

## Appendix

### A.1 Code Glossary

**Purpose** - This Section provides definitions of terms and phrases used in this Specific Plan that are not already addressed in the Cotati Municipal Code that are technical or specialized, or that may not reflect common usage.

If any of the definitions in this Section conflict with definitions in the Cotati Municipal Code, these definitions shall control for the purposes of this Specific Plan. If a word is not defined in this Section, the Cotati Municipal Code definition shall prevail. If a word is not defined in either this glossary or in the Cotati Municipal Code, the Planning Director shall determine the correct definition.

### A.2 - Definitions of Specialized Terms and Phrases

**Terms and phrases.** As used in this Specific Plan, each of the following terms and phrases shall have the meaning ascribed to them in this Section, unless the context in which they are used clearly requires otherwise.

**Allee:** a row of trees planted along a Thoroughfare or Pedestrian Walkway.

**Alley:** a low capacity thoroughfare with one, shared lane and no parking lanes, designed and intended for service and/or secondary access purposes (the rural version of an alley is a 'lane').

**Arcade:** see 'Frontage Types'

**Architectural Type (also referred to as 'Building Type'):** a structure defined by the combination of configuration, placement and function.

**Bicycle Path:** a dedicated area, paved in a variety of materials (e.g., asphalt to decomposed granite) that is non-traversable by vehicles and is often shared with pedestrians.

**Bicycle Route:** an identified area, usually by white lines, that is part of the vehicular roadway that allows bicycle use.

**Block:** the aggregate of private lots, passages, common drives and, lanes, circumscribed by thoroughfares.

**Block Face:** the aggregate of all the building facades on one side of a block. The block face provides the context for establishing architectural harmony.

**Building Function:** the uses accommodated by a building and its lot.

**Building Height:** the vertical extent of a building, measured in feet from street grade to the highest point of the structure. Elements may exceed height limitations in accordance with the Cotati Municipal Code.

**Building Placement:** the maximum horizontal envelope available for placing a building on a lot.

**Building Type:** (also referred to as 'Architectural Type': a structure defined by the combination of configuration, placement and function. The Types used in this Specific Plan are listed below in the order they appear in the document.

**Duplex, Triplex, and Quadplex:** These structures are multiple dwelling forms that are architecturally presented as large single-family houses in their typical neighborhood setting.

**Rowhouse:** An individual structure occupied by one primary residence or a structure of multiple townhouse unit types arrayed side by side along the primary frontage.

**Bungalow Court:** a building type consisting of freestanding single-family residences arranged around a common, shared courtyard. The individual buildings are arrayed next to each other to form a shared type that is wholly open to the street.

**Courtyard Housing:** A type consisting of residences that can be arranged in four possible configurations: townhouses, townhouses over flats, flats, and flats over flats. These are arrayed next to each other, on one or more courts, to form a shared type that is partly or wholly open to the street.

**Stacked Dwellings:** A structure of residences of similar configuration either above or below.

**Commercial Block:** A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.

**Liner:** A structure that conceals a larger building such as a public garage that is designed for occupancy by retail, service, and/or office uses on the ground

floor, with upper floors also configured for those uses or for residences.

**Bulkhead:** A low partition located between the grade and the glazed opening(s) for the display of merchandise.

**Civic:** the term defining not-for-profit organizations dedicated to the arts, culture, education, government, transit and municipal parking facilities.

**Civic Space:** an open area dedicated for public use, typically for community gatherings. Civic Space Types are defined by the combination of certain physical constants defined by the relationship between their intended use, their size, their landscape and their enfronting buildings.

**Colonnade:** a series of columns similar to an arcade but spanned by straight lintels rather than arches, linked together, usually as an element of a building.

**Commercial Frontage:** the non-residential frontage of a building. These spaces are limited to the first floor and as such, have different building requirements than upper floors (e.g., large storefront windows, signage, etc.).

**Curb:** the edge of the vehicular pavement detailed as a raised curb or a swale. The curb usually incorporates the drainage system.

**Density:** the number of dwelling units within a standard measure of land area, usually as units per acre.

**Design Speed:** the velocity at which a Thoroughfare can be comfortably driven without the constraints of signage or enforcement.

**Developable Areas:** those areas of a site that are not designated Open Space.

**Driveway:** a vehicular lane within a lot, usually leading to a garage.

**Dwelling Unit Types:**

- Apartment: A rental version of a Flat, Loft, or Townhouse.
- Condominium: An ownership version of a Flat, Loft or Townhouse
- Flat: A single-story unit.
- Loft: A double-story height unit with a mezzanine.
- Townhouse: A two to three-story unit.

**Elevation (Building):** the exterior walls of a building not along a frontage. Also referred to as 'facade' when the elevation is along a frontage line.

**Enfront:** the placement of an element along a frontage line (e.g., arches, etc.)

**Entrance (Principal):** the principal point of access of pedestrians to a building. In the support of pedestrian activity, the Principal Entrance should face the frontage rather than facing the parking.

**Fabric Building:** A building which is not civic or otherwise especially important in the overall neighborhood of blocks and buildings. A building which contributes to the forming of public space by being contextual so that civic and institutional buildings are emphasized.

**Facade:** the exterior wall of a building that is set along a frontage line. Facades support the public realm and are subject to frontage requirements additional to those required of elevations.

**Forecourt:** see 'Frontage Types'

**Frontage Line:** those lot lines that coincide with a public frontage line. One shall be designated as the Principal Frontage Line. Facades along Frontage Lines define the public realm and are therefore more highly regulated than the elevations that coincide with other lot lines.

**Frontage Type:** the architectural element of a building between the public right-of-way and the private property associated with the building. Frontage Types combined with the public realm create the perceptible streetscape. The following types are listed as they appear in this code

**Frontyard / Porch:** a common frontage associated with single family houses, where the facade is set back from the right of way with a front yard. A porch may also be appended to the facade. A fence or wall at the property line may be used to define the private space of the yard. The front yard may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the yard.

**Stoop:** an elevated entry porch/stair placed close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows and front rooms. This type is suitable for ground-floor residential uses with short setbacks. A porch or shed roof may also cover the stoop.

**Forecourt:** a semi-public exterior space partially surrounded by a building and also opening to a thoroughfare. These spaces usually lead to a Court, which is a private exterior space. It is often used as a vehicular entrance or drop-off, and its landscape may be improved with paving.

**Storefront:** a facade placed at or close to the right-of-way line, with the entrance at sidewalk grade. This type is conventional for retail frontage and is commonly equipped with cantilevered shed roof(s) or awning(s). Recessed storefronts are also acceptable.

**Gallery:** a storefront with an attached colonnade, that projects over the sidewalk. This frontage type is ideal for retail use but only when the sidewalk is fully absorbed within the colonnade so that a pedestrian cannot bypass it.

**Arcade:** a facade with an attached colonnade, that is covered by upper stories. This type is ideal for retail use, but only when the sidewalk is fully absorbed within the arcade so that a pedestrian cannot bypass it.

**Gallery:** see 'Frontage Types'

**Infill Development:** a site seamlessly developed within an existing urban fabric, balancing, completing and/or repairing the surrounding areas.

**Inside Turning Radius:** the curved edge of a Thoroughfare at an intersection, measured at the inside edge of vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. Control of the Curb Radius is an important variable in the fostering of a pedestrian-friendly environment.

**Layer:** a range of depth of a lot within which certain elements are permitted.

**Lot Line:** the boundary that legally and geometrically demarcates a lot. Such lines appear graphically on a Tract Map or Development Permit Site Plan

**Loggia:** A roofed structure open on at least one side and creating a protected sitting place out of doors; commonly a prominent part of a building and forming a porch or gallery, but not infrequently an independent structure serving as a public shelter.

**Lot Width:** the length of the Principal Frontage Line.

**Open Space Park Types:** the various types of open space ranging from the community-oriented to those types oriented at the level of the block. The following types are listed as they appear in this code:

**Plaza:** an open space that is available for civic purposes and commercial activities. A plaza is spatially defined by building frontages and normally has a floor of pavement. Plazas should be located at the intersection of important streets and they frequently enfront civic buildings.

**Square:** an open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages and its landscape shall consist of pathways, lawns and trees. Trees are normally formally aligned in Bosque's or Allee's. Squares have a wider array of passive and recreational opportunities than greens.

**Green:** an open space available for informal active and passive recreation. A green may be spatially defined by ground plane landscape and informal trees rather than buildings. A green is the least formal of urban open spaces.

**"Park-Once" (Shared Parking Policy):** an accounting for parking spaces that are available to more than one function. The requirement is based on a range of parking-demand found in mature, mixed-use centers (typically 2 to 3 spaces per 1000 square feet of non-residential floor area). This ratio varies according to multiple functions in close proximity unlikely to require the spaces at the same time.

**Pedestrian First:** the practice of addressing the needs of people, once out of their automobiles, through a series of interdependent urban design and streetscape principles (e.g., wide sidewalks, street trees and shade, on-street parking, outdoor dining, inviting storefronts, the feeling of being in an 'outdoor room', short cross-walk distances, interconnected and short blocks).

**Pedestrian Shed:** an area defined by the average distance that may be traversed at an easy pace from its edge to its center in approximately 5 minutes. This distance is used to determine the size of a Neighborhood. This dimension averages one quarter of a mile or approximately 1400 feet for generally flat terrain.

**Planter:** the layer of the streetscape which accommodates street trees. Planters may be continuous or individual according to the Thoroughfare and location within the neighborhood.

**Porch:** see 'Frontage Types'

**Principal Building:** the main building on a lot, always located toward the frontage.

**Principal Frontage:** the frontage of a parcel which is used to identify the parcel for street address purposes.

**Private Frontage:** the privately held layer between the frontage line and the principal building facade. The structures and landscaping within are held to specific

standards. The variables of Private Frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches and galleries. These elements influenced social behavior in the public realm.

**Public Frontage:** the area between the frontage line and curb of the vehicular lanes, and the type / dimension of curbs, walks, planters, street trees and streetlights.

**Recess Line:** a horizontal line, the full width of a facade, above which the facade sets back a minimum distance from the facade below.

**Retail Frontage Line:** Frontage Line designating the requirement for a shopfront, making the ground level available for retail use.

**Setback:** the area of a lot measured from a lot line to a building facade or elevation that must be maintained clear of permanent structures excepting fences, garden walls, porches, stoops, balconies, bay windows, terraces and decks (that align with the first floor level) which are permitted to encroach into the Setback.

**Storefront:** see 'Frontage Types'

**Sideyard Building:** a building that occupies one side of the lot with the setback to the other side. The visual opening of the side yard on the street frontage causes this building type to appear freestanding. A shallow frontage setback defines a more urban condition. If the adjacent building is similar with a blank party wall, the yard can be quite private. This type permits systematic climactic orientation in response to the sun or the breeze.

**Sidewalk:** the paved layer of public frontage dedicated to pedestrian activity.

**Stoop:** see 'Frontage Types'

**Story:** a habitable level within a building measured in height from finished floor to finished ceiling. For the purpose of determining the individual stories that comprise a building's overall height, the following definitions apply:

Non-Residential Ground Floor	10 feet to 18 feet
Residential Ground Floor	9 feet to 12 feet
Residential Upper Floors	8 feet to 14 feet (loft space up to 18 feet)

**Streetscape:** the urban element that provides the major part of the public realm as well as paved lanes for vehicles. A streetscape is endowed with two attributes: capacity and context. Capacity is the number of vehicles that can move safely through a segment within a given time period. It is physically manifested by the number of lanes and their width, and by the curb radius. Context is physically manifested by the appropriate Frontage types as determined by the district.

**Streetwall:** an opaque, freestanding wall built along the Frontage Line, or coplanar with the facade, often for the purpose of masking a parking lot from the adjacent Thoroughfare. Streetwalls are between 3.5 and 8 feet in height, and constructed of a material matching the adjacent building facade. The wall may be replaced by a hedge, subject to City Approval. Streetwalls may have openings no larger than necessary to allow automobile and pedestrian access.

**Terrace:** a level, paved area accessible directly from a building as its extension. A terrace is typically private and is most common as a rear yard.

**Thoroughfare:** a vehicular way incorporating moving lanes and parking lanes (except alleys/lanes which have no parking lanes) within a right-of-way.

**Traffic Calming:** a set of techniques which serves to reduce the speed of traffic. Such strategies include lane-narrowing, on-street parking, chicanes, yield points, sidewalk bulge-outs, speed bumps, surface variations, midblock deflections, and visual clues. Traffic calming is a retrofit technique unnecessary when thoroughfares are correctly designed for the appropriate speed at initial construction.

**Transect:** a system of classification deploying the conceptual range of 'rural-to-urban' to arrange in useful order, the typical context groupings of natural and urban areas. This gradient, when rationalized and subdivided into zones becomes the basis of the Regulating Plan and the zones supporting this Plan.

**Transition Line:** a horizontal line, the full width of a facade expressed by a material change or by a continuous horizontal articulation such as a cornice or a balcony.

**Type:** a form determined and physically defined by function, confirmed by culture, its disposition and configuration on the lot, including frontage and height.

**Vernacular:** the common language of a region, particularly in reference to the architectural tectonics. Through time and use, the vernacular has intrinsically resolved the architectural response to climate, construction technique.

**Yard:** a private area that adjoins or surrounds a building, its landscape subject to the landscape requirements.

**Zaguan:** a pedestrian passage that connects courts. A zaguan is one to two rooms in depth and one story in height.

A.2 LA PLAZA PARK RECONFIGURATION ALTERNATIVES



**Evaluation and Selection of Park Alternatives** - The above diagrams represent the range of alternatives that were prepared and evaluated in response to addressing the existing condition of La Plaza Park. After the charrette in July 2005, this subject was reviewed with the community and City Council at which time the selection for further study, was the rectangle park alternative. This study provided new information that resulted in the selection of the hexagonal scheme as the final preferred alternative. Below each of the alternatives as well as the diagrams of existing conditions is a summary of the advantages and disadvantages of each scenario and a statement about why each particular scenario was not selected.

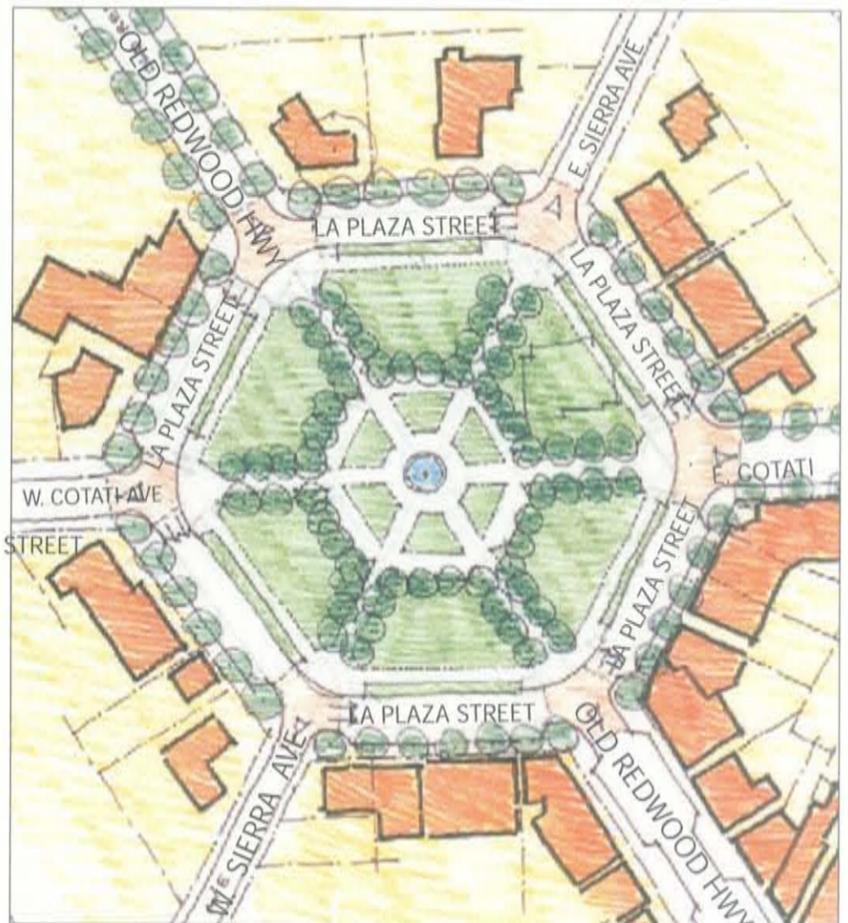
**Existing Condition** - The 1892 hexagon is bisected by Old Redwood Highway, West Sierra and East Cotati creating 4 separate parks (3.34 acres of total park area). The majority of traffic traveling through this intersection is either on East Cotati or on Old Redwood Highway north of La Plaza Park. The roadways are not in balance with the park and result in the park not being as visible or useful as it should be in the heart of the downtown. The fire station, a large parking lot and a small public building in the northeast quadrant occupy a substantial area of the park, creating the perception that the 'park' is really on the northwest quadrant of this intersection. Similarly, the northwest quadrant is used heavily for community and civic events ranging from farmer's markets to outdoor concerts. The street at the edge of the 1892 hexagon configuration along the park's perimeter is excessively wide, lacks the intimate scale needed for pedestrian and cyclist interest and appeal, and effectively separates the park from the buildings and uses that front this street. The option of aesthetically enhancing the existing park has been evaluated but due to the extreme physical fragmentation of Plaza Park, the existing condition was not pursued further.

**Alternative 1: Hexagon Park with Roundabout**

Total Park Area: 2.86 acres                      Parking: 111 spaces  
 Buildings: 1,320 square feet

**Evaluation**

The idea of this alternative is to work with the current physical elements of the park, retaining the fire station and its current access while keeping up the flow of the predominant traffic along Old Redwood Highway and East Cotati Avenue. However, the configuration of a roundabout in the middle of the park does not unify the disparate pieces of the park that are currently bisected by this intersection. The result is four mini-parks with a smaller green in the southwest quadrant, much like the current situation.



**Alternative 2: Rectangle Park**

Total Park Area: 4.0 acres

Parking: 178 spaces

Buildings: 9,300 square feet

**Alternative 3 - The Selected Alternative: Hexagonal Park**

Total Park Area: 3.75 acres

Parking: 152 spaces

**Evaluation**

This alternative also recognizes the traffic on East Cotati and Old Redwood Highway north of the park and resolves it by inserting a rectangle within the 1892 hexagon void to receive the corresponding intersections at its perimeter. The fire station must be relocated to accommodate this alternative. The result is a set of intersections that define a large, single park with two-way streets and plentiful on-street parking. While large, this alternative configuration does not dilute the power of place and intimacy of scale of the historic hexagon. The interface of the hexagonal street layout and the rectangular park create four triangular plazas which provide opportunities for the adjacent buildings and businesses in the way of outdoor extensions. However, further traffic modeling of this alternative revealed that despite all of its positive attributes, the intersections of Old Redwood Highway and the southern end of the rectangle and, East Cotati and La Plaza would not operate optimally without substantial traffic mitigations which, would dilute the shape and image of this alternative. Consequently, this alternative was not pursued further.

**Evaluation**

Alternative three respects geometry of the historic 1892 hexagon creating a large, single park while retaining the fire station. The single, large park is defined by La Plaza Street in a one-way street pattern with parallel parking adjacent to the park and back-in diagonal parking along the outside edge. This parking configuration along with a slow but efficient 15 mph vehicle design speed balances the need to move vehicle traffic with the needs of pedestrians and cyclists.

The overall hexagonal shape results in the opportunity to create several unique places within the park after accommodating the fire station in its existing location. These individual places range from a central bandstand surrounded by circular rose gardens to a large lawn for outdoor activities such as concerts, to a farmer's market arbor and a children's playground. The hexagonal shape also results in each of the six intersections being framed in a different but related manner, providing further identity to this special place that reclaims its position as a unique civic space in Cotati and the region.