

# Cotati Santero Way Specific Plan Community Advisory Committee Meeting #3

Cotati SMART Station Depot  
April 10, 2024



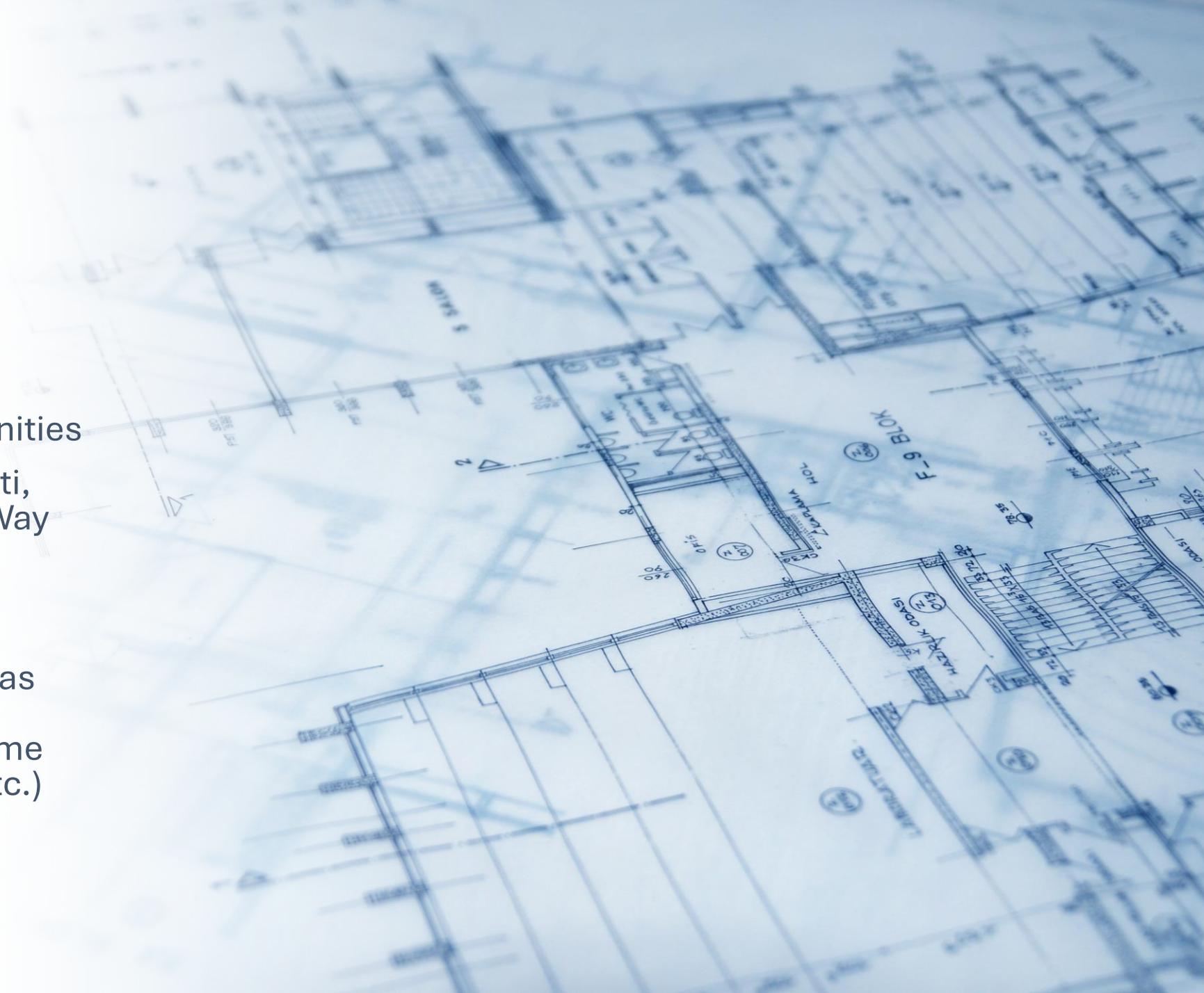
**SANTERO WAY**  
**SPECIFIC PLAN**

# Committee Input on Land Use & Circulation

- What is your vision for the **Station Depot**?
- Which **land uses** (office, retail, community center, park) are most appropriate? Which **parcels**?
- What is the most appropriate commercial/civic **building form** and **massing** (traditional or contemporary)? Incorporate with the residential development standards or distinguish/separate?
- What considerations around bike/pedestrian access, parking, and **circulation** and should be prioritized?

# CAC Input: Land Use

- Depot vision for active commercial, civic opportunities
- Mixed-use along East Cotati, residential down Santero Way (or office/light industrial generating less traffic)
- Preference for smaller businesses that can serve as commercial destination, especially during the daytime (cafes, farmers markets, etc.)
- “Live-work-play”



# CAC Input: Design

- Quality is unifying top priority
- Majority support complement of existing aesthetic identity
- Split opinions on traditional vs. contemporary – contemporary with slight edge, including drawing from existing metallic features (warehouse mixed-use)
- Courtyards & pocket parks appreciated



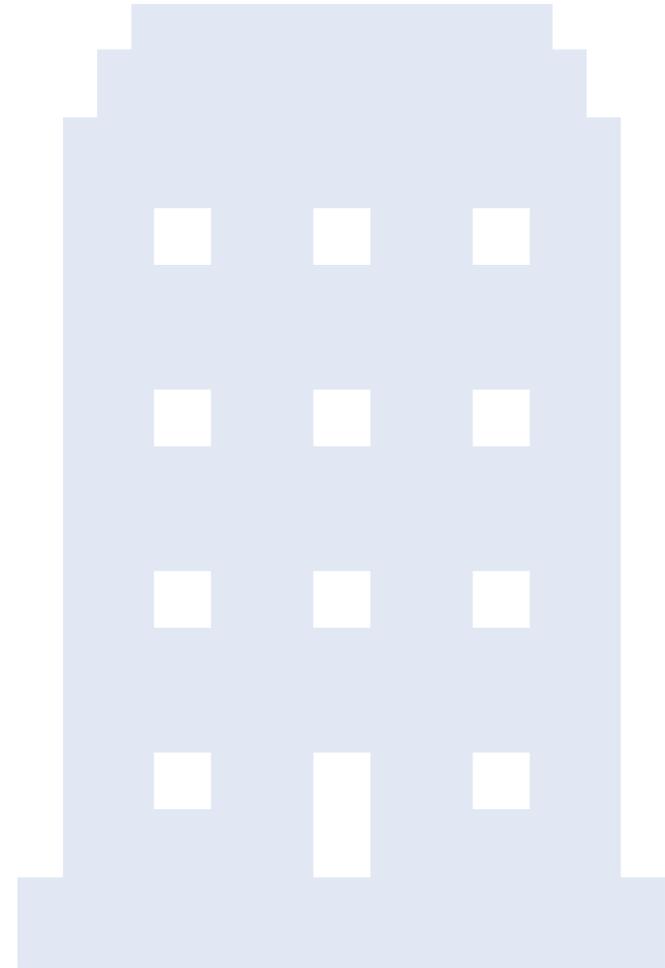
# CAC Input: Circulation

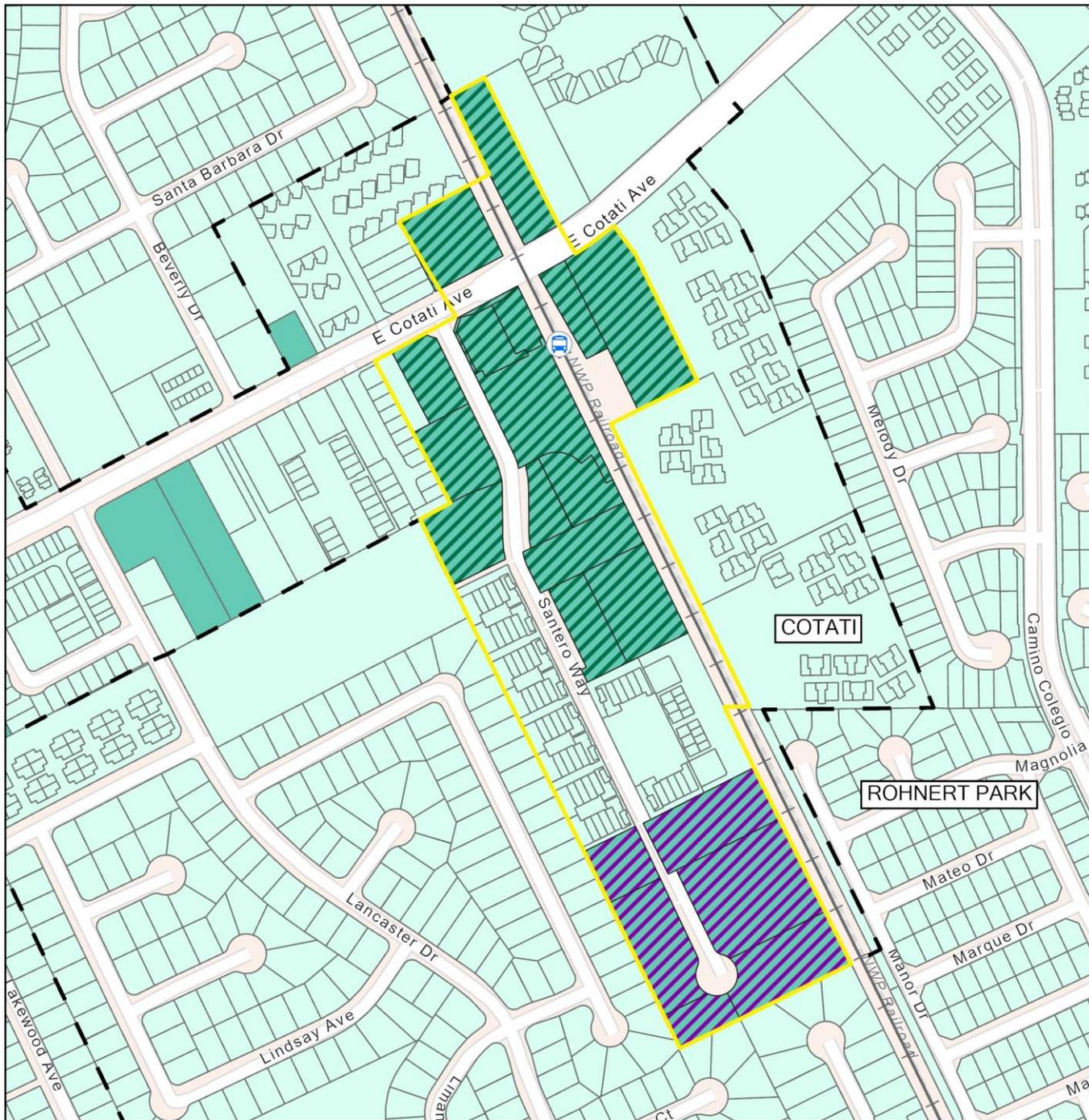
- EVA/bike/ped access at the end of Santero Way would be ideal
- Street safety on East Cotati lacking, especially at night – prioritize bicycle/pedestrian improvements
- Intensified development may exacerbate parking issues
- Innovative approaches to parking (shared vehicle parking)
- Reduced speed limit proposed



# Transit-Oriented Communities (TOC) Approach to Density Alternatives

- **Policy Option #1: Plan Area**  
*Focuses within the Santero Way Plan Area*
- **Policy Option #2: TOC Area**  
*Distributes across ½ mile radius*
- **Policy Option #3: Citywide**  
*Expanded development opportunity*





Cotati Station Area Applicability of  
Transit-Oriented Communities (TOC)  
Development Standards

Land Use Policy Option 1:  
Station-Oriented Density



SMART Station



Santero Way Specific Plan Area



Cotati City Limits

Cotati TOC Parcel Applicability



Applicable



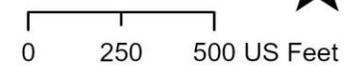
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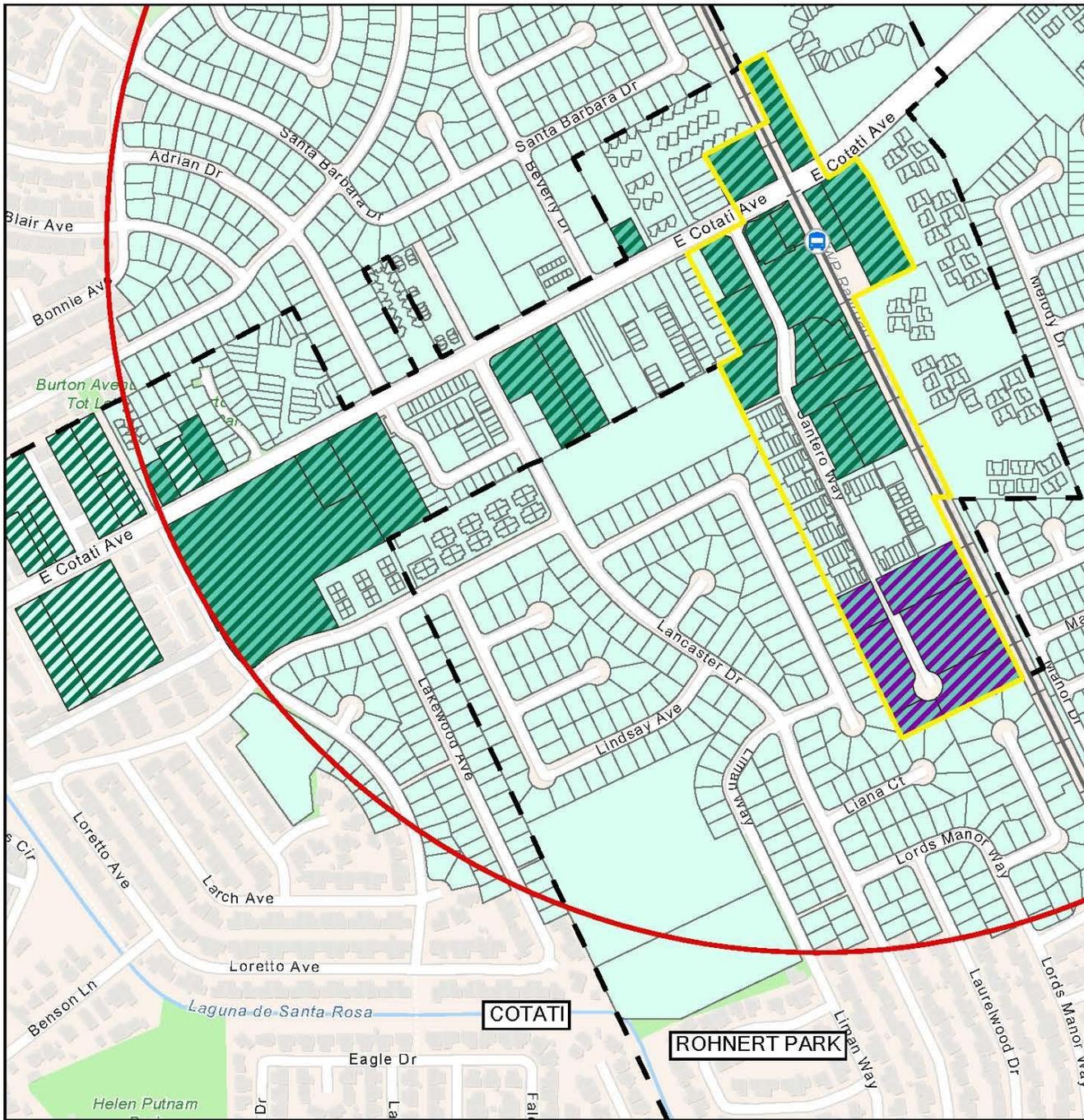


East Cotati Overlay (ECO)  
Proposed Parcels



Santero Way Zone  
(Residential Allowed)

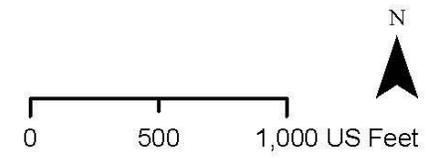


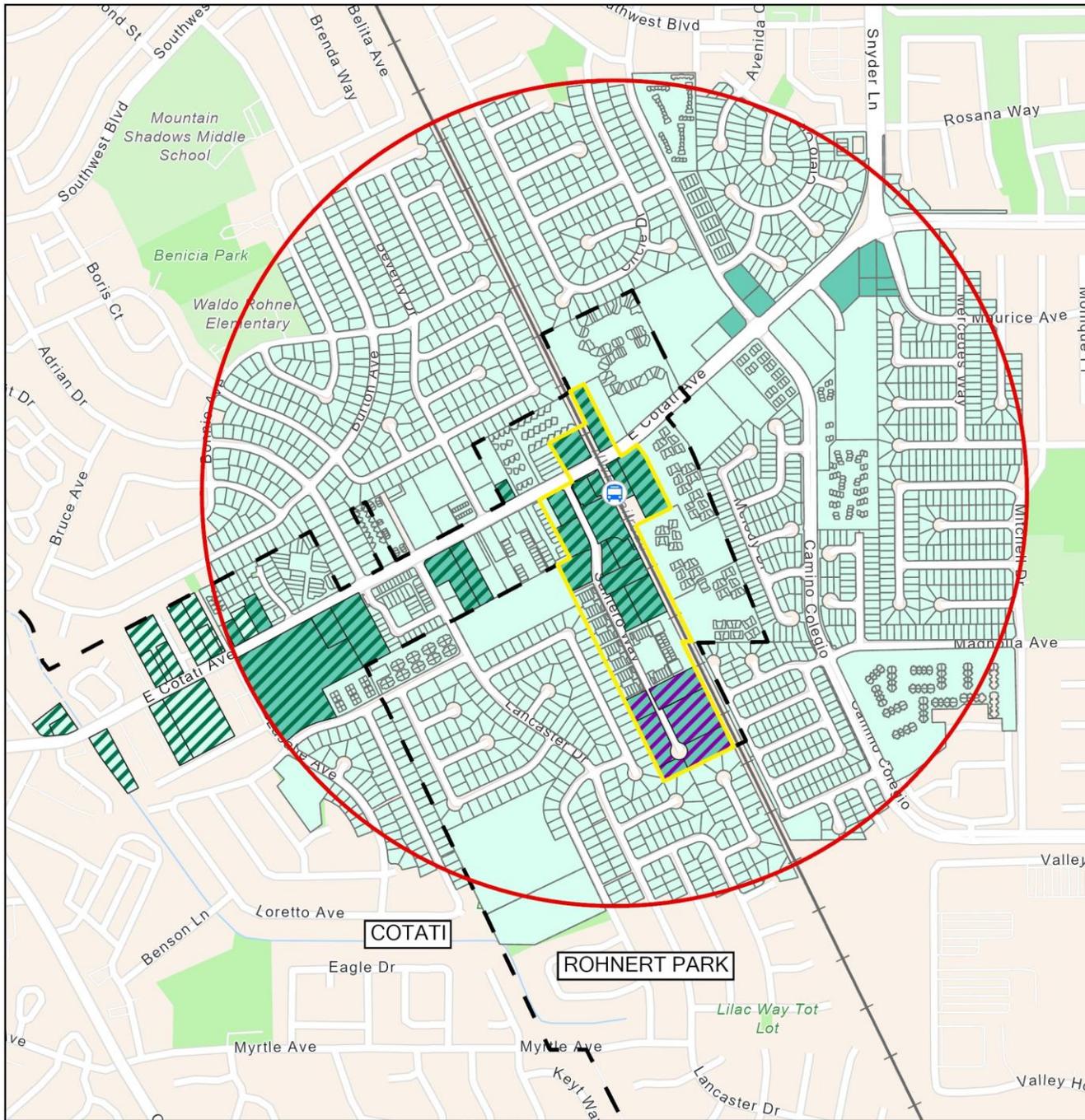


Cotati Station Area Applicability of Transit-Oriented Communities (TOC) Development Standards  
 Land Use Policy Option 2: Corridor-Oriented Density

-  SMART Station
-  TOC Radius
-  Santero Way Specific Plan Area
-  Cotati City Limits

- Cotati TOC Parcel Applicability
-  Applicable
  -  Optional
  -  East Cotati Overlay (ECO) Proposed Parcels
  -  Santero Way Zone (Residential Allowed)





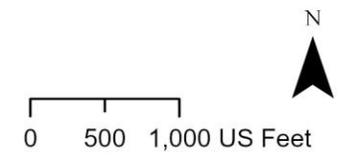
Cotati Station Area Applicability of Transit-Oriented Communities (TOC) Development Standards

Land Use Policy Option 3: Citywide Density

-  SMART Station
-  TOC Radius
-  Santero Way Specific Plan Area
-  Cotati City Limits

Cotati TOC Parcel Applicability

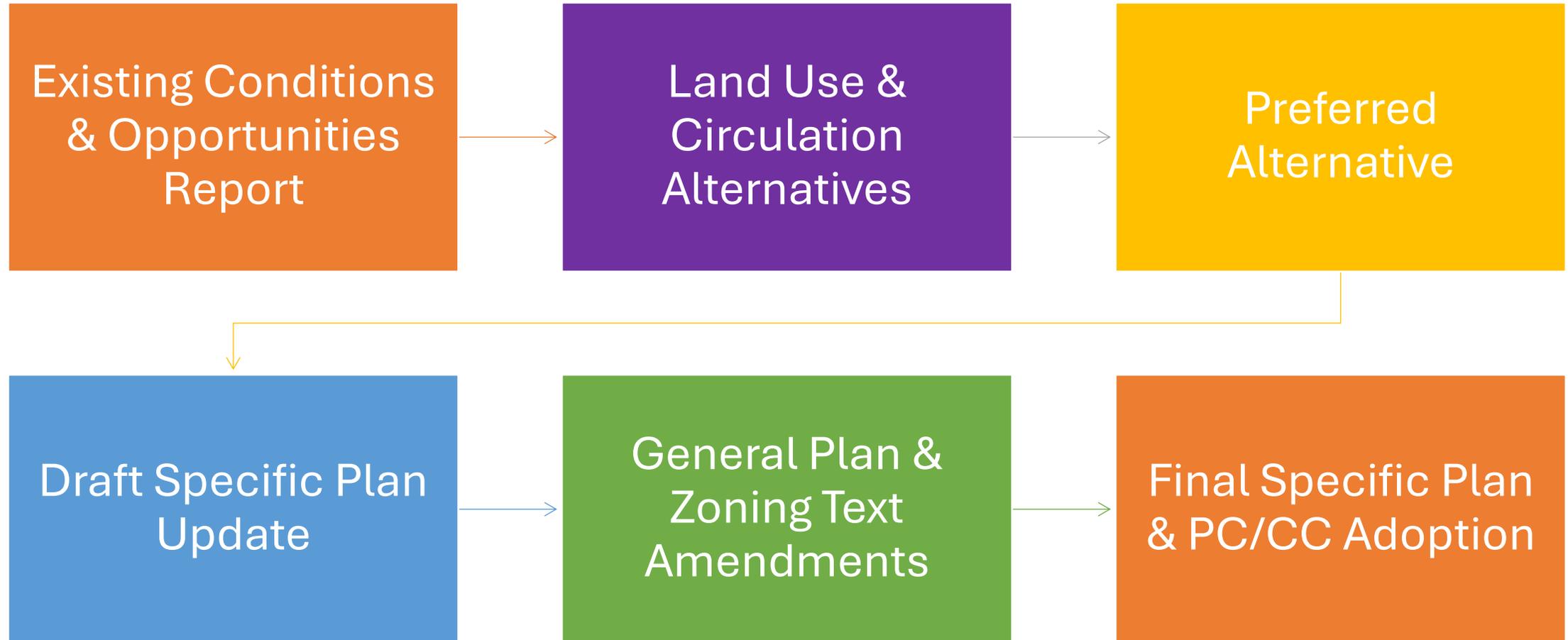
-  Applicable
-  Optional
-  East Cotati Overlay (ECO) Proposed Parcels
-  Santero Way Zone (Residential Allowed)



# Weighing CEQA/Alternatives Strategies

Strategy	Pros & Cons
Santero Way Specific Plan Area	<ul style="list-style-type: none"><li>- Existing Plan Area and Priority Development Area (PDA) – studies underway</li><li>- Supports development closest to the SMART station</li><li>- To fulfill TOC on its own, would need to be higher density (36-51 units/acre)</li></ul>
Corridor-Oriented (in ½ mile radius)	<ul style="list-style-type: none"><li>- Can distribute TOC density requirements at lower density (25-35 units/acre)</li><li>- Environmental review retains future options without needing a new process</li><li>- Enhances mixed-use opportunity along East Cotati Avenue</li></ul>
Citywide	<ul style="list-style-type: none"><li>- Comprehensive opportunity for housing and commercial development</li><li>- Environmental review maximizes future options without needing a new process</li><li>- Most extensive analysis, may be more difficult for transportation planning (VMT)</li></ul>

# Specific Plan Development



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

# Planning Process Overview & Next Steps

