3.0 commercial design guidelines

3.1 general commercial guidelines

3.1.1 Introduction

This section provides general design guidelines and concepts that are applicable to new commercial development projects in Antioch, including individual retail, service, and office uses as well as commercial centers, to promote the creation of good community design and quality development. Section 3.2 provides additional guidelines that apply to more specific areas and uses.

3.1.2 Design Objectives

The design of each commercial project in Antioch shall keep in mind the following objectives:

A. Consider the area's size and scale

B. Articulate building forms and elevations to create varied rooflines, building shapes, and patterns of shade and shadow;

C. Utilize landscaping to provide project amenities and screen parking and equipment areas;

D. Provide site access, parking, and circulation that is arranged in a logical and safe manner for pedestrians and vehicles;

E. Design spaces for outside equipment, trash receptacles, storage, and loading areas in the least conspicuous part of the site.

3.1.3 Site Planning

A. Site Character/Compatibility

1. Natural amenities unique to the site such as views of the San Joaquin River or Mount Diablo, mature trees, etc. shall be preserved and incorporated into development proposals.

2. Structures that are distinctive because of their historical or cultural significance, or their unique architectural style shall be preserved and incorporated into development proposals.

3. As applicable, safe vehicle and pedestrian connections shall be provided between commercial buildings, centers and adjacent commercial uses.

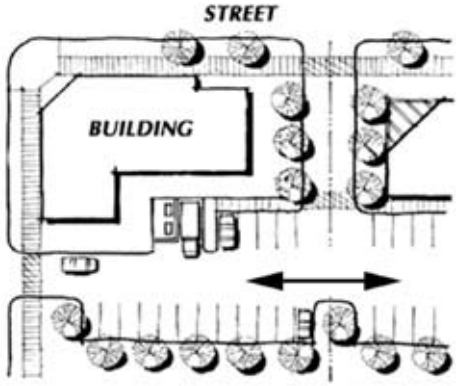

Figure 3.1.1 Shared parking and access serve to connect commercial projects

4. Commercial developments are required to incorporate onsite parking to minimize negative impacts on the street and adjacent uses.

5. Views of parking areas from the street shall be discouraged. Landscaping, low walls and shrubs, and berming shall

be utilized to screen parking areas.

6. The internal site vehicular circulation system shall be designed to minimize conflicts between inbound and outbound traffic and incorporate safe pedestrian paths of travel.

7. Service areas shall be located away from shopping areas and existing or planned amenities (e.g. parks, open space, water features).

8. Service areas that are too expansive, underutilized, and require heavy landscape screening shall be avoided.

9. Walls and fences are generally used for security purposes to define ownership, to mitigate nuisances such as noise, and to screen areas from public view.

Figure 3.1.2 A 6' wall is architecturally compatible with and effectively screens a commercial use

B. Land Use Buffering

1. Non-residential uses shall be separated from residential uses as necessary to maintain a pleasant living environment for residents. This shall be achieved with masonry walls.

2. Residential uses shall be buffered from the impacts of adjacent commercial uses, including noise, odor, vibration, dust, and glare by a minimum 72" masonry wall properly landscaped.

3. Full height walls, greater than 6 feet in height, shall be avoided. Walls shall be masonry in construction. A minimum 24 inch landscaping strip shall be located between all walls and the adjoining sidewalk or roadway of adjacent residential property.

4. When situated adjacent to a residential area, loading areas, driveways, trash and storage areas, and rooftop equipment shall be located as far as possible from adjacent residences and properly screened from view.

5. When adjacent commercial and residential uses can mutually benefit from enhanced physical connections between these uses, appropriate linkages (e.g. walkways, common landscape areas, building orientation, and unfenced property lines) are recommended.

6. Building orientation and landscape buffers shall be used to minimize any direct line of sight from commercial buildings into adjacent private residential structures and open space to protect privacy.

7. When commercial buildings abut open space or residential projects, the rear setback area shall be landscaped to be functionally and/or visually combined with the residential open space where possible.

C. Building Siting

1. On all commercial sites, at least 15 percent of the projects' total building frontage shall be situated at the front setback line. (Building frontage shall be determined by multiplying the sum of the linear street frontage on the front lot line by 15 percent.)

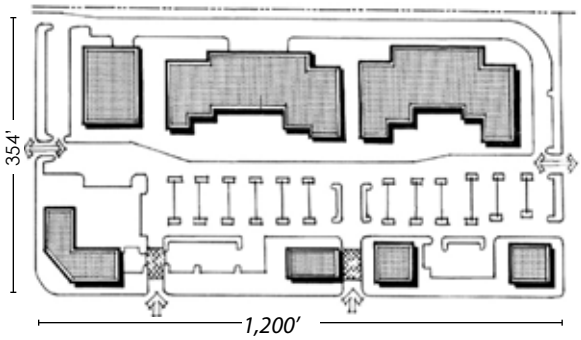

Figure 3.1.3 This site plan example depicts an approximate 10 acre site with 42% freestanding "pad" building frontage

2. Corner buildings shall include angled or sculpted building corners or an open plaza located near the corner.

Figure 3.1.4 Proper corner treatments provide a clear view and enhance the public realm while adding architectural interest in design

3. On commercial sites over 5 acres, multiple buildings shall be clustered to create a "village" feeling and stimulate pedestrian activity. Plazas, patios, and pedestrian walkways shall be included.

Figure 3.1.5 This site layout incorporates pedestrian plazas and new urban principles creating a village type sense of place

4. When clustering of buildings is impractical, a visual and physical link shall be established between buildings. These links can be accomplished through architecture, landscaping, and site planning.

5. Commercial sites shall incorporate a "Main Street" with sidewalks and angled parking to promote pedestrian activity.

Figure 3.1.6 A "Main Street" within a commercial development project promotes pedestrian activity

6. Small or unusable open space areas shall be grouped into larger, more prominent landscape areas rather than equally distributing them into areas of low impact.

7. Commercial sites shall recognize the importance of using spaces between buildings as "outdoor rooms" on the site. These spaces shall be utilized as usable common space.

Figure 3.1.7 A courtyard enhanced pathway creates a view corridor and useable public open space

8. Service areas shall be architecturally integrated into the building, at the sides or rear, out of the circulation pattern and screened from view.

D. Site Amenities

1. Site amenities form elements of commonality that help to establish the identity of a building or commercial area and provide comfort and interest to its users. Individual site amenities within a commercial setting shall have common features, such as color, material, and design to provide a cohesive environment and a more identifiable character.

2. Seating is an important amenity that shall be provided throughout Antioch's commercial areas. Seating in the public right-of-way shall coordinate with other streetscape furnishings.

Figure 3.1.8 Seating placed in a commercial area provides a place of rest

3. Tree grates shall be used along street edges and plazas where a continuous walking surface is needed. Grate sizes shall be a minimum of 4 feet in diameter with knockouts provided to enlarge the inside diameter as the tree grows.

4. Tree guards shall extend vertically from tree grates, and serve to protect trees in highly active areas. Tree guards shall be narrow, painted in a similar color, and relate to other site furnishings.

Figure 3.1.9 A tree grate and guard

5. Removable bollards are encouraged in locations where emergency access may be necessary. Bollards shall be used to separate pedestrians from vehicular traffic areas and to light sidewalk surfaces. Bollard design shall coordinate with other streetscape furnishings.

6. The design of trash receptacles shall coordinate with other streetscape furnishings.

7. Irrigated pots and planters shall be durable and have color tones that complement the adjacent structures and be located where pedestrian flow will not be obstructed.

Figure 3.1.10 An example of a planter that complements the adjacent structure

8. Kiosks or directories could be provided near the pedestrian entrances of commercial centers to assist visitors in wayfinding.

Figure 3.1.11 A kiosk aids visitors in finding their destinations

9. Kiosks that serve as information booths and/or shelter for small vendors are encouraged. They shall be located where pedestrian flow will not be obstructed.

10. The design of newspaper boxes shall be consolidated into one rack. The rack shall be attractive on all sides and properly anchored.

11. Bicycle racks shall be provided and conveniently located in parking areas and throughout the site.

12. Bicycle racks shall be selected that are durable and visually subdued. Based on their performance, "loop racks" and "ribbon bars" are encouraged, and shall be sized according to parking requirements.

Figure 3.1.12 Ribbon bars and loop racks provide a safe location for bicycle parking

E. Site Utilities and Mechanical Equipment

1. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, and junction boxes) shall be screened from the view of public streets and neighboring properties.

Figure 3.1.13 An example of utilities screened by a low wall that matches the structure

2. Mechanical equipment shall be concealed by building elements that were designed as an integral part of the building design, unless local utilities prohibit this practice.

3. Mechanical equipment shall not cause adjacent occupants and activities to be subject to noise that is disturbing by virtue of its volume or nature.

F. Trash and Storage Areas

1. Whenever possible, trash enclosures shall be architecturally integrated into the design of the structure, at the rear of the building.
2. Trash enclosures shall provide adequate space for recycling.
3. Trash enclosures shall be located away from sensitive uses, such as residences or schools, to minimize nuisance for adjacent property owners.

Figure 3.1.14 Screening of trash enclosures through metal doors and masonry walls

4. Trash enclosures shall be constructed with masonry walls, metal doors, have overhead coverings, and shall be architecturally compatible with the project.
5. All trash enclosures and garbage bins shall be screened from public view to the greatest extent possible.
6. Landscaping shall be used around trash enclosures to providing screening and deter graffiti.

3.1.4 Architecture

A. Architectural Imagery

Choosing a quality regional architectural style, such as Craftsman, Spanish Colonial Revival, Mission Revival, and Victorian, for new developments in Antioch is encouraged and is meant to establish a sense of place that sets the city apart from neighboring communities. Each architectural style will create a particular character and a sense of consistency throughout a commercial center or commercial district.

B. Building Form and Mass

1. New structures shall be designed to avoid blank facades, particularly on major streets, but shall provide storefront windows, doors, entries, transoms, awnings, cornice treatments, and other architectural features to add visual interest.
2. Buildings shall be designed to allow maximum sun and ventilation, to provide protection from prevailing winds, and to enhance public views of features such as the San Joaquin River and Mount Diablo, and to minimize obstruction of views from adjoining structures.

C. Wall Articulation

1. Long, flat, monolithic wall facades shall be "broken" by vertical and horizontal articulation characterized by:
   a. Breaks (reveals, recesses) in the surface of the wall itself;
   b. A column or pier at least 1 foot wide and 8 inches deep;
   c. Placement of window and door openings; and

d. The placement of balconies, awnings and canopies.

Figure 3.1.15 A structure that uses canopies, columns and recesses to provide vertical and horizontal articulation

2. Storefronts shall include large window and door openings to provide a more inviting and engaging pedestrian environment. Commercial storefronts shall exhibit a minimum of 45% void (openings) to 55% solid (wall) ratio.

Figure 3.1.16 A storefront with larger window openings on the ground floor

3. Each wall surface visible from a street, parking lot, or adjacent property shall be treated as a major facade and shall be designed for public view.

4. Wall areas shall be landscaped to complement the architectural style of the buildings. Landscaping shall be spaced to cover 2/3 of flat wall surfaces.

D. Roofs

1. Slopes of pitched roofs shall be shallow and shall range between 3:12 and 6:12. Pitches may be steeper on architectural elements and towers.

2. Full gabled, hipped, and shed roofs are encouraged.

5. Continuous mansard roofs or "tacked on" brow mansard roofs are prohibited.

6. Long, unbroken, monotonous, horizontal rooflines are prohibited. No roofline ridge or parapet shall run unbroken for more than 75 feet. Vertical or horizontal articulation is required.

7. Radical roof pitches that create overly prominent or out-of-character buildings such as A-frames, geodesic domes, or chalet-style buildings are prohibited. The visible portion of sloped roofs shall be sheathed with a roofing material complementary to the architectural style of the building.

Figure 3.1.17 Example of a roof material that complements the architectural style of the building

Figure 3.1.18 Strong architectural design components together with quality building materials create a dynamic and engaging storefront

8. Roof overhangs or other details that create usable shade on sidewalk areas are desirable. Clipped rooflines, which do not extend outward from the exterior walls, are prohibited.

E. Materials/Colors

1. Materials shall be durable and easy to maintain and blend or compliment the exterior color of the surrounding environment and buildings. Encouraged materials include:

   a. Stucco finish, consistent with architectural style, i.e. smooth, sand, lace;
   b. Clay or concrete roof tiles;
   c. Native fieldstone;
   d. Sandstone and flagstone;
   e. Wrought iron (galvanized, powder coated, or anodized aluminum);
   f. Brick (accent material);

Figure 3.1.19 The use of brick as an accent material creates a pleasant storefront

   g. Tile (accent material);
   h. Slumpstone garden walls;
   i. Split face concrete block;
   j. Slump block (for building walls);
   k. Metal accents; and
   l. Concrete block (bulkhead or accent material only).

2. Discouraged materials:

   a. Metal or aluminum siding/roofing;
   b. Wood shingle on walls;
   c. Log cabin appearance;
   d. Plywood siding;
   e. Plastic tile;
   f. Pipe railings;
   g. Metal stair treads;
   h. Precision architectural concrete block (cinder block); and
   i. Unlimited, bare aluminum window frames.

3. The building design of franchise and corporate businesses shall be the same as or coordinate with the predominant architecture style, materials, and colors of the overall project.

4. Colors shall be appropriate to the chosen architectural style.

5. Building background wall colors that are loud, bright, or reflective are prohibited.

6. Accent colors shall be used to complement the architecture and provide visual variety to commercial buildings.

Figure 3.1.20 Accent colors used on the window trim add to the richness and character of this old building

7. Color enhancement considerations may include color accents and tonal variations, window trim, shutters, architectural banding, rear balconies and/or other design details and amenities and shall be limited to no more than three accent colors.

8. Building Equipment and Utility Screening

1. Roof top mounted equipment shall be screened from the street and other buildings on all four sides by a structural feature that is an integral part of the building's architectural design.

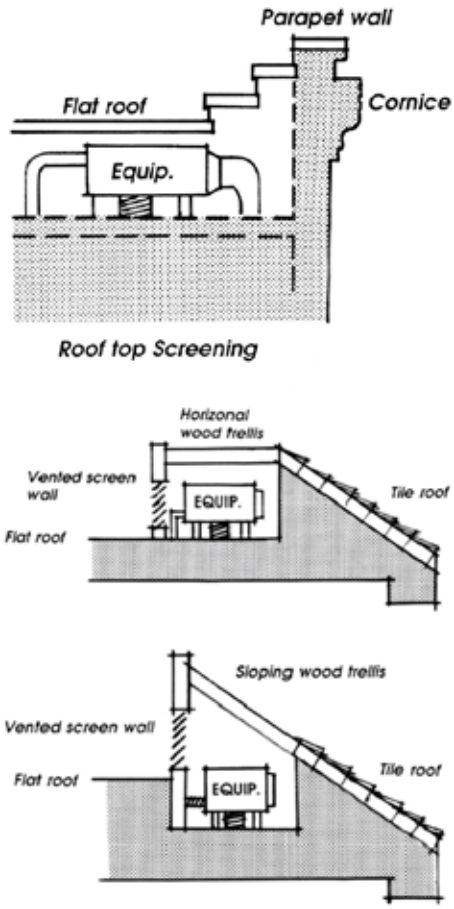

Figure 3.1.21 Types of screening for roof top mounted equipment

2. Roof top equipment shall be grouped and located so that it is not visible from the line of sight angle from the pedestrian right of way.

3. Rooftop equipment shall be screened from view from a taller building, adjacent residential structures or adjacent elevated roadways. Refuse storage areas that are visible from upper stories shall be designed so that an opaque or semi-opaque horizontal cover/screen reduces unsightly views.

4. Electronic surveillance equipment and alarm hardware shall be as invisible and unobtrusive as possible.

5. Where utility, service, garbage and/or loading areas face adjacent public streets and/or open space, these facilities are to be thoroughly screened through the use of landscaping, low walls or earth berming integrated with plant material. (Location and screening must be shown on plans.)

G. Security

1. Posted building numbers (street addresses) shall be clearly visible from the public right-of-way and conform to public safety standards.

2. Permanent, fixed security grilles in front of windows are discouraged. If security grilles are necessary, they shall be placed inside the building behind the window display area.

3. The use of scissors grilles is prohibited since they communicate a message of high crime and cannot be integrated visually into the overall design of a building or storefront.

3.1.5 Storefront

When designing storefronts, emphasis shall be placed on the display windows and their contents. The rest of the storefront shall be designed in an uncomplicated manner to clearly display the product or service offered inside. Contemporary commercial centers shall utilize many of the basic elements of traditional storefront design such as structural bays, display windows, bulkheads, and recessed entries.

A. Commercial storefront entries are typically recessed and/or sheltered by a covered arcade structure, canopy, or awning. This places the emphasis on the entrance and provides more area for display space and a sheltered transition area to the interior of the store. The recessed entry shall be adequately illuminated 24 hours a day.

Figure 3.1.22 A canopy provides pedestrian shelter

B. Buildings situated at the corner of a public street shall provide a prominent corner entrance to retail shops.

C. Storefront windows shall be as large as possible to maximize visibility into the storefront displays and retail interior. Use of clear glass (at least 88% light transmission) on the first floor is strongly encouraged.

Figure 3.1.23 An example of a storefront window and door that maximizes visibility into the interior

D. Doors to retail shops shall contain a high percentage of clear glass to view the retail contents. A minimum of a 50% glass area is encouraged.

E. The maximum bulkhead heights for new construction shall be 36 inches.

F. Secondary entrances shall incorporate awnings, trellises, or landscaping to provide an inviting facade.

3.1.6 Parking and Circulation

Properly functioning parking areas and circulation systems are beneficial to property owners, tenants, and customers and contribute to the overall success of a commercial development. It is important for entries and exits, parking lots, and pedestrian pathways to allow customers and delivery vehicles to navigate through the site easily and safely. The following guidelines shall be incorporated into the design of commercial projects in Antioch.

A. General

1. Parking space and aisle dimensions shall conform to City development standards.
2. Parking lots shall be designed with a clear hierarchy of circulation: major access drives with no parking; major circulation drives with little or no parking; and then parking aisles for direct access to parking spaces.

Figure 3.1.24 A major access drive with no parking

3. A vehicle entering any commercial parking area shall not be required to enter a public street to move from one location within the same parking facility or premises.
4. Reciprocal access between adjacent commercial projects is strongly

encouraged.

5. Intersections shall be kept to a minimum.

6. Dead end aisles are prohibited.

7. Parking lots with over 300 stalls shall be divided into a series of connected smaller lots (approximately 50 to 75 parking spaces) utilizing landscaped clean water strips at least 4 feet in width and raised walkways.

8. Where necessary, parking lots shall be separated from the sides of buildings by a raised walkway (with a minimum 6 feet width).

Figure 3.1.25 Small, well-situated parking lots provide easy access to commercial buildings

9. Parking spaces shall be discouraged at the rear of buildings unless they are integral to the project site design and include sufficient pedestrian access and circulation.

B. Project Entry Design

Figure 3.1.26 An entry into a commercial project

A main entry drive shall extend from the public street to the front cross aisle and shall:

1. Include a minimum seven (7) foot wide landscaped area for medians located between the public street and the first bisecting parking aisle;

2. Include minimum five (5) foot wide sidewalks from the street to the front cross aisle on both sides;

3. Include two seven (7) foot wide landscaped parkways flanking both sides;

4. Not contain any parking stalls; and

5. Feature a prominent form of entry monumentation that consists of walls, berms, art, water features, or structures.

C. Vehicular Circulation

1. Access drives on side streets are encouraged to maintain efficient traffic flow on major roadways.
2. The parking lots and driveways must be designed for sufficient movement to avoid conflict with vehicular traffic in the street.
3. Delivery vehicles shall not be permitted to stop or park and impede traffic and shall use designated delivery spaces for all deliveries.
4. Delivery and loading operations shall be designed and located in a way that mitigates circulation impacts to internal traffic flow and adjoining residential neighborhoods.

D. Pedestrian Circulation

1. Parking areas shall be designed for pedestrian safety with walkways parallel to parking aisles. The design shall minimize the need for a pedestrian to cross parking aisles and landscape islands to reach building entries.

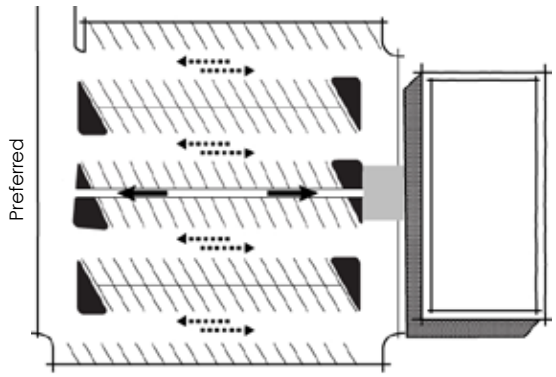

Figure 3.1.27 Design that places walkways parallel to parking aisles

2. Accent materials such as decorative concrete or unit pavers shal be used to emphasized pedestrian crossings at driveways and major circulation aisles.

Figure 3.1.28 Decorative pavers used in pedestrian crossings provide clear delineation for pedestrian path of travel

3. All commercial projects shall connect an onsite pedestrian circulation system to offsite public sidewalks. At a minimum, this connection shall be:
   a. Located on one side of the main entry drive aisle;
   b. A minimum of 6 foot clear width at all points including locations where signs, poles, fire hydrants, etc. are placed in the walkway;
   c. Raised and protected from the drive aisle by a 6 inch high curb; and
   d. Constructed of decorative concrete or interlocking paving stone systems.
4. Handicapped accessibility for each site shall comply with the ADA Standards for Accessible Design.

E. Screening

1. All parking lots shall incorporate screening at the street periphery. Screening shall maintain a clear vision zone as required by the Municipal Code.

2. Structures, screen walls or landscaping shall not be located in the line of sight for drivers entering, leaving or driving through the site.

3. Parking lot screening shall be implemented utilizing the following options:

   a. Plant a maximum 36 inch high solid hedge, berm or screen wall that incorporates vertical or horizontal undulation at least every 50 feet; and

   b. Provide trees to create a full shade canopy at maturity.

Figure 3.1.29 Screening along the parking lot periphery

4. A parking area adjacent to a residential property, shall have a 6 foot decorative masonry wall.

5. A parking area adjacent to a residential front yard shall have a three foot solid wall unless a higher wall is required for noise attenuation.

F. Parking Lot Landscaping

1. New project site design and parking lots must comply with the California Regional Water Quality Control Boards for the San Francisco Bay Region and the Central Valley Region added Provision "C.3" requirements which can be accessed online at the following address: http://www.cccleanwater.org/construction/nd.php

2. Parking lots shall include landscaping that accents the importance of driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways.

3. Provide continuous landscape planting strips between every other row of parking. At least one tree shall be planted for every 35 feet. This strip shall be a minimum of 5 feet in width, not including a 6 inch wide curb and a 12 inch wide concrete strip (courtesy curb) on both sides (8 feet gross width).

Figure 3.1.30 Landscape planting strip breaks up a parking lot

4. Create large planting islands at the ends of parking rows that are a minimum of 300 square feet with a 5 foot wide minimum planted width. The islands

shall be planted with shade trees, low shrubs, and/or groundcover and be protected by a 6 inch high curb on all sides and a 12 inch wide concrete strip (courtesy curb) on all sides (8 feet gross width).

5. Provide interior planting island fingers between every 10 parking spaces to avoid long rows of non-shaded parked cars. The planting fingers shall be a minimum of 160 square feet (8 by 20 feet) and be protected by a 6 inch high curb.

6. Parking lot landscaping shall provide 50 percent shade coverage of parking lot within five years of development. Trees shall be selected from the approved landscape palette in the appendix.

Figure 3.1.31 Trees properly spaced within a parking lot create a refreshing shade canopy

7. A minimum landscape clearance of three feet is required around any fire hydrants.

G. Parking Lot Lighting

1. The style of lighting standards in a parking lot shall relate to the overall architectural design of the commercial uses.

2. The color of the parking lot lighting poles shall be black, white, brown, bronze, hunter green, or midnight blue. Distracting colors such as yellow, pink and orange are not permitted.

3. Lighting systems shall be designed for normal levels during operating hours and reduced intensity levels throughout late, non-operational hours (for security purposes).

4. The type and location of parking area lighting shall prevent direct glare onto adjoining property, streets, or skyward.

5. Pedestrian scale parking lot lighting shall be between 18 and 30 feet high. High mast lighting over 30 feet high is not permitted unless the parking lot contains over 500 parking spaces.

Figure 3.1.32 An example of pedestrian-scaled parking lot lighting

H. Paving

1. Decorative paving treatments shall be incorporated into parking lot design, driveway entries, and pedestrian walkways.

2. The design, materials, and colors of paved pedestrian areas shall complement the architectural style of the primary buildings and make a positive contribution to the aesthetic and function of the site.

3. Stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete may be used as a traffic-calming device to promote pedestrian safety and minimize the negative impact of large expanses of black asphalt pavement on parking lots.

I. Loading & Delivery

1. Loading facilities shall generally be located at the rear of the site. When this portion of the site is adjacent to residential uses, loading and delivery facilities shall be screened from view`.

2. Appropriate setbacks and landscaping shall screen loading facilities.

3. Noise attenuation measures shall be incorporated into the design and construction of loading and delivery facilities where noise producers such as refrigeration delivery vehicles may be expected.

4. Rear and side alleys shall be designed to maintain efficient traffic flow. Dead end aisles are strongly discouraged.

3.1.7 Landscaping

A. General

1. Landscape areas are used to frame and soften structures, to define site functions, to enhance the quality of the environment, and to screen undesirable views. Landscaping shall complement or be compatible with the landscaping of the surrounding area.

2. All areas not covered by structures, service yards, walkways, driveways, and parking spaces shall be landscaped. Landscaped areas shall incorporate a multi-tiered planting design system including:

   - grasses and ground covers;
   - shrubs;
   - trees; and
   - hardscape such as decorative:
     - vertical structures;
     - boulders;
     - benches; and
     - fountains.

Figure 3.1.33 Good use of grass, shrubs, and trees within a commercial development

3. All landscape site design must comply with the California Regional Water Quality Control Boards for the San Francisco Bay Region and the Central Valley Region, Provision "C.3" requirements which can be accessed online at the following address: http://www.cccleanwater.org/construction/nd.php

4. Specimen trees (36 inch box or larger) shall be used in groupings and rows at major focal points such as project entries and pedestrian gathering areas.

Figure 3.1.34 Mature trees help establish a new development

5. New development shall appear "established" as quickly as possible by planting mature trees.

6. Existing mature trees and other vegetation shall be preserved and incorporated into landscape plans.

7. Landscaping shall be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walkways, or 6 inch curbs. Concrete mow-strips separating turf and shrub areas are encouraged.

8. Landscaping around buildings, particularly at entrances, is encouraged to soften the edge between the parking lot and the structure. Irrigated pots and planters are encouraged for this purpose.

9. The proposed plant materials shall be drought-tolerant. Water conservation shall be an important criterion for plant material selection.

10. Landscaping shall be used in combination with walls to soften the otherwise blank surfaces. Vines planted on walls are strongly encouraged to hide flat wall surfaces and to help reduce graffiti.

Figure 3.1.35 Vines on an otherwise blank surface

B. Freeway Landscape Buffer

State Route 4/160 and State Route 4 bypass transect the City of Antioch creating a special need to address the aesthetic impacts of the freeway and adjacent areas.

1. A 30 foot landscape buffer shall be provided adjacent to any freeway right-of-way.
2. The freeway landscape buffer shall contain, at a minimum, one 24 inch box tree and one 15 gallon tree for every 30 feet of freeway adjacent lot line.
3. Parking lots or structures may be provided adjacent to, but not in, the landscape buffer area.

C. Irrigation

1. Permanent and automatic landscape irrigation systems shall be provided for all landscape material, including potted plants and revegetation on permanent slopes to maintain good conditions.
2. The landscape irrigation system shall be designed to prevent run-off and overspray.
3. Deep root irrigation is required for all trees whose top of root crown is higher than any adjacent paved areas. This includes street trees planted in tree wells. A separate bubbler head for each tree is required.

D. Slope Revegetation and Erosion Control

1. All slopes shall be revegetated within 30 days of completion of grading or covered with straw mulch, jute netting, or other geo-textile material capable of controlling erosion prior to planting.
2. All plant materials shall be appropriate to the site conditions, conserve water, and spaced to control soil erosion.
3. Trees, shrubs, and ground covers shall be planted in undulating massings and groupings to reduce the constricted character of manufactured slopes.

Figure 3.1.36 A slope with a variety of vegetation

4. All slopes within the street right of way or private street tracts not performing as a screening berm shall not be steeper than 6:1.

3.1.8 Lighting

A. Lighting shall be designed to satisfy both functional and decorative needs. All security lighting shall be designed as part of an overall lighting plan rather than as single stand alone elements.

B. As a security device, lighting shall be adequate to delineate path of travel but not overly bright. All building entrances and plazas shall be well lighted.

C. Street lighting shall be designed using the most recent edition of the recommended IES standards, unless otherwise approved by the City. Pedestrian ways, not adjacent to the roadway, shall have 2.0 maintained foot candles.

Figure 3.1.37 An example of pedestrian-oriented lighting

D. Lighting sources shall be shielded, diffused or indirect to avoid glare to pedestrians and motorists. Wall-mounted lights are encouraged to minimize the total number of freestanding lights.

E. All project exterior lighting, with the exception of lighting for public streets, shall be consistent with the architectural style of the commercial building.

F. All lighting fixtures for each commercial project shall be from the same family of fixtures with respect to design, materials, color, and color of light.

Figure 3.1.38 Light fixtures that complement the architectural style of the building

3.1.9 Public Space

A. Plazas and Courtyards

1. Plazas and courtyards shall be incorporated into commercial developments whenever possible. They are required in regional centers and malls.

2. Retail shops, restaurants, offices or other activity-generating uses shall be located at the edges of plazas.

Figure 3.1.39 An example of activity-generating uses at the edge of a plaza

3. Plazas shall provide at least one sitting place for each 400 square feet of plaza in addition to any outdoor dining. Simple sitting niches with a view of the activities within the space are encouraged.

4. Visual features, such as fountains, shall be incorporated into plazas and courtyards to attract pedestrians.

Figure 3.1.40 The use of a fountain to attract pedestrians

5. Courtyards shall be landscaped with a variety of plant materials. Shade trees or other elements that provide relief from the sun are encouraged.

B. Public Art

1. Public art shall be incorporated as an integral part of site design rather than a standalone object.

2. The setting of public art shall be considered in its design; likewise, the impact of physical space and nearby structures on public art shall be considered.

3. Freestanding pieces of art or sculpture shall not obstruct a pedestrian path or create a traffic hazard.

4. Public art shall be constructed using durable materials and finishes.

5. Public art shall be as vandal proof as industry standards permit.

Figure 3.1.41 Public art constructed of metal adds interest to the streetscape

3.1.10 Commercial Building/Center Rehabilitation

The rehabilitation of older commercial buildings and centers provides an excellent means of maintaining and reinforcing the desired character and image of Antioch. Renovation and expansion not only increases property values in the area, but also serves as an inspiration to other property owners and designers to make similar efforts.

While the following section provides specific direction for existing buildings or centers, any proposed renovations shall also follow the general commercial guidelines contained in this chapter. In addition, restoration and remodeling of all historic structures in the City of Antioch shall respect *The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Building* published by the U.S. Department of the Interior, National Park Service.

A. Site Plan Rehabilitation

Frequently, during the renovation of an aging commercial building or center, the goal of the applicant/developer is to inject a new image or appearance to the existing architecture. However, improvements to the site plan are just as important and these guidelines shall be followed:

1. The entry drive shall provide more definition through:
   a. Accented paving at entries;
   b. Addition of new asphalt/concrete entry drive paving;
   c. Additional trees planted along the entry drive;
   d. Addition of public art and water features at the entry;
   e. Addition of lights lining the entry drive; and
   f. Placement of low garden walls at the front and flanking the entry drives.
2. The site plan's relationship shall be strengthened with the street by employing the following techniques:
   a. Adding small pad structures along the front setback line where underutilized parking is currently located. Corner locations shall be considered first.

Figure 3.1.42 A pad structure placed on the front setback line

   b. Connecting the older portions of the shopping center to the street with pedestrian walkways enhanced by accent paving, landscaping, and architectural canopies or colonnades.
   c. Adding a new centrally located common use entry drive and reducing the number of multiple entry driveways.
   d. Adding vehicle entries to non-residential side streets whenever appropriate.

e. Widening the sidewalk areas in front of storefronts to allow space for placement of pedestrian enhancements and landscaping.

Figure 3.1.43 Widened sidewalks encourage pedestrian enhancements and landscaping

f. Restriping the parking lot to provide a more efficient vehicle circulation pattern.

g. Relocating or removing trees to provide better lines of site into the facility area while still maintaining a well shaded parking area.

B. Architectural Rehabilitation

Many commercial buildings and centers in Antioch will need to undergo architectural transformation to remain viable. The goal of these renovations is to inject a fresh, new, or contemporary look to the exterior of the building.

Figure 3.1.44 This building is designed to be viewed from all sides

1. Buildings shall be designed to be viewed from all sides.
2. Large buildings or centers shall incorporate changes in vertical and horizontal planes to break up a monolithic appearance.
3. Large centers shall employ arcades and trellises to diminish the impact of a building's mass while providing inviting areas for customers.
4. Articulated storefronts, rather than blank walls, shall face onto pedestrian spaces. Smaller commercial spaces shall be placed in front of larger ones to reduce the area of large blank walls.
5. Each building shall have a definable base (wainscot/bulkhead), roofline (or parapet cap detail), and entry.
6. Long building facades should incorporate vertical elements that create a rhythm of bays generally between 20 and 30 feet wide. These bays can be designed as multiple facades on a single structure that gives the appearance of several smaller buildings.
7. When the major portion of the shopping center is located back from the street, smaller, freestanding structures (i.e., flower market, restaurant) can be used to provide a street front presence and provide some buffer for parking.
8. Adjacent buildings shall be compatible in height and scale.

9. Whenever possible during rehabilitation, trash enclosures shall be architecturally integrated into the design of the structure, at the rear of the building.

10. Cart storage should be integrated within the building and site design. Large "cart corrals" are acceptable if they are designed to complement the project's site plan and architecture.

11. Corporate architecture and generic redesigns are not recommended. The redesign of each project shall create a pedestrian-scale atmosphere and provide a clear appearance and theme.

12. Shopping cart storage areas shall be incorporated into redesign of parking lots in all centers where they are present.

A. Sign Replacement

Signs play a major role in defining or redefining the theme, quality, and success of a commercial building or center.

1. Remove all illegal, non-conforming, and poorly designed signs.

2. Replace internally illuminated pole signs with high quality monument signs that employ indirect lighting.

3. Monument signs shall incorporate colors, materials, and fonts that complement the colors and materials found throughout the renovated building or center.

4. Desirable wall sign types for individual tenants include reverse channel letter signs or channel letter signs.

Figure 3.1.45 A channel letter sign

5. Undesirable sign types for commercial buildings or centers include:

   a. Internally illuminated can signs with translucent plastic panels;

   b. Illuminated awnings; and

   c. Roof signs.

6. Temporary window signs shall be grouped to allow views into store displays.

7. All signage shall comply with Section 7, Sign Design Guidelines.

3.2 specific use guidelines

3.2.1 Introduction

The guidelines contained within this section are specifically written to address some of the more challenging — from a design perspective — commercial development types common to Antioch. For each of the commercial development types, the guidelines focus primarily on site organization and building design, but also include other specific guidance as appropriate. These guidelines are intended to supplement the development concepts and recommendations outlined in Chapter 2, Rivertown, and Section 3.1 for general commercial development.

3.2.2 Malls and Regional Centers

A. Description

Malls and regional centers are two distinct types of commercial centers, but are treated together here because they serve the region and share many other development characteristics. This section applies to malls and regional centers.

Figure 3.2.1 A well defined entrance to a shopping mall anchor tenant

A mall contains all shops within a single building or close cluster of buildings. Access to the shops is from one or more interior pedestrian walkways that may or may not be enclosed under a roof. Typically, mall buildings are centered on a site and surrounded by large parking areas.

A regional center is a shopping center with two or more anchor tenants and has an expected market area radius of 10 to 15 miles. Malls and large regional centers often present difficult architectural challenges because they tend to be internally oriented and have little interaction with public streets.

Figure 3.2.2 A regional center provides a well accented linear path of travel for pedestrians

B. Site Planning

1. A series of buildings with varied sizes and volumes is strongly preferred over a single massive structure. Small, low buildings on street frontages shall transition to larger and taller structures on the interior of the site.

2. Satellite buildings shall be located at the front and/or side setback.

3. Services areas are problematic because these types often do not have a "back". Service areas typically must be located along the building perimeter or within the building. These areas shall be completely screened from the public street, residential areas, and internal driveways by walls, berms, and landscaping that incorporate the project architectural design, landscaping scheme, and circulation pattern.

4. All sides of principal buildings that directly face an abutting public street shall include at least one customer entrance that is accessible during business hours.

C. Parking and Circulation

1. Parking and circulation areas shall provide safe, convenient, and efficient access. The areas shall be distributed around the site to reduce the scale and amount of paved surface and to shorten the distance to sidewalks and entries.

2. No more 50% of off-street parking shall be located between the front facade of the principal building(s) and the primary abutting street.

3. Regional centers and malls shall include very clear circulation hierarchies with carefully planned major driveway routes that are delineated by significant landscape areas and no adjacent parking.

4. Existing and proposed pedestrian and/or bicycle circulation systems and easements must be integrated into site design.

Figure 3.2.3 A good example of a well defined pedestrian pathway incorporated into a vehicular parking lot

D. Pedestrian Circulation

1. Sidewalks, separated by a landscaped parkway, shall be provided along all public streets that abut regional centers and malls. Sidewalks shall be at least 8 feet in width.

2. Continuous internal pedestrian circulation shall be provided from the public sidewalk or right-of-way to the entrances of all principal buildings within regional centers and malls.

3. All walkways shall be distinguished from vehicular circulation surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort as well as aesthetics.

4. Walkways shall be a minimum 8 feet in width and shall connect focal points of pedestrian activity such as transit stops, street crossings, building and store entry points, and plazas. Weather protection features for walkways, such as awnings or arcades, shall be provided along the storefront adjacent to the buildings.

Figure 3.2.4 Walkways that incorporate special paving and landscaping

5. All walkways shall feature adjoining landscaped areas that include trees, shrubs, flowerbeds, ground cover, and other vegetation for no less than 50% of the walkway length with the remaining area as hardscape.

6. Pedestrian walkways shall be provided in parking lots. The walkways shall be embellished and defined by landscaping, trees, lighting, special paving materials, and/or trellises.

Figure 3.2.5 A canopy provides protection against sun and rain

7. All walkways shall be raised to a standard sidewalk height and shall be constructed of a different paving material than the parking lot. Colored, stamped or other specialty treatment is recommended.

8. Sidewalks shall be provided along the full length of any building facade featuring a customer entrance and along any building facade abutting public parking areas and comply with ADA regulations.

E. Architecture

1. When large structures are unavoidable, break up the building volumes, through wall articulation, varying heights, and using ornamentation to mitigate their scale.

2. Since mall and regional center buildings are typically visible from every side, they shall have full, careful, and consistent architectural treatment on all sides.

3. At least 15 percent of shops and restaurants at the building perimeter of a mall or center shall have a storefront on the exterior facades of buildings.

Figure 3.2.6 Exterior facades that incorporate seating areas and well defined entrances promote activity

4. Principal buildings shall feature multiple entrances to reduce walking distances from cars, facilitate pedestrian and bicycle access from public sidewalks, and provide convenient access to individual stores and store departments.

5. There shall be at least one visually significant building entrance visible from the adjacent public streets and from each parking lot.

6. Facades shall be articulated to reduce the scale and uniform appearance of large retail buildings.

7. All building facades greater than 100 feet in horizontal length shall incorporate wall plane projections or recesses having a depth of at least 3% of the length of the facade and extending at least 20% of the length of the facade. No uninterrupted facade shall exceed 100 feet in horizontal length.

8. All ground floor facades that face public streets shall have arcades, display windows, entry areas, awnings, or other such features along no less than 60% of their horizontal length.

Figure 3.2.7 A ground floor facade contains an arcade and display windows

9. All building facades shall include a repeating pattern, at intervals of no more than 30 feet horizontally or vertically, of some combination of the following elements:

   - Color change;
   - Texture change;
   - Material module change; and
   - Expression of architectural or structural bays through a change in plane no

less than 12 inches in width such as an offset, reveal, or projecting rib.

Figure 3.2.8 This building facade exhibits texture, color, and material changes

F. Design Elements

1. The use of entryway design elements and variations will give orientation and aesthetically pleasing character to regional centers and malls. Each principal building within a regional center or mall shall have highly visible customer entrances featuring no less than three of the following elements:

   - Canopies or porticos;
   - Overhangs;
   - Recesses and projections;
   - Arcades;
   - Raised corniced parapets over the door;
   - Peaked roof forms;
   - Arches;
   - Outdoor patios;
   - Display windows;
   - Colored concrete and / or textured paving;
   - Architectural details such as tile work and moldings that are integrated into the building structure and design; and
   - Integral planters or long walls that incorporate landscaped areas and/ or seating areas.

Figure 3.2.9 An interesting entryway design displays a canopy, peaked roof and display windows

2. Variations in rooflines shall be used to add interest to and reduce the scale of malls and regional centers. In all instances, roof design and features shall complement the character of adjoining neighborhoods and uses.

3. Roofs shall be designed to integrate a minimum of two of the following elements or another feature designed to reduce the bulk and mass of the overall structure:

   - Full parapets concealing flat roofs and rooftop equipment from public view and including a three-dimensional cornice treatment;
   - Overhanging eaves, extending no less than 5 feet past the supporting walls; and/or

- Sloping roofs with an average slope of 1:3, vertical to horizontal run.

4. Exterior building materials and colors comprise a significant part of the visual impact of a building; therefore, they shall be aesthetically pleasing and compatible with materials and colors used in adjoining neighborhoods.

5. Predominant exterior building materials shall be high quality, including:

    - Brick;
    - Smooth stucco;
    - Sandstone;
    - River rock;

Figure 3.2.10 Examples of exterior materials (clockwise from top left): brick, river rock and sandstone

    - Other native stone;
    - Tinted, textured concrete masonry units; and
    - Split-faced block.

6. Facade colors shall be low reflecting, subtle, neutral, or earth tone colors. The use of high intensity, metallic, black, red, orange, or fluorescent colors is strongly discouraged.

7. Building trim and accent areas may feature brighter colors, including primary colors, but neon tubing shall not be used.

8. Predominant exterior materials shall not include the following:

    - Smooth-faced concrete block;
    - Unfinished tilt-up concrete panels; and
    - Pre-fabricated steel panels.

G. Amenities

1. Regional centers and malls shall help establish or enhance community spaces by providing at least two of the following:

    - A patio/seating area;
    - A pedestrian plaza with benches;
    - A transportation center;
    - Pedestrian corridor adjacent to storefronts;
    - An outdoor playground area;
    - A kiosk area;
    - A water feature;

- Public art;
- A clock tower; or
- A live performance area

Figure 3.2.11 Amenities within a regional center promote walkability

2. All community and public amenities shall have direct access to the public sidewalk network.
3. When carts are present, place shopping cart corrals adjacent to landscape islands with decorative finish materials complementing the building design,
4. Long term storage for carts shall be provided either within the tenant space or adjacent to it, behind a decorative screening wall exceeding the height of the carts.

3.2.3 Specialty Retail Centers

A. Description

Specialty retail centers are unanchored retail centers that typically feature more non-essential, affluent, leisurely or recreational shopping, as well as various entertainment and restaurant experiences. There is no specific service area identified, as these centers are typically a destination, often as a tourist attraction. The market for a specialty center covers a 10- to 15-mile radius, which is as large as a regional center. Shoppers at these centers tend to spend time browsing through several shops. Specialty centers typically rely on particularly attractive and often thematic architecture as well as unique goods and services.

Figure 3.2.12 Specialty retail stores vary the facade and awning treatments

B. Site Planning

1. The retail site shall be organized to encourage pedestrian circulation. Walkways shall be attractive and embellished with landscaping, ornamental light fixtures, furniture, trellises, and/or other decorative features.
2. Buildings within a project shall employ variety in size and mass to provide visual

interest.

3. Specialty centers shall utilize a significant amount of landscaping, including plantings around buildings, walkways, and plazas.

Figure 3.2.13 A plaza within a specialty retail center has interest and flair

C. Building Design

1. Building design shall express a single architectural theme with substantial and consistent architectural detailing, although individual storefronts may exhibit different but compatible themes.

2. All additional site features, including landscaping, outdoor furniture, and site fixtures shall conform to the architectural theme.

3. Variable roof planes and building height is encouraged.

3.2.4 Neighborhood Centers

A. Description

Neighborhood centers typically include a grocery store and/or drug store as an anchor store with a series of smaller shops. They may also have one or more freestanding building sites. The major design problem related to neighborhood centers is the interface between the center's service activities and adjacent residences. This section applies to centers with a gross square footage under 300,000 square feet.

Figure 3.2.14 A neighborhood center invites activity through design

B. Site Organization

1. All buildings on the same site shall demonstrate a strong spatial and functional relationship. In addition, buildings shall demonstrate variety in size and mass.

2. Portions of primary buildings and freestanding buildings shall be located at the street setback lines.

3. Parking shall be provided within convenient walking distances of all tenants.

4. Pad layout shall be integrated into the site design in terms of parking lot layout, on-site circulation, lighting, landscaping, and building design so as to minimize the effects of noise and disturbance on neighbors.

5. When the neighborhood center abuts a residential neighborhood, the scale of the shopping center shall complement that of nearby residences. This effect can be achieved by:

   a. Keeping buildings as small as possible, particularly in height;

   b. Reducing the perceived scale through building articulation and ornamentation;

   c. Break up large expanses of walls with design details and avoid large, out of proportion design elements; and

   d. Distributing the project floor area among a complex of smaller buildings.

C. Architecture

1. Where long buildings are unavoidable, their linearity shall be mitigated by changes in the building height, wall plane, and spatial volumes and by varied use of window areas, arcades, materials, and roof elements.

2. Portions of commercial buildings adjacent to and visible from residential properties shall be stylistically consistent with the more public portions of the commercial building.

3. Building elements, such as large blank building walls, loading areas, etc., that disrupt the continuity of shops and businesses are discouraged along major pedestrian corridors.

4. The use of arcades, awnings, or similar architectural treatments is encouraged to provide relief from the sun.

Figure 3.2.15 A neighborhood center utilizes awnings for continuity in pedestrian corridors

5. Incorporate tower elements or other vertical architectural features at the "ends" of the center.

6. Full roof treatments are encouraged; flat roofs, mansards and veneer parapets are discouraged.

D. Walls and Fences

1. Walls and fences shall be architecturally compatible with the buildings.

2. All storage areas shall be screened from public view from any adjoining properties and from the public right-of-way by appropriately designed walls, fencing and landscaping.

3. Residential uses shall be buffered from the impacts of adjacent commercial uses, including noise, odor, vibration, dust, and glare by a minimum 72" built in place masonry wall and landscaping.

4. Vines and shrubs shall be spaced to cover 2/3 of the flat surface wall area.

5. Full height walls over 6 feet in height, shall be avoided unless necessary for sound attenuation and, if necessary, shall be built in place masonry. A minimum 24 inch landscaping strip shall be located between all walls over 42 inches in height and the adjoining sidewalk or roadway.

6. Non-transparent perimeter walls and/or fences shall be architecturally treated on both sides and shall incorporate landscaping.

7. Combination solid wall/view fences shall be used around the perimeter of commercial areas adjacent to open space or common areas, where some security is necessary and where the view is desirable. Combination solid wall/view fencing shall be 5 feet high and constructed of galvanized, manufacturer applied paint or powder coated tubular steel fencing over a low masonry wall.

Figure 3.2.16 A view fence in a commercial area provides security without restricting the view

3.2.5 Mini-Malls

A. Description

The typical mini-mall development pattern is composed of a series of commercial tenants of varying sizes and types, in rectangular, single story structures. The building typically faces the street and is oriented to the parking lot, which is located adjacent to the street. This section will apply to any small and medium mini-mall commercial development under 5 acres. These standards dictate a certain amount of building placement at the front setback line to better define the street.

Figure 3.2.17 A mini-mall features neighborhood serving retail conveniences

B. Site Organization

1. For corner lots, a minimum 15% of each building frontage facing a public street shall be placed at the corner abutting the front or side setback lines.

2. A portion of the primary building shall be built to the front setback line along streets. When these buildings have "double frontage" (a direct relationship to street on one side, parking lot on the other), they shall be carefully designed

to assure that all sides of the building appear to be active and functional.

Figure 3.2.18 A mini-mall with a walkway/arcade places the building frontage at the setback line

3. Parking shall be distributed along the sides and rear of the buildings.

4. Parking lots shall be shared or include an access easement with adjacent commercial uses to improve circulation and reduce the number of driveway curb cuts.

C. Building Design

1. Blank building walls are discouraged.

2. Building design shall express a single architectural theme.

3. Where appropriate, a raised pedestrian walkway/arcade shall be provided immediately adjacent to the storefront. The walkway/arcade shall be a minimum of 8 feet wide.

3.2.6 Big Box Retail

A. Description

Big box retail outlets, often called superstores, are typically housed in large single story structures generally more than 50,000 square feet. Due to their positive economic impact on communities, they are becoming more prolific along local freeways, at major intersections and major commercial corridors. These types of retail developments tend to be characterized by large parking areas and minimal, "big box" architectural design.

Figure 3.2.19 A major big box retail anchor tenant draws activity to center

B. Site Planning

1. Parking area design shall minimize adverse visual impacts of expansive parking lots by incorporating additional landscaping within parking areas as well as segmenting the parking area into smaller components.

Figure 3.2.19 Adverse visual effects are minimized by breaking up the parking area into smaller segments

2. The major entry aisle shall be aligned with the building entry of the most prominent building on the site.

3. Parking aisles shall be oriented to provide clear paths of travel and minimize the number of parking aisles crossed by pedestrians.

4. Cart storage shall be integrated within the initial building and site design. Large "cart corrals" are acceptable if they are designed to complement the project's site plan and architecture.

C. Architecture

1. The building design shall incorporate a 3 foot high minimum building base.

2. Building materials shall be durable and resistant to damage, defacing, and general wear and tear.

3. Use of pre-cast decorative concrete, stone masonry, brick and commercial grade ceramic tile are highly encouraged.

4. Multiple plane rooflines are highly encouraged. Cornice details shall be used at the top of parapet walls to provide distinctive caps to building facades.

Figure 3.2.19 Buildings shall incorporate distinct rooflines

5. Significant building wall articulation shall be provided on all exterior building elevations visible to the public from the site or adjacent properties. Exterior wall treatments such as mass offsets, arcades, porticos, colonnades, and wing walls can be used to successfully mitigate the appearance of the typical big box building appearance.

6. The base of the big box building shall be enhanced on all four sides by landscaping.

Figure 3.2.20 Landscaping at the rear of the building is a good example of how circulation and landscaping can be provided on all four sides of the building

7. Auxiliary outdoor storage and/or garden areas shall be integrated within the primary building and their design shall complement the architecture of the main building.

3.2.7 Hotels and Motels

A. Description

Hotels and motels provide visitors with a strong first impression of Antioch and therefore deserve special attention within the guidelines. They are quasi-residential uses and shall be designed and sited to minimize the effect of noise from

State Route 4 and major streets. The scale of and activities associated with hotels and motels often make them problematic neighbors for adjacent residential properties. In addition, hotel and motel architecture is often thematic, which presents a strong temptation to exaggerate the design of the building front and to neglect the other sides. However, all sides of a building shall be stylistically consistent.

Figure 3.2.21 A warm and inviting motel invites visitors

B. Site Organization

1. The primary presence along the major street frontage shall be the building and driveway approach, not the parking lot.

Figure 3.2.22 A motel with the building and driveway approach facing the street

2. Some short-term parking spaces (no more than 5 spaces) shall be provided near the office for visitors to check in to the hotel or motel.
3. Delivery and loading areas shall be screened to minimize any impact on sensitive uses. Loading and unloading areas shall be located in the rear.
4. Avoid locating driveway, garage ramps, or loading and service areas where they interfere with the flow of pedestrian movement or impact the privacy of guest rooms.
5. Utilize parking lots and open spaces on the site to help buffer the hotel/motel from any adjacent incompatible or sensitive uses.
6. Recreational facilities such as swimming pools shall be designed to offer privacy to facility users. They shall not be exposed to public streets to function as advertising.

Figure 3.2.23 A swimming pool shielded from the public street provides a private amenity

C. Safety

Safety and security for persons and property are of paramount concern. At night, lighting is an integral component of the built and natural environment. Effective lighting provides safety and direction for vehicles and pedestrians and visibility and security for the hotel businesses.

- All external corridors shall have clear instructions for emergency exits, as well as fire extinguishers and alarm buttons where appropriate.
- Landscaping shall maintain adequate sight lines for visual safety, visibility and efficient security.
- Pedestrian areas, paseos, sidewalks, parking lots and building entrances should be adequately lit to provide safety and security.
- Lighting should be designed to provide ambiance, safety, and security without unnecessary spillover or glare onto adjacent properties and light intensity should be of satisfactory quality to ensure visibility, safety, and security.
- Lighting for uncovered parking areas, vehicle accessways and walkways shall not exceed a height of sixteen (16) feet.

C. Architecture

1. All sides of a building shall be stylistically consistent.
2. Surface at least 25% of the total exterior surface area in masonry or natural stone.
3. Masonry or stone shall be applied to logical places on each of the building's facades, and shall begin and end at logical breaks related to the structure of the building. A single one-story high, horizontal "banding" of masonry or stone is strongly discouraged.
4. The remainder of the exterior may be surfaced in stucco, or integrally dyed decorative concrete or ceramic masonry units. Metal or vinyl siding is prohibited.
5. Any significant departures from standardized architectural "themes" intended to market or brand a hotel or motel building, such as Swiss chalets or castles, is strongly discouraged.
6. Public or semi-public spaces (hotel/motel lobby, restaurants, meeting rooms, and banquet facilities) sited at ground level adjacent to a pedestrian walkway or a major street shall use glass and transparent materials between the height of three feet (3') and eight feet (8') above the walkway or street grade.
7. Noise attenuation techniques shall be included in the design of buildings near major noise generators (e.g., major streets and highways). Techniques may include: double pane glass, berms, thick tree groves over 35' in depth, or lowering the grade of the subject building below the roadway elevation.
8. Mechanical equipment of all types, including swimming pool equipment, shall be located and screened to minimize impacts on adjacent uses.
9. Air conditioning units shall not be visible from public streets. Central air is required.

10. Exterior corridors and stairwells on multi-level hotel/motel buildings are strongly discouraged and shall not be located adjacent to residential uses.

11. Guest rooms shall be accessible from hallways within hotels over two stories. Avoid room entrances directly adjacent to parking lots or exterior walkways.

12. Walkway, stairway and balcony railings and other similar details shall be visually substantial and stylistically consistent with the basic building design.

Figure 3.2.24 A building design with a uniform architectural style and second floor enhancements

13. Roof terraces and gardens augment open space. Their design and location shall encourage human occupation and use.

3.2.8 Drive-Through Businesses

A. Description

Various uses with drive-through services such as restaurants, banks, and drug stores are common in Antioch. These types of establishments present unique design challenges due to building siting, traffic, vehicular access and on-site circulation.

Figure 3.2.25 A drive through restaurant that provides good flow thru circulation

B. Site Planning

1. The building shall be the predominant visual element along street frontages, not parking lots or drive-through lanes.

2. Drive-through aisles shall be located towards the rear of the building, away from the street frontage, and screened from adjacent parking areas through landscaping and walls.

Figure 3.2.26 A building located along the street frontage with the drive-through aisle to the rear

3. Buildings with drive-through services shall be "built-to" the minimum front setback lines.

4. Drive-through lanes shall not exit directly to the main entrance. Drive-through aisles shall provide a minimum 30-foot outside radius for any curve.

5. Whenever possible, the main structure shall be sited as to maximize the distance for vehicle queuing while screening the drive-through operations.

C. Stacking Lanes

1. Stacking lanes and driveways shall be incorporated into the overall site plan landscape and streetscape concept.

2. Stacking lanes or driveways shall not be located between the building and the street or where a setback is required.

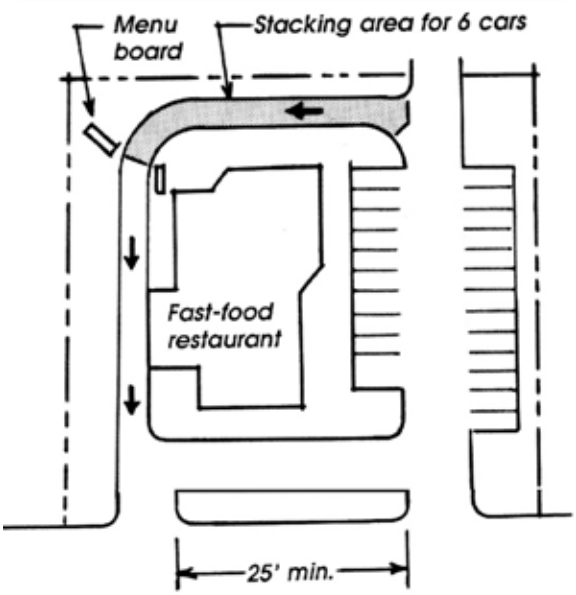

Figure 3.2.27 Example of proper location for stacking lanes

3. Whenever possible, locate stacking lanes and driveways out of view of the public street and/or sidewalk, at the rear and/or flank of the building

4. A minimum of 6 stacking spaces on site shall be provided for restaurant and food sale use drive-through facilities.

5. A minimum of 5 stacking spaces shall be provided on site for banking, pharmacies and similar non-food related use drive-through facilities.

6. Stacking spaces shall be 11.5 feet in width and 21.5 feet in length

7. Paved areas, such as aisles and stacking lanes, shall be minimized and water permeable surfaces and soft landscaped areas maximized to contribute to the appearance and environmental sustainability of the site.

8. Multiple windows servicing a single stacking lane (e.g. order window, payment window, pickup window) shall be considered to promote reduced idling.

D. Architecture

1. All building elevations shall be architecturally enhanced.

2. On a corner site, the building's height relative to the street width shall be sufficient to define the street edge and corner and shall add interest to the street, direct pedestrians, provide visual relief and create or extend the street wall.

3. Prototypical buildings shall be avoided. Instead, appropriate building types and expressions shall be developed to

address individual site conditions and local contexts.

Figure 3.2.28 Placing drive-through activities away from the street permits the alignment of building faces along the street to create good street edge definition

4. The height of the building or facades facing the street shall be maximized to achieve an appropriate scale to define the street (i.e. by maximizing ceiling height, parapet height and through roof design).
5. The length of the building shall be maximized at the front lot line or setback line (at both streets on a corner lot).
6. Stand alone buildings shall be avoided and the building and drive-through facility shall be incorporated into larger, multi-use buildings when possible.
7. A two story building shall be provided where necessary to be compatible with existing structures and projects in the immediate area.
8. Walls along the street face and visible from the street, shall be transparent to maximize views in and out of the building and the relationship between interior and exterior to support and animate the public street and sidewalk.
9. Buildings shall incorporate a full roof with built-in roof top wells for mechanical equipment screening.
10. A canopy shall be provided at the drive-through pick-up window area.
11. Landscaping shall be placed around the perimeter of the building and where possible, provide shade cover for the que.

3.2.9 Office Buildings

A. Description

Figure 3.2.29 An interesting office building design complements the neighborhood character

Outside of Rivertown, Antioch office buildings are primarily located along commercial corridors such as Hillcrest Avenue and Lone Tree Way. Office buildings have different architectural form from other corridor commercial buildings because of the following functional characteristics:

1. The intensity of use is lower while building scale is greater;
2. Buildings are typically active on all four sides;
3. Office activities are not limited to the

first floor;

4. They have fewer entries along the building perimeter;
5. There are no display windows; and
6. Occupancy of office buildings is more predictable.

B. Site Planning

1. The first floor of office buildings shall be placed at the minimum required front setback. Second and third floors shall provide an additional foot of setback for each additional floor.
2. Surface parking shall be located towards the rear of the site or at the side of the building.
3. Multi-story buildings shall not be placed adjacent to residential private open space areas.

C. Architecture

1. Building massing and design shall reinforce a sense of balance, scale and proportion within the project and the surrounding neighborhood.
2. Design elements shall be incorporated by using authentic architectural styles and detailing.

Figure 3.2.30 Well proportioned features create balance in design

3. Vertical elements such as pilasters or columns shall be used to break up monolithic structures or create the appearance of a series of smaller attached buildings, or a combination of both.
4. The primary building entry shall convey a sense of arrival through architectural features and accent paving.
5. Building entrances and entrances to lobby/reception areas shall be clearly defined.
6. Elements such as trellises, arcades, terraces, and patios shall be utilized to provide transitional spaces between the interior and exterior of buildings. These elements shall utilize colors and materials that unify architectural themes.
7. Building surfaces over two stories high or 40 feet in length shall provide vertical and horizontal wall plane offsets.

Figure 3.2.31 An office building provides functional vertical and horizontal wall plane offsets

8. New developments shall transition from the height of an adjacent development

to the maximum height of the proposed structure.

3.2.10 Vehicle Dealerships

A. Description

Vehicle dealerships typically specialize in the sale and servicing of one or more lines of new or used automobiles. Dealerships

Figure 3.2.32 A uniquely designed vehicle dealership

are regional in nature and can have a market radius in excess of 20 or 30 miles. The major portion of a vehicle dealership site is typically used for outdoor storage and display of vehicles. A relatively minor portion is used for structures and customer parking.

B. Site Planning

1. Provisions shall be made onsite for the unloading of vehicles from carriers out of the public right-of-way.
2. Outdoor vehicle displays oriented toward streets shall be limited to permanent at-grade display areas, any permanent features or structures shall be architecturally compatible with the project.
3. All storage areas shall be screened from view from the public street and any adjacent residential area by appropriately designed walls, fencing and landscaping.
4. No potentially noisy activity, such as vehicle repair, cleaning, or testing, shall be located near or oriented toward residential properties.

Figure 3.2.33 This site planning for a vehicle dealership respects the adjacent residential uses

5. Sufficient space shall be provided for service drop-off areas to prevent vehicle stacking on public street(s). Customer parking shall be provided for the sales, service, and parts areas.

C. Architecture

1. Buildings shall be stylistically consistent on all sides and well articulated.

2. The showroom shall be oriented toward the major public streets.

Figure 3.2.32 A showroom that can be easily viewed from the major public street

3. Walls and fences shall be architecturally compatible with the buildings.
4. All Service uses shall be entirely contained within the building(s). On-site access must be provided to the individual service bays in all cases. The access points to the service bays shall not be visible to the public.
5. Provisions shall be made for a vehicle washing area. The wash rack shall not be visible or be audible from any public street or residential area.
6. Landscaping shall be provided along all display perimeters but shall remain low (less than 32 inches in height).

D. Additional Guidelines

1. Public address systems are not allowed.
2. All noise producing activities shall be contained within the structures or otherwise screened to reduce/soften the noise generating uses from any adjacent residential areas.
3. Storage areas for junk parts, packing materials from parts shipments, used oil, and lubricants shall be screened from public view by appropriately designed walls, fencing, and landscaping. Chain-link fencing is prohibited.
4. When adjacent to residential, the perimeter of the site shall be heavily landscaped. In addition, parking lots shall contain significantly more landscaping than is required for retail commercial parking lots. Landscaping shall be maintained at a low level (less than 32 inches in height).
5. Areas around the dealership structure and/or canopies, up to 10 feet outside the canopy footprint, shall be illuminated so that the maximum horizontal illuminance at grade level does not exceed 30 foot candles in the structure area and is at least 1.0 foot-candles and no more than 8 foot-candles at the perimeter edge.
6. Lighting for uncovered parking areas, vehicle accessways and walkways shall not exceed a height of sixteen (16) feet. Lighting shall be directed onto the driveways, walkways and parking areas within the development and away from adjacent properties and public rights-of-way.
7. Lighting shall be directed away from nearby residential uses.

3.2.11 Service Stations and Car Washes

A. Description

Service stations and car washes are intensive auto-oriented uses that are characterized by large areas of paving.

Figure 3.2.33 A gas station provides easy entry and exit

B. Site Planning

1. The site design for corner and mid-block sites shall convey a strong link to the street or corner.
2. The site shall be designed to accommodate anticipated circulation patterns and minimize paving.
3. Driveway cuts shall be limited to two per site, unless otherwise allowed by the City Engineer for valid circulation reasons.
4. Service and car wash bay openings shall not face residential properties and shall be screened from view from the public street. The visibility of service bays and car wash openings shall be minimized.
5. All storage areas shall be screened from public view from any adjoining properties and from the public right-of-way by appropriately designed walls, fencing and landscaping.
6. All vehicles left overnight shall be stored within the structure or behind a screening wall out of sight from the public right-of-way.
7. Enhanced landscaping shall be provided along all perimeters but shall be maintained at a low level (less than 32 inches in height).

C. Architecture

1. Site-specific architectural design is strongly encouraged, rather than corporate or franchise design solutions.
2. All structures on the site (including kiosks, car wash buildings, gas pump columns, etc.) shall be architecturally consistent and related to an overall architectural theme.
3. All building elevations shall be architecturally enhanced.
4. High quality building materials are encouraged. Reflective, glossy, and fluorescent surfaces are discouraged.
5. The roof design of all structures including pump canopies, shall incorporate roof treatments with a low to moderate pitch. Flat roofs or mansard roof applications are not allowed unless they are consistent with an established architectural theme.
6. The gas pump canopies shall not be internally illuminated. Light fixtures shall be recessed into the canopy.
7. Each gas pump island shall include stacking for at least two vehicles (40 feet) on-site, on at least one end of the pump island.

Figure 3.2.32 An example of high quality and consistent building

D. Additional Guidelines

1. Service stations shall provide areas for patrons to service vehicles with water and air. These facilities need to be located where they do not obstruct the main circulation patterns of the site.
2. Car wash facilities shall be designed to minimize machinery and blower noise levels. Facilities shall be oriented away from adjacent sensitive uses.
3. Automatic car wash sites shall provide vacuuming and drying facilities for vehicles upon exiting the car wash building. These areas shall be carefully oriented to avoid being a nuisance to adjacent uses.
4. Areas around the pump islands and under canopies to 10 feet outside the canopy footprint shall be illuminated so that the maximum horizontal illuminance at grade level does not exceed 30 foot candles in the service area and is at least 1.0 foot-candles and no more than 8.0 foot-candles at the edge of the service area. (per traffic engineering handbook, 4th edition)
5. Light fixtures mounted on canopies shall be recessed so that the lens cover is recessed or flush with the bottom surface (ceiling) of the canopy so that light is restrained to no more than 85 degrees from vertical (5 degrees below horizontal).
6. Lights shall not be mounted on the top or sides (fascias) of the canopy and the sides of the canopy shall not be illuminated.

3.2.12 Automotive Repair and Smog Services

A. Description

Automotive repair service facilities are typically freestanding buildings, but can also be found in mixed-use projects or commercial planned developments. These uses are typically associated with noise, large numbers of parked vehicles, traffic, and the presence of hazardous materials. While these facilities rarely make good residential neighbors, they are necessary to urban life and can be accommodated into many other settings if care is taken to mitigate their negative characteristics.

Figure 3.2.35 An automotive repair facility

A. Site Planning

1. Driveway access points shall be limited to the minimum number necessary.
2. Vehicle drop-off areas shall be provided to prevent vehicle overflow onto adjacent streets.

3. The interior of work bays shall not be visible from a public street, any adjacent residential buildings, or designated open space.

Figure 3.2.36 Landscaping screens work bays from a public street

4. Vehicles left on the site overnight shall be screened from public view through solid walls and/or landscaping.

C. Architecture

1. Building design shall be stylistically consistent and compatible with surrounding buildings through use of similar scale, materials, colors, and/or detailing.

2. Building materials shall have the appearance of substance and permanency; lightweight metal or other temporary appearing structures are discouraged. Landscaping shall be located along the building perimeter.

3. Landscaping should be located along the building perimeter.

3.2.13 Self-Service Storage Facilities

A. Description

Self-service storage facilities have characteristics in common with both commercial uses and industrial uses. They are similar to other commercial uses in that they provide a service to residential and business uses. However, the character of their development is often more similar to industrial buildings and their low activity level does not add to the vitality of a commercial area.

Figure 3.2.37 A self-service storage facility can be architecturally harmonious with community character

B. Site Planning

1. In order to prevent views into the facility from the public right-of-way, all activities shall be confined to one building or building massing shall be located around the perimeter of the site.
2. Storage unit doors shall not face any adjoining residential use. The unit doors shall be screened from the view of the public right-of-way through the use of landscaping material or architectural design features.
3. Access drives shall not be located around the perimeter of the site.
4. If a caretakers residence is included, it shall be incorporated into the site design with the on-site office. Any private open space area shall be screened from public view by a wall or appropriate landscaping.

C. Architecture

1. Buildings shall be stylistically consistent on all sides and well articulated.

Figure 3.2.38 A building that incorporates the same style and materials on all sides

2. The building shall incorporate a design compatible with the surrounding area. If any portion of the immediately surrounding area is residential, only the front office shall be subject to any applicable residential design standards.
3. Exterior corridors and stairwells are strongly discouraged and shall not be located adjacent to residential uses.
4. Walls and fences shall be architecturally compatible with the buildings. They shall be kept as low as possible while keeping the site secure. Use of rolled razor wire is prohibited.
5. Long buildings or rooflines shall be broken by variation in horizontal and vertical planes.

Figure 3.2.39 Architectural features break up a monotonous facade

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