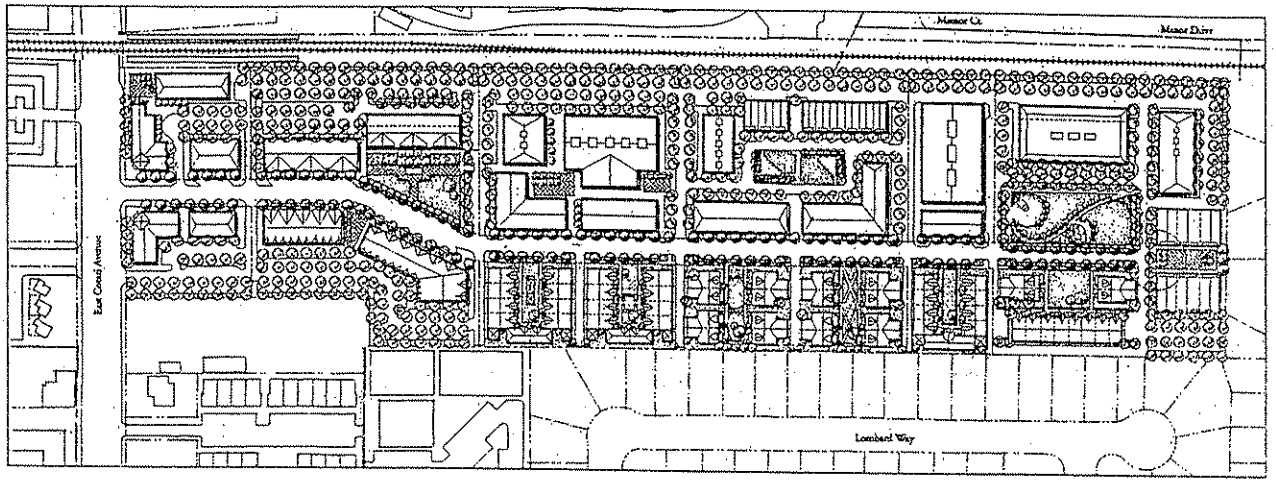
Santero Way Specific Plan



for

the City of Cotati, California

Amended August 2001

Prepared By

Community Design + Architecture

In Conjunction With

Sponamore Associates
Economic & Planning Systems
Whitlock & Weinberger Transportation
Carlile • Macy

Ordinance No. 708

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COTATI APPROVING AND ADOPTING THE SANTERO WAY SPECIFIC PLAN

WHEREAS, the City Council of the City of Cotati directed in 1998 that the properties fronting on Santero Way be included in a district for which a Specific Plan, as stipulated in the State of California Government Code, would be prepared; and,

WHEREAS, the City retained the firm of Community Design and Architecture to prepare said plan; and,

WHEREAS, the completed plan and accompanying Environmental Impact Report have been reviewed and approved by the Planning Commission on May 1, 2000;

Now, therefore, the City Council of the City of Cotati does ordain as follows:

SECTION 1.

The Santero Way Specific Plan is hereby approved and adopted.

SECTION 2. Severability. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance.

The City Council hereby declares that it would have passed this and each section, subsection, phrase or clause thereof irrespective of the fact that any one or more sections, subsections, phrase or clauses be declared unconstitutional on their face or as applied.

SECTION 3. Effective date. This ordinance shall become effective 30 days after the date of adoption.

SECTION 4. Posting. The City Clerk shall cause this ordinance to be published and/or posted within fifteen days after its adoption.

* * * * *

This ordinance was introduced on the 12th day of July, 2000 and adopted on the 9th day of August, 2000 by the following vote, to wit:

FOX	Yes
JENSEN	Yes
BERKEMEIER	Yes
CULLINEN	Yes
EDER	Yes

APPROVED: _____
Mayor

ATTEST: _____
Deputy City Clerk

ORDINANCE NO. 721

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COTATI AMENDING ORDINANCE NO. 708, ADOPTING REVISIONS TO THE SANTERO WAY SPECIFIC PLAN

WHEREAS, the City Council of the City of Cotati adopted Ordinance No. 708 on August 9, 2000, adopting the Santero Way Specific Plan; and,

WHEREAS, a proposal has been presented to the City Council to amend minor portions of the Specific Plan to better accommodate a development plan that implements the many of the major components of the plan; and,

WHEREAS, the City Council held a noticed public hearing on August 22, 2001 to consider these proposed revisions to the plan; and,

WHEREAS, the City Council indicated that an ordinance should be prepared that incorporated many of the proposed changes; and,

WHEREAS, the proposed changes fit within the scope of the previously certified Environmental Impact Report; and,

WHEREAS, the EIR for the Santero Way Specific Plan already adequately analyzed and provided for the mitigation of the impacts of the Santero Way Specific Plan; and,

WHEREAS, the instant proposal merely consists of the reorganization of existing land uses previously evaluated. Consequently, the said EIR addresses and provides for the mitigation of the impacts of the instant project. In addition, there is no substantial evidence in the record which establishes that:

a. There are substantial changes proposed in the project which require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

b. There are substantial changes have occurred with respect to the circumstances under which the project is being undertaken which will require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

c. There is new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete which shows (a) the project will have significant effects now discussed in the EIR; (b) significant effects previously examined will be substantially more severe than shown in that EIR; (c) mitigation measures or alternatives previously found not to be feasible would be feasible; or

(d) new mitigation measures or alternatives would reduce significant impacts but said measures and alternatives are not going to be implemented; and,

WHEREAS, the City Council finds that there are no revisions necessary to the EIR to make it apply to the instant project; and,

NOW, THEREFORE, the City Council of the City of Cotati does ordain as follows:

SECTION 1.

The Santero Way Specific Plan is hereby amended by the replacement of various pages within the Specific Plan with the attached pages (Appendix A).

SECTION 2. Severability. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance.

The City Council hereby declares that it would have passed this and each section, subsection, phrase or clause thereof irrespective of the fact that any one or more sections, subsections, phrase or clauses be declared unconstitutional on their face or as applied.

SECTION 3. Effective date. This ordinance shall become effective 30 days after the date of adoption.

SECTION 4. Posting. The City Clerk shall cause this ordinance to be published and/or posted within fifteen days after its adoption.

* * * * *

IT IS HEREBY CERTIFIED that the foregoing ordinance was duly introduced on the 26th day of September, 2001 and legally adopted at a regular meeting of the City Council of the City of Cotati held on the 10th day of October, 2001 by the following vote, to wit:

BERKEMEIER	Yes
ORCHARD	Yes
FOX	Yes
GILARDI	Yes
KURVERS	Yes

APPROVED: _____
Mayor

ATTEST: _____
Deputy City Clerk

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APPENDIX A

3.2 Land Use Program

The properties within the Specific Plan Area have been designated to specific Land Use Districts which define the range of allowable uses and are linked to a set of design standards and guidelines. Figure 3.1 illustrates the Land Use District designations which are also summarized in Table 3.1. Table 3.2 provides a detailed break down of the land area that is assigned to each District and the amount of land in Public Parks and given to the Santero Way right-of-way as it is redefined by the Specific Plan. Also, two land use summaries have been prepared to illustrate the range of land use types and intensities that are allowed within the Specific Plan.

Table 3.1 Land Use District Designations for Existing Properties

Property Code	Assessor's Parcel Number	Owner	Land Use District	Acreage
Property A	#144-302-049	David Johnson, et.al.	Retail Mixed-Use	0.24 ac.
Property B	#144-302-047	Roy & Connie Smith	Retail Mixed-Use	0.5 ac.
Property C	#144-302-041 #144-302-043 #144-320-019	Tom & Margaret Staley Mack & Maxine Staley	Retail Mixed-Use Office Mixed-Use Public Park and Plaza	1.02 ac. 1.65 ac. 0.07.ac.
Property D	#144-480-012	Charles & Mary Scott	Public Park and Plaza	0.49 ac.
Property E1	#144-320-015 #144-320-016 #144-320-017	*Colvin Group LLC*	*Office Mixed-Use* *Public Park & Plaza*	*4.56 ac.* *0.71 ac.*
Property E2	#144-480-020	*Colvin Group LLC*	Residential	3.16 ac.
Property F	#144-480-008 #144-480-014	*Colvin Group LLC*	*Office Mixed-Use*	*2.9 ac.*
Property G	#144-480-015 #144-480-016 #144-480-017	Carl & Mary Schollmann	*Employment* Self-storage Overlay	2.55 ac.
Property H	#144-480-019	Robert & Alice Larsen	Residential	0.48 ac.
Property I	#144-302-048 #144-480-021	Michael Karakozoff	Office Mixed-Use	1.64 ac.

Figure 3.1 Land Use Diagram

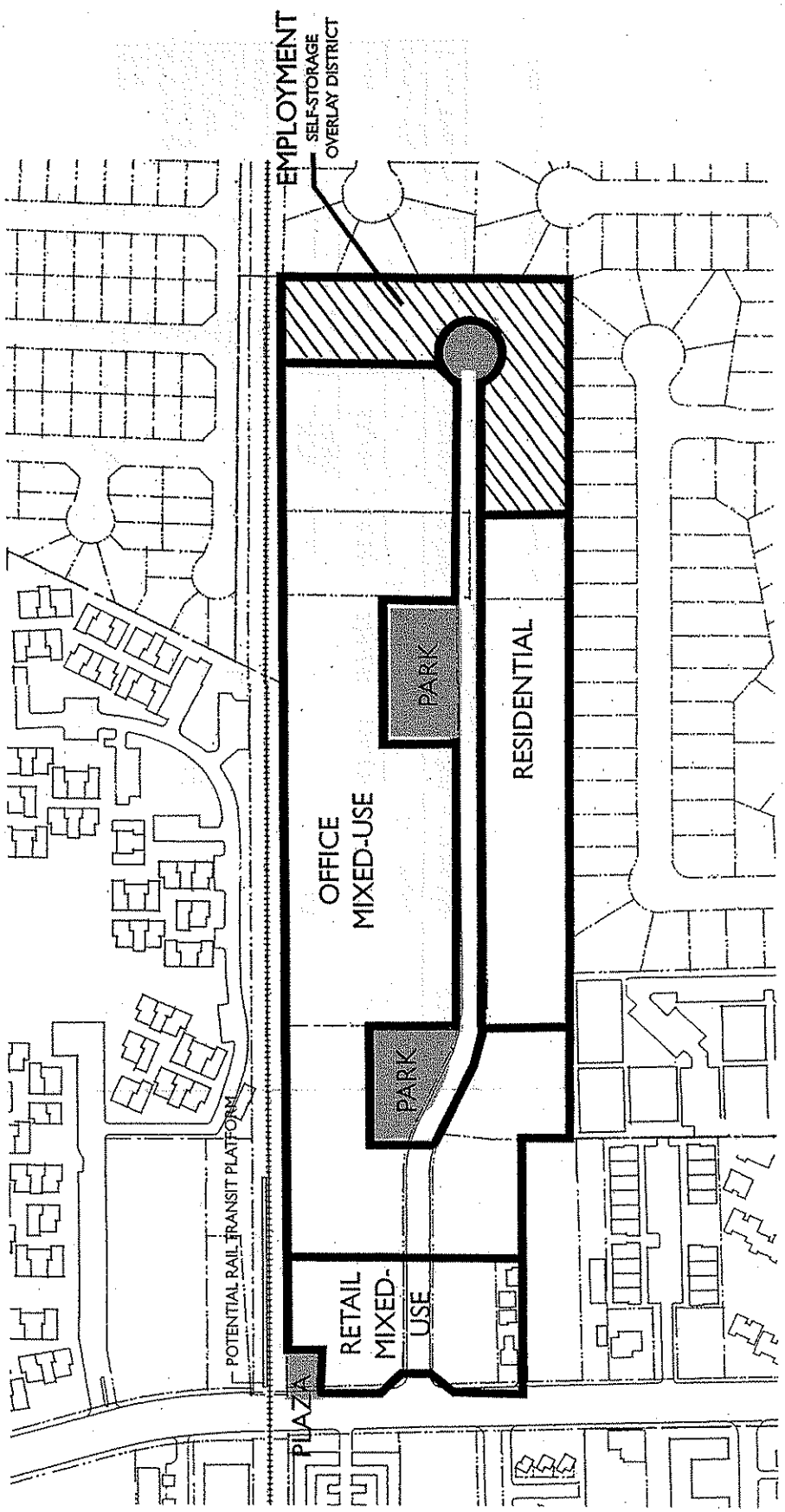


Table 3.2 Land Area Summary

	Existing Land Area (sq.ft.)	Specific Plan Land Areas							Land Gained Santero Way		
		Retail M/X	Office M/X	Employment	Residential	Santero Way	Public Accessway	Public Park			
Staley	119,400	36,900	76,600			2,300		3,600		113,500	-5,900
Scott	21,300						2,700	18,600 [1]		0	-21,300
Shamrock East	229,600		*194,200*			4,400		*31,000*		*194,200*	*-35,400*
Shamrock West	137,700				137,700					137,700	0
NW Miter	126,300			*124,045*		*2,255*				*124,045*	*-2,255*
Schollman	111,000			114,100		2,700			5,800	114,100	3,100
Larsen	21,000				21,000					21,000	0
Karakozoff	71,000		68,400			2,600				68,400	-2,600
Smith	21,800	20,700				1,100				20,700	-1,100
Johnson	10,500	10,500								10,500	0
Total	**869,600**	**68,100**	***339,200***	***238,145***	**158,700**	***15,355***	**2,700**	***53,200***	**5,800**	***804,145***	***-65,455***
Santero Way ROW	108,300					97,800		4,700		*113,155*	*4,855*
Total Site Area	**977,900**	**68,100**	***339,200***	***238,145***	**158,700**	***113,155***	**2,700**	***57,900***	**NA**	**977,900**	**0**

22.45 acres

[1] *Total park area: 29,900 sqft includes additonal 3500 sqft within the Santero Way ROW*

3.2.1 Build-Out Scenarios

The land use district standards and guidelines described in the following section provide for flexibility in the specific land uses that will be built in the Specific Plan Area. The flexibility will allow for the incremental development of the Plan to react to changing market conditions. In return for this flexibility, developers within the Specific Plan Area will be required to follow the Specific Plan's design guidelines and standards which provide for a consistent and high-quality community character regardless of the specific land uses. While there is flexibility, the core concepts (relationship of building to the street and public realm, mix of uses with activity throughout the day, etc.) remain constant.

During the Specific Plan preparation, the Consultant Team worked with the Planning Commission, City Staff, and the public to develop the two build-out scenarios which are summarized in Tables 3.3 and 3.4 and illustrated in Figures 3.2 and 3.3. The intent of the Build-Out Scenarios is to bracket the range of land uses that are allowed within the Specific Plan.

The High Build-Out Scenario would result in 110 homes, a total of nearly 250,000 square feet of commercial and employment development, and just over 100,000 square feet of public and private open space. The Low Build-Out Scenario would result in 94 homes, a total of just under 175,000 square feet of commercial and employment uses, and just over 120,000 square feet of public and private open space. *The "Residential High" Build-Out Scenario would result in 198 homes, a total of just over 233,000 square feet of commercial and employment development, and just over 125,000 square feet of public and private open space.*

The illustrative plans show that the guidelines and standards achieve a consistent quality and community character across the two Build-Out Scenarios. The transportation assessment and the evaluation of the Scenarios within the EIR have indicated a similar level of impact and a similar set of mitigation measures. The financial feasibility assessment in Section 6.6.5 of the *Implementation Element* indicates that the High Build-Out Scenario has the potential to provide the best return to private developers and to the City, in terms of tax base. But the increased amount of development may also create greater risk for developers. Given the varied desires and experience of the existing property owners and market conditions, it is likely that the Specific Plan area will build-out at a level of development somewhere between the two Build-Out Scenarios.

3.2.2 Land Use Limits

To ensure a mix of uses in the Specific Plan area and to stay within traffic limits, the following land use limits apply:

Retail:	Total	9,000 sq.ft. min. to 20,000 sq.ft. max. (4,000 sq.ft. max. for restaurant)
	Parcel A & B	4,0000 sq.ft. min. to 9,000 sq.ft. max.
	Parcel C	5,000 sq.ft. min. to 11,000 sq.ft. max.
Other Commercial		230,000 sq.ft.
Residential		198 units

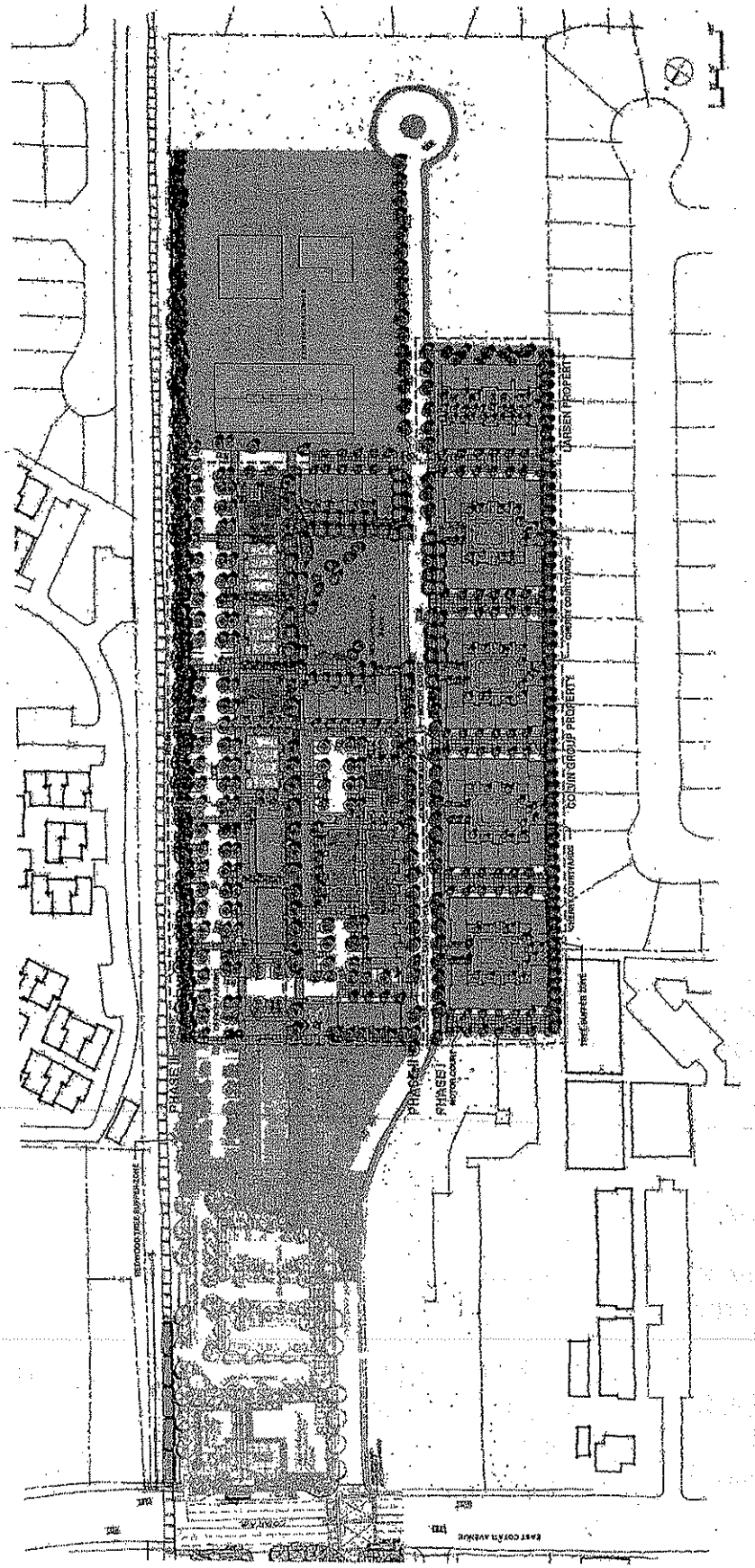


Figure 3.3B "Residential High" Build-Out Scenario Illustrative Plan

Table 3.4B Land Use Summary "Residential High" Build-Out Scenario

	Acres	Residential SF	Residential Duplex	Residential TM	Residential MF	Residential Total units	Live/Work units	Live/Work sq.ft.	Retail sq.ft.	Office sq.ft.	Cottage Business sq.ft.	Public Open Space sq.ft.	Private [2] Open Space sq.ft.	Req'd Parks sq.ft.
Staley	2.74	0	0	0	0	0	0	-	9,500	21,850	-	3,600	700	-
Scott	0.49	0	0	0	0	0	0	-	-	-	-	19,800	-	-
Shamrock East	5.27	0	0	16	52	68	24	19,200	-	75,000	-	31,000	24,460	46,086
Shamrock West	3.16	0	0	56	0	56	0	-	-	-	-	-	32,900	28,053
NW Hiter [1]	2.9	0	0	0	0	0	0	-	-	11,970	21,450	-	-	-
Schollmann[4]	2.55	0	0	0	0	0	0	-	-	26,600	12,350	-	5,000	-
Larsen	0.48	0	0	12	0	12	0	-	-	-	-	-	3,400	6,011
Karakozoff	1.64	0	0	0	38	38	0	-	-	16,625	-	-	1,800	19,036
Smith [3]	0.5	0	0	0	0	0	0	-	9,000	9,500	-	-	3,200	
Johnston et. al.	0.24	0	0	0	0	0	0		-	-	-	-		
Total	19.97	0	0	84	90	174 du	24	19,200	18,500 sq.ft.	161,545 sq.ft.	33,800 sq.ft.	54,400	71,460	99,186
				Total all dwelling units			198 du			Total sq.ft. all com'l & emp.		232,045 sq.ft.	274.75 sq.ft./du	
													6.3%	8.2% of Site

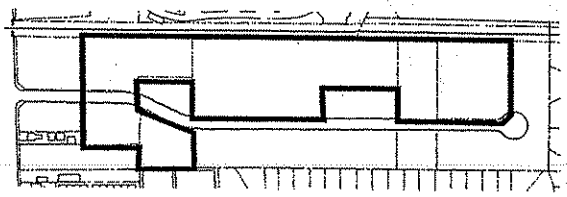
Note: [1] Assumes that existing building remains on the northern NW Hiter Property.
[2] Includes residential courtyard greens and employment/commercial greens and plazas.
[3] Johnson property would remain with existing use if not developed with Smith property.
[4] Schollmann Property is likely to be developed as self-storage, office and cottage business uses are an estimate.

Table 3.5 Retail Mixed-Use Land Use Mix

Land Use Type	Ground Floor	Upper Floor(s)	Minimum % of Building Area per Development	Maximum % of Building Area per Development
Retail	Parcels "A & B" – minimum 4,000 sq.ft. and maximum 9,000 sq.ft. Parcel "C" – minimum 5,000 sq.ft. and maximum 11,000 sq.ft. (restaurant use: maximum 4,000 sq.ft.)	Not allowed	0% 4,000 sq.ft. for Parcels "A" & "B" 5,000 sq.ft. for Parcel "C"	50%
Office	Allowed	Allowed	0%	50%
Live/Work	Only work portion and kitchen allowed	Any portion or complete unit allowed	0%	50%
Residential	Only entrance lobby allowed	Apartments or Condominiums Allowed	0%	55%

3.MX.2 Office Mixed-Use District

Figure 3.5 Location of Office Mixed-Use District



Mix of Land Use Types

The mix of uses for development within this Office Mixed-Use District shall be within the range established in the following table. The first column lists the three potential land use types that are allowed in this District. The second and third columns list the floors on which the use is allowed. The fourth and fifth columns describe the percentage of building area that a use can occupy within a single development proposal. This table results in a requirement of at least two uses per development proposal and that office use shall occupy at least one half of the development's building area.

Table 3.6 Office Mixed-Use Land Use Mix

Land Use Type	Ground Floor	Upper Floor(s)	Minimum % of Building Area per Development	Maximum % of Building Area per Development
Office	Required	Not Allowed	30%	70%
Live/Work	Only work portion and kitchen allowed	Any portion or complete unit allowed	0%	70%
Residential	*Apartment or Condominiums Allowed*	Apartment or Condominiums Allowed	0%	70%

3.MX.3 General Mixed-Use Standards and Guidelines

3.MX.3.1 Site Configuration and Design

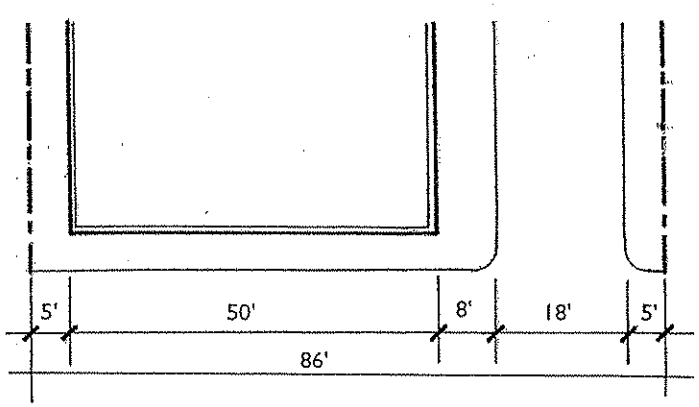
A. Minimum Building Area

The minimum allowable building area within a development is 0.45 FAR, *and the maximum is 0.65 FAR.*

B. Minimum Site Dimensions

Each developable mixed-use property shall have a minimum street frontage onto Santero Way and/or East Cotati Avenue of 86 feet. This allows for a curb-cut access to parking behind the building while maintaining a minimum building frontage onto the street.

Figure 3.6 Minimum Site Dimensions



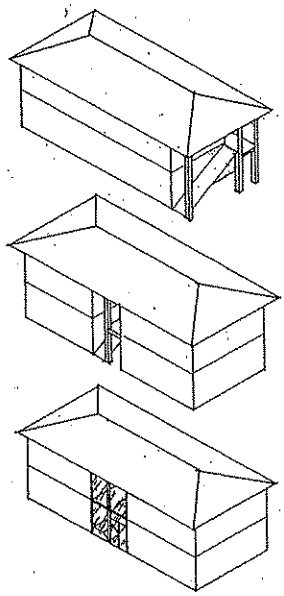
6) Second Story Entries

An entry to the second story of a building is to be articulated by one of the following treatments: an open-air recess, a glass enclosed entry lobby which is clearly distinct from commercial entries, or an open-air staircase on the side of the building that connects directly with the primary pedestrian sidewalk. (Figure 3.18)

7) Awnings

Awnings shall be no wider than a single storefront or architectural bay (whichever is narrower). Colors shall be consistent with the overall palette of the development, i.e., bright primary colors are not acceptable. Retractable fabric awnings are allowed but permanent, well constructed and articulated awnings are encouraged(see *Regional Style and Climatic Response,* § 3.3.MX.3.2). Wood, metal, and glass are preferred materials; plastic tubing frames are not permitted. Also, internally illuminated awnings are prohibited (Also see *Signage*).

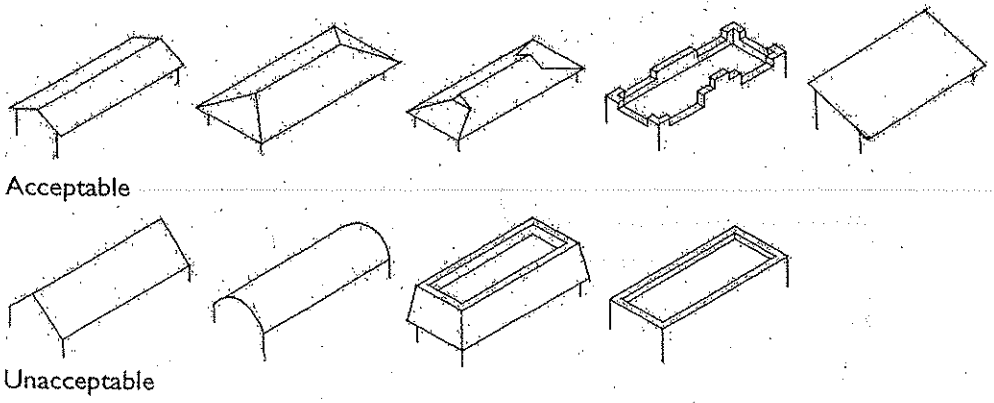
Figure 3.18 Architectural Expression of Second Story Entries



C. Roof Design

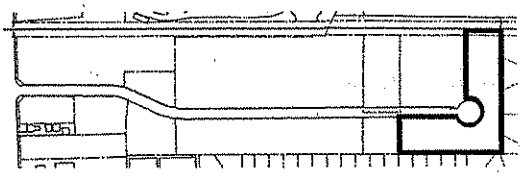
Roofs which have a relatively shallow pitch and deep eaves characterize temperate areas like Cotati and are encouraged. The profile created by the roof shall be simple with no unnecessary changes in plane; roof configuration shall reflect a building's floor plan and massing. Hipped or gabled roofs are recommended, *and shed roofs are allowed.* Gabled dormers are acceptable and encouraged in buildings with second story residential or live/work. Flat roofs are allowed if buildings are designed with an articulated parapet. Mansard-style roofs and roofs with slopes steeper than 1:1 are prohibited.(Figure 3.19) Mechanical equipment shall be screened from public and private streets and accessways by using parapets or by extending the roof's form over equipment.(Figure 3.20)

Figure 3.19 Acceptable and Unacceptable Roof Types



3.ED Employment District

Figure 3.23 Location of Employment District



The Employment District encompasses the parcels south of the Mixed-Use Districts and east of Santero Way. The District is intended to provide for employment opportunities close to home for residents of the City and surrounding area. Uses would exclude any which by reason of the nature or matter of operation would create conditions hazardous for the surrounding community. "Cottage Business" refers to uses where assembly and light manufacturing may occur. Live/work units allow local artisans and craftspeople to create and sell their goods, and professionals to run their offices while living in the same unit. The *Land Use Type Standards and Guidelines* section provides more detail regarding allowable uses within the types that are allowed in the Employment District.

3.ED.1 Mix of Land Use Types

In order to ensure a lively variety of activity, the mix of uses for each Employment District shall be within the range established in Table 3.9. The first column lists the three potential land use types that are allowed in this District. The second and third columns list the floors on which the use is allowed. The fourth and fifth columns describe the percentage of building area that a use can occupy within a single development proposal. This table results in a requirement of at least two uses per development proposal and that the total building area of employment use (office and cottage business) shall occupy at least one half of the development's building area.

Table 3.9 Employment District Land Use Mix

Land Use Type	Ground Floor Uses	Upper Floor Uses	Minimum % of Building Area per Development	Maximum % of Building Area per Development
Cottage Business	Allowed	Allowed	20%	75%
Office	Allowed	Allowed	20%	75%
Live/Work [1]	Only "work" portion and kitchen allowed	"Live" portion allowed	0%	50%

1. Upper floor residential allowed fronting onto Village Green

B. Setbacks and Build-To Lines

Street and courtyard facing setbacks and build-to lines are important for establishing the relationship between homes, the semi-private court, and the public street. Lot lines for individual residential units are defined as follows (also see Figures 3.42 -3.45):

The **front lot-line** is located between the unit and the court.

The **side lot-lines** are located on the two lot-lines that are perpendicular to the front lot-line and rear-lot line.

The **rear lot-line** is located at the edge of the residential lane right-of-way.

The following table summarizes required setbacks and build-to lines by unit type.

Table 3.13 Residential Setbacks[1] and Build-To Lines

	Front Setback[2]	Rear Setback	Side Setbacks[3]
Single Family Detached	8 foot min. 12 foot max.	4 feet	9 foot min. –14 foot max from street r.o.w.[2] 5 feet from lot line 10 feet from Specific Plan property line for the first floor and increased by 5 feet for each additional story or portion thereof
Duplex	8 foot min. 12 foot max.	4 feet	9 foot min. –14 foot max from street r.o.w.[2] 5 feet from adjacent lot line 0 build-to line at contiguous unit lot line 10 feet from Specific Plan property line for the first floor and increased by 5 feet for each additional story or portion thereof
Townhome	8 foot min. 12 foot max.	4 feet	9 foot min. –14 foot max from street r.o.w.[2] 5 feet from adjacent lot line 0 build-to line at contiguous unit lot line 10 feet from Specific Plan property line for the first floor and increased by 5 feet for each additional story or portion thereof
Live/Work	*8 foot min.* *12 foot max.*	4 feet	9 foot min. –14 foot max from street r.o.w.[2] 5 feet from adjacent lot line 0 build-to line at contiguous unit lot line 10 feet from Specific Plan property line for the first floor and increased by 5 feet for each additional story or portion thereof

1. Minimum required setback unless otherwise noted.
2. Encroachments into setback: Porches and second story balconies may project into setback up to 6 feet. Bay windows may project into setback up to 4 feet, *and a setback may be reduced to 6 feet for up to 75% of a unit's frontage onto the street r.o.w.*
3. See section below for detailed description of side setbacks.

A. Area

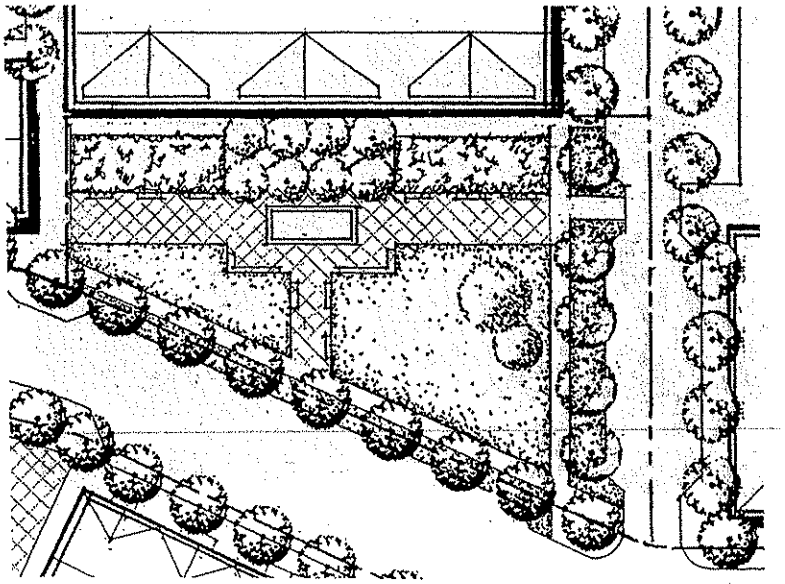
The size of the Village Green is 0.49 acres (approximately 21,300 sq.ft.) – the entire site area of Property D.

B. Program

The Village Green shall provide opportunities for public gathering and passive activities. This would include:

- Multi-purpose lawns,
- Hard-surfaced areas,
- monument, public art, and/or water feature,
- formal and ornamental plantings, and
- seating.

Figure 3.54 Village Green Illustrative Plan



3.P.2.3 Neighborhood Park

The Neighborhood Park provides limited active recreational opportunities to serve both residents and employees along Santero Way. *It is located at the southern end of Property E1.* (See Figure 3.55)

A. Area

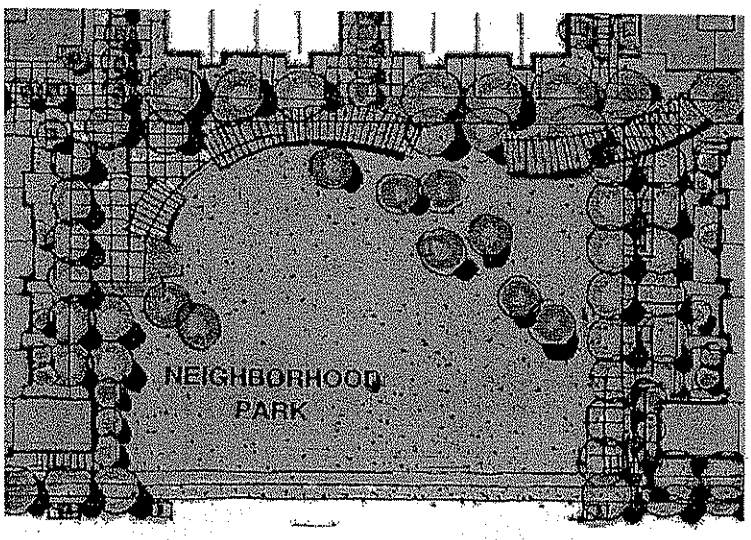
The minimum size of the neighborhood park is 0.71 acres (approximately 31,000 sq.ft.) with a minimum dimension of 200 feet parallel to Santero Way in a north-south direction.

B. Program

The Neighborhood Park shall provide opportunities for public gathering, as well as active and passive activities. This would include:

- Multi-purpose lawns,
- tot lot,
- small court game area,
- informal picnic areas,
- community gardens, and
- seating.

Figure 3.55 Neighborhood Park Illustrative Plan



3.4.6.3 Conditional Uses

- Co-Housing
- Community clubhouse building
- Accessory day care center

3.4.6.4 Parking Requirements

The following lists the minimum parking requirement for the uses allowed in this land use type. On-street parking on the side of public and private streets and accessways directly adjacent to the development shall be counted towards the parking requirement. The total amount of parking provided shall not exceed the minimum requirement by more than 10 percent.[5]

- Attached rental apartments or condominiums: *1.75 spaces per dwelling unit*
- Townhomes, Duplexes, and Single Family: *1.5 spaces per dwelling unit.*
- Accessory day care center: *1.0 spaces per 1000 sq.ft.*

[5] See special requirements in *Circulation Element* for Parcels C and E1 regarding additional public parking.

3.4.6.5 Noise, Vibration, and Odor Limitations

A. Noise and Vibration

The development of the Santero Way Specific Plan could cause the following noise impacts for residential projects:

- the development of noise sensitive environments, such as residences, within noisy environments (Northwestern Pacific Railroad) that may not be compatible;
- an increase in traffic noise on the street network resulting from project-generated traffic; and
- the short-term off-site noise impacts resulting from project-generated construction activities.

All projects developed in the Santero Way Specific Plan area shall abide by the City of Cotati's established guidelines for non-transportation noise sources located in Section IX of the General Plan.

4.2.3.2 On-Street Parking

Adjacent on-street parking shall be counted towards a use's parking requirement. The standard street cross sections for Santero Way provide parallel on-street. At the discretion of the abutting property owners, and at their cost, 45 degree angled parking is allowed in specific locations along Santero Way. Angled parking provides the potential to increase parking directly accessible to commercial entries with a marginal increase in development costs.

4.2.3.3 Parking Requirements

The parking requirements for the allowed land uses within the Specific Plan are summarized in the following table, also see specific requirements in the *Land Use Type Standards and Guidelines* (§3.4) and *Public/Transit Parking (§4.3.5).*

Table 4.1 Parking Requirements

Land Use Type	Parking Requirement
Retail Restaurant or Café Other Retail	 10 spaces per 1000 sq.ft. 3 spaces per 1000 sq.ft.
Office	3 spaces per 1000 sq.ft.
Cottage Business Permitted Uses Conditional Uses	 2 spaces per 1000 sq.ft. 3 spaces per 1000 sq.ft.
Live/Work Live Work[1]	 1.5 spaces per unit. *3 spaces per 1000 sq.ft.*
Residential *All residential types*	 *1.75 spaces for 3 bedroom unit* *1.5 spaces for 2 bedroom unit* *1.0 spaces for 1 bedroom unit or studio*

1. The parking for the work area is only required if non-resident employees or client/customer visits are to be allowed within the unit.

ORDINANCE NO. 737

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COTATI AMENDING ORDINANCE NO. 708 AND ADOPTING REVISIONS TO THE SANTERO WAY SPECIFIC PLAN

WHEREAS, the City Council of the City of Cotati adopted Ordinance No. 708 on August 9, 2000, adopting the Santero Way Specific Plan; and,

WHEREAS, the City Council of the City of Cotati adopted Ordinance No. 721 on October 10, 2001, amending Ordinance No. 708 and adopting revisions to the Santero Way Specific Plan; and,

WHEREAS, a proposal has been presented to the City Council to amend minor portions of the Specific Plan to better accommodate a development plan that implements major components of the plan; and,

WHEREAS, the proposed Specific Plan Amendment would allow the following changes: (1) residential lanes to be between 24 and 37 feet wide, (13 feet wider than currently permitted by the Santero Way Specific Plan); (2) a total of 56 units can be constructed in residential districts prior to commercial development; (3) the unit mix of Phase I shall include 70 town homes/condominiums, 16 affordable units, and 14 live-work units.

WHEREAS, the Planning Commission held a duly noticed public hearing on October 7th, 2002, and considered all oral and written comments regarding the proposed Specific Plan Amendment, including public comments, staff reports and environmental information presented to the City on this issue; and,

WHEREAS, the Planning Commission did, on October 7th, 2002, recommend the City Council approve the proposed Specific Plan Amendment in Resolution No. PC 02-16; and,

WHEREAS, the City Council held a noticed public hearing on October 9th, 2002 to consider these proposed revisions to the plan; and,

WHEREAS, notices of the City Council meeting held on October 9th, 2002, were sent to all neighboring property owners within 500 feet of the subject property and all parties having requested notice, and were published in a newspaper of general circulation in the City in accordance with law; and,

WHEREAS, the City Council did on October 9th, 2002, adopt Resolution No. 02-89, adopting a Mitigation Monitoring and Reporting Program, and making CEQA findings; and,

WHEREAS, the Record of Proceedings ("Record") upon which the City Council bases its decision regarding the Park Village Project includes, but is not limited to: (1) the Santero Way Specific Plan Final Environmental Impact Report ("EIR"), the appendices and

the technical reports cited on and/or relied upon in preparing the EIR, and the Park Village CEQA Exemption (2) all staff reports, City files and records and other documents prepared for and/or submitted to and/or approved by the Planning Commission, the City Council and the City relating to the EIR and/or the Santero Way Specific Plan and/or the Park Village Project, (3) the City of Cotati General Plan, its related EIR and the Cotati Municipal Code, (4) all applications, designs, plans, studies, data and correspondence submitted by the Applicant in connection with the EIR and/or the Santero Way Specific Plan project and/or the Park Village Project, (5) all documentary and oral evidence received at public hearings or submitted to the City during the comment period relating to the EIR and/or the Santero Way Specific Plan and/or the Park Village Project, and (6) all other matters of common knowledge to the City Council, and the City, including, but not limited to, City, state and federal laws, policies, rules, regulations, reports, records and projections related to development within the City and its surrounding areas.

The location and custodian of the Record is the City Clerk of the City of Cotati, 201 West Sierra Avenue, Cotati, CA 94931.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COTATI DOES FIND AND ORDAIN AS FOLLOWS:

SECTION 1.

A. Section 4.1.2.3, Figure 4.12, Page 4.13 of the Santero Way Specific Plan is hereby amended to allow residential lane widths between 24 and 37 feet wide. A replacement page setting forth the revised standard is attached as Exhibit A and incorporated herein by reference.

   Findings: The increased widths of residential travel lanes will provide better maneuverability for the motorists using the mews, a safety benefit.

B. Section 6.5.1, Page 6.13 of the Santero Way Specific Plan is hereby amended to allow up to 56 residential units to be constructed in residential districts prior to commercial development in the Specific Plan area. A replacement page setting forth the revised phasing requirements is attached as Exhibit B and incorporated herein by reference.

   Findings: The change in phasing will avoid a piecemeal appearance to the development and improve the appearance of the Specific Plan area.

C. The unit mix of Phase I of the Santero Way Specific Plan is hereby amended to include 70 town houses, 16 affordable units, and 14 live-work units. A replacement page is not needed because the unit mix for Phase I is not specified in the Specific Plan document, but the Site Plan approved with the October 1, 2002, amendment to the Specific Plan shall be amended to reflect the revised unit mix for Phase I.

   Findings: The change in unit mix is minor and will have no significant effect on the overall mix of development in the Santero Way Specific Plan area.

SECTION 2. The City Council finds that the Specific Plan amendment is consistent with the General Plan, as amended.

SECTION 3. Severability. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance.

The City Council hereby declares that it would have passed this ordinance and each section, subsection, phrase or clause thereof irrespective of the fact that any one or more sections, subsections, phrase or clauses be declared unconstitutional on their face or as applied.

SECTION 4. Effective date. This ordinance shall become effective 30 days after the date of adoption.

SECTION 5. Posting. The City Clerk shall cause this ordinance to be published and/or posted within fifteen days after its adoption.

* * * * *

IT IS HEREBY CERTIFIED that the foregoing ordinance was duly introduced at a regular meeting of the City Council of the City of Cotati on the 9th day of October, 2002, and legally adopted on the 17th day of October, 2002 by the following vote, to wit:

ORCHARD:	Yes
KURVERS:	Yes
BERKEMEIER:	Yes
FOX:	Yes
GILARDI:	Yes

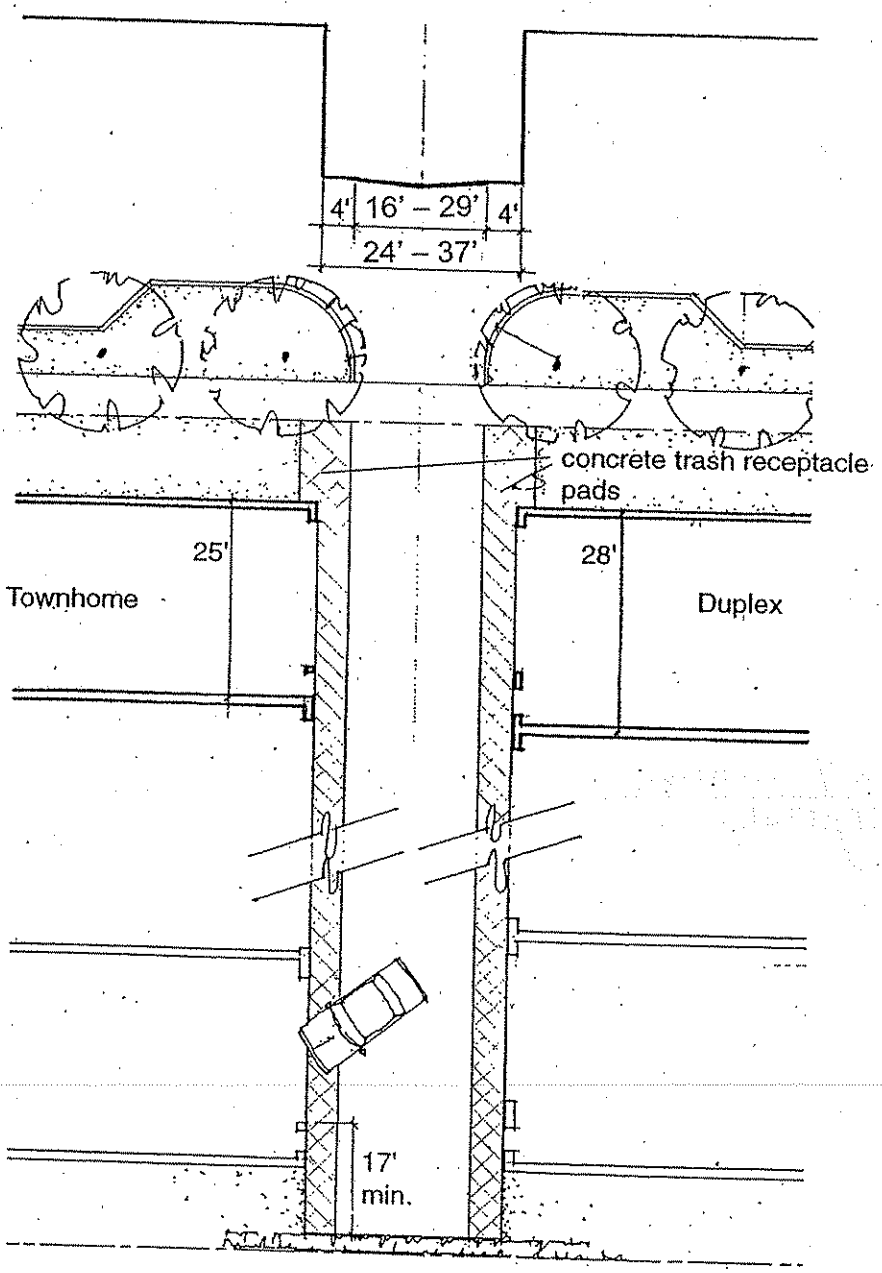
APPROVED: Janet Orchard
Mayor

ATTEST: Sara J. Anna
Deputy City Clerk

4.1.2.3 Residential Lane

Residential lanes provide access to the parking for homes in the Residential District. This allows for the attractive shared courtyard gardens and courts. Inclusion of lanes also minimizes the number of curbcuts onto Santero Way and thereby maximizes the amount of on-street parking. Fire protection services and trash collecting remain on Santero Way. Refer to the *Residential District* section (§3.RD.1.3.E) of the *Land Use and Community Character Element* regarding landscape requirements for the residential lanes.

Figure 4.12 Residential Lane



6.5 Phasing Concepts

The City anticipates that market demand for housing will be stronger than demand for employment and retail uses within the Santero Way Specific Plan Area. However, the City is committed to adhering to its policy that the Specific Plan Area be developed as a mixed-use plan providing opportunities for homes and jobs in a pedestrian-oriented and transit-supportive neighborhood. Therefore the following thresholds are established to result in the development of a balanced plan over time.

6.5.1 Phasing Goals

In order to ensure a balanced mixed-use neighborhood character as the Specific Plan Area is built-out, it is desired that the number of residential units that can be built at a point in time shall be limited in relation to the square feet of commercial and employment use that is constructed at that time. Live/work units and residential use within the Mixed-Use Districts are exempt from this requirement. Through an assessment of the Build-Out Scenarios, the following average ratio of residential units to square foot of non-residential use was established: 1 unit per 1,700 square feet (hereafter referred to as the housing/commercial ratio). This ratio is used to establish the allowable number of dwelling units that can be developed. It is not desirable for the total number of residential units exceed this ratio by more than 56 dwelling units.

For example, following the approval of the Specific Plan, the most homes that could be built in the Specific Plan Area is 56 units if no non-residential uses have been constructed. If 56 units were developed and soon after a 27,000 square foot office and cottage business were constructed in the Employment District, then the City could approve up to 16 additional homes (16 = 27,000 ÷ 1,700).

6.5.2 Periodic Review of Phasing Goals

Planning Staff shall review the status of development within the Specific Plan Area one-year after the adoption of the Specific Plan to evaluate if the phasing goals are resulting in the desired balanced development. If adjustments are required, the City Council may be asked to consider a new set of phasing requirements. Following this initial review, Planning Staff shall review the status of development every year and report their findings to the City Council . If at any time this ratio is exceeded then Staff will report to Council and Council shall consider enforcing a ratio of residential units per square foot of commercial use.

Table of Contents

1. INTRODUCTION 1.1

1.1 What is a Specific Plan? 1.1

1.2 Purpose and Intent of this Specific Plan 1.2
Planning Process 1.2

1.2.1 How to Use this Specific Plan 1.4

1.3 Specific Plan Consistency 1.4
1.3.1 General Plan 1.4
1.3.2 Zoning 1.6
1.3.3 Relationship of the Specific Plan to Other Planning Policies 1.6

1.4 . Relationship to the California Environmental Quality Act 1.7

2. PLANNING FACTORS AND OBJECTIVES ELEMENT 2.1

2.1 Planning Factors 2.1
2.1.1 Location and Jurisdictional Boundaries 2.1
2.1.2 Historical Context 2.1
2.1.3 Existing Land Use 2.3
2.1.4 Community Facilities 2.4
A. Emergency Services 2.4
2.1.5 Specific Plan Area and Adjacent Development 2.8
A. Adjacent Development 2.8
B. Specific Plan Area 2.9
2.1.6 Existing Circulation 2.11
A. Vehicular Access 2.11
B. Rail Service 2.11
C. Transit Service 2.12
D. Pedestrian and Bicycle Access 2.13
2.1.7 Existing Utilities and Public Services 2.13
A. Utilities 2.14
2.1.8 Existing Environmental Context 2.17
2.1.9 Market Economic Context 2.17
A. Current Land Supply 2.17
B. Market Potential 2.19

2.2 Planning Objectives 2.20
2.2.1 Land Use and Community Character 2.20
Objective LU-1 ..... 2.20
Objective LU-2 ..... 2.20

Objective LU-3 ..... 2.20
Objective LU-4 ..... 2.21
Objective LU-5 ..... 2.21
Objective LU-6 ..... 2.21
Objective LU-7 ..... 2.21
2.2.2 Circulation 2.21
Objective C-1 ..... 2.21
Objective C-2 ..... 2.21
Objective C-3 ..... 2.21
Objective C-4 ..... 2.22
Objective C-5 ..... 2.22
Objective C-6 ..... 2.22
2.2.3 Utilities and Public Services 2.22
Objective UPS-1 ..... 2.22
Objective UPS-2 ..... 2.22
Objective UPS-3 ..... 2.22
Objective UPS-4 ..... 2.22
2.2.4 Implementation 2.23
Objective IM-1 ..... 2.23
Objective IM-2 ..... 2.23
Objective IM-3 ..... 2.23

3.LAND USE AND COMMUNITY CHARACTER ELEMENT 3.1

3.1 . Urban Design Concept 3.1

3.2 Land Use Program 3.2
3.2.1 Build-Out Scenarios 3.5
3.2.2 Land Use Limits 3.5

3.3 Land Use District Standards and Guidelines 3.12
3.MX Mixed-Use Districts 3.12
3.MX.1 Retail Mixed-Use District 3.12
3.MX.2 Office Mixed-Use District 3.13
3.MX.3 General Mixed-Use Standards and Guidelines 3.14
3.ED Employment District 3.30
3.ED.1 Mix of Land Use Types 3.30
3.ED.2 Site Configuration and Design 3.31
3.RD Residential District 3.48
3.RD.1 Courtyard Typology 3.48
3.P Public Parks and Plazas 3.68
3.P.1 General Standards and Guidelines 3.68
3.P.2 Specific Park Descriptions 3.69
3.P.3 Street Landscaping Design Standards 3.73

3.4 Land Use Type Standards and Guidelines 3.77
3.4.1 Pre-existing Non-conforming Uses 3.77
3.4.2 Retail 3.78
3.4.2.1 Permitted Uses 3.78
3.4.2.2 Conditional Uses 3.78
3.4.2.3 Parking Requirements 3.78
3.4.3 Office 3.79
3.4.3.1 Permitted Uses 3.79
3.4.3.2 Conditional Uses 3.79
3.4.3.3 Parking Requirements 3.79
3.4.3.4 Noise, Vibration and Odor Limitations 3.79
3.4.4 Cottage Business 3.81
3.4.4.1 Permitted Uses 3.81
3.4.4.2 Conditional Uses 3.81
3.4.4.3 Parking Requirements 3.82
3.4.4.4 Noise, Vibration, and Odor Limitations 3.82
3.4.5 Live/Work 3.83
3.4.5.1 Affordability Requirement 3.84
3.4.5.2 Use Requirements 3.84
3.4.5.3 Unit Design Requirements 3.85
3.4.5.4 Parking Requirements 3.85
3.4.5.5 Noise, Vibration, and Odor Limitations 3.85
3.4.6 Residential 3.87
3.4.6.1 Affordability Requirement 3.87
3.4.6.2 Permitted Uses 3.87
3.4.6.3 Conditional Uses 3.88
3.4.6.4 Parking Requirements 3.88
3.4.6.5 Noise, Vibration, and Odor Limitations 3.88
3.4.7 Self-Storage Overlay 3.90

4.CIRCULATION ELEMENT **4.1**

4.1 . Street Network and Design 4.2
4.1.1 Potential On-Street Angled Parking 4.2
4.1.2 Street Sections 4.3
4.1.2.1 Santero Way Public and Private Street Sections 4.4
4.1.2.2 Parking Lot/Truck Circulation 4.10
4.1.2.3 Residential Lane 4.13
4.1.3 Truck/Emergency Vehicle Accessibility 4.14

4.2 . Vehicular Circulation 4.16
4.2.1 Intersection Design 4.16
4.2.2 Traffic Calming 4.17
4.2.2.1 Street Narrowing 4.17
4.2.2.2 Rerouting 4.18
4.2.2.3 Pavement Surface Treatments 4.18

4.2.3 Parking Standards 4.18
4.2.3.1 Shared Parking 4.18
4.2.3.2 On-Street Parking 4.19
4.2.3.3 Parking Requirements 4.19

4.3 . Transit Access 4.20
4.3.1 Transit Plaza 4.20
4.3.2 Existing Bus Service 4.20
4.3.3 Bus Turnout Requirement 4.22
4.3.4 Kiss-n-Ride Facility 4.22
4.3.5 Public/Transit Parking 4.23

4.4 . Bicycle Circulation 4.23

4.5 . Pedestrian Circulation 4.24

5. UTILITIES AND PUBLIC SERVICES ELEMENT 5.1

5.1 Water Supply and Distribution 5.1

5.2 Waste Water Collection and Treatment 5.1
5.2.1 Storm Drainage 5.1

5.3 Solid Waste 5.2

5.4 Electricity and Natural Gas 5.3

5.5 Telecommunications 5.3

5.6 Public Services 5.3
5.6.1 Fire 5.3
5.6.2 Police 5.3
5.6.3 Schools 5.3
5.6.4 Libraries 5.4
5.6.5 Parks 5.4
5.6.6 Governmental Services 5.4

6.IMPLEMENTATION ELEMENT 6.1

6.1 . Introduction 6.1

6.2 . Planning Actions 6.1
6.2.1 General Plan Amendments 6.2
6.2.2 Zoning Amendments 6.2
6.2.3 Nonconforming Uses 6.3
6.2.4 Relationship to Redevelopment Policies 6.3
6.2.5 Amending this Specific Plan 6.3

6.3 . Project Approvals and Construction 6.3

6.3.1 Development Approval Process 6.4
6.3.1.1 Submittal Requirements and Planning/Design Review Process 6.4
6.3.1.2 Environmental Review Procedures 6.4
6.3.2 Construction Procedures 6.6
6.3.2.1 Hazardous Materials Requirements During Construction 6.6
6.3.2.2 Air Quality Construction Mitigation 6.6
6.3.2.3 Archaeological Requirements During Construction 6.7

6.4 . Implementation of Public Improvements 6.7
6.4.1 Description and Costs of Public Improvements 6.7
6.4.1.1 Public Park Improvements 6.7
6.4.1.2 Santero Way Improvements 6.9
6.4.1.3 Utilities Improvement Costs 6.10
6.4.1.4 Total Public Improvement Costs 6.11
6.4.1.5 Relation of Improvements to Transit Service 6.12

6.5 . Phasing Concepts 6.13
6.5.1 Phasing Goals 6.13
6.5.2 Periodic Review of Phasing Goals 6.13

6.6 . Financing of Public Improvements 6.14
6.6.1 Purpose of the Financing Concept 6.14
6.6.2 Financing Strategy 6.14
6.6.3 Financial Analysis 6.15
6.6.3.1 Financial Assumptions 6.16
6.6.3.2 Public Improvement Requirements 6.17
6.6.3.3 Public Improvement Costs 6.17
6.6.3.4 Phasing Of Development and Public Improvements 6.17
6.6.4 Recommended Financing Strategy 6.18
6.6.4.1 Financing Policies 6.18
6.6.4.2 Private Funding Sources 6.19
6.6.4.3 City and Other Public Fees 6.21
6.6.5 Financial Feasibility 6.22
6.6.5.1 Estimated Cost Burdens and Feasibility of Specific Plan 6.22
6.6.6 Financing Implementation Plan 6.24
6.6.6.1 Finalize Cost and Phasing Assumptions 6.24
6.6.6.2 Develop Financing Strategy and Select Financing Plan 6.24

APPENDIX A: COST BURDEN TABLES

APPENDIX B: GLOSSARY

1
Introduction

1. Introduction

1.1 What is a Specific Plan?

"The Planner's Guide to Specific Plans" published by the Governor's Office of Planning and Research, defines a Specific Plan as follows:

A specific plan is a tool for the systematic implementation of the general plan. It effectively establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. A specific plan may be as general as setting forth broad policy concepts, or as detailed as providing direction to every facet of development from the type, location and intensity of uses to the design and capacity of infrastructure; from the resources used to finance public improvements to the design guidelines of a subdivision.

To an extent, the range of issues that are contained in a specific plan is left to the discretion of the decision-making body. The authority to prepare and adopt specific plans and the requirements for its contents are set forth in the California Government Code, Sections 65450 through 65457. The law requires that a specific plan include text and diagrams specifying:

- the distribution, location, and intensity of land uses, including open space, within the plan area;
- the distribution, location, and capacity of infrastructure, including transportation, water, storm drainage, solid waste and energy systems;
- design standards and criteria for development and use of natural resources; and
- an implementation program, including capital improvements plans, regulation and financing strategies.

These provisions require that a specific plan be consistent with the adopted general plan of the jurisdiction within which it is located. In turn, all subsequent subdivision and development, all public works projects and zoning regulations must be consistent with the specific plan.

The initiation of the specific plan process may be motivated by any number of factors including development issues or the efforts of private property owners, elected officials, citizen groups, or the local planning agency. As with a general plan, the authority for adoption of the specific plan is vested with the local legislative body pursuant to §65453(a). However, unlike the general plan, which is required to be adopted by resolution (§65356), two options are available for the adoption of a specific plan:

1) adoption by resolution, which is designed to be policy driven, or

2) adoption by ordinance, which is regulatory by design.

This specific plan has been adopted by ordinance by the City Council of the City of Cotati on July 12, 2000, Ordinance #708.

1.2 Purpose and Intent of this Specific Plan

It is the intent of the Santero Way Specific Plan to encourage investment and development along Santero Way under the direction of clearly established public policies, a land use plan, design standards and guidelines, and implementation steps. The Specific Plan provides investors with a level of certainty regarding the future of the area and the quality of development that is expected.

A governing objective of the plan is to allow for a mix of uses resulting in a vital neighborhood which complements the existing character of Cotati. Land use regulations developed in the Santero Way Specific Plan ensure a mix of uses providing for residential, commercial, and employment needs of the community that are complementary with development of the Downtown "Hub." The land use standards provide a level of flexibility that will allow incremental development of the Plan to address the changing demands and needs of the real estate market.

Development along Santero Way is also planned to support all modes of transportation to encourage reduced use of single-occupant automobiles. The mix of uses will allow employees and residents to take care of some daily errands within the Plan Area or to combine trips. The streetscape and urban design character that will result from implementation of this Specific Plan will create a pedestrian-friendly environment. The plan provides for a bus pull-out and transit stop at the northeastern corner of the site with an adjacent plaza that will make the stop a more welcoming place for transit-riders to wait for their bus. The Specific Plan is also intended to support the future potential implementation of rail transit service on the Northwestern Pacific Railroad r.o.w.

The Specific Plan's implementation measures provide a strategy for the development phasing, the funding and construction of capital public improvements, and the provision of on-going public services to the Plan's residents and workers.

Planning Process

This Specific Plan was prepared by a team of consultants (see Table 1.1) working with City Staff and representatives of other agencies, and the City of Cotati Planning Commission. Public input was achieved through a series of five Planning Commission meetings (see Table 1.2) and meetings with property owners. During this process the consultants developed total of 22 land use alternatives consisting of a variety of land use configuration and programmatic alternatives.

Table 1.1 – Specific Plan Consultants

Consultant	Primary Role(s)
Community Design + Architecture	▪ Lead Consultant ▪ Land Use Planning and Urban Design ▪ Specific Plan Preparation
Sponamore Associates LCC	▪ Environmental Evaluation ▪ EIR Preparation
Economic & Planning Systems	▪ Economic Market Evaluation ▪ Implementation Strategies
W-Trans	▪ Transportation Evaluation & Planning
Carlile • Macy	▪ Infrastructure Evaluation ▪ Cost Estimating
Don Ballanti	▪ Air Quality Analysis
Tom Origer	▪ Archaeologist

Table 1.2 – Planning Commission Workshops

Workshop/Meetings	Date	Summary Agenda
Project Scoping Meeting	January 4, 1999	**Introduction and EIR Scoping Meeting** ▪ What is a Specific Plan? ▪ What is an EIR? ▪ Review proposed planning process ▪ EIR Scoping Meeting/Public Comment
Workshop #1	March 1, 1999	**Opportunities & Constraints/Sketch Plans** ▪ Presentation of site opportunities and constraints with Commissioner and public comment ▪ Presentation of Design Concepts and Review of Sketch Plan Alternatives
Workshop #2	April 5, 1999	**Framework Plan Development** ▪ Hands-On Workshop with Planning Commissioners, property owners, and the public
Workshop #3	May 17, 1999	**Preliminary Preferred Plan** ▪ Review Land Use Alternative Designs ▪ Review Preliminary Land Use List ▪ Identify Preferred Plan Elements
Workshop #4	July 6, 1999	**Finalize Preferred Plan** ▪ Review Land Use District Plan and allowable land uses ▪ Review Preliminary Guidelines and Standards ▪ Review proposed circulation system and street sections ▪ Review background financing information

1.2.1 How to Use this Specific Plan

This document is organized to provide guidance to both property owners/developers and builders. The *Land Use and Community Character Element* begins with describing the District designations for each property within the Specific Plan Area. Once one has identified the District designation for the property one are interested in, one then goes to the standards and guidelines for that District. It will contain the majority of the standards and guidelines needed to follow in the development of the property. It will also direct one to other appropriate sections of the Specific Plan, such as the *Land Use Type Standards and Guidelines* section which describes allowable uses, parking standards, etc.

Property owners/developers are directed to the *Land Use and Community Character Element* (Section 3), particularly the *Land Use Types and Standards* section of that Element, and the Circulation Element (Section 4) to guide the master planning of a parcel. The *Implementation Element* describes the project approvals process, construction procedures, phasing requirements, the cost of public improvements, and the financing strategy for these improvements.

Builders, architects, and landscape architects involved in the design and construction of buildings and open spaces are directed to the building and site design standards and guidelines in the District and Public Parks and Plazas portion of the *Land Use and Community Character Element* (Section 3).

The Implementation Element also provides guidance to the City of Cotati regarding the steps that are needed to coordinate the Specific Plan with General Plan policies and the Zoning Ordinance. The Element also describes the steps that should be undertaking to finance and construct public improvements within the Specific Plan area.

1.3 Specific Plan Consistency

1.3.1 General Plan

Specific Plans must be compatible with the goals and policies of the adopted General Plans of local jurisdictions (California Government Code Section 65454). In this case the City of Cotati General Plan (adopted in 1998) is the governing document. The applicable goals are as follows:

> *New development shall not facilitate the inefficient extension of city boundaries. (Objective 1.3)*

The Santero Way Specific Plan emphasizes the development of vacant and underutilized land that already exists within the city limits of Cotati, thus requiring no annexation.

> *Identify the areas where future development should occur. (Objective 1.4)*

The southern half of Industrial Avenue shall be designated commercial, which shall pose a minimal amount of impact upon adjacent residential areas, and shall be consistent with transit related uses. (1.4.9)

Land uses in the area of Industrial Avenue and East Cotati Avenue shall be consistent with the development of a rail station. (1.4.13)

Establish a rail transit center at the site of the historic East Cotati Avenue transit stop along the Northwest Pacific Railroad right-of-way. (2.1.7)

The Santero Way Specific Plan provides for commercial and residential uses compatible with the surrounding neighborhood, and has been designed to efficiently accommodate the development of a rail station.

Establish a safe and efficient public transit system that meets the mobility needs of all age groups in the city. (Objective 2.1)

Encourage a schedule where Sonoma County Transit buses stop every half hour at designated bus stops along Old Redwood Highway and East Cotati Avenue, to and from activity centers in Cotati, Sonoma State University, and the region. (2.1.4)

Develop a safe and efficient system of bicycle and pedestrian routes that connect neighborhoods with commercial centers, transit facilities, parks, and Thomas Page school, the City of Rohnert Park, and the County of Sonoma. (Objective 2.2)

New development shall provide the rights-of-way for bicycle and pedestrian facilities. (2.2.3)

Improve Air Quality in Cotati and reduce air quality impacts from future development. (Objective 3.1)

Reduce automobile trips and local traffic congestion. (3.1.1)

The Plan will create a vital mixed-use and pedestrian-friendly neighborhood that will support transportation alternatives to the single-occupant automobile.

Allow appropriate non-residential activities in residential areas. (Objective 9.4)

The Santero Way Specific Plan provides for a mix of residential and commercial uses which includes allowing for home occupations ("live/work"). Stringent design guidelines ensure compatibility between uses.

Enhance Cotati's present landscaping in a visually pleasing manner while promoting energy efficiency, water conservation, and native plants. (Objective 13.4)

Landscaping in parking areas shall be designed to achieve visual screening, while maintaining the ability of the Police Department to provide adequate security. (13.4.2)

The Plan includes guidelines recommending the use of drought-tolerant planting and adequate canopy cover and screening in parking areas.

> *New development throughout Cotati shall be of quality design in keeping with the small town image. (Objective 15.2)*

The Santero Way Specific Plan includes stringent design quality standards and guidelines which includes requirements for building design and site planning to be in keeping with the regional character of Cotati and Sonoma County, as well as the small town scale and image of Cotati.

1.3.2 Zoning

The provisions of Section 4, *Circulation*, in the Santero Way Specific Plan supersedes Zoning Ordinance Sections 17.36.090, 17.36.100, and 17.36.110 (Parking Requirements). Zoning Ordinance Sections 17.29 (Water Efficient Landscaping) and 17.38 (Sign Regulations) remain in force in the Santero Way Specific Plan and are incorporated herein by reference. The Zoning Ordinance requirements for parkland dedication (Section 17.34.545) were utilized in the establishment of adequate parkland in the Specific Plan Area.

1.3.3 Relationship of the Specific Plan to Other Planning Policies

As of the summer of 1999, The Sonoma/Marin Area Rail Transit (SMART) Commission was examining the option of establishing Sonoma County service between Healdsburg and Petaluma with either a 30 or 45 minute headway option. This route would necessitate a station in Cotati adjacent to the site of the Santero Way Specific Plan. The SMART group consists of representatives from the Sonoma County Transportation Authority and the Marin Countywide Planning Agency.

The creation of a pedestrian- and transit-supportive neighborhood and employment area is consistent with the policies of Planning Area's two transit providers (Sonoma County Transit and the Golden Gate Bridge, Highway and Transportation District) and the Northwestern Pacific Railroad Joint Powers Authority.

1.4 Relationship to the California Environmental Quality Act

The Santero Way Specific Plan constitutes a "project" under the California Environmental Quality Act (CEQA), and thus must be evaluated for its potential to create adverse effects on the environment. To meet CEQA requirements, an Environmental Impact Report (EIR) has been prepared to assess the potential direct and indirect environmental effects associated with urban development proposed for this area.

It is important to note that the environmental review process has been an integral component of the planning process from the very beginning to ensure the Plan's sensitivity to environmental concerns. The environmental data has been included in the accompanying document, the *Santero Way Specific Plan Environmental Impact Report.*

2
Planning Factors and Objectives

2. Planning Factors and Objectives Element

This element of the Santero Way Specific Plan describes the planning factors that shape the opportunities for future development of the Specific Plan Area. These factors were assessed during an early phase of the planning process, the Opportunities and Constraints phase. This assessment informed and guided the planning of the project.

This element also describes the City of Cotati's objectives for future development of the Santero Way area. The objectives outline the City's vision for the future mixed-use neighborhood.

2.1 Planning Factors

2.1.1 Location and Jurisdictional Boundaries

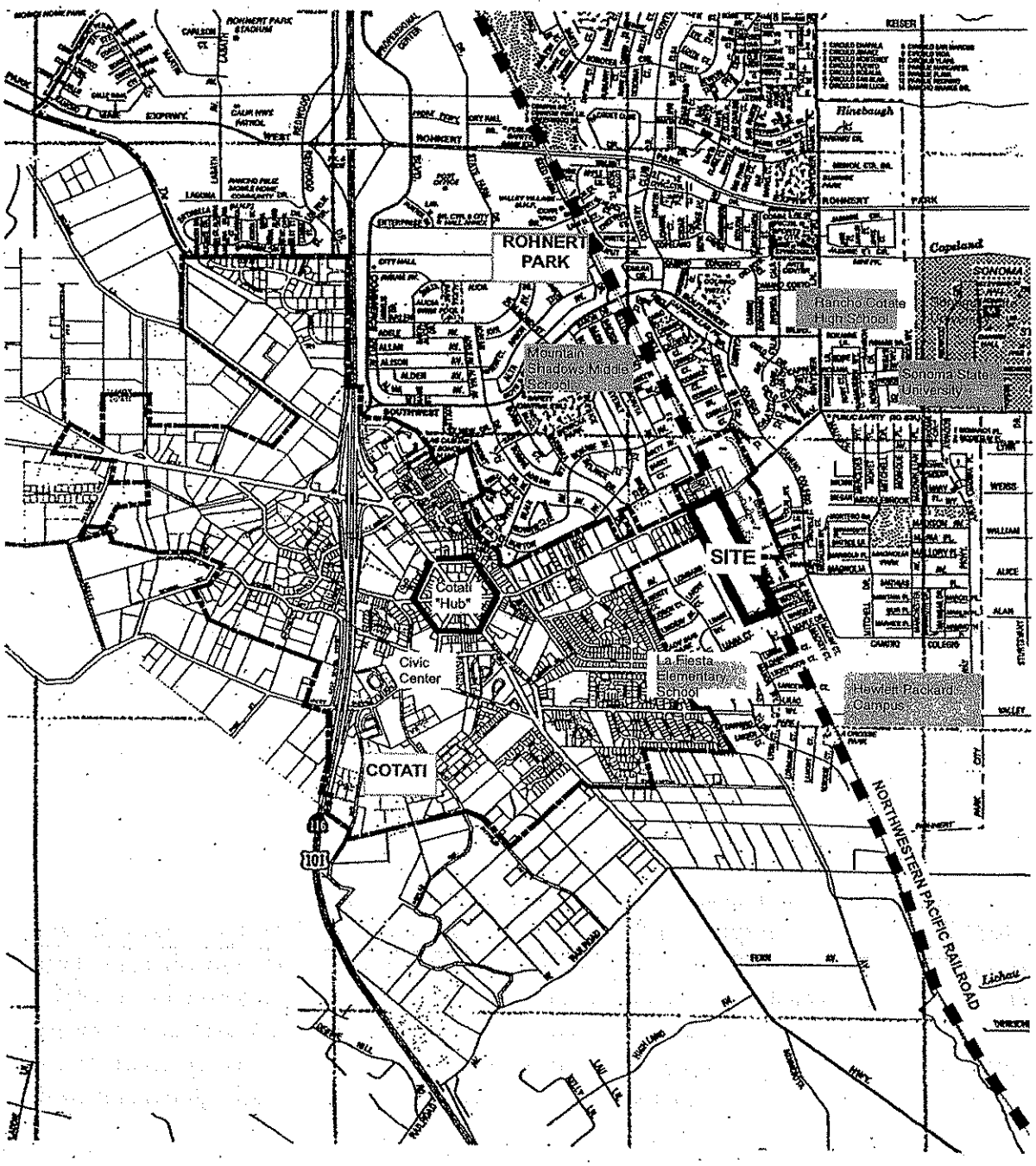
The Santero Way Specific Plan Area is located on the eastern edge of the City of Cotati (see Figure 2.1) and is accessed from East Cotati Avenue, the City's major east-west arterial street. It consists of approximately 22.45 acres of historically industrial and vacant lands adjacent to the Northwestern Pacific Railroad right-of-way. About half of the perimeter of the Specific Plan Area is adjacent to the City of Rohnert Park, and the majority of the land within about one mile of the Specific Plan Area is within the City of Rohnert Park. Given the site's location, future employees and residents in the Specific Plan Area will utilize community facilities and retail/commercial services within both cities.

2.1.2 Historical Context

The City of Cotati was named for an Indian rancheria, Kotate, and was incorporated on July 16, 1963. The area's first European settlement was established in 1844 by Captain Juan Castaneda who sold land to Thomas S. Page. Page used the land for ranching and built a hexagon barn in the vicinity of present-day central Cotati, and is believed to be the inspiration for the city's unique street plan. The land was subdivided after the formation of the Cotati Land Company in 1892 (formed by the Page family), and a small town was built. Prior to the Europeans' arrival the Coast Miwok and Pomo Indians occupied the water courses running through the present-day Cotati area.

With the construction of the Northwestern Pacific Railroad a portion of the Santero Way Specific Plan Area site was developed with freight oriented uses. The existing warehouse building on the Staley property was originally constructed to receive chicken feed shipments. An auto wrecking yard and the concrete operation on the Cotati Ready-Mix/Shamrock property also took advantage of the rail service. The viability of many of these uses and freight service declined within a similar time frame.

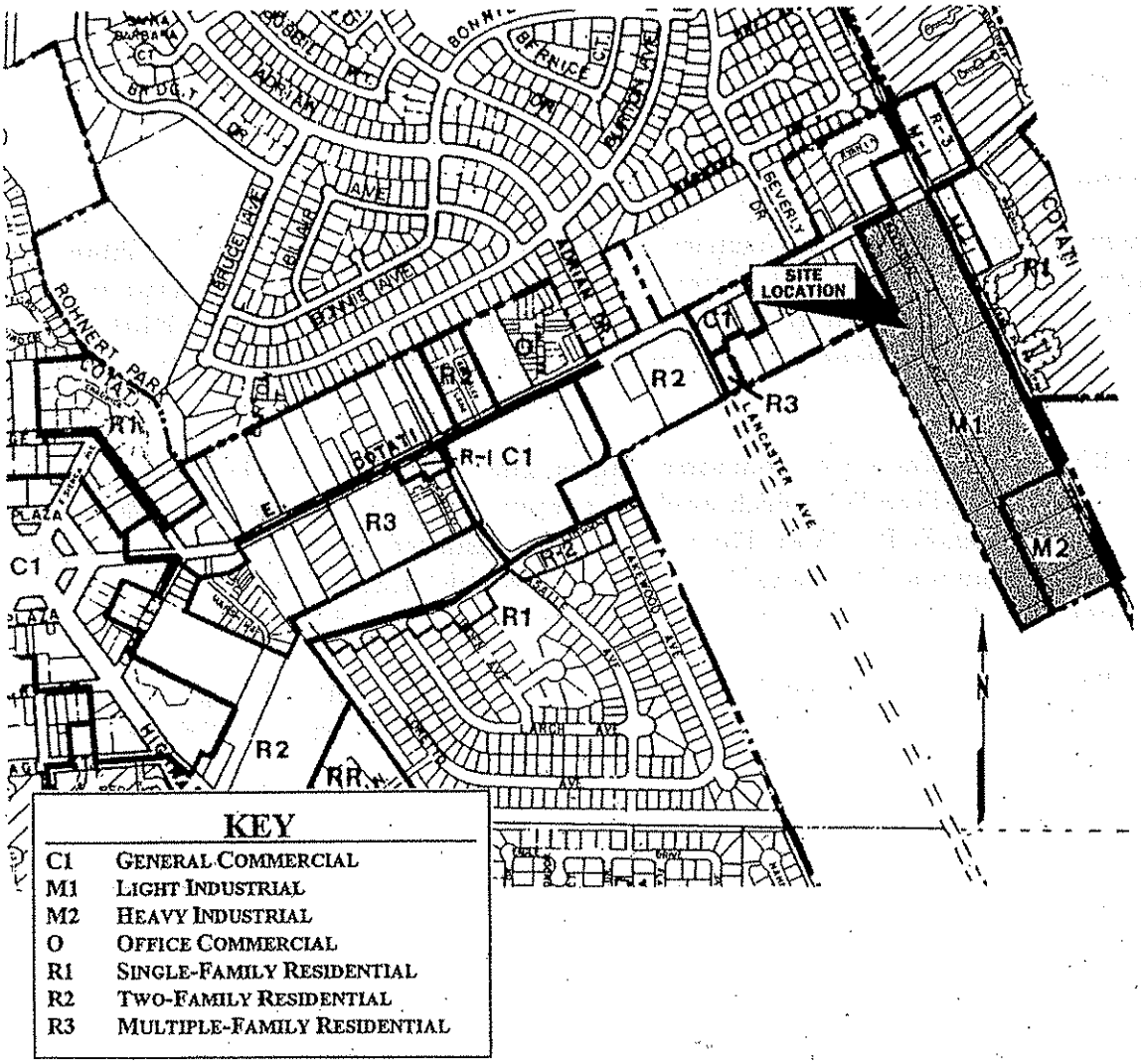
Figure 2.1 – Location Map



2.1.3 Existing Land Use

This section describes the existing land use patterns and conditions in the area surrounding the Santero Way Planning Area and the existing conditions of the lands within the Planning Area. Figure 2.2 illustrates the zoning of the area surrounding the Santero Way Planning Area.

Figure 2.2 – Zoning Context Map



2.1.4 Community Facilities

The majority of the community services, namely police, fire and city offices, for the Specific Plan Area will be provided through existing facilities in the area. These are generally located nearby, within 3/4 and 1-1/4 miles, and are easily accessible by automobile, bus, or bicycle. The General Plan for the City of Cotati supports the existing pattern of community facilities.

A. Emergency Services

1) Fire

Existing Conditions

Fire protection services in the Cotati area are provided by the Rancho Adobe Fire Protection District (RAFPD). This district was formed in 1994 through the combining of two smaller districts, the Cotati Fire Protection District and the Penngrove Fire Protection District. The new District encompasses almost 80 square miles. The total District population is approximately 24,000 people.

The RAFPD provides service from three stations. The primary station is located at 1 East Cotati Avenue, at the La Plaza Park which would be the primary station responding to calls to the Santero Way Specific Plan Area. The second station is situated at 11000 Main Street, Penngrove. The third station is at 99 Liberty Road, Petaluma. Station #1, at La Plaza Park, was recently renovated which expanded the station from a three-door to a six-door facility.

The RAFPD has 17 permanent full-time staff and approximately 45 volunteers, of which 25 are based in Cotati. The current staff-to-population ratio is 0.7 firefighters per 1000 population.

Issues and Constraints

The RAFPD has indicated the following issues of concern with regard to fire protection and the growth of Cotati:

- Adequately sized water lines when fighting fires;
- Lack of continuous flow; and
- Need for fire sprinklers in new construction.

2) Police

Existing Conditions

The Cotati Police Department (CPD) provides police services to the City of Cotati; its jurisdiction is bounded by the City limits. The Sonoma County Sheriff's Department (SCSD) handles all imprisonments for the City of Cotati. The CPD, through a mutual aid agreement, supports the SCSD in the rural areas surrounding Cotati when necessary. The population of the CPD's area of jurisdiction is currently 6715 (1995), but Cotati's nightly social activity can bring approximately 500 additional individuals per night, with peaks up to 1000 on weekends.

The CPD has one police station, located at 201 West Sierra Avenue. The CPD employs a total of 26.5 personnel, including 12 sworn officers, seven reserve officers of which three are currently filled, five civilian dispatchers, a half time police services aid, and one community services officer. The current staff-to-population ratio is 1.19 patrol officers per 1000 population. The level of staffing is approximately one sworn officer to 600 population which is within the Post recommendation.

The average emergency response time is under two minutes throughout the service area, and non-emergency response time has been estimated at about 10 minutes.

The police vehicle fleet is considered adequately sized.

B. Schools

Existing Conditions

The site is within the Cotati/Rohnert Park School District and students who would reside within the Specific Plan Area could attend nearby public schools. The La Fiesta Elementary School at 8511 Liman Way is about a 1 mile walking or driving distance from the Specific Plan Area; Mountain Shadows Middle School is at the corner of Burton Avenue and Southwest Boulevard, about 1-1/4 miles from the Plan Area; and Rancho Cotate High School is about 1-1/4 miles from the Plan Area.

The schools are fairly close to the site, but not so close that they represent a particular marketing advantage for homes within the Specific Plan Area. The school district does not provide bus service for students. Elementary school students would not be required to cross East Cotati Avenue, but they would have to walk nearly a 1/4 mile along East Cotati Avenue to reach school. Middle school and high school students would need to cross East Cotati Avenue, although high school students would have the option of taking the Sonoma County Transit Route 10 bus to school. It is likely that most of the students would be driven to and from school or ride bikes.

Sonoma State University is about 1-1/4 miles east of the Specific Plan Area on East Cotati Avenue and is accessible by the Route 10 bus as well. It can provide a variety of higher educa-

tional, cultural, and recreational opportunities to residents and employees within the Specific Plan Area.

Issues and Constraints

The Cotati-Rohnert Park Unified School District is currently at or approaching capacity at many of its schools due to class size reduction. Measures such as school remodeling and installation of portable classrooms are currently being undertaken. If space continues to become restrained, Cotati residents will have priority in attending Cotati schools.

C. Libraries

Existing Conditions

There is one library, at 6600 Hunter Drive, in Rohnert Park which serves both Rohnert Park and Cotati. It holds 53,9000 volumes. The libraries are under the umbrella of the Sonoma County Library System which holds 726,000 volumes. The library is being expanded when it relocates to the new Rohnert Park Government complex.

D. Parks and Recreation

Existing Condition

The closest existing City of Cotati park to the Specific Plan area is Sunflower which is on the east side of the rail road tracks along East Cotati Avenue. It is a small park with two tennis courts. The nearest larger parks are Helen Putnam Park, which is an active city park, and Kotate Park, which is a small active neighborhood park. Neither of these parks is within easy walking distance of the Specific Plan Area. Other public parks are located within the City of Rohnert Park, the closest being Lady Bug Park, which is adjacent to the La Fiesta Elementary School, and Benicia Park, which is adjacent to the Mountain Shadows Middle School. Swimming pools are located within both Benicia and Lady Bug Parks, and the Burton Avenue Recreation Center is located between the Benicia Park and the middle school.

Existing Planning Policies

Cotati's General Plan establishes a goal of providing one acre of park land for every 200 residents and the City's building fee schedule establishes a park-in-lieu fee as part of the building permitting process. Given the location of existing parks, it is desirable that the Specific Plan include public open space to serve some of the recreation needs of future employees and residents.

E. Retail/Commercial Services

Existing Conditions

A broad variety of retail and commercial uses are within easy access of the Specific Plan Area. The Rancho Cotate Shopping Center is just under 1/2 mile to the west on East Cotati Avenue and a small convenience center is about 1/4 mile to the east at the intersection of East Cotati and Camino Colegio. Some residents or employees within the Specific Plan Area may walk or ride their bike to these retail areas. Bus service also provides access to other retail and service uses in downtown Cotati and in suburban style centers along East Cotati Avenue in Rohnert Park and on Old Redwood Highway in Cotati.

Existing Planning Policies

The Cotati General Plan supports the continuation of the aforementioned pattern of development and encourages further retail/commercial development in the downtown. Given the context of the General Plan, the Specific Plan designates a minimal level of retail use to support residential and employment activities within the Specific Plan Area, as well as to provide some convenience services to transit riders who may use the bus transit facilities or any potential passenger rail facilities within or adjacent to the Specific Plan Area.

F. Access to Employment and Housing

Existing Conditions

Major employment areas within close distance of the Specific Plan Area include the Hewlett-Packard campus and Sonoma State University adjacent to Rohnert Park as well as the industrial and business parks to the west of Highway 101 and to the north of the Specific Plan Area in Rohnert Park and Santa Rosa. There are also a variety of housing opportunities within close proximity of the Specific Plan Area. These opportunities range from multi-family housing, including some developments directly adjacent to the Specific Plan Area, to a variety of single-family detached homes in both Cotati and Rohnert Park.

The existing land use pattern around the Specific Plan area provides a relatively balanced range of jobs and housing, i.e., jobs with a variety of income levels and housing that is affordable to a broad range of households.

Existing Planning Policies

The existing planning policies in Cotati support the existing conditions and the enhancement of further activity within the downtown and providing a balance of new housing in the community. Development within the Specific Plan Area can support the existing jobs/housing balance by providing both housing and employment opportunities.

2.1.5 Specific Plan Area and Adjacent Development

A. Adjacent Development

Development to the north of the Specific Plan Area, on the far side of East Cotati Avenue, is of generally low intensity, and includes: a small self-storage facility adjacent to the railroad, a vacant property, and the Cotati Commons, a 35 unit multi-family housing development. To the east of the site, beyond the railroad tracks, is a small industrial/commercial building currently being operated as a pet feed mixing business - Kaylor-Made Products. Adjacent to this is a small apartment building, and then the Sunflower Park Estates which fronts East Cotati with a small public park.

There are two major planning issues associated with these properties. First, access to East Cotati Avenue should be coordinated, particularly the relationship between existing curb cuts and any future signalization of the intersection with Santero Way. Second, the varied aesthetics and streetscape design of these developments should be considered in creating an identity and character for the Specific Plan Area. For example, the design of the street and adjacent buildings at the intersection with East Cotati Avenue should be sympathetic with the surrounding context, but it should also establish the identity of the Specific Plan Area as a vibrant mixed-use neighborhood.

The west and southern boundaries of the Specific Plan Area are abutted by residential land uses. The majority of this development is single-family residential in the City of Rohnert Park. The planning issue created by these adjacent uses is the need for a buffer between the new development and existing residences to retain a sense of privacy and minimize the negative impacts of noise that might be generated by new land uses within the Specific Plan Area.

Directly to the east of the Specific Plan Area is the Northwestern Pacific railroad right-of-way which is publicly owned and under the aegis of the Northwestern Pacific Railroad Authority (NWPRA). The existing freight service and potential for passenger service are discussed below in the *Rail Service* section.

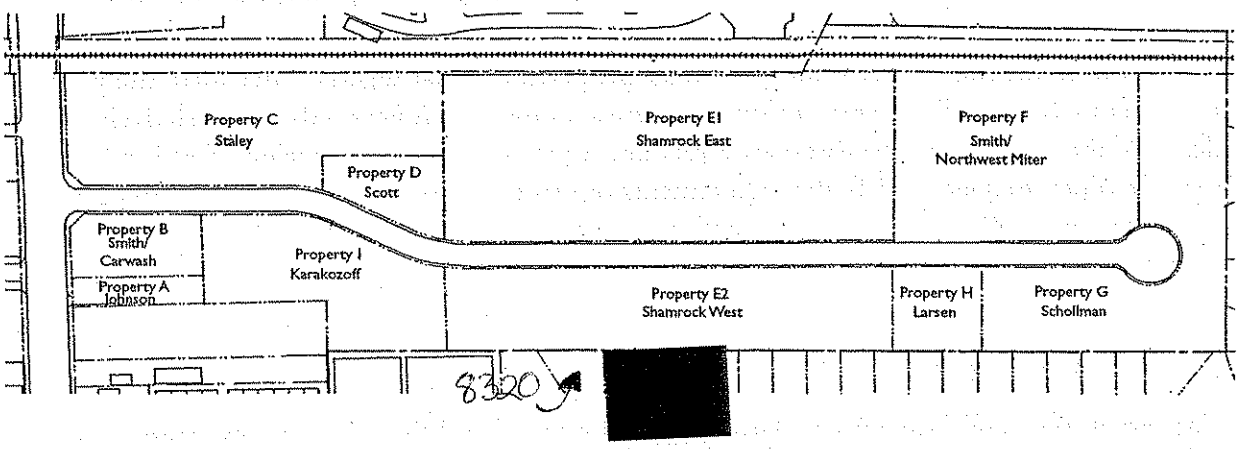
Beyond the rail r.o.w. there are two small vacant parcels, one under private ownership and the other owned by the NWPRA. A developer is exploring the potential of building a small mixed-use retail and residential project on these properties.

To the east of these properties is a single-family home on a large-lot. The majority of the area directly east of the r.o.w. is occupied by the multi-family Windmill Farms residential development. The planning concerns related to these homes are similar to those related to the properties to the south and west of the Specific Plan Area. It should be noted that the Windmill Farms residents also have the additional impacts of the more direct adjacency to the existing freight rail service. To the south of Windmill Farms is a new development of single-family homes in Rohnert Park that is separated from the railroad r.o.w. by a sound wall. An internal residential street is located parallel to the sound wall providing additional separation between the majority of the homes and the rail line.

B. Specific Plan Area

This section discusses existing City land use policies and existing conditions of the properties within the Specific Plan Area. (See Figure 2.3) Table 3.1 in the *Land Use and Community Character Element* lists the existing property owners, assessors parcel numbers, acreage, etc. and Figure 3.1 illustrates the Specific Plan Land Use Districts that are applied to the various properties.

Figure 2.3 – Existing Ownership Map



1) Existing Land Use Policies

The recent update to the Cotati General Plan (1998) designates the majority of the properties within the Specific Plan Area as General Commercial (C-1). The exception being the Medium Density Residential (MDR) designation for the David Johnson et. al. property in the northwest corner of the Specific Plan Area.

The General Plan states that the intent of the rezoning of the southern half of the Santero Way area is to create a commercial zone "which shall pose a minimal amount of impact upon adjacent residential areas, and shall be consistent with rail transit related uses" (Chapter V – Community Development, Policy 1.4.9 page 23). The C-1 Zone allows a broad variety of commercial uses. Some commercial uses would require a conditional use permit, as would multi-family residential use up to a maximum density of 15 units per acre. Several of the existing uses within the Specific Plan Area are non-conforming uses given the new General Plan designations.

2) Existing Physical Conditions

The focus of this section is the planning implications of the existing physical conditions.

a) David Johnson et. al. Property

This property contains three recently developed rental single-family homes which have direct access to East Cotati Avenue. It is not likely that this property will be redeveloped during the time frame of this Specific Plan.

b) Smith (Car Wash) Property

This property is developed with a 24-hour car wash. The property owner is not currently interested in selling or moving the business. But, if an offer to purchase the property met with his financial expectations, redevelopment of the property would be possible. An important planning consideration for this property, and the Staley properties, is that together they form the gateway to the entire Specific Plan Area, making aesthetics an important issue. Also, the relatively shallow depth of the property, in the east-west direction, results in a building envelope that is relatively shallow which may not satisfy the requirements of some commercial uses. The site could be developed more effectively in concert with any potential redevelopment of the David Johnson et. al. property.

c) Karakozoff Properties

The two Karakozoff properties are currently undeveloped and the owner has expressed interest in developing a mix of uses with an empahasis on high density residential, commercial office, and/or work/live projects on these properties.

d) Cotati Ready-Mix Properties

The western property is currently undeveloped, while the eastern property contains an infrequently used concrete batch plant and other facilities associated with the past use of the property by Cotati Ready-Mix and the Sousa Concrete Products operations. The owner is interested in selling the properties. The existing facilities are a non-conforming use within the C-1 zone.

e) Larsen Property

This property is currently vacant. The owners are interested in either developing the property themselves or selling the property for development by others.

f) Schollmann Properties

These parcels are currently occupied by a variety of uses. The auto towing yard is a conditionally permitted use in the C-1 zone. The environmental filter manufacturing facility is an existing non-conforming use. The remaining properties contain facilities from a previous pre-cast concrete manufacturer and are unused. The property owner has expressed an interest in developing at least a portion of the properties as a self-storage facility. Self-storage is a conditionally permitted use within the C-1 zone.

g) Smith/Northwestern Miter Company Properties

These two parcels are developed with working facilities for a speaker cabinet manufacturer. Currently, the property is not listed for sale. The newer building on the northern property is about 8 years old and may have enough value to support its reuse.

h) Staley Properties

The Staley brothers own three properties at the southeast corner of Santero Way and East Cotati Avenue. One of the properties currently contains a vacant industrial/warehouse building. The Staleys are interested in developing their properties and have most recently submitted a proposal to develop a self-storage facility. The self-storage facility included the Scott property. The City Council denied the submittal for several reasons, including that self-storage does not satisfy the General Plan policies for the Santero Way area specifying that development "shall be consistent with rail transit related uses." This is a "gateway" property to the Specific Plan Area.

i) Scott Property

The Scotts are interested in selling or developing their currently vacant property; see discussion of their recent self-storage proposal above.

2.1.6 Existing Circulation

A. Vehicular Access

Access to the Specific Plan Area is provided via the intersection at East Cotati Avenue and Santero Way. The intersection is currently unsignalized, with the Santero Way approach being stop sign controlled. The intersection of East Cotati Avenue and Santero Way will continue to be the primary entry and therefore require signalization upon build-out of the Specific Plan. The single lane approach on northbound Santero Way will need to be expanded to two lanes, an exclusive left turn and exclusive right turn lane. Because there is currently very little traffic on Santero Way, a substantial amount of development would have to occur in the Specific Plan area before intersection capacity would be exceeded and intersection level of service (LOS) falls to unacceptable levels, as determined by the City's General Plan. Assessment of the Specific Plan has indicated that the capacity of the intersection and the acceptable LOS will not be exceeded by build-out of the Specific Plan.

B. Rail Service

The adjacent rail line is currently used for freight service, and the Northwestern Pacific Railroad Authority (NWPRA) is interested in the potential for future passenger rail service (excursion and/or transit service). The future of the rail service and its relationship to the Specific Plan are discussed below.

The current active freight service creates two major planning considerations. First, noise and vibration impacts affect the type of land uses that should be located adjacent to the r.o.w., and the design of buildings required to mitigate noise and vibration. The Specific Plan's standards and guidelines address the need for noise and vibration mitigation through site and building design. Secondly, the r.o.w. creates a barrier to vehicular, and potential pedestrian or bicycle, access to the area east of the Specific Plan Area. Any new vehicular crossing would be required to be grade separated because of NWPRA and California Public Utilities Commission policies.

C. *Transit Service*

1) Existing Bus Transit

There are a variety of bus transit services available in close proximity to the Specific Plan Area. The highest level of service is provided to commuters, with limited service provided for more local and mid-day and evening trips.

Currently, both the Golden Gate Transit District (GGT) and Sonoma County Transit provide bus transit service in Cotati. The GGT buses provide regional service to Marin County and San Francisco. The routes also provide access from Cotati to Santa Rosa and other areas of Sonoma County. The GGT 76 bus has a stop at Lancaster near East Cotati; this is a commute bus with morning service to San Francisco (5 to 7 a.m.) and return service to Cotati in the evening (3 to 6:45p.m.). The other GGT buses have stops in downtown Cotati. The 71 bus provides service to Larkspur Landing, leaving Cotati between 5:30 and 7 a.m. and returning from Larkspur at 3:20 to 4:30 p.m. The 75 bus provides commute service ending at the San Rafael Transit Center between 6 to 7:15 a.m. and returning at 3 to 5:30 p.m. The 78 bus provides commute service from downtown Cotati to San Francisco at 5 to 7 a.m. and returning between 4 to 5 p.m. The GGT 80 bus provides service throughout the day from downtown Cotati to Santa Rosa, while buses from Cotati to San Francisco leave Cotati between 4:30 a.m. to 11:30 p.m. and return buses leave San Francisco between 5:20 a.m. and 2 a.m.

Sonoma County Transit provides local bus service within the Cotati/Rohnert Park area with stops near the Specific Plan Area on East Cotati Avenue in the morning (6:30 to 10 a.m.), at lunch (12:30 to 3 p.m.), and in the evening (4 to 6 p.m.). The local bus service would provide access from the Specific Plan Area to Mountain Shadows Middle School and Rancho Cotate High School. Bus service is also provided from Santa Rosa through Cotati to Petaluma throughout the day with stops on East Cotati Avenue from about 6:30 a.m. to 10 p.m.

2) Potential Future Transit Service

a) Rail Transit

Even with the defeat of the Sonoma and Marin County sales tax measures in the November, 1998 election, groups in both counties remain interested in moving forward with planning for passenger rail service in the North Bay. A group of consultants led by Wilbur Smith Associates is

preparing a rail implementation study under the direction of the SMART (Sonoma/Marin Area Rail Transit) Planning Group. This committee consists of the executive board of both counties' Congestion Management Agencies. The Study has assessed the existing conditions of the rail line and recommended a set of improvements that would allow passenger rail service to begin. The current focus of the Study is on defining a start-up system and verifying the feasibility of the service (i.e., its capital costs, operations and maintenance costs, and projected ridership).

b) Bus Transit

Regardless of the implementation of rail service, the City of Cotati remains interested in the implementation of a shuttle service from the downtown Hub to Sonoma State University (and possibly the Hewlett-Packard campus). Given current ridership levels on existing bus routes, Sonoma County Transit does not believe a local shuttle will be feasible in the foreseeable future. But further development in downtown Cotati, continued expansion of Sonoma State University, and the potential for rail transit service could change the outlook for a local shuttle bus.

3. Potential for Transit in the Surrounding Community

The Specific Plan Area and the surrounding community have the potential to support higher levels of transit use, as well as pedestrian and bicycle trips, given the surrounding diversity in land use and concentration of relatively high intensities of land use along East Cotati Avenue, and the location of special travel destinations within the surrounding community (downtown Cotati, Sonoma State University, and the Hewlett-Packard campus). While the density and diversity of uses support these alternative modes, details of pedestrian-friendly urban design are missing from much of the area, with the exception of downtown Cotati and Sonoma State University. The Specific Plan Area presents the potential to create another node of pedestrian-friendly activity along East Cotati Avenue. While the presence of passenger rail service on the Northwestern Pacific rail right-of-way would enhance the ability of this community structure to support transit and pedestrian activity, this potential exists with or without passenger rail service.

D. Pedestrian and Bicycle Access

The proximity of the Specific Plan area to both downtown Cotati and Sonoma State University, in combination with the flat topography and the existing bicycle lanes on East Cotati Avenue, makes both walking and bicycling attractive and viable options for future residents and workers within the Specific Plan Area to get to nearby areas along East Cotati Avenue.

2.1.7 Existing Utilities and Public Services

This section reviews the existing conditions of the utilities and public services found related to both the Specific Plan area and the City of Cotati as a whole. *Utilities and Public Services Element,* describes the necessary improvements (if any) to the utilities and services in order for the proposed development to occur efficiently.

A. Utilities

1) Water Supply and Distribution

Existing System

The project site is served by a 10" water line located within the Santero Way right-of-way. It connects to a 12" main at the intersection of East Cotati Avenue. The 10" line supplies water to six fire hydrants, spaced approximately 300 feet apart along Santero Way

Existing water pressure in the area is in the range of 65 - 70 pounds per square inch (psi). A fire flow test was conducted, finding that at the required flow of 1900 gallons per minute (gpm), there is approximately 41 psi, exceeding the minimum pressure of 20 psi required by the Fire Protection Services.

Sixty percent of Cotati's water is supplied by the Sonoma County Water Agency (SCWA) through an aqueduct transporting water from the Russian River. The SCWA's 48" aqueduct is located in East Cotati Avenue. Cotati's remaining water supply comes from three City wells. Cotati's allotment of water from the SCWA aqueduct is 1.76 millions gallons per day (MGD). Cotati's current water usage from all sources is 0.979 MGD. Cotati is currently utilizing less than 50% of its SCWA water allocation.

Issues and Constraints

Water allocations from the Sonoma County Water Agency may be affected by federal regulations pertaining to water usage in the Russian River watershed to protect habitat for recently listed steelhead and Coho Salmon. Should the Sonoma County Water Agency be limited by the federal government in the amount of water that may be taken from the Russian River, requests for increased allocations may be restricted. However, given that Cotati is only currently using less than 50% of its SCWA allocation, the possibility that this project would impact Cotati's water supply is negligible.

2) Waste Water Collection and Treatment

Existing System

A 6" sewer main is located within the Santero Way road right-of-way. It is connected to the new 12" East Cotati Avenue Sanitary Sewer Interceptor, by approximately 1100' of 8" diameter collector sewer. The interceptor sewer line collects and distributes Cotati's wastewater to the City of Santa Rosa Subregional Wastewater Treatment Facility on Llano Road.

Treated wastewater from Santa Rosa, Sebastopol, Cotati, Rohnert Park, and certain unincorporated lands in the Santa Rosa Plains area are treated at the subregional facility. The City of Santa Rosa is currently under order from the North Coast Regional Water Quality Control Board to

transition to a weather-independent treated wastewater disposal system to avoid or minimize discharges into the Russian River. An EIR was certified last year for expansion of the treatment facility and disposal options. A 34 mile pipeline is currently being designed which will pump treated wastewater for injection into the Geyser's steamfields to produce steam-generated electricity. Cotati's allocation of the remaining capacity of the sub-regional system, as of June of 1998, was approximately 260 – 270 dwelling units.

Issues and Constraints

Should the expansion of capacity at the Subregional Wastewater Treatment Facility be delayed, requests for sewer allocations throughout the subregional system could be restricted.

3) Storm Drainage

Existing System

The site drains southwesterly. The railway bed along the study area's easterly boundary acts as a barrier to the historic surface sheet flow of drainage in a westerly direction. Site drainage is collected in an underground storm drain system within the Santero Way right-of-way. This system ranges in diameter from 24" to 42" and drains to the underground storm drain system of the Country Manor Subdivision at the project's southerly boundary where it enters a 66" pipe and eventually flows into the Laguna de Santa Rosa. The Industrial Avenue Assessment District improvements anticipated a run-off co-efficient of 0.9.; meaning that 90% of precipitation falling on the site will runoff and only 10% will percolate into the ground.

Issues and Constraints.

All project drainage will need to be intercepted at project boundaries and connected to the existing underground drainage system. With the proposed narrowing of Santero Way, catch basins will require relocation.

4) Solid Waste

Existing System

Solid waste collection and disposal services for the City of Cotati and its surrounding area are provided by Larry's Sanitary Service. Approximately 5,008 tons of solid waste are generated annually by the City of Cotati. This tonnage reflects a reduction in residential waste since 1995 (when 5,305 tons were generated by a population that was 5% smaller). This reduction in waste is in direct response to AB 939, the Waste Reduction Act, which requires communities to reduce landfill waste 50% by 2000. To meet the objectives of AB 939, the City of Cotati, along with Larry's Sanitary Service, implemented in 1994 a curbside yard waste collection plan. In 1995, a progressive rate plan was also implemented followed in 1996 by a two-sort recycling program.

Commercial users' waste generation is fairly consistent and reflects the economy. Funding is provided by user fees. Solid waste services are provided on a contract basis. The current contract with Larry's Sanitary expires in June of 2005. The City will need to negotiate for services prior to contract expiration.

Issues and Constraints

Landfill services are provided at the Sonoma County Disposal Site, located on the Meacham Road in Petaluma. This landfill is a Class 3 site and, hence, does not accept hazardous or infectious waste. The current Sonoma County Solid Waste Plan, as amended, predicts this landfill to reach capacity in 2014.

5) Electricity and Natural Gas

Existing System

Ninety percent of the energy consumed by the residents of Cotati will come from natural gas and petroleum fuels which are non-renewable sources of energy. Currently, PG&E is the primary supplier of electricity and natural gas in Cotati, however, due to deregulation, during the Specific Plan planning horizon numerous sources for supply as well as transmission will be available to the citizens of Cotati.

Issues and Constraints

No constraints to development have been identified.

6) Telecommunications

Existing System

Telephone, internet and other communication connection is provided by Pacific Bell. They are responsible for providing service to a point of entry. Services are paid for by the user fees. Cable service is provided by Century Communication Cable. Services are also paid for by user fees.

Issues and Constraints

No constraints to development have been identified

2.1.8 Existing Environmental Context

The accompanying Santero Way Specific Plan Environmental Impact Report contains an evaluation of the Planning Area's current environmental conditions, as well as an evaluation of the projected impacts from implementation of the Specific Plan. The following summarizes the existing conditions of the Planning Area: The site is 100% disturbed with existing industrial, storage and commercial buildings, graded parcels and mounded loose fill (creating the only grade changes on-site). No natural water courses flow through the site, and the only significant vegetation is a row of immature redwoods along the western boundary of Property E1 (Shamrock East).

2.1.9 Market Economic Context

During the opportunities and constraints phase of the planning for the Santero Way Specific Plan Area, Economic and Planning Systems (EPS) undertook a study of the Planning Area's market context. The following provides a summary of their findings.

A. Current Land Supply

According to the 1998 Cotati General Plan, the City currently has 1,083 acres of vacant and developed land. As shown in Table 2.1, the majority of developed land use is residential (38 percent) followed by agricultural/residential (23 percent). The City has a minimal amount of commercial and industrial land which totals 201 acres, or 18 percent of the total land supply.

Based on an assessment of the Cotati General Plan projections for household growth, there would be demand for about 41 new units per year in the City of Cotati. The total approved and proposed residential projects represent about three years of supply, or enough supply to meet short-term demand. Total non-residential supply equals about 739,000 square feet of space. Average annual job growth would imply demand for about 40,000 square feet per year, assuming average square feet per employee assumptions. This amount of supply includes the Bennet parcel as a R&D park with about 600,000 square feet of space. Under these assumptions, there is about 18 years of supply currently available. If the Bennet property were developed with half housing and half R&D space, there would be about 11 years of supply. Under either condition, there is a healthy amount of non-residential supply either approved or proposed in the pipeline. These projects do not include redevelopment potential downtown, which would further increase retail and office supply.

Table 2.1 – City of Cotati Land Supply

Land Use	Land Area Acres	% of Total	Dwelling Units	# of Projects	Bldg. Area (sq.ft.)
Existing Development (1)					
Agricultural/Residential	253	23%			
Commercial/Office	123	11%			
Residential	407	38%			
Industrial	78	7%			
Public	62	6%			
Vacant	161	15%			
Total	1,083	100%			
Existing Vacant Land					
Residential (2)	149	76%			
Commercial/Office (3)	5	3%			
Industrial/Warehouse (3)	42	21%			
Total	196	100%			
Approved Projects					
Agricultural/Residential			0	0	0
Commercial/Office			0	0	0
Residential			38	2	0
Industrial/Warehouse			0	2	27,240
Total			38	4	27,240
Proposed Projects					
Agricultural/Residential			0	0	0
Commercial/Office			0	5	86,365
Residential			92	4	0
Industrial/Warehouse	(4)		0	5	625,242
Total			92	14	711,607
Total Units, Approved and Proposed			**130**		
Total Sq. Ft., Approved and Proposed					**738,847**

(1) Updated as of 1998 based on the General Plan EIR.
(2) Based on 1995 vacant residential land available survey.
(3) Rough estimates of industrial, retail, and office vacant sites based on local real estate brokers and vacant land map from City for the City General Plan Update 1998; Excludes downtown redevelopment potential.
(4) Includes a 600,000 sq.ft estimate for the development potential of the 30-acre Bennet property according to an Orion Company real estate broker.

Sources:City Planning Department; 1998 Cotati General Plan; Economic Planning Systems, Inc.

B. Market Potential

Currently, the real estate market is strong. In Sonoma County there are numerous new commercial and residential projects underway. This is in striking contrast to just a few years ago when the real estate market was in a severe recession. In Cotati, there are several new projects proposed or under construction; however, most of these projects are relatively small compared to projects in Santa Rosa or Petaluma.

The market demand for the Santero Way site is best suited for medium-density mixed-use development, including a small amount of ground-floor retail oriented towards East Cotati Avenue with the remainder of the site developed with a mix of residential uses and office/R&D flex. Residential uses should provide a range of unit densities and types, as well as a mix of rental or ownership opportunities. These findings pertain to the site whether rail service is available or not.

The market feasibility of all uses can be enhanced by the creation of a diverse and vital 24-hour neighborhood, i.e., a good mix of housing and jobs.

While there are existing industrial uses on the site, they would not be compatible with housing, office, and retail. There is some demand for industrial/R&D space in the City, but this is not the best location for such uses, and current proposed and on-going projects west of Highway 101 are more competitive for such uses. The site is not big enough to allow for a concentration of R&D users in a campus setting, and these users prefer to be located near freeways. Also, the surrounding lower-density single-family homes are a constraint to industrial/R&D development. However, a small amount of office/R&D flex space for smaller and "start-up" companies and artisan businesses (e.g., ceramics, printing, photography, or glass works) could be attracted to the Santero Way site.

The character of the office/R&D flex development within the site could be similar to that of Foundry Wharf in Petaluma – an office/industrial complex providing space for small light manufacturing/assembly, professional office space, flex space for start-up businesses, and support services for small-businesses. The development is part of a larger neighborhood of older industrial buildings, residential bungalows, and infill mixed-use and live/work projects. Foundry Wharf is an amalgam of reused older industrial buildings and new construction design with a rural industrial aesthetic of corrugated metal, wood siding, steel awning windows, etc. creating a unique architectural character.

Housing, particularly medium- to high-density rental housing, is in high demand in Cotati. While the California Department of Finance reports an overall vacancy rate for housing at six percent, brokers contacted by Economic & Planning Systems say some multi-family projects report no vacancies. Affordably priced for-sale housing is also in great demand. High demand for housing is expected to continue into the foreseeable future given regional, county, and city growth projections. Housing on the site would be more consistent with the surrounding uses along East Cotati Avenue and the nearby University.

If a rail station and rail service were established, this type of mixed-use project would be consistent with it. Studies in the Bay Area have indicated that the presence of rail can support relatively higher rents. However, for the purposes of this market study, rail service is not assumed.

As discussed earlier, only a small amount of convenience retail and service commercial is envisioned at the site, i.e., not more than 20,000 square feet. This amount of new retail would help ensure that the area does not compete with downtown Cotati.

2.2 Planning Objectives

A governing objective of the plan is to allow for a mix of uses resulting in a vital neighborhood which complements the existing character of Cotati. Land use regulations developed in the Santero Way Specific Plan ensure a mix of uses providing for residential, commercial, and employment needs of the community that are complementary with development of the Downtown "Hub." It is expected that build-out of the Specific Plan will not occur all at once, the needs and desires of each property owner will likely lead to incremental development. The Santero Way Specific Plan provides a level of flexibility within each land use district allowing developers to build a project that best meets the demands of the real estate market at the time they build their project.

2.2.1 Land Use and Community Character

Objective LU-1

Create a vibrant mixed-use neighborhood that is compatible with and complements the existing small town character of the City of Cotati.

Objective LU-2

Provide for a mix of land uses that are consistent with the development of a potential future rail station adjacent to the site and that can be supported by real estate market economics with or without the potential future rail service.

Objective LU-3

Designate a mix of uses that complements the current and future jobs/housing mix in the City of Cotati.

Objective LU-4

Reduce visual and other impacts to adjacent residential uses through land use designations, landscape buffering, height limits, and other appropriate methods.

Objective LU-5

Cluster the more intensive uses at the north end of the site, near existing and future transit service and access to East Cotati Avenue.

Objective LU-6

Locate uses that will be less sensitive to noise and vibration closer to the Northwestern Pacific railroad r.o.w.

Objective LU-7

Encourage a pattern and quality of development that does not have a piece-meal appearance and that reflects the aesthetic desires of the community.

2.2.2 Circulation

Objective C-1

Provide a network of streets, accessways, parking, public parks and plazas, and publicly accessible walkways and courtyards that allow for all modes of transportation with a focus on supporting pedestrian activity throughout the neighborhood.

Objective C-2

Create a mixed-use neighborhood that supports a reduction in single-occupant vehicle use by the Santero Way neighborhood's future residents and workers.

Objective C-3

Plan for and provide the necessary improvements to the East Cotati Avenue and Santero Way intersection to ensure that City traffic standards are maintained along this important arterial street.

Objective C-4

Provide facilities to support today's bus transit riders and future rail transit riders with elements such as transit shelters, a "kiss-n-ride" drop off area, and some public parking that can be used by transit commuters.

Objective C-5

Reduce the total number of required parking spaces within the neighborhood by allowing development to count adjacent on-street parking towards their parking requirement and by establishing parking requirements that reflect the potential for "shared" parking between uses.

Objective C-6

Provide for truck access to support retail, office, and cottage business uses within the neighborhood while recognizing the need to minimize the negative impacts of truck traffic within the neighborhood and in the surrounding area.

2.2.3 Utilities and Public Services

Objective UPS-1

Enhance and maximize the efficient use of the existing systems of infrastructure and services to meet the needs of the neighborhood's future land uses.

Objective UPS-2

Provide public parks and plazas to meet City standards and to provide passive and active recreational opportunities for the neighborhood's residents and workers.

Objective UPS-3

Underground existing and future "dry" utilities (i.e., electric, telephone, cable TV, and other telecommunications).

Objective UPS-4

Create a land use pattern, circulation system, and urban design form that provides for enhanced public safety by traditional means (e.g. – fire hydrants, access standards, building codes, etc.) as well as through defensible design (e.g. – uses that result in activity throughout the day and "eyes on the street").

2.2.4 Implementation

Objective IM-1

Provide a level of public improvements and funding mechanisms that can be economically supported by the future development of the neighborhood.

Objective IM-2

Create a clear, enforceable, and flexible set of design standards and guidelines to facilitate efficient approvals for future development and to meet the community's goals for the quality and character of development along Santero Way.

Objective IM-3

Provide flexibility, in the land use district standards and guidelines, land use mixes, and other appropriate sections of the Specific Plan to allow future development to satisfy the changing needs of the real estate market while meeting the community's other objectives for the Santero Way neighborhood.

3

Land Use and Community Character Element

3. Land Use and Community Character Element

This element of the Santero Way Specific Plan describes the policies for the area's land use and includes the design guidelines and standards that will shape the community character of the mixed-use neighborhood. Section 3.1 – Urban Design Concept describes the guiding principles of this element. Section 3.2 – Land Use Program describes the land use pattern for the Specific Plan Area and the range of land uses that could result from the build-out of the Specific Plan. Section 3.3 – Land Use District Standards and Guidelines includes the requirements and guidelines for the five land use districts that are designated within the Specific Plan.

3.1 Urban Design Concept

As stated in the Introduction to the Santero Way Specific Plan:

> *A governing objective of the plan is to allow for a mix of uses resulting in a vital neighborhood which complements the existing character of Cotati. Land use regulations developed in the Santero Way Specific Plan ensure a mix of uses providing for residential, commercial, and employment needs of the community that are complementary with development of the Downtown "Hub." The land use standards provide a level of flexibility that will allow incremental development of the Plan to address the changing demands and needs of the real estate market.*

The urban design concept that is implemented through the *Land Use and Community Character Element* will help achieve the objectives stated above can be satisfied within an urban design framework that will achieve the City's desired community character for the Planning Area. The urban design concept includes the following key points:

The focus of the plan is the creation of a vibrant and pedestrian-oriented "public realm," the interconnected system of public and private streets and accessways, public parks and plazas, residential courtyards, and pedestrian ways within the employment area.

Creating a mix of land uses that will support activity in the area throughout the day, and that are mutually supportive.

Guiding building design with standards and guidelines that support the public realm while allowing for variety in design and materials that reflect the local character of Cotati.

Providing landscape, building, and site design guidelines and standards to mitigate potential impacts on adjacent areas.

3.2 Land Use Program

The properties within the Specific Plan Area have been designated to specific Land Use Districts which define the range of allowable uses and are linked to a set of design standards and guidelines. Figure 3.1 illustrates the Land Use District designations which are also summarized in Table 3.1. Table 3.2 provides a detailed break down of the land area that is assigned to each District and the amount of land in Public Parks and given to the Santero Way right-of-way as it is redefined by the Specific Plan. Also, two land use summaries have been prepared to illustrate the range of land use types and intensities that are allowed within the Specific Plan.

Table 3.1 Land Use District Designations for Existing Properties

Property Code	Assessor's Parcel Number	Owner	Land Use District	Acreage
Property A	#144-302-049	David Johnson, et.al.	Retail Mixed-Use	0.24 ac.
Property B	#144-302-047	Roy & Connie Smith	Retail Mixed-Use	0.5 ac.
Property C	#144-302-041 #144-302-043 #144-320-019	*City of Cotati*	Retail Mixed-Use Office Mixed-Use Public Park and Plaza	1.02 ac. 1.65 ac. 0.07.ac.
Property D	#144-480-012	Charles & Mary Scott	Public Park and Plaza	0.49 ac.
Property E1	#144-320-015 #144-320-016 #144-320-017	*Colvin Group LLC*	*Office Mixed-Use* *Public Park & Plaza*	*4.56 ac.* *0.71 ac.*
Property E2	#144-480-020	*Colvin Group LLC*	Residential	3.16 ac.
Property F	#144-480-008 #144-480-014	*Colvin Group LLC*	*Office Mixed-Use*	*2.9 ac.*
Property G	#144-480-015 #144-480-016 #144-480-017	Carl & Mary Schollmann	*Employment* Self-storage Overlay	2.55 ac.
Property H	#144-480-019	Robert & Alice Larsen	Residential	0.48 ac.
Property I	#144-302-048 #144-480-021	Michael Karakozoff	Office Mixed-Use	1.64 ac.

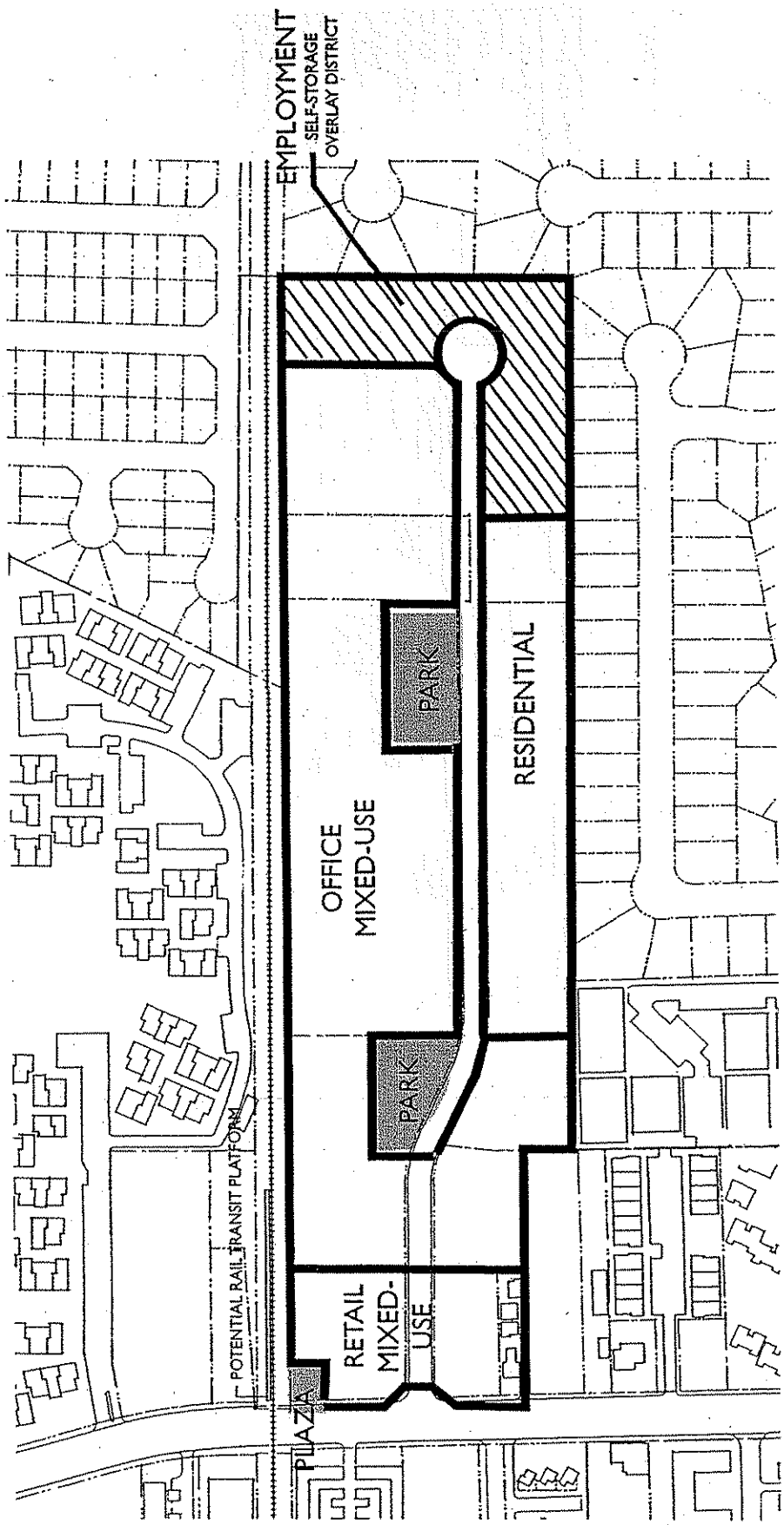


Figure 3.1 Land Use Diagram

Table 3.2 Land Area Summary

	Existing Land Area (sq.ft.)	Specific Plan Land Areas							Land Gained Santero Way	Resulting Developable Land Area	Net Gain/Loss
		Retail M/X	Office M/X	Employment	Residential	Santero Way	Public Accessway	Public Park			
City of Cotati	119,400	36,900	76,600			2,300		3,600		113,500	-5,900
Scott	21,300						2,700	18,600 [1]		0	-21,300
Colvin Group, LLC	229,600		*194,200*			4,400		*31,000*		*194,200*	*-35,400*
Colvin Group, LLC	137,700				137,700					137,700	0
Colvin Group, LLC	126,300			*124,045*		*2,255*				*124,045*	*-2,255*
Schollman	111,000			114,100		2,700			5,800	114,100	3,100
Larsen	21,000				21,000					21,000	0
Karakozoff	71,000		68,400			2,600				68,400	-2,600
Smith	21,800	20,700				1,100				20,700	-1,100
Johnson	10,500	10,500								10,500	0
Total	**869,600**	**68,100**	***339,200***	***238,145***	**158,700**	***15,355***	**2,700**	***53,200***	**5,800**	***804,145***	***-65,455***
Santero Way ROW	108,300					97,800		4,700		*113,155*	*4,855*
Total Site Area	**977,900**	**68,100**	***339,200***	***238,145***	**158,700**	***113,155***	**2,700**	***57,900***	**NA**	**977,900**	**0**
	22.45 acres										

[1] *Total park area: 29,900 sqft includes additonal 3500 sqft within the Santero Way ROW*

3.2.1 Build-Out Scenarios

The land use district standards and guidelines described in the following section provide for flexibility in the specific land uses that will be built in the Specific Plan Area. The flexibility will allow for the incremental development of the Plan to react to changing market conditions. In return for this flexibility, developers within the Specific Plan Area will be required to follow the Specific Plan's design guidelines and standards which provide for a consistent and high-quality community character regardless of the specific land uses. While there is flexibility, the core concepts (relationship of building to the street and public realm, mix of uses with activity throughout the day, etc.) remain constant.

During the Specific Plan preparation, the Consultant Team worked with the Planning Commission, City Staff, and the public to develop the two build-out scenarios which are summarized in Tables 3.3 and 3.4 and illustrated in Figures 3.2 and 3.3. The intent of the Build-Out Scenarios is to bracket the range of land uses that are allowed within the Specific Plan.

The High Build-Out Scenario would result in 110 homes, a total of nearly 250,000 square feet of commercial and employment development, and just over 100,000 square feet of public and private open space. The Low Build-Out Scenario would result in 94 homes, a total of just under 175,000 square feet of commercial and employment uses, and just over 120,000 square feet of public and private open space. *The "Residential High" Build-Out Scenario would result in 198 homes, a total of just over 233,000 square feet of commercial and employment development, and just over 125,000 square feet of public and private open space.*

The illustrative plans show that the guidelines and standards achieve a consistent quality and community character across the two Build-Out Scenarios. The transportation assessment and the evaluation of the Scenarios within the EIR have indicated a similar level of impact and a similar set of mitigation measures. The financial feasibility assessment in Section 6.6.5 of the *Implementation Element* indicates that the High Build-Out Scenario has the potential to provide the best return to private developers and to the City, in terms of tax base. But the increased amount of development may also create greater risk for developers. Given the varied desires and experience of the existing property owners and market conditions, it is likely that the Specific Plan area will build-out at a level of development somewhere between the two Build-Out Scenarios.

3.2.2 Land Use Limits

To ensure a mix of uses in the Specific Plan area and to stay within traffic limits, the following land use limits apply:

Retail:	Total	9,000 sq.ft. min. to 20,000 sq.ft. max. (4,000 sq.ft. max. for restaurant)
	Parcel A & B	4,000 sq.ft. min. to 9,000 sq.ft. max.
	Parcel C	5,000 sq.ft. min. to 11,000 sq.ft. max.
Other Commercial		230,000 sq.ft.
Residential		198 units

Figure 3.2 "High" Build-Out Scenario Illustrative Plan

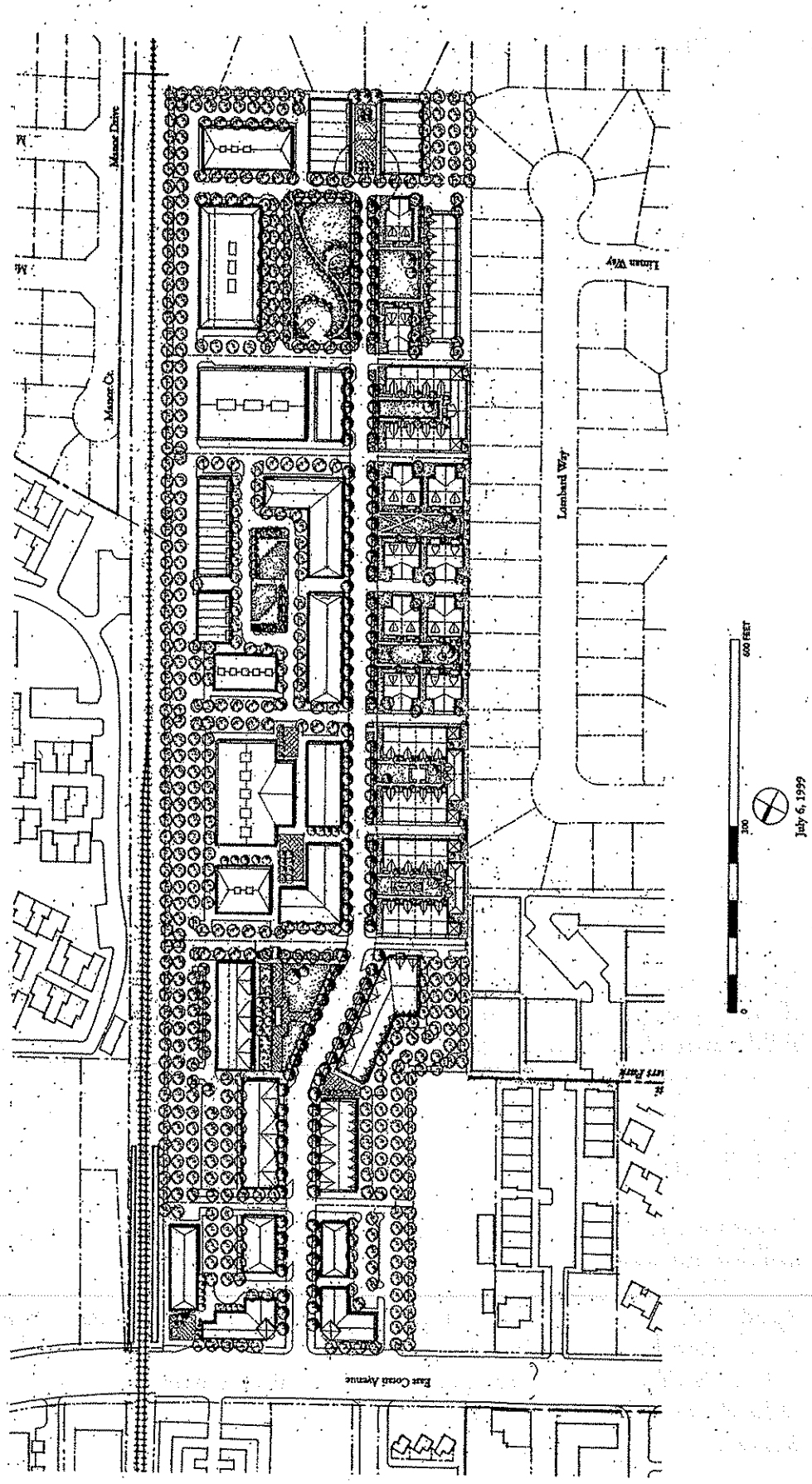


Table 3.3 Land Use Summary "High" Build-Out Scenario

	Acres	Residential SF	Duplex	TH	MF	Total units	Live/Work units	sq.ft.	Retail sq.ft.	Office sq.ft.	Cottage Business sq.ft.	Public Open Space sq.ft.	Private [2] Open Space sq.ft.	Req'd Parks[4] sq.ft.
Staley	2.74	0	0	0	25	25	0	0	11,000	34,200	-	3,600	700	10,890
Scott	0.49	0	0	0	0	0	0	0	-	-	-	19,800	-	-
Shamrock East	5.27	0	0	0	0	0	9	3,600	-	47,500	36,100	-	13,000	3,920
Shamrock West	3.16	0	16	20	0	36	0	0	-	-	-	-	18,400	36,852
NW Miter [1]	2.9	0	0	0	0	0	0	0	-	16,625	21,450	29,900	-	-
Schollmann	2.55	0	0	12	0	12	0	0	-	24,415	13,965	-	11,500	12,284
Larsen	0.48	0	0	10	0	10	0	0	-	-	-	-	3,400	10,237
Karakozoff	1.64	0	0	0	18	18	0	0	-	21,375	-	-	1,800	7,841
Smith [3]	**0.5**	**0**	**0**	**0**	**0**	**0**	**0**	0	**9,000**	**9,500**	-	-	**3,200**	
Johnson et. al.	**0.24**	**0**	**0**	**0**	**0**	**0**	**0**	0	-	-	-	-		
Total	**19.97**	0	16	42	43	**101 du**	**9**	**3,600**	**20,000 sq.ft.**	**153,615 sq.ft.**	**71,515 sq.ft.**	**53,300**	**52,000**	**82,023**

Est. commercial sq.ft. in live/work 3,600 sq.ft.
Total all dwelling units 110 du

Total sq.ft. all com'l & emp. 248,730 sq.ft.

484.55 sq.ft./du
6.1% 6.0% of Site

Note: [1] Assumes that existing building remains on the northern NW Miter Property.
[2] Includes residential courtyard greens and employment/commercial greens and plazas.
[3] Johnson property would remain with existing use if not developed with Smith property.
[4] Est. of required park based on City standard of 5 acres per 1000 population and average persons per household of 3 for single family, 2.7 for duplex and townhomes, and 2.0 for multi-family and live/work.

Figure 3.3A "Low" Build-Out Scenario Illustrative Plan

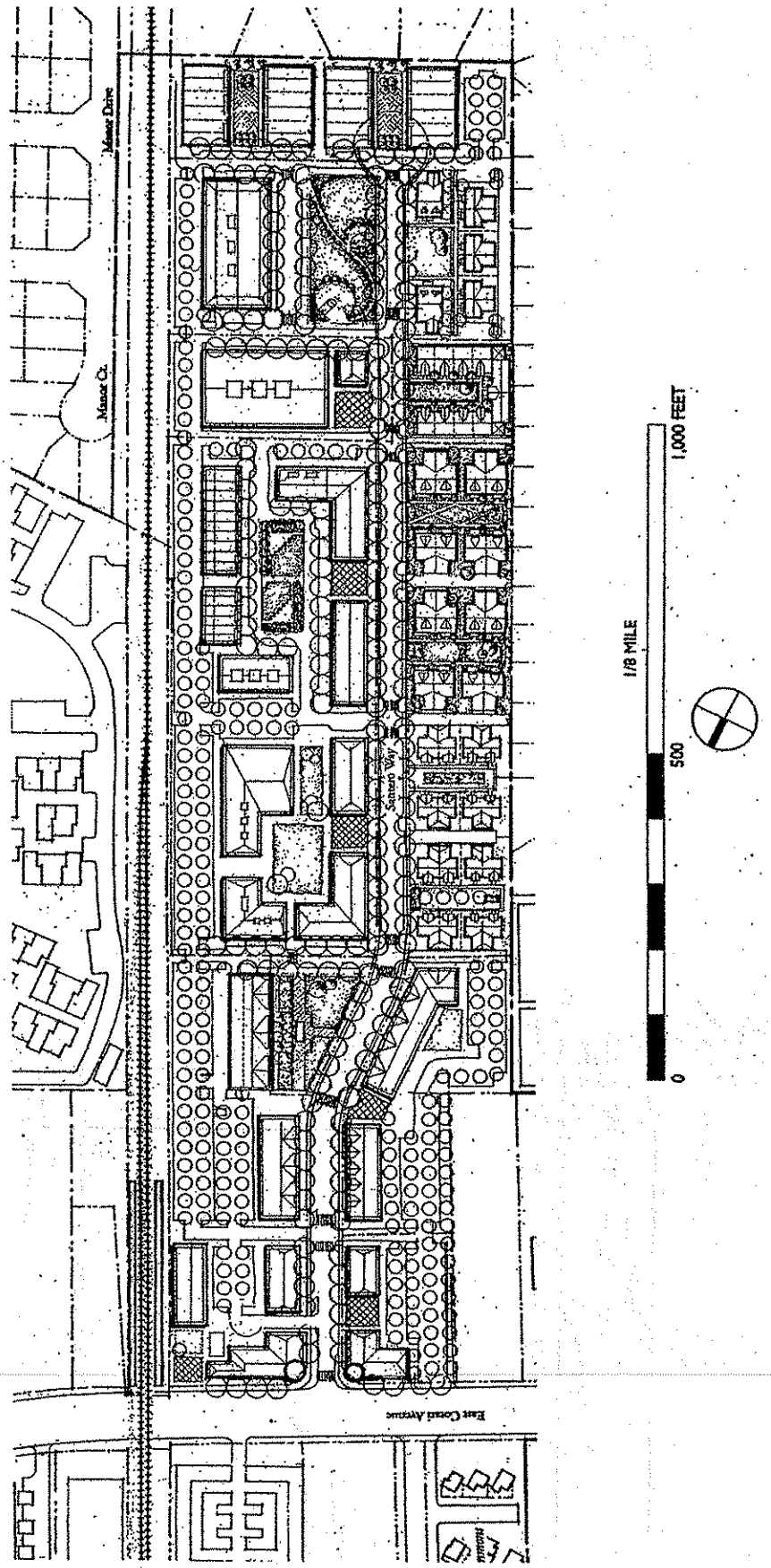


Table 3.4A Land Use Summary "Low" Build-Out Scenario

	Acres	Residential SF	Duplex	TH	MF	Total units	Live/Work units	Retail sq.ft.	Office sq.ft.	Cottage Business sq.ft.	Public Open Space sq.ft.	Private [2] Open Space sq.ft.	Req'd Parks[4] sq.ft.
Staley	2.74	-	-	-	22	22	-	8,000	32,300	-	3,600	2,500	9,583
Scott	0.49	-	-	-	-	-	-	-	-	-	19,800	-	-
Shamrock East	5.27	-	-	-	-	-	-	-	32,300	39,000	-	13,000	-
Shamrock West	3.16	12	16	-	-	28	-	-	-	-	-	18,400	29,447
NW Miter [1]	2.9	-	-	-	-	-	-	-	10,100	21,500	29,900	2,500	-
Schollmann	2.55	2	6	-	-	8	12	-	-	-	-	17,500	13,547
Larsen	0.48	-	-	10	-	10	-	-			-	4,200	10,237
Karakozoff	1.64	-	-	-	14	14	-	-	17,100	-	-	6,700	6,098
Smith [3]	**0.5**	-	-	-	-	-	-	**7,600**	**2,200**	-	-	**5,200**	
Johnson et. al.	**0.24**	-	-	-	-	-	-	-	-	-	-		
Total	**19.97**	14	22	10	36	**82 du**	**12 du**	**15,600 sq.ft.**	**94,000 sq.ft.**	**60,500 sq.ft.**	**53,300**	**70,000**	**68,912**

Est. commercial sq.ft. in live/work 4,800 sq.ft. Total sq.ft. all com'l & emp. 174,900 sq.ft. 567.02 sq.ft./du
Total all dwelling units 94 du 6.1% 8.0% of Site

Note: [1] Assumes that existing building remains on the northern NW Miter Property.
[2] Includes residential courtyard greens and employment/commercial greens and plazas.
[3] Johnson property would remain with existing use if not developed with Smith property.
[4] Est. of required park based on City standard of 5 acres per 1000 population and average persons per household of 3 for single family, 2.7 for duplex and townhomes, and 2.0 for multi-family and live/work.

Figure 3.3B "Residential High" Build-Out Scenario Illustrative Plan

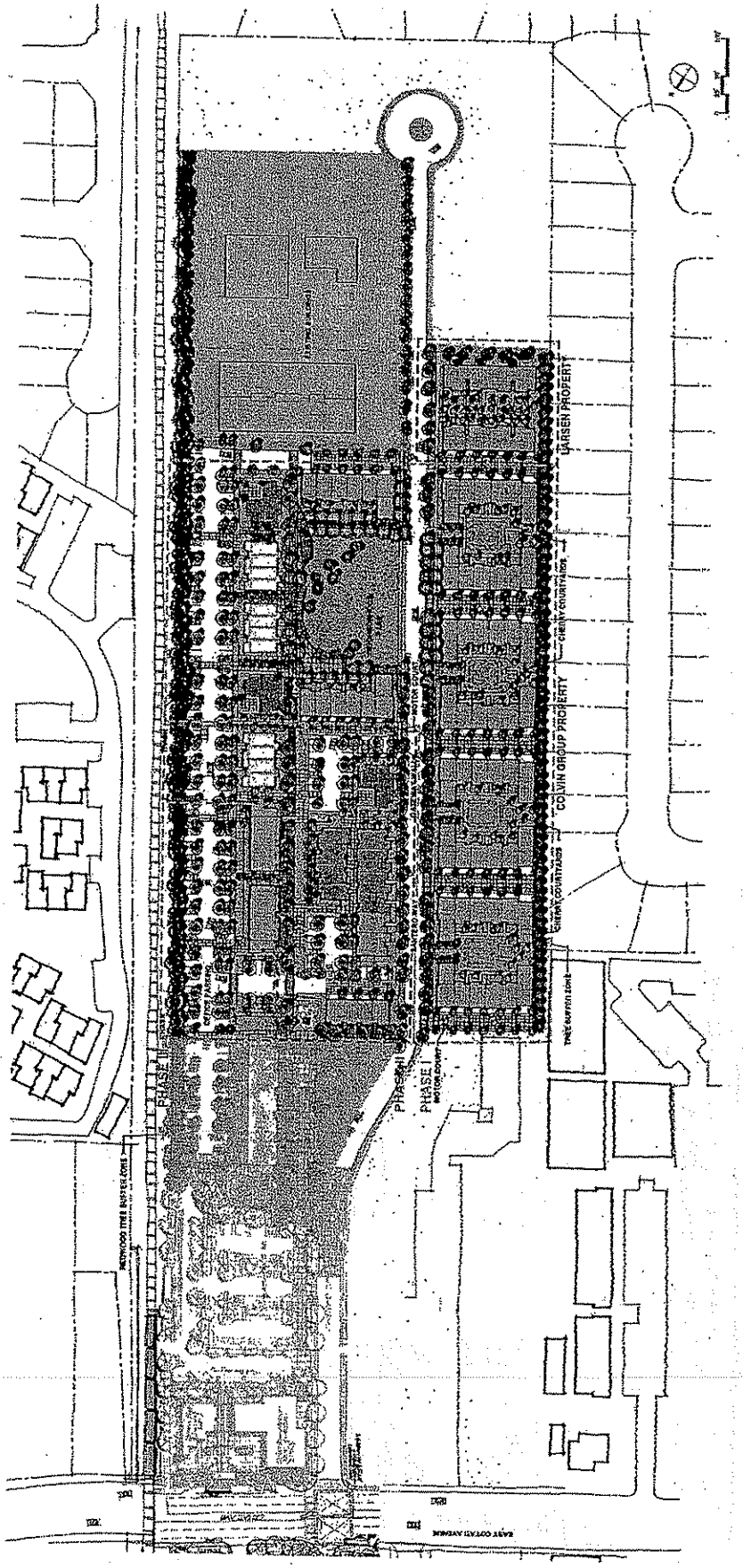


Table 3.4B Land Use Summary "Residential High" Build-Out Scenario

	Acres	Residential SF	Duplex	TH	MF	Total units	Live/Work units	Live/Work sq.ft.	Retail sq.ft.	Office sq.ft.	Cottage Business sq.ft.	Public Open Space sq.ft.	Private [2] Open Space sq.ft.	Req'd Parks sq.ft.
City of Cotati	2.74	0	0	0	0	0	0	-	9,500	21,850	-	3,600	700	-
Scott	0.49	0	0	0	0	0	0	-	-	-	-	19,800	-	-
Colvin Group,LLC	5.27	0	0	16	52	68	24	19,200	-	75,000	-	31,000	24,460	46,086
Colvin Group,LLC	3.16	0	0	56	0	56	0	-	-	-	-	-	32,900	28,053
Colvin Group,LLC	2.9	0	0	0	0	0	0	-	-	11,970	21,450	-	-	-
Schollmann[4]	2.55	0	0	0	0	0	0	-	-	26,600	12,350	-	5,000	-
Larsen	0.48	0	0	12	0	12	0	-	-	-	-	-	3,400	6,011
Karakozoff	1.64	0	0	0	38	38	0	-	-	16,625	-	-	1,800	19,036
Smith [3]	0.5	0	0	0	0	0	0	-	9,000	9,500	-	-	3,200	
Johnson et. al.	0.24	0	0	0	0	0	0		-	-	-	-		
Total	19.97	0	0	84	90	174 du	24	19,200	18,500 sq.ft.	161,545 sq.ft.	33,800 sq.ft.	54,400	71,460	99,186
				Total all dwelling units			198 du		Total sq.ft. all com'l & emp.		233,045 sq.ft.	274.75 sq.ft./du		
												6.3%	8.2%	of Site

Note: [1] Assumes that existing building remains on the northern NW Miter Property.
[2] Includes residential courtyard greens and employment/commercial greens and plazas.
[3] Johnson property would remain with existing use if not developed with Smith property.
[4] Schollmann Property is likely to be developed as self-storage, office and cottage business uses are an estimate.

3.3 Land Use District Standards and Guidelines

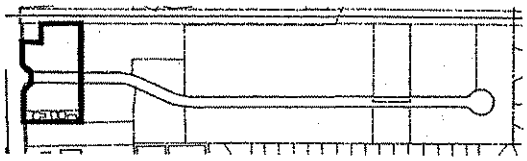
This section of the Specific Plan provides standards and guidelines for the five land use districts designated within the Plan: 3.MX.1- Retail Mixed-Use, 3.MX.2 - Office Mixed-Use, 3.ED - Employment, 3.RD - Residential, and 3.P - Public Parks and Plazas. The standards and guidelines for the specific land uses that are allowed in the districts are described in the § 3.4, *Land Use Type Standards and Guidelines* of this document.

3.MX Mixed-Use Districts

There are two types of mixed-use districts within the Specific Plan: Retail Mixed-Use and Office Mixed-Use. Both of these are designated for parcels on the northern end of the planning area. This provides greater direct access onto East Cotati Avenue and minimizes the impacts of the districts' traffic on the remainder of the planning area.

3.MX.1 Retail Mixed-Use District

Figure 3.4 Location of Retail Mixed-Use District



Mix of Land Use Types

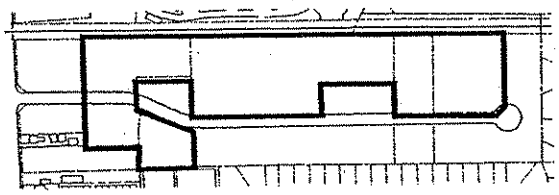
The mix of uses for development within the Retail Mixed-Use District shall be within the range established in the following table. The first column lists the four potential land use types that are allowed in this District. The second and third columns list the floors on which the use is allowed. The fourth and fifth columns describe the percentage of building area that a use can occupy within a single development proposal. The results of this is a requirement of at least two uses per development proposal.

Table 3.5 Retail Mixed-Use Land Use Mix

Land Use Type	Ground Floor	Upper Floor(s)	Minimum % of Building Area per Development	Maximum % of Building Area per Development
Retail	Parcels "A & B" – minimum 4,000 sq.ft. and maximum 9,000 sq.ft. Parcel "C" – minimum 5,000 sq.ft. and maximum 11,000 sq.ft. (restaurant use: maximum 4,000 sq.ft.)	Not allowed	0% 4,000 sq.ft. for Parcels "A" & "B" 5,000 sq.ft. for Parcel "C"	50%
Office	Allowed	Allowed	0%	50%
Live/Work	Only work portion and kitchen allowed	Any portion or complete unit allowed	0%	50%
Residential	Only entrance lobby allowed	Apartments or Condominiums Allowed	0%	55%

3.MX.2 *Office Mixed-Use District*

Figure 3.5 Location of Office Mixed-Use District



Mix of Land Use Types

The mix of uses for development within this Office Mixed-Use District shall be within the range established in the following table. The first column lists the three potential land use types that are allowed in this District. The second and third columns list the floors on which the use is allowed. The fourth and fifth columns describe the percentage of building area that a use can occupy within a single development proposal.

Table 3.6 Office Mixed-Use Land Use Mix

Land Use Type	Ground Floor	Upper Floor(s)	Minimum % of Building Area per Development	Maximum % of Building Area per Development
Office	Required	Not Allowed	30%	70%
Live/Work	Only work portion and kitchen allowed	Any portion or complete unit allowed	0%	70%
Residential	*Apartment or Condominiums Allowed*	Apartment or Condominiums Allowed	0%	70%

3.MX.3 General Mixed-Use Standards and Guidelines

3.MX.3.1 Site Configuration and Design

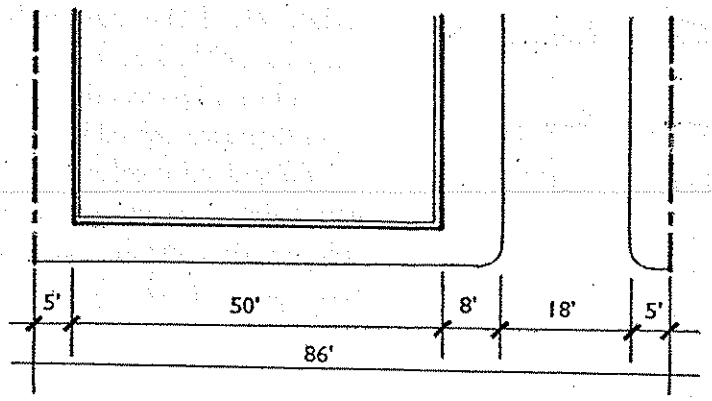
A. Minimum Building Area

The minimum allowable building area within a development is 0.45 FAR, *and the maximum is 0.65 FAR.*

B. Minimum Site Dimensions

Each developable mixed-use property shall have a minimum street frontage onto Santero Way and/or East Cotati Avenue of 86 feet. This allows for a curb-cut access to parking behind the building while maintaining a minimum building frontage onto the street.

Figure 3.6 Minimum Site Dimensions



C. Setbacks and Build-To Lines

1) Street-Facing and Public Open Space-Facing

Street-facing setbacks and build-to lines are important for establishing an appropriate relationship between buildings and public spaces. Modest setbacks and consistent build-to lines enable buildings to address public and private streets and accessways, and define them spatially, see Table 3.7. In the Retail Mixed-Use District the setbacks along East Cotati Avenue are measured from the edge of right-of-way. Along Santero Way, due to optional on-street parking configurations (*see Circulation Element*), setbacks are measured from back edge of sidewalk. Non-street-facing properties must abut directly with either a public open space or a publicly accessible walkway.

a) Projections and Recesses

Projections. Special architectural features, such as bay windows, decorative roofs and entry features may project up to three feet into front setbacks and right-of-ways, provided that they are not less than nine feet above the sidewalk. Trellises, canopies and fabric awnings may project up to five feet into front setbacks and public right-of-ways, provided they are not less than eight feet above the sidewalk.

Recesses. A building's first floor may be recessed from the front setback for the purposes of an arcade provided the arcade has a minimum height of nine feet and a minimum width of eight feet. Additionally, an entry door area up to nine feet wide may be recessed up to four feet back from a setback or build-to line.

Figure 3.7 Projections and Recesses

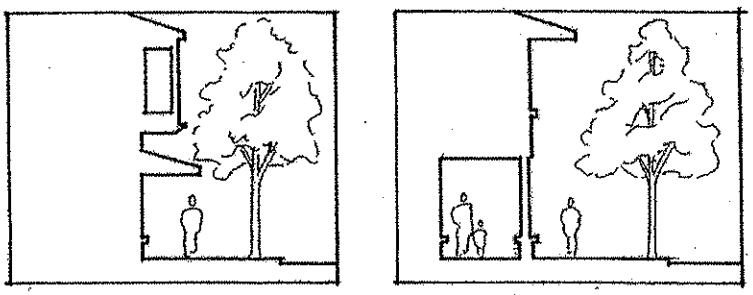


Table 3.7 Mixed-Use Setbacks, Build-to Lines, and Frontages

Frontage Orientation	Minimum Street-Facing and Public Open Space-Facing Setback or Build-To Line[1]	Minimum Frontage Requirement[2]
East Cotati Avenue	10 feet	60%
Santero Way, Transit Plaza, or Village Green	0 feet	70%
Rear Property Line[3]	20 feet	N.A.

1. Build-to lines set the location of building walls and constitute both a minimum and maximum setback. A building's first floor may be recessed from the build-to requirement for building entries or to create an arcade (see *Projections and Recesses*).
2. Percentages noted measure the minimum portion of a parcel's street-facing frontage that shall be occupied by a building facade at the build-to line, excluding minor recesses such as for building entries.
3. Refers to boundary line of the Specific Area.

2) Rear Yard Setback

Parking lots shall be set back a minimum of 10 feet from rear property lines. Where buildings abut a residential development outside of the Specific Plan Area, the rear yards shall not be less than 20 feet for the first floor and shall be increased by 5 feet for each additional story or portion thereof.

D. Street, Village Green, and Plaza Frontage

1) Principle Orientation

The primary facades of all buildings in Mixed-Use Districts shall face towards East Cotati Avenue or Santero Way. The exception is in the case where a building may be located adjacent to the Transit Plaza and railroad right-of-way on Property C. In this case the primary facade shall be oriented towards the transit plaza. The primary facade shall have a direct relationship to the location of building entries and detail of building articulation. Facades shall be built parallel to Santero Way, the Village Green, or the Transit Plaza.

2) Primary Entries

The primary entry(s) for commercial establishments and the entrances to the second floor residential units shall be within the primary facade, and shall be visible and accessible directly from a public street, park, or plaza.

3) Building Frontage and Parking Exposure to Streets

In order to support the pedestrian-oriented environment of the Specific Plan area, building frontages onto public streets and open spaces shall be maximized and parking areas shall be screened. Table 3.7 defines the standards for building frontages. On-site parking shall not front onto a public or private street and accessways, or open space. See also *Fences and Walls* in the *Parking Configuration and Design* (§ 3.MX.3.1.H) for detailed screening requirements.

4) Walkway and Plaza-Facing Facades

The secondary entrances to buildings that do not front onto a public street shall open directly onto a public open space or a publicly accessible walkway. This walkway must directly connect to a public open space or an adjacent street's sidewalk.

E. Access

Primary vehicular access to all mixed-use developments must be from curb cuts or accessways providing a direct connection with Santero Way, with the exception of Property A under its existing condition with access directly to East Cotati Avenue. If Property A develops with Property B, Property A's access to East Cotati Avenue may be used for limited right-turn only access. Emergency vehicle access shall be provided on Property C through the Transit Plaza (see *Public Parks and Plazas,* § 3.P.2.1).

F. Parking Configuration and Design

Parking areas within Mixed-use Districts must be designed in such away to mitigate the feeling of auto-domination and provide for a comfortable pedestrian experience. Additional parking standards are included in the *Circulation Element* of the Specific Plan.

1) Shared Parking

Typical parking standards specify the number of required spaces per square foot of use based on peak hour parking demand estimates. A mixed-use development will often include uses that peak at different times. For example, office uses need parking during the day, while entertainment venues generally need parking in the evening. The staggered times that parking will be needed justifies reduced parking requirements. The parking standards used in this Specific Plan take into account the sharing of parking among expected land use types.

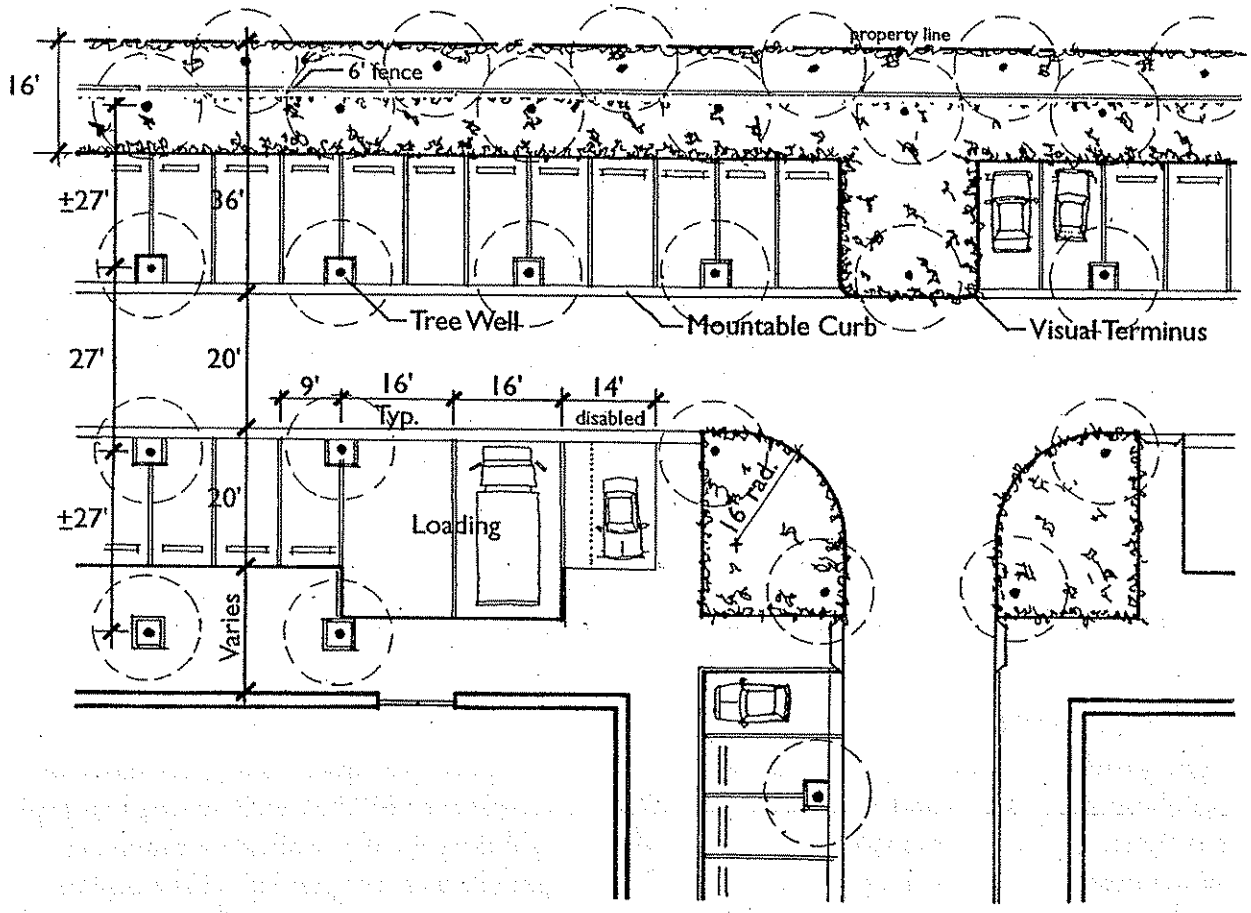
2) On-Street Parking

Adjacent on-street parking shall be counted toward a development's parking requirement. The standard street cross sections for Santero Way provide parallel on-street parking (see street cross sections in *Circulation Element*). At the discretion of the abutting property owners, and at their cost, 45-degree angled parking is allowed in specific locations along Santero Way (See *Circulation,* Figure 4.1). Angled parking provides the potential to increase the amount of parking

directly accessible to commercial entries with a marginal increase in development costs. Refer to the cross sections in Section 5, the *Circulation Element* for design details and dimensions for on-street parking.

3) Off-Street Parking

Figure 3.8 Mixed-Use District Parking Diagram



a) Location

Off-street parking areas shall be located behind buildings located along East Cotati Avenue and Santero Way. No street-fronting parking lots are allowed.

b) Dimensions

Figure 3.8 illustrates the minimum dimensions for parking lot stalls, loading areas, and travel aisles. Handicapped accessible stalls shall comply with California Title 24 access requirement and the Americans with Disabilities Act (ADA).

c) *Loading Requirements*

All loading areas shall be located at the rear or sides of buildings within the Mixed-Use Districts. The number of required loading stalls shall adhere to the City of Cotati zoning ordinance 17.36.120, which requires one loading stall per 30,000 square feet of commercial or industrial use. Loading areas shall not be more than 30 feet from the building's primary service entrance. Loading areas shall not occupy more than 20 feet of building frontage.

d) *Visual Reduction of Parking Area*

Large expanses of similar surface material (i.e., asphalt) are undesirable. In order to reduce the negative aesthetic impact of large parking areas, any development having more than ten parking stalls must have the stalls a different surface material than that of the drive lanes such as: scored, textured, or colored concrete; unit pavers; or decomposed granite. For consistency, only one type of surface material would be used for the entire Specific Plan area This would be decided upon at the time of initial development in consultation with the City of Cotati. Furthermore, at the visual terminus of each roadway, perpendicular to Santero Way, in the Mixed-Use Districts there shall be a landscaped area no smaller than 400 square feet (equivalent to the space occupied by two parking stalls). (See Figure 3.8)

e) *Orchard Parking*

Trees provide shade and are vital in creating a comfortable pedestrian experience, effective in reducing the visual scale of parking areas. Broadleaf, deciduous trees shall predominate in order to provide adequate shade in summer but allow sunlight to penetrate through in winter.

Trees shall be planted in an orchard-like pattern (i.e., a regular grid), see Figure 3.8. One tree must be provided for every three parking stalls and, consistent with existing City zoning ordinance requirements - a 50% canopy cover over all paving must be achieved within ten years of planting installation. Trees shall be set into a tree grate or landscaped median and well protected by bollards and/or tree guards.

f) *Permeable Paving*

The use of permeable paving to reduce surface run-off is strongly encouraged as a surface material for parking stalls. Where possible, drainage shall be directed to planting areas to maximize percolation.

g) *Connecting Walkways*

Connecting walkways shall be provided to effectively connect parking areas with public and private streets and accessways, open spaces, building entrances, and building breezeways. All connecting walkways shall satisfy the following minimum requirements:

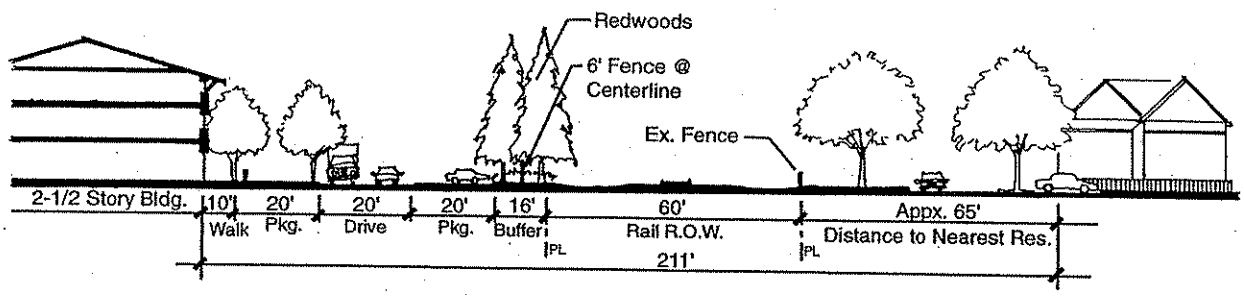
> **Grading and Width.** Connecting walkways must be grade separated from the parking lot, with a paved surface a minimum of 5 feet in width. Curb cuts for accessibility reasons are to be located where necessary, such as at corners.

Lighting. Connecting walkways shall receive adequate lighting with pedestrian-scaled "pathway" light fixtures not exceeding 4 feet in height.

G. Buffers

A 16 foot minimum width planting strip is required along parcel lines abutting the rail right-of-way and along parcel lines bordering properties outside of the Specific Plan Area. The buffer shall consist of a 6 foot high fence located in the center of the buffer's width. Climbing vines, shrubs, and Redwood trees (*Sequoia sempervirens*) shall be planted on both sides of the fence. The Redwood trees shall be planted approximately 15 feet on-center along each side of the fence and the rows on each side shall be off-set as indicated in the plan illustration to create a visual screen between the Specific Plan Area and Windmill Farms. (Figure 3.9)

Figure 3.9 Landscape Buffer



H. Fences and Walls

Any walls or fences used for screening purposes within the Mixed-Use Districts are not to exceed six feet in height. All walls and fences are required to display a high level of craft and be constructed of durable materials. Fencing along the railroad right-of-way shall be vinyl coated chained link with a dark-toned color and landscaping within the adjacent buffer shall include climbing vines, such as bougainvillea, clematis, jasmine and *Hardenbergia violace.* Parcels which abut properties on the western edge of the Specific Plan Area shall have six foot high wood fences or masonry walls along the western property line.

I. Lighting

Lighting shall be provided to meet the City's Zoning Ordinance 303 (part, 1981) standards for light levels and light coverage. Lights shall be designed and placed to direct lighting to appropriate surfaces and minimize glare into adjacent uses. To reinforce the pedestrian character of the Specific Plan Area, light standards should not exceed 10 feet in height in all areas except parking lots where standards shall not exceed 16 feet. Fixtures shall match those in the Downtown – precast concrete "fluted" poles. (see Figure 3.10)

Lighting shall accentuate the architecture and landscaping within the Mixed-Use Districts. Buildings shall be illuminated by lighting that accentuates architectural features and rhythms. Lighting to accent landscape features is strongly encouraged, such as up-lighting of trees within plaza areas, parking lots and along pedestrian paths.

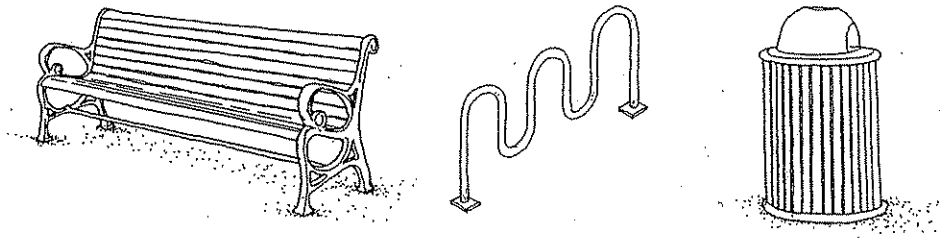
1) Light Source

Light source used in outdoor lighting within the Specific Plan Area shall provide a "white" light for better color rendition and to create a more pedestrian-friendly environment. Metal-halide lamps provide this type of light while high pressure sodium lamps provide light with a more yellow caste. If high pressure sodium lamps are used it is strongly recommended that "white spectrum" lamps be used. In no case shall low pressure sodium lamps be used for lighting within the Specific Plan Area.

J. Street Furnishings

Benches, trash receptacles, bicycle racks, etc. shall be made of durable, high quality materials which visually reinforce nearby buildings. Bicycle racks shall be distributed throughout the mixed-use district to provide convenient bicycle parking near destinations. Simple metal "wave" racks are preferred (see Figure 3.10). Furnishings in the Mixed-Use District shall be more traditional in style and well-constructed in either wood or metal. Benches shall be distributed throughout the Specific Plan area to provide convenient gathering places for retail patrons, office workers, and other visitors to the area. Trash receptacles shall be provided in key locations to encourage people to keep the area clean. At a minimum, furnishings (consisting of at least one bench and one trash container) shall be placed along Santero Way near the corner of each block and every 80 feet in the mid-block. Furnishing shall also be installed within all plazas and open spaces.

Figure 3.10 Furnishings Appropriate in the Mixed-Use District.



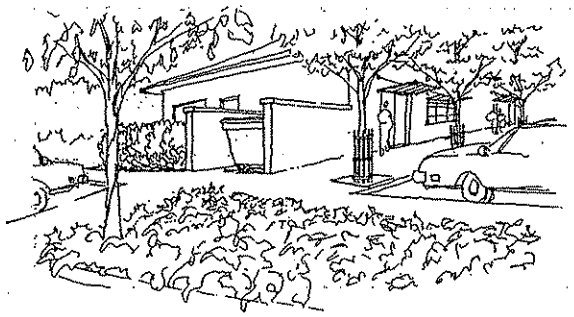
K. Landscaping

Although hard surfaced plazas are appropriate in the Mixed-Use Districts, 25% of the open space shall be composed of greenery (i.e., turf lawn, planters, planting beds, etc.). At least 40% of the entire open space shall have a tree canopy after ten years of installation. This helps to make a comfortable gathering place and relaxing environment. Refer to *Residential Landscaping* (§ 3.RD.1.3) for planting requirements.

L. Service Areas

Service areas are places where truck loading takes place, refuse is stored, and mechanical equipment is located. These areas are to be either located away from or screened from public and private streets and accessways, plazas, parks and primary pedestrian walkways. Appropriate screening strategies include building recesses, evergreen shrubs and trees, vine-covered low walls or fences, and/or trellises. Height of screens or walls shall not exceed six feet. (Figure 3.11) Truck loading is allowed within off-street parking lots. (See Figure 3.8).

Figure 3.11 Screening of Service Areas in the Mixed-Use District



3. MX.3.2 Building Configuration and Design

All construction must comply with the current building codes of the city of Cotati at the time of construction. As well, necessary building permits and soils reports will also be required.

A. Height

Height is measured from the top of sidewalk to the top of the cornice, parapet, or eave line of a pitched roof. Allow building heights up to two and one half stories in specific locations with a two story maximum height limit throughout the remainder of the District. The following ranges of building heights are required to foster a consistent sense of enclosure throughout the districts.

Table 3.8 Building Height Standards

Building Height	Minimum Height[1]	Maximum Height[2,3,4]
One story	18 feet	25 feet
Two story	26 feet	35 feet
Two and one-half story[5]	*32 feet*	*40 feet*

1. Two-story buildings are encouraged in this district, although minimum heights may be achieved with false parapets.
2. Minor projections such as elevators and mechanical equipment enclosures may exceed the height limit by 10 feet, provided that they are screened by a parapet or pitched roof.
3. Special architectural features such as clock towers, cupolas and ornamental portions of parapet walls may exceed the height limit by up to 15 feet if located at a street intersection and 8 feet if located mid-block. These features may not exceed a width of 20 feet or one-third the length of a building's facade, whichever is less. These features may contain inhabitable space (subject to building code requirements). Signage may not be included within this additional height.
4. The ridge of a pitched roof shall not exceed the maximum building height by more than 15 feet.
5. 2-1/2 story buildings are only allowed where they front onto the Village Green and fronting onto Santero Way when more than 125 feet from East Cotati Avenue (note that City's current zoning requirements for C-1 zone allow maximum height of 35 feet or 50 feet with a conditional use permit, and M-1 requirements allow a maximum height of 40 feet).

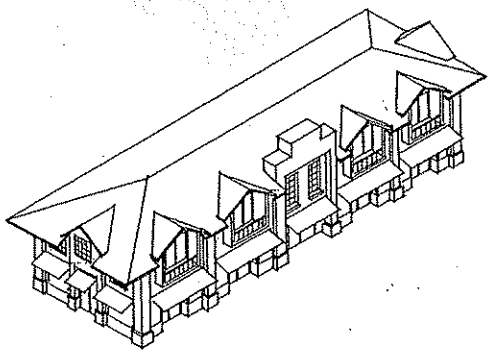
B. Facades and Entries

An articulated facade that provides a visual connection between interior activities and the street are key features of a pedestrian-friendly district.

1) "Public" Facade Articulation

Street and plaza-facing facades shall be lined with windows. Blank walls shall not occupy over 30% of the principle frontage, and a section of blank wall shall not exceed 20 linear feet without being interrupted by a window or entry.

Figure 3.12 Facade Articulation

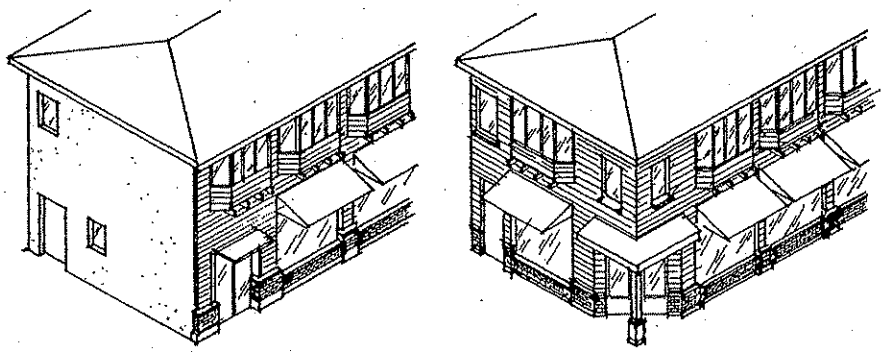


Commercial bays of 20 to 36 feet shall be visually expressed to break down the scale of frontages into smaller increments that reflect traditional development patterns such as those around Cotati's downtown "Hub." Vertical building elements shall be used to break-up what may otherwise be a horizontal architectural composition: entries and stairs to second floor uses shall be expressed vertically in the facade, awnings shall be separated for each commercial bay, structural columns and other elements shall be clearly expressed.

2) Articulation of Exterior Walls

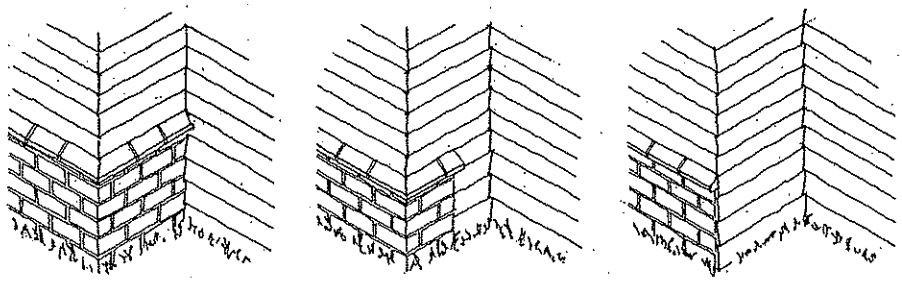
All exterior walls of a building shall be articulated with a consistent style and materials. In no case shall any facade consist of an unarticulated blank wall.(Figure 3.13) To give buildings an authentic appearance, as opposed to a veneer-like quality, material changes shall not occur at external corners. Rather, they shall occur at interior corners or at a change in horizontal plane.(Figure 3.14)

Figure 3.13 Consistency in Facade Articulation



Unacceptable Acceptable

Figure 3.14 Change in Exterior Materials



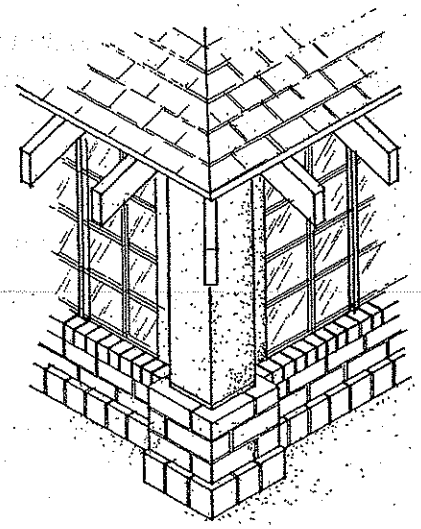
Acceptable Unacceptable Unacceptable

3) Base and Top Treatments

All facades shall have:

- A well-defined "base" consisting of, but not be limited to: thicker walls, richly textured materials (i.e. tile or masonry treatments), special materials such as ceramic tile, granite and marble, and/or darker colored materials and/or panels.
- A recognizable "top" consisting of, but not be limited to: cornice treatments, roof overhangs with brackets, stepped parapets, richly textured materials (i.e. tile or masonry treatments), and/or differently colored materials.

Figure 3.15 "Base" and "Top" Architectural Treatments



4) Windows

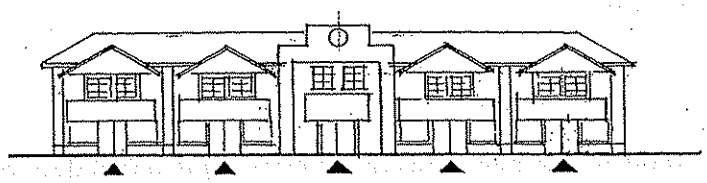
Windows provide for the visual connection between activities within a building and the public realm within adjacent public and private streets, accessways and open spaces. This connection can create a safer and more attractive public realm.

Windows shall encompass a minimum of 50% of a building's primary facade and a minimum of 30% of other building facades in order to create visual interest on all sides of the building. Only windows with clear glazing are allowed, although small amounts of glass block and obscured glass can be used for decorative purposes. Windows shall be square or vertical in proportion. The window and window frame shall be set in the wall to provide a reveal (i.e., they shall not be flush with the exterior face of wall). Multi-paned windows are preferred. Window glazing shall be clear or "special E;" reflective, mirrored, or tinted glazing is prohibited. Curtain walls are prohibited; if needed southeastern and southwestern window treatments could be designed to reduce glare.

5) Entries

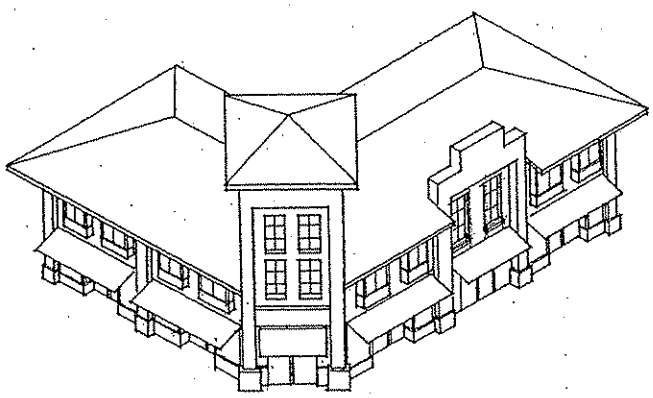
Primary pedestrian entries shall clearly be expressed and be recessed or framed by sheltering elements such as awnings, arcades, porches, or porticos. (Figure 3.16) Permanently and well maintained landscaping also may be used. In order to create visual interest on the other sides of buildings, secondary entrances shall be treated in a similar manner (although to a suitably lesser degree).

Figure 3.16 Entry Articulation



The two corner buildings in the Retail Mixed-Use District at the intersection of East Cotati Avenue and Santero Way, shall have their facades which face the intersection articulated through both the use of a tower element as well as being chamfered with at least a 20 foot wide diagonal facade in order to create a small pedestrian area at the buildings' bases. (Figure 3.15)

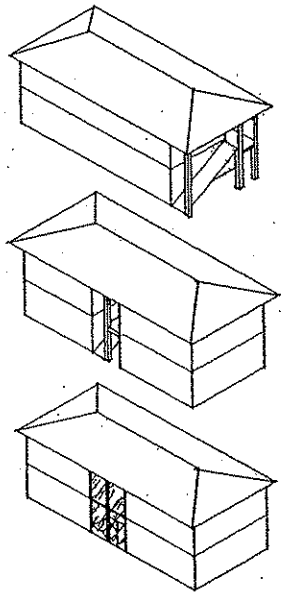
Figure 3.17 Architectural Treatment of Corner Buildings



6) Second Story Entries

An entry to the second story of a building is to be articulated by one of the following treatments: an open-air recess, a glass enclosed entry lobby which is clearly distinct from commercial entries, or an open-air staircase on the side of the building that connects directly with the primary pedestrian sidewalk. (Figure 3.18)

Figure 3.18 Architectural Expression of Second Story Entries



7) Awnings

Awnings shall be no wider than a single storefront or architectural bay (whichever is narrower). Colors shall be consistent with the overall palette of the development, i.e., bright primary colors are not acceptable. Retractable fabric awnings are allowed but permanent, well constructed and articulated awnings are encouraged(see *Regional Style and Climatic Response,* § 3.3.MX.3.2). Wood, metal, and glass are preferred materials; plastic tubing frames are not permitted. Also, internally illuminated awnings are prohibited (Also see *Signage*).

C. *Roof Design*

Roofs which have a relatively shallow pitch and deep eaves characterize temperate areas like Cotati and are encouraged. The profile created by the roof shall be simple with no unnecessary changes in plane; roof configuration shall reflect a building's floor plan and massing. Hipped or gabled roofs are recommended, *and shed roofs are allowed.* Gabled dormers are acceptable and encouraged in buildings with second story residential or live/work. Flat roofs are allowed if buildings are designed with an articulated parapet. Mansard-style roofs and roofs with slopes steeper than 1:1 are prohibited.(Figure 3.19) Mechanical equipment shall be screened from public and private streets and accessways by using parapets or by extending the roof's form over equipment.(Figure 3.20)

Figure 3.19 Acceptable and Unacceptable Roof Types

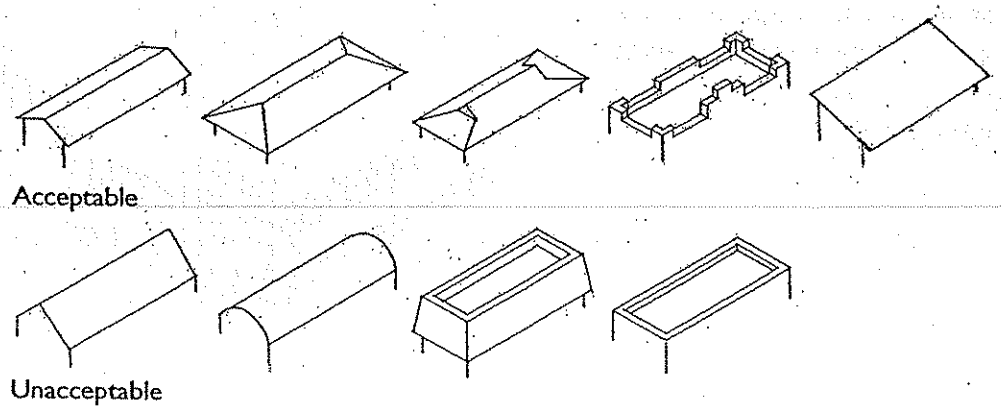
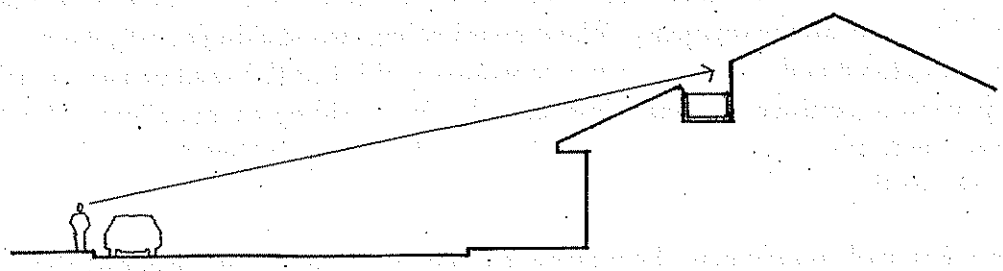


Figure 3.20 Treatment of Roof-Mounted Mechanical Equipment

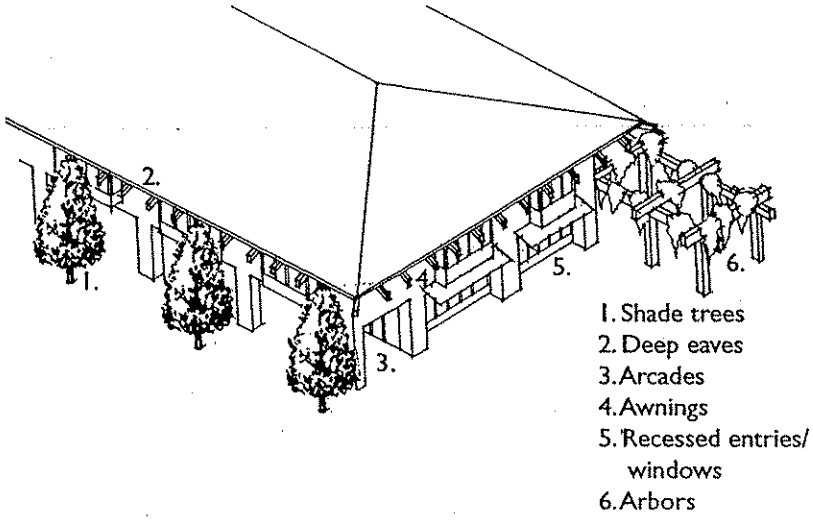


D. Regional Style and Climatic Response

1) Building Form and Elements

To retain a sense of Cotati as a unique place, building exteriors should be appropriate for Cotati's regional style and climate. Porticos, arcades and overhanging eaves provide shelter from both the summer sun and winter rains. Garden structures such as trellises and arbors should be used to provide attractive dappled shade for pedestrian areas.

Figure 3.21 Architectural Climatic Controls

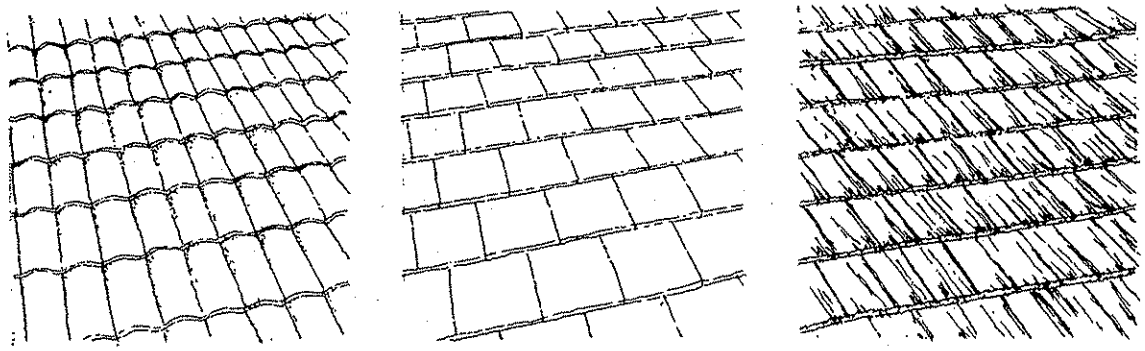


2) Building Materials

Materials selected should create an architectural character keeping with Cotati's regional architectural traditions (Craftsman, Mission Revival, Spanish Colonial, and Victorian styles) and convey a sense of durability and permanence. Wood board siding, wood shingles, tile, stucco, stone, brick and/or colored and split-faced concrete masonry unit (CMU) shall be used. Curtain walls, T-111 plywood or equivalent siding, vinyl, and aluminum siding are not allowed. If other "simulated" materials are used, they shall be of a quality, color, and application that demonstrate a convincing realism.

Roof materials shall complement the material and colors of the facades. Roofing shall display a three-dimensional visual texture. Acceptable materials include: wood with fire retardant treated, tile, slate, and high quality asphalt shingles. (Figure 3.22) All roofing materials must comply with fire district regulations.

Figure 3.22 Appropriate Roof Materials and Textures



Tile Slate/shingles Treated wood

3) Building Colors

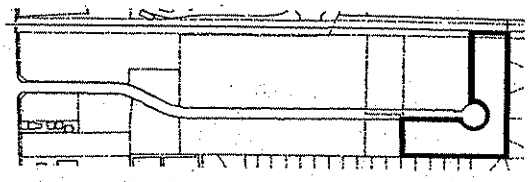
It is the intent of this standard to avoid "garish" buildings. The body of the building or "field" colors should generally be more muted and light in tone. Accents, window frames, details of cornice lines, etc. should be richer tones. Roofs should be mid- to dark tone in color. Bright primary colors and pastels are not appropriate in the Mixed-Use Districts.

E. Signage

The overall intent of the signage guidelines is to create a reasonable level of consistency while allowing for specific needs. Signs should be integrated within the project's architecture. Unless otherwise specified, signage is to be in keeping with the City of Cotati Zoning Ordinance and reference should be made to that document. Signage text should generally be limited to the name and address of the business, a description of the business operation, and its hours of operations. Sales signs and other temporary signage are discouraged. Signage shall be limited to awnings, arcades, display window fascias, and/or suspended placards. Internally illuminated signs (other than neon) and back-lit awnings are not permitted.

3.ED Employment District

Figure 3.23 Location of Employment District



The Employment District encompasses the parcels south of the Mixed-Use Districts and east of Santero Way. The District is intended to provide for employment opportunities close to home for residents of the City and surrounding area. Uses would exclude any which by reason of the nature or matter of operation would create conditions hazardous for the surrounding community. "Cottage Business" refers to uses where assembly and light manufacturing may occur. Live/work units allow local artisans and craftspeople to create and sell their goods, and professionals to run their offices while living in the same unit. The *Land Use Type Standards and Guidelines* section provides more detail regarding allowable uses within the types that are allowed in the Employment District.

3.ED.1 Mix of Land Use Types

In order to ensure a lively variety of activity, the mix of uses for each Employment District shall be within the range established in Table 3.9. The first column lists the three potential land use types that are allowed in this District. The second and third columns list the floors on which the use is allowed. The fourth and fifth columns describe the percentage of building area that a use can occupy within a single development proposal. This table results in a requirement of at least two uses per development proposal and that the total building area of employment use (office and cottage business) shall occupy at least one half of the development's building area.

Table 3.9 Employment District Land Use Mix

Land Use Type	Ground Floor Uses	Upper Floor Uses	Minimum % of Building Area per Development	Maximum % of Building Area per Development
Cottage Business	Allowed	Allowed	20%	75%
Office	Allowed	Allowed	20%	75%
Live/Work[1]	Only "work" portion and kitchen allowed	"Live" portion allowed	0%	50%

1. Upper floor residential allowed fronting onto Village Green.

3.ED.2 Site Configuration and Design

3.ED.2.1 Minimum Building Area

The minimum allowable building area within a development is 0.30 FAR, and the maximum is 0.55 FAR.

3.ED.2.2 Minimum Site Dimensions

Each developable mixed-use property shall have a minimum street frontage of 83 feet.

3.ED.2.3 Setbacks and Build-To Lines

Street-facing setbacks and build-to lines are important for establishing an appropriate relationship between buildings and public spaces. Modest setbacks and consistent build-to lines enable buildings to address public and private streets and accessways, and define them spatially. In the Employment District the setbacks along Santero Way, due to optional on-street parking configurations (*see Circulation Element*), are measured from the back of the sidewalk. Non-street-facing properties must abut directly with either a public open space or a publicly accessible sidewalk.

Table 3.10 Employment District Setbacks, Build-to Lines, and Frontages

Right-of -Way	Street-Facing Build-To Line[1]	Minimum Frontage Requirement[2]	Minimum Rear Yard Setback
Santero Way	0 feet	60%	50 feet for buildings 10 feet for parking lots

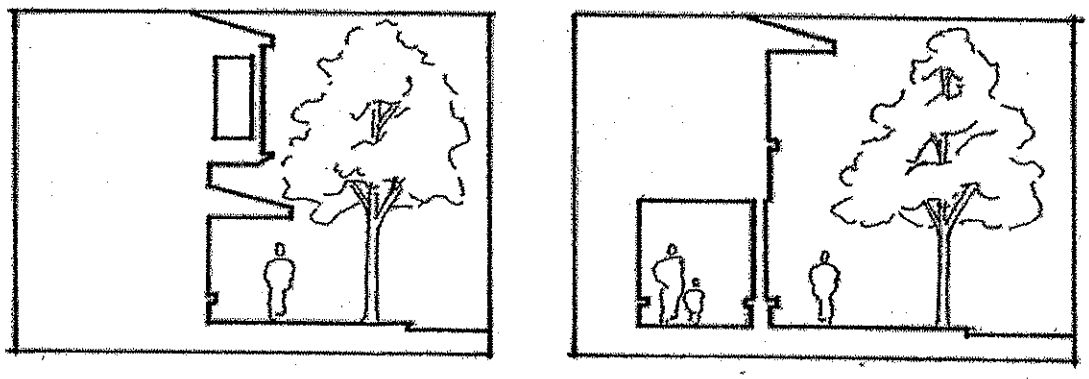
1. Build-to lines set the location of building walls and constitute both a minimum and maximum. A building's first floor may be recessed from the build-to requirement for building entries or to create an arcade (see *Projections and Recesses*).
2. Percentages noted measure the minimum portion of a parcel's street-facing frontage that shall be occupied by a building facade at the build-to line, excluding minor recesses such as for building entries.

A. Projections and Recesses

Projections. Special architectural features, such as bay windows, decorative roofs and entry features may project up to three feet into front setbacks and right-of-ways, provided that they are not less than nine feet above the sidewalk. Trellises, canopies, and fabric awnings may project up to five feet into front setbacks and public right-of-ways, provided they are not less than eight feet above the sidewalk.

Recesses. A building's first floor may be recessed from the front setback for the purposes of an arcade provided the arcade has a minimum height of nine feet and a minimum width of eight feet. Additionally, an entry door area up to nine feet wide may be recessed up to four feet back from setbacks or build-to lines.

Figure 3.24 Projections and Recesses



3.ED.2.4 Street, Neighborhood Park, and Plaza Frontage

A. Principle Orientation

The primary facades of all buildings in the Employment District shall have their primary entry facing Santero Way. For buildings that do not front onto Santero Way, the primary facade must front onto a publicly accessible open space, plaza, or sidewalk that connects the building's primary entrance to Santero Way.

B. Primary Entries and Facades

The primary entry(s) of commercial establishments and cottage industries shall be visible and accessible directly from a publicly accessible street or open space. Primary facades that front onto a street shall be built parallel to the public right-of-way.

C. Building Frontage and Parking Exposure to Public and Private Streets

In order to support the pedestrian-oriented environment of the Specific Plan Area building frontages on public and private streets, accessways, and open spaces shall be maximized and parking areas must be screened. Table 3.10 defines the standards for building frontages onto Santero Way. Building frontages shall occupy no less than sixty percent (60%) of a development's street facing frontage onto Santero Way. Off-street parking fronting Santero Way is not allowed.

D. Access

Primary vehicular access to the Employment District must be from accessways providing a direct connection with Santero Way. Rear (service) access is provided within the parking lots situated along the eastern edge of the Specific Plan Area.

E. Parking Configuration and Design

Parking areas within the Employment District must be designed in such a way to mitigate the feeling of auto-domination and provide for a comfortable pedestrian experience. Additional parking standards are included in Section 5, *Circulation Element.*

1) Shared Parking

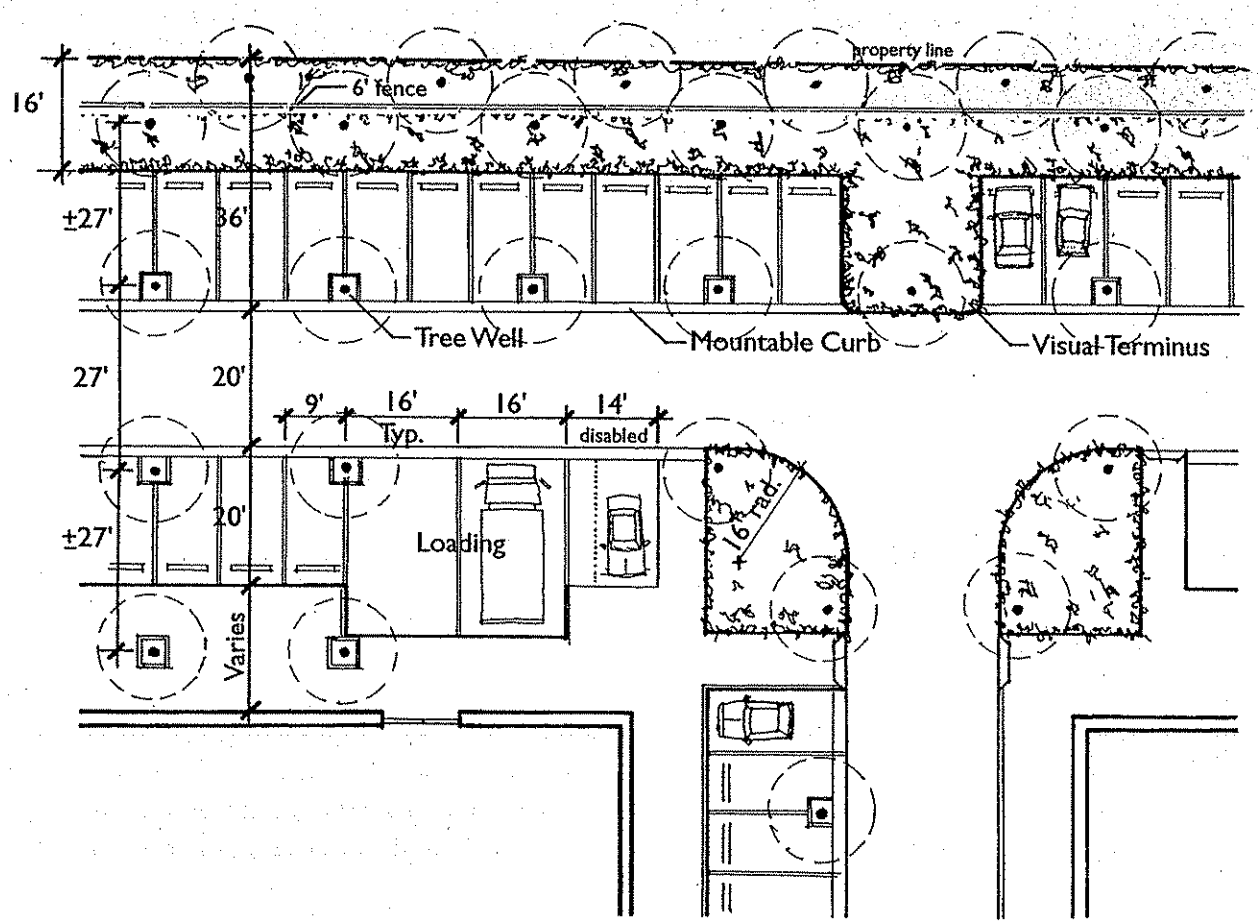
Typical parking standards specify the number of required spaces per square foot of use based on peak hour parking demand estimates. A mixed-use development will often include uses that peak at different times. For example, office uses need parking during the day, while residential uses generally need parking in the evening. This results in a reduction of standard parking requirements. The parking standards used in this Specific Plan were derived from shared parking calculations that anticipate specific land use types.

2) On-Street Parking

Adjacent on-street parking shall be counted towards a use's parking requirement. The standard street cross sections for Santero Way provide parallel on-street parking (see street cross sections in Section 5, *Circulation Element*). At the discretion of the abutting property owners, and at their cost, 45 degree angled parking is allowed in specific locations along Santero Way (See *Circulation Element* Figure 4.1). Angled parking provides the potential to increase parking directly accessible to commercial entries with a marginal increase in development costs. Refer to the cross sections in the *Circulation Element* for design details and dimensions for on-street parking.

3) Off-Street Parking

Figure 3.25 Employment District Parking Diagram



a) Location

All parking areas (outside of on-street parking) shall be located to the sides of buildings located along Santero Way or along the eastern edge of the District (parallel to the railroad right-of-way). Off-street parking fronting Santero Way is not allowed.

b) Dimensions

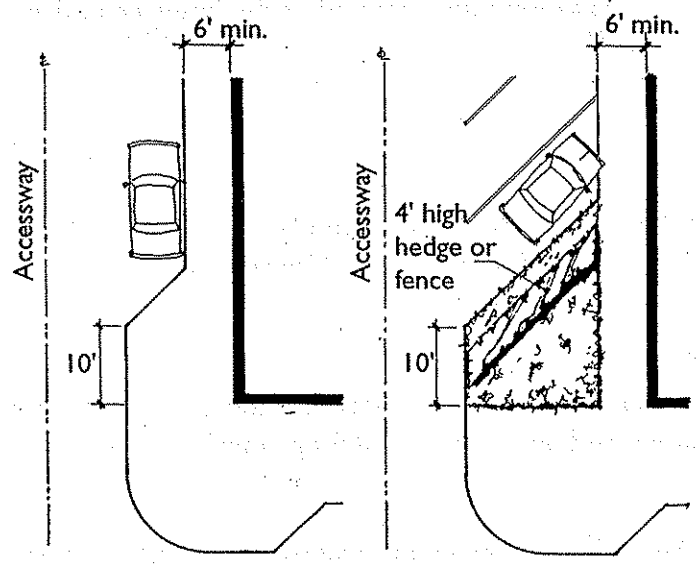
Figure 3.25 illustrates the minimum dimensions for parking lot stalls, loading areas, and travel aisles. Handicapped accessible stalls shall comply with *California Title 24* access requirement.

c) Accessways

Publicly accessible "accessways" will provide access for vehicles from Santero Way to off-street parking and loading areas. The required dimensions for accessways are provided in the *Circulation Element.*

Off-street parking may be provided on the accessways that provide vehicular access into the Employment District sites off of Santero Way under the following conditions. If the parking is parallel to the accessway, a minimum 6 foot wide publicly accessible walkway shall be provided between the parking stall and the adjacent building. If parking is angled or perpendicular to the accessway, in addition to the minimum 6 foot wide walkway, it must be set back and screened from Santero Way. (See Figure 3.26). Parking shall be set back a minimum of 10 feet from the back of the sidewalk with a planter bed located between the stall and the Santero Way sidewalk. A 4 foot high hedge, or a vine-covered wall or fence shall be located adjacent to the parking stall to screen the vehicle from Santero Way.

Figure 3.26 Accessway Parking Diagram



d) Loading Requirements

All loading areas shall be located to the rear or sides of the buildings within the Employment District. A suitable number of loading stalls shall be determined based on the square footage of the development. The number required will adhere to the City of Cotati zoning ordinance 17.36.120 which requires one loading stall per 30,000 square feet of commercial or industrial use. Loading areas shall not be more than 30 feet from the building's primary service entrance. Loading areas however shall not occupy more than 20 feet of single building facade. (Figure 3.25)

e) Visual Reduction of Parking Area

Large expanses of similar surface material (i.e. asphalt) are undesirable. In order to reduce the negative aesthetic impact of large parking areas, any development having more than 10 parking stalls must have the stalls a different surface material than that of the drive lanes such as: scored, textured, or colored concrete; unit pavers; or decomposed granite. For consistency, only one type

of surface material would be used for the entire Specific Plan Area. This would be decided upon at the time of initial development in consultation with the City of Cotati. Furthermore, at the visual terminus of each roadway, perpendicular to Santero Way, in the Mixed-Use Districts there shall be a landscaped area no smaller than 400 square feet (equivalent to the space occupied by two parking stalls). (Figure 3.25)

f) Orchard Parking

Trees are vital in creating a comfortable pedestrian experience, effective in reducing the visual scale of parking areas, and provide shade. Broadleaf, deciduous trees shall predominate in order to provide adequate shade in summer but allow sunlight to penetrate through in winter.

Trees shall be planted in an orchard-like pattern (i.e., a regular grid), see Figure 3.25. One tree must be provided for every three parking stalls and, consistent with existing City zoning ordinance requirements - a 50% canopy cover over all paving must be achieved within ten years of planting installation. Trees shall be set into a tree grate or landscaped median and well protected by bollards and/or tree guards.

g) Permeable Paving

The use of permeable paving to reduce surface run-off is strongly encouraged. Where possible drainage shall be directed to planting areas to maximize percolation.

h) Connecting Walkways

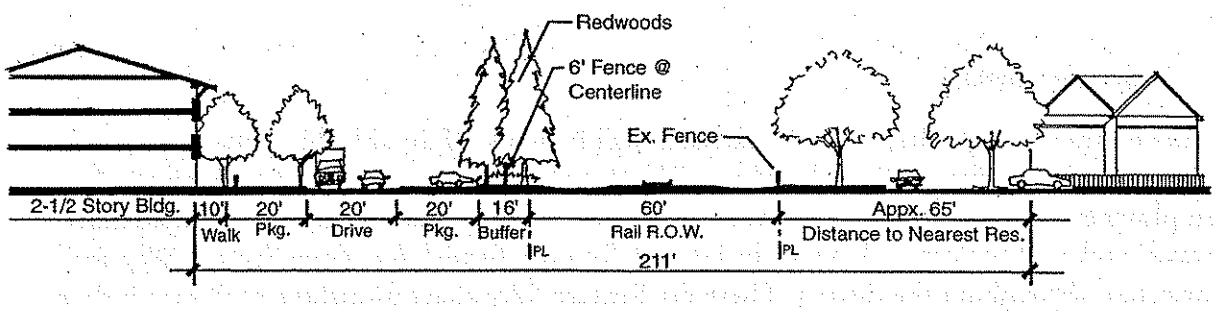
Connecting walkways shall be provided to effectively connect parking areas with public and private streets, accessways and open spaces, building entrances, and building breezeways. Where connecting walkways are provided they shall satisfy the following minimum requirements:

> **Grading and Width.** Connecting walkways must be grade separated from the parking lot, with a paved surface a minimum of five feet in width. Curb cuts shall occur where necessary to ensure accessibility.
>
> **Lighting.** Connecting walkways should receive adequate lighting with light standards not exceeding 10 feet in height.

F. Buffers

A 16 foot minimum width planting strip is required along parcel lines abutting the rail right-of-way and along parcel lines bordering properties outside of the Specific Plan Area. The buffer shall consist of a 6 foot high fence located in the center of the buffer's width. Climbing vines, shrubs, and Redwood trees (*Sequoia sempervirens*) shall be planted on both sides of the fence. The Redwood trees shall be planted approximately 15 feet on-center along each side of the fence and the rows on each side shall be off-set as indicated in the plan illustration to create a visual screen between the Specific Plan Area and Windmill Farms. (Figure 3.27)

Figure 3.27 Landscape Buffer



G. Fences and Walls

Any walls or fences used for screening purposes within the Employment District are not to exceed six feet in height. All walls and fences are required to display a high level of craft and be constructed of durable materials. Fencing along the railroad right-of-way (eastern edge of the Specific Plan area) shall be vinyl coated chained link with a dark toned color and landscaping within the adjacent buffer shall include climbing vines, such as bougainvillea, clematis, jasmine and *Hardenbergia violace*. Parcels which abut properties on the western edge of the Specific Plan Area shall have six foot high wood fences or masonry walls along the western property line.

H. Lighting

Lighting shall be provided to meet the City's standards for light levels and light coverage. Lights shall be designed and placed to direct lighting to appropriate surfaces and minimize glare into adjacent uses. To reinforce the pedestrian character of the Specific Plan Area, light standards should not exceed 10 feet in height in all areas except parking lots where standards shall not exceed 16 feet. Light standards along Santero Way should match those in the Mixed Use District to create consistency along the entire roadway. These fixtures shall match those in the Downtown – pre-cast concrete "fluted" poles. (see Figure 3.28) Light fixtures within the Employment District plazas and open spaces should have a more industrial character with the exception of along public parks. In these locations fixtures shall match those along Santero Way. Lighting can also be incorporated into bollards used to demarcate entries to cottage business buildings.(Figure 3.29).

Lighting shall accentuate the architecture and landscaping within the Employment District. Buildings shall be illuminated by lighting that accentuates architectural features and rhythms. Lighting to accent landscape features is strongly encouraged, such as up-lighting of trees within plaza areas, parking lots and along pedestrian paths.

1) Light Source

Light source used in outdoor lighting within the Specific Plan Area shall provide a "white" light for better color rendition and to create a more pedestrian-friendly environment. Metal-halide lamps provide this type of light while high pressure sodium lamps provide light with a more

yellow caste. If high pressure sodium lamps are used it is strongly recommended that "white spectrum" lamps be used. In no case shall low pressure sodium lamps be used for lighting within the Specific Plan Area.

I. Street Furnishings

Benches, trash receptacles, bicycle racks, etc. shall be made of durable, high quality materials which visually reinforce nearby buildings. Bicycle racks shall be distributed throughout the Employment District to provide convenient bicycle parking near destinations. Simple metal "wave" racks are preferred. As with the lighting fixtures, furnishings along Santero Way shall be consistent throughout the district. Therefore Santero Way street furnishing shall match those present in the Mixed Use District (see Figure 3.28). However, with the plazas and open spaces of the Employment District, furnishings shall have a more oversized, industrial character. Bollards should be used to demarcate entries to cottage business buildings. (Figure 3.29)

Figure 3.28 Furnishing Appropriate for Santero Way in the Employment District

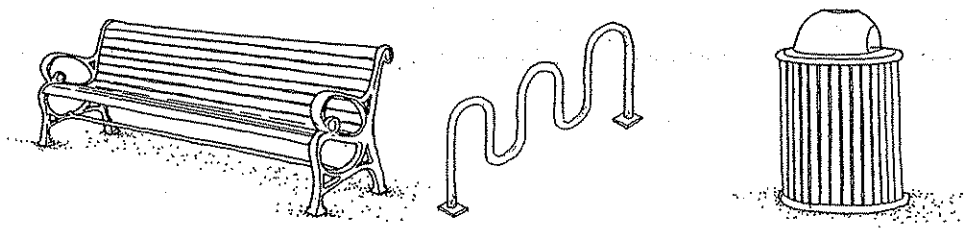
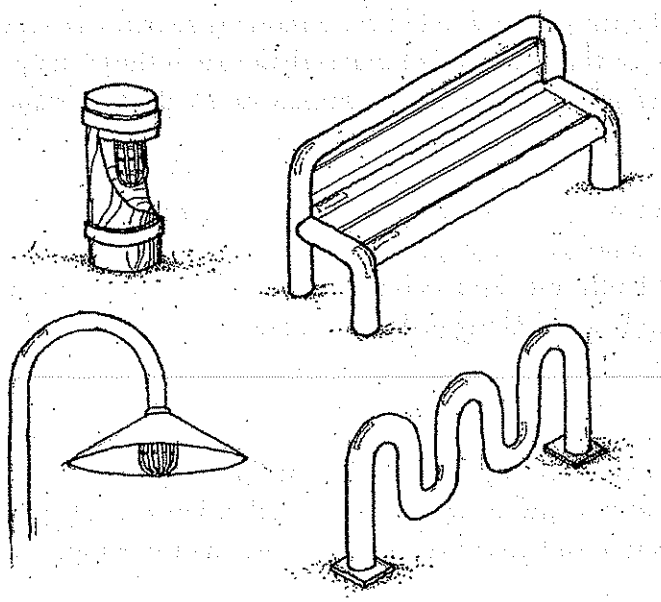


Figure 3.29 Street Furnishings Appropriate for the Employment District Plazas and Open Spaces



Benches shall be distributed throughout the area to provide convenient gathering places for Employment District workers and other visitors to the area. Trash receptacles shall be provided in key locations to encourage people to keep the area clean. At a minimum, furnishings (consisting of at least one bench and one trash container) shall be placed along Santero Way near the corner of each block and every 100 feet in the mid-block. Furnishing shall also be installed within all plazas and open spaces.

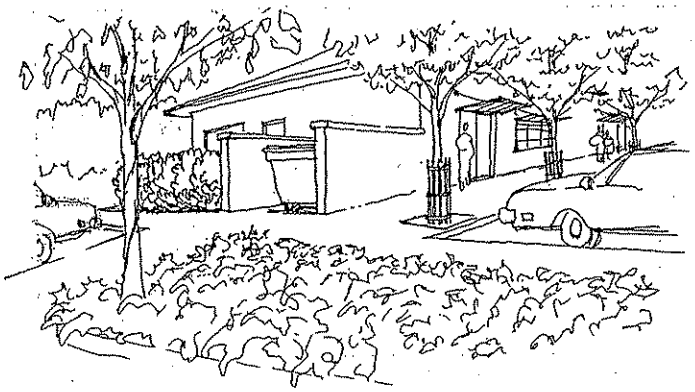
J. Landscaping

The open space system within the Employment District constitutes the area behind the buildings fronting Santero Way. The spaces are intended primarily for use by employees and residents of live/work units although the general public is welcome to use the spaces to view the activity taking place. Although hard-surfaced plazas are appropriate in the Employment District, a minimum of 25% of the plaza shall have greenery element (i.e., turf lawn, planters, planting beds, etc.) and at least 40% of the entire plaza shall have tree canopy cover. This should ensure a comfortable gathering and relaxation venues for adjacent employees and residents. Refer to *Residential Landscaping* (§ 3.RD.1.3) for appropriate planting requirements.

K. Service Areas

The character of the Employment District should be one of activity. Therefore loading and service areas shall be allowed to happen in the open. The exception to this would be for refuse collection areas. Refuse containers shall be kept out of sight of roads and open spaces. Appropriate screening strategies include building recesses, evergreen shrubs and trees, vine-covered low walls or fences, and/or trellises. Height of screens or walls shall not exceed six feet. (Figure 3.30) Truck loading is allowed within off-street parking lots. (See Figure 3.25).

Figure 3.30 Screening of Service Areas within the Employment District



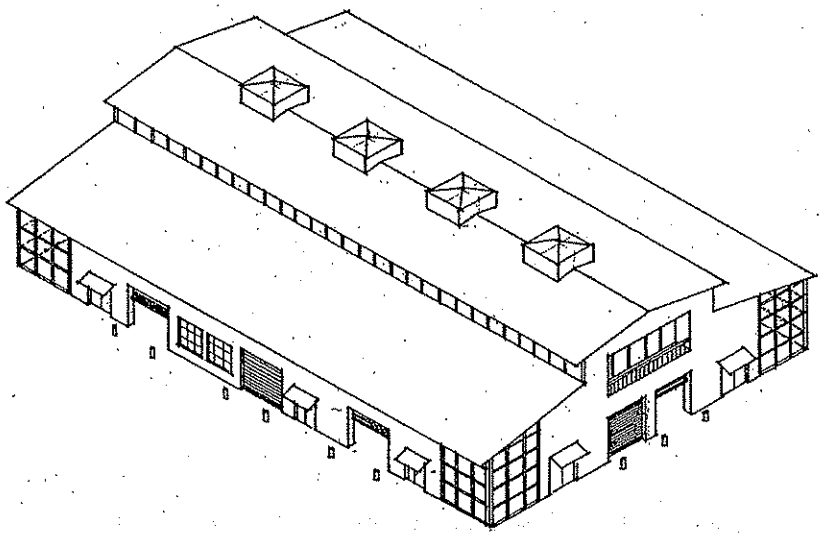
3. ED. 2.5 Building Configuration and Design

All construction must comply with the current building codes of the city of Cotati at the time of construction. As well, necessary building permits and soils reports will also be required.

For additional design guidelines related to self-storage facilities, refer to Section 3.4.4.2.

Due to the nature of the permitted land use types in the Employment District a more "industrial" feel to the buildings is encouraged. For both the industrial and live/work buildings a sense of transparency should be created which enables the passer-by to readily identify and understand the activities taking place within. This can be achieved through the use of large garage doors which are left open, industrial sash windows and "work courts" where internal activities are allowed to spill outside. Office buildings located along Santero Way would be more consistent in appearance with those in the Mixed-Use Districts.

Figure 3.31 Prototypical Cottage Business Building



A. *Height*

Height is measured from the sidewalk to the top of the cornice, parapet or eave line of a pitched roof. Current densities in the Employment District allow for two story buildings. The following ranges of building heights are proposed to foster a consistent sense of enclosure throughout the District.

Table 3.11 Building Height Standards

Building Height	Minimum Height[1]	Maximum Height[2,3,4]
One story	18 feet	30 feet
Two story	26 feet	40 feet
Two and one-half story[5]	32 feet	40 feet

1. Two-story buildings are encouraged in this district, although minimum heights for a single story may be achieved with false parapets.
2. Minor projections such as elevators and mechanical equipment enclosures may exceed the height limit by 10 feet, provided that they are screened by a parapet or pitched roof.
3. Special architectural features such as clock towers, cupolas and ornamental portions of parapet walls may exceed the height limit by up to 20 feet, if located at a street intersection, and 12 feet if located mid-block. These features may not exceed a width of 20 feet or one-third the length of a building's facade, whichever is less. These features may contain habitable space (subject to building code requirements). Signage may not be included within this additional height.
4. The ridge of a pitched roof shall not exceed the maximum building height by more than 15 feet.
5. 2-1/2 story buildings are only allowed where they front onto the Village Green (note: City's current zoning for C-1 zone allow maximum height of 35 feet or 50 feet with a conditional use permit, and M-1 requirements allow a maximum height of 40 feet.

B. Facades and Entries

1) "Public" Facade Articulation

Facades that front onto Santero Way or the internal open space system shall be lined with windows. Blank walls shall not occupy over 30% of the principle frontage, and a section of blank wall shall not exceed 20 linear feet without being interrupted by a window or entry.

2) Articulation of Exterior Walls

All exterior walls of a building shall be articulated with a consistent style and materials. (Figure 3.32) To give buildings an authentic appearance as opposed to a veneer-like quality, material changes shall not occur at external corners. Rather, they shall occur at interior corners or at a change in horizontal plane. (Figure 3.33)

Figure 3.32 Consistency in Facade Articulation

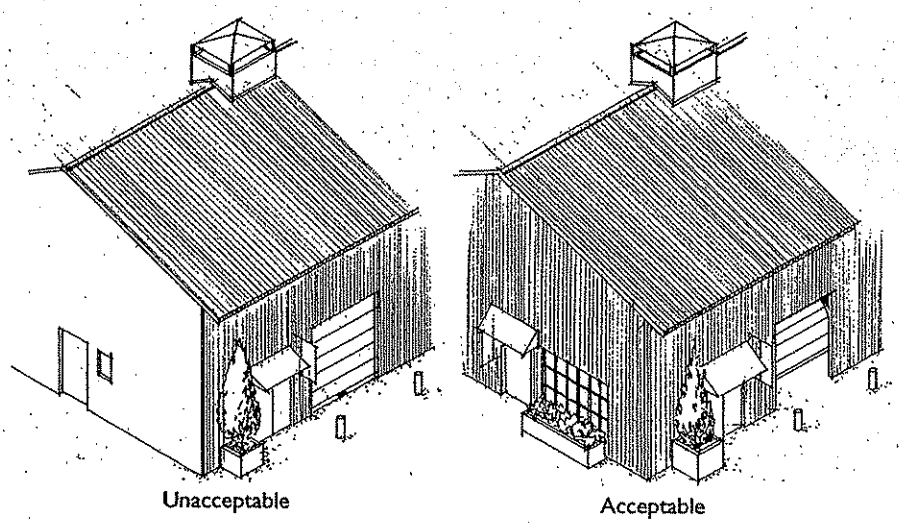
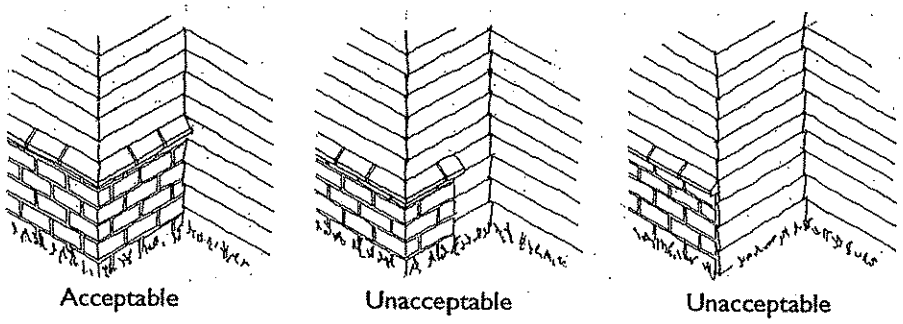


Figure 3.33 Change in Exterior Materials

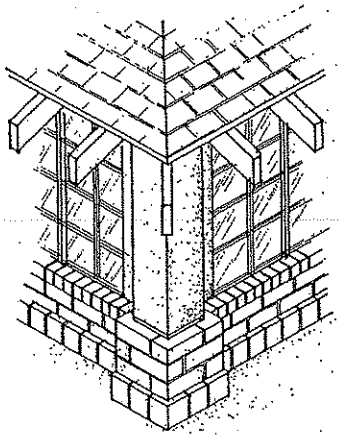


3) Base and Top Treatments

For office buildings along Santero Way, all facades shall have:

- A recognizable "base" consisting of but not be limited to: thicker walls, richly textured materials (i.e. tile or masonry treatments), special materials such as ceramic tile, granite and marble, and/or darker colored materials and/or panels.
- A recognizable "top" consisting of but not be limited to: cornice treatments, roof overhangs with brackets, stepped parapets, richly textured materials (i.e. tile or masonry treatments), and/or differently colored materials.

Figure 3.34 "Base" and "Top" Treatments



For cottage business and live/work buildings a more simple "flat" facade is appropriate in conveying the light industrial feel of the District. Horizontal banding of materials or colors should be avoided. This can include the use of concrete block, wood or metal siding, stucco, and/or heavy timber.

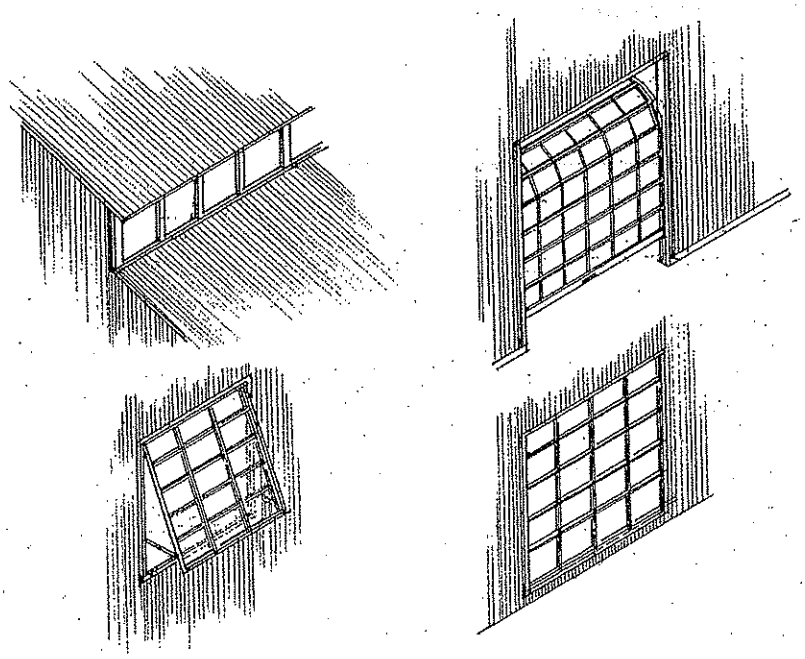
4) Windows

Windows provide for the visual connection between activities within a building and the public realm within adjacent public and private streets, accessways and open spaces. This connection can create a safer and more attractive public realm.

Cottage business and live/work buildings should particularly emphasize transparency in order for the passer-by to see into and understand the activities occurring within. Industrial-type sash window and roll-up garage doors are appropriate. Clerestory windows within the roof design is also suitable for the architectural characteristic of this District.

Windows shall encompass a minimum of 40% of a building's primary facade and a minimum of 25% of other building facades in order to create visual interest on all sides of the building. Only windows with clear glazing are allowed although small amounts of glass block and obscured glass can be used for decorative purposes. The window and window frame shall be set in the wall to provide a reveal (i.e., they shall not be flush with the exterior face of wall). Multi-paned windows are preferred. Window glazing shall be clear or "special E;" reflective, mirrored, or tinted glazing is prohibited. Curtain walls are prohibited; if needed southeastern and southwestern window treatments could be designed to reduce glare.

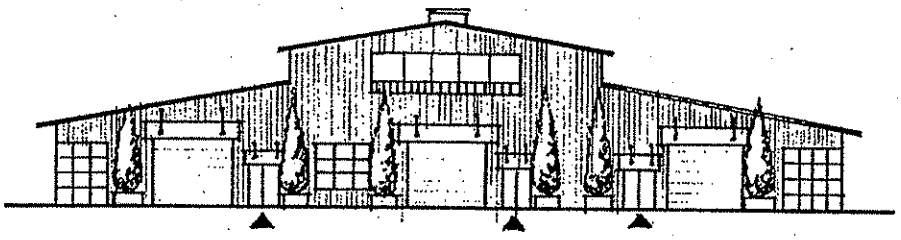
Figure 3.35 Appropriate Window Treatments for Cottage Business and Live/Work Buildings



5) Entries

Primary pedestrian entries for all buildings in the Employment District shall be expressed clearly and could be recessed or framed by sheltering elements such as awnings, arcades, porches or porticos.(Figure 3.36) In the case of cottage business and live/work buildings, roll-up doors are also effective entries, particularly if provided with an adjacent "man-door." Permanently and well maintained landscaping also may be used to define an entry. In order to create visual interest on the other sides of buildings, secondary entrances shall be treated in a similar manner (although to a suitably lesser degree). Bollards with or without lighting are also effective and practical markers of entries.

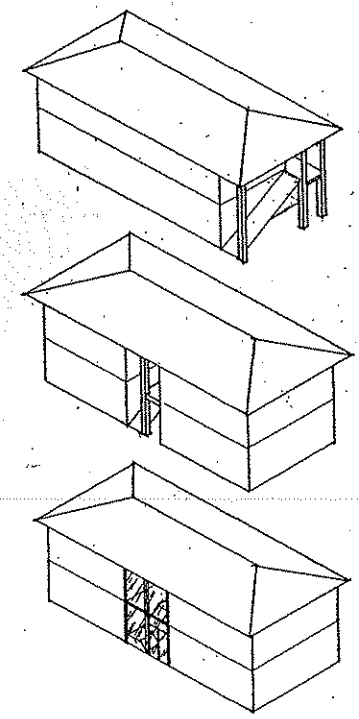
Figure 3.36 Entry Articulation



6) Second Story Entries

Any separate entry to the second story of a building is to be articulated by one of the following: an open-air recess, a glass enclosed entry lobby which is clearly distinct from commercial entries, or an open-air staircase on the side of the building that connects directly with the primary pedestrian sidewalk. (Figure 3.37)

Figure 3.37 Architectural Expression of Second Story Entries



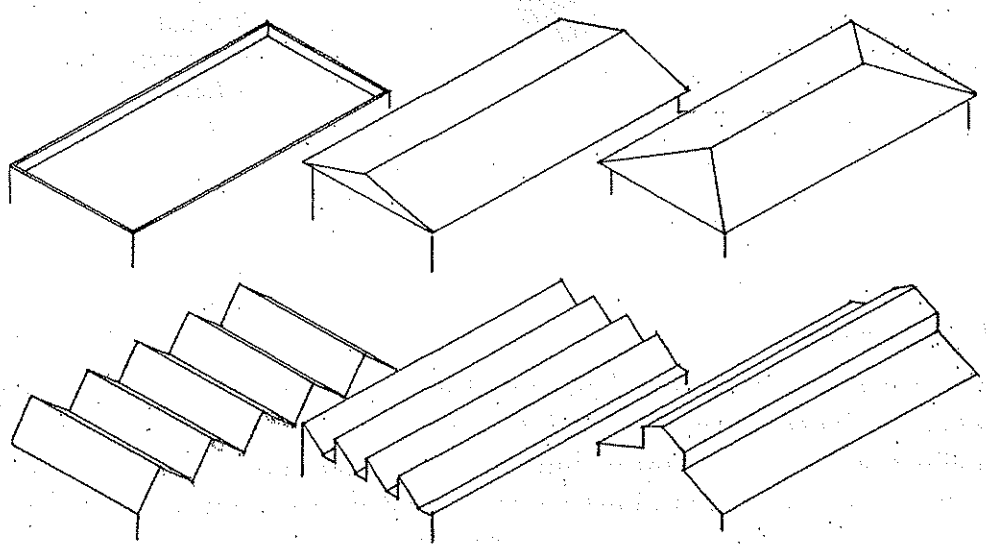
7) Awnings

Awnings shall be no wider than a single unit, shop, or architectural bay (whichever is narrower). Colors should be consistent with the overall palette of the development, i.e., bright primary colors are not acceptable. Retractable fabric awnings are allowed but permanent, well constructed and articulated awnings are encouraged (see *Regional Style and Climatic Response*, § 3.ED.2.5.D). Wood, metal, and glass are preferred materials; plastic tubing frames are not permitted. Also, internally illuminated awnings are prohibited (Also see *Signage*, § 3.ED.2.5.E).

C. Roof Design

Roofs with a relatively shallow pitch and deep eaves characterize temperate areas like Cotati and are encouraged for office buildings. For office buildings, the profile created by the roof shall be simple with no unnecessary changes in plane; roof configuration shall reflect a building's floor plan and massing. Hipped or gabbled roofs are recommended. Flat roofs are acceptable for the larger cottage business buildings as are multiple-gabled and "sawtooth" roofs with clerestory windows. (Figure 3.38) Mansard-style roofs and single-gabled roofs with slopes steeper than 1:1 (45°) are prohibited. For office buildings along Santero Way, mechanical equipment shall be screened from public and private streets and accessways by using parapets or by extending the roof's form over equipment. For cottage business and live/work buildings, roof-mounted mechanical equipment may remain visible if incorporated into the roof design.

Figure 3.38 Appropriate Roof Forms for Employment District

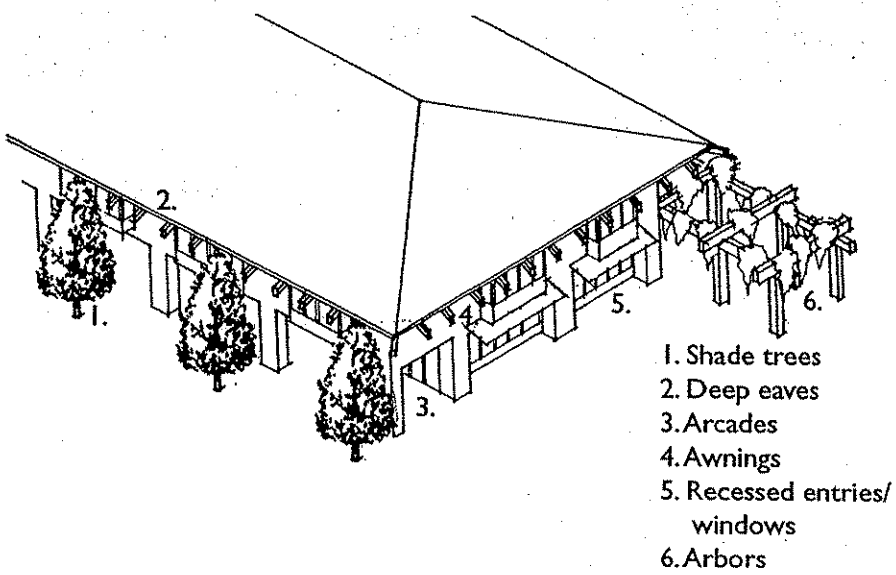


D. Regional Style and Climatic Response

1) Building Form and Elements

To retain a sense of Cotati as a unique place, building exteriors shall be appropriate for Cotati's regional style and climate. Porticos, arcades and overhanging eaves provide shelter from both the summer sun and winter rains. Garden structures such as trellises and arbors can be used to provide attractive dappled shade for pedestrian areas.

Figure 3.39 Architectural Climatic Controls



2) Building Materials

Materials selected shall create an architectural character keeping with Cotati's regional architectural traditions (Craftsman and Mission Revival styles, as well as simple rural industrial/agricultural buildings) and convey a sense of durability and permanence. Horizontal wood board siding, wood shingles, tile, stucco, stone, brick and/or colored and split-faced concrete block shall be used. Glass curtain walls, T-111 plywood or equivalent siding, vinyl, and aluminum siding are not allowed. If other "simulated" materials are used, they shall be of a quality, color, and application that demonstrate a convincing realism. Materials that recall the simple rural industrial/agricultural buildings in the region, such as corrugated metal siding, standing seam metal roofs, vertical wood siding, concrete block, stucco, and heavy timbers are appropriate materials for the cottage business and live/work structures. Roof materials shall also reflect an industrial aesthetic. Corrugated metal would be the preferred material to achieve this character.

All roofing materials must comply with fire district requirements.

3) Building Colors

It is the intent of this standard to avoid "garish" buildings. The body of the building or "field" colors shall generally be more muted and light in tone. Accents, window frames, details of cornice lines, etc. shall be richer tones. Roofs shall be mid- to dark tone in color. Bright primary colors and pastels may be appropriate for accents, doors, or window frames. Metal siding on industrial buildings may be left "unfinished" galvanized.

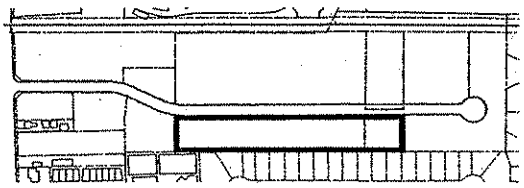
E. Signage

The overall intent of the signage guidelines is to create a reasonable level of consistency while allowing for specific needs. Signs shall be integrated within the project's architecture. Unless otherwise specified, signage is to be in keeping with the City of Cotati Zoning Ordinance and reference should be made to that document. Signage text should generally be limited to the name and address of the business, a description of the business operation, and its hours of operations. Sales signs and other temporary signage are discouraged. Signage shall be limited to awnings, arcades, display window fascias, and/or suspended placards. Internally illuminated signs (other than neon) and back-lit awnings are not permitted.

Flexibility should be granted to local artisans and craftspeople who could create unique signage in order to promote the goods created in their studios and to develop an identity for their operations.

3.RD Residential District

Figure 3.40 Location of Residential District



Housing not only serves the private needs of its residents, but constitutes an important component in the overall form and health of a City and its neighborhoods. The Residential District in the Santero Way Specific Plan Area will add activity to the neighborhood in the evenings and weekends. The housing types will likely provide a level of affordability that will allow some of those who are employed in the Mixed-Use and Employment Districts to also live within the neighborhood.

The Residential District comprises properties E2 and H of the Specific Plan Area, see Figure 3.1 at the beginning of this section and Figure 2.3 in Section 2. Within the district a mix of single-family detached and attached homes are allowed, including duplexes, townhomes, and live/work units. The southern portion of property G also allows for increased employment uses such as cottage business and offices.

3.RD.1 Courtyard Typology

The primary design concept for all residential units in the Residential District is the courtyard typology. The courtyard allows homes to be clustered around a common open space directly accessed off of Santero Way or other publicly accessible roadway. Rear access to the properties for parking and refuse collection purposes is achieved through the use of residential lanes behind the homes and are perpendicular to the adjacent roadways.

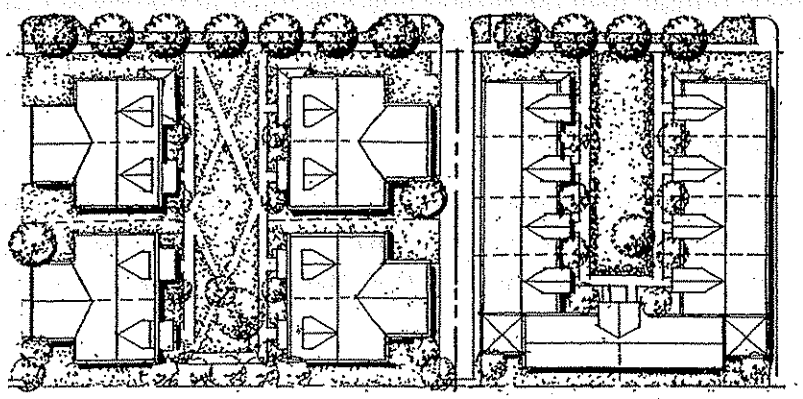
This configuration creates a hierarchy from the public and mixed-use character of the streets, parks, and plazas to the semi-private residential character of the courts and residential porches to the private realm of the homes themselves. The shared common open space encourages interactions with neighbors thereby strengthening the sense of community in the neighborhood.

3.RD.1.1 Site Configuration and Design

A. Residential Courtyards

Each grouping of residences is called a "courtyard." All of the homes shall have a porch and front door facing onto the courtyard garden or court with the exception of the homes that front onto the public street which shall have a "wrap-around" porch fronting onto the court and the street. (See Figure 3.41) Given the geometry of the Specific Plan Area and the parcelization of the site, all courtyard parcels will have one parcel line fronting onto a public street, two parcel lines down the center line of the adjacent residential lanes, and one parcel line abutting adjacent residential development in Rohnert Park. The detailed guidelines and standards for individual lots and building designs are described in the *Building Configuration and Design* section (§3.RD.1.2).

Figure 3.41 Residential Courtyards



B. *Courtyard Gardens*

The distinguishing feature of the Residential Courtyard is its garden or court, and it is the major focus of each courtyard development. The garden or court provides the transition from the public realm of the street to the private realm of the home and it is the gathering point for the residents of the courtyard. Residents may use the court for group events, such as a birthday barbecue, and it is also the place where you could have a casual conversation with your neighbor. Site configuration standards and guidelines are set below, more detailed landscape design guidelines and standards are contained in the *Residential Landscaping Section* (§3.RD.1.3)

1) Garden Size and Configuration

The garden shall be rectilinear in shape to provide good visibility into and out of the court, and to be efficient with the land. The garden shall have a minimum width parallel to the street of 45 feet and a minimum depth of 75 feet. The exception is for gardens or courts that are wider than 60 feet, which may have a depth of 55 feet. While this configuration is allowed a rectangular shape with the shorter-length parallel to the street is preferred, because it increases the privacy of the garden. Each home within the courtyard shall be connected from its front porch to the adjacent public sidewalk by a minimum four foot clear width paved pathway which is included within the courtyard dimensions.

C) *Parking Configuration and Design*

All off-street parking shall be in a garage or a surface parking space that is not visible from a public and private streets, accessways or open spaces, and shall be accessed by a residential lane. On-street parking may be used by visitors to the residential courtyards. See parking requirements in *Land Use Type Standards and Guidelines* (§3.4) and residential lane design requirements in *Circulation Element* in section 4.

3.RD.1.2 Building Configuration and Design

All construction must comply with the current building codes of the city of Cotati at the time of construction. As well, necessary building permits and soils reports will also be required.

A. Housing Types and Lot Sizes

Table 3.12 outlines the four housing types appropriate for the Residential District. The table summarizes lot sizes, appropriate lot coverage for each housing types, and provides a key to the figures that illustrate the housing types and the basic design guidelines and standards.

Table 3.12 Housing Types

Housing Type	Min. Lot Size		Max. Lot Coverage[2]	Avg. Coverage For Courtyard[3]	Distinguishing Feature	Illustration
	Width	Depth				
Single-Family	50 feet	70 feet	50%	38%	detached	Fig. 3.42
Duplex[1]	35 feet	60 feet	60%	42%	two attached units	Figs. 3.42 & 3.43
Townhome	20 feet	40 feet	70%	64%	multiple attached units	Fig. 3.44
Live/Work	20 feet	40 feet	70%	64%	multiple attached units	Fig. 3.45

1. Duplex lot size includes one duplex unit that adjoins one other unit with a shared wall.
2. Building coverage includes: home, porch, garage, and any accessory structures.
3. Total coverage for a group of this housing type around a courtyard garden.

Figure 3.42 Single Family and Duplex Typology Illustrative Axometric and Plan Diagram

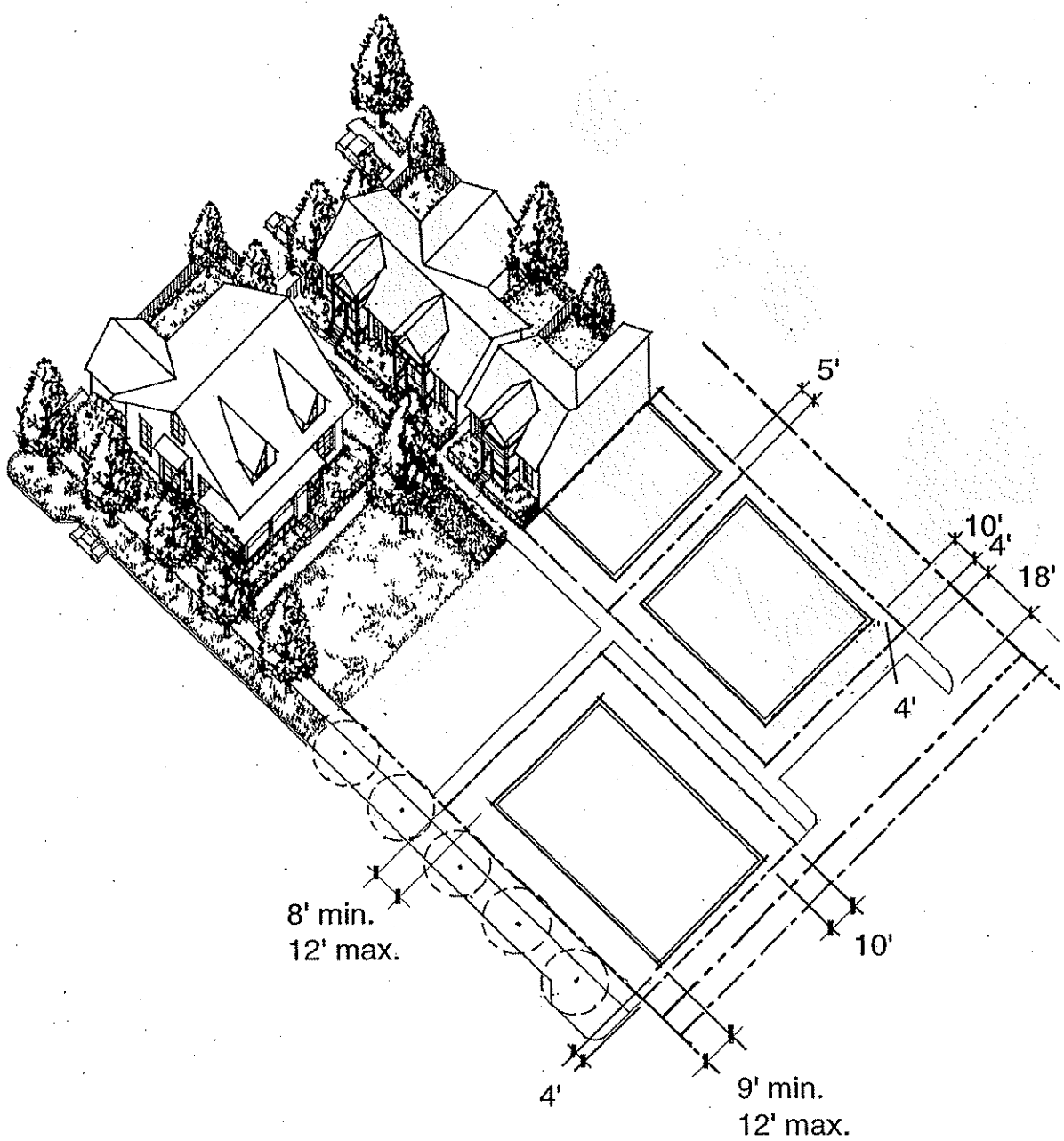


Figure 3.43 Duplex Typology
Illustrative Axometric and Plan Diagram

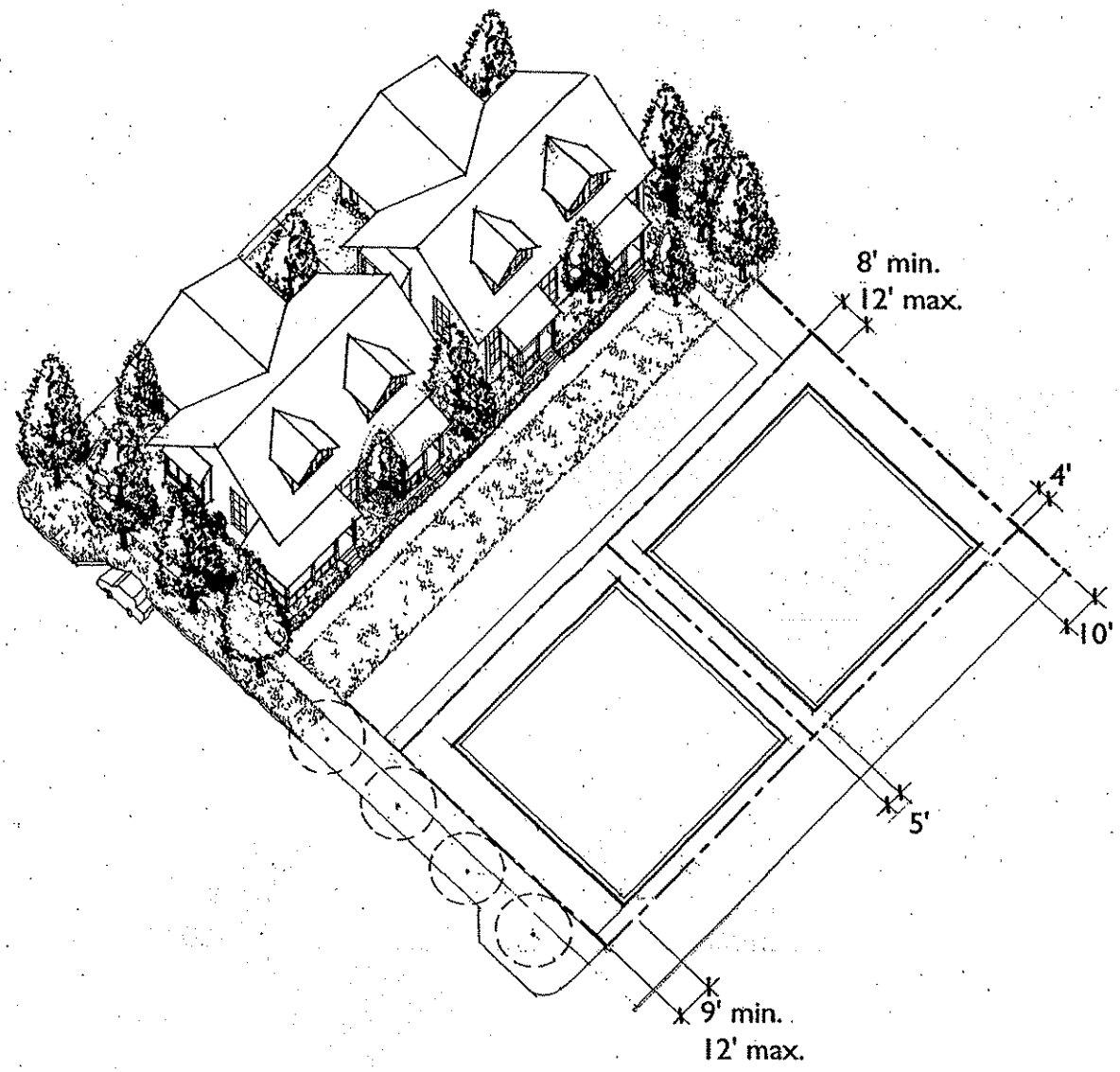


Figure 3.44 Townhome Typology
Illustrative Axometric and Plan Diagram

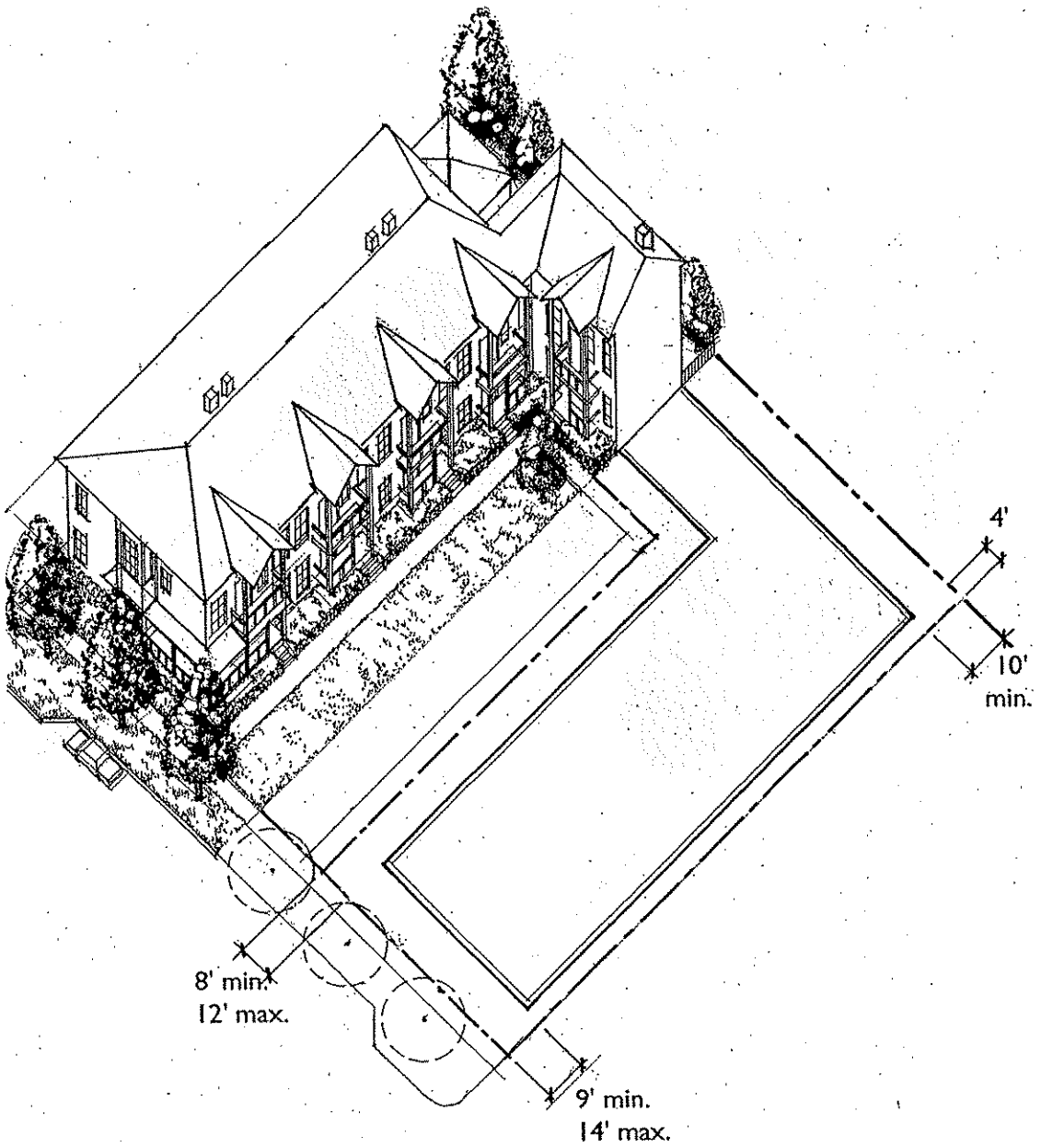
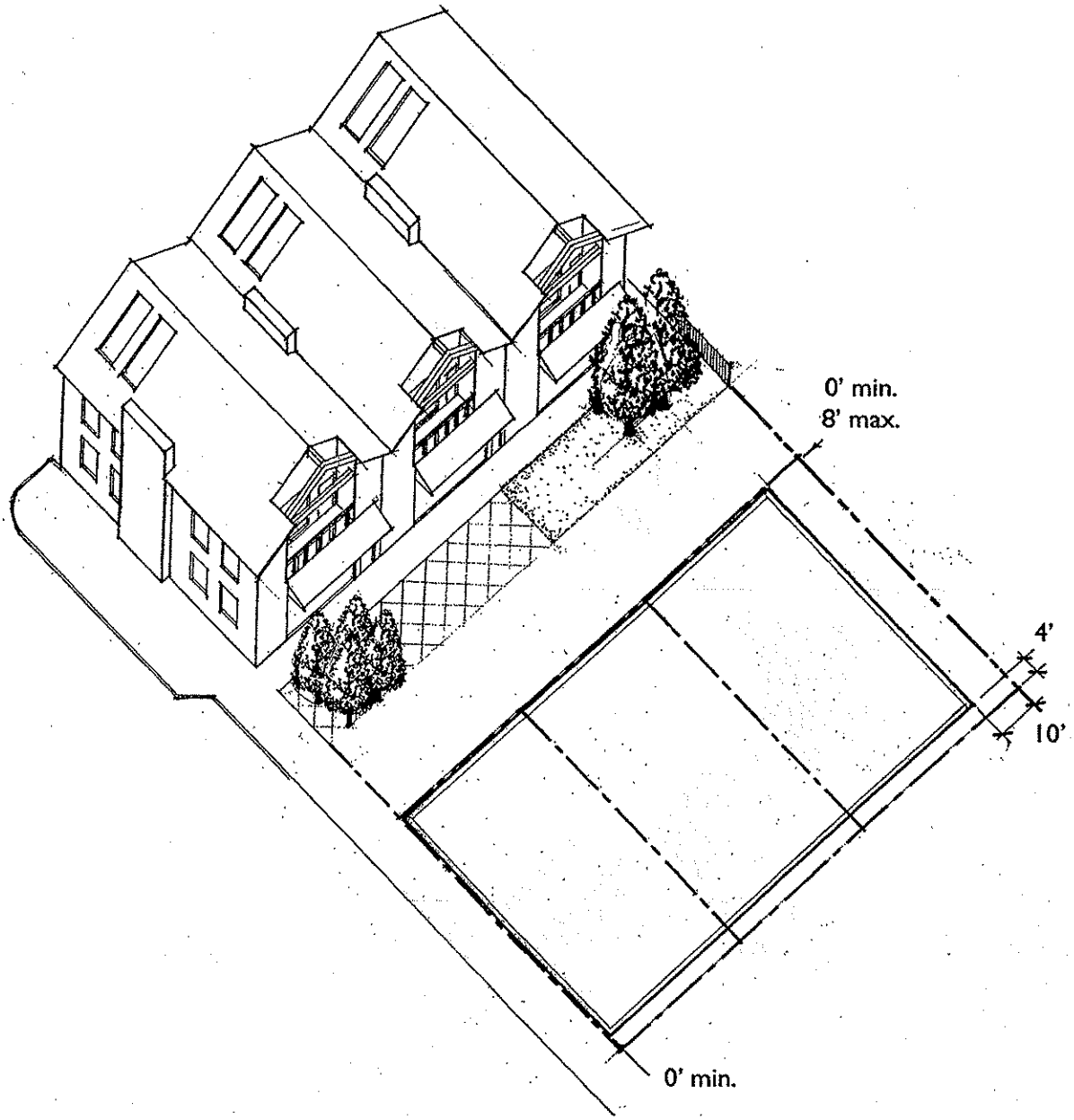


Figure 3.45 Live/Work Typology
Illustrative Axometric and Plan Diagram



B. Setbacks and Build-To Lines

Street and courtyard facing setbacks and build-to lines are important for establishing the relationship between homes, the semi-private court, and the public street. Lot lines for individual residential units are defined as follows (also see Figures 3.42 -3.45):

The **front lot-line** is located between the unit and the court.

The **side lot-lines** are located on the two lot-lines that are perpendicular to the front lot-line and rear-lot line.

The **rear lot-line** is located at the edge of the residential lane right-of-way.

The following table summarizes required setbacks and build-to lines by unit type.

Table 3.13 Residential Setbacks[1] and Build-To Lines

	Front Setback[2]	Rear Setback	Side Setbacks[3]
Single Family Detached	8 foot min. 12 foot max.	4 feet	9 foot min. –14 foot max from street r.o.w.[2] 5 feet from lot line 10 feet from Specific Plan property line for the first floor and increased by 5 feet for each additional story or portion thereof
Duplex	8 foot min. 12 foot max.	4 feet	9 foot min. –14 foot max from street r.o.w.[2] 5 feet from adjacent lot line 0 build-to line at contiguous unit lot line 10 feet from Specific Plan property line for the first floor and increased by 5 feet for each additional story or portion thereof
Townhome	8 foot min. 12 foot max.	4 feet	9 foot min. –14 foot max from street r.o.w.[2] 5 feet from adjacent lot line 0 build-to line at contiguous unit lot line 10 feet from Specific Plan property line for the first floor and increased by 5 feet for each additional story or portion thereof
Live/Work	0 foot min. 8 foot max.	4 feet	9 foot min. –14 foot max from street r.o.w.[2] 5 feet from adjacent lot line 0 build-to line at contiguous unit lot line 10 feet from Specific Plan property line for the first floor and increased by 5 feet for each additional story or portion thereof

1. Minimum required setback unless otherwise noted.
2. Encroachments into setback: Porches and second story balconies may project into setback up to 6 feet. Bay windows may project into setback up to 4 feet, *and a setback may be reduced to 6 feet for up to 75% of a unit's frontage onto the street r.o.w.*
3. See section below for detailed description of side setbacks.

1) Side Setbacks

There are three to four side setback conditions for each housing type. (See Table 3.13)

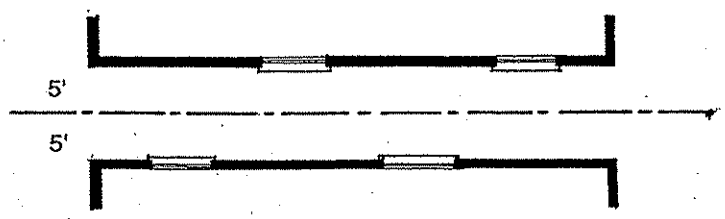
a) Street Fronting Side Yard

The first condition is the side yard between the unit at the front of the courtyard and the publicly accessible street. This side yard is important to the character of the entire Specific Plan Area, because it is the most visible yard. The landscape quality of the yard and the design of the facade fronting onto it shall be similar in design and quality to a typical front yard of a home.

b) Adjacent Lot-Line Side Yard

This side yard condition exists between two units that are not attached to each other (e.g., the side yards between two duplex buildings or between two groups of townhomes). These side yards shall typically be treated as typical private side yards between homes with a privacy fence along the property line. Care shall be given to window location on these facades to maximize privacy between units. (See Figure 3.46) In some cases it may be appropriate to provide a pedestrian walkway connecting the garden court with an adjacent residential lane.

Figure 3.46 Side Window Placement



c) Contiguous Lot-Line Side Setback

This condition exists at attached units (e.g., between duplex units or townhomes in the same building). The setback in this case is 0 feet. The "party" wall shall be designed to meet appropriate building codes (§1280A of *The California Building Code*) and to provide adequate acoustic privacy between units.

d) Specific Plan Property Line Side Yard

This condition exists at the back of a courtyard where units side onto adjacent single-family lots in Rohnert Park. Privacy between units is supported by a 10 foot minimum setback, a required six foot high solid fence constructed with either masonry or wood along the property line, appropriate landscaping along the property to provide additional visual screening, and appropriate unit design such as placement of windows on second floors. High "clerestory" windows or obscure glass can help to provide privacy for adjacent uses while providing light and air to second floor rooms.

C. Height

Buildings within the Residential District designation shall not exceed a maximum height of two and one-half stories and 35 feet from finish grade to high-point of the roof, not including chimneys or vents.

D. Model Variety

To avoid the monotonous appearance of many subdivisions, each courtyard is required to have a minimum number of unit plans and elevation variations. Model variation in conjunction with variation in architectural articulation, materials, and finishes will work to create a more visually interesting character for the neighborhood. Table 3.14 sets standards for the required minimum number of unit plan variations and number of elevations per plan for housing types.

Plan variations should not only include the number of bedrooms and baths, but shall also affect the massing of the building. For single-family homes and duplexes, elevations shall vary in the kind of primary surface material (e.g., stucco or horizontal wood siding) and roofing material (e.g., flat cement tile, barrel tile, or asphalt shingle), and in at least two of the following ways:

- The location, form, and articulation of the porch;
- The location, form, and articulation of a bay window, dormer window, and/or balcony;
- The location, size, and mullion pattern of all windows; or,
- The form of the roof and chimney.

Color variation is also desired, but does not meet the requirement for elevation variation.

For townhomes and live/work courtyards the primary surface materials and roofing materials shall be consistent within an individual courtyard, but shall vary between courtyards in a single development. Within an individual courtyard, elevations shall vary in at least two of the following ways:

- The location, form, and articulation of the porch;
- The location, form, and articulation of a bay window, dormer window, and/or balcony; or,
- The form of the roof and chimney.

Table 3.14 Plan and Elevation Variety[1]

	Number of Courtyards in Development		
	One	**Two**	**Three or more**
Single-Family Detached	2 unit plan variations 2 elevations per plan	2 unit plan variations 3 elevations per plan	3 unit plan variations 2 elevations per plan
Duplex	2 unit plan variations 2 elevations per plan	2 unit plan variations 3 elevations per plan	3 unit plan variations 2 elevations per plan
Townhome	2 unit plan variations 2 elevations per plan	3 unit plan variations 2 elevations per plan	3 unit plan variations 3 elevations per plan
Live/Work	2 unit plan variations 2 elevations per plan	3 unit plan variations 2 elevations per plan	3 unit plan variations 2 elevations per plan

1. Minimum number of floor plan and elevation variations per courtyard.

E. Facades and Entries

1) Building Articulation

The use of a variety of architectural features to articulate building facades is important for creating character and interest in the neighborhood. All residential buildings' front facades (not including live/work) that face the courtyards shall be articulated with a porch; bay windows, dormer windows, and balconies are encouraged. Side elevations facing public and private streets and accessways shall have wrap-around porches and may have bay windows, dormer windows, and balconies.

Live/work units shall be articulated with large windows and/or garage style, roll-up doors that comprise at least 70% of the first floor, courtyard-facing facade length. A second floor balcony is strongly encouraged to provide a residential presence on the court as well. Side facades facing a street shall have a window coverage of no less than 50% on first floor. Wrap-around porches on the units that side onto a public street are encouraged to provide a balance between the work and the residential environment.

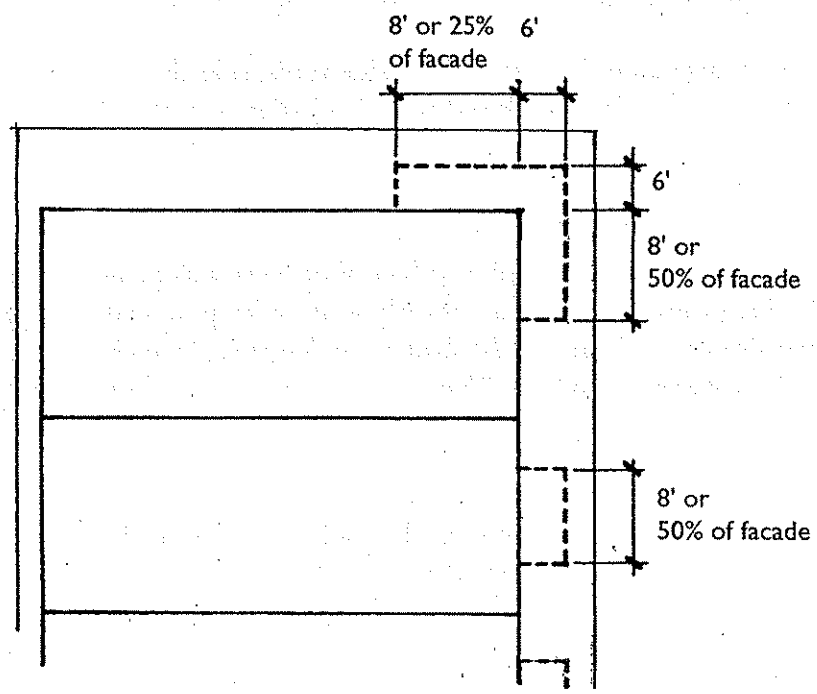
2) Front Porch and Entrance

Porches provide the transition from the private realm of the home to the public realm of the street or courtyard garden. All residential units (not including live/work) shall have their primary access from a porch which fronts onto a public street or the courtyard garden.

a) Minimum Porch Dimensions

Porches shall be a minimum of 6 feet clear depth and a clear width of 8 foot minimum or 50% of the unit's front facade whichever is larger. In the case of wrap-around porches, the porch width shall be a minimum of 8 foot clear or 25% of the public street-facing façade, whichever is larger. Wrap-around porches are encouraged on the live/work units that side onto a public street. (Figure 3.47)

Figure 3.47 Porch Dimensions



b) Porch Materials and Design

Porches shall be designed as an integral architectural feature of the main structure. Porches shall be covered with a roof that is supported by posts; cantilevered roofs are not permitted. Posts and rails shall be substantial in appearance and shall have nominal dimensions of at least 4x6 for posts and 3x6 for rails. Porch floors shall be a hard surface material such as concrete, wood, tile, brick, or cut and flat stone.

c) Primary Entry Doors

Primary entry doors (i.e., front doors) shall open directly onto the porch and be parallel to the front of the house. Front doors shall be substantial in appearance and include clear glass lights or an adjacent window shall be provided to create a strong visual connection between the entry and the porch. Front doors shall not be unpainted aluminum, unpainted or unstained wood, and comprised of non-articulated wood or aluminum panels.

3) Windows

All windows shall have a height greater than or equal to their width, preferably with classical proportions (e.g., 2:1, 3:2, and 4:3). The window and window frame shall be set in the wall to provide a reveal (i.e., they shall not be flush with the exterior face of wall). Windows shall be wood, vinyl clad, or vinyl; horizontal "slider" windows and window frames with metallic finishes are not permitted. Multi-paned windows are strongly encouraged, "snap-in" plastic mullions are prohibited. Window glazing shall be clear or "special E;" reflective or tinted glazing is prohibited.

Windows visible from the street or courtyard, including those on the sides and backs of homes, shall have painted trim boards and sills to match the aesthetic of the home.

For privacy reasons, in cases of units with narrow side yards, side elevation windows shall be placed so as to be off-set from those of the adjacent unit (Figure 3.46).

F. Roof Design

All residential buildings shall have hipped or gabled roofs with a slope no less than 6:12 and no greater than 8:12. Flat or mansard roofs are not allowed. In keeping with the regional architectural character, eaves (both roof and porch) shall be no less than 18 inches deep. Second floors are encouraged to have dormer windows. The profile created by roof forms shall be simple with no unnecessary changes in plane; roof configuration shall reflect a building's floor plan and massing.

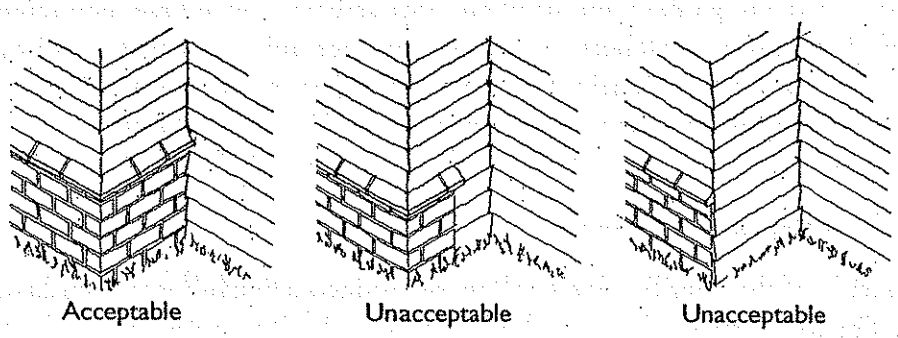
Satellite dishes and antennas are prohibited on the roofs and are to be installed in less conspicuous locations. Features such as solar collectors shall be designed and placed in a manner that is compatible and harmonious with the roof form and overall architectural character of the building.

G. Building Materials

All materials used shall be of high-quality and properly installed. Materials selected should create an architectural character keeping with Cotati's regional architectural traditions (Craftsman, Mission Revival, Spanish Colonial, and Victorian styles) and convey a sense of durability and permanence. Wood board siding, wood shingles, tile, stucco, and/or masonry shall be used. Scored plywood, such as T-111, vinyl, and aluminum siding are not allowed. If other "simulated" materials are used, they shall be of a quality, color, and application that demonstrate a convincing realism.

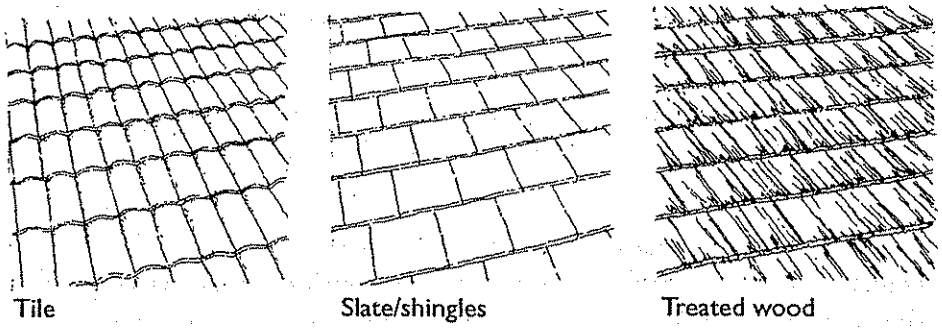
The primary exterior finish, whether wood or stucco, must be used on all facades of a unit or building, "false" fronts are not allowed (i.e., if the front facade is primarily wood, the other facades must be wood not stucco). Material changes shall not occur at external corners, but may occur at interior corners as a "return" at least six feet from the external corners. (Figure 3.49)

Figure 3.49 Change in Exterior Materials



Roof materials shall complement the materials and colors of the facades. Roofing shall display a three-dimensional visual texture. Acceptable materials include: wood treated with fire retardant, tile, slate, and high quality asphalt shingles. (Figure 3.43) All roofing materials must comply with fire district regulations.

Figure 3.50 Appropriate Roof Materials and Textures



1) Building Colors

It is the intent of this standard to avoid "garish" buildings. The body of the building or "field" colors should generally be more muted and light in tone. Accents, window frames, details of cornice lines, etc. should be richer tones. Roofs should be mid- to dark tone in color and complement the color of the building facades. Bright primary colors and pastels are not appropriate in the Residential Districts. Gutter and downspout color must blend with adjacent surfaces.

3.RD.1.3 Residential Landscaping

Within the Residential District it is intended that the home developers provide "base" landscaping within the courtyard gardens and front and side setbacks. Such base requirements would include areas of turf grass, shrubbery, at least one tree per unit, a perimeter walkway consisting of unit pavers and a water efficient irrigation system. Residential landscaping shall comply with the City of Cotati's *Water Efficient Landscape* chapter of the Zoning Ordinance.

A. General Planting Requirements

It is the intention of the Specific Plan to allow the residents flexibility in their landscaping preferences. The following guidelines will help ensure a healthy, attractive, and sustainable residential landscape:

- Native and drought-tolerant plant materials are strongly encouraged wherever possible. Non-native materials shall consist of plants that are shown not to invade natural landscapes. For information on drought tolerant species appropriate for the local climate refer to "Water-Conserving Plants and Landscapes for the Bay Area" published by the East Bay Municipal Utility District for helpful advice.

- Homeowners should be educated about the potential impacts of pesticides, herbicides, and fertilizers.

  Due to their high watering needs, turf lawns should not exceed 75% of private backyards and 50% of the central courtyards after two years of construction.

- Mulched planting beds could be utilized as a replacement for turf areas. Mulches cover and cool soil, minimize evaporation, reduce weed growth and slow erosion. Acceptable organic mulches include bark chips, wood grinding (from non-infected wood sources), or leaves. Do not use sheet plastic in planting areas.

- For efficient water use, irrigate turf areas separately from other plantings. Landscape plantings should be grouped according to similar water needs. Turf is best watered by sprinklers. Trees, shrubs, flowers and ground covers can be watered efficiently by an automatic system with low volume drip, spray, or bubbler emitters.

- Regular maintenance is key to a healthy landscape. Proper mowing, pruning and weeding should be undertaken regularly. Landscape professionals may serve as helpful resources.

B. Courtyard Garden Landscaping

The character of each courtyard is expected to reflect the uses of the surrounding residential types. For instance, gardens in the townhome or duplex courts will be predominately green with a perimeter walkway no less than 4 feet in width that connects each unit with the adjacent public sidewalk. The garden space also can include special design elements, such as a small seating area, a fountain or ornamental pool of water, a paved court, and a small grass or play area for children. It would be expected that a homeowner association of some type would be created that would oversee the provision and maintenance of landscaping in the courtyards to the preferences of the residents.

Courtyards surrounded by live/work may have a proportionally larger area of open space that can accommodate artisan's and craftsperson's activities to "spill out" into the court similar to the Employment District. In essence, more of a "working court" feel is desired.

C. Street-fronting Side Yard Landscaping

The side yards that front onto public and private streets and accessways shall be designed similarly to typical front yards as a transition from the home and the court to the public street. If a sense of separation between the public sidewalk and the yard is desired it shall be achieved using one of the three following options:

- A picket fence, see *Fencing, Walls, and Screens* (§3.RD.1.3.D);
- A hedge maintained to a maximum height no more than 3 foot 6 inches;
- An embankment or short retaining wall no higher than 2 feet above adjacent sidewalk

A combination of these may be employed, but the total height shall not exceed 3 foot 6 inches above adjacent sidewalk. A latched gate, arbor, and/or trellis, no more than seven feet high, may be provided at the walkway providing access to the courtyard garden to further define the boundary between the public and private realms.

D. Fencing, Walls, and Screens

Two types of fences are allowed within the residential districts: "picket" fences and "privacy" fences. Chain-link or other sorts of wire fencing is prohibited. Although it will be preferable to have a fence along the Specific Plan property line, dense hedging is an alternative screening method.

1) Picket Fences

Picket fences shall be no more than 3 foot 6 inches in height. They shall not be solid and must be at least 50% visually permeable. They may be used within the front and side yard setbacks, with the exception of fencing in the "Adjacent Property Side Yard" which shall be a privacy fence.

2) Hedges

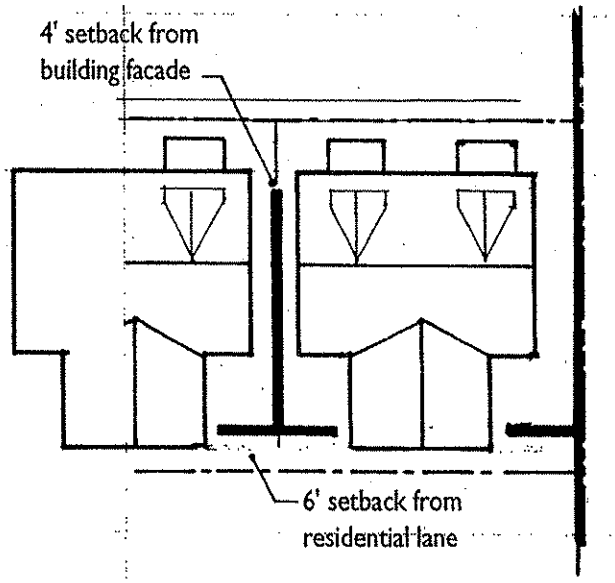
Hedges provide an attractive alternative to picket fences and should also not exceed a height of 3 foot 6 inches.

3) Privacy Fences and Walls

Privacy fences shall not be more than 6 feet high and can be located along the edge of the Specific Plan Area, along interior side yard lot lines separating courtyard buildings to within 4 feet of the front wall of the building (courtyard), and along rear property lines. Privacy fences are not permitted along Santero Way. (Figure 3.51)

All fencing shall be built out of attractive, long-lasting materials such as wood, masonry (with the exception of exposed or unfinished concrete block), stone or wrought iron. Chain-link is prohibited.

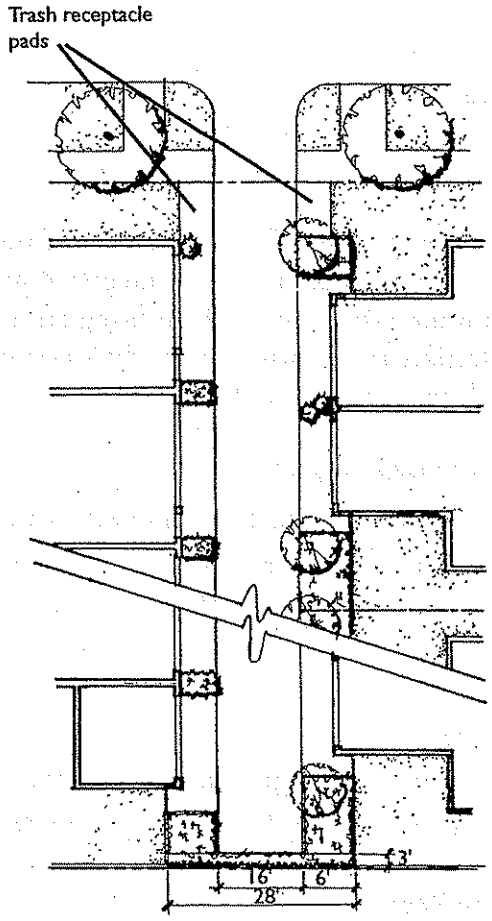
Figure 3.51 Placement of 6' Privacy Fences



E. Residential Lane Landscaping

Residential Lanes provide access to residential parking garages, utility meters, and off-street surface parking, see *Circulation Element.* Residential lanes shall be well landscaped in fitting with the character of the residential courtyard development pattern. Where feasible planter beds or potted plants should be located between garage doors. Where the side yard space between residential buildings abuts the lane, a 6 foot wide planter shall be provided with a street tree and ground cover. At the end of a residential lane where it abuts adjacent properties in Rohnert Park, a 3 foot wide planter bed shall be provided across the entire 24 foot width of the lane plus two feet on either side to be flush with the six foot wide planter. A 6 foot high privacy fence shall be built along the property line. The planter bed shall be planted with climbing vines, shrubs and/or ground cover. This will provide a green terminus to the lane.

Figure 3.52 Residential Lane Landscaping



F. Residential Outdoor Lighting

Lighting shall be provided in certain locations within the Residential District to provide a safe and aesthetic environment. Lighting shall avoid glare into adjacent residences.

1) Courtyard Garden Lighting

Courtyard gardens and courts shall be designed to include outdoor lighting fixtures to provide light for the walkways leading from the public sidewalk through the court to the residential porches. Additional lighting to accent plantings and design features (e.g., arbors, gazebos, fountains, or seating areas) is strongly encouraged.

2) Porch Lighting

Exterior lighting shall be provided within the residential porch to light the area around the front door for security purposes. It is recommended that additional lighting be provided to make the porch a more comfortable place to sit in the evening.

3) Residential Lane Lighting

Lighting within the residential lanes shall be provided for a safe and aesthetic environment. Fixtures may be mounted no higher than 8 feet above grade and shall be directed away from adjacent buildings and backyards.

G. Service Areas and Utilities

1) Refuse and Recycling

Refuse and recycling bins shall generally be kept within the side yard of the residential buildings or in the units' garage. Trash receptacle pads are to be integrated within the design of the residential lanes (see Figure 3.52). It is intended that residents bring out their trash and recycling receptacles on the day of trash collection and return them to their permanent storage location at the end of the day. In no case shall these containers be stored within the street fronting side yard.

2) Mechanical Equipment and Utility Meters

All mechanical equipment and meters shall be located to minimize visual impacts from the public street and sidewalk. Contractors are required to locate public utility distribution meters, vaults, and similar installations away from highly visible areas such as street corners and public open spaces.

3) Mail and Newspaper Boxes

The placement of mailboxes within the Specific Plan Area will be in cooperation with the local post office. Centralized drive-up mail boxes (located on the tree lawn) if preferred by the post office but locating a box within the courtyard is a preferred possibility. A collection box may be placed at the corner of Santero Way and East Cotati Avenue on a trial basis to see if volume would warrant a permanent installation.

Newspaper boxes will be placed along with street furnishings on the Employment District side of Santero Way. No more than three boxes will be placed together.

4) Residential Fire Sprinklers

Fire sprinklers are required in each residential unit in the Specific Plan Area. Builders of homes within the Specific Plan Area shall verify the current City of Cotati and North Bay Fire Authority requirements for residential fire sprinkler systems and receive appropriate approvals before undertaking construction. Residents in the Specific Plan Area shall verify requirements before undertaking remodeling of their homes.

5) Satellite Dishes and Antennas

Installation of residential satellite dishes shall comply with any City of Cotati requirements, as well as the following. One satellite dish or similar antenna is allowed per residence and shall not exceed 24 inches in diameter. Dishes or antennas shall be gray, dark brown, or dark green to blend with their surrounding environment.

a) Location

Dish antennas may not be roof-mounted and shall be screened by a wall, fence, or landscaping from view from a public sidewalk, street, or residential courtyard green.

b) Mounted Height

The distance from adjacent grade to the top of a dish shall not exceed 6 feet or be above the height of the nearest fence.

3.P Public Parks and Plazas

Public parks and plazas are the gathering places that allow for leisure and recreational activities as part of public life. They are an important amenity and provide opportunities to meet friends and co-workers. Parks provide recreational opportunities for children from the Residential Districts and for employees in the Employment District. Three public parks or plazas are designated within the Santero Specific Plan: the Transit Plaza, the Village Green, and the Neighborhood Park. These open spaces are located at key junctures of use and encourage activity throughout the day.

This section provides general guidelines for the development of these public spaces and specific guidelines and standards for each of the three parks or plazas. Guidelines for the semi-private courtyards and greens located in the Residential and Employment Districts are outlined in their respective sections.

3.P.1 General Standards and Guidelines

Parks and plazas within the Specific Plan Area are to be designed as focal points for the community. They are not to be designed as residual spaces or used as buffers between new development and adjacent neighborhoods. The parks and plazas shall be designed for both active and passive uses, and reflect the character of the buildings and uses that front onto them.

A. Perimeter Frontage

Public parks and plazas have been located so that their primary frontage is on either East Cotati Avenue or Santero Way. The parks shall be publicly accessible throughout the day. Surrounding buildings shall have entries, windows, and seating areas facing the parks. Sidewalks and planting strips along the street are considered to be part of the park perimeter and their design (i.e. tree and plant selection, paving, dimensions, etc) shall be informed by both the character of the park and the established identity of the street as a whole.

B. Paths

Park paths shall support direct connections into the park from the surrounding neighborhoods, commercial areas, and near-by semi-private courtyards. The interior paths should also anticipate "desire lines" (shortcuts that would be taken across the park). In no case shall a fence prohibit access into the park, although fences may be installed around children's play areas for security and control.

C. Climatic Response

Public parks and plazas shall provide the user with a year-round choice as to seating preferences by providing a balance of shady and sun-exposed areas. Some areas may be protected by gazebos or other overhead structures to protect users from seasonal rains.

3.P.2 Specific Park Descriptions

3.P.2.1 East Cotati Avenue/Transit Plaza

The East Cotati Avenue/Transit Plaza (hereafter referred to as Transit Plaza) is located at the intersection of East Cotati Avenue and the Northwestern Pacific Railway right-of-way in Property C. The primary purpose of this plaza is to be a transit hub used by existing and future bus service and potential future passenger rail service. The Transit Plaza will also be a focus for the adjacent buildings. (See Figure 3.53) For further discussion of the relationship between the Transit Plaza and transit services, see the Transit section of the *Circulation Element.*

A. Area

The minimum size of the Transit Plaza shall be 3,600 square feet with the minimum frontage on East Cotati Avenue being 60 feet.

B. Program

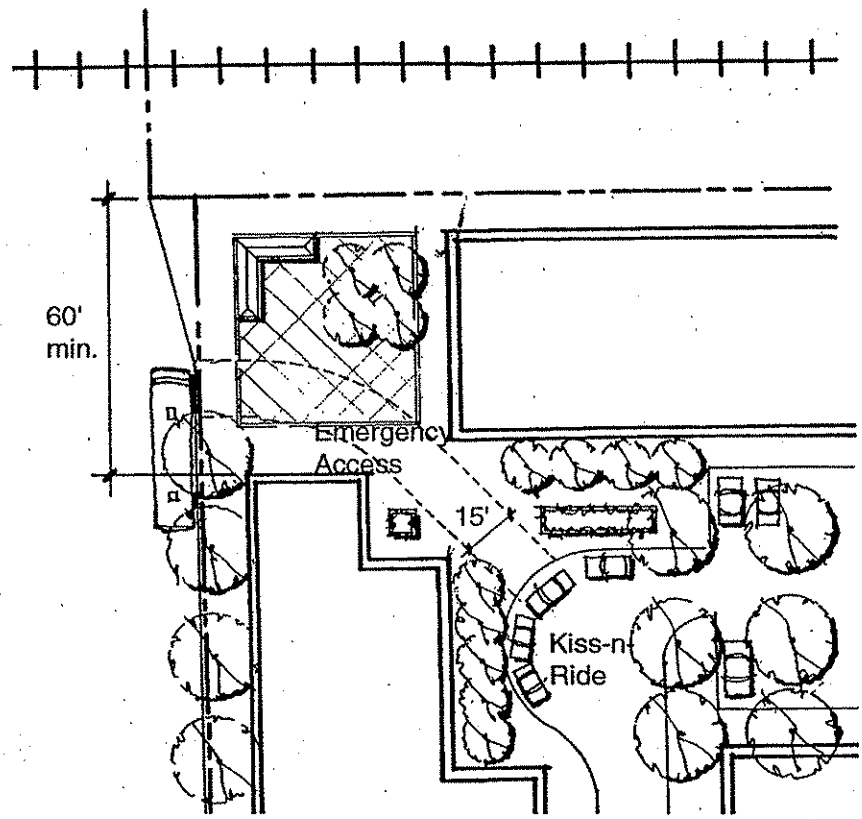
The Transit Plaza shall provide opportunities for public gathering as well as facilities for local transit services. This would include:

- transit shelter situated to serve both existing bus service and potential future rail,
- sheltered bicycle parking,
- adjacent bus pull-outs on East Cotati Avenue,
- larger hard-surfaced areas,
- raised landscaped features (planters) designed for informal seating,
- provide a seating area shaded by a grouping of flowering trees,
- moveable and permanent seating and tables – both public and café/restaurant.

C. Special Considerations

A portion of the Plaza shall be designed to allow emergency vehicle access from East Cotati Avenue into the adjacent parking lot and access easement as a second means of access to Santero Way.

Figure 3.53 Transit Plaza Illustrative Plan



3.P.2.2 Village Green

The Village Green is the central gathering place in the Santero Way Specific Plan Area. It is located at the juncture of three of the area's four Districts: Office-Mixed-Use, Employment, and Residential. The bend in Santero Way allows the Village Green to end the vista from East Cotati Avenue into the site. The Green should be designed to provide gathering places of different scales. The design of the Village Green will also be informed by the adjacent buildings and Santero Way.(See Figure 3.54)

A. Area

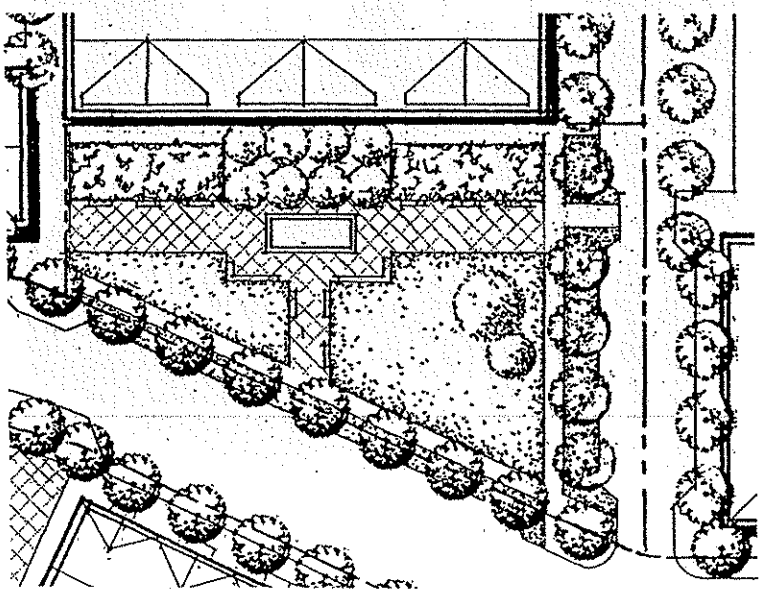
The size of the Village Green is 0.49 acres (approximately 21,300 sq.ft.) – the entire site area of Property D.

B. Program

The Village Green shall provide opportunities for public gathering and passive activities. This would include:

- Multi-purpose lawns,
- Hard-surfaced areas,
- monument, public art, and/or water feature,
- formal and ornamental plantings, and
- seating.

Figure 3.54 Village Green Illustrative Plan



3.P.2.3 Neighborhood Park

The Neighborhood Park provides limited active recreational opportunities to serve both residents and employees along Santero Way. *It is located at the southern end of Property E1.* (See Figure 3.55)

A. Area

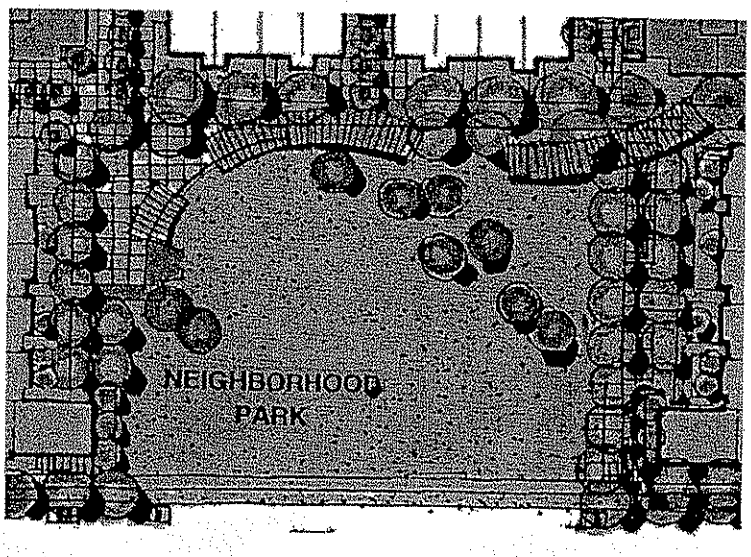
The minimum size of the neighborhood park is 0.71 acres (approximately 31,000 sq.ft.) with a minimum dimension of 200 feet parallel to Santero Way in a north-south direction.

B. Program

The Neighborhood Park shall provide opportunities for public gathering, as well as active and passive activities. This would include:

- Multi-purpose lawns,
- tot lot,
- small court game area,
- informal picnic areas,
- community gardens, and
- seating.

Figure 3.55 Neighborhood Park Illustrative Plan



3.P.3 Street Landscaping Design Standards

Streets are a highly visible element in the public realm providing access within the Specific Plan Area and connecting it with the surrounding community. For this reason the appearance of the landscape along the streets, and functional aspects of pedestrian comfort, scale, shade, and air quality enhancement is of vital importance in defining the theme and quality of life for the area. It is also important to design streets to provide balanced access for all modes of transportation (automobiles, trucks, transit, bicycles, and pedestrians).

3.P.3.1 Street, Park, Courtyard, and Parking Lot Trees

A. Selection

Plant materials selected to meet the requirements for street tree planting shall be chosen from the approved planting list shown in Table 3.15. Plantings should be selected based on soil conditions, water requirements, surrounding environment, and intended theme. Other plant species are subject to review by the City of Cotati. Minimum sizing for new trees shall be 15 gallon. The use of 24 inch box specimen trees is encouraged in the parks and courtyards.

B. Tree Zone Key

The following designations correspond to the approved tree planting list.

- **S = Street**

  Street tree zones are planting areas which are either cut outs in the sidewalk or are tree lawns between a sidewalk and a street. These trees serve to soften urban areas, provide shade and scale, and serve as a visual and physical separation between pedestrian and vehicular areas. These areas may be covered with tree grates or utilize groundcover. Tree selection in this zone should be appropriate to available planting size area and have deep roots to reduce possible sidewalk damage.

- **P = Parking Lot**

  Parking lot trees provide the necessary canopy cover within the parking areas. They serve to mitigate the sense of expansiveness in larger parking areas. These trees are planted within cutouts in the parking area and are covered with tree grating strong enough to allow cars to drive over. Tree guards must also be installed to protect the trees. As with street trees, the tree selection should be appropriate to available planting area, have deep roots to reduce damage and perhaps be somewhat smaller in scale than typical street trees to allow for the tree guard sizing.

- **Sc = Screening**

  Screening trees are those planted primarily along the boundary of the Specific Plan Area. The purpose of these trees are to provide an attractive buffer and screen to adjacent properties. They are also appropriate for screening requirements within the Specific Plan Area (i.e., loading areas, HVAC systems, parking lots, etc.). Tree species listed are characterized by full, evergreen canopies.

- **G = Garden/Park**

  Garden/Park trees are those trees planted within the courtyards and parks of Specific Plan Area. Tree selection for these areas are primarily the discretion of the landscape designer but should be in keeping with the irrigation requirements of the surrounding landscape and any possible planting theme created.

Table 3.15 Approved Tree Planting List

BOTANICAL NAME	COMMON NAME	TREE ZONE	COMMENTS
Acer macrophyllum	big leaf maple	G	Large, deciduous shade tree
Aesculus californica	California buckeye	G	Large, deciduous shade tree with spring flowers
Arbutus marina	Marina	G	Midsize, broadleaf evergreen, flowers and fruit in fall and winter
Arbutus unedo	strawberry tree	G	Midsize, broadleaf evergreen, flowers and fruit in fall and winter
Carpinus betulus fastigiata	European hornbeam	S,P,G	Low maintenance deciduous **PREFERRED STREET TREE FOR SANTERO WAY**
Fraxinus angustifolia "Raywood"	Raywood ash	S,P,G	Upright deciduous
Garrya elliptica	coastal silk tassel	Sc, G	Broadleaf evergreen screen tree
Geijera parviflora	Australian willow	S,P,G	Low maintenance evergreen
Gleditsia triacanthos	honey locust	G	Light shade; good for plazas

BOTANICAL NAME	COMMON NAME	TREE ZONE	COMMENTS
Olea europea "fruitless"	European olive	P, Sc, G	Midsize evergreen; parking lot
Platanus racemosa	California sycamore	G	Large deciduous with shallow roots
Populus nigra "Italica"	Lombardy poplar	Sc	Tall, slender, fast-growing screen tree
Prunus serrulata	Japanese flowering cherry	P,G	Low maintenance. flowering deciduous
Pyrus cerasifera	Flowering pear	P	Midsize, flowering semi-deciduous,
Quercus agrifolia	coast live oak	G	Slow-growing native evergreen
Thuja plicata	western red cedar	Sc, G	Evergreen screening tree

3.P.3.2 Irrigation

Irrigation standards within the Santero Way Specific Plan area shall comply with the City of Cotati zoning ordinance 17.29.060. The key points are as follows:

- All right-of-ways and parking areas shall be provided with an automatic irrigation system utilizing reclaimed water if available. It is advisable that the irrigation system provide "deep watering" to reduce the potential problem of destructive shallow roots.
- Bedding areas shall be irrigated with low volume (non-sprayhead) type irrigation with the exception of lawn areas.
- Separate zones shall be provided for plants with dissimilar water needs. Turf areas and bedding areas shall be irrigated on separate zones.

For a guide to drought tolerant planting appropriate for the Bay Area refer to the publication "Water-Conserving Plants and Landscapes for the Bay Area" published by the East Bay Municipal Utility District (EBMUD).

3.P.3.3 Utilities

To protect the appearance of the street landscape, utilities must also be regulated as follows:

- All electrical, fiber optic, cable, telephone, water, sewer, service, and distribution lines shall be underground. Stub-outs shall be provided at shared property lines and public parks and plazas.
- All above ground utility structures such as backflow preventers, switching gear, control panels, etc. shall be placed in such a manner so as to be out of primary public view. Such structures shall be screened by landscaping.
- Manhole covers, meter boxes, and other at-grade structures which fall within sidewalks shall be painted to match the concrete or pavers.

3.4 Land Use Type Standards and Guidelines

This section of the Specific Plan describes the specific uses that are allowed within each land use type and specific standards and guidelines related to each type (e.g. – parking requirements)

3.4.1 Pre-existing Non-conforming Uses

Existing development within the Specific Plan Area does not satisfy the design standards and guidelines of the Specific Plan, and several uses do not conform with the following land use type standards and guidelines. These are pre-existing non-conforming uses and structures.

The City of Cotati Zoning Ordinance defines "nonconforming" as "a building, structure, or portion thereof, or use of a building or land, which does not conform to the regulations of this title, and which lawfully existed at the time the regulations with which it does not conform became effective (section 17.08.395). The following sections within the City of Cotati Zoning Ordinance shall regulate nonconforming uses and buildings within the Santero Way Specific Plan:

- 17.40.230 Nonconforming uses and buildings—Defined;
- 17.40.240 Nonconforming uses—Changes;
- 17.40.250 Nonconforming buildings—Changes;
- 17.40.260 Nonconforming dwellings—Exception;
- 17.40.270 Nonconforming buildings—Maintenance;
- 17.40.280 Nonconforming buildings and structures—Restorations;
- 17.40.290 Discontinuance of use; and,
- 17.40.300 Use of nonconforming sites.

The carwash on Property B (the Roy and Connie Smith Property) is an existing non-conforming use that can be rebuilt or remodeled in order to maintain its current use, but it may not be expanded (i.e.; it is limited to the number of existing washing stations and vacuum cleaners).

Existing non-conforming uses on Properties F, D and E (NW Miter, Schollmann and Shamrock East) are extended the same provisions as the carwash only if the uses are legal non-conforming as dictated by the Zoning Ordinance and Municipal Code.

3.4.2 Retail

At least a portion of the ground floor area of buildings in the Retail Mixed-Use land use district must be retail commercial use. The primary intent of this use is to provide shopping and services to workers and residents of the Specific Plan Area, and in the longer term, to transit-riders using the potential future rail service.

3.4.2.1 Permitted Uses

- General retail store
- Personal and business services (e.g. – dry cleaner, tailor, barber or beauty shop, copy shop, etc.)
- Travel, insurance, and other agencies
- Small grocery store
- Restaurant or café (including outdoor eating)
- Day care center

3.4.2.2 Conditional Uses

- Financial institution
- ATM
- Bar or entertainment use
- Massage therapist

3.4.2.3 Parking Requirements

The following lists the minimum parking requirement for the uses allowed in this land use type. On-street parking on the side of public and private streets and accessways directly adjacent to the development shall be counted towards the parking requirement. The total amount of parking provided shall not exceed the minimum requirement by more than 10 percent.[1]

- Restaurant or Café: 10 spaces per 1000 sq.ft.
- Other Retail Use: 3 spaces per 1000 sq.ft.

3.4.3 Office

Office use can be provided in a variety of ways within the Specific Plan. It can be combined with ground floor retail (Retail Mixed-Use), have residential above (Office Mixed-Use), be in a stand alone building, or be mixed with the Cottage Buisiness use in the employment areas of the Specific Plan.

3.4.3.1 Permitted Uses

- Professional Office
- Medical/Dental Office
- Business Office
- Travel, insurance, and other agencies
- Music/Dance Studio
- Health Club/Recreation Facilities

3.4.3.2 Conditional Uses

- Day Care

3.4.3.3 Parking Requirements

The following lists the minimum parking requirement for the uses allowed in this land use type. On-street parking on the side of public and private streets and accessways directly adjacent to the development shall be counted towards the parking requirement. The total amount of parking provided shall not exceed the minimum requirement by more than 10 percent.[2]

- All Permitted Uses: 3 spaces per 1000 sq.ft.

[2] See special requirements in *Circulation Element* for Parcels C and E1 regarding additional public parking.

3.4.3.4 Noise, Vibration and Odor Limitations

A. Noise and Vibration

The development of the Santero Way Specific Plan could cause the following noise impacts for mixed use projects:

- the development of noise sensitive environments, such as multi-family residences within noisy environments (East Cotati Avenue and the Northwestern Pacific Railroad) that may not be compatible;
- an increase in traffic noise on the street network resulting from project-generated traffic; and
- the short-term off-site noise impacts resulting from project construction activities.

All projects developed in the Santero Way Specific Plan area shall abide by the City of Cotati's established guidelines for non-transportation noise sources located in Section IX of the General Plan.

1) Mitigation for Noise and Land Use Compatibility

a) East Cotati Avenue

Potential multi-family residences located in the Retail and Office Mixed-Use Districts within approximately 500 feet of the centerline of East Cotati Avenue could be exposed to noise levels exceeding 60 dBA L_{dn} and up to 70 dBA L_{dn} for the nearest residences. Since the L_{dn} would exceed the "normally acceptable" noise level for these residences, mitigation measures would be necessary to meet established guidelines for residential land uses. Multi-family residences would be subject to an indoor noise level not exceeding 45 dBA L_{dn}, established by Title 24, Part 2 of the California Administrative Code and the Cotati General Plan. For mitigation purposes therefore, multi-family residence located within 500 feet of the centerline of East Cotati Avenue shall incorporate noise insulation features (i.e. wall construction and sound rated windows) in construction.

Commercial land uses would be "normally acceptable" throughout the Specific Plan Area.

b) Northwestern Pacific Railroad

Noise sensitive land uses could be located adjacent to the Northwestern Pacific Railroad. Noise exposure in this portion of the Specific Plan Area will primarily result from train activity. Currently train activity on the line is infrequent. It is unknown whether train activity will increase or decrease in the future, but there are on-going efforts to plan and implement passenger rail transit and freight service is expected to continue. Multi-family housing shall be designed to be compatible with the loud but infrequent noise levels and ground vibrations by not be located within 100 feet of the rail line and through the use of noise insulation material features (i.e. wall construction and sound rated windows)in construction.

2) Mitigation for Traffic Noise

A review of traffic data provided by *Whitlock & Weinberger Transportation, Inc.* in 1999 indicates that development consistent with the Santero Way Specific Plan will not cause a significant increase in traffic noise levels on East Cotati Avenue. Therefore, no mitigation measures are necessary.

3) Mitigation for Short-term Construction Noise

The development of the Santero Way Specific Plan could generate considerable amounts of construction and therefore noise impacts for both off- and on-site land uses. Therefore to minimize construction noise the following measures are required for construction projects in the Specific Plan Area:

- construction shall be limited between the hours of 8 am and 6 pm during weekdays, and from 9 am to 6 pm on Saturdays with no construction occurring on Sundays or holidays,
- all internal combustion engine driven equipment shall be equipped with mufflers which are in good condition and appropriate for the equipment, and
- locate stationary noise generating equipment as far as possible from noise sensitive land uses within and outside the Specific Plan Area.

B) Odor

Uses which have the potential for generating point-source odors shall be referred to the BAAPCD (Bay Area Air Pollution Control District) and the Planning Department for review and shall provide required design features. All new fireplaces, wood stoves, and/or heaters shall meet current EPA standards.

3.4.4 Cottage Business

The intent of this land use is to create flexible building space for small businesses. The buildings should be designed to allow relatively small spaces for start-up and small businesses. The small spaces could be combined to allow a business to expand and remain in the Plan Area. All of the following would be subject to noise, odor, vibration, smoke, dust, and light limitations.

3.4.4.1 Permitted Uses

No uses allowed without a conditional use permit.

3.4.4.2 Conditional Uses

- Computer and electronic software, programming, or hardware business
- Graphics and printing services
- Arts or crafts studio/gallery
- Bakery

- Assembly and light manufacturing, provided no noxious or offensive fumes, odors, or smoke are produced
- Day care center
- Wholesale, retail, warehousing, or service use associated with, and related to, another approved business
- Self-storage is a permitted conditional use with further standards as defined in Section 3.4.7.

3.4.4.3 Parking Requirements

The following lists the minimum parking requirement for the uses allowed in this land use type. On-street parking on the side of public and private streets and accessways directly adjacent to the development shall be counted towards the parking requirement. The total amount of parking provided shall not exceed the minimum requirement by more than 10 percent.[3]

- General Uses: 2 spaces per 1000 sq.ft.
- Bakery and associated retail: 3 spaces per 1000 sq.ft.

[3] See special requirements in *Circulation Element* for Parcels C and E1 regarding additional public parking.

3.4.4.4 Noise, Vibration, and Odor Limitations

A. Noise and Vibration

The development of the Santero Way Specific Plan could cause the following noise impacts for cottage business projects:

- an increase in traffic noise on the street network resulting from project-generated traffic,
- noise generated from cottage business activities, and
- the short-term off-site noise impacts resulting from project construction activities.

All projects developed in the Santero Way Specific Plan area shall abide by the City of Cotati's established guidelines for non-transportation noise sources located in Section IX of the General Plan.

Noise levels generated from traffic on East Cotati Avenue would not exceed "normally acceptable" for cottage business uses.

1) Mitigation for On-Site Traffic Noise

A review of traffic data provided by Whitlock & Weinberger Transportation, Inc. in 1999 indicates that development consistent with the Santero Way Specific Plan will not cause a significant increase in traffic noise levels on East Cotati Avenue. Therefore, no mitigation measures are necessary.

2) Mitigation for Cottage Industrial-Generated Noise

All cottage industrial projects shall abide by the City of Cotati's established guidelines for non-transportation noise sources located in Section IX of the General Plan

3) Mitigation for Short-term Construction Noise

The development of the Santero Way Specific Plan could generate considerable amounts of construction and therefore noise impacts for both off and on-site land uses. Therefore to minimize construction noise the following measures are required for construction projects in the Specific Plan Area:

- construction shall be limited between the hours of 8 am and 6 pm during weekdays and from 9 am to 6 pm on Saturdays, with no construction occurring on Sundays or holidays,
- all internal combustion engine driven equipment shall be equipped with mufflers which are in good condition and appropriate for the equipment, and
- locate stationary noise generating equipment as far as possible from noise sensitive land uses within and outside the Plan Area.

B) Odor

Uses which have the potential for generating point-source odors shall be referred to the BAAPCD (Bay Area Air Pollution Control district) and the Planning Department for review and shall provide required design features. All new fireplaces, wood stoves, and/or heaters shall meet current EPA standards.

3.4.5 Live/Work

This land use will allow people with small businesses or artists to live and work within the same unit. Live/work uses could be located within a single development area or be combined with the Cottage Business and Office uses.

All of the following would be subject to noise, odor, vibration, smoke, dust, and light limitations.

3.4.5.1 Affordability Requirement

All residential projects in the Specific Plan Area, regardless of the district they are located within, shall comply with the City of Cotati's Inclusionary Housing Ordinance (Zoning Ordinance §17.30.060.B. – Cost of Housing in Inclusionary Housing). These requirements must be satisfied in all residential developments of five or more units.

There are three options for satisfying the affordable housing requirement:

- 15% or a minimum of one unit, which is larger, within the development shall be available at a rent or purchase price affordable to low to moderate income households;
- the developer shall contribute in-lieu fees of comparable value; or
- the developer shall propose alternative measures so that the equivalent of 15% of the units will be available to, or affordable by, households with very-low to moderate incomes.

Refer to the Zoning Ordinance for the complete requirements for inclusionary affordable housing.

3.4.5.2 Use Requirements

At least one resident of the unit must have a City Business License and Zoning Certificate or Use Permit for the business within the unit. No portion of the unit may be separately rented or sold for commercial use by a non-resident. Similarly, no portion of the unit may be separately rented or sold for residential use for someone not working on the premises. Non-resident employees and client/customer visits are allowed if required parking is provided.

A. Permitted Uses

- Residential use
- Associated commercial, artistic, or industrial use:
  - Professional
  - Business Office
  - Light manufacturing
  - Arts or crafts studio/gallery

B. Conditional Uses

- Related wholesale, retail, or service use (not to exceed 10% of total unit floor area)

- Medical/Dental Office
- Massage therapist

3.4.5.3 Unit Design Requirements

The total size of the unit must be a minimum of 800 square feet with a minimum 50% of the area given to the work area; if an attached garage is provided it may count towards satisfying the 50% building area requirement. The live area must have a cooking space and sanitary facilities in conformance with City Building Code requirements. Each unit with a development of live/work units shall have its own exterior entry. A minimum of 40 square feet of usable open space shall be provided for each unit (this may be provided with a balcony or roof deck).

3.4.5.4 Parking Requirements

The following lists the minimum parking requirement for the uses allowed in this land use type. On-street parking on the side of public or private streets and accessways directly adjacent to the development shall be counted towards the parking requirement. The total amount of parking provided shall not exceed the minimum requirement by more than 10 percent.[4]

- Live: 1.5 spaces per dwelling unit.
- Work: 2 spaces per 1000 sq.ft. of work area if non-resident employees or client/customer visits are allowed.

[4] See special requirements in *Circulation Element* for Parcels C and E1 regarding additional public parking.

3.4.5.5 Noise, Vibration, and Odor Limitations

A. Noise and Vibration

The development of the Santero Way Specific Plan could cause the following noise impacts for live/work projects:

- the development of noise sensitive environments such as live/work residences within noisy environments (Northwestern Pacific Railroad) that may not be compatible;
- an increase in traffic noise on the street network resulting from project-generated traffic;
- noise generated from live/work activities, and
- the short-term off-site noise impacts resulting from project construction activities.

All projects developed in the Santero Way Specific Plan area shall abide by the City of Cotati's established guidelines for non-transportation noise sources located in Section IX of the General Plan.

1) Mitigation for Noise and Land Use Compatibility

a) East Cotati Avenue

Potential live/work development would be constructed well beyond 500 feet from East Cotati Avenue and therefore the noise impact would be negligible.

b) Northwestern Pacific Railroad

Live/work development could be located adjacent to the Northwestern Pacific Railroad. Noise exposure in this portion of the Specific Plan Area will primarily result from train activity. Currently train activity on the line is infrequent. It is unknown whether train activity will increase or decrease in the future, but there are on-going efforts to plan and implement passenger rail transit and freight service is expected to continue. Multi-family housing shall be designed to be compatible with the loud but infrequent noise levels and ground vibrations by not be located within 100 feet of the rail line and through the use of noise insulation material features (i.e. wall construction and sound rated windows)in construction.

2) Mitigation for Traffic Noise

A review of traffic data provided by Whitlock & Weinberger Transportation, Inc. in 1999 indicates that development consistent with the Santero Way Specific Plan will not cause a significant increase in traffic noise levels on East Cotati Avenue. Therefore, no mitigation measures are necessary.

3) Mitigation for Live/Work-Generated Noise

All live/work activities shall abide by the City of Cotati's established guidelines for non-transportation noise sources located in Section IX of the General Plan

4) Mitigation for Short-term Construction Noise

The development of the Santero Way Specific Plan could generate considerable amounts of construction and therefore noise impacts for both off- and on-site land uses. Therefore to minimize construction noise the following measures are required for construction projects in the Specific Plan Area:

- construction shall be limited between the hours of 8 am and 6 pm during weekdays, and from 9 am to 6 pm on Saturdays with no construction occurring on Sundays or holidays,
- all internal combustion engine driven equipment shall be equipped with mufflers which are in good condition and appropriate for the equipment's' and
- locate stationary noise generating equipment as far as possible from noise sensitive land uses within and outside the Plan Area.

B) Odor

Uses which have the potential for generating point-source odors shall be referred to the BAAPCD (Bay Area Air Pollution Control district) and the Planning Department for review and shall provide required design features. All new fireplaces, wood stoves, and/or heaters shall meet current EPA standards.

3.4.6 Residential

A variety of residential types are allowed in the various land use districts.

3.4.6.1 Affordability Requirement

All residential projects in the Specific Plan Area, regardless of the district they are located within, shall comply with the City of Cotati's Inclusionary Housing Ordinance (Zoning Ordinance §17.30.060.B. – Cost of Housing in Inclusionary Housing). These requirements must be satisfied in all residential developments of five or more units.

There are three options for satisfying the affordable housing requirement:

- 15% or a minimum of one unit, which is larger, within the development shall be available at a rent or purchase price affordable to low to moderate income households;
- the developer shall contribute in-lieu fees of comparable value; or
- the developer shall propose alternative measures so that the equivalent of 15% of the units will be available to, or affordable by, households with very-low to moderate incomes.

Refer to the Zoning Ordinance for the complete requirements for inclusionary affordable housing.

3.4.6.2 Permitted Uses

- Attached rental apartments or condominiums
- Townhomes
- Duplexes
- Single-family detached homes
- Home occupations
- Accessory parking lots

3.4.6.3 Conditional Uses

- Co-Housing
- Community clubhouse building
- Accessory day care center

3.4.6.4 Parking Requirements

The following lists the minimum parking requirement for the uses allowed in this land use type. On-street parking on the side of public and private streets and accessways directly adjacent to the development shall be counted towards the parking requirement. The total amount of parking provided shall not exceed the minimum requirement by more than 10 percent.[5]

- *All Residential Types; 3 bedroom unit* — *1.75 spaces per unit*
- *All Residential Types; 2 bedroom unit* — *1.5 spaces per unit*
- *All Residential Types; 1 bedroom unit or studio* — *1.0 spaces per unit*
- Accessory day care center: — 2.0 spaces per 1000 sq.ft.

[5] See special requirements in *Circulation Element* for Parcels C and E1 regarding additional public parking.

3.4.6.5 Noise, Vibration, and Odor Limitations

A. Noise and Vibration

The development of the Santero Way Specific Plan could cause the following noise impacts for residential projects:

- the development of noise sensitive environments, such as residences, within noisy environments (Northwestern Pacific Railroad) that may not be compatible;
- an increase in traffic noise on the street network resulting from project-generated traffic; and
- the short-term off-site noise impacts resulting from project-generated construction activities.

All projects developed in the Santero Way Specific Plan area shall abide by the City of Cotati's established guidelines for non-transportation noise sources located in Section IX of the General Plan.

1) Mitigation for Noise and Land Use Compatibility

a) East Cotati Avenue

Potential residential courtyard development would be constructed well beyond 500 feet from East Cotati Avenue and therefore the noise impact would be negligible.

b) Northwestern Pacific Railroad

Noise sensitive land uses could be located adjacent to the Northwestern Pacific Railroad. Noise exposure in this portion of the Specific Plan Area will primarily result from train activity. Currently train activity on the line is infrequent.. It is unknown whether train activity will increase or decrease in the future, but there are on-going efforts to plan and implement passenger rail transit and freight service is expected to continue. Multi-family housing shall be designed to be compatible with the loud but infrequent noise levels and ground vibrations by not be located within 100 feet of the rail line and through the use of noise insulation material features (i.e. wall construction and sound rated windows)in construction.

2) Mitigation for Traffic Noise

A review of traffic data provided by Whitlock & Weinberger Transportation, Inc. in 1999 indicates that development consistent with the Santero Way Specific Plan will not cause a significant increase in traffic noise levels on East Cotati Avenue. Therefore, no mitigation measures are necessary.

3) Mitigation for Short-term Construction Noise

The development of the Santero Way Specific Plan could generate considerable amounts of construction and therefore noise impacts for both off and on-site land uses. Therefore to minimize construction noise the following measures are required for construction projects in the Specific Plan Area:

- construction shall be limited between the hours of 8 am and 6 pm during weekdays, and from 9 am to 6 pm on Saturdays with no construction occurring on Sundays or holidays,
- all internal combustion engine driven equipment shall be equipped with mufflers which are in good condition and appropriate for the equipment, and
- locate stationary noise generating equipment as far as possible from noise sensitive land uses within and outside the Plan Area.

B) Odor

Uses which have the potential for generating point-source odors shall be referred to the BAAPCD (Bay Area Air Pollution Control district) and the Planning Department for review and shall provide required design features. All new fireplaces, wood stoves, and/or heaters shall meet current EPA standards.

3.4.7 Self-Storage Overlay

Within the Employment District (Property G) a Self-Storage Overlay Zone has been designated (see Figure 3.1). Within this zone, self-storage is a permitted conditional use. Facilities are expected to integrate sensitively with the surrounding community. Facilites shall have active uses fronting the streets and on the second floors (such as office space, employee units, etc), as well as have a significant level of architectural quality.

All facilities must abide by the following standards:

- No access to storage facilities shall front onto Santero Way.
- No facilities can exceed 2 stories (25' max. height).
- Self-storage is exempt from setback and build-to lines, but a five foot minimum landscaped setback is required along building facades fronting onto streets, accessways, alley ways and parking lots.
- Self-storage is exempt from land use mix requirements (Table 3.9).

4
Circulation Element

4. Circulation Element

Streets provide the framework for a neighborhood. Sensitive street design is crucial for enhancing the quality of life and creating a vital environment that supports economic activity.

Santero Way provides the only roadway access into the Specific Plan Area This circulation system precludes interconnectivity between the site area and adjacent neighborhoods. The street system therefore must create an efficient internal "loop" for cars and trucks. Alternatively the system must ensure that streets are not auto-dominated and that cyclists and pedestrians have a safe and enjoyable experience. The balancing of these needs is achieved through street and parking configuration, dimensions, alignment, landscaping, lighting and details.

The following information is included in this Element:

Street Network and Design

Street Sections

Provides cross-sections for typical roadways detailing lane width, parking, required right-of-way, landscaping, and sidewalks.

Truck/Emergency Vehicle Access

Description is given regarding phasing strategies for efficient truck/emergency access.

Vehicular Circulation

Intersection Design

Describes the necessary design requirements for the primary intersection at East Cotati Avenue and Santero Way.

Traffic Calming

Summarizes a catalog of traffic calming techniques and discusses appropriate locations and benefits. Strategies include: street narrowing, rerouting and pavement surface treatments.

Parking Standards

Presents a discussion of shared parking, parking ratios and on- and off- street parking.

Transit Access

Discusses the facilities required for bus and train connections including design of the Transit Plaza, bus pull-outs, and a kiss-n-ride facility.

Bicycle Circulation

Presents standards and guidelines for safe and attractive bicycle circulation system.

Pedestrian Circulation

Presents standards and guidelines for safe and attractive pedestrian circulation system.

4.1 Street Network and Design

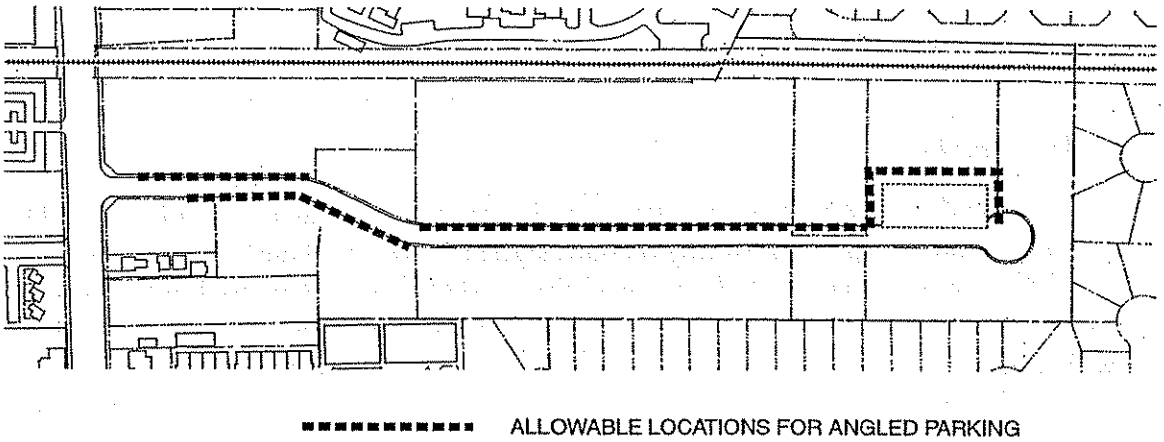
Typical cross sections have been developed for each type of public and private street within the Specific Plan Area. Each cross section details lane width, parking, sidewalks, landscaping, turning radii and required right-of-way.

4.1.1 Potential On-Street Angled Parking

The street sections provide flexibility in terms of on-street parking design. Figure 4.1 illustrates locations along Santero Way (including park loop) where angled parking is allowed. Note that angled parking is not allowed adjacent to Property B due to potential traffic congestion created upon entering the Specific Plan Area. Angled parking is also not permitted adjacent to the Village Green.

The developer of a property that is allowed to have angled parking on Santero Way will have the option of choosing what type of parking (parallel or angled) will be constructed in front of their property. Parallel parking would be constructed as the development standard as part of the shared capital improvement program for the Specific Plan. If, however, a developer decides to increase their on-street parking with angled parking they are solely responsible for the cost difference between angled and parallel parking. Also, the property owner will deed the additional right-of-way required for angled parking to City at no cost. The additional parking would increase the amount of allowable development on the adjacent property, but building square footage shall not exceed the maximum allowed by the standards and guidelines in Section 3, *Land Use and Community Character Element.*

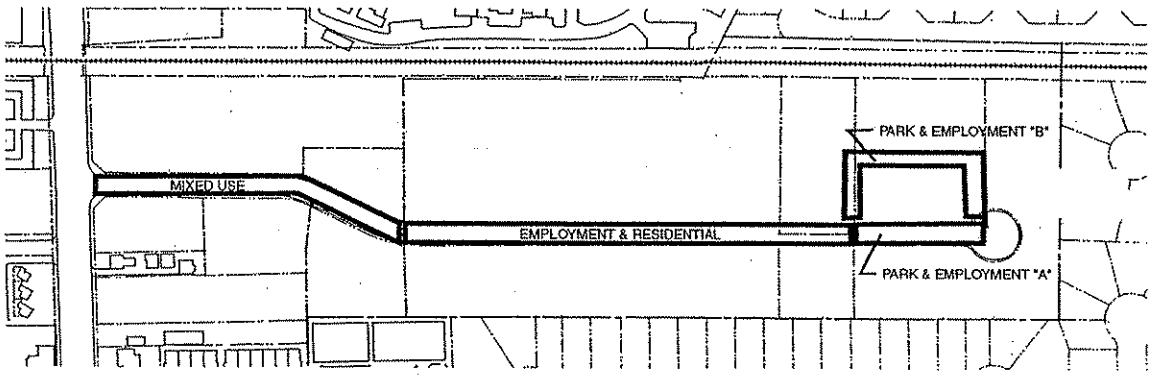
Figure 4.1 Allowable Locations for Angled Parking



4.1.2 Street Sections

Figures 4.3 - 4.10 illustrate street design options. The Street Key diagram (Figure 4.2) refers to the location of each street type.

Figure 4.2 Street Section Key Diagram



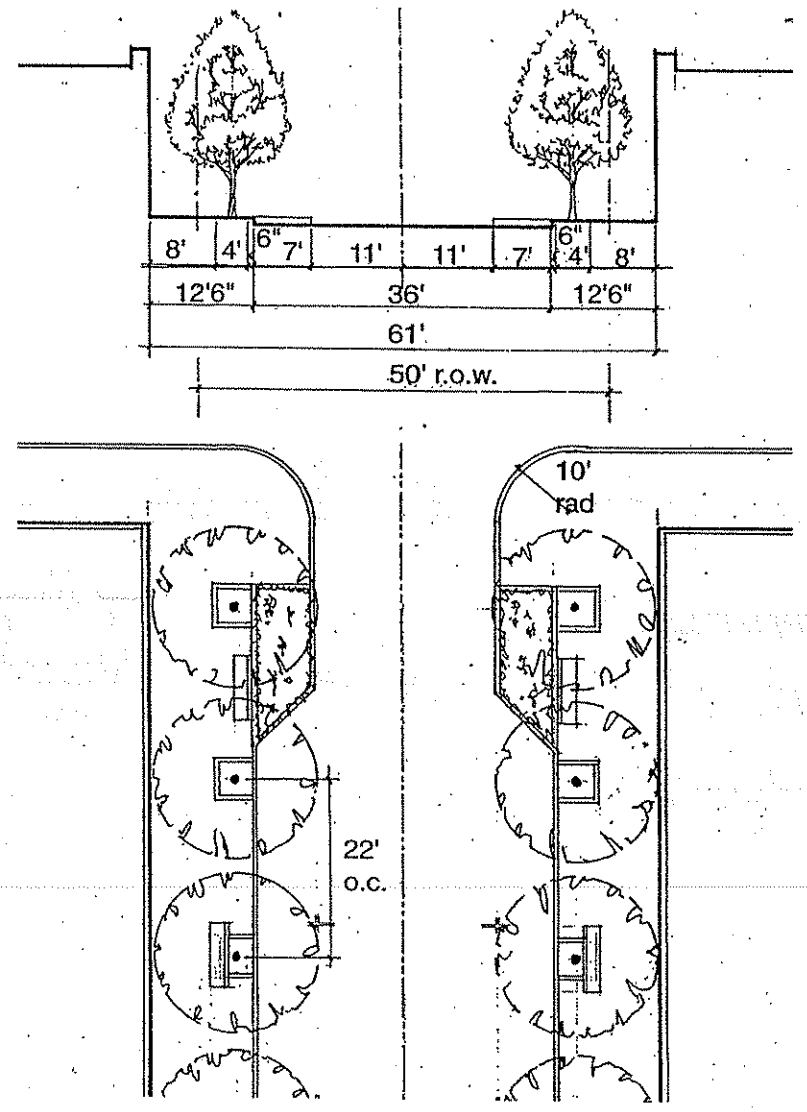
4.1.2.1 Santero Way Public and Private Street Sections

A. Mixed-Use District Street

1) Standard Section

This is the standard 61 foot right-of-way street section for Santero Way in the Mixed-Use Districts. The street includes parallel parking on both sides; on-street parking is not allowed within 130 feet of East Cotati Avenue in order to avoid the possibility of a traffic back-up onto East Cotati Avenue (see Figure 4.15). Twelve foot wide sidewalks are provided on both sides of the street with 4 foot by 4 foot street trees wells adjacent to the curb on approximately 22 foot centers along the road.

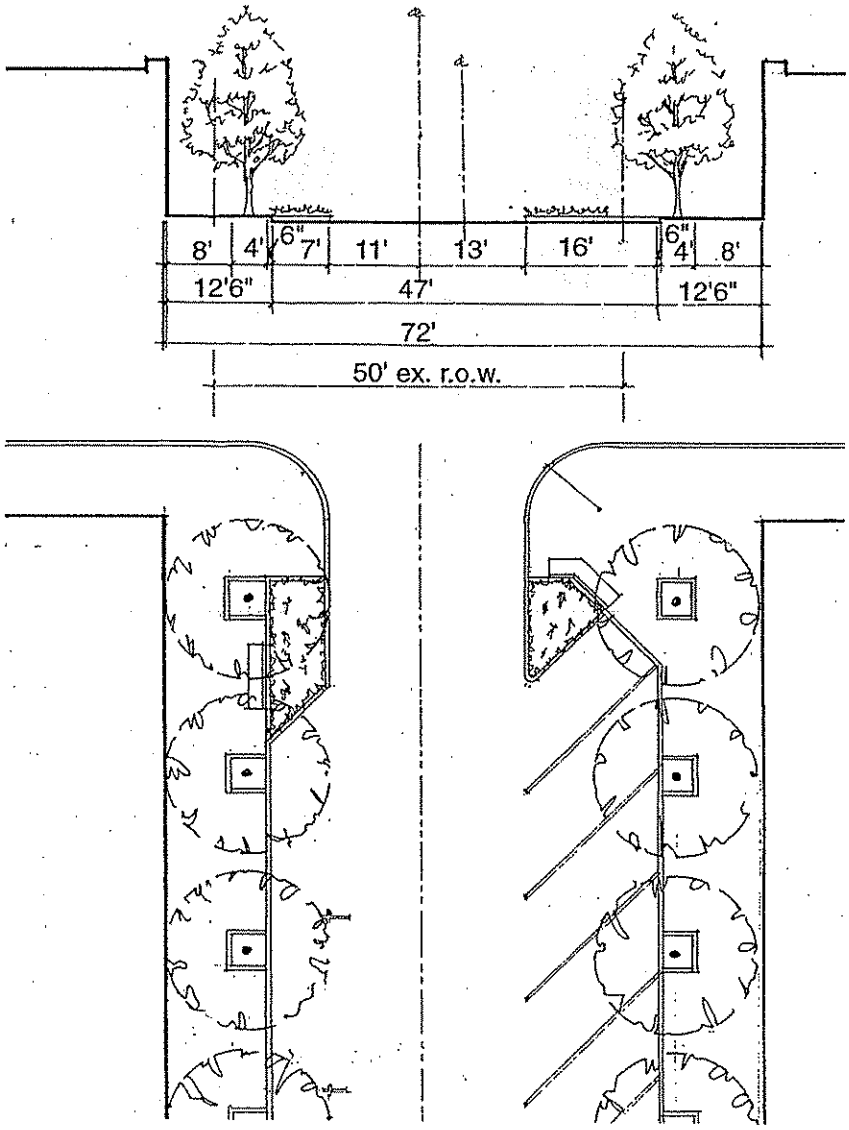
Figure 4.3 Mixed-Use District Street -Standard Section



2) *Optional Section*

Along certain portions of the roadway, see Figure 4.1, adjacent property owners have the option of constructing 45 degree angled parking. This option illustrates the example of installing angled parking on one side. The resulting right-of-way has a minimum dimension of 72 feet. At intersections and curb cuts on the angled parking side of the street, opportunities exist for expanding the sidewalk and planter area, and to provide pedestrian amenities such as benches.

Figure 4.4 Mixed-Use District Street - Optional Section

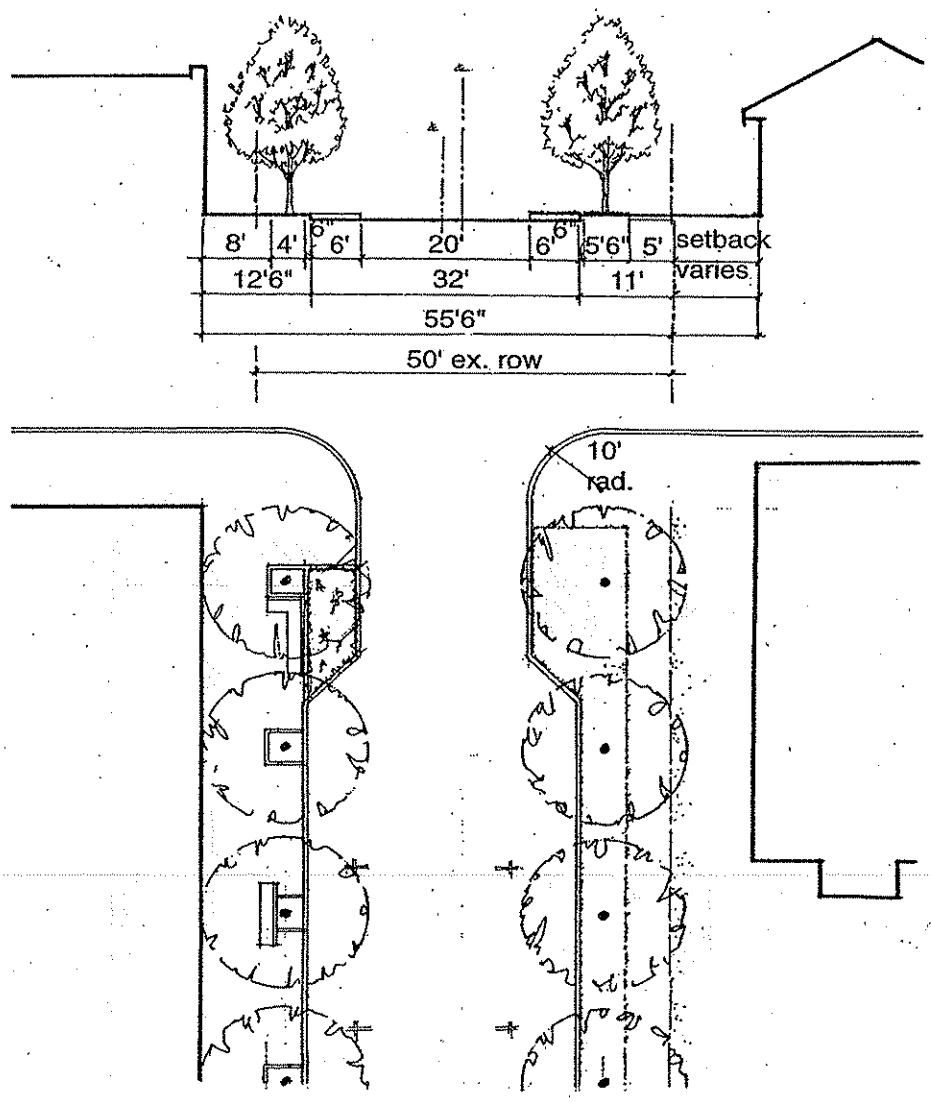


B. Employment and Residential Street

1) Standard Section

This is the standard section for Santero Way from the south end of the Village Green to the north end of the Neighborhood Park. Typically, the east side of the street, adjacent to the Employment District, has a treatment similar to the Mixed-Use District section. This includes parallel parking, a 12 foot wide sidewalk with street trees in tree wells every 22 feet on center along the road. The west side of the street, adjacent to the Residential District, has a residential character with a 5 foot 6 inch wide tree lawn separating a 5 foot wide sidewalk from the parallel parking lane. Street trees are planted on approximately 22 foot centers along the road.

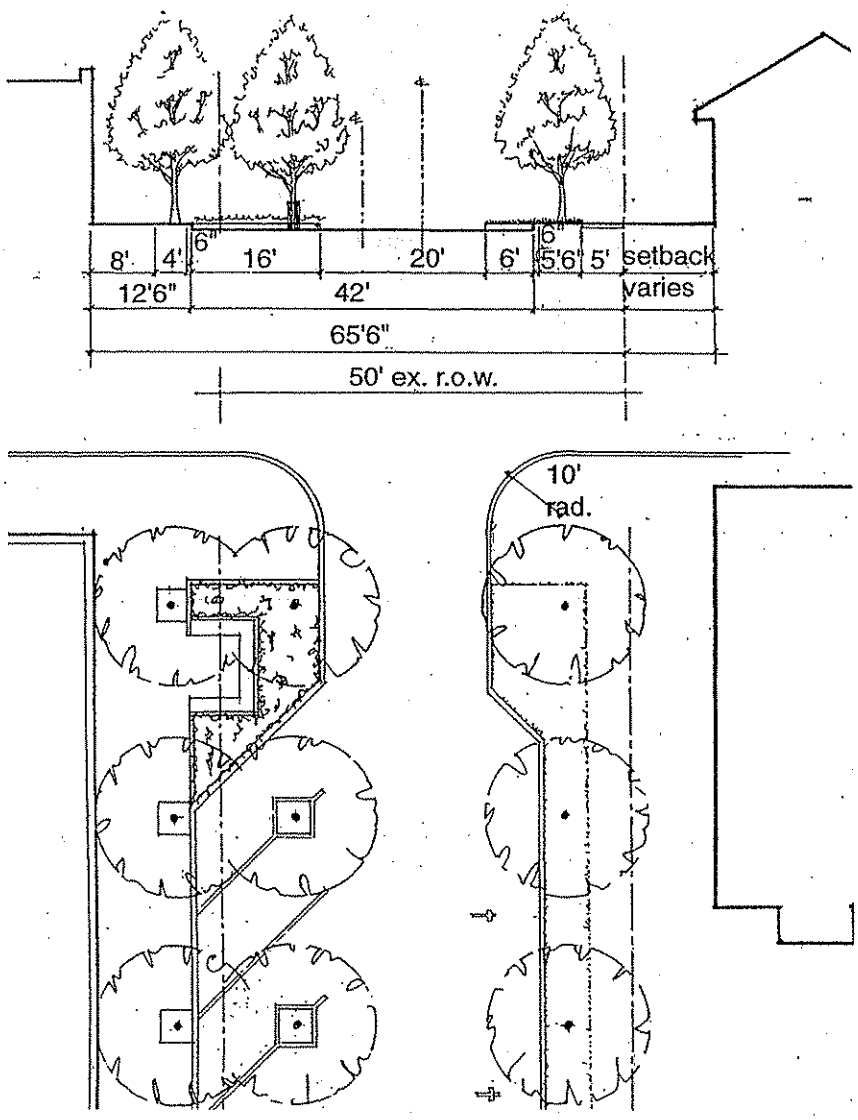
Figure 4.5 Employment and Residential Street - Standard Section



2) *Optional Section*

Similarly to the optional street section for the Mixed-Use Districts (Figure 4.4), this option allows the developer of property within the Employment District to build 45 degree angled parking. At intersections and entries to accessways on the angled parking side of the street, opportunities exist for providing a larger planted area and more pedestrian amenities such as benches. (See Figure 4.6)

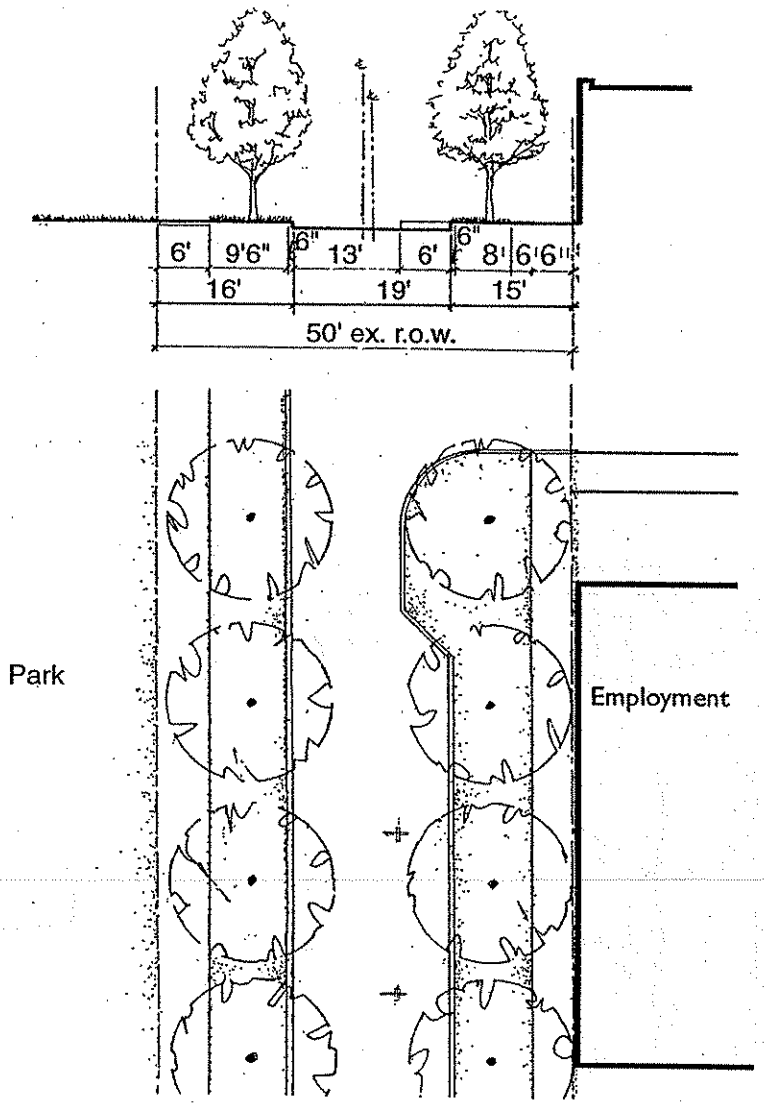
Figure 4.6 Employment and Residential Street - Optional Section



C. Neighborhood Park at Employment "A"

Santero Way becomes a one-way loop around the Neighborhood Park at the south end of the Planning Area. The drive lane consists of a 13 foot clear width lane with parallel parking on the employment side of the street. The tree lawn on the park side of the street is 9 foot 6 inches, and 8 feet on the employment side.The park side of the street does not have parking, and only parallel parking is allowed on the employment side. The four corners of the park are sized to allow for truck and emergency vehicle access (Figure 4.10a) and discussed in *Truck/Emergency Vehicle Access* (§4.1.3)

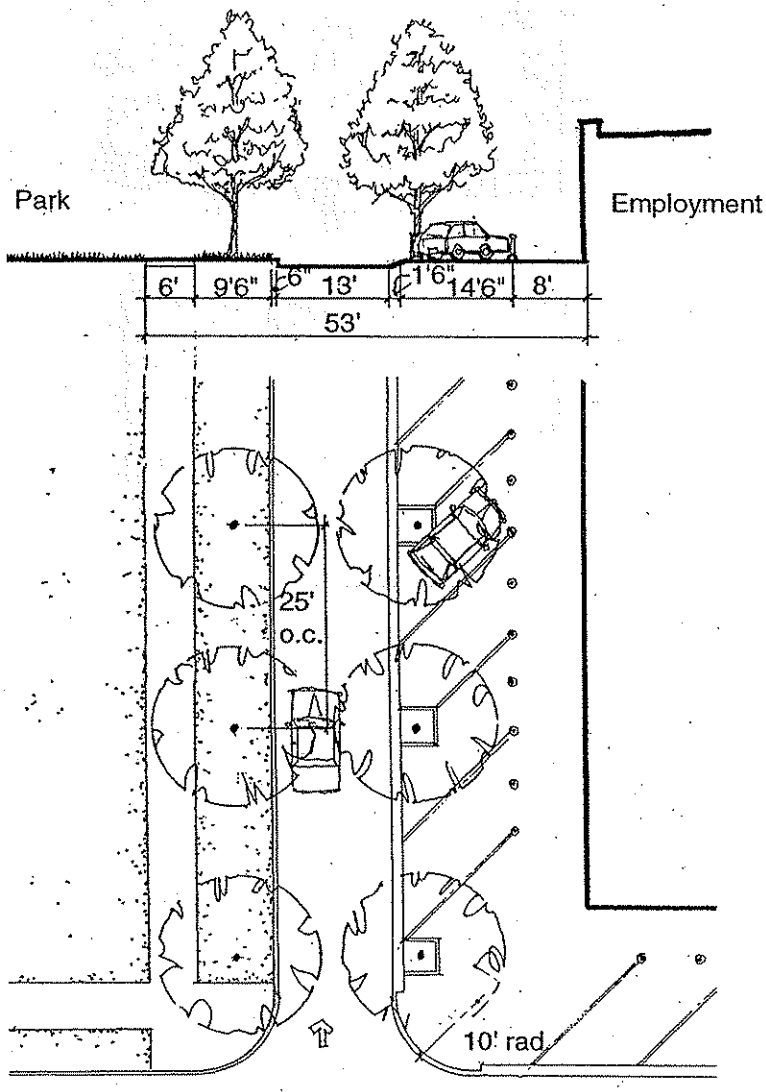
Figure 4.7 Neighborhood Park at Emploment "A" (One Way)



D. Neighborhood Park at Employment "B"

On the opposite side of the park, the street fronts the Employment District. The park side of the street is treated consistently with a 6 foot walk and 9 foot 6 inch tree lawn. The public right-of-way stops at the gutter adjacent to the drive lane. The developers within the Employment District area have the option of constructing parallel or 45 degree diagonal parking adjacent to the drive lane. Street trees will be planted between the diagonal parking spaces and be provided with tree grates and bollards or tree guards to protect the tree. These trees visually narrow the street and strengthen the connection between the park and the Employment District. An 8 foot minimum width publicly accessible sidewalk shall be built between the parking and buildable area of the adjacent development.

Figure 4.8 Neighborhood Park at Employment "B" (One Way)



4.1.2.2 Parking Lot/Truck Circulation

The eastern side of the Specific Plan Area adjacent to the railway is to be used as parking for the adjacent Employment and Mixed-Use District developments. (Also, refer to the *Parking Configuration and Design* (§3.ED.2.4.D) text in the *Employment and Mixed-Use District* sections of the *Land Use and Community Character Element* and the *Parking Standards* later in this Element for further standards and guidelines). The parking areas are to provide ample tree coverage and to serve as secondary access for emergency vehicles and trucks servicing businesses in the Employment and Mixed-Use Districts. A public easement shall be provided through the parking areas to serve this purpose.

Figure 4.9 Parking Lot/Truck Circulation @ Employment – 64' Setback

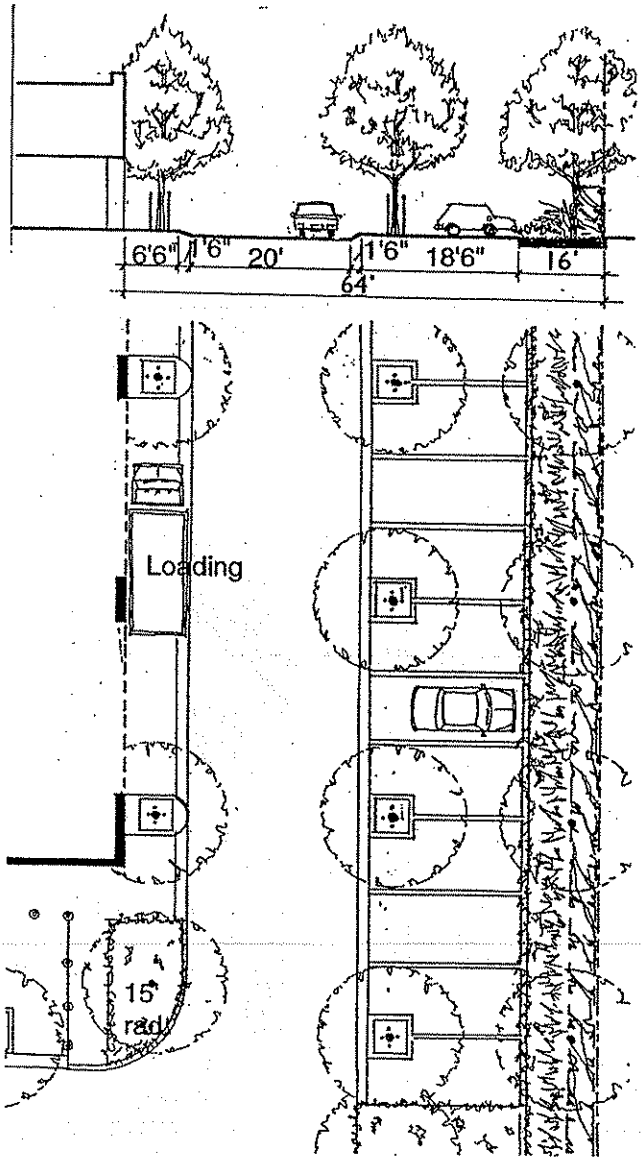


Figure 4.10 Parking Lot/Truck Circulation @ Employment – 86' Setback

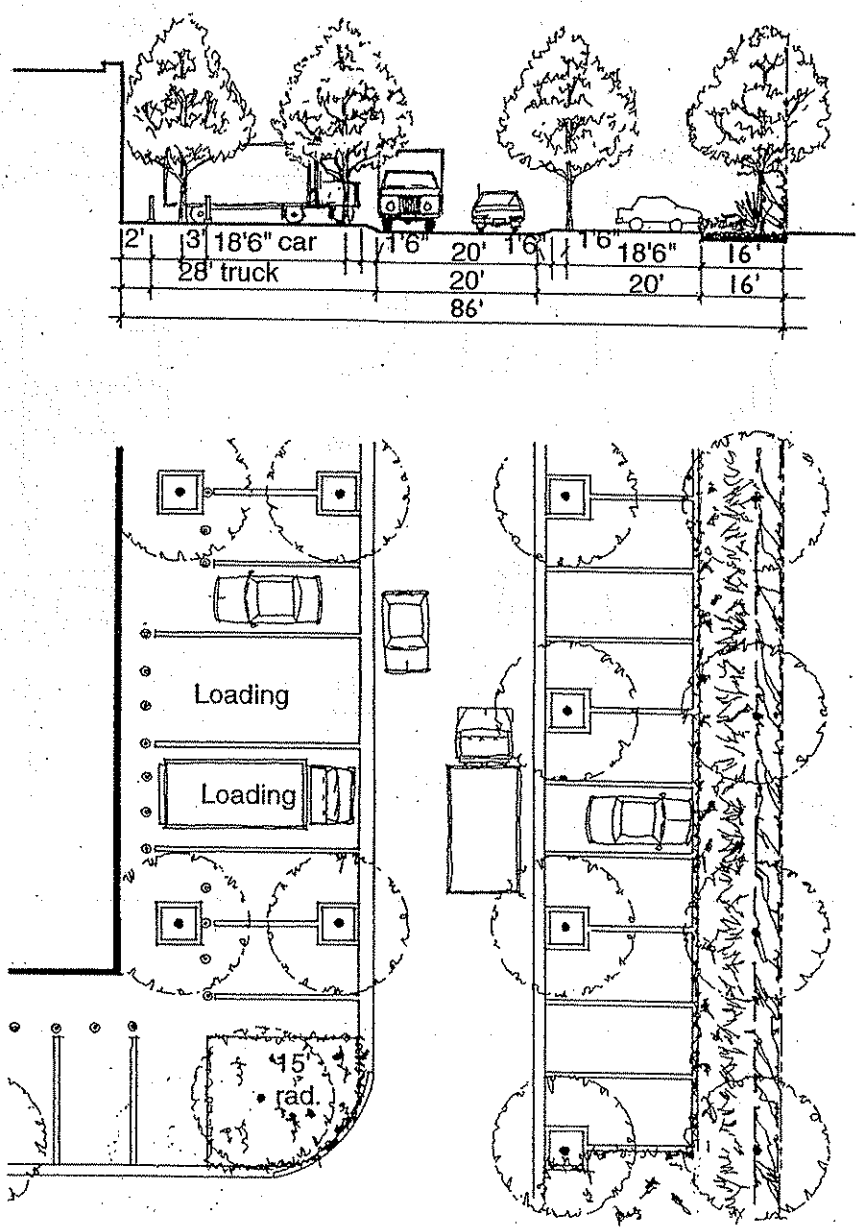
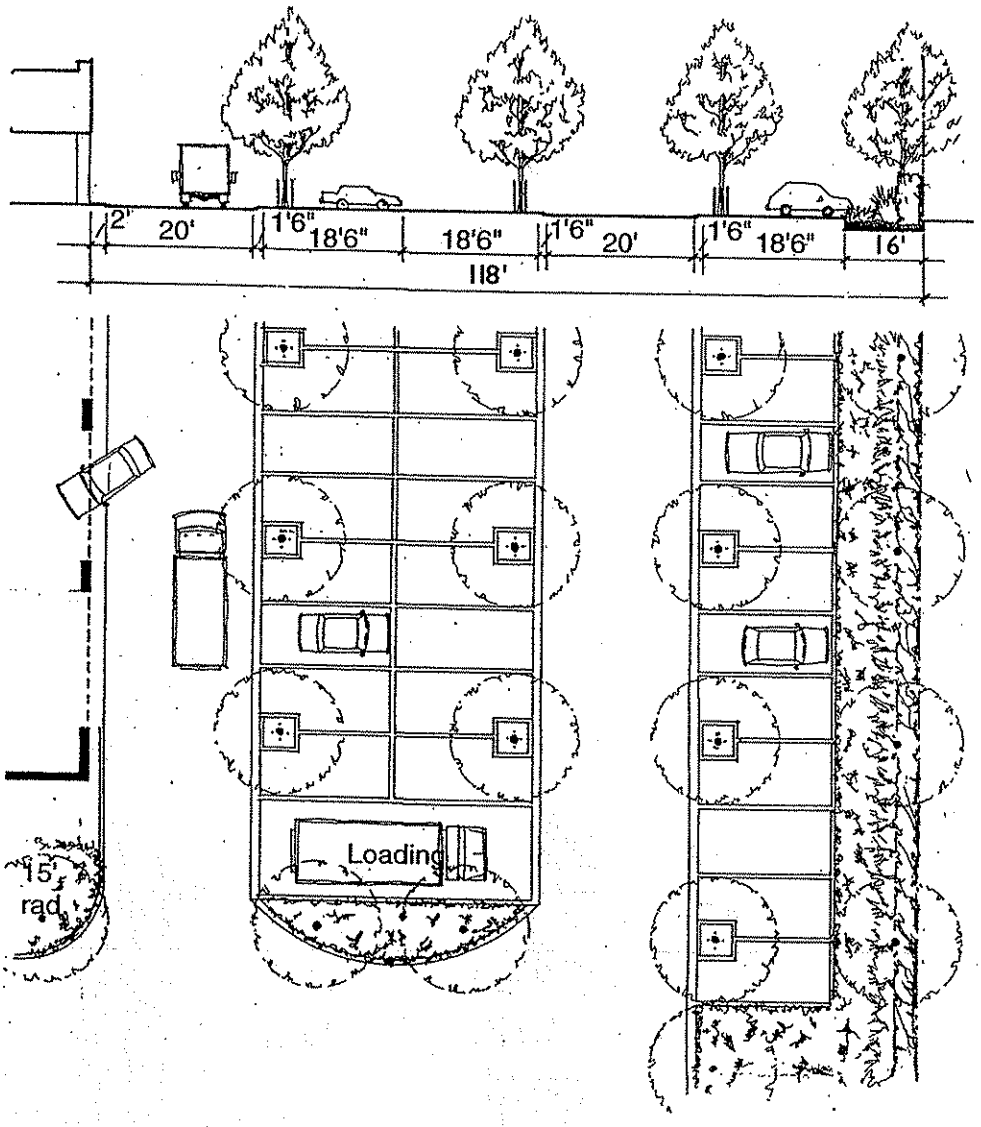


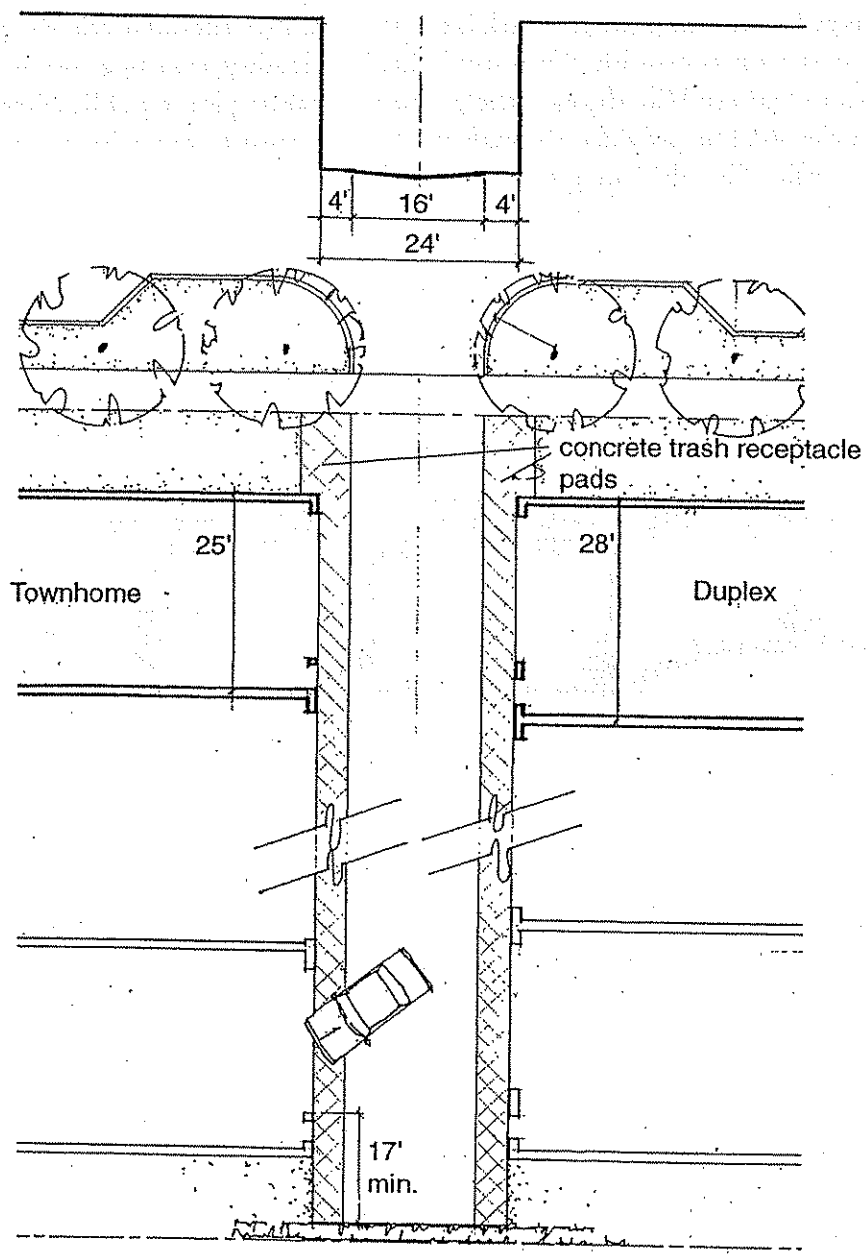
Figure 4.11 Parking Lot/Trucking Circulation @ Mixed Use – 118' Setback



4.1.2.3 Residential Lane

Residential lanes provide access to the parking for homes in the Residential District. This allows for the attractive shared courtyard gardens and courts. Inclusion of lanes also minimizes the number of curbcuts onto Santero Way and thereby maximizes the amount of on-street parking. Fire protection services and trash collecting remain on Santero Way. Refer to the *Residential District* section (§3.RD.1.3.E) of the *Land Use and Community Character Element* regarding landscape requirements for the residential lanes.

Figure 4.12 Residential Lane



4.1.3 Truck/Emergency Vehicle Accessibility

Given that Santero Way is the only means for vehicles to enter or leave the Planning Area, it is important that they be able to easily turn around at their destination or at the south end of the site to return to East Cotati Avenue. In the site's existing condition this is achieved by internal circulation within each property and by the cul-de-sac at the south end of the street. The cul-de-sac presents a large expanse of asphalt and concrete that would not support a good pedestrian environment and is not aesthetically pleasing.

As the Specific Plan is built-out, the cul-de-sac will be replaced by the "park loop" – the one-way loop around the neighborhood park at the southern end of Santero Way. This will allow automobiles and emergency vehicles to turn around at the southern end of the site. (Figure 4.13)Trucks will be discouraged from using the full park loop. Instead, they should access the property they are delivering to as soon as possible. They would access a loading area away from the public street and then return to Santero Way through the properties' parking lot. a public easement for emergency vehicles shall be provided through the parking areas to serve this purpose as well as facilitate truck traffic. The ultimate goal is to minimize truck traffic looping around the entire neighborhood. (see Figure 4.9, 4.10 & 4.11).

Figure 4.13 "Loop" Diagram

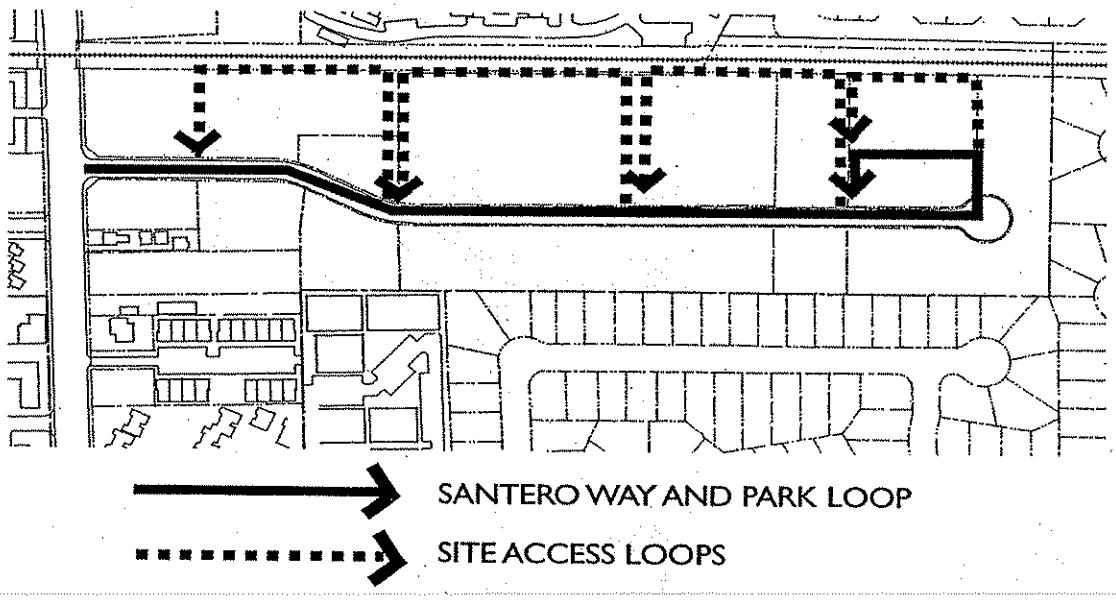
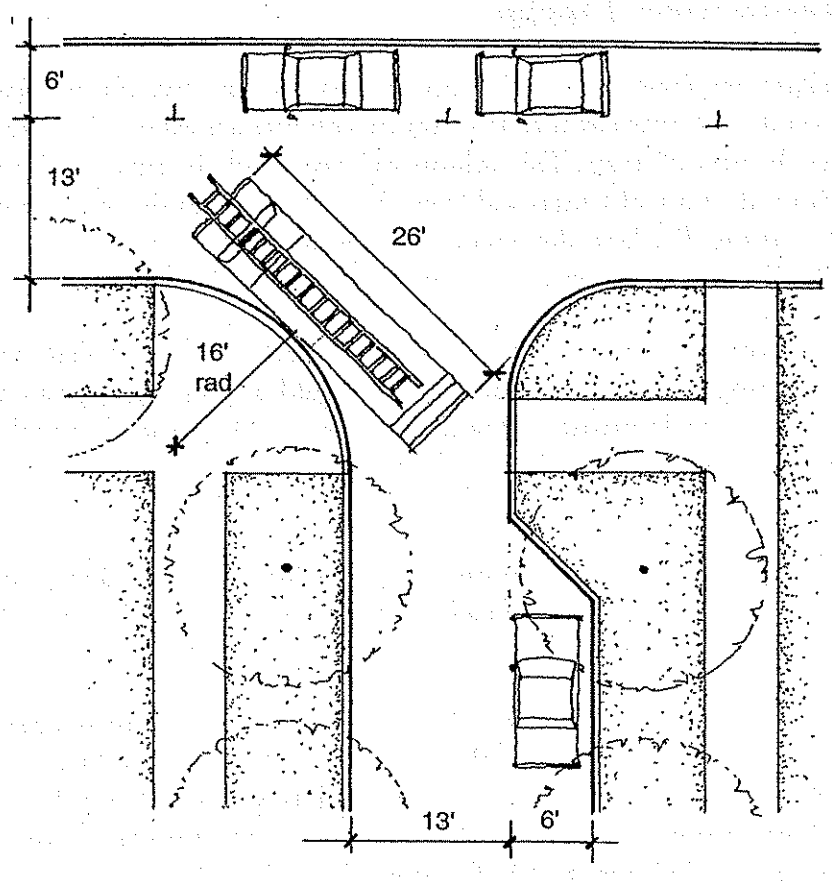


Figure 4.14 Turning Radius at Neighborhood Park Corners



4.2 Vehicular Circulation

4.2.1 Intersection Design

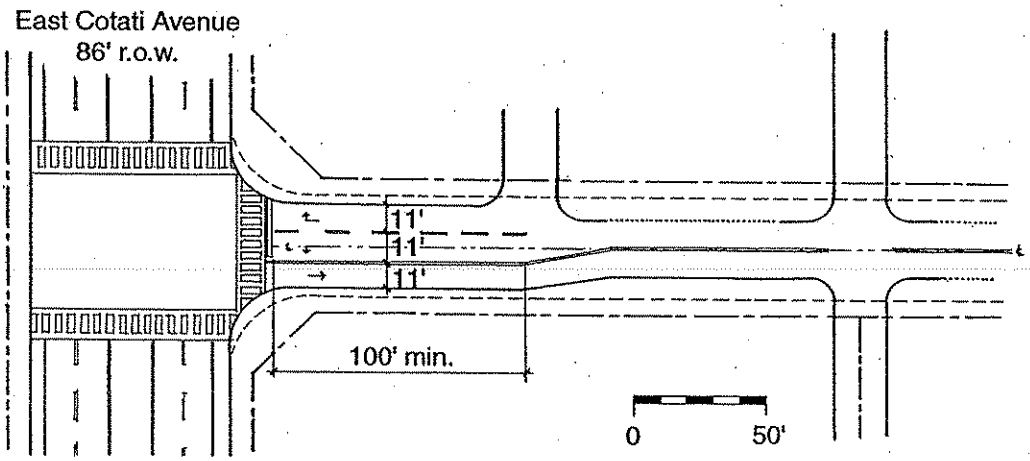
Under current alignment conditions on East Cotati Avenue with two through lanes in each direction and a center two-way left turn lane, traffic volumes are expected to increase by approximately 30% over the next 20 years. This volume increase would be expected from both citywide development within the City of Cotati and from through traffic in the region with these volume increases and the existing five lane alignment, the most appropriate traffic control device to serve the intersection of East Cotati Avenue and Santero Way would be a traffic signal.

There is a potential that East Cotati Avenue could be redesigned as a two-lane arterial street. If this were to occur a single lane modern roundabout would be more appropriate than a signalized intersection, because it would provide more capacity and could provide acceptable levels of delay on all approaches while also maintaining the focus of a slower moving more pedestrian-friendly street on East Cotati.

With traffic signal control, there may be concern for queuing onto the railroad crossing just east of the intersection. It is possible to coordinate the traffic signal controller with the operating system for the rail crossing guards so that traffic can clear out in the event of a rail crossing.

In order for the "T" intersection of Santero Way and East Cotati Avenue to operate efficiently and effectively a left turn lane on Santero Way will need to be provided. Figure 4.15 illustrates the redesign of the intersection. Pedestrian crossings will be provided across both roadways coming into the intersection to maximize pedestrian access. The turn lanes exiting the Specific Plan Area shall extend a minimum of 100 feet from the intersection which will allow room for approximately 10 vehicles to wait for the signal. No parking will be provided along the curb adjacent to the lane entering the site from East Cotati Avenue for a distance of at least 200 feet from the intersection to eliminate risk of traffic being backed up onto East Cotati Avenue.

Figure 4.15 East Cotati Avenue/Santero Way Intersection



4.2.2 Traffic Calming

Three traffic calming strategies are appropriate for use in the Santero Way Specific Plan Area: street narrowing, rerouting, and pavement surface treatments. These strategies help to make the Specific Plan Area more supportive of pedestrians and bicyclists while still providing for the access needs of automobiles, trucks, and emergency vehicles.

4.2.2.1 Street Narrowing

Street narrowing can be achieved through a variety of means. In the Specific Plan Area, Santero Way will be narrowed both physically and visually.

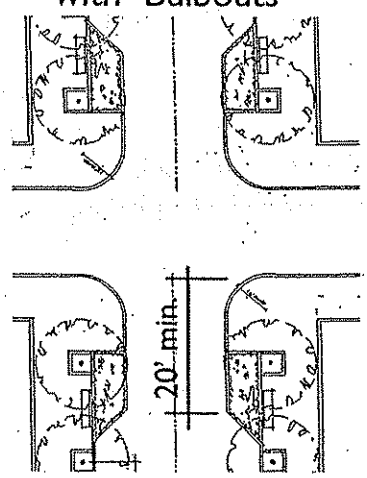
A. Lane Width

The widest curb to curb distance, including 2 travel lanes and two parallel parking lanes, will be 36 feet, rather than the 40 feet that exists today. The majority of Santero Way will have a 32 foot curb to curb distance. (See street sections provided earlier in this Element).

B. On-Street Parking

On-street parking reduces speeds noticeably by effectively narrowing the streets. Santero Way will have parking on both sides of the street with the exception of the one-way loop around the Neighborhood Park which has parking on one side.

Figure 4.16 Intersection with "Bulbouts"



C. Intersection Narrowing

Bulbouts are short sections of narrowed street located at either an intersection or mid-block where the parking lane is eliminated and the pedestrian and tree lawn area extends further out into the street. This narrows the street and reduces the pedestrian street crossing distance. See Figure 4.16

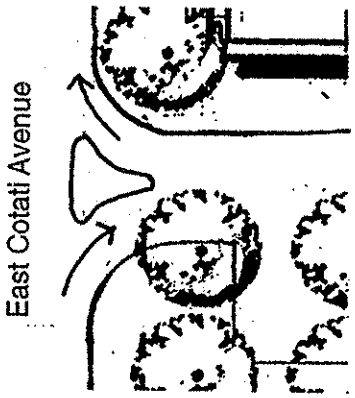
D. Gateway Treatments

Gateways are essentially any set of vertical objects placed on either side of the street, close to the roadway. These could be trees, planters, shelters, columns, gates, posts, etc. They achieve the perception of narrowness by indicating to the driver that they are passing through something significant and should slow down. Monuments could be located at the entry to Santero Way from East Cotati Avenue. The south end of Santero Way, where it becomes a one-way loop, is another appropriate location for a gateway treatment. Accessways to parking behind buildings in the Mixed-Use and Employment Districts could also be marked with gateways or special landscape features.

4.2.2.2 Rerouting

Limiting turning movements and access at key locations improves safety and controls traffic. A "right only" sign or forced turn barrier will be located at the exit point of Property A onto East Cotati Avenue. This will eliminate a potentially dangerous left turn condition. See Figure 4.17 No left turns from Santero Way into parking lot curb-cuts or accessways on the east side of Santero Way will be allowed within 150 feet of the East Cotati Avenue intersection to minimize the potential for traffic to back-up into the intersection. Also, the one-way loop around the Neighborhood Park will slow and control traffic enhancing the atmosphere of the park.

Figure 4.17 "Right Only" Restriction

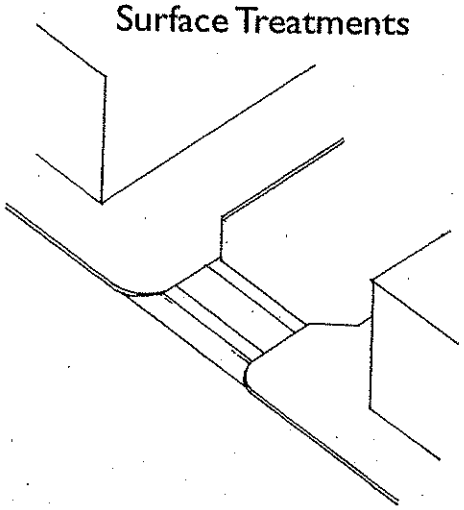


4.2.2.3 Pavement Surface Treatments

Speed humps or speed tables can be used as a vertical traffic deflector. A speed hump is usually a thin strip of asphalt about six inches wide and two to four inches high at its midpoint. A speed table is an entire "platform" which elevates both the front and rear tires at the same time (generally eight feet wide). Speed tables can also be used as pedestrian crossings that are at sidewalk grade (thus eliminating need for a curb cut). Figure 4.18.

Textured pavement such as scored and colored concrete or interlocking pavers is also an effective traffic calming device. Textured paving is also effective at delineating a cross walk in an aesthetically pleasing manner, and alerts vehicles to the crosswalk improving safety for pedestrians.

Figure 4.18 Pavement Surface Treatments



4.2.3 Parking Standards

The details of parking requirements and the design of off-street parking areas are delineated in the appropriate sections of the *Land Use and Community Character Element.* The following summarizes some key points.

4.2.3.1 Shared Parking

Typical parking standards specify the number of required spaces per square foot of use based on peak hour parking demand estimates. A mixed-use development will often include uses that peak at different times. For example, office uses need parking during the day, while entertainment uses generally need parking in the evening. This results in a reduction of standard parking requirements. The parking standards used in this Specific Plan take into account the sharing of parking between expected specific land use types.

4.2.3.2 On-Street Parking

Adjacent on-street parking shall be counted towards a use's parking requirement. The standard street cross sections for Santero Way provide parallel on-street. At the discretion of the abutting property owners, and at their cost, 45 degree angled parking is allowed in specific locations along Santero Way. Angled parking provides the potential to increase parking directly accessible to commercial entries with a marginal increase in development costs.

4.2.3.3 Parking Requirements

The parking requirements for the allowed land uses within the Specific Plan are summarized in the following table, also see specific requirements in the *Land Use Type Standards and Guidelines* (§3.4) and *Public/Transit Parking (§4.3.5).*

Table 4.1 Parking Requirements

Land Use Type	Parking Requirement
Retail Restaurant or Café Other Retail	 10 spaces per 1000 sq.ft. 3 spaces per 1000 sq.ft.
Office	3 spaces per 1000 sq.ft.
Cottage Business Permitted Uses Conditional Uses	 2 spaces per 1000 sq.ft. 3 spaces per 1000 sq.ft.
Live/Work Live Work[1]	 1.5 spaces per unit. *3 spaces per 1000 sq.ft.*
Residential *All residential types*	 *1.75 spaces for 3 bedroom unit* *1.5 spaces for 2 bedroom unit* *1.0 spaces for 1 bedroom unit or studio*

1. The parking for the work area is only required if non-resident employees or client/customer visits are to be allowed within the unit.

4.3 Transit Access

The Santero Way Specific Plan has been developed to be a community that encourages the use of existing and future local and regional transportation systems. The Plan can accommodate a possible commuter rail station at some future point. In the interim, facilities such as the Transit Plaza (see *Public Parks and Plazas* (§3.P) in the *Land Use and Community Character Element*) and a kiss-n-ride drop off will be designed to efficiently accommodate a regional bus stop. Additional parking for either the bus or train will be accommodated within the parking requirements of the two closest parcels.

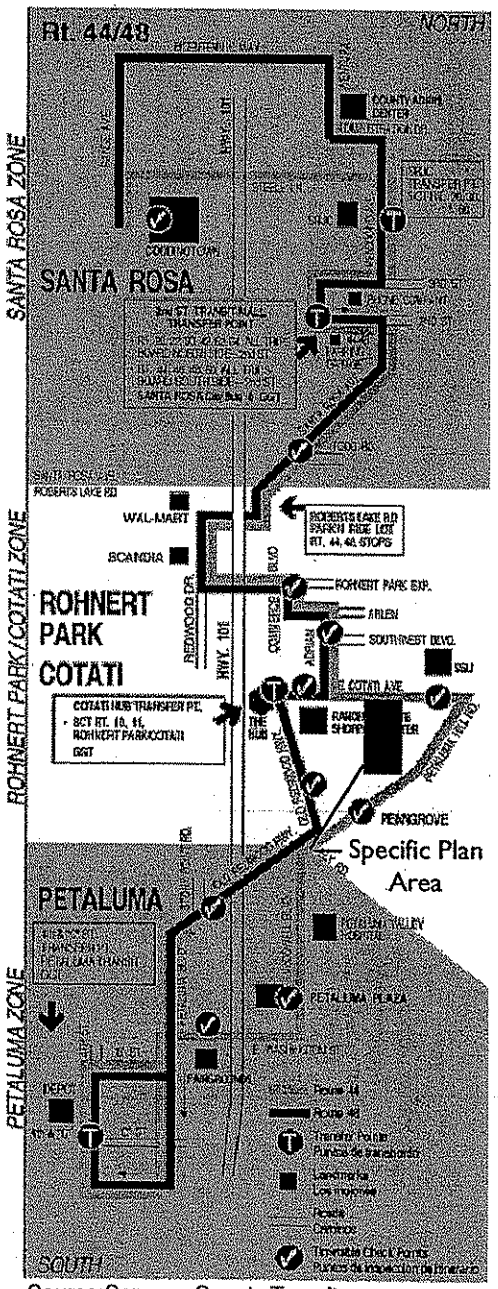
4.3.1 Transit Plaza

The Transit Plaza provides an active public open space adjacent to the bus transit stop and the potential future rail transit stop. The plaza will have commercial and mixed-use buildings fronting onto it. It will include a transit shelter that is oriented to allow riders to wait for buses and/or the potential future passenger trains. (See Figure 3.53 in Section 3, *Land Use and Community Character Element*)

4.3.2 Existing Bus Service

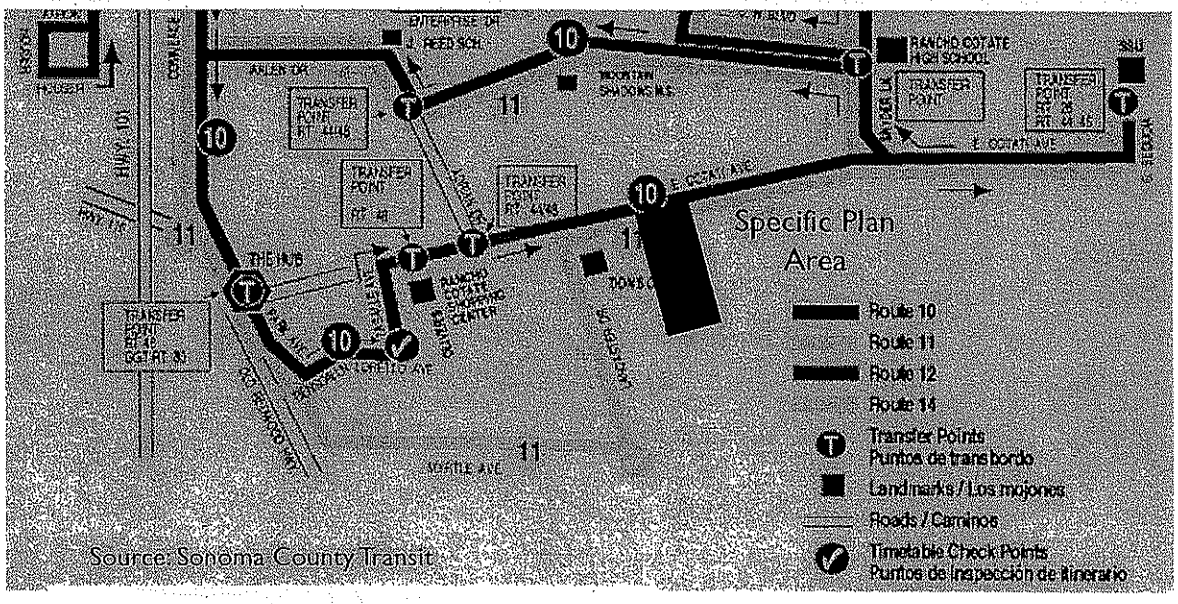
Three Sonoma County Transit bus routes currently provide service along East Cotati Avenue past the Specific Plan Area and would stop at the Transit Plaza. Route 44 provides service between Santa Rosa and Petaluma. Buses currently provide service from about 6 am to 10 p.m. with one hour headways during the commute and less frequently throughout the day. (Figure 4.19) On weekends, buses run about every 3 hours from 10 am to 7 p.m.. Routes 10 and 11 provide local service within Cotati and Rohnert Park with service from 6:30 am to 5:30 p.m. on weekdays with buses about every half hour during the commute and every 1 hour throughout the day. (See Figure 4.20) There are four buses per day on weekends. Golden Gate Transit (GGT) regional bus service is provided by routes that stop at the Hub in Downtown Cotati and at Lancaster and East Cotati Avenue.

Figure 4.19 Route 44



Source:Sonoma County Transit

Figure 4.20 Routes 10 & 11

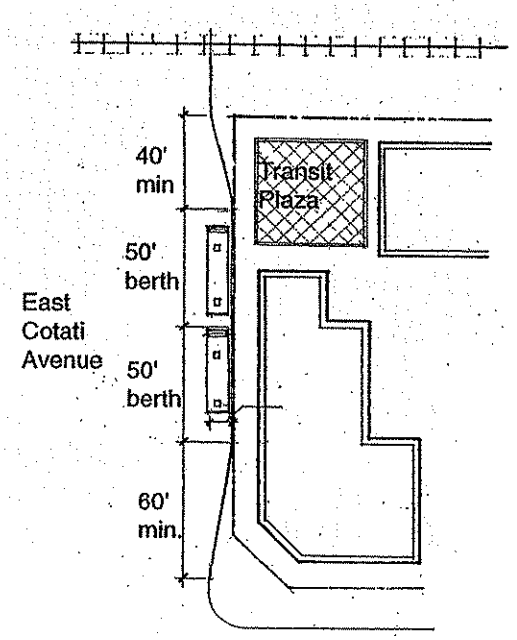


The GGT buses provide regional service to Marin County and San Francisco. The routes also provide access from Cotati to Santa Rosa and other areas of Sonoma County. The GGT 76 bus has a stop of Lancaster near East Cotati, this is a commute bus with morning service to San Francisco (5 to 7 a.m.) and return service to Cotati in the evening (3 to 6:45p.m.). The other GGT buses have stops in downtown Cotati. The 71 bus provides service to Larkspur Landing leaving Cotati between 5:30 and 7 a.m. and returning from Larkspur at 3:20 to 4:30 p.m. The 75 bus provides commute service ending at the San Rafael Transit Center 6 to 7:15 a.m. and returning 3 to 5:30 p.m. The 78 bus provides commute service from downtown Cotati to San Francisco 5 to 7 a.m. and returning 4 to 5 p.m. The GGT 80 bus provides service throughout the day from downtown Cotati to Santa Rosa and San Francisco buses from Cotati to San Francisco leave Cotati between 4:30 a.m. to 11:30 p.m. and return buses leave San Francisco between 5:20 a.m. and 2 a.m.

4.3.3 Bus Turnout Requirement

Figure 4.21 illustrates the dimensions necessary for the bus turnout located on East Cotati Avenue at the Transit Plaza.

Figure 4.21 Bus Turnout Diagram

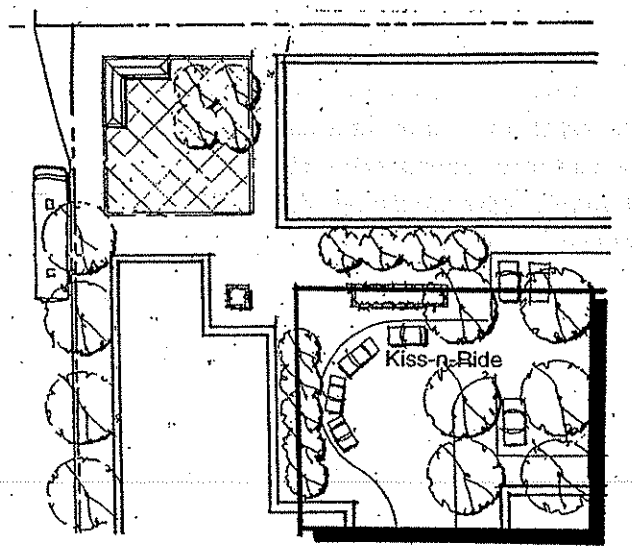


Source: Sonoma County Transit

4.3.4 Kiss-n-Ride Facility

With the development of the Retail Mixed-Use District in Property C, a small drop-off "kiss-n-ride" area can be developed between the Transit Plaza and the parking lot within the Property. (See Figure 4.22) This provides about three spaces for automobiles to drop-off or pick-up transit riders. The kiss-n-ride area can be used during non-commute times as short-term parking for the retail and other uses in the mixed-use development. Benches, trash receptacles, and public telephones should be located conveniently to the kiss-n-ride area.

Figure 4.22 Kiss-n-Ride Illustrative Plan



4.3.5 Public/Transit Parking

To better facilitate potential regional transit, the Specific Plan Area will to include 66 public/transit parking stalls on Property C be set aside within the Mixed-Use Districts. The spaces should be located as far north within these properties as practical to provide the best accessibility to the transit stops. The City of Cotati should also work to purchase the Foti property on the east side of the railroad r.o.w. to provide a additional 80 park and ride parking spaces.

The SMART Study estimates that 2012 ridership for a "full" system from Cloverdale to Larkspur would result in 119 commute riders and 29 other riders per day. The Study also estimates that 75% of riders would want to drive and park at the station, resulting in a park-and-ride demand of 111 spaces. The Specific Plan and the development of the adjacent property for parking would provide a total of 146 parking spaces. This is over 130% of the projected parking demand for the rail system at the Cotati Station, providing a factor of safety for underestimated demand and potential demand from bus riders.

The "high" and "low" Build-Out Scenarios in Section 3, Land Use and Community Character Element take this parking requirement into account.

Signage provided by the California Department of Transportation identifying park-and-ride and "kiss and ride" facilities will be located on East Cotati Avenue and Santero Way in locations agreed to by the City of Cotati. Furthermore, signage identifying parking that is reserved for transit will be placed within each stall.

4.4 Bicycle Circulation

The proximity of the Specific Plan Area to both downtown Cotati and Sonoma State University, in combination with the flat topography and the existing bicycle lanes on East Cotati Avenue, makes bicycle usage an attractive and viable option to future residents and employees of the Specific Plan Area. The project will be consistent with the City of Cotati's Bicycle Master Plan.

The mix of uses and the street designs of the Santero Way Specific Plan Area make it a comfortable bicycling environment. Although Santero Way does not include a dedicated bicycle lane, Santero Way is designed in such a way that it reduces traffic speeds (see "Traffic Calming"), thus allowing the cyclist to be safely accommodated into the flow of traffic. Bicycle racks are a required street furnishing and will be installed at regular intervals convenient to destinations within the area. Sheltered bicycle parking shall be encouraged at the transit plaza.

4.5 Pedestrian Circulation

The mix of uses and the compact nature of the Santero Way Specific Plan Area and the flat topography of the area make it a comfortable pedestrian environment. The street, site, and building design standards and guidelines of the Specific Plan will create an attractively landscaped, well-lit, and interconnected sidewalk network that provides convenient connections amongst the various land uses in the plan. The Specific Plan pedestrian system will connect with the sidewalks on East Cotati Avenue providing pedestrian access to the broader community.

Bulbouts at intersections reduce the crossing distance of Santero Way (see Figures 4.3 – 4.8 for illustrations of sidewalk character). The widest pedestrian crossing distance is 22 feet in the Mixed-Use District and the narrowest is 13 feet at the Neighborhood Park. The Specific Plan also has good transit accessibility that supports the pedestrian environment. A bus transit stop will be implemented as part of the Transit Plaza at East Cotati Avenue; in the future it is likely that a rail transit station will be built adjacent to the bus stop. The farthest point in the Specific Plan Area is just over 2000 feet from the transit stop.

5
Utilities and Public Services Element

5. Utilities and Public Services Element

In the *Planning Factors and Objectives Element*, a description is given of the existing conditions pertaining to utilities and public services that are related to the Specific Plan area. This elaborates on plan objectives necessary to redevelop the infrastructure of the planning area from a predominately industrial character to a mixed-use neighborhood. Improvements will require coordinated staging among private development projects, the City of Cotati and utility company programs. The implementation strategy for the Santero Way Specific Plan area, including various methods of financing, is discussed in the Section 6, the *Implementation Element.*

5.1 Water Supply and Distribution

The project site is served by a 10" water line located within the Santero Way right-of-way. It connects to a 12" main at the intersection of East Cotati Avenue. The 10" line supplies water to six fire hydrants, spaced approximately 300 feet apart along Santero Way. The narrowing of Santero Way and the addition of street trees and planting strips will require the relocation of fire hydrants.

All development projects will be required to provide the City with a "will serve" agreement from the Sonoma County Water Agency.

5.2 Waste Water Collection and Treatment

A 6" sewer main is located within the Santero Way road right-of-way. It is connected to the new 12" East Cotati Avenue Sanitary Sewer Interceptor, by approximately 1100' of 8" diameter collector sewer. A capacity analysis was performed for the 8" collector sewer pipe which found that it would be adequate to accept increased flows from the project site. The interceptor sewer line collects and distributes Cotati's wastewater to the City of Santa Rosa Subregional Wastewater Treatment Facility on Llano Road.

All development projects will be required to provide the City with a "will serve" agreement from the Santa Rosa Subregional Wastewater Treatment Facility.

5.2.1 Storm Drainage

Although the increase in impervious surface associated with the development of the Santero Way Specific Plan will increase drainage flows, the Industrial Avenue Assessment District Improvements have already anticipated a run-off co-efficient of 0.9 for the site. The proposed Santero Way Specific Plan will have the same run-off co-efficient. Therefore, there should be no additional water draining to the 66" pipe than was already anticipated. Furthermore, the existing

downstream storm drain system will be sufficient. The existing 24" storm drain, which concentrates flow onto the Santero Way site before Property F (Northwestern Miter) and Property G (Schollman), will need to be connected to the underground drainage system beneath Santero Way to allow for development of the southeasterly corner. All project drainage will need to be intercepted at project boundaries and connected to the existing underground drainage system. With the proposed narrowing of Santero Way, catch basins will require relocation.

The increase in runoff from additional impervious surfaces within the Santero Way Specific Plan area could lower the quality of stormwater runoff through the discharge of non-point source pollutants. These impacts are associated with both short term (construction related) and long term (non-point source pollutants). To mitigate the negative impacts of stormwater contamination, the Federal Clean Water Act, which protects the quality of surface waters through the NPDES, requires all development projects over five acres to conduct a proposed construction program to be reviewed by the Regional Water Quality Control Board (RWQCB). All developers of projects over five acres in size within the Santero Way Specific Plan area will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) for review by the RWQCB, and provide a copy to the City of Cotati as evidence of compliance.

Furthermore, developers of any project within the Specific Plan area are required to prepare a "source control program" to remove non-point source pollutants before they are picked up by stormwater runoff. This program shall be prepared by a registered civil engineer (or other licensed professional acceptable to the City) and reviewed and approved by the City, and it shall include, as a minimum, the following provisions:

- A pavement cleaning and maintenance program, which normally consists of regular street cleaning and asphalt maintenance program for all on-site roads and parking areas.
- A three-part program designed to limit direct disposal of contaminants into streets and storm drains: labeling all catch basins "No Dumping – Drains to Bay"; strictly limiting the use of non-biodegradable fertilizers or pesticides; prohibit the regular washing or maintenance of vehicles in paved areas that drain directly into the storm drain system.

5.3 Solid Waste

The *Land Use and Community Character Element* contains guidelines for the location of solid waste storage and pick-up areas in the Specific Plan. All development projects are required to provide the City with a "will serve" agreement from Larry's Sanitary Service.

5.4 Electricity and Natural Gas

All development projects will be required to provide the City with a "will serve" agreement from PG&E or other electric utility provider.

5.5 Telecommunications

In order to attract hi-tech businesses to the Mixed-Use and Employment District it is strongly recommended that developers provide the highest quality telecommunications systems for developments in these Districts.

5.6 Public Services

5.6.1 Fire

Increased population and structures will increase demand on the Fire Protection Services. The District has identified the following minimum requirements:

- water pressure of 20 psi (pounds per square inch) with sprinklers;
- a maximum "hose" length of 150 feet from fire truck or hydrant location to the farthest point of building exterior; and
- emergency access with a loop road system and secondary access through the Transit Plaza or parking lot of any redevelopment of Properties A and B (the David Johnson, et.al. and Roy and Connie Smith properties).

5.6.2 Police

The development of the Santero Way Specific Plan area will increase demands for police service, but not to the extent of requiring any additional positions.

5.6.3 Schools

An estimated 1,593 students will be generated by the development of the Santero Way Specific Plan over the next 20 years. Currently the Cotati-Rohnert Park School District has adequate capacity to accommodate this increase. The school district will levy impact fees (currently $1.65

per square foot of residential building and $0.27 for commercial buildings) and all future developments shall provide proof of this payment prior to occupancy.

5.6.4 Libraries

The implementation of the Specific Plan does not change the population growth that has been projected in the planning for the library services provided for Cotati through the Sonoma County Library System.

5.6.5 Parks

According to the City of Cotati Zoning Ordinance's (§17.34.545) formula for calculating public parkland dedication for new development, the Santero Way Specific Plan would require 1.22 acres of public park to be dedicated to accommodate the population anticipated in the "High" Build-Out Scenerio. The Plan provides 1.22 acres (53,300 square feet) among the three public park and plazas: the Transit Plaza, the Village Green, and the Neighborhood Park. If the implementation of the Specific Plan results in a high demand for public open space, development would be required to pay a "park in-lieu" fee per City standards. See section 3.P.2 in the *Land Use and Community Character* element for detailed description of these parks.

5.6.6 Governmental Services

Increased development and population will increase demands on services. The City of Cotati's fee schedule includes Development Impact Fees as well as fees to cover a portion of the administration costs associated with new development. The *Implementation Element* of the Specific Plan addresses the potential costs associated with all infrastructure improvements and development fees.

One of the intents of the Santero Way Specific Plan is to create a clear and enforceable set of design standards and guidelines to facilitate efficient approvals for future development and to meet the community goals for the quality and character of the new development.

6
Implementation Element

6. Implementation Element

6.1 Introduction

There are two paths that the implementation of the Santero Way Specific Plan could take: incremental development following the existing ownership patterns over time or master plan development of the entire planning area by a "master developer" or a consortium of property owners. Actual implementation may well occur as a combination of these two methods with a developer consolidating several, but not all of the properties.

The Implementation Element consists of three major sections:

- **Planning Actions:** This section addresses parallel actions that must be undertaken by the City to fully implement the Specific Plans policies, namely General Plan and Zoning Ordinance Amendments. Policies for the treatment of nonconforming uses are defined. The relationship between the Redevelopment Agency and the Plan are discussed with more detailed discussion in the following section describing public improvement implementation. Finally, the process for amending the Specific Plan is outlined.
- **Project Approvals and Construction:** This section describes the process for approval of a proposed development project within the Specific Plan Area including a design review process. Additionally it describes policies and standards that are required to be followed during construction of developments within the Specific Plan Area.
- **Implementation of Public Improvements:** This section includes a description and cost estimate for the public improvements that will be required as a part of the development of the Specific Plan and outlines alternative strategies for the funding and implementation of these improvements.
- **Phasing Concepts:** This section describes some possible scenarios for the phasing of development in the Specific Plan Area.

6.2 Planning Actions

As stated in the introduction to this Specific Plan, State law requires that a specific plan must be compatible with the goals and policies of the local jurisdiction's adopted General Plan. In addition, State law also requires that zoning regulations be in accordance with an adopted Specific Plan. This section outlines required amendments and revisions to the City of Cotati's General Plan and Zoning Ordinance that will bring all three documents into alignment. This section also describes the requirements for interim and nonconforming uses within the Specific Plan Area, the relationship of the Specific Plan to Redevelopment Agency policies, and the method by which the Specific Plan may be amended.

6.2.1 General Plan Amendments

The City of Cotati's General Plan (updated in 1998) designates the majority of the Specific Plan area as General Commercial with the exception of Property A (the David Johnson, et.al. property) which is designated as Medium Density Residential.

The General Commercial designation does not allow for some of the uses that are allowed within the Specific Plan's Employment District designation or within the Live/Work land use type, such as: research and other laboratories, assembly and light manufacturing, and arts or craft studio.

The Medium Density Residential designation for Property A only permits "associated neighborhood retail" as a non-residential use and has a height limit of 28 feet. These requirements are more restrictive than the Specific Plan designation for the property – Retail Mixed-Use District.

Both map and text amendments to the City of Cotati General Plan will be required prior to adoption of the Santero Way Specific Plan. These could take the form of an overlay Specific Plan District or the creation of a new land use designation within the Specific Plan – "Mixed-Use Neighborhood." The simplest method would be the creation of a Santero Way Specific Plan Overlay District which designates the Specific Plan as the site-specific regulatory document for the area.

6.2.2 Zoning Amendments

The majority of the site is currently zoned Industrial with M-1 designated for the northern half and M-2 for the southern half. Property A is within the R-2 zoning district. The M-1 and M-2 zoning district designations are not consistent with the areas current General Plan designation, and it is the City's intent that this Specific Plan serve as the tool for rezoning the area. Uses, standards, and guidelines as defined within the Specific Plan are not consistent with these zoning requirements of the existing zoning districts which are designated within the Specific Plan area.

Following, or in concurrence with, the adoption of the Santero Way Specific Plan the City should rezone the area as the "Santero Way Specific Plan" zoning district. All proposed development would be referred to the Specific Plan for its development standards and guidelines, implementation requirements, etc.

In addition it should be noted that, the provisions of the *Circulation Element*, in the Santero Way Specific Plan supersede Zoning Ordinance Sections 17.36.090, 17.36.100, and 17.36.110 (Parking Requirements). Zoning Ordinance Sections 17.29 (Water Efficient Landscaping) and 17.38 (Sign Regulations) remain in force in the Santero Way Specific Plan and are incorporated herein by reference. The Zoning Ordinance requirements for parkland dedication (Section 17.34.545) were utilized in the establishment of adequate parkland in the Specific Plan Area. The relationship of the Specific Plan to nonconforming use requirements of the Zoning Ordinance are discussed in the following section.

6.2.3 Nonconforming Uses

Refer to Section 3.4.1.

6.2.4 Relationship to Redevelopment Policies

The Santero Specific Plan Area is within the City's Redevelopment Project area. There are several General Plan policies related to Redevelopment Activities (RDA) that may have an effect on the potential activity of the RDA in relation to the Specific Plan Area. These include:

> *The City shall encourage the growth of new commercial enterprises within appropriately zoned areas while maintaining the stability of the existing commercial businesses. (10.2.1)*
>
> *The City of Cotati Redevelopment Agency shall evaluate and possibly participate in the cost of public improvements for commercial projects within the Redevelopment Project area. (10.2.1.a)*

The potential for involvement of the RDA in the implementation of the Specific Plan is discussed in *Section 6.6.5 – Financial Feasibility.*

6.2.5 Amending this Specific Plan

Any applicant for development within the Santero Specific Plan Area may petition the City of Cotati for an amendment to the Specific Plan. The application must state the nature of the requested change and its rationale. Following review by staff, it will be reviewed through a public hearing before the Planning Commission and then before the City Council. Depending upon the extent and character of the requested change further environmental assessment or analysis may be required.

6.3 Project Approvals and Construction

This section describes the process for approval of a proposed development project within the Specific Plan Area including a design review process. Additionally it describes policies and standards that are required to be followed during construction of developments within the Specific Plan Area.

6.3.1 Development Approval Process

Chapter 17.44: Procedure and Enforcement of the Cotati Zoning Ordinance shall govern for all proposed projects within the Specific Plan Area with the addition of requirements and procedures described below.

6.3.1.1 Submittal Requirements and Planning/Design Review Process

All development project submittals shall follow the requirements of the City's "Content and Form of Planning Applications" and "Planning Review Procedures." This includes a description of submittal requirements and procedures for planning review and design review of projects. Additional requirements apply to projects that require subdivision approval, seek approval of a Conditional Use Permit, or approval of a Variance.

The following variation to the City's requirements applies to projects that do not require subdivision approval, a Conditional Use Permit, or a Variance. The project proponent may choose to submit required materials to Planning Staff for their review or the proponent may choose to begin the standard design review process. Submitting the project for Staff approval should expedite the process.

If the proponent chooses to submit the project to Staff, they will interpret compliance with design guidelines and standards, and other requirements of the Specific Plan. Staff may request or suggest revisions the project to bring it in compliance with the Specific Plan. Following resubmittal of the project materials, Staff will approve or deny the project. If the project is denied, the project proponent may choose to appeal to the Design Review Board for the standard design review and approval process.Variations from Section 3.3, *Land Use District Standards and Guidelines*, may be considered by the Design Review Board, Planning Commission, and City Council as long as the modifications meet the spirit of the Specific Plan. However, building height and yard setback dimensions shall not be modified.

6.3.1.2 Environmental Review Procedures

All development submittals within the Specific Plan Area shall comply with the following requirements:

Environmental Assessment Form

Project proponent shall complete the City of Cotati's standard Environmental Assessment Form.

Geotechnical, Soils, and Seismicity Requirements

The City shall be provided with a detailed evaluation of geotechnical and seismic conditions at the sites of proposed structures and slope modifications within the Specific Plan Area shall be prepared by California-licensed geologists and engineers, as part of the site design for the project. At a minimum, the investigations must provide information and recommendations for the items described on page 3.1-5 of the Environmental Impact Report for the Santero Way Specific Plan (EIR).

Hazardous Materials Requirements

A Phase I Site Assessment shall be submitted to the City for all projects within the Santero Way Specific Plan.

Water Quality Requirements

All projects larger than five acres are required to submit a description of a proposed construction program in accordance with all applicable provisions of the Federal Clean Water Act, which protects the quality of waters through the NPDES. The project proponent shall prepare a Storm Water Pollution Prevention Plan (SWPPP) for the review and approval of the Regional Water Quality Control Board (RWQCB), and provide the City a copy as evidence of its approval by the RWQCB.

For all projects within the Specific Plan Area, the project proponent shall prepare a "source control program" to remove non-point source pollutants before they are picked up by stormwater runoff. This program shall be prepared by a registered Civil Engineer (or other licensed professional acceptable to the City) and reviewed and approved by the City. It shall at a minimum include the provisions described on page 3.2-5 of the EIR.

Air Quality Requirements

If any uses generate air quality emissions, BAAPCD review and compliance documentation shall be provided.

Noise Requirements

If any uses generate excessive noise, a noise attenuation measure or compliance study shall be provided.

6.3.2 Construction Procedures

The following policies and requirements shall apply to construction projects within the Specific Plan area.

6.3.2.1 Hazardous Materials Requirements During Construction

Based upon the age of some of the structures within the Specific Plan area, these structures may contain asbestos, lead paint, and possibly polychlorinated biphenyls. Removal of such materials could result in accidental release of one or more of these contaminants to the environment.

Therefore, a site-specific Hazardous Materials Management Plan (HMMP) shall be developed prior to structure demolition. Material to be demolished shall be analyzed for asbestos content according to methods described in the HMMP. Asbestos wastes shall be handled, transported, and disposed of as required by applicable laws and ordinances.

6.3.2.2 Air Quality Construction Mitigation

All development and construction projects within the Specific Plan area shall employ feasible control measures for construction activities that involve site grading or preparation or are located near sensitive receptors.

At a minimum, the following actions shall be taken during the coarse of construction:

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads and parking areas at construction site.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers) if visible soil material is carried onto adjacent streets.

In addition to the above, the following measures shall be implemented at construction sites greater than four acres in area:

- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit traffic speeds on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

6.3.2.3 Archaeological Requirements During Construction

The Northwest Information Center (NWIC) at Sonoma State University performed a records search for the Specific Plan area which did not indicate any known archeological sites or features of historical value or significance. Nonetheless the possibility of buried or obscured archeological sites does exist.

At a minimum, the following actions shall be taken during the coarse of any construction within the Specific Plan area:

Should archeological materials be discovered during the future development, it is recommended that all activity be temporarily halted in the vicinity of the find(s) and that a qualified archeologist be retained to evaluate the find(s) and to recommend mitigation procedures, if necessary. Prehistoric archeological materials include, but are not limited to, obsidian, chert, basalt flakes, artifacts, grindstones (such as mortars and pestles), and human graves. Historic archeological materials include, but are not limited to, glass bottles, and ceramics.

6.4 Implementation of Public Improvements

This section includes a description and cost estimate for the public improvements that will be required as a part of the development of the Specific Plan and outlines alternative strategies for the funding and implementation of these improvements.

6.4.1 Description and Costs of Public Improvements

The public improvements that are included in the Santero Way Specific Plan fall into three major categories: public park improvements, Santero Way improvements, and undergrounding of utilities. Within these categories some of the costs are related to transit service improvements for the Specific Plan area and the larger area surrounding the site. This section describes the improvements and the cost estimates for their detailed design and construction. Cost estimates for these improvements were prepared by Carlile•Macy, the civil engineering firm on the Specific Plan consulting team.

6.4.1.1 Public Park Improvements

The design standards and guidelines for the three public parks within the Specific Plan are described in the Land Use and Community Character Element.

Village Green

The Village Green is the central gathering place in the Santero Way Specific Plan Area. It is located at the juncture of three of the area's four Districts: Office/Mixed-Use, Employment, and Residential. The bend in Santero Way allows the Village Green to end the vista from East Cotati Avenue into the site.

Table 6.1 Village Green Cost Estimate

Site Preparation	16,690	
Paving & Furnishings	18,395	
Planting	9,405	
Irrigation	20,835	
Subtotal	**65,320**	
Contingency	3,265	5%
Design & Engineering	5,225	8%
Total Construction Cost Estimate	**$ 73,810**	

Neighborhood Park

The Neighborhood Park provides limited active recreational opportunities to serve both residents and employees along Santero Way. It is located at the southern end of Santero Way on the southwest corner of Property F.

Table 6.2 Neighborhood Park Cost Estimate

Site Preparation	23,075	
Paving & Furnishings	14,675	
Planting	20,705	
Irrigation	36,700	
Play Equipment	15,450	
Subtotal	**108,105**	
Contingency	5,405	5%
Design & Engineering	8,650	8%
Total Construction Cost Estimate	**$ 122,160**	

Transit Plaza

The Transit Plaza is located at the intersection of East Cotati Avenue and the Northwestern Pacific Railway right-of-way in Property C. The primary purpose of this plaza is to be a transit hub used by existing and future bus service and potential future passenger rail service. The Transit Plaza will also be a focus for the adjacent buildings.

Table 6.3 Transit Plaza Cost Estimate

Site Preparation	4,030	
Paving & Furnishings	17,900	
Planting	6,600	
Irrigation	4,425	
Transit Shelter	25,000	
Subtotal	**57,955**	
Contingency	8,695	15%
Design & Engineering	4,635	8%
Total Construction Cost Estimate	**$ 71,285**	

6.4.1.2 Santero Way Improvements

The redesign of Santero Way is discussed in detail in the *Circulation Element*. The character and design detail of the street varies as it moves from the commercial mixed-use districts adjacent to East Cotati Avenue past the Village Green into the residential and office districts to the southern end where it becomes a one-way loop around the Neighborhood Park. The redesign of the street creates a more pedestrian-oriented street environment that meets the City's community design goals for the Specific Plan area. The following cost estimates include the basic street designs and do not include the optional diagonal parking that is allowed along some portions of Santero Way. The diagonal parking can be constructed as part of the adjacent properties site development and at a cost to the site's developer.

Table 6.4.a Santero Way Improvements Cost Estimates

	Demolition	50,000	
	Curb & Gutter	56,925	
	AC Overlay	76,275	
	Sidewalks	150,075	
	Landscaping	52,875	
	Street Lights	56,100	
Subtotal		**442,250**	
	Contingency	110,560	25%
	Design & Engineering	35,380	8%
Total Construction Cost Estimate		**$ 588,195**	

Table 6.4.b Other Transportation Improvements Cost Estimates [1]

Traffic Signal	200,000
Bus Turn Outs on E. Cotati	66,500
Widen Santero Way @ E. Cotati	9,310
Total Construction Cost Estimate	**$ 275,810**

[1] Contingency, Design and Engineering are included in the cost estimates.

The signalization of the intersection of East Cotati Avenue and Santero Way is a separate cost from the improvements summarized above and has a cost estimate of $200,000.[1]

[1] Cost estimate provided by W-Trans, the consulting team's transportation consultant.

6.4.1.3 Utilities Improvement Costs

The City of Cotati requires that all new development provide telephone, electrical, and other "dry" utilities through underground service rather than with over-head wiring. As the City receives development proposals for projects within the Specific Plan area a decision will need to be made regarding the phasing of the undergrounding of utilities. It will likely be more cost effective to underground all the utilities along the entire length of Santero Way rather than doing piece-meal undergrounding as individual projects are developed.

Additional costs would occur with the higher sewer loads of the "Residential High" Scenario which would result in the need to increase the size of the sewer main under Santero Way from a 6 inch to an 8 inch line. The cost of this replacement from the main in East Cotati Avenue up to the Village Green (approximately 800 feet), would cost approximately $60, 025 including contingency and design.

Table 6.5 Undergrounding Utilities Cost Estimate

Total Construction Cost	**400,000**	
Contingency	100,000	25%
Design & Engineering	32,000	8%
Total Construction Cost Estimate	**$ 532,000**	

6.4.1.4 Total Public Improvement Costs

The total cost estimate for all public improvements included within this Specific Plan is $2,215,295 as summarized in the following table:

Table 6.6 Total Public Improvements Cost Estimate

Public Parks	
Village Green	73,810
Neighborhood Park	122,160
Transit Plaza	71,285
Subtotal	**$ 267,255**
Santero Way Improvements	**$ 588,195**
Undergrounding Utilities	**$ 532,000**
Minor Sewer & Water	**$ 130,225**
Signalization of East Cotati Avenue Intersection	**$ 200,000**
Bus Turn Outs on East Cotati Ave.	**$ 66,500**
Widen Santero Way @ E. Cotati Ave.	**$ 9,310**
Public Parking (66 spaces)	**$ 365,805**
Public Land Costs	**$ 199,050**
Total Construction Cost Estimate for Improvements	**$ 2,358,340**

6.4.1.5 Relation of Improvements to Transit Service

Several of the public improvements that will be implemented as part of the development of the Specific Plan will benefit both the residents and workers within the Santero Way Specific Plan and the broader community. As discussed in the following section, there is potential funding available from the County to construct transit related capital improvements within the City of Cotati. This section of the Implementation Element describes those projects that are associated with transit service.

The Transit Plaza will provide amenities and a transit stop for patrons of existing bus service, as well as potential future improved bus service and rail transit service on the NWP rail road. The provision of bus turnouts on both sides of East Cotati Avenue adjacent to Santero Way will provide transit service to the Specific Plan area utilizing the Transit Plaza, as well as providing bus access to the potential future rail transit. The signalization of the intersection of East Cotati Avenue and Santero Way will be necessary to provide pedestrian access to the Specific Plan area and future rail platform for bus riders who would use the stop on the north side of East Cotati Avenue. The Specific Plan has identified a total of 30 parking spaces within Properties C and E1 that could be utilized for park-and-ride access to bus service and future rail transit service. The following table summarizes the costs for public improvements that can be associated with transit service and which may be eligible for funding available through Sonoma County Transit. This funding could total as much as $750,000 to $1,000,000, and would require a 25% "match" from the City which could be funded through the Specific Plan Area development fees.

Table 6.7 Transit Related Improvements Cost Estimate

Santero Way	**$ 66,175[2]**
Signalization of East Cotati Avenue Intersection	**$ 70,000[1]**
Bus Turn Outs on East Cotati Avenue	**$ 66,500**
Widen Santero Way @ East Cotati Avenue	**$ 3,260[3]**
Transit Plaza Development	**$ 71,285[4]**
Transit Plaza and Village Green Land Acquisition	**$ 96,750[5]**
Public Parking (66 spaces)	**$ 365,805**
Total Construction Cost Estimate for Transit Related Improvements	**$ 739,775**

[1] Assumes 35% of signalization costs are assigned to transit

[2] Assumes 25% of landscape and street light costs, and 15% of sidewalk costs are assigned to transit to create a pedestrian environment from the Village Green to the transit plaza.

[3] Assumes 35% of cost is assigned to transit.

[4] Full cost of transit plaza development is assigned to transit.

[5] Full cost of land for village green and transit plaza are assigned to transit.

6.5 Phasing Concepts

The City anticipates that market demand for housing will be stronger than demand for employment and retail uses within the Santero Way Specific Plan Area. However, the City is committed to adhering to its policy that the Specific Plan Area be developed as a mixed-use plan providing opportunities for homes and jobs in a pedestrian-oriented and transit-supportive neighborhood. Therefore the following thresholds are established to result in the development of a balanced plan over time.

6.5.1 Phasing Goals

In order to ensure a balanced mixed-use neighborhood character as the Specific Plan Area is built-out, it is desired that the number of residential units that can be built at a point in time shall be limited in relation to the square feet of commercial and employment use that is constructed at that time. Live/work units and residential use within the Mixed-Use Districts are exempt from this requirement. Through an assessment of the Build-Out Scenarios, the following average ratio of residential units to square foot of non-residential use was established: 1 unit per 1,700 square feet (hereafter referred to as the housing/commercial ratio). This ratio is used to establish the allowable number of dwelling units that can be developed. It is not desirable for the total number of residential units exceed this ratio by more than 34 dwelling units.

For example, following the approval of the Specific Plan, the most homes that could be built in the Specific Plan Area is 34 units if no non-residential uses have been constructed. If 34 units were developed and soon after a 27,000 square foot office and cottage business were constructed in the Employment District, then the City could approve up to 16 additional homes (16 = 27,000 ÷ 1,700).

6.5.2 Periodic Review of Phasing Goals

Planning Staff shall review the status of development within the Specific Plan Area one-year after the adoption of the Specific Plan to evaluate if the phasing goals are resulting in the desired balanced development. If adjustments are required, the City Council may be asked to consider a new set of phasing requirements. Following this initial review, Planning Staff shall review the status of development every year and report their findings to the City Council . If at any time this ratio is exceeded then Staff will report to Council and Council shall consider enforcing a ratio of residential units per square foot of commercial use.

6.6 Financing of Public Improvements

This section describes the proposed financing concept and related implementation measures for the Santero Way Specific Plan. A set of financing policies has been established to 1) guide the development Plan; 2) determine the responsibility for infrastructure; and 3) develop a proposed phasing of improvements. This section also summarizes the results of a cost burden analysis of the Specific Plan Scenarios.

6.6.1 Purpose of the Financing Concept

The purpose of this financing concept is to establish responsibility for the improvements required to facilitate development of the plan. These improvements include "on-site" improvements such as landscaping and lighting improvements and "off-site" improvements such as a traffic signal. As development proceeds, the City and developers will refer to the Plan to determine how the infrastructure should be phased, what financing mechanisms can be used to fund the improvements, and what key implementation issues need to be resolved before development can proceed, such as a required land transactions between private owners and public agencies.

6.6.2 Financing Strategy

A key component of the financing concept is the financing strategy. It establishes the policy framework for financing the infrastructure required to serve new development in the Plan area. The purposes of the financing strategy are to:

- establish the policy framework for financing the required public infrastructure;
- specify the public improvements to be constructed or acquired in association with the development of the plan;
- provide for phasing the construction of the improvements associated with new development; and
- describe the sources of funding to pay for the infrastructure.

Several factors need to be considered in the process of developing an infrastructure financing strategy for the Santero Way Specific Plan:

- existing land ownership patterns;
- property owners with differing development phasing plans;
- availability of public funding to assist in the implementation of the plan (i.e.; Sonoma County Transit funds, Redevelopment Agency funds, park-in-lieu fees, or traffic mitigation fees); and,

- the amount of infrastructure and improvements required prior to or concurrent with new development.

To prepare the financial analysis, a series of responsibilities have been established which clarify whether the City or property owners/developers are responsible for the cost of a particular improvement. These assumptions are described below under Financing Policies.

6.6.3 Financial Analysis

The range of potential land uses for this financial analysis of the Santero Way Specific Plan is represented by the three Build-Out Scenarios. The table below provides a detailed breakdown of the three scenarios.

Table 6.8 Project Description by Alternative and Land Use

Land Use	"Low" Build-Out	"High" Build-Out	"Residential High" Build-Out
Residential			
Single Family	14	0	0
Duplex	22	16	14
Townhouses/Condos	10	42	34
Apartments	36	43	88
Live/Work	12	9	15
Total Units	**94**	**110**	**150**
Non-Residential			
Cottage Business	60,500	71,600	67,715
Office	94,000	153,600	115,140
Retail	15,600	20,000	18,500
Total Sq. Ft	**170,100**	**245,200**	**223,705**
Parks/Open Space			
Public	53,300	53,300	53,300
Private	70,000	52,000	52,000
Total Sq. Ft	**123,300**	**105,300**	**105,300**

The following describes the assumptions used in the financial analysis. The information has been derived by market research prepared by Economic & Planning Systems (EPS), input by property owners and their representatives, and current conditions in the market.

- The future development within the planning area is assumed to be a mixed-use development that includes residential, retail, office, cottage industrial, and open space as described in this Specific Plan.
- Average sale prices for townhouses are estimated at $185,000 while duplexes are expected to sell for slightly higher at just under $200,000. The average sale price for single family homes is estimated at $241,000.[1]
- Average multifamily residential rents are assumed to be about $1.05 per square foot based on current market data for similar product.
- Market prices for cottage industrial space is assumed to be $100 per square foot of space, office is $135 per square foot of space, and retail is $125 per square foot of space.
- Current City development impact fees for commercial space averages about $0.70 per square foot while residential development averages about $9,500 per unit, excluding the affordable housing fee.

Figure 2.3 shows the property owner boundaries and the boundary of the Santero Way Specific Plan. The *Land Use and Community Character Element* describes the development potential envisioned within the Specific Plan area which is analyzed in this section.

6.6.3.1 Financial Assumptions

For this analysis, a gross cost burden measure of feasibility is used. This measure compares total infrastructure and public facilities costs, including all impact fees, to the total market value of the project. The standard acceptable level should be 15 percent or less for residential uses and around 5 percent for non-residential uses. That is, total infrastructure costs and fees should equal 15 percent or less of market value for residential uses. There are situations where burdens of higher levels can be supported. For instance, if a developer paid little or nothing for the land, then higher cost burdens could be supported and still generate acceptable returns to the developer. The table below summarizes the cost burdens associated with the different types of development for the three Build-Out Scenarios.

Table 6.9 summarizes the total cost burden for the three Build-Out Scenarios. The revisions that have been made to the cost distribution assumptions and the infrastructure costs have resulted in significant reductions to the cost burdens. The cost assumptions for the Low and High Scenarios include the costs from the Public Review Draft Specific Plan while those for the Residential High assume the new cost distributions and infrastructure costs discussed in this Final Draft Specific Plan. These revisions have greatly improved the feasibility of the development proposed in the Specific Plan. The cost burdens for residential uses have been reduced an average of 17% while those for commercial uses have been reduced an average of 33%. These reductions support the Specific Plan's goal of creating a mixed use neighborhood.

[1] The City's affordable housing requirement is assumed to be provided on site and the prices used in this analysis include this adjustment.

Table 6.9 Summary of Total Cost Burden by Alternative and Land Use

Land Use	Low Build-Out Scenario		High Build-Out Scenario		Residential High Build Out Scenario	
	Total Costs per Unit or sq.ft.	Cost Burden [1], [2]	Total Costs per Unit or sq.ft.	Cost Burden [1], [2]	Total Costs per Unit or sq.ft.	Cost Burden [1], [2]
Residential						
Single Family	$26,200	10.9%	N/A		N/A	
Duplex	$22,900	11.6%	$20,300	11.6%	$16,734	8.4%
Townhomes/Condos	$21,500	11.6%	$19,100	11.6%	$15,548	8.4%
Apartments	$17,500	14.0%	$15,700	14.0%	$13,264	10.6%
Live/Work	$17,500	9.4%	$15,600	9.4%	$13,007	7.0%
Non-Residential						
Cottage Business	$6.77	6.8%	$5.18	6.8%	$3.45	3.4%
Office	$8.05	6.0%	$6.13	6.0%	$3.75	2.8%
Retail	$11.06	8.8%	$8.36	8.8%	$4.44	3.6%

[1] Includes total infrastructure costs and city fees as priced.
[2] Low and High Build-Out Scenario costs based on estimates in *Public Review Draft Specific Plan,* and Residential High Scenario costs based on estimates and cost distribution in *Final Specific Plan.*

Appendix "A" includes detailed financial analysis used in the model, including Area Development Impact Fee (ADIF) estimates by build-out scenario, detailed infrastructure costs, and cost allocations by build-out scenario.

6.6.3.2 Public Improvement Requirements

The financial analysis incorporates the cost of infrastructure required to serve new development as described in Section 6.4.1 of this Element. This infrastructure includes new roads, utilities, and landscaping. The plan also calls for the development of several public amenities including 1.3 acres of public open space.

6.6.3.3 Public Improvement Costs

Table 6.6 summarizes the cost of required infrastructure by improvement item for the Plan area. As shown, infrastructure is estimated to cost about $2.09 million. The majority of these costs or 30 percent are required to develop Santero Way. The majority of the improvement costs are for basic infrastructure, such as a traffic signal and undergrounding utilities.

6.6.3.4 Phasing Of Development and Public Improvements

The phasing of development is a key issue affecting implementation and adoption of a financing strategy. The potential phasing for the Santero Way Specific Plan is described in Section 6.5 of this Element.

6.6.4 Recommended Financing Strategy

This section describes the overall financing strategy and policies associated with the Santero Way Specific Plan. Within the financing strategy is a description of responsibility for the financing and ownership of improvements. These policies and assumptions are the basis of the financial analysis.

6.6.4.1 Financing Policies

The following policies have been established to guide the financing of required infrastructure and public facilities and to determine funding responsibility and other related financial issues associated with the plan.

- To the extent possible, private development shall pay the full cost of the public improvements required in the plan area, except where funding from other sources is can be provided or available to pay for transit and other enhancements in the planning area.
- Private development entitlement shall be linked to the provision of specific public improvements and associated land dedications.
- To the extent possible, public improvements shall be constructed in a timely manner in accordance with the phasing of private development.
- Private development shall fund the costs of mitigating adverse impacts (if any occur) on the City's existing infrastructure (i.e., off-site transportation improvements); private contributions may be enhanced by City traffic mitigation fees.
- For those improvements that are plan-wide serving, a fair share cost allocation methodology (i.e., demand based) shall be employed to distribute costs to each property owner, based on the demand generated for the improvements by each type of land use.
- The financing and implementation of the plan allows for each landowner to develop independently, assuming any required plan-wide improvements are in place and funded.
- Should one parcel develop well in advance of the other parcels, the property owner/developer of that parcel shall fund plan-wide (i.e., shared) public improvements initially and be reimbursed, with interest, by other property owners when development proceeds; at it's discretion, the City may provide funding to assist in paying these "up front" costs.
- To ensure timely funding of infrastructure development the City and property owners/developers shall enter into development agreements, consistent with existing City policies, and as necessary to enable the establishment of needed financing mechanisms, provide for required land dedications, and other public easements required to implement the plan.
- If needed, private development shall provide for all off-site infrastructure improvements required to serve new development in the Plan area, including

street widenings, acquisition of right-of-way, and new street construction.

- Private development shall make available all required public easements including those required for environmental mitigation, infrastructure, and emergency vehicle access as identified in this Santero Way Specific Plan.
- A Landscape and Lighting District (LLD) should be established to fund all City maintenance costs, including lighting, landscaping, and public plazas/ parks.

6.6.4.2 *Private Funding Sources*

The infrastructure required to allow development to proceed in the Plan area will be funded through a combination of public and private financing. All improvements identified as the responsibility of private development shall be funded though private financing or a Specific Plan Impact Fee program, which is described below. Currently, this plan does not envision the use of any public financing mechanisms, such as a Mello-Roos Community Facilities District or a benefit assessment district. However, this strategy does not preclude the use of a public financing mechanism, some potential sources of public funds are described below. Given that the timing of development is so uncertain, a "pay as you go" approach is recommended.

Specific Plan Development Impact Fee Program

A legislative body (i.e., City Council) may enact area of development impact fees through adoption of an ordinance. Such fees do not require a public vote to be enacted, but they do require public hearings. Area development impact fees must be directly related to the benefits received. State law requires that impact fees be shown to have a "rational nexus," or relationship, between costs and the impact or demand caused by the new development. Most development impact fees imposed to fund public improvements are subject to rules established by AB 1600. The purpose of AB 1600 is to require findings that there is a connection or "nexus" between the impacts caused by a development project and the type and amount of fee imposed. In addition, AB 1600 requires that the local agency demonstrate a reasonable relationship between the amount of the fee and the cost of the public facility, or portion of the public facility, attributable to the development on which the fee is imposed.

Development impact fees do not create a lien against property, but must be paid in full as a condition of approval. The principle use of these fees is for encumbering properties that would not otherwise enter into an assessment district (AD) or Mello-Roos Community Facilities District (CFD). Fees are established so that these properties pay their fair share at the time they are ready to be developed.

The main advantage of development impact fees is that they are flexible and may be used to finance almost any public facility, which can reasonably be construed to fall within the enabling legislation and police powers subject to the limitations imposed by a particular jurisdiction. Development impact fees are particularly useful in a situation in which there are many owners of

small developable parcels such that property owners would have difficulty organizing an AD or a CFD. Proceeds may be used to reimburse property owners who pay up-front costs for facilities benefiting other properties. Benefiting properties may be given the option to finance the fees by entering into an assessment district or Mello-Roos CFD.

The main disadvantage of development impact fees is that they are typically collected over time as development occurs. To the extent that funding is needed "up front" for a particular facility, fee funding is not sufficient. Additionally, programmed or expected development that does not occur when expected, or never occurs, exacerbates the initial problem. Recent legislation has tightened the procedural, and notice requirements for development impact fee and court decisions have imposed more rigorous definitions of nexus and rough proportionality. Finally, development impact fees may not be used for operations and maintenance of a facility.

Special Assessment Districts

California law provides procedures to levy assessments against benefiting properties and issue tax-exempt bonds to finance public facilities and infrastructure improvements. The legislative body (i.e. City Council) initiates assessment districts, also known as improvement districts, subject to a majority vote of property owners.

Assessments are distributed in proportion to the benefits received by each property, as determined by engineering analysis, and form a lien against property. Special assessments are fixed dollar amounts and may be prepaid, although the assessed property owner typically pays them back with interest over time. Only improvements with property-specific benefits (i.e., roads, sewer, and water improvements) may be financed with assessments. Improvements that provide community-wide benefits such as parks and libraries may not pass the "property specific" benefit test.

Special assessments became a very popular financing mechanism after the passage of Proposition 13 for at least three reasons. First, they provided a mechanism for shifting the costs of future growth to landowners and developers since property tax revenues and federal funding were no longer available. Second, special assessments were determined in several court cases to be exempt from Proposition 13. Finally, assessments were attractive to developers of large tracts of undeveloped land because they can shift the ultimate responsibility of paying the assessment lien to the homeowner or future property owner.

However, Proposition 218 has made special assessments a less attractive financing mechanism because it now requires that an agency segregate general from special benefits, as assessments can only be used to fund special benefits. Public agencies must also follow strict procedures for disclosing the processes for completion and return of ballots. Each ballot must be weighted according to the amount of the proposed assessment on the parcel to which the ballot pertains.

Other disadvantages of special assessments are that the formation of a district requires a great deal of staff time in deriving a fair share liability formula and ensuring that assessments are levied on property in proportion to the benefit received.

Mello-Roos Districts

California's Mello-Roos Community Facilities Act of 1982 allows for the creation of a special district authorized to levy a special tax and issue tax-exempt bonds to finance public facilities and services. A Community Facilities District (CFD) may be initiated by the legislative body or by property owner petition and must be approved by a two-thirds majority of either property owners or registered voters (if there are more than 12 registered voters living in the area).

Special taxes are collected annually with property taxes and may be prepaid if prepayment provisions are specified in the tax formula. The special tax amount is based upon a special tax lien against the property. There is no requirement that the tax be apportioned on the basis of direct benefit. Because there is no requirement to show direct benefit, Mello-Roos levies may be used to fund improvements of general benefit, such as schools, fire and police facilities, libraries and parks, as well as improvements that benefit specific properties. The provision also allows for the allocation of cost burdens to alleviate burdens on specific classes of development. For example, planners of a new residential development on the outskirts of an existing city may want to encourage development of a neighborhood retail store to serve the new residents, and so reduce trip generation and traffic congestion. A small retail store may find it hard to meet the same financial obligations as the residential developers, and therefore the special tax formula could be adjusted to reduce the financial burden on the commercial development.

The main advantage of a Mello-Roos District is that taxes can be apportioned without showing benefit to individual parcels and without showing a nexus between the source of the tax and its use. Other advantages of a Mello-Roos District are that they can be designed to meet the needs of the property owners forming the district, and the funds can be used not only for a variety of new public facilities and services but also to expand existing facilities and services. The boundaries of a Mello-Roos District can be flexible as can be the structure of the tax.

The main disadvantages of a Mello-Roos District is that it requires two-thirds voter approval, and a Mello-Roos tax may be subsequently overturned by a vote unless the taxes are supporting bonded indebtedness. Other disadvantages are that only those facilities and services specifically listed in the statute may be funded by a Mello-Roos tax; finally, the increased costs are ultimately borne by the purchaser of the property and not by the developer.

6.6.4.3 City and Other Public Fees

New development in the plan area will be required to pay other standard impact fees such as city traffic fees or school mitigation fees. These fees are used to pay for needed improvements to traffic and schools to accommodate infrastructure already developed by the City and are not used to fund project specific improvements, which are the responsibility of private development.

The residential units within the Specific Plan shall contribute $2,200 per unit for park in-lieu fees. These fees will be used to construct the village green, and to purchase the land and construct the neighborhood green.

6.6.5 Financial Feasibility

The financial analysis determines whether the development as proposed at current expected market values can support the cost of required infrastructure and public facilities. It also estimates the potential "return on investment" to each property owner for the three Build-Out Scenarios.

The financial feasibility of each scenario has been evaluated based the total costs of infrastructure as a percentage of market value. Ultimately, it is the property owners that will determine what is feasible and whether they will proceed with development of the plan. This analysis provides an indication of the likelihood that development will proceed as envisioned in the plan and that the new development and available public funds can finance the required infrastructure. Whether or not the returns on investment, or residual land value, is acceptable to each property owner depends what each owners' expectations, initial investments, and land cost.

6.6.5.1 Estimated Cost Burdens and Feasibility of Specific Plan

As discussed earlier, the measure of feasibility used in this analysis is total public facilities costs as a percent of market value, which should be about 15 percent or less for residential uses and around 5 percent for non-residential uses.

Table 6.10, summarize the assignment of infrastructure improvement costs to the available funding from Sonoma County Transit (SCT), funding from the City (Redevelopment Agency and other sources), and development fees to be paid by future development projects within the Specific Plan Area. These recommended assignments of costs result in a substantial reduction, about 40%, in cost to the future development within the Specific Plan area when the current Residential High Scenario is compared with the High Scenario as developed in the Public Review Draft Specific Plan. This reflects reductions in overall infrastructure costs and an increase in the costs that the City will be funding.

As shown in Table 6.9, the cost burdens that result from the new costs and land use program as identified in the Residential High Scenario are all within acceptable limits, a range of 7 to 10% for residential uses, and 3 to 4% for commercial uses.

Table 6.10 Recommended Assignment of Improvement Costs

	Total	Suggested Revisions Infrastructure Costs SCT	RDA/Other	Project Fees
Santero Way [3]	588,196	66,175	352,361	169,660
Traffic Signal [4]	200,000	52,500	73,750	73,750
Bus Turn Outs on E. Cotati [5]	66,500	49,875	16,625	-
Widen Santero @ E. Cotati [6]	9,310	3,259	6,052	-
Undergrounding Utilities	532,000	-	-	532,000
Minor Sewer & Water	130,224	-	-	130,224
Parks & Open Space Development [7]	267,255	53,463	213,792	(0)
Public Land Acquisition [8]	199,050	72,563	126,488	-
Park & Ride [9]	365,806	274,355	91,452	-
Total Infrastructure Cost	**$ 2,358,341**	**$ 572,189**	**$ 880,518**	**$ 905,633**
		24%	37%	38%
Specific Plan & EIR Preparation	**$ 119,795**	**$ -**	**$ -**	**$ 119,795**
				100%
Subtotal	**$ 2,478,136**	**$ 572,189**	**$ 880,518**	**$ 1,025,428**
		23%	36%	41%
Development Impact Fees	**$2,035,115**	**$ -**	**$ -**	**$ 2,035,115**
Total Planwide Costs & Fees	**$ 4,513,251**	**$ 572,189**	**$ 880,518**	**$ 3,060,543**
Standard Costs & Fees [1]	3,242,730	205,972	293,593	2,743,165
Specific Plan Costs & Fees [2]	1,270,521	366,217	586,925	317,379

[1] Includes: traffic signal, widening of Santero Way at East Cotati intersection, undergrounding of utilities, parks acquisition and development cost; and development impact fees.
[2] Includes: Santero Way improvements, minor sewer & water, and park & ride.
[3] SCT pays a percentage of total improvement costs (11%) for improvements on east side of Santero Way from the Village Green to East Cotati Avenue. New development pays remaining sidewalk costs, and RDA pays for improvements other than those funded by SCT or new development.
[4] SCT pays 35% of signal costs less 25% match by City traffic mitigation fees or RDA; the City will pursue additional outside funding sources, and the remaining costs will be shared 50% to the City and 50% to private development.
[5] SCT pays for bus pull out less 25% match by City traffic mitigation fees or RDA.
[6] SCT pays 35% of widening costs less 25% match by City traffic mitigation fees or RDA.
[7] SCT pays for transit plaza improvements less 25% match by City park-in-lieu fees or RDA, and City park-in-lieu fees or RDA pays development cost of Village Green and Neighborhood Park.
[8] SCT pays for land acquisition for transit plaza and Village Green less 25% match by City park-in-lieu fees or RDA.
[9] SCT pays for park & ride land acquisition and development less 25% match by RDA or City traffic mitigation fees.

6.6.6 Financing Implementation Plan

While there are many administrative actions that need to take place to implement the Santero Way Specific Plan as required by City ordinances and policy and State law, this section focuses on actions needed to implement the plan from a financial standpoint.

6.6.6.1 Finalize Cost and Phasing Assumptions

The cost estimates prepared for this analysis are based on general land use capacity assumptions, densities, and other assumptions concerning the amount and type of non-residential development. As development proceeds, the infrastructure requirements and costs will be refined and the feasibility should be re-evaluated at that time.

6.6.6.2 Develop Financing Strategy and Select Financing Plan

This plan assumes that some type of "pay as you go" financing, such as a Specific Plan Development Impact Fee Program, will be developed by the City. While this plan does not envision the use of public financing mechanisms, such as Mello Roos or a benefit assessment district, the plan does not preclude the use of these mechanisms. Should the property owners approach the City at a later date with a request to use public financing, additional financial analysis will be required to evaluate the merits, cost effectiveness, and feasibility of each type of mechanism. Once development proceeds on part of the Plan area, the City should not consider establishing a public financing mechanism after that point. It may be that one of the property owners would like to use public financing while the other does not. The analysis should be property owner specific. As discussed above, use of the Redevelopment Agency's powers to facilitate development will also require some further action by the City Council acting as the Redevelopment Agency in order to implement the Specific Plan's recommended public funding strategy.

It is possible that the entire Specific Plan Area, or substantial portion of it, could be developed by a master developer, or possibly through the cooperation of several property owners for a portion of the property, would allow of project costs to be shared across uses. This would allow for the acceptance of lower profit or less revenue from certain types of uses, in the near term, for the higher revenues associated with for-sale residential uses in the near-term.

Appendices

Appendix A: Cost Burden Tables

Table S-1
Plan Costs per Unit by Land Use (1)
Cotati Santero Way Specific Plan Financial Analysis

	Residential Use by Unit Type					Non-Residential Use		
Item	**Single Family**	**Duplex**	**Townhouse s/Condos**	**Apartments**	**Live/Work**	**Cottage Business**	**Office**	**Retail**
Low Build-out Scenario								
Fee per Dwelling Unit	$10,395	$8,340	$7,671	$5,486	$5,576			
Fee per Sqft of Space						$4.53	$5.52	$7.83
Cost as % of Market Value	4.3%	4.2%	4.1%	4.4%	3.0%	4.5%	4.1%	6.3%
High Build-out Scenario								
Fee per Dwelling Unit	$5,872	$6,571	$6,046	$4,336	$4,395			
Fee per Sqft of Space						$3.42	$4.16	$5.86
Cost as % of Market Value	2.4%	3.3%	3.3%	3.5%	2.4%	3.4%	3.1%	4.7%
Residential High Build-out Scenario								
Fee per Dwelling Unit	$4,701	$3,940	$3,394	$2,468	$2,376			
Fee per Sqft of Space						$2.74	$3.04	$3.73
Cost as % of Market Value	2.0%	2.0%	1.8%	2.0%	1.3%	2.7%	2.3%	3.0%

(1) Plan costs include infrastructure costs and costs for Specific Plan and EIR preparation, but exclude impact fee costs.

Sources: C D +A; Carlile Macy; Economic & Planning Systems, Inc.

Table A-1
Project Description
Cotati Santero Way Specific Plan Financial Analysis

	Specific Plan Alternative		
	Low	High	Residential
Item	**1**	**2**	**3**
Residential			
Single Family	14	0	0
Duplex	22	16	14
Townhouses/Condos	10	42	34
Apartments	36	43	88
Live/Work	12	9	14
Total Units	**94**	**110**	**150**
Non-Residential			
Cottage Business	60,500	71,600	67,715
Office	94,000	153,600	115,140
Retail	15,600	20,000	18,500
Total Sqft	**170,100**	**245,200**	**201,355**
Parks/Open Space			
Public Parks	53,300	53,300	53,300
Private	70,000	52,000	52,000
Total Sqft	**123,300**	**105,300**	**105,300**

Sources: Community Design+ Architecture; Economic & Planning Systems, Inc.

Table A-2
Summary of Planwide Costs and Fees
Cotati Santero Way Specific Plan Financial Analysis

	Alternatives		
Alternative Title	**Low**	**High**	**Residential High**
Alternative Number	**1**	**2**	**3**
Infrastructure Costs			
Santero Way	$522,020	$522,020	$169,660
Traffic Signal	$130,000	$130,000	$73,750
Other Transportation Costs	$6,050	$6,050	$0
Undergrounding Utilities	$532,000	$532,000	$532,000
Minor Sewer & Water	$80,000	$80,000	$130,224
Parks & Open Space Development	$195,970	$195,970	$0
Public Land (Road ROW, Park/Open Space)	$0	$0	$0
Public Parking/Transit	$0	$0	$0
Costs Subtotal	**$1,466,040**	**$1,466,040**	**$905,634**
Specific Plan & EIR Preparation Costs	**$119,795**	**$119,795**	**$119,795**
Development Impact Fees			
Traffic Mitigation	$30,334	$37,351	$45,589
Bed Tax Fee	$32,900	$38,500	$52,500
Sewer Connection Fee	$459,800	$530,200	$706,200
Water Connection Fee	$87,000	$87,000	$87,000
Water Meter Charge	$12,120	$14,040	$18,840
Water Conservation Fee	$170,357	$200,944	$269,434
Sewer Application Fee	$6,603	$8,880	$8,784
Park In-lieu Fee	$0	$19,243	$330,000
School Impact Fee	$236,337	$274,269	$313,416
Fees Subtotal	**$1,035,451**	**$1,210,426**	**$1,831,763**
Total Planwide Costs and Fees	**$2,621,286**	**$2,796,261**	**$2,857,192**

Please note that infrastructure costs are rounded up to the nearest thousand.

Sources: Carlile Macy; City of Cotati; Economic & Planning Systems, Inc.

Table A-3
Total Costs Allocated to Land Uses Alternative 3
Cotati Santero Way Specific Plan Financial Analysis

			Residential Use by Unit Type					Non-Residential Uses		
Facility	Total Costs	Notes	Single Family	Duplex	Townhouses /Condos	Apartments	Live/Work	Cottage Business	Office	Retail
Planwide Costs										
Santero Way	**$169,660**	(1)	$0	$5,820	$14,135	$24,390	$4,850	$28,152	$71,802	$20,510
Traffic Signal - E. Cotati	**$73,750**	(2)	$0	$2,530	$6,144	$10,602	$2,108	$12,237	$31,212	$8,915
Widen Santero Way	**$0**	(3)	$0	$0	$0	$0	$0	$0	$0	$0
Underground Utilities	**$532,000**	(4)	$0	$33,261	$65,630	$117,600	$16,526	$100,547	$170,966	$27,470
Minor Sewer & Water	$130,224	(5)	$0	$6,057	$14,709	$38,070	$6,057	$21,971	$37,358	$6,003
Parks & Open Space Development	**$0**	(6)	$0	$0	$0	$0	$0			
ROW, Park/Open Space)	**$0**	(7)	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$905,634**		**$0**	**$47,668**	**$100,619**	**$190,663**	**$29,542**	**$162,907**	**$311,339**	**$62,898**
Public Parking/Transit		(8)	$0	$0	$0	$0	$0	$0	$0	$0
Specific Plan & EIR Preparation	**$119,795**	(9)	$0	$7,490	$14,779	$26,481	$3,721	$22,641	$38,498	$6,186
TOTAL COSTS	**$1,025,429**		**$0**	**$55,157**	**$115,398**	**$217,144**	**$33,263**	**$185,548**	**$349,837**	**$69,083**

(1) Uses average daily trips as distribution factor. Improvements include curb & gutter, AC overlay, sidewalk, trees & irrigation, groundcover & planter strips, base & paving, and street lights.
(2) Uses average daily trips as districtution factor.
(3) Uses average daily trips as distribution factor. Costs include demolition and the rebuilding of East Cotati intersection.
(4) Uses building space as distribution factor.
(5) Uses water/sewer DUEs as distribution factor. Minor sewer/water improvements: catch basins modifcation, water line removal, fire hydrants/blow off/sewer line/sewer manhole relocation.
(6) Uses population as distribution factor. Parks & Open Space improvements include site preparation, paving & furnishings, planting, irrigation, and sports and play equipment.
(7) Uses building space as distribution factor; Assumes average land residual value for different project prototypes at $5.00 per sqft.
(8) Uses average daily trips as distribution factor. Parking Lot/Truck Route improvements include base & paving, curb, and trees & irrigation for 30 parking spaces.
(9) Uses building space as distribution factor.
Sources: Carlile Macy; Economic & Planning Systems, Inc.

Table A-4
Total Infrastructure Fee Burdens by Land Use **Alternative 3**
Cotati Santero Way Specific Plan Financial Analysis

		Residential Use by Unit Type					Non-Residential Use		
Item	**Total Estimated Cost**	**Single Family**	**Duplex**	**Townhouses/ Condos**	**Apartments**	**Live/Work**	**Cottage Business**	**Office**	**Retail**
Total Infrastructure Costs	**$1,025,429**	**$0**	**$55,157**	**$115,398**	**$217,144**	**$33,263**	**$185,548**	**$349,837**	**$69,083**
Percent of Total Cost	100%	0%	5%	11%	21%	3%	18%	34%	7%
Total Dwelling Units	**150**	**0**	**14**	**34**	**88**	**14**			
Percent of Total	100%	0%	9%	23%	59%	9%			
Total Sqft Commercial	**201,355**						**67,715**	**115,140**	**18,500**
Percent of Total	100%						34%	57%	9%
Development Impact Fees									
Park In-lieu Fees	$330,000	$0	$37,545	$90,898	$173,892	$27,665			
School Mitigation Fees	$313,416	$0	$36,960	$72,930	$130,680	$18,480	$18,283	$31,088	$4,995
Other Impact Fees	$1,188,347	$0	$102,690	$249,390	$645,480	$102,690	$29,627	$50,376	$8,094
Total Development Impact Fees	$1,831,763	$0	$177,195	$413,218	$950,052	$148,835	$47,910	$81,464	$13,089
Total Costs & Fees	**$2,857,192**	**$0**	**$232,352**	**$528,616**	**$1,167,196**	**$182,098**	**$233,458**	**$431,300**	**$82,172**
Allocated Infrastructure Costs and Fees									
Avg. Cost Per Dwelling Unit (1)	**$14,068**	**$0**	**$16,597**	**$15,548**	**$13,264**	**$13,007**			
Assumed Average Market Values per DU (2)		$241,000	$198,500	$185,000	$125,000	$185,000			
Allocated Costs as % of Market Value		**0.0%**	**8.4%**	**8.4%**	**10.6%**	**7.0%**			
Avg. Cost Per Sqft							**$3.45**	**$3.75**	**$4.44**
Assumed Market Value per Sqft							$100.00	$135.00	$125.00
Allocated Costs as % Market Value							**3.4%**	**2.8%**	**3.6%**

(1) Equals total costs in each residential density divided by total units in that category.
(2) Market prices assume that 15% of the housing units (duplex and single family) are affordable as defined by the City ordinance.

Source: Economic & Planning Systems, Inc.

Table A-5
Detailed Cost Allocation Assumptions and Calculations **Alternative 3**
Cotati Santero Way Specific Plan Financial Analysis

Potential Allocation Methodology (1)	Totals	Residential Use by Unit Type					Non-Residential Uses		
		Single Family	Duplex	Townhouses /Condos	Apartments	Live/Work	Cottage Business	Office	Retail
Total Projected Development									
Dwelling Units	150	0	14	34	88	14			
% Distribution	100%	0%	9%	23%	59%	9%			
Square Feet per DU		1,800	1,600	1,300	900	1,500			
Residential Sqft (2)	156,930	0	22,400	44,200	79,200	11,130			
Total Building Space	358,285	0	22,400	44,200	79,200	11,130	67,715	115,140	18,500
% Distribution	100%	0%	6%	12%	22%	3%	19%	32%	5%
Trip Generation									
Average Daily Trip (3) (DU or 1,000 Sqft)		10	6	6	4	5	6	9	16
New Daily Trips	2,449	0	84	204	352	70	406	1,036	296
% Distribution	100%	0%	3%	8%	14%	3%	17%	42%	12%
Demographic Characteristics									
Persons per household	2.2	3.0	2.7	2.7	2.0	2.0			
New Population	334	0	38	92	176	28			
% Distribution	100%	0%	11%	28%	53%	8%			
Employment									
Employees per 1,000 Sqft							1.70	3.60	2.50
New Employees	576						115	415	46
% Distribution	100%						20%	72%	8%
Daytime Population									
100% Pop + 50% Emp	622	0	38	92	176	28	58	207	23
% Distribution	100%	0%	6%	15%	28%	5%	9%	33%	4%
Sewer/Water DUEs									
DUEs per Unit or Sqft of Space		80	80	80	80	80	0.06	0.06	0.06
Total DUEs	24,081	0	1,120	2,720	7,040	1,120	4,063	6,908	1,110
% Distribution	100%	0%	5%	11%	29%	5%	17%	29%	5%

(1) These 'Allocation Factors' are used to distribute improvement costs to each land use category.
(2) Assumes that only 800 sqft , or 53% , of live/work space is residential space.
(3) Assumes that 60 percent of the retail average daily trips generated are pass-through trips or trips combined with other work-related trips.
Assumes 30 percent of office and cottage industrial average daily trips generated are pass-through trips.
Source: Economic & Planning Systems, Inc.

Table A-6
City Development Impact Fee Estimates **Alternative 3**
Cotati Santero Way Specific Plan Financial Analysis

Item Alternative 3	Commercial Space (Sqft) 201,355	Residential Units 150	Estimated Commercial Avg. Per Sqft Fee Paid	Total Commercial Fee Paid	Estimated Residential Avg. Per Unit Fee Paid	Total Residential Fee Paid	Total Development Fees Paid
Traffic Mitigation			$0.04	$8,089	$250	$37,500	$45,589
Bed Tax Fee (1)			$0.00	$0	$350	$52,500	$52,500
Sewer Connection Fee (2)			$0.23	$46,200	$4,400	$660,000	$706,200
Water Connection Fee (3)			$0.10	$21,000	$440	$66,000	$87,000
Water Meter Charge	$120 per meter		$0.00	$840	$120	$18,000	$18,840
Water Conservation Fee			$0.03	$6,934	$1,750	$262,500	$269,434
Sewer Application Fee			$0.03	$5,034	$25	$3,750	$8,784
Park In-lieu Fee			$0.00	$0	$2,200	$330,000	$330,000
School Impact Fee			$0.27	$54,366	$1,727	$259,050	$313,416
Total Fees (4)			**$0.71**	**$142,463**	**$11,262**	**$1,689,300**	**$1,831,763**

(1) Assumes average unit will have 2 bedrooms.
(2) 7 commercial bldgs - 3/4" meters @ $6,600 each, and: $4,400 per dwelling unit
(3) Assumes 7 commercial buildings - 3/4" meters @ $3,000 each, and
22 residential buildings at: $3,000 per building.
(4) Excludes City's Affordable Housing Fee as it assumes that this requirement would be met within the project.

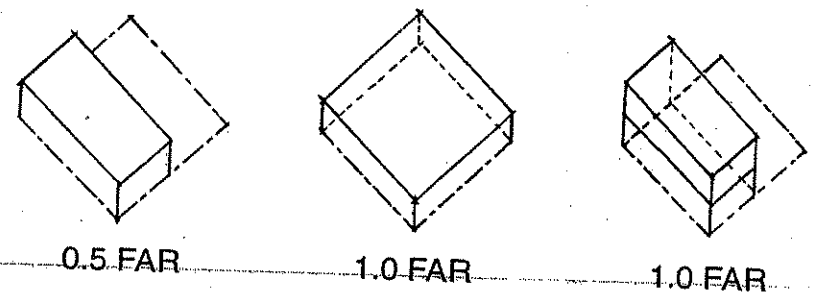
Sources: City of Cotati; Economic & Planning Systems, Inc.

Appendix B: Glossary

AB	State Assembly Bill, state legislation that originates from the Assembly.
ac.	Acre(s) a land area measurement equal to 43,560 square feet.
AC paving	Asphaltic concrete paving
AD	Assessment District
ADA	Americans with Disabilities Act
Articulation	Architectural term referring to the expression of a building's structure on the facade (e.g. – window sills and trim, cornices at tops of walls, corbels or other details at roof eaves, etc.)
BAAPCD	Bay Area Air Pollution Control District
CD+A	Community Design + Architecture. Design consultants for the Santero way Specific Plan.
CEQA	California Environmental Quality Act (and its guidelines)
CFD	Community Facilities District
Chamfered	Architectural term referring to the beveling of an edge or corner.
CMU	Concrete masonry unit
community facilities	Schools, parks, recreation, police, fire, and city buildings and properties.
CPD	Cotati Police Department
Curtain Wall	An exterior wall finish/window treatment typically consisting of a metal frame system infilled with glass panels which is not an allowed exterior treatment within the Specific Plan Area.
desire lines	Informal paths; "shortcuts."
DB	Decibel. Unit of logarithmic scale used to measure relative intensities of sound.

DDA	Disposition and Development Agreement
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
EPS	Economic Planning Systems. Economic consultants for the Santero Way Specific Plan.
FAR	Floor Area Ratio, the ratio of building area to total site area. A single story building covering one-half of a site has an FAR of 0.5. A single story building covering its entire site has an FAR of 1.0. A (See Figure 7.1)

Figure 7.1 FAR Diagram



flex space	Commercial or industrial space which is relatively simple in configuration that can be readily adapted to different uses and tenants.
GGT	Golden Gate Transit which is operated by the Golden Gate Bridge, Highway and Transportation District and provides regional service in the North Bay and to San Francisco and the Richmond BART Station as well as local bus service in Marin County.
gpm	Gallons per minute, a measure of water flow.
grade separation	A difference in elevation.
Headway	The interval between successive buses or trains on a route.
HMMP	Hazardous Materials Management Plan
HVAC	Building system which provides heating, ventilation, and air conditioning.
Kiss-n-ride	Defined curb-side area where private vehicles can drop-off or pick-up transit riders.
L_{dn}	Day/night average sound level

Income levels	"Very-Low" Income – Family income does not exceed 50% of the median income for Sonoma County as determined by the Housing and Urban Development Agency with adjustments for smaller and larger families. "Low" Income – Family income does not exceed 80% of the median income for Sonoma County as determined by the Housing and Urban Development Agency with adjustments for smaller and larger families. "Moderate" Income – Family income does not exceed 120% of the median income for Sonoma County as determined by the Housing and Urban Development Agency with adjustments for smaller and larger families.
LOS	Level of Service. Operation evaluation or roadway sectors which compares traffic volumes to estimated carrying capacities expressed in the letters A through E, signifying a range from free-flowing conditions to congested conditions.
MGD	Millions of gallons per day typically used in discussing potable water usage and sewerage generation.
NWPRA	Northwest Pacific Railroad Authority
NPSP	Non-point source pollution; pollution that cannot be traced back to a single origin; i.e. stormwater.
NPDES	National Pollution Discharge Elimination System
o.c.	"On center"
OPA	Ownership Participation Agreement
park-in-lieu	A fee paid to city by developer when the required amount of parkland is not provided. The amount of such a fee is based upon fair market value of the amount of land which would otherwise be required for dedication.
psi	Pounds per square inch, a measure of water pressure.
Public realm	An urban design term for the privately and publicly owned lands outside of buildings and private yards that includes the outdoor areas that the public experiences daily.
RAFPD	Rancho Adobe Fire Protection District
RDA	City of Cotati Redevelopment Agency
R&D	Research and Development, a land use and development classification for use in research and development usually associated with some industry such as computers or other technological industry. Usually a combination of laboratories and offices with some light manufacturing or assembly.
r.o.w.	Right-of-way.
RWQCB	Regional Water Quality Control Board

SCSD	Sonoma County Sheriff's Department
SCT	Sonoma County Transit, provider of countywide and local transit service for Cotati residents
SCWA	Sonoma County Water Agency
SMART	Sonoma/Marin Area Rail Transit Planning Group – two county group made up of the Executive Committees of each county's Congestion Management Agency currently working on "startup plan" for rail transit service on the NWP railroad.
SWPPP	Stormwater Pollution Prevention Plan
TMD	Transportation Management Demand