

SUNOL DOWNTOWN REVITALIZATION PLAN



SZFM Design Studio, Inc.

In Consultation With:
Alameda County - Economic & Civil Development
Sunol Citizen Action Council (SCAC)

February 8, 2023

“There may have been a time when preservation was about saving an old building here or there, but those days are gone. Preservation is in the business of saving communities and the values they embody.”

– Richard Moe, National Trust for Historic Preservation



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INTRODUCTION

Scope and Process

Sunol is in the process of laying the groundwork for the revitalization of its downtown. To assist in this effort, the Economic and Civic Development Department of the Alameda County Community Development Agency (ECD) retained SZFM Design Studio to provide urban design services to create a “Sunol Downtown Revitalization Plan”. The purpose of the Plan is to identify design ideas that can be implemented individually over time.

In order to assess the town’s priorities, several steps were taken. First, a detailed walkthrough was done with the SCAC Subcommittee. The walkthrough was followed by an in-person listening session held in the Sunol Depot Gardens on 7/16/22, where a booth was set up with visual aids to help residents understand the questions presented in the survey, and an explanation of the process was presented by both county representatives, SCAC’s committee members and SZFM designers. A second round of outreach was aimed at citizens unable to attend the session in the park. The same questions were sent via an email link to a Google form and the results for both surveys were tallied. Additional walkthroughs and workshops with SCAC Subcommittee members were conducted to prepare the Plan to be presented to SCAC for review and approval in February 2023.

Acknowledgments

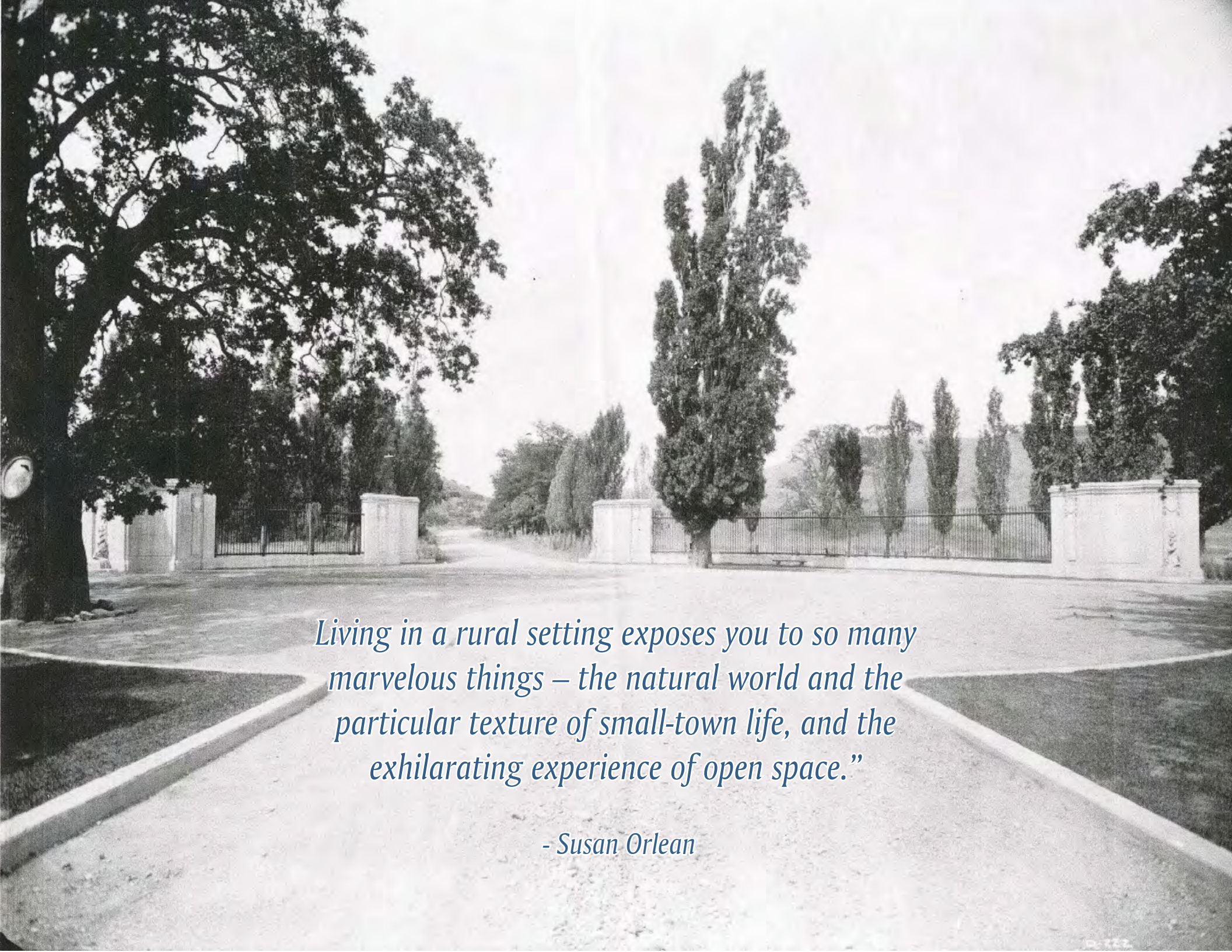
We would like to acknowledge the contributions of the following groups who participated in the preparation of the Sunol Downtown Revitalization Plan:

- The Alameda County Economic & Civic Development
- The Sunol Citizen Action Council (SCAC) Subcommittee
- The Sunol Citizen Action Council (SCAC)
- Sunolians

Scope Diagram

The diagram below illustrates the boundaries of the areas of study. The scope of the downtown revitalization plan spans from the Niles Canyon Road / Highway 84 on and off-ramps, to the West and to the water temple intersection (Highway 84 and Pleasanton Sunol Rd) at its eastern-most point.





Living in a rural setting exposes you to so many marvelous things – the natural world and the particular texture of small-town life, and the exhilarating experience of open space.”

- Susan Orlean

BACKGROUND

History of Main Street

Settled 5,000 years ago by the Muwekma Ohlone, the Sunol area was a place of cultural as well as natural abundance. After the Spanish settlers arrived in the 1770's, European diseases took much of the population of the Muwekma Ohlone, who were largely left to work for first the Mission system, and then the Spanish ranchos. In 1839, the land where Sunol stands was granted to the Bernal family and Antonio Maria Sunol, and became known as Rancho El Valle de San Jose.

As a town and trading post grew up around the Rancho, it became a social hub for the mostly agricultural families in the region, with school activities, square dances and parades centered around the developing Main Street. The first train station was built in 1869, further enlarging the growing town with visitors and new residents. Reflecting Sunol's growth into a regional center, the railroad also brought families from nearby cities and provided weekend and summer jaunts in the country. The Water Temple, celebrating the confluence of streams in Sunol, was built in 1910. Hotels, restaurants, grocery stores, retail shops and services to accommodate the influx of residents, vacationers and businesses created a thriving downtown along Main Street.



History of Main Street (Continued)

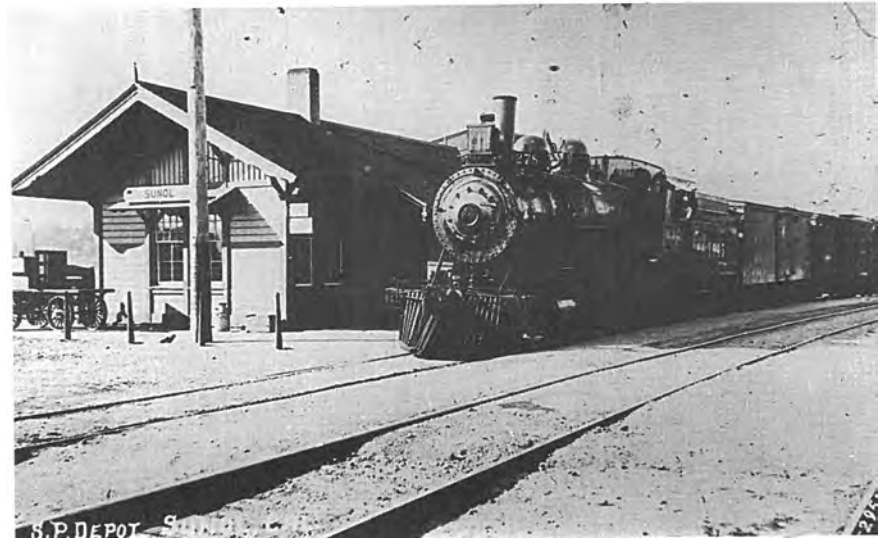
After the turn of the century, the advent of the automobile decreased the need for trains, but the Niles Canyon Road, always a major connection between the cities, became the primary automotive route connecting the growing East Bay to Pleasanton, Stockton and other points to the East through Sunol. The advent of the interstate highway system in the 1950's largely bypassed Sunol, but also saved it from becoming a commercialized concrete jungle. It retained its charm and economic health until catastrophic fires in 1987 and 1989 robbed it of many of its historic hotels and businesses.

In the aftermath of this tragedy, the County of Alameda, recognizing the historic importance of Sunol, formed the Citizens Advisory Council to promote and oversee the restoration of Sunol's downtown. Today the Citizens Advisory Council oversees building projects in order to serve the community and restore Main Street's economic strength while preserving Sunol's incomparable heritage.



Sunol Downtown Revitalization Plan





“The sky in small towns is always the prettiest.” – Anonymous



EXISTING CONDITIONS

Photo Documentation



View A

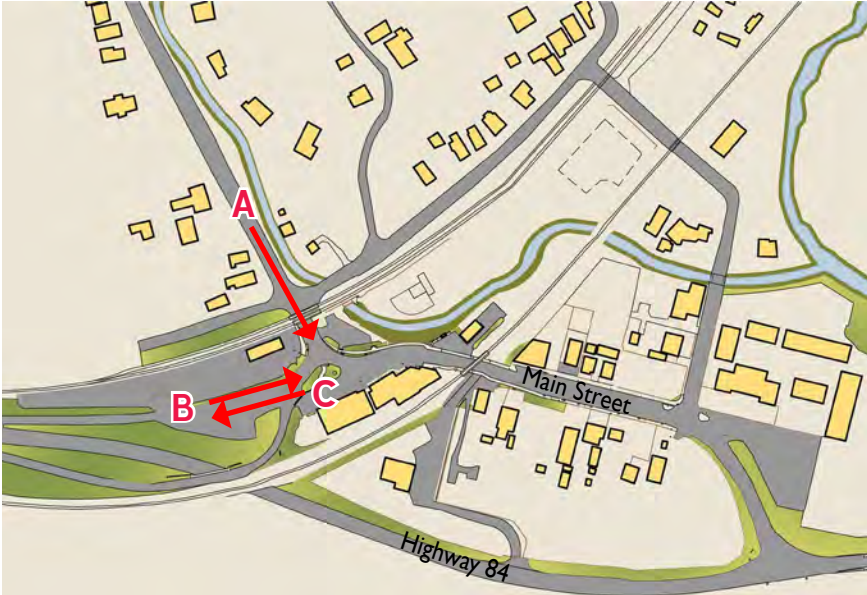


View B



View C

Sunol Downtown Revitalization Plan



Partial Site Plan

Photo Documentation (Continued)



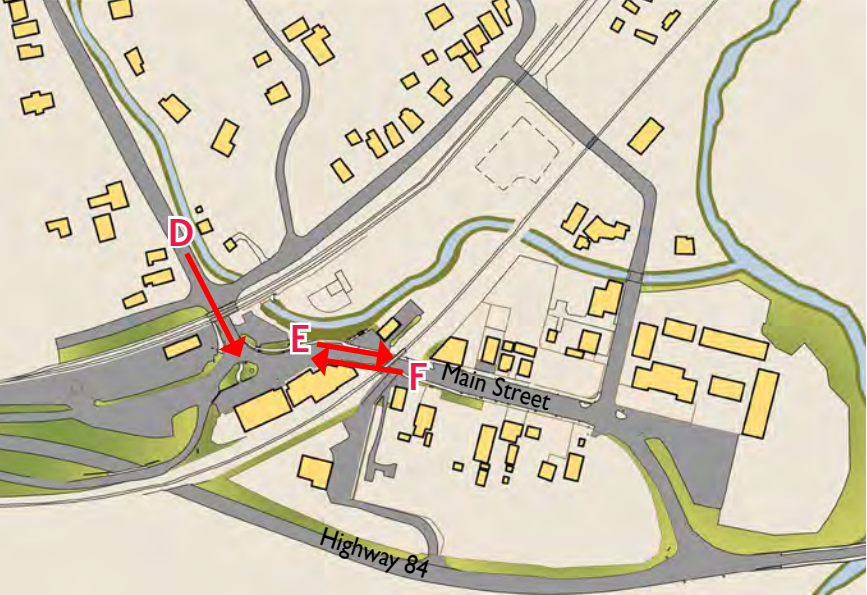
View D



View E



View F



Partial Site Plan

Photo Documentation (Continued)



View G

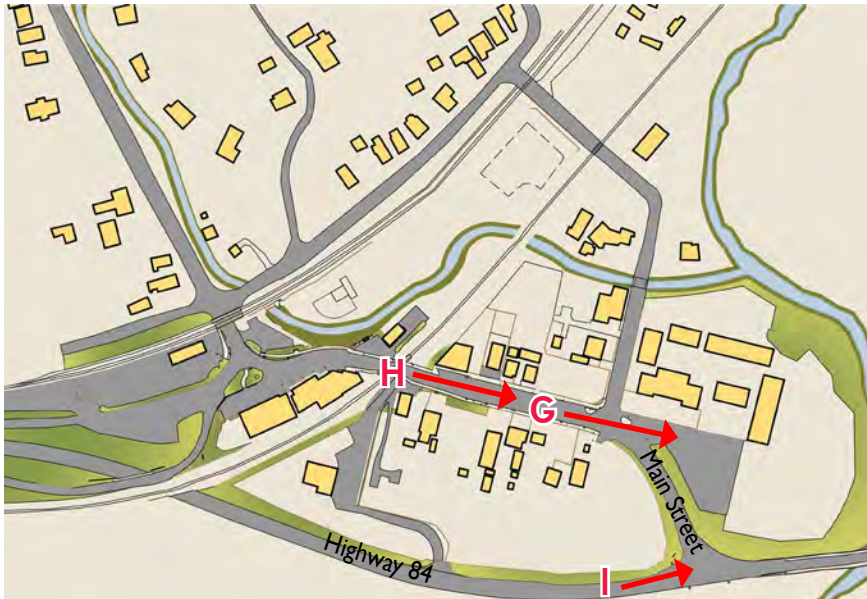


View I



View H

Sunol Downtown Revitalization Plan

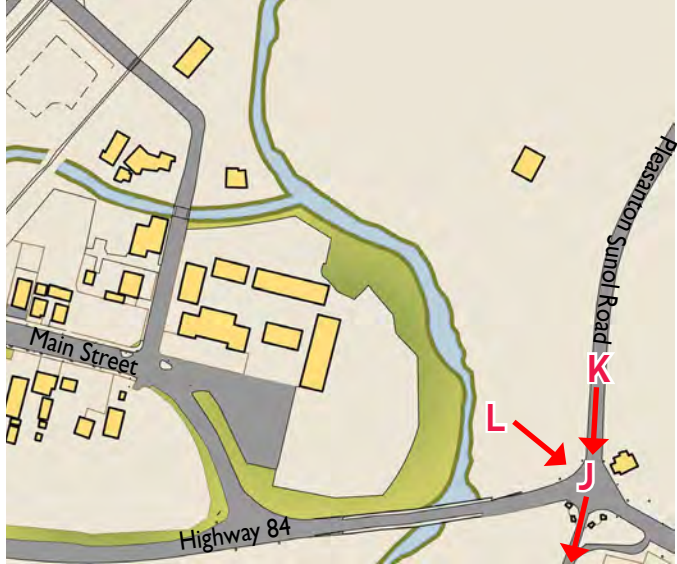


Partial Site Plan

Photo Documentation (Continued)



View J



Partial Site Plan



View K



View L

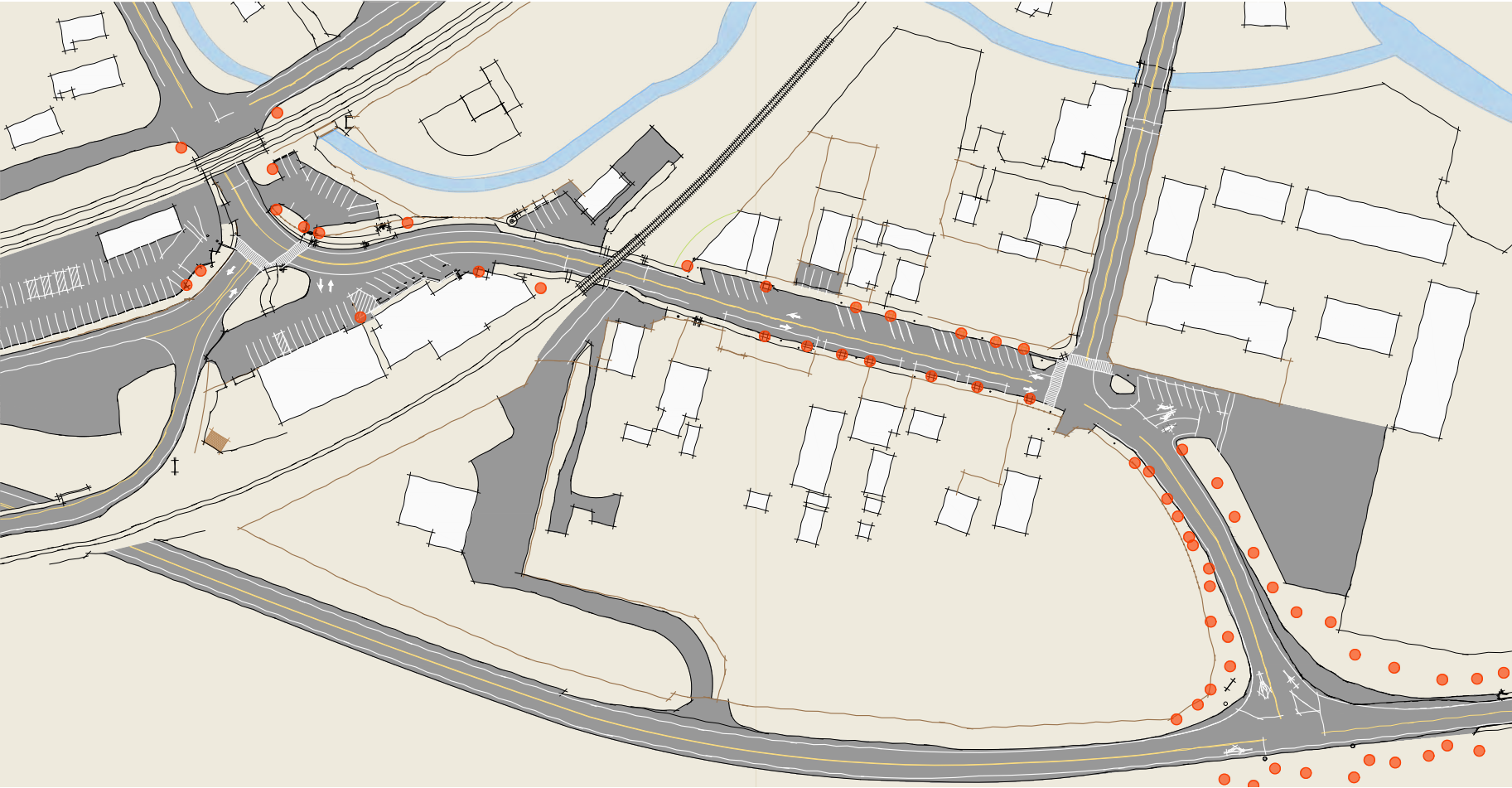
Uses Diagram

The diagram below illustrates the different types of uses of the built environment in the downtown Sunol area.



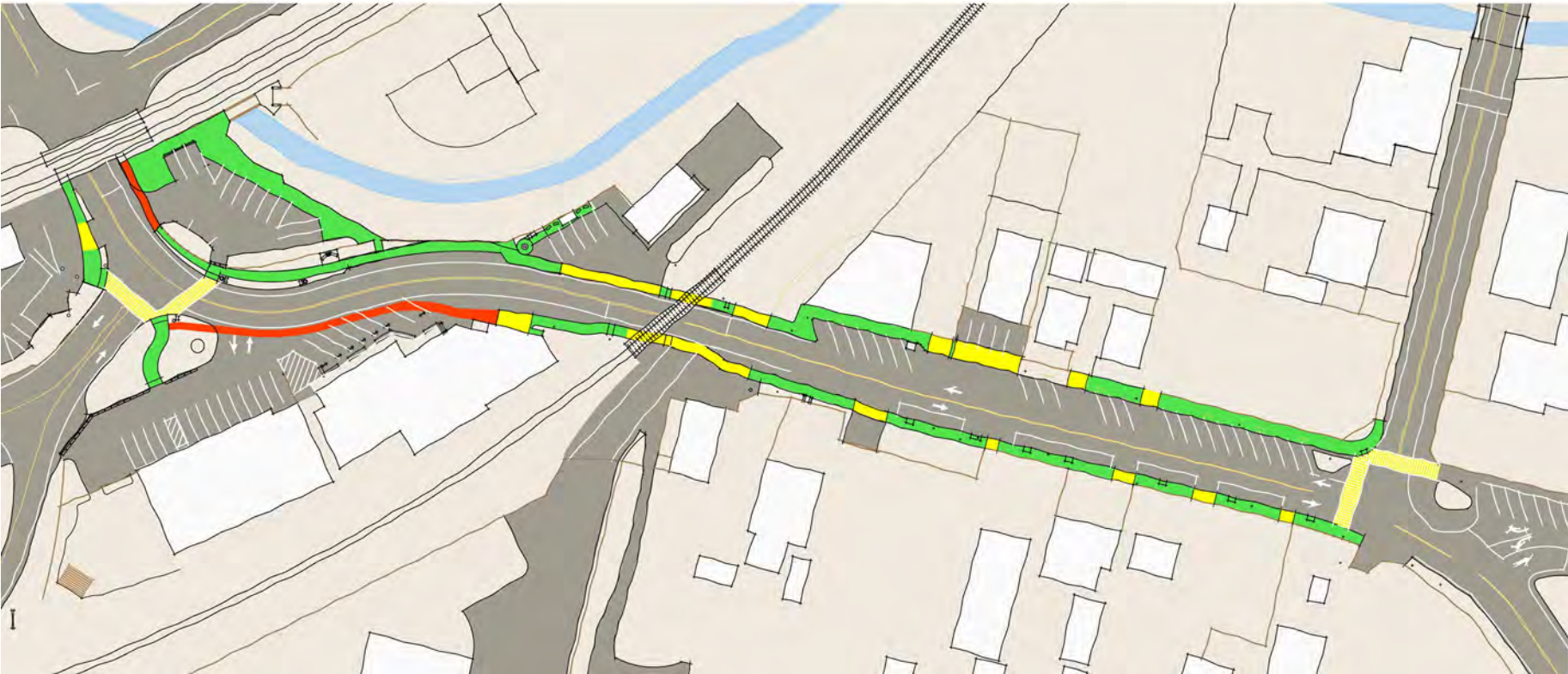
Existing Tree Locations

The diagram below illustrates the location of existing trees in the downtown Sunol area.



Existing Sidewalk Locations

The diagram below illustrates the location of existing sidewalks, driveways and crosswalks in the downtown Sunol area. The green represents sidewalks, the yellow represents other walkable surfaces such as driveways and crosswalks, and the red represents a lack of walkable paths for pedestrians.





“The nice thing about living in a small town is that when you don’t know what you’re doing, someone else does.” - Immanuel Kant

ASSESSMENT

Process of Design

Following an in-person tour of the downtown area, SZFM created a survey to ask locals their thoughts and opinions on the current state of their town and what they might like to see in the future. Large presentation boards were created as visual aids to accompany the survey and were displayed at the community potluck. This listening session generated a lot of input from the community that was incorporated into the following design ideas. For those unable to physically attend the listening session in the park, the same survey was also put online and emailed out in the local newsletter so everyone would have the opportunity to voice their opinions.

INTRODUCTION

Purpose of the Listening Session

- *Understanding Sunol's Main Street*
- *Sharing ideas, thoughts & feelings*
- *Understanding opportunities*
- *Understanding the next steps*



Example of Visual Aid Accompanying Survey

SAFE STREETS FOR ALL



Example of Visual Aid Accompanying Survey

What *Street Amenities* would you like to see in your downtown?



Example of Visual Aid Accompanying Survey

Listening Session / Potluck in the Park

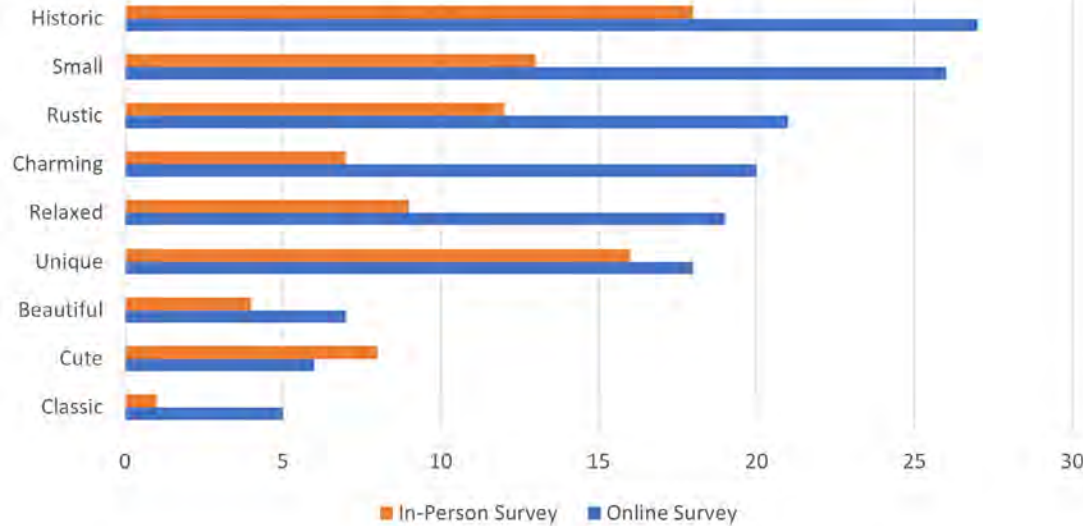
In Person Listening Session - 7/16/22

Presentation and potluck held at the Sunol Depot Gardens.



Survey Results

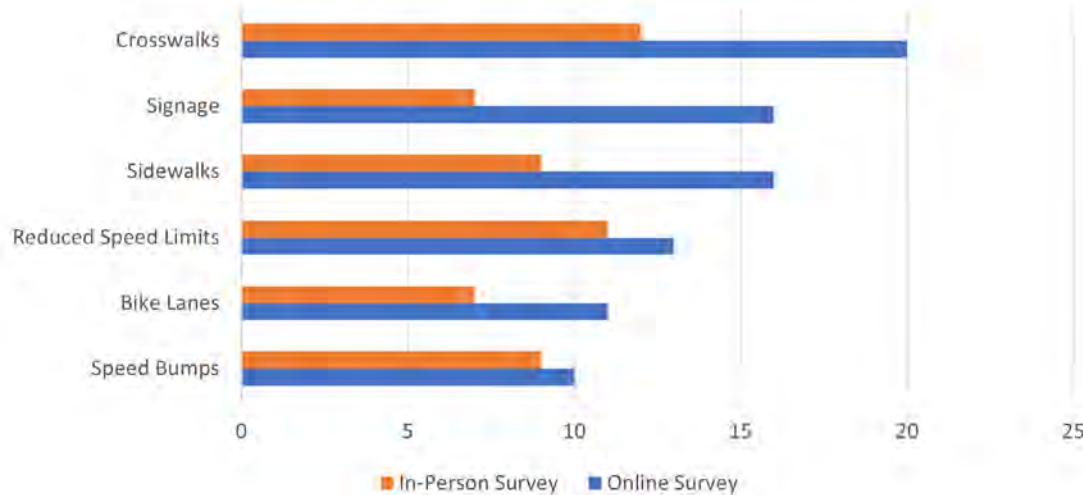
How Would You Describe Sunol's Main Street?



How Would You Describe Sunol's Main Street?

Most Voted For: Historic, Small, Rustic & Unique

What Needs To Be Done To Create a Safer Street For Pedestrians and Vehicles?

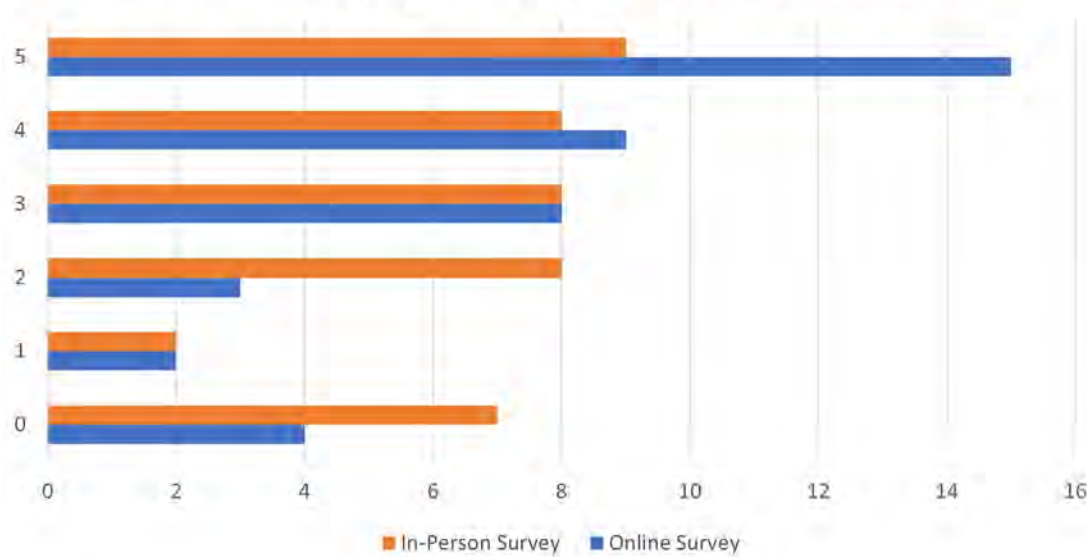


Ways To Create a Safer Street For Pedestrians and Vehicles

Most Voted For: Crosswalks, Sidewalks & Signage

Survey Results (Continued)

How Important is it That There Be More Uses on Main Street?

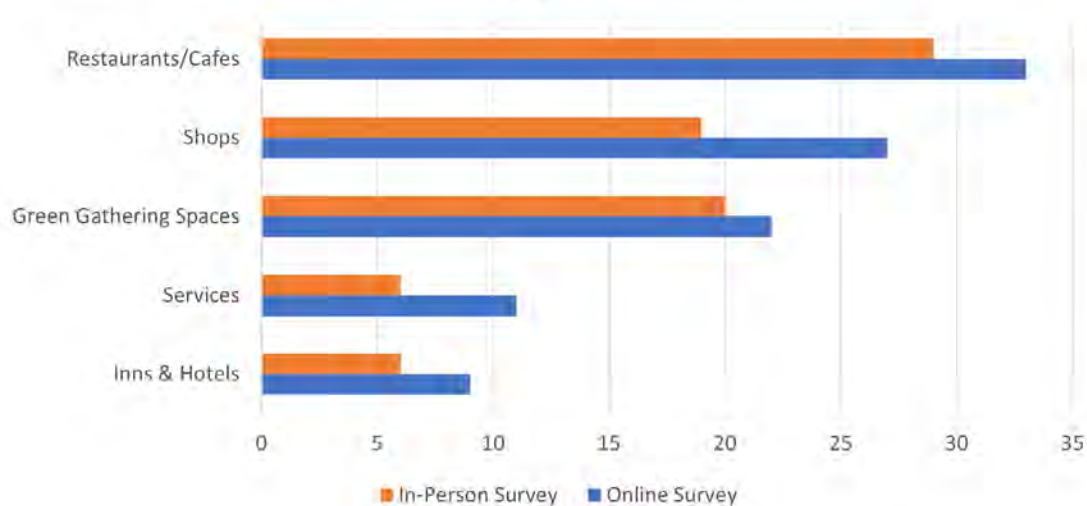


How Important is it That There Be More Uses on Main Street?

In-Person Results: 74% in favor

Online Results: 76% in favor

What Types of Uses Would You Like To See on Sunol's Main Street?

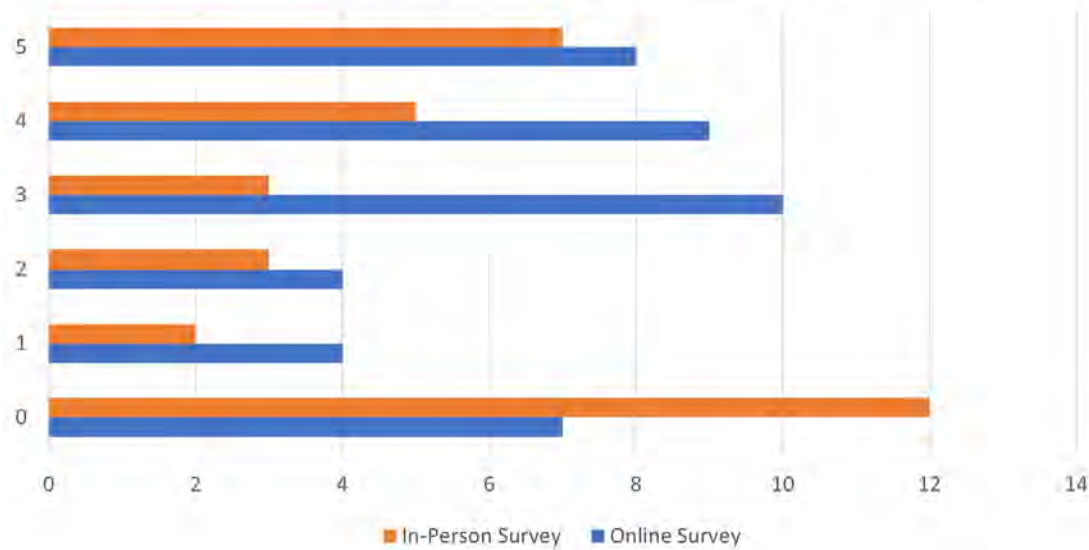


What Types of Uses Would You Like To See on Sunol's Main Street?

Most Voted For: Restaurants/Cafes, Shops & Green Gathering Spaces

Survey Results (Continued)

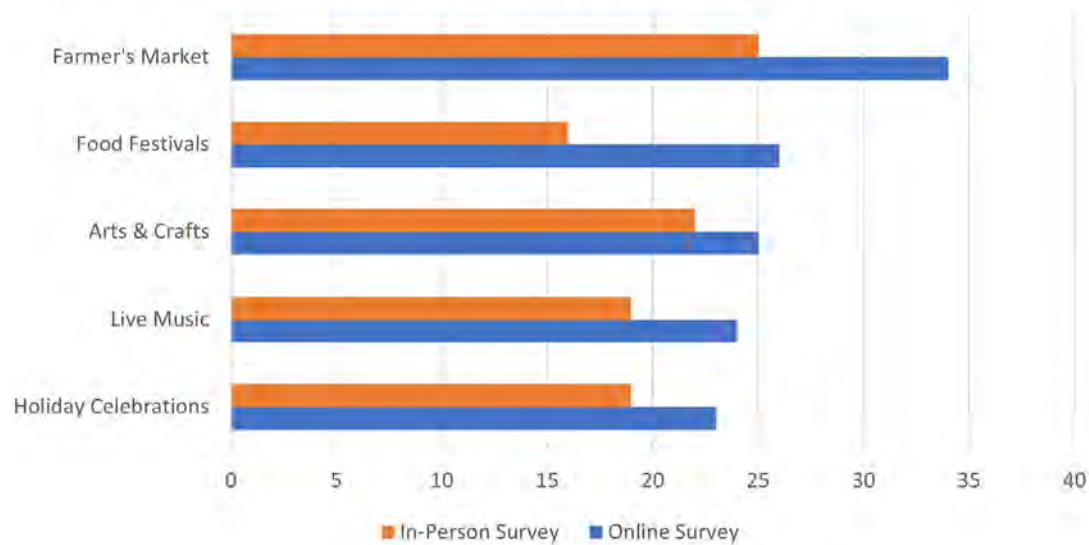
How Supportive Are You of Additional Crosswalks on Main Street?



How Supportive Are You of Additional Crosswalks on Main Street?

In-Person Results: 88% in favor
Online Results: 63% in favor

What Kinds of Events Would You Like to See in Sunol?

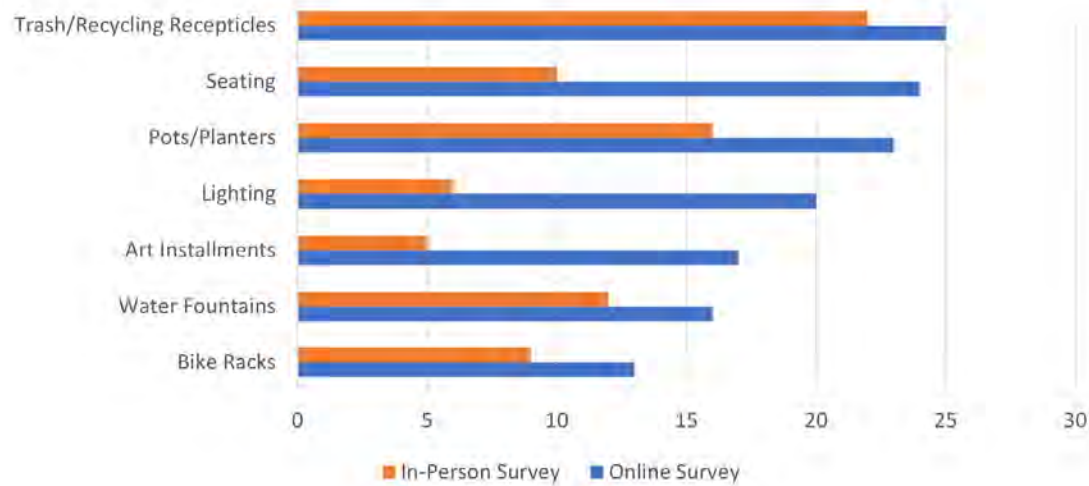


What Kinds of Events Would You Like to See in Sunol?

Most Voted For: Farmer's Market, Food Festivals, Arts & Crafts Events

Survey Results (Continued)

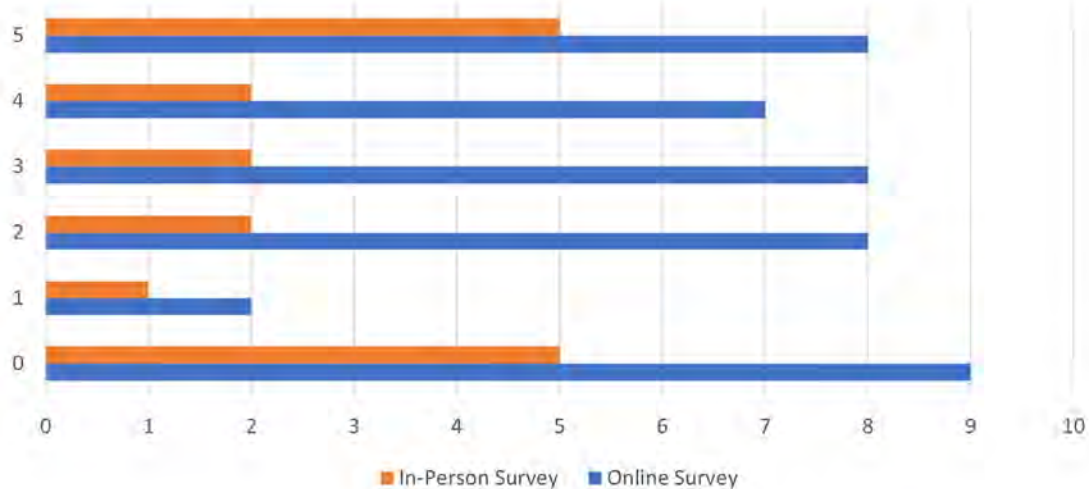
What Kinds of Public Amenities Would You Like to See More of in Sunol?



What Kinds of Public Amenities Would You Like to See More of in Sunol?

Most Voted For: Trash/Recycling Receptacles, Seating, Pots & Planters and Water Fountains

How Strongly Do You Feel About Improving Lighting on Main Street?

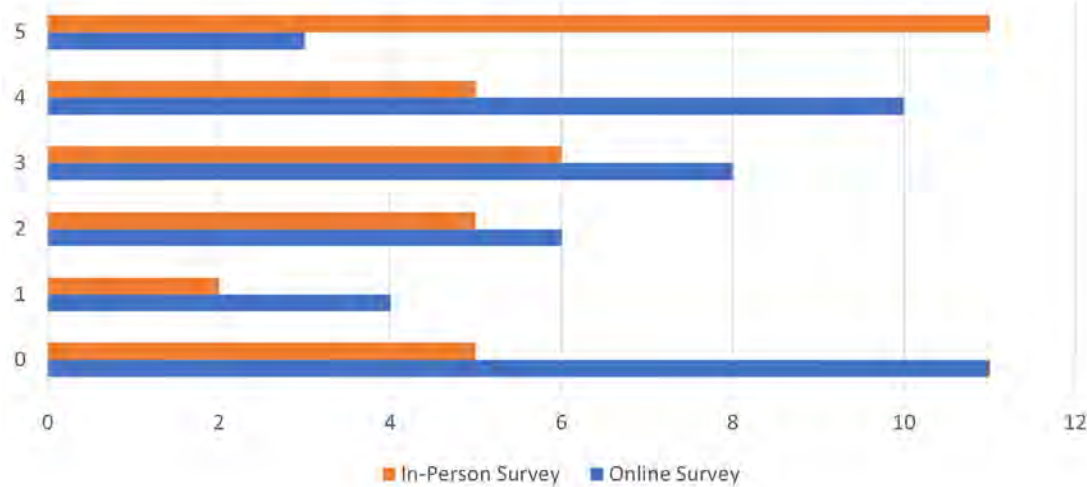


How Strongly Do You Feel About Improving Lighting on Main Street?

**In-Person Results: 31% in favor
Online Results: 53% in favor**

Survey Results (Continued)

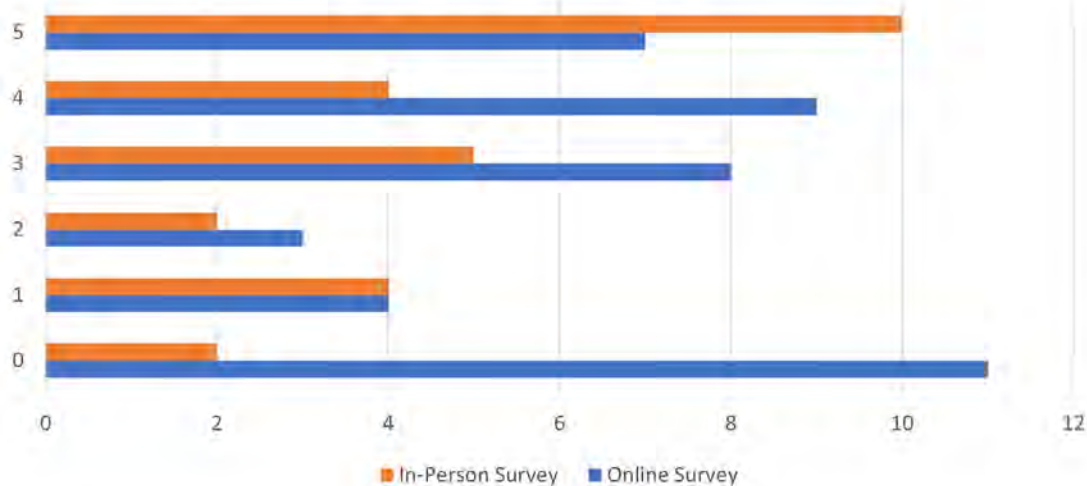
How Supportive Are You of Having More Visibility Into the Park from Main Street?



How Supportive Are You of Having More Visibility Into the Park From Main Street?

In-Person Results: 69% in favor
Online Results: 49% in favor

How Supportive Are You of Having a Footbridge From the Park to Near the Post Office?

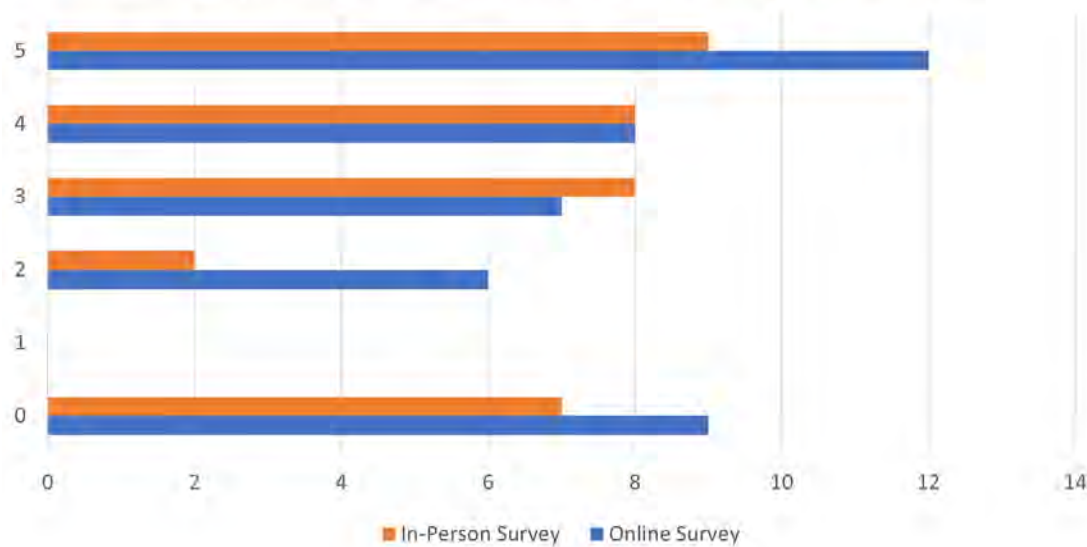


How Supportive Are You of Having a Footbridge From the Park to Near the Post Office?

In-Person Results: 56% in favor
Online Results: 56% in favor

Survey Results (Continued)

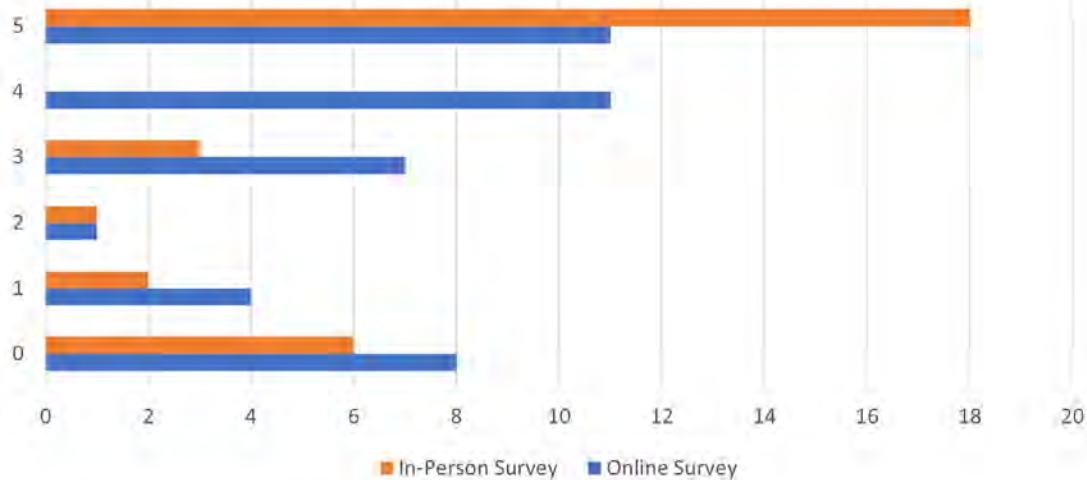
How Important is it to Extend the Sidewalk to the School?



How Important is it to Extend the Sidewalk to the School?

In-Person Results: 83% in favor
Online Results: 63% in favor

How Important is it to Extend the Sidewalk to the Water Temple Intersection?

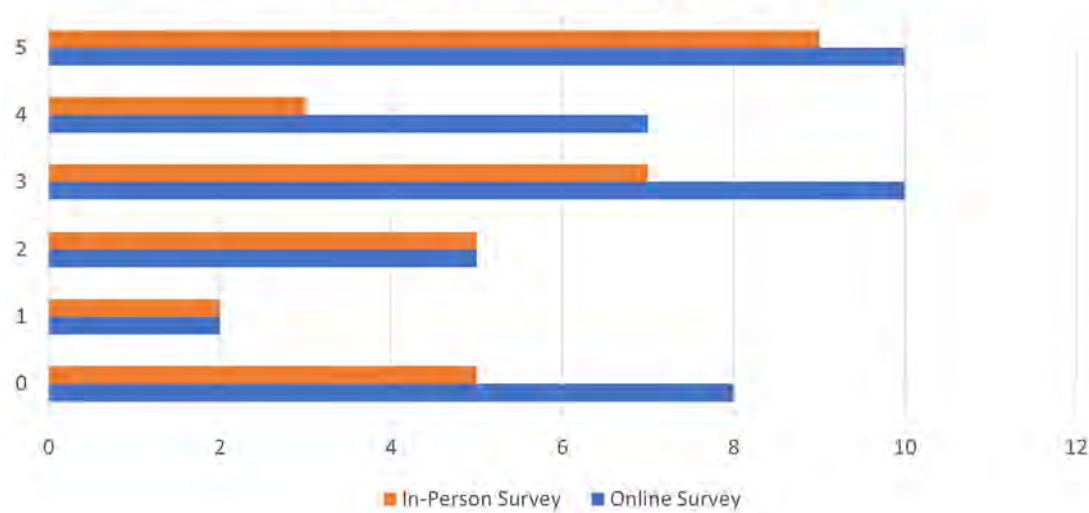


How Important is it to Extend the Sidewalk to the Water Temple Intersection?

In-Person Results: 68% in favor
Online Results: 67% in favor

Survey Results (Continued)

How Important is it to Have Boundaries at the Water Temple Intersection to Seperate Pedestrians and Vehicles (i.e. low wall)



How Important is it to Have Boundaries at the Water Temple Intersection to Separate Pedestrians and Vehicles (i.e. Low Walls)?

In-Person: 70% in favor

Online Results: 63% in favor

Summary of Survey Results

Page #21

How Would You Describe Sunol's Main Street?

Most Voted For: Historic, Small, Rustic & Unique

Page #21

Ways To Create a Safer Street For Pedestrians and Vehicles?

Most Voted For: Crosswalks, Sidewalks & Signage

Page #22

More Uses on Main Street?

In-Person Results: 74% in favor

Online Results: 76% in favor

Page #22

What Types of Uses on Main Street?

Most Voted For: Restaurants/Cafes, Shops & Green Gathering Spaces

Page #23

Support Additional Crosswalks on Main Street?

In-Person Results: 88% in favor

Online Results: 63% in favor

Page #23

What Kinds of Events Would You Like to See in Downtown?

Most Voted For: Farmer's Market, Food Festivals, Arts & Crafts Events

Page #24

What Kinds of Public Amenities?

Most Voted For: Trash/Recycling Receptacles, Seating, Pots & Planters and Water Fountains

Page #24

Supportive of Improving Lighting on Main Street?

In-Person Results: 31% in favor

Online Results: 53% in favor

Page #25

Supportive of More Visibility Into the Park?

In-Person Results: 69% in favor

Online Results: 49% in favor

Page #25

Supportive of a Footbridge from Post Office into Park?

In-Person Results: 56% in favor

Online Results: 56% in favor

Page #26

Supportive of Extending Sidewalk to School?

In-Person Results: 83% in favor

Online Results: 63% in favor

Page #26

Supportive of Extending Sidewalk to the Water Temple Intersection?

In-Person Results: 68% in favor

Online Results: 67% in favor

Page #27

Supportive of Boundaries at Water Temple Intersection?

In-Person: 70% in favor

Online Results: 63% in favor



“Some people look for a beautiful place, others make a place beautiful.” – Hazrat Inayat Khan

VISION AND GOALS

The Ideal Main Street

The term “Main Street” has become a metonym meaning focal point in a village or a town where various commercial and social activities come together; a place where the town’s people hang out and watch everyday activities. “Main Street” is part of the iconography of our lives.

Another characteristic of Main Streets is that people feel at ease on the street; safe, happy and engaged.

The ‘walls’ of the street are one of the keys to its success. Are the activities along the edges approachable? This does not mean that the buildings have to be up against the public sidewalk or plazas. The ‘walls’ can also be areas for outdoor activities, menu boards, and gardens that engage passersby.

We live in a world of constant and rapid change. Although change is inevitable, the destruction of community character is not. A Place is not just a location; it is a unique collection of qualities - natural, man-made and social - that provide meaning and is certainly worth caring about.

A primary threat these days to the Community Character and Sense of Place is the homogenization of our environment. Consequently, Main Streets should consciously and actively avoid this kind of

homogenization in order to retain both of these important attributes. The key is to differentiate and strive for uniqueness even if the effect is imperfect. Preserving and nourishing this heart and soul of the street is extremely important as changes occur.

Opportunities and Constraints

Based on the 'ideal' Main Street concepts and the desires of the community as espoused by the survey, the following is a summary of broad goals of this study as well as some potential limitations.

Opportunities:

- Clearly mark entry points to the downtown from the east and west.
- Fill in gaps in pedestrian sidewalks along Main Street in order to string together the various parts.
- Minimize breaks in sidewalks for parking and driveways.
- Integrate the creek and park with Main Street so that people are aware of all 3 areas when in the park or the street.
- Create a rhythm along Main Street with elements like lights, banners and trees to provide visual unity.
- Add multiple 'nodes' along the street for resting and gathering
- Plant and preserve shade trees to reduce the heat island effect and encourage the presence of pedestrians.

Constraints:

- Funding for improvements is often one of the defining constraints for any improvements.
- For the Sunol Downtown Revitalization Plan, there are many potential improvements; some fairly high cost, and others relatively economical.
- Grants and other funding may be available from several different sources such as Caltrans or aid agencies, and each may have their own requirements regarding how the money may be spent, what elements may be included, and how long the Town will have to implement the improvements.
- There are multiple solutions to the implementation of the various improvements, these can be implemented in any particular order and independently of each other.

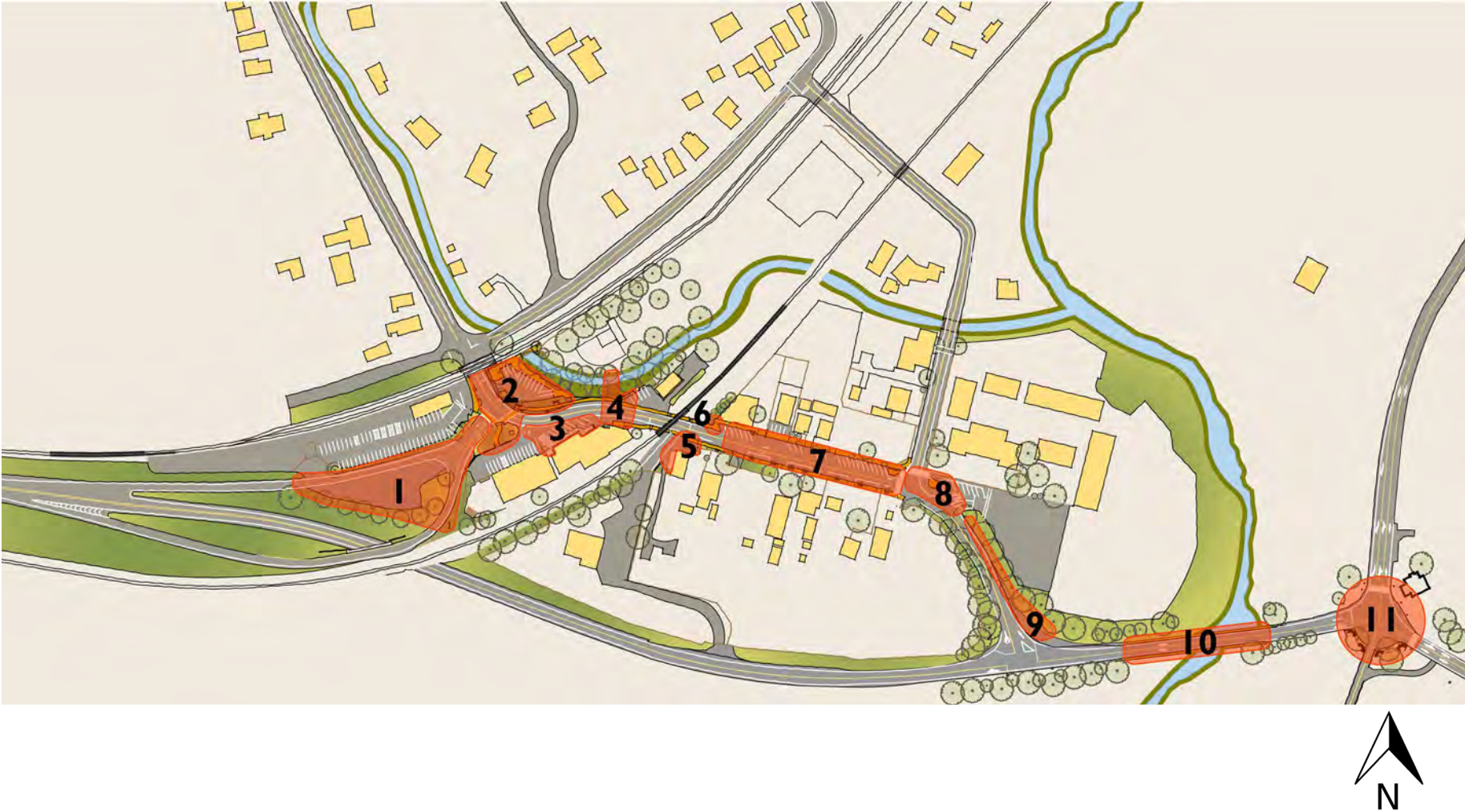


“Turn street space into seat space. Streets that give people chances to stop are good for walking and business.” - Janette Sadik-Khan

IDEAS FOR IMPLEMENTATION

Targeted Areas Diagram

Our design ideas for implementation have been divided into 11 areas of focus, using each area as a vignette for potential improvements. The overall boundary for these areas of improvement is defined in the diagram on Page 5.



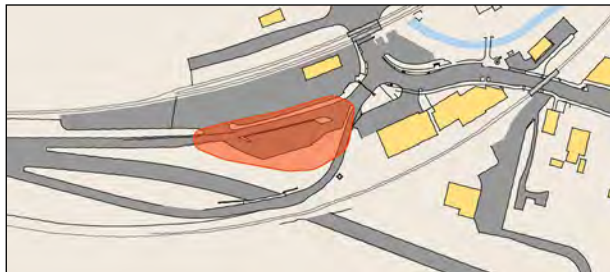
Area 1

Analysis of Existing Conditions

Coming from the Highway 84 off-ramp (aka Niles Canyon Road), one sees a small, brown “Welcome to Sunol” sign usually covered in tree shadows on the right, and a large patch of gravel to the left between Highway 84 and the on- and off-ramps. There is a stop sign at the end of the off-ramp that appears rather abruptly where Main Street begins, but cross traffic does not have to stop. Although Main Street is to the right of the stop sign, there is no obvious sign to indicate the presence of Main Street.



Looking West at gravel lot facing freeway on-ramp



Looking Northeast on freeway off-ramp at “Welcome to Sunol” sign



Looking East at gravel lot and train depot lot on freeway on-ramp

Area 1 (Continued)

Recommendations

This area has two major peak time (intermittent) uses that draw lots of car traffic and create the need for parking. What is proposed is an 'overflow' parking area that would not have an adverse effect on the character of Main Street when not used. In fact, this would alleviate vehicular and pedestrian interaction at the entry to Main Street during peak demand times.

Reentry to Sunol allowed through train depot parking lot

Create entryway arch to signify the start of Main Street

Raised crosswalk

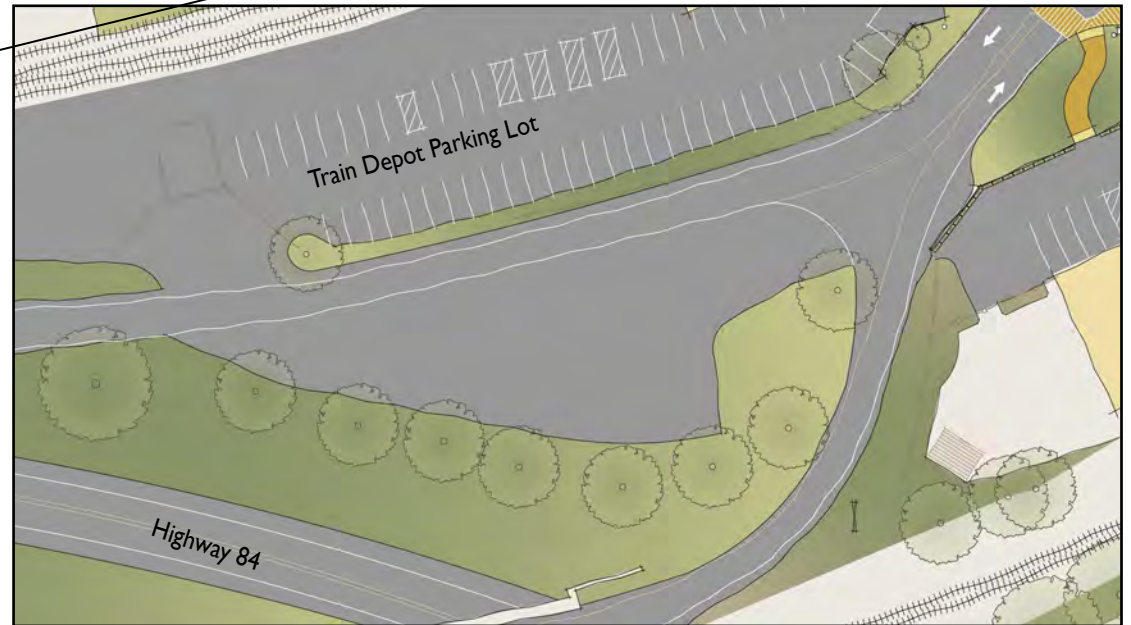
Extend existing landscaping elements for traffic safety

Repurpose the existing gravel lot into an overflow parking to serve the downtown area. Add parking and directional stripping as needed

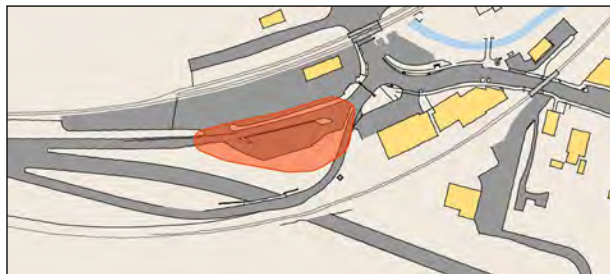
Replace the "Welcome to Sunol" sign with a entry gateway sign



Area 1 Proposed Plan




Area 1 Existing Plan





Area 1 Proposed Rendering



*“Think big but always
remember to make the places
where people are to be, small.”*

– Jan Gehl

Area 2

Analysis of Existing Conditions

Although there are crosswalks in Area 2, there are not always sidewalks leading up to them. There is no sidewalk on the South side of the street in front of the town's event center. The stop sign for cars coming from Highway 84 informs the drivers that cross traffic does not stop. Across from the railroad parking lot is a small parking area for the community park. Overall the interaction of pedestrians and vehicles needs improvement. On the pedestrian level the designated paths are inconsistent and the crosswalks are indirect compromising safety for all.



Existing crosswalks at Main Street and Kilkare Rd intersection



Looking North at the intersection of Main Street and Kilkare Rd



Looking South at the intersection of Main Street and Kilkare Rd

Area 2 (Continued)

Recommendations

The proposed are changes to crosswalks and sidewalks to better orient the movement of pedestrians between the Train Depot, Sunol Depot Gardens, and Main Street's west-end activities.

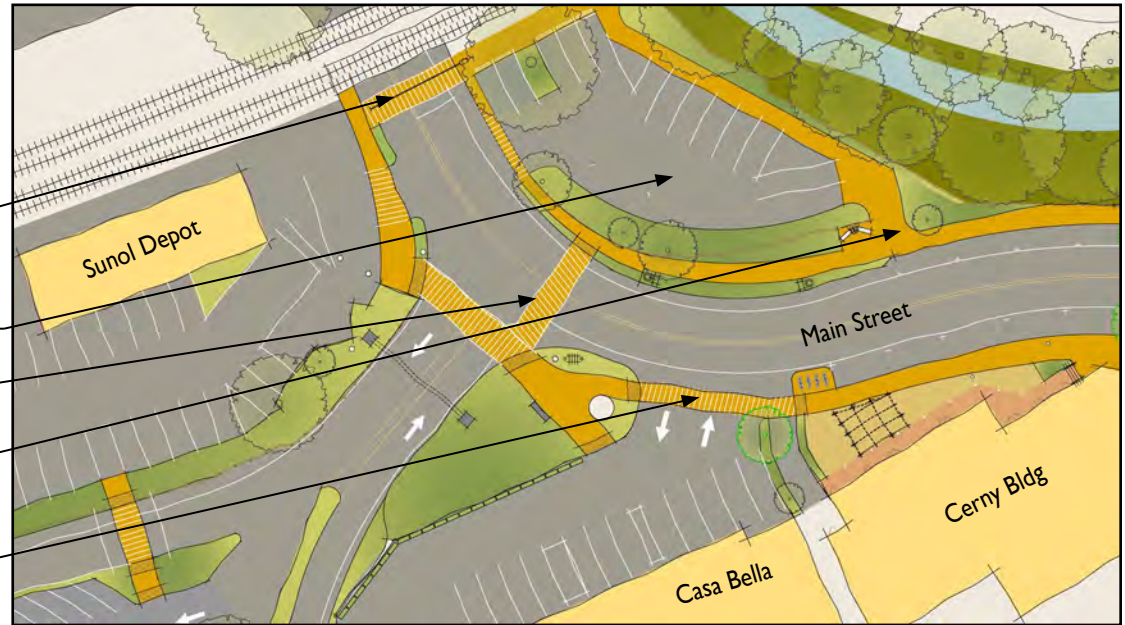
Crosswalk

Optimized parking space layout for Sunol Depot Gardens parking lot

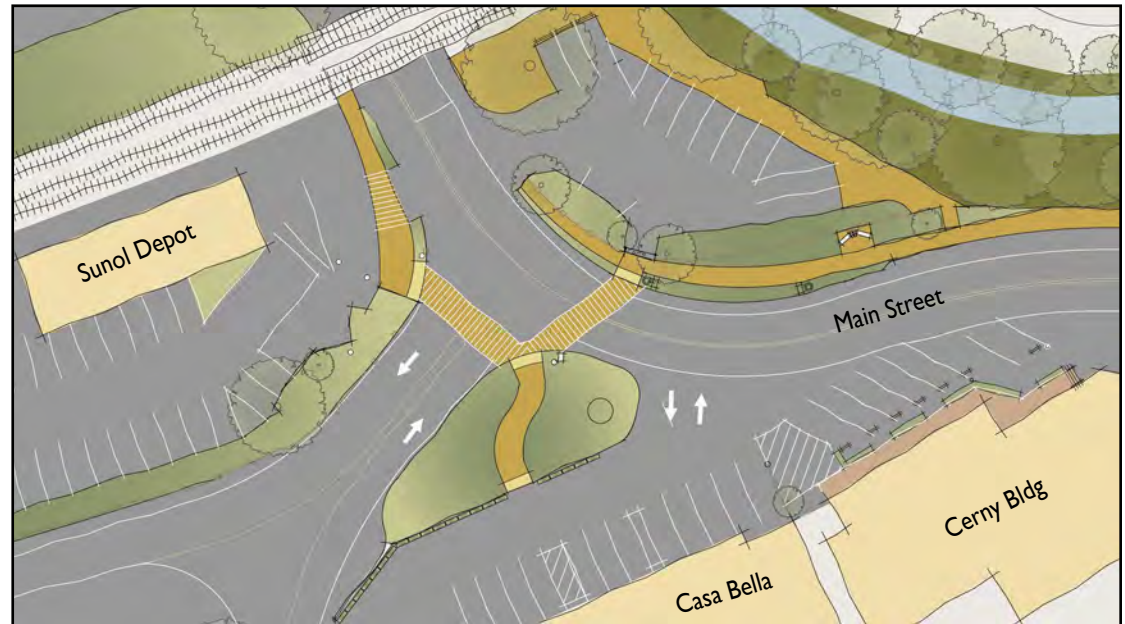
More direct crosswalk layout

Revised path from Main Street to Sunol Depot Gardens

Continuous sidewalks to create a better pedestrian experience and increased safety



Area 2 Proposed Plan



Area 2 Existing Plan

Area 3

Analysis of Existing Conditions

This area features a retail building that contains Sunol's only restaurant and bar, **Bosco's Bones & Brews**. Main Street curves here and is delineated by a sidewalk on the north side of the street, but only a painted white line shows the street border in front of the retail building on the south side. Further, the building itself is not aligned with the street, but is set back a considerable distance with angled parking spaces in front. There is no definition of any pedestrian path either directly in front of the building or along the street. The whole area does not feel like it is part of Main Street.



Existing parking outside of **Bosco's** on Main Street



Looking East on Main Street



Looking at the South side of Main Street

Area 3 (Continued)

Recommendations - Option 1

The proposed improvements utilize the large expanse of asphalt in front of the Cerny Building, where Bosco's Bones & Brew is located, and better integrates it towards the edge of Main Street. A new continuous sidewalk with parallel parking will connect the Event Center (Casa Bella) and the Cerny Building (Boscos Bones & Brews) with the eastern part of Main Street. A large patio with an accessory shade structure along the new sidewalk would act as an outdoor room for dining as well as a gathering area for the entry to this landmark property. The last angled parking spaces will be replaced with parallel parking.

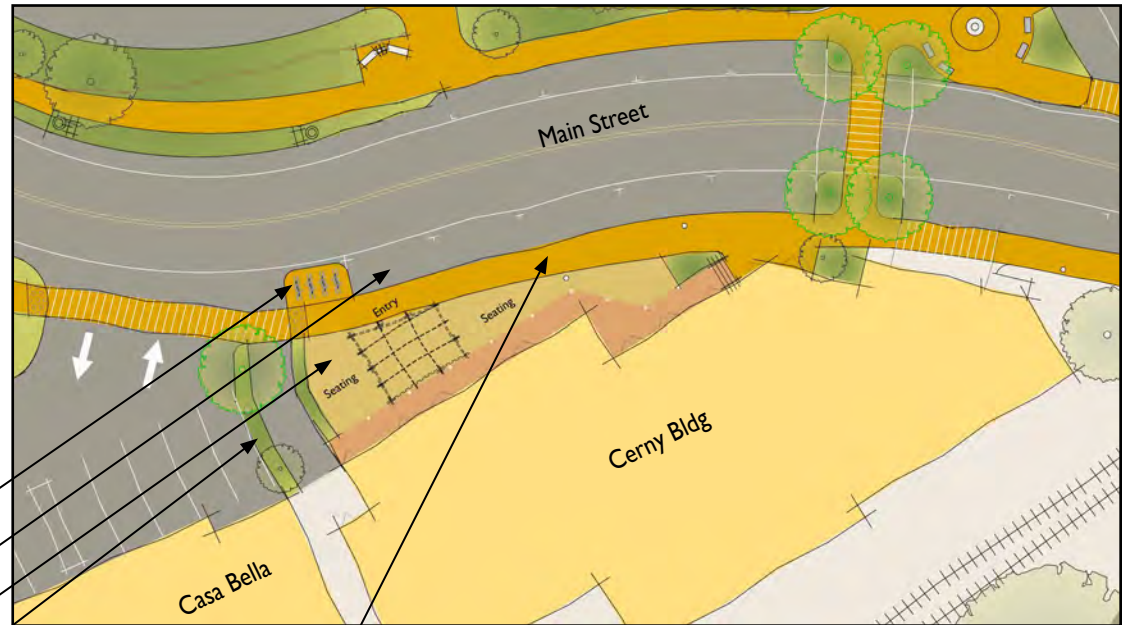
Bicycle racks

Parallel parking spaces to replace existing perpendicular

Outdoor seating area for Bosco's Bones & Brews

Landscape buffer and tree

Sidewalk between parallel street parking and outdoor seating area



Area 3 Proposed Plan - Option 1



Area 3 Existing Plan



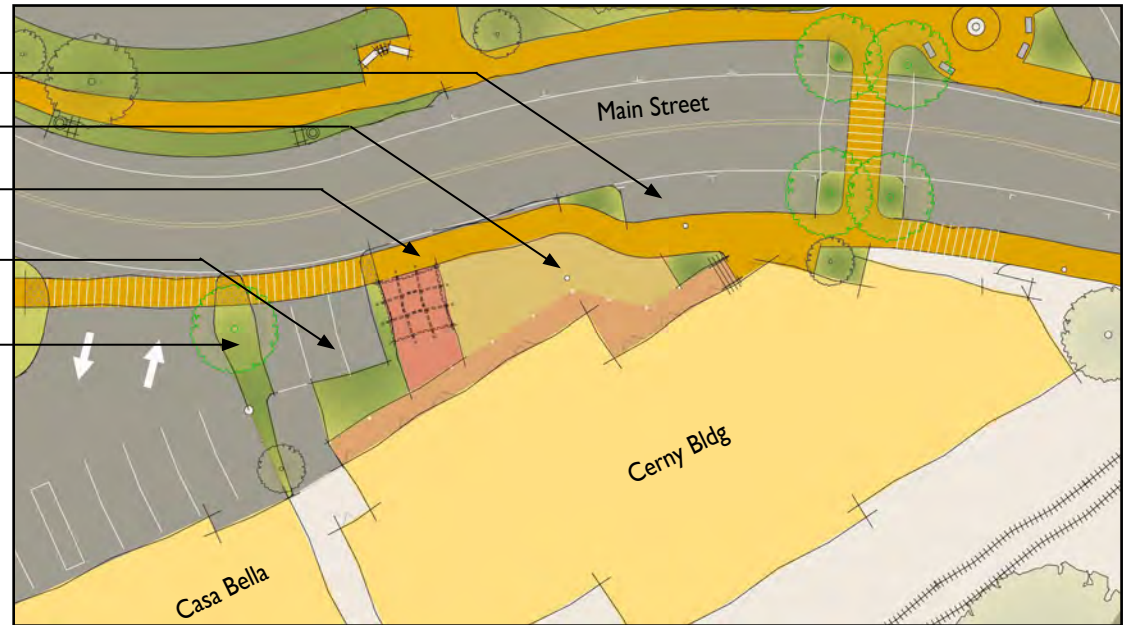
Area 3 (Continued)

Recommendations - Option 2

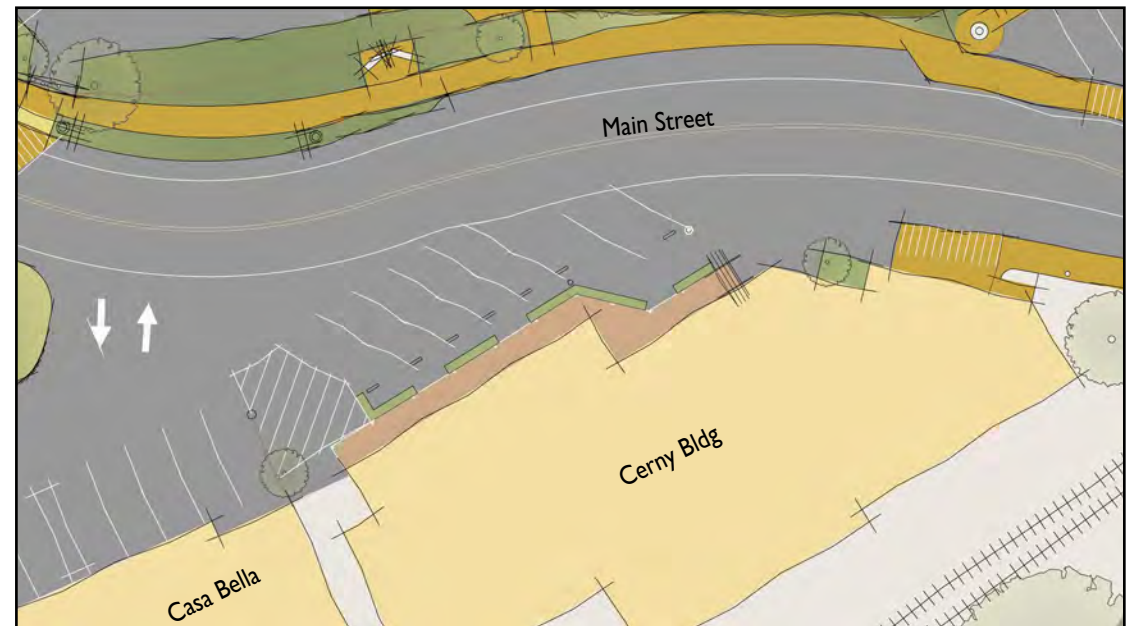
- Parallel parking spaces to replace existing perpendicular spaces
- Outdoor dining area for Bosco's Bones & Brews
- Sidewalk between street parking and outdoor seating
- Relocated perpendicular parking spaces
- Landscape buffer and tree



Area 3 Proposed Rendering - Option 2



Area 3 Proposed Plan - Option 2



Area 3 Existing Plan



Area 3 Proposed Rendering

Area 4

Analysis of Existing Conditions

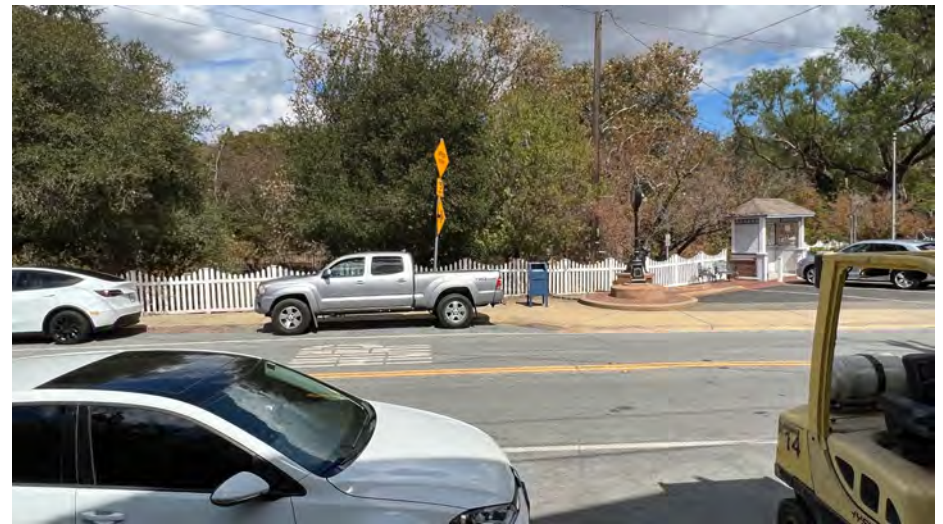
This is where Main Street straightens out with more traditional sight lines to the east. The north side sidewalk leads to the focal point of this area: a small kiosk that holds a community message board, around which is some metal seating, a historic clock and statue of the town's former mayor, Bosco the dog, with a small, parking area in front that belongs to the Post Office. This area has all the elements that could contribute to a public node, but is disorganized and scattered. There is no sidewalk or crosswalk to the south side of Main Street, but the south side has irregular building frontages with parallel street parking in front of these businesses.



Looking West up Main Street from the post office parking lot



Looking at the North side of Main Street into post office parking lot



Looking at the North side of Main Street into post office parking lot

Area 4 (Continued)

Recommendations

There are three (3) major elements being proposed in this area: 1) a raised crosswalk; 2) creation of a small plaza; and 3) a new bridge connection to the park. These elements would dramatically improve pedestrian circulation between the railroad entry to the park all the way around to the Post Office and the active uses on the south side of Main Street and back to the Train Depot.

Footbridge over creek bed into Sunol Depot Gardens

Additional seating area

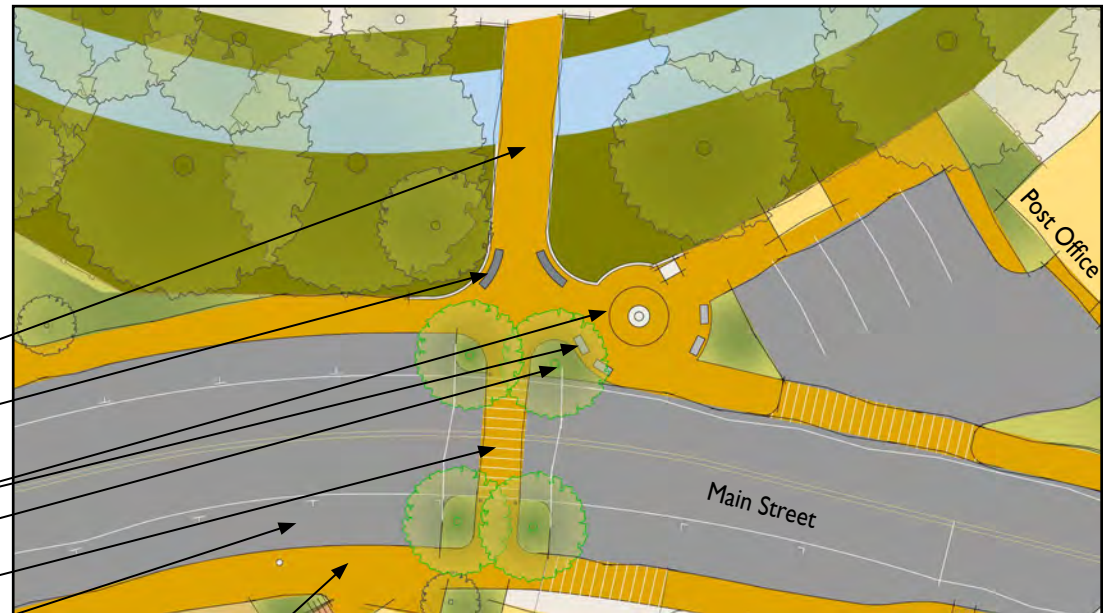
Incorporate existing elements into new seating area

Landscape pockets and trees

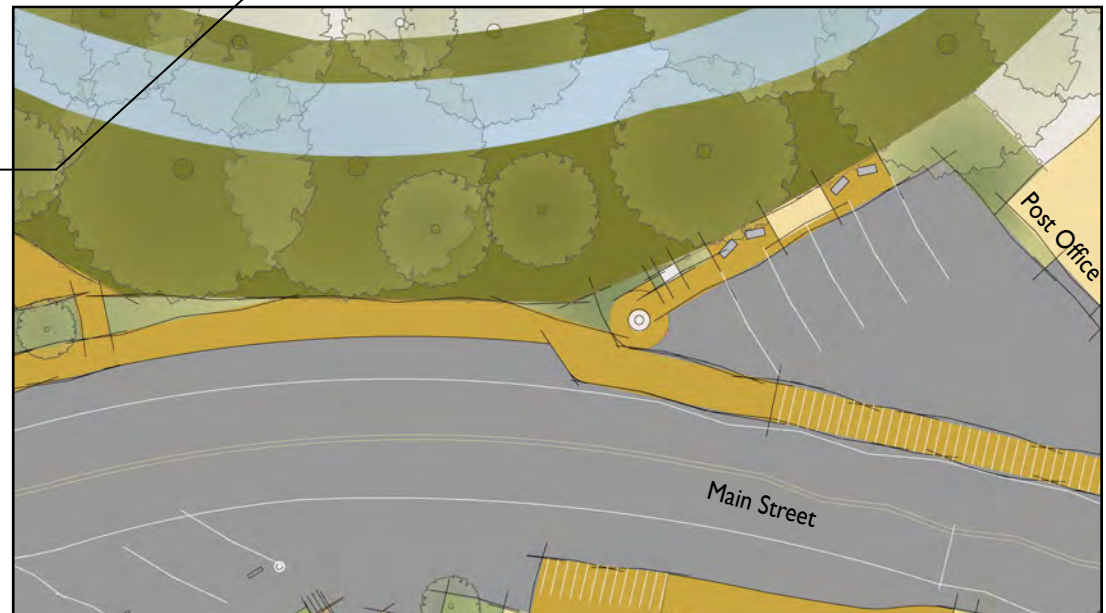
Raised crosswalk

Parallel street parking

Sidewalk with connection to Areas 3 and 2



Area 4 Proposed Plan



Area 4 Existing Plan





Area 4 Proposed Rendering

Area 4 (Continued)



Seating Example



Seating Example



Seating Example



Raised Crosswalk Detail Example



Safety Bollard Example



Seating Example



Paint Pattern at Crosswalk

Area 5

Analysis of Existing Conditions

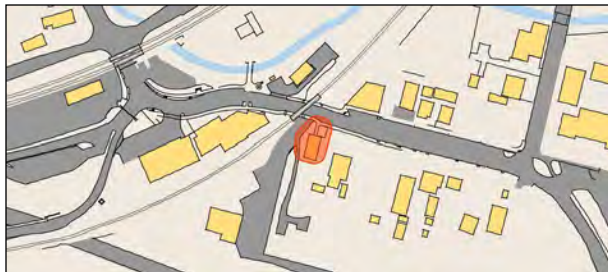
Area 5 is on the south side of Main Street only, just to the east side of the railroad tracks. This area contains a landmark building in Sunol, “Andrew’s Place,” which is currently unoccupied and set back from the street with a sidewalk and an expanse of asphalt parking in front and around the side of the building. An access road to the neighborhood beyond it runs to the west side of the building. From a sight line perspective, this historic building has a prominent Main Street presence.



Looking South at vacant commercial building



Looking South at vacant commercial building



Looking South at outdated striping adjacent to vacant commercial building



Looking at East-most edge

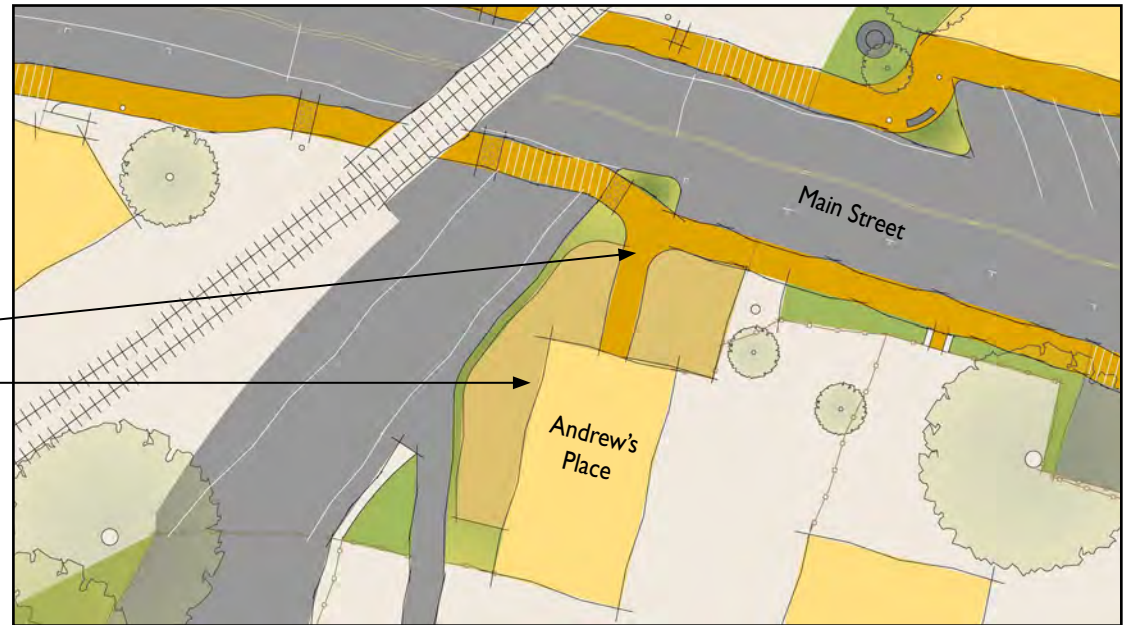
Area 5 (Continued)

Recommendations

'Connect' this landmark building to the 'spine' of Main Street by converting the vast expanse of asphalt to a wraparound outdoor patio. Reorient vehicular access to the rear of the property. This would allow for usable deck space on the highly visible west side of the building.

Designated path to store entry

Outdoor seating area



Area 5 Proposed Plan



Area 5 Existing Plan



Areas 5 and 6 Proposed Rendering

“Sidewalk contacts are the small change from which a city’s wealth of public life may grow.”

– Jane Jacobs



Area 6

Analysis of Existing Conditions

Area 6 is on the north side of Main Street, adjacent to the railroad tracks. Although the sidewalk continues, it visually seems to end as it makes a bend to the left to accommodate angled parking in front of a retail building. There is very little landscaping here, and the indent of the angled parking gives the impression of a much wider street.



Looking Northwest at existing Area 6 sidewalk



Looking West on the south side of Main Street sidewalk



Looking Northwest at existing Area 6 sidewalk

Area 6 (Continued)

Recommendations

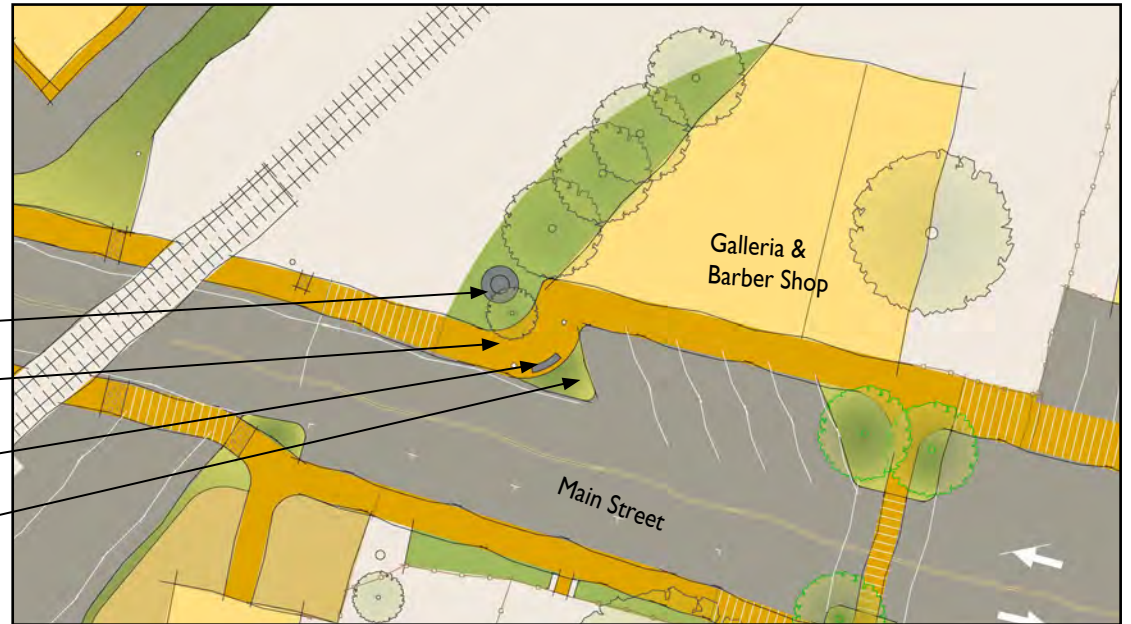
Create focal points in either direction. Pedestrians going west will have a sculptural element that would attract and indicate the continuation of the walkway. A curved bench with landscaping behind will do the same for those traveling east.

Decorative site furnishing

Revised sidewalk bend

Seating area

Landscape pocket



Area 6 Proposed Plan



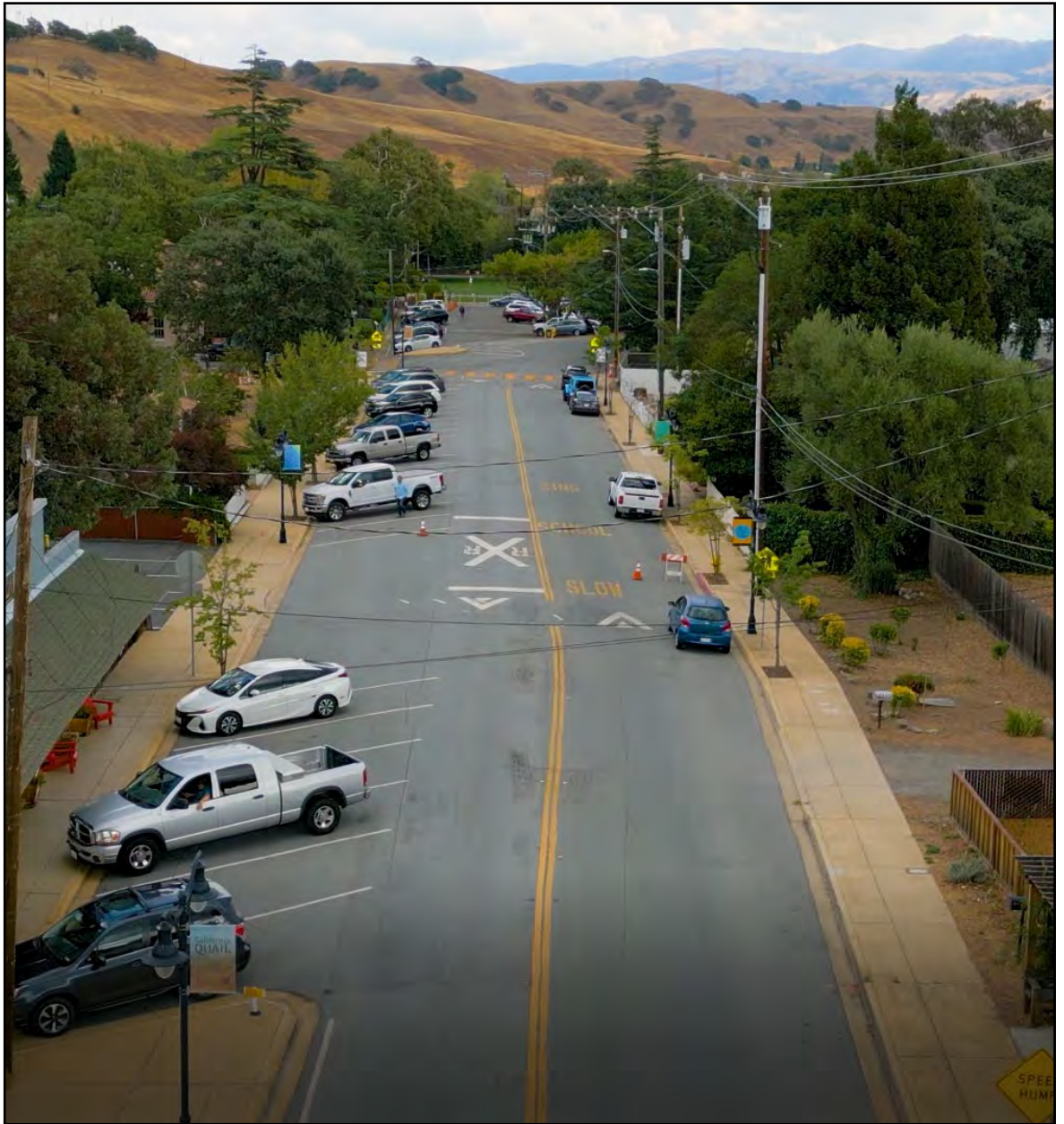
Area 6 Existing Plan



Area 7

Analysis of Existing Conditions

This is the residential portion of Main Street. Both sides of the street have sidewalks, with angled parking continuing on the north and parallel parking on the south. Fenced and/or landscaped front yards along with entry ways are prevalent features. This is the part of Main Street which includes the most typical Main Street elements, with parallel sidewalks and a rhythm of light posts and small trees.



Looking East down Main Street towards Sunol Glen School

Area 7 (Continued)

Recommendations

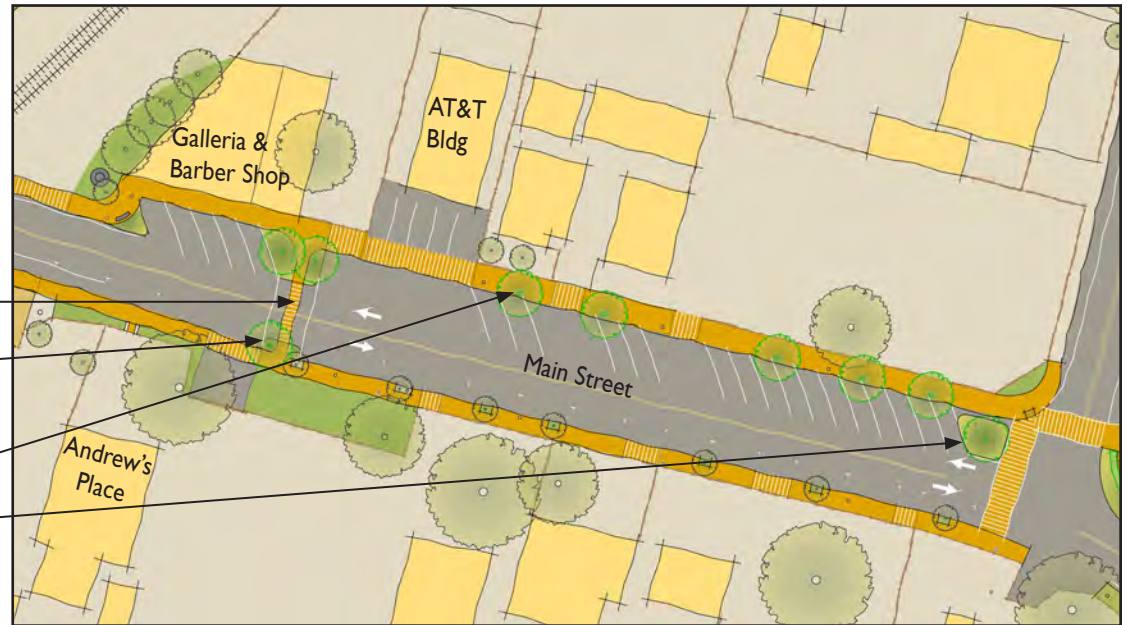
Position a crosswalk with landscape islands to reduce the length of the pedestrian crossing. This would break up an otherwise large distance between the Bond Street crosswalk and the proposed crosswalk north of the Post Office.

Raised crosswalk

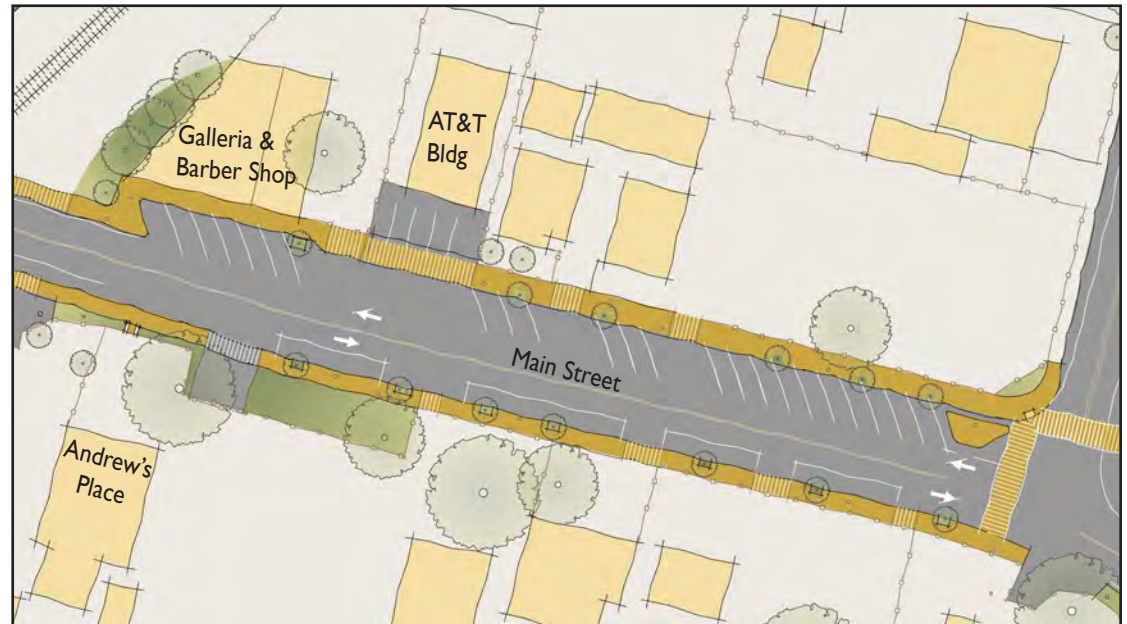
Landscape pockets and trees

Replace existing trees at the north side of the street

Change existing concrete island to landscape with a tree



Area 7 Proposed Plan



Area 7 Existing Plan

Area 8

Analysis of Existing Conditions

Where Main Street meets Bond Street, the residential area ends and Sunol Glen School property begins on the north and east sides of the street. All Main Street sidewalks end here. There is one crosswalk on the north side of Main Street across Bond Street to the school. As Main Street bends to the right, a small concrete island designates the beginning of parking for the school and Theater Building. Drivers going south towards Niles Canyon Road must carefully negotiate this confusing and unsafe situation, as the street curves to the right, to avoid getting caught in the school parking lot entrance. There is a large expanse of undesignated asphalt area in front of a concrete island.



Looking East into Sunol Glen School parking lot



Looking East into Sunol Glen School parking lot



Looking Northwest at the intersection of Main Street and Bond Street

Area 8 (Continued)

Recommendations - Option 1

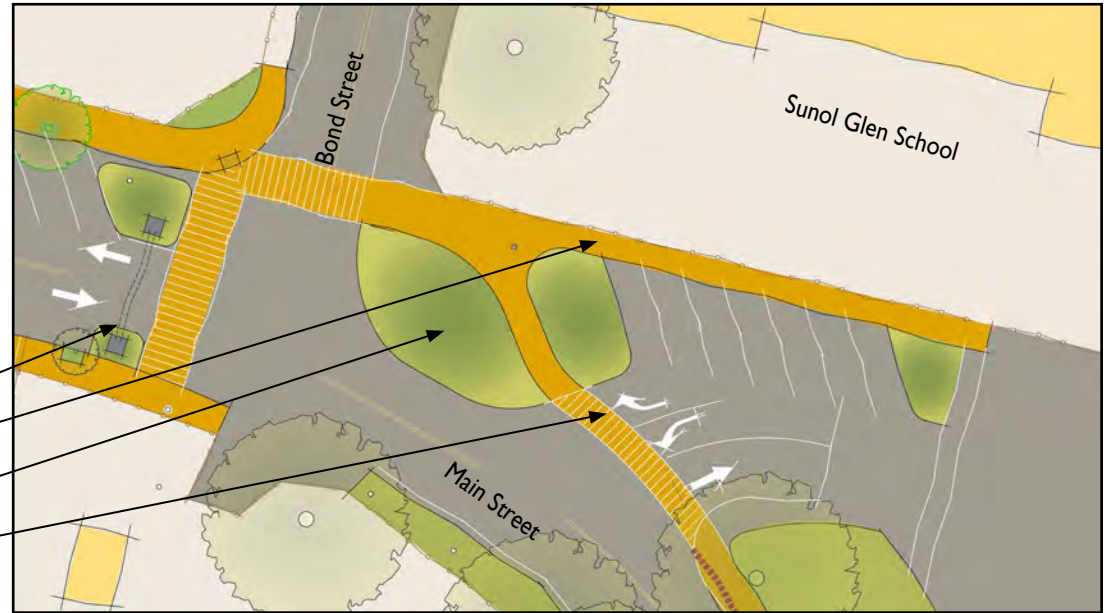
Proposed modifications include 'de-asphalting' unused areas by connecting them to landscape islands. This will result in a shorter and safer crosswalk and provide a better guide for automobiles. Also proposed are sidewalk extensions and the creation of a landscape node at this intersection. Landscape islands would also provide an opportunity for a gateway sign at this end of Main Street.

Entryway arch that matches the entryway arch proposed in Area 1

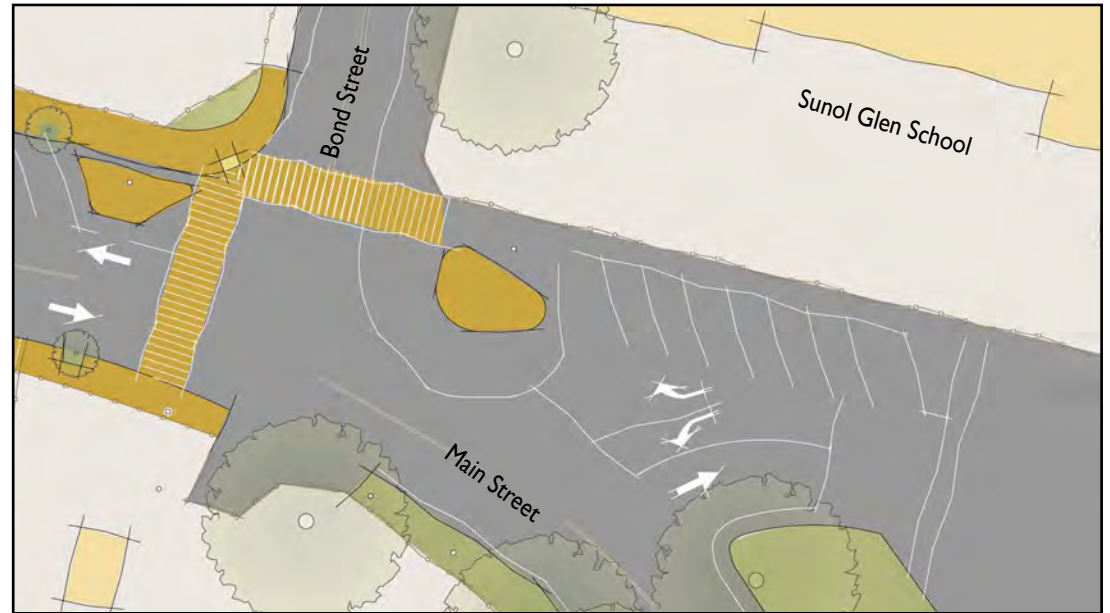
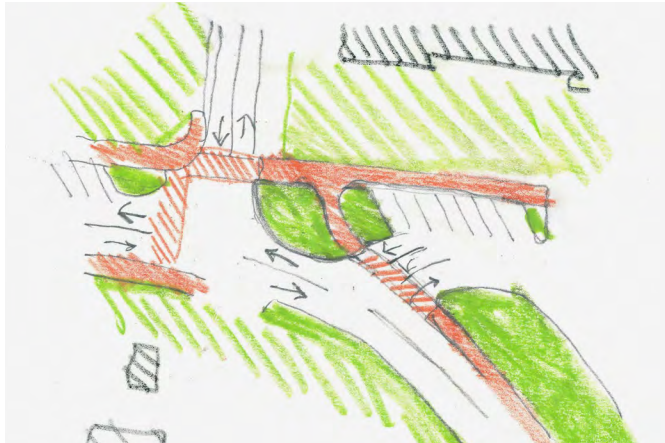
Continuation of sidewalk

Landscaping pocket

Crosswalk



Area 8 Proposed Plan - Option 1



Area 8 Existing Plan

Area 8 (Continued)

Recommendations - Option 2

Continuation of sidewalk

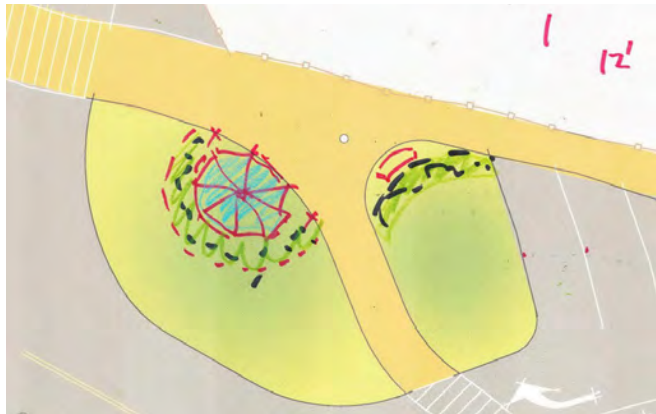
Gathering/seating area

Landscaping pocket

Crosswalk



Area 8 Proposed Plan - Option 2



Area 8 Existing Plan

Area 8 (Continued)

Recommendations - Option 3

Continuation of sidewalk

Covered seating area

Landscaping pocket

Crosswalk



Area 8 Proposed Plan - Option 3



Area 8 Existing Plan



Area 9

Analysis of Existing Conditions

Area 9 is currently an access road from Main Street as it bends south to intersect with Niles Canyon Road. There are no barriers between pedestrians and vehicles on either side of the road. Where the edges of the asphalt road end the pedestrian path becomes packed earth and gravel, which seems to suggest that this is an area for pedestrians, but it is certainly not safe. There is a small “Welcome to Sunol” sign visible only to cars entering Main Street from the east along Niles Canyon Road.



Looking West at the existing “Welcome to Sunol” sign on Main Street



Looking Northwest at Main Street and Niles Canyon Road intersection



Looking Northeast at Main Street and Niles Canyon Road intersection

Area 9 (Continued)

Recommendations

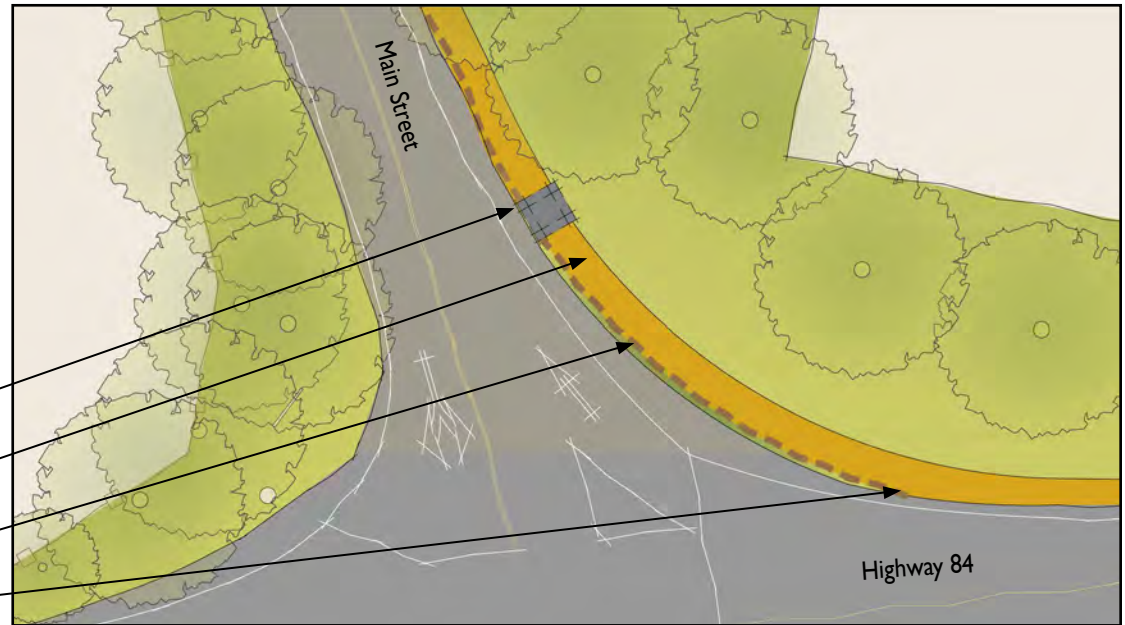
Two features are proposed at this intersection of Main Street and Highway 84. First is to extend a pedestrian path from the Bond Street intersection to this entry into town. Second is an entry sign in the form of a gazebo on the east side. The gravel pedestrian path will have a safety railing that integrates with the gazebo entry feature and extends to Highway 84.

“Welcome to Sunol” entry monument sign

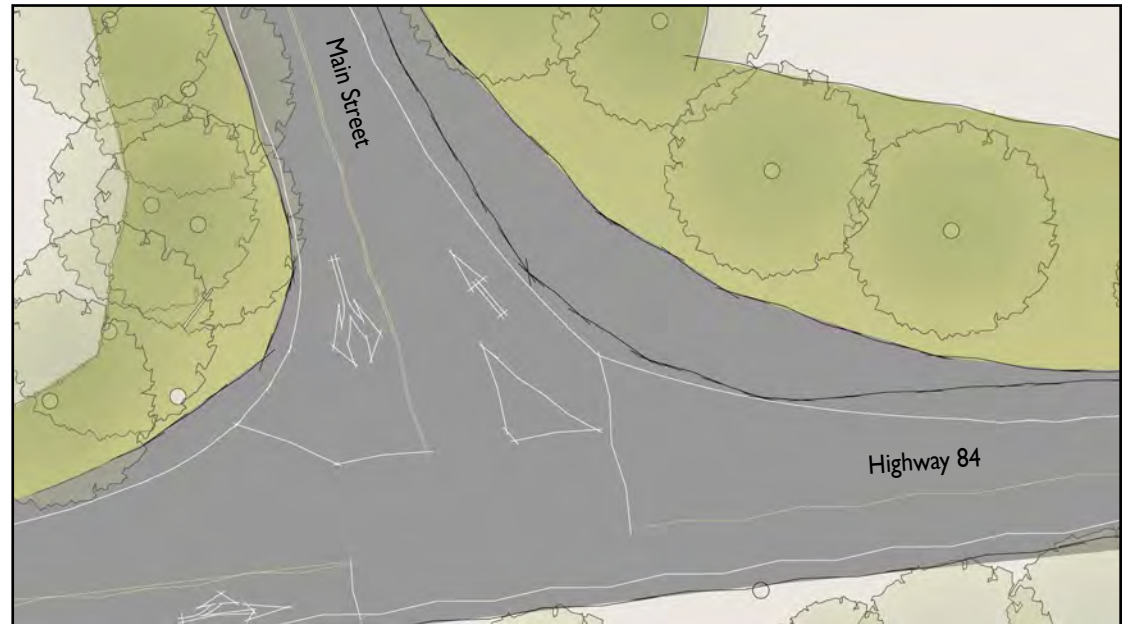
Designated pedestrian walkway

Wood railing provides a buffer for a pedestrian from the roadway

End of wood railing



Area 9 Proposed Plan



Area 9 Existing Plan

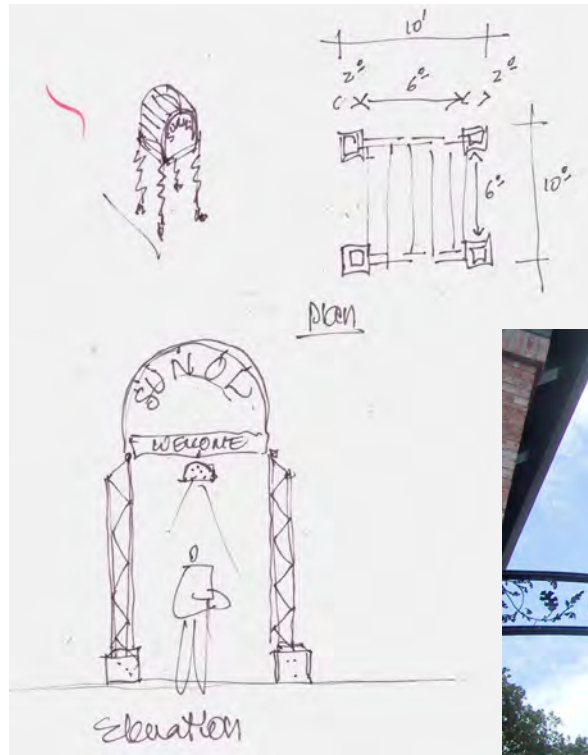
Area 9 (Continued)



Wood Railing Examples



Landscaping Example



Compacted Gravel Path Example



Monument Entry Sign Example



Area 9 Proposed Rendering
Sunol Downtown Revitalization Plan

Area 10

Analysis of Existing Conditions

Continuing east from the end of Main Street down Niles Canyon Road/ Highway 84 towards the Water Temple, the road crosses the Arroyo De La Laguna Creek. The highway has guardrails but no sidewalk until you get to the bridge. On the other side, pedestrians have no clear pathway forward to the Water Temple.

Recommendations

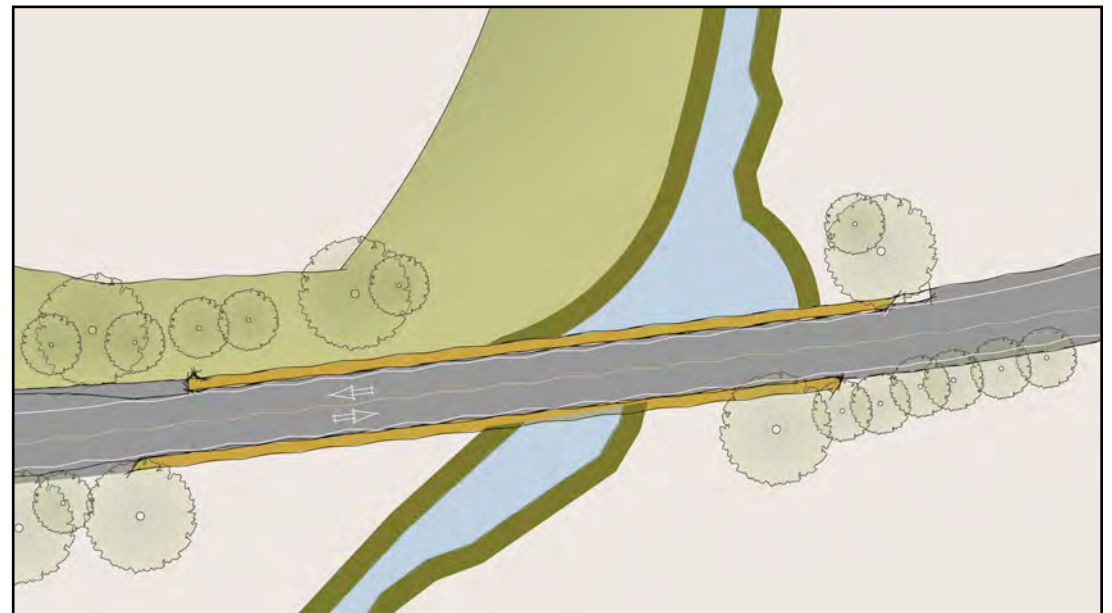
Caltrans plans to replace the bridge over Alameda Creek. Our proposal is to work with Caltrans in the development of the design to make sure that it will allow for a pedestrian walkway connecting the Main Street/ Highway 84 intersection to the 'Four Corners' intersection at the Water Temple.



Looking East across the bridge



Looking West across the bridge



Area 10 Existing Plan

“Clutter smothers. Simplicity breathes.”

– Terry Guillements



Area 11

Analysis of Existing Conditions

Area 11 is the four-way intersection of Pleasanton Sunol Road, Niles Canyon Road, Paloma Way and Temple Road. There are currently no existing sidewalks or barriers to separate pedestrians from vehicles. Currently, people are walking from the town of Sunol to the Water Temple. They must cross the street twice to get around the circle to the Water Temple since there is no longer a crosswalk at the end of Niles Canyon Road (Highway 84). This inconvenient path created by the lack of a direct crosswalk promotes jaywalking and unsafe interactions between pedestrians and vehicles. The geometry of the current intersection conflicts with the original orientation of the gateway to the Water Temple. In fact, this four-way intersection now encroaches on the Water Temple entry structure. Coming from the east, this is the first impression that there is a town here. Over time, this intersection has been developed such that it has become a historic gateway.



Looking North at Pleasanton Sunol Rd and Sunol Corners



Looking South on Pleasanton Sunol Rd at Sunol Corners



Water Temple Gateway Entry

Area 11 (Continued)

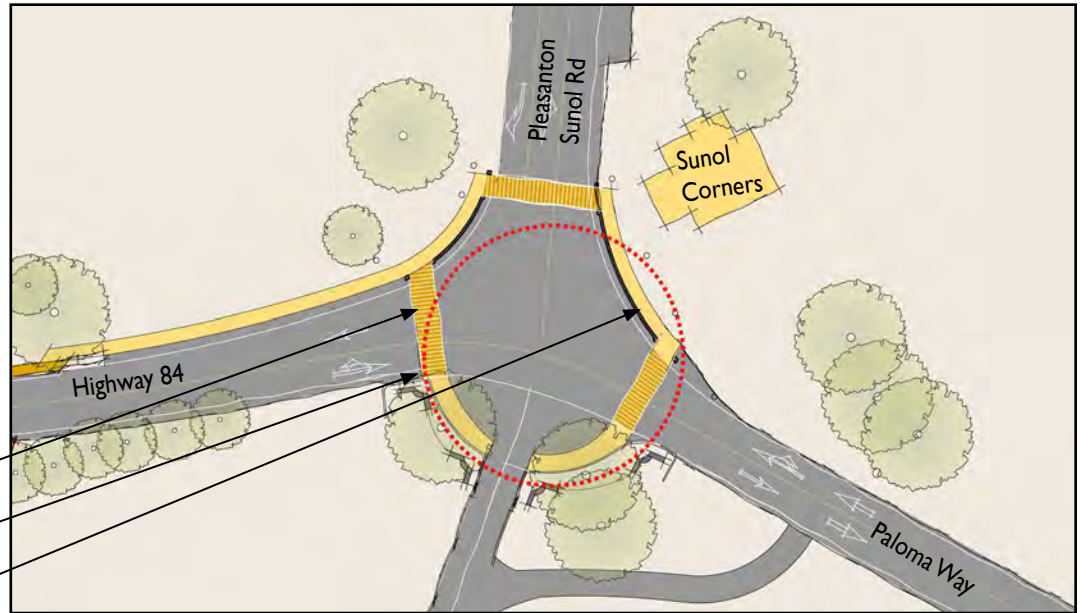
Recommendations

Our proposals for this area range from a complete historic restoration to economical alterations involving an additional crosswalk and safety railings to allow for safe access to the Market and the Water Temple compound. The historic restoration of the area would involve major realignment of the roadways and traffic signals. Alternatively, we recommend fine tuning the existing roadway with the introduction of a new crosswalk and the creation of a visual circular element that makes the Sunol Corners Little Market and Water Temple entryways safe for both pedestrians and motorists.

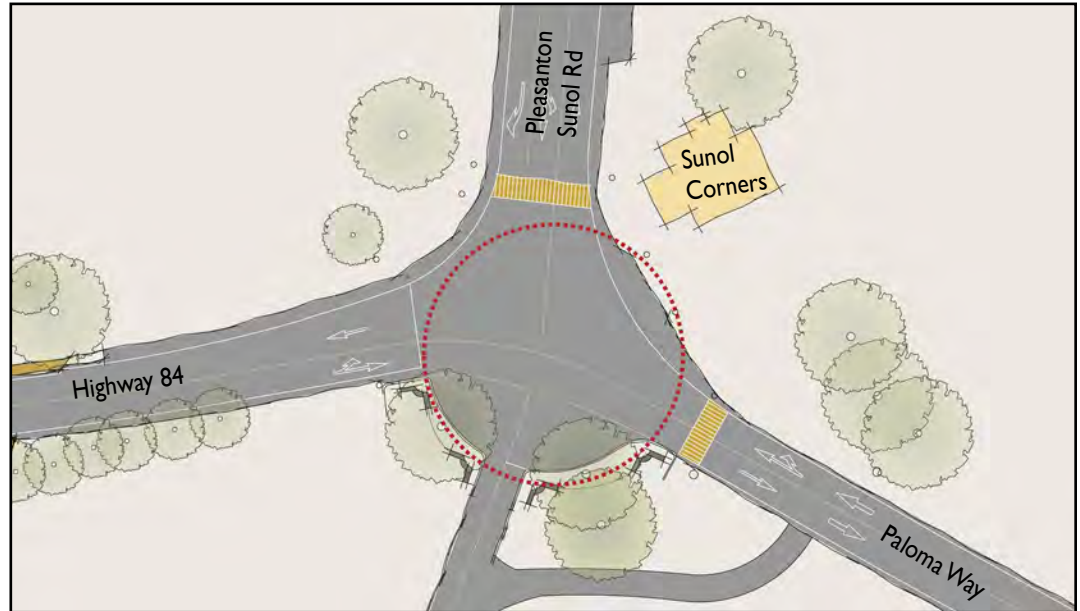
Reinstate crosswalk on Highway 84 at intersection

Original footprint

Low walls to separate pedestrians and vehicles



Area 11 Proposed Plan



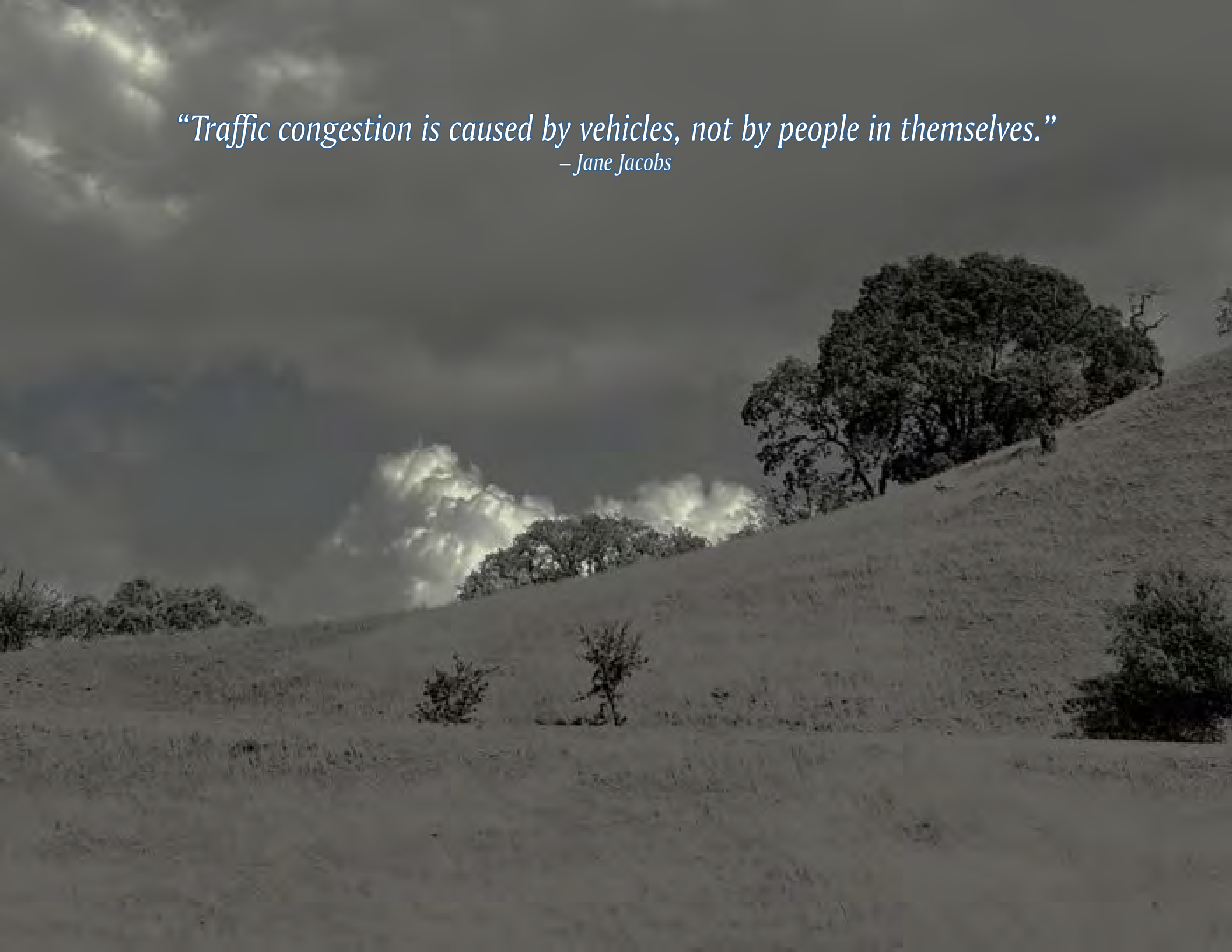
Area 11 Existing Plan

Area 11 (Continued)



Area 11 Proposed Rendering
Sunol Downtown Revitalization Plan

“Traffic congestion is caused by vehicles, not by people in themselves.”
– Jane Jacobs



Landscaping

Recommendations

Develop a comprehensive tree planting plan as almost all suggested improvements need to integrate new or existing trees.

Street trees provide tremendous benefits like pedestrian safety by defining the street edges and reducing traffic speed and highlighting crosswalks. They also clean the air, cool temperatures and encourage social interaction.

Additional landscaping elements like hanging baskets, planted pot and planted curb extensions also improve safety and ambiance, providing more character to Main Streets.



Banner and Flower Basket Example



Hanging Flower Basket Example



Hanging Flower Basket Example



Tree Guard Example

Landscaping (Continued)

A number of the proposed improvements along Main Street include the introduction of planters. The following are examples of the character of the proposed planters. The variety among planters is encouraged to highlight the uniqueness of each area.



Pots and Planters Examples

Street Accessories

Recommendations

Street accessories is an aggregate term for various functional elements that are necessary for safety, and enhance the 'experience of being' for visitors. Just like furniture in a room, these pieces can at once reinforce or detract from the overall quality of the experience.

We propose that all street furniture elements selected enhance the unique character of Sunol's Main Street. Whenever possible, they need to be of natural materials, unique, artisan and local in character.

The following lists various elements appropriate for Sunol's Main Street. They include:

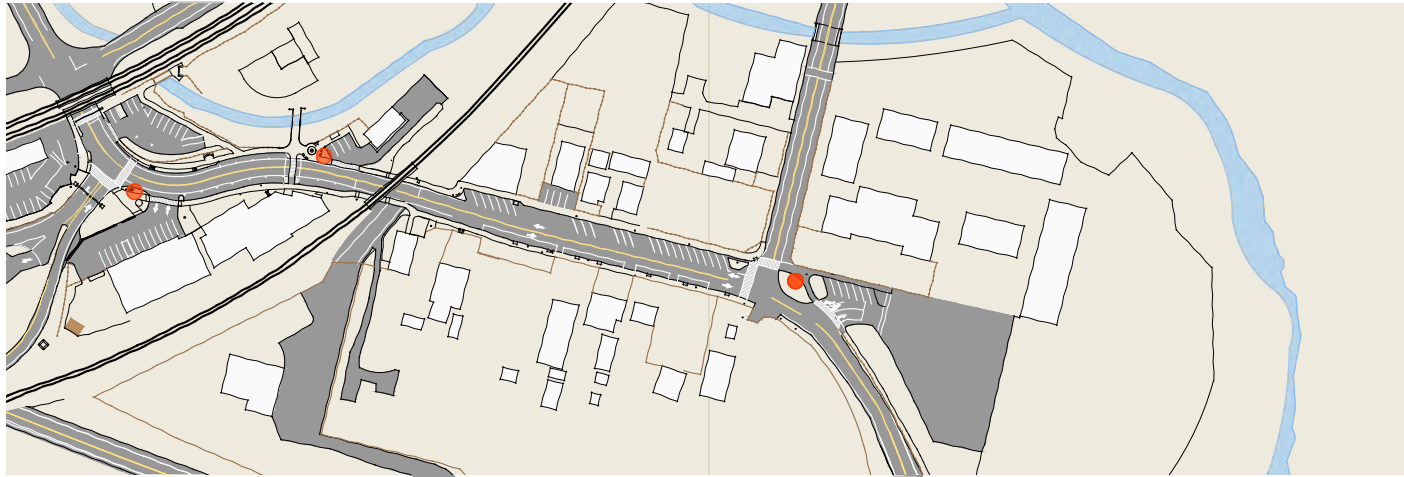
- Streetlights
- Street signs
- Wayfinding signs
- Bollards
- Waste receptacles
- Benches and seating
- Bike racks
- Community kiosks
- Drinking fountains
- Public art pieces
- Remembrance sculptures
- Historic markers

The following are examples of some these elements appropriate for consideration at Sunol's Main Street. Also included are illustrations showing potential locations of various elements. It must be noted, that the implementation of these accessories should be coordinated with the various improvements that are outlined in this plan.



Wayfinding Locations Diagram & Examples

The diagram below illustrates the location of proposed wayfinding signs in the downtown Sunol area.



Wayfinding Examples



Street Accessories Examples



Safety Bollard Examples

Bench Seating Examples

Street Accessories Examples (Continued)



Banner Examples



Bike Rack Examples



Drinking Fountain Example

Street Accessories Examples (Continued)



Historic Markers and Remembrance Sculptures Examples

“Creativity is contagious. Pass it on.”

– Albert Einstein

