



VISION SONORA PROJECTS LIST

PROJECT NAME	ESTIMATED COST	EXHIBIT
Red Church Pedestrian and Traffic Improvement Project (<i>Currently Under Committee Review</i>)	\$695,000	N/A
Stockton-Washington Beautification & Transit Project (<i>Currently Under Committee Review</i>)	\$1,990,000	N/A
Stockton Street—West Gateway Project (Phase I) (<i>Washington Street to Fairview Lane</i>)	\$4,280,000	1
Stockton Street—West Gateway Project (Phase II) (<i>Walking Path/Beautification West of Southgate</i>)	Undetermined	2
South Washington Gateway Project (<i>S. Washington Street—Hwy 108 to Hospital Rd.</i>)	\$119,182	3
Hwy 49 North Gateway Project (<i>Caltrans currently evaluating Shaws Flat Rd. & Hwy 49 intersection improvements</i>)	Undetermined	4
Washington Street & Hospital Rd.	\$231,829	5
South Washington Street Corridor (<i>Hospital Rd. to Church St.</i>)	\$1,984,177	6
Washington Street Downtown Core (<i>Stockton Rd. to Elkin St.</i>)	\$188,195	7
Linoberg Paseo	\$251,865	8
Coffill Park Improvement Project	Undetermined	9
Stewart Street Improvements (<i>Within Downtown Core</i>)	\$219,845	10
Stewart Street Plaza (<i>Stewart St. & Shepherd St. between Lyons St. and Theall St.</i>)	Undetermined	11

PROJECT NAME	ESTIMATED COST	EXHIBIT
Parking Structure Project (<i>Within Stewart Street Plaza</i>)	Undetermined	11
Stewart Street Public Restroom Project (<i>Corner of Stewart St. & Theall St.</i>)	Undetermined	12
Railroad Bridge Enhancement (<i>Hwy 108 at S. Washington St.</i>)	Undetermined	13
Bus Transfer Station (<i>Corner of Shepherd St. & Church St.</i>)	\$1,139,315	14
Public Spaces & Parklets	Undetermined	15
Signage & Wayfinding	Undetermined	16
PROGRAM NAME	ESTIMATED COST	EXHIBIT
Transportation & Circulation	Undetermined	N/A
Marketing, Promotion & Public Outreach	Undetermined	N/A
Tourism & Visitor Information	Undetermined	N/A
Arts, Culture & Heritage Promotion	Undetermined	N/A
Business Support & Recruitment	Undetermined	N/A
Business Façade Improvements	Undetermined	N/A
Public Safety, Resident Health & Well-Being	Undetermined	N/A
Parking Management & Enhancement	Undetermined	N/A

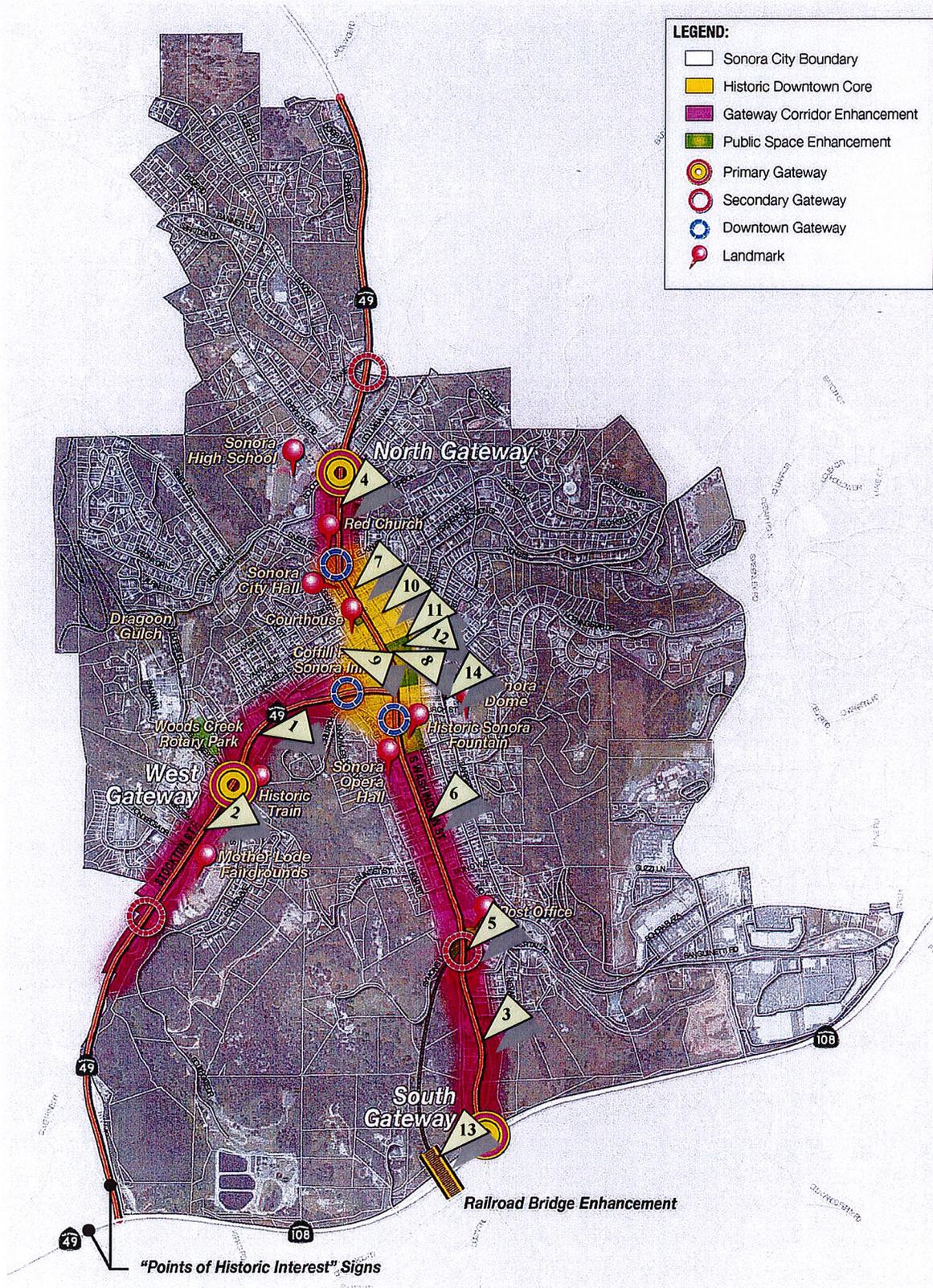
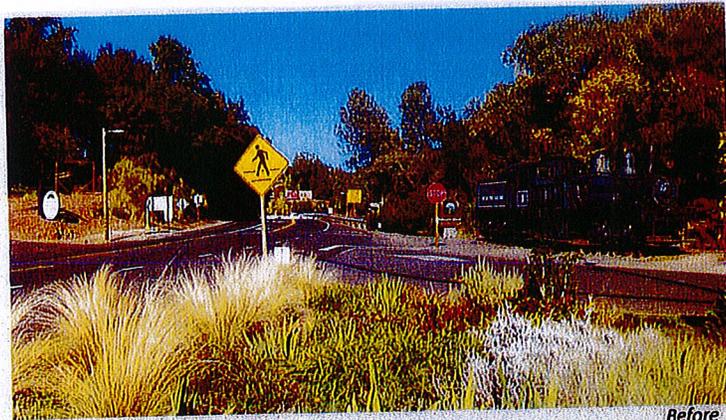


Figure 3-2. Community Design Framework

EXHIBIT

1





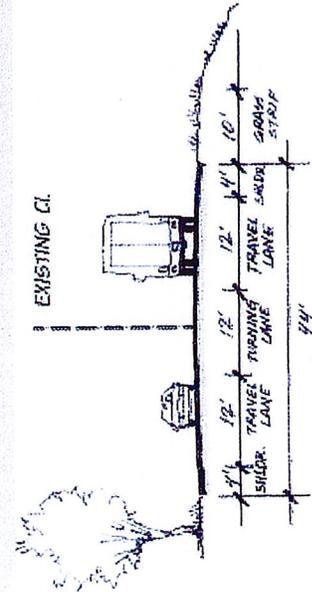
Railing



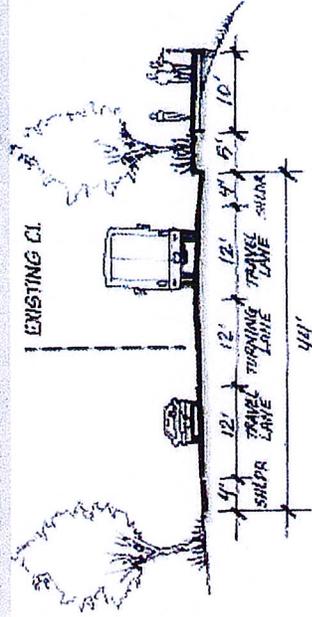
Wood Bench



Figure 3-15. Multi-Use Trail



Existing

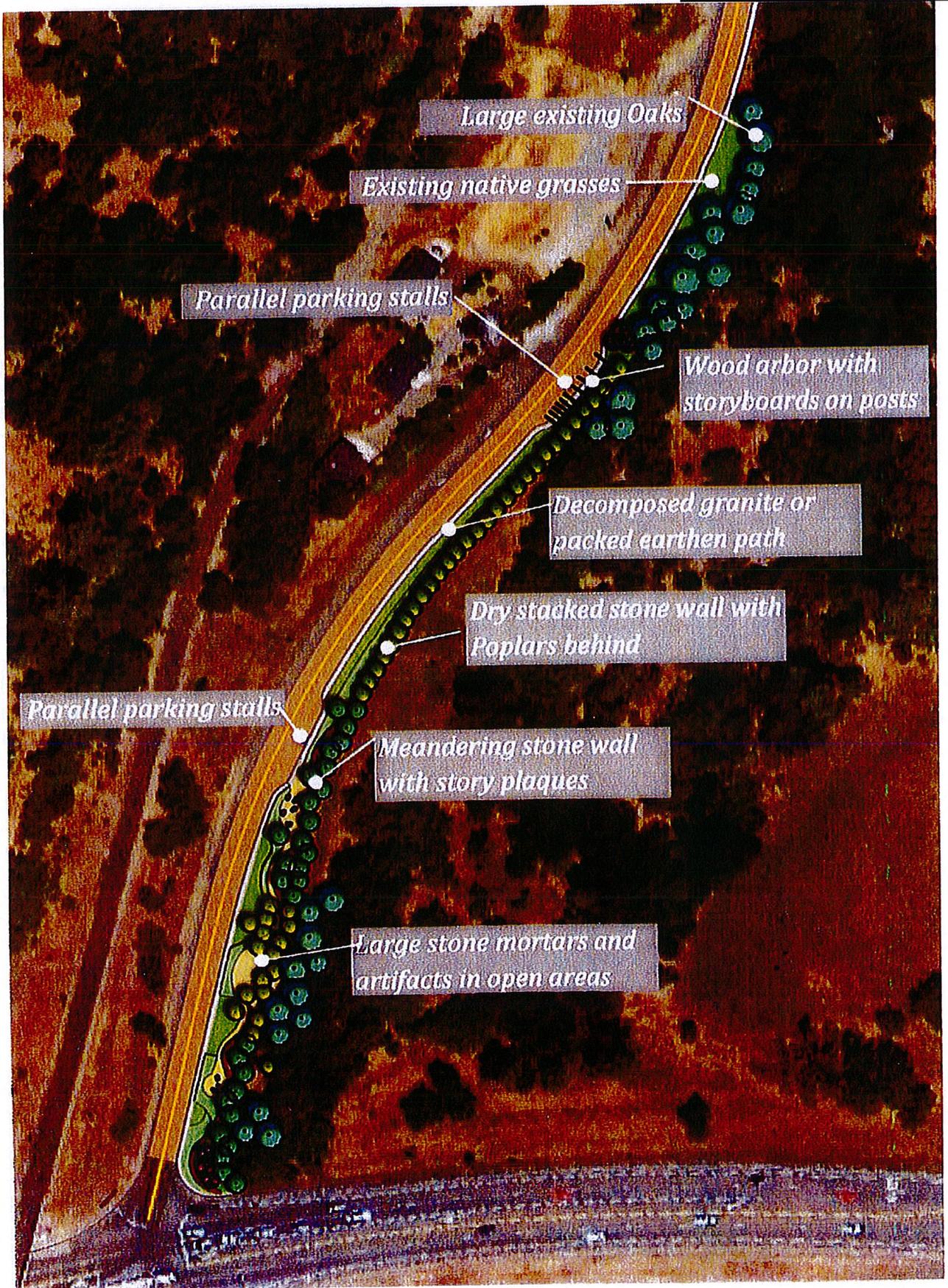


Proposed

Section E-E
SR 49 (Stockton Street)
between Fairview Lane and Forest Road

EXHIBIT

3



EXHIBIT

4



EXHIBIT

5



EXHIBIT

6



EXHIBIT

7



Streetscape Improvements

The following terms are used throughout this chapter to describe different types of streetscape improvements.

Streetscape. The streetscape consists of everything in the public right-of-way for a street, from building face to building face. This includes sidewalks, landscaping, signs, street trees, street lights, traffic lights, and street furniture. The definitions below describe other items that may be found in a streetscape. Together, these elements play a major role in shaping the image of the street and the experience for all its users.

Landscaped parkways. A parkway is the landscaped strip along a street, between the sidewalk and traffic lanes. Landscaped parkways create a more pleasant environment for pedestrians while making the street more attractive to drivers, often causing them to slow down and observe their surroundings—especially when there are trees in the parkway.

Parklets. Parklets are small areas within the roadway that create space for pedestrian amenities such as seating, outdoor dining, trees, and landscaping. They buffer pedestrians from moving vehicles, calm traffic, and beautify streets. They can be permanent or temporary installations that occupy one or two on-street parking spaces.

Mini-parks. Roadside mini-parks are created by expanding the pedestrian zone into available roadway space and installing landscaping, seating, and other pedestrian amenities to form a gathering place. Mini-parks are similar to parklets in concept but are not confined to the area of a parking space.

Pop-outs. A pop-out is a small landscaped area constructed to “pop out” into the roadway from the rest of the street curb, often in the shape of a semi-circle.

Curb extensions. Where the curb is extended into the roadway without landscaping but rather as an extension of the sidewalk, this is simply called a curb extension. These provide better visibility for pedestrians, shorten the length of roadway that they need to cross, and slow cars as they turn.

Streetscape Furnishings

Figure 3-4, Streetscape Furnishings shows a set of streetscape furnishings with classic styles that are complementary to the historic character of Sonora. Wherever recommendations in this plan refer to pedestrian amenities such as benches, street lights, and waste receptacles, these are envisioned to be similar to the furnishings shown here.

The furnishings include **bollards**, short and decorative poles that are placed as barriers between vehicles and pedestrians which may have built-in lighting fixtures. **Waste receptacles** should be placed to allow for separating trash and recyclables.

Dry Stacked Stone Walls

Throughout this chapter, a number of low dry stacked stone walls are proposed that mimic Sonora’s historic stone walls. While the types of rock or stone used in these walls may vary, the unifying feature is that they all appear to be without grout, and the rocks are simply stacked on top of each other. This gives them a more informal, rough look consistent with Sonora’s semi-rural character. The use of local rocks is recommended. **Figure 3-5** shows examples of rock walls with varying amounts of visible grout.

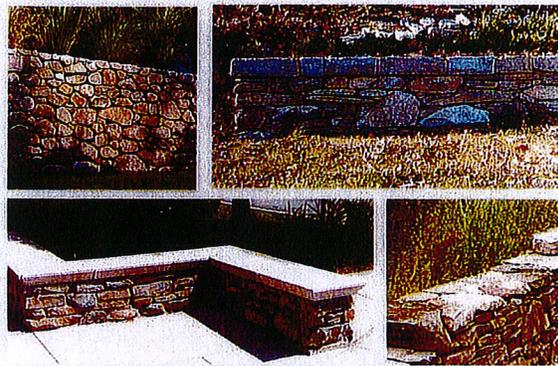


Figure 3-5. Dry Stacked Stone Walls



Decorative Pavers



Bench



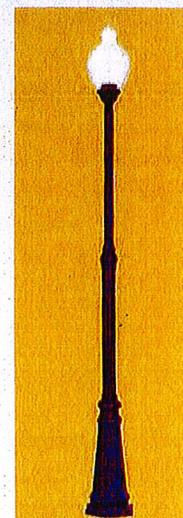
Bike Rack



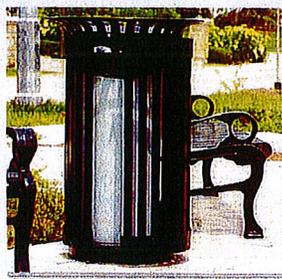
Traffic Signal Pole



Decorative Bike Rack



Pedestrian Light



Waste or Recycling Receptacle



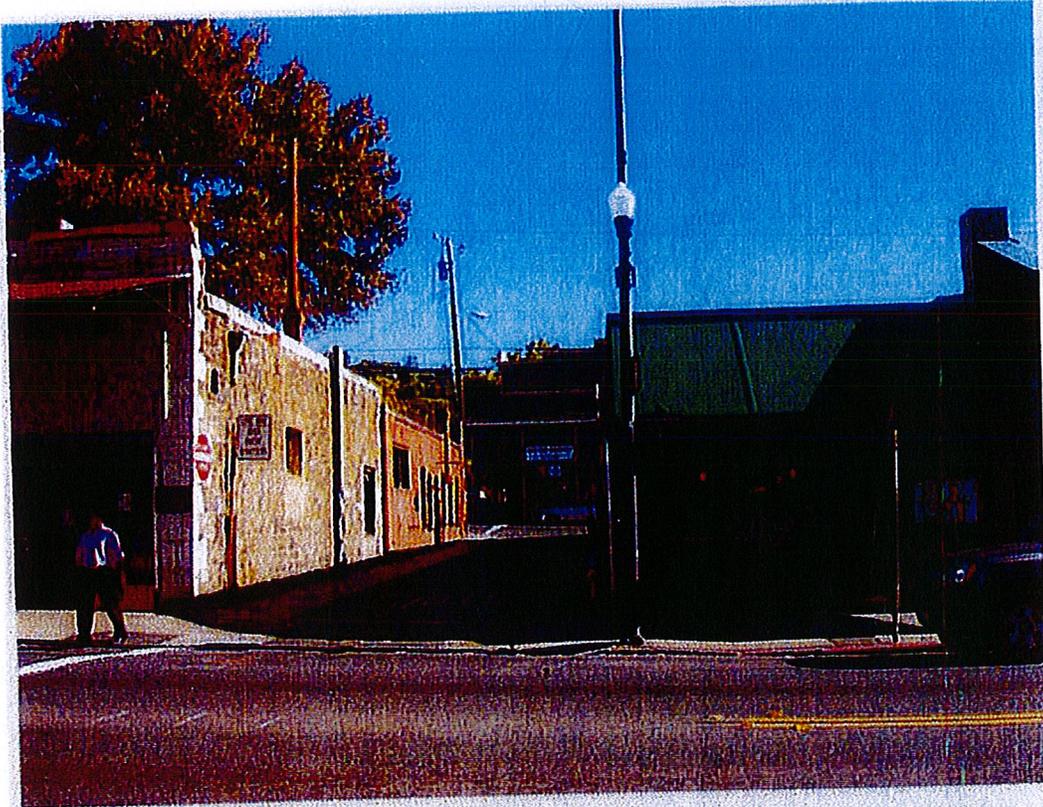
Decorative Bollard



Bollard/Bollard Light

EXHIBIT

8



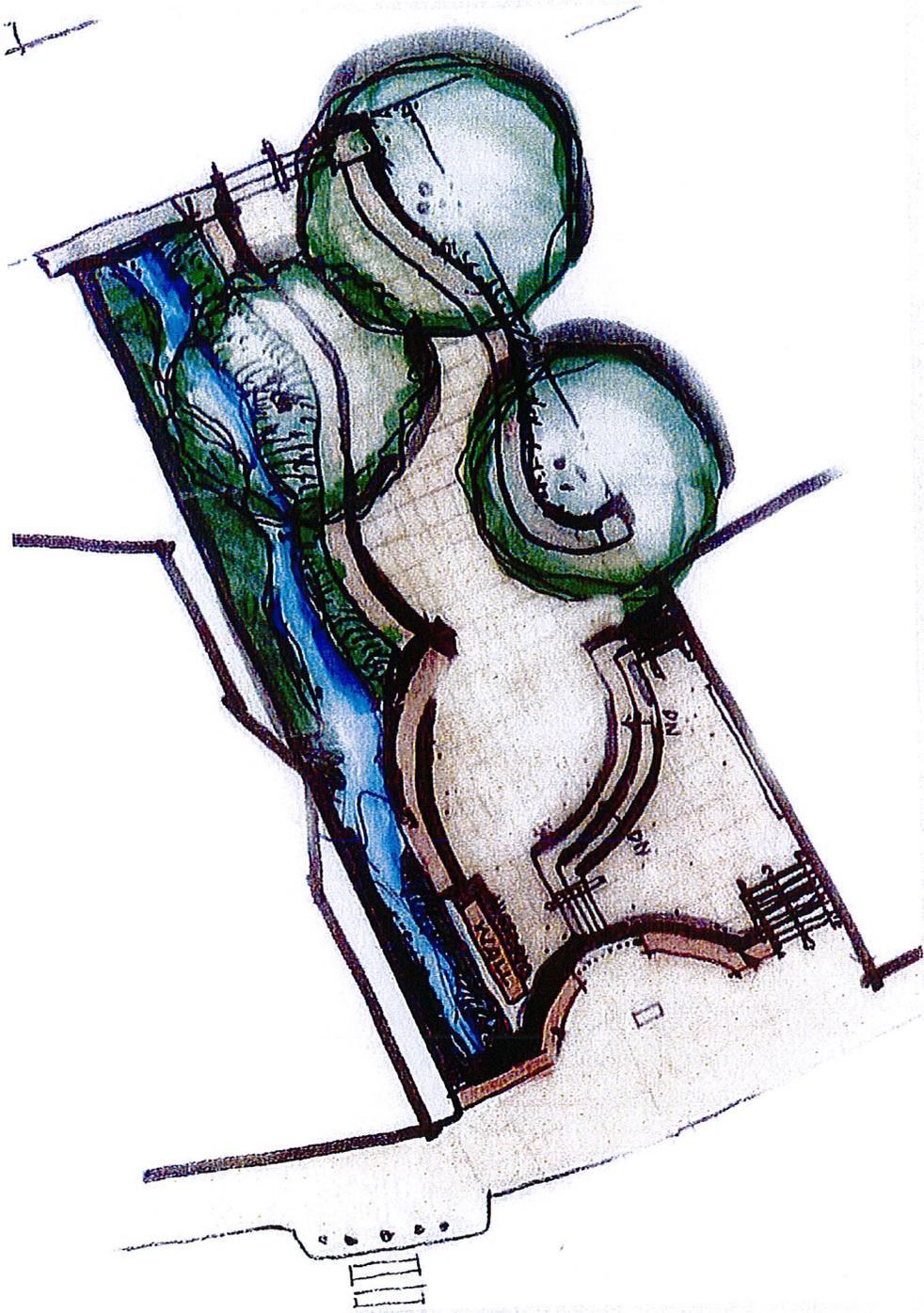
Before



After

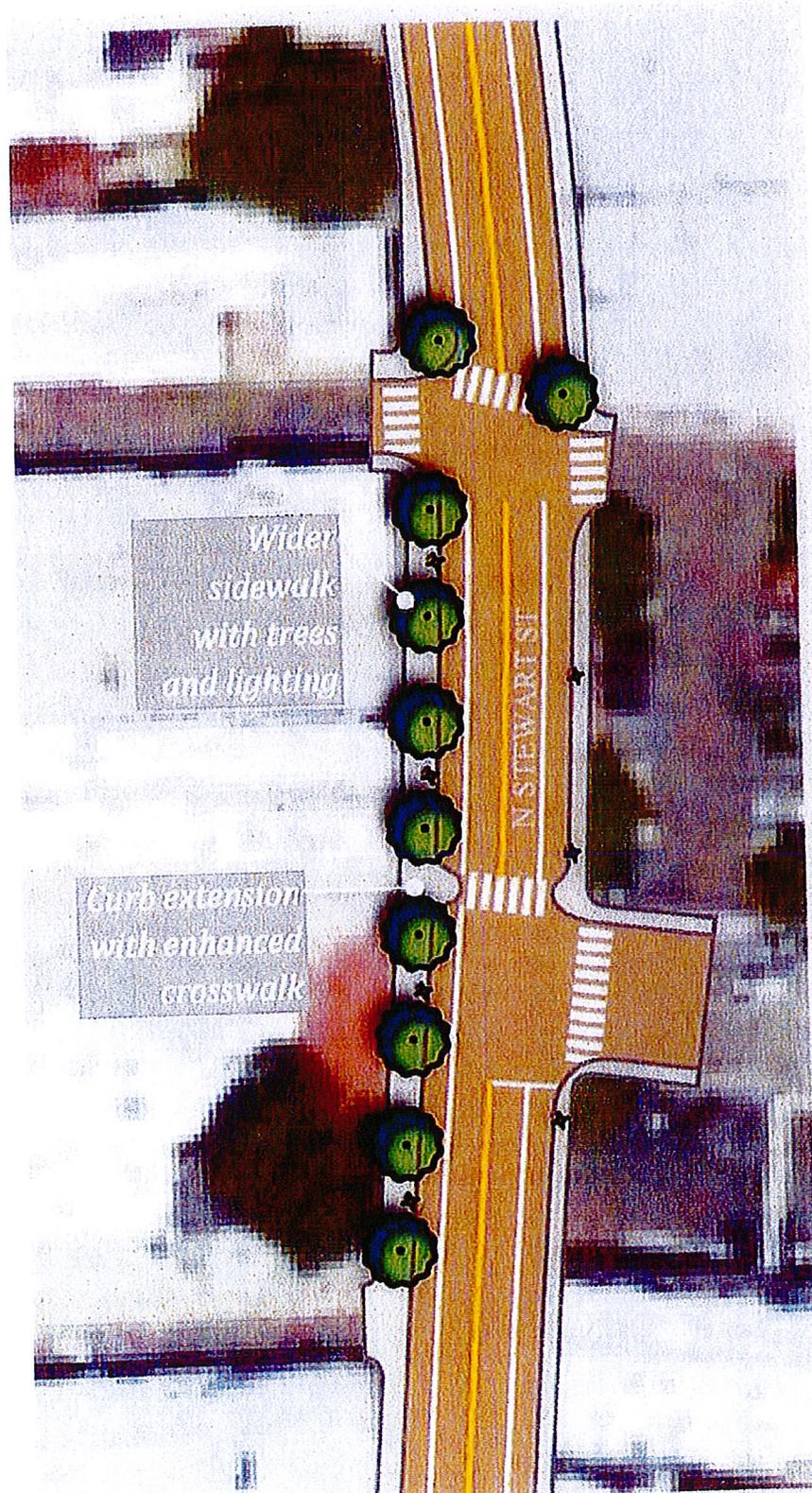
EXHIBIT

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EXHIBIT

10



EXHIBIT

11

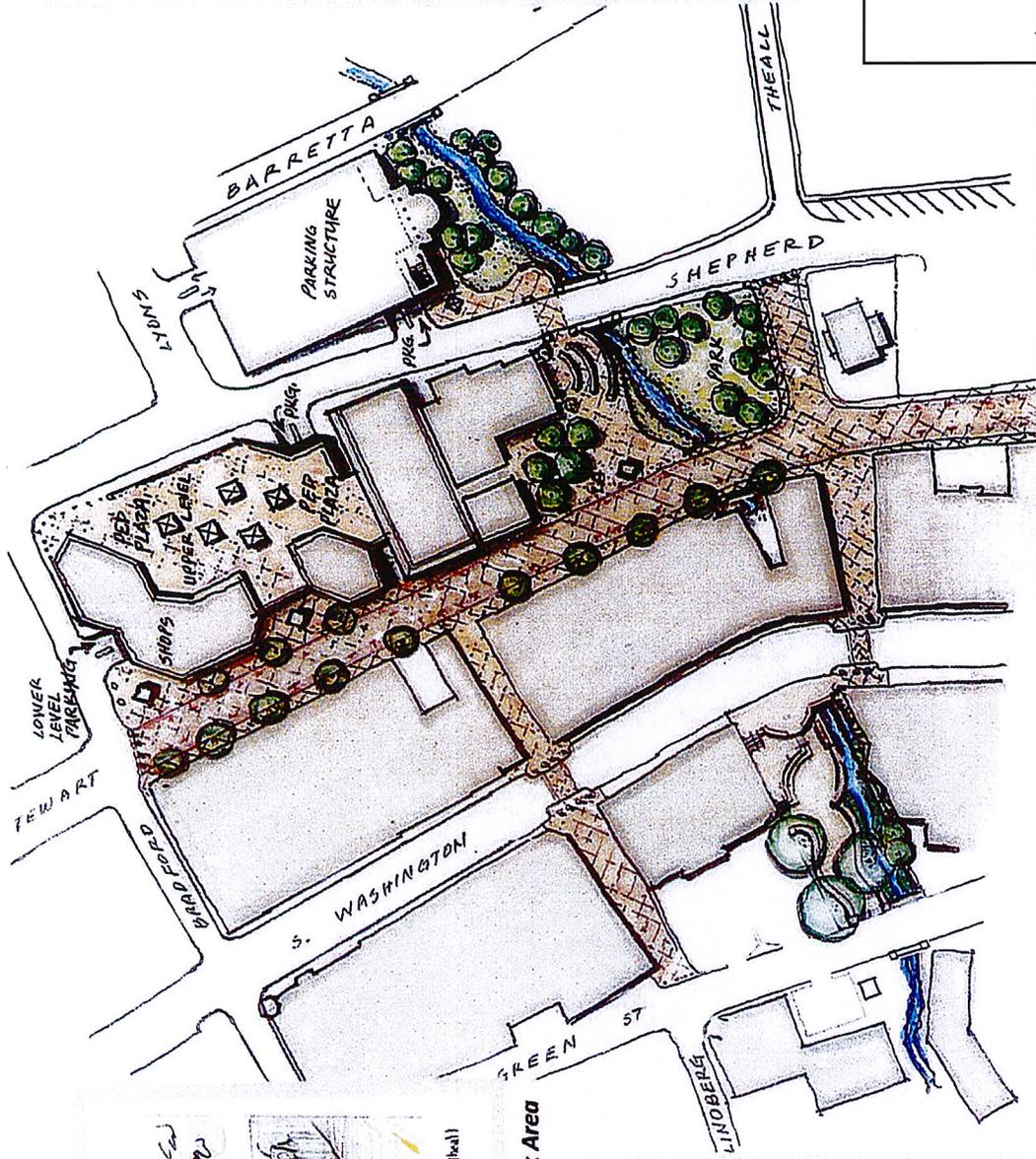


Figure 3-33. Sonora Creek Area

EXHIBIT

12



Before



After

EXHIBIT

13



EXHIBIT

14



Parklets: Important Factors for Success

Adapted from *Reclaiming the Right of Way: A Toolkit to Creating and Implementing Parklets*, UCLA Luskin School of Public Affairs.

Parklets are small areas within the roadway that create space for pedestrian amenities such as seating, outdoor dining, trees, and landscaping. They buffer pedestrians from moving vehicles, calm traffic, and beautify streets. They can be permanent or temporary installations that each occupy one or two on-street parking spaces. Parklets are typically created by building a platform on the pavement of a roadway to extend the sidewalk space, and retrofitting it with benches, planters, tables and chairs, umbrellas, and bike racks. Physical barriers such as sturdy railings, wheel stops, and bollards help provide safety for users.

Community Partner Roles

Typically, community partners such as adjacent businesses are the ones who apply for the necessary permits, pay for construction, and maintain parklets. Parklets produce a return on investment for these businesses by attracting more attention from customers. Groups of businesses or community groups can adopt parklets, but the group members should be in the immediate area of the parklet to keep a close eye on it. Parklet applicants should have the ability to take on \$1 million of insurance; most already hold this amount of business insurance.

A Public Process

Because the parklets are in the public right-of-way, their construction will require a temporary occupancy permit from the City of Sonora and will be subject to approval from Caltrans. Following the lead of other cities, Sonora could create a permitting process for parklets that includes specifications for design and operation, and that must be renewed annually.

A Test Run

The annual September event Park(ing) Day (launched in San Francisco and now an international event) can be a useful way to test the waters for a parklet by setting up a temporary installation. Use the opportunity to talk with passers-by about their impressions of the parklet, their interest in having a more permanent parklet in that location, and their ideas for the parklet.

Seasonal Parklets

When snow is a consideration, parklets can be designed to be taken down in the winter and re-installed in warmer weather. Philadelphia addressed this issue by developing a modular system that takes less than a day to install and works well in different locations. The system includes a steel railing, a wooden deck, and planter boxes. Seating and tables of different types can then be placed in the parklet.

For case studies and more information, please refer to the UCLA toolkit referenced above, which is available as a free download from www.its.ucla.edu/research/parklettoolkit.pdf.



Examples of Permanent and Temporary Parklets

Typical Design Guidelines for Parklets

Parklet Size and Relation to Curb	6' width, flush with curb (1/2" gap max.)
Load	Must support 100 to 759 lbs./square foot
Drainage	Curbside drainage must not be impeded and must allow for easy access to the space underneath
Wind/Visibility	Visually permeable outside edge; railing may be required
Barriers	4' from parklet to wheel stop (behind) 3' wheel stop installed 1' from curb (ahead)
Licensed Engineer Stamp Required?	Yes, in some jurisdictions

"I really think the parklet idea is great. Being a 15 year old, I can't drive yet, so I need to walk everywhere. It would be nice to have a little sitting area once in a while to rest on the way to walking somewhere."

Community Open House Comment

EXHIBIT

16



- ENTRY ARCH CAN BE USED FOR ROADWAYS, SPECIAL PEDESTRIAN ZONES, OR PARKING ENTRIES
- PRIMARY GATEWAY MANUUMENT IS PART OF A MORE COMPREHENSIVE GATEWAY LANDSCAPE ENHANCEMENT
- DIRECTIONAL SIGNS VEHICULAR ORIENTED W/ SINGLE OR MULTIPLE POINTS OF INTEREST
- INFO KIOSK PEDESTRIAN ORIENTED EXHIBIT HOUSING DOWNTOWN MAP AND KEY LOCATIONS
- PUBLIC PARKING SIGN
- FREE STANDING HISTORIC MARKER
- TRAIL MARKER! TRAIL INFO SIGN