

Cotati Santero Way Specific Plan Community Advisory Committee Kick-Off

Cotati SMART Station Depot
January 17, 2024



SANTERO WAY
SPECIFIC PLAN

Project Team Introductions



Noah Housh, Community Development Director, City of Cotati

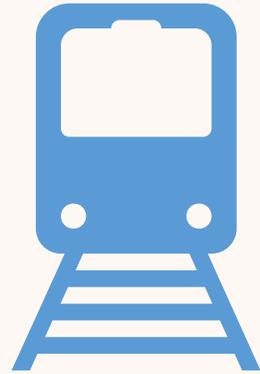


Luke Lindenbusch, Senior Planner, 4LEAF, Project Manager



Jane Riley, Director of Housing Policy, 4LEAF, Project Advisor

Committee Introductions



What is your connection to the Cotati Santero Way / Station Area?



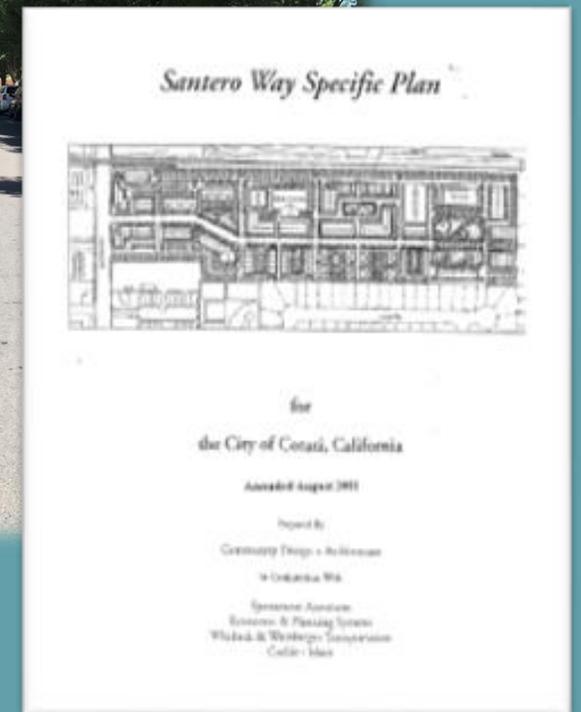
What are you hoping to see result from the Specific Plan Update?

Ground Rules for Participation & Facilitation



Santero Way Specific Plan (2001)

- First adopted in 2001
- 100+ housing units built since adoption, with 98 units in development pipeline
- *Challenges*: anticipated greater commercial development than realized due to market forces, prescriptive standards → vacant parcels
- Updating to support new development, address existing needs, and comply with state mandates



Plan Area



What is a Specific Plan?

- A planning document that puts into action the goals and policies outlined in the General Plan, within a localized area
- Upcoming projects in the plan area must follow detailed rules laid out in the Specific Plan
- Subject to State law and regional policy requirements



What is MTC?

Metropolitan Transportation
Commission (MTC)

Regional transportation agency for
the nine-county Bay Area

Association of Bay Area
Governments (ABAG) – council of
governments, or COG

MTC/ABAG: merged in 2017

What is TOC?

Transit-Oriented Communities (TOC) Draft Policy to implement Plan Bay Area 2050 (by 2026)

Four policy areas form core parameters for this Specific Plan:

Required component of Specific Plans in station areas to receive project & grant funding

Minimum densities for residential and commercial development

Affordable housing production, preservation & protection policies (the “3 Ps”)

Parking management

Transit station access

Housing Policy Requirements



Production



Preservation

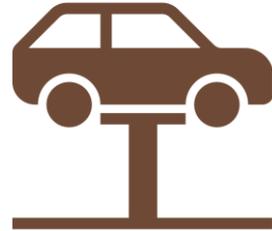


Protection

Parking Requirements



Bicycle, shared, and unbundled parking



No parking minimums, parking maximums required by TOC



Options for local policy

Station Access & Circulation Requirements



Complete streets policies



Consistent with local plans (Bike & Ped)

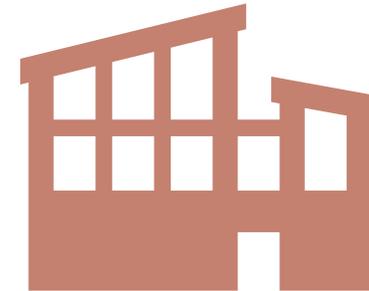


Access gap analysis & mobility hub planning

Density Requirements



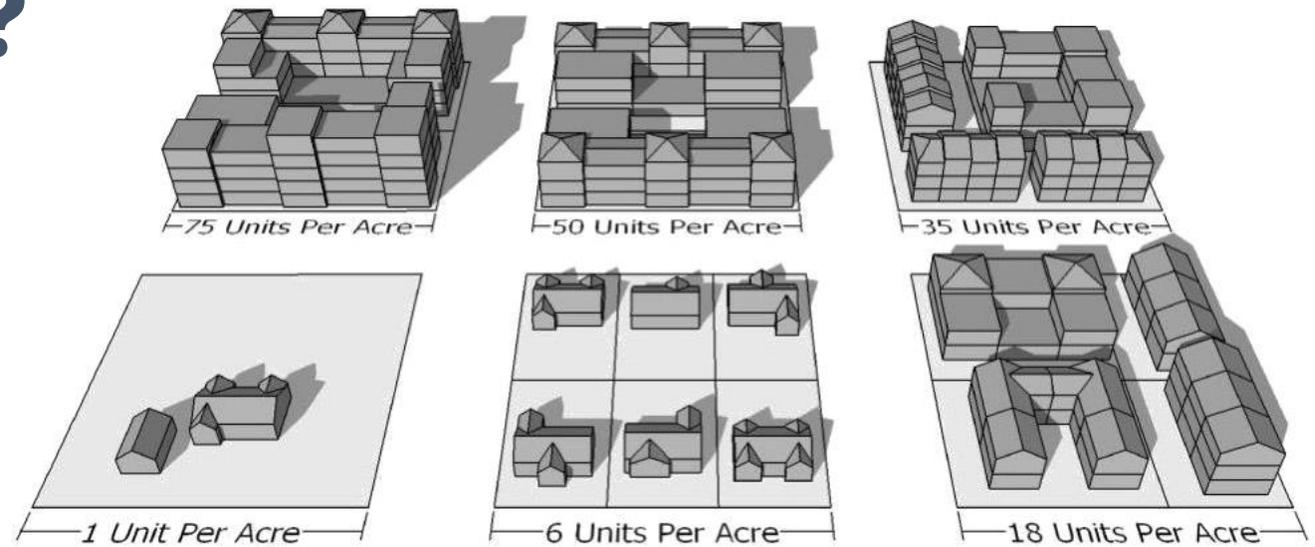
Area surrounding SMART stations
subject to “Tier 4” TOC requirements



Minimum of 25 units per acre

What is density?

- The number of dwelling units (du) within a defined area, commonly measured as dwelling units per acre (du/acre).
- 1 dwelling unit on 1 acre = 1 du/acre
- 6 dwelling units on 1 acre = 6 du/acre





Visualizing Density

- Rural – 1-5 dwelling units per acre
- Suburban, Low – 6-8 dwelling units per acre
- Suburban, Medium – 9 to 19 dwelling units per acre



Visualizing Density

- Suburban High – 20 to 45 units per acre
- Urban Low – 45 to 99 units per acre
- Urban Medium – 100 to 199 units per acre
- Urban High – 200+ units per acre



**Name
that
density!**

QUIZ TIME

Project #1

8

unit per acre

15

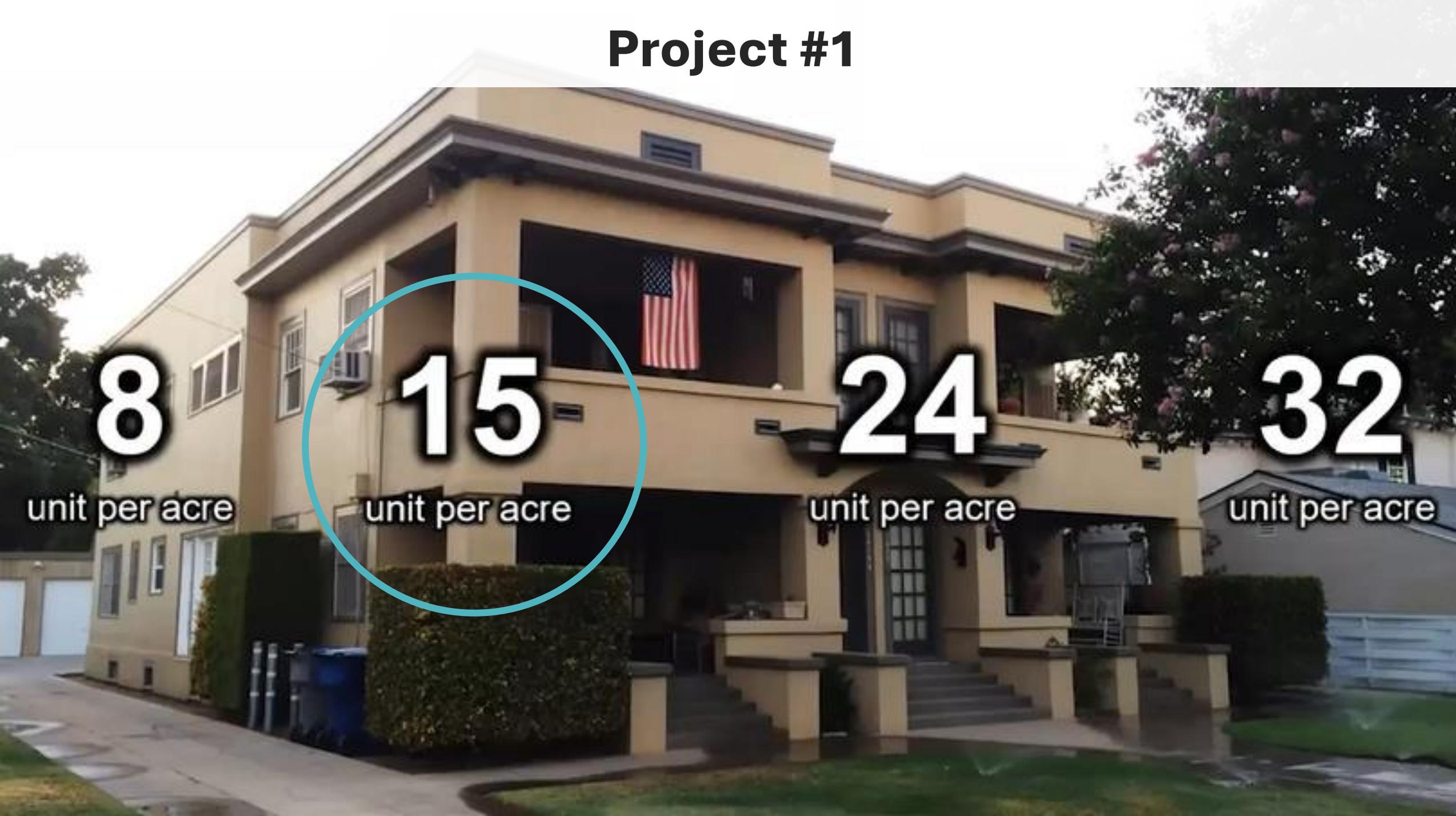
unit per acre

24

unit per acre

32

unit per acre



Project #2

- 15 units per acre

- 27 units per acre

- 50 units per acre

- 83 units per acre



Project #3

40

unit per acre

63

unit per acre

130

unit per acre

312

unit per acre

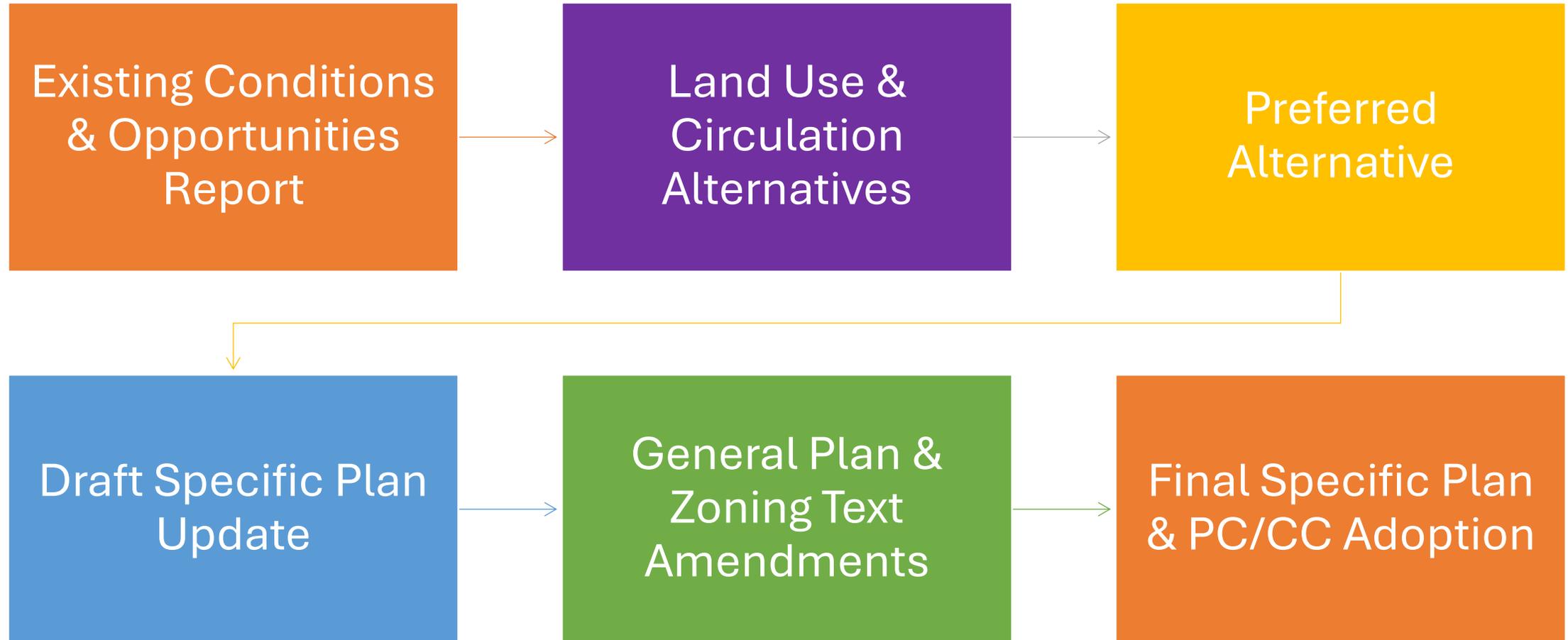


Project #4

- **0 units per acre**
- **137 units per acre**
- **210 units per acre**
- **304 units per acre**



Specific Plan Development



Community engagement & environmental analysis (CEQA) conducted throughout the project!

CAC Overview & Next Steps

