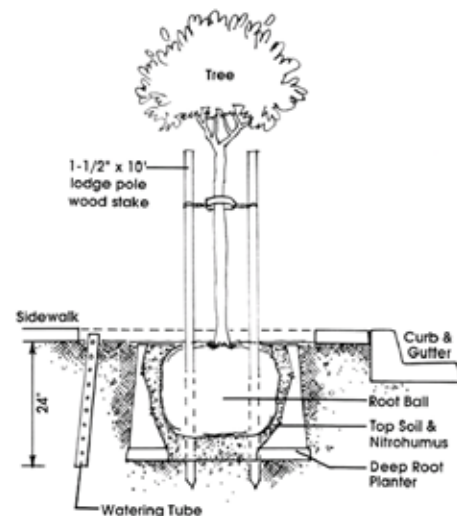


Figure 8.3.15 A deep root barrier contains root growth

hardscape areas. This helps to postpone root damage to surrounding hardscape and structures. Provide deep root watering and air to root systems when trees are planted within five feet of a building, paving, and/or curb so the life of the planted material can be sustained. Structural soil systems are preferred over root barriers as they are often more effective.

7. Trees in paved areas should be provided with "deep root" barriers, automatic irrigation, and metal tree grates of adequate size.
8. Tree grates with a minimum width of four feet are required in sidewalks and plaza spaces as the grates allow for



Figure 8.3.16 Tree planting characteristics vary between urban and suburban settings

improved accessibility and increased sidewalk usability. The mature tree trunk size should be considered when choosing grates.

9. Utilize at-grade planters and decomposed granite tree wells instead of tree grates within landscaped parkways and on neighboring streets. This treatment is more appropriate for residential applications. Generally these streets have wider pedestrian zones and are likely to have room to incorporate trees into the parkway planting area or in at-grade planters or tree wells.
10. If the sidewalk is new or being repaired, existing street trees should be placed in tree grates appropriate to current tree dimensions as determined by the Public Works Department and level with sidewalks to ensure that they are ADA compliant.
11. Street tree placement should consider utilities and adjacent businesses. Avoid conflicts with overhead power lines, utility lines, and structures based on mature growth of each species. Trees should align with property lines and not block views of storefront businesses or signs to the greatest extent possible.
12. Where sidewalk dimensions allow, 48-inch box street trees should be planted approximately 40 feet apart in five-foot tree grates adjacent to the curb. If trees placed in the ground interfere with underground utilities, trees in planters with irrigation should be located curb adjacent.
13. Street trees along major streets and



boulevards should be planted in tree wells with metal or concrete grates that are landscaped with materials approved by the City.

14. If the above guidelines cannot be met, a minimum expectation is a four-foot wide sidewalk unencumbered and tree grates that are ADA compliant.

C. Medians

Medians and pedestrian refuge islands play an important role as safety features and traffic calming measures. Landscaped medians provide a visual separation between oncoming traffic, provide areas for left-turn movements, and can potentially create a perceived narrow travel width that slows traffic. A median also provides opportunities for pedestrian refuge across wide traffic rights-of-way. They also provide additional opportunities to enhance the quality of the public realm. Medians can greatly influence how passing motorists perceive the overall quality of the community since they are located within the driver's primary line of sight. The following guidelines give general direction for the design of medians.

1. Select median trees that have high, upright branching structure to avoid interference with truck/vehicle traffic and to provide clear sightlines for pedestrians and vehicles.
2. Medians can also contain decorative structural elements such as railings, metal trellises or a fence less than three feet tall.
3. Shrubs, vines, and ground cover should be kept less than 4 feet tall to maintain sight distance lines for passing vehicles.
4. Plant materials should be kept below 18 inches at crosswalks and pedestrian



Figure 8.3.17 An example of an appropriate tree for a median

refuge islands.

5. Choose species that need minimal maintenance to ensure a clean and healthy appearance.
6. Select median colors that have a strong contrast with the driving lanes. Integral color, which changes the color of concrete, in the medians can help minimize the maintenance associated with stains, fading, and dirt. Warm earth



Figure 8.3.18 The pavers in this median contrast with the asphalt in the driving lanes

tones in the brick red to terra cotta range provide an excellent contrast to black asphalt. These are common colors for stained concrete. Avoid using colors in the gray range with blue or violet tones.

7. Medians should contain a combination of approximately 60% hardscape and 40% softscape with a minimum 18-inch paving strip at the perimeter of the median for maintenance workers to walk and to provide a buffer between plant materials and traffic lanes.
8. Intersection design should incorporate a median width no less than three feet when combined with a left-turn lane. This minimum width provides sufficient room for a pedestrian refuge island and directional signs.
9. Where possible, medians should utilize the same paving, directional signs, architectural features, and plant materials so that they become a unifying public realm feature throughout the City.
10. Medians with turning lanes or tapered ends should be enhanced with special paving.

D. Sidewalk Landscaping

Sidewalk landscaping should include planter pots, landscaped parkways, raised planters, and plaza landscaping. The City can implement some public right-of-way improvements as funding is secured and allocated, while other projects will require collaboration between private property owners and the City. Entities such as a business improvement district or a Main Street organization could help facilitate public/private cooperation. The following

are general guidelines that can help create a cohesive appearance for sidewalk landscape treatment projects.

1. Choose species that are hardy and not easily affected by varying temperatures, wind, or water supply. Some damage to plants and irrigation is anticipated near pedestrian traffic and tougher plant materials will help to maintain an attractive streetscape appearance.



Figure 8.3.19 Examples of different types of sidewalk landscaping

2. In Rivertown and other pedestrian-oriented areas, accent plants and flowers can be used in hanging baskets to bring charm and human scale to the streetscape.



Figure 8.3.20 Hanging baskets with plants and flowers can be placed on street lights



3. Choose ornamental and interesting species for highly visible areas such as seating areas, gateways, and intersections. Use plants with scent or contrasting foliage, color, and texture.
4. High speed streets should include landscaped planters / parkways between the sidewalk and street to buffer pedestrians from vehicular traffic.
5. Sight distance lines are critical to maintaining traffic and pedestrian safety. Keep plant materials below 18 inches for pedestrian safety and visibility at crosswalks and driveways.
6. Plant size at full growth should be considered when planting next to sidewalks to minimize the need for maintenance and pruning.
7. Flowering trees and fruit bearing trees should be avoided near pedestrian sidewalks to maintain clear passageways.

8.3.4 Lighting

One of the most important and effective ways to unify the public realm is through lighting. The lighting style selected for major streets and public open spaces plays a critical role in the overall image the city presents to residents and visitors.

- A.** Light fixtures along high traffic streets (five lanes or less) should be between 35 and 40 feet in height.
- B.** Pedestrian-scaled street lighting should be provided along sidewalks and pedestrian

pathways in addition to standard street lights. This is particularly desirable in Rivertown and other pedestrian-oriented areas. The average maintained horizontal illumination level for street lights should not be less than 0.9 foot candles in commercial areas, 0.6 foot candles in mixed-use areas, and 0.4 foot candles in residential areas.



Figure 8.3.21 An example of pedestrian scaled lighting

- C.** Pedestrian-scaled street lights should be provided at bus shelters in addition to standard street lights to provide heightened security for transit users.
- D.** When properly designed, specialized lighting effects that are often associated with restaurants, stores, entertainment venues, and plazas are highly desirable on commercial streets since they bring life and activity to the street environment.



Figure 8.3.22 The lights located in the trees provide a sense of the activity on the street

- E.** Electrical service for seasonal/event lighting shall be provided.
- F.** The lighting of building elements and garden walls is an effective and attractive technique. Light sources for wall washing and tree lighting should be hidden.
- G.** Lights should be shielded to minimize glare.
- H.** Exterior doors, aisles, passageways, and recesses should have a minimum illumination level of one foot candle during evening hours. These lights should be equipped with vandal-resistant covers.
- I.** Whenever possible, place lights at least 30 inches from the back of the curb.
- J.** Place lights at least 5 feet from the edge of the curb transition point nearest the driveway or curb cut. At signalized intersections, lights are generally mounted on the signal poles.
- K.** Trees should be pruned to prevent branches from obstructing street lights and photo cells.
- L.** Street lights should utilize color corrected high pressure sodium bulbs and contain internal reflectors to direct light downward.

M. Street lights should be sturdy enough to withstand potential vandalism and minimize maintenance.

N. Spacing for street lights on commercial streets will range from 100 to 150 feet, depending on the level of pedestrian traffic.



Figure 8.3.23 The spacing of lights depends on the level of pedestrian traffic

O. Lighting levels should be sufficient for the safety of site occupants and visitors but should not spill onto adjacent properties.

P. Lighting in a public surface parking lot should complement the architectural style of surrounding commercial uses, should not exceed 40 feet in height, and should minimize light pollution.



8.4 traffic calming

The objective of traffic calming measures is to reduce vehicle speeds and improve quality of the pedestrian environment, while conforming to required engineering standards. Typical traffic calming measures include refuge islands, bulbouts, street trees, accent paving, and narrow travel lanes. These simple, easy to incorporate methods can transform the overall quality of Antioch's street network, resulting in a safer, friendlier, and more beautiful public realm.

8.4.1 General Guidelines:

The following guidelines apply to all types of traffic calming measures.

- A.** Traffic calming should not conflict with emergency vehicles. In some cases, traffic calming methods may not be appropriate.
- B.** Traffic calming installations must address drainage, site, and utility conflicts.
- C.** Traffic calming on major streets should not divert traffic to smaller, residential streets.

8.4.2 Refuge Islands

A refuge island is a raised space separating two main directions of traffic movement. Refuge islands provide pedestrians with shorter crossing distances and an opportunity for rest.

- A.** Crossing distances should be minimized to the greatest extent possible. Pedestrian crossings without a central refuge island should be limited to a maximum of 50 feet.
- B.** Pedestrian refuge areas should be at least 4 feet wide to reduce the possibility of island users, particularly those in wheelchairs, from

projecting into the traffic lanes. The width of a refuge island walkway should not be less than the width of the crosswalk.



Figure 8.4.1 Well landscaped medians protect pedestrians that are crossing a street

- C.** The median should be extended a short distance beyond the edge of the crosswalk to ensure that turning vehicles do not encroach on the pedestrian refuge area.
- D.** Refuge areas should be level with the crosswalk and have an accented paving surface different in color and texture from surrounding surfaces. Stamped or textured concrete are preferred.



Figure 8.4.2 The color of the crosswalk and refuge island allow the pedestrian areas to stand out

8.4.3 Bulbouts

A bulbout describes the extension of curbs into the street at crosswalks. They reduce the distance that pedestrians must cross and attempt to slow traffic by narrowing the street.

A. Sidewalk bulbouts should be used where feasible considering the requirements of traffic volumes and storm drainage conditions.



Figure 8.4.3 An example of a bulbout

B. Intersections with bulbouts should be designed so that the outer travel lane has adequate clearance for large vehicles to turn.

C. Landscaping should be kept to a minimum in bulbouts. Bulbouts should be accented with stamped or textured colored concrete.

D. Special attention must be paid to drainage near bulbouts. If gutter flow cannot be accommodated around the perimeter of the bulbout, features such as a removable grate may be incorporated to facilitate water flow.

8.4.4 Street Trees

Street trees planted at the sidewalk edge and in medians tend to calm traffic because they appear to enclose and narrow the street. However, street trees should not interfere with vehicular or pedestrian visibility.

8.4.5 Accent Paving

Accent paving provides visual and audible cues for motorists to slow down and become more aware of pedestrian traffic. Therefore, pedestrian crossings should be accented with stamped or textured colored concrete.

8.4.6 Narrow Travel Lanes

Narrowing travel lanes encourages slower vehicle speeds and reduces pedestrian crossing distances. This technique should be used in environments such as Rivertown that experience a higher degree of potential conflicts, such as high pedestrian traffic, frequent turning movements, and parking vehicles. Travel lanes should be no wider than 12 feet.



Figure 8.4.4 An example of how a narrow travel lane can slow traffic



8.5 navigational sign system

The establishment of a clear and attractive navigational (also known as wayfinding) system allows visitors to find important services and attractions such as City Hall, the public library, performance venues such as El Campanil Theater, shopping areas, the Municipal Public Marina, parks, public parking, and transportation facilities. The following guidelines relate to the development of a citywide wayfinding program.

A. Gateways will be instrumental in providing a sense of arrival and transition into the City of Antioch and districts within the city. Physical elements of the entry, including medians, signs, archways, paving materials, and landscape planting materials, should function together to physically define the city and its districts. The primary entries should be located at significant entrance points along State Route 4 and other appropriate locations.



Figure 8.5.1 This arching welcoming sign welcomes visitors into a commercial district

B. A sign program should include directional signs with arrows and labeling to denote the locations of key destinations. Signs for different

districts, such as Rivertown or the Lone Tree Way corridor, may incorporate distinct logos, colors, or materials, but the directional signs should be similar enough to make them easy to use.

C. Directional signs should reflect design materials and components of the gateways and street signs to provide consistency and unity.



Figure 8.5.2 A sign that shows the location of different destinations

D. Directional signs should be oriented to vehicular traffic. Signs should be lighted, landscaped, and placed permanently at roadsides or within medians at key locations around the city. These signs should be smaller than gateways but similar in style.

E. Street signs are one of the best opportunities to provide a unifying element for Antioch and its districts. In the long-term, consideration should be given to developing a unique street sign program for different districts. Street signs should exhibit the following:

1. A color unique to the particular district;
2. A font selection consistent with desired character of each area;

3. A logo; and
4. Design components that are reflective of the gateway and directional signs.

8.6 public art

Public art creates a sense of place by bringing out the community's unique character. Art can be integrated into public improvements such as benches, trash containers, street lights, signs, paving patterns, fountains, and gateways. Locations for public art pieces are suggested at most public spaces such as streets, plazas, or along pedestrian passageways.



Figure 8.6.1 Public art that is integrated into the public right of way

- A.** Public art should be incorporated into the public realm wherever possible to promote a heightened aesthetic, provoke interest, and send the message that Antioch is a great place to visit.
- B.** Where possible, public art should incorporate the distinct Antioch elements mentioned in Section 8.6. Murals are a way of illustrating the area's unique history and culture.
- C.** Interactive art (i.e., video projections, a climbing structure, or water features) can help create active street scenes.
- D.** Public art can be used as a landmark that attracts pedestrians to key locations (i.e., a

plaza or paseo).

E. Residents, particularly school children, can create decorative tiles that can be integrated into paving, benches, seating areas, walls, stairs, entries, and fountains.

F. Public art should incorporate lighting to provide visibility and enjoyment during evening hours.

8.7 utilities

New development must place utilities underground and/or screen them from view in an aesthetically pleasing fashion.

A. Utilities shall be placed underground for improved service reliability and greater public safety. Underground utilities eliminate visual blight and enhance the quality of the public realm.

B. Overhead utilities must be placed underground wherever major streets' streetscape improvements are made.

C. Structures, fences, rock walls, trellises, and landscaping should be used to screen above ground utility transformers, pull-boxes, and termination cabinets where allowed by utility providers.

D. Transformers should be placed underground to minimize visual impacts. If this is not possible, the transformers should be well screened and placed in the rear or side setback area to minimize visibility from the public right-of-way.

E. On-site connections and utilities should be installed underground where feasible. If utilities and connections cannot be located below ground, these elements should not interfere with, or adversely affect the access, visibility, appearance, or character of the structures in the vicinity.