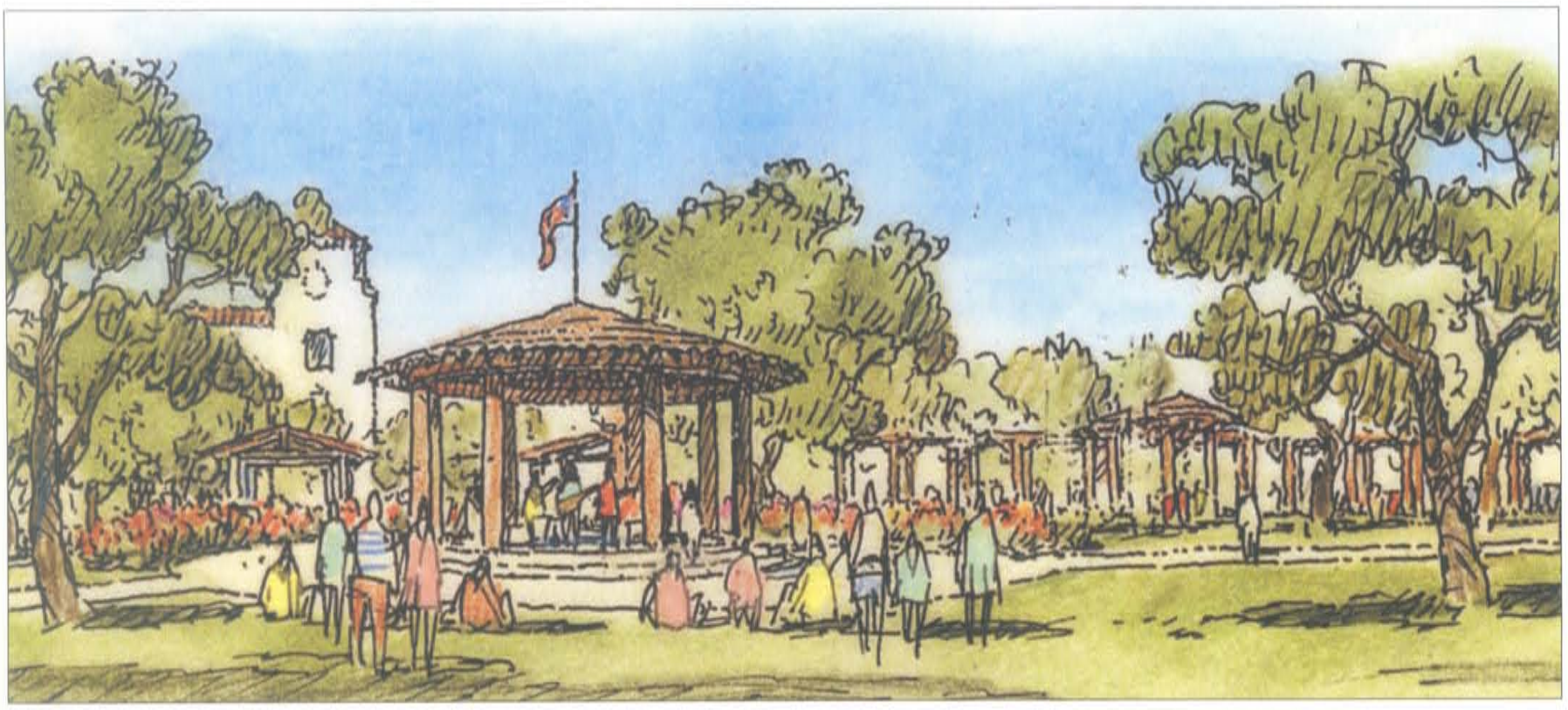
CITY OF COTATI

DOWNTOWN SPECIFIC PLAN

Adopted August 26, 2009



Top: La Plaza Park
Bottom Left: Northern Gateway around the Village Square
Bottom Right: New Development Around La Plaza

DOWNTOWN COTATI SPECIFIC PLAN

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Adopted on August 26, 2009:
City Council Resolution Numbers 2009-65 and 2009-66
Cotati Community Redevelopment Agency Resolution Numbers CRA 219 and CRA 220

Adopted on September 9, 2009:
City Council Ordinance Number 823

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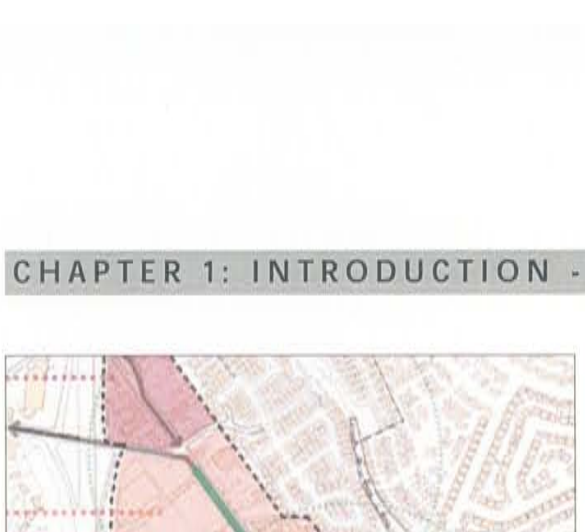

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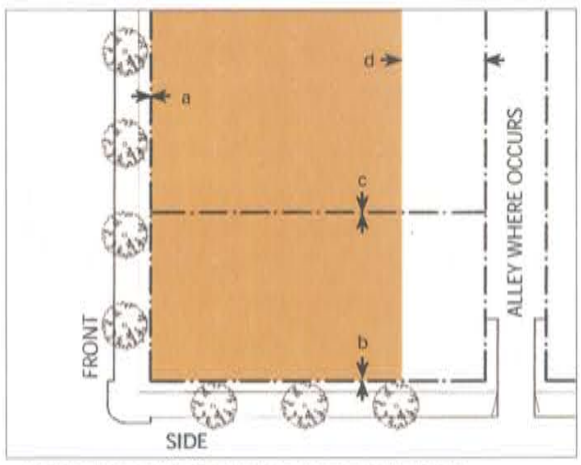

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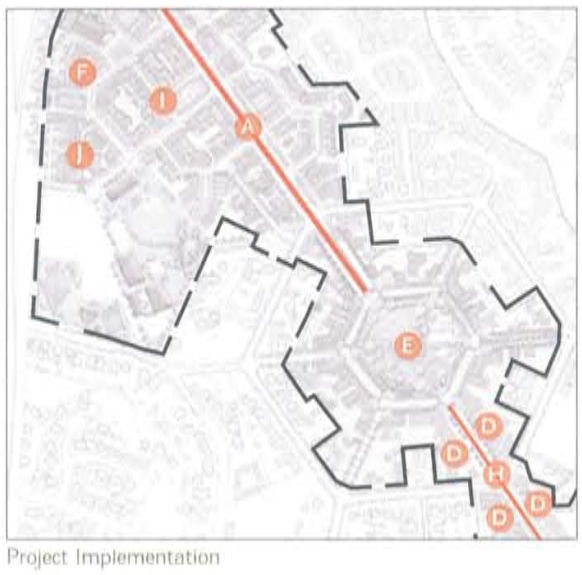


Project Implementation

CHAPTER 1 : INTRODUCTION

1.1 - Plan Purpose

Why prepare a Specific Plan?

Cities are dynamic and ever-changing places that experience many cycles of growth and change over time. Cities with distinguished histories and contexts such as Cotati, often find themselves needing to guide this change so that existing strengths can be reinforced, enabling appropriate change to be realized. One of the tools that cities use to guide such change is a Specific Plan. A Specific Plan is intended to provide a coherent road map for a geographically defined area. This road map further implements the General Plan for the area by providing tailored goals, strategies and tools with which to achieve the intended outcomes.

The purpose of this Specific Plan is twofold:

Vision - The first 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.

Goals - The second and related purpose of this plan is to enable revitalization of the plan area based on the needs, opportunities and constraints identified through the planning process.

1.2 - Plan Authority

This Specific Plan is enacted pursuant to Government Code Section 65450 et seq., to apply to all property within the plan boundaries. This plan and its contents work in concert with the Cotati Municipal Code.

1.3 - Relationship of this Specific Plan to the General Plan

California Government Code Section 65451(b) requires that each specific plan ". . . include a statement of the relationship of the specific plan to the general plan." This section describes the most important aspects of the relationship between this Specific Plan and the Cotati General Plan.

The Downtown Specific Plan implements a variety of goals and policies in the Cotati General Plan by providing a renewed vision, and standards for the continuing enhancement of the Downtown, and adjacent areas extending north to Gravenstein Highway. Of course, no specific plan can implement every policy in a General Plan because General Plan policies cover many aspects of community life and its future that a specific p an would not appropriately address. Therefore, the key General Plan policies that are implemented by this Specific Plan are in the Land Use and Urban Design Elements of the General Plan. A discussion of the relevant General Plan goals and policies in relation to the provisions of this Specific Plan is provided as applicable.

KEY GENERAL PLAN POLICIES

The following General Plan policies are particularly relevant to the plan area and therefore inform this Specific Plan.

Community Development

Policy 2.2.1
Establish and maintain continuous clearly identifiable bicycle routes and facilities on Old Redwood Highway, East Cotati Avenue, Gravenstein Highway, and West Sierra Avenue.

Policy 2.2.2
Maintain and develop a network of walkways and sidewalks along arterial and collector streets to provide for safe and efficient travel.

Policy 2.2.9
Enhance the safety of pedestrian crossings in the Hub area while ensuring a delightful downtown experience.

Policy 2.3.3
Encourage the use of multi-purpose parking lots that serve both multi-family residential and commercial uses.

Quality of Life

Policy IP 2.2.2
Increase the amount of developable, high density residential land.

Policy 11.1.1.b
Mixed uses shall be encouraged in the Hub area.

Policy 11.1.4
Provide safe walking areas for pedestrians, allow safe on-street parking and provide adequate street width for fire safety vehicles in the Hub.

Policy 11.2
Ensure that adequate parking in the Hub area is available.

Policy 11.3
Establish a downtown character which preserves the historic "Old Town" feeling of the Hub and promotes new development which is compatible in scale with existing structures.

Policy 11.3.5
Preserve existing structures with designated historic value.

Community Identity

Policy 14.
Maintain the hub as the principal social and cultural center of the community.

1.4 - SPECIFIC PLAN GOALS

The following goals embody the overall direction of and inform this Specific Plan. Each goal is intended to generate objectives and policies that individually work toward the ultimate intention to revitalize the Specific Plan area.

- **GOAL 1:** **Enhance Old Redwood Highway as the downtown, mixed-use center of Cotati community life.**

- **GOAL 2:** **Maintain the historic character which makes Cotati unique, and achieve a high level of design quality to reinforce this character.**

- **GOAL 3:** **Improve the walking and bicycling system through downtown Cotati as well as the interconnections between Cotati and the region.**

- **GOAL 4:** **Promote a street system that is safe for all modes of transportation within a successful commercial mixed-use environment.**

- **GOAL 5:** **Design housing to accomodate a diversity of income levels, ages and needs.**

- **GOAL 6:** **Encourage development that is sustainable: energy efficient and conserves resources.**

Aerial of Downtown Cotati with approximate 5-minute, 1/4 mile walkable radius from La Plaza Park

Specific Plan Boundary

SP Map 1

0 400 800 1200 ft

Key

Specific Plan Boundary

City Limits between Cotati and Rhonert Park

1.5 - Existing Conditions

1.5.010 - Project Location and Boundaries

This Specific Plan involves 59.5 acres [a] generally bounded by US 101, north city limits, Arthur and Page Streets. The plan-boundary includes the areas commonly referred to as 'downtown', La Plaza Park and Old Redwood Highway.

1.5.020 - Constraints and Opportunities

Through the public participation and planning process, the following were identified as the salient constraints and opportunities influencing the plan:

Constraints

- Several community-wide and regional connectors traverse the plan area
- La Plaza Park serves as a community focus but is significantly bisected by wide thoroughfares that dilute its potential
- Lack of open space beyond La Plaza Park
- Discontinuous bicycle and pedestrian circulation
- Adaptive re-use of historic buildings not currently regulated
- Other, competing commercial attractions reduce the area's spending power
- Redevelopment Agency has limited funding

Opportunities

- Historic La Plaza Park Hexagon in tact along its edges
- Immediate proximity to US 101 (100,000 average daily vehicles)
- Laguna de Santa Rosa and a class 1 bike path traverse the eastern edge of the planning area
- Large amount of mature trees
- Substantially intact urban fabric and character
- Existing historic buildings
- Golden Gate Transit plans to expand bus service in the planning area
- Substantial weekend population through tourism
- Substantial amount of available spending power in area
- Relatively large vacant and underutlized land in northern planning area

[a] The net developable area exclusive of rights-of-way is 54 acres from an overal 59.5 acres identified in chapter 4 'Development Potential'.

1.5.030 - Regional Conditions

Existing Conditions - Cotati is a small historic town located 40 miles north of San Francisco, in the southern region of Sonoma's wine country. Cotati has a population of 7,800 and was established in 1892 by the Page brothers acting as The Cotati Company on an 1877 Spanish land grant. The city became incorporated in 1963. Sonoma County has nine incorporated towns and cities with a population of about 500,000, which is projected to increase to 540,000 by 2015 at an average annual rate of 1.5%. Over the past decade, Windsor and Santa Rosa have grown at a higher pace of 2.9% and 2.1% respectively.

The majority of the area's jobs are in nearby Santa Rosa, Petaluma and at Sonoma State University producing a commuter-type of pattern in Cotati and the surrounding area. Downtown Cotati is one of several historic downtowns within a 20-mile radius putting it in direct competition with better known and more developed downtowns such as those in Sonoma, Healdsburg and Petaluma.

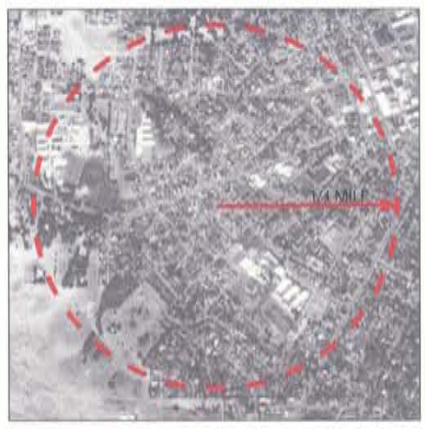
Sonoma County as a region covers 1604 square miles, including Pacific Ocean beaches and wine country hillsides. The county enjoys a strong international tourism industry that generated over $1.02 billion in visitor spending in 2003. Median household incomes in the region rose in the past decade, with Petaluma at the top of the range at $61,679, and Cotati above neighboring Rohnert Park at at $52,808, but slightly below the county average of $53,076.

Housing
Cotati houses 2% of Sonoma County's population which is projected to grow to 558,000 by 2030. In 2005, the County's median home value was about $550,000 with Cotati's in the area of $425,000. Cotati is projected to grow slightly faster than the county over the next 20 years, although a limited land supply within its Urban Growth Boundary will slow the City's growth in the long term. Sonoma county will add 80,000 new residents over the next 25 years, with growth primarily in Santa Rosa and Petaluma.

Transit and Transportation
The 101 Freeway carries over 100,000 average daily vehicles through the region along its frontage with Cotati. The freeway bisects Sonoma County in a north-south direction providing access to the west half along the Pacific Ocean and the eastern half toward the Napa Valley. Originally, the main north-south route was along the alignment of what is now Old Redwood Highway until 1955, when the State established the 101 Freeway to the west. Gravenstein Highway is a State Route (116) providing east-west access between Cotati and western Sonoma County. East Cotati Avenue provides access to Sonoma State University to the east.

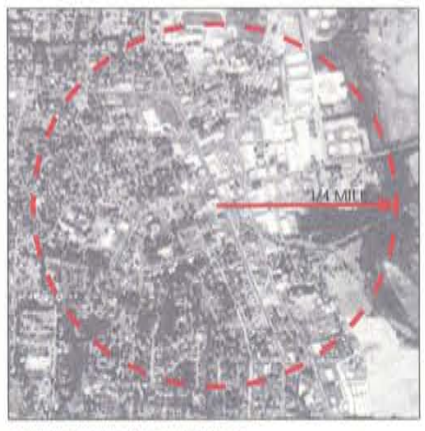
While 30% of the county's employed residents work in the place they live, this is true for only 10% of Cotati's employed residents. Sonoma County Transit operates four routes through the city: 10, 11, 26 and 48. These routes operate in Cotati between 6am and 8pm, with weekend service only on Route 48. Ridership has increased since 1999 on Route 10, where almost 60 percent of riders in 2004 were students, and almost one-third of Route 26 riders were disabled. Golden Gate Transit also serves Cotati with daily bus service between Santa Rosa and San Francisco. Daily, about 125 Cotati passengers took weekday round-trips in 2005. Covered bus shelters are provided at several stops along Old Redwood Highway, East Cotati Avenue, and West Sierra Avenue. Carpoolers utilize Caltrans park-and-ride lots southeast and southwest of the Highway 101 and Gravenstein Highway interchange.

Cotati in the context of Sonoma County



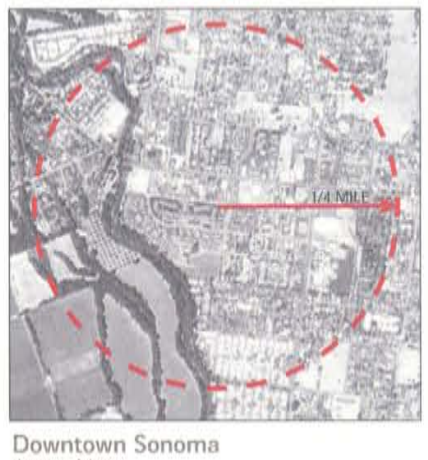
Downtown Petaluma
Aerial View


Traditional architecture and materials

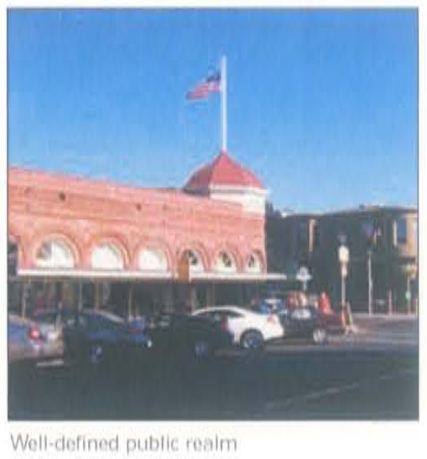


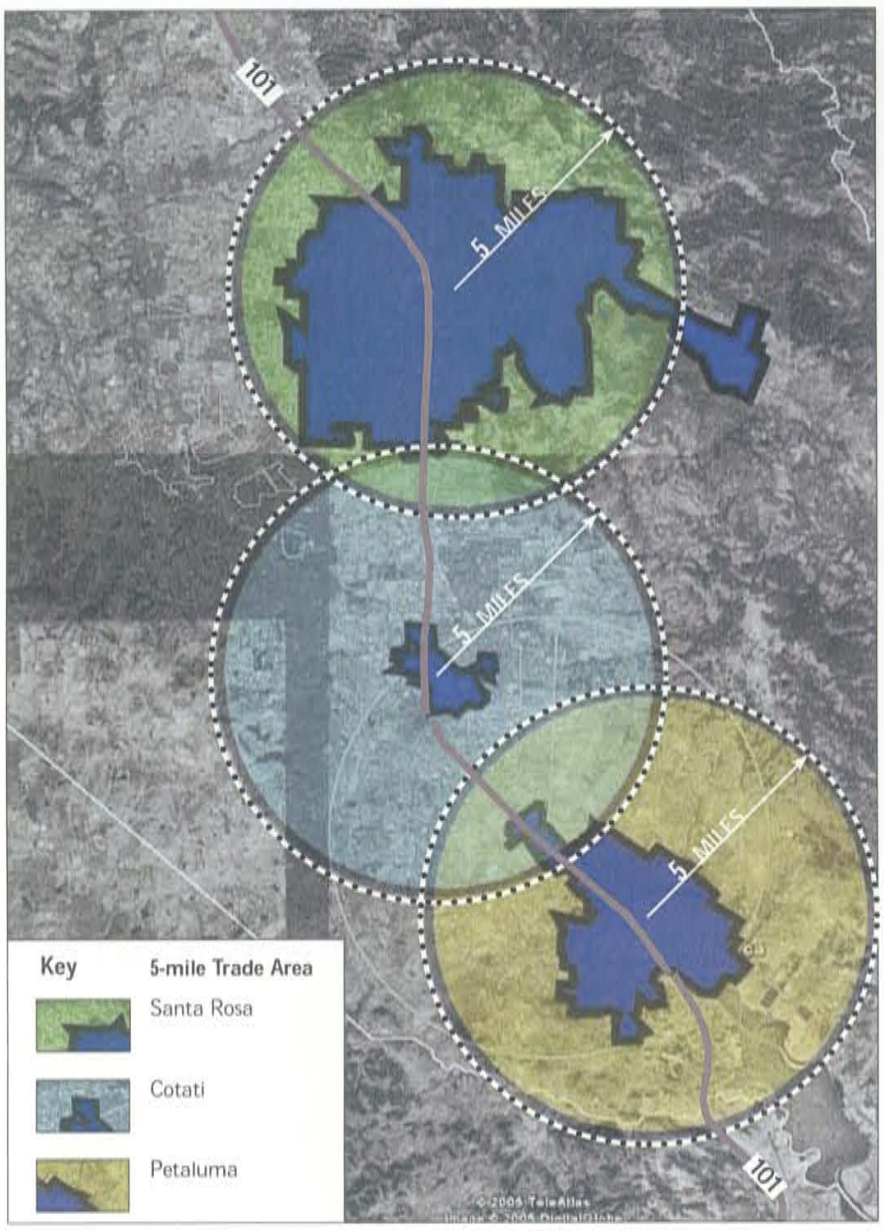
Downtown Sebastopol
Aerial View

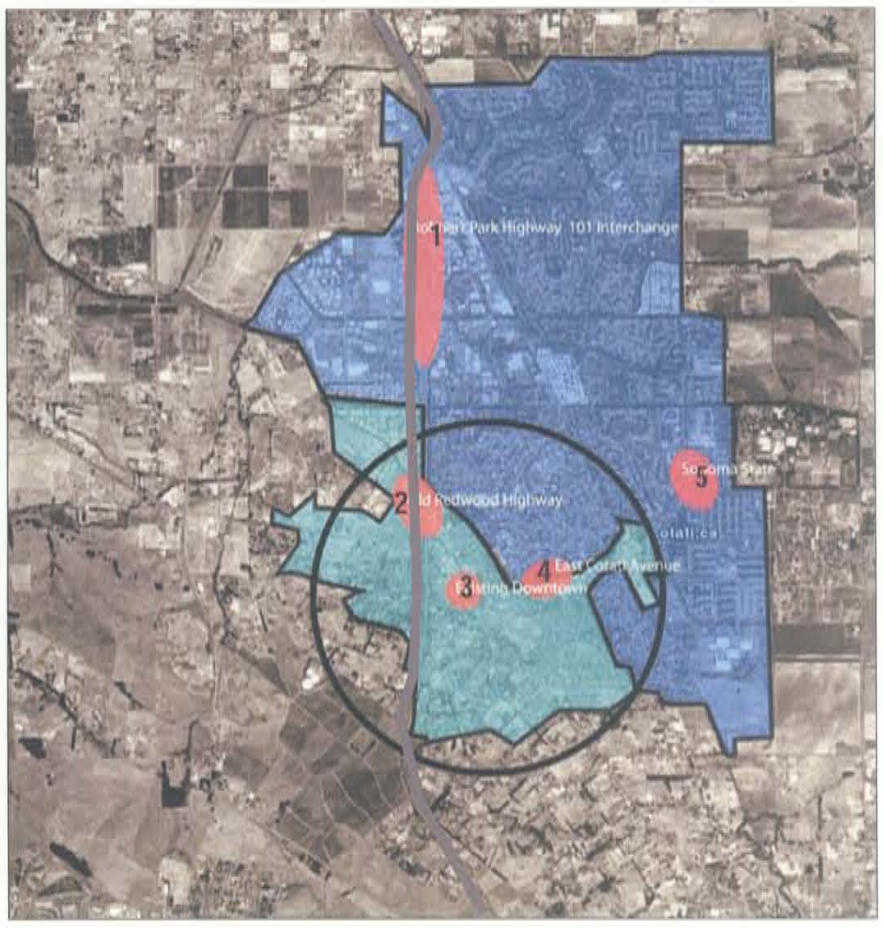

Distinctive community building



Downtown Sonoma
Aerial View


Well-defined public realm





Key	Existing Business Nodes
1	Rohnert Park/ Highway 101 Interchange
2	Old Redwood Highway / Gravenstein Highway / Highway 101
3	Existing Downtown (Historic Core)
4	East Cotati Avenue
5	Sonoma State University

1.5.040 - Local Economic Conditions

Strategic Economics completed an analysis of the short and long term market potential for commercial uses in the Downtown plan area. The Downtown was evaluated in terms of two primary trade areas: a) the more immediate neighborhood area consisting of the cities of Cotati and Rohnert Park, from which local purchases are made; and b) the larger regional area consisting of a five mile radius from the site, from which more occasional purchases are made.

Regional Trade Area - The rural nature of Cotati's 5-mile regional trade area limits the possibility for regional retail, particularly when compared with Santa Rosa's regional trade area with five times Cotati's regional population, and Petaluma's trade area with average incomes that are $20,000 higher than Cotati's.

Neighborhood Trade Area - As most of the area's neighborhood retail is concentrated at the intersection of Highway 101 and Gravenstein Highway, the neighborhood trade area includes both Rohnert Park and Cotati. This area includes approximately 18,600 households. These households tend to be younger than average for the County, and have a smaller share of college degrees. Household incomes are similar to the County median of $53,000.

Housing
Cotati's population of 7,800 is housed in 2,545 dwellings of which 1,497 are single-family detached houses and the other 1,048 are in a variety of multi-family type of buildings. Approximately 78% of this housing stock is less than 35 years of age.

Retail
Residents of Cotati and Rohnert Park are relatively young with modest but increasing incomes. In the last five years, both cities have captured new homes in the strong housing market, which is having the effect of accelerating general growth in the area and shifting average income and age characteristics upwards.

Discount retail tenants have been drawn to Rohnert Park because of the area's more modest incomes relative to Santa Rosa and Petaluma, creating one of the few discount retail destinations in the County. Its recent household growth and slow history of retail development enable Cotati to distinguish both neighborhood and regional retail from the discount-oriented and big box retail identity of Rohnert Park, and to fill an unmet niche for smaller, independent, and boutique retail tenants.

Currently, the unmet demand for retail space in Cotati and Rohnert Park is a relatively small increment at 50,000 square feet. However, projected household growth over the next 20 years could more than quadruple the unmet demand for space.

Office
There is a strong presence of small and home-based businesses in Cotati that may offer some additional long-term demand for office space in the Downtown. New office space should accommodate the special needs of smaller businesses by offering smaller suite sizes, simple fee rents, or ownership options, or live-work options.

Given regional weaknesses in the office market over the last five years, the introduction of office space in Downtown Cotati may occur in a longer term than residential or retail development. Mixed-use buildings will be a more desirable option for providing office space in the shorter term, particularly by reducing the overall risk in providing office space in a relatively untapped market.

Implications for the Downtown Specific Plan
The market analysis shows that Cotati is well positioned to play to its strengths in attracting further retail investment to its Downtown.

These strengths include Cotati's identity as a unique and small town community;

The presence of the existing Historic Core as the only pedestrian-oriented retail area in Cotati and Rohnert Park;

The plan area's proximity to Highway 101, and alignment on Old Redwood Highway; and

Community and developer interest in building a quality retail-oriented downtown that targets local and regional tenants.

The strategy for repositioning Downtown Cotati will take advantage of the ongoing market for residential growth, be flexible with the market and phase in retail and office space more slowly over time, and develop and enhance Cotati's unique identity in order to ultimately create a regional destination with a wide variety of tenant types. In the short and mid-term, Downtown Cotati will serve its own residential base, meeting neighborhood and subregional retail needs including Sonoma State University.

1.5.050 - Local Physical Conditions

Downtown Cotati is characterized by 1 to 2-story buildings in a village-scale environment organized around Old Redwood Highway and La Plaza Park which date from 1892. The 59.5-acre planning area contains enough area for two pedestrian sheds: an area that is measured by an approximate 5-minute walk from center to edge or a 10-minute walk across. The plan area consists of the following places and characterstics:

Commerce Avenue: Being adjacent to and visible from US 101, automobile-oriented services and retail predominate in primarily 1-story buildings that are set back from the street with off-street parking. The landscape is suburban in character with a discontinuos streetscape.

North Old Redwood Highway: This area is the one most in transition with older buildings interspersed among more recent suburban type of 1-story strip development and major areas of vacant and underutilized land. Regional distribution lines for PG&E are located along the east edge of Old Redwood Highway. The landscape is discontinous, ranging from suburban to rural with many mature trees scattered throughout the area.

La Plaza Park: The historic hexagon visibly anchors the community and through weekly and seasonal events in the park. However, the park is bisected by Old Redwood Highway, West Sierra Avenue and East Cotati Avenue, resulting in four small areas circumscribed by high capacity roads that carry regional and community traffic. Development around the park is primarily historic, 1-story buildings with some 2-story buildings near downtown. This public park is the site of the seasonal farmer's market and has a bandstand that is used for several events such as the annual Accordion Festival and other events throughout the year. This public space which was initially built as a hexagonal park in response to the town plan of 1892, is currently bisected by regional traffic in two directions: north-south by Old Redwood Highway and east-west by West Sierra Avenue/East Cotati Avenue.

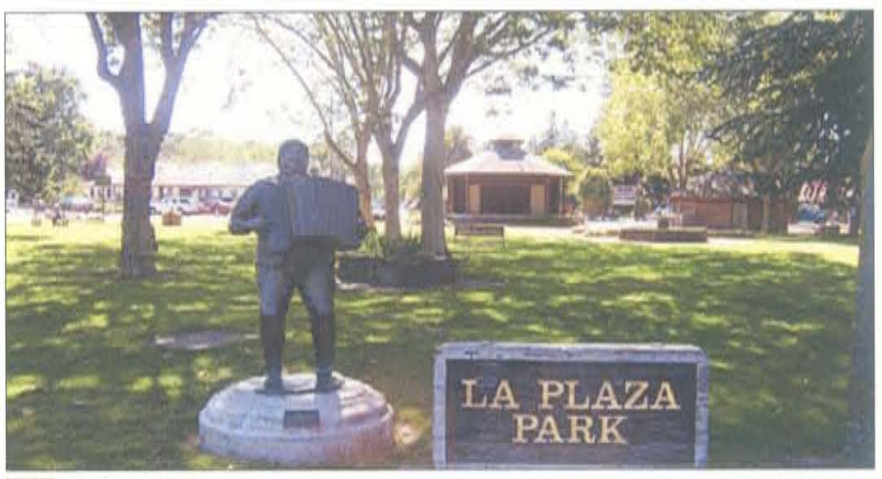
Downtown: The historic core is positioned on Old Redwood Highway and continues the tradition of businesses fronting on this 90-year old thoroughfare. North of the historic core is La Plaza Park.

Downtown has a variety of buildings ranging from the simple, false front commercial buildings to 1-story commercial shop front buildings and 2-story office/housing over commercial buildings. Interspersed among these are various fine examples of residential and commercial buildings dating from as far back as the early 1900's.

Downtown's landscape is characterized by informal plantings of oaks, sycamores, and several types of conifers. Cotati's rustic and agricultural roots are still very present and visible throughout Downtown and the adjacent neighborhoods.

Commerce Avenue 'north city limits' — Automobile-oriented development

Old Redwood Highway 'north' — Old Redwood Highway (north of La Plaza)



La Plaza Park — The Park is a community-wide amenity

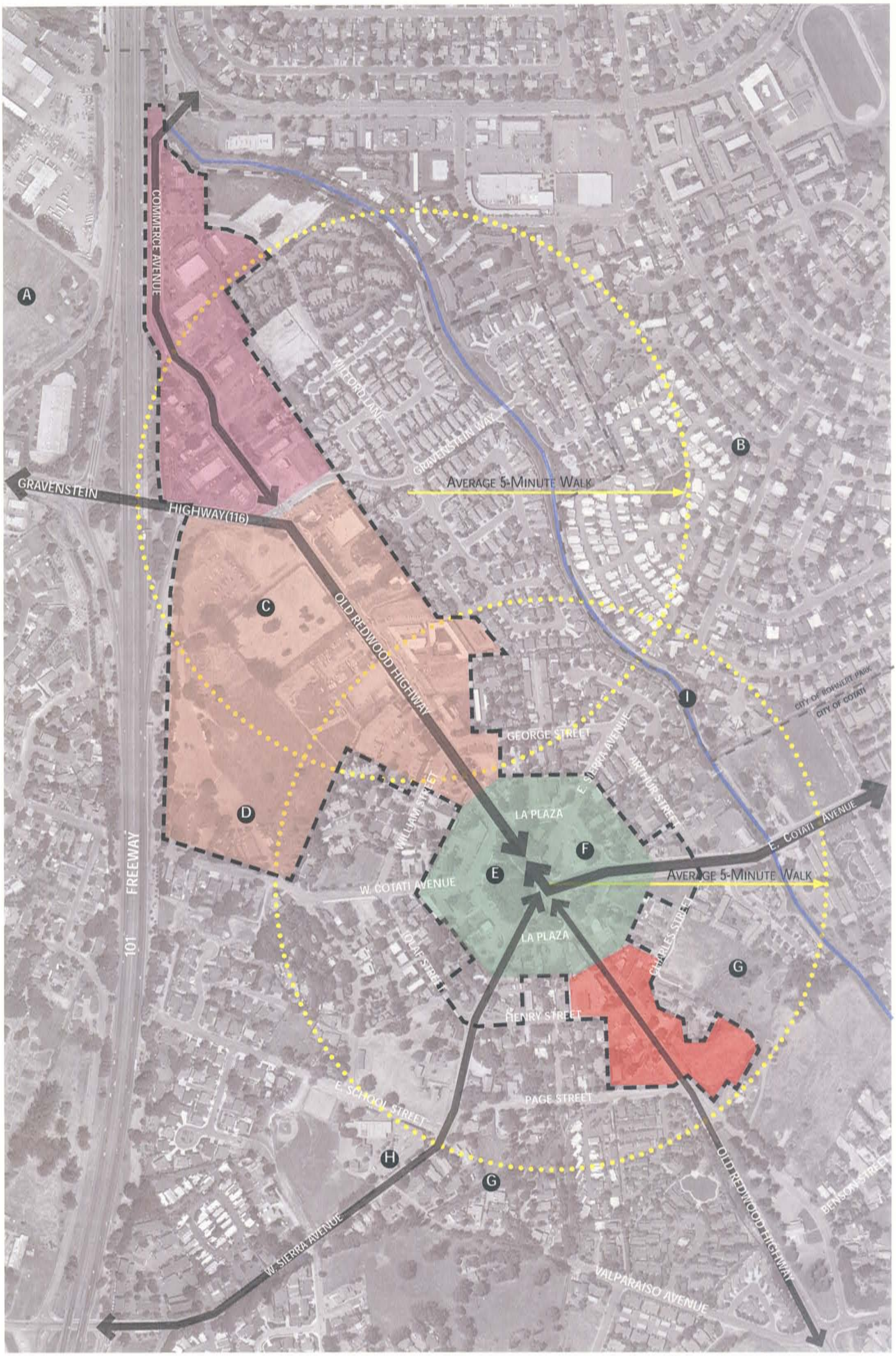
Historic Downtown — Historic buildings fronting Old Redwood Highway south of La Plaza Park

Right and Above:
Each of the four places in the planning area is generally identified within the boundaries of the planning area.

Key

- Specific Plan Boundary
- City Limits between Cotati and Rhonert Park
- Laguna de Santa Rosa
- Pedestrian Shed: Avg 5-minute walk radius
  Note: these sheds are for mainly evaluting proximity and access within a comfortable 5-minute walk. The southerly shed is centered on La Plaza Park as this encompases both the park and the historic core. The northerly shed addresses the expansion area to the north and is defined on the west by the US 101 freeway which except at Gravenstien Highway, prevents pedestrian, bicycle or automobile access. For this primary reason, the walking radius is centered further east.
- Community-wide circulation Pattern

- (A) South Sonoma Business Park anchored by Lowes (160,000 total square feet)
- (B) Adjacent Rohnert Park neighborhoods
- (C) Large, contiguous vacant and underutilized land
- (D) St. Joseph's School Campus
- (E) La Plaza Park Bandstand and site of weekly Farmer's Market
- (F) Cotati Fire Station
- (G) Cotati Creek
- (H) City Hall and Police Station
- (I) Laguna de Santa Rosa Class 1 Bike Path



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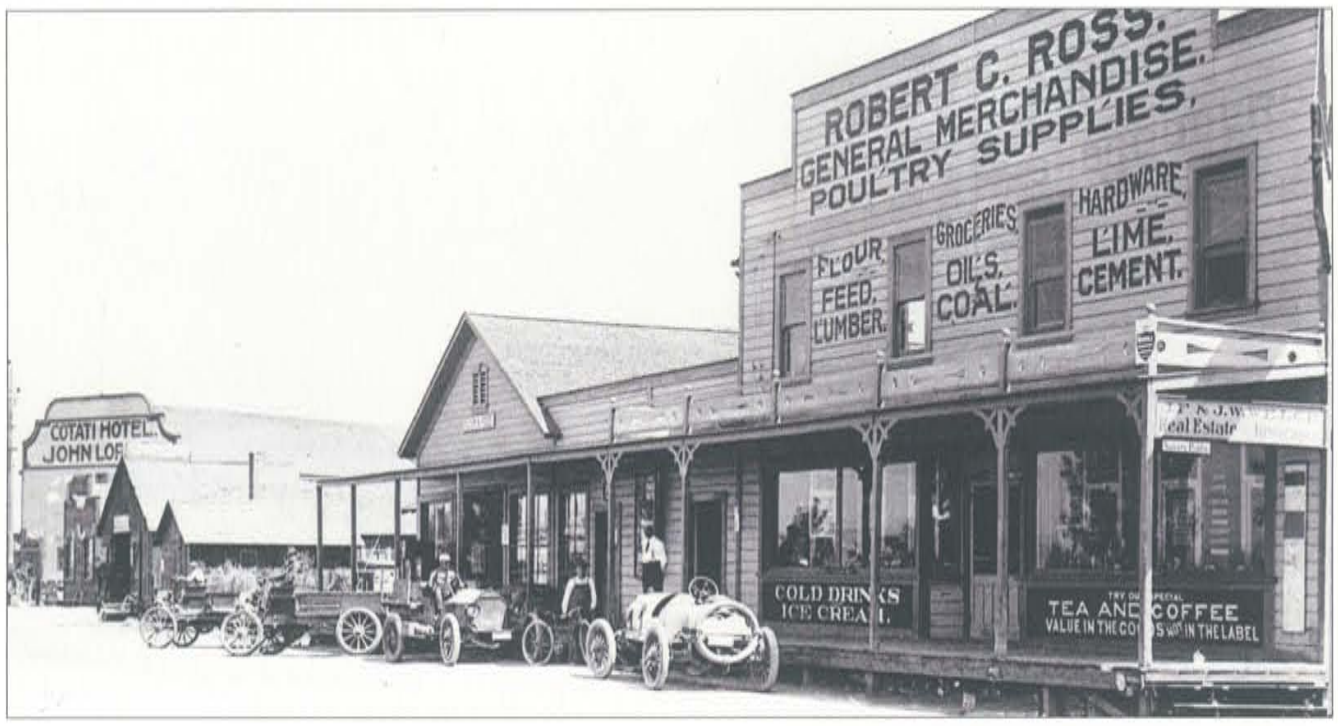
Aerial View of Specific Plan Area - SP Map 2

DOWNTOWN COTATI SPECIFIC PLAN 1:6

August 26, 2009



left:
The Ross Store
circa 1910

1.6 History and Context

The following is a brief chronology of the city's history. Cotati's history is rich and diverse with influence from Native Americans, Spanish and Mexican settlers and Northern European immigrants. Cotati has retained its agricultural roots which began with initial settling of the area and was highlighted by major poultry production during the 1920's. While Cotati has remained relatively small, it aspired to be the site of what is now Sonoma State University and became a city to protect itself from the pace of development activity of neighboring Rohnert Park [1]. Cotati has a proud history of nurturing a sophisticated, yet rustic type of culture known for its tolerance. Below, is a timeline summary of this history.

5,000 years ago: Coast Miwok Indians lived in the Cotate Valley for about 5,000 years until Spanish setllers arrived

1826: English-speaking settlers begin making their homes in the area

1844: Spanish land grant given to Captain Juan Castaneda who later sold the claim to Thomas O. Larkin, the American Consul at Monterey in 1846. Larkin sold the claim in 1849 to Joseph S. Ruckle who sold it two months later to Dr. Thomas Page of Valparaiso, Chile.

1877: Page land grant confirmed by the U.S. District Court for the 17,238-acre land

1892: Cotati Company formed by the Page brothers, Rancho Cotate is surveyed and a hexagonal town plan is established.

1915: State chooses Cotati Blvd as main Highway between Petaluma & Santa Rosa

1944: Page family ownership ends

1955: State moves the highway west to a new freeway: 101, the poultry business becomes unprofitable for small family farms, as major traffic bypasses downtown

1960: Sonoma State College established

1962: Rohnert Park incorporates as a city

1963: Cotati incorporates as a city

1965: Cotati's population is 1,382

1975: Cotati's population reaches 2,860

1980's: Downtown sidewalks installed between La Plaza and Page Street.

1990: Cotati voters adopt urban growth boundary

1991: Traffic signal installed at Old Redwood Hwy/W. Sierra/East Cotati; Bandstand is replaced; Cotati Accordion Festival established

1998: Cotati voters adopt urban growth boundary

2000: Walkable Cotati visioning process is undertaken

2001: Downtown streetscape improvements installed

2005: General Plan Update and Downtown Specific Plan underway. Cotati's population is 7,800.

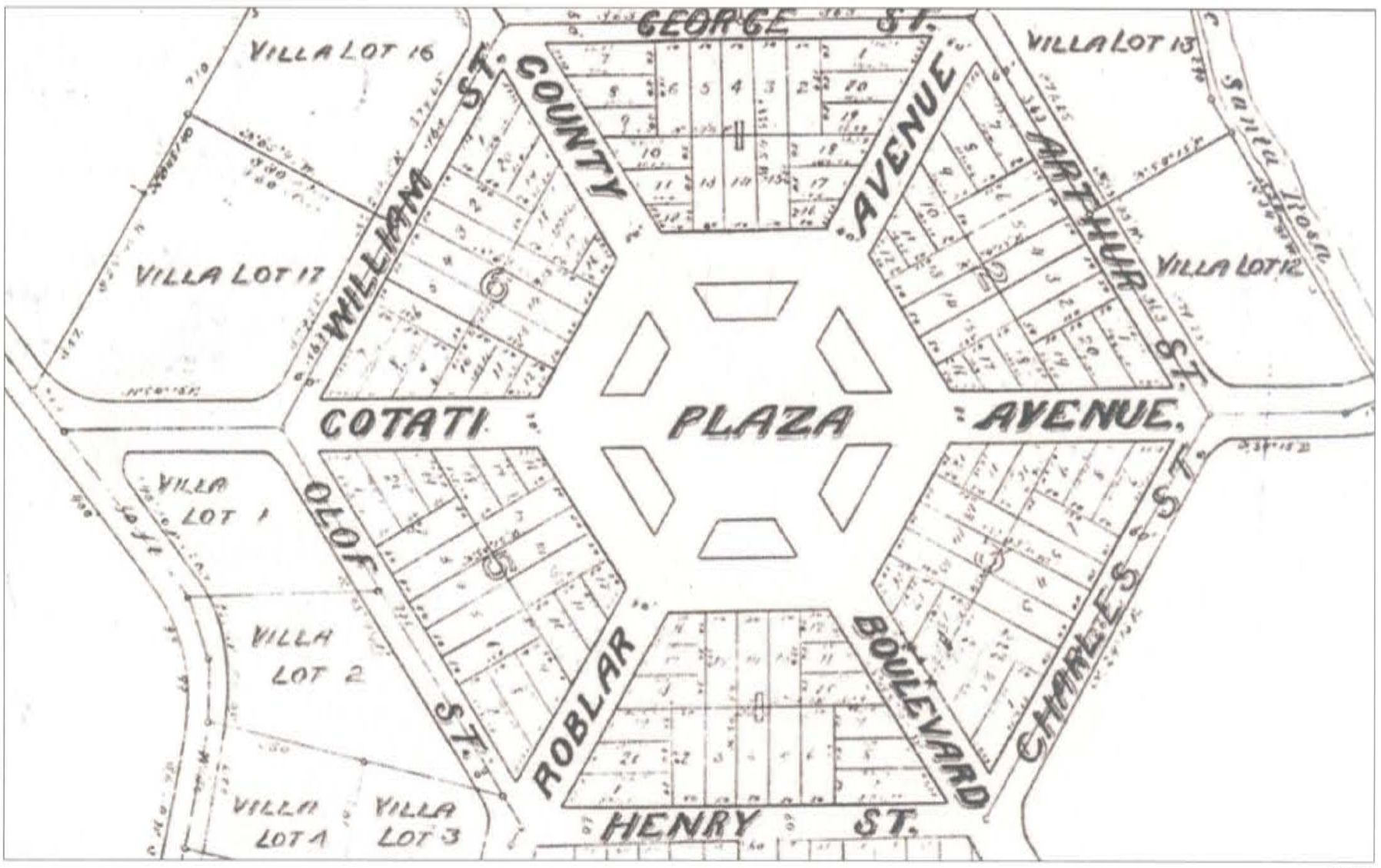
[1] Images of America: Cotati Prudence and Lloyd Draper 2004

La Plaza view north c.1915

The Page Home c. 1895

Cotati countryside c. 1890

below:
Aerial view of hexagon street layout and La Plaza Park from southeast toward the northwest. Historic Downtown can be seen at left with Old Redwood Highway going from left to right diagonally across the photo, circa 1950's



The Hexagon - Platting Map

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above:
Cotati Plaza, circa 1892 identifying the Page family sons' names on the streets forming the hexagon: William, George, Arthur, Charles, Henry and Olof.

County Boulevard would later be renamed 'Old Redwood Highway'' and Roblar Avenue would become West Sierra Avenue and East Sierra Avenue

1.7 Historic Cotati

This chapter is for the purpose of providing an understanding of Cotati's historic context and character. Historic preservation, as a strategy for overall revitalization of Downtown Cotati shall be considered in planning and development actions in the plan area.

Objectives - Through the following, it is possible to provide for sensitive and meaningful adaptive reuse of the plan area's historic resources:

H1 • Respect and celebrate the area's heritage through careful restoration and addition to buildings and sites identified as historically meaningful;

H2 • Provide a meaningful background of historic buildings with which to sensitively complement with new development;

H3 • During the development review process, analyze subject buildings/sites for restoration and reuse strategies and feasible preservation strategies;

H4 • Inventory cultural and historic resources appropriate for restoration and reuse

The following sites and/or buildings have been identified as meaningful and potentially worthy of restoration and adaptive reuse (see map on next page for locations). This list is not intended to be exhaustive.

A. Loyal Cotati Lodge - This Mission style, single-story meeting hall was built in 1911. The building ceased use as a meeting hall in 1957 and was extensively remodeled in 1969 for office uses.

B. St. Joseph's Church - This Italianate style, 150-seat church was built in 1908 and continues in use as the Korean Baptist Church.

C. Frengle Metal Shop - This Mission style commercial building was built in about 1930 by the Frengle family for their metal shop and uses decorative tin metal that simulates stone, a popular technique in this period. The building continues to house retail and service uses.

D. Cotati School (current City Hall) - This site was the location of the previous school building built in 1913 by Penngrove contractor Al Hermann and designed by Petaluma architect Brainerd Jones. The 1913 building was destroyed by fire in 1921 which caused the need to build the current structure in 1922. The building was designed in the Greek Revival style and served as the Cotati school until 1971 when the school district abandoned it for a larger building. Shortly after, the building became Cotati City Hall and is still in use today for the civic and administrative functions of the city.

E. The Congregational Church - This redwood structure was designed in the Gothic Revival style and built in 1907 after the Congregational church outgrew its space in the rear of a local store. Today, the church is known as the Church of the Oaks.

F. Women's Improvement Club - This Craftsman style, single-story building was built in 1909 with additions shortly afterward. The building is in use today as a synagogue.

G. La Plaza - This public space resulted from the 1892 design for the town in the shape of a hexagon per the wishes of the town founder, Thomas Page as communicated to the surveryor and designer, Newton Smyth. This plan is unique in the United States. Over the years, Old Redwood Highway, Cotati Avenue and Sierra Avenue have bisected the plaza to produce 4 individual places within the original plaza space. In 1975, the Plaza was officially recognized as a California State Historic Landmark (SHL 879) and listed on the California Register of Historic Resources.

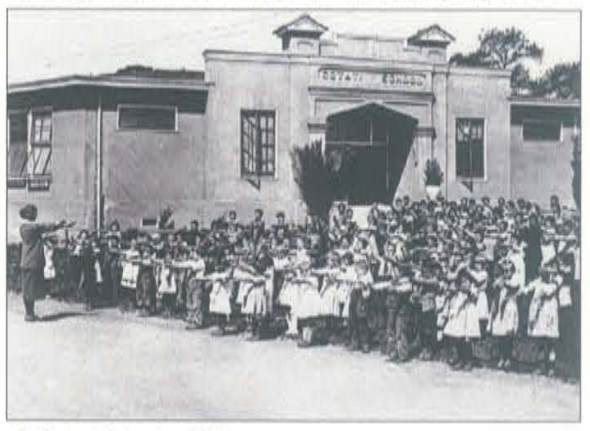
H. Cotati Inn - This building is on the former site of the Cotati Hotel. The Cotati Inn was built in 1932 in response to Redwood Highway becoming the state route through the area. The spanish style architecture is the result of encouragement by the state to design commercial buildings in this style. The building currently houses retail, restaurant and tavern uses.

I. The Ross Home - This Queen Anne (Free Classic) style, 2-story residence was built in 1907 for the Ross family which owned and operated nearby businesses. The building is still used as a residence.

A. Loyal Cotati Lodge Hall c. 1911

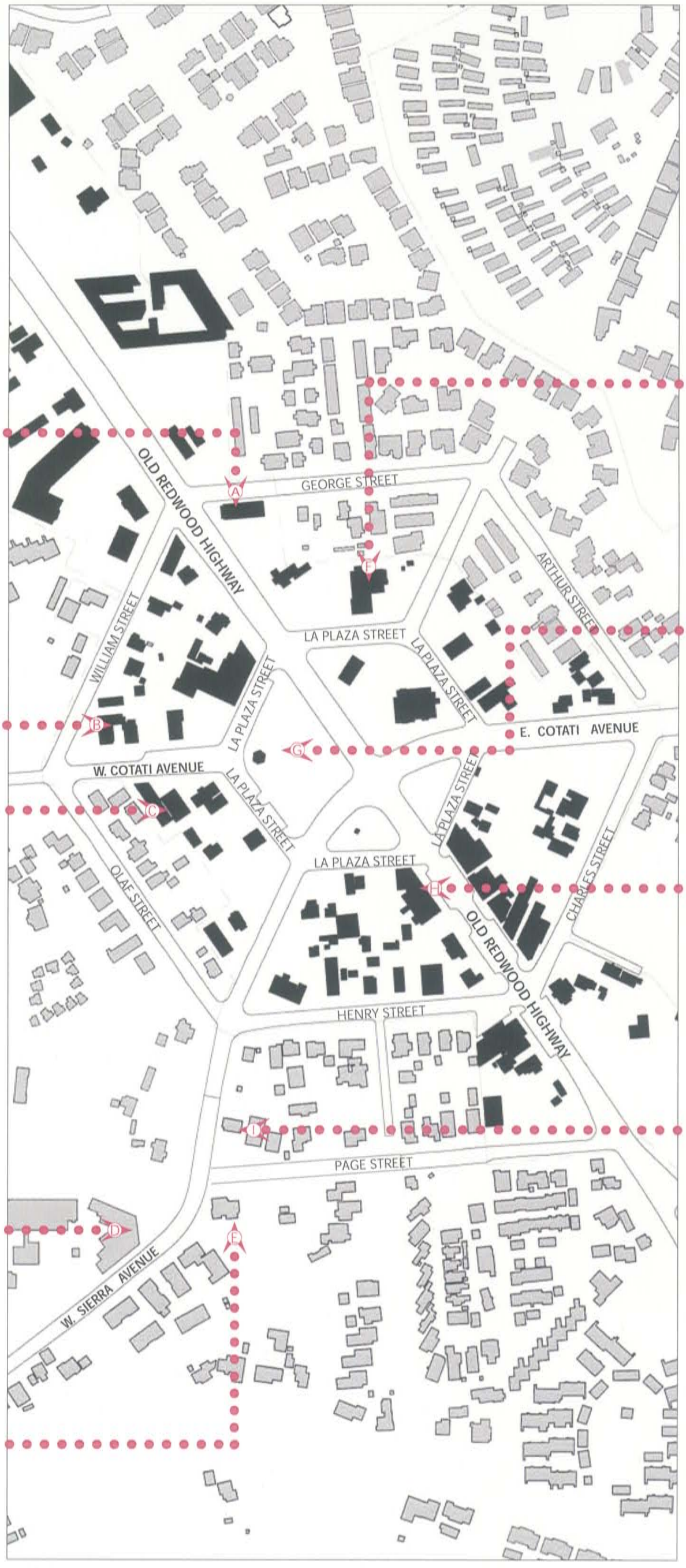
B. St. Joseph's Church c. 1908

C. Frengle Metal Shop c. 1930, also The Hub Cyclery in 1990's



D. Cotati School c. 1922

E. The Congregational Church c. 1907



F. Women's Club c.1909

G. La Plaza view north c.1915

H. Cotati Inn c. 1932

I. The Ross Home c. 1907

Key

Within Specific Plan boundary

Not within Specific Plan boundary

Historic Resources - SP Map 3

DOWNTOWN COTATI SPECIFIC PLAN 1:10

August 26, 2009

1.8 - Public Participation and Plan Preparation

This Plan is the result of an intense public process that involved the community of Cotati through a series of public meetings and a 5-day charrette in July 2005. The evolution of this plan was based on information and confidence gained by the consultants and the community in cooperation as the process unfolded.

The following objectives guided the public participation and plan preparation:

- Engage with the community about downtown's future;
- Involve the community in visioning downtown's future;
- Produce a visionary yet realistic plan that reflect's Cotati's desired future

Previous Plans and Documents - Prior to the preparation of this Specific Plan, the following documents were prepared for the City and were being applied to properties within the boundaries:

Land Use Code
1998 General Plan
2006 General Plan Update Background Report
La Plaza Specific Plan

June - July 2005: Consultant Team Analysis of Downtown and Community - The consultant team visited the community and documented various subjects such as traffic and circulation, building form, architecture, landscape and public realm patterns, drainage patterns, pedestrian access, bicycle access and others. This information was shared among the consultant team in preparation for the charrette.

June 22, 2005: Community Workshop on General Plan / Downtown Specific Plan Members of the overall consultant team facilitated a visioning workshop with the community to identify overall desires, dislikes and comments about the community as a whole and then for the Downtown Plan area. This workshop produced many commonalities in perception and understanding among the participants that provided good direction for City staff and the consultant team. Among the major comments received were the following:

- Strengthen La Plaza Park as a community focal point
- Encourage Mixed-Use Development
- Locate parking behind buildings
- Scale buildings appropriately to positively frame streetscapes
- Avoid homogeneity in building design
- Improve walkability and bicycle circulation
- Encourage small, locally-owned businesses
- Accommodate more night life through entertainment venues and gathering places other than bars

The consultant team then entered the charrette based on this information.

July 17-22, 2005: Charrette Week
With the initial field research and preparation combined with the workshop results, the consultant team worked with City staff to facilitate a 5-day public charrette. The charrette produced several land use and circulation alternatives (see pages 2:3-2:4).

August 16, 2005: Joint Cotati City Council and Planning Commission Meeting- At this public meeting, the consultant team presented the following for review:

- The July 2005 Charrette recommendations
- Form-Based Code to guide future development
- Process for preparing the Specific Plan and Environmental Impact Report

September 28, 2005: Meeting of the Cotati City Council
At this public meeting, the consultant team presented two general pieces of information for review and direction in preparation of the administrative draft Specific Plan:

a) Park Alternatives for resolving the space and regional circulation needs at the existing La Plaza Park,
b) Place-Making Alternatives for the overall plan expressed for each of the four proposed zones within the Plan.

Charrette presentation

Public participation

Community members reviewing historic restoration proposals

Retail consultant Bob Gibbs in one of several progress meetings

City staff and community members in a discussion at one of several progress meetings

Charrette work in progress

Public participation

Charrette work in progress

Consultant team at work

The Charrette Process - This method of public participation brings all interested parties together for 5 days where everyone with a stake or interest of any kind participates directly with the consultant team to develop and review ideas, from their beginning to finalization. This charrette process was selected to allow for greater community input and the sharing of ideas.

The Charrette process is completely interactive and sees each of the design components developed simultaneously in response to issues and needs posed by participants. City staff are involved throughout and help facilitate participation from a person or group that needs to provide input on a particular subject. In addition, focus sessions are held throughout the day with particular groups such as a Merchant's Association, property and business owners, Historical Society, Chamber of Commerce and sometimes private parties that have pending developments in the area that might be affected or benefit from the Plan. In this way, the 'feedback' loops are ongoing and immediate. At the end of each 10-hour day, the consultant team summarizes what the consultant team, City staff and the participants studied, achieved and decided that day for the community's review and comment. Through this highly visual and interactive process, participants have the opportunity to become aware of and help shape the direction and intent of the evolving Plan that is based on clear, physical and desired outcomes.

Below is a summary of the charrette schedule for July 17-22, 2005.

Sunday, July 17
Ice Cream social with City Council, Planning Commission, Design Review Committee, staff and the community to review the week's objectives and the process.

Day 1: Monday, July 18
Vision and Frameworks with public briefing on traffic and parking
Community Presentation 1

Day 2: Tuesday, July 19
Design Development / Refinement / Evaluation with public briefing on retail
Community Presentation 2

Day 3: Wednesday, July 20
Design Refinement / Preliminary Code / Implementation / Evaluation with public briefing on economic development
Community Presentation 3

Day 4: Thursday, July 21
Design/Code Summation / Implementation / Final Evening Presentation

Day 5: Friday, July 22
Open House and Design Team Summation

Charrette presentation

Cotati charrette design team

Cotati charrette cookies

1.9 - Plan-Wide Policies

Conventional suburban development is the form of growth which has produced large-scale sprawl throughout California over the last fifty years. Sprawl development is characterized by homogeneous single-use zones, with the housing tract, the shopping center and the business park as its basic elements. These segregated use areas are connected by a discontinuous system of wide thoroughfares designed for the rapid movement of cars.

As a clear departure from conventional suburban practices, this Specific Plan works in every way to recognize traditional neighborhood development and enable it through appropriate vision, policies and regulations. The best physical patterns that exist in Cotati are maintained and reinforced over time. This Plan is based on a set of integrated principles that have produced the best places in both Cotati and and other cities throughout the world. These are adapted to the task of directing the growth of downtown to successfully serve the city over the long-term. The principles are summarized into seven policies identified on these two pages. These policies shall guide development decision-making pursuant to this plan.

Square framed and activated by buildings and their individual activities

Paseo connecting parking to stores

Connections to and through parks

SP1 **Ensure that public open space is integrated into the Downtown: Make Great Public Places**
The highlight of a downtown's public life is its center. Its civic buildings enhance community identity and foster civic pride. Its shops and workplaces provide convenient access to goods and services without need for a car trip. These public places are the visual puncutations along the greater public realm of streets that give access and identity to the community and Downtown. A set of great public places that serve the greater Downtown and the focused areas within it, will distinguish Downtown Cotati from other towns and contribute to its unique and genuine character.

Paseos providing additional business opportunities while appropriately activating the public realm

Great mixed-use street: 1-3 stories, wide sidewalks, on-street parking, shade

Great neighborhood street

Great retail street

SP2 **Ensure that streets are designed to be multi-modal: Make Great Streets**
Street design dictates the form of individual blocks and buildings that enclose each streetscape. Downtowns are structured on individual blocks and a network of interconnected thoroughfares, which encourage pedestrian movement. This network provides multiple routes that diffuse traffic, increasing the options for people to walk and bike to various destinations and for emergency access. Streets of varying types, or primary purpose (e.g., main street, parkway, residential street), provide equally for pedestrian comfort, bicycle safety and for automobile movement according to their location and necessary function in the overall plan. Where needed, streets have landscaped center medians, to reduce apparent street width. Finally, where possible, streets have on-street parking in order to provide a buffer between the moving traffic and the pedestrian, thus diminishing perceived and actual danger.

Apartments over Main Street stores

Flats and Lofts over commercial

Lofts over Main Street stores

SP3 **Ensure that vertical mixed-use is the primary focus of development within the downtown: Live Above Stores**
A downtown is a district defined by the same general qualities as a neighborhood, with one major exception: commercial activities predominate instead of residential. Yet, the quality and amount of housing in a downtown determine its particular character. Townhouses, lofts or flats allow for a variety of households to live near diverse services, while providing a constant 24/7 rhythm of use.

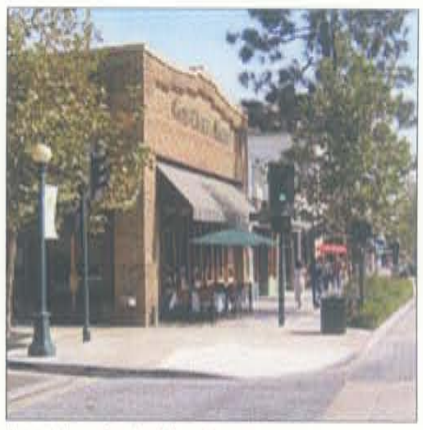
SP4 **Ensure variety of building types, styles and sizes are constructed within downtown: Build a Variety of Buildings**

The buildings, blocks and streets of a Downtown are interdependent while contributing to an overall pattern of unique and related places. Each one contains in part the ingredients of all the others. Buildings of a particular quality can define the block that contains them and the street that surrounds them. Design is the matrix that helps either to create or destroy the quality and character of a place. Buildings are the smallest increment of growth. A variety of architectural types and their relationship to each other, largely determine the character of a downtown as they define the streets and open spaces they face.

Contemporary architecture

Buildings responding to climate

Simple, pedestrian friendly sidewalks



Locally-oriented businesses

Regionally-oriented businesses

Traditional architecture

SP5

Ensure a mix of housing types to serve all economic segments of the community: Create a Variety of Housing Choices

As a downtown matures and its livability and economic value increase, a more diverse set of housing choices attract an increasingly varied resident population housed in rental or ownership configurations. The variety is necessary for vitality over the long-term and is enabled by the various building types and blocks in the Plan.

Granny flat on an alley

Townhouses

Courtyard Housing

Lofts and flats over stores

Parking as active, urban building

Liner building transitioning to sidewalk

Attractive and clear signage

SP6 **Ensure a mix of retail uses configured to facilitate pedestrian storefront shopping: Get the Retail Right**

The retail industry has recently discovered that outdoor, Main Street-type retail fits the lifestyle of busy consumers, often yielding more regular trips and higher sales volumes than standard shopping centers. Retailers are therefore, encouraged to facilitate pedestrian storefront shopping. The retail core of transitional downtowns is typically located around a pattern of streets accommodating cars and on-street parking. Off-street parking is located in shared, Park-Once lots or structures, convenient but compatible to the scale of a Main Street. The retail core typically includes at least one anchor tenant, and a mix of vendors to broaden its appeal and success over the long-term while capturing vehicle trips that would othewise generate more vehicle miles.

SP7 **Ensure sufficient parking for all uses within the plan area with emphasis upon an appropriate combination of on- and off-street parking: Get the Parking Right**

The typical suburban, sequential pattern of "shop and park" requires two movements and a parking space to be dedicated for each visit to a shop, office, or civic institution. For three tasks, this requires six movements and three parking spaces. By contrast, the compactness, mixed-use nature and walkability of a mixed-use environment lends itself to moving twice, parking just once, and completing multiple daily tasks on foot. This principle, 'park-once', reduces the average trip load and parking in a traditional downtown by half over strip retail. The transformation of drivers into walkers is the immediate generator of pedestrian life: crowds of people that animate public life in the streets and generate the patrons of street-friendly retail businesses. It is this "scene" created by pedestrians in appropriate numbers, that provides the energy and attraction to sustain a thriving Main Street environment.

1.10 - Strategy for Revitalization

1.10.010 - Objectives by District

In concert with the following statements about emphasis and objectives, the diagram at right illustrates the twenty plan-wide objectives that carry forward the six goals and seven plan-wide policies that drive this plan. The following objectives are represented through the various actions described on the following pages. Accordingly, this policy-level information informs the vision, programs, implementaiton measures and development regulations that will carry out the plan over its 20-year planning horizon.

District (Place) and Emphasis

1. Commerce Avenue: 6.5 acres [a] — CA

a. **Revenue-Generation** - The purpose of this area of the plan is to capitalize on its key exposure and access to US 101 for community-wide service and retail opportunities. While not large in area, this area is best-suited for such activity and revenue-generation in support of the larger plan area.

Objectives

CA-1. Improve circulation and provide civic identity at intersection of Gravenstein and Old Redwood Highway.

CA-2. Define and unify streetscape in support of highway retail.

2. Northern Gateway: 36.2 acres [a] — NG

a. **Regeneration** - This area of the plan represents the potential for several new blocks of housing, commercial and civic development supported by a new network of open spaces and streets. Such regeneration of an infill area provides for growth without the need to extend the City's boundaries by using what is currently underutilized and vacant land.

b. **Revenue-Generation** - To facilitate development of key improvements identified throughout the plan, it is necessary to generate revenue with which to offset those expenditures. This area of the plan presents the largest contiguous opportunity for a substantial revenue stream for such efforts. Through anticipated tax increment revenue to the Cotati Community Redevelopment Agency, the Agency's limited bonding capacity is increased. The additional value for the plan area can also support a variety of financing strategies such as assessment districts, business improvement districts, transportation improvement districts, etc, to be determined by the City.

Objectives

NG-1. Transform underutilized land into mixed-use district.

NG-2. Reconfigure Old Redwood Highway into a vibrant, mixed use, multi-modal and beautiful urban street.

NG-3. Provide a variety of open space.

NG-4. Provide a variety of housing.

NG-5. Provide pedestrian-oriented retail in mixed-use buildings.

NG-6. Require 'park-once' system of shared parking.

3. La Plaza Park: 11.3 acres [a] — LP

a. **Civic Identity** - The reconfiguration of this important place in Cotati is of vital long-term interest to the community. La Plaza Park elegantly addresses local and regional circulation needs while enhancing a genuinely memorable place. The enhanced setting for community events as well as for the individual buildings and properties that line its edges catalyzes activity due to the strength of place and identity of the new park.

Objectives

LP-1. Maintain La Plaza Park as the civic focus for Cotati.

LP-2. Plan development and infrastructure to accommodate a unified La Plaza Park

LP-3. Over time, as financing and development allow, reconfigure La Plaza Park to maximize and enhance use.

LP-4. Accommodate community-wide circulation while maintaining the village-scale context of the La Plaza Park area.

LP-5. Enhance bicycle and pedestrian circulation and access.

LP-6. Reactivate the hub with housing & office over commercial

LP-7. Enhance public parking

4. Historic Core: 5.5 acres [a] — HC

a. **Renovations and Restoration** - Fundamental to the success of the revitaliztion efforts is the subject of working within the existing physical conditions of the historic character of downtown. Priority needs to be given to projects that restore historic buildings by removing existing, inconsistent, elements/renovations or by renovating compromised buildings to their former visual integrity. This is critical because it signals commitment to maintain Cotati's character prior to, or simultaneously with, pursuing new development. Future actions or development projects are then measured against the success of restoration and renovation of the historic core.

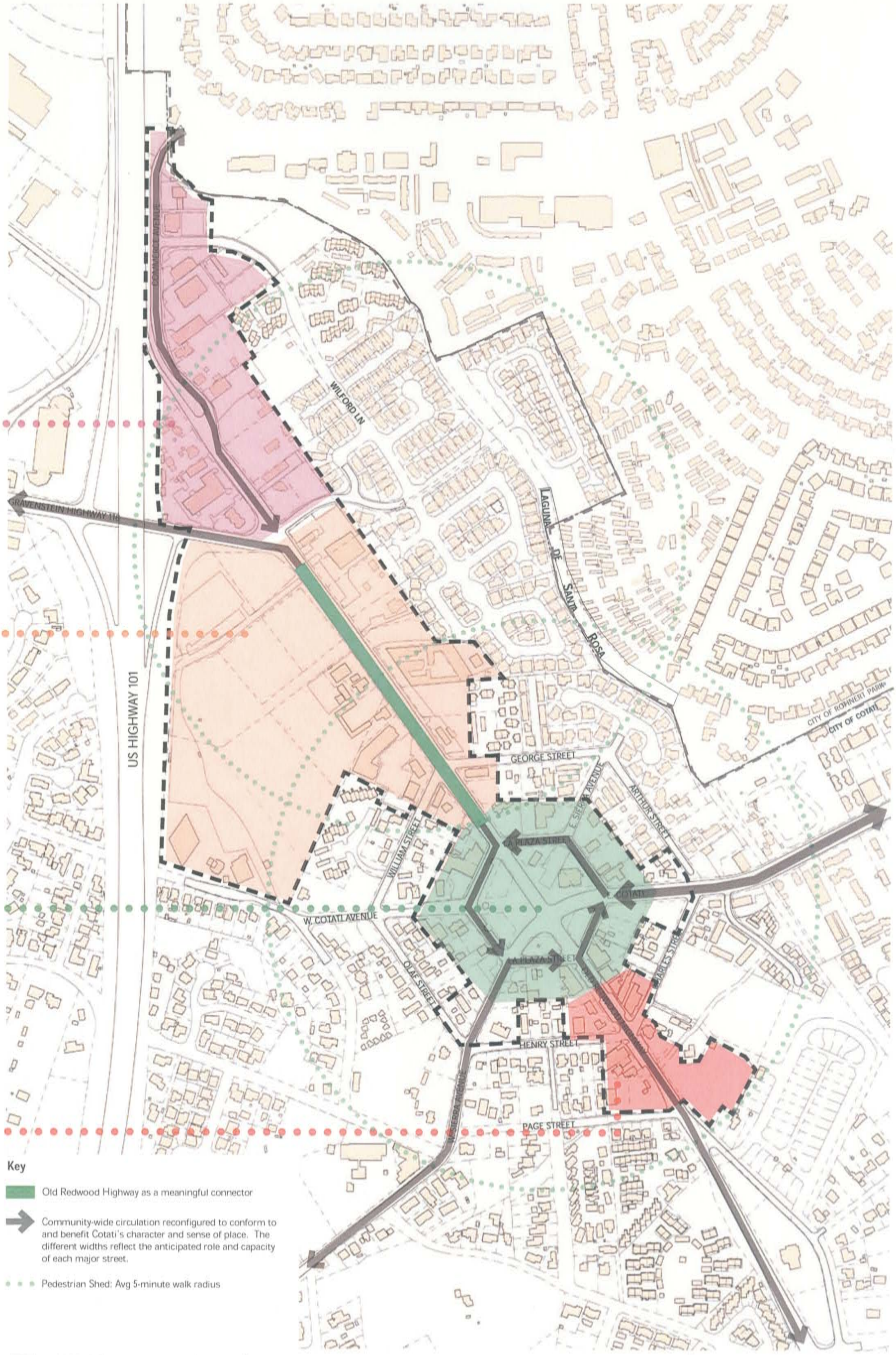
Objectives

HC-1. Require restoration or renovation of federally, state or locally designated historic buildings to the maximum feasible extent.

HC-2. Enhance public parking.

HC-3. Enhance bicycle and pedestrian circulation and access.

[a] Total 59.5 acres: Net developable area = 54-acre plan area (exclusive of R.O.W.)



Revitalization Strategy - SP Map 4

DOWNTOWN COTATI SPECIFIC PLAN 1:16

August 26, 2009

1.10 - Strategy for Revitalization

In response to the preceding goals, policies and objectives for the districts, and in light of the plan-area's constraints and opportunities, the following programs are set forth.

1.10.020 - Plan-Wide Programs

To initiate revitalization, the following programs carry forward the direction of the goals, policies and objectives to facilitate implementation of this plan. These actions set the overall tone to stimulate investment from the widest variety of perspectives and interests.

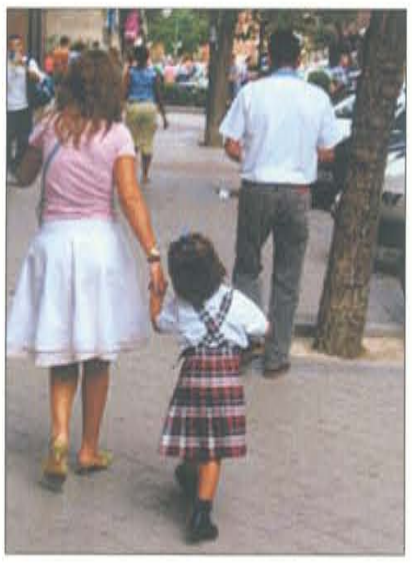
Mobility and Transit - The balance between accommodating regional and community-wide circulation through the heart of Cotati and maintaining Cotati's character and sense of place needs to be restored. Further, the existing circulation system needs to be made as continuous as possible, providing multiple routes as well as enhancements to bus service.

- **Reclaim the heart of Cotati for more than traffic circulation** - This can be accomplished through the following:

1. Maintain low traffic speeds throughout the plan area that reinforce the area's historic and pedestrian-oriented context (e.g., relationship of buildings to street, smaller curb radii, streetscape, etc). The design and ultimate construction of all new and modified streets in the plan area are to reflect the area's village-scale context and the intrinsic need to also accommodate cyclists and pedestrians.

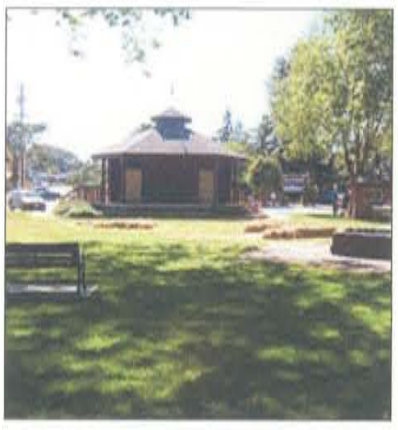
2. Reconfigure Old Redwood Highway so that it becomes the northern counterpart to the established and visible southern half of Downtown Cotati, setting the stage for pedestrian-focused development. Through its transformation into an important and beautiful urban parkway with lush landscape and pedestrian-oriented frontages, this road will catalyze numerous private development actions along its new edges.

3. Complete or add to, as appropriate, the circulation system to enable bicycle and pedestrian circulation.



Top Row:
Several gaps in the streetscape and pedestrian or bicycle access need to be completed appropriately to encourage alternative modes to the automobile on a plan-wide basis (above).

Right and Far Right:
The current bisecting of La Plaza Park into 4 pieces that do not operate coherently as a whole needs to be reversed by reclaiming the pieces into one and responsibly directing traffic around the hexagonal park.



Historic Preservation - Preserving and reinforcing the prevalent historic and pedestrian nature of downtown is fundamental to successful revitalization.

- **Provide purpose and motivation for restoration/renovation** - The benefits of making such investments need to be conveyed and facilitated for maximum positive effect to the plan area and community. This can be accomplished through the following:

4. Inventory all cultural and historic resources within the plan area to appropriately inform near and long-term actions/investment.

5. Enable the combination of historic preservation and new development.

Left and Above:
Buildings such as these exist in a dispersed pattern that generally focuses around the La Plaza Park area of the plan. The range of need varies from the removal of inconsistent elements (e.g., signage, aluminum windows) and poorly executed additions, to the lack of streetscape and connection to the public realm(top right).

Simultaneous with other actions throughout the plan area, the careful restoration and/or renovation of such resources needs to occur for the long-term benefit of Downtown cotati.

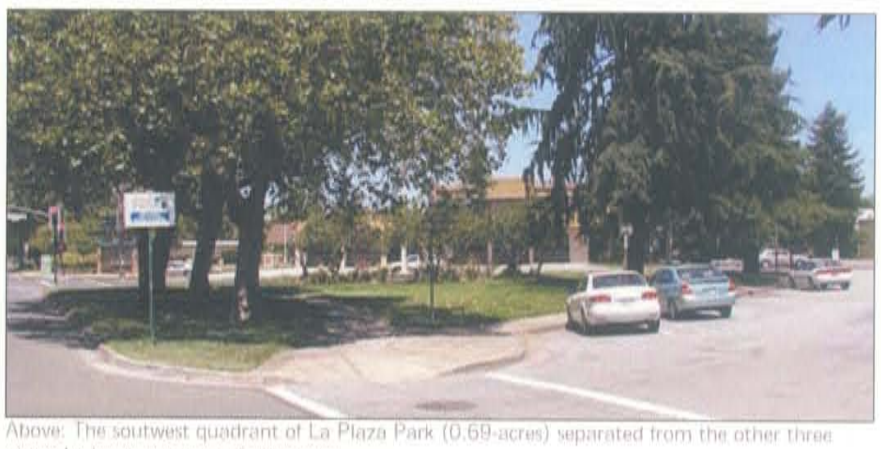
Civic Features - The factor that will leverage downtown into a community-wide and regional feature is the inclusion of civic buildings and activities.

- **Enhance and/or generate civic space** - The very presence of civic activity is what distinguishes a place from just another collection of stores and restaurants. For Downtown Cotati to be a true community focus, civic space needs to be enhanced and generated in a variety of sizes and locations through the following:

6. Ensure that new development areas provide genuine and varied civic space and/or uses, particularly in the northern planning area where there is a great imbalance of open space (left and below left).

7. Promote and expand downtown festivals and events.

8. Enhance La Plaza Park as the community focus for civic activity in Cotati.



Above: The soutwest quadrant of La Plaza Park (0.69-acres) separated from the other three pieces by large amounts of pavement.

Shared Parking- The idea of parking as a utility or as infrastructure that is shared in the same way as a street or water service, is fundamental to enabling the intimate types of places envisioned by this Specific Plan.

- **Public Parking -** To create the reason for walking or visiting more than one destination, it is necessary to free non-residential projects from providing their required parking on site. In this way, motorists are transformed into pedestrians to maximize each site and by extension, to benefit the entire plan area. This action can be accomplished through the following:

9. Reward retail and restaurant activity in mixed use environments through lower parking requirements, including shared parking (park-once).

10. Provide a variety of shared parking through a balanced approach of on-street and off-street lots or garages strategically dispersed for maximum effect.

Above:
The strategic and efficient distribution of shared parking ('park once') leverages what is often a burden into a resource that can actually produce real estate as shown above in the "liner" building concealing a public, shared garage (left). The Park-Once approach combines shared on and off-street parking to liberate private property from having to consume itself with parking.

Housing - There is an increasing demand for housing in the area to serve a diverse set of needs.

- **Leverage the demand for housing into an asset for both downtown and the community.** - This can be accomplished through the following:

11. Ensure a wide variety of housing types and unit types into the various buildings throughout the plan area.

12. Provide a variety of housing choices within the smallest scale of development: the building

Above:
A variety of building types and unit types assembled to generate diverse and context-responsive living environments

The Public Realm - For the various blocks, buildings, housing and businesses to operate cohesively, it is necessary to consider the public realm as the community framework which unites and maximizes the individual elements.

- **Enhance and complete the public realm** -The needs of cars must be balanced with those of pedestrians and cyclists to achieve an appealing and coherent village-scale downtown. This can be accomplished through the following:

13. Enhance or complete streetscapes as appropriate;

14. Treat streetscapes as multi-modal, flexible and practical;

15. Require high design quality in buildings to help shape the public realm.

Left and Below:
Lodging of a village-scale that is urban in nature provides visitors with direct access to the amenity that is Downtown without having to leave the area.

Bottom Row:
All streetscapes need to be intentional and inviting to provide residents and visitors alike with a reason to walk and for businesses to respond accordingly.

Sustainable-Building Practices While the act of revitalizing the village-scale and urbanism of downtown is sustainable, the buildings that ultimately generate the place must also contribute to the quality of the local natural environment.

- **Incentivize Best Practices -** The benefits of successful examples need to be documented and published for further use through the following:

16. Provide applicants with information about sources and performance of green-building products/techniques.

17. Provide examples of executed green-buildings for reference.

18. Require all development within the plan area to comply with media campaign on Cotati's sustainable building program.

Left:
Cotati established green-building requirements in 2005 and has working-experience to leverage further sustainable investment.

Lodging - Cotati lacks lodging accommodations and as a result, defers such business to neighboring communities along with the associated restaurant and retail revenue.

- **Capture sales and hotel taxes -** A hotel(s) that is urban in nature, fitting into the historic character and pedestrian-oriented pattern of the area will benefit and add needed depth to downtown through the following:

19. Encourage hotel development in the Northern Gateway which is pedestrian-oriented and has active ground floor uses and facades.

20. Leverage hotel(s) activity through immediate proximity to village-scale retail and services.

2.1 - The Vision

The illustration at right and described throughout this chapter indicates a possible future pattern of development specific to the existing conditions and opportunities available in Downtown. Eventually, carrying out these projects incrementally and over a long period of time will change many of the specific details of this particular Illustrative Plan. But its fundamental character, qualities and intentions will remain intact by applying the provisions and requirements of this Specific Plan.

Principles - This illustrative plan was designed by incorporating the following constituent elements and characteristics of traditional neighborhood design for a downtown based on the the following priniciples:

a. Integration of local history and culture;

b. A seamless connection to the suburban and natural surroundings of the site;

c. A five-minute walk from center of downtown to the edge of downtown;

d. An interconnected network of multi-modal thoroughfares;

e. A rich set of public spaces, including thoroughfares that range from lively streetscapes to intimate pedestrian paseos;

f. A mix of residential, retail and office uses;

g. Civic/community facilities enabling public life of all people living there;

h. Educational facilities that promote life-long learning;

i. Immediate pedestrian access to nature;

j. Places for recreational activity in plazas, squares and greens;

k. Landscaping in character with the climate and culture of Cotati;

l. Housing types for people of a variety of incomes and ages;

m. Buildings that are scaled and massed to maximize variety, natural light and high design quality consistent within the village-scale of the plan area;

n. Sustainability measures including Cotati's sustainable building program advancing the plan area's long-term value and viability.

The Plan - The 59.5-acre plan area consists of four districts with related but distinct roles and character that together, comprise Downtown Cotati. The districts are identified below and described in detail on the following pages:

- **Historic Core**

- **La Plaza Park**

- **Northern Gateway**

- **Commerce Avenue**

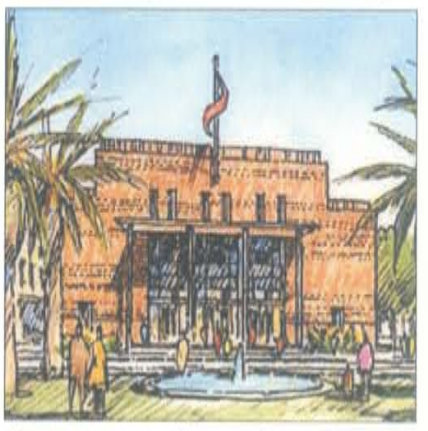
Column at Right:
The various places and features that are envisioned for the Specific Plan area.

La Plaza Park

Old Redwood right of way through the park

Mixed use buildings around La Plaza

Mixed use buildings in the "Northern Gateway"



Civic building in the "Northern Gateway" area

Note: Gravenstein and Old Redwood Highway intersection will be controlled with configurations other than a roundabout subject to the EIR for the Specific Plan.

Illustrative Plan - SP Map 5

Looking south on Old Redwood Highway from La Plaza Park

2.1.010 - Historic Core

Objectives - As established in the revitalization strategy (pg. 1:15), the following objectives are set forth for the Historic Core area of the plan:

HC-1. Require restoration or renovation of federally, state or locally designated historic buildings to the maximum feasible extent.

HC-2. Enhance public parking.

HC-3. Enhance bicycle and pedestrian circulation and access.

Plan - 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 to maximize access to existing businesses while taming traffic. New opportunities for shared parking behind buildings are encouraged.

Individuality, authenticity and variety consistent with the local character

right:
Existing urban fabric along Old Redwood Highway

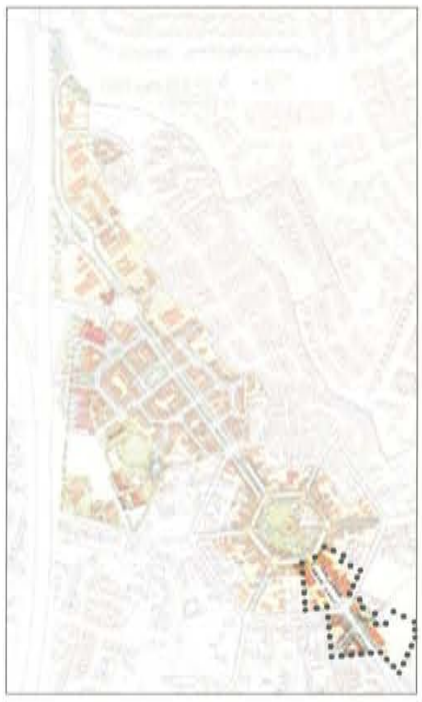
Key

A Cotati Creek

B Inn of the Beginning

Left:
A variety of buildings and activities will enhance downtown Cotati's historic character

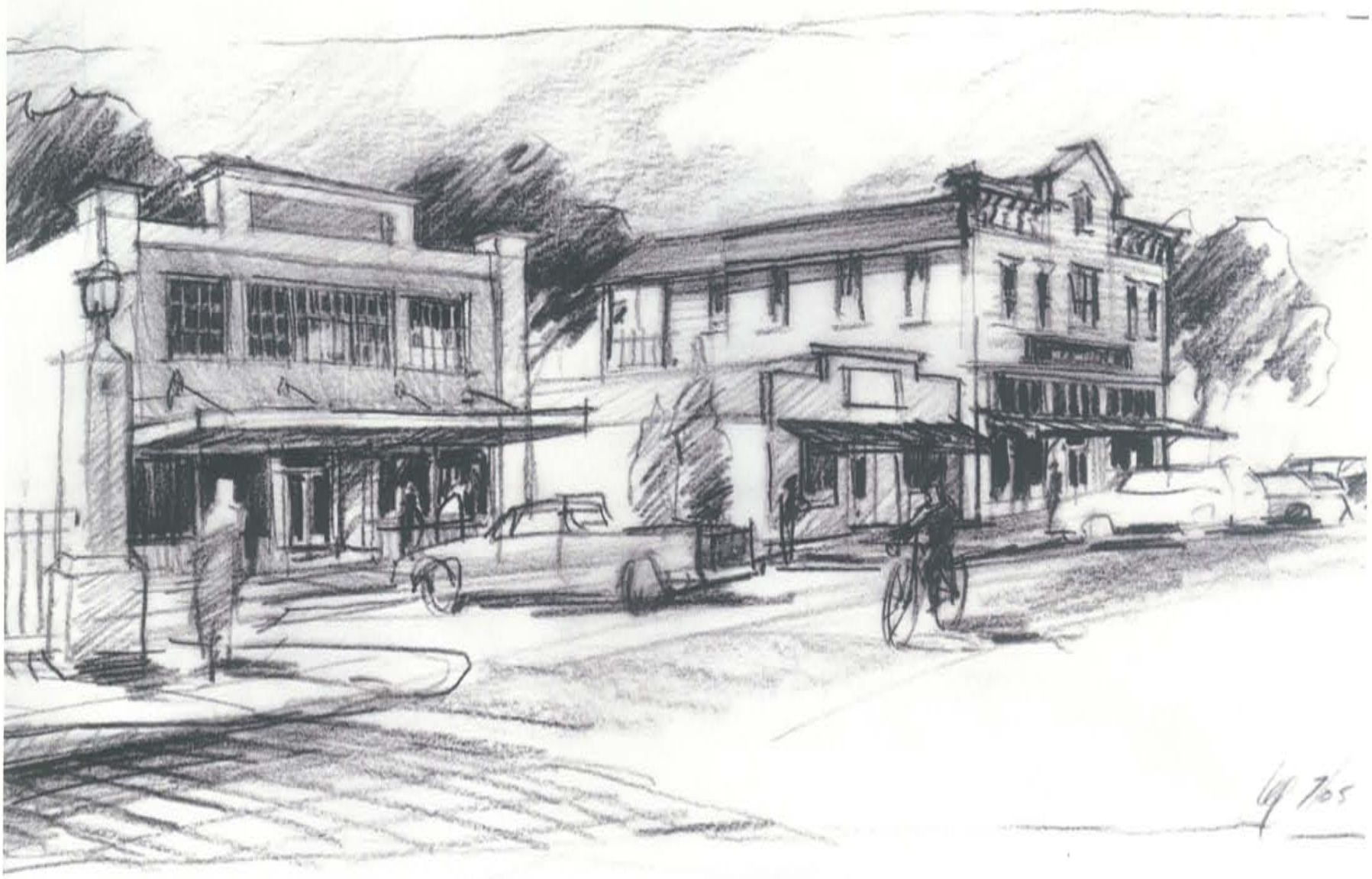
Below:
Buildings engage pedestrians through storefront display



Key and Key Plan

- District Boundary
- Existing Buildings anticipated to remain
- New Infill Development (incl. relocated buildings)
- Buildings outside of Plan Area
- Existing or Potential Open Space

The historic core receives limited new development and emphasizes restoration and renovation consistent with its existing scale



Proposed historic core restoration and infill

Preservation and Restoration

Along with providing for new investment and development in the Historic Core, maximizing Cotati's heritage and its physical assets is paramount to the revitalization of Downtown and to the spirit of the community as a whole. For example, several fine and important buildings exist in the plan area that have been compromised in a number of ways, ranging from the minor to the substantial. The need to, and benefit from, restoring such buildings to their former visual appearance and integrity or improving later buildings is fundamental to inspire the appropriate type of new development that Cotati deserves.

The buildings identified on pages 1:9 and 1:10 comprise Cotati's overall collection of such important resources. Within the plan boundaries, there are at least 8 such buildings that need preservation and/or restoration attention. Some of these buildings are found along the Historic Core's Old Redwood Highway frontage. Their renewal will generate a sense of pride and identity that the citizens of Cotati clearly desire.

above right:
The existing condition along Old Redwood Highway before the project as proposed at top

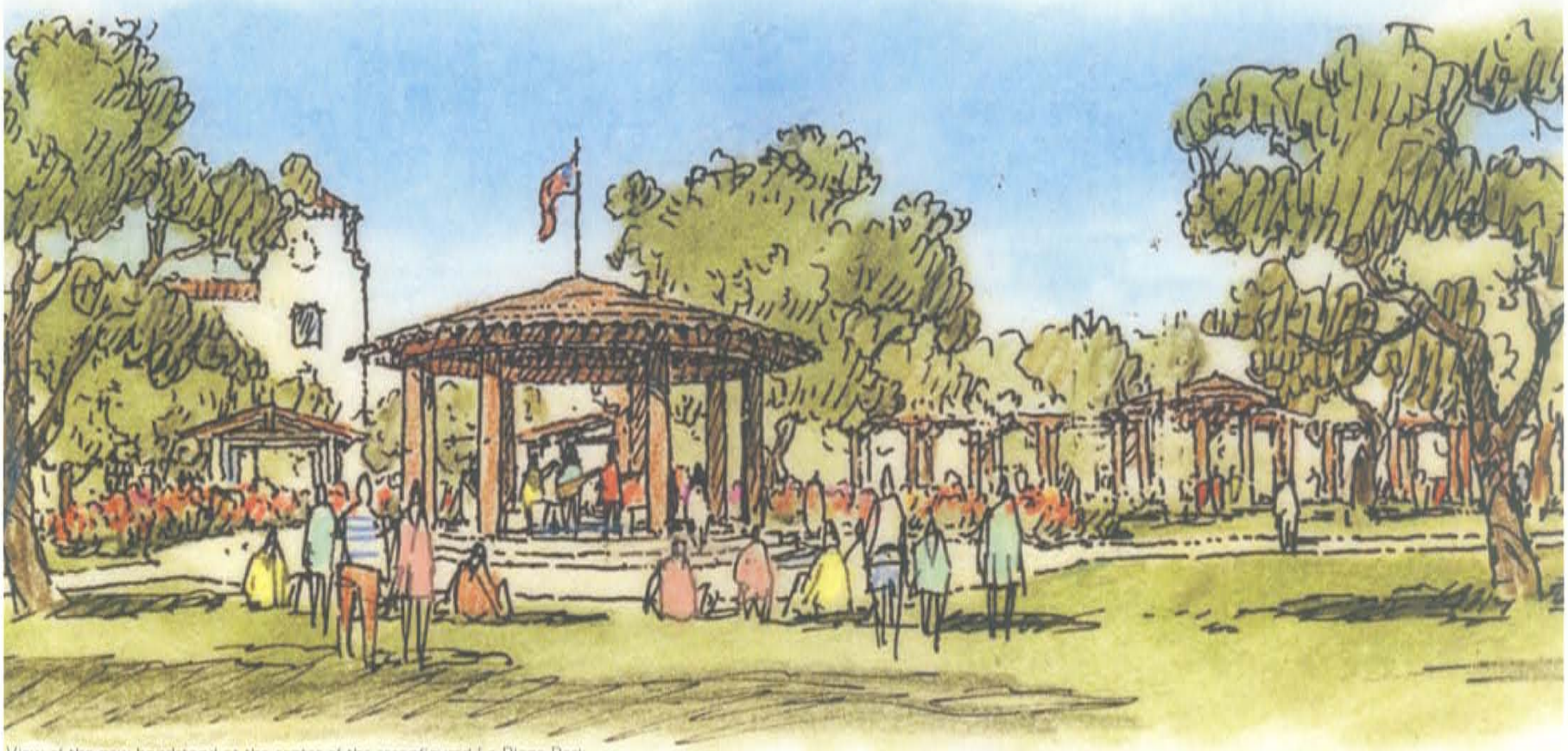
right:
Existing, set-back, blank facade along Old Redwood Highway

Cotati Inn c. 1932

Cotati Inn c. 2005 Restoration can also be limited in scope such as with historic signage

left:
Existing Exchange Bank along Old Redwood Highway with unnecessarily small windows that minimize visibility and interaction with the street

below: Proposed renovation activates the sidewalk with more visible entry.



View of the new bandstand at the center of the reconfigured La Plaza Park

2.1.020 - La Plaza Park

Objectives - As established in the revitalization strategy (pg. 1:15), the following objectives are set forth for the La Plaza Park area of the plan:

LP-1. Maintain La Plaza Park as the civic focus for Cotati.

LP-2. Plan development and infrastructure to accommodate a unified La Plaza Park

LP-3. Over time, as financing and development allow, reconfigure La Plaza Park to maximize and enhance use.

LP-4. Accommodate community-wide circulation while maintaining the village-scale context of the La Plaza Park area;

LP-5. Enhance bicycle and pedestrian circulation and access.

LP-6. Reactivate the hub with housing & office over commercial

LP-7. Enhance public parking

This area of the plan is described in two parts: A) the actual subject of La Plaza Park itself and, B) the development surrounding and framing the hexagonal park.

A. - La Plaza Park

Plan - Central to the plan is the transformation of La Plaza Park into a substantial and highly noticeable community focal point. Such a transformation will regenerate the central place in Cotati long ago lost to the automobile. The reconfigured park would become the enhanced centerpiece of the active and people-oriented place that links the historic core with the new development in the Northern Gateway. The unified 3.75-acre park is defined by calmed, one-way streets with parallel parking adjacent to the park and diagonal parking along the outside edge of the one-way streets. This new configuration would produce an environment that enables pedestrian and cyclist traffic while efficiently and safely moving vehicular traffic through the downtown.

Several different but related areas and functions are envisioned for the new space. On the north, a large lawn facing a central bandstand would provide for formal and informal outdoor events such as concerts and picnics. The bandstand would accommodate live performances in a circular plaza or in the large lawn. The circular plaza could be framed by rose gardens that create an intimate area within the large hexagonal space while providing visual separation and definition from the fire station immediately to the east. Along the southwest edges of the park, it is envisioned that a Farmer's Market arbor would provide a permanent place for this seasonal feature while terminating the view into the park from West Sierra Avenue. The south approach along Old Redwood Highway would be framed by two open pavillions that provide pedestrian access to a small playground. The northeast area is envisioned to retain the fire station, improving its relationship with the park while not affecting its function.

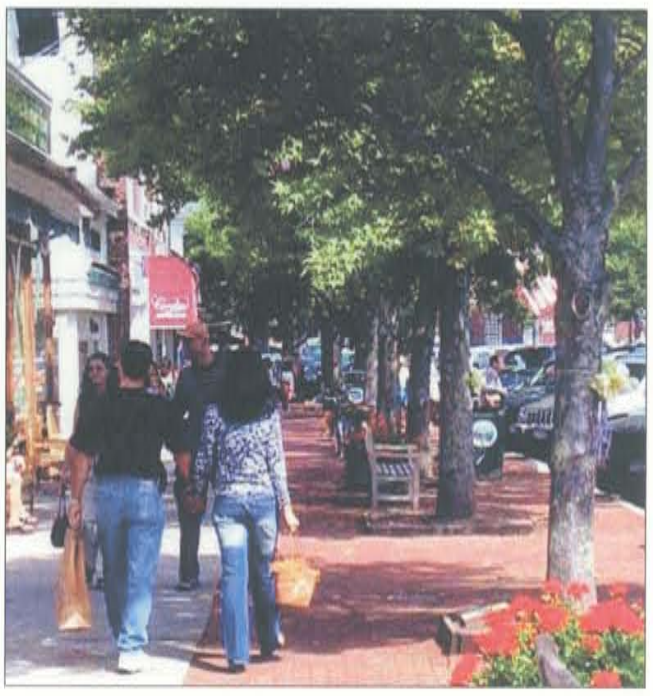
At the edges of the original, 1892 hexagon plan, the streetscape would be enhanced by wide sidewalks adjacent to existing and future buildings. These wide walks enable potential outdoor extensions for the variety of ground floor uses, further defining La Plaza Park. Along the inner edge of the park, a similarly wide walk would promote liesurely strolling while reminding motorists of the presence of pedestrians and cyclists.

Clear, pedestrian and cyclist-friendly access to and from La Plaza Park

Pavillions for temporary uses

Key

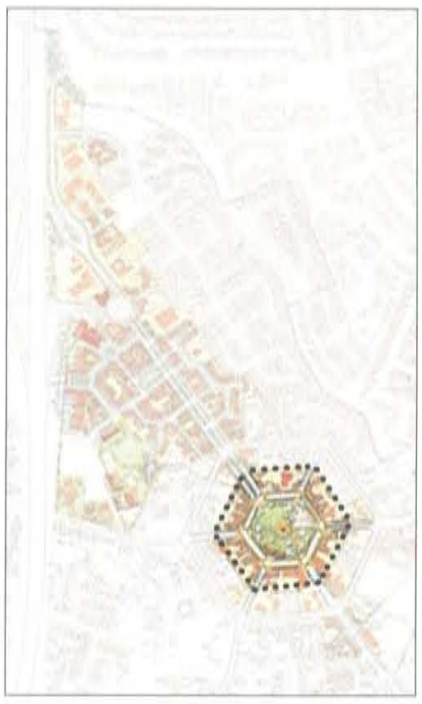
- A Promenade along La Plaza Street
- B Promenade along Park Edge
- C Lawn for Activities and Concerts
- D Bandstand and Plaza
- E Farmer's Market Vendor Arbor
- F Fire Station with new access
- G Cyclist and Pedestrian access
- H Children's Playground



Far Left:
Pedestrian and Cyclist-friendly streets and crossings

Left:
Wide sidewalk (20') along building edge of La Plaza Street to further define the park and activate the public realm

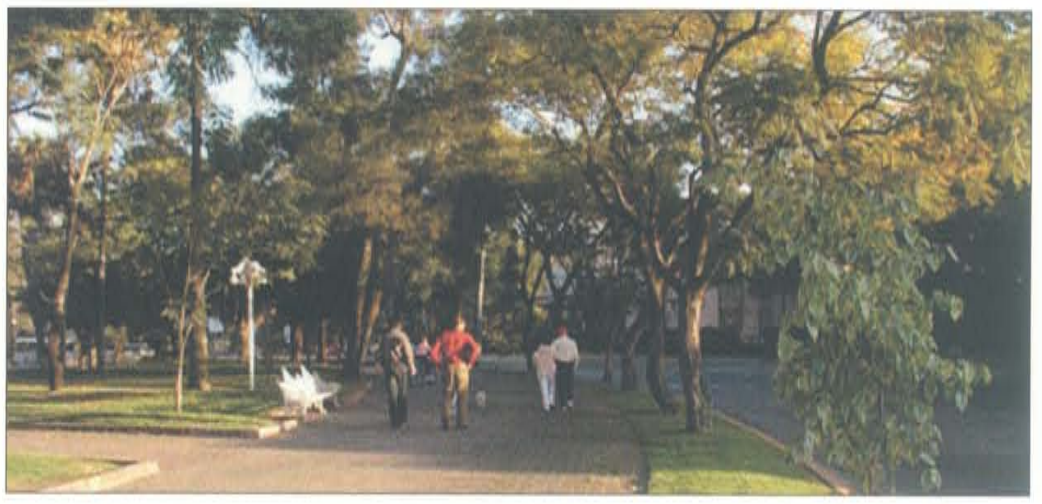
Below:
Wide sidewalk (15-20') along the park edge frames La Plaza Street and further defines the park

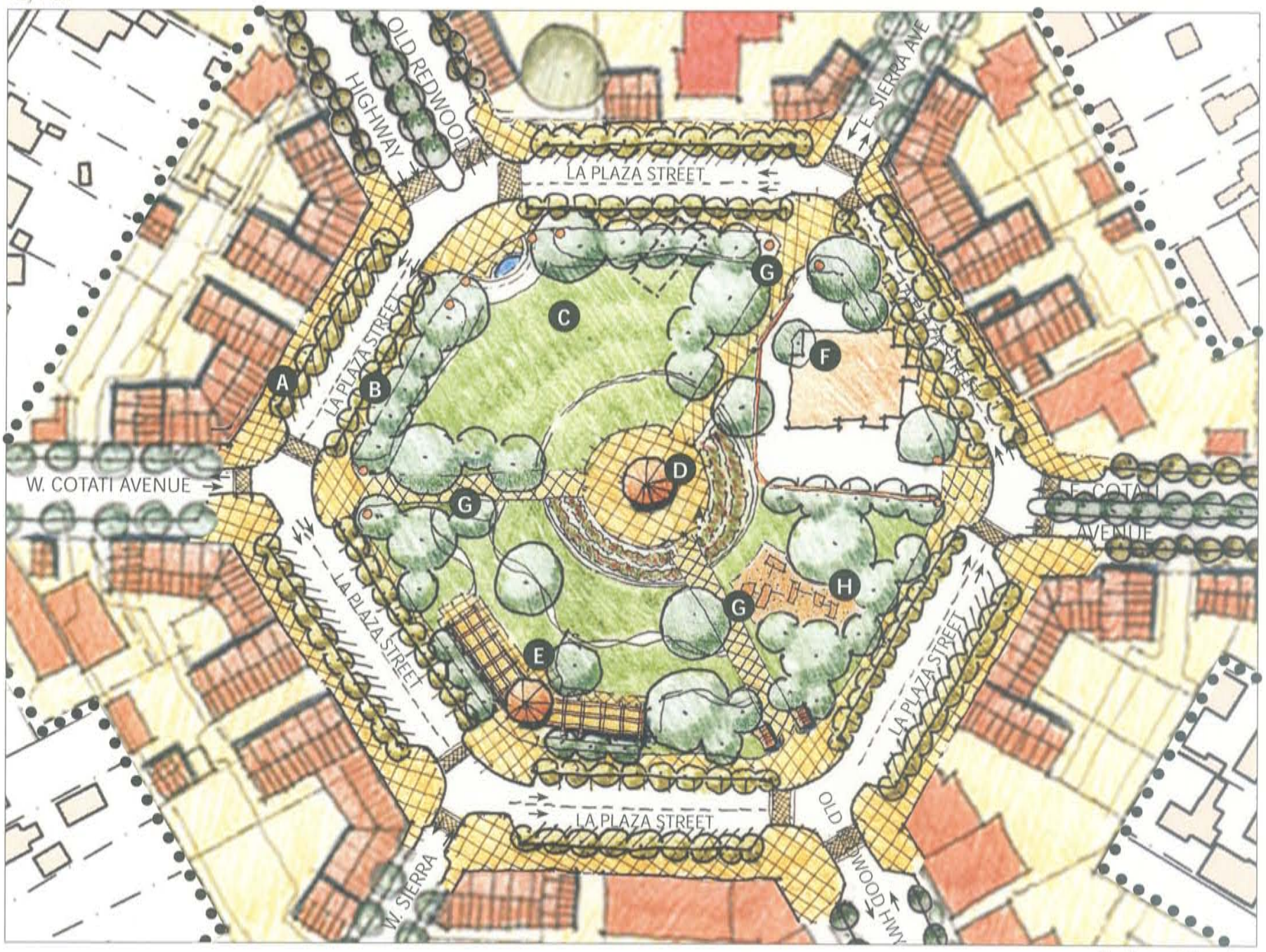


Key and Key Plan

- District Boundary
- Existing Buildings anticipated to remain
- New Infill Development (incl. relocated buildings)
- Buildings outside of Plan Area
- Existing or Potential Open Space

Key Plan





The Restored Plaza Park

A generous public realm is the setting for a variety of buildings and uses ranging from residential to offices, stores and restaurants

Two and three story development frames the park, defining its edges

B. Development around the Historic Hexagon (La Plaza)

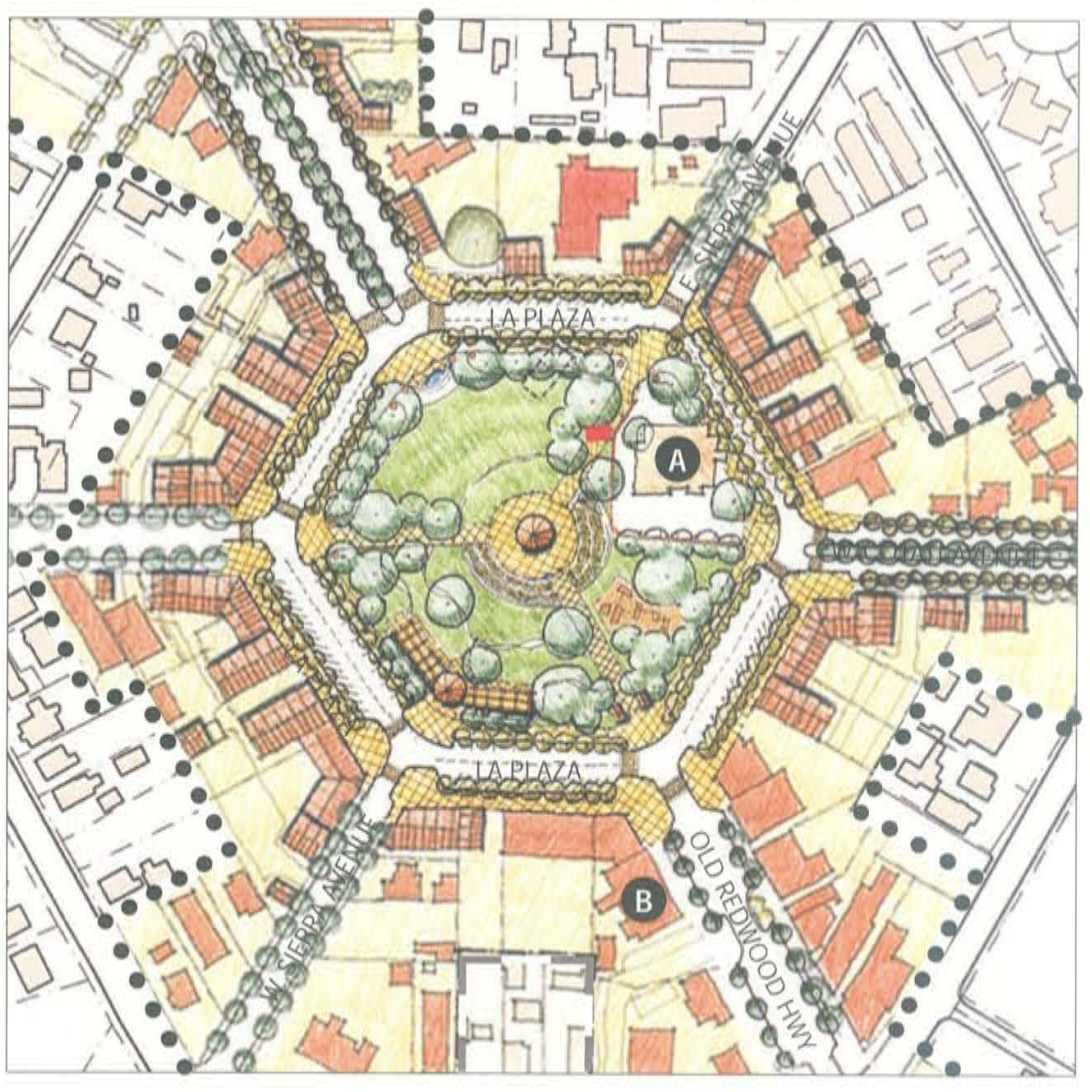
Plan - Unifying La Plaza Park combined with physically taming the streets that surround it, provide for a dramatic sense of place. A traffic-calmed La Plaza and plentiful on-street parking make travel more comfortable for pedestrians and cyclists. In response to this enhanced environment, the development at the edge of the 1892 hexagon provides for a continuous and varied public realm around the Park.

In contrast to the current condition in the perimeter of the park, the new design exposes all buildings and activity equally. This is due to the fact that the hexagon distributes the motorists, pedestrians and cyclists around the hexagon.

Generally, buildings are 2-3 stories in height and are between the intensity of the Historic Core and the Northern Gateway in terms of massing. The ground floors are commercial, allowing retail and office uses with office and/or housing above. Because of the uniqueness of La Plaza Park, buildings are allowed to have a more residential character provided that the appropriate setbacks and frontage types emphasize the commercial nature of the place. Parking is in the rear of parcels and is encouraged to be shared to maximize its benefit to businesses.

The Streetscape is generous as it defines the physical edge of this unique, community-wide feature. Sidewalks and plantings are up to 20 feet wide, encouraging businesses and restaurants to engage pedestrians through outdoor activity. Along the segment of La Plaza Street adjacent to the fire station, the sidewalks are approximately 12 feet wide with parallel parking.

Pedestrian character along the sidewalk

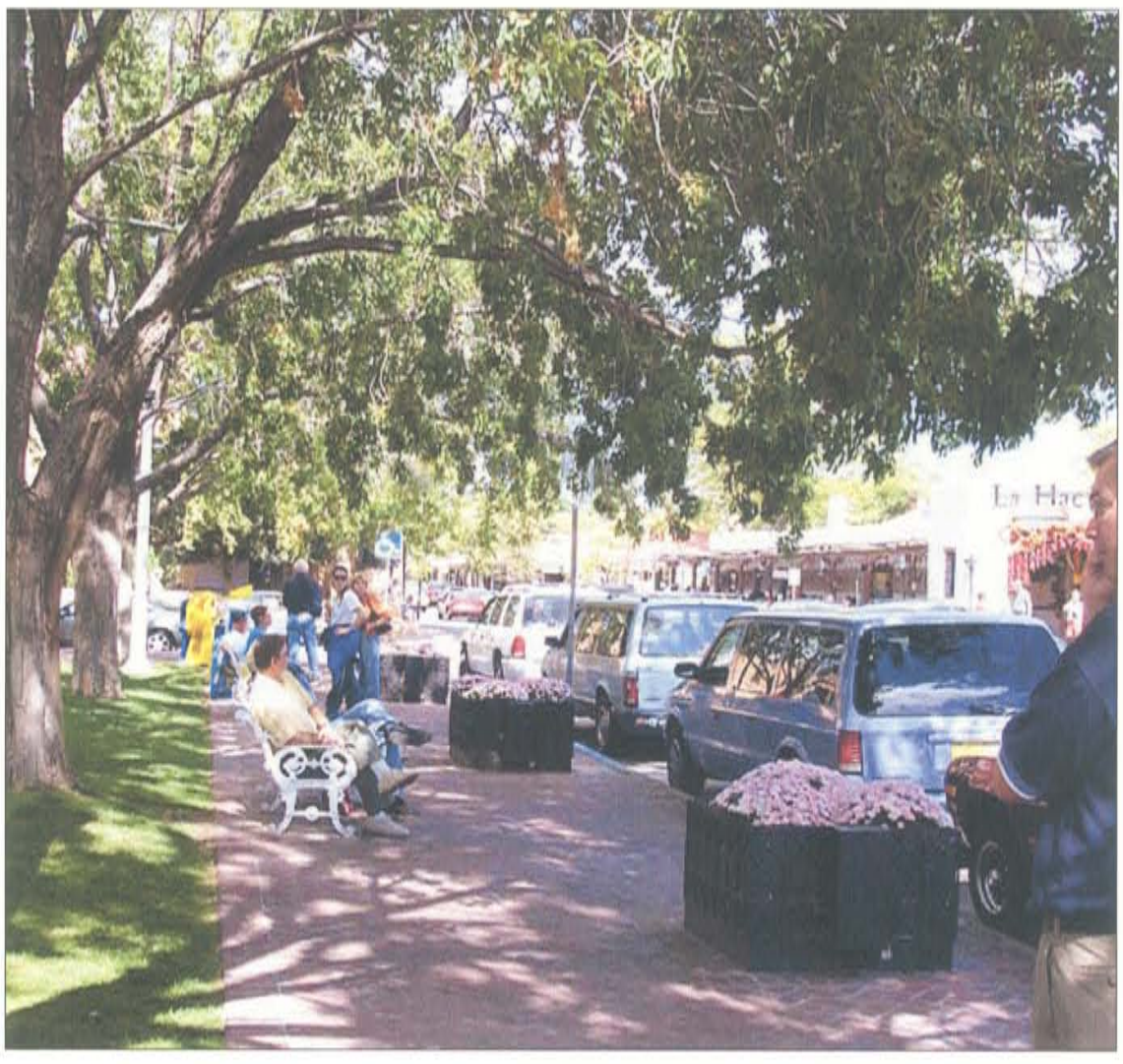


Key

- A — Fire Station with new access
- B — Inn of the Beginning
- District Boundary
- Existing Buildings anticipated to remain
- New Infill Development (incl. relocated buildings)
- Buildings outside of Plan Area
- Existing or Potential Open Space

Above:
Mixed-Use buildings along La Plaza Street with residential or office above commercial.

Above:
2 to 3-story Mixed-Use buildings along La Plaza Street providing sensitively scaled backdrop for La Plaza Park.



Left:
La Plaza Street physically and visually connects the buildings along the perimeter of the park with the park itself

A commercial street off of Old Redwood Highway

2.1.030 - Northern Gateway Area

Objectives - As established in the revitalization strategy (pg. 1:15), the following objective applies to this area of the plan:

NG-1. Transform underutilized land into mixed-use district.

NG-2. Reconfigure Old Redwood Highway into a vibrant, mixed use, multi-modal and beautiful urban street.

NG-3. Provide a variety of open space.

NG-4. Provide a variety of housing.

NG-5. Provide pedestrian-oriented retail in mixed-use buildings.

NG-6. Require 'park-once' system of shared parking.

This area of the plan is described in three parts: A) the actual subject of Old Redwood Highway North, B) Northern Gateway, and C) Civic Buildings

A. Old Redwood Highway North

Plan - Old Redwood Highway becomes a more urban version of the purposeful and important thoroughfare it was prior to 1955 and the arrival of the 101 freeway. The existing 118 feet of right of way which caters primarily to automobiles, is reconfigured into a beautiful 4-lane, 25 mile per hour boulevard. Twelve foot-wide sidewalks with trees to buffer the mixed use buildings that line its edges.

Reducing the visual width of the roadway is an 18 foot-wide wide median with large trees. The trees on the median and sidewalks combine to generate a canopy of great expanse that will both provide relief from the heat of the summer and will become, over time, a signature identity for the City of Cotati.

Cyclists are accomodated either in the travel way or in the dedicated five foot-wide bikeway that takes cyclists north and south through the downtown.

Buildings are mixed in use with up to two stories of housing above ground floor commercial uses.

Variety of building types and styles

An active and inviting public realm

right:
Existing car-dominated conditions along Old Redwood Highway

Key

A Village Square

B Wetlands Interpretive Center

Right:
Mixed-use buildings along a commercial street with wide sidewalks and diagonal parking both enliven the streetscape and tame traffic in support of commercial activity.

Above:
2 and 3 story mixed use buildings shape the public realm and activate the sidewalks

Left:
Old Redwood Highway connects the historic core, La Plaza, and the Northern Gateway. A major vehicular route is transformed into a beautiful and active public place for mixed use development, and a traffic-calmed thoroughfare for the benefit of pedestrians and cyclists. Note: Gravenstein and Old Redwood Highway intersection will be controlled with configurations other than a roundabout subject to the EIR for the Specific Plan.

Key and Key Plan

- District Boundary
- Existing Buildings anticipated to remain
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- Buildings outside of Plan Area
- Existing or Potential Open Space

3-story, mixed use buildings fronting the public square

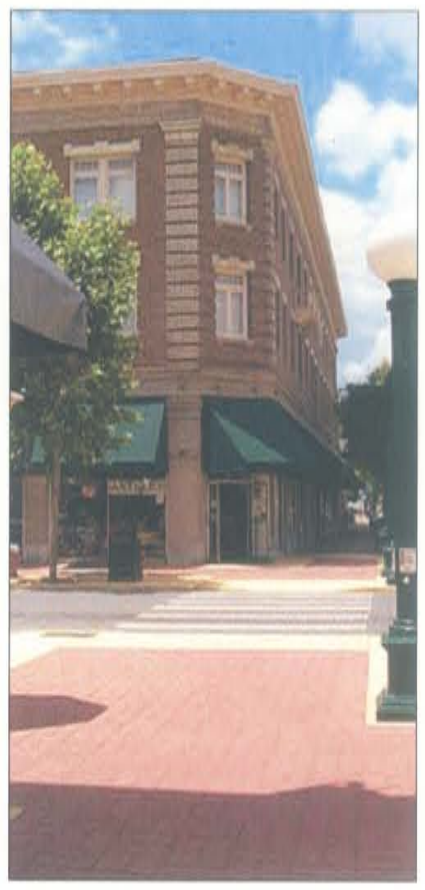
B. Northern Gateway

Plan - This new place in Downtown Cotati becomes a 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 shall be provided through a combination of on-street and off-street parking.

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. The Northern Gateway serves as a good location for overnight accomodations in combination with ground floor commercial.

Above:
3 story mixed-use building

Below Left:
Village-scale 2 and 3-story buildings with varied massing activate new residential and mixed-use streets



Key

A Village Square

B Reconfigured Old Redwood Highway

Note: Gravenstein and Old Redwood Highway intersection will be controlled with configurations other than a roundabout.

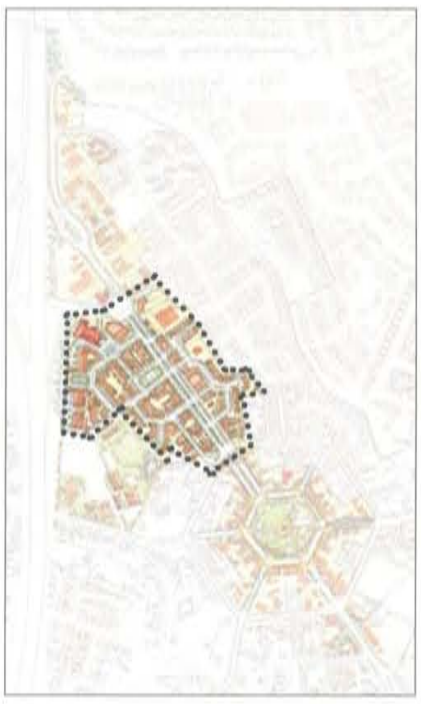
Above:
A liner building concealing a park-once public garage and simultaneously activating the streetscape.

C. Civic Buildings

Civic Buildings provide the added dimension of public life in the community that goes beyond shopping or visiting restaurants. The Northern Gateway area is large enough to accommodate civic buildings should the opportunity present itself. All civic buildings should be unique and distinguishable from the 'background' buildings that comprise the downtown and community. To this end, civic buildings should have an image not to be confused with that of retail, office or housing.

Performing Arts Theater - Due to its relatively larger size, the Northern Gateway serves as the potential location for larger civic buildings. In particular, the area has the potential to accommodate a Performing Arts Center to promote the arts and diversify the range of activities in downtown. Such a building should be visible from U.S. 101, with it's entry off of a pedestrian-scaled plaza providing a high sense of civic presence. Activities could include live theater, school productions and the like, making this center a community resource located in downtown.

Other Civic Buildings - A variety of civic buildings in use, program and size would benefit the community by further enhancing downtown in a manner that is not strictly commercial. Such uses could be a library, community meeting hall, educational facilities, etc. In recent practice, civic buildings have been combined with commercial buildings by providing a civic appearance to the building along with a civic presence and entry off of the street, with the civic use on the upper floor(s). This allows a very practical way for a civic use to find its way into a prominent site or location that would otherwise be used for commercial purposes.



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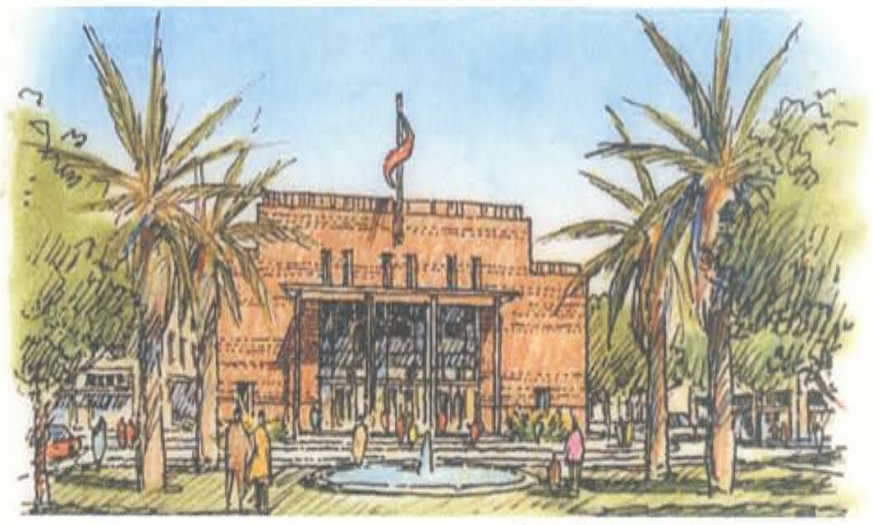


Above: Performing Arts Center on plaza

Above: The Northern Gateway provides for a variety of development including urban hotels

2.1.040 - Commerce Avenue

Objectives - As established in the revitalization strategy (pg. 1:14), the following objectives are set forth for the Commerce Avenue area of the plan:

CA-1. Improve circulation and provide civic identity at intersection of Gravenstein and Old Redwood Highway.

CA-2. Define and unify streetscape in support of highway retail.

Plan - This northernmost area of the Downtown serves as a transition from the north areas of Cotati and Rohnert Park into Downtown while accommodating a more auto-oriented pattern of activities. This area responds to the fact that traffic and land uses are freeway-visible and therefore, freeway-related. The prevalent context of auto-oriented development and its lack of spatial definition presents a set of special commercial opportunities.

Proposed development and activity here is to achieve spatial definition and promote tenants serving Cotati's 'highway-oriented' needs. This is accomplished by a pattern of half of the frontage being occupied with buildings near or at the frontages and the other half of the frontage containing landscaping. On-street parking is present along the east side of the street. Development is commercial in nature although housing may be accommodated on second floors or at the rear of parcels as appropriate.

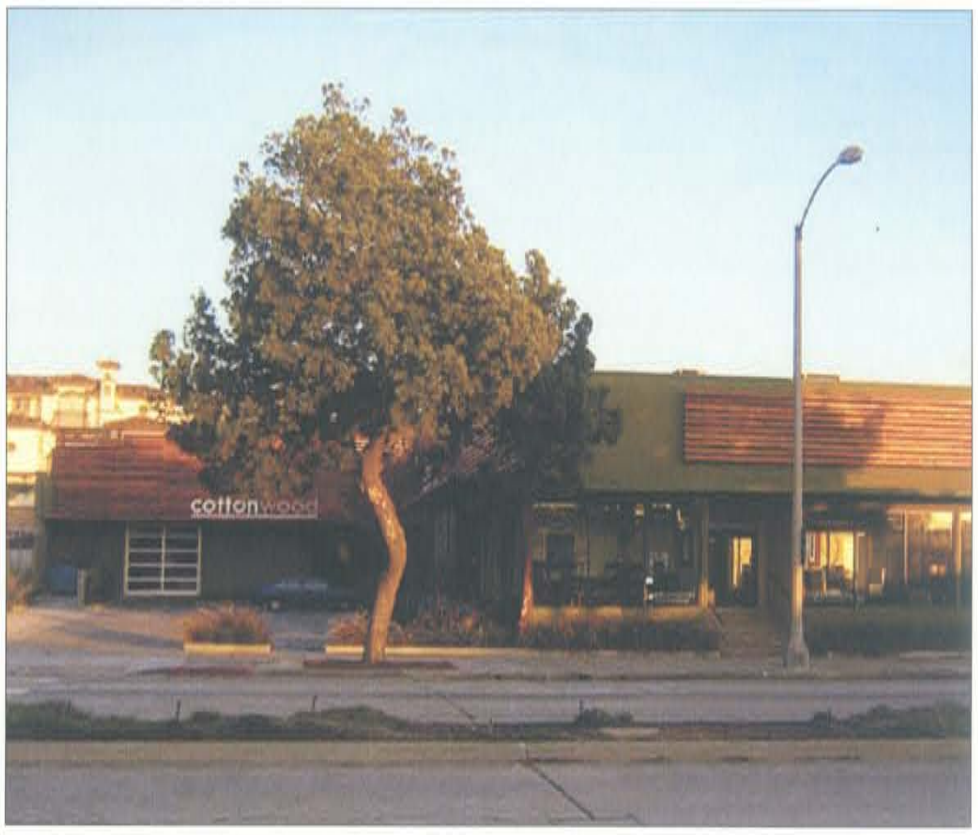
Above:
Corridors can be developed to insulate adjacent neighborhoods from heavy traffic

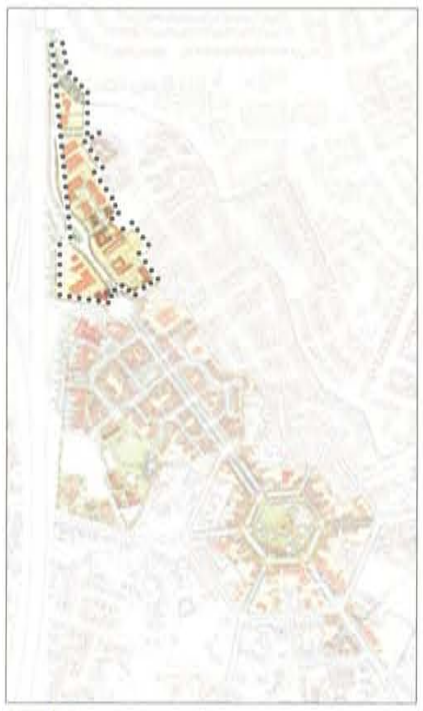
Key

A Northbound US 101 on-ramp

Left:
Businesses compatible with the heavy traffic volumes on street

Below:
Example for Commerce Avenue of auto-oriented, pedestrian-friendly development that spatially contributes to defining the public realm





Key and Key Plan

- District Boundary
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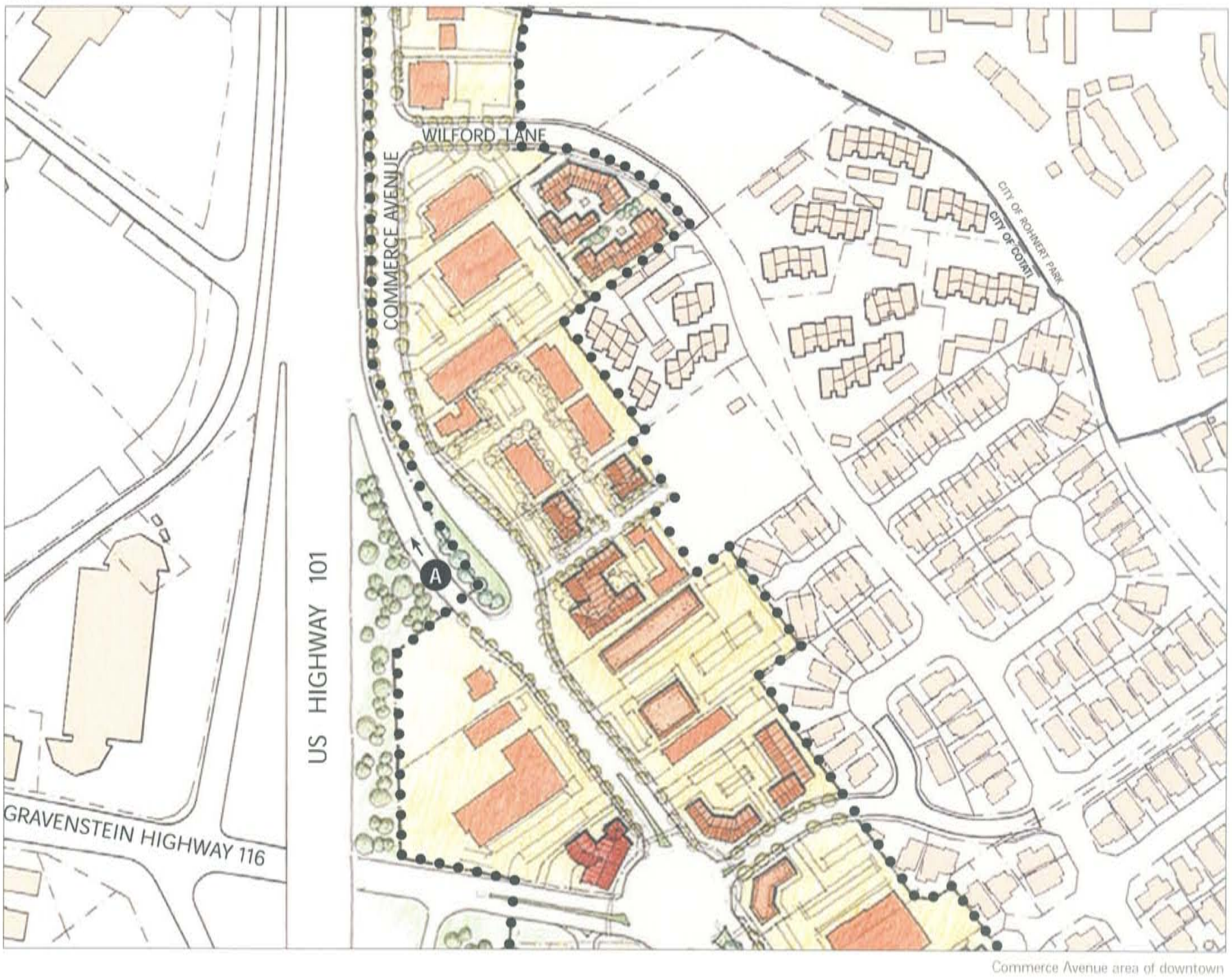
Key Plan



Commerce Avenue area of downtown

2.2 Public Facilities

2.2.010 - Circulation and Mobility Plan

The approach to mobility and transportation in Downtown Cotati is based on the time-tested practice of making an interconnected pattern of context-sensitive streets that respond to and create a positive environment for pedestrians, cyclists and automobiles. Fundamental to improving circulation and mobility is the practice of Context Sensitive Solutions (CSS). This is described below. With this foundation, the transportation plan addresses six primary subjects:

- Connectivity: Regional and Community-Wide
- Block and Street Network
- Street Design
- Parking
- Transit
- Pedestrians and Cyclists

2.2.011 - Context Sensitive Solutions (CSS)

The circulation and mobility plan for the plan area utilizes the concept of 'context sensitive' solutions and design [1]. In contrast to the conventional process of thoroughfare design, CSS intends to respond to and leverage thoroughfares into generators of place and value while maintaining safety and mobility. CSS provides the following principles, objectives and characteristics for the design and review of projects per this Specific Plan.

Principles. The following have informed the Specific Plan and apply to individual projects in plan-implementation over the plan's 20-year planning horizon. By applying CSS, the following results are anticipated:

1. satisfy a full range of stakeholders;

2. are safe for both the user and community;

3. are in harmony with the community, preserving environmental, scenic, aesthetic, historic and natural resource values of the area;

4. achieve a level of excellence in the perceptions of the area;

5. involve efficient and effective use of resources (time, budget, community);

6. are designed and built with minimal disruption to the community;

7. are seen as having added lasting value to the community

Objectives. The following objectives carry forward the above principles to create a transportation network that balances mobility, safety and walkability:

CSS-1. The network should accommodate pedestrians, bicyles, transit, freight and motor vehicles with the allocation of right-of-way on individual streets determined through CSS;

CSS-2. The larger network, including key thoroughfares should provide safe, continuous and well-designed multi-modal facilities that capitalize on development patterns and densities that make walking, transit and bicycle travel efficient and enjoyable;

CSS-3. Thoroughfare design should complement urban buildings, public spaces and landscape, as well as support the human and economic activities associated with adjacent and surrounding land uses;

CSS-4. Safety should be achieved through thoughtful consideration of user's needs and capabilities, through design consistency to meet user expectations and selection of appropriate speed and design elements;

CSS-5. Thoroughfare design should serve the activities generated by the adjacent context in terms of mobility, safety, access and place-making functions in the right-of-way. Context sensitivity sometimes requires that the design of the thoroughfare change as it passes through areas where a change in character is desired;

CSS-6. System-wide transportation capacity should be achieved using a high level of network connectivity and appropriately spaced and properly sized thoroughfares, along with capacity offered by multiple travel modes, rather by increasing the capacity of individual thoroughfares.

Characteristics. Environments that implement the above principles and objectives typically have the following characteristics:

1. Mixed land uses in close proximity one another;

2. Building entries that front directly on to the street without parking between entries and the right-of-way;

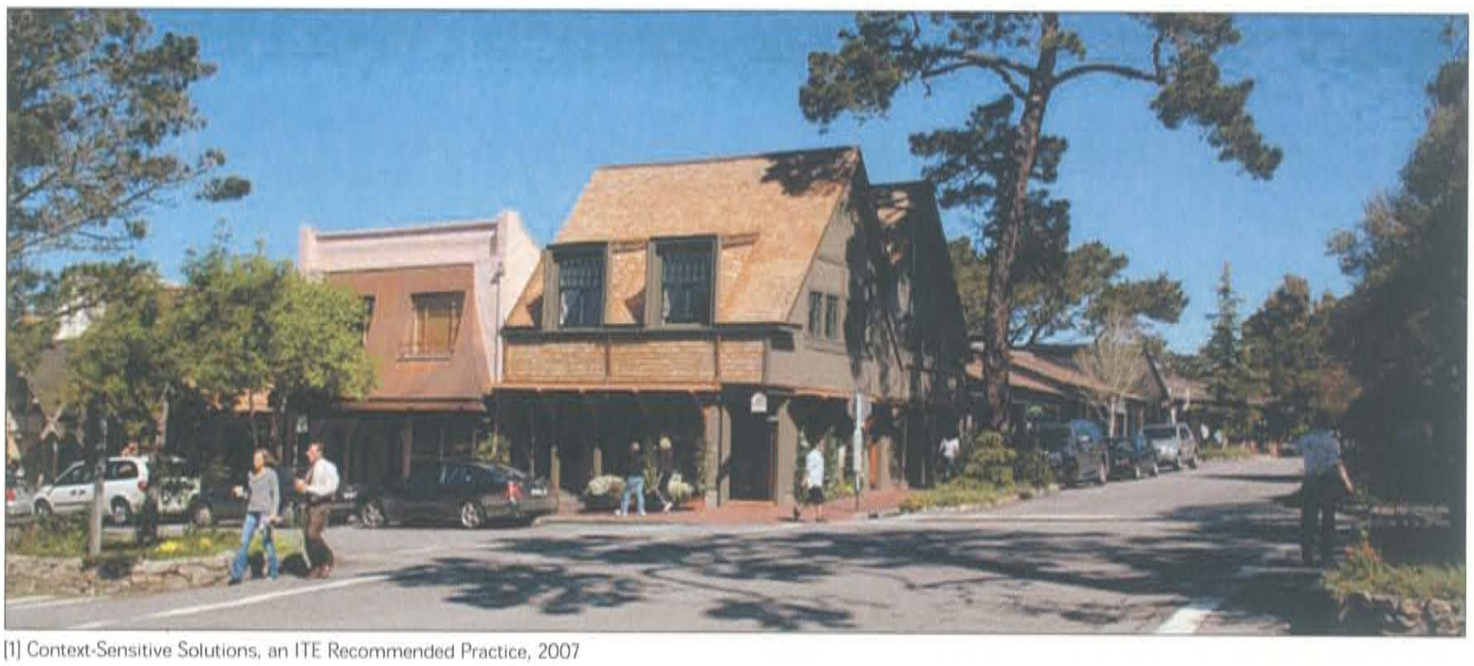
3. Building, landscape and thoroughfare design that is pedestrian-scale, providing architectural and urban design detail with size and design appreciated by persons who are traveling slowly and observing from the street level;

4. Relatively compact development;

5. A highly-connected, multimodal circulation network, with a fine 'grain' created by relatively small blocks;

6. Thoroughfares and other public spaces that contribute to 'placemaking'- the creation of unique locations that are compact, mixed-use and pedestrian/transit-oriented and have a strong civic character with lasting economic value.

The above direction allows the incremental tailoring of the plan-area's street network in a way that acknowledges its distinct but complementary role within the overall community. Further, the above information is to guide decision-making for projects that occur in the plan area.



Left:
A context-sensitive thoroughfare generating appeal and value while providing maximum connectivity and variety.

[1] Context-Sensitive Solutions, an ITE Recommended Practice, 2007

Above:
A context-sensitive thoroughfare leverages all factors involved to create or respond to the desired character while balancing the needs of motorists with pedestrians and cyclists.

2.2.012 - Connectivity

Regional and Community-Wide Connectivity

The plan area spans between the previous regional highway, Old Redwood Highway, and the current regional freeway, US 101. The plan area seeks to integrate itself with the community and meaningfully add to the city by acknowledging its regional and community-wide responsibilities as well as a variety of plan-area conditions and needs.

As such, the circulation strategy that enables downtown to become the exciting place envisioned by the community enhances the hexagon and accomodates regional traffic. This is accomplished by slowing down the traffic while improving flow through the reconfiguration of La Plaza Park. Currently, regional traffic uses Old Redwood Highway as a speedy bypass for US 101 and a cross-county connector to the detriment of downtown Cotati and its historic Plaza. In contrast, the proposed strategy reclaims La Plaza Park for Cotati by making a significant place that regional traffic must now acknowledge, respect and ultimately, be encouraged to visit. By feeding Old Redwood Highway and downtown with this slower traffic, the coordinated system of interconnected corridors and varying local streets enables downtown to become energized by traffic that is already in the area. At the pedestrian level, the needs of the physicaly challenged are incorporated into plan-designs.

Connectivity Objectives. Connectivity is achieved through;

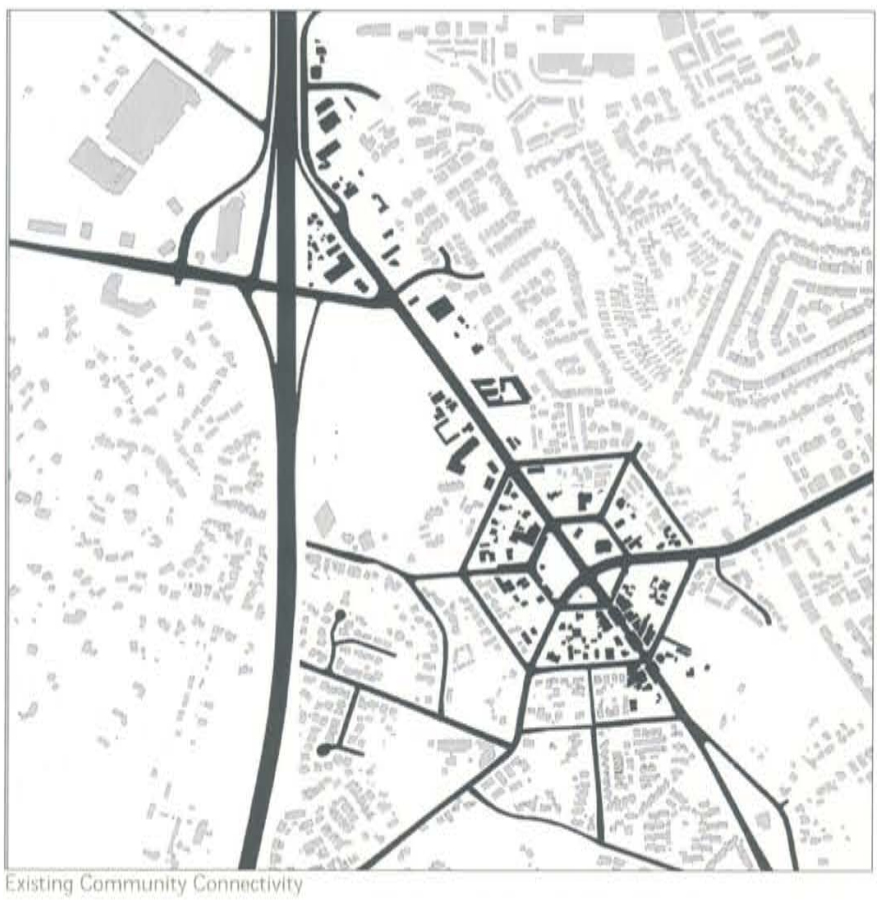
C-1. Dispersal, rather than concentration, of traffic and access to produce safer streets and multiple routes to reach destinations;

C-2. A hierarchical network of context-sensitive streets to produce the fundamental variety of context that generates substantial opportunities for incorporating transit and realizing varied building types, open space types and streetscapes;

C-3. Applying 'context sensitive' design throughout the block and street network

C-4. Configuring street sections to the desired context of the particular segments through which they pass.

Left and Bottom Row:
Aerial view of the plan area as it exists with two, corresponding diagrams below at the same scale to illustrate existing and proposed connections.



Existing Community Connectivity

Proposed Community Connectivity

– – – Main areas of improved connectivity

2.2.013 - Block and Street Network

Blocks and streets form the palette upon which the individual buildings, streetscapes and open spaces will be realized. This palette profoundly influences every aspect of a place from such widely ranging topics as traffic, walkability, variety, economics, livability and the image and appeal of the overall place. In support of the above, the plan's network of blocks and streets completes the original 1892 pattern from the town's platting around La Plaza Park, supported by the following policies.

Block and Street Network Objectives. The network shall:

BSN-1. Consist of streets that front and contextually respond to the various blocks throughout the plan area;

BSN-2. Be hierarchical, composed of blocks sized for pedestrians defined by various street types, with their widths calibrated to the building types and uses that each is meant to service;

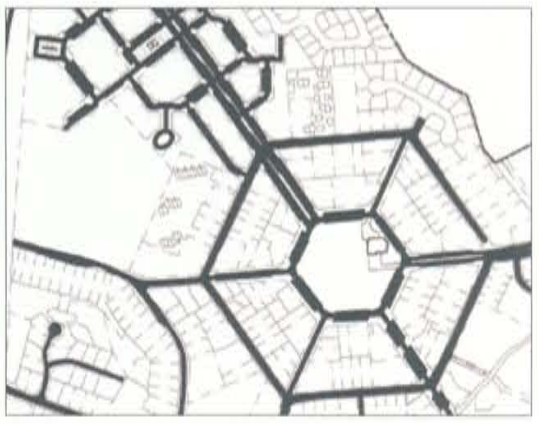
BSN-3. Use the minimum width practical for each thoroughfare;

BSN-4. Be interconnected, providing for a variety of alternative paths of movement throughout the plan area;

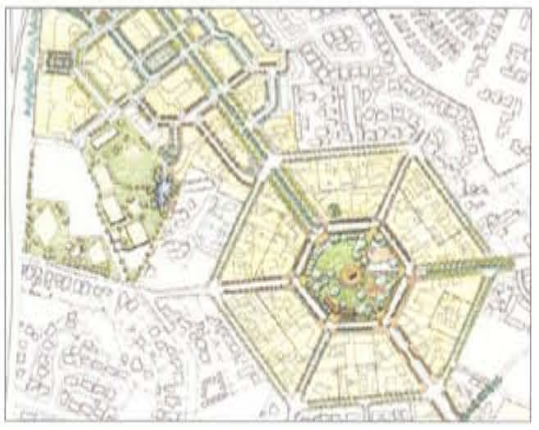
BSN-5. Include carefully calibrated standards for each thoroughfare to establish the individual sense of enclosure and contribute to the character and place within each neighborhood and the overall plan;

BSN-6. Feature strategically located shifts in the alignment of certain streets that coincide with the particular role and speed of the associated streets. This effectively calms traffic without the need for post-construction interventions and it enhances the sense of place through unique positioning of buildings in these situations;

BSN-7. Be varied in design, as individual thoroughfares are incorporated into specific zones within the plan, and assigned character according to intensity and use.



Component 1:
Blocks and Streets

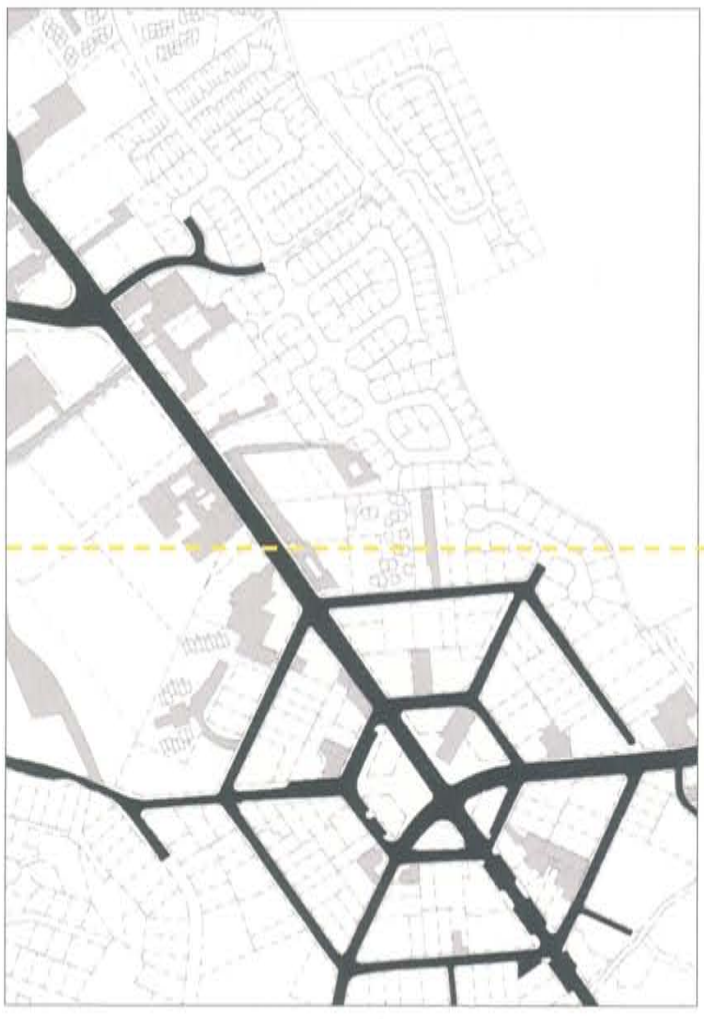


Component 2:
Streetscapes and Open Spaces

Component 3:
Lots and Buildings

Relationship of Rights-of-way to Buildings

Below:
Figure of existing blocks, rights-of-way and pavement in the plan area



NOn Pedestrian-friendly blocks:

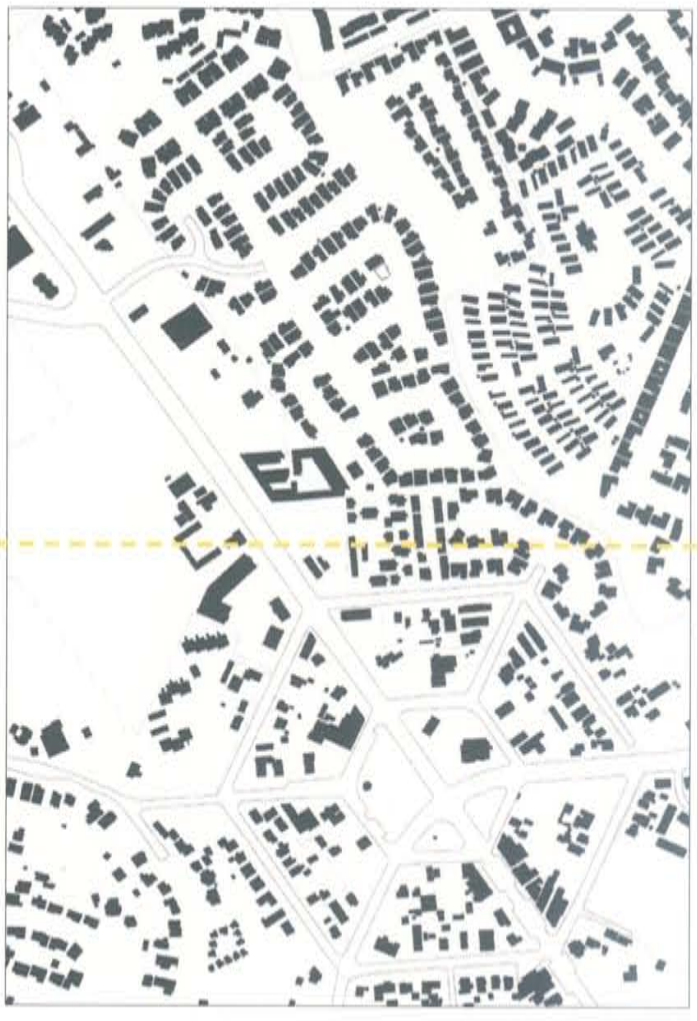
This portion of the plan area is composed of mega-blocks. This produces an environment of overly large buildings and vehicular-scaled blocks. This environment results in a non pedestrian-oriented environment.

Pedestrian-friendly(Walkable) blocks:

The pattern and choices for vehicular and pedestrian access are many in this part of the plan area due to short blocks.

The shorter block size contributes to more circulation choices as well as responsive, individual buildings, resulting in a pedestrian scale environment.

Below:
Figure of existing buildings in the plan area.



2.2.014 - Street Design

Street design in the plan area utilizes three fundamental concepts to produce a varied, interconnected and context-sensitive network of streets: Context-Sensitive Design, Pedestrian-First, and Complete Streets.

Context-Sensitive Design [1]. As described in section 2.2.1, this concept works from the perspective that there is a direct relationship between a street and its effect on generating context and, that streets are much more than conveyors of vehicular traffic.

Pedestrian-first [2]. This concept establishes pedestrian movement (including cyclists) as the most important ingredient in the design of traditional urban places. Most will likely arrive at the plan area in wheeled vehicles, but at some point they will become pedestrians, who move at no more than four miles per hour. As pedestrians, they need to circulate safely and conveniently to their destination. For example, conventional, wide streets and arterials are typically very uninviting and potentially unsafe for pedestrians and cyclists because cars travelling faster require greater braking distance. In contrast, narrower streets whose turning radii are reduced, encourage pedestrians and cyclists because such streets tend to slow vehicles to make people feel safer and more comfortable.

Complete Streets [2]. The needs of pedestrians and cyclists are elevated to a state of balance with other modes of transportation within all right-of-ways of residential and commercial thoroughfares, as appropriate. As walking and choices increase, so does the livability and economic vitality of a place. Expanded options for movement through the city, whether walking, cycling, or driving, enhance the vitality of the streets as well. All these elements combine to create a much higher trip quality regardless of the mode.

By applying the above approach, the result is that proper street design is a significant determinant in creating a vibrant, pedestrian-oriented public realm that accommodates vehicular needs. To carry this forward, detailed street design standards in Chapter 3 aim to appropriately slow traffic within the plan area while allowing for the smooth operation of emergency vehicles and keeping the same capacity for long-term vehicular flow.

Street Design Objectives.

SD-1. Limit lane widths in order to calm traffic;

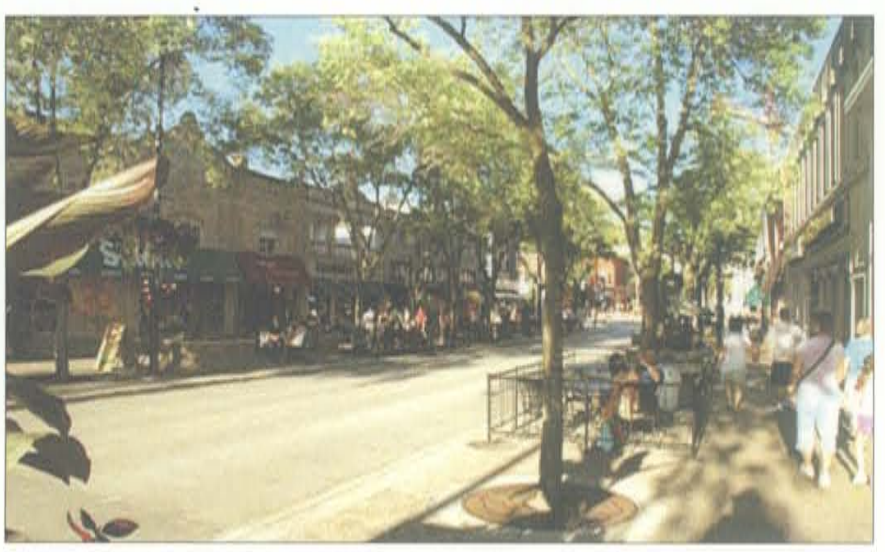
SD-2. On-street parking to maximize frontage/mobility options;

SD-3. Tight curb radii to calm traffic and improve walkability;

SD-4. Narrow street crossings to calm traffic and improve walkability;

SD-5. Ample sidewalks and generous streetscapes to maximize appeal and usefulness;

SD-6. Compatible downcast lighting that is effective for commerce, pedestrians, and cyclists.



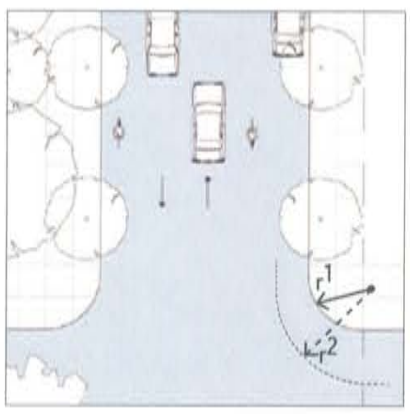
Above and Right:
A variety of commercial and mixed-use streets fully leverage main street and corridor types of environments.

Bottom Row:
A variety of residentially-oriented streets respond to an enable contextual variety in the circulation system and in the built environment.

Curb Radii and their relationship to a balanced circulation system

curb radius - actual: 10 ft effective: 18 ft

curb-extensions shown:
curb radius - actual: 15 ft effective: 15-23 ft



Left:
actual (r1) versus effective (r2) curb radius

As shown at left, there is a direct relationship between an environment that balances the needs of vehicular traffic and the pedestrian/cyclist activity.

Where possible and functional, curb radii in the range of under 10 feet without curb extensions and 15 feet with curb extensions provide for inherent traffic-calming as well as shorter pedestrian crossing distances across pavement.

An important factor to consider in the design of streets is the difference between 'actual' curb radius (the physical dimensions) and 'effective' curb radius (the way that vehicles use the corner due to on-street parking, bike lanes, etc). Because of the presence of on-street parking, the route which a motorist takes around a corner is effectively modified.

[1] Context-Sensitive Solutions, an ITE Recommended Practice, 2007
[2] National Complete Streets Coalition, completestreets.org

2.2.015 - Street Network

Purpose and Intent - The overall intent of the street network is to result in a system of finely calibrated rights-of-way in balance with the needs of pedestrians, cyclists, parked cars, moving cars and streetscape. These four components of street design vary from one thoroughfare to the other, giving each of them a particular and unique architectural character. A pedestrian walking here or a driver in a car should be able to recognize where they are located at any point in time. Through a sensitively detailed set of thoroughfares, a variety of distinct and viable environments is created. Such a system allows a real place to exist while accommodating the needs of people and automobiles.

The street network is fully interconnected and geometrically rich. Streets are appropriately terminated as necessary to generate a sense of enclosure and spatial variety. From a functional perspective, the dimensional palette of streets follows the principles of street design described in section 2.2.014. Historically, older neighborhood streets are based on such principles.

For each street type used in the plan, the corresponding standards in Chapter 3 prescribe both a geometric profile as well as a performance level. The look and performance of thoroughfares can then become a powerful influence on the design of buildings within adjacent blocks and on the overall quality of life within each neighborhood and district. By utilizing this transportation framework, the community will have access to all buildings and uses within the neighborhood in a manner that supports the kind of casual social interaction that is at the heart of all great places.

Based on this plan's policies and objectives, the diagram in Chapter 3 identifies both the existing streets and modifications as well as new or realigned streets. While there are network-wide objectives and needs, the following are expressed as distinct but related for each of the four geographic areas or 'districts' in the plan area:

Street Network Objectives

• The Hexagon and La Plaza Park

SN-1. Reconfigure park within the 1892 hexagon to become a singular, cohesive place that serves the dual purpose of place-making and resolving community-wide circulation.

SN-2. Replace the existing 4-way intersection that bisects the park and dilutes the edges of the historic hexagon with evenly spaced intersections at the outer edge.

SN-3. Define the reconfigured park by one-way, 2-lane streets with on-street parking and a speed of 15 miles per hour at the perimeter of the reconfigured park.

SN-4. Improve overall circulation and the relationship between the inside perimeter of the hexagon, the new park, and the adjacent streets.

• Historic Core - This area receives primarily restorative attention through the enhancement and/or modification of existing conditions. Bicycle access, parking and streetscape are also addressed.

a. Old Redwood Highway (South of La Plaza Park)

SN-5. Maintain on-street parking and slow traffic speed.

SN-6. Remove inconsistent elements.

SN-7. Install intersection-control at the intersection of Henry/Charles.

b. East Cotati Avenue Entry

SN-8. Improve community-wide circulation while making this roadway safer by creating a community focus at La Plaza Park.

SN-9. Make this street more useable and friendly to pedestrians/cyclists.

c. West Sierra Avenue Entry

SN-10. Improve transition between the adjacent, residentially-based neighborhoods and the more intense area around La Plaza Park.

SN-11. Make this street more useable and friendly to pedestrians/cyclists.

• Northern Gateway - New blocks and streets complete Downtown's circulation system, contributing to a more interconnected street network.

a. Old Redwood Highway (North of La Plaza Park)

SN-12. Transform this major street into a memorable Downtown boulevard with landscaped median, wide/active sidewalks, on-street parking, and bike lanes.

SN-13. Utilize a design speed of 25 m.p.h. to identify the corresponding details.

b. Intersection of Old Redwood Highway at Gravenstein Highway

SN-14. Improve traffic flow for this existing 4-way intersection while contributing to the significantly enhanced life and activity along the frontage of Old Redwood Highway.

c. Intersection at William/George

SN-15. Install intersection-control for east-west access while accommodating the larger volumes on Old Redwood Highway.

• Commerce Avenue

SN-16. Unify and spatially define the streetscape and add continuous sidewalks and bike lanes.

• Bikeway Improvements

SN-17. Accommodate the full range of cyclists to and throughout Downtown. As appropriate, modify existing conditions to better meet the needs of cyclists and their varying skill levels.

• Sidewalk Improvements

SN-18. As appropriate, effectively complete the sidewalk system throughout Downtown ensuring accessibility for everyone.

Summary of Street Types used in this Specific Plan

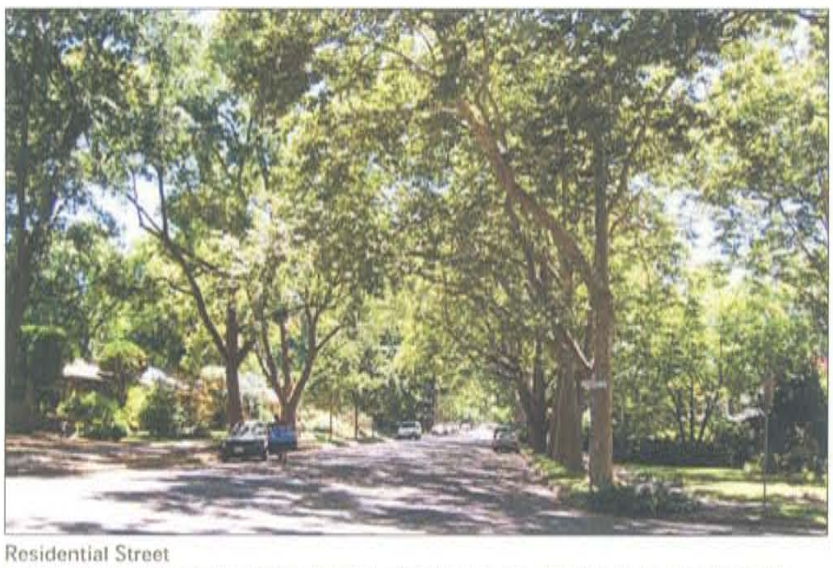
Below:
This plan utilizes a range of street types according to the location, context and need for circulation throughout Downtown Cotati. Each of the following types informs the actual street types proposed at right in the Street Network Plan and described in detail on pages 3:59-66.

Highway
A moderately-paced 2-4 lane section (sometimes with a median) with off-peak parking, typically for the longest distances as it traverses a community. Streetscapes are varied but tend toward the formal in configuration and detail.

Avenue
A moderately-paced 2 to 4-lane section (sometimes with a median) with off-peak parking, typically for longer distances, often connecting neighborhoods or districts. Streetscapes are as varied as the contexts through which the Avenue passes.

Main Street
A slow, 2-lane section with on-street (parallel or diagonal) parking, typically for 2 to 5 blocks, with a very intense and mixed-use streetscape.

Urban Street
A slow, 2-lane section with on-street parking, typically for short distances such as a few blocks, with a more intense and often a mixed use streetscape.



Residential Street
A slow, 2-lane section with on-street parking, typically for short distances such as a few blocks, with variations in streetscape per the context.

Alley
A slow, shared lane typically for short distances such as the length of a block.

2.2.016 - Parking

Fundamental to the successful development and operation of the various neighborhoods and districts is the utilization of a parking strategy distinct from current, conventional practice.

To reduce non-residential parking demand, its need for land, and to spark redevelopment, the following measures are proposed. These measures proceed in ascending order from low cost, readily implementable measures to much higher-cost measures (specifically parking garages) that will take more time and money to finance, design and realize. If revitalization proceeds rapidly, however, many of the following steps should be pursued simultaneously. This active approach to the issue of parking is at the core of successful district and neighborhood revitalization across the country. The following policies support the parking plan:

Parking Objectives

P-1. **Strategically disperse parking to serve retail.** Always available, convenient, on-street customer parking is of primary importance for retail to succeed. Short-term parking that is strictly enforced creates rapid turnover and gives the motorist a reason to stop on a whim, adding to the retailers' potential profits. Business owners and their employees must therefore relinquish the best spaces to customers at the periphery, where spaces can be less expensively provided.

P-2. **Make better use of existing parking areas and vacant lots.** Existing surface parking areas and vacant lots should be seen as able to address two fundamental needs: in the short-term, these lots will provide additional parking for the district. In the long term, these parking lots can be improved to provide for additional parking through parking garages and/or mixed-use structures.

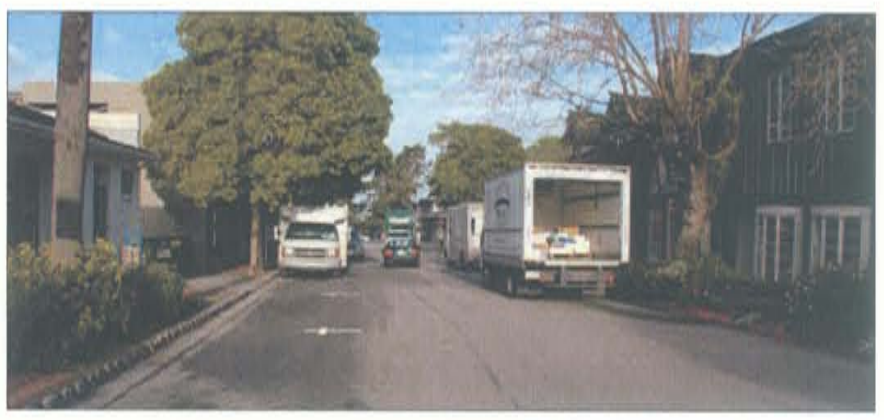
P-3. **Ensure shared parking.** Public parking should be provided in strategically placed and publicly available lots and/or garages. Parking should not be dedicated to a single building or use but rather shared between nearby uses. The District should be able to allocate parking revenues for such improvements in the plan area as parking construction and operations, streetscape improvements, transit, bicycle and pedestrian improvements, transportation demand management programs, security, street cleaning, and marketing.

P-4. **Implement transportation demand management strategies.** Providing employees with financial incentives to leave their cars at home can be substantially cheaper than the typical $125 per month cost to build and operate a new parking structure space. More than 700 employees (1) can be expected to work in the future District at build-out, so that demand management strategies serving them (and to some extent, shoppers and residents as well) can create substantial savings on parking construction costs. Here as well, the Parking Improvement District could play an important role in implementing, funding and operating programs that partner with employers to provide incentives to employees to not always use their cars. Such an approach could provide additional buying power and result in economies of scale for the many small employers in the district.

P-5. **Consider building public parking garages to augment off-street lots and on-street parking.** In the short to medium-term, surface parking, on street parking, and transportation demand management will be able to provide for the parking needs of downtown. For the long term, however, more parking may be needed. The most effective way to realize substantial amounts of parking is through garages. A combination of funding sources will be critical to the City's ability to construct garages.

Loading/Delivery and Service

The conventional method of addressing loading, delivery and service which are brief activities is to permanently designate land on private property for only such use. In observing mixed-use environments, this activity responsibly occurs during off-peak hours (typically early in the morning before customers are in the area). Additionally, the operators of loading, delivery and service vehicles need a parking space or a temporary staging area for sometimes a few minutes to longer periods in the range of an hour. Depending upon the need, these vehicles choose either the on-street parking, a lane on a slow side street or, an alley in the case of longer periods. This dynamic minimizes or eliminates the need for designated space on private property and enables valuable land, otherwise dedicated for loading, to be used for the public realm or building space. It should be noted that this plan does not prevent designated loading/delivery or service space(s) on private property.



Column at right:
Three examples of loading and delivery activity in mixed-use, village-scale environments similar to that of Downtown Cotati.

Park-Once Approach

This plan identifies the following approach for the more mixed-use districts such as the Historic Core, La Plaza and the Northern Gateway.

- **Residential Development** - All parking for dwellings is provided on-site as identified in the applicable urban standards and building type standards in Chapter 3.

- **Non-Residential Development** - All parking for commercial, office or civic uses is to be strategically dispersed in a way that maximizes its use, throughout the day and evening, allowing it to be shared by a variety of businesses and uses. Through a combination of off-street and on-street parking, the district-wide parking needs are satisfied. This approach to non-residential parking results in significant savings in daily trips and required parking spaces, for three reasons:

  Park-Once - Those arriving by car generate just two vehicle movements, parking just once, and completing multiple daily tasks on foot.

  Shared Parking Among Uses with Differing Peak Times - Spaces are efficiently shared between uses with differing peak hours, peak days, and peak seasons of parking demand (such as office, restaurant, retail, and entertainment uses), lowering the total space needed.

  Shared Parking To Spread Peak Loads - Parking supply is sized to meet average parking loads instead of the worst-case parking ratios needed for isolated suburban buildings because the common supply allows shops and offices with above-average demand to be balanced by shops and offices that have below-average demand or are temporarily vacant.

Park-Once Components: (all districts except Commerce Avenue)

Right and Below: Through a balanced combination of three parking components, commercial parking is shared for maximum efficiency and compatibility with its context.

Component 1
Off-street surface lot

Component 2a
On-street parallel

Component 2b
On-street diagonal

Component 3
Park-Once Garage

PARKING SUMMARY

Zone	Type	Existing	Proposed [a]
Commerce Ave	On-Street	0	58
	Off-Street	252	252
Sub Total		252	310
Northern Gateway	On-Street	0	375
	Off-Street	480	900
Sub Total		480	1,275
La Plaza	On-Street	110	222
	Off-Street	108	116 (incl fire station)
Sub Total		218	338
Historic Core	On-Street	50	50
	Off-Street	85	85
Sub Total		135	135
TOTAL	On-Street	160	705
TOTAL	Off-Street	925	1,353
TOTAL		**1,085**	**2,058**

[a] based on full buildout at maximum intensities for all parcels

2.2.017 - Transit, Pedestrians and Cyclists

Transit

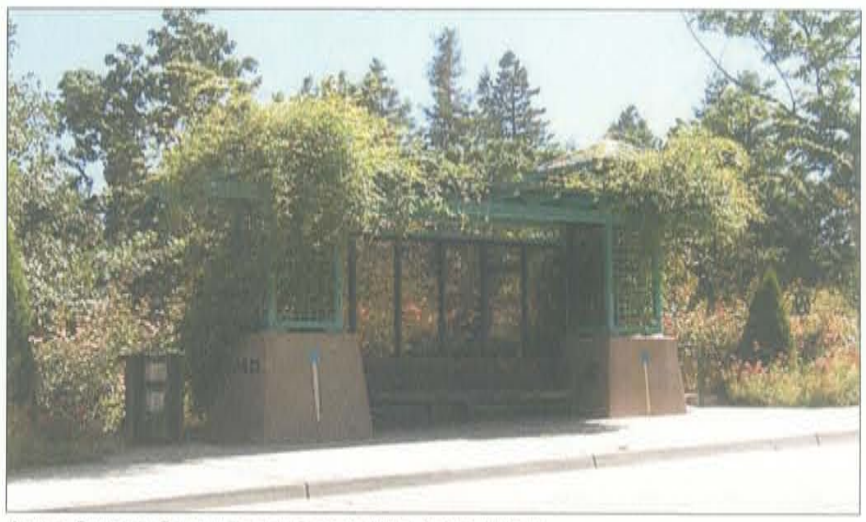
Transit is addressed in this plan to provide alternatives to single occupancy vehicle trips to and within the plan area: The following objectives inform the plan:

Transit Objectives

T-1. **Promote Transit-Oriented Housing** - As discussed later in this Specific Plan, the popularity of people wanting to live near transit will be on the rise for the foreseeable future. One of the best ways to maximize transit and its numerous benefits is to provide housing that caters to those wanting the type of lifestyle of living in a Downtown with viable transit service and the option of not having to own an automobile for daily needs. For Downtown Cotati, this is tempered by the absence of immediately accessible rail transit. Providing a population in direct proximity to the existing and planned bus stops works in much the same way and provides real benefit to the resident.

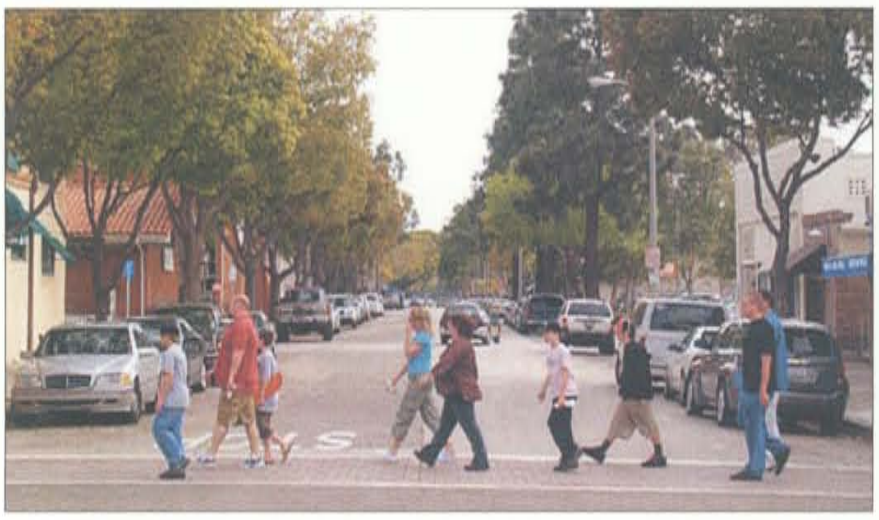
T-2. **Increase Transit Service** - Maximize the choices and routes for people to use throughout the plan area. The commitment toward providing maximum access to and from Downtown while minimizing the need to provide parking for everyone in the region is fundamental to the revitalization effort. As the Downtown creates more housing and the retail/office/restaurant space increases, the viability of increased transit service is further enhanced. Consideration should be given to the development of a transit facility in the Northern Gateway area of the plan.

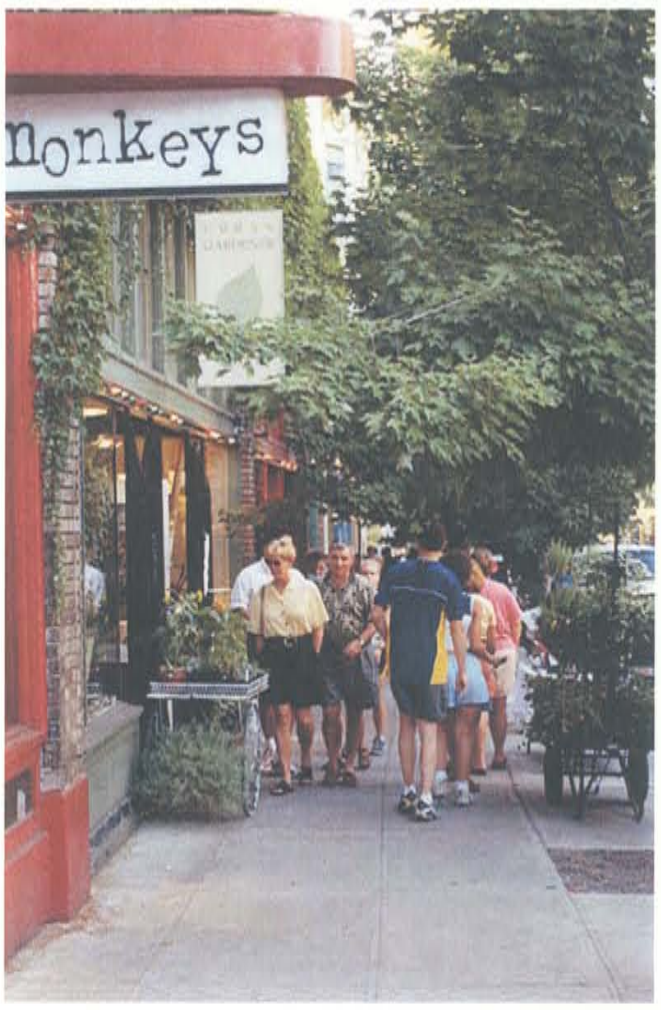
Existing bus stops are located on West Sierra Avenue near the 101 and in the southern portion of La Plaza Park near Old Redwood Highway. This Plan envisions at least two more bus stops: in the Northern Gateway and further north at the end of Commerce Avenue.



Above: Sonoma County Transit Stop on West Sierra Avenue

Below:
Access to public transportation integrated into the streetscape as seamlessly as possible for ease of use and to maintain a compatible relatiohsip with adjacent uses. Bus stops are incorporated at controlled intersections while not requiring bus turnouts. This maintains a balanced right-of-way for pedestrians.and cyclists.





Above and Right:
The plan area provides pedestrians and cyclists a variety of choices and contexts to enjoy and for moving about and within the neighborhoods and districts as well as into the center of the city.

Pedestrians and Cyclists

Balancing the needs of all modes of travel is fundamental to achieving complete streets: thoroughfares where each mode of travel is in balance with the other, forming a coherent and enjoyable public realm. Through the process of preparing this plan, the community expressed the desired objective to make the system as continuous as possible and compatible and clear for motorists, pedestrians and cyclists of all abilities. As with the pedestrian system, the bicycle system must be accompanied by a well-defined signage program aimed at affecting the behavior of motorists to acknowledge and share the road with cyclists.

The plan identifies standards and details for each of these components of the public realm as it relates to the pedestrian experience. For example, the four districts in the plan area each have their distinct character and purpose. Within each district, there are further distinctions that emphasize particular physical characteristics. These contextual distinctions need to be acknowledged when dealing with or designing details.

Pedestrians - The needs of pedestrians are at the opposite end of the spectrum from those of motorists due primarily to the difference in speed and purpose. The average pedestrian walks about 4 miles per hour and is walking to visit a store, office, restaurant, visiting or perhaps is walking to their home. At the pedestrian-scale of movement, signage is smallest and as varied as the imagination allows. To make the pedestrian comfortable throughout the plan area, sidewalk activity, storefront design and visibility, shade, places to sit and relax, and the crossing of intersections need to be appropriately addressed.

Cyclists - The needs of cyclists are in the middle of the travel-mode range between those of pedestrians and motorists. But unlike either of these other modes, within the cycling mode, there are a few levels of cyclist and their corresponding abilities. These levels determine how and what streets they tend to favor. For example, the leisure cyclist, which may include the elderly or families with small children, is most comfortable when riding in a dedicated lane for their use. Conversely, the avid cyclist is typically concerned with traveling longer distances than the leisure cyclist and at a much higher pace. The difference in pace tends to make for compatibility issues between the leisure cyclists and pedestrians in some cases.

The following objectives acknowledge the above and inform the plan:

Pedestrian and Cyclist Objectives

P/C-1. Construct Complete streets that balance all modes of travel.

P/C-2. Pedestrian access should occur on both sides of streets as practical.

PC-3. Pursue smaller curb radii to enable pedestrian and cyclist movement and access.

Bicycle Facilities

Class 1: Separated path either along or separate from street

Class 2: dedicated lane within paved width

Class 3: cyclists share the lane

2.2.020 - Open Space and Landscape Plan

Purpose and Intent - This section sets forth the components of landscape as they relate to regional character open space formation, natural area conservation, the design of parks, squares, greens and trails, stormwater management, street tree choices and sustainability initiatives. For each of these subjects, the corresponding landscape measures and requirements are identified.

Regional Landscape Character

Cotati is located in southern Sonoma County, and reflects a rich regional agricultural heritage. The landscape character is suburban and rural/suburban, and the presence of nature in the plan area provides a window into a landscape familiar throughout the county: redwood forests, farms, meandering streams, and swaying meadows. The region is a feast for the eyes and the palette. Cotati is located within a Northern California inland region that experiences greater inland air influences than coastal areas resulting in warmer summers and cooler winters. The natural vegetation of Sonoma County consists of grassland, chaparral, riparian, and oak savannah plant communities. Many non-native and drought-tolerant Mediterranean species are well adapted to Cotati and the region.

Open Space Framework

Open space is integral to the success of the plan. It is an important part of a commitment to provide places that promote physical and emotional well-being. The open space system consists of Plazas, Squares, Greens and Streetscapes and includes some hardscape areas. When combined, these individual spaces produce a public realm of coherence, and continuity and interest. The framework consists of the following:

A. Community-wide Focus: La Plaza Park - The most dominant element of the open space network is the reconfigured park at the center of the town's 1892 hexagon. This redesigned space has several individual places within it that help attract the maximum number of people to take advantage of its rich offerings.

B. Plazas, Squares and Greens - Throughout the plan area, a hierarchical system of greens, plazas and squares is established to provide a variety of outdoor experiences. Plazas are highly ordered spaces, usually with a cluster of buildings that tightly define exterior space. Squares are usually formal areas of either hardscape or landscape placed in front of or closely aligned with civic buildings that help define their scale within the community. Greens provide play space to recreate and commune with nature. Although the character of public space differs, and hence the human experience, they all form the community's places held in common and offer opportunities to spend time in the company of others or to find solitude.

C. Paseos and Passages - These spaces, whether private or public, are the intermediate spaces that connect streetscapes and open spaces. Paseos and passages operate much in the same way as streets but within a block as compared to around a block in the case of streets. A system of paseos and passages is in balance with the streetscapes that it connects and maximizes pedestrian activity to activate the streetscapes and not necessarily siphon such activity away from streetscapes.

D. Streetscapes - Streetscapes are the connectors between each of the plazas, squares, greens and buildings in downtown. Each streetscape responds to the roadway and buildings it fronts to create a memorable and discernable network of travel ways for both vehicles and pedestrians.

Open Space Objectives

Landscapes shall preserve and promote the aesthetic character and value of Downtown Cotati in the following ways:

OS-1. 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;

OS-2. The landscape shall consist of elements consistent with the character, climate and soils of Cotati. As practical, plant materials shall be indigenous to Cotati, or similar in character and habitat to indigenous materials;

OS-3. Stormwater Best Management Practices shall be used to improve water quality;

OS-4. Streetscapes as a major component of thoroughfares, shall help spatially define the street space as a safe environment for automobiles, cyclists and pedestrians while adding beauty and shade to the street;

OS-5. Indigenous trees such as the local oak species 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;

OS-6. 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;

Plaza

Square

Green

right:
This plan utilizes a range of open space types according to the location, context and need for open space throughout Downtown Cotati.

Park

Greenway

Open Space Network Plan - SP Map 8

above:
Informal pathway contrasting with more formal paths elsewhere in park providing interest and variety

left:
La Plaza Park is the civic and physical center of the downtown

2.2.021 - Community-Wide Focus

La Plaza Park

The enhanced park combines recreational and civic amenities for residents and visitors alike. In addition to enhancing ingress and egress for the existing fire station, the following amenities should be included over time:

- Large lawn for repose, outdoor activities, or musical events;
- Central Plaza and Bandstand within a circular plaza defined by rose gardens
- Farmer's Market Arbor for seasonal sales and activities;
- Water feature to add visual interest and define north edge of park;
- Entry pavillions for informal use and to transition from historic core to park;
- Playground to attract families and children;
- Wide, tree-lined promenades along the perimeter and on axis with West Cotati, East Sierra and Old Redwood Highway (south) that also accommodate cyclists;
- Pedestrian-friendly intersections and on-street, parallel parking along the perimeter of the park to encourage use of the park;
- Low water-use demonstration garden

Key

Block defined by streetscape(s)

Existing or Potential Open Space

❶ La Plaza Park
3.75 acres

Left:
Arbor for Farmer's Market vendors provides for unique shopping experience

Left:
Reconfigured La Plaza Park and adjacent streets illustrating the strong relationship of the park and its individual components to the adjacent streets

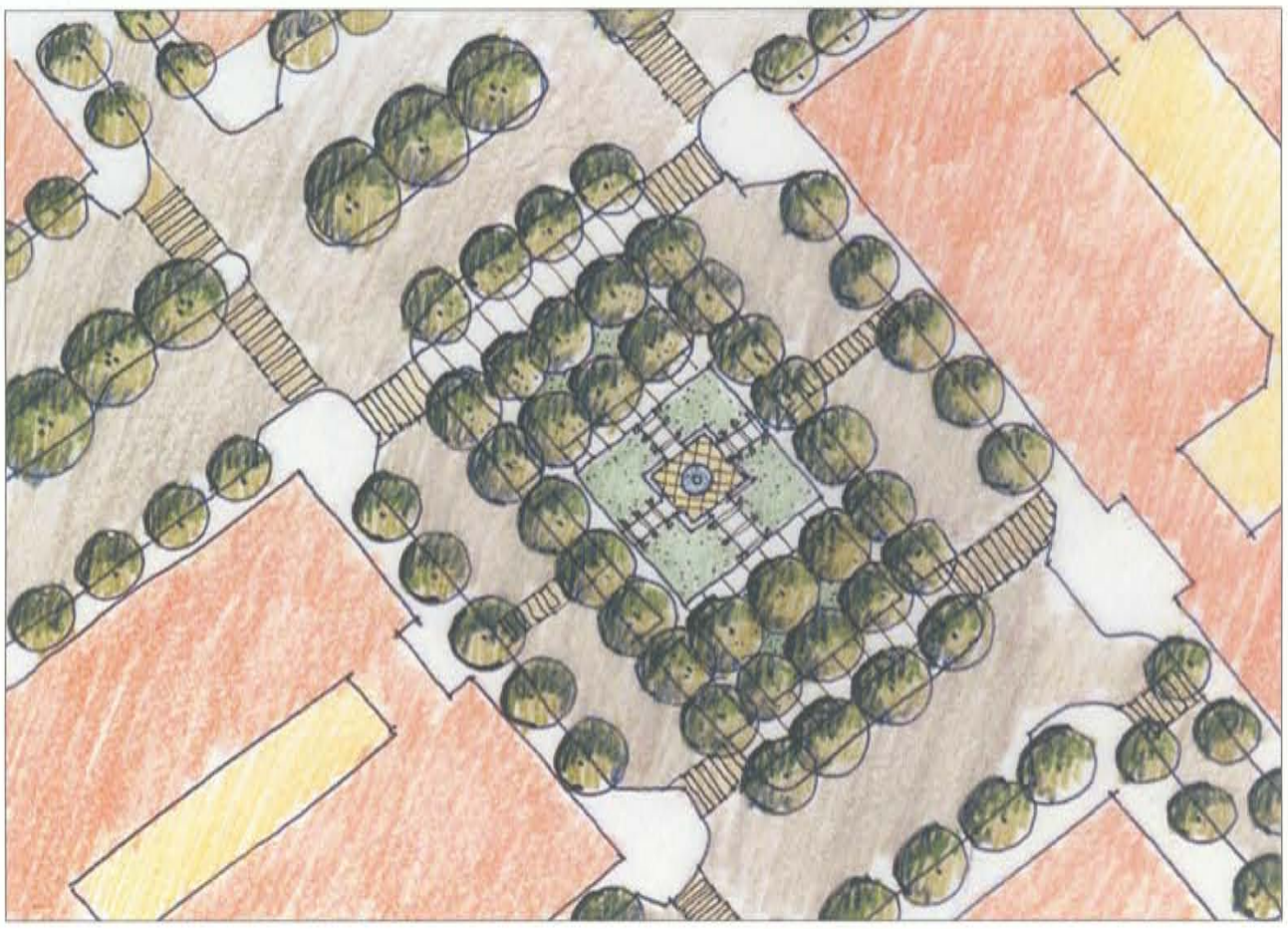
Detail of Concept Plan for Park

0 50 100 200 ft

N

Above:
Pedestrians can traverse the park on their way to or through downtown.

Above:
Rose gardens provide a visual and sensory accent while defining the central plaza



Left:
Village Square connecting Old Redwood Highway with the center of the Northern Gateway

2.2.022 - Plazas, Squares, Greens and Parks

A. Village Square

This square is the focus in the Northern Gateway area, anchoring the most intense and mixed-use development in downtown Cotati. A variety of buildings of one, two to three stories in height frame and activate the square by continuously accessible ground floors, and with upper floors available for residential and office uses.

The new park is a composition of the following components:

- The square is a combination of hardscape and landscape in the tradition of such fine regional precedents as Healdsburg and Sonoma.
- Within the square, a central, open area is framed by regularly-spaced shade trees, punctuating a large, formal place in this area of downtown.
- The square accommodates on-street parking to complement the mixed use nature of its surroundings. The square also acts as a link for pedestrians and cyclists on their routes to and through the downtown.

Key

Block defined by streetscape(s)

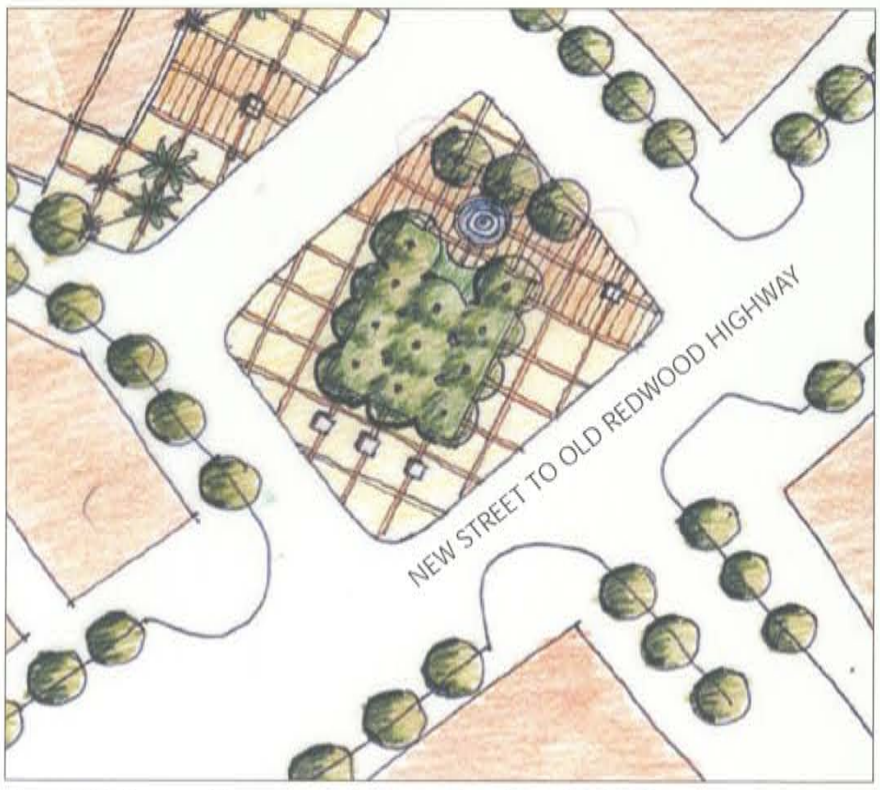
Existing or Potential Open Space

❷ Village Square
0.35 acres

❸ Civic Square
0.24 acres

❹ Sculpture Garden
0.18 acres

Above and Right:
Squares provide a pleasant contrast to the buildings that surround their edge as well as providing a direct relationship between buildings, activities and the landscape of the square s



Above: Civic Square with a corresponding forecourt serving a civic building

B. Civic Square

A formal square with a central green, trees, and a large fountain shall be located within Cotati's Northern Gateway. The green and the civic forecourt should be richly paved with interlocking brick pavers that create a formal, civic character. The forecourt should also be highlighted with a small grouping of distinctive, specimen trees that flank the main entry to the building, such as a grouping of heritage oaks. A relationship of civic space to civic building provides for a new focus of cultural and recreational activities for Cotati and the opportunities to spend time in the company of citizens and visitors.

C. Sculpture Garden

This garden shall be located within the Northern Gateway to provide visual interest and relief from the adjacent freeway. The garden should be composed of a bosque within decomposed granite, a fountain and central patio. It should be a place for private contemplation and public promenade amidst sculptural elements that express the inspirations of artists and the aspirations of the community. Although formal in two dimensions, the shadow play of the trees and splash of water provide counterpoints to the order of the plaza.

Above: Places for contemplation and people watching enliven public squares.

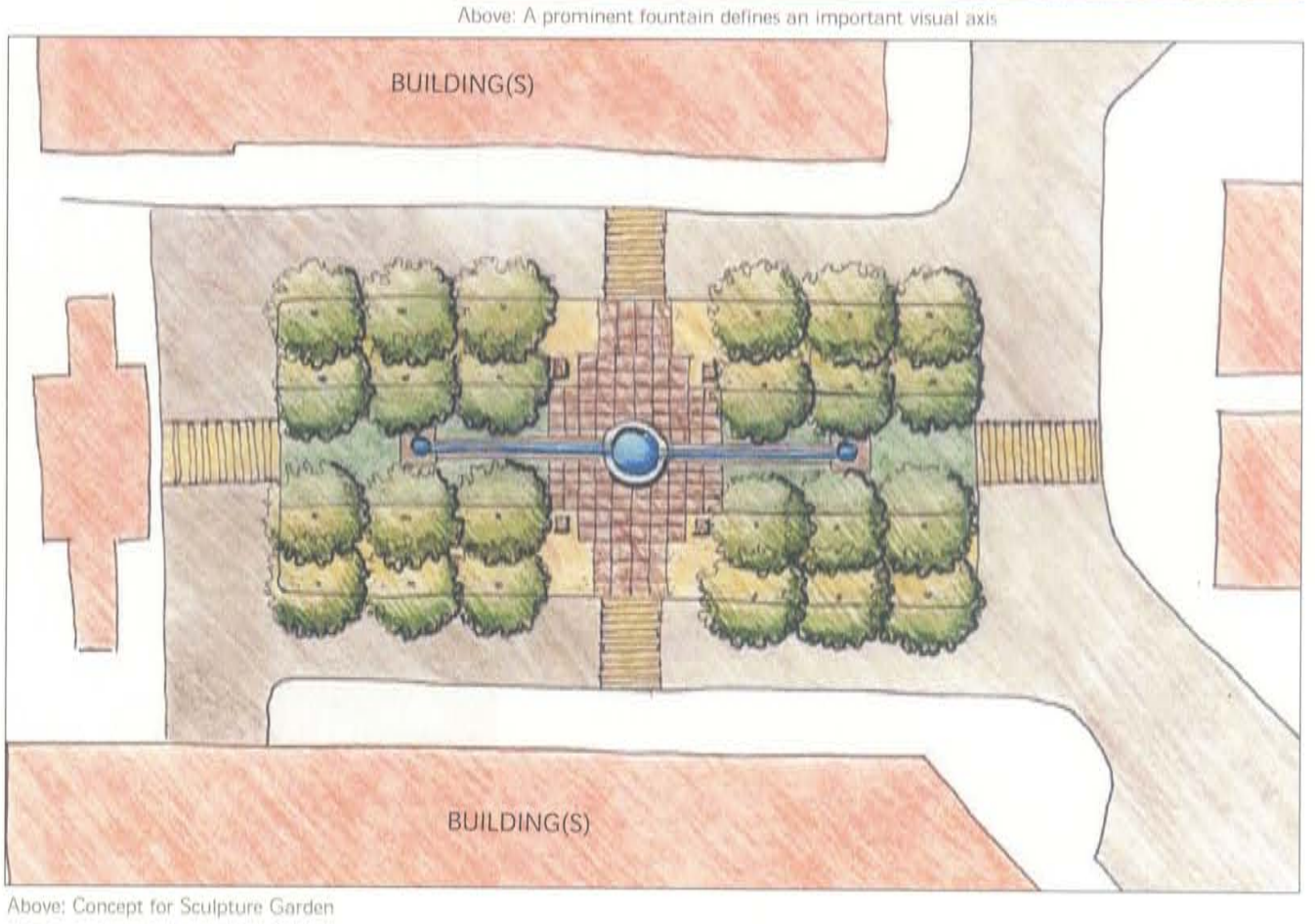
Above: A lively fountain invites interaction.

Above: Tree canopies spatially define public space

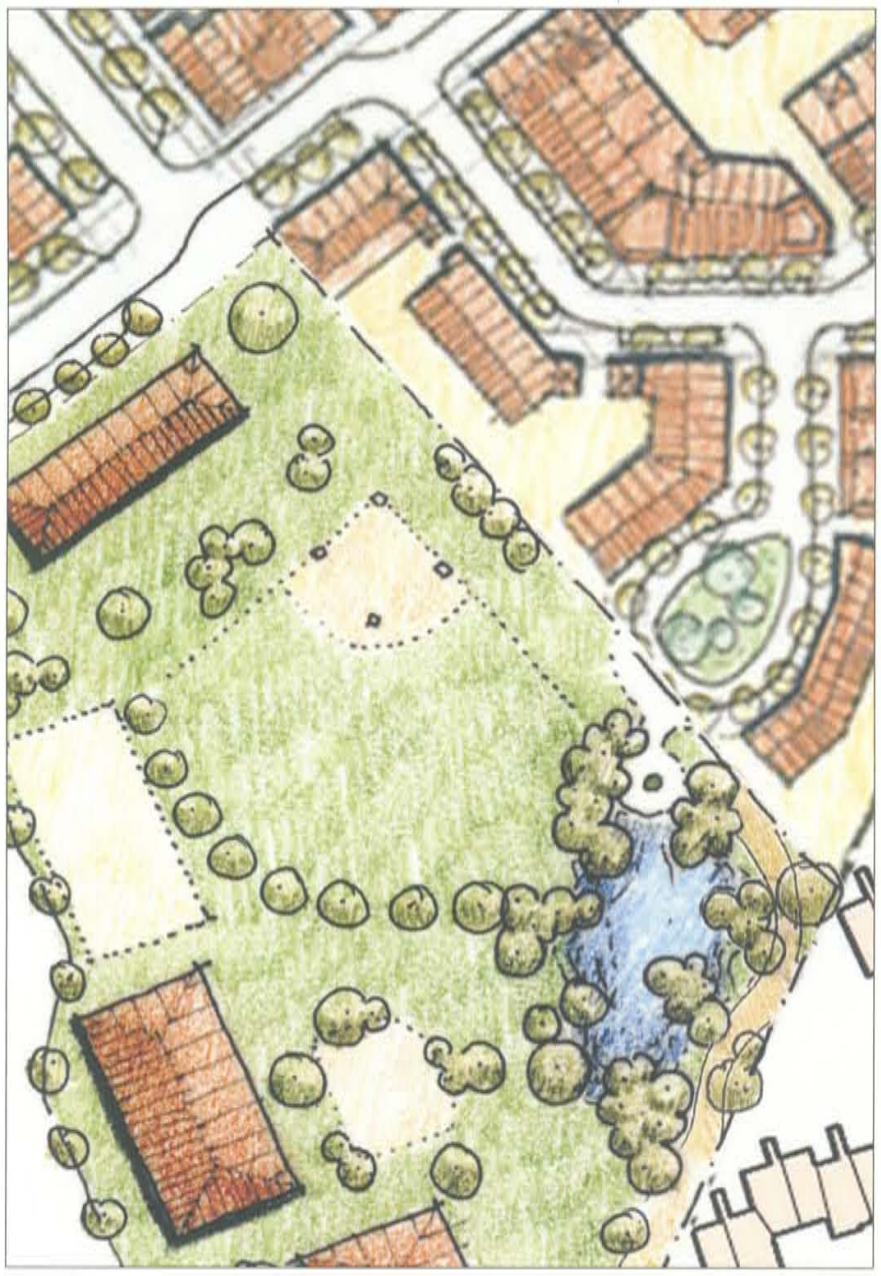
Above: A prominent fountain defines an important visual axis

Above: Fountains activate a square

Above: Lush green spaces divide and soften the effect of hardscape



Above: Concept for Sculpture Garden



D. Wetlands Interpretive Center

The Wetlands interpretive center has a unique character that can be associated with the surrounding hillsides and drainage that flows through Cotati and is detained immediately adjacent to the Northern Gateway area. The Wetland Interpretive Center is a living resource whose goal is to provide a broad range of opportunities to learn about and participate in preserving wetland habitats. The center will use the existing wetland as part of its demonstration area and will feature botanic gardens to show the adaptability of wetland/ riparian natives to home landscapes. The center can supply additional places for group meetings and special events. easily accessed by vehicle, bicycle, and on foot.

Left:
A wetlands Interpretive Center is part of a larger bicycle and pedestrian system allowing alternate routes to or around downtown

Above: Bridges enabling habitat watching.

Above: Variety plant species in wetland area

Key

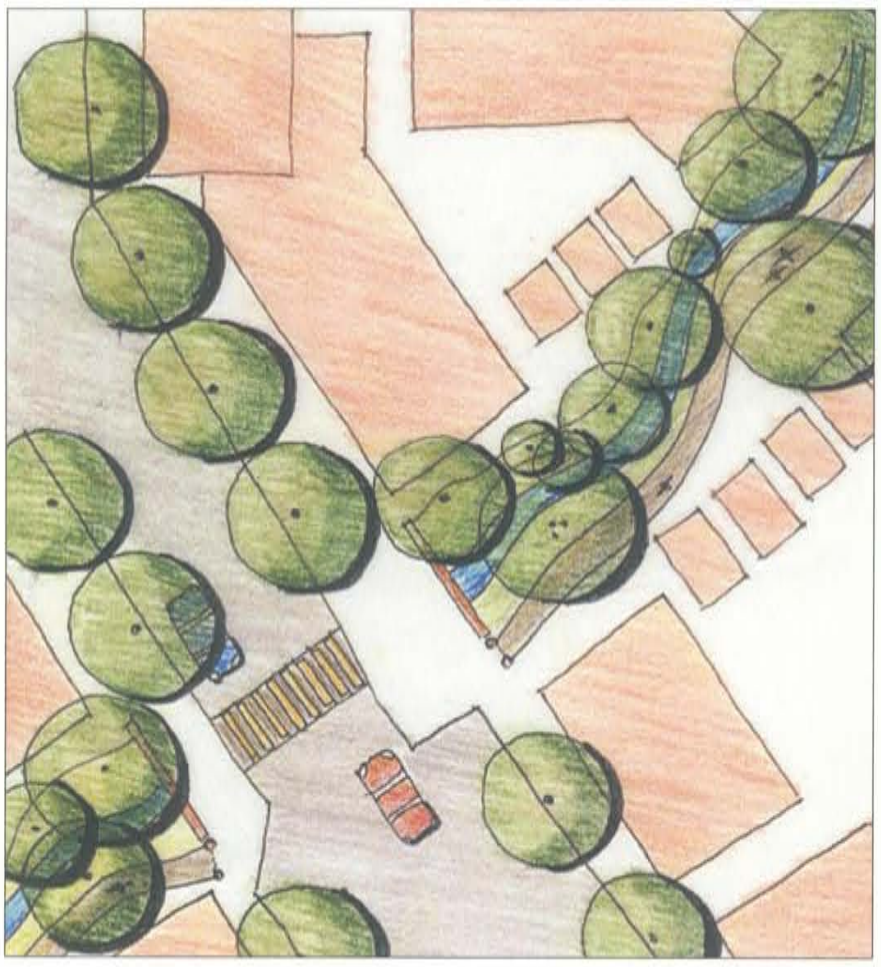
- Block defined by streetscape(s)
- Existing or Potential Open Space
- ❺ Wetlands Interpretive Center
- ❻ Cotati Creek

Key Plan

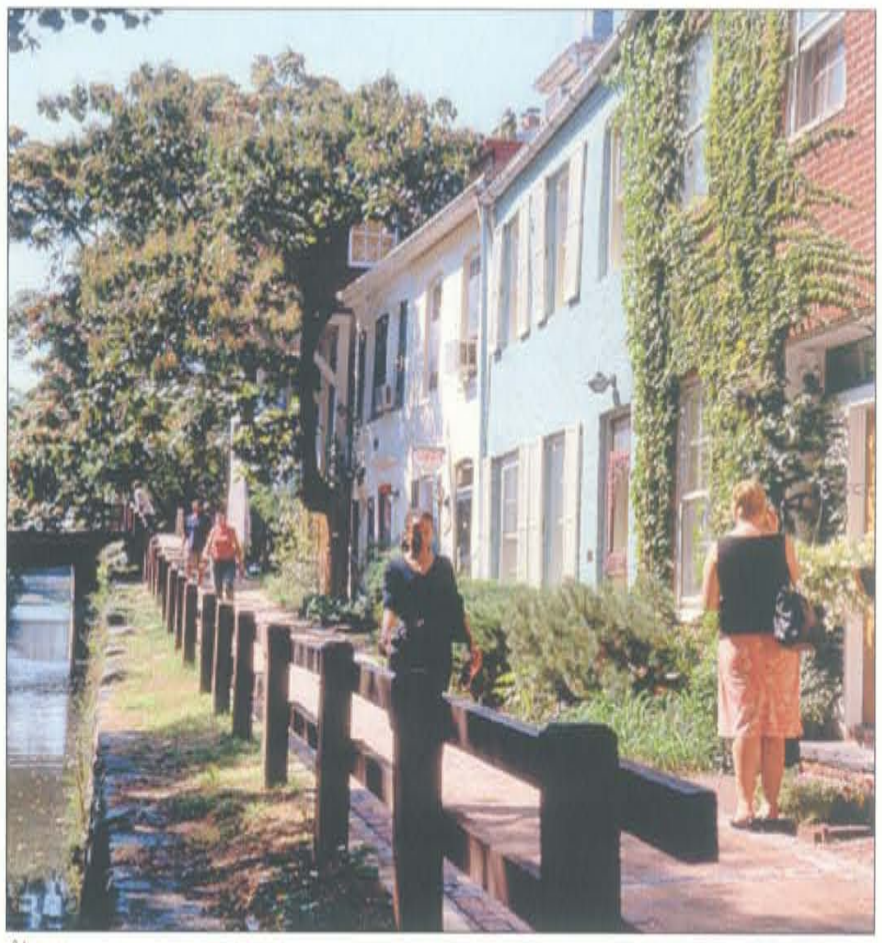
Left:
Over time, the wetlands themselves as well as nearby Laguna de Santa Rosa and Cotati Creek can significantly enhance the adjoining properties to have a 'special address' within the plan area.

E. Cotati Creek (within the Downtown)

During periods of severe rain cycles, the creek detains storm water, reducing run off volume and stormwater pollution. This engineered creek should continue to be planted with native species providing for habitat maintenance, improvement of stormwater runoff and overflow storm water detention.



Above:
Concept design for buildings and uses engaging Cotati Creek and creating a 'special address' within the historic core.



Above:
Cotati Creek at Old Redwood Highway can leverage what is currently considered to be a 'back' into a desirable 'front' and special address.

Right:
Such an environment provides the opportunity to create great variety within an urban context.

Below:
A section of the Laguna de Santa Rosa and multi-modal path along the eastern edge of the plan area.

2.2.023 - Paseos and Passages

The paseo or passage is a public or private component of the city that connects blocks, streets and individual buildings to one another in much the same way as streets but it does so within the block. Typically, this feature of the public realm is used to traverse long or deep blocks and presents new opportunities for additional addresses: retail, restaurant, office or residential. While there are many variations of paseos or passages, there are several characteristics that are worth noting for use in the plan area:

Characteristics:

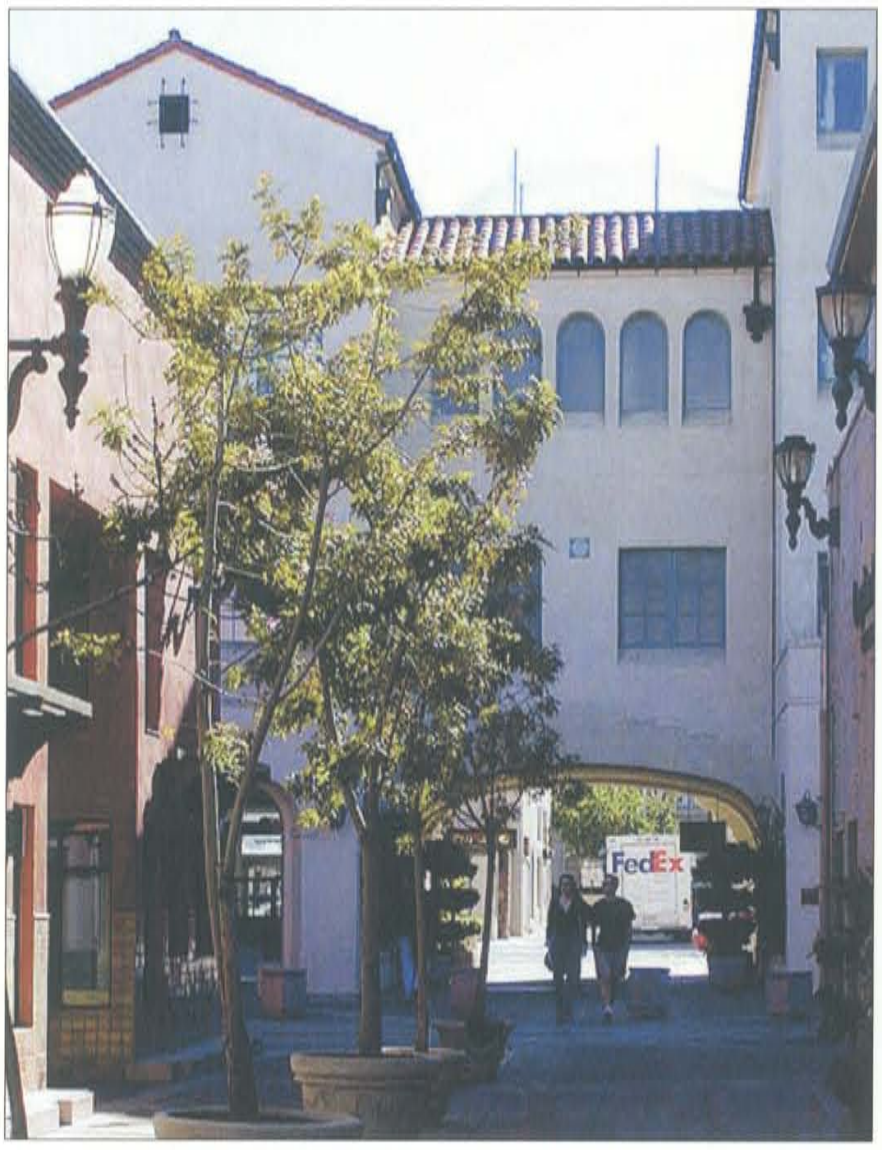
- present when the block is notably long or deep;
- are open to the sky and covered only when a building needs to cross for access purposes (covered portion of the paseo/passage is less than 50 feet long)
- fronted by active upper floors that allow for viewing of the space;
- are landscaped through a combination of potted plants and trees in tree-grates similar to those on the adjacent public streets;
- have ample pedestrian amenities (e.g., benches, chairs, seatwalls,);
- are illuminated at night by wall-mounted fixtures and/or on trees in the space

To assist in the evaluation of proposed paseos, these two pages illustrate particularly noteworty examples.

Right:
Generous and well-placed landscape highlights the bold, yet austere architecture while maximizing the intimate space.

Below Left:
The space over passages presents the opportunity for unique real estate as well as for additional eyes on the space.

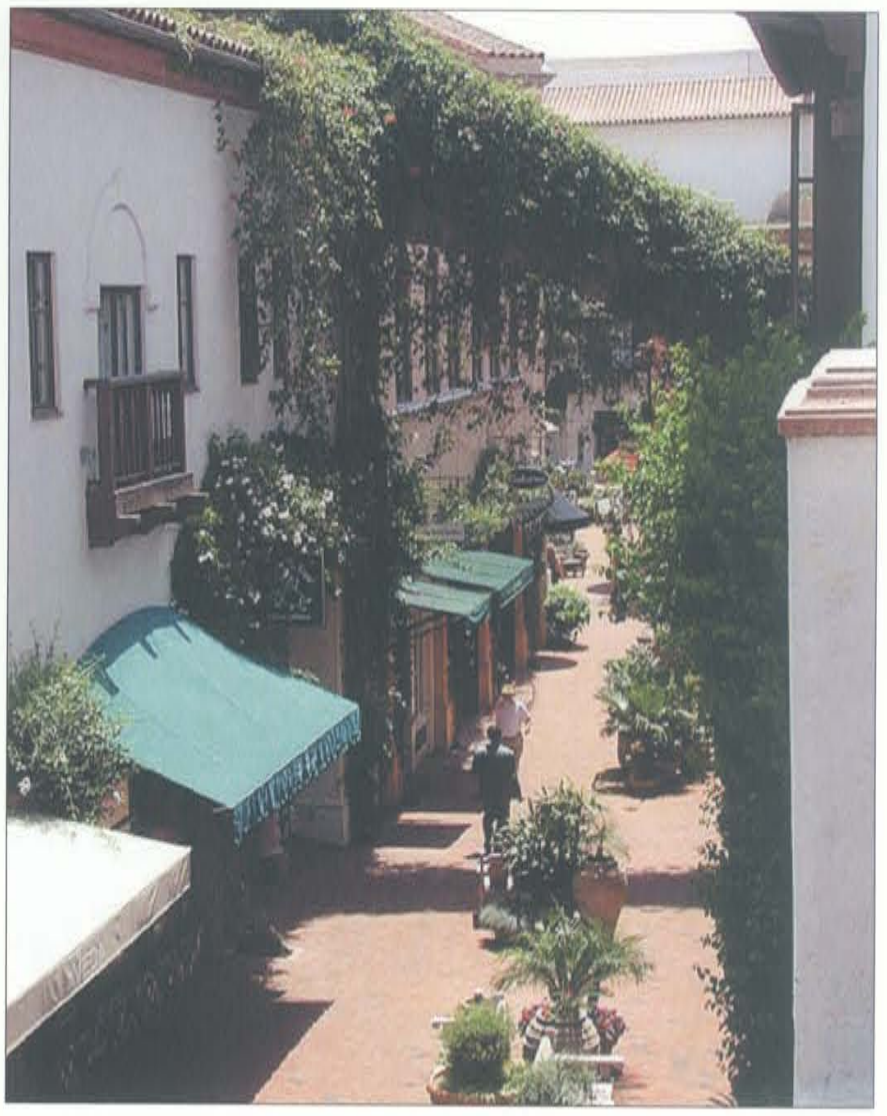
Below:
Covered passages are not long, allowing easy view of what is beyond and maintianing light.

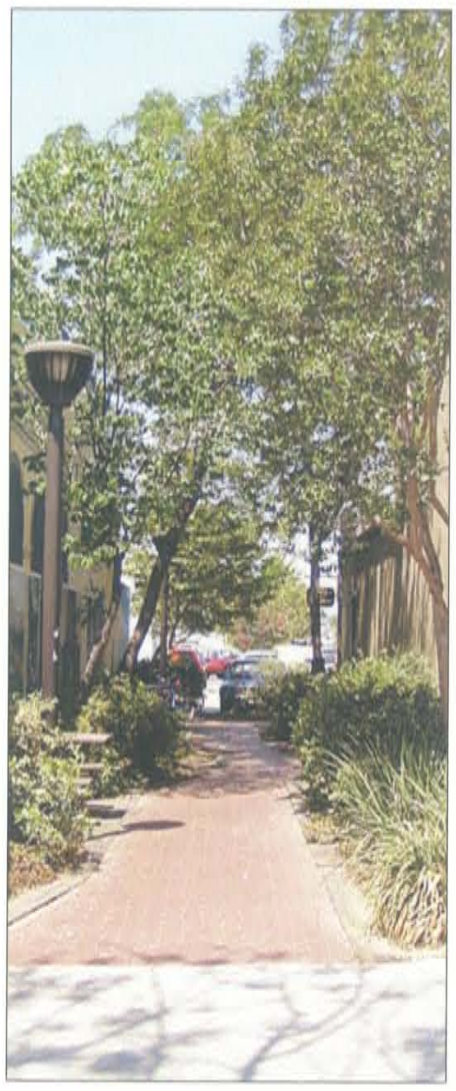


Right:
The symmetrical arrangement of trees reinforces the space formed by the buildings.

Left:
Some passages are opportunistic as in the case of this separation between buildings along a property line. At least one of the two walls has active secondary storefront displays to maintain interest and maximize the space.

right:
The paseo of historic and new buildings maintains an active and open ground floor of retail and restaurant space with ample seating, shade and comfort.



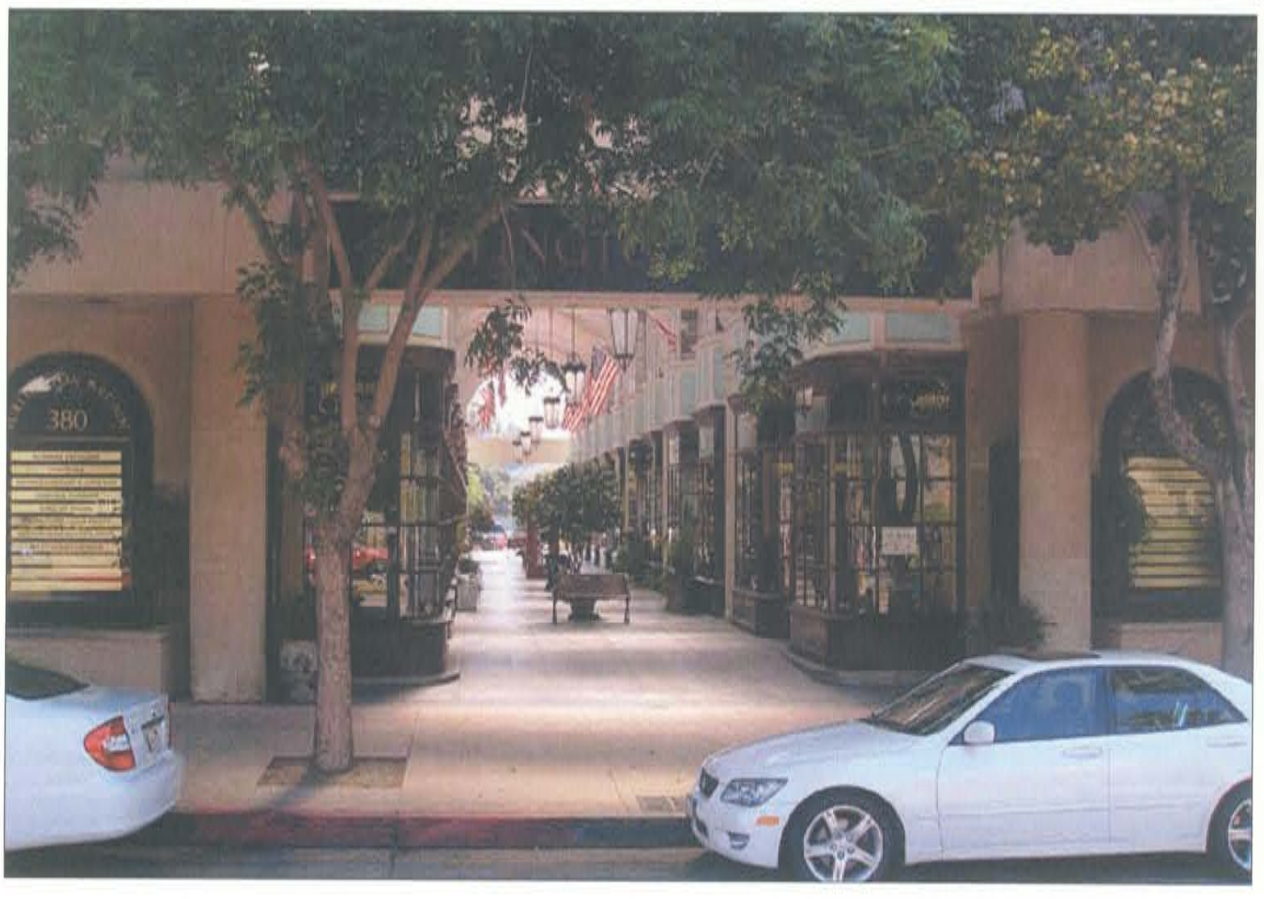


Above:
Landscape is carefully selected to be scaled to the narrow space. Drainage is often accommodated through decorative channels that call attention to infrastructure.

Right:
The width of a paseo must consider the width of awnings, signage and street furniture. Additional interest is often derived by the alignment of a paseo as in this case: an east-west alignment through the block produces sunny and shaded sides, each of which appeal to different types of businesses/operators.

Left:
Many passages are very utilitarian as in this case of linking a surface parking lot with a main street.

Right:
Some passages are used between the side of an existing building that does not present a favorable view and a public open space or another building as in the case of this rose-covered arbor.



Above:
Paseos and passages must also have evening appeal whether for retail and hotel purposes as shown above or for residential purposes.

Left:
A great example of a passage providing mid-block access between two sides of a block and lining it with active frontage.

3.1 Regulations by District

Purpose

This Chapter of the Downtown Cotati Specific Plan provides detailed regulations for development and land uses within the specific plan area, and describes how these regulations will be used as part of the City of Cotati's development review process. This Downtown Plan is intended to provide for the continuing evolution of Downtown Cotati into a place where:

A. A mixture of land uses place shops, workplaces, residences, and civic buildings within walking distance of one another;

B. Streets are attractive to pedestrians and also conveniently and efficiently accommodate the needs of cyclists and the automobile; and

C. New and remodeled buildings work together to define the pedestrian-oriented space of the public streets within the downtown, and are harmonious with each other and the desired character of the downtown, as described in this specific plan.

3.1.010 - Applicability of Code and Organization

Proposed development, subdivisions, and new land uses within the specific plan area shall comply with all applicable requirements of this Downtown Code, as follows.

A. Regulating Plan (Section 3.1.050).

The Regulating Plan defines the zones within the specific plan area, identifies the parcels included within each district, and describes, district by district, the standards for building placement, design, and land use consistent with the allowable uses identified in the City of cotati Municipal Code, Chapter 17, Land Use Code.

B. Land Use Standards (Section 3.1.030).

This section identifies the land use types allowed by the City in each of the districts established by the Regulating Plan. A parcel within the specific plan area shall be occupied only by land uses identified as allowed within the applicable zone subject to the type of City approval (for example, Development Review, Conditional Use Permit, etc.) required by the Cotati Land Use Code.

C. Urban standards (Section 3.2).

This section regulates the features of buildings that affect the public realm. The urban standards regulate the following and facade design according to the district for the parcel applied by the Regulating Plan.

- building placement,
- parking requirement and parking placement
- building height,
- building types (allowable types identified)
- frontage types (allowable types identified)

D. Architectural Standards (Section 3.3).

Beyond the regulations about where buildings can be placed and how they need to behave to positively shape the public realm, the Architectural Standards regulate the manner in which individual parcels and blocks are developed to create diverse and finely-grained development. This is accomplished through the use of three main components:

a) architectural typologies (e.g., duplex, rowhouse, courtyard housing),

b) frontage typologies (e.g., front yard/porch, stoop, arcade, shopfront) and,

c) architectural styles (e.g., Main Street Commercial, Mission Revival, Western/ Victorian, Craftsman).

E . Street and Network Standards (Section 3.4.020).

The ultimate intentions and requirements for the street network and the individual streets that comprise it are provided here. This section regulates the rights-of-way in alignment, plan and section with the corresponding details.

F. Subdivision: Block and Street Standards (Section 3.4.040).

This section regulates the creation and maintenance of a finely grained and walkable network of blocks punctuated by integral and varied open spaces. The resulting blocks are subject to the development potential identified on the Regulating Plan and the applicable chapters of this Code.

H. Effect on proposed development and land uses prior to this Specific Plan.

Proposed development and land uses that obtained a building permit prior to the adoption of this Specific Plan may continue under the regulations preceding this Specific Plan provided that construction begin within 6 months of obtaining the permit. In the event that construction does not begin within 6 months of obtaining a permit, the approval will lapse and the property is then subject to this Specific Plan.

3.1.020 - Administration, Procedures, and Amendments

A. **Administration.** The standards and other requirements of this plan shall be administered and enforced by the City of Cotati Community Redevelopment Agency, Planning Commission, and City Council.

B. **Processing and Procedures.** The standards and other requirements of this plan shall be administered and enforced by the City of Cotati Planning Department, Planning Commission, and City Council. For example, the various permit requirements, guidelines and procedures identified shall apply in the City's processing of applications within the Specific Plan area. All development shall comply with all applicable local, state and federal regulations and be subject to the review and approval of the City of Cotati.

C. **Amendments.** Amendments to this Specific Plan shall be processed in accordance with State Law.

D. **Filing Fees.** Applications submitted pursuant to this Specific Plan shall be filed with a Specific Plan recovery fee as authorized by Government Code Section 65456 which states:

"...The fees shall be established so that, in the aggregate, they defray but as estimated do not exceed, the cost of preparation, adoption, and administration of the Specific Plan..."

For this Specific Plan, the recovery fee is established by the adoption of this plan as $425,000 of total plan and EIR preparation costs divided by 54 acres in the plan area. Therefore, each application shall be charged its pro-rata share by identifying the acreage involved in the application at a rate of $7,870 per acre. The planning director shall determine whether the application involves all or part of a property at the time of application submittal.

3.1.030 - Use Standards by District

Note: For information regarding the effect of regulations on existing development and land uses, please refer to the City of Cotati Land Use Code (LUC).

3.1.040 - Sustainable Building Program

The City of Cotati's sustainable building program applies to all development within the Specific Plan area. Each land use/development application shall be reviewed per the applicable provisions of this program and processed accordingly.

3.1.050 - Regulating Plan and Districts

Regulating Plan / Land Use Map

A. **Purpose.** This Section establishes the districts applied to property within the Specific Plan area. The Regulating Plan divides the Specific Plan area into separate areas of intensity that range from the most urban types of development and land use within the Specific Plan area to the least urban types, with most of the areas providing for a significant mixture of land uses within them.

The use of districts based on development intensity as the spatial basis for regulating development, directly reflects the functions of, and interrelationships between each part of the Specific Plan area. The land use districts also effectively implement the City's urban design objectives for each part of the Specific Plan area, to establish and maintain attractive distinctions between each district.

The Specific Plan identifies architectural types, frontage types, and land uses within each district, as well as providing detailed standards for building placement, height and profile.

B. **Regulating Plan / Land Use Map.** The map to the right identifies the 5 districts applied within the plan area. The following districts are established by this Specific Plan, and are applied to property within the boundary as shown on the Regulating Plan and in the Land Use Code.

1. **Historic Core (HC).** The Historic Core district includes the portions of the Cotati downtown located south of La Plaza along both sides of Old Redwood Highway to the southern plan boundary. This area is intended to maintain its smaller scale pedestrian orientation, with building facades located primarily at the back of the public sidewalk. The historic character of existing buildings is to be preserved, and new buildings are to be designed to be compatible with the historic character. Allowable land uses include ground floor commercial facing Old Redwood Highway. Office and residential uses may be permitted above or on the ground floor on other streets as shown on the Regulating Plan and consistent with the City of Cotati LUC. Facade renovation and/or restoration is encouraged. The HC district is subject to the applicable Historic Core regulations of the City's LUC.

HC District Summary

Maximum Dwellings:	71
Maximum Non-Residential Square Feet:	41,000
Maximum Building Height:	35 feet
Equivalent Floor Area Ratio for District:	2.15

2. **La Plaza (LP).** The La Plaza district includes the historic La Plaza Park, and properties along La Plaza Street surrounding the original park site. Policies and programs related to restoration and enhancement of the park facilities are included in the Specific Plan. Properties around the park are intended to provide for small-scale ground floor retail with some office and restaurant uses that are highly compatible with residential above, emphasizing opportunities for business operators to live above their workspaces. Buildings are intended to emphasize small-scale ground floor pedestrian-oriented storefronts or frontages, with upper floor office or residential uses. The LP district is subject to the applicable regulations of the City's LUC.

LP District Summary

Maximum Dwellings:	89
Maximum Non-Residential Square Feet:	118,000
Maximum Building Height:	35 feet
Equivalent Floor Area Ratio for District:	2.15

3. **Northern Gateway (NG).** The Northern Gateway district includes properties on both sides of Old Redwood Highway north of the La Plaza district to the southern boundary of the Commerce Avenue district. This area is intended for a new mixed-use core, accommodating a wide variety of retail, restaurants, and entertainment uses, with offices and primarily residential above. Buildings are intended to emphasize ground floor pedestrian-oriented storefronts, with upper floor office or residential uses. The NG district is subject to the applicable regulations of the City's LUC.

NG District Summary

Maximum Dwellings:	229
Maximum Non-Residential Square Feet:	217,000
Maximum Building Height:	50 feet
Equivalent Floor Area Ratio for District:	2.15

4. **Commerce Avenue (CA).** The Commerce Avenue district includes properties on the east side of Old Redwood Highway across from the Highway 101 right-of-way and up to the north City limits adjacent to the entrance to Highway 101. This area is intended to accommodate a variety of land use types ranging from automobile-oriented uses that serve the travelling public, to retail, office, and residential uses. These regulations are intended to encourage pedestrian-oriented site and building design, but the area can also accommodate automobile-oriented development. The CA district is subject to the applicable regulations of the City's LUC.

CA District Summary

Maximum Dwellings:	61
Maximum Non-Residential Square Feet:	42,000
Maximum Building Height:	35 feet
Equivalent Floor Area Ratio for District:	2.15

5. **Parks (P).** The P district is applied to land designated as open space - principally La Plaza Park - and is subject to the park regulations of the Land Use Code.

P District Summary

Maximum Dwellings:	not applicable
Maximum Non-Residential Square Feet:	bandstand, farmer's market, statues, etc.
Maximum Building Height:	20 feet
Equivalent Floor Area Ratio for District:	not appliicable

COMMERCE AVENUE
WILFORD LANE
GRAVENSTEIN WAY
GRAVENSTEIN HIGHWAY SR116
US HIGHWAY 101
OLD REDWOOD HIGHWAY
GEORGE STREET
CITY OF RHONERT PARK
CITY OF COTATI
WILLIAM STREET
E. SIERRA AVENUE
ARTHUR STREET
LA PLAZA
LA PLAZA
LA PLAZA
LA PLAZA
LA PLAZA
OLIVE STREET
W. SIERRA AVENUE
CHARLES STREET
OLD REDWOOD HIGHWAY
HENRY STREET
E. SCHOOL STREET
PAGE STREET

Key

- Historic Core (HC)
- La Plaza (LP)
- Northern Gateway (NG)
- Commerce Avenue (CA)
- Designated Open Space (P)

Ground Floor Requirement

- Retail Required
- Retail Required (50% of block frontage)
  Commercial Required (100% of block frontage)
- Commercial Required
- Specific Plan Boundary

0 200 400 800 ft

Regulating Plan / Land Use Map - SP Map 9

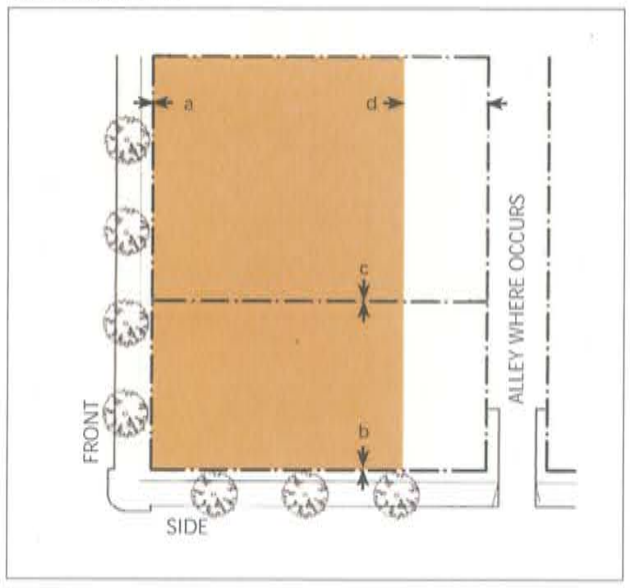
3.2 - Urban Standards By District

Illustrative Photo

3.2.010 - Historic Core (HC)

A. Intent

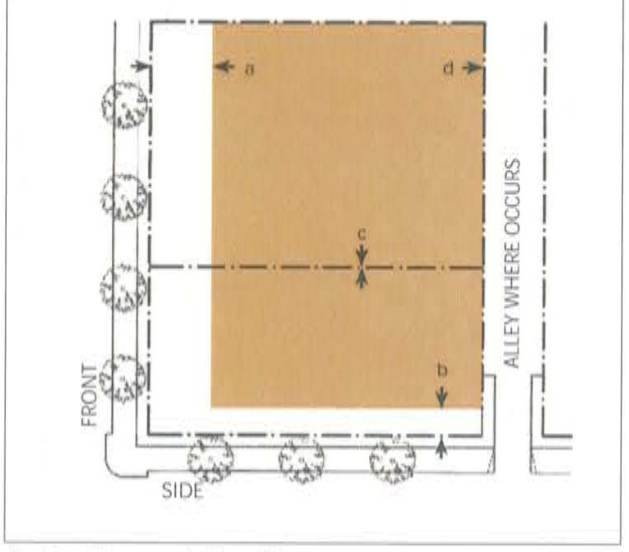
Historic Core (HC). The Historic Core district includes the portions of the Cotati downtown located south of La Plaza along both sides of Old Redwood Highway to the southern plan boundary. This area is intended to maintain its smaller scale pedestrian orientation, with building facades located primarily at the back of the public sidewalk. The historic character of existing buildings is to be preserved, and new buildings are to be designed to be compatible with the historic character. Allowable land uses include ground floor commercial facing Old Redwood Highway. Office and residential uses may be permitted above or on the ground floor on other streets as shown on the Regulating Plan and cosnsistent with the City of Cotati LUC. Facade renovation and/or restoration is encouraged. The HC district is subject to the applicable Historic Core regulations of the City's LUC.



Building Placement Plan Diagram

B. Building Placement (allowable only in shaded area at left)

1. **Setbacks**
   Minimum setbacks required and, where noted, maximum setbacks allowed; except where a permitted frontage type standard allows exceptions or establishes different requirements.
   (a) Front Setback: 0' min, 5' max
   (b) Side Street Setback: 0' min, 5' max
   (c) Sideyard Setback: 0' or 5'
   (d) Rear Setback: 20'
   (e) Alley Setback: 2'



Parking Placement Plan Diagram

C. Parking (enclosed or unenclosed - allowable only in shaded area at left)

1. **Parking Placement**
   (a) Front setback: 20% lot depth
   (b) Side street setback: 10' min
   (c) Side yard setback: not required
   (d) Rear setback: not required

2. **Parking Access**
   Vehicular access is permitted only from the alley or side streets.

3. **Parking Requirements**
   Residential: 1.5 spaces / unit
   Non-Residential: 2/1000 sq. ft.

D. Building Profile and Type

1. **Building Height**
   (a) Maximum height: 35 feet (measured from street grade to highest point of structure) with the heights for various types of floors in a building subject to the definition located in the appendix

   (b) Architectural features as permitted by the Land Use Code section 17.30.040.d.1.

2. **Architectural Types** (See Section 3.3.010 for definitions and design standards)
   (a) Only the following architectural types are allowed in accordance with the allowed companion uses per the Regulating Plan / Land Use Map:

   Commercial Block, Rowhouse

3. **Frontage Types** (See Section 3.3.020 for definitions and design standards)
   (a) Only the following frontage types are allowed:

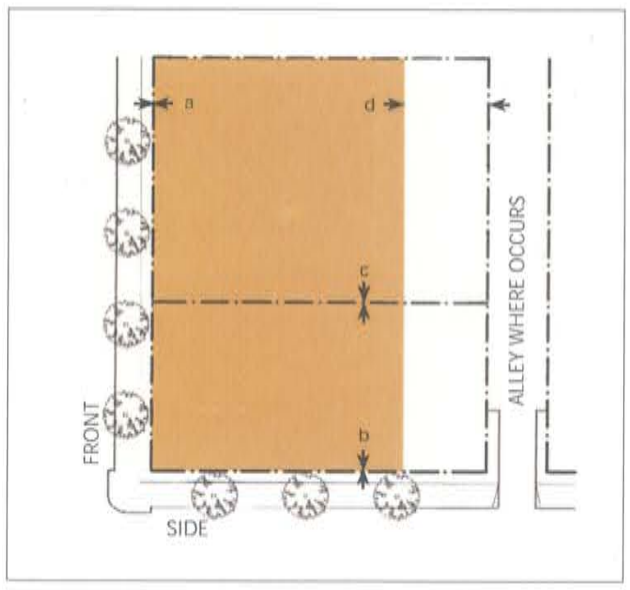
   Shopfront, Forecourt,

Illustrative Photo

3.2.020 - La Plaza (LP)

A. Intent

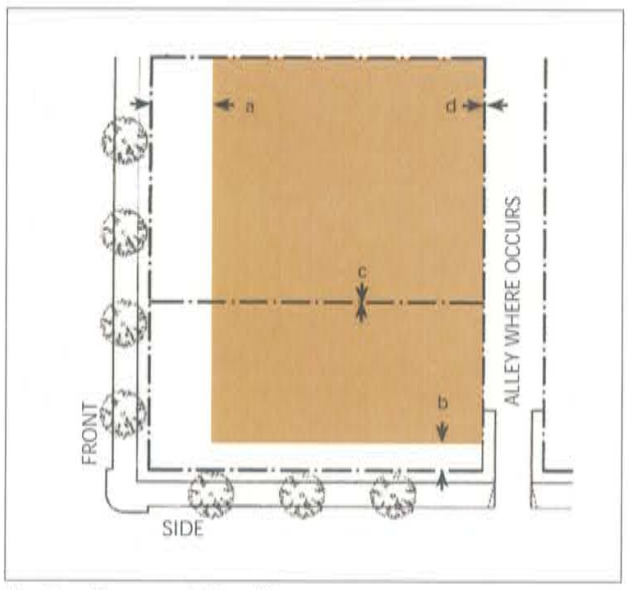
La Plaza (LP). The La Plaza district includes the historic La Plaza Park, and properties along La Plaza Street surrounding the original park site. Policies and programs related to restoration and enhancement of the park facilities are included in the Specific Plan. roperties around the park are intended to provide for small-scale ground floor retail with some office and restaurant uses that are highly compatible with residential above, emphasizing opportunities for business operators to live above their workspaces. Buildings are intended to emphasize small-scale ground floor pedestrian-oriented storefronts or frontages, with upper floor office or residential uses.



Building Placement Plan Diagram

B. Building Placement (allowable only in shaded area at left)

1. **Setbacks**
   Minimum setbacks required and, where noted, maximum setbacks allowed; except where a frontage type standard allows exceptions or establishes different requirements.
   (a) Front Setback: 0' min, 8' max
   (b) Side Street Setback: 0' min, 12' max
   (c) Sideyard Setback: 0' or 10'
   (d) Rear Setback: 20' min.
   (e) Alley Setback: 2' min.



Parking Placement Plan Diagram

C. Parking (enclosed or unenclosed - allowable only in shaded area at left)

1. **Parking Placement**
   (a) Front setback: 20% lot depth
   (b) Side street setback: 10' min
   (c) Side yard setback: not required
   (d) Rear setback: not required

2. **Parking Access**
   Vehicular access is permitted only from the alley or side streets.

3. **Parking Requirements**
   Residential: 2 spaces / unit
   Non-Residential: 3/1000 sq. ft.

D. Building Profile and Type

1. **Building Height**
   (a) Maximum height: 35 feet (measured from street grade to highest point of structure) with the heights for various types of floors in a building subject to the definition located in the appendix

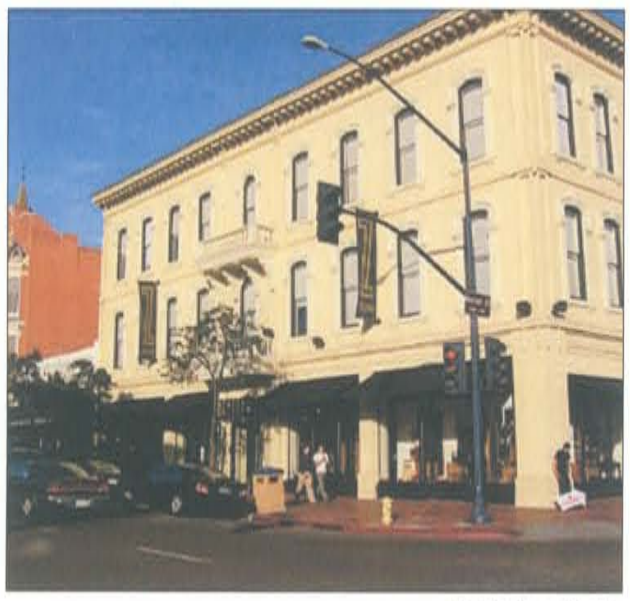
   (b) Architectural features as permitted by the Land Use Code section 17.30.040.d.1.

2. **Architectural Types** (See Section 3.3.90 for definitions and design standards)
   (a) Only the following architectural types are allowed in accordance with the allowed companion uses per the Regulating Plan / Land Use Map:

   Commercial Block, Courtyard Housing, Duplex/Triplex/Quadplex, Rowhouse

3. **Frontage Types** (See Section 3.3.020 for definitions and design standards)
   (a) Only the following frontage types are allowed:

   Arcade, Gallery, Shopfront, Forecourt, Stoop, Frontyard / Porch,

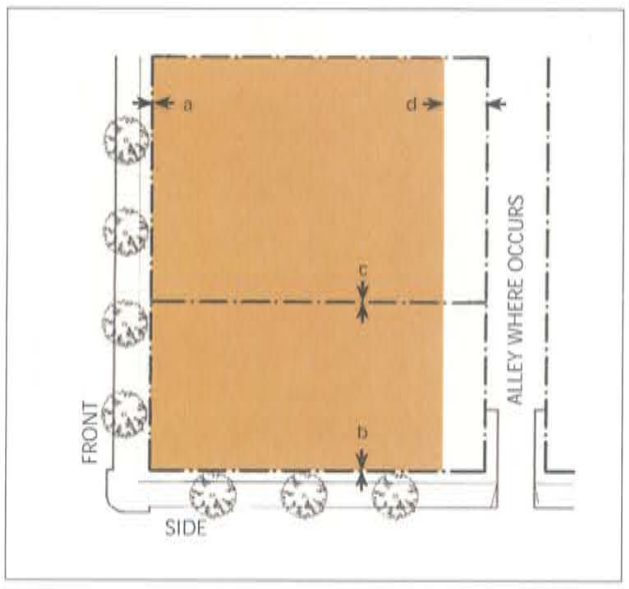


Illustrative Photo

3.2.030 - Northern Gateway (NG)

A. Intent

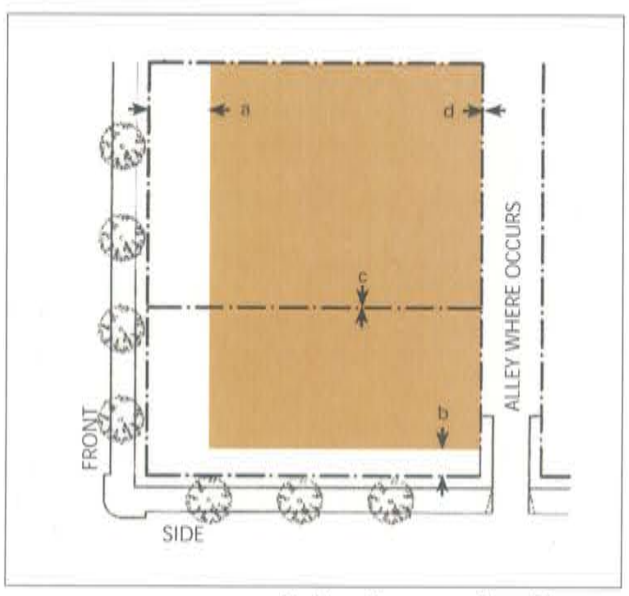
Northern Gateway (NG). The Northern Gateway district includes properties on both sides of Old Redwood Highway north of the La Plaza district to the southern boundary of the Commerce Avenue district. This area is intended for a new mixed-use core, accommodating a wide variety of retail, restaurants, and entertainment uses, with offices and primarily residential above. Buildings are intended to emphasize ground floor pedestrian-oriented storefronts, with upper floor office or residential uses.



Building Placement Plan Diagram

B. Building Placement (allowable only in shaded area at left)

1. **Setbacks**
   Minimum setbacks required and, where noted, maximum setbacks allowed; except where a frontage type standard allows exceptions or establishes different requirements.
   (a) Front Setback: 0' min, 10' max generally
   (b) Side Street Setback: 0' min, 10' max
   (c) Sideyard Setback: 0' or 10'
   (d) Rear Setback: 10' min.
   (e) Alley Setback: 2' min.



Parking Placement Plan Diagram

C. Parking (enclosed or unenclosed - allowable only in shaded area at left)

1. **Parking Placement**
   (a) Front setback: 20% lot depth
   (b) Side street setback: 10' min
   (c) Side yard setback: not required;
   (d) Rear setback: not required

2. **Parking Access**
   Vehicular access is permitted only from the alley or side streets.

3. **Parking Requirements**
   Residential: 2 spaces / unit (on-site)
   Non-Residential: Parking shall be provided at the rate of 3 spaces / 1000 square feet. Employee parking may be accommodated on-site and customer parking is generally not allowed on site and shall be provided off-site in an approved combination of spaces along the immediately adjacent street frontage and off-site shared parking facilities to the satisfaction of the City. In lieu of providing the off-site spaces, a park-once facility fee may be required to the satisfaction of the City of Cotati.

D. Building Profile and Type

1. **Building Height**
   (a) Maximum height: 50 feet (measured from street grade to highest point of structure) with the heights for various types of floors in a building subject to the definition located in the appendix

   (b) Architectural features as permitted by the Land Use Code section 17.30.040.d.1.

   (c) A minimum of 2 stories shall be required for parcels fronting Old Redwood Highway.

2. **Architectural Types** (See Section 3.3.010 for definitions and design standards)
   (a) Only the following architectural types are allowed in accordance with the allowed companion uses per the Regulating Plan / Land Use Map:

   Liner, Commercial Block, Courtyard Housing, Rowhouse, Duplex/Triplex/Quadplex,

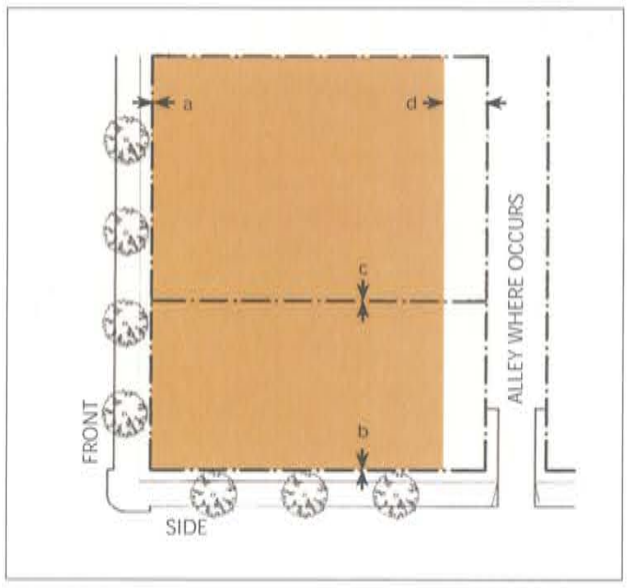
3. **Frontage Types** (See Section 3.3.020 for definitions and design standards)
   (a) Only the following frontage types are allowed:
   Allowed types:
   Stoop, Forecourt, Shopfront, Gallery, Arcade

Illustrative Photo

3.2.040 - Commerce Avenue (D-CA)

A. Intent

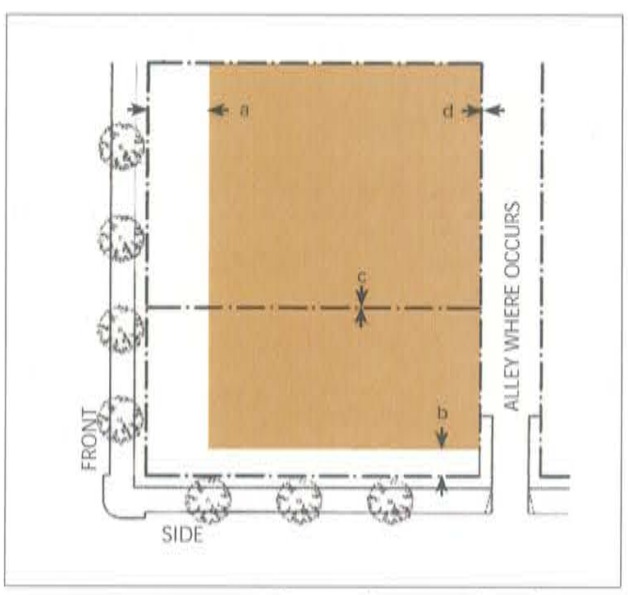
Commerce Avenue (CA). The Commerce Avenue district includes properties on the east side of Old Redwood Highway across from the Highway 101 right-of-way and up to the north City limits adjacent to the entrance to Highway 101. This area is intended to accommodate a variety of land use types ranging from automobile-oriented uses that serve the travelling public, to retail, office, and residential uses. These regulations are intended to encourage pedestrian-oriented site and building design, but the area can also accommodate automobile-oriented development.



Building Placement Plan Diagram

B. Building Placement (allowable only in shaded area at left)

1. **Setbacks** (as measured from the property line)
   Buildings shall be placed within the shaded area as shown in the adjacent diagram.
   (a) Front Setback: 0'
   (b) Side Street Setback: 0'
   (c) Sideyard Setback: 0'
   (d) Rear Setback: 15'
   (e) Alley Setback: 2'



Parking Placement Plan Diagram

C. Parking (enclosed or unenclosed - allowable only in shaded area at left)

1. **Parking Placement**
   (a) Front setback: 20% lot depth;
   (b) Side street setback: 10' min;
   (c) Side yard setback: not required;
   (d) Rear setback: not required

2. **Parking Access**
   Vehicular access is permitted only from the alley or side streets.

3. **Parking Requirements**
   Residential: 2 spaces / unit (on-site)
   Non-Residential: 4/1000 sq. ft.

D. Building Profile and Type

1. **Building Height**
   (a) Maximum height: 35 feet (measured from street grade to highest point of structure) with the heights for various types of floors in a building subject to the definition located in the appendix

   (b) Architectural features as permitted by the Land Use Code section 17.30.040.d.1.

2. **Architectural Types** (See Section 3.3.010 for definitions and design standards)
   (a) Only the following architectural types are allowed in accordance with the allowed companion uses per the Regulating Plan / Land Use Map:

   Liner, Commercial Block, Courtyard Housing, Rowhouse, Duplex/Triplex/Quadplex,

3. **Frontage Types** (See Section 3.3.020 for definitions and design standards)
   (a) Only the following frontage types are allowed:

   Stoop, Forecourt, Shopfront, Gallery, Arcade

3.3 - Architectural Standards

3.3.010 - Building Types

Requirements

1. **Purpose.** This Chapter identifies the building types allowed within the Specific Plan area, and provides design standards for each type, to ensure that proposed development is consistent with the City's goals for building form, size, massing, character, and quality within Downtown Cotati.

2. **Applicability.** Each proposed building shall be designed in compliance with the standards of this Chapter for the applicable building type, except for public and institutional buildings, which because of their unique disposition and application are not required to comply with building type requirements. Buildings to be constructed on a parcel identified on the federal, state, or local list of significant historic resources shall not be placed or constructed so as to result in a modification of the historic resource, unless alterations conform to the United States Secretary of Interior's official Standards for Treatment of Historic Properties.

3. **Allowable building types by district.** Each proposed building shall be designed as one of the types allowed for the district in which the site is located.

Ⓐ Liner

Illustrative Photo

Illustrative Diagram

Summary of Allowed Building Types by District

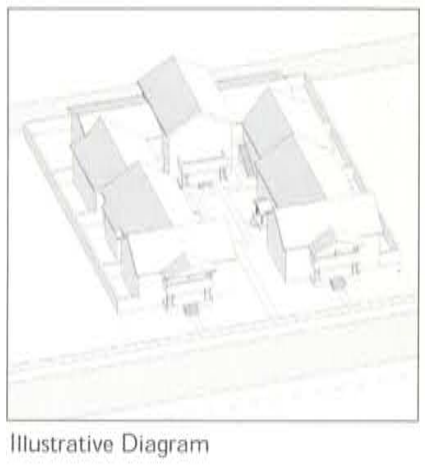
B Commercial Block

Illustrative Photo

Illustrative Diagram

C Courtyard Housing

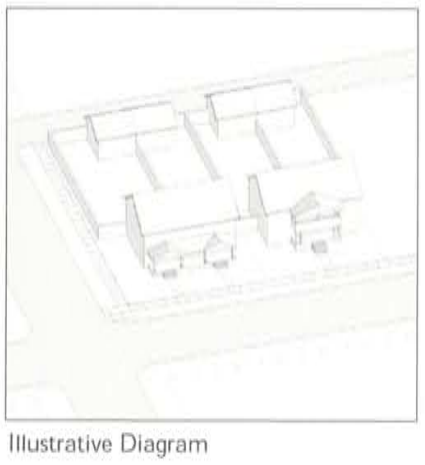
Illustrative Photo



Illustrative Diagram

D Duplex / Triplex / Quadplex

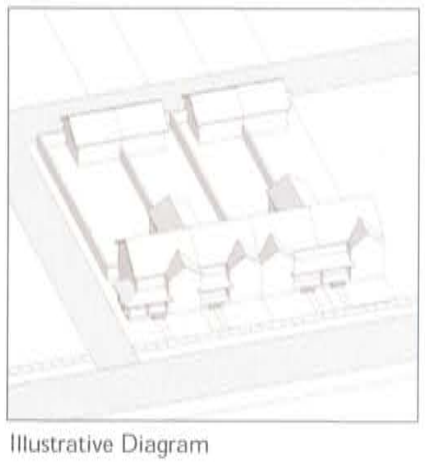
Illustrative Photo



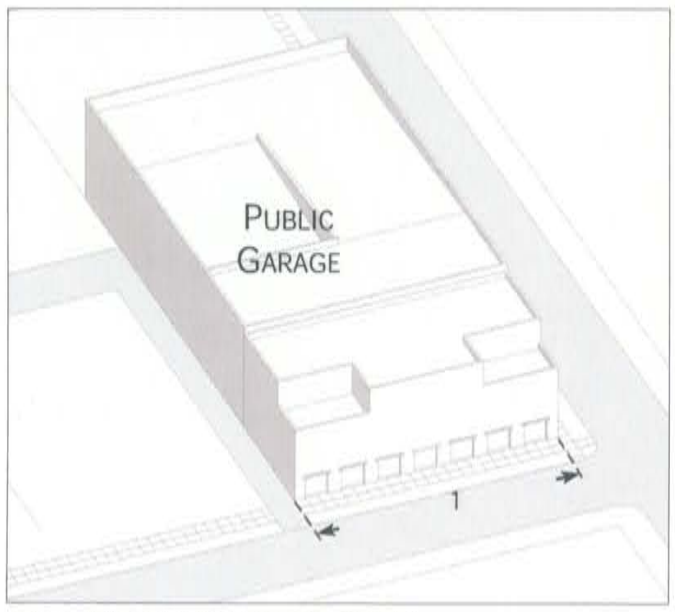
Illustrative Diagram

E Rowhouse

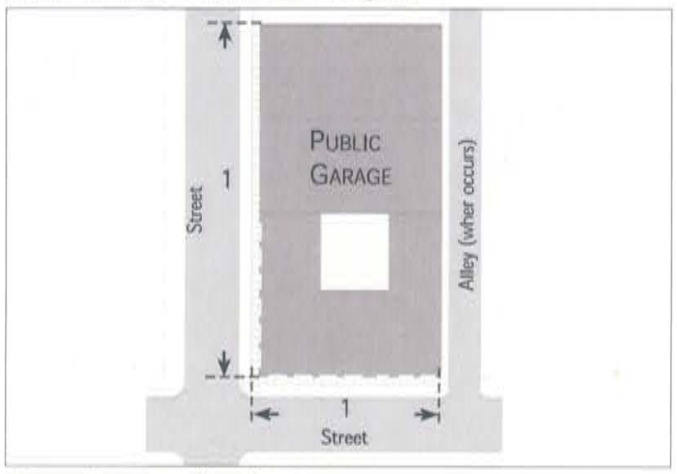
Illustrative Photo



Illustrative Diagram



Above: Illustrative Axonometric Diagram



Above: Illustrative Plan Diagram

Above: Illustrative Photo - Liner with shopfronts and street access

Above: Illustrative Photo - Liner with shopfront frontage

Above: Illustrative Photo - Liner with shopfront frontage

A. Liner: A building that conceals a public (Park-Once) garage, designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for such uses or residences.

1: Lot Width/Frontage: Minimum: 125 ft; maximum: 250 ft.

2: Access Standards

(a) The main entrance to each ground floor storefront shall be directly from the street.
(b) Entrance to the residential portions of the building shall be through a street level lobby, or through a podium lobby accessible from the street or through a side yard.
(c) Interior circulation to each dwelling is through a corridor.
(d) For corner lots without alley-access, parking entrance shall generally be located on the side street as close as possible to the side or rear of each lot.
(e) Elevator access shall comply with State and Federal ADA requirements
(f) Where an alley is present, parking may be accessed through the alley.

3: Parking Standards

(a) Required parking shall be accommodated in an underground or above-grade garage, tuck under parking, or a combination of any of the above.
(b) Dwellings have indirect access to their parking stall(s).

4: Service Standards

(a) Services (incl. all utility access, above ground equipment and trash) shall not be in or visible from the public right-of-way.
(b) To the extent feasible, all utilities shall be located below ground.

5: Open Space Standards

(a) The primary shared open space is the rear or side yard designed as a courtyard. Roofs may be developed as open space to provide individual dwellings with proximity to natural light and open space. Courtyards can be located on the ground or on a podium. Side yards may also be formed to provide out door patios connected to ground floor commercial uses.
(b) Minimum courtyard dimension shall be 20 feet. Courtyard proportions may not be less than 1:1 between its width and height for at least 2/3 of the court's perimeter.
(c) Architectural projections into courtyards are allowed on up to two sides of the courtyard. Such projections include but are not limited to towers, arcades, loggias, porches, balconies, etc. Such projections are only permitted on one side of a courtyard with a dimension less than 20 feet.
(d) Private patios, on the ground floor, may be provided at side yards and rear yards.
(e) Balconies are permitted.
(f) The city of Cotati park-in-liew ordinance and fees apply.

6: Landscape Standards

(a) This building type is located in the most urban districts and as such, uses immediately adjacent/on-site public space(s) and the streetscape for landscape.
(b) Courtyards located over garages shall be landscaped.

7: Frontage Standards

(a) Entrance doors, public rooms, such as living rooms and dining rooms are oriented, to the degree feasible, fronting toward the courtyard(s) and street. Service rooms are oriented to the degree possible backing to corridors.
(b) The applicable frontage requirements apply per section 3.2, Urban Standards by District.
(c) Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to commercial ground floor spaces are allowed. Shopfronts, arcades and galleries are preferred.

8: Building Size and Massing Standards

(a) The following standards identify the maximum extent of an individual building and the individual floors that comprise the building.
(b) Buildings may contain any of three types of dwellings: flats, town houses and lofts.
(c) Dwellings may be as repetitive or unique as deemed by individual designs.
(d) Buildings may be composed of a primary volume.

Note:
Choose the scenario in the far left column and apply the ratio of floor area as specified to the right and per the requirements of the applicable zone. Scenario 3.0 is illustrated as an example below:

Scenario (in Stories)	Maximum ratio of each floor in the building		
	1	2	3
1.0	100%	-	-
2.0	100%	75%	-
3.0	100%	65%	50%

Below: Illustrative Sequence Diagram of Massing for Scenario 3.0 above

Ground Floor - 100%

2nd Floor - 65%

3rd Floor - 50%

9: Accessory Dwellings - Not Allowed

B. 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.

1: **Lot Width/Frontage**: Minimum: 25 ft; maximum: 250 ft.

2: **Access Standards**
- (a) The main entrance to each ground floor storefront shall be directly from the street or other public area.
- (b) Entrance to the residential portions of the building shall be through a street level lobby, or through a podium lobby accessible from the street or through a side yard.
- (c) Interior circulation to each dwelling is through a corridor.
- (d) For corner lots without alley-access, parking entrance shall generally be located on the side street as close as possible to the side or rear of each lot.
- (e) Elevator access shall comply with State and Federal ADA requirements.
- (f) Where an alley is present, parking may be accessed through the alley.

3: **Parking Standards**
- (a) Required parking shall be accommodated in an underground or above-grade garage, tuck under parking, or a combination of any of the above.
- (b) Dwellings have indirect access to their parking stall(s).

4: **Service Standards**
- (a) Services (incl. all utility access, above ground equipment and trash) shall not be in or visible from the public right-of-way.
- (b) To the extent feasible, all utilities shall be located below ground.

5: **Open Space Standards**
- (a) 150 square feet of open space is required per dwelling. This area may be combined into a courtyard. Courtyards can be located on the ground or on a podium. Side yards may also be formed to provide out door patios connected to ground floor commercial uses.
- (b) Minimum courtyard dimension for parcels under 125 feet in width shall be at the discretion of the City and shall include private patios for ground floor dwellings.
- (c) Minimum courtyard dimension for parcels 125 feet and greater in width shall be 40 feet. Courtyard proportions may not be less than 1:1 between its width and height for at least 2/3 of the court's perimeter.
- (d) Roofs may be developed as open space to provide individual dwellings with proximity to natural light and open space.
- (e) Architectural projections into courtyards are allowed on up to two sides of the courtyard. Such projections include but are not limited to towers, arcades, loggias, porches balconies, etc. Such projections are only permitted on one side of courtyards.
- (f) Private patios, on the ground floor, may be provided at side yards and rear yards.
- (g) Balconies are permitted.
- (h) The city of Cotati park-in-liew ordinance and fees apply.

6: **Landscape Standards**
- (a) This building type is located in the most urban districts and as such, uses immediately adjacent/on-site public space(s) and the streetscape for landscape.
- (b) Courtyards located over garages shall be landscaped.

7: **Frontage Standards**
- (a) Entrance doors, public rooms, such as living rooms and dining rooms are oriented to the degree possible fronting toward the courtyard(s) and street. Service rooms are oriented to the degree possible backing to corridors.
- (b) The applicable frontage requirements apply per Chapter 3.2, Urban Standards by District.
- (c) Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to commercial ground floor space are allowed. Shopfronts, arcades, galleries are preferred.

8: **Building Size and Massing Standards**
- (a) The following standards identify the maximum extent of an individual building and the individual floors that comprise the building.
- (b) Buildings may contain any of three types of dwellings: flats, town houses and lofts.
- (c) Dwellings may be as repetitive or unique as deemed by individual designs.
- (d) Buildings may be composed of a primary volume.

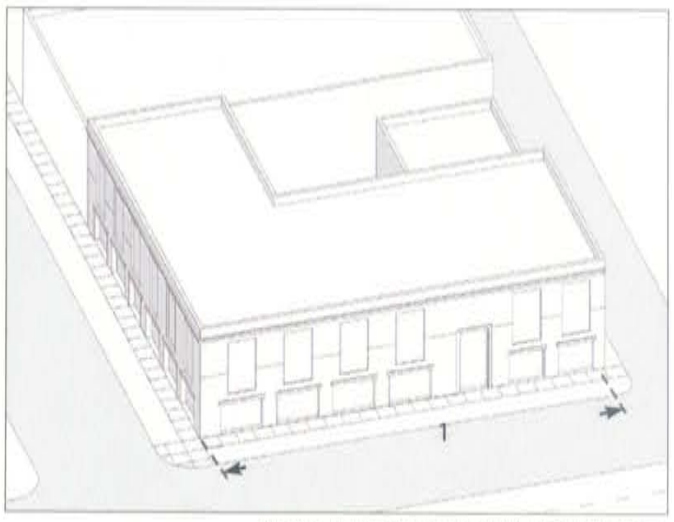
Note:
Choose the scenario in the far left column and apply the ratio of floor area as specified to the right and per the requirements of the applicable zone. Scenario 3.0 is illustrated as an example below:

Scenario (in Stories)	Maximum ratio of each floor in the building		
	1	2	3
1.0	100%	-	-
2.0	100%	75%	-
3.0	100%	65%	50%

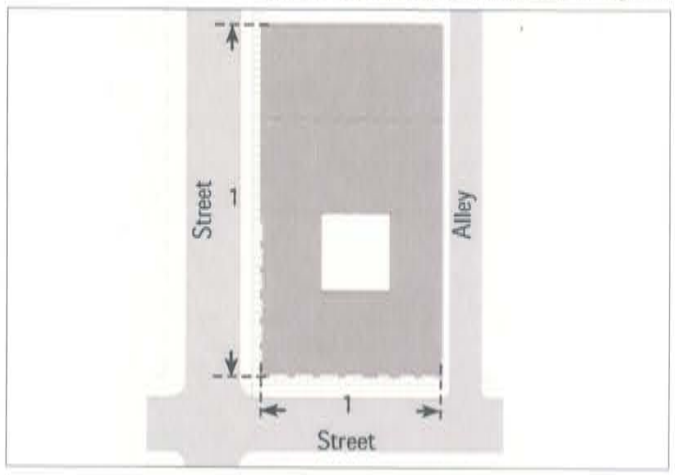
Below: Illustrative Sequence Diagram of Varied Massing for Scenario 3.0 above

Ground Floor - 100% | 2nd Floor - 65% | 3rd Floor - 50%

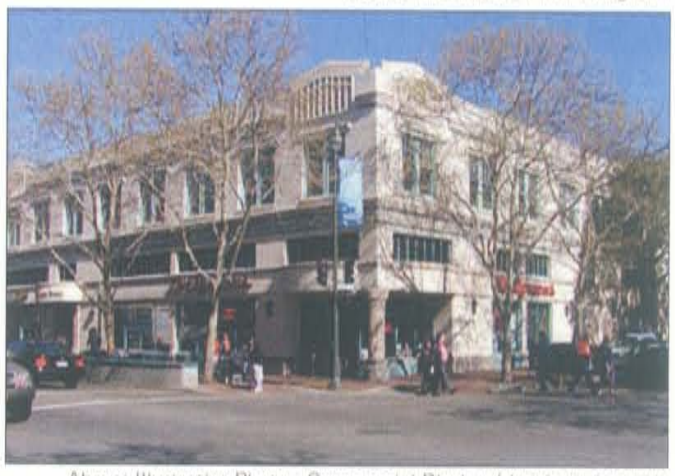
9: **Accessory Dwellings** - Not Allowed



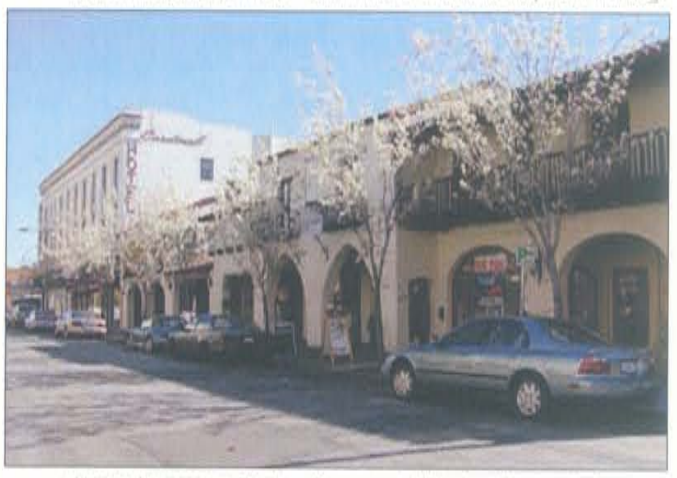
Above: Illustrative Axonometric Diagram



Above: Illustrative Plan Diagram

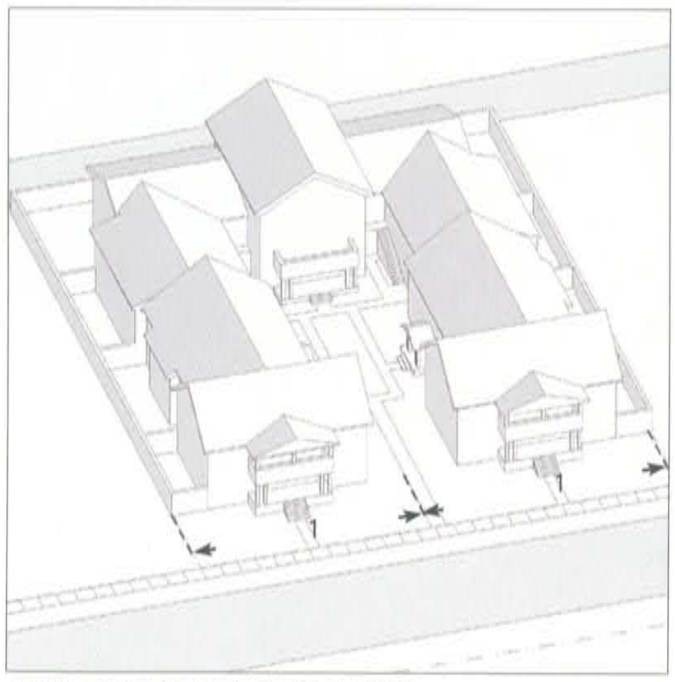


Above: Illustrative Photo - Commercial Block w/shopfront frontage

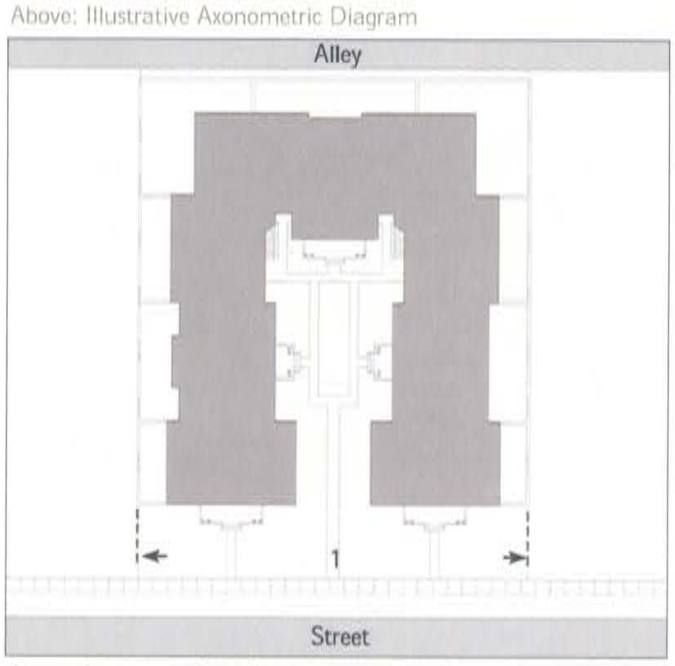


Above: Illustrative Photo - Commercial Block with arcade frontage

Above: Illustrative Photo - Commercial Block w/shopfront frontage



Above: Illustrative Axonometric Diagram



Above: Illustrative Plan Diagram

Above Left:
Illustrative Photo: Courtyard with zaguan linking two courtyards

Below Left:
Illustrative Photo: Courtyard with zaguan linking two courtyards

C. Courtyard Housing: A building designed for residential occupancy or by retail, service, and/or office uses on the ground floor, with upper floors also configured for such uses of residences that can be arranged in four possible configurations: townhouses, townhouses over flats, flats, and flats over flats. In either residential or mixed-use configurations, the dwellings 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.

1: **Lot Width/Frontage**: Minimum: 100 ft; maximum: 250 ft.

2: **Access Standards**
- (a) The main entry to each ground floor dwelling shall generally be directly off a common courtyard or from the street.
- (b) Access to second story dwellings shall be through an open or roofed stair, serving up to 2 dwellings
- (c) Where an alley is present, parking and service shall be accessed through the alley.

3: **Parking Standards**
- (a) Required parking shall be in an underground garage, or may be surface parking, tuck under parking, an aboveground garage (podium,etc), or a combination of any of the above.
- (b) Dwellings may have direct on indirect access to their parking stall(s), or direct access to stalls enclosed within the garage. A combination of these conditions is encouraged.
- (c) Entrances to subterranean garages and/or driveways shall be located as close as possible to the side or rear of each lot.

4: **Service Standards**
- (a) Where an alley is not present, parking and services shall be accessed from the street by side yard driveways flanked by planters, at least 2 feet wide.
- (b) On a corner lot without alley-access, parking and services shall be accessed from the side street and services shall be underground and/ or in the side and rear yards and not visible from the public right-of-way.

5: **Open Space Standards**
- (a) Courtyard housing shall be designed to provide a central courtyard and/or partial, multiple, separated or interconnected courtyards of a size of at least 15% of the lot or 150 square feet per dwelling whichever is greater. These areas may be combined as provided below.
- (b) The primary shared open space is the rear or side yard designed as a courtyard. Roofs may be developed as open space to provide individual dwellings with proximity to natural light and open space. Courtyards can be located on the ground or on a podium. Side yards may also be formed to provide out door patios connected to ground floor commercial uses.
- (c) Minimum courtyard dimension shall be 40 feet. Courtyard proportions may not be less than 1:1 between its width and height for at least 2/3 of the court's perimeter.
- (d) Architectural projections into courtyards are allowed on up to two sides of the courtyard. Such projections include but are not limited to towers, arcades, loggias, porches balconies, etc. Such projections are only permitted on one side of courtyards with a dimension less than 30 feet.
- (e) Private patios, on the ground floor, may be provided at side yards and rear yards.
- (f) Courtyards shall be connected to each other and to the public way by zaguans or paseos.
- (g) The city of Cotati park-in-liew ordinance and fees apply.

6: **Landscape Standards**
- (a) Landscape shall not obscure front yards on adjacent lots or the shopfront of the ground floor non-residential space for mixed-use buildings. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- (b) At least one large tree shall be provided in each rear yard for shade and privacy.
- (c) At least one large tree planted directly in the ground shall be provided in at least one courtyard for shade, privacy and scale.
- (d) Sideyard trees may be placed to protect the privacy of neighbors.
- (e) Courtyards over garages should be designed to avoid the appearance of forced podium hardscape.

7: Frontage Standards

(a) Entrance doors, living space (e.g., living rooms and dining rooms) shall be oriented toward the courtyard(s) and the fronting street to the degree feasible. Service rooms shall be oriented backing to sideyards, service yards and rear yards to the degree possible.

(b) Frontage types are required that provide a transition from public to private, indoor to outdoor at the entrance to each dwelling. As allowed by the applicable district, the frontage type may vary to enable the non-residential ground floor activity (e.g., arcade, gallery, shopfront, forecourt, stoop and front yard/ porch). Features such as arcades, galeries, porches, towers, loggias, entry stairs and stoops are allowed but may not encroach into the required minimum width of a courtyard.

(c) Stoops up to 3 feet in height may be placed above subterranean parking, provided they are landscaped and scaled to the street and building.

(d) The applicable frontage and encroachment requirements apply per section 3.2, Urban Standards by District.

8: Building Size and Massing Standards

The following standards identify the maximum extent of an individual building and the individual floors that comprise the building:

(a) Buildings shall be designed to house scale, and not necessarily representing a single dwelling.

(b) The intent of these regulations is to provide for courtyard housing projects with varying building heights.

(c) 3-story buildings shall be composed of single loaded and stacked dwellings. In this case, the visibility of elevators and of exterior corridors at the third story shall be minimized by incorporation into the mass of the building.

(d) Buildings may contain any of 4 combinations: flats, flats over flats, townhouses, and townhouses over flats.

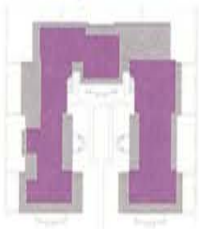
(e) Dwellings may be as repetitive or unique as deemed by individual designs.

Note:
Choose the scenario in the far left column and apply the ratio of floor area as specified to the right and per the requirements of the applicable zone. Scenario 3.0 is illustrated as an example below:

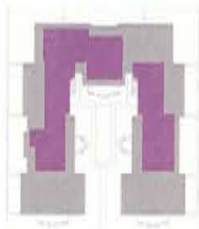
Scenario (in Stories)	Maximum ratio of each floor in the building		
	1	2	3
1.0	100%	-	-
2.0	100%	75%	-
3.0	100%	65%	50%

Below: Illustrative Sequence Diagram of Varied Massing for Scenario 3.0 above

Ground Floor - 100%



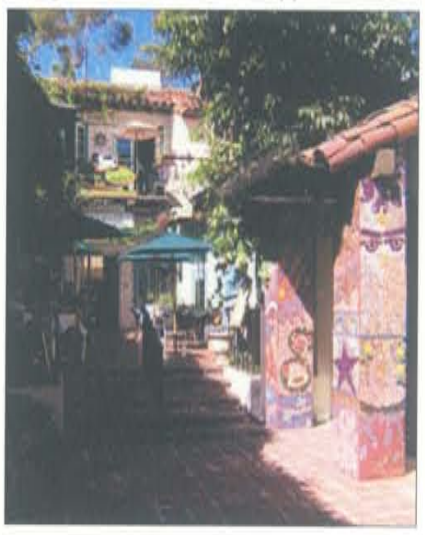
2nd Floor - 65%



3rd Floor - 50%

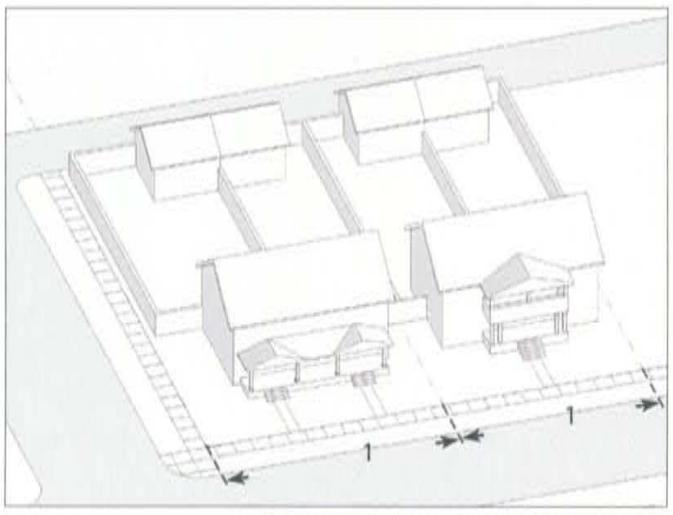
Above: Illustrative Photo - Courtyard building type w/ a shopfront frontage type addressing the commercial nature of the district.

Above: Illustrative Photo - One of two courtyards of the above example illustrating how the interior of the lot/building provides living and/or commercial opportunities with this building type.

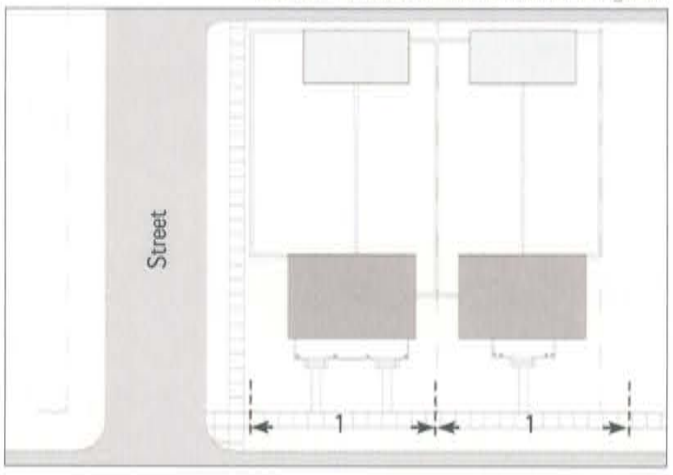


Left: Illustrative Photo - Mixed-Use courtyard off of the busy commercial street scaled to small retail and office uses.

Above: Illustrative Photo - A courtyard building type with a front yard frontage type.



Above: Illustrative Axonometric Diagram



Above: Illustrative Plan Diagram

Above: Illustrative Photo - Quadplex with stoop frontage

Above: Illustrative Photo - Triplex with frontyard frontage

Above: Illustrative Photo - Duplex with frontyard and porch frontage

D. Duplex, Triplex, and Quadplex: Duplexes, triplexes, and quadplexes are multiple dwelling forms that are architecturally presented as large single-family houses in their typical neighborhood setting.

1: Lot Width/Frontage: Minimum: 50 ft; maximum: 125 ft.

2: Access Standards

(a) The main entrance to each dwelling shall be accessed directly from and face the street. Access to second floor dwellings shall be by a stair, which may be open or enclosed.
(b) Where an alley is present, parking and services shall be accessed through the alley.
(c) Where an alley is not present, parking and services shall be accessed by a driveway 7 to 10 feet wide, and with 2-foot planters on each side.
(d) On a corner lot without access to an alley, parking and services shall be accessed by driveways up to 8 to 10 feet wide, and 2-foot planters on each side.

3: Parking Standards

(a) Required parking shall be within garages, which may contain up to four cars.
(b) Garages on corner lots without alleys may front onto the side street only if provided with 1-car garage doors, and with driveways up to 8 to 10 feet wide that are separated by planters at least 2.feet wide.

4: Service Standards

(a) Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
(b) Where an alley is not present, utility access, above ground equipment and trash container areas shall be located at least 10 feet behind the front of the house, and be screened from view from the street with a hedge or fence.

5: Open Space Standards

(a) Each ground floor dwelling shall have a private or semi-private yard of at least 150 square feet
(b) Required yards shall be at least 8 feet wide, and enclosed by a fence, wall or hedge.
(c) Front yards are defined by the applicable setback and frontage type requirements.
(d) Porches, stoops and dooryards may encroach into a required yard. See Frontages, below.
(e) The city of Cotati park-in-liew ordinance and fees apply.

6: Landscape Standards

(a) Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
(b) At least one large tree shall be provided in each rear yard for shade and privacy.
(c) Side yard trees may be placed to protect the privacy of neighbors.

7: Frontage Standards

(a) Dwellings abutting front yards shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than bedrooms and service rooms, are oriented toward the fronting street.
(b) The applicable frontage requirements apply per section 3.2, Urban Standards by District.
(c) Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to the house are required. These may be determined through the Design Review process to serve also as the required yard for some or all of the dwellings. Types such as frontyards/porches, towers, loggias and stoops are preferred.
(d) On corner lots, entrances to dwellings on both frontages are encouraged, particularly in triplexes and quadplexes.

8: Building Size and Massing Standards

(a) Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break.
(b) Buildings shall be massed as large houses, composed principally of two story volumes, each designed to house scale.

9: Accessory Dwellings

Per Cotati Land Use Code provisions and requirements.

E. Rowhouse: An individual structure that can be residential or mixed use and occupied by one primary residence or a structure of multiple townhouse unit types arrayed side by side.

1: **Lot Width/Frontage:** Minimum: 20 ft; maximum: 150 ft.

2: **Access Standards**
(a) The main entrance to each unit shall be accessed directly from and face the street.
(b) Garages and services shall be accessed from an alley. This type not allowed on lot without an alley or underground parking.

3: **Parking Standards**
(a) Required parking shall be in a garage, which may be attached to or detached from the dwelling.

4: **Service Standards**
(a) Services (incl. all utility access, above ground equipment and trash) shall not be in or visible from the public right-of-way.
(b) To the extent feasible, all utilities shall be located below ground.

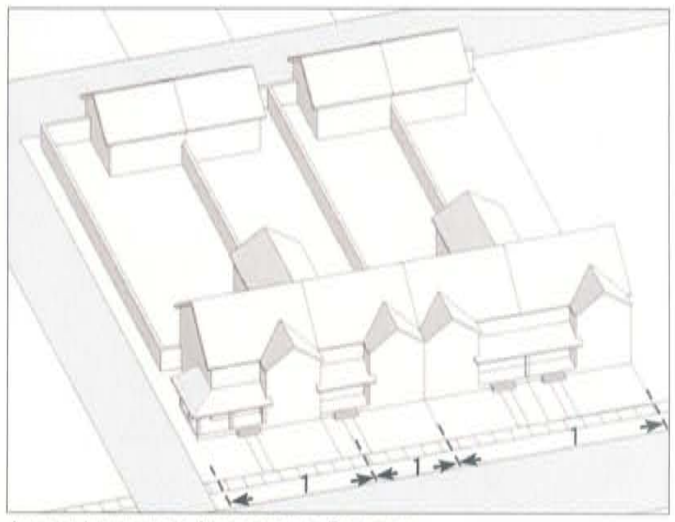
5: **Open Space Standards**
(a) Rear yards shall generally be at least 15% of the area of each lot and of a regular geometry and may be held in common.
(b) Front yards are defined by the applicable setback and frontage type requirements.
(c) The city of Cotati park-in-liew ordinance and fees apply.

6: **Landscape Standards**
(a) Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
(b) At least one large tree shall be provided in each rear yard for shade and privacy.
(c) Rear yards shall be landscaped.

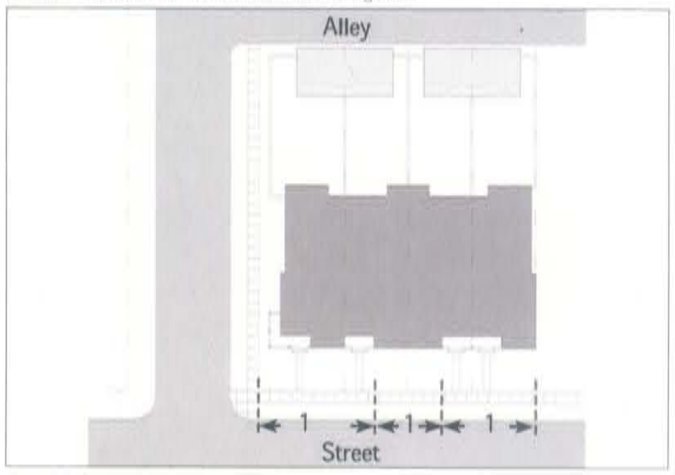
7: **Frontage Standards**
(a) Each rowhouse ground level shall generally be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street and/or to the courtyard.
(b) Frontage types that provide a transition from public to private, indoor to outdoor at the main entrance to each dwelling are required. Types such as frontyards / porches and stoops are preferred.
(c) The applicable frontage requirements apply per section 3.2, Urban Standards by District.

8: **Building Size and Massing Standards**
(a) Buildings shall be in compliance with the regulations for the applicable zone.
(b) Buildings on corner lots may be required to be designed with two front facades or shall create exceptional interest on both sides.
(c) Each rowhouse building shall maintain setbacks from property lines on at least 2 sides, with as much direct access to yards as possible.
(d) In a 3-story building, a townhouse or flat type dwelling (in condominum ownership format) may be stacked over a ground floor flat. In this case, the flat shall be accessed by its own front door at the frontage, and the townhouse or flat type dwelling shall be accessed by a separate front door and a stair or two interior doors from an exterior door.

9: **Accessory Dwellings**
Per Cotati Land Use Code provisions and requirements.



Above: Illustrative Axonometric Diagram



Above: Illustrative Plan Diagram


Above: Illustrative Photo - Rowhouse building w/stoop frontages


Above: Illustrative Photo - Rowhouses with stoop frontages


Above: Illustrative Photo - Rowhouse Building with frontyard and porch frontage

3.3 - Architectural Standards

3.3.020 - Frontage Types

Requirements

1. **Purpose.** This Chapter identifies the frontage types allowed within the Specific Plan area, and for each type, provides a description, a statement as to the type's intent and, design standards, to ensure that proposed development is consistent with the City's goals for building form, character, and quality within the plan area.

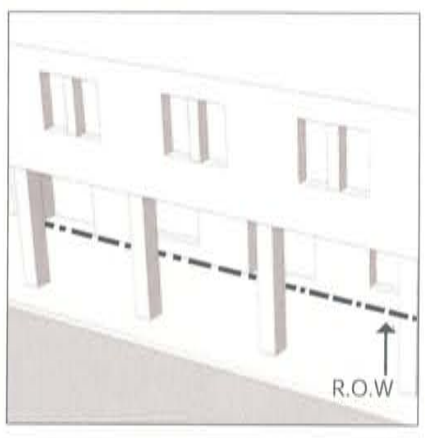
   The types are organized by intensity from most (Arcade) to least intense (Frontyard/Porch).

2. **Applicability.** The provisions of this Chapter work in combination with the underlying district as identified on the Regulating Plan.

3. **Allowable Frontage types by district.** Each district identifies the Frontage Types allowed and refers to this Chapter for the appropriate information.

A. Arcade

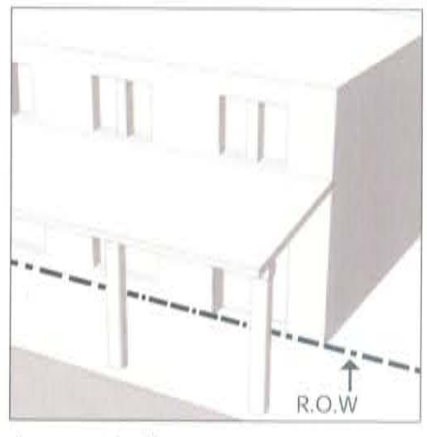
Illustrative Photo



Axonometric Diagram

B. Gallery

Illustrative Photo

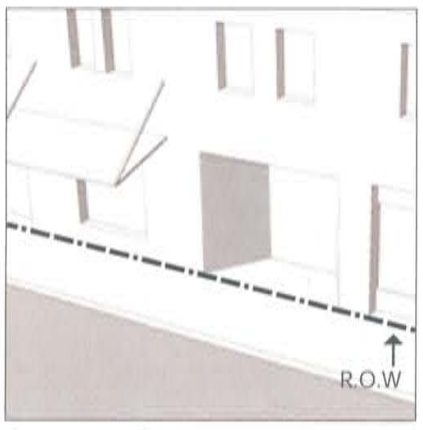


Axonometric Diagram

Summary of Allowed Frontage Types by District

C. Shopfront

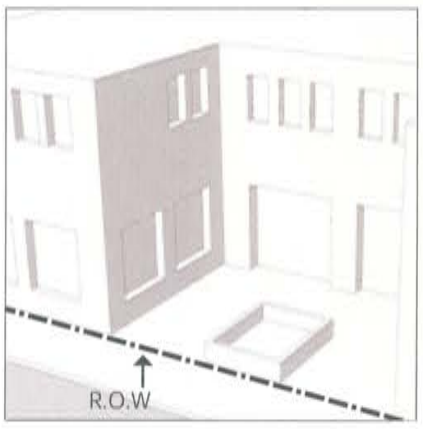
Illustrative Photo



Axonometric Diagram

D. Forecourt

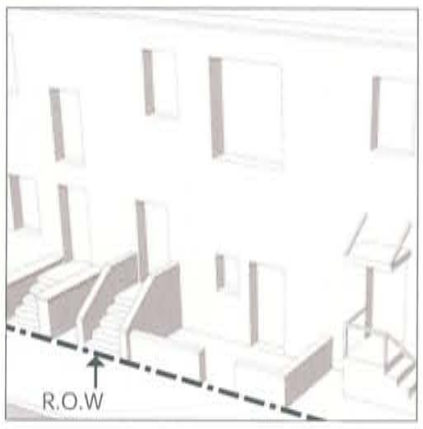
Illustrative Photo



Axonometric Diagram

E. Stoop

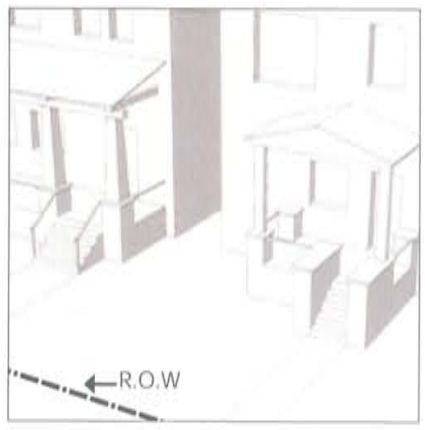
Illustrative Photo



Axonometric Diagram

F. Frontyard / Porch

Illustrative Photo



Axonometric Diagram

A. Arcade

Arcades are facades with an attached colonnade, that is covered by upper stories.

Illustrative Photo: Arcade

1. Configuration

A great variety of arcade designs are possible, but the following apply:

a. The height and the proportions of the arcade shall correspond to the facade consistent with the architectural style of the building.
b. Generally, minimum 10 ft clear in all directions. Soffits, columns/arches shall be treated consistent with the architecture of the building
c. Along primary frontages, the arcade shall correspond to storefront openings and:
   i. spacing between openings along the right-of-way shall be 10 feet.
   ii. primary frontage storefront openings shall be at least 10 feet tall and comprise 65% of the 1st floor wall area facing the street and not have opaque or reflective glazing.
   iii. storefronts shall be min 10 ft to max 16 ft tall.
d. A bulkhead is to transition between the opening(s) and the adjacent grade. The bulkhead shall be between 24 inches and 36 inches tall (aluminum storefront or spandrel panel may not substitute for a bulkhead).
e. Max 4' sidewalk between curb and face of arcade (except at curb extensions for intersections).
f. If over the public right-of-way, an encroachment permit is required.

2. Elements

g. Awnings, signs, etc, shall be located 8 feet above the adjacent sidewalk and may project for the width of the sidewalk at a rate of 6 inches per each foot above 8 feet to a maximum encroachment of 4 feet.

B. Gallery

Galleries are attached to storefronts projecting over the sidewalk.

Illustrative Photo: Gallery

1. Configuration

A great variety of gallery designs are possible, but the following apply:

a. The height and the proportions of the gallery shall correspond to the facade consistent with the architectural style of the building.
b. Generally, minimum 10 feet wide clear in all directions. Soffits, columns/arches shall be treated consistent with the architecture of the building
c. Along primary frontages, the arcade shall correspond to storefront openings and:
   i. spacing between openings along the right-of-way shall be min 10 feet.
   ii. primary frontage storefront openings shall be at least 10 feet tall and comprise 65% of the 1st floor wall area facing the street and not have opaque or reflective glazing.
   iii. Storefronts shall be min 10 ft to max 16 ft tall.
d. A bulkhead is to transition between the opening(s) and the adjacent grade. The bulkhead shall be between 24 inches and 36 inches tall (aluminum storefront or spandrel panel may not substitute for a bulkhead).
e. Min 2 ft and max 4 ft sidewalk between curb and face of arcade (except at curb extensions for intersections).
f. If over the public right-of-way, an encroachment permit is required.

2. Elements

g. Awnings, signs, etc, shall be located 8 feet above the adjacent sidewalk and may project for the width of the sidewalk at a rate of 6 inches per each foot above 8 feet to a maximum encroachment of 4 feet.

C. Shopfront

Shopfronts are facades composed of individual storefronts (including doors) and building walls 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 within the overall facade are also acceptable.

Illustrative Photo: Shopfront

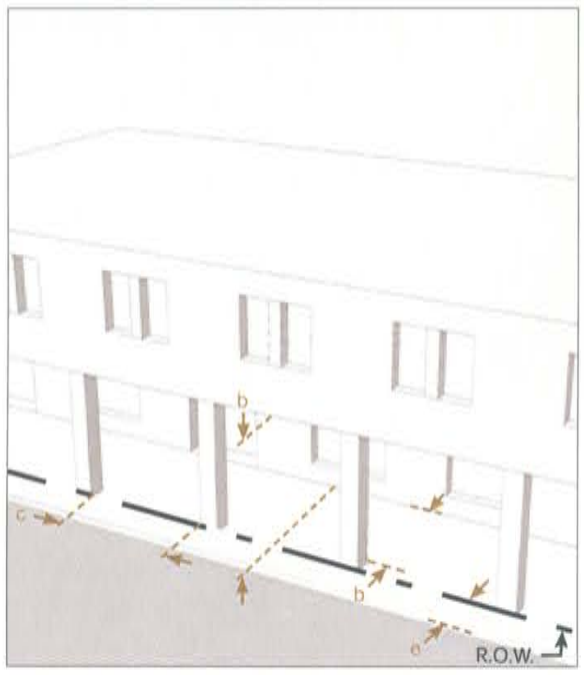
1. Configuration

A great variety of shopfront designs are possible, but the following apply:

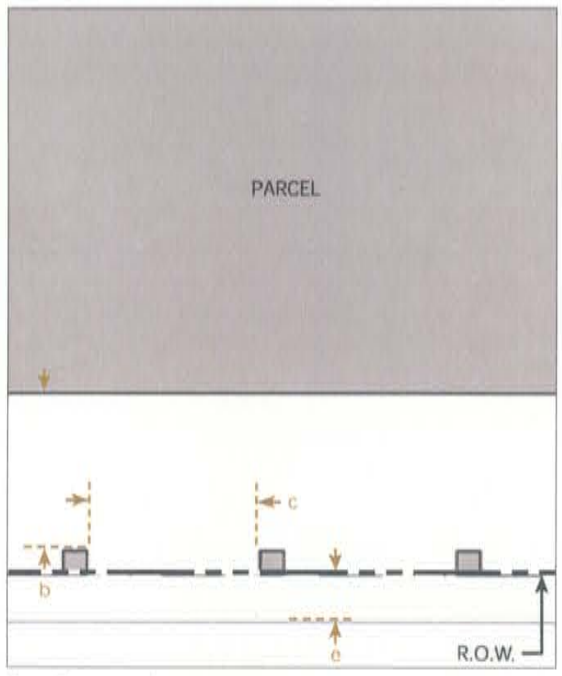
a. Min 12 feet to max 16 feet tall, as measured from the adjacent sidewalk.
b. The corresponding storefront(s) opening(s) along the primary frontage shall comprise 65% of the 1st floor wall area facing the street and not have opaque or reflective glazing.
c. Individual storefronts may be recessed from the frontage line.
d. A bulkhead is to transition between the opening(s) and the adjacent grade. The bulkhead shall be between 24 inches and 36 inches tall (aluminum storefront or spandrel panel may not substitute for a bulkhead)

2. Elements

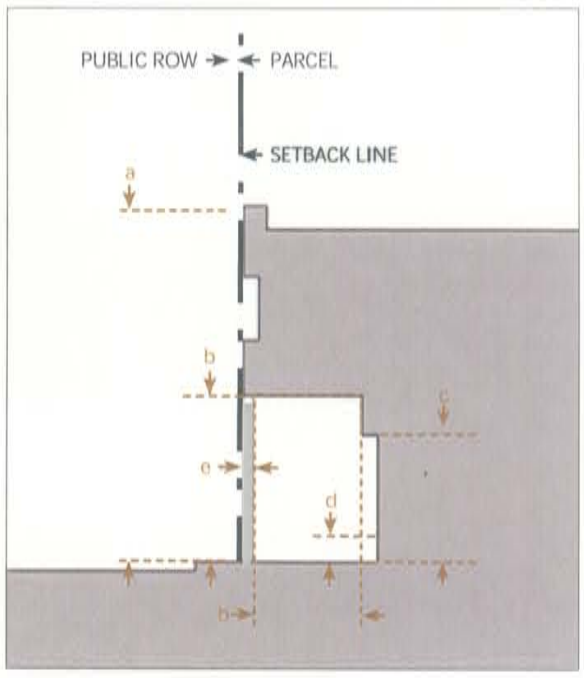
e. Awnings, signs, etc, shall be located 8 feet above the adjacent sidewalk and may project to a maximum encroachment of 8 feet or up to 2 feet from the adjacent curb face.
f. Awnings shall only cover storefronts and openings so as to not cover the entire facade.



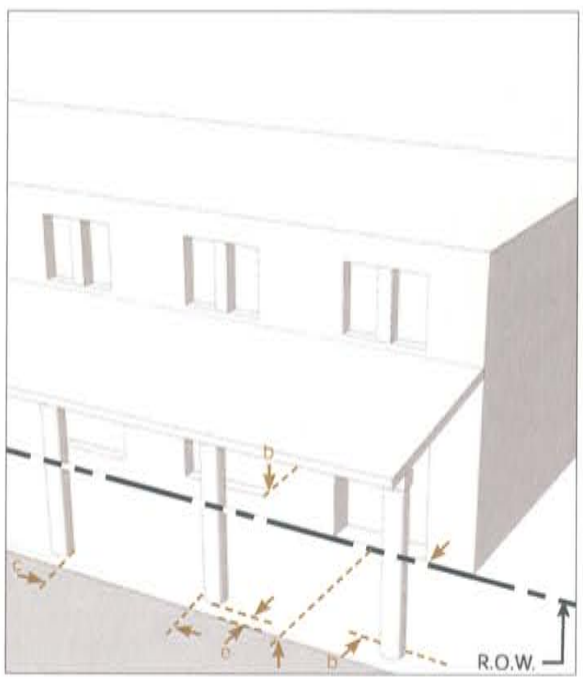
Axonometric Diagram: Arcade



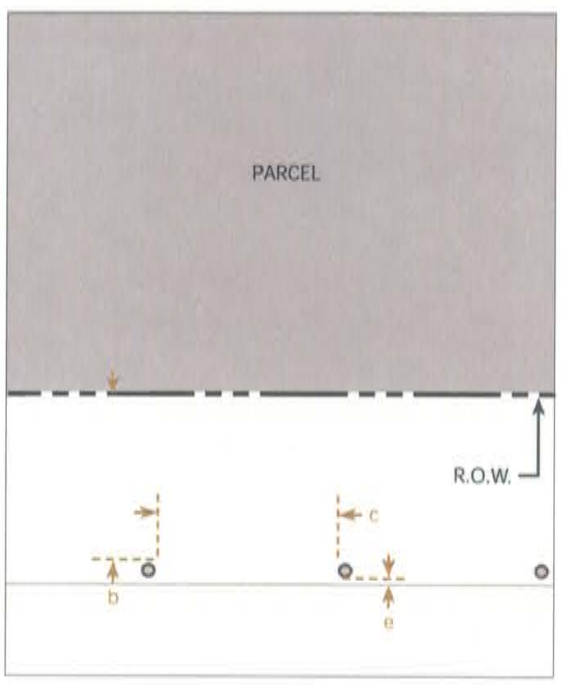
Plan Diagram: Arcade



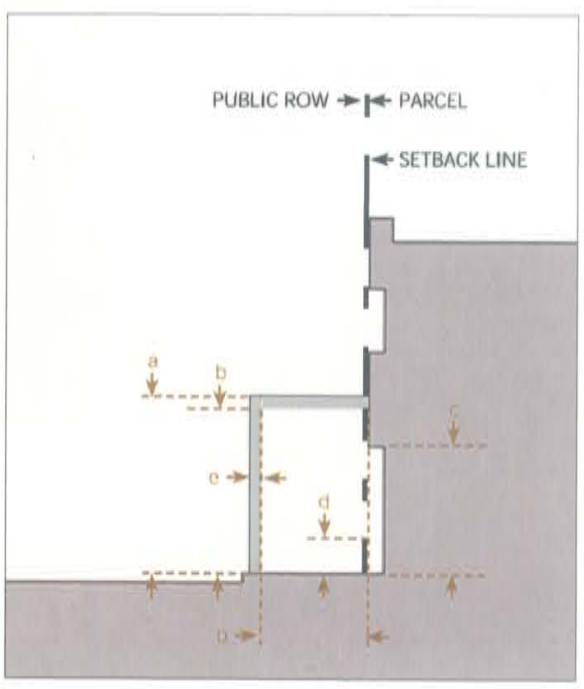
Section Diagram: Arcade



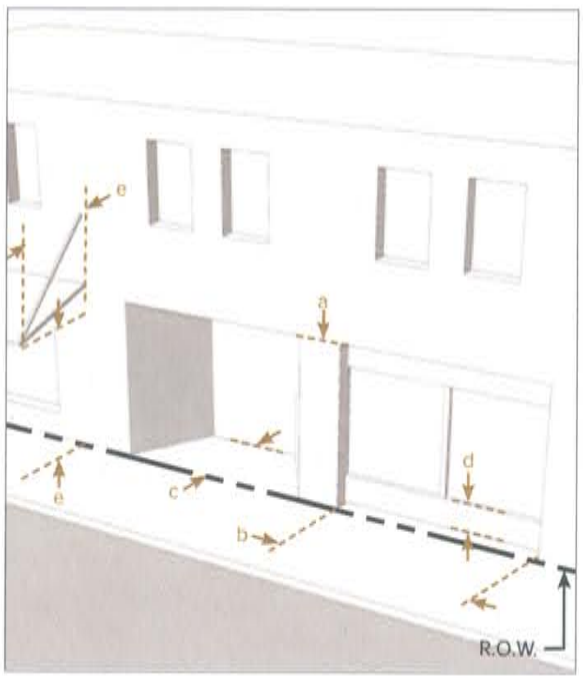
Axonometric Diagram: Gallery



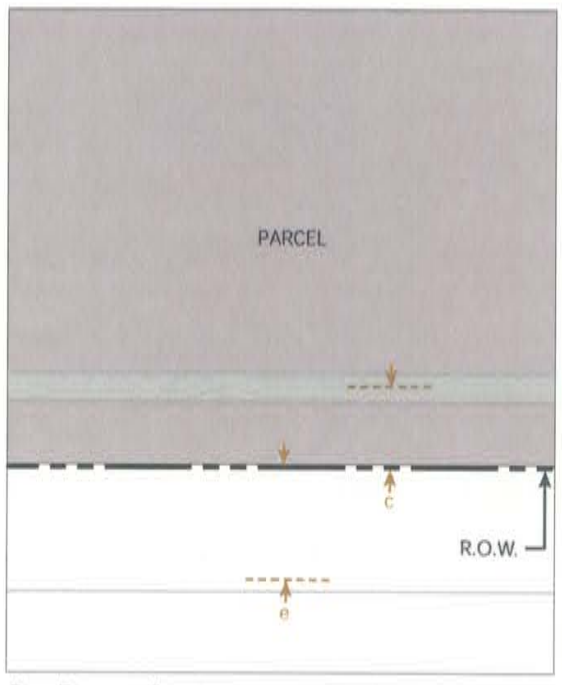
Plan Diagram: Gallery



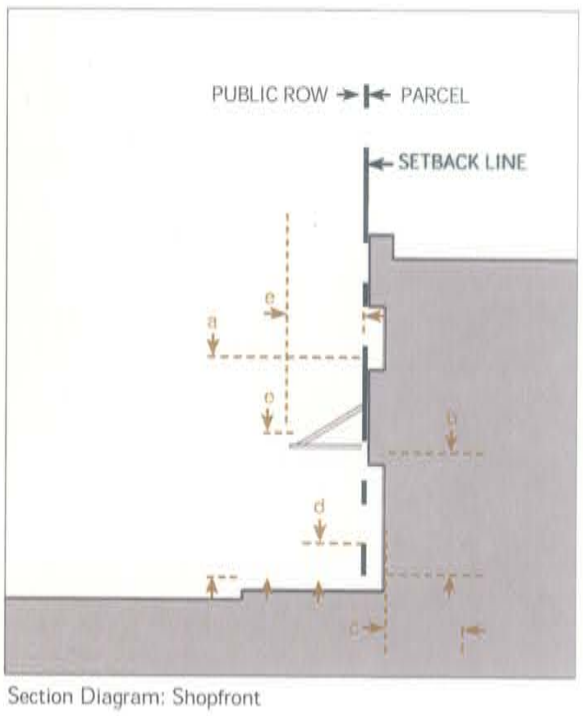
Section Diagram: Gallery



Axonmetric Diagram: Shopfront



Plan Diagram: Shopfront



Section Diagram: Shopfront

D. Forecourt

Forecourts are a recessed court within a shopfront, gallery or arcade frontage. The court is suitable for gardens, vehicular drop offs, and utility off-loading.

1. Configuration

A great variety of forecourt designs are possible, but the following apply:

a. Min 10 feet deep (clear), max 40 feet deep (clear)
b. Min 20' wide; max 40'
c. The court may also be raised from the sidewalk, creating a small retaining wall at the property line with entry area to the court, but should not exceed 3 feet from the adjacent sidewalk grade.
d. Shopfronts shall be between 10 feet and 16 feet tall, as measured from the adjacent sidewalk.
e. The corresponding storefront(s) opening(s) along the primary frontage shall be at least 65% of the 1st floor wall area and not have opaque or reflective glazing.
f. Bulkhead: 24 inches min, 36 inches max (aluminum storefront or spandrel panel may not be substituted for a bulkhead).

2. Elements

g. Awnings, signs, etc, shall be located 8 feet above the adjacent sidewalk and may project to a maximum encroachment of 8 feet or up to 2 feet from the adjacent curb face. Awnings shall only cover storefronts and openings so as to not cover the entire facade.

Illustrative Photo: Forecourt

E. Stoop

Stoops are elevated entry porches/stairs 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. This type may be interspersed with the shopfront frontage type. A porch or shed roof may also cover the stoop.

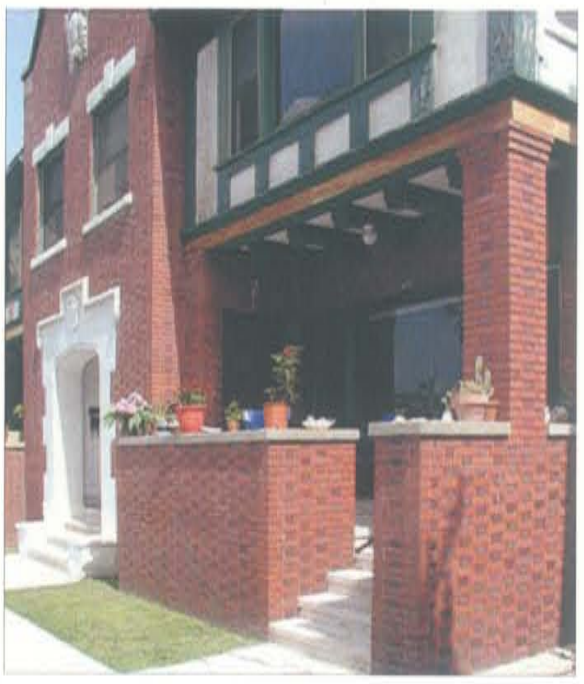
1. Configuration

A great variety of stoop designs are possible, but the following apply:

a. Min 4 feet deep (clear)
b. Min 4 feet wide (clear)
c. Stoops may be at grade or raised to transition into the building. The ground story may be elevated up to 5 feet above the adjacent sidewalk provided that access-requirements are satisfactorily addressed.
d. Stoops must correspond directly to the building entry(s).

2. Elements

e. Fences or walls defining the stoop or front setback shall not exceed 30" from the highest adjacent finished grade.



Illustrative Photo: Stoop combined with Porch

F. Frontyard / Porch

Frontyards are a common frontage primarily associated with single family houses, but used with other building types depending on the context in all cases, 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.

1. Configuration

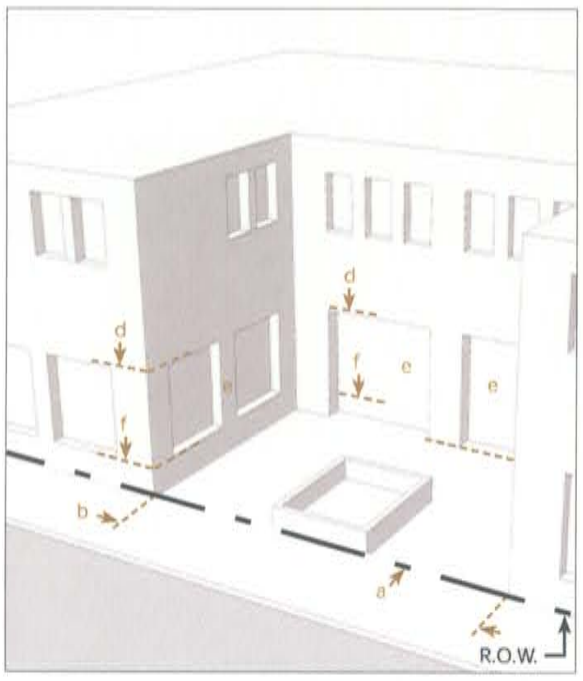
A great variety of porch designs are possible, but the following apply:

a. Min 6 ft deep (clear);
b. Min 12 ft wide (clear) for centered entry; min 10 ft for assymetrical entry and;
c. Min 10 ft tall (clear).
d. Porches may be at grade or raised to transition into the building. In no case shall porches be raised more than 3 feet from the adjacent grade.

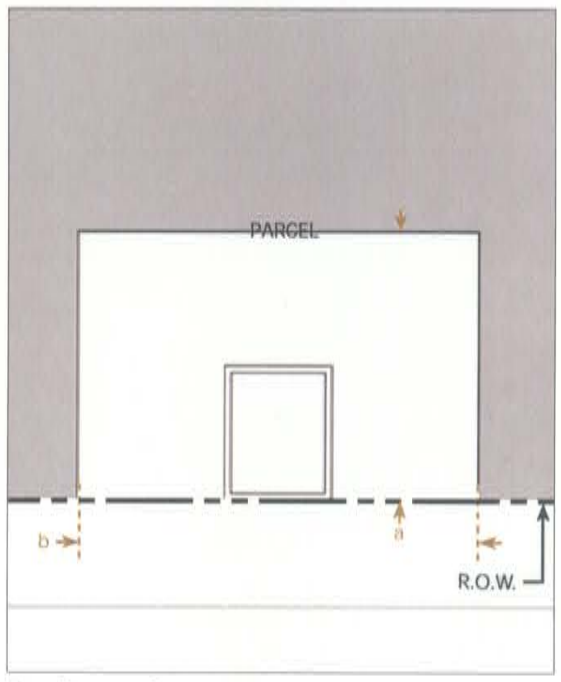
2. Elements

e. Fences or walls defining and/or retaining the front yard shall not exceed 3 feet in height from the adjacent sidewalk.

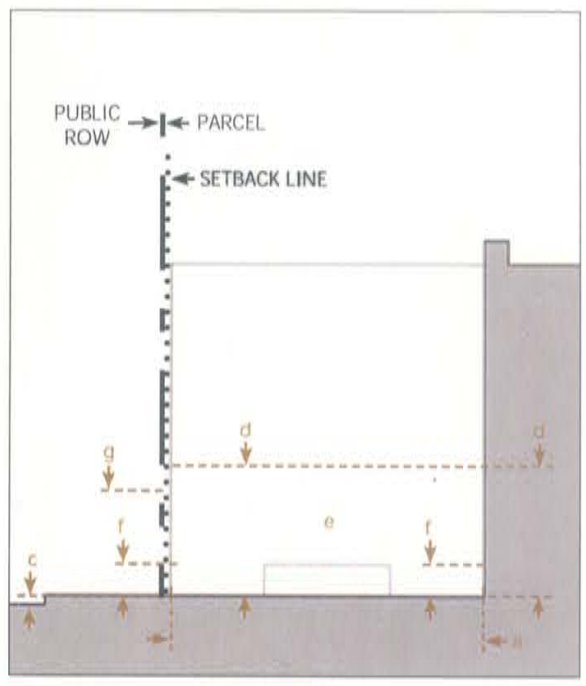
Illustrative Photo: Frontyard / Porch



Axonometric Diagram: Forecourt

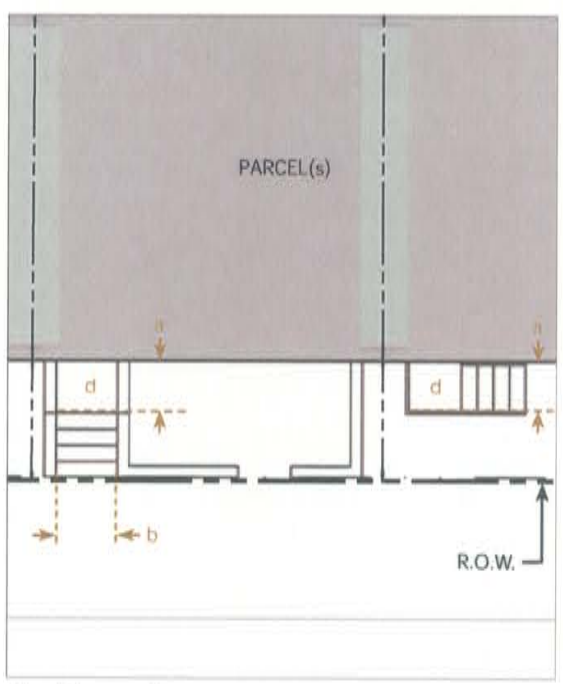


Plan Diagram: Forecourt

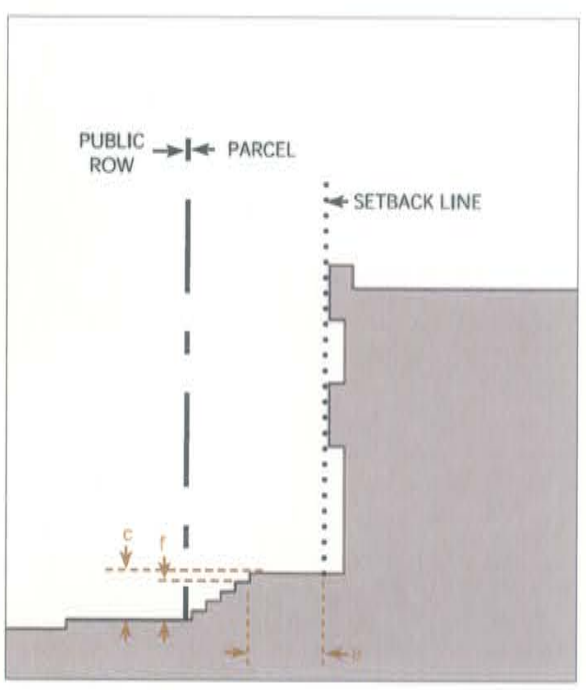


Section Diagram: Forecourt

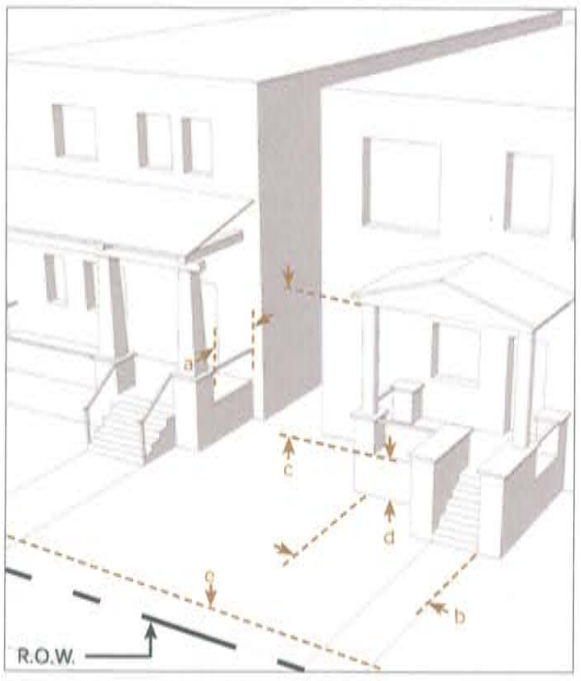
Axonometric Diagram: Frontyard / Porch



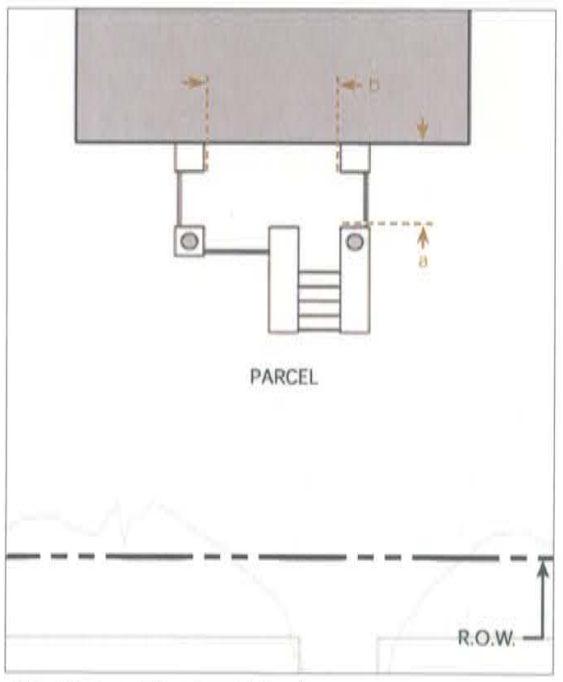
Plan Diagram: Stoop



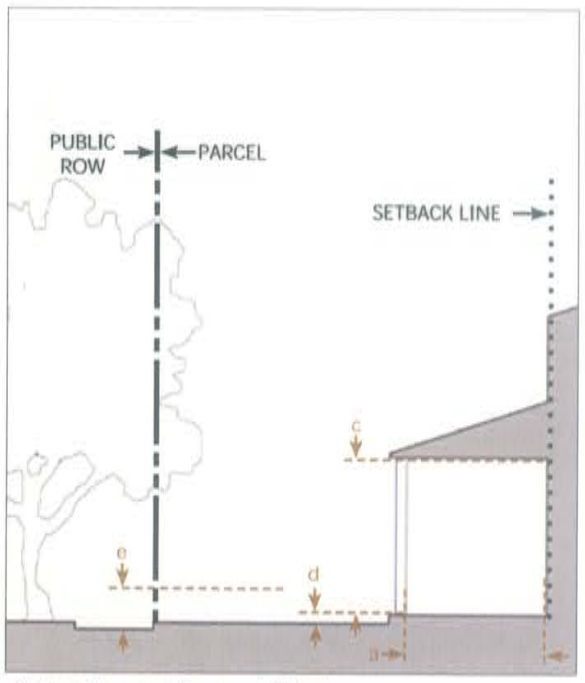
Section Diagram: Stoop



Axonometric Diagram : Frontyard / Porch



Plan Diagram: Frontyard / Porch



Section Diagram: Frontyard / Porch

3.3.030 - Architectural Style Guidelines

1. **Intent.** In preparing this Specific Plan, it was determined that a framework is necessary with which to both express architectural objectives within the project area and a set of clear guidelines that provides the City and future applicants a basis for proposing and reviewing development proposals. These guidelines are not intended to be regulatory but rather shall act as a framework that appropriately represents the important characteristics of various traditional styles for design exploration and application in Downtown Cotati projects. Further, these guidelines are intended to assist the city in its design review process, assisted by a consulting architect as deemed appropriate by the City.

2. **Allowable Styles and Requirements.** Four primary architectural styles were identified as relevant to the area's history and deserving of continued use and interpretation. These styles are identified in this section as having strong relevance to Cotati and particularly the plan area. Other architectural styles may be considered as deemed appropriate by the City. In either case, particular attention shall be given to the juxtaposition of different architectural styles.

A. Main Street Commercial

B. Mission Revival

4. Style Characteristics. The four styles (main street commercial, mission revival, western victorian and craftsman) are described in terms, that assist the user of this Specific Plan to understand their historic precedence and prepare contemporary designs in these historic styles. Each style is described, and differentiated from the others, through nine subjects. These nine subjects describe the style's prevalent language of composition, technique, materiality and detail for the user to apply to new designs as appropriate:

- Base
- Primary Walls
- Roof-Wall Connections
- Roof
- Drainage
- Openings
- Attached Elements
- Massing
- Site Definition and Landscape

C. Western / Victorian

D. Craftsman

A. Main Street Commercial

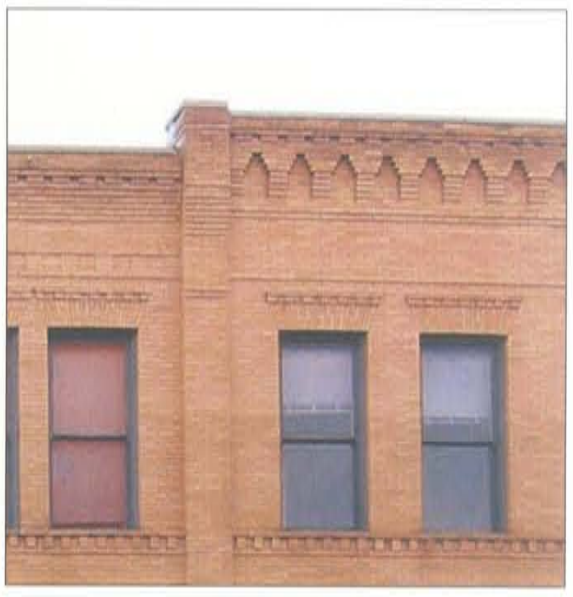
The Main Street Commercial style building is found on almost every pre-World War II American Main Street. The style is derived from a number of historic precedents, including Colonial, Greek Revival, Victorian Italianate, and Richardson Romanesque, adapted to urban contexts and commercial uses. Original materials included brick and stone walls, with upper-story window openings headed by flat stone lintels and a flat roofline sometimes emphatically crowned at the eaves by a projecting cornice.

Stylistic Hallmarks

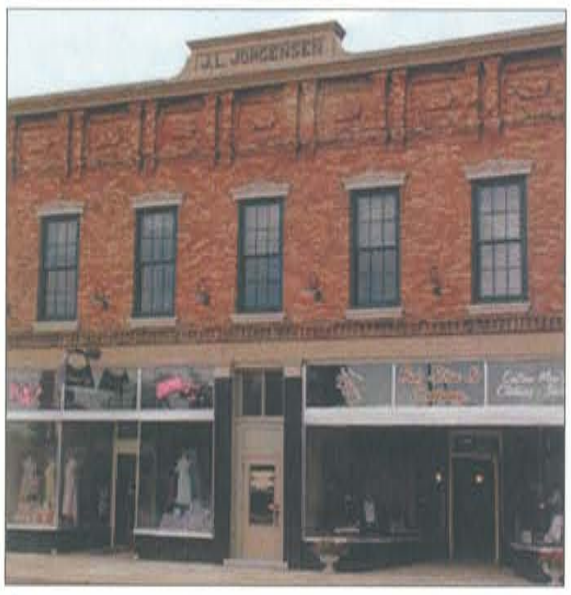
Basically a decorated rectangular masonry box in form, one-story buildings are always commercial in use, while multi-story buildings are mixed-use with retail or commercial ground floors. Multi-story facades are typically divided into base, body and top with the ground floor taller than the shorter upper floor which is finished by a significant parapet. The ground floor has expansive glass interrupted by structural columns with transoms to allow light to penetrate deep into the interior. Upper floor windows are smaller with vertical windows directly relating to the ground floor openings.

Storefront with cast iron columns

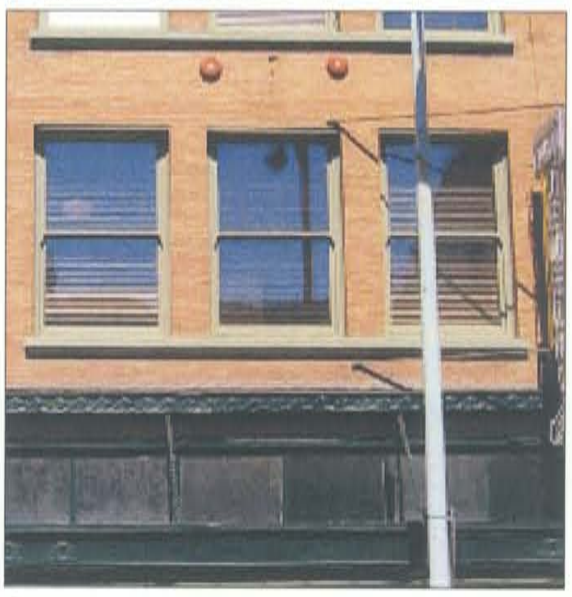
Ornamental brick frame



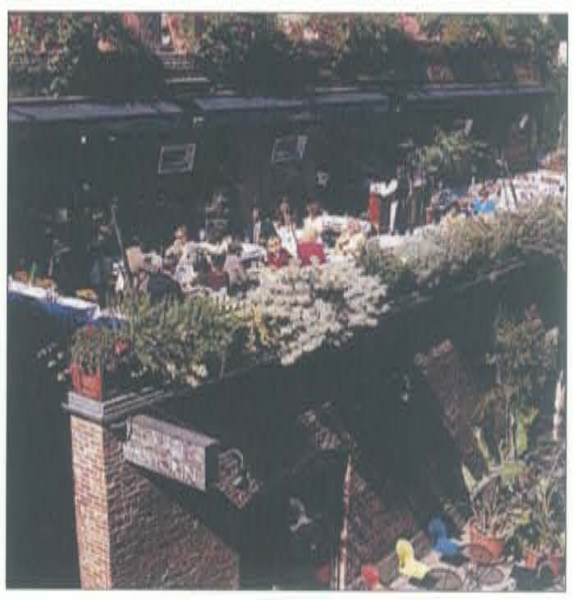
Brick cornice



Articulated parapet denotes center, entry

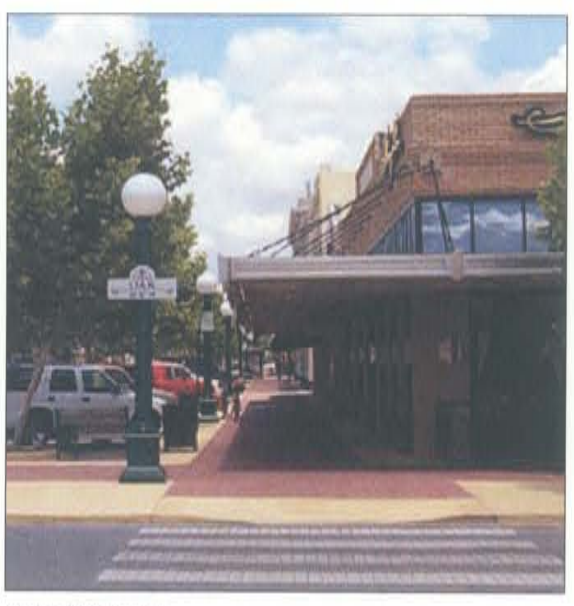


Ganged openings



Roof garden

Ground floor storefront windows



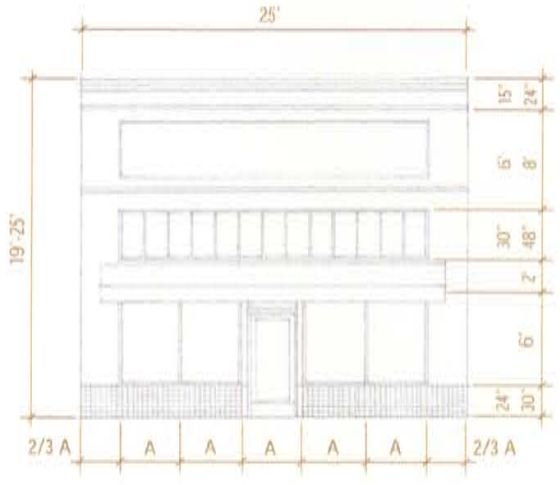
Canopy frontage

Forecourt frontage

A. Main Street Commercial

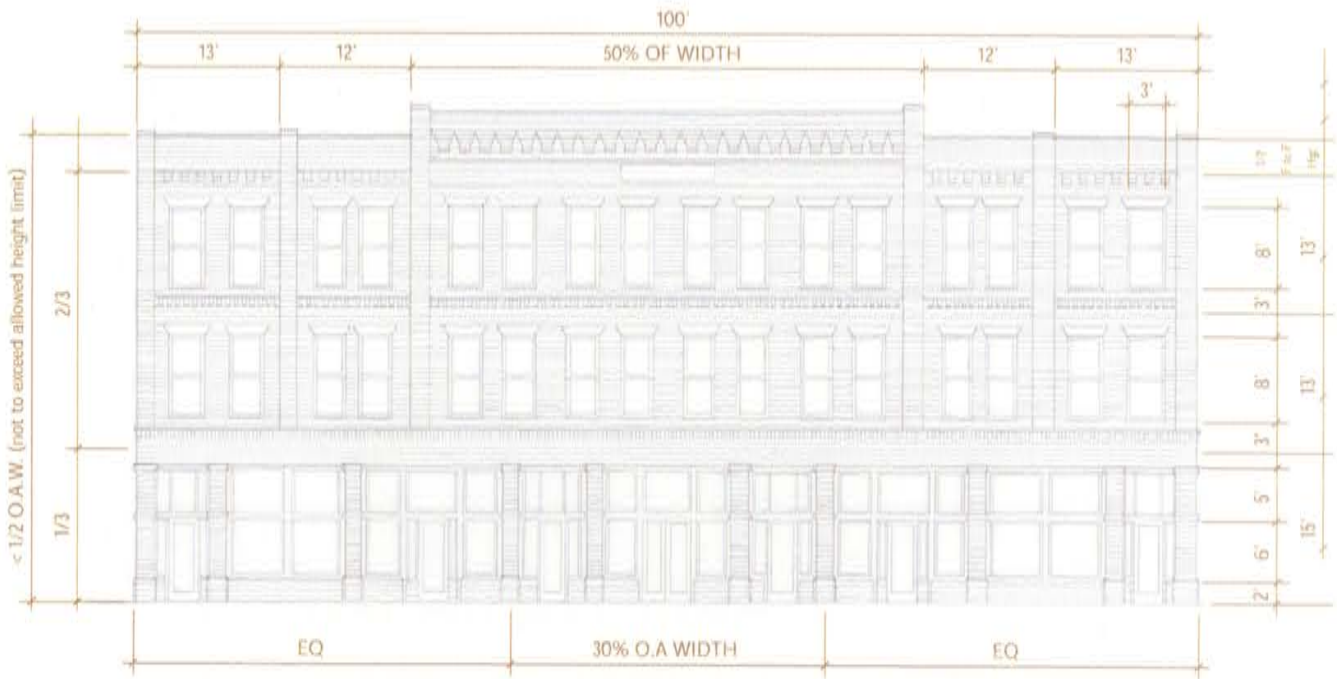
Purpose - The information presented on these pages summarizes the common characteristics of the Main Street Commercial style. This information shall be used as a guide with which to convey general architectural expectations and to help evaluate individual designs subject to the City's interpretation. In no case, shall a building's height exceed those requirements as specified in section 3.2, urban standards by district.

Proportions: 25 feet wide



Proportions: up to 50 feet wide

Proportions: up to 100 feet wide



Key

O.A.W. = of allowed width

O.A.H. = of allowed height

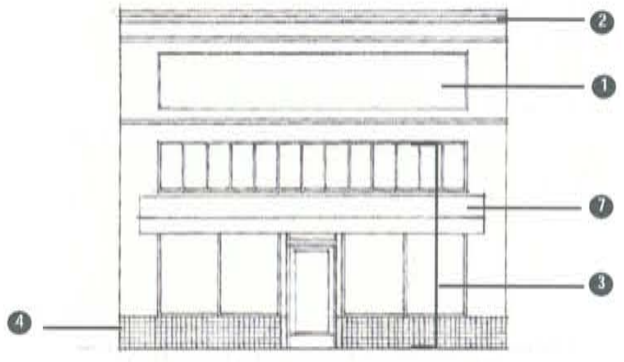
Characteristics: Main Street Commercial Style

❶ **Walls:**
Brick or stucco exterior walls, varying brick soldier course details at each floor level or above transoms. The plane of the exterior wall is set back from pilasters. Pilasters have cast stone capitals. Retail signage is sometimes painted on the side of exterior walls.

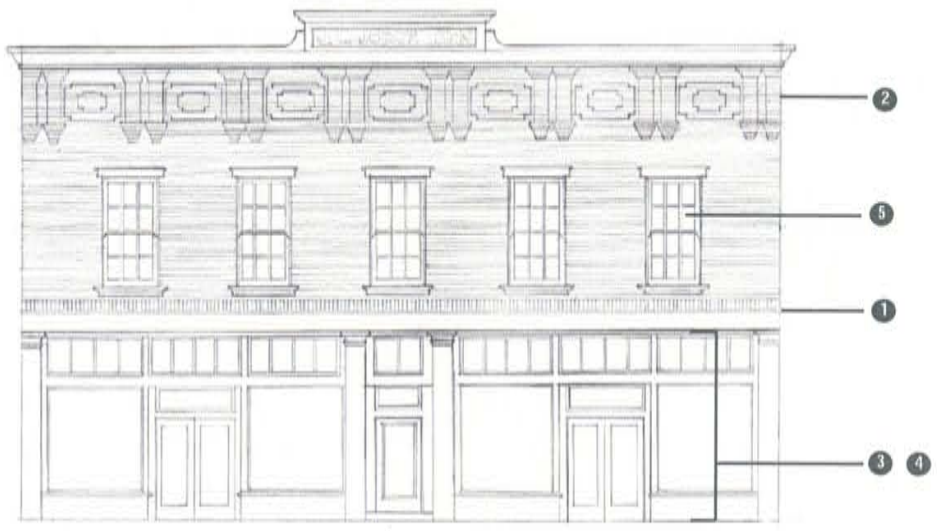
Top of Wall:

❷ The top of exterior walls may be decorated with a highly detailed cornice or a simple cast stone cap block.

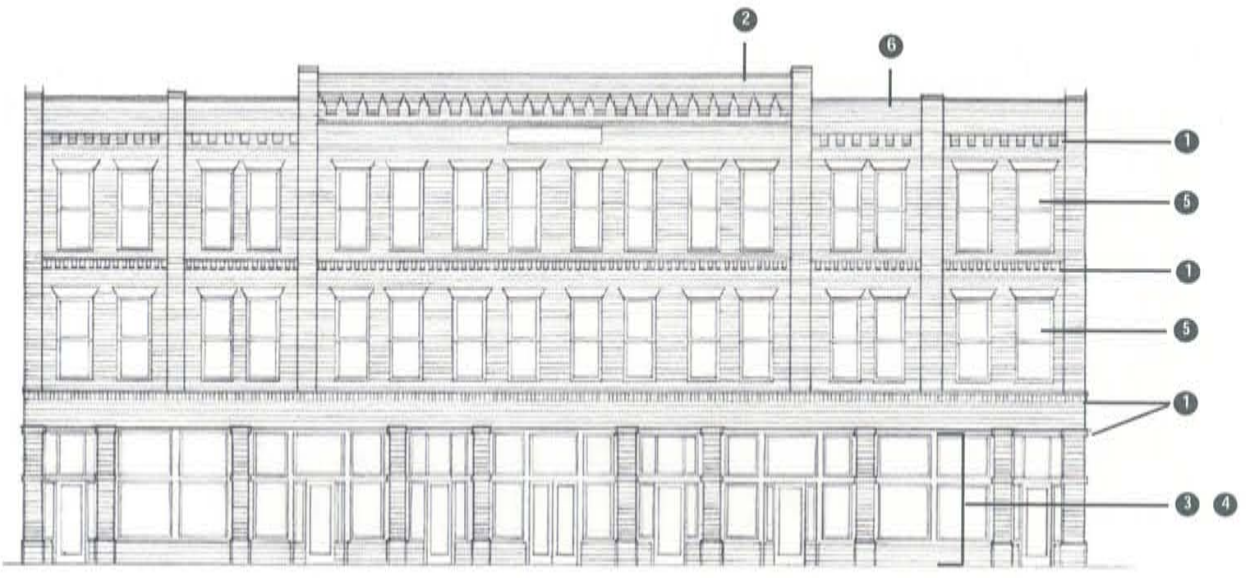
❸ **Ground floor shops:**
Ground floor shops of multi-story buildings have narrow profile steel storefront (not aluminum) window framing system, clear glass, occasionally combined with large wood posts and headers. Lower sill wood panels are painted. Entry doors and transoms of wood and glass are recessed from the storefront. Simple painted metal lighting fixtures may be suspended above the entry door recess or mounted above the entry to the storefront surround. Ground floor shops of single-story buildings may have aluminum factory sash with enamel paint finish and individual, translucent glass panels.



Facade Composition: 25 feet wide



Facade Composition: up to 50 feet wide



Facade Composition: 100 feet wide

4 Ground floor Surround:
Ground floor storefront surround, brick, stone, or pre-cast concrete panels of simple, rectilinear profiles help to delineate the ground floor retail shops.

5 Canopies:
Upper floor levels with recessed wood windows, true double-hung operation, painted. Window sills and headers shall contain real depth. Window proportions are tall and narrow, placed symmetrically across the building front elevation. Windows do not interrupt pilasters.

6 Roof materials:
Generally low-pitch shed roof profiles.

7 Awning:
A retail awningmay be constructed of 1-inch galvanized steel tubing covered with painted and galvanized standing seam metal roofing sheets or heavy fabric.

B. Mission Revivial

The Mission Revival is a style that seems at home in California, romantically linked as it is to the Spanish Colonial period. While the architectural influence of Spain did reach nearby Sonoma, it was largely confined to that outpost town and the great adobe of General Vallejo outside Petaluma. Nevertheless, Cotati can certainly partake of the Mission Revival style, although it should not become predominant as the roots of Cotati's commercial architecture are in the Victorian era, which transitioned into the Main Street Commercial style. Mission Revival, which historically co-existed with the Main Street Commercial style, is suitable for civic buildings and residential complexes, hotels, corner feature buildings and accent buildings to add variety to the streetscape.

The best Mission Revival buildings can convince the onlooker that they indeed have massive mud-plastered adobe walls. Use of ornamental glazed tile, expressed wooden beams, and rustic mission roof tiles are seamlessly integrated into the building's design. Avoid the short hand methods of thin, sharp-cornered walls with stucco that does not reach the ground, ill proportioned arches that look like mere cutouts, tacked-on ornament, and cheap aluminum or vinyl windows.

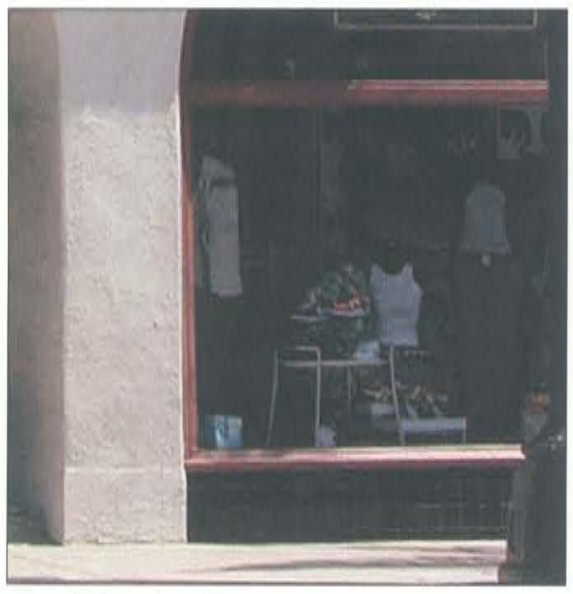
Stylistic Hallmarks

The Mission Revival style is heavily reliant on compositional devices that contrast adobe-like massiveness and softened edges with starkly drawn dark timbers and unglazed terra cotta roof tiles. Be cautious about colored cement mission style tiles as they tend to fade in time as well as fiberglass tile products which are too smooth and look lightweight.

Many ornamental flourishes are possible in Mission Revival. Azulejos (patterned multicolored glazed tiles) can be used to accent stair treads or the base of the building below shopfront windows. Turned spindles in a round or polygonal wooden frame can accent the parapet. Hand-wrought ironwork is a good addition to the designer's palette.

Mission Revival buildings have cleverly articulated volumes with recesses, niches, arcades, and balconies that emphasize their 3-dimensional qualities. Walls are stucco with a texture that simulates smooth mud plaster. Colors are most often white (to simulate whitewash) or a light buff or tan, sometimes with pinkish overtones.

Window openings are recessed with rounded corners at the reveals. Windows were originally either wood or narrow profile steel sash. While the latter product is still available, a less costly alternative is a modern aluminum equivalent of factory sash with a baked-on enamel finish. Painted wood windows with true muntins are also a viable option for new construction.

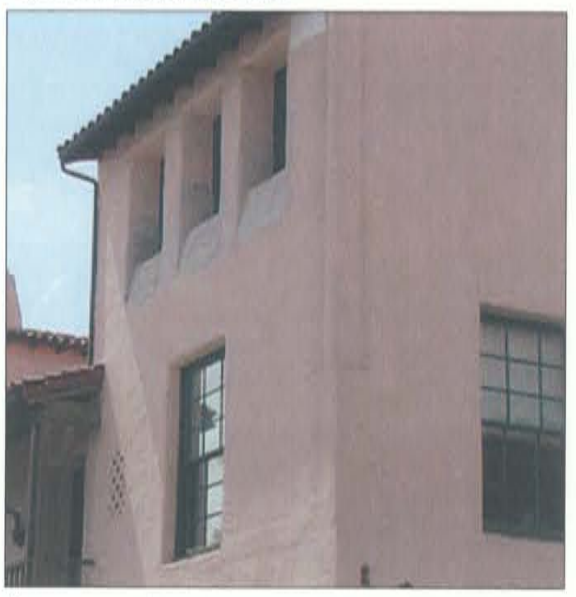


Monolithic wall and base

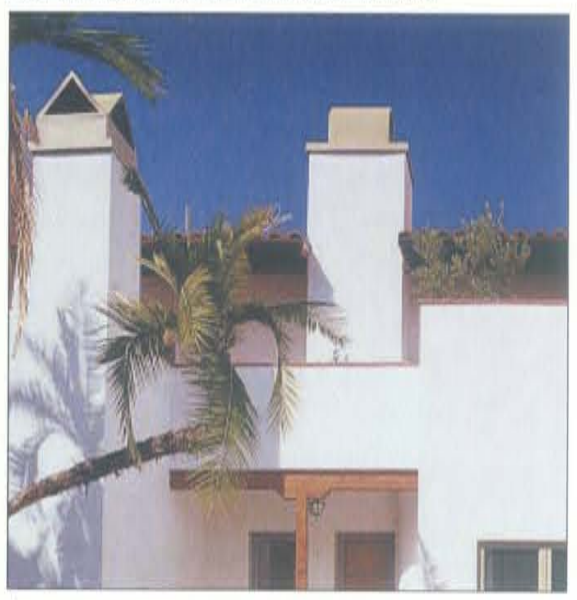
Expressed rafters, broad eve

Roof as balcony behind articulated parapet

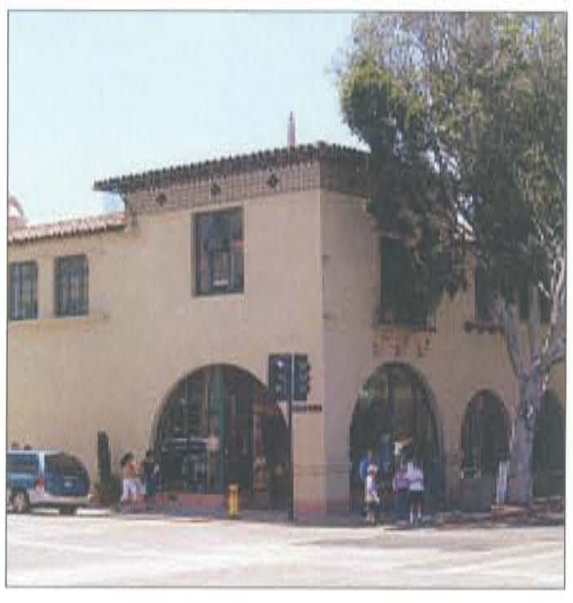
Water retention and control



Deep, recessed openings

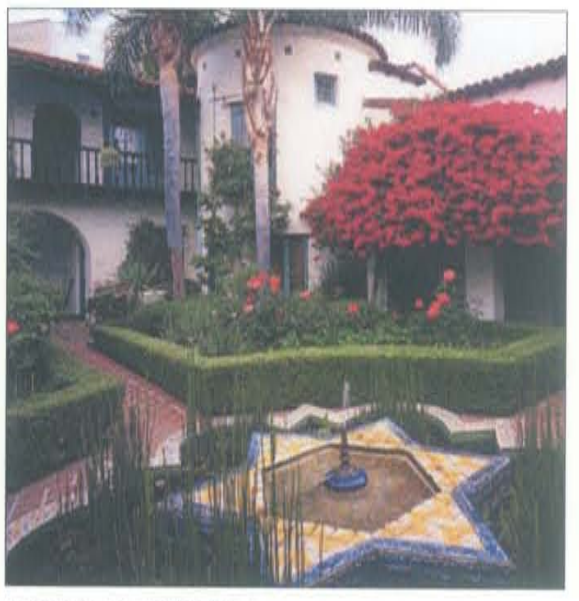


Integral chimneys



Vertical articulation of corner

Useable Balconies

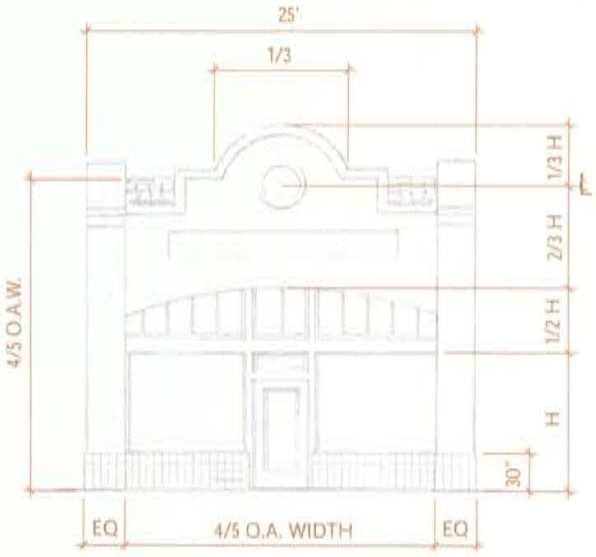


Fountain as garden focus

B. Mission Revivial

Purpose - The information presented on these pages summarizes the common characteristics of the Mission Revival style. This information shall be used as a guide with which to convey general architectural expectations and to help evaluate individual designs subject to the City's interpretation. In no case, shall a building's height exceed those requirements as specified in section 3.2, urban standards by district.

Proportions: 25 feet wide



Proportions: up to 50 feet wide

Proportions: up to 100 feet wide

Key

O.A.W. = of allowed width

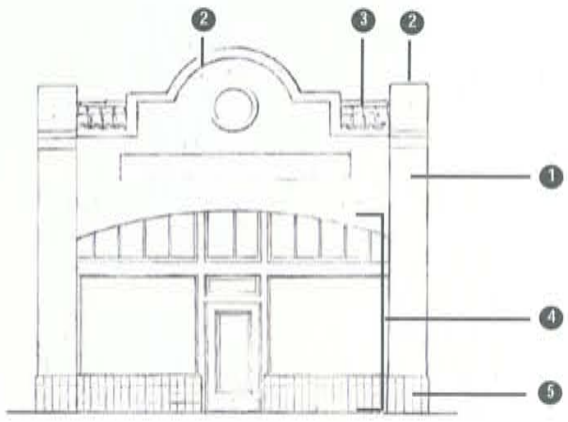
O.A.H. = of allowed height

Characteristics: Mission Revival Style

❶ **Walls:**
Exterior walls, arcades, arches and chimneys entirely of stucco finish. Stucco textures of either "Santa Barbara Mission", "Lumpy-Bumpy", "steel trowel" or "30/60" finish, with varying, swirled patches of sand and bald surfaces. No medium sand or lace finish stucco should be used. Building exterior corners and top edges of wall surfaces should have a minimum 1-1/2" bullnose. Exterior stucco walls must extend to the ground level, no exposed weep screed or building foundation. The building is encouraged to incorporate a number of simple, historic stucco details, including recessed niches, kerf door openings, articulated beam supports over arcade openings, wood or clay tile attic vents, or a pronounced base wainscot-sometimes adorned with decorative mission tiles. Ornaments of cast concrete or terra cotta are generally found on commercial buildings. Exterior lighting wall sconces at key entrances with rustic chandeliers at arcades.

Top of Walls:
❷ Stucco should be wrapped over the top of exterior walls with minimum 1-1/2" bullnose edge, or a cast stone cap that extends beyond the face of stucco wall below to provide a slight shadow.

Roofs:
Typically gable or shed roof configurations. Roof pitch between 4:12 and 5:12 with mini-



Facade Composition: 25 feet wide

Facade Composition: up to 50 feet wide

Facade Composition: 100 feet wide

es. **Windows and Doors, cont'd.** Windows should be symmetrically placed on main building elevations and asymmetrically placed on remaining building elevations. Window proportions should be taller than their width, approximately 5:4. Residential windows are should be casement windows with a pair of operating sashes and glazed with clear glass. Screens, if provided, are to be mounted on the interior side of the window and not visible from the exterior. Doors or windows should not be located within 3-4 feet of an end wall. Ground floor and key upper floor window openings to use narrow profile steel storefront

framing systems. Ground floor retail doors should feature a wood stile with single glass panel. Other key door openings should be simple, deeply recessed, wood panel doors, sometimes decorated with a ceramic mosaic tile surround. Door hardware should have an antique or patina finish, no bright or polished finishes.

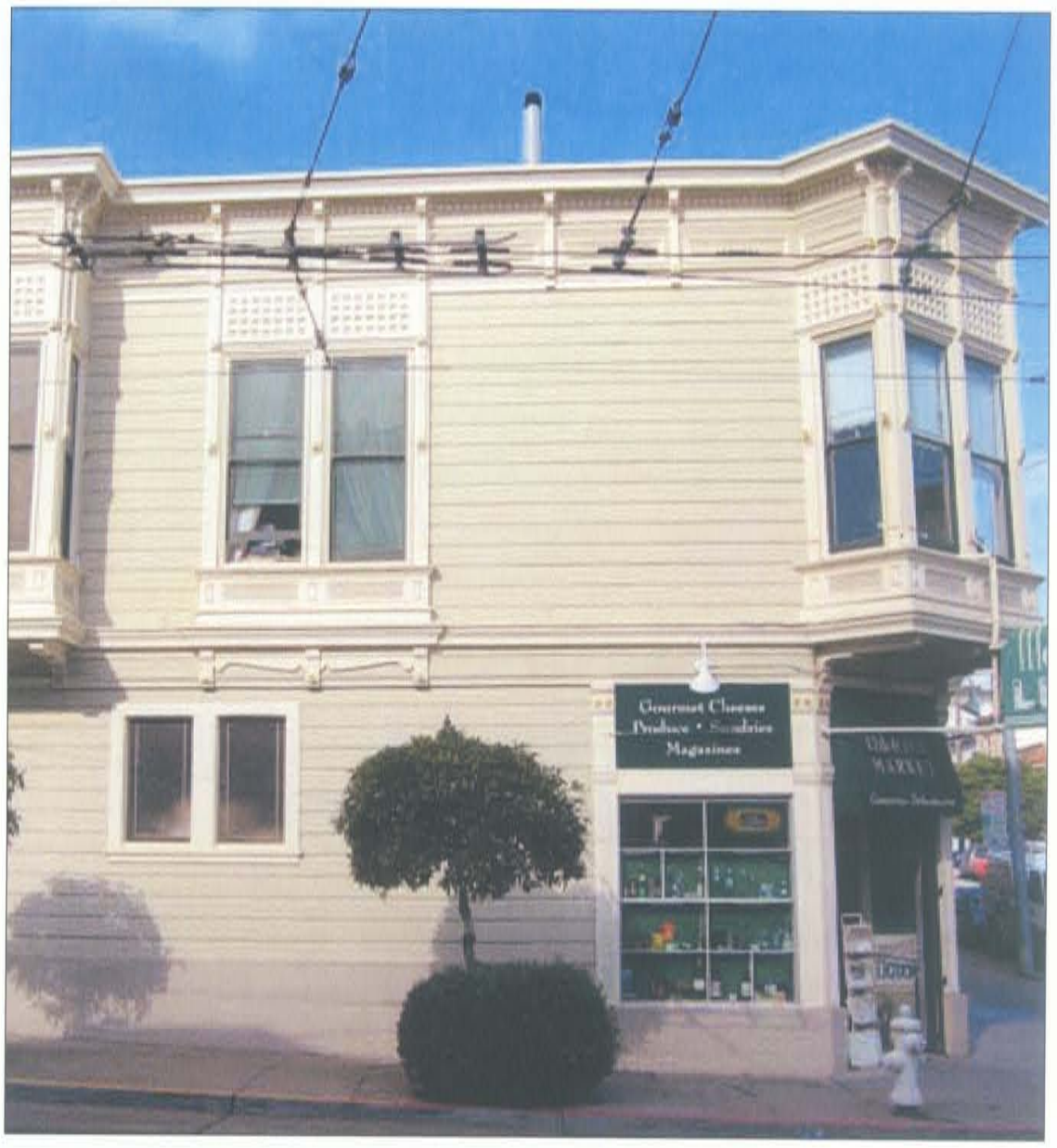
Trim:
Patios, balconies and eaves should be designed with exposed, heavy wood timbers (no stucco soffits) with dimensions similar to historic sizes. Exposed wood framing members should be structurally secured with concealed connectors. Wood may be painted or stained with for a dark wood finish. Columns should attach to beams with a bolster detail. Exposed roof plank sheathing should be laid over exposed and corbelled rafter ends. Use of decorative ironwork over windows, doors, balcony railings and roof supports is favored. Glazed and unglazed tiles should be used for walls and floors, with some use of decorative tiles.

mal overhanging eave. Roofing material may be clay, barrel tiles or concrete, "S" tiles. Provide ridge cover roof tiles and eave closures of cement or sheet metal. Preferred with variegated tile coloration throughout field installation. Roof drains to half-round gutters and round downspouts. Downspouts should not to be located closer than 18" from a building corner or wall opening.

Windows and doors:
Door and windows typically relate to exterior spaces (interior courtyards) through the use of French doors, terraces, small open porches and pergolas. Doors and windows are deeply recessed and set back from the face of the building, a minimum 4 inch-

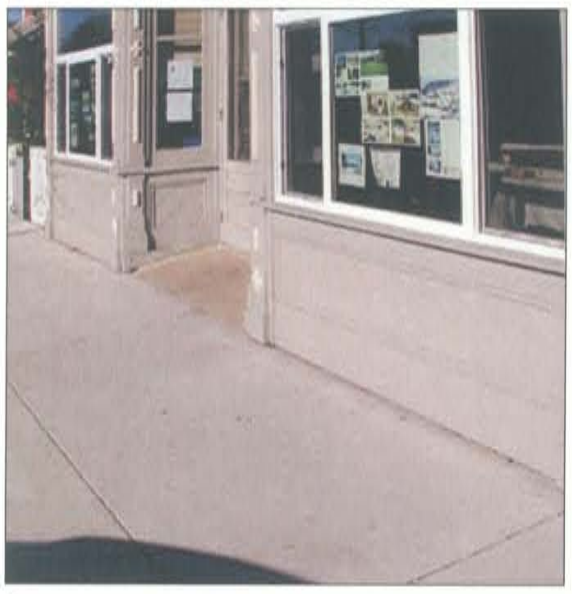
C. Western Victorian

Western Victorian commercial buidings were a simplified, functional response to the evolving Victorian substyes fashionable from London to San Francisco in the late 1800s. It was an architecture of wood and in Northern California that meant redwood. Hence buildings put up with expediency in mind have sometimes endured well over a hundred years. This archetypal style, so representative of the early years of Cotati and countless other small towns across the western United States, still has enormous appeal today. Architects wishing to represent the Victorian period here should look to extant examples like those shown on these pages or in the town of Tomales in western Marin County for details and inspiration. While larger commercial centers like Petaluma or Oakland quickly replaced their wood buildings with elaborate brick and cast-iron late Victorian buildings of three to six stories, Cotati and other small towns kept their wood buildings well into the 20th century. For a Victorian style building to look right in Cotati, this should be kept in mind.



Stylistic Hallmarks

Western Victorian facades feature cove rustic siding, and painted wood windows (vertically proportioned single or paired double-hung windows on upper floors, divided-lite shop windows with or without transom sash). Many buildings featured false-front extended parapets creating an imposing facade in front of a simple pitched roof. Ceilings, doors and windows were tall, in keeping with a generally vertical proportional structure. Signs were either simple wood framed panels or painted direcly on the walls in block letters. Because the materials are simple, they should be of the highest quality and designed to last; Redwood or smooth fiber cement drop siding, kiln-dried redwood trim and ornament and true double-hung or fixed painted sash. It cannot be overemphasized that these buildings express their personlity through their materials, proportions and a sense of economy of means. Ornamental flourishes were usually confined to an entablature (the upper most part of a columnar system composed of the architrave, frieze and cornice) enlivened with decorative brackets and cornice moldings, window hoods and trim, and modest treatment of wood posts such as capitals, fretwork or chamfering. Common today are plastic and foam ornamentation which, should not be used. Any ornamentation used should be checked against Victorian pattern books for this architectural type or intact original examples.



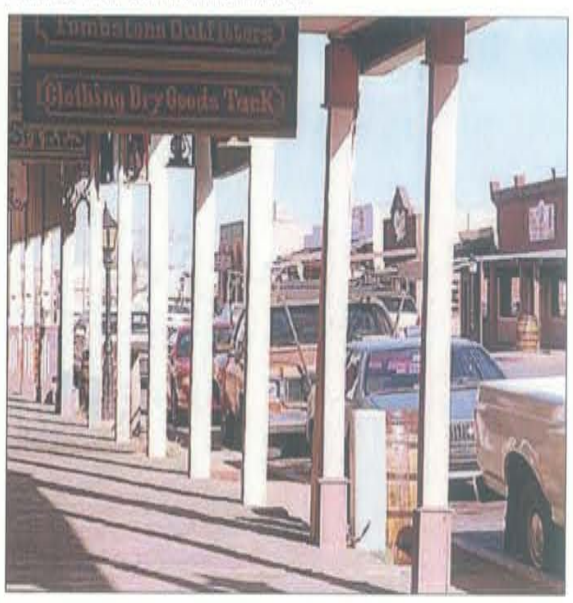
Recessed panel base

Painted horizontal wood siding

Parapet with cornice and brackets

Composition shingle roof

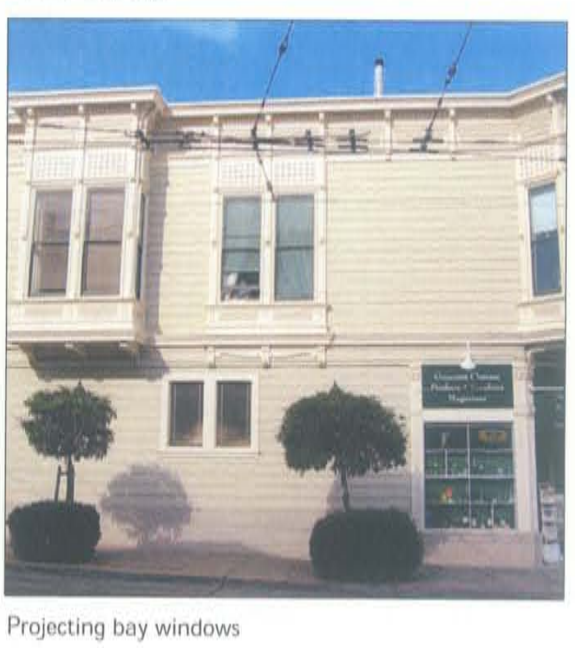
Gutter and downspout



Arcade with signs

Two-story ends with one-story middle

Informal planters and rain barrels

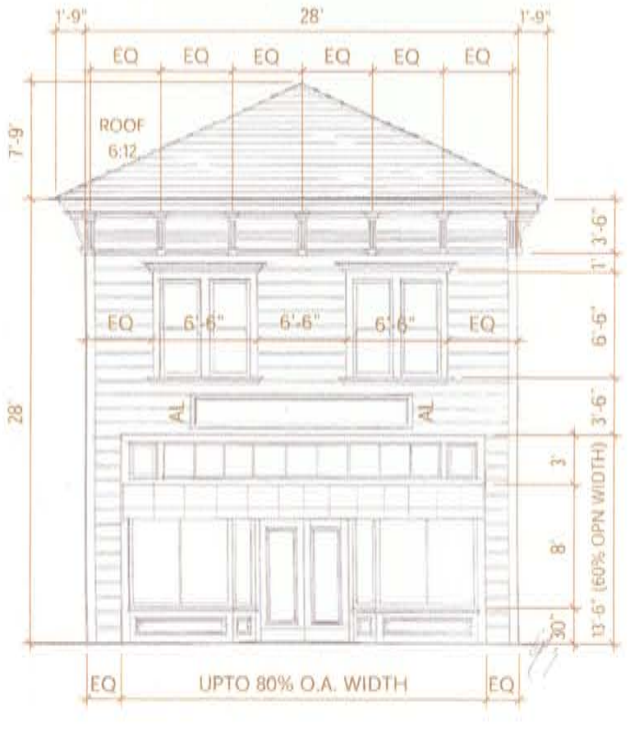


Projecting bay windows

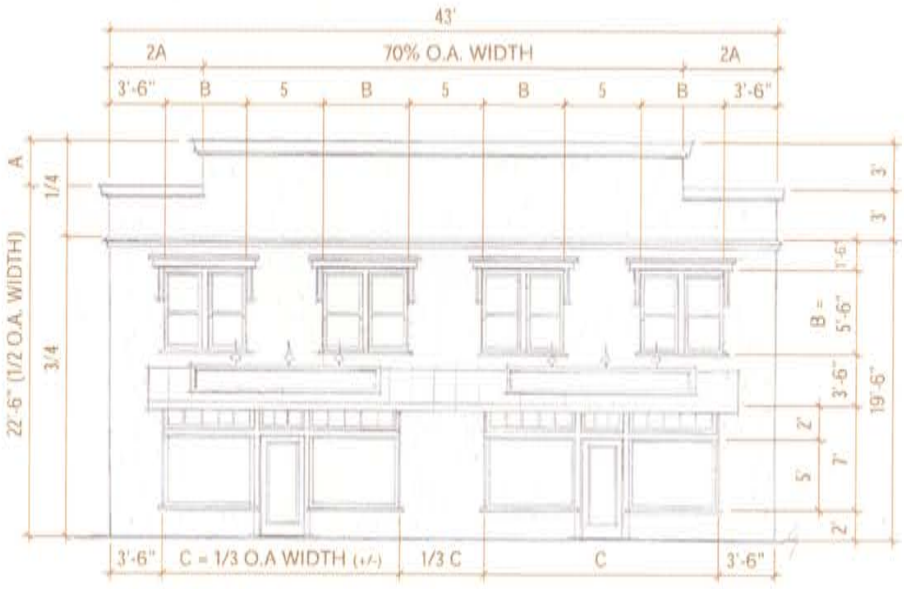
C. Western Victorian

Purpose - The information presented on these pages summarizes the common characteristics of the Western Victorian style. This information shall be used as a guide with which to convey general architectural expectations and to help evaluate individual designs subject to the City's interpretation. In no case, shall a building's height exceed those requirements as specified in section 3.2, urban standards by district.

Proportions: 25 feet wide



Proportions: up to 50 feet wide



Proportions: up to 100 feet wide

Key

O.A.W. = of allowed width

O.A.H. = of allowed height

Characteristics: Western Victorian Style

Walls:

1. A flat top, false front may conceal the true shape of the building.
2. Exterior wall finish may be either redwood drop siding (8" to 10"), or smooth finished fiber cement simulated drop siding, or sand float stucco exterior wall finishes.
3. Drop siding w/ redwood trim at corners and at cornice molding is preferred.
6. **Top of walls:** Craftsmanship should vary from simple built-up wood cornice trim to more elaborate hand-carved wood brackets.
7. Wall caps of built-up wood trim pieces may be covered with painted, galvanized sheetmetal flashings.
8. **Gallery:** Tall and narrow, redwood columns with simple capital trim and/or kerfs exposed edges and a plain redwood fascia are preferred. Roof underside should be exposed plank roof sheathing.

Facade Composition: 25 feet wide

Facade Composition: up to 50 feet wide

Facade Composition: 100 feet wide

⑨ The gallery may be constructed of 1-inch galvanized steel tubing covered with standing seam galvanized metal roofing sheets.

⑩ **Windows and doors:**
Window and door proportions should be tall and narrow, placed symmetrically across the front building elevation.

⑪ Ground floor storefronts of wood construction or occasionally with an aluminum factory sash transom with translucent glass are preferred.

⑫ True double-hung operation, clear glass, painted frames, and occasionally paired side-by-side on primary elevations should be used. Painted redwood window sills and headers decorated with simple trim.

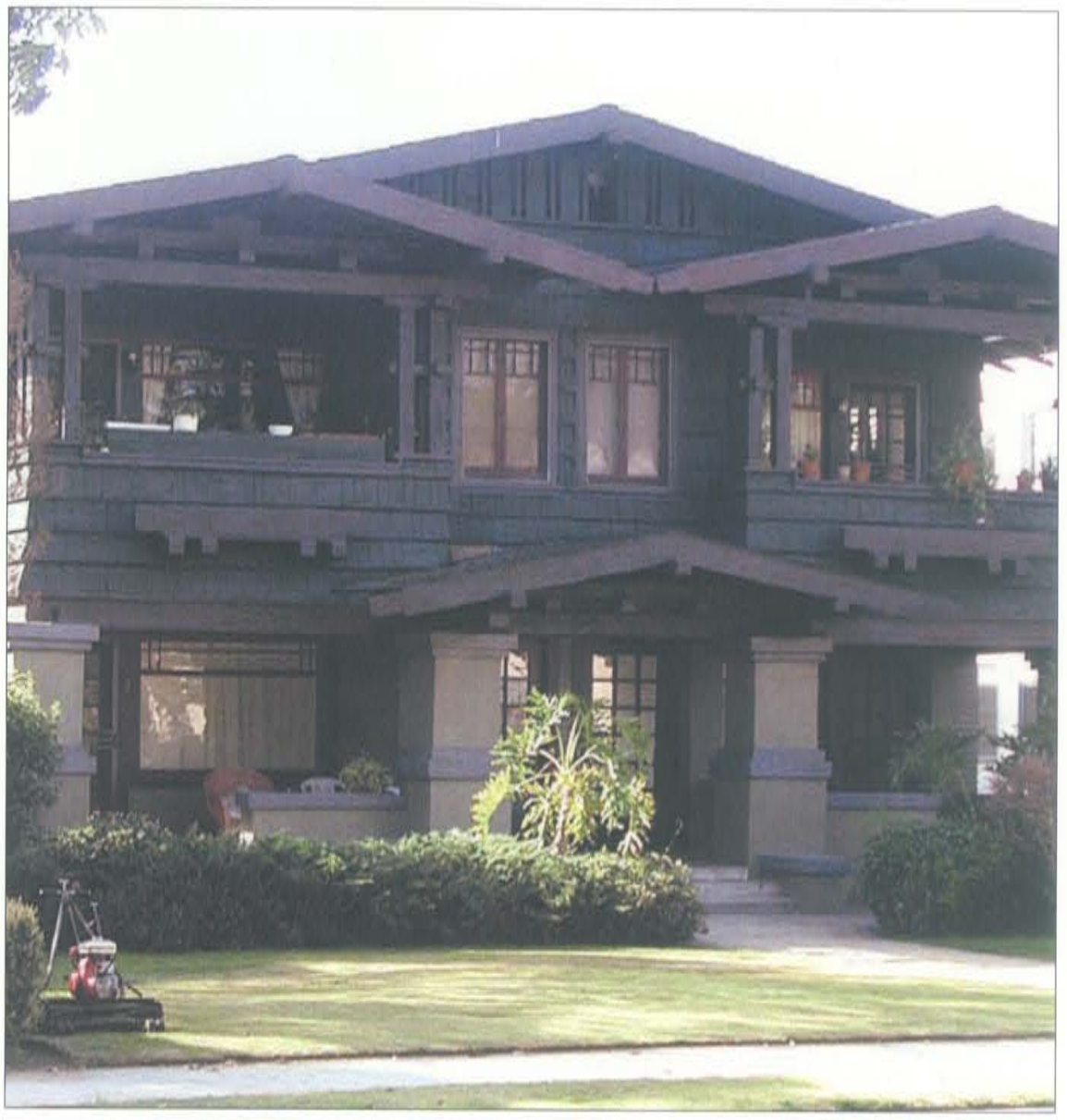
Roof:

⑬ Gable or shed roof profile. Where applicable, roof pitch between 6:12 and 7:12. Fire treated cedar shingles (not shakes) or dark gray standard composition shingles.

D. Craftsman

Introduction. The Arts and Crafts movement of the late 1880's inspired the Craftsman Style architecture, a style of the hand-made and earthy, which was a reaction to the repetitiveness and homogenization of the machine-made functional buildings occurring at the time. Architect William Morris lead the movement, which had its origins in England. Morris, and the English Arts & Crafts Exhibition Society inspired local evolution of the style by U.S. architects such as Bernard Maybeck, Gustave Stickley, and most notably Charles and Henry Greene of California. The style focused on careful and honest detailing of natural materials such as redwood, tile, copper, brick and stone accents in use of both the house's structure and skin, its landscape, its fittings and hardware, its furnishings, etc.. All parts of the home received artful attention. Architects Greene and Greene designed exemplars of the style in Pasadena, as well as modest, inexpensive, and low-profile bungalow homes throughout the region. Popular magazines of the time (1910's) such as Good Housekeeping, made the style familiar to the public and pattern book makers, which in turn, made the Craftsman house the most reproduced house style in the country at that time.

Buildings are composed of horizontal, single- and two-story volumes, sometimes taller. An additional floor may be concealed within the volume of the roof. In its most simple form, it is a wood box surrounded by various attached elements. Walls are typically horizontally placed wood siding, shingles or board-and-batten, with a foundation base and piers in river stone, brick or stucco. Rafter tails and porch columns are exposed, smooth, woodwork. Windows and doors are vertical in proportion, trimmed in wood. Roofs are composed of shallow sloped gabled forms, and made of wood or asphalt shingles with broad overhangs and eaves.



Key Characteristics

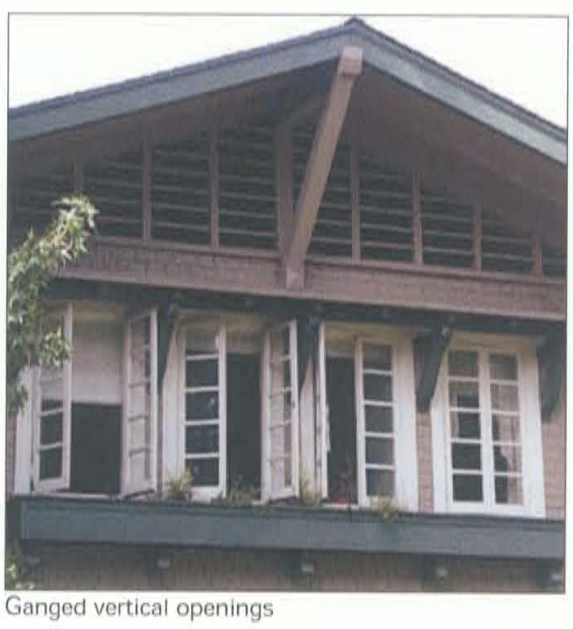
1. Roof - low to medium pitched, with gables facing street, or crossing with rear gable, & occasional side-facing gable. Hipped roof used rarely. Large overhangs with rafter tails, exposed eaves, braces, and brackets are signature to the style
2. Floor Plan/Elevation - simple, rectangular or L-shaped plan, with added porches and frequently a porte cochere over drive leading to rear of lot.
3. Base - articulated in brick, stone, stucco, or shingle typically with change in plane (projection or recess).
4. Shading - very deep front and side porches or open shade structures added to mass of building, sometimes contained underneath main roof form. Upper level balconies and sleeping porches common.
5. Form/Massing - 1 to 3 stories with 3rd story incorporated into roof line, very horizontally proportions, rectangular mass is very simple with few projections [rooms or window seats].
6. Walls - wall planes are articulated in combinations - with heavier materials at ground [stucco] and lighter above [clapboard, shingles].
7. Openings - vertical or square proportions, and ganged for horizontal compositions at public rooms. Of note, the front door is lower and wider than standard front doors.
8. Articulation - besides roof details (see 1), building base and porch columns and railings are detailed in woods, stones, or brick. Windows have trim. Balconies, window planter boxes, brick or stone chimneys and unique lantern light fixtures are common.
9. Colors - earth tones in the darker ranges. Field and accent colors are closely related and contrast is limited in the best examples.

Combination stone and brick base

Structural elements as decoration

Large overhangs and exposed rafters

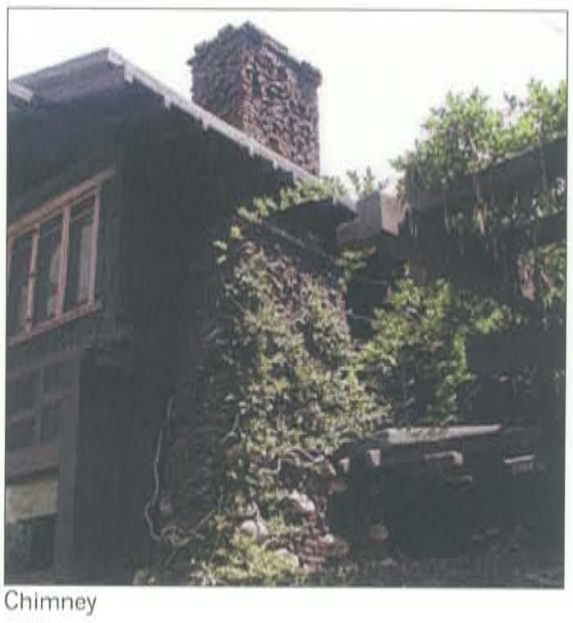
Dormer window with pitched roof



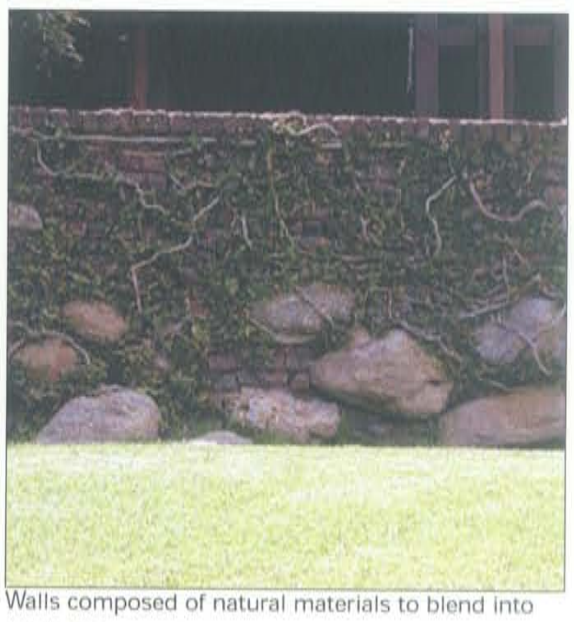
Ganged vertical openings

Front porch

Horizontal volumes, projected upper floor



Chimney

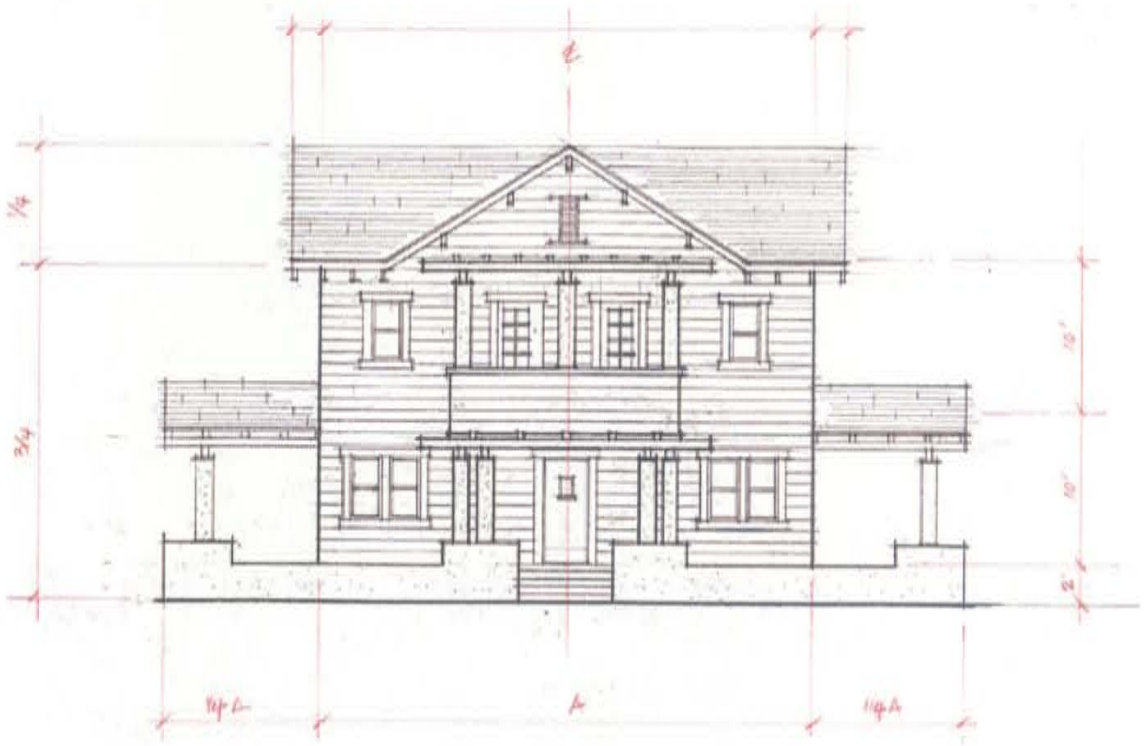


Walls composed of natural materials to blend into landscape

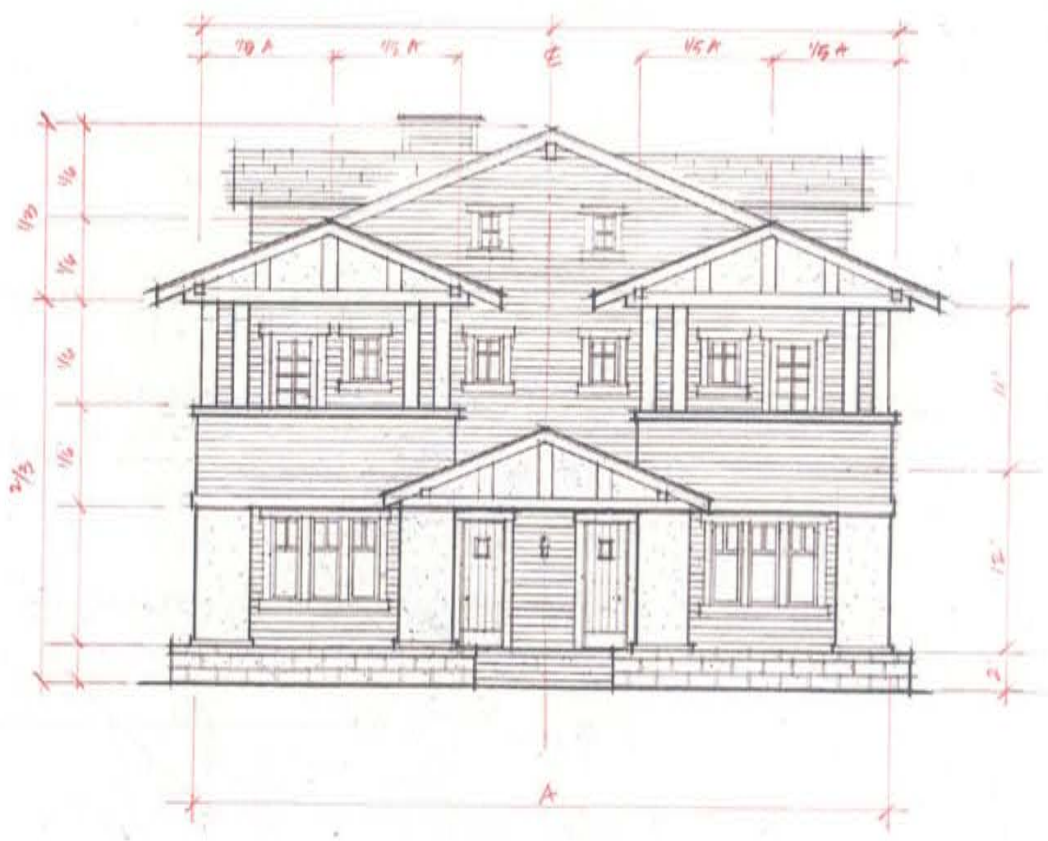
D. Craftsman

Purpose - The information presented on these pages summarizes the common characteristics of the Craftsman style. This information shall be used as a guide with which to convey general architectural expectations and to help evaluate individual designs subject to the City's interpretation. In no case, shall a building's height exceed those requirements as specified in section 3.2, urban standards by district.

Proportions



Proportions

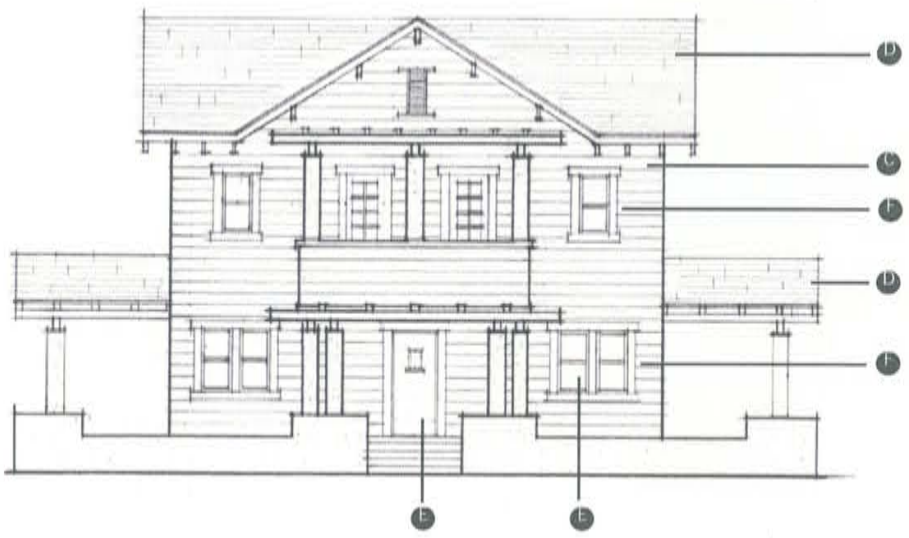


Characteristics: Craftsman Style

Ⓐ **Foundation:**
Raised, rubble-stone foundation or masonry foundation walls with smooth steel-trowel stucco finish should be used. Stoops and porches with wide stone or cast concrete wall caps are preferred.

Ⓑ Front elevation: Semi-public stoops and large porches facing the street with heavy timber column posts used singularly or in pairs are preferred.

Ⓒ **Exterior walls:**
Exterior wall finish may be either shingle siding, redwood drop siding (4" to 6"), or smooth finished fiber cement simulated drop siding. Limited amounts of ground floor exterior walls may have smooth, steel-trowel stucco finish. Wood siding stain finishes should be deep earth tones. Exterior light fixtures of reflective of the arts and crafts movement should be used.



D Roofs:
Gable or hip roof should be gently-sloped, and wide, overhanging eaves on all sides. Low shed dormers provide additional height and daylight. Heavy timber wood ridge beams, rafters and purlins should be exposed and typically extend beyond the roof edge and the plane of the exterior wall. These wood framing members should have smooth radius edges and polished wood finishes. Wood framing members should incorporate concealed structural connections or decorative iron connectors. Brick chimneys with clay pipe or stucco flues are preferred.

E Doors and windows:
Generously wide with view light window. Other exterior doors may be wood panel doors with or without glazing. Windows may be either single or double-hung, or casement windows with a pair of operating sashes, with clear glass. Windows fronting the street may have combinations of windows with a single large glass panel below and several smaller fixed glass panels above. Screens, if provided, are to be mounted on the interior side of the window and not visible from the exterior.

F Trim:
Simple redwood case opening frames (minimum 1" by 4") around doors and windows are preferred.

3.4 Public Facilities Requirements

3.4.010 - Utility Infrastructure

3.4.011 - Water Supply (see page 3:46)

Existing Conditions:

The Downtown Cotati Specific Plan Area is served by water distribution piping ranging in size from 6-inch to 16-inch. Water supply is provided by two storage facilities, and two turnouts from the 48-inch Sonoma County Water Agency (SCWA) water line. Supply is supplemented by three city wells.

Proposed Improvements:

Replace approximately 500 LF of (E) 8" water pipe with (N) 8" water pipe within the Specific Plan area along East Cotati Avenue.

3.4.012 - Sewage Disposal (see page 3:47)

Existing Conditions:

The Downtown Cotati Specific Plan 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.

Proposed Improvements:

Replace 410 LF of (E) 6" sewer pipeline with (N) 8" sewer pipeline along Old Redwood Highway, south of La Plaza.

Replace 330 LF of (E) 6" sewer pipeline with (N) 8" sewer pipeline along West Sierra Avenue.

Replace 315 LF of (E) 6" sewer pipeline with (N) 8" sewer pipeline along Old Redwood Highway, south of La Plaza.

Proposed Sewer Trunk (18-inch 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 Specific Plan Area.

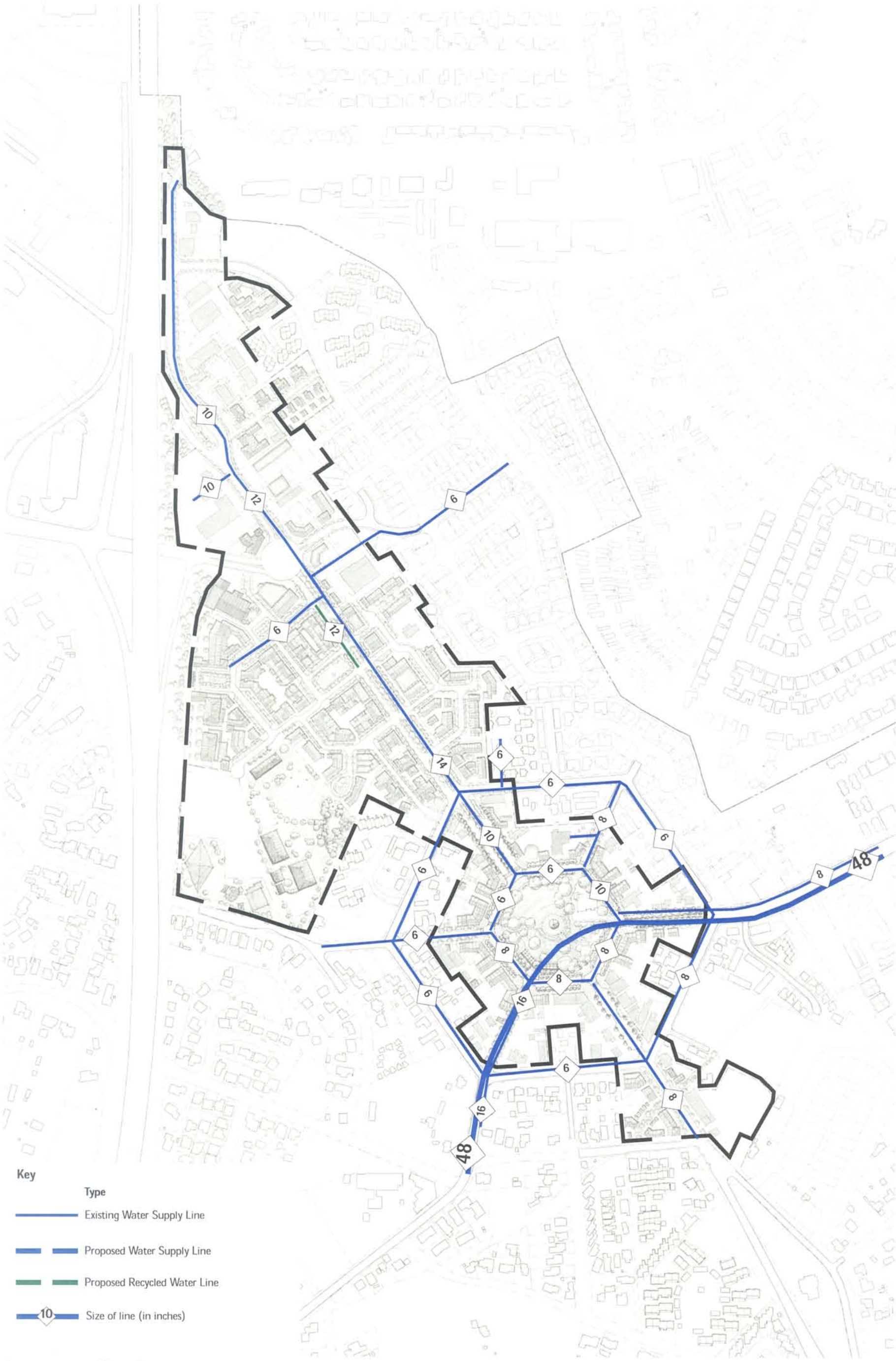
3.4.013 - Storm Drainage (see page 3:48)

Existing Conditions:

The Downtown Cotati Specific Plan Area is served by a storm drainage system consisting primarily of pipe with diameters ranging from 12-inches to 48-inches, which ultimately drain to the three primary creeks in Cotati: Copeland Creek, Cotati Creek, 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. In all, the City's storm water flows by gravity to nearly 30 discharge points on the Laguna de Santa Rosa.

Proposed Improvements:

The system receives upgrades and replacements as generally identified on page 3:48 and which will be refined and determined in the EIR for this Specific Plan.


10
10
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14
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48
6
8
8
8
16
6
16
8
48
Key
Type
Existing Water Supply Line
Proposed Water Supply Line
Proposed Recycled Water Line
10
Size of line (in inches)
Infrastructure: Water Supply
0
200
400
800 ft

SP Map 10

Key

Type

Existing Sewer Line

Proposed Sewer Line

10 Size of line (in inches)

Infrastructure: Sewage Disposal

0 200 400 800 ft

SP Map 11

Key

Type

Storm Drainage Line (replacement)

10 Size of line (in inches)

Infrastructure: Storm Drainage

0 200 400 800 ft

SP Map 12

3.4.014 - Stormwater Management

As Cotati grows and more land surface is devoted to roofs, sidewalks, parking lots, and roads, runoff from storm events will need to be addressed in accordance with the Cotati Municpal Code and standard practices relating to non-point source pollution. Non-point pollution is the term used to describe water quality problems from scattered areas rather than single sources. Non-point source pollution occurs when rainwater washes dust and soil particles, petroleum products, biological waste, damaging nutrients, and trash into a storm drain or concrete lined ditches and canals.

The largest quantity of water pollutants is a byproduct of the physical design of our environment that speeds the flow of water and allows it to enter waterways without the benefit of biological cleansing. Vegetation loss, closed piping systems, and concrete lined ditches and canals all contribute to increasing the speed and therefore, the pollution, of water. Currently, all storm water runoff from the project area's impervious surfaces is directed to storm drains and transported through piping into channels, then into Cotati Creek, and eventually into the Russian River. As a result, management of storm runoff is an important environmental and water quality issue.

A number of Best Management Practices (BMPs) have be used successfully by other municipalities and can be employed in Cotati. The goal is to reduce runoff by keeping it at its point of contact with soil as long as possible. The stormwater management principles outlined below can become both an educational resource for the community and an environmental mitigation strategy while they improve the region's watershed quality over time. The following objectives inform the Plan:

A. Conservation Development
Establish a Plan that identifies and utilizes the runoff absorption potential of greenways, parks and greens.

B. Education
Establish a graphic system with interpretive signs that describe watersheds and the cyclic nature of rain water. Emphasis should be placed on the natural function of native and drought-tolerant plants in holding, filtering and cleansing water as it re-enters the water table and aquifers surrounding Cotati. Emphasis should also be placed on encouraging wildlife habitat as appropriate.

C. Stormwater Best Management Practices (BMPs)
Minimizing environmental degradation resulting from runoff can occur by integrating stormwater management throughout the entire system of streets, alleys, parks and greens. Cotati should seek to develop a system of water conveyance that directs water to above ground and subterranean filtration systems, reducing the need for expensive underground pipes. This system mimics the natural cycle of storm water and creates a more sustainable urban model. It can also incorporate the local collection of stormwater from roofs, streets, surface parking, sidewalks and green space with bioswales (open-air conveyance systems), and possibly, subsurface infiltration systems.

Stormwater BMPs use bioswales, rain gardens, pervious paving, cisterns, filter strips, runnels, and subsurface storage and infiltration systems. All new public and private development shall be required to implement these strategies and methods as appropriate.

1. Streets, Alleys and Parkways. Design parks, bioswales and parkways to accept street runoff as practical.

2. Parking Lots. Require all off-street parking lots to reduce the use of impermeable paving and to direct runoff from large storm events into vegetated swales and rain gardens placed on the perimeter and between parking lanes. Buildings with surface parking lots shall drain roof runoff to pervious paving, rain gardens or to cisterns placed on private property.

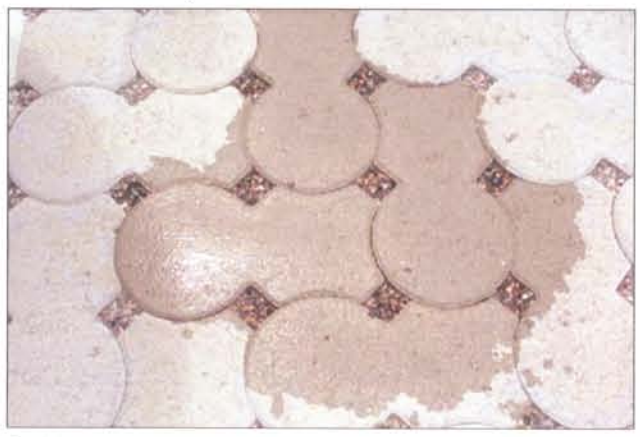
3. Greens, Parks, and Fields. Consider creating low points in greens, parks and fields with subsurface detention beneath vegetated areas or surface detention to infiltrate water into the soil. Minimize the amount of non-porous surfacing in landscaped parks.

4. Landscape. Use native and drought tolerant species wherever appropriate. In public places, limit use of lawn to parks and active areas where its' higher water requirement is worth the investment.

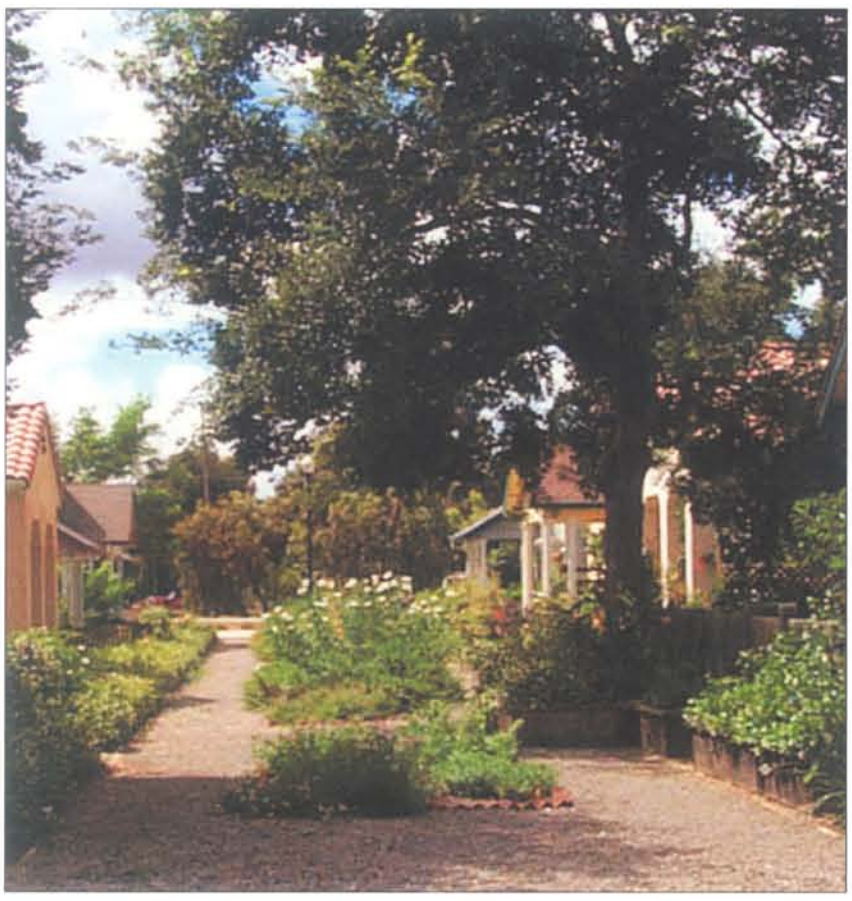
5. Private Residences. Educate homeowners on how to landscape their private gardens in a sustainable manner by choosing water-conserving plants appropriate to their climate; by using permeable paving; and, by installing bioswales and cisterns to infiltrate and/or harvest rain water.


Stormwater drainage directed to bioswale


Stormwater drainage curb cut


Pervious paving to minimize flow across pavement


Pervious paving with plant material



Rain Garden

Pervious paving contributes aesthetically & environmentally

Rain garden to capture roof run-off

D. Methods

All projects withing the Plan area are required to comply with NPDES and the City of Cotati Sustainable Building Program. Two general options are available for addressing stormwater: A) Treatment and Release, or B) Collection and Re-Use

1. Treatment and Release

Bioswale

A vegetated bioswale is composed of plants with a subsurface infiltration trench and is designed to detain and infiltrate water. Planted with native plants, bioswales reduce runoff volume, recharge groundwater, reduce sediment and nutrient runoff, and reduce off-site detention.

Vegetated Swale

Vegetated swales are planted areas that convey, detain, infiltrate and cleanse stormwater.

Native Landscaping

Native plants adapted to the region are often included with swales, rain gardens and other BMPs. They provide important wildlife habitat and preserve the natural character of Cotati.

Porous Pavement

Porous pavement infiltrates water into spaces between paving blocks or into pore spaces within the paving material. Water is collected in aggregate below the pavement where it moves into the soil or is conveyed to another detention area or the storm drain system.

2. Collection and Re-Use

Rain Garden

Planting areas designed to retain and detain runoff from parking lots and roofs. A gravel trench maybe necessary in areas of poor soil permeability.

Cistern/Rain Barrel

Cisterns and rain barrels are large holding tanks used to collect and store rain water and/or gray water for irrigation and other non-potable uses.

Subsurface Detention

Subsurface detention methods collect and store water for infiltration and harvesting. Some methods are constructed in the field, such as aggregate trenches beneath swales andporous paving. Proprietary systems, such as Rainstore by Invisible Structures, can be placed beneath parking lots and can support traffic loads.

E. Stormwater Management

The following incorporate the above policies and strategies into the Plan for appropriate consideration and potential application during plan-development:

a) Cotati Creek

Remove escaped exotics currently distorting flow and replace with native species
Install interpretive signage describing watershed context and function.

b) Old Redwood Highway and East Cotati Avenue

Consider providing curb cuts at intervals along the median to allow for bioswale treatment and as 'flood irrigation' of the planted landscape. Consider planting the median with Oaks that will subsist on winter rain water at maturity. Consider installing permeable pavers in parking stalls for water percolation

c) West Sierra Avenue

Consider installing permeable material on parking stalls to allow water percolation. Consider installing curb cuts along sidewalks for storm water run off to irrigate trees. Consider directing surface runoff to rain gardens located in small tot lots and demonstration gardens at the corners of Sierra Avenue and La Plaza

d) West Cotati Avenue

Consider installing permeable material on parking stalls to allow water percolation. Consider installing curb cuts along sidewalk for storm water run off to irrigate trees.

e) La Plaza

Consider installing permeable material on parking stalls for water percolation. Consider installing curb cuts along sidewalks for storm water run off to irrigate trees. Consider directing surface runoff to the center to allow for detention. Install a filtration system underneath the park to allow cleansing and groundwater recharge.

f) Residential Streets

Consider installing curb cuts along the sidewalk for storm water run off to irrigate trees.

g) Alleys

Consider installing permeable material on travel lane throughout alleys for water percolation. Convey stormwater to vegetated swales where possible.
Where feasible, drain roof water through the adjacent landscape and into vegetated swales.

3.4.020 - Transportation Plan

The Transportation Plan consists of several interrelated components as described in chapter 2: Bikeway System, Streets and Street-Sections and, Landscape Guidelines. Here, the requirements and measures with which to achieve the Transportation Plan are described and provided.

3.4.021 - Bikeway System

The following implementation measures are reflected in the diagram at right:

1. **Old Redwood Highway** (from Page Street to La Plaza Street)
   - Cohesive signage program to alert motorists of cyclists;
   - Design speed of 25 miles per hour;
   - Cyclists will share the lane with motorists
   - Pavement transitions-storm drain grates evaluated/improved as needed

2. **La Plaza Street** (around new Hexagonal Park)
   - Signage alerting motorists of cyclists will be provided;
   - Design speed of 15 miles per hour;
   - The option of 'back-in' diagonal parking should be considered due to its compatibility with cyclists. This potentially applies to 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

3. **La Plaza Park**
   - Signage alerting motorists of cyclists entering La Plaza Street from the Park and to protect pedestrians from cyclists within the Park;
   - Wide sidewalk/promenade provided through center and along the edges for comfortable crossing into park from adjacent intersections

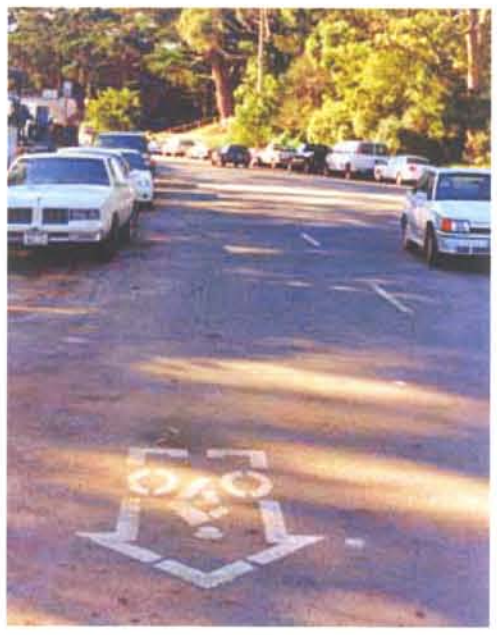
4. **Old Redwood Highway** (La Plaza Street to Gravenstein Hwy)
   - Signage alerting motorists of cyclists;
   - Design speed of 25 miles per hour;
   - A dedicated, class 2 bike lane between parked cars (parallel) and the vehicular lanes;
   - Comfortable transitions at intersections for cyclists and pedestrians

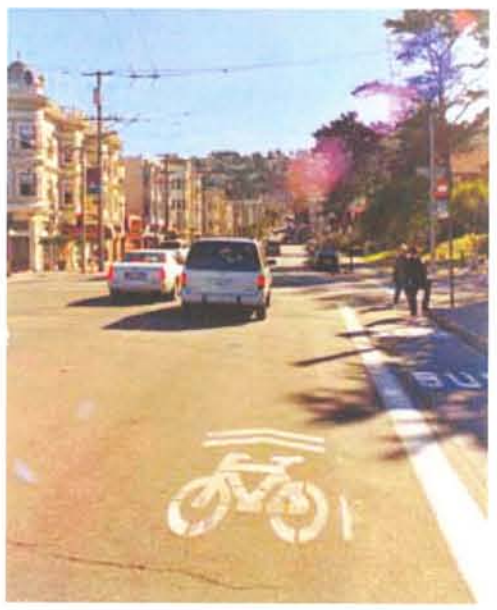
5. **Commerce Avenue** (Gravenstein Hwy intersection to north boundary)
   - Signage alerting motorists of cyclists will be provided;
   - Design speed of 25 miles per hour;
   - Dedicated 5 foot wide bike lane

6. **East Cotati Avenue**
   - Signage alerting motorists of cyclists;
   - Design speed of 25 miles per hour;
   - Dedicated 5 foot wide lane

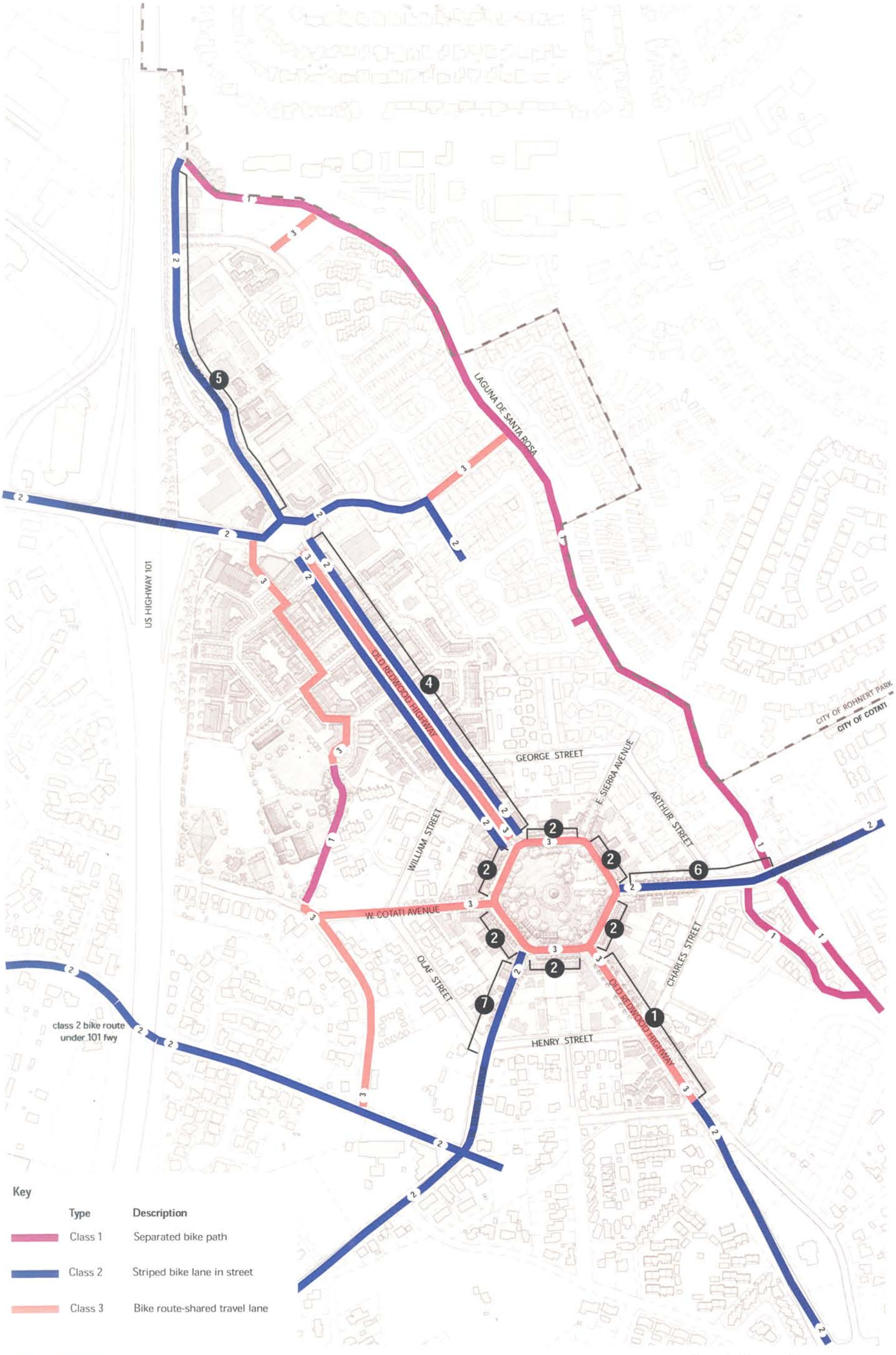
7. **West Sierra Avenue**
   - Signage alerting motorists of cyclists;
   - Design speed of 25 miles per hour;
   - A dedicated 5 foot wide bike lane

Education
- Develop consistent pedestrian / cyclist signage program;
- Develop consistent signage regarding waters, drainage and native planting.





Right:
Examples of 'Sharrow' types of streets where cyclists and motorists share a narrow and calm street.



Cotati's Bikeway Plan - SP Map 13

August 26, 2009

3.4.022 - Street Network and Streets

This chapter identifies the various street types deployed to assemble the street network for the plan area, per the vision established in chapter 2.

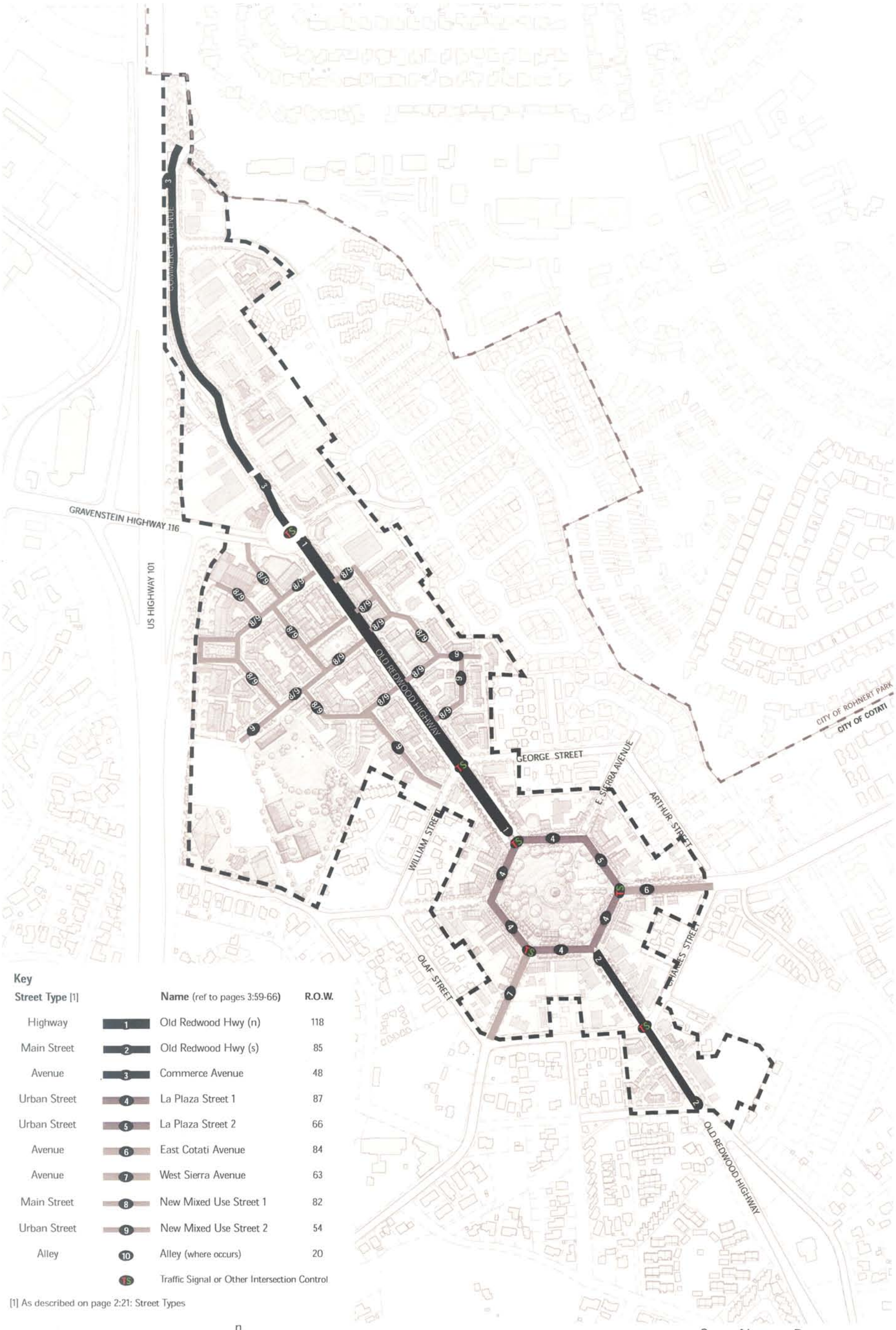
These requirements work with the subdivision (block and street) standards in section 3.2.040 to:

a. provide the information with which to modify existing streets,

b. provide the information on with which to maintain existing streets that are not proposed to change.

c. produce new, variable blocks and streets.

The diagram at right identifies the proposed improvements to the existing thoroughfare network for the Specific Plan area.



Key

Street Type [1]		Name (ref to pages 3:59-66)	R.O.W.
Highway	1	Old Redwood Hwy (n)	118
Main Street	2	Old Redwood Hwy (s)	85
Avenue	3	Commerce Avenue	48
Urban Street	4	La Plaza Street 1	87
Urban Street	5	La Plaza Street 2	66
Avenue	6	East Cotati Avenue	84
Avenue	7	West Sierra Avenue	63
Main Street	8	New Mixed Use Street 1	82
Urban Street	9	New Mixed Use Street 2	54
Alley	10	Alley (where occurs)	20
	TS	Traffic Signal or Other Intersection Control	

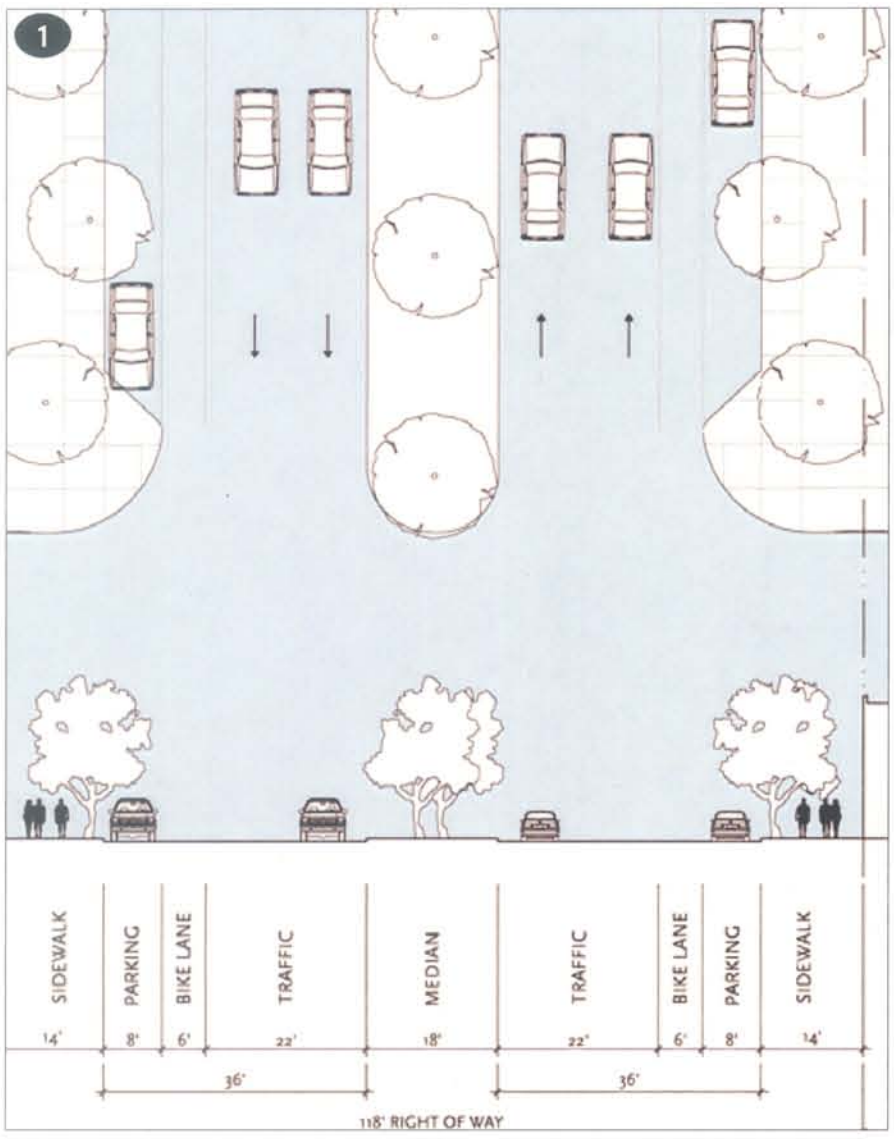
[1] As described on page 2:21: Street Types

0 200 400 800 ft

n

Street Network Plan - SP Map 14

Old Redwood Highway (La Plaza to Gravenstein Highway)



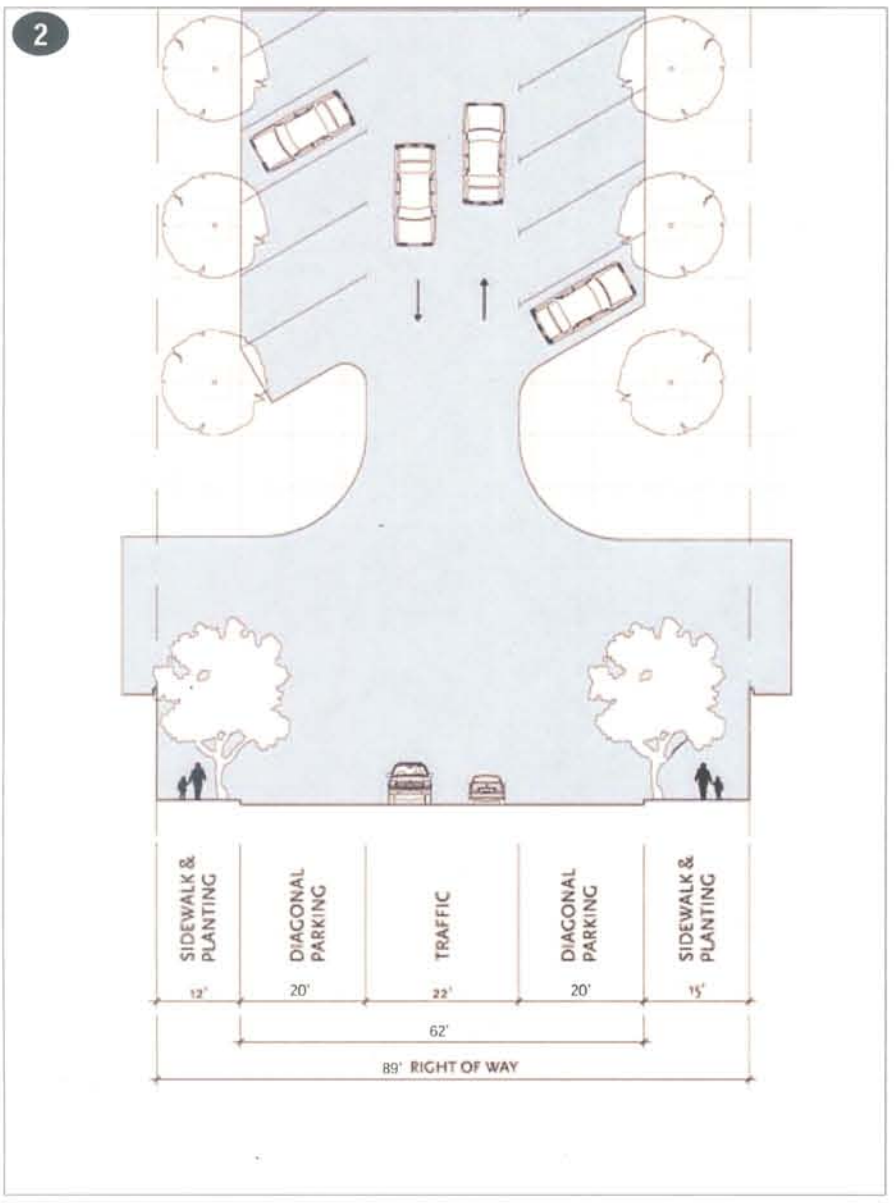
Plan / Section Diagram

Illustrative Photo

Collector Street

DESIGN SPEED..... 25-30 mph
CROSSING TIME ..... 16 seconds
ROW WIDTH ..... 118'
MEDIAN ..... 18'
TRAFFIC LANES .....4, 2 each direction
BIKEWAY.....both sides 6'
PARKING ..... both sides (parallel)
CURB TYPE ..... vertical
CURB RADIUS ..... 10' with curb extensions 15' without
SIDEWALK WIDTH ..... 12'
PLANTER WIDTH ..... 5'x5' with grates
PLANTER TYPE ..... well at 30' o.c.
PLANTING ..... trees
TREE SPECIES..... see page 3:62 (Street Tree Plan)

Old Redwood Highway (La Plaza to Page Street)



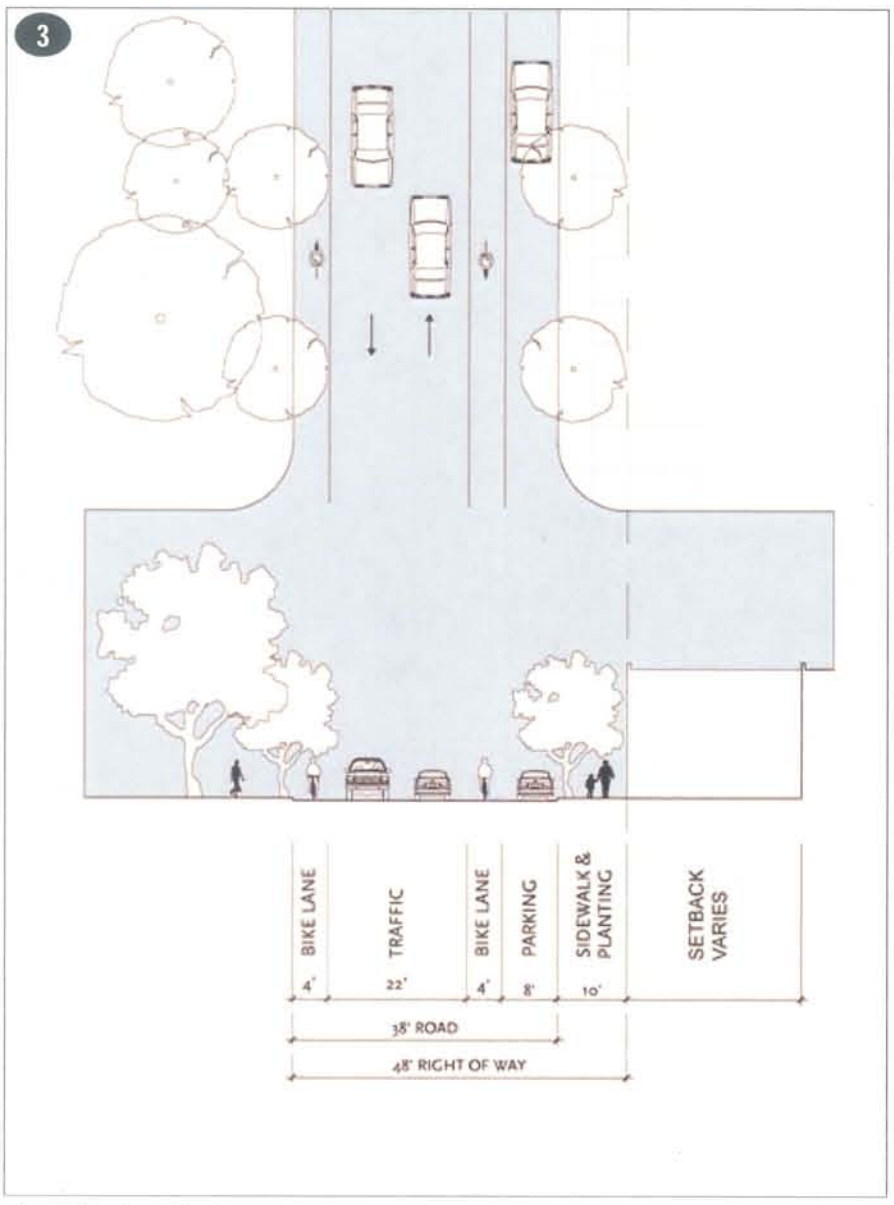
Plan / Section Diagram

Illustrative Photo

Cotati Land Use Element Category: Collector

DESIGN SPEED..... 15-20 mph
CROSSING TIME .....5 seconds
ROW WIDTH ..... 85'
TRAFFIC LANES ..... 2, one each direction
PARKING ..... both sides; diagonal 'head-in'
CURB TYPE ..... vertical
CURB RADIUS ..... 10' with curb extensions; 15' without
SIDEWALK WIDTH ..... 12' (west); 15' (east)
PLANTER WIDTH ..... 5'x5'
PLANTER TYPE ..... well at 25'-30' o.c. (adjacent to buildings); continuous around park edge
PLANTING ..... trees
TREE SPECIES..... see page 3:62 (Street Tree Plan)

Commerce Avenue

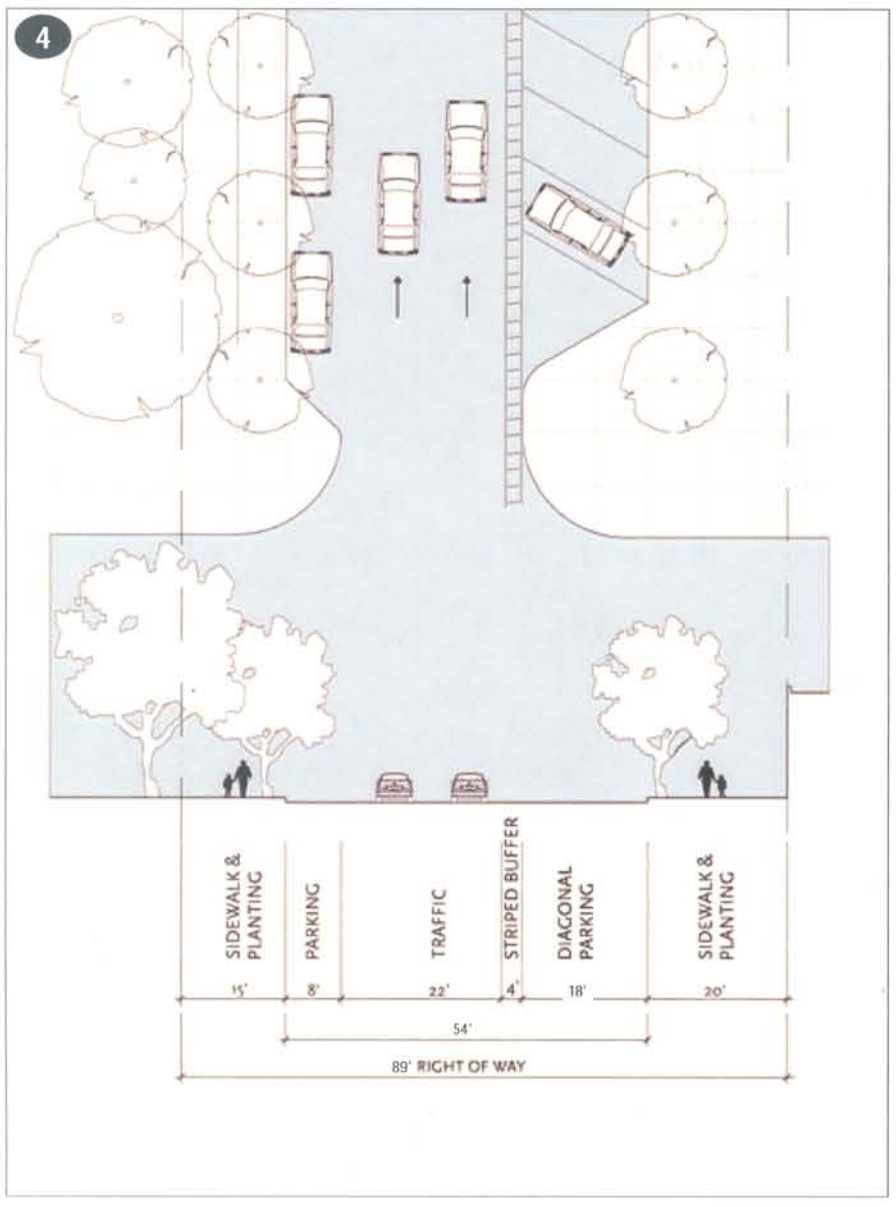


Plan / Section Diagram

Illustrative Photo

DESIGN SPEED..... 25-30 mph
CROSSING TIME .....9 seconds
ROW WIDTH ..... 48'
TRAFFIC LANES ..... 2, 1 each direction
BIKE LANE..... east side 4' striped
PARKING ..... both sides (parallel); no parking where R.O.W < 48'
CURB TYPE ..... vertical
CURB RADIUS ..... 10' with curb extensions; 15' without
SIDEWALK WIDTH ..... none (west); 10' (east)
PLANTER WIDTH ..... 5'x5' with grates
PLANTER TYPE ..... well at 25'-30' o.c.
PLANTING ..... trees
TREE SPECIES..... see page 3:62 (Street Tree Plan)

La Plaza Street - 1 (except Northeast segment adjacent to fire station)

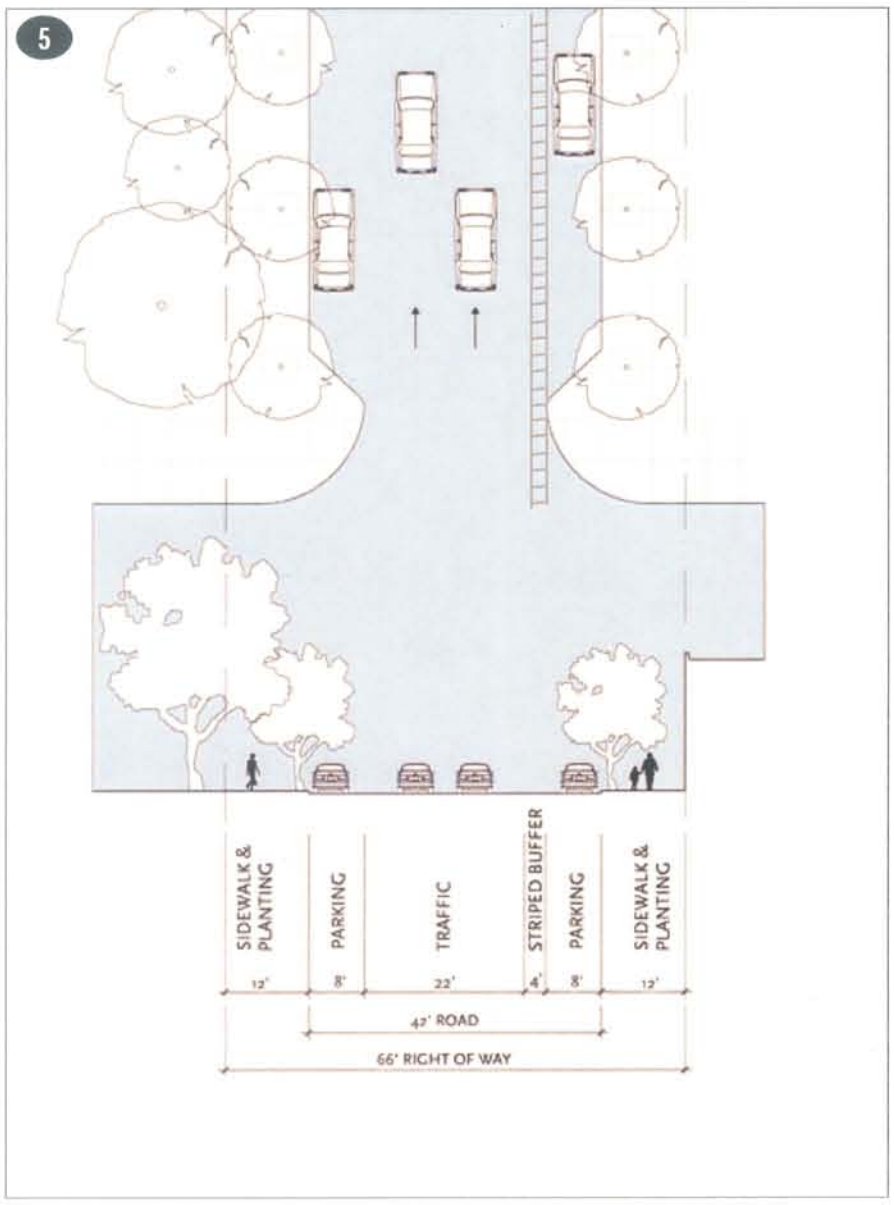


Plan / Section Diagram

Illustrative Photo

DESIGN SPEED..... 15-20 mph
CROSSING TIME .....6 seconds
ROW WIDTH ..... 87'
TRANSITION..... 3' striped from edge of diagonal parking
TRAFFIC LANES ..... 2, same direction
PARKING ..... parallel (adjacent park); back-in diagonal (adjacent buildings)
CURB TYPE ..... vertical
CURB RADIUS ..... 10' with curb extensions, 15' without
SIDEWALK WIDTH ..... 15' (adjacent park); 20' (adjacent buildings)
PLANTER WIDTH ..... 5'x5' with grates
PLANTER TYPE ..... well at 25'-30' o.c
PLANTING ..... trees
TREE SPECIES..... see page 3:62 (Street Tree Plan)

La Plaza Street - 2 (Northeast segment adjacent to Fire Station)

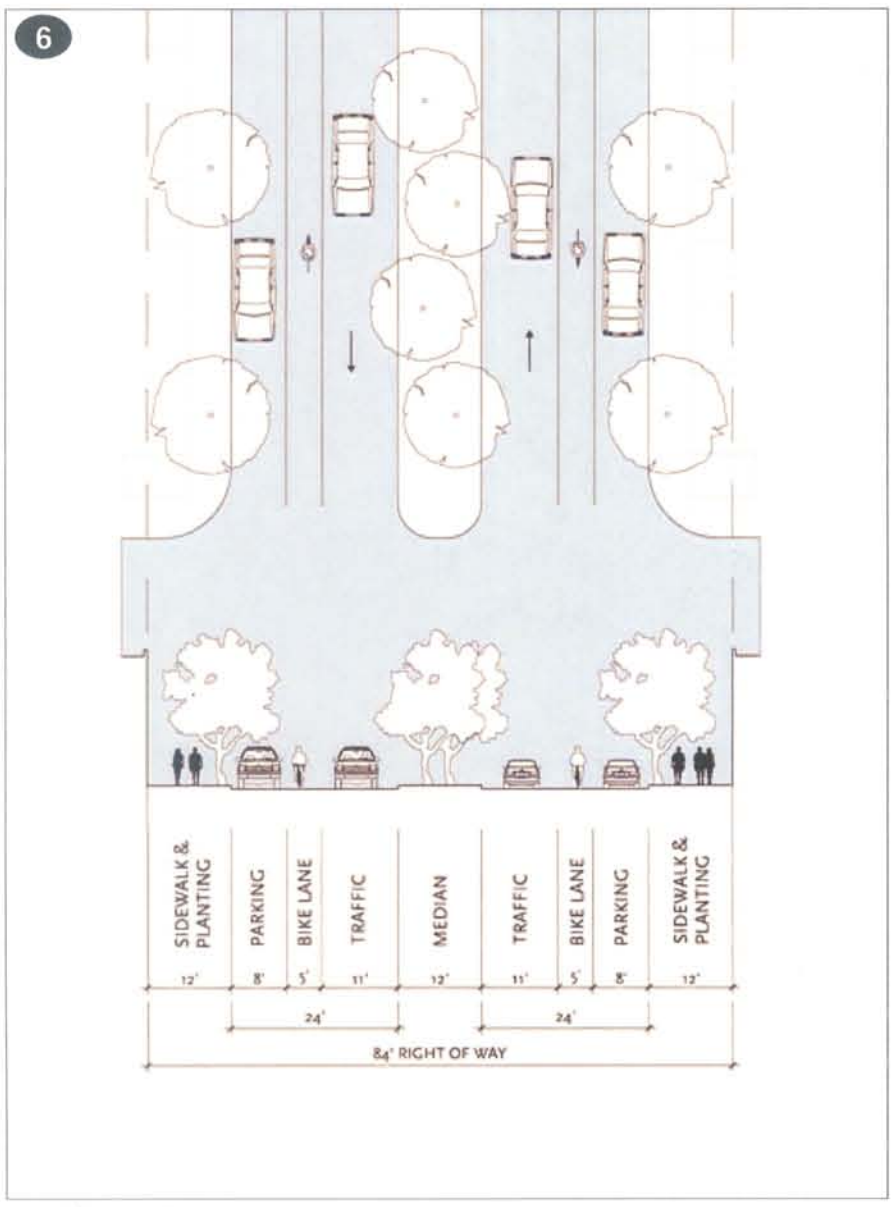


Plan / Section Diagram

Illustrative Photo

DESIGN SPEED..... 15-20 mph
CROSSING TIME ..... 6 seconds
ROW WIDTH ..... 66'
TRAFFIC LANES ..... 2, same direction
PARKING ..... both sides (parallel)
CURB TYPE ..... vertical
CURB RADIUS ..... 10' with curb extension; 15' without
SIDEWALK WIDTH ..... 12' (adjacent to park); 12' (adjacent to buildings)
PLANTER WIDTH ..... 5' continuous; 5'x5' wells
PLANTER TYPE ..... continuous or wells at 25'-30' o.c. with grates
PLANTING ..... trees
TREE SPECIES..... see page 3:62 (Street Tree Plan)

East Cotati Avenue

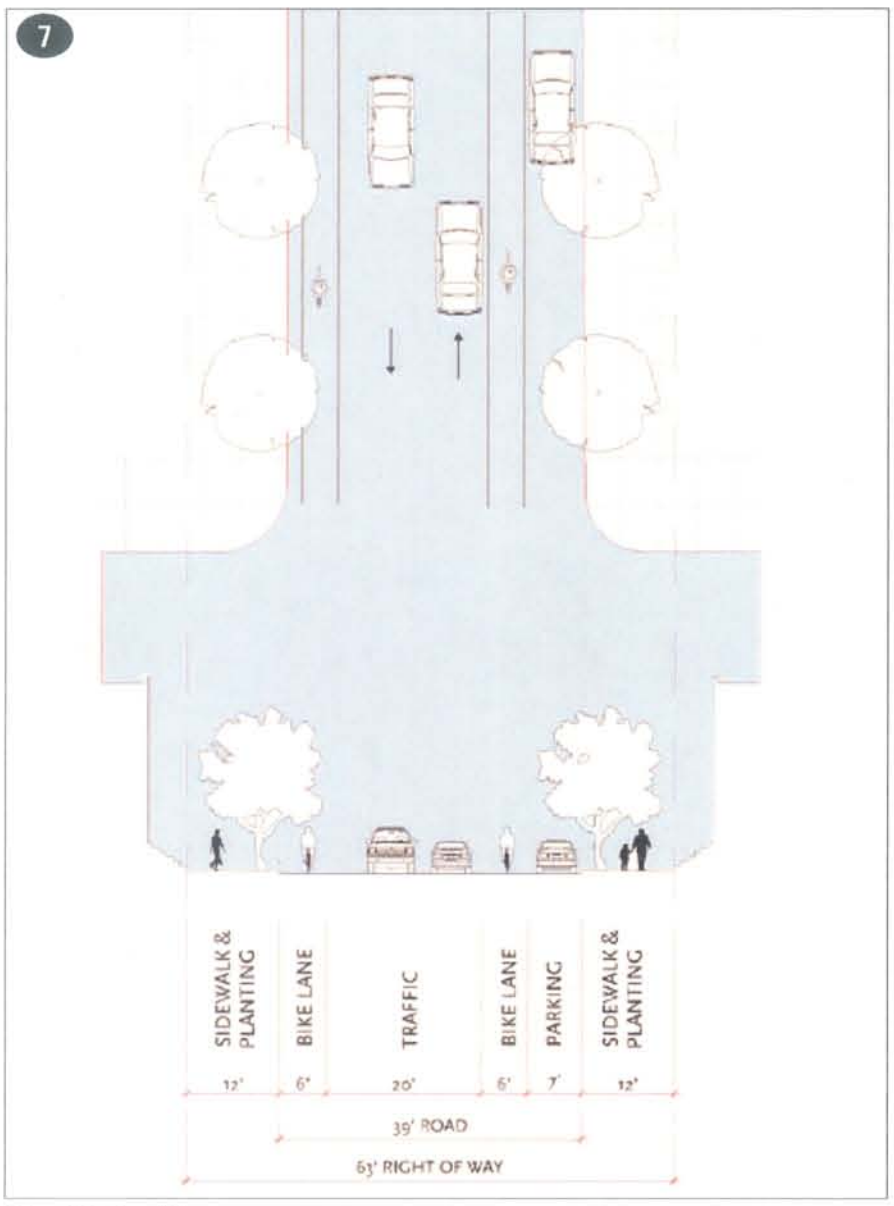


Plan / Section Diagram

Illustrative Photo

DESIGN SPEED..... 25-30 mph
CROSSING TIME .....6 seconds
ROW WIDTH ..... 84'
TRAFFIC LANES ..... 2, 1 each direction
BIKE LANE..... both sides 5' striped
PARKING ..... both sides not striped(parallel)
CURB TYPE ..... vertical
CURB RADIUS ..... 10' with curb extensions, 15' without
SIDEWALK WIDTH ..... 6'
PLANTER WIDTH ..... 6'
PLANTER TYPE ..... continuous
PLANTING ..... trees 30'-40' o.c.
TREE SPECIES..... see page 3:62 (Street Tree Plan)

West Sierra Avenue

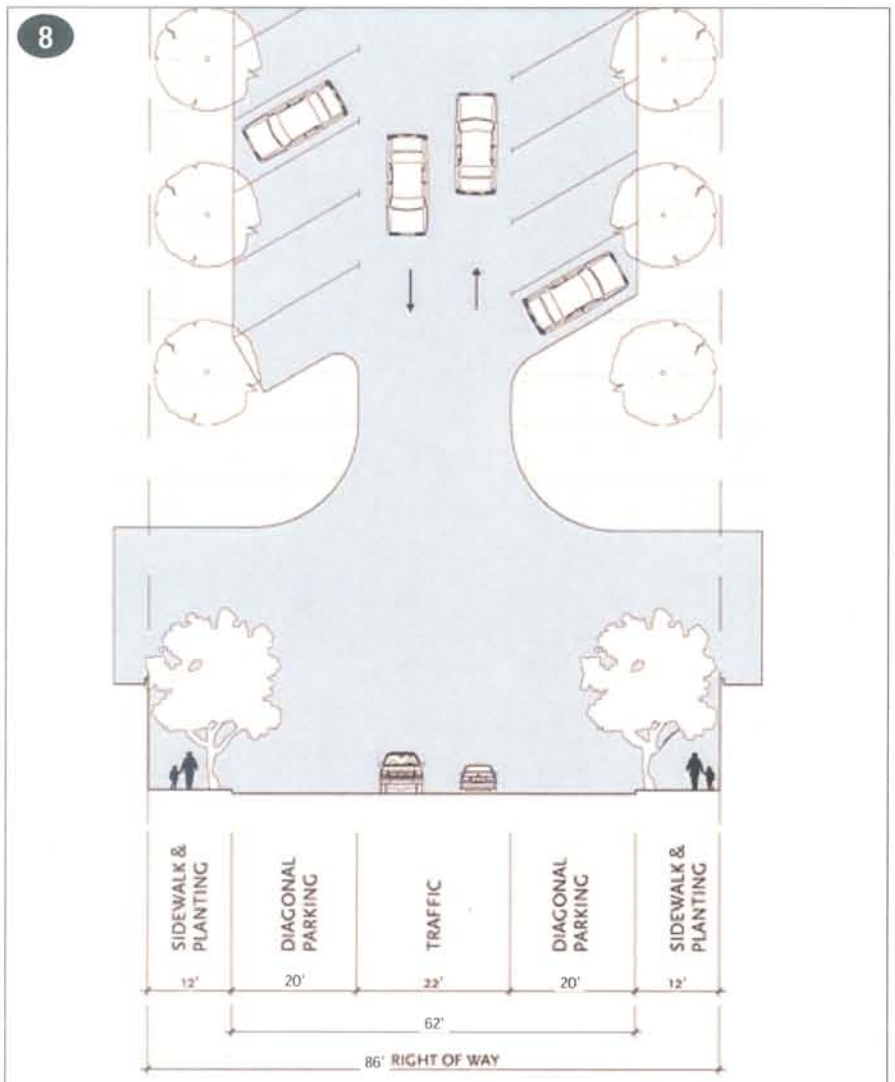


Plan / Section Diagram

Illustrative Photo

DESIGN SPEED..... 20-25 mph
CROSSING TIME .....5 seconds
ROW WIDTH ..... 63'
TRAFFIC LANES ..... 2, 1 each direction
BIKE LANE..... North side, 5' striped
PARKING ..... both sides,not striped(parallel)
CURB TYPE ..... vertical
CURB RADIUS ..... 10' with curb extensions; 15' without
SIDEWALK WIDTH ..... 5'
PLANTER WIDTH ..... 7'
PLANTER TYPE ..... continuous at 25'-30' o.c.
PLANTING ..... trees
TREE SPECIES..... see page 3:62 (Street Tree Plan)

New Mixed Use Street 1 [a]



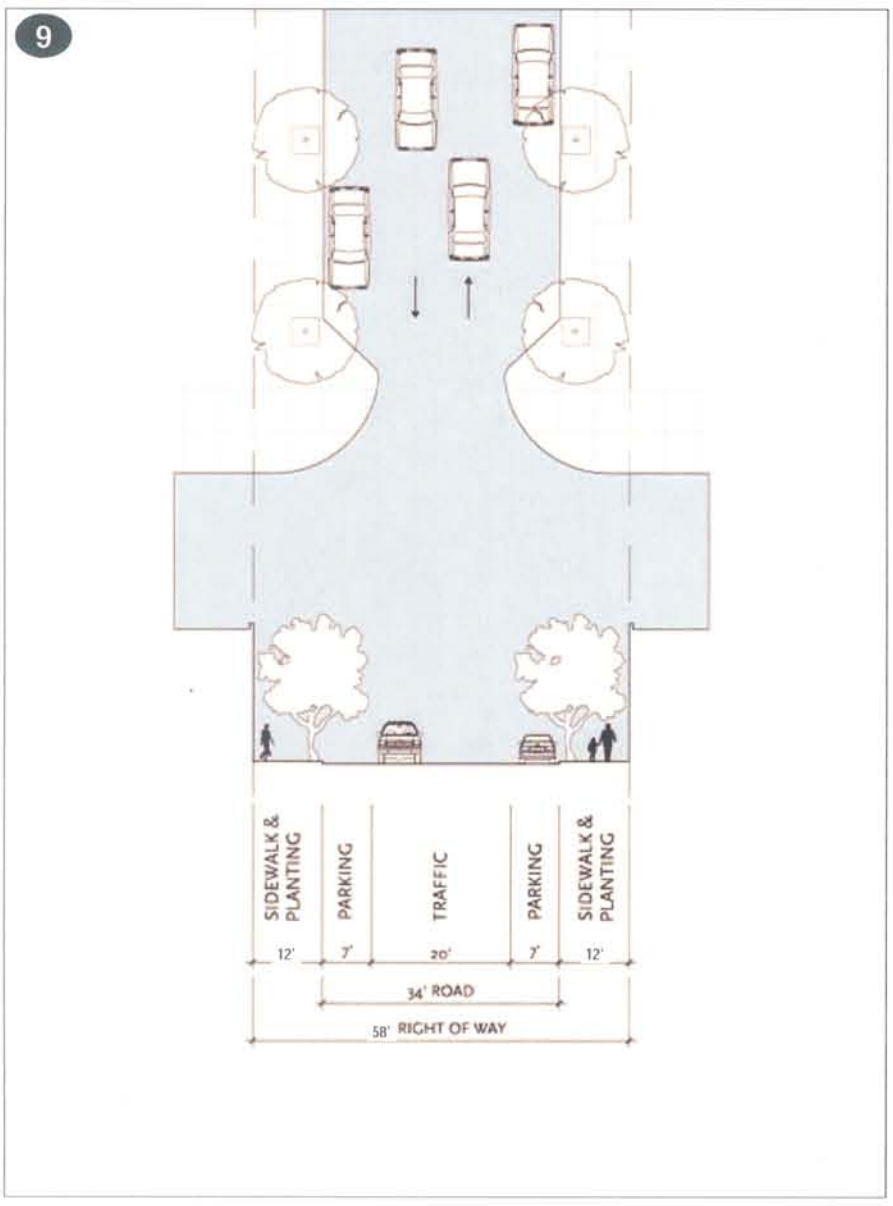
Plan / Section Diagram

Illustrative Photo

DESIGN SPEED..... 15-20 mph
CROSSING TIME ..... 6 seconds
ROW WIDTH ..... 82'
TRAFFIC LANES ..... 2, 1 each direction
PARKING ..... both sides (diagonal)
CURB TYPE ..... vertical
CURB RADIUS ..... 10' with extensions; 15' without
SIDEWALK WIDTH ..... 12'
PLANTER WIDTH ..... 5'x5' tree wells
PLANTER TYPE ..... well at 25'-30' o.c. with grates
PLANTING ..... trees
TREE SPECIES..... see page 3:62 (Street Tree Plan)

[a] This option shall be used only in conjunction with Street Type 9 as determined by the City.

New Mixed Use Street 2 / Residential Street



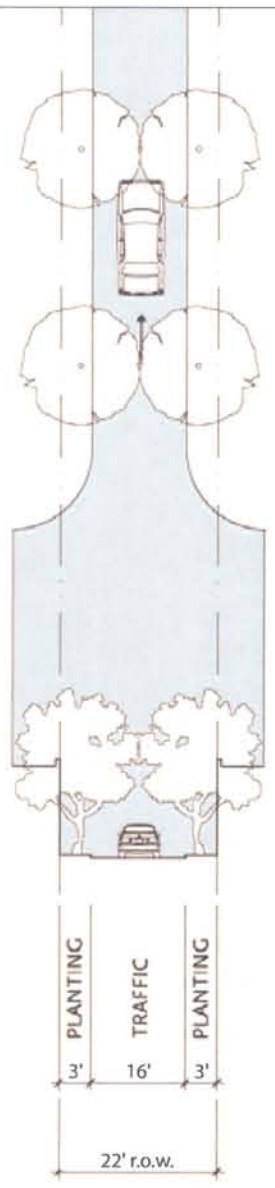
Plan / Section Diagram

Illustrative Photo

DESIGN SPEED..... 15-20 mph
CROSSING TIME .....5 seconds
ROW WIDTH ..... 54'
TRAFFIC LANES ..... 2, 1 each direction
PARKING ..... both sides not striped(parallel)
CURB TYPE ..... vertical
CURB RADIUS ..... 10' with curb extensions; 15' without
SIDEWALK WIDTH ..... 10'
PLANTER WIDTH ..... 5x5 planter wells'
PLANTER TYPE ..... well at 25'-30' o.c. with grates
PLANTING ..... trees 30'-40' o.c.
TREE SPECIES..... see page 3:62 (Street Tree Plan)

Alley

10



Plan / Section Diagram

Illustrative Photo

DESIGN SPEED..... 10-15 mph
CROSSING TIME .....3 seconds
ROW WIDTH ..... 22'
TRAFFIC LANES ..... n/a
PARKING ..... none
CURB TYPE ..... swale with pervious paving
CURB RADIUS ..... 10' with curb extensions; 15' without
SIDEWALK WIDTH ..... n/a
PLANTER WIDTH ..... 3' each side
PLANTER TYPE ..... continuous between garages and driveways
PLANTING ..... draught tolerant or bioswale materials
TREE SPECIES..... see page 3:62 (Street Tree Plan)

3.4.030 - Landscape Guidelines

Street Trees and Streetscapes

The role of the street tree plan is to establish a visual and environmental order within the framework of the downtown. Future tree planting and streetscape work will be guided by the objectives and standards in this section, ensuring that individual projects will contribute to the overall public realm in a coherent manner.

Principles - Street trees provide numerous environmental and cultural benefits for citizens and visitors which are summarized below:

1. Define the space of the street through a uniform and closely spaced row of large trees. This particularly applies to streets that are too wide for the height of the buildings, streets with holes in the street wall, or suburban streets where buildings are too far apart to contain the space of the street. Mature trees provide canopy and make elongated outdoor rooms out of otherwise ordinary street space.

2. Define and make comfortable the street space occupied by pedestrians. Street trees, properly placed, create a line of columns that separates visually and psychologically one pathway from another, and if a further objective is to provide a canopy of leaves and branches then the trees have to be planted close enough to do that. Walking along a line of trees it is desirable to see between them, but also to be aware that the trees are forming a plane; a distinct boundary between the car space, the building space and the pedestrian space.

3. Calm traffic and protect the pedestrian from cars. Curbs and sidewalks are the most common ways of separating and thereby protecting pedestrians from vehicles, but while they may physically separate they do not necessarily offer a sense of safety or tranquility. Trees at the curb line, if close enough to each other, create a pedestrian zone that feels safe.

4. Filter the sunlight, especially on hot summer days Deciduous trees, unlike evergreen or palm, serve different functions in the summer and winter. Through photosynthesis, trees lower city temperatures in the summer and change carbon dioxide into oxygen. Deciduous trees are generally faster growing and more predictable and uniform in their growth rate and therefore more preferential in urban settings

.

5. Bring order to the street. Trees should be laid out with regular geometries, repetition and rhythm, consistent sizes and alignment. Streets are defined vertically by the height of buildings and/or trees. The wider a street gets, the more mass or height it takes to define it, and to have small, flowering or irregularly shaped tree types is to be counterproductive to the order and scale of a street space.

Environmental Benefits
1) Climate Control-Deciduous trees provide shade in summer and sun in winter, reducing heat islands and cooling the ambient temperature;
2) Albido Effect-Trees reduce sun glare from paving;
3) Rain Water Interception-Precipitation falling on leaves, branches and bark is intercepted by trees and temporarily stored in the leaves, branches and bark, effectively reducing stormwater runoff.

Cultural Benefits
1) Mature street trees can increase property values;
2) The enclosure provided by street trees signals drivers to reduce speed. As the context of the street becomes more human, people naturally slow down;
3) Trees produce oxygen and improve local air quality;
4) Tree canopies have a calming effect, reducing the perception of traffic noise.

Tree Selection Objectives
By using the list of trees provided and planting the streets according to the Plan, Cotati will achieve consistent visual unity, block by block, without sacrificing variety. Tree selection was influenced by a number of pertinent factors and objectives:

TS-1. Environmental Suitability - Plant trees that thrive in Cotati and the region;

TS-2. Sustainability Concerns - Use California natives or trees closely resembling them, including their drought-resistance, in appearance and function;

TS-3. Street Tolerance - Include a variety of street trees that perform well in urban environments. Tolerance of automobile exhaust, dust, and small planters narrows the range of species appropriate for curbs;

TS-4. Variety - Ensure species variety: the gold and red of autumn, the scent of evergreens and cedars, and a kaleidoscope of branching patterns and shadow play;

TS-5. Scale and Transparency - Ensure that trees at maturity begin branching above commercial signage and allow buildings to be seen though the canopy. Medium sized trees are reserved for narrow streets and alleys that can not accommodate big trees.

In addition to the above, the special nature of discrete neighborhoods within the plan area led to the identification of species as listed below:

La Plaza. The Honey Locust species, provides the stature, seasonal color and transparency for this special place.

Historic Core. In order to distinguish Old Redwood Highway and East Cotati Avenue from other streets radiating from La Plaza, the Maple species is selected. A very adaptable tree that thrives in street conditions, it provides pronounced autumn gold and spring green colors.

Northern Gateway. The area is characterized by a variety of street trees, chosen for their contribution to the public and private realm. Honey Locust continues the theme along Old Redwood Highway. Bisecting streets are planted with Raywood Ash or Chinese Pistache. Sycamore was selected for its form and resemblance to its close relative, the California Sycamore.

Commerce Avenue. The design goal for this street is to provide a more urban and civic presence with large, stately trees leading to the entry roundabout. Sycamores are the selection for smaller streets. North of La Plaza, the main thoroughfare is lined with a street tree of substantial form.

Urban Form - Streetscapes are designed per the following street tree types in reponse to the particular physical context and spatial needs. The diagram at right represents the composite effect of the various streetscapes helping to shape the various blocks and open spaces throughout this plan area.

This plan uses the full typological pallette of tree types to express the intended physical and visual charracter of the streetscape system. Below, the six types of trees are deployed according to the urban form of each type: from the most columnar ('Palm') to the broadest canopy type ('Umbrella'). In this way, over the life of the plan, individual tree species can be easily selected and/or substituted while being informed of the urban form intentions expected of the tree type.

Columnar-type Species

Urban Form: Palm

Canopy-type Species

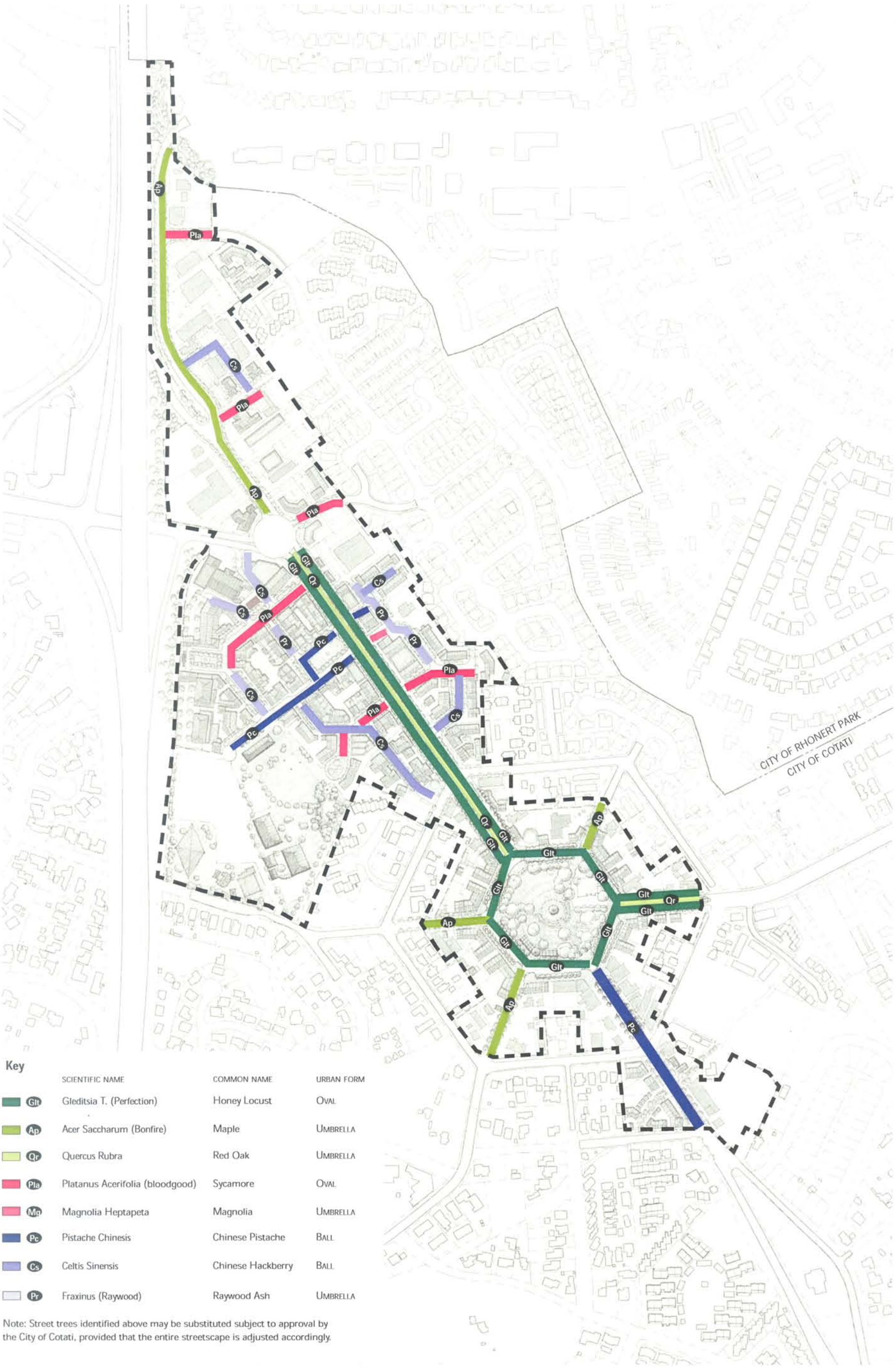
Urban Form: Vase

Urban Form: Oval

Urban Form: Ball

Urban Form: Pyramid

Urban Form: Umbrella



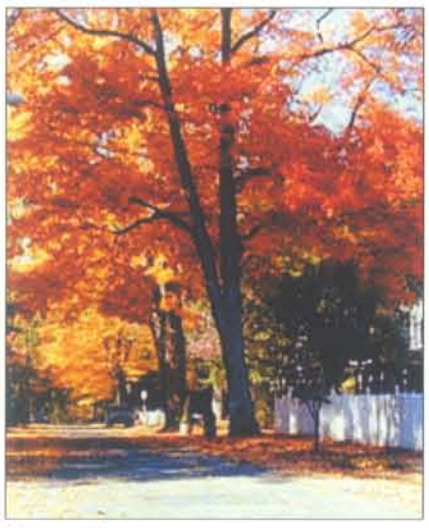
Key

	SCIENTIFIC NAME	COMMON NAME	URBAN FORM
Glt	Gleditsia T. (Perfection)	Honey Locust	Oval
Ap	Acer Saccharum (Bonfire)	Maple	Umbrella
Qr	Quercus Rubra	Red Oak	Umbrella
Pla	Platanus Acerifolia (bloodgood)	Sycamore	Oval
Mg	Magnolia Heptapeta	Magnolia	Umbrella
Pc	Pistache Chinesis	Chinese Pistache	Ball
Cs	Celtis Sinensis	Chinese Hackberry	Ball
Pr	Fraxinus (Raywood)	Raywood Ash	Umbrella

Note: Street trees identified above may be substituted subject to approval by the City of Cotati, provided that the entire streetscape is adjusted accordingly.

0 200 400 800 ft

Streetscape and Street Tree Plan - SP Map 15

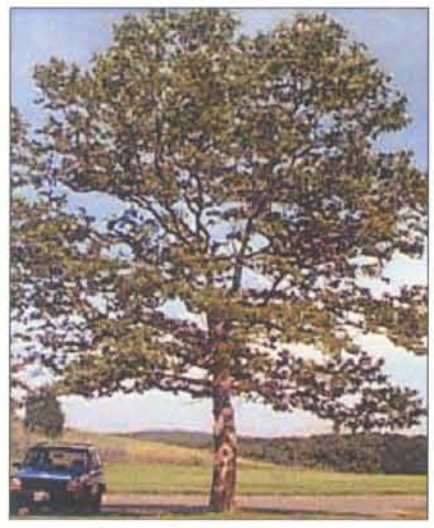


Hybrid Maples

Acer Saccharum

Broad crowned densely foliaged tree from 50 to 60 feet high and nearly as wide. An excellent tree for broad boulevards or residential streets with wide setbacks. There are several existing varieties in, and adjacent to, the City of Cotati.

50-60' tall
50-60' spread
Urban Form: Umbrella

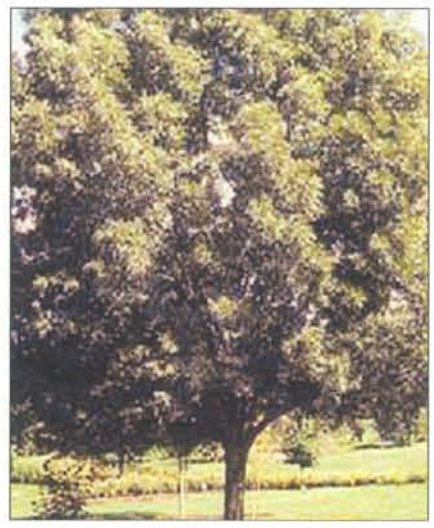


London Plane Tree

Platanus acerifolia

A broadleaf deciduous tree with a predictable growth rate and uniform canopy. This tree establishes the street space characteristics of the neighborhood streets.

40' tall
30' spread
Urban Form: Oval

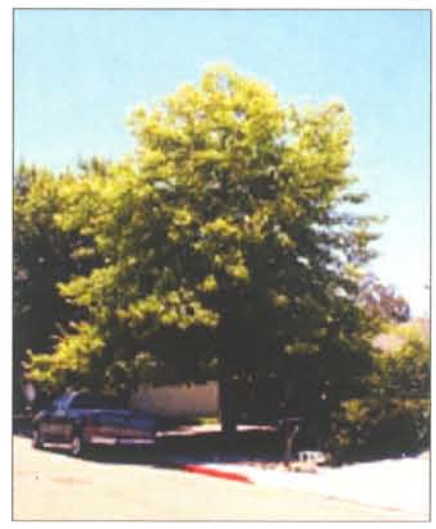


Raywood Ash

Fraxinus raywoodii

A broadleaf deciduous tree with a predictable growth rate and a formal appearance throughout the year. A bright splash of fall color is a harbinger of autumn and its branching habit makes it a handsome presence throughout the winter.

30' tall
25' wide
Urban Form: Umbrella



Red Oak

Quercus Rubra

Abundantly planted tree in the Cotati area that is highly branched. A deciduous tree that has vibrant color in both spring and fall and highly successful in heavy soils. This tree is not native to the area and needs regular moisture, but in all other respects is well adapted.

70' tall
50 wide
Urban Form: Umbrella

Common Open Space, Plazas, Squares and Greens:

Spatial Defining Trees:
Liquidambar styraciflua / American Sweetgum
Platanus acerifolia / London Plane Tree
Cedrus deodara / Deodor Cedar
Quercus agrifolia / Coast Live Oak
Tillia cordata
Sophora japonica 'Regent'
Liriodendron tulipifera
Acer pseudoplatanus 'cvs.'
Corylus colurna
Sequoiadendron gigantea

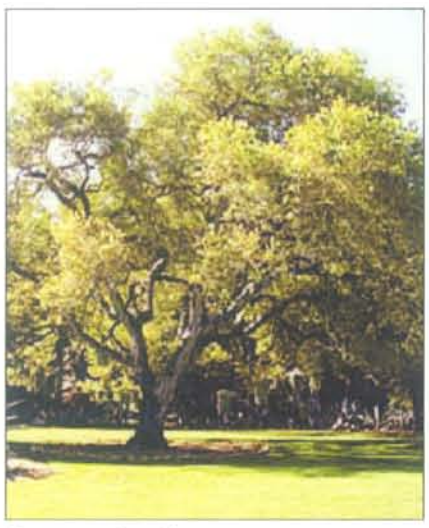
Accent Trees:
Gleditsia T. Inermis / Skyline
Lagerstroemia indica / Crepe Myrtle
Pistacia chinensis / Chinese Pistache
Native Redbud
Cercis occidentalis
Chionanthus virginicus
Chionanthus retusus
Cercidiphyllum japonicum
Styrax japonica
Davidia involucrate
Parrotia persica
Prunus cultivars
Luma apiculata

Trees:
Acer palmatum / Japanese maple
Fraxinus raywoodii / Raywood Ash
Fraxinus velutina / Modesto Ash
Gleditsia T. inermis / Thornless Honey Locust
Laerstroemia indica / Crepe Myrtle
Liquidambar styraciflua / American sweetgum
Koelreuteria paniculata / Golden Raintree
Magnolia grandiflora / Southern Magnolia
Pistacia chinensis / Chinese Pistache
Platanus acerifolia / London Plane Tree
Quercus douglesii / Douglas Blue Oak
Quercus suber / Cork Ork

Within Parking Lots:
Landscape of parking areas shall consist of minimum, 15-gallon sized trees which shall be provided at the rate of one tree per every four parking spaces.

Acceptable Parking Lot Trees:
Magnolia heptapeta
Platanus acerifolia / London Plane Tree
Cinnamomum camphora/Camphor Tree
Quercus suber / Cork Oak
Quercus agrifolia / Coast Live Oak
Acer campestre
Acer capillipes
Chionanthus retusus
Cotinus obovatus
Sapimum sebiferum
Carpinus betulus
Acer davidii
Aesculus x carnea 'Briotii'
Halesia monticola 'Rosea'
Koelreuteria bipinnata

Tall Shrubs:
Abelia grandiflora / Glossy Abelia
Buddleia davidii / Butterfly Bush
Heteromelies arbutifolia / Toyon
Escallonia fradesii / Escallonia
Pittosporum tobira / Tobira
Pittosporum undulatum / Victoria Box
Photinia fraseri / Photinia
Rhus ovata / Sugarbush
Rhus integrifolia / Lemonade Berry
Romneya coulteri / Matilija Poppy
Salvia Leucanthus/Mexican Blue Sage
Arctostaphlos sp. (Many large varieties)
Ceanothus sp. (Many varieties)
Azara dentate
Azara microphylla
Azara microphylla ' Variegata'
Berberis (Many varieties)
Buddleia crispa
Buddleia alternifolia ' Argentea'
Buxus sempervirens
Correa (Many varieties)
Deutzia schlingii
Deutzia glauca
Deutzia setchuenensis var. corymbiflora
Cotinus (Many forms)
Dendromecon rigida
Elaeagnus ' Quicksilver'
Hypericum Kouytchense
Hypericum androcaceae
Escallonia 'Iveyi'
Escallonina rubra var. macrantha
Eucryphia lucida
Itea illicifolia
Fremontodendron californicum
Garrya elliptica 'James Roof'
Genista aetnensis
Mahonia x media 'Charity'
Philadelphus lewisii 'Majorie Schmidt'
Philadelphus intectus
Physocarpus capitatus
Prunis illicifolia
Rhamnus californica
Ribes sanguineum (Many varieties)
Styrax officinalis
Teucrium fruticans
Taxus x media
Viburnum (many varieties)

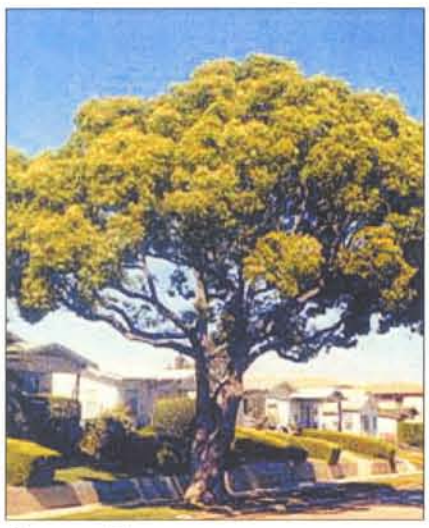


California Live Oak

Quercus agrifolia

A broadleaf evergreen tree, native to California with broad spreading and dense canopy at maturity. This tree is called "The King of the California Chaparral.

60'tall
greater spread
Urban Form: Umbrella



Camphor Tree

Cinnamomum Camphora

A long lived broadleaf Evergreen Tree that tolerates both cold winters and hot summers. This tree has light green, nearly chartreuse foliage with a pink outer edge during the early months of spring. It turns from brownish grey to nearly black as the tree ages and the contrast of foliage and trunk/branches is most striking.

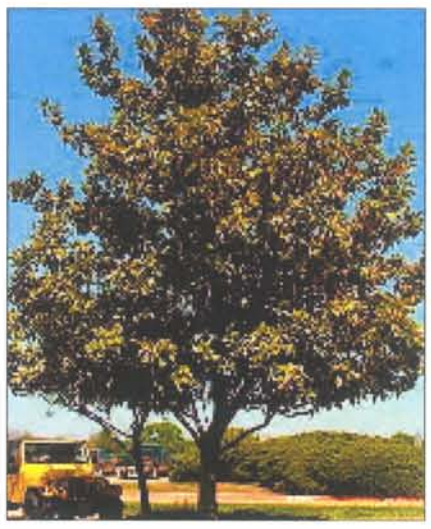
50' tall
60' wide
Urban Form: Vase

Honey Locust

Gleditsia t. inermis "Sunburst"

A broadleaf deciduous tree with a predictable growth rate and a bright transparent canopy. This tree gives a striking presence to the street scene due to it's iradescent foliage color and shade created by its drammatic foliage mass.

50' tall
60' wide
Urban Form: Oval



Magnolia

Magnolia heptapeta

A broadleaf evergreen tree with shiny green leaves and large white flowers throughout summer and in to fall. A uniform growth rate make this an ideal tree in residential neighborhoods. Widely planted in the area for more than 50 years, the tree has become a favorite for its dappled shade and its ability to withstand local the winds.

70'tall
60' wide
Urban Form: Vase

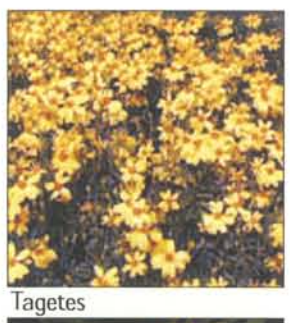
Low Shrubs and Groundcovers:
Camellia sasanqua / Camellia
Cistus salvifolius / Rockrose
Carpenteria california / NCN
Erigeron karvinskianus / Santa Barbara Daisy
Felicia amelliodes / NCN
Hemerocallis Hyridus / Hybid Daylily
Heuchera sanguinea / Coral Bells (native)
Kniphofia uvaria / Red Hot Poker
Lavandula stoechys / Spanish Lavender
Lavandula angustifolia/English Lavender
Pittosporum 'Wheelers Dwarf'/Dwarf Tobira
Pennisetum setaceum/Red Fountain Grass
Trachelospermun asiaticum/Asian Jasmine
Arctostaphlos sp.
Ceanothus sp.
Deutzia gracilis 'Nikko'
Ribes vibunifolium
Lonicera nitida (many varieties)
Symphoricarpus albus laevigatus
Mahonia aquifolium 'Compacta'
Choisya 'Aztec Pearl'
Buxus sempervirens 'Suffruticosa'

Note:
This list represents plant materials that will adapt and survive in Cotati's soil and microclimate without extensive use of water. No list will include every plant species that will succeed in Cotati, given outstanding maintenance and placed in an ideal microclimate, but these plant materials should survive and thrive without special maintenance or ideal planting conditions. Those plant materials that are tolerant of higher water levels are meant for use in or adjacent to wetlands.

Silver Sedge and other native grasses

Ceanothus and Flannelbush

Western Redbud



Tagetes

Red Oak Coreopsis

Island Bush Poppy

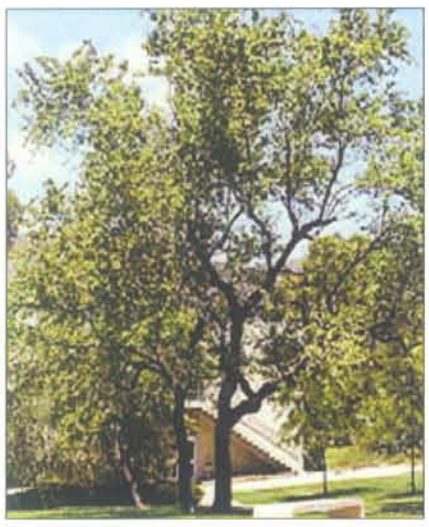
Rockrose

Lavender

caption

Queen Anne's Lace

Flax

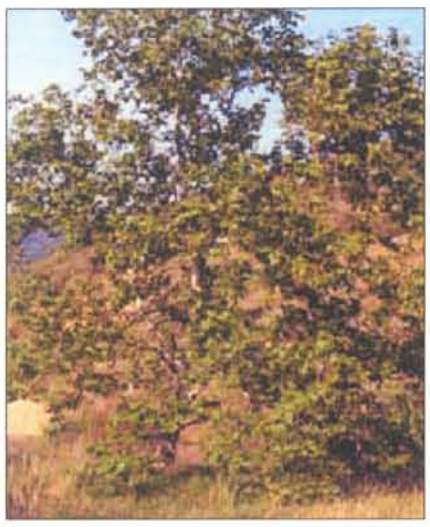


Evergreen Pear

Pyrus kawakami

A small to medium sized evergreen tree 30' tall with equal spread. Its glossy green leaves, interesting branch structure, and fissured trunk make it an attractive choice for year round enjoyment. Masses of small white flowers bloom in late winter or early spring.

30' tall
30' spread
Urban Form: Umbrella

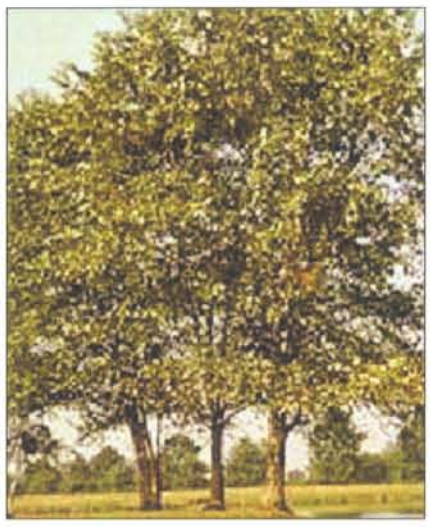


California Sycamore

Platanus racemosa

Growing 90' tall and 50' wide, the California Sycamore is a signature tree in western riparian landscapes. The leaves are deeply lobed and the papery bark peels to reveal interesting colors and mottling patterns. It performs well in many California native habitats, and thrives in parks and lawns. It is one of the most elegant native trees.

90' tall
50' spread
Urban Form: Oval



River Birch

Betula nigra

Moisture seeking River Birch is a fast growing, pyramid shaped tree, reaching heights of 70' or more and widths of 60'. The bark flakes and peels creating interesting texture and color that changes as the tree matures. Diamond shaped leaves with a silvery tone on the underside reflect light and provide opportunities for uplighting.

70' tall
60' spread
Urban Form: Umbrella

Chinese Hackberry

Celtis Sinensis

A member of the elm family, the Chinese Hackberry is a popular street tree choice. The species is exceptionally tough and durable, and possesses a tame root system leaves sidewalks intact. Corky ridges are a distinguishing trunk feature, and foliage may turn yellow in autumn.

40' tall
40' spread
Urban Form: Umbrella

Allowable Specialty Plants

Hemerocallis Hyridus / Hybid Daylily
Heuchera sanguinea / Coral Bells (native)
Kniphofia uvaria / Red Hot Poker
Lavandula stoechys / Spanish Lavender
Lavandula angustifolia / English Lavender
Pittosporum 'Wheelers Dwarf' / Dwarf Tobira

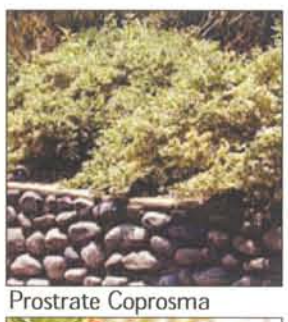
Grasses:
Juncus patens / California Grey Rush
Heliotrichon sempervirens / Blue Oat Grass
Miscanthus sinensis / Maiden Grass
Muhlenbergia rigens / Deer Grass
Pennisetum setaceum ' rubrum' / Red Fountain Grass
Stipa gigantea / Giant Needle Grass

Vines:
Beaumontia grandiflora / Easter Lily Vine
Phaedranthus buccinatoris / Red Trumpet Vine
Clematis armandii / Evergreen Clematis
Clematis jackmanii 'Gypsy Queen' / Clematis

Hedge Shrubs:
Pruned shrubs that will make a solid hedgerow

Ligustrum texanum / Wax Leaf Privet
Raphiolepis indica / India Hawthorn
Photinia fraseri / Red Photinia
Pittosporum undulatum / Victorian Box
Buxus japonica / Japanese Boxwood

Lantana



Prostrate Coprosma

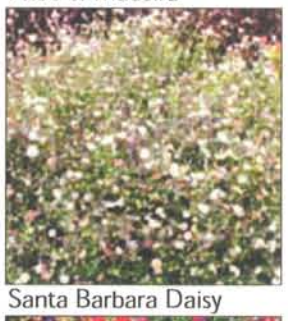
Carex

Pride of Madeira

Echevarria

Monkeyflower

Elymus



Santa Barbara Daisy

California Poppy

Aristida

Heuchera

Salvia

Agave

Blue Festuca

Chinese Pistache

Pistacia chenensis

One of the best trees for fall color in mild climates, this species marries desirable ornamental qualities with cultural adaptability. The Chinese pistache is well -known for turning luminous shades of yellow, orange, and red. It is a reliable street tree, and tolerates a variety of watering regimes and soil acidity levels.

30-60' tall
30-60' spread
Urban Form: Umbrella

White Alder

Alnus rhombifolia

Native to California's streams and rivers, White Alder is a very fast growing tree to 70'tall or more and 40' wide. This species tolerates heat and wind and can be used for riparian restoration and park landscapes. Leaves are coarsely toothed, darker green above and lighter below, providing interesting contrast.

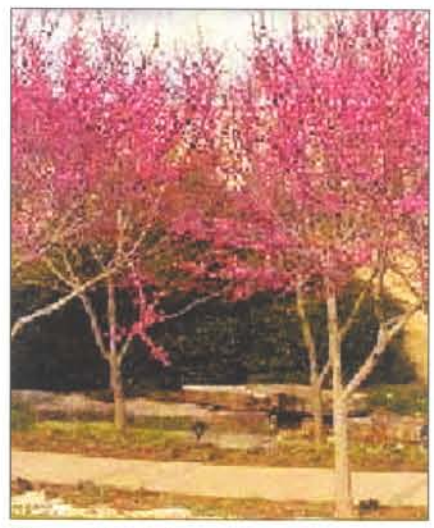
70' tall
40' spread
Urban Form: Umbrella

Coast Redwood

Sequoia sempervirens

The Coast Redwood can reach magnificent heights of 350' in a wilderness habitat. In the planned landscape, it grows rapidly, but will attain a height of approximately 90' and a width of 30'. One of the best native selections for the garden, its conical shape can be utilized for individual specimens or massed for a tall screen.

90' tall
30' spread
Urban Form: Pyramid



Eastern Redbud

Eastern Redbud

Small flowering tree with maroon foliage throughout the summer, and ideal for narrow planting areas.

30 tall
30' spread
Urban Form: Vase

Carex

Pride of Madeira

Elymus

Santa Barbara Daisy

Heuchera

Salvia

Agave

Blue Festuca

Street Tree Guidelines

1) Eliminate unnecessary curb cuts for continuous line of trees at the street edge;

2) Tree wells are 5' x 5' with structural soil beneath for root aeration and growth;

3) Automatic irrigation to be maintained for tree establishment and drought;

4) Spacing 30' apart (max.) for visual unity and adequate canopy coverage;

5) Substitutes only if disease or pests render the selected species unsuitable;

6) Commit to long-term maintenance to optimize health and aesthetic qualities.

Landscape Implementation Measures

L-1. All areas not devoted to paving or buildings shall be landscaped and permanently maintained.

L-2. All trees within the sidewalk or park areas shall be minimum 24-inch box trees.

L-3. All trees planted on private property shall be minimum 15-gallon size.

L-4. To minimize exterior water use, the following measures shall be incorporated into project design:
a. Use of drought resistant, native plans

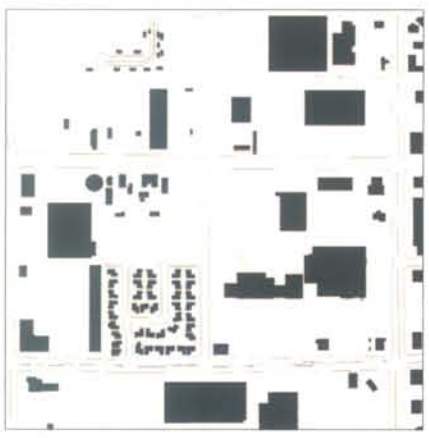
b. Low precipitation rate irrigation (primarily drip irrigation)

c. Use irrigation systems regulated to the actual envirotranspiration rate.

L-5. A landscape that is complementary to buildings shall be provided adjacent to facades and side elevations as designated herein and in the Urban Regulations.

3.4.040 - Blocks and Streets

A. Purpose and Intent. This section establishes the standards for subdividing land into small, pedestrian-scaled, walkable blocks and their corresponding lots that will generate the desired network of walkable blocks and streetscapes throughout each neighborhood and the greater project area. The figure below illustrates the stark difference between the intent of this section and that of conventional suburban development, particularly in terms of scale, pattern and diversity of block, lot and building types.



Conventional Suburban Development: Discontinuous Network and Vehicularly oriented blocks and streets

Traditional Neighborhood Development: Walkable, Small and Interconnected Blocks

The procedure for subdividing land is intended to provide for the urban infrastructure of small, walkable blocks, an interconnected and human-scaled network of thoroughfares punctuated by open space of varying types. The following regulations apply to all property within the project boundaries that seeks development.

B. Applicability. Each site shall be designed in compliance with the standards of this section for the applicable type, subject to the review and approval of the City of Cotati.

3.4.041 - Design objectives. Each site subject to these requirements shall be designed to be divided into smaller blocks with:

A. Internal streets, where appropriate to connect with off-site streets and/or to create a series of smaller, walkable blocks;

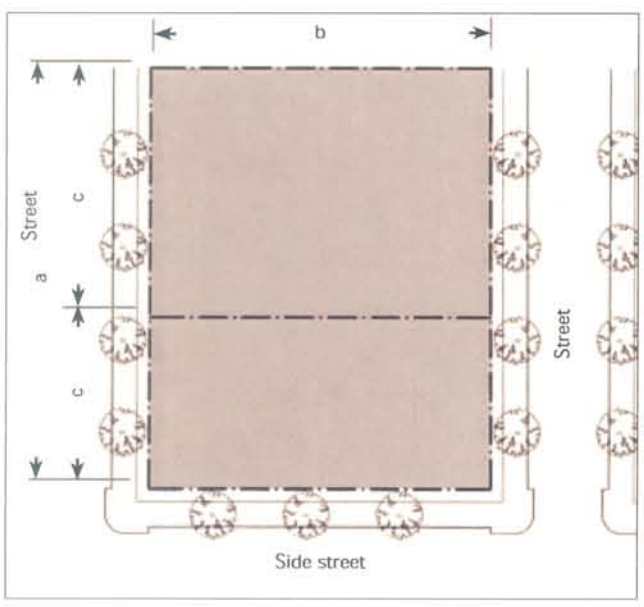
B. Service alleys within the new blocks

3.2.042 -Building design. Buildings proposed on a site of one-half block or larger shall be designed in compliance with the following requirements, in addition to all other applicable provisions of this Specific Plan and the Cotati Municpal Code.

A. No more than 30 percent of dwelling units on a site may be stacked flats.

B. Buildings shall be designed to have fronts and backs, with front facades containing primary building entrances and facing streets.

3.2.043 - Block Requirements. The dimensional requirements and allowed lot widths are summarized below:



Orthogonal Block Requirements Diagram

A. Rectangular / Orthogonal Block Requirements

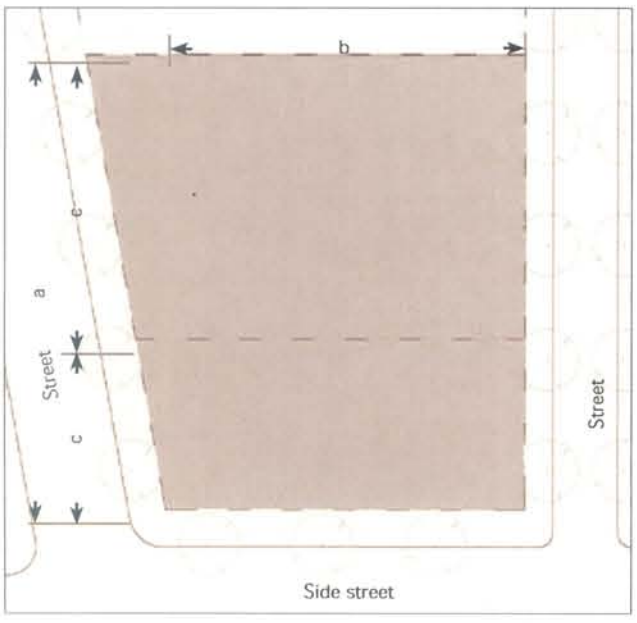
Orthogonal blocks are rectilinear and consist of square or rectangular designs. The following requirements apply:

1. Block Length / Width

Blocks of various designs and functions are allowed as identified in the diagram at left and per the corresponding standards below:

(a) Mininum: 150 feet; Maximum: 500 feet

(b) Minimum: 150 feet; Maximum: 500 feet



Trapezoidal Block Requirements Diagram

B. Trapezoidal Block Requirements

Trapezoidall blocks are irregular in shape and consist of various designs. The following requirements apply:

1. Block Length / Width

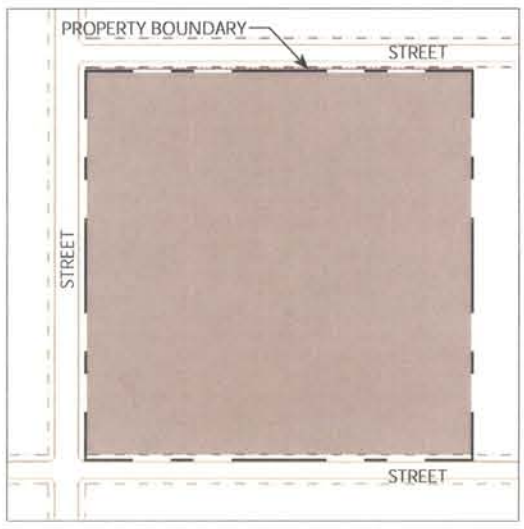
Blocks of various designs and functions are allowed as identified in the diagram at left and per the corresponding standards below:

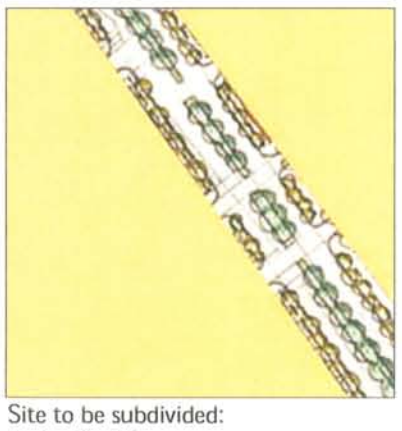
(a) Mininum: 100 feet; Maximum: average of 500 feet for two longest sides

(b) Minimum: 100 feet; Maximum: average of 500 feet for two longest sides

A Site

Sites larger than 2 acres shall be subdivided further to create additional blocks.

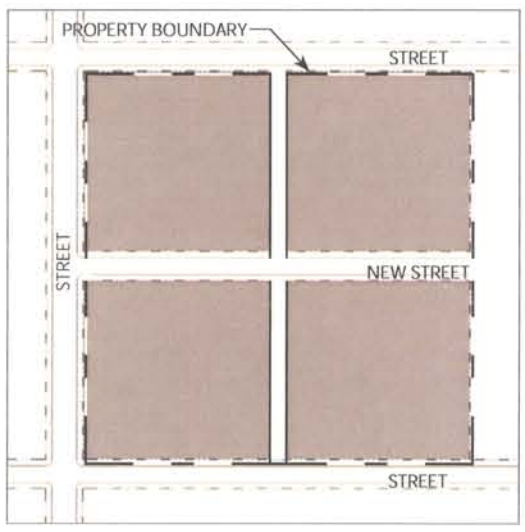


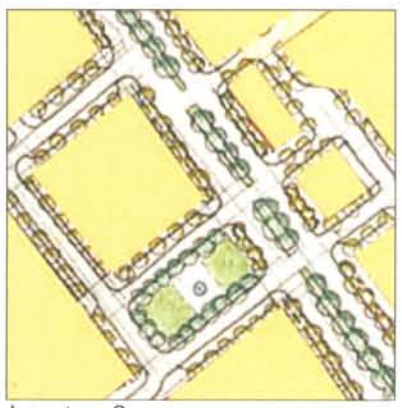


Site to be subdivided:
Ilustrative Diagram

B Introduce Streets

Sites being subdivided into additional blocks shall introduce streets from the list of allowable thoroughfare types (see page 2:42) and comply with the block-size requirements in section 3.4.030.

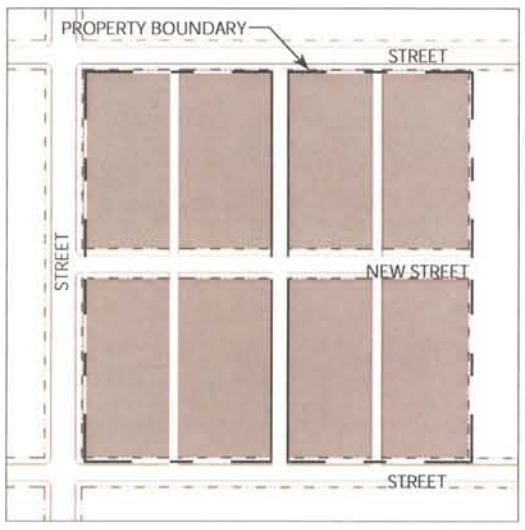


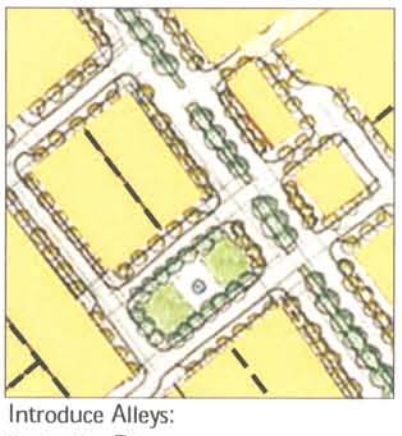


Introduce Streets:
Ilustrative Diagram

C Introduce Alleys

Access to blocks and their individual parcels is allowed only by alley/lane, side street or, in the case of residential development, via small side drives accessing multiple dwellings. The intent is to maintain the integrity and continuity of the streetscape without interruptions such as driveway access. Therefore, although residential development allows minor interruptions along the primary frontage, the introduction of rear service thoroughfares such as alleys and lanes is required.

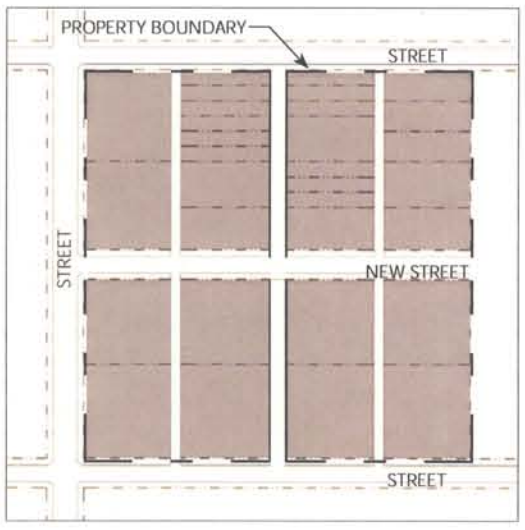


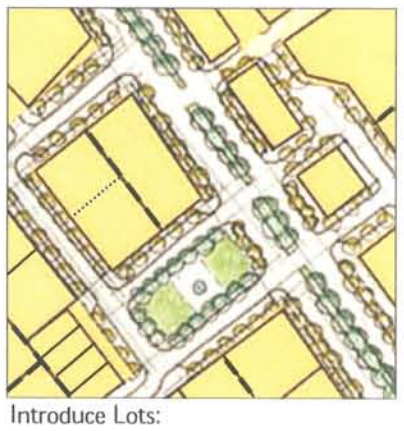


Introduce Alleys:
Ilustrative Diagram

D Introduce Lots

Based on the type(s) of blocks created and the thoroughfare(s) that they front, lots (parcels) are introduced on each block to correspond with the allowable building types in section 3.3.



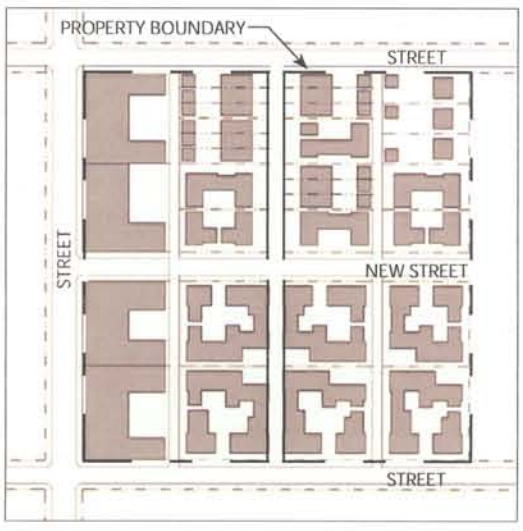


Introduce Lots:
Ilustrative Diagram

E Introduce Projects

Each lot is designed to receive a building per the allowable building types identified in section 3.4 and can be arranged to suit the particular organization of buildings desired for each particular block. The allowable building types then are combined with the allowable frontage types in section 3.3.020 per the district in which the lot is located to generate a particular neighborhood form and character.

This Page:
This series of diagrams identifies the sequence of creating walkable and multi-modal blocks to be developed in a variety of ways per the provisions of this Specific Plan. This section also provides direction on how to break down large parcels to receive appropriately scaled buildings.



Introduce Projects:
Ilustrative Diagram

4.1 Strategy to Achieve Revitalization

Introduction

This chapter identifies and describes how fiscal and financial support of the Specific Plan is addressed.

The plan calls for several capital projects to support and enable revitalization. These project range from street improvements and civic buildings to infrastructure relocations and improvements. The majority of these projects and Specific Plan elements will be funded through private investment. However, there are several capital improvements and programs that require entire or partial public funding.

4.2 Program Components

The finance program consists of the following components:

- **Summary of Development Potential and Anticipated Net Change**
- **Summary of Projects Required to Carry out the Specific Plan**
- **Plan-Wide Revitalization (Conceptual Timeline)**
- **Funding**

4.2.010 - Summary of Development Potential and Anticipated Net Change

The following describes the allowable development potential that is anticipated from this Specific Plan. The diagram at right identifies the four geographic districts within the Specific Plan. These areas are known identified below:

- Commerce Avenue
- Northern Gateway
- La Plaza
- Historic Core

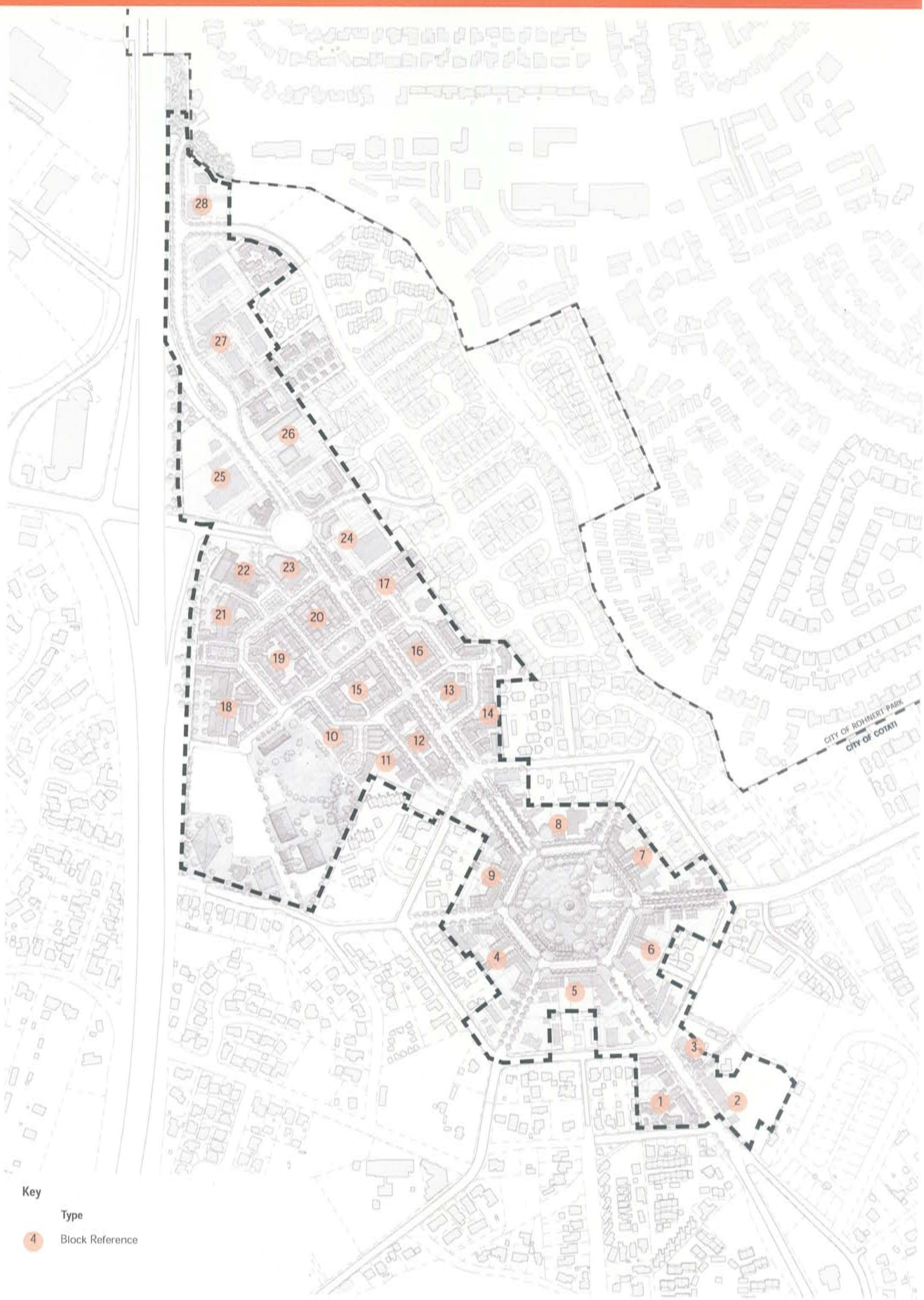
Each of the above districts features new land use zoning that responds to each district's existing and/or intended character. Within each district, there is a range of compatible building types from which owners and developers can choose. For this reason, the range of development potential involves several variables. These variables are predictable as they are physically-oriented and derived from the details of this Specific Plan and the provisions of the Cotati Municipal Code.

Generally, the form-based code consists of typological components as compared with numerically-driven 'use-based' zoning. The intent of the form-based approach is to methodically allocate components which are compatible with each other to eventually achieve the intended character for each of the four districts in the plan area. This distinguishing characteristic makes the corresponding development potential tangible to its physical context in the plan.

DEVELOPMENT POTENTIAL PER DISTRICT [1]

District	Development Type	Potential
COMMERCE AVENUE 3 blocks blocks: 25 - 28	Residential: Commercial/Retail Open Space	61 dwellings 42,000 sq. ft. 0 ac
NORTHERN GATEWAY 17 blocks blocks: 10 - 26	Residential: Commercial/Retail Open Space	229 dwellings 217,200 sq. ft. 0.86 ac [2]
LA PLAZA 9 blocks blocks: 4 - 14	Residential: Commercial/Retail Open Space	89 dwellings 118,000 sq. ft. 3.75 ac in 1 park [2]
HISTORIC CORE 3 blocks blocks: 1 - 3	Residential: Commercial/Retail Open Space	71 dwellings 41,000 sq. ft. 0 ac
TOTAL [1] Actual change depends upon the specific projects submitted and the public review and approval process.	**Residential:** **Commercial/Retail** **Open Space**	**450 dwellings** **418,000 sq. ft.** **4.61 ac** [2]

[2] exclusive of right-of-way but within the identified district



Key

Type	
4	Block Reference

Illustrative Plan - Development Potential

0 200 400 800 ft

SP Map 16

4.2.020 - Summary of Projects Necessary to Carry out the Plan

The following comprises the individual projects which may be implemented depending upon funding availability and the level of private development. Each of these projects is described further to identify its particular objectives, needs and benefits. The individual projects in this Chapter are expected to draw from a variety and combination of funding sources such as:

- Private Sector
- Public Sector
  - a-Economic Devt Agency
  - b-Community Development Block Grants
  - c-Rule 20 Funds
  - d-Other State / Federal grants
  - e-Tax-Increment Financing
  - f-Municipal Bond(s)
  - g-Air Quality Mitigation Fund
  - h-Assessment Districts

Key for Estimated Timelines

1: within 3 years of adoption
2: within 4-10 years of adoption
3: 10 years and beyond

	Project Name	Cost-Estimate	Priority	Potential Funding Sources
A	**Old Redwood Highway (north)** Utilities: sewer, storm drain, water, streetscape and landscape improvements	$7,200,000 [1]	1	Development Impact Fees Landscape and Lighting District Mello Roos District MTC TLC Grant Tax Increment (Community Redevelopment Agency) Private Sector
B	**Bike System Improvements** Signage Program Installation of class 1 and 2 improvements	$100,000 $250,000	1 1	MTC TLC Grant Tax Increment (Community Redevelopment Agency) Landscape and Lighting District Private Sector
C	**Facade Restoration/Renovation** Incentive program (incl. architect assistance) Assist in historic restoration projects	$100,000 $100,000	1 1	Private Sector Tax Increment (Community Redevelopment Agency) California Mills Act (property tax relief) Federal Tax Credits California Heritage Fund Grant
D	**La Plaza Park** Reconfiguration/Improvement of utilities Park improvements (including traffic signals) Farmer's Market Vendor Arbor	$5,800,000 [1] $7,700,000 [1] $1,500,000	3 3 3	Mello Roos District Park Fees (private development) Tax Increment (Community Redevelopment Agency) Development Impact Fees
E	**Park-Once Garage 1** Interim surface parking (80 spaces) Garage: 350-400 spaces for public use Liner: 10,000 sq. ft. non-res'l + 40 dwellings	$ 150,000 $ 12,000,000 $ 8,000,000	2 2 2	Private Sector Parking Impact Fees (in-lieu) Permit Fee Program Tax Increment (Community Redevelopment Agency) Partner with private developer
F	**Park-Once Garage 2** Interim surface parking (120 spaces) Garage: 350-400 spaces for public use Liner: 15,000 sq. ft. non-res'l + 50 dwellings	$ 200,000 $ 12,000,000 $ 10,000,000	3 3 3	Private Sector Parking Impact Fees (in-lieu) Permit Fee Program Tax Increment (Community Redevelopment Agency) Partner with private developer
G	**Commerce Avenue** Streetscape and landscape improvements (including class 2 bike program)	$1,900,000 [1]	3	Business Improvement District MTC TLC Grant Tax Increment (Community Redevelopment Agency) Private Sector
H	**Old Redwood Highway (south)** Completion of sidewalk improvements Traffic improvements	$1,800,000 [1]	2	Business Improvement District Tax Increment (Community Redevelopment Agency) General Fund Landscape and Lighting District Private Sector
I	**Potential Civic Building or Performing Arts Center** 20,000 sq ft gross program Civic Forecourt/Plaza/Landscape	$7,000,000 $1,500,000	3 3	Public / Private Development (i.e. partner with peforming arts group) Impact Fees Private Sector
	TOTAL:	**$73,300,000**	Priority 1: $ 8,100,000 Priority 2: $37,200,000 Priority 3: $32,000,000	

[1] Winzler & Kelly Associates 2006
includes 'soft costs' and regional escalation factor

Key

Type

A Reference to Table on page 4:3

B See Bikeway Plan for various improvements throughout plan area

Implementation

0 200 400 800 ft

SP Map 17

4.2.030 - Plan-Wide Revitalization Actions

The following identifies the responsible parties, the implementation steps to be taken, the anticipated cost and funding sources for the various actions in the eight topic areas, as established in section 1.10, Strategy for Revitalization.

1. Mobility and Transit: Reclaim the heart of Cotati for more than traffic circulation

a. Maintain low traffic speeds throughout the plan area that reinforces the area's historic and pedestrian-oriented context (e.g., relationship of buildings to street, smaller curb radii, streetscape, etc).

The design and ultimate construction of all new and modified streets in the plan area are to reflect the area's village-scale context and the intrinsic need to also accommodate cyclists and pedestrians.

b. Reconfigure Old Redwood Highway so that it becomes the northern counterpart to the established and visible southern half of Downtown Cotati, setting the stage for pedestrian-focused development. Through its transformation, this road will catalyze numerous private development actions along its new edges. Putting early priority on this action is essential to the success of downtown for Cotati's civic identity and commercial presence.

- Implementing Action: 1) Establish schematic design and actual cost-estimate to pursue necessary right-of-way adjustments with which to finalize construction documents. 2) Partner with the private sector for funding sources/strategies.

c. Complete/add to the circulation system to enable bicycles and pedestrians.

2. Historic Preservation: Provide purpose and motivation for restoration/renovation

a. Clear and historically-correct guidance and standards need to inform each new building or addition over the long-term, enhancing Cotati's character.

b. Inventory all cultural and historic resources within the plan area to appropriately inform near and long-term actions/investment.

- Implementing Action: refine and update existing information as appropriate

c. Enable the combination of historic preservation and new development.

3. Civic Features: Enhance and/or generate civic space

a. Realize genuine and varied civic space and/or uses, particularly in the northern planning area where there is a great imbalance of open space.

b. Promote and expand downtown festivals and events.

- Implementing Action: ongoing support of Farmer's Market, Accordion Festival, etc., through collaborating on event focus, location, organization and promotion.

c. Enhance La Plaza Park as the community focus for civic activity in Cotati.

- Implementing Action: pursue the reconfiguration of the 4 park pieces into the single space per the vision in chapter 2 and the street standards in section 3.4

4. Shared Parking: Treat Parking as a Public Utility

a. Reward retail and restaurant activity in mixed use environments through lower parking requirements, including shared parking (park-once).

b. Provide a variety of shared parking through a balanced approach of on-street and off-street lots or garages strategically dispersed for maximum effect.

5. Housing: Leverage demand for housing into a community-wide asset

a. Realize a wide variety of housing types and unit types into the various buildings throughout the plan area.

b. Reposition underutilized land for housing, preferrably in mixed use buildings

c. Provide a variety of housing choices at the smallest scale of development: the building.

6. The Public Realm: Enhance and complete the public realm

a. Streetscapes and public spaces need to be designed and executed to reflect their particular context, adding dimension, variety and interest.

b. Enhance or complete streetscapes as appropriate; and

c. Treat streetscapes as multi-modal, flexible and practical

7. Sustainable-Building Practices: Incentivize Best Practices

a. Provide applicants with information about sources and performance of green-building products/techniques; and

b. Provide examples of executed green-buildings for reference.

- Implementing Actions: 1) continue to update and refine the publications provided to the public; 2) engage the school system in the City's efforts, and results, toward sustainable buildings

c. Require all development within the plan area to comply with media campaign on Cotati's sustainable buidling program.

- Implementing Actions: 1) prior to submittal of the project for processing, an approved Green Professional will review the applicant's preliminary project plans to provide an estimate of points per the Green Points Checklist.

8. Lodging: Capture sales and hotel taxes

a. Locate hotel(s) along Old Redwood Highway, particularly in the northern gateway area.

- Implementing Action: 1) work with Chamber of Commerce to attract appropriate visitor-serving uses to this area of the plan; 2) work with property owners to incorporate visitor-serving uses here in a manner consistent with the intent of shared parking and proximate village-scale retail for maximum community benefit.

b. Leverage hotel activity through immediate proximity to village-scale retail and services.

4.2.040 - Financing and Phasing Plan

Implementation of this plan will be completed through a variety of public and private financial mechanisms. These will possibly include the following:

a) Private investment and new private development

b) Public/private partnerships

c) Development impact fees

d) Tax increment financing and Redevelopment bonds

e) Benefit Assessment Districts / Community Facilities Districts

f) State and Federal Grants

Successful Downtown Plan implementation is usually stimulated by a major private investment in the area. New development in the Northern Gateway will create momentum for the Downtown Cotati Specific Plan by adding new residential units and enhancing the market for retail and office space, creating a climate for reinvestment in the area, providing on-site improvements that enhance the connection between Highway 101 and the La Plaza area, and by possibly leveraging additional public tax increment revenue and other potential sources of public revenue, used to finance other projects and programs throughout Downtown Cotati.

Implementation of other capital projects outlined below will enhance property values in the area, creating an incentive for private property owners to reinvest in structures throughout the Downtown districts. Programs described below will provide further incentive for private reinvestment, including public grants and loans designed to stimulate physical improvements to private structures. This cycle of public and private reinvestment in the Downtown is designed to create long term momentum towards a vital commercial and residential center for Cotati. This is proposed in two parts:

Initiating Revitalization - those projects and efforts that will stimulate private sector investment early in the life of this Plan and,

Long-term Implementation - the entire catalog of individual implementation items that will ultimately be required to carry out every aspect and detail of this Specific Plan over its anciticipated 20-year planning-horizon.

Adjustments to this component of the plan are inevitable and subject to the needs and priorities of the community over time.

4.2.050 - Funding

To arrive at the appropriate funding strategy for public investments, the City should make decisions about the implementation process of each of the catalytic projects. Some of the possible funding strategies include:

Pay-As-You-Go or Debt Financing - The first step in deciding how to finance a catalytic action or project is to determine whether the appropriate financing strategy is pay-as-you-go, or debt financing. In the pay-as-you-go approach, the improvement would only be made once a sufficient amount of tax or fee revenue is gathered to fund the improvement. For example, the City could create a Parking District to collect revenue for parking improvements over time. This contrasts with the debt financing approach, where the money for an improvement is borrowed now by issuing bonds, the improvement is made now, and is paid for over time through tax or fee revenue. Because the associated assessment district financing structure is based on property tax revenues, the resulting increased property values from the improvements reduce the risk associated with debt financing.

Benefit Assessment District or Tax Increment Financing - Two of the more prominent methods of collecting local revenue are the benefit assessment district, and tax increment financing: A benefit assessment district is formed to include a geographical area in which all property owners would equally benefit from the proposed improvement. Property owners or businesses within the district area would pay an additional tax or fee in the amount necessary to pay for the improvement in the desired time frame. The individual tax or fee would be lower if the district encompassed a large area, or had a long financing time frame.

Tax increment financing is administered at no additional cost to the property owner or individual businesses, by freezing the property tax revenue at its "base rate" in the current year, and diverting any additional tax revenue each year into a separate pool of money used to finance the improvements. Tax increment financing is only implemented through Cotati's Community Redevelopment Agency.