

8.0 PUBLIC REALM STANDARDS AND DESIGN GUIDELINES

PUBLIC REALM STANDARDS AND DESIGN GUIDELINES

8.0 Public Realm Standards and Design Guidelines

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PUBLIC REALM STANDARDS AND DESIGN GUIDELINES

8.1 INTRODUCTION

Public spaces and buildings contribute to the unique character of a city. Public spaces include streetscapes, plazas, and parks. Public buildings include police stations, libraries, post offices, and civic buildings.

The public realm design guidelines and development standards will direct and coordinate the design of future streets, sidewalks, public open space, and key intersections, including street furniture, landscaping, entry treatment, public art, and other streetscape enhancements. The intent is to create a unified, safe, and visually attractive environment that strengthens Specific Plan goals and enhances the vitality of the three corridors. The condition of the public realm is important for creating the desired image and maintaining the character that is unique to Pinole. Well-designed and activated streetscapes and public gathering places in the community promote walkability, encourage social interaction, create a sense of safety, and foster community identity. The public realm gives structure to the districts and provides the framework for organizing individual developments into a cohesive whole. Public realm improvements serve to enhance an area's visual quality and act as an investment catalyst, encouraging private property upgrades and new development.

The design guidelines and standards are intended to promote the Specific Plan Urban Design Principles outlined in Chapter 2 that relate to the characteristics of the public realm. Those design principles are as follows:

- Encourage compatibility between residential and non-residential land uses through unifying public urban design features such as streetscape, signage, and landscape improvements.
- Develop standards and guidelines that support the vision to attract investment.
- Enhance pedestrian circulation and use improved safety mechanisms at appropriate locations and crossings to improve the walkability of the area.
- Strengthen bicycle connections.
- Explore opportunities to enhance auto circulation and reduce congestion at appropriate locations and crossings to improve access.
- Improve public transportation connections between key destinations.

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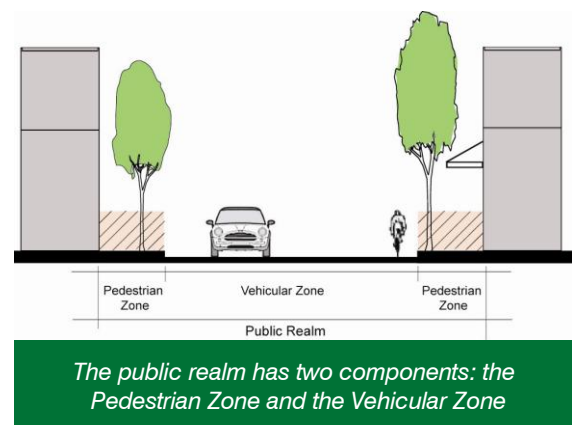
- Enhance connections to neighborhoods, the Bay, the creek, recreational opportunities, schools, shopping centers, and other key destinations.
- Encourage corridor landscaping, particularly along designated opportunity sites and prominent medians.
- Streetscape and landscape improvements will communicate a sense of place and arrival.
- Encourage consistency in street lighting, streetscape and landscape improvements. Consider long-term maintenance and appearance costs when choosing design patterns, streetscape furnishings, and fixtures.

The principles of sustainability and Crime Prevention Through Environmental Design (CPTED) are intended to create healthy, balanced, and safe neighborhoods, streets, and public spaces. CPTED is primarily concerned with promoting safety by providing natural surveillance (“eyes on the street”), controlling and directing access to permitted areas and deterring access to unauthorized or inappropriate access, and creating a sense of ownership through regular maintenance and a clear delineation between private and public space. Sustainability balances environmental, economic, and social impacts of new development to enable communities to meet current and future needs. Sustainability relates to the public realm in many ways, such as providing public gathering spaces to foster a sense of community, furnishing streets with recycling receptacles, and using drought-tolerant landscaping to conserve water resources.

The guidelines in this chapter are a planning tool for public projects that will guide project design and development.

This chapter is organized into the following sections:

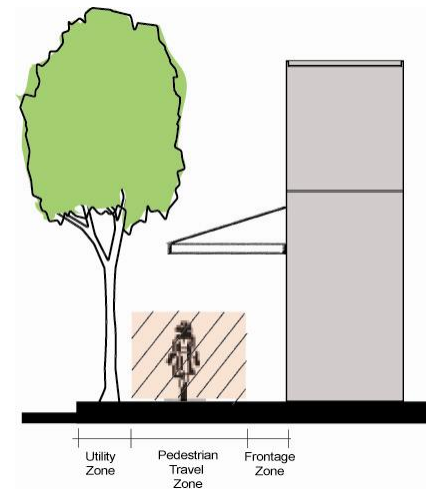
- Landscaping
- Sidewalks and Crosswalks
- Street Furniture
- Public Art



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- Signage
- Plazas and Public Outdoor Spaces

The public realm contains two distinct zones: the Vehicular Zone and the Pedestrian Zone. The Vehicular Zone generally includes the area between the curbs that is occupied by travel lanes, parking lanes, and medians. The Pedestrian Zone generally includes the outer portions of the right-of-way that flank the street, including sidewalks and any adjoining plazas and parks.



The Pedestrian Zone

The Pedestrian Zone is further divided into three zones: the pedestrian travel zone, the utility zone, and the frontage zone.

The pedestrian travel zone primarily accommodates pedestrian circulation. It needs to be wide enough to provide an unobstructed, linear sidewalk space that is free of street furniture, street trees, planters, and other vertical elements such as light poles and transit facilities. The utility zone generally is adjacent to the street and accommodates public facilities and street furnishings. This zone is the appropriate location for the majority of the amenities that enhance and serve the pedestrian zone, including landscaping, benches, streetlights, and other furnishings. The frontage

zone is adjacent to buildings and serves as a transition area between public and private space. The design of this zone should be responsive to and support the adjoining use, which, depending on context, may mean providing a clear zone for store entrances, a “slow” zone for retail displays and window shopping, or a furnished zone for outdoor dining. These zones are conceptual and therefore may be more clearly represented and delineated on some streets than on others.



Three functional zones of public sidewalks: utility zone, pedestrian travel zone, frontage zone

Please note that this section contains both **mandatory design standards which are delineated in bold** and contain the words “shall,” “must,” or “will” and interpretive design guidelines delineated by the words “encouraged” or “may.” Where the term “should” is used in the document, it is a guideline that is strongly encouraged.

PUBLIC REALM STANDARDS AND DESIGN GUIDELINES

8.2 LANDSCAPING

1. GENERAL LANDSCAPE GUIDELINES

Landscaping enhances the character and visual quality of the community by improving the pedestrian experience and unifying elements in the public realm.

a. Landscaping shall be used extensively to achieve a number of objectives including:

- i. Strengthening the pedestrian scale;
- ii. Buffering pedestrian walkways from the street;
- iii. Providing shade in public spaces and parking lots;
- iv. Relieving the visual appearance of large expanses of hard surfaces;
- v. Screening undesirable views; and
- vi. Providing a visual and noise buffer.

b. Accent plantings shall be used at key activity areas and entries to provide focus and visual interest.

c. Evergreen and deciduous or flowering trees shall be used in combination to create visual interest and a dynamic landscape.

d. Native plants or compatible species of drought-tolerant plants shall be used in landscape design to reduce water consumption.

- i. Turf should be limited to accent areas or activity areas or in parkway areas between sidewalks and street curbs.



Use of landscaping to add color, strengthen pedestrian scale, and relieve expanses of hard surfaces



Use of native and drought-tolerant landscaping

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- ii. Plants should be grouped according to their water needs and irrigated separately from other groupings with dissimilar water needs.
- e. **Surface water and pollutant runoff shall be reduced by maximizing the use of pervious surfaces and vegetative ground cover.**
- f. Use of recycled water is encouraged for landscaping.
- g. Plant selection should be based on the climate and environment of the area as well as site characteristics such as exposure, light intensity, soil analysis, site drainage, and irrigation.
- h. Existing trees in good health and appearance should be preserved.
- i. **Landscaping shall be well maintained. Dead plant material shall be removed promptly and replaced in a timely fashion to preserve the well-kept appearance of the property.**
- j. Parking lots should attain a minimum of 50 percent of tree canopy coverage within 10 years of completion of construction to provide shade and minimize visual and environmental impacts.
- k. **Parking lots shall integrate landscaped swales, natural vegetation, and permeable paving to reduce surface water and pollutant runoff.**
- l. Planting should maintain open and clear sightlines and not foster places of concealment.
- m. Visual surveillance of common open space and parking areas should not be obscured through landscaping.

2. STREET TREES

Street trees are a key element in defining public space. They should be used to create unified street scenes, strengthen pedestrian scale, buffer pedestrian walkways from the street, soften hardscapes, and contribute to the character of the Specific Plan Areas. Street trees should be used extensively throughout the project areas to provide comfort, shade, protection, texture, and color.



Tree grate

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- a. For each block on a street, no more than three species are recommended. Mixed species result in better long-term management because they are less prone to diseases and insects than use of a single species. Alternatively, too many species create a lack of visual unity along the street.
- b. Trees that provide attractive fall colors, seasonal flowers, or large amounts of shade are preferred for the Old Town sub-area.
- c. Tree grates are required within plazas and unlandscaped sidewalks as they allow for improved accessibility and increased sidewalk usability area, and they are consistent with the desired urban character.
- d. Street tree placement shall be carefully considered to avoid conflicts with adjacent business functions, and overhead power lines, utility lines, and structures. Trees should align with property lines and preserve views of storefront signage to the greatest extent possible.
- e. Street trees should be spaced approximately 30 to 50 feet on center.
- f. A program should be established for street tree maintenance and trimming of tree canopies and other plant materials, particularly around light poles.




3. STREET TREE PALETTE

The Specific Plan street tree palette was selected to conform with the City of Pinole Parks Department Street Tree Planting Program and is applicable to Specific Plan Area planting along sidewalks and medians. When selecting street trees from the palette, consideration should be given to the following tree classifications:

- a. Primary street trees provide shade for pedestrians, soften and frame the street, and define the public space.
- b. Secondary trees complement and support the primary trees in form and function.
- c. Accent trees are used to define entrances, add variety in form and color, or highlight other focal points of the street.

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Table 8.1
Street Tree Palette

Botanical Name	Common Name	Classification	Image
<i>Aesculus x carnea</i> 'Briotii'	Scarlett Horse Chestnut	Accent	
<i>Ceratonia siliqua</i>	Carob Tree	Primary	
<i>Eucalyptus ficifolia</i>	Red Flowering Gum	Accent	
<i>Eucalyptus polyanthemos</i>	Silver Dollar Gum	Primary	


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Botanical Name	Common Name	Classification	Image
<i>Eucalyptus sideroxylon</i> "Rosea"	Red Iron Bark	Accent	
<i>Ginkgo biloba</i>	Maidenhair Tree	Secondary	
<i>Koelreuteria paniculata</i>	Goldenrain Tree	Primary	
<i>Liquidambar styraciflua</i>	Sweet Gum	Secondary	

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Botanical Name	Common Name	Classification	Image
<i>Liriodendron tulipifera</i>	Tulip Tree	Accent	 A close-up photograph of several Tulip Tree flowers. The flowers are yellow with a distinctive orange or red 'X' or 'V' shape on the petals. They are surrounded by green leaves.
<i>Maytenus boaria</i>	Mayten Tree	Primary	 A photograph showing the dense, bright green foliage of a Mayten Tree. The leaves are small and have a fine, needle-like texture.
<i>Melaleuca leucadendra</i>	Cajeput Tree	Primary	 A photograph of the white, fluffy, bottlebrush-like flowers of a Cajeput Tree. The flowers are clustered together and set against dark green leaves.
<i>Metrosideros excelsus</i>	New Zealand Christmas Tree	Accent	 A photograph of a New Zealand Christmas Tree, showing its dense green leaves and numerous bright red, rounded flower heads.
<i>Quercus ilex</i>	Holly Oak	Primary	 A photograph of a Holly Oak branch, showing its green leaves and clusters of small, round, reddish-brown acorns.

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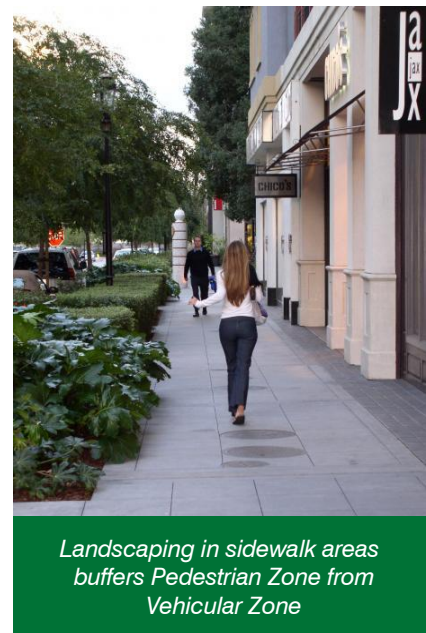
Botanical Name	Common Name	Classification	Image
Zelkova serrata	Sawleaf Zelkova	Secondary	

**Myoporum laetum has been omitted from the Specific Plan Area Tree Palette. It is considered to be an invasive plant species to California by the California Invasive Plant Council and therefore does not meet the sustainable landscaping objectives of this Specific Plan.*

4. LANDSCAPING IN PEDESTRIAN REFUGE ISLANDS AND MEDIANS

Pedestrian refuge islands and medians provide a visual separation between oncoming traffic, create a narrowed lane perception that slows traffic, provide protected places for pedestrians while crossing wide streets, and aesthetically enhance traffic corridors. The following guidelines give direction for pedestrian refuge islands and medians in the Specific Plan Areas:

- a. Native plants or compatible species of drought-tolerant plants should be used to landscape pedestrian refuge islands and medians to reduce water consumption.
 - i. Turf shall not be used in median strips.
 - ii. Plants should be grouped according to their water needs and irrigated separately from other groupings with dissimilar water needs.
- b. Keep plant materials under 3 feet tall to maintain sight distance lines for passing vehicles.
- c. At crosswalks and pedestrian refuge islands, keep plant material below 18 inches for pedestrian visibility and safety.



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5. LANDSCAPING IN SIDEWALK AREAS

Sidewalk area plantings are of human scale and enhance pedestrian comfort by providing a buffer between pedestrian and vehicular traffic flows. Sidewalk area planting in the Specific Plan Areas should include planter pots, raised planters, landscaped parkways, plaza landscaping, and parking lot screening and shading. In order to achieve a cohesive appearance and promote a small town atmosphere, joint participation and cooperation between private property owners and the City will be required.

- a. The three main traffic corridors in the Specific Plan Areas shall, where space is available, include landscaped planters, parkways, and/or street trees between the sidewalk and street to buffer pedestrians from the busy vehicular traffic.
- b. The use of accent planting with special qualities such as spring flowers and/or autumn color should be used to accent entry drives and intersections to unify the three primary corridors in the Specific Plan Areas.
- c. Native plants or compatible species of drought-tolerant plants should be used to reduce water consumption.
- d. Choose hardy species that need minimal maintenance to help maintain healthy appearance.
- e. At crosswalks and driveways, keep plant material below 18 inches for pedestrian visibility and safety.
- f. A hanging flower basket program throughout the Old Town area is encouraged to enhance and beautify downtown and to establish a sense of community pride.



Use of landscaping to add color, strengthen pedestrian scale, and relieve expanses of hard surfaces

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8.3 SIDEWALKS AND CROSSWALKS

1. SIDEWALKS

Sidewalks provide pedestrian access to community activities and provide critical connections between other modes of travel, including vehicular, public transit, and bicycle. Encouraging pedestrian travel is important to the social, economic, and environmental health of the community. Wide and continuous sidewalks, street trees and landscaping, and a consistent street furniture palette all contribute to a desirable pedestrian street scene.

- a. Continuous sidewalks, or equivalent provisions for walking, shall be provided along both sides of streets within the Specific Plan area.
- b. Design features such as enhanced paving on walkways, trellis structures, landscaping, and low-level lighting shall be used to distinguish the pedestrian route from the vehicular route.
- c. On-street parking, raised planters, and landscaped sidewalk planting strips shall be used to provide a buffer between pedestrians and moving vehicles.
- d. Sidewalks on all streets shall be a minimum of 6 feet wide.
- e. To ensure pedestrian safety and smooth flow of traffic, sidewalks shall have a pedestrian-travel zone of a minimum of 4 feet wide that is unobstructed.
- f. Throughout the Specific Plan Area, existing sidewalks that are to remain shall be surveyed for hazardous irregularities and repaired and maintained to the City standards.

2. CROSSWALKS

Pedestrian crossings are a critical component of the circulation system in Pinole. All intersections along the three primary corridors in Pinole play a vital role in enhancing Pinole's streetscape due to their frequent use and high visibility.



Use of special paving for pedestrian walkways



Accent paving at crosswalks

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- a. Incorporate accent paving at all intersections.
- b. Permeable crosswalk paving shall be implemented to achieve reduced stormwater flow and increased stormwater retention.
- c. Crossing distances shall be minimized to the greatest extent possible.



Landscaped median and pedestrian refuge island

- d. Corner curb extensions or sidewalk bulbouts should be used where feasible to reduce crossing distances and to calm traffic.
- e. Pedestrian refuge islands are extensions of the median that create a protected crosswalk area in the middle of the street. **Where medians are present, pedestrian refuge areas shall be provided.**



In-pavement flashers

- i. Pedestrian refuge islands shall be a minimum of 4 feet in order to reduce the possibility of island users from projecting into the traffic lanes. The width of the refuge island walkway shall not be less than the width of the crosswalk.
 - ii. Pedestrian refuge areas shall be level with the crosswalk and have an accented paving surface different in color and texture to surrounding surfaces.
 - iii. The median shall be extended a short distance beyond the edge of the crosswalk in order to ensure that turning vehicles do not encroach on the median pedestrian refuge area.
- f. Pedestrian crosswalks shall be adequately lighted, have clear sight distances, and be free from visual obstructions such as foliage and poles at crosswalk entries and median refuge islands.
- g. In-pavement flashers should be used at higher risk crossing areas with high traffic speeds and pedestrian volumes.
- h. Countdown pedestrian signals should be employed where high pedestrian count and traffic volume occurs at lighted intersections.

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8.4 STREET FURNITURE

Street furnishings serve an aesthetic as well as utilitarian function and can create inviting outdoor spaces used for public interaction. Street furniture includes all items placed within the public right-of-way, such as street lamps, benches, bicycle racks, plant containers, trash receptacles, and



Furnishings enliven streetscapes

kiosks. Appropriate design and location of these furnishings will reinforce a unified design theme and create a lively atmosphere throughout the Specific Plan Areas.

Some of the envisioned public improvements will require private property owner participation and/or cooperation. Others can be implemented by the City as funding is secured and programmed as part of the capital improvement program.

1. GENERAL STREET FURNITURE GUIDELINES

- a. Streetscapes should include many pedestrian amenities that will create the character and identity for each of the three Specific Plan Areas.
- b. **The design and selection of street furniture shall include considerations for the security, safety, comfort, and convenience of the user.** Prior to selecting street furniture, the Public Works Department should review choices for durability, recycled content of materials, and ease of maintenance after installation.
- c. To ensure pedestrian safety and smooth flow of traffic, street furniture and public utilities should be consolidated in the utility zone to keep them from becoming obstacles in the pedestrian travel zone.
- d. Sidewalk cafes are encouraged within the frontage zone as a use that activates and energizes the public realm and creates 'eyes on the street' to enhance sense of safety.
- e. Pedestrian amenities shall be placed at regular intervals along the street edge of sidewalks without obstructing the required 4-foot minimum sidewalk width.



Appropriate style of street lighting for the Specific Plan corridors

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- f. To create a more organized and efficient use of sidewalk space, furnishings should be grouped together rather than scattered.
- g. A greater number and type of furnishings should be located in higher-use pedestrian traffic areas.
- h. Items should be securely anchored to the sidewalk, and a graffiti-resistant coating shall be applied to street furniture to maintain appearance.
- i. **Provisions to accommodate persons with disabilities shall be incorporated into the design and siting of furnishings.** This includes a provision for space adjacent to walkways for wheelchair and/or stroller parking.

2. LIGHTING

Street lighting plays an important role in providing safety and aesthetic quality in the Specific Plan Areas.

- a. Street lighting should achieve a number of objectives, including:
 - i. Contribute to the safe and efficient use of Pinole streets
 - ii. Enhance security
 - iii. Strengthen pedestrian scale
 - iv. Unify the Specific Plan Area
 - v. Create an attractive setting
 - vi. Enhance and encourage evening activities
 - vii. Prevent glare onto adjacent streets
 - viii. Minimize light pollution
- b. Provide sufficient lighting to ensure pedestrians are visible to motorists and to provide illumination of vehicles, street furniture, and other objects that should be avoided.



Pedestrian-scaled street lighting

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- c. Select and light routes that are intended to be the focus of pedestrian activity after dark. Avoid lighting areas not intended for nighttime use to avoid giving a false impression of use or safety.
- d. Pole and fixture design should be coordinated with other street furniture and amenities to establish an attractive and unified design character.
- e. The height of light fixtures should be kept low to promote a pedestrian scale in the public realm and to minimize light spill to adjoining properties.
- f. To reinforce the charm and pedestrian-scale of Old Town, the height of pole-mounted light fixtures in that sub-area should not exceed 16 feet in height from grade to light source.
- g. **Pedestrian-scale street lights shall be provided at bus stops to provide additional security for transit users.**
- h. **Lighting sources shall have cut-off lenses and should be located to avoid light spillage and glare on adjacent properties and in private spaces.**
- i. Energy efficiency and overall effect should be considered for lighting design.
- j. **Light fixtures shall be of durable and vandal-resistant materials and construction.**
- k. **The style of lighting in a public parking lot shall relate to the overall architectural design of the surrounding commercial uses, shall not exceed 23 feet in height from grade to light source, and shall minimize glare into the night sky and adjacent areas.**
- l. Lighting in public parking lots should fall throughout the entire parking area and pedestrian walkways.
- m. **Accent lighting and uplighting on architectural and landscape features are required to add interest and focal points.**
- n. Provisions for seasonal lighting are encouraged. Electrical service for seasonal/event lighting in trees should be provided.
- o. **Light fixtures shall be routinely maintained and replaced as needed.**

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3. BENCHES & TRASH RECEPTACLES

- a. A 6-foot bench and trash and recycling receptacles should be placed on all three corridors at regular intervals no greater than 200 feet.
- b. Benches and trash and recycling receptacles shall be clustered at transit stops and public plazas.
- c. The City should consider selecting trash receptacles with an integrated container for recycling bottles and cans.



Provide trash receptacles near benches

4. BICYCLE RACKS

- a. Bike racks shall be located throughout Old Town, near transit stops, parking lots, shopping centers, employment centers and places with high pedestrian activity. These amenities are intended to encourage and support bicycle ridership.
- b. The “U” shape style rack is encouraged because it allows bikes to be parked parallel to the sidewalk, which keeps them out of the pedestrian walkway.
- c. Integration of public art into bike rack design is encouraged.



“U” shape bike racks

5. BUS STOP AMENITIES

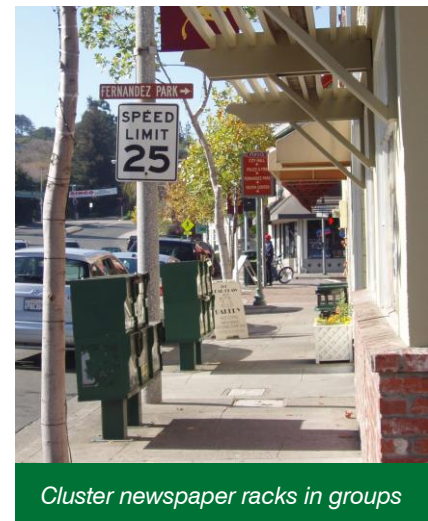
- a. All bus transit stops should provide benches and lighting that create an attractive, safe, and comfortable place for transit users.
- b. Bus shelters should be provided at bus stops located near shopping areas, parking areas, and public facilities and at heavily used transit stops through coordination with the City Transit Manager and the Western Contra Costa Transportation Authority.
- c. Bus shelters should be illuminated during evening service hours to five average maintained foot-candles.
- d. Shelters should be distinctive and reflect the character of the districts.

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- e. Bus shelters should be designed to promote transit and energy efficiency by incorporating features such as solar panels, LED lights, etc.
- f. Transit stop design and siting shall address the needs of disabled users.
- g. All bus stops should be prominently signed and all pertinent route and schedule information should be posted.
- h. Consider coordinating the design and location of bus stops with plazas in order to integrate amenities, activate plazas, and make efficient use of public space.

6. ADDITIONAL FURNISHINGS

- a. Newspaper racks, drinking fountains, kiosks, etc. should be carefully located throughout the Specific Plan Areas.
- b. Drinking fountains should be located in public gathering areas.
- c. Waist-high safety bollards should be used to define public plazas to delineate between Vehicular and Pedestrian zones and create a safe walking environment.
- d. Newspaper racks shall be clustered in groups to minimize a cluttered sidewalk appearance. Newspaper racks should be carefully located at higher use activity and transit nodes along the three corridors to avoid circulation conflicts.
- e. Kiosks should be located at key locations between parking and shopping areas and at key plazas. Kiosks should effectively direct visitors to restrooms, plazas, shopping areas, parking, and public facilities and from one district to another.



Cluster newspaper racks in groups

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8.5 PUBLIC ART

Public art adds vitality, culture, and character to street life and public gathering places. Public art can contribute to a sense of identity and pride in the community. Art can act as a focal point in a public space as well as a functional feature (e.g., benches). The City should consider initiating an “Art in Public Places” program which can provide incentives as well as lay out guidelines for design and placement of art in Pinole.

- a. All capital improvement and development projects should explore the integration of public art into the design of public streetscape elements (e.g., paving, street furniture, transit shelters, lighting).
- b. Public art is encouraged to be used in a variety of locations to enhance the quality and use of the public space or downtown street environment.
- c. Public art should consider the incorporation of functional streetscape amenities, such as benches, walls, stairs, paving, bike racks, and bus stop shelters.
- d. Public art should reflect the spirit and character of the community. Murals are a colorful form of public art that can celebrate the history and culture of Pinole.
- e. The design and materials of the artwork should be durable against weather and vandalism, and should not require extensive maintenance.



Public art integrated into steps



Public art integrated into bike racks

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Directional Signage

8.6 SIGNAGE

A wayfinding program can help people to navigate through the Specific Plan Areas and enhance their sense of safety and comfort. Signage should work in concert with lighting, landscaping, and paving to clearly direct people to their destination. Signage can also be used to provide a unifying theme for the Specific Plan Areas that respects the architectural and cultural traditions of each of the corridors. A Specific Plan Area logo and signage program should be established to help distinguish each project area from other areas of Pinole. The logo can be placed on directional signs, street signs, and banners to develop both a sense of place and an identity. The Old Town sub-area of the San Pablo Avenue Specific Plan has an existing, distinct logo and signage program.

1. DIRECTIONAL SIGNAGE

The signage program should include a common directional sign with directional arrows and labeling to denote key shopping areas, parking, civic buildings, and tourist attractions.

- a. Directional signs shall be oriented to both pedestrian and vehicular traffic. Signs should be lighted, landscaped, and placed permanently at roadsides at key locations throughout the Specific Plan Area.



Street sign

- b. The directional signs shall reflect design components of the street banners and street signs.

2. STREET SIGNAGE

Every street in the Specific Plan Areas shall be identified in a uniform way to provide a recognizable sense of place.

- a. The Old Town sub-area has its own distinct street signage to emphasize its unique character and status of Old Town.
- b. Street signs shall include unifying elements, such as:

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- i. A unique color;
- ii. A font selection consistent with the desired character of the area and consistent with the gateway signs;
- iii. A logo or phrase to identify the area;
- iv. A design reflective of the banner and directional signs.

3. STREET BANNERS

Banners or flags for use on area light standards shall be included in the signage program.

- a. Banners with an appropriate logo and graphic representing a community-wide special event or festival should be developed.
- b. Banners may be changed periodically to provide advertisement for special events and promotions in Pinole.



Street banner

4. GATEWAYS

Pinole contains a number of natural “Gateways” that are identified in Chapter 3. These locations create an opportunity to incorporate gateway features that provide a sense of arrival and a transition into the Specific Plan Areas and into Old Town Pinole. These visual gateway features are civic in emphasis and serve to identify and promote the distinct identity of Pinole’s primary corridors. Features are coordinated to reinforce the overall design theme of each project area.

- a. Special entrance treatments should be provided at the following gateways:
 - i. Entry into Pinole through Appian Way and Pinole Valley Road



Gateway features

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- ii. Entry into Pinole at Appian Way and El Sobrante
 - iii. Entry into Specific Plan Area from Appian Way
 - iv. Entry into Old Town from Pinole Valley Road/Tennent Avenue
 - v. Entry into Old Town from Hercules (City boundary)
 - vi. Others as identified by the City in future
- b. Entrance features may consist of a combination of plant materials, hardscape elements (such as walls, paving, and/or monuments), and signage. Gateways can provide an opportunity for architectural features, monuments, public art, murals, banners, and lighting features.
 - c. Gateways should enhance the visitors' experience when entering the project area and Old Town Pinole. These features serve as landmarks and shall be of high quality design materials.



Plaza with outdoor seating, public art and water feature

8.7 PLAZAS AND PUBLIC OUTDOOR SPACES

Throughout the Specific Plan Areas, plazas of a variety of sizes should be incorporated into commercial, mixed-use, and transit areas to accommodate different types of activities. These public outdoor spaces serve to establish a sense of place and identity and provide space for participating in public life. Plazas create opportunities for socializing and foster a sense of community.

- a. Public outdoor spaces shall be well designed and incorporate a combination of accent materials, site furniture, shade structures, accent lighting, color, texture, art, or other focal elements.
- b. Soft landscaping as well as hard-surfaced areas shall be incorporated into the overall plaza design.
- c. Plazas should be designed to accommodate a range of desired activities such as sitting, eating, strolling, gathering, entertainment, and festivals.

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- d. Plazas shall provide pedestrian amenities like seating, lighting, planters, fountains, drinking fountains, distinctive paving, public art, landscaping, and bicycle racks.
- e. Focal points such as sculptures and water features should be incorporated into plaza design.
- f. Plaza design should provide amenities for varying light and climate conditions and protection from sun and wind.
- g. Covered areas along the perimeter of parks and plazas (i.e., vine-covered pergola) are strongly encouraged to provide protection from rain and/or sun.
- h. A plaza should have an articulated edge (buildings, benches, landscaping, etc.) where feasible to define the plaza and create comfortable space. Plaza edges which open to pedestrian through-traffic should be defined with amenities such as a planter, low seating wall, or sculpture.
- i. Site furniture should be selected not only for its functional and aesthetic qualities but also focus on the quality of materials and finishes that provide long-term durability and resistance to vandalism.
- j. Plazas should be located in highly visible locations to encourage use and discourage unwanted activity.
- k. Planting should maintain open and clear sightlines and not foster places of concealment.
- l. Visual surveillance of plazas and public outdoor spaces from adjacent streets and buildings should not be obscured through landscaping.
- m. Public space lighting shall be low in height with a maximum height of 16 feet from grade to light source.
- n. Plaza lighting should incorporate pedestrian-oriented lights, such as light bollards, pole lights, and wall-mounted lights.



PUBLIC REALM STANDARDS AND DESIGN GUIDELINES

- o. Uplighting/downlighting of trees and other site features is encouraged.
- p. Paving material content should incorporate a portion of recycled materials, such as recycled aggregate, recycled asphalt, or rubberized asphalt concrete from scrap tires, as appropriate to the base material.
- q. Permeable paving is encouraged to achieve reduced stormwater flow and increased stormwater retention.