

## 3.0 PROJECT DESCRIPTION

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### 3.1 Introduction

The CEQA Guidelines (§15124) require that a sufficiently detailed project description be provided to allow meaningful analysis of the project's impacts. The project evaluated in this Draft EIR is the adoption and implementation of the Cotati Downtown Specific Plan (DSP) including the maps, goals, policies, and financing plan proposed. The project includes amendments to the City's General Plan, amendments to the City's Land Use Code, including the zoning map, and repeal of the La Plaza Specific Plan. Pursuant to the CEQA Guidelines §15124, the project description in this chapter contains the following:

- Location and characteristics (i.e., existing conditions) of the project area.
- The project's planning background and development process.
- Statement of objectives (including purpose of project).
- General description of the function and highlights of the proposed DSP.
- Statement of the EIR's intended use and discretionary actions required for the project.

The level of detail contained in the project description is guided by CEQA Guidelines §15124, which states that the project description should include the above, "...but should not supply extensive detail beyond that needed for evaluation and review of the environmental impact." The project description, therefore, need not be exhaustive, but should be accurate, stable and finite, to the best of the lead agency's ability. This EIR incorporates the entire DSP by reference. The DSP and other reference materials (including the General Plan and Land Use Code) are available for review at City Hall.

### 3.2 Lead Agency

City of Cotati Community Development Department  
201 West Sierra Avenue  
Cotati, California 94931

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### 3.3 Project Location

#### City of Cotati

The City of Cotati is located towards the central portion of Sonoma County approximately 40 miles north of San Francisco (Figure 3.0-1). The topographical area encompassing Cotati is known as the Santa Rosa Plain. The Santa Rosa Plain

extends from the Valley of the Moon in the east to the rolling hills near Sebastopol in the west. The City extends both east and west of Highway 101, south of the City of Rohnert Park. The Downtown is located within 10 minutes of Sonoma State University. The city limits are shown in Figure 3.0-2, and the boundaries of the DSP are shown in Figure 3.0-3. As of 2005, the City of Cotati included approximately 965 acres or 1.5 square miles of land, of which about 14 percent was vacant.

### **Project Area**

The DSP project area comprises approximately 59.5 gross acres (inclusive of road right-of-way) oriented generally along Old Redwood Highway from the northbound Highway 101 on-ramp south to Page Street, (see Figure 3.0-3). The project area is currently designated in the General Plan as General Commercial, Parks, and some Residential. The project area is currently zoned as Downtown Commercial and Neighborhood Urban, Neighborhood Medium Density and Neighborhood Low. The project area currently contains a mix of commercial and residential uses. The project area is mostly covered by a Coordinated Planning overlay set forth in the Land Use Code (Section 17.20.020). The project area also includes the Redevelopment Project Area as defined by the most current Cotati Redevelopment Plan (1986).

## **3.4 Planning Background**

The following sections describe the planning background for the City in general and the DSP area in particular. All referenced documents are available for review at City Hall and some documents are available on the City's website. More information about the DSP's relationship to the various planning documents discussed in this section can be found in Chapter 4.0 of this EIR.

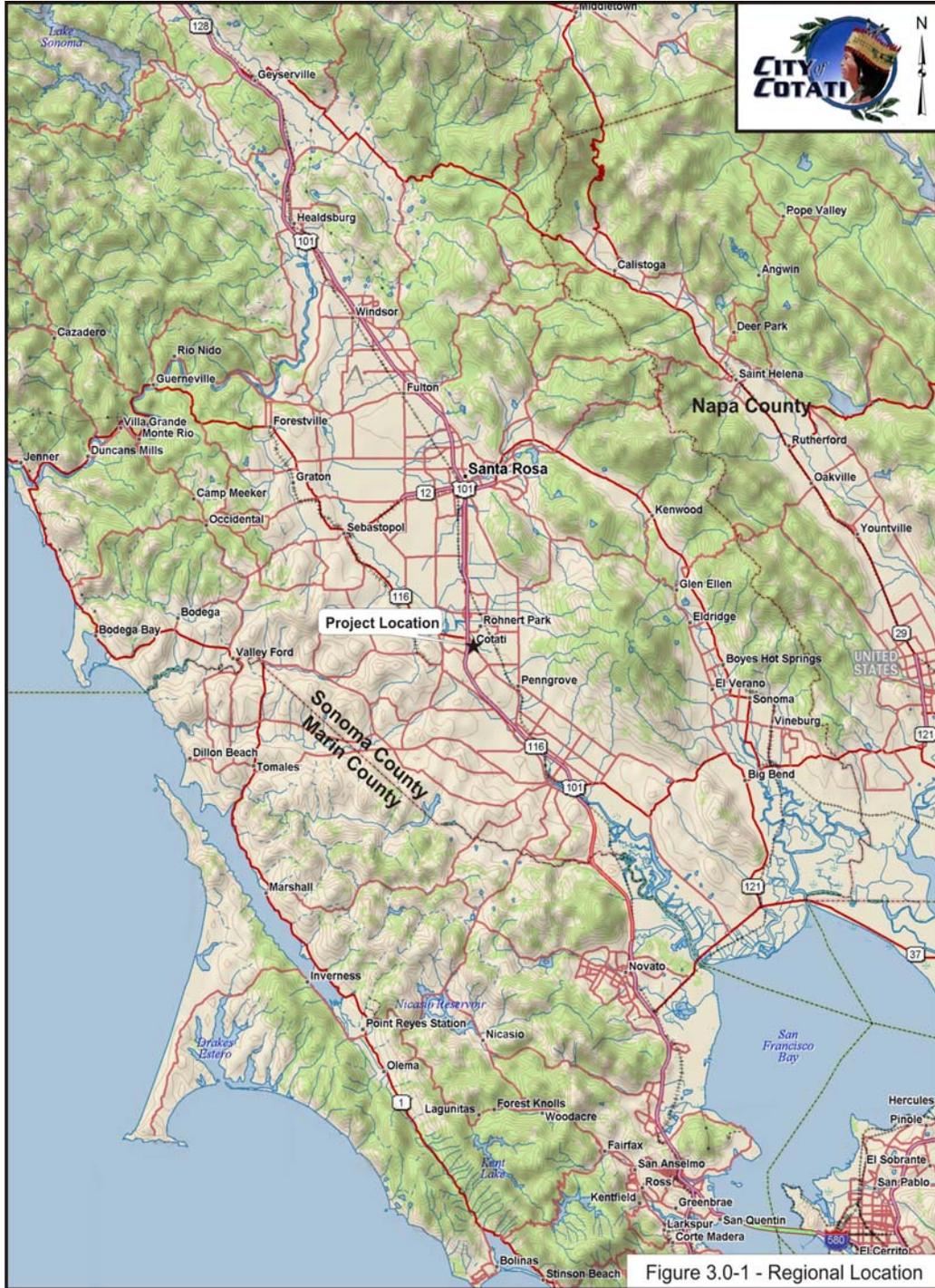
### **General Plan**

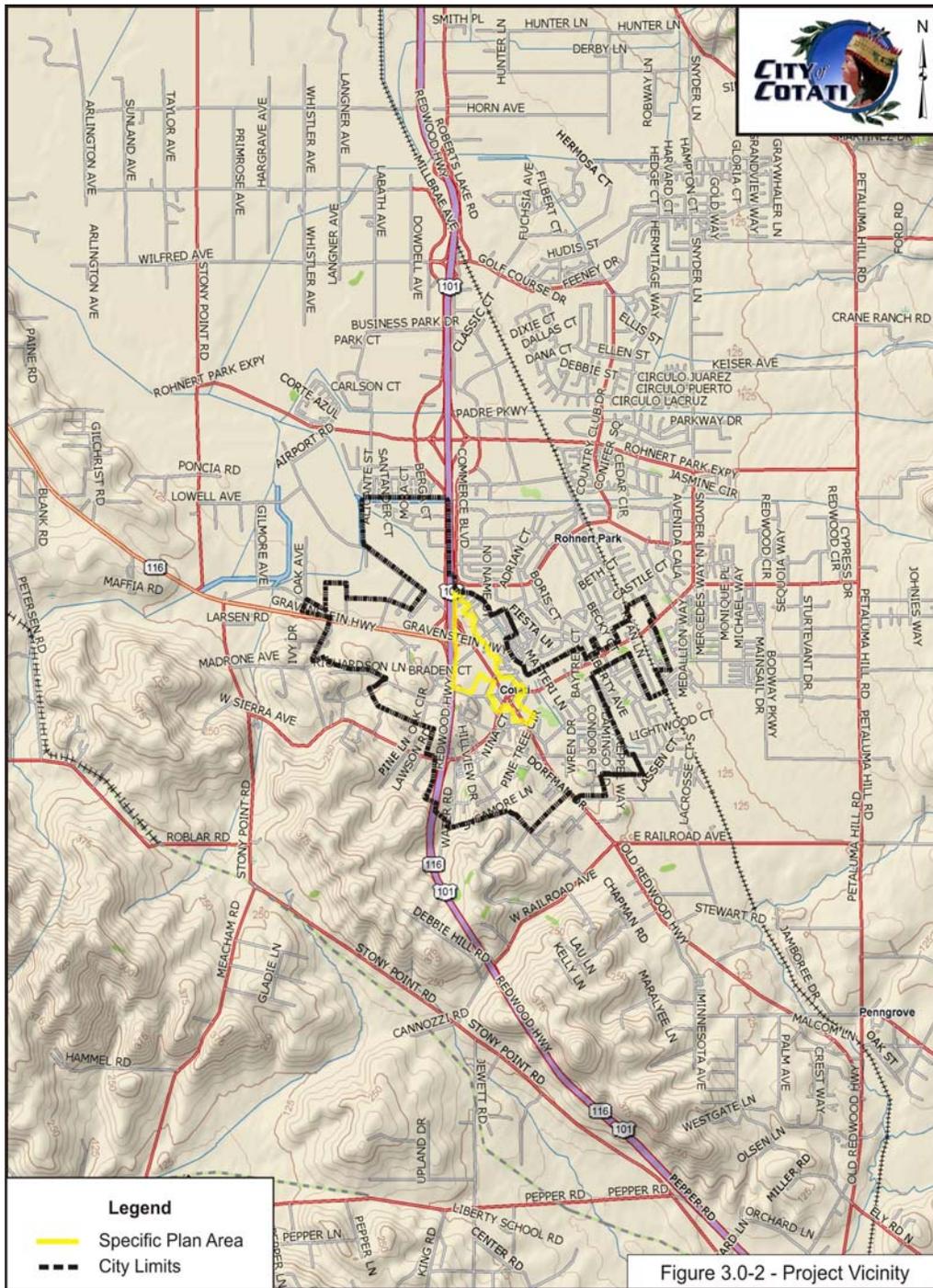
The General Plan sets forth the land use designations, policies, programs, standards, and goals for development, or buildout, of the City of Cotati and its sphere of influence through the year 2015. The General Plan is a formal expression of community goals and desires and fulfills California Government Code §65302, which requires the preparation and adoption of a General Plan. The City is currently in the process of updating its General Plan.

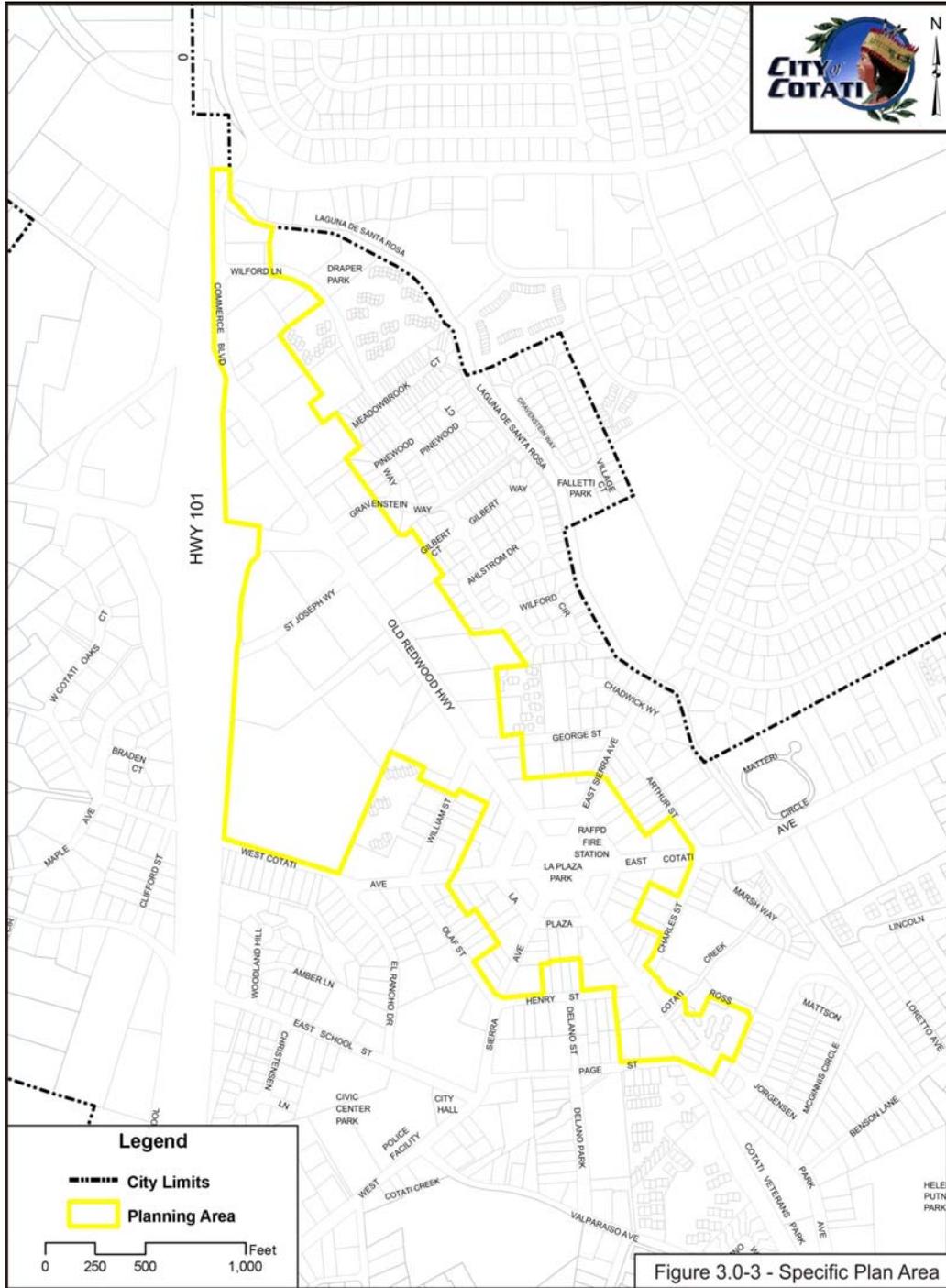
The current General Plan contains a number of general and specific policies to guide land use decisions in the DSP area. These include Policy 1.4.14 which states "The area along both sides of Old Redwood Highway, north of La Plaza and south of the Highway 101 northbound on-ramp, shall be developed in an integrated manner assuring a vibrant, mixed-use and pedestrian-oriented extension of the downtown."

### **Cotati Land Use Code**

The City's Land Use Code implements the goals and policies of the General Plan through standards and regulations. The current Land Use Code was adopted in June 2005. The Zoning Map is referenced in Article 2 of the Land Use Code and establishes zoning districts for the DSP area consistent with the designations established in the General Plan (see Figure 3.0-4).







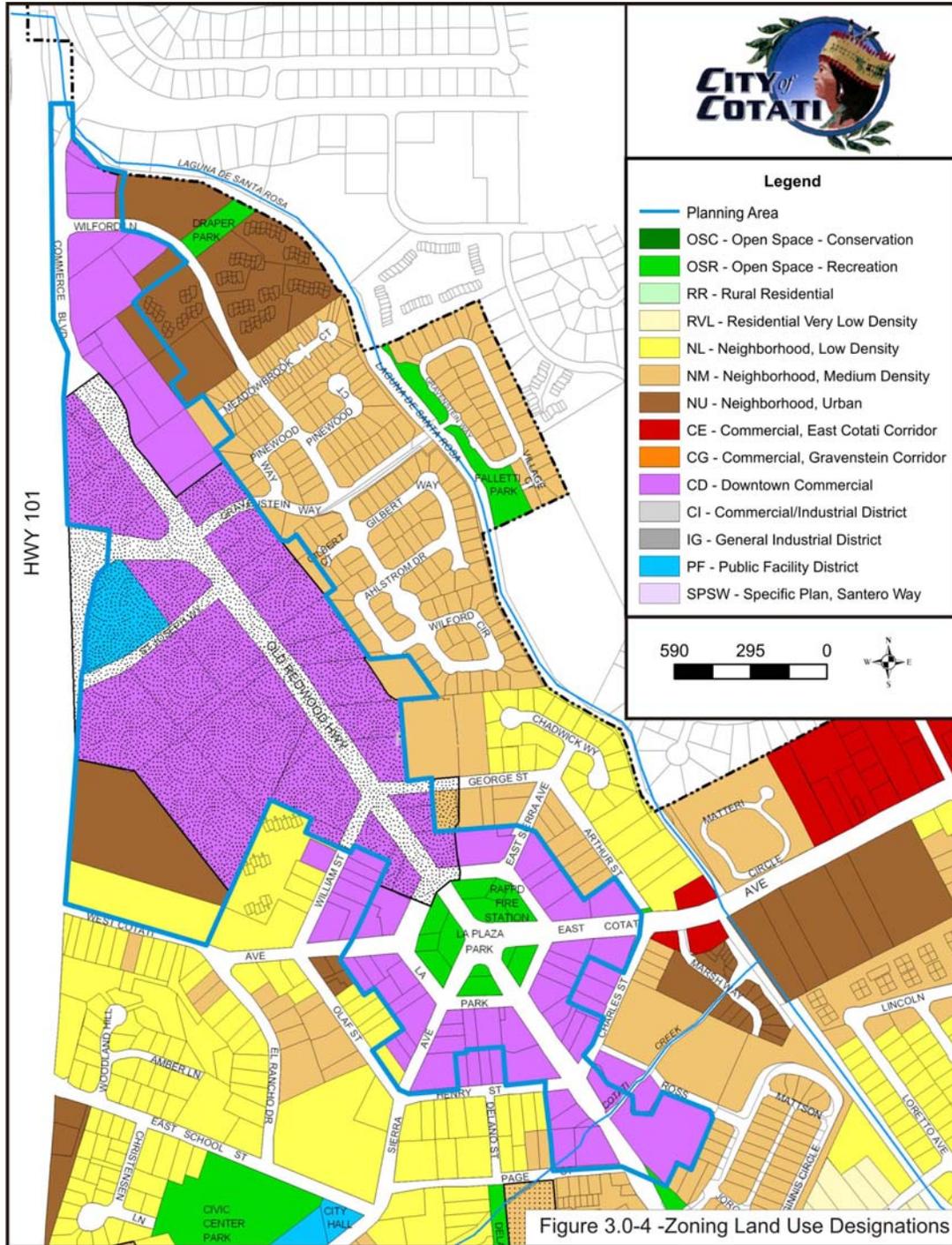


Figure 3.0-4 -Zoning Land Use Designations

### **Redevelopment Area**

The Redevelopment Agency (Agency) and Redevelopment Area for the City were established in 1986. Portions of the proposed DSP are included in the adopted Redevelopment Area (see Figure 3.0-5). Establishing a Redevelopment Agency and Redevelopment Area created a mechanism by which the City could leverage public funds to remedy blight. As outlined in the November 25, 1986 Notice of Hearing for Adoption of the Redevelopment Plan, concerns existing at the time of Agency formation were as follows:

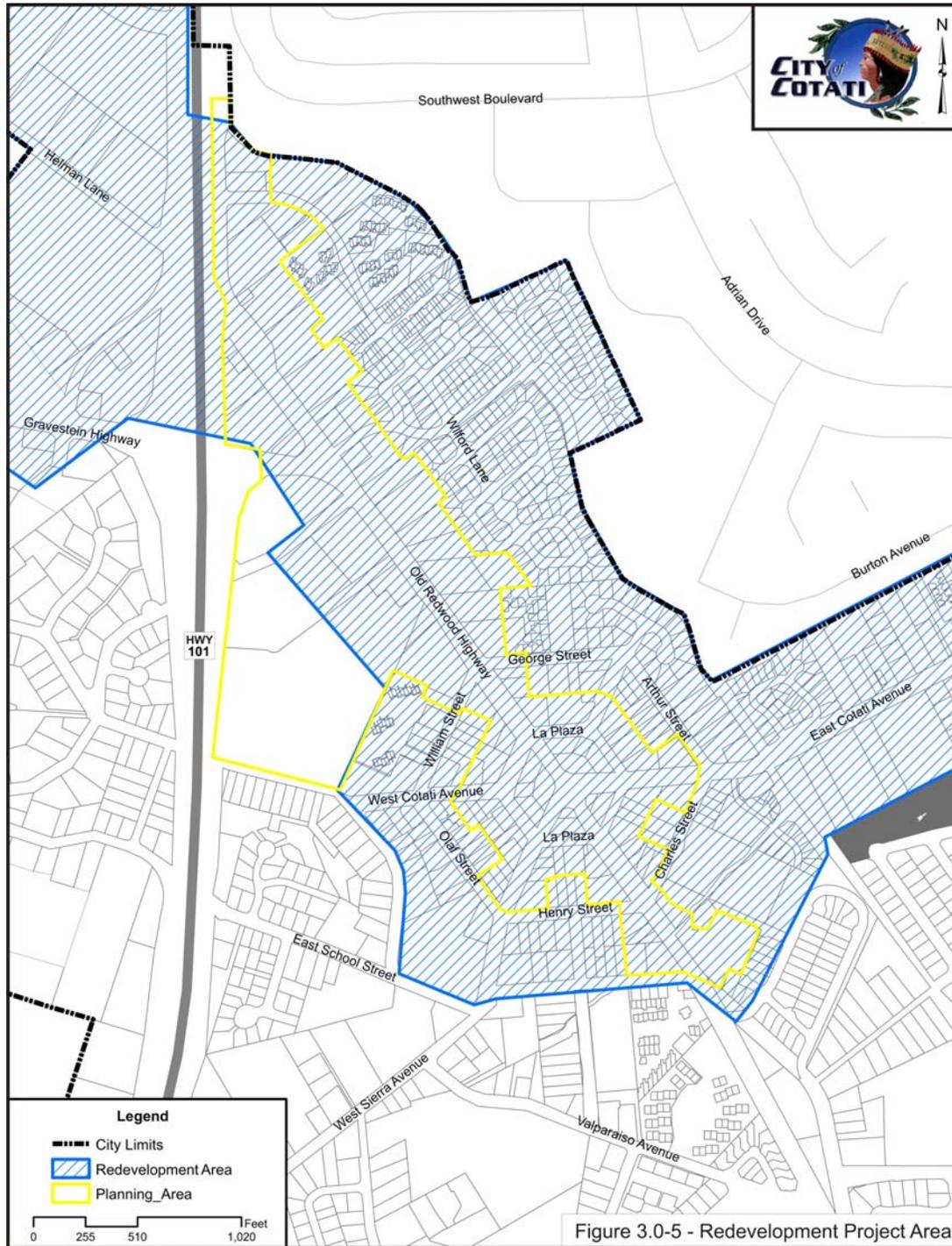
*The project area is burdened with a substantial inadequacy of certain public improvements including inadequate flood control, public street and sewage facilities. The pattern of earlier development which has occurred in the Project Area and the scale of the necessary public and private investment necessary to make the Project Area a commercially developable area of the City has resulted in the existence of various conditions of blight.*

As set forth in the adopting ordinance (Ordinance No. 461, Section 4), these conditions of blight included:

- *The subdividing and sale of lots in irregular form and shape and inadequate size for proper usefulness and development*
- *The laying out of lots in disregard of the contours and other topography or physical characteristics of the ground and surrounding conditions*
- *The existence of inadequate public improvements, public facilities, open spaces, and utilities which cannot be remedied by private or governmental action without redevelopment; and*
- *A prevalence of depreciated values, impaired investments, and social economic maladjustment*

In recognition of the above, the goals and objectives for establishing the Redevelopment Area as stated in the adopting ordinance were:

- *To stimulate and provide new private investment opportunities by revitalizing property characterized by deterioration, blight or functional obsolescence and to encourage continued investment in the Project Area where growth is planned*
- *To improve the visual image of the City and, specifically, the Project Area, by reinforcing existing assets and by expanding the potentials (sic) of the Project Area*
- *To improve employment opportunities, economic stability and productivity and to increase public revenues within the Project Area*
- *To eliminate environmental deficiencies by achieving a coordinated pattern of commercial, industrial and public land uses in the Project Area with adequate public improvements including but not limited to streets, utilities and flood control improvements*



- *To foster the development of a sense of community identity within the Project Area*
- *To ensure a variety of commercial, office, and/or industrial land uses which will physically and economically complement development within the Project Area*
- *To encourage the development of commercial uses along major thoroughfares*
- *To foster the establishment of landscape buffers between incongruous land uses, and*
- *To encourage the use of local resources in the development of the Project Area whenever economically feasible*

The Redevelopment Agency is required to prepare Implementation Plans to identify projects and discuss progress towards meeting redevelopment goals. The current Implementation Plan reports the following accomplishments in the time intervening since the adoption of the Redevelopment Area:

#### **Post 1986**

- Housing development to assist low and moderate income residents
- Development and capitalization of a revolving loan for businesses, including \$300,000 to develop an office building in the Downtown, and \$500,000 to Oliver's, the only supermarket in the Redevelopment Area.
- Completion of the La Plaza Specific Plan in 1991
- Improvements to La Plaza Park
- Transportation improvements on La Plaza, Old Redwood Highway, and East Cotati Avenue including street alignment, paving, landscaping, sidewalks and bus shelters
- Acquisition of the former Middle School Property for a police station

#### **Since January 1, 1995**

- Commercial storefront rehabilitation (Tamarama and the Redwood Café)
- Municipal parking lots on West Sierra Avenue and George Street
- Assisting in the development of a 48 unit Senior Low Income Housing Project on Charles Street
- Comprehensive Planning Studies, including the Master Plan for Charles Street/Park Avenue
- Funding the Santero Way Specific Plan for Industrial Avenue/Santero Way

- Improvements to La Plaza Park, including sidewalk installation and utilities undergrounding
- Funding for a bike path along Laguna de Santa Rosa
- Funding for park and ride lots and bus stop improvements

Since 2000 the following additional projects have been completed:

- Downtown street and sidewalk improvement program
- Santero Way Specific Plan adoption
- Charles Street Village senior affordable project

### **La Plaza Specific Plan**

In 1991, the City of Cotati adopted the La Plaza Specific Plan in order to provide more detailed planning for the portion of the City comprising the historic hexagonal core and park. The La Plaza Specific Plan addresses issues associated with land use, design, transportation and parking, socioeconomics, public facilities and natural elements.

According to City staff,<sup>1</sup> the City has documented throughout its history the uniqueness and importance of the hub layout. Alterations to Old Redwood Highway have created problems with vehicles traveling at relatively high speeds, and vehicles bypassing the Downtown and environs for other destinations. The relatively high travel speeds were contributing to impeding redevelopment efforts in the area. The type and pattern of development intended by the Redevelopment Plan along Old Redwood Highway were not occurring; proposals received by the City were limited to auto-related services.

The La Plaza Specific Plan was limited in its ability to address these issues. The La Plaza Specific Plan was a design statement, formed from the history of the area, and expressed the City's intentions to support mixed use; however, it did not address traffic flow or circulation or offer physical solutions. The La Plaza Specific Plan furthermore did not cover a sufficient geographic area to address these issues, instead focusing more on aesthetics and how buildings were situated around the park. The City therefore decided it needed a more comprehensive circulation and planning effort. While the La Plaza Specific Plan did not address these issues, portions of the plan related to the park's history and aspects of the design recommendations are still applicable and have been incorporated into the DSP. The La Plaza Specific Plan would be repealed as part of the adoption of the DSP.

### **City of Cotati Vision Plan**

To address the traffic and other needs discussed above, the City embarked on the development of the Cotati Vision Plan. Although never adopted or approved, the plan provided a vision for pedestrian facilities, a means to unify the park, and addressed the entire stretch of Old Redwood Highway. The Vision Plan provided concept and design guidelines, and included recommendations to handle traffic in the area. The Vision Plan was considered in the development of the DSP.

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<sup>1</sup> Marsha Sue Lustig, Senior Planner, pers. comm. April 19, 2006.

### **Downtown Specific Plan**

Based on the guidance of previous planning efforts outlined above and the intent of the General Plan and Redevelopment Plan, the City decided to pursue a more comprehensive plan for the extended Downtown. The City selected the firms of Crawford Multari and Clark Associates and Moule and Polyzoides Architects to develop the Plan in 2005.

A number of public workshops were conducted by the consultants in 2005. The workshops provided the design team and the City/Agency staff the opportunity to receive input from the public. The DSP Public Review Draft was first released on February 20, 2006. Based on public review comments and further refinements, the DSP was revised and a second Public Review Draft was issued in October, 2007. This second Public Review Draft is the "project" evaluated in this EIR, and is available for review at City Hall.

The DSP includes development standards and design guidelines for new development. Once the DSP is adopted, all future entitlements within the Downtown must be consistent with the DSP. The overall DSP project includes General Plan Amendments as part of the project, a complete list of which can be viewed in DSP. It also includes amendment of the Land Use Code to include sub-districts, zoning map changes, and the development code regulations (exclusive of the design guidelines). As indicated above, the La Plaza Specific Plan would also be repealed.

The City Council would need to certify the Final EIR prior to adoption of the DSP and its related entitlements. Other entitlements would be required in the subsequent stages of the project's implementation and as part of any future development. These would include, but not be limited to, design review, use permits (where identified), and the issuance of demolition, grading, building and occupancy permits from the City and connection permits from utility providers.

The DSP provides the overall framework for translating broad community values and expectations into specific strategies for enhancing the community's quality of life. In addition, the DSP contains estimates of future population, housing and employment that will serve as the basis for infrastructure and service planning. The DSP will be reviewed and updated from time to time to respond to changing circumstances and new opportunities.

### **3.5 Existing Conditions (2006)**

The following discussion details the conditions existing in and around the DSP area at the time of the release of the NOP (March 2006). The intent of this section is to establish the baseline conditions against which the various impacts of the project will be assessed.

#### **General Description**

The Cotati Downtown is currently developed with urban land uses. The planning area is dominated by commercial uses, followed by vacant land, streets and surface parking areas, and residences. There are approximately 1,085 existing parking spaces in the Downtown, both on and off street. Vacant lots are largely level and have been graded to varying degrees, and are therefore mostly devoid of

natural vegetation. The area is served by standard infrastructure (e.g., water, sewer, storm drainage, etc.).

Cotati Creek is the only named creek or water feature located in the planning area; the creek has been completely “engineered” meaning that instead of being in a natural state, it consists of a concrete-lined channel. The Laguna de Santa Rosa forms an edge of the City east of the site, but is not within the project area. More information about the existing natural and constructed environment can be found at the beginning of each topical section in Chapter 4.0.

### Population and Housing Trends

Table 3.0-1 presents population counts and growth rates for the City of Cotati since 1990. The table also presents projections for City population through 2025. The City experienced an annual average rate of growth of approximately 1.7% during the 1990-2005 period. The annual rate of growth is projected to decrease over time.

| <b>Table 3.0-1: City of Cotati – Population and Growth (1990-2025)</b> |                         |                                   |
|------------------------------------------------------------------------|-------------------------|-----------------------------------|
| <b>Description</b>                                                     | <b>Total Population</b> | <b>Annual Average Growth Rate</b> |
| 1990 (Census)                                                          | 5,700                   |                                   |
| 1996                                                                   | 6,501                   | 2.3%                              |
| 2000 (Census)                                                          | 7,033                   | 2.0%                              |
| 2006 (Department of Finance)                                           | 7,535                   | 1.5%                              |
| 2010 (Cotati 1998 GP)                                                  | 8,035                   | 1.2%                              |
| 2017 (Cotati 35 units/yr.)                                             | 8,268                   | 0.4%                              |
| 2022                                                                   | 8,689                   | 1.0%                              |
| 2027                                                                   | 9,132                   | 1.0%                              |
| Average Annual Rate (Historic) 1990-2007 26 units/yr.                  |                         | 1.7%                              |
| <i>Source: City of Cotati, 2007.</i>                                   |                         |                                   |

The growth projections shown in the table differ from ABAG projections. According to the City, ABAG mis-counted both current population and projected population. Cotati’s growth management program allows up to 75 units per year plus an additional 25 affordable units. Since 1990, Cotati’s actual growth has averaged 26 units per year.

Existing population in the Downtown is a small percentage of the overall population of the City. There are approximately 119 existing residences in the Downtown. Using the household occupancy rate of 2.5 as reported for Cotati in the 2000 Census, the existing resident population of the Downtown is estimated to be approximately 304, less than 5% of the City total. Although the Downtown includes the historic core of the community, much of the residential growth in the latter part of the 20<sup>th</sup> century was in areas outside the DSP area.

### Commercial Development

Commercial land uses predominate in the Downtown. The existing commercial mix in the planning area can largely be categorized as small-scale retail and service. Existing occupied establishments include restaurants, bars, retail, service, music venues, and financial institutions. The current pattern of commercial development in the Downtown varies by subarea; the pattern in the historic core of the Downtown

can be described as traditional “Main Street” commercial development, while the pattern in the northern portion of the planning area can be described as more isolated, auto-oriented retail.

**Transportation and Transit**

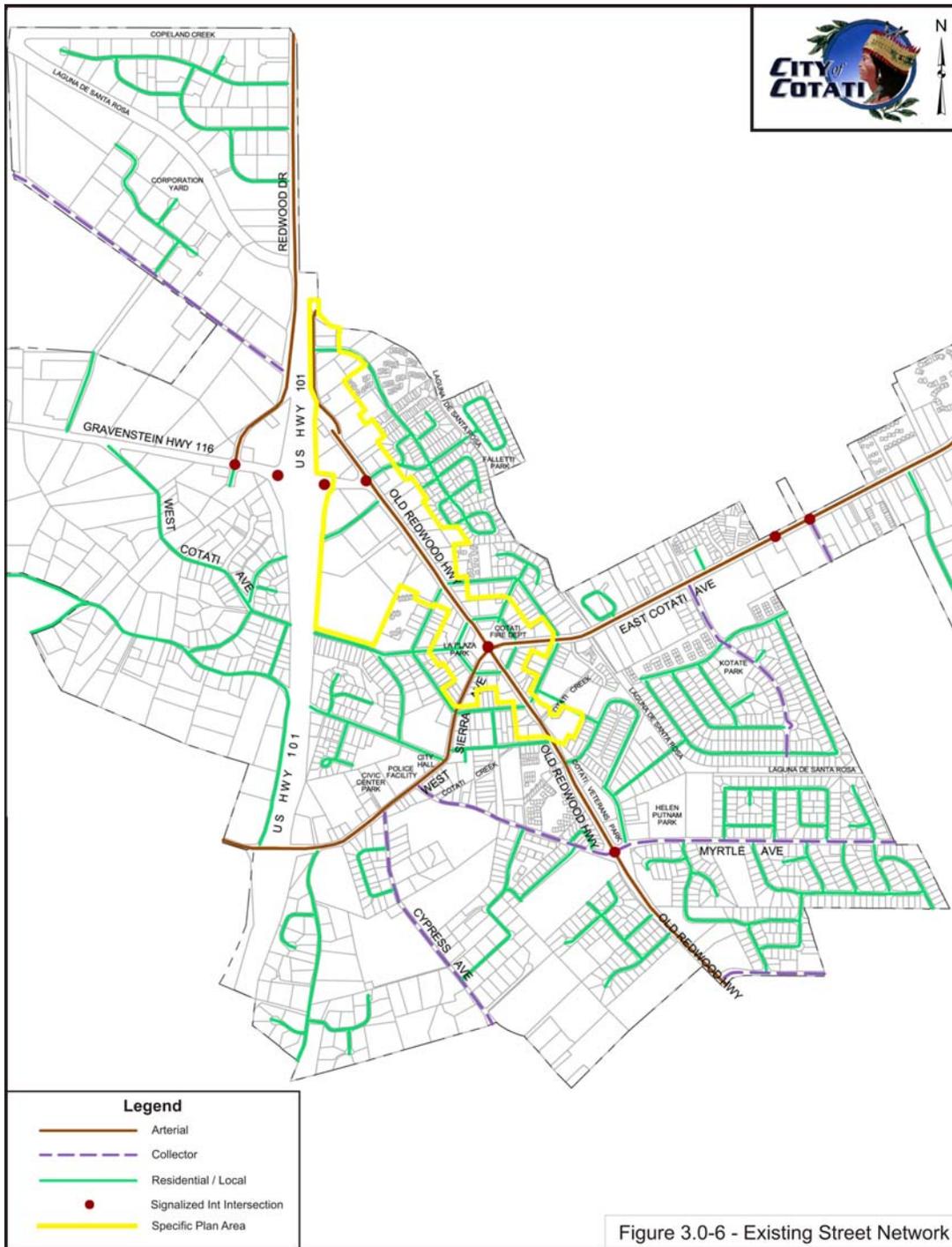
Major transportation facilities are shown in Table 3.0-2. Major streets within the Downtown include East Cotati Avenue, Gravenstein Highway, Old Redwood Highway, and West Sierra Avenue (see Figure 3.0-6).

| <b>Table 3.0-2: Major Transportation Facilities in Cotati</b> |                                                                               |                                                                     |
|---------------------------------------------------------------|-------------------------------------------------------------------------------|---------------------------------------------------------------------|
| <b>Type</b>                                                   | <b>Facility Name</b>                                                          | <b>Location Relative to Planning Area</b>                           |
| Accessible Freeways and Highways                              | US 101, SR 116                                                                | Adjacent to DSP to the West                                         |
| Bus Service                                                   | Golden Gate Transit (GGT), Sonoma County Transit                              | Routes 10, 48, and 50 through Downtown, GGT also through Downtown   |
| Commuter Rail Service                                         | None active – SMART                                                           | Station proposed at E. Cotati Avenue and Santero Avenue to the East |
| Freight Rail Service                                          | None active – Northwestern Pacific Railroad                                   | Proposed for the SMART line to the East                             |
| Airports                                                      | Sonoma County Regional Airport –active regional service resumed in March 2007 | North of Santa Rosa                                                 |

Highway 101 is the most significant regional facility serving the City. Highway 101 is a four-lane grade-separated facility that serves an average daily traffic volume of 100,000 vehicles. Improvements to Highway 101 are proposed in the vicinity of Cotati and the Downtown. These are discussed in the Transportation and Noise analysis sections of this EIR. State Route 116 (SR 116), or Gravenstein Highway, is for the most part a two-lane facility running west of Cotati.

Cotati is planned as a stop on the Sonoma-Marin Area Rail Transit (SMART) system, which will use existing and acquired rail rights-of-way to link Sonoma County to the Bay Area. The project is being directed by the SMART District, which was formed in 2003 as a result of Assembly Bill 2224. A Final EIR was completed for the project. More information is available at [www.sonomamarintrain.org](http://www.sonomamarintrain.org). In preparation for this service, the City of Cotati is estimated to begin construction work in 2009 on a multi-modal transportation center on East Cotati Avenue at the site of the original City depot.

Sonoma County Transit provides service throughout Sonoma County, while Golden Gate Transit provides mainly commuter service to the Bay Area.



### **Parking**

Existing surface parking in the planning area generally consists of on-street parking, small shared lots, and parking at individual businesses. As mentioned earlier, there are approximately 1,085 existing parking spaces (on- and off-street) in the planning area.

### **Utilities**

The Downtown is currently served with all necessary utilities. In the case of undeveloped parcels, utilities may not currently be located on site, but are available in developed road rights of way. However, there are pipeline capacity deficiencies in the project area that are identified in the City's 2002 Sewer Master Plan. The following discussion provides specific information about each utility.

**Stormwater.** Stormwater in the DSP area is conveyed via City-owned infrastructure to three primary creeks in Cotati: Copeland Creek, Cotati Creek, and Washoe Creek. These creeks have been channelized in their downstream sections and are also used in conjunction with the storm drainage system for flood protection. Overall, the City's stormwater flows by gravity to nearly 30 discharge points on the Laguna de Santa Rosa.

**Electrical Power and Gas.** Electricity and gas are provided to the planning area by PG&E.

**Solid Waste.** The City of Cotati is a member of the Sonoma County Waste Management Agency. Solid waste pickup is provided by Northbay Corporation.

**Water Supply.** The DSP area is currently served by water distribution piping ranging in size from 6 to 16 inches. Water supply is provided by two turnouts from the 48-inch Sonoma County Water Agency (SCWA) water line and two storage facilities, with supplemental supply from three City wells.

**Sanitary Sewer Service.** The City's domestic wastewater is conveyed via City-owned and maintained infrastructure to facilities owned and maintained by the City of Santa Rosa. The wastewater is ultimately disposed of at the Laguna Water Reuse Facility.

According to the DSP, the Downtown Area is part of three of the City's nine sanitary sewer zones, the north central Cotati zone, the west hub zone and the east hub zone. These zones contain sewage collection piping ranging in size from 6-inch to 16-inch. Sewer flow from this area is carried to the East Cotati Avenue Sanitary Sewer Interceptor via the 16-inch trunk line on Gravenstein Way.

### **Public Services**

**Fire Services.** Fire protection is provided by Rancho Adobe Fire Protection District. Station 1 is located within the planning area at the corner of East Cotati Avenue and La Plaza. Station 1 is staffed with three large engines, a small engine, and water tender. A captain and engineer are on call at Station 1; these staff are supplemented by about 25 volunteers in Cotati. The current staff-to-population ratio is 0.7 firefighters per 1,000 population. The current response time for the entire Cotati community is less than five minutes. Response time to the planning area is expected to be faster than average given proximity of the fire station.

**Police Services.** The City Police Department moved to a new facility at 203 West Sierra Avenue behind City Hall in 2003. The facility is designed to house the department for more than 30 years. According to the Police Department's website (accessed August 28, 2007), the Cotati Police Department's personnel consist of one Chief; four Sergeants; seven Police Officers; one Police Canine; seven Reserve Officers (positions allocated, but none filled); one Support Services Supervisor; five Dispatcher/Clerks; one Community Service Officer; and one Police Service Aide.

**Schools.** There are no schools located in the DSP area. Current residents of the planning area are served by La Fiesta and Thomas Page Elementary Schools, Mountain Shadows Middle School, and Rancho Cotate High School. Thomas Page is the nearest school to the planning area.

**Library.** The City of Cotati is served by the Rohnert Park-Cotati Regional Library, located at 6250 Lynne Conde Way in Rohnert Park. The facility was built in 2003. The library is 24,000 square feet in size, with capacity for more than 100,000 materials.

**Hospitals.** Petaluma Valley Hospital is located south of Cotati. Santa Rosa Memorial Hospital also serves the planning area and is located to the north.

The location of public facilities in the area is shown in Figure 3.0-7.

### 3.6 Objectives

The purpose of the DSP project is to "translate the community vision for the Specific Plan area into goals, policies, regulations and standards that guide daily decisions for the plan area over its 20-year planning horizon," and "enable revitalization of the plan area based on the needs, opportunities and constraints identified through the planning process."

The following goals are set forth in the DSP:

- Enhance Old Redwood Highway as the downtown, mixed-use center of Cotati community life.
- Maintain the historic character which makes Cotati unique, and achieve a high level of design quality to reinforce this character.
- Improve the walking and bicycling system through downtown Cotati as well as the interconnections between Cotati and the region.
- Promote a street system that is safe for all modes of transportation within a successful commercial mixed-use environment.
- Design housing to accommodate a diversity of income levels, ages and needs.
- Encourage development that is sustainable: energy efficient and conserves resources.

### **3.7 Specific Plan Function**

State law (§65450 et seq. of the California Government Code and other applicable laws) allows jurisdictions to do more detailed planning for places that could benefit from special attention, such as the Cotati Downtown. These more focused plans are called Specific Plans. Pursuant to the statute (Government Code §65451):

A. *A Specific Plan shall include a text and a diagram or diagrams, which specify all of the following in detail:*

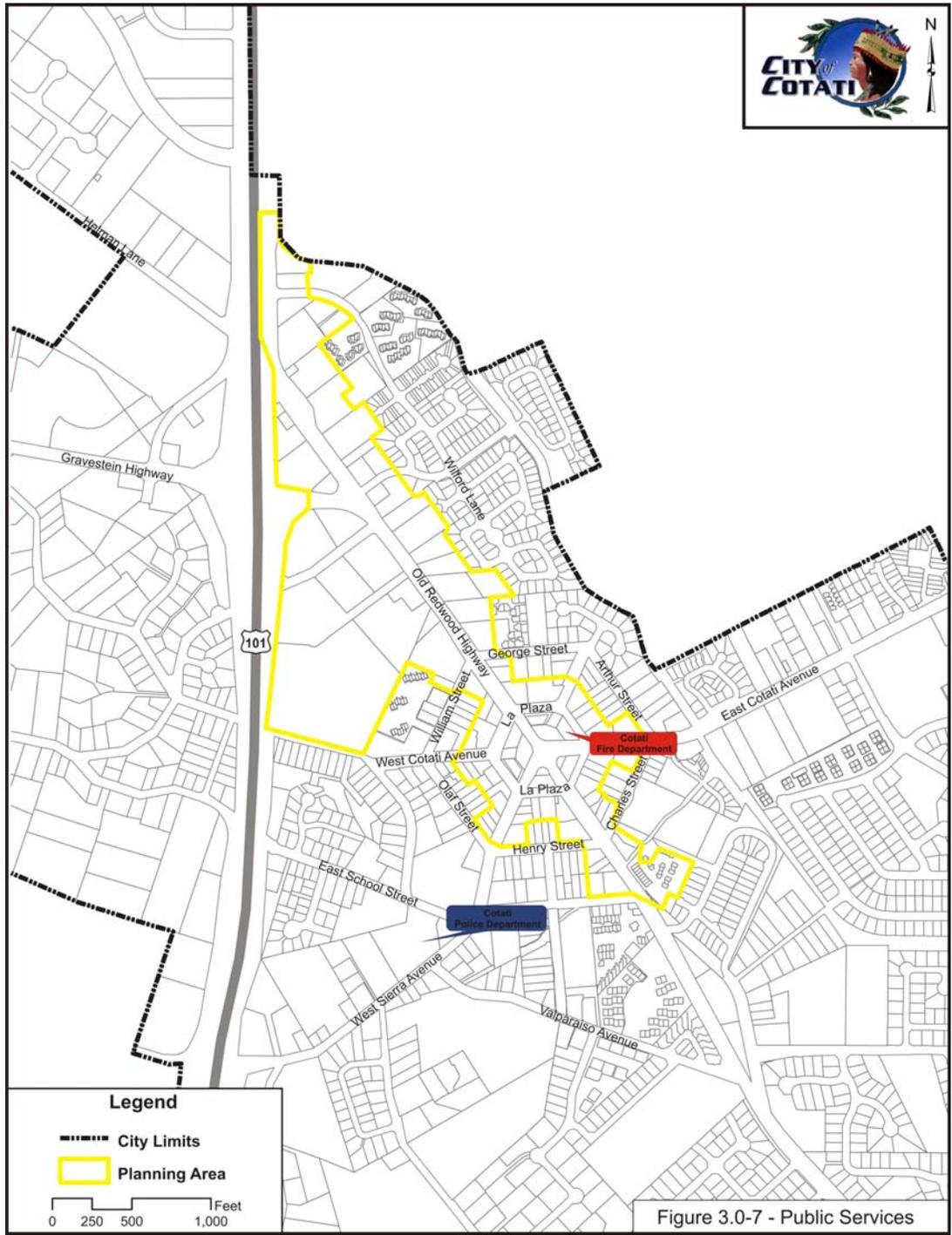
*(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.*

*(2) The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.*

*(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;*

*(4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).*

B. *The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.*



Practically, a Specific Plan guides community development in a defined geographic area to implement the General Plan. It provides the bridge between goals and policies contained in the General Plan and individual development projects. The DSP must be consistent with all facets of the General Plan, including policy statements.

### **3.8 Plan Format**

The DSP is organized into the following chapters:

Chapter 1: Introduction – Context. This chapter outlines the purpose of the plan, includes a description of the plan area, and outlines the process leading up to plan development.

Chapter 2: Form and Character – Objectives. This chapter provides an overall description of the plan components and vision.

Chapter 3: Implementation – Standards and Guidelines. This chapter provides standards for development and infrastructure.

Chapter 4: Infrastructure Financing Plan. This chapter sets forth strategies to implement the plan.

### **3.9 Plan Highlights**

The DSP introduces new land use designations for the planning area and includes Land Use Code amendments that would supplant existing applicable code. The Plan includes four new land use categories: Historic Core, La Plaza, Northern Gateway and Commerce Avenue. The adoption of the DSP requires the amendment of the General Plan and Land Use Code to reflect these new designations and code language.

#### **Highlights of the Downtown Specific Plan**

As mentioned previously, the purpose of the DSP is to encourage traditional neighborhood development in the Downtown. The project includes street improvements and other infrastructure improvements, as well as form-based development standards and zoning. The following is a summary of the specific changes proposed by the plan, and the resulting development potential.

#### **Components Related to Housing, Civic and Commercial Land Use**

Central to the DSP is the reinvigoration of the Downtown as a center of activity in Cotati. According to the DSP, residents animate streets, stimulate transit potential, and provide the necessary local population to support various types of smaller-scale commercial development. Therefore, the DSP includes many opportunities for housing in the planning area. The DSP proposes a range of housing types – courtyard, rowhouse, duplex/triplex/quadplex and apartments over retail – to appeal to potential residents interested in living near the amenities of a Downtown.

**La Plaza Park.** The project reconfigures La Plaza Park but retains its historic hexagonal form. The new park may include a bandstand to accommodate community events, a farmer's market arbor, and large lawns. The east quadrant of the park retains the fire station. Wide sidewalks are provided through and around the park, and vehicular circulation occurs along the park perimeter.

**Historic Core.** According to the DSP:

*This 2-block area receives sensitive attention through restoration, renovation and careful additions that maintain the existing 2-story character of the area. The historic core becomes the southern anchor and gateway to downtown and Cotati's public space at La Plaza Park providing for modest expansion of commercial space and dwellings in the form of flats, lofts or townhouses over ground floor commercial.*

*On-street parking is maintained on Old Redwood Highway in diagonal form to maximize access to existing businesses while taming traffic for pedestrians and cyclists. New opportunities for shared parking behind buildings are encouraged.*

Preservation and renewal of historic structures and character is paramount in this portion of the planning area.

**Northern Gateway.** According to the DSP:

*This new place in Downtown Cotati becomes the more intense place in the center of the city, providing commercial opportunities for local and regional-serving businesses. The Northern Gateway is anchored by a set of squares, greens and plazas distributed to form a new system of walkable blocks and streets in this blighted and underutilized area of downtown. Civic uses such as a community meeting hall, library, or a performing arts theater could add to the community-wide appeal and support of downtown. Overall, the proposed amount of non-residential space combined with the area's distance from La Plaza Park and the historic core require new parking. Shared, 'park-once' parking is provided through a combination of on-street and off-street.*

*New blocks are created by a varied set of interconnected streets to form a walkable pattern consistent with Cotati's small town character and scale. Some blocks front on Old Redwood Highway as well as on new streets providing a transition from the more intense commercial activity on Old Redwood Highway. Buildings are mixed in use, urban in character and up to 3 stories, with plenty of variation in building massing and heights. A majority of Downtown's housing program occurs here as well. The Northern Gateway serves as a good location for overnight accommodations in combination with ground floor retail.*

The existing 118-foot Old Redwood Highway right-of-way would be reconfigured into a 4-lane, 25 mile per hour boulevard that features 12-foot sidewalks with trees. Cyclists would be accommodated in a Class III Bike Lane. Buildings would be mixed in use with up to two stories of housing above ground floor commercial uses.

**Commerce Avenue.** The northernmost portion of the Downtown accommodates a more auto-oriented pattern and type of activity. Development will be predominantly commercial in nature although housing may be accommodated on second floors or in the rear of parcels.

**Open Space.** Open space is scattered throughout the planning area as a number of small parks, greens, or even planted islands in the case of the intersection of Gravenstein Highway and Old Redwood Highway. These areas are intended to provide visual or recreational features in the planning area. The components of the Open Space program are discussed further under Landscaping.

**Components Related to Transportation**

The DSP proposes a number of street alignment and circulation alterations. The DSP also proposes a number of measures to improve the visibility of and access to existing and planned alternative transportation modes.

Providing mixed-use structures with housing and small-scale retail and office space located on a system of walkable streets and blocks, is intended to lessen the need for multiple vehicle trips in the Downtown.

The DSP proposes both functional and structural improvements in parking in the planning area. The plan proposes parking in locations and patterns that encourage drivers to park once to access a number of destinations. Parking is proposed to be on street and in lots or structures, and to be available but to be landscaped or contained within liner buildings.

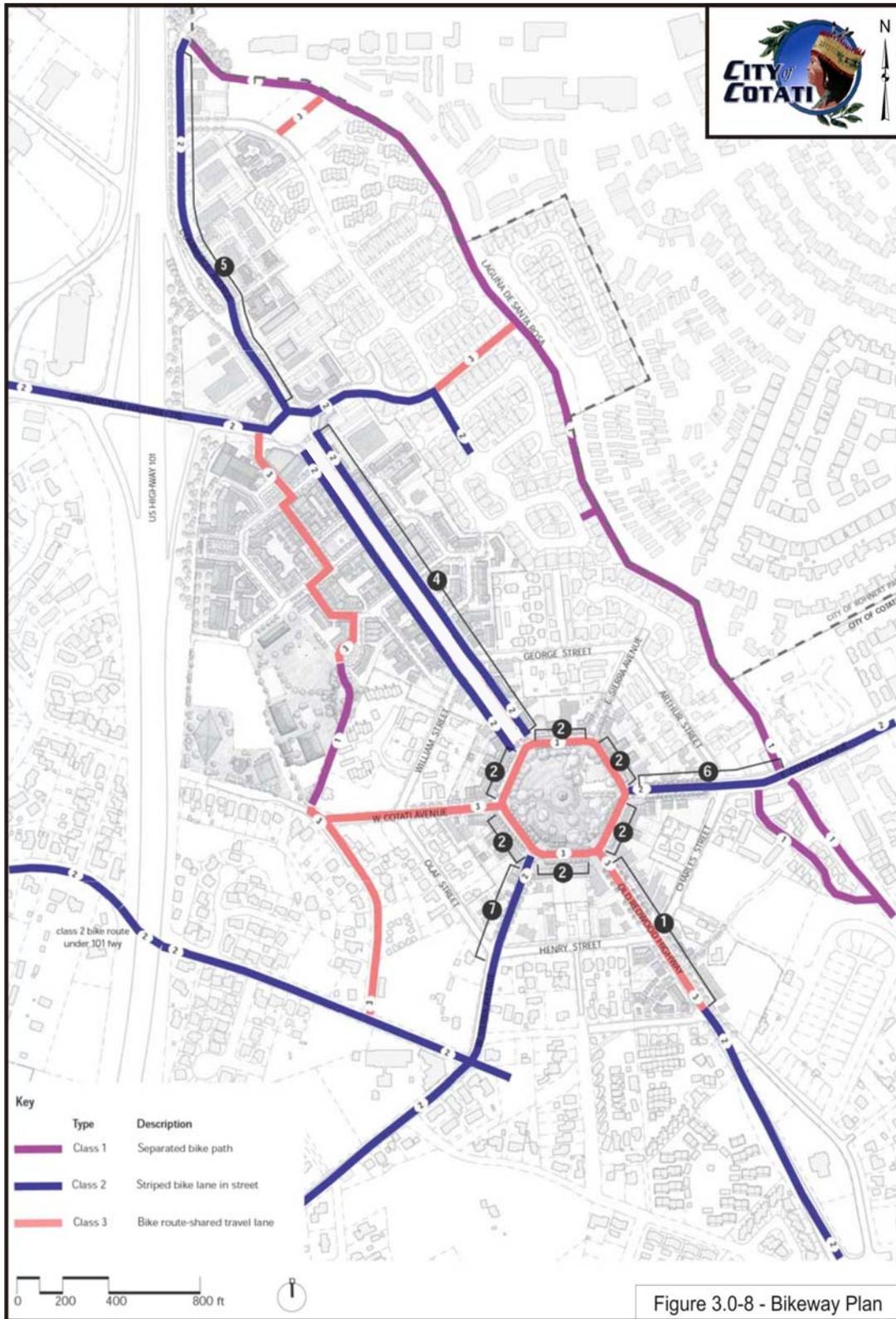
“Park once” garages are included as possible uses in the Northern Gateway portion of the planning area, near the intersection of Highways 116 and 101. In addition to parking garages, the DSP proposes reconfiguration of on and off street parking throughout the planning area. As shown in Table 3.0-3, the net effect of the parking program as described in the DSP will be to add approximately 973 parking spaces to the planning area.

In addition to automobile-related improvements, the DSP includes expanded pedestrian and cycling facilities throughout the planning area. To accommodate cyclists, the DSP includes a detailed plan, as outlined in Table 3.0-4 and referenced in Figure 3.0-8. The overall premise of the plan is walkability. To this end, the DSP widens sidewalks, improves the pedestrian streetscape, increases ground floor shopping opportunities, and increases connectivity among pedestrian facilities. Transportation improvements are outlined in Table 3.0-4.

| <b>Table 3.0-3: Existing and Proposed Parking</b> |                   |                 |                 |
|---------------------------------------------------|-------------------|-----------------|-----------------|
| <b>Zone</b>                                       | <b>Type</b>       | <b>Existing</b> | <b>Proposed</b> |
| Commerce Ave                                      | On street         | 0               | 58              |
|                                                   | Off street        | 252             | 252             |
| <i>Subtotal</i>                                   |                   | 252             | 310             |
| Northern Gateway                                  | On street         | 0               | 375             |
|                                                   | Off street        | 480             | 900             |
| <i>Subtotal</i>                                   |                   | 480             | 1,275           |
| La Plaza                                          | On street         | 110             | 222             |
|                                                   | Off street        | 108             | 116             |
| <i>Subtotal</i>                                   |                   | 218             | 338             |
| Historic Core                                     | On street         | 50              | 50              |
|                                                   | Off street        | 85              | 85              |
| <i>Subtotal</i>                                   |                   | 135             | 135             |
| <b>TOTAL</b>                                      | <b>On street</b>  | <b>160</b>      | <b>705</b>      |
| <b>TOTAL</b>                                      | <b>Off street</b> | <b>925</b>      | <b>1353</b>     |
| <b>GRAND TOTAL</b>                                |                   | <b>1,085</b>    | <b>2,058</b>    |

| <b>Table 3.0-4: Components of the Transportation Program</b>        |                                                                                                                                                                                        |
|---------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Location</b>                                                     | <b>Item</b>                                                                                                                                                                            |
| Northern Gateway                                                    | Installation of new blocks and streets                                                                                                                                                 |
| Northern Gateway, Adjacent to Highway 101                           | Potential opportunity for up to 2 garages as option.                                                                                                                                   |
| Northern Gateway and Northern Commerce Avenue                       | Install two additional bus stops                                                                                                                                                       |
| Commerce Avenue                                                     | 25-30 mph speed, 2 lanes, 4' bike lane on east side, parallel parking both one side, no sidewalk on west side, 10' sidewalk on east                                                    |
| Old Redwood Highway (from Page Street to La Plaza Street)           | Cohesive signage program to alert motorists of cyclists                                                                                                                                |
|                                                                     | Speed limit lowered to 25 miles per hour                                                                                                                                               |
|                                                                     | Cyclists will share the lane with motorists                                                                                                                                            |
|                                                                     | Pavement transitions-storm drain grates evaluated/improved as needed                                                                                                                   |
|                                                                     | Install intersection control at Henry/Charles; remove inconsistent design elements                                                                                                     |
| La Plaza Street (around new Hexagonal Park)                         | Signage alerting motorists of cyclists will be provided                                                                                                                                |
|                                                                     | Speed limit lowered to 15 miles per hour                                                                                                                                               |
|                                                                     | Diagonal parking on the outer edge of street (except at the fire station where there is not sufficient room and it will be parallel on both sides of the street);                      |
|                                                                     | A 3 foot wide buffer between diagonal parking and the travel lane                                                                                                                      |
|                                                                     | Cyclists will share the lane with motorists                                                                                                                                            |
|                                                                     | Pavement transitions and storm drain grates to be evaluated and improved accordingly                                                                                                   |
|                                                                     | Widen sidewalk to 20' on outside edge, 15' on inside edge, except for firehouse, where sidewalks are 12'                                                                               |
| The Hexagon and La Plaza Park                                       | Replace the existing 4-way intersection with evenly spaced intersections and a one-way, 2-lane street with on-street parking and a speed of 15 miles per hour at the perimeter         |
| La Plaza Park                                                       | Signage alerting motorists of cyclists                                                                                                                                                 |
|                                                                     | Wide sidewalk/ promenade provided through center and along the edges for comfortable crossing into park from adjacent intersections (shared by pedestrians and cyclists)               |
| Old Redwood Highway (La Plaza Street to Gravenstein Hwy roundabout) | Signage alerting motorists of cyclists                                                                                                                                                 |
|                                                                     | Speed limit lowered to 25 miles per hour                                                                                                                                               |
|                                                                     | Comfortable transitions at intersections for cyclists and pedestrians                                                                                                                  |
|                                                                     | Create a four lane boulevard with a 18' landscaped median, 12' sidewalks, on-street parking, 6' dedicated bike lanes with 2' transition to parking and a reduced speed of 25-30 m.p.h. |
| Old Redwood Highway at Gravenstein Highway                          | Improvements, including landscaping, of the intersection.                                                                                                                              |
| Commerce Avenue (Gravenstein Hwy to north boundary)                 | Signage alerting motorists of cyclists will be provided                                                                                                                                |
|                                                                     | Speed limit lowered to 25 miles per hour                                                                                                                                               |
|                                                                     | Dedicated 5 foot wide bike lane                                                                                                                                                        |

| <b>Table 3.0-4: Components of the Transportation Program</b> |                                                                                                                                                                                         |
|--------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Location</b>                                              | <b>Item</b>                                                                                                                                                                             |
| Adjacent to Downtown                                         | Signage alerting motorists of cyclists                                                                                                                                                  |
|                                                              | Speed limit of 25 miles per hour                                                                                                                                                        |
|                                                              | Dedicated 5 foot wide bike lane                                                                                                                                                         |
|                                                              | Install landscaped median, change to two lanes, install 5' bike lane, 6' sidewalks                                                                                                      |
| West Sierra Avenue                                           | Signage alerting motorists of cyclists                                                                                                                                                  |
|                                                              | Speed limit of 25 miles per hour                                                                                                                                                        |
| West Sierra Avenue                                           | Install 5' bike lanes on both sides                                                                                                                                                     |
| Historic Core                                                | Sidewalks and plantings 15-20 feet wide, on-street parking                                                                                                                              |
| Intersection of William and George                           | Install intersection control for east-west access                                                                                                                                       |
| Sidewalk Improvements                                        | Where sidewalks have been identified as lacking or in need of ADA improvement, this Plan enables the appropriate action to effectively complete the sidewalk system throughout Downtown |



### 3.10 Buildout

The term “buildout” refers to the total amount of development that could occur in the DSP area. Determining a reasonable estimate of buildout in an already developed area is complicated. The most important variable is what amount of existing development will remain and what amount will be replaced. It is not reasonable to assume that every building will be torn down and replaced with a new one. It is likewise unreasonable to assume that no replacement will take place. Therefore, it is necessary to identify a reasonable amount of replacement that will occur, in order to determine the amount of development to analyze in the EIR. Appendix 3.0-B contains the analysis and assumptions for the planning area buildout. This section summarizes the information in the appendix.

The development potential for the DSP was calculated in order to understand how much additional residential and commercial building could take place. The following steps were used in this buildout approach:

- The DSP area was divided into four planning zones: Commerce Avenue, Northern Gateway, La Plaza, and the Historic Core.
- The DSP area was also divided into 28 blocks. These blocks represent development clusters under the proposed plan.
- The architects and planners reviewed the existing development in the area and, based upon age and quality, made assumptions about which buildings in the area would likely remain and which would be redeveloped. It was understood that these decisions would be made by property owners in the future and only represent an informed estimate based upon their expertise.
- Estimates were made for the density of development anticipated in each block. Development allowances vary from area to area, because density and building height is permitted based in part on the context of an area.
- Permits will be granted in a way to allow a gradation of building height and massing. In all instances, the estimates are high, in order to provide a conservative basis for analysis.
- The range of commercial development assumed is 40 percent retail, 20 percent restaurants, 40 percent office.
- New residential development is multi-family.
- An Illustrative Diagram was created by Moule & Polyzoides, showing existing buildings that would remain and new development under the DSP (see Figure 3-B in Appendix 3.0-B).
- A 60 scale aerial photograph was used to identify and measure buildings that would be removed for redevelopment. This information was tabulated and assigned to a block. In some instances, the building did not conform to a block (it might have overlapped two), but buildings were never double counted.
- The DSP development potential is shown in Table 3.0-5.
- Detailed information by block regarding existing, redeveloped and new development was tabulated and is shown in Table 3-C in Appendix 3.0-B.

The buildout potential of the DSP was then compared to buildout under the existing General Plan. The existing General Plan would allow approximately 497,000 square feet of commercial development and 595 residential units. The DSP would allow approximately 419,050 square feet of commercial development and 450 residential units. Therefore, the total development potential of the DSP would be less than the buildout under the current General Plan.

| Table 3.0-5: DSP Development Potential |       |                                                              |                                                |                                                        |                                                                     |
|----------------------------------------|-------|--------------------------------------------------------------|------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------------------|
| District                               | Acres | Development Type                                             | Existing                                       | Net New                                                | DSP Buildout                                                        |
| Commerce Avenue                        | 6.5   | Residential:<br>Commercial/Retail:<br>Open Space:            | 27 dwellings<br>30,000 sq. ft.<br>0 acres      | 34 dwellings<br>12,000 sq. ft.<br>0 acres              | 61 dwellings<br>42,000 sq. ft.<br>0 acres                           |
| Northern Gateway                       | 36.2  | Residential:<br>Commercial/Retail:<br>Open Space:            | 22 dwellings<br>58,000 sq. ft.<br>0 acres      | 207 dwellings<br>159,000 sq. ft.<br>0.86 acres         | 229 dwellings<br>217,000 sq. ft.<br>0.86 acres                      |
| La Plaza                               | 11.3  | Residential:<br>Commercial/Retail:<br>Open Space (La Plaza): | 15 dwellings<br>59,000 sq. ft.<br>2.84 acres   | 74 dwellings<br>59,900 sq. ft.<br>0.91 acres<br>(road) | 89 dwellings<br>118,900 sq. ft.<br>3.75 acres                       |
| Historic Core                          | 5.5   | Residential:<br>Commercial/Retail:<br>Open Space:            | 55 dwellings<br>35,000 sq. ft.<br>0 acres      | 16 dwellings<br>6,150 sq. ft.<br>0 acres               | 71 dwellings<br>41,150 sq. ft.<br>0 acres                           |
| Total                                  | 59.5  | Residential:<br>Commercial/Retail:<br>Open Space:            | 119 dwellings<br>182,000 sq. ft.<br>1.58 acres | 331 dwellings<br>237,050 sq. ft.<br>3.03 acres         | <b>450 dwellings</b><br><b>419,050 sq. ft.</b><br><b>4.61 acres</b> |

### Other Infrastructure Improvements

The following infrastructure improvements are outlined in the DSP.

**Stormwater and Stormwater Management.** The DSP states “There are no proposed storm drain improvements within the DSP Area except as necessary to accommodate the widened and/or reconstructed roadways.” This statement refers to hard-pipe infrastructure in the Downtown. The DSP does include a set of Stormwater Management Standards to be applied throughout the planning area, including:

- Conservation Development – identify and preserve natural and green space features
- Education
- Stormwater Best Management Practices (BMPs) – integrate stormwater management, direct water to above ground and subsurface filtration systems
- Streets, Alleys and Parkways – use all thoroughfares to manage stormwater
- Parking Lots – require reduced impermeable paving, drain roof runoff to pervious features
- Greens, Parks and Fields – create low spots, minimize non-porous surfacing
- Landscape – use native and drought-tolerant species where appropriate
- Private Residences – encourage water-saving gardening

**Water Supply.** The DSP proposes to replace approximately 500 linear feet of existing 8-inch water pipe with new 8-inch water pipe along East Cotati Avenue.

**Sewage Collection.** The DSP proposes to replace 410 linear feet of existing 6-inch sewer pipeline with new 8-inch sewer pipeline along Old Redwood Highway south of La Plaza; to replace 330 linear feet of existing 6-inch sewer pipeline with new 8-inch sewer pipeline along West Sierra Avenue; and to replace 315 linear feet of existing 6-inch sewer pipeline with new 8-inch sewer pipeline along Old Redwood Highway south of La Plaza. The DSP also proposes a sewer trunk (18- to 24-inch pipeline) and sewer pump station starting on East Cotati Avenue, north on Arthur Street, west on George Street, north on Old Redwood Highway to the north boundary of the DSP Area.

The utilities plans are shown on Figures 3.0-9, 10 and 11.

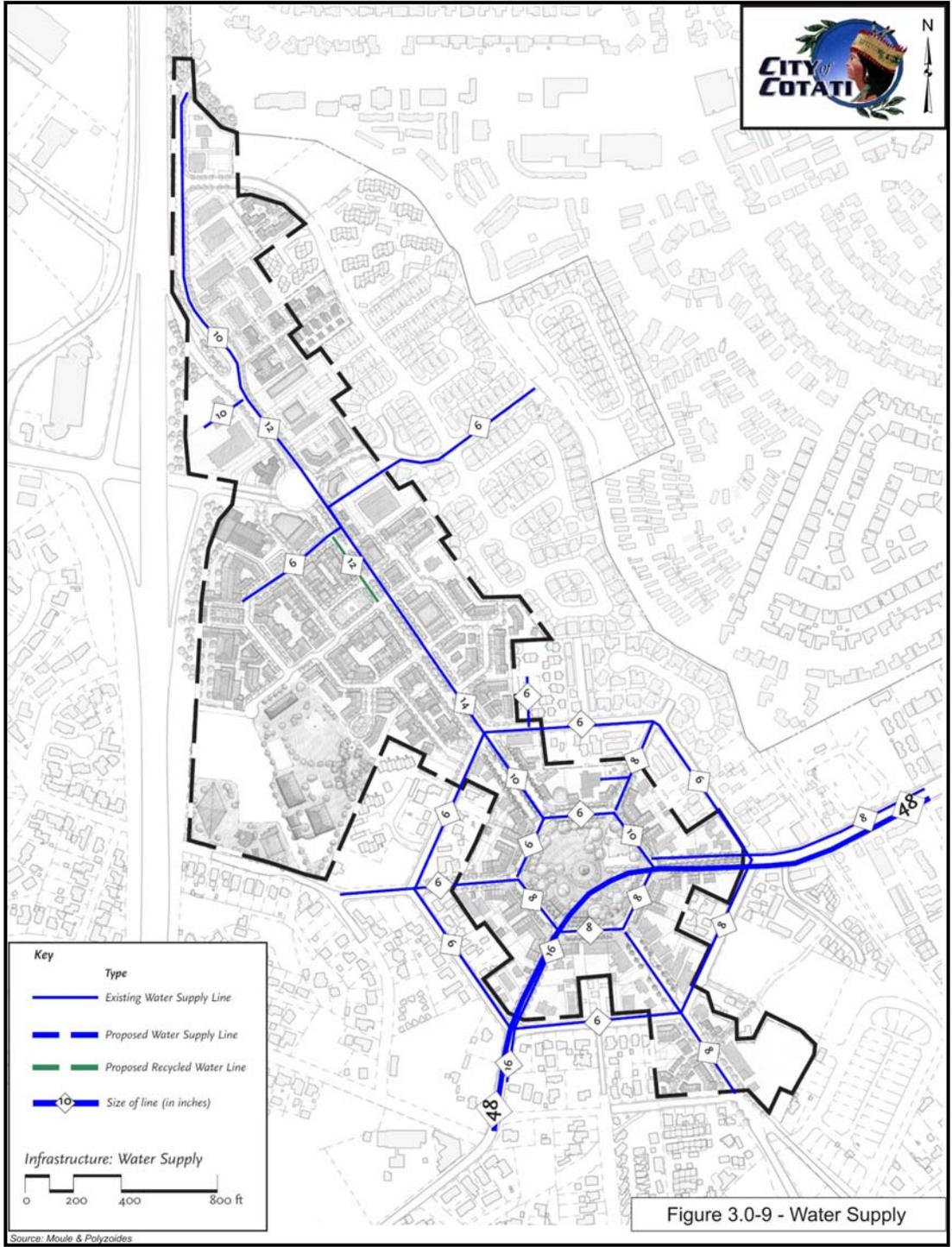
### **Design Strategies**

As expressed in the objectives for the project, the overall design strategy is to promote quality development which expresses the character of Cotati. To this end, the DSP sets forth design guidelines and standards which will apply to all development in the planning area.

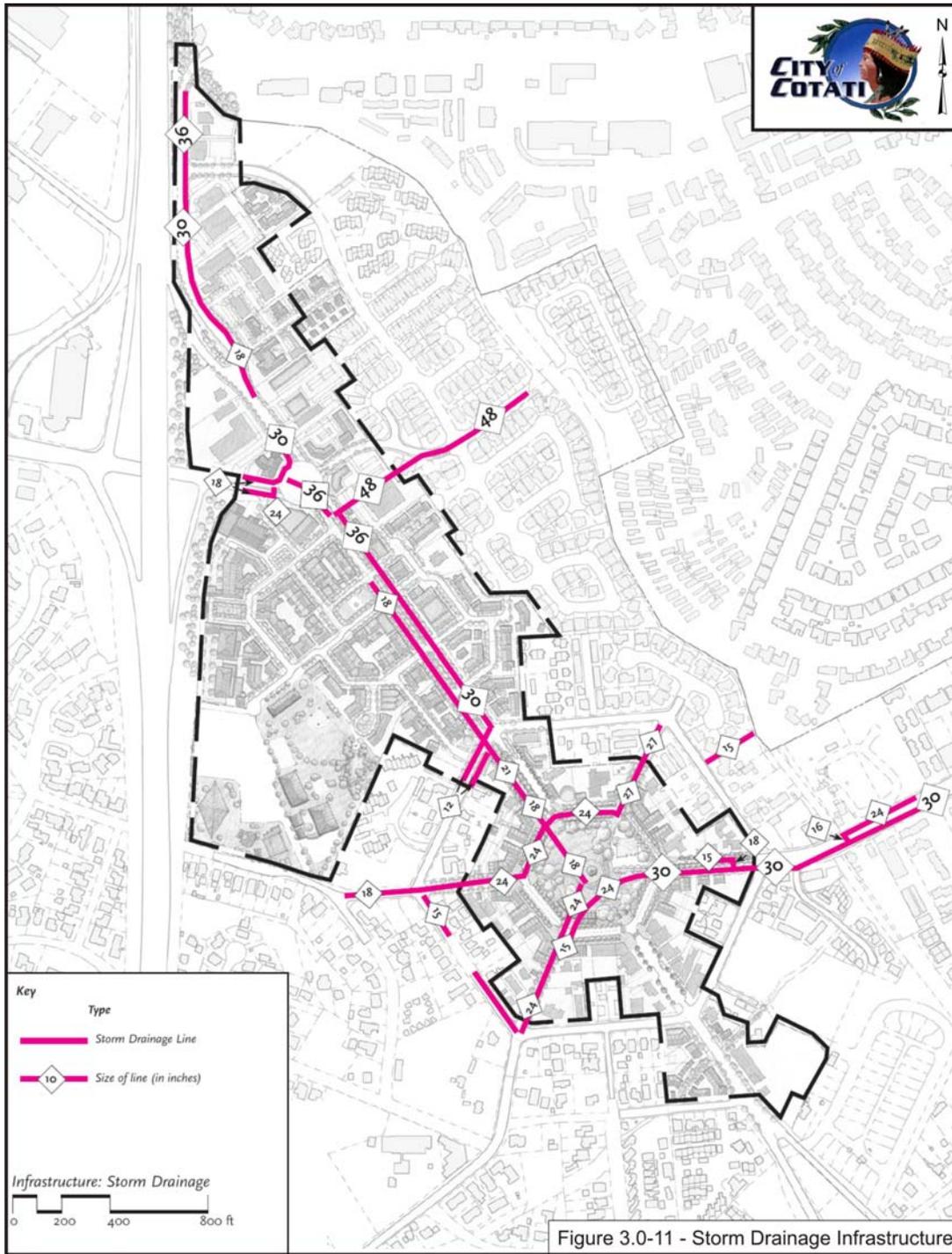
**Lighting.** The plan defers to existing regulations as expressed in Section 17.30.060 of the Land Use Code.

**Landscaping, Open Space.** The DSP includes a detailed landscape plan, with the following stated principles and objectives:

- *Landscape shall define, unify and enhance the public realm while providing the passive solar functions of cooling in summer while allowing filtered sunlight and warmth in winter*
- *Landscape shall mitigate environmental degradation resulting from stormwater runoff;*
- *The landscape shall consist of elements consistent with the character, climate and soils of Cotati. As practical, plant materials will be indigenous to Cotati, or similar in character and habitat to indigenous materials;*
- *Stormwater Best Management Practices will be established to improve water quality;*
- *Streetscapes as a major component of thoroughfares shall help define the street space as a safe environment for automobiles, cyclists and pedestrians while adding beauty and shade to the street;*
- *Indigenous trees such as Sycamores, Oaks and Redwoods shall be used to provide sustainable habitat and reinforce the existing natural aesthetics of the open space framework. These trees are tolerant of stress created during periods of drought, and are receptive to eco-friendly integrated pest management;*
- *The open space system shall be complex and usable for a variety of active and passive purposes to serve a wide cross section of ages and abilities;*







Source: Moule & Polyzoides

- *A program for eradication of escaped exotic species within Laguna de Santa Rosa and a viable recreational trail system for walking, jogging and bicycling shall be established throughout the community.*

The landscape plan identifies seven major open space areas and provides specific guidelines for these areas as follows:

- *La Plaza Park – large lawn, plazas with rose gardens, Farmer's Market arbor, water feature, entry pavilions, playground, tree-lined promenades, low-water use demonstration garden.*
- *Village Square – combination of hardscape and landscape, framed by regularly-spaced trees.*
- *Civic Square – formal square with a central green, grouping of trees.*
- *Sculpture Garden – grouping of trees, fountain, central patio, public art.*
- *Wetlands Interpretive Center and Wetlands Bike Path – Demonstration and botanic gardens, interpretive exhibits, series of bridges, paths, overlooks.*
- *Cotati Creek (within the Downtown) – Continue to plant the creek with native species for habitat maintenance, improvement of stormwater runoff, and storm water detention.*

The landscape plan contains specific criteria for tree selection, emphasizing environmental suitability, water conservation, and sustainability, suggests trees for streets, and includes a list of other plant materials approved for the private realm.

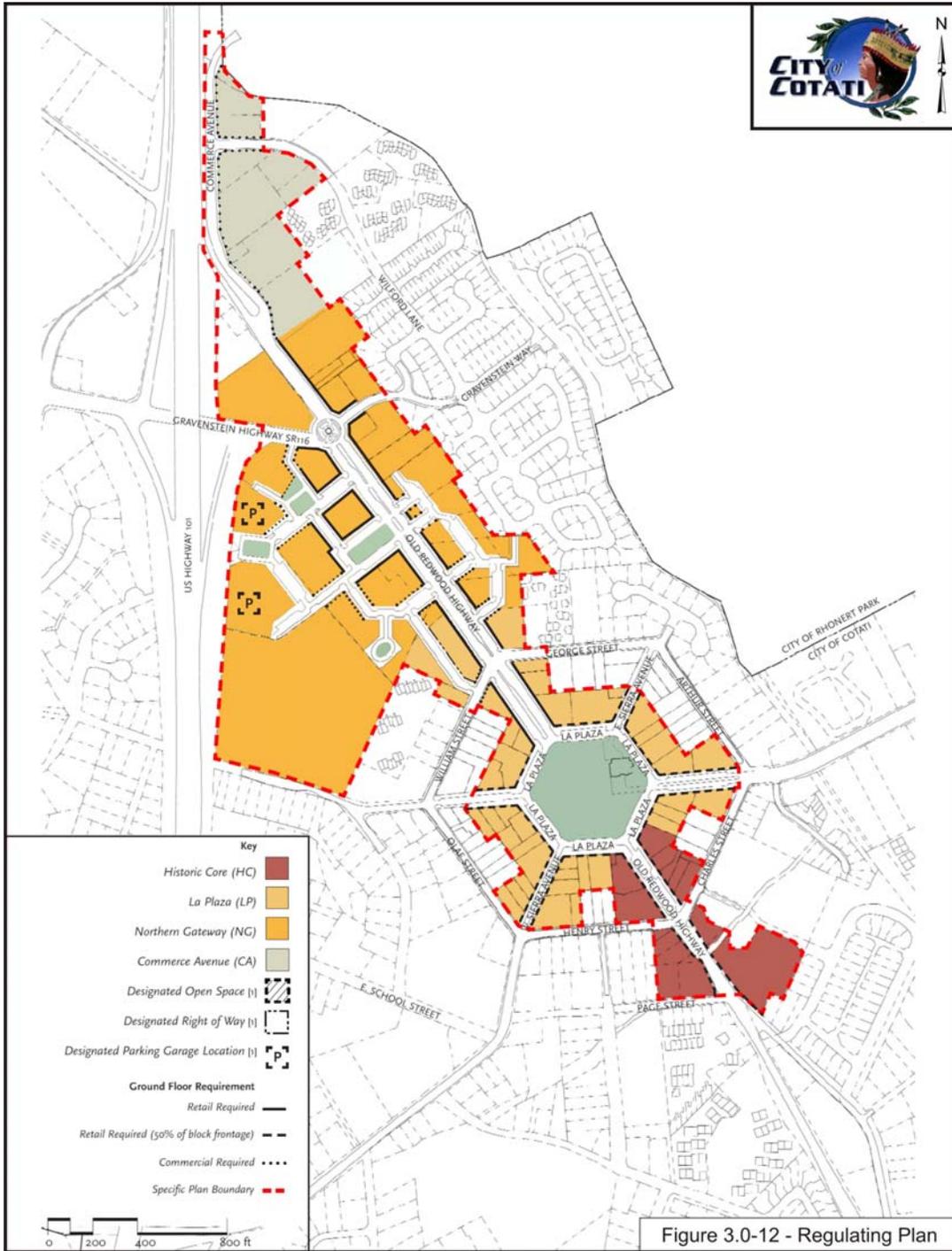
### **Land Use Designations and Regulation**

The DSP provides detailed regulations for development and the use of land within the Downtown, and describes how these regulations will be applied through the City's development review process. The Cotati LUC will be amended as part of the project to implement the plan. The land use designations to be established by the DSP are described in Chapter 3 of the DSP. The Code changes proposed in the DSP include the following components:

- Administration
- Regulating plan (Figure 3.0-12)
- Land use standards
- Urban standards, architectural standards
- Street network standards
- Subdivision: block and street standards

The LUC Amendment establishes the zones to be applied to property within the Downtown. The LUC Amendment divides the Downtown into separate zones with most of the zones providing for a mixture of land uses within them. This approach differs from conventional zoning which typically divides cities into zones that rigidly segregate residential, commercial, industrial, and institutional uses into separate areas, and thereby require residents to drive or use public transportation for nearly all daily activities. The zones also implement the City's urban design objectives for

each part of the DSP area, to establish and maintain attractive distinctions between each zone. The zones allocate architectural types, frontage types, and land uses within the DSP area, as well as provide detailed standards for building placement, height and profile (see Figure 3.0-13).



Source: Moule & Polyzoides



### **Future Jobs/Housing Considerations**

The proposed plan would provide for approximately 450 net new dwelling units in the project area. The Plan proposes to accomplish this new housing in a largely mixed-use format, introducing housing proximate to commercial and office uses. This approach may increase job opportunities in the urban core, where the housing is located. New commercial square footage will also increase opportunities for employment. Assuming an employee rate of one per 450 square feet, development pursuant to the plan may result in upwards of 700 new employment opportunities in the Downtown Area.

### **3.11 Project Priorities**

The DSP sets forth a conceptual prioritization strategy of projects necessary to carry out the plan. The actual sequence of development and implementation may vary depending on available funding, community interest, market fluctuations, and other factors. No specific start date or construction calendar is expressed in the DSP, but the priorities are described in terms of years from date of adoption of the DSP. The overall prioritization of projects is outlined in Table 3.0-6.

### **3.12 Required Approvals**

#### **City of Cotati**

Upon completion of the required public review period under CEQA, the EIR, DSP, and General Plan and Zoning Amendments will come before the Cotati Planning Commission and City Council for public hearings. The Planning Commission would make a recommendation regarding said documents to the City Council, and the City Council would first take action regarding EIR certification and then address the DSP and its related General Plan and Zoning Amendments.

The Planning Commission, Design Review Committee, and City Council and Redevelopment Agency will also have approval authority over individual projects proposed pursuant to the DSP. Typical permit processing procedures would apply. Conformance with the Specific Plan, the Mitigation and Monitoring Program of this EIR, and other regulatory documents, such as the Housing Element of the General Plan and the Redevelopment Area Plan, where applicable, will be determined through this process.

| <b>Table 3.0-6: DSP Project Prioritization</b>                                                                                                                                                                      |                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| <b>Project Name</b>                                                                                                                                                                                                 | <b>Priority</b> |
| Old Redwood Highway (north)                                                                                                                                                                                         | 1               |
| Bike System Improvements <ul style="list-style-type: none"> <li>• Signage program</li> <li>• Class I &amp; II improvements</li> </ul>                                                                               | 1<br>1          |
| Façade Restoration/Renovation <ul style="list-style-type: none"> <li>• Incentive program</li> <li>• Assist in historic restoration</li> </ul>                                                                       | 1<br>1          |
| La Plaza Park <ul style="list-style-type: none"> <li>• Reconfiguration/improve utilities</li> <li>• Park improvements</li> <li>• Farmer's Market Vendor Arbor</li> </ul>                                            | 3<br>3<br>3     |
| Potential Park Once Garage 1 <ul style="list-style-type: none"> <li>• Interim surface parking</li> <li>• Garage: 350-400 spaces</li> <li>• Liner: 10,000 sq. ft. non-residential &amp; 50 dwelling units</li> </ul> | 1<br>2<br>2     |
| Potential Park Once Garage 2 <ul style="list-style-type: none"> <li>• Interim surface parking</li> <li>• Garage: 350-400 spaces</li> <li>• Liner: 15,000 sq. ft. non-residential &amp; 50 dwelling units</li> </ul> | 1<br>3<br>3     |
| Commerce Avenue<br>Streetscape and landscape improvements                                                                                                                                                           | 2               |
| Old Redwood Highway (south)<br>Sidewalk and traffic improvements                                                                                                                                                    | 2               |
| Potential Civic Building or Performing Arts Center <ul style="list-style-type: none"> <li>• 20,000 sq. ft. program</li> <li>• Civic Forecourt/plaza/landscape</li> </ul>                                            | 3<br>3          |
| <b>Notes:</b>                                                                                                                                                                                                       |                 |
| <i>Priority Codes</i><br>1: within 3 years of adoption<br>2: within 4-10 years of adoption<br>3: 10 years and beyond                                                                                                |                 |

### **Regional Water Quality Control Board (RWQCB)**

The RWQCB mission is to "preserve, enhance and restore the quality of California's water resources, and ensure their proper allocation and efficient use for the benefit of present and future generations." To this end, the RWQCB, through various federal and state laws, has been charged with the administration of various permit programs, which may apply to future activities within the planning area. Specific approvals will be limited to individual components of projects under the DSP, including:

- (a) Individual development activities encompassing more than one acre. Individual development projects which disturb one acre or more are subject to regulation under the National Pollutant Discharge Elimination System (NPDES), promulgated by the Clean Water Act. Projects meeting this size limit are required to obtain an NPDES permit, and to demonstrate methods during and after construction to minimize sediment and other pollutants.

- (b) Projects involving activity in jurisdictional waters. Projects, such as the wetlands interpretive center proposed in the Specific Plan, which may disturb federal or state wetlands or other waters require a 401 Water Quality Certification.

#### **Bay Area Air Quality Management District (BAAQMD)**

BAAQMD issues a number of approvals and permits for individual projects, depending on their nature. BAAQMD will govern activities involving lead and asbestos abatement, may be the ultimate authority over the application of Best Available Control Technology (BACT) and other Best Management Practices (BMPs) for individual construction projects, may exercise permitting authority over individual pieces of construction equipment, and may issue Authority to Construct permits for certain types of projects.

#### **U.S. Fish and Wildlife Service (USFWS)**

USFWS is charged with the enforcement of the Federal Endangered Species Act (FESA). There are two permit programs which are most likely to apply within the planning area. Section 7 permits are issued for projects which have federal agency involvement, either directly, through approval authority, or through funding. These permits allow for incidental "take" of a listed species, and set forth a program for avoidance and relocation, where applicable. Section 10 permits are issued for private projects, and consist of preparation of, and compliance with, a Habitat Conservation Plan, or HCP. Projects which impact a listed species may be subject to either of these permit programs.

#### **California Department of Fish and Game (CDFG)**

CDFG is responsible for the enforcement of the California Endangered Species Act (CESA). CDFG may also become involved in projects which affect waterways through Section 1602 Streambed Alteration Agreements.

#### **Army Corps of Engineers (Corps)**

The Corps regulates discharges into wetlands and waters of the U.S. Projects which involve disturbance of jurisdictional areas require permitting under Section 404 of the Clean Water Act. Permits include Nationwide Permits (NWP), which cover generalized categories of activities, and individual permits, which cover larger, more complex projects.

An agency's authority to approve any portion of the plan will be determined at such time a specific proposal is made.

### **3.13 Cumulative Scenario**

In addition to the impacts of an individual project, CEQA requires the analysis of cumulative impacts. Cumulative impacts are defined as:

*...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.*

*(a) The individual effects may be changes resulting from a single project or a number of separate projects.*

*(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probably future projects. Cumulative impacts can result from individual minor but collectively significant projects taking place over a period of time.*

When evaluating cumulative impacts, CEQA allows the use of either a list of past, present, and probable future projects, including projects outside the control of the Lead Agency, or a summary of projections in an adopted planning document. The cumulative scenario further depends on the topic being addressed, for example, the cumulative scenario for certain geologic issues can be limited to the area in question, while the cumulative scenario for police services includes the increased demand in the police service area. The cumulative analysis for this EIR uses the development identified in the Cotati General Plan,<sup>2</sup> supplemented by a list of specific known projects, provided below.

Major projects occurring or projected to occur near the project include:

- Rohnert Park Southeast Area Downtown Specific Plan (in traffic model)
- Green Center (SSU)
- University Specific Plan, Southeast Specific Plan (Rohnert Park)
- Canon Manor Specific Plan
- Santero Way Specific Plan (partially built)
- The Cotati Commons Marketplace (23 acres) (135,000 sf retail), Phase II Cotati Commons Village (proposal for 30 small lot and 10 live work, 38,000 sf General Commercial)
- Highway 101 Central Widening Project
- SR 116 Highway Improvements
- Laguna sewer line replacement and pump station project
- East Cotati Avenue Improvements

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<sup>2</sup> The buildout figures for the Downtown Specific Plan area are the same in both the Downtown Specific Plan and the adopted General Plan. However, the Specific Plan projects buildout of the area in the year 2025, while the General Plan projected buildout for 2010. The development horizon identified under the 1998 General Plan will occur far later than previously expected. The Specific Plan provides a more updated prediction based on recent development patterns and market factors. The buildout year for the Water Supply Assessment, described in Section 4.14 is 2027. The preparation of Water Supply Assessments sets a 25-year timeframe for projection of demand and supply.