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**

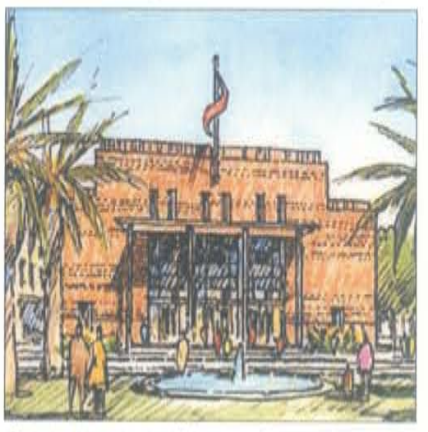
- **Commerce Avenue**

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

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

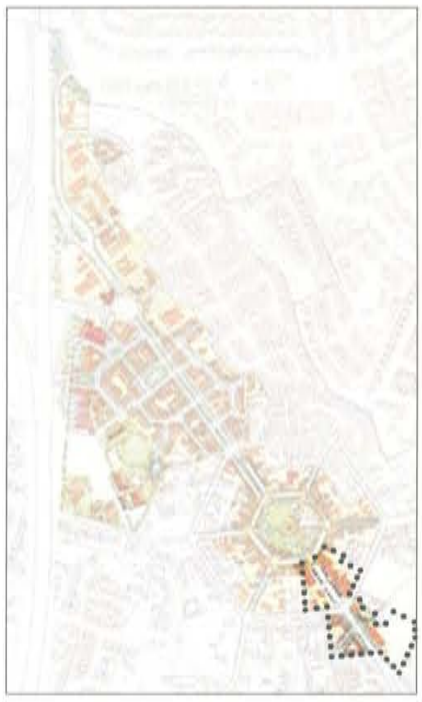
Key

A Cotati Creek

B Inn of the Beginning

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

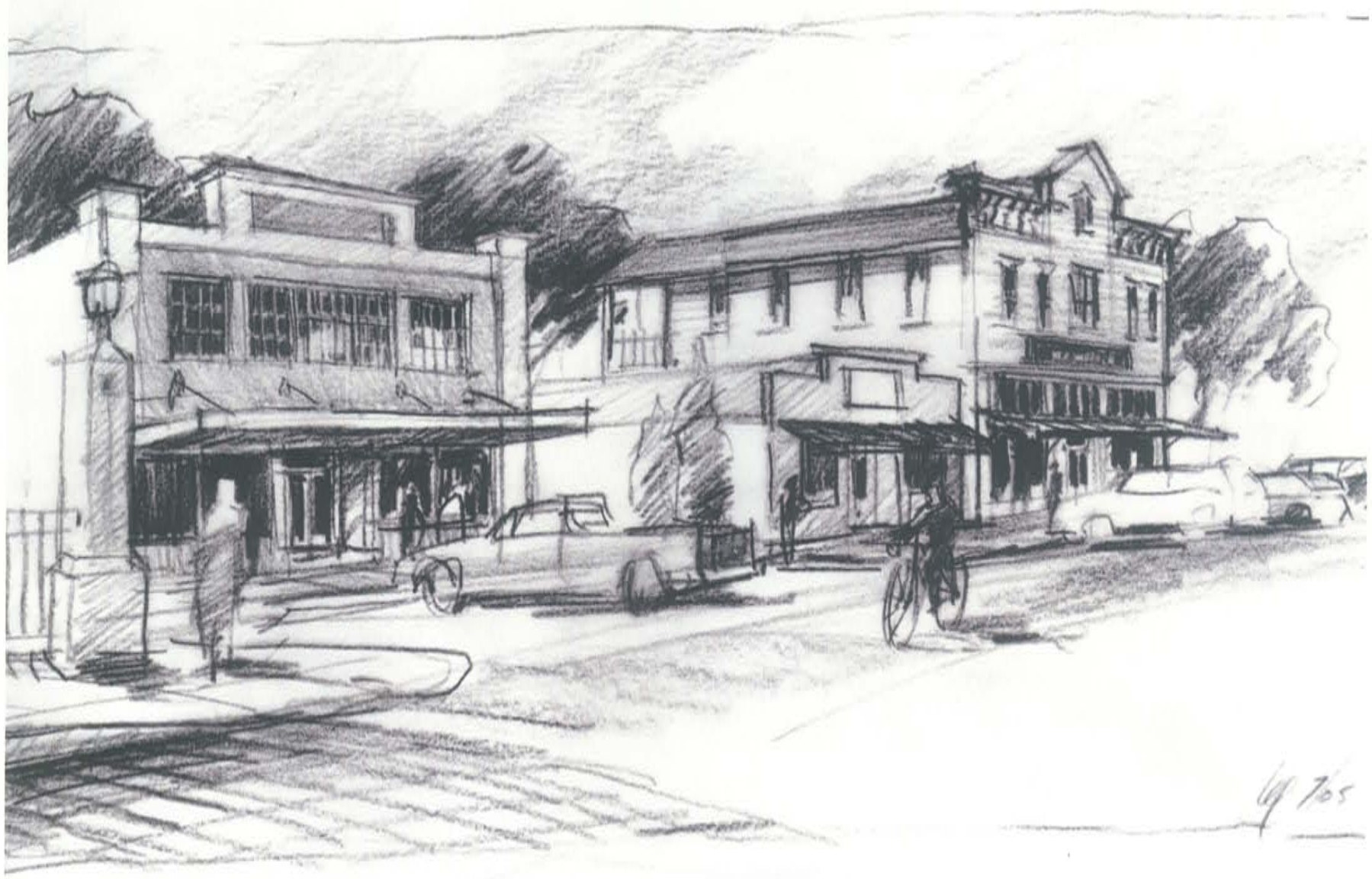
Below:
Buildings engage pedestrians through storefront display



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

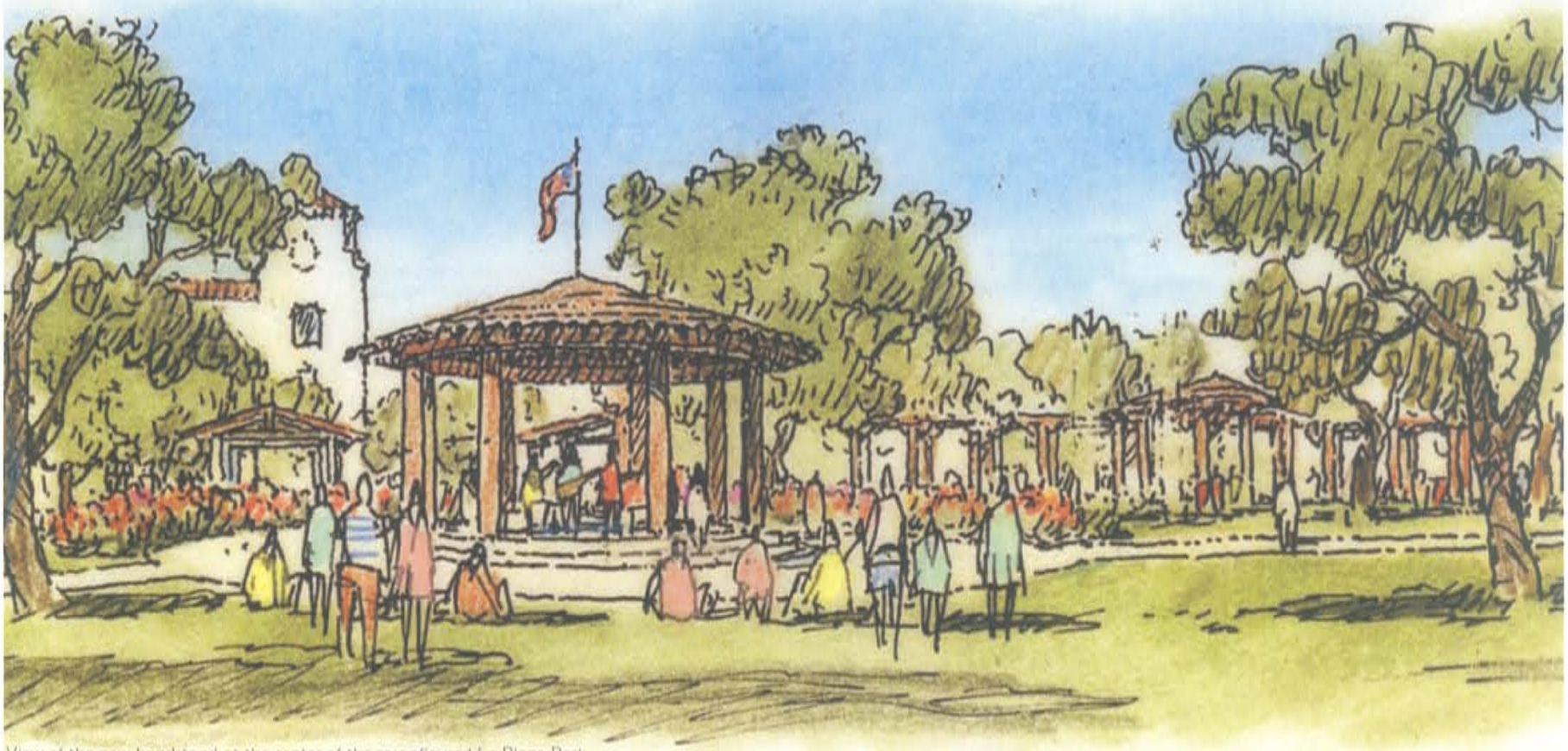
right:
Existing, set-back, blank facade along Old Redwood Highway

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

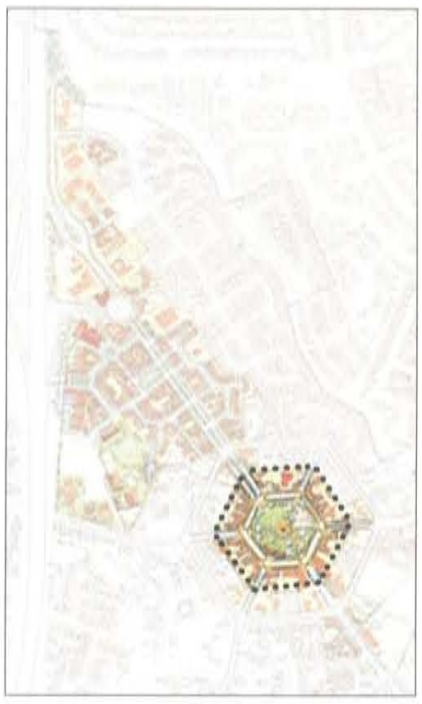
Key

- 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

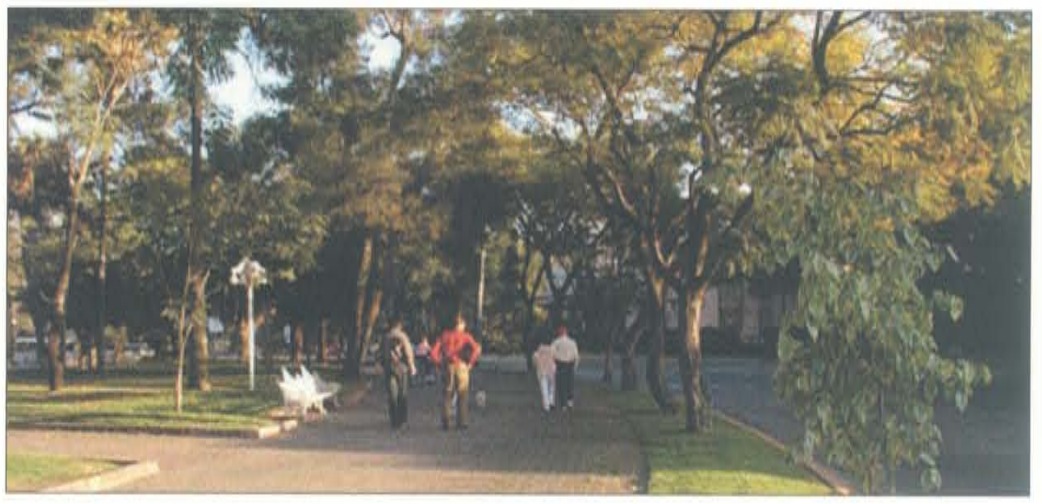
Below:
Wide sidewalk (15-20') along the park edge frames La Plaza Street and further defines the park

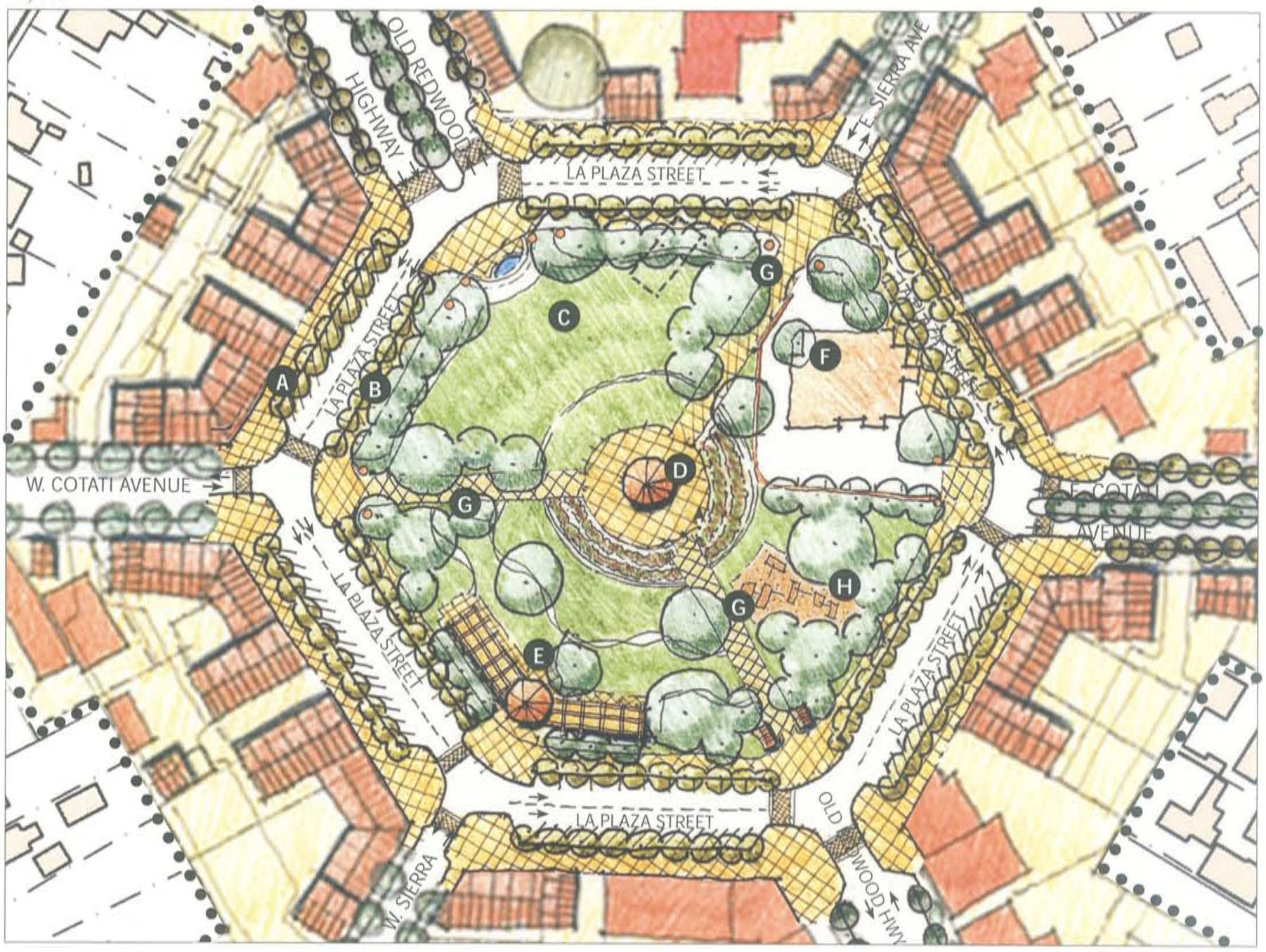


Key and Key Plan

- 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

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.

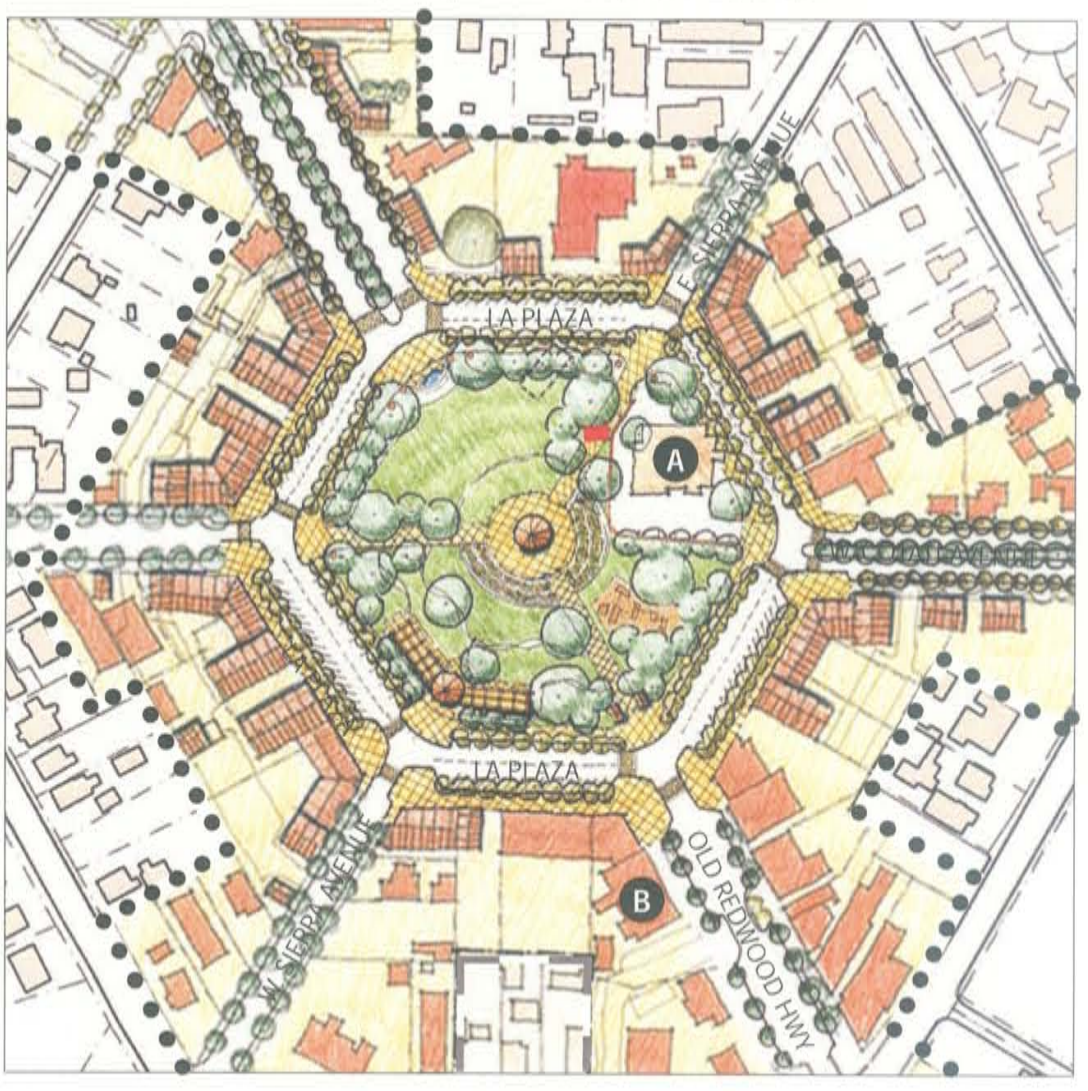
Generally, buildings are 2-3 stories in height and are between the intensity of the Historic Core and the Northern Gateway in terms of massing. The ground floors are commercial, allowing retail and office uses with office and/or housing above. Because of the uniqueness of La Plaza Park, buildings are 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.

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

Pedestrian character along the sidewalk

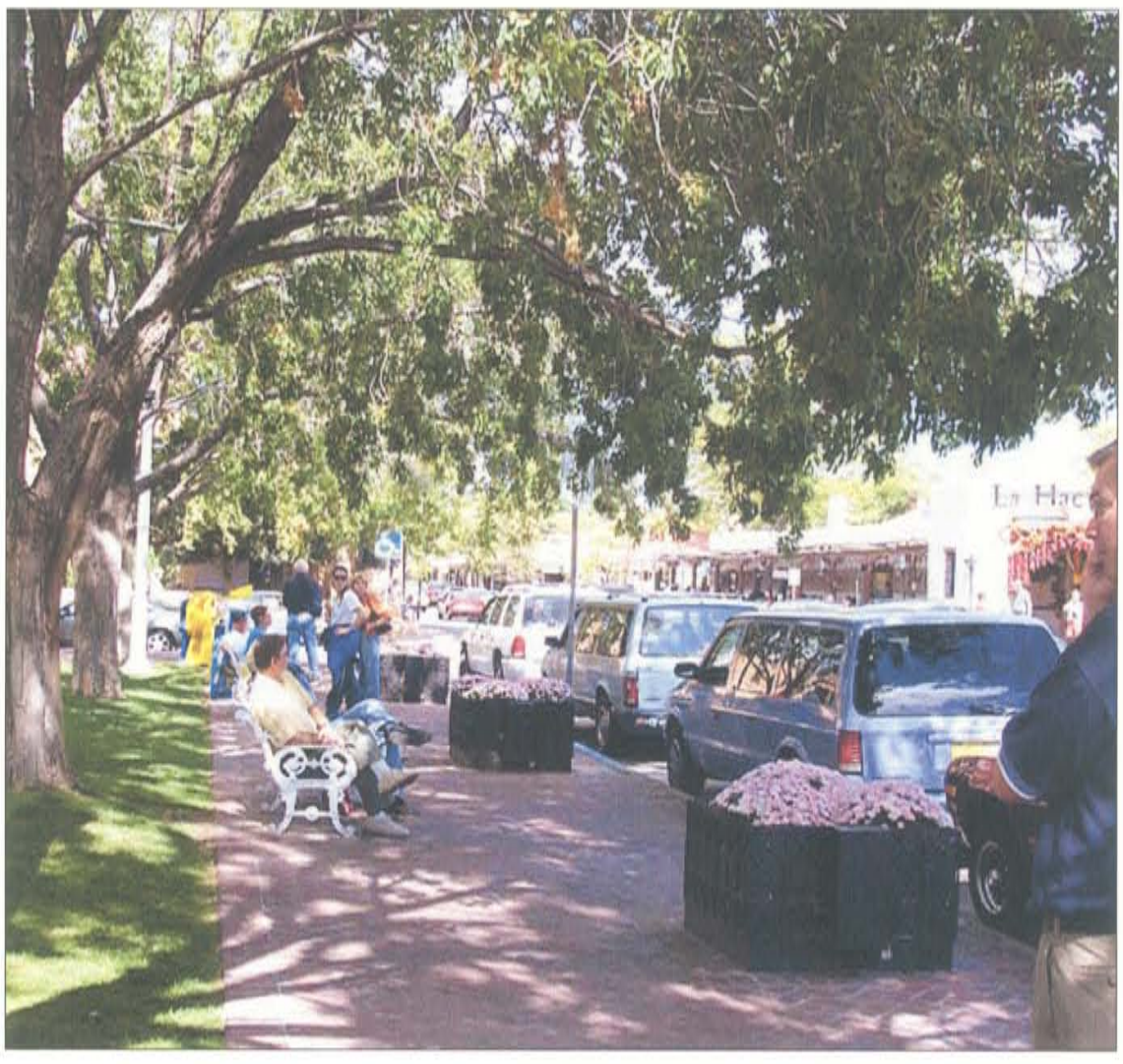


Key

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

3-story, mixed use buildings fronting the public square

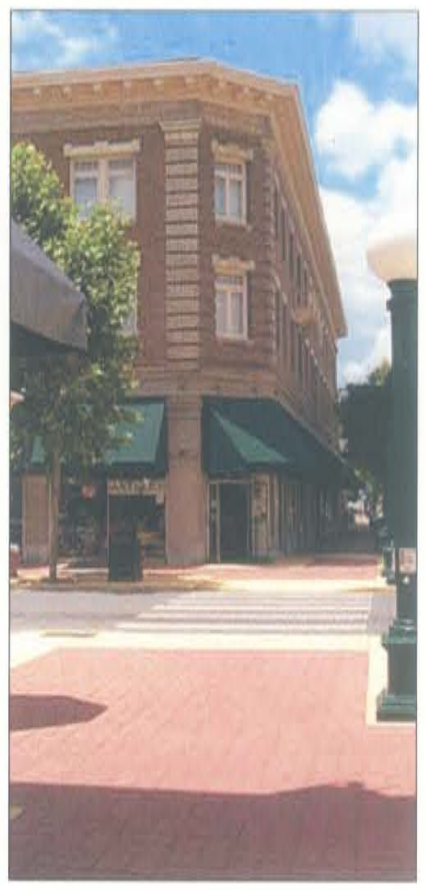
B. Northern Gateway

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.

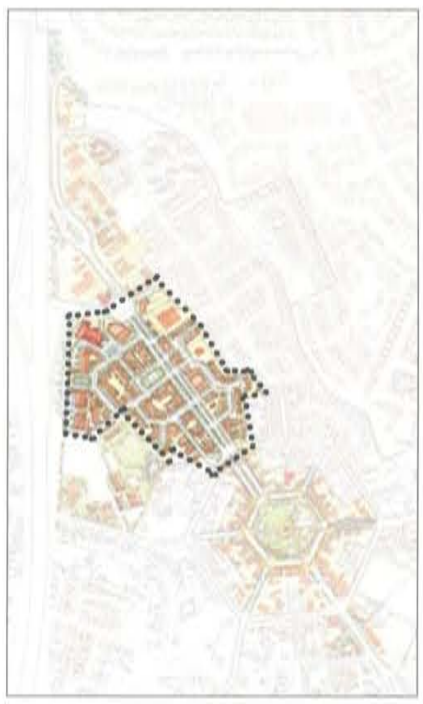
Above:
A liner building concealing a park-once public garage and simultaneously activating the streetscape.

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.



Key and Key Plan

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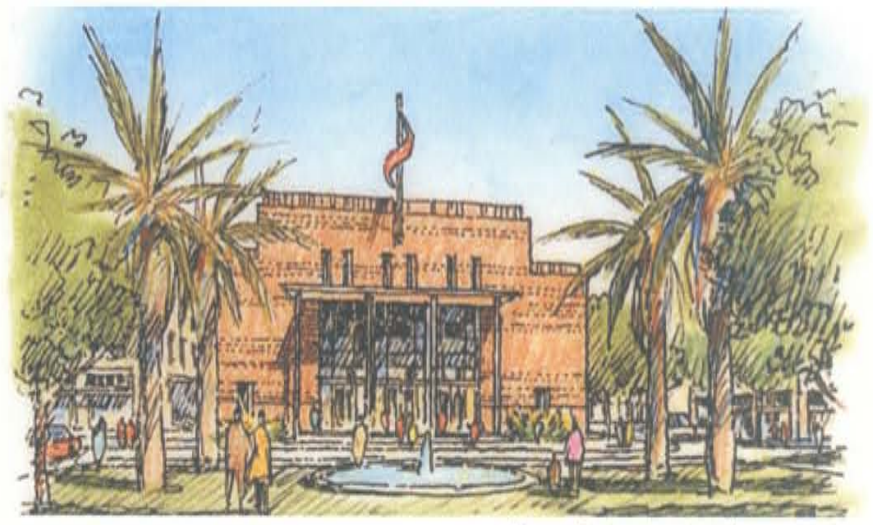


Above: Performing Arts Center on plaza

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.

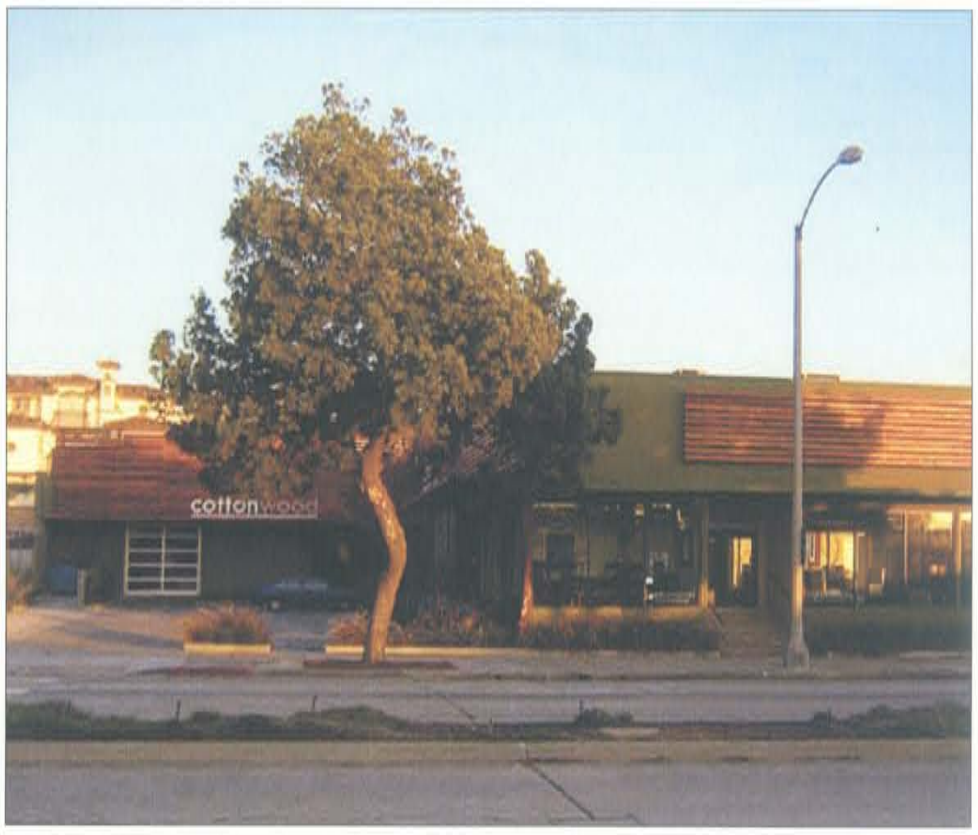
Above:
Corridors can be developed to insulate adjacent neighborhoods from heavy traffic

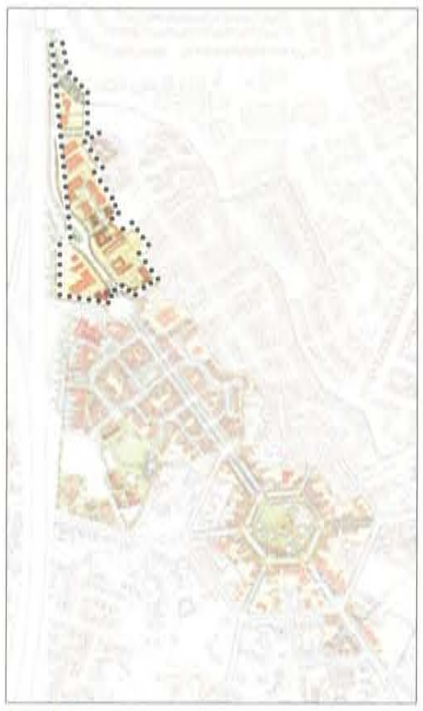
Key

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

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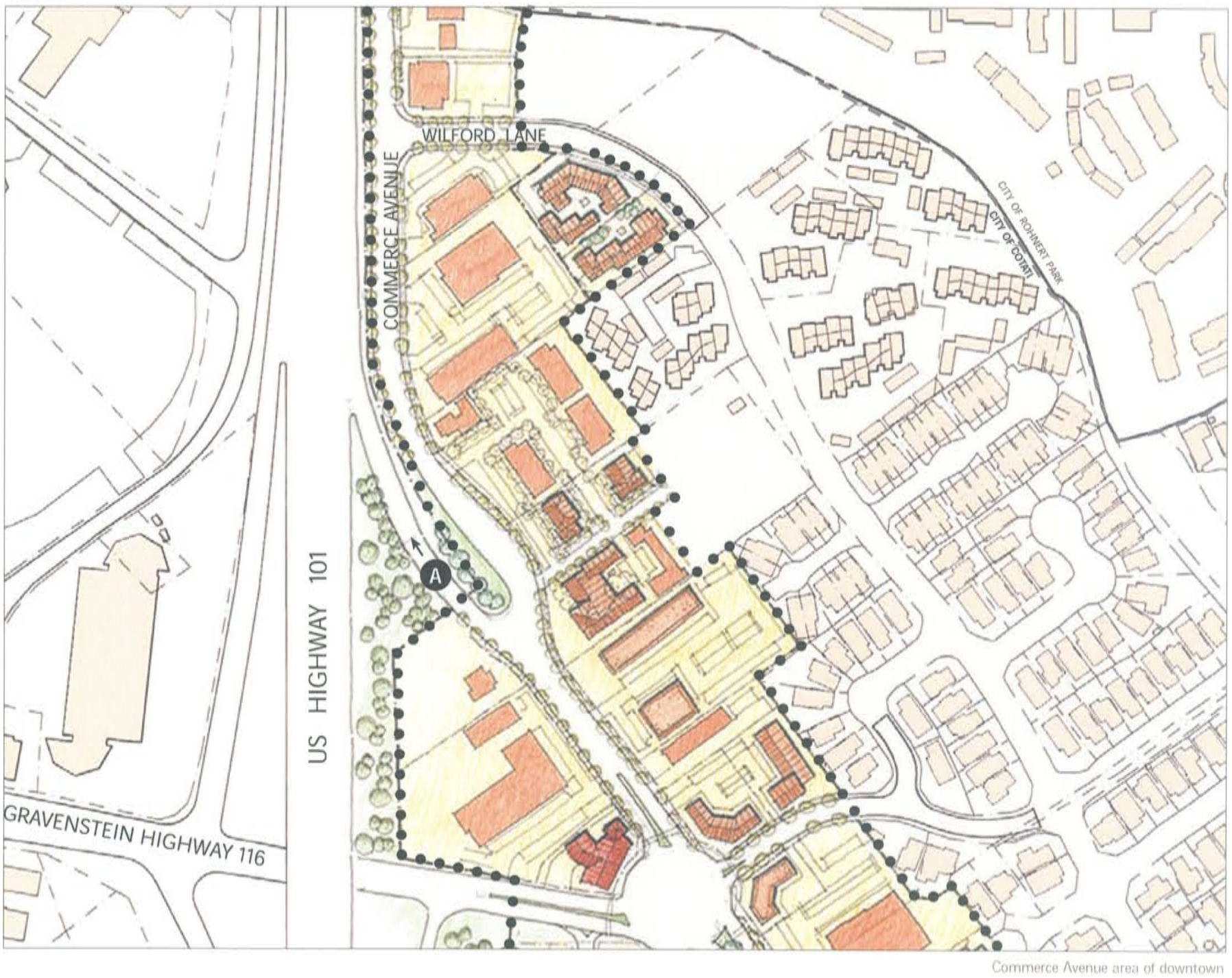
Key Plan



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;

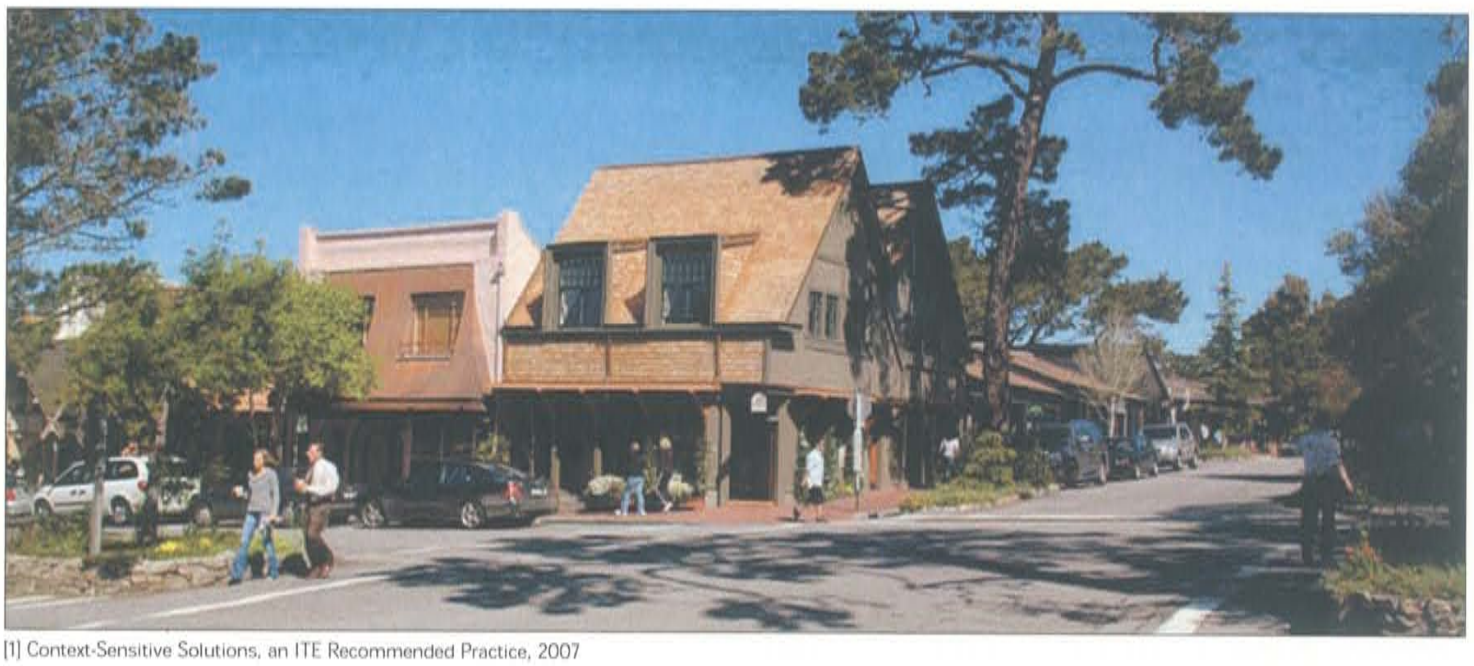
3. Building, landscape and thoroughfare design that is pedestrian-scale, providing architectural and urban design detail with size and design appreciated by persons who are traveling slowly and observing from the street level;

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;

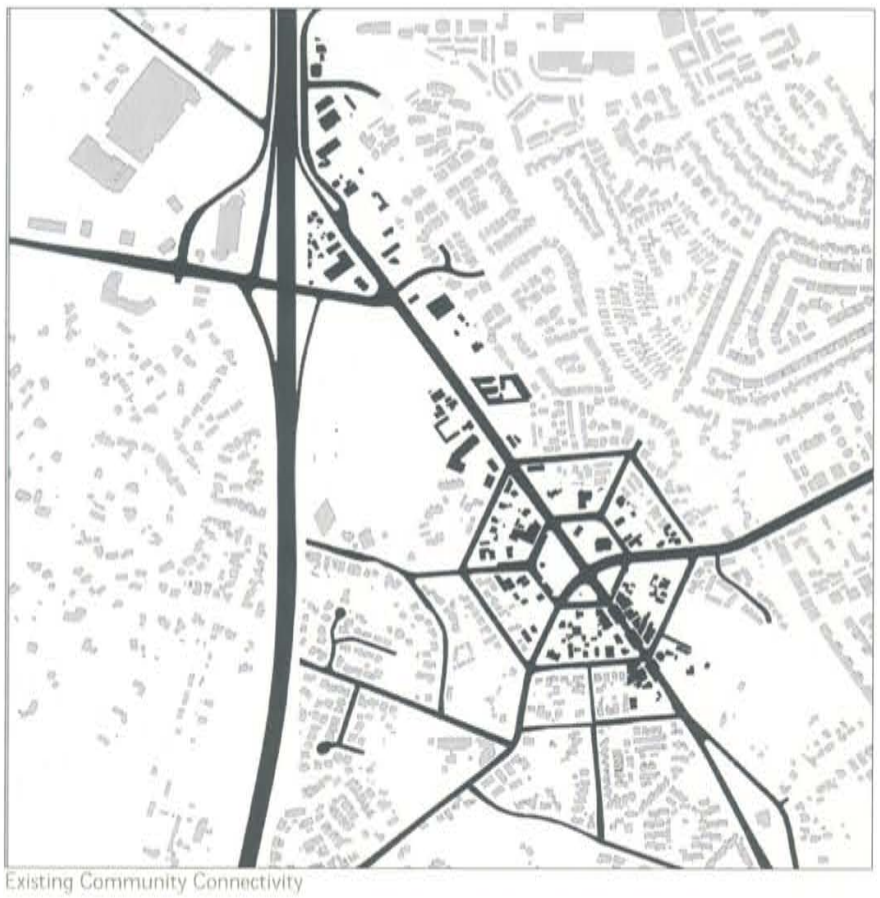
C-1. Dispersal, rather than concentration, of traffic and access to produce safer streets and multiple routes to reach destinations;

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;

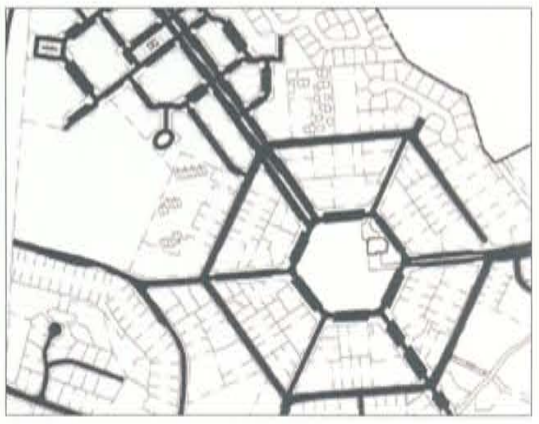
BSN-3. Use the minimum width practical for each thoroughfare;

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

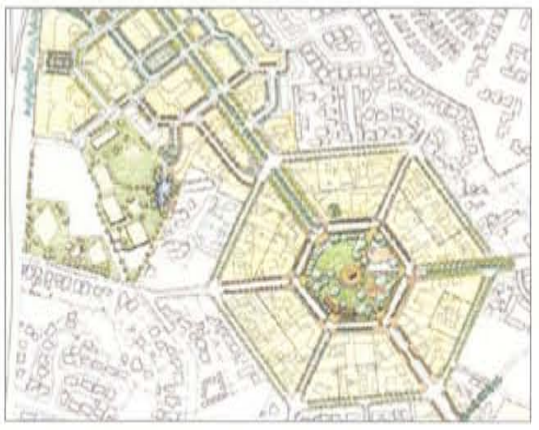
BSN-5. Include carefully calibrated standards for each thoroughfare to establish the individual sense of enclosure and contribute to the character and place within each neighborhood and the overall plan;

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

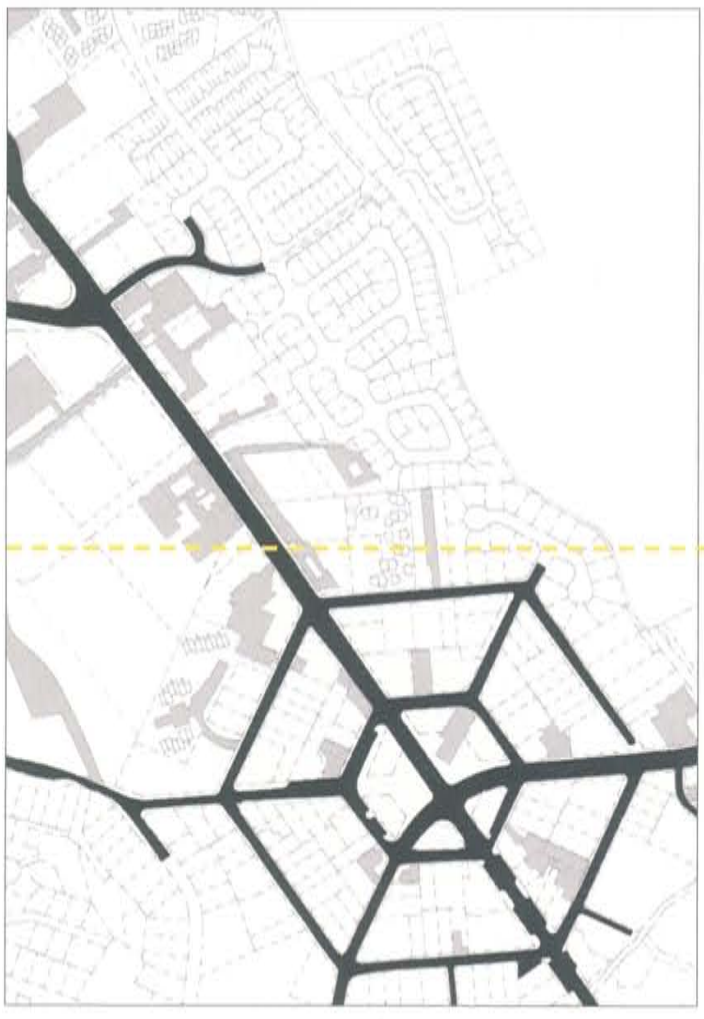


Component 2:
Streetscapes and Open Spaces

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:

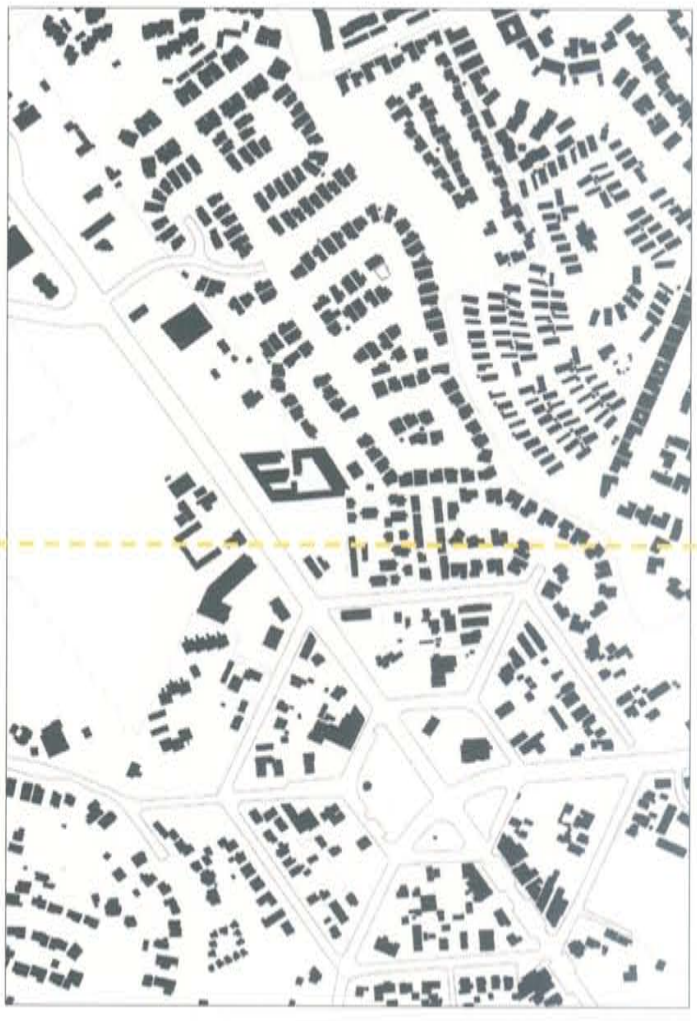
This portion of the plan area is composed of mega-blocks. This produces an environment of overly large buildings and vehicular-scaled blocks. This environment results in a non pedestrian-oriented environment.

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;

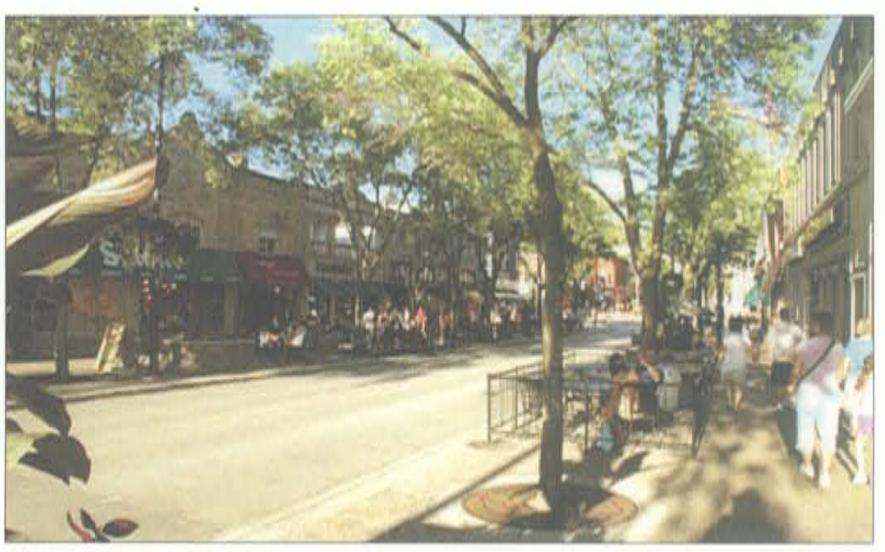
SD-2. On-street parking to maximize frontage/mobility options;

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.



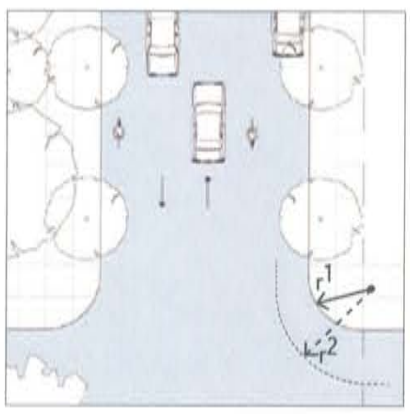
Above and Right:
A variety of commercial and mixed-use streets fully leverage main street and corridor types of environments.

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

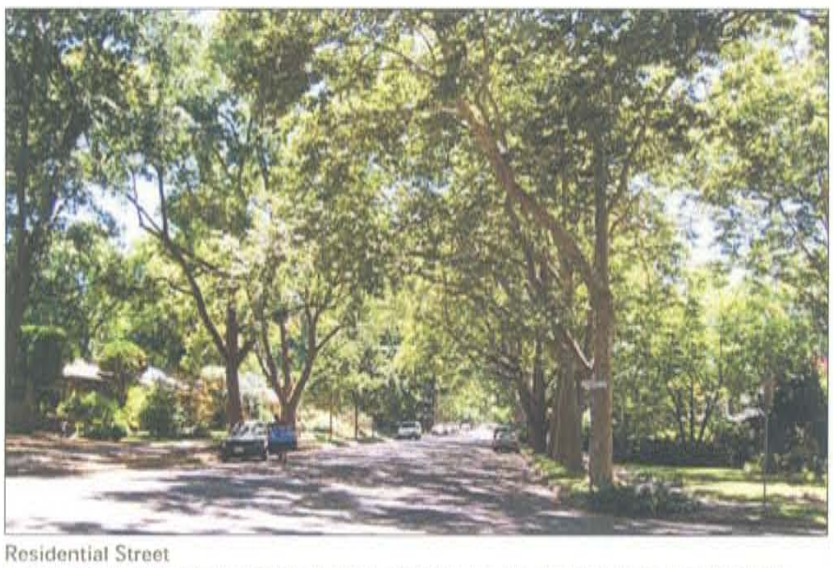
Below:
This plan utilizes a range of street types according to the location, context and need for circulation throughout Downtown Cotati. Each of the following types informs the actual street types proposed at right in the Street Network Plan and described in detail on pages 3:59-66.

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.

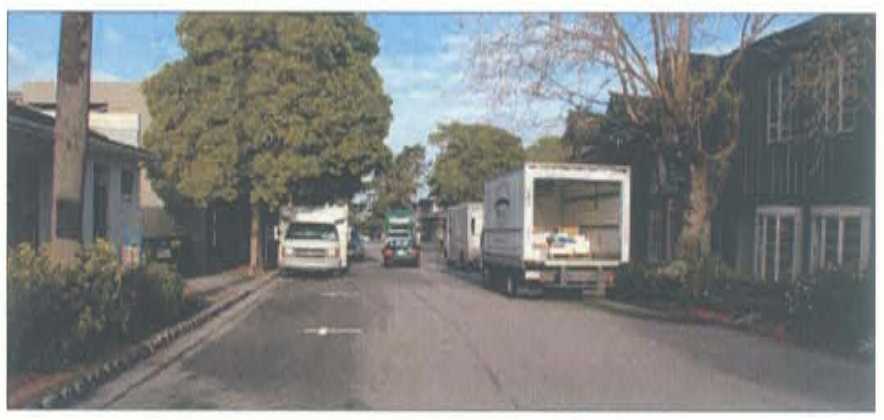
P-3. **Ensure shared parking.** Public parking should be provided in strategically placed and publicly available lots and/or garages. Parking should not be dedicated to a single building or use but rather shared between nearby uses. The District should be able to allocate parking revenues for such improvements 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

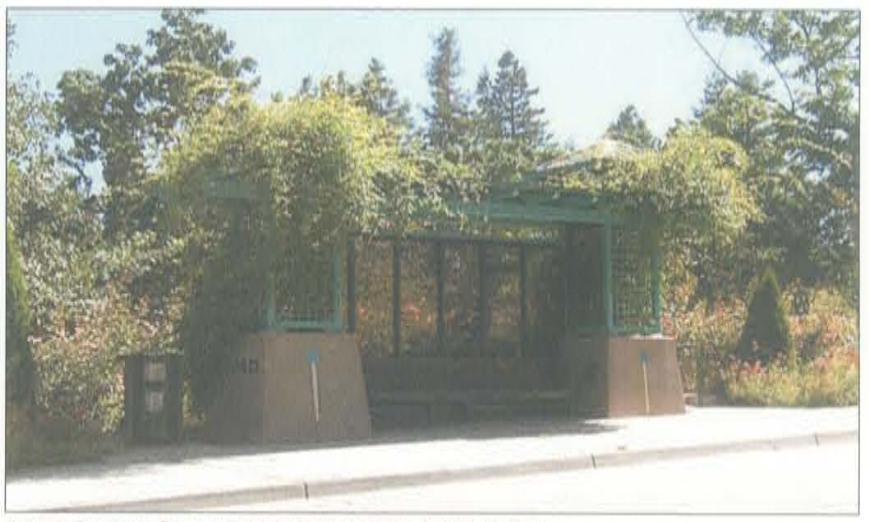
Transit is addressed in this plan to provide alternatives to single occupancy vehicle trips to and within the plan area: The following objectives inform the plan:

Transit Objectives

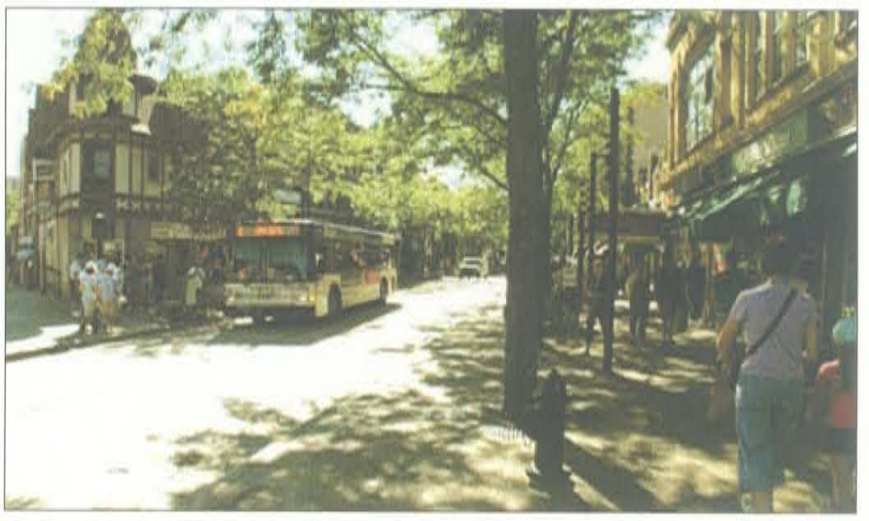
T-1. **Promote Transit-Oriented Housing** - As discussed later in this Specific Plan, the popularity of people wanting to live near transit will be on the rise for the foreseeable future. One of the best ways to maximize transit and its numerous benefits is to provide housing that caters to those wanting 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.

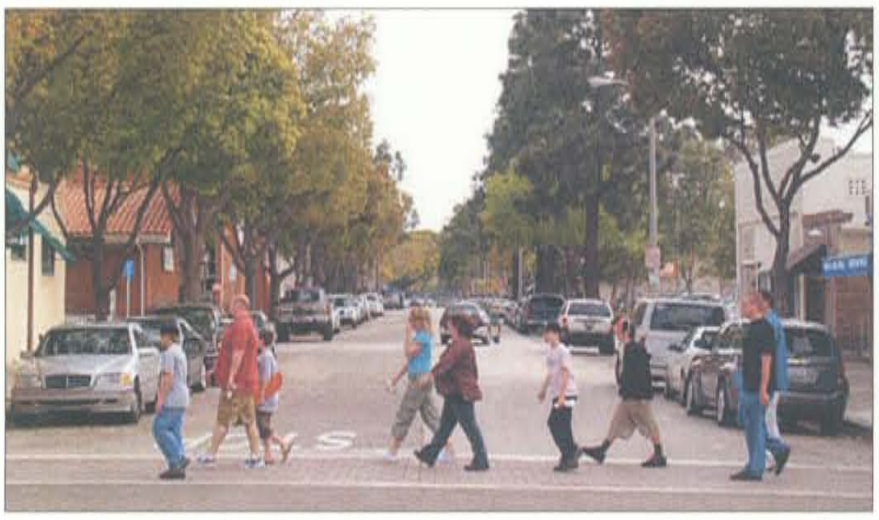
Existing bus stops are located on West Sierra Avenue near the 101 and in the southern portion of La Plaza Park near Old Redwood Highway. This Plan envisions at least two more bus stops: in the Northern Gateway and further north at the end of Commerce Avenue.

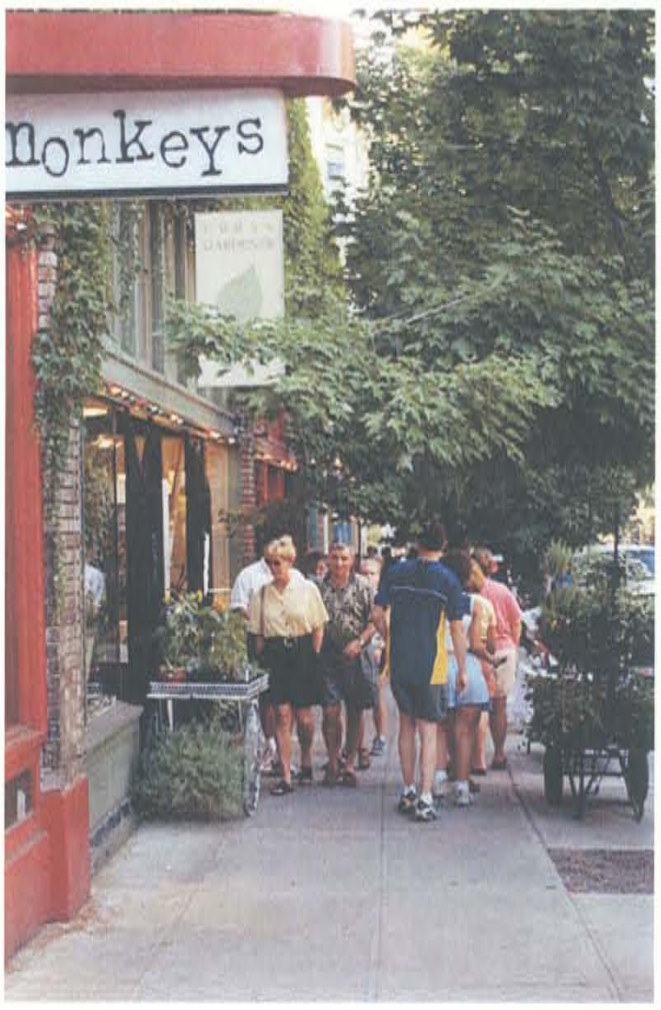


Above: Sonoma County Transit Stop on West Sierra Avenue



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;

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

Plaza

Square

Green

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

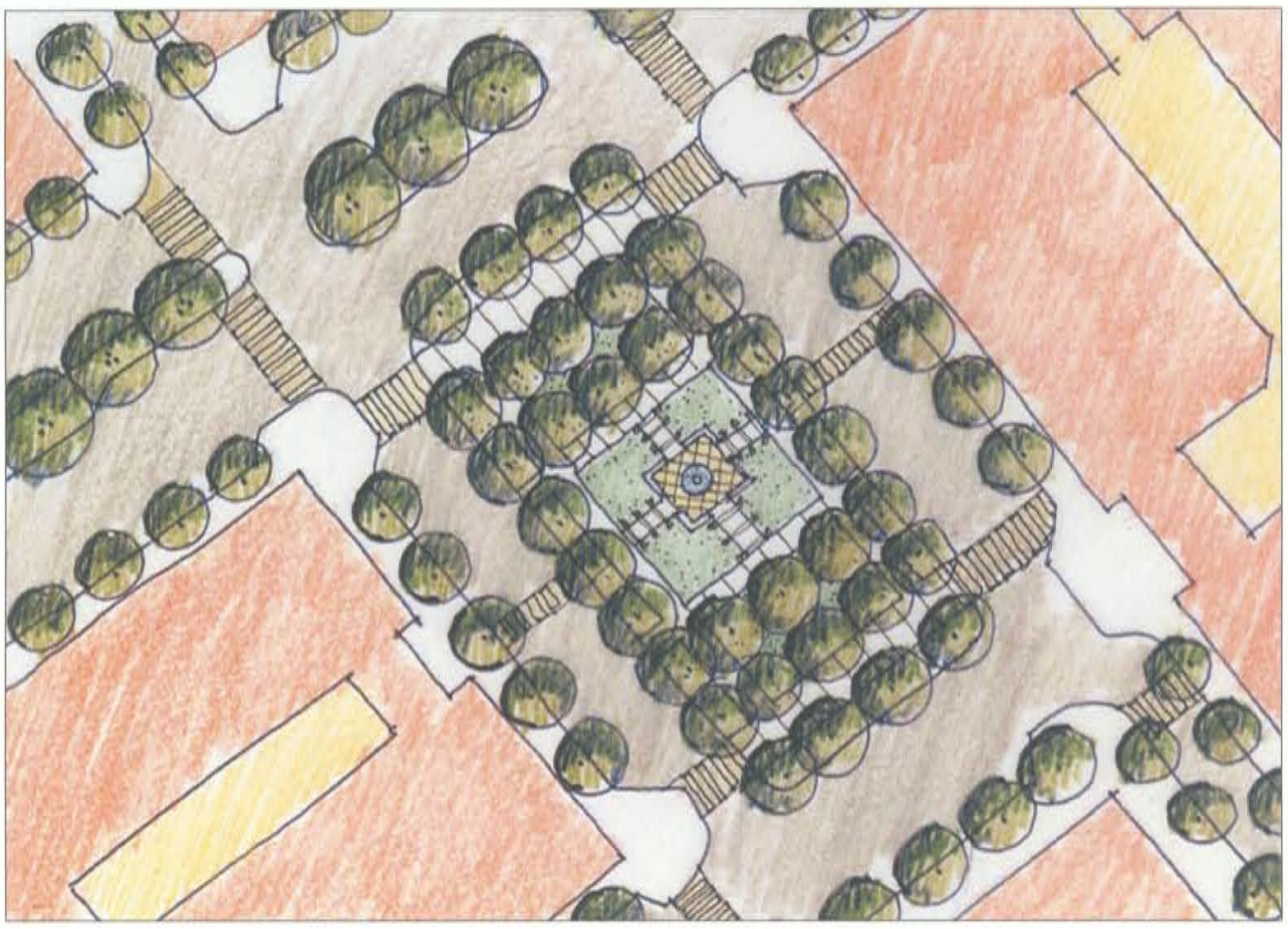
Detail of Concept Plan for Park

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)

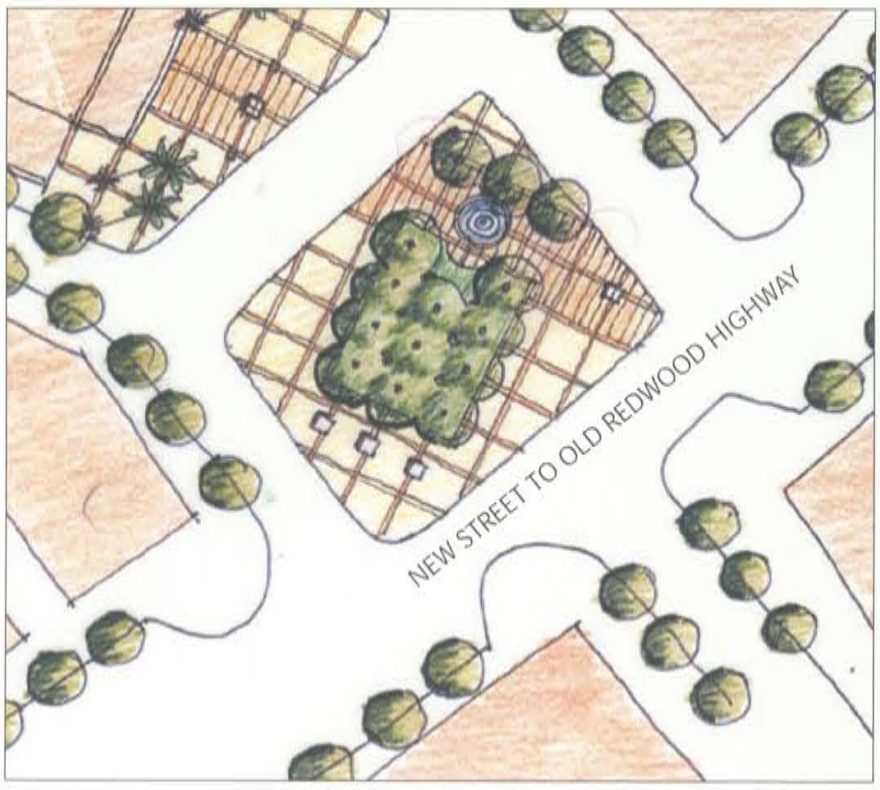
Existing or Potential Open Space

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.

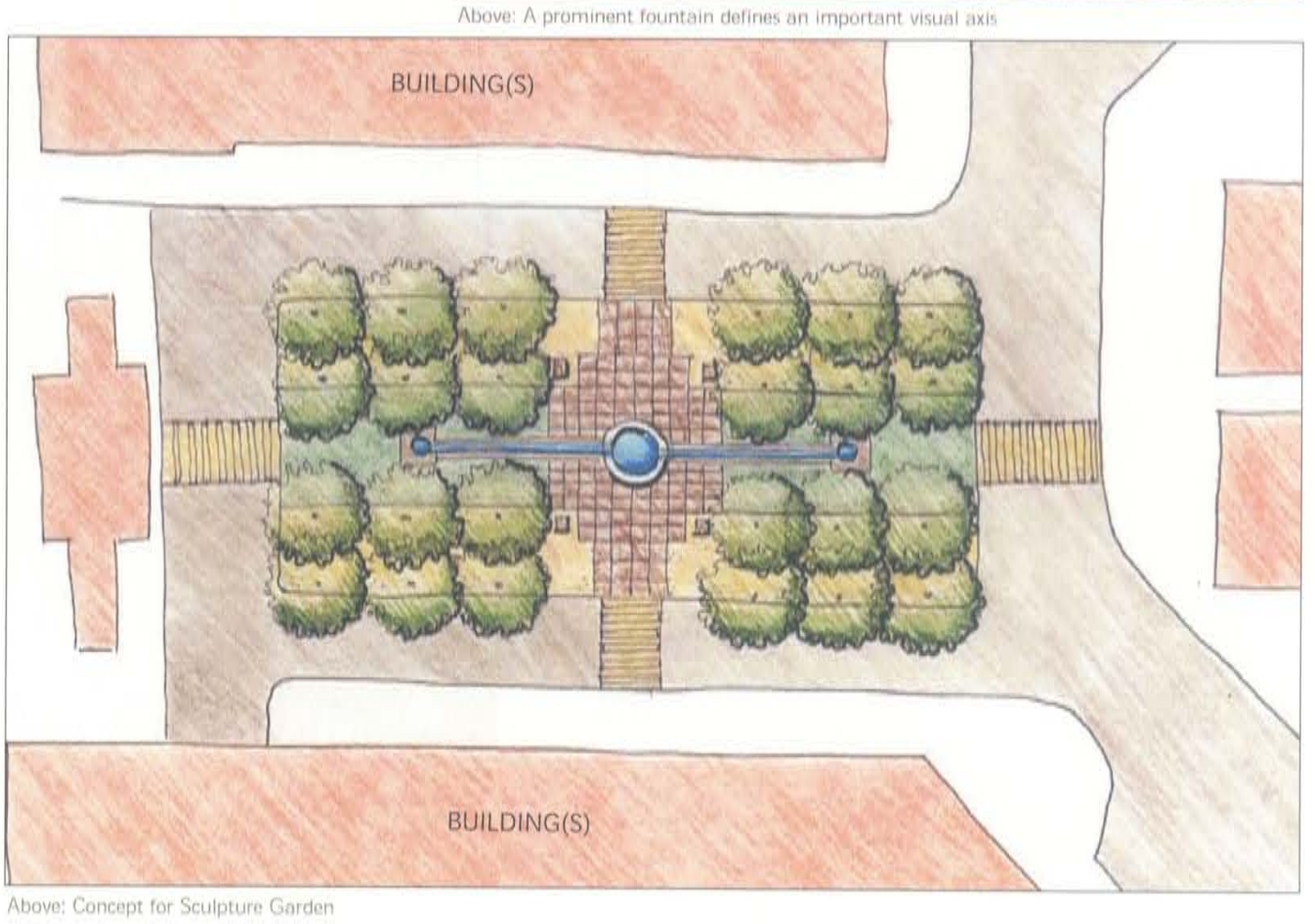
Above: A lively fountain invites interaction.

Above: Tree canopies spatially define public space

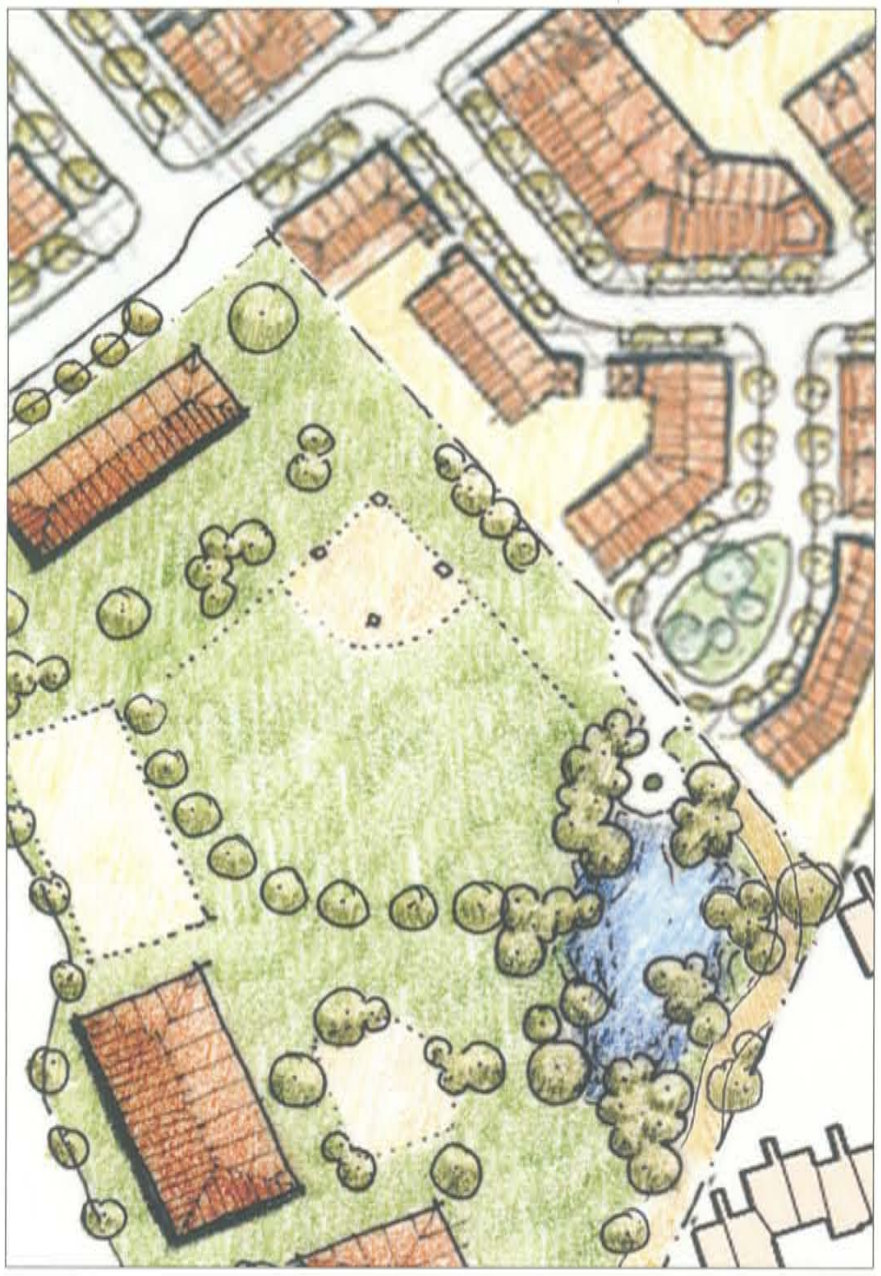
Above: A prominent fountain defines an important visual axis

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

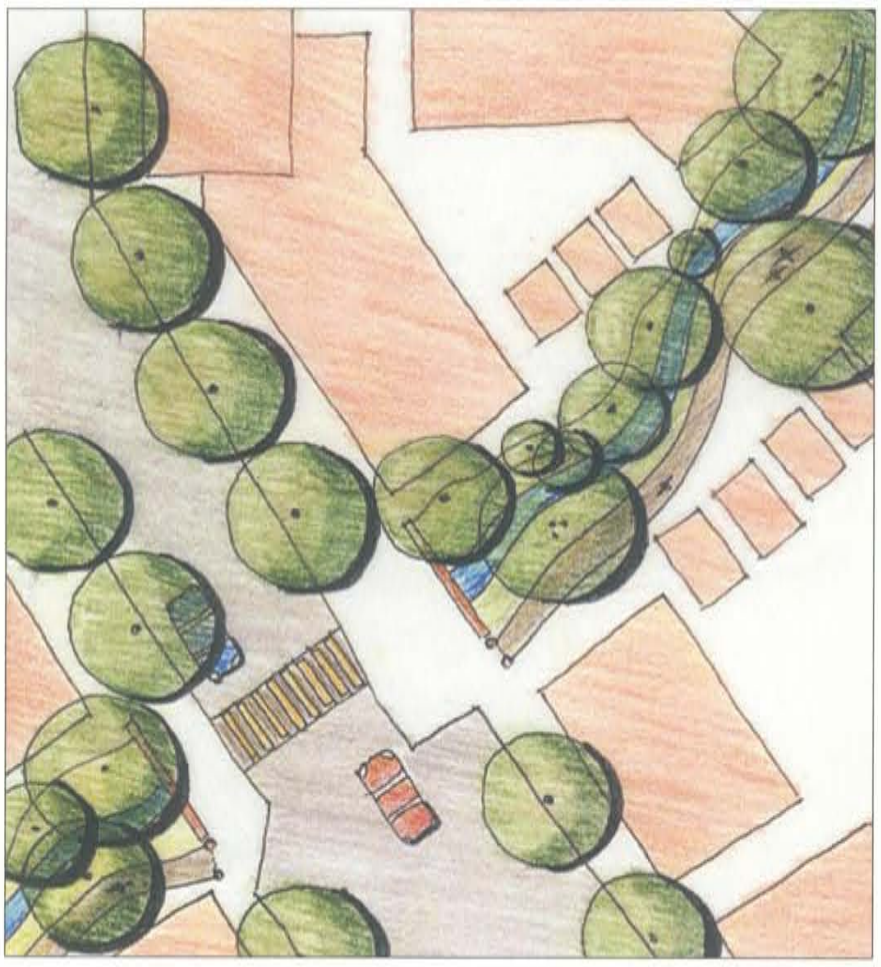
- Block defined by streetscape(s)
- Existing or Potential Open Space
- ❺ Wetlands Interpretive Center
- ❻ Cotati Creek

Key Plan

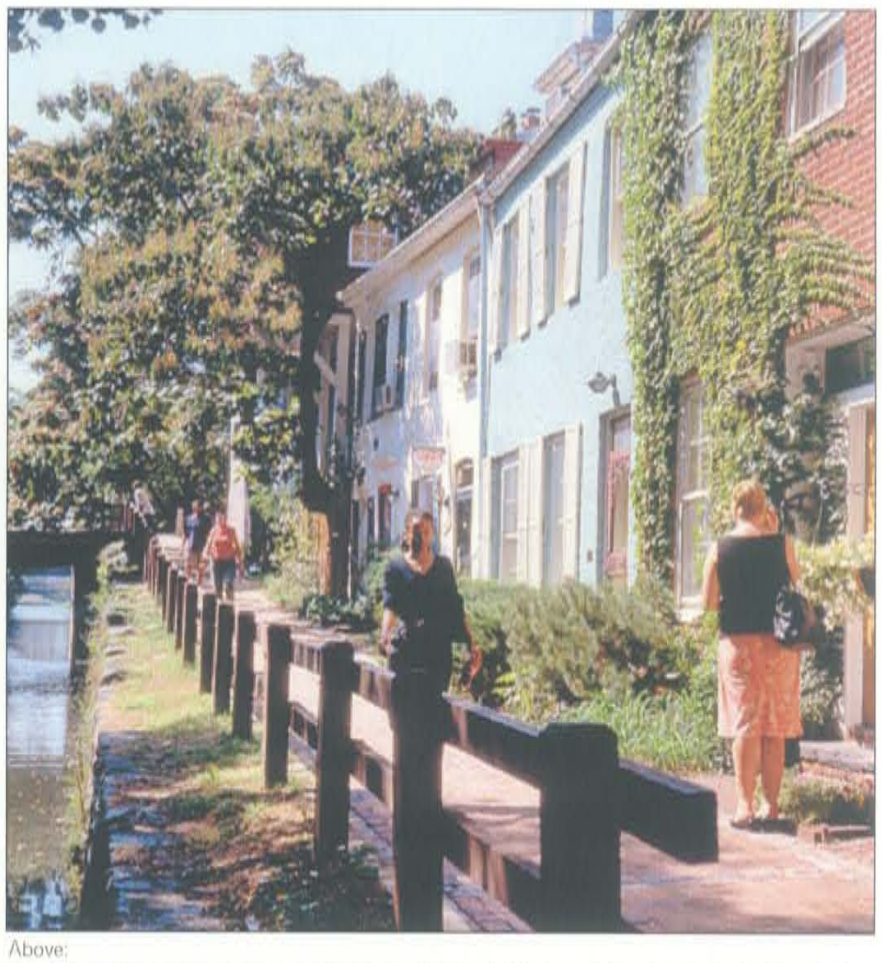
Left:
Over time, the wetlands themselves as well as nearby Laguna de Santa Rosa and Cotati Creek can significantly enhance the adjoining properties to have a 'special address' within the plan area.

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:

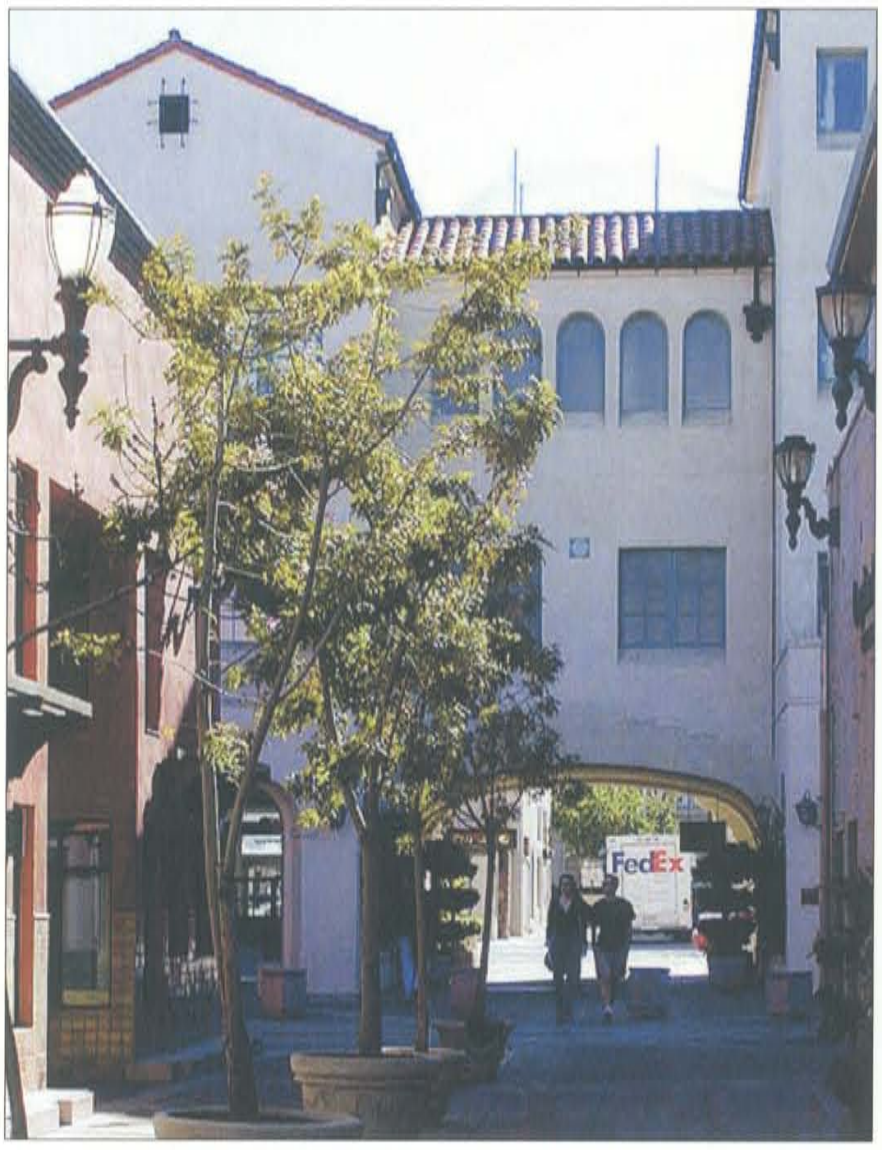
- present when the block is notably long or deep;
- are open to the sky and covered only when a building needs to cross for access purposes (covered portion of the paseo/passage is less than 50 feet long)
- fronted by active upper floors that allow for viewing of the space;
- are landscaped through a 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.

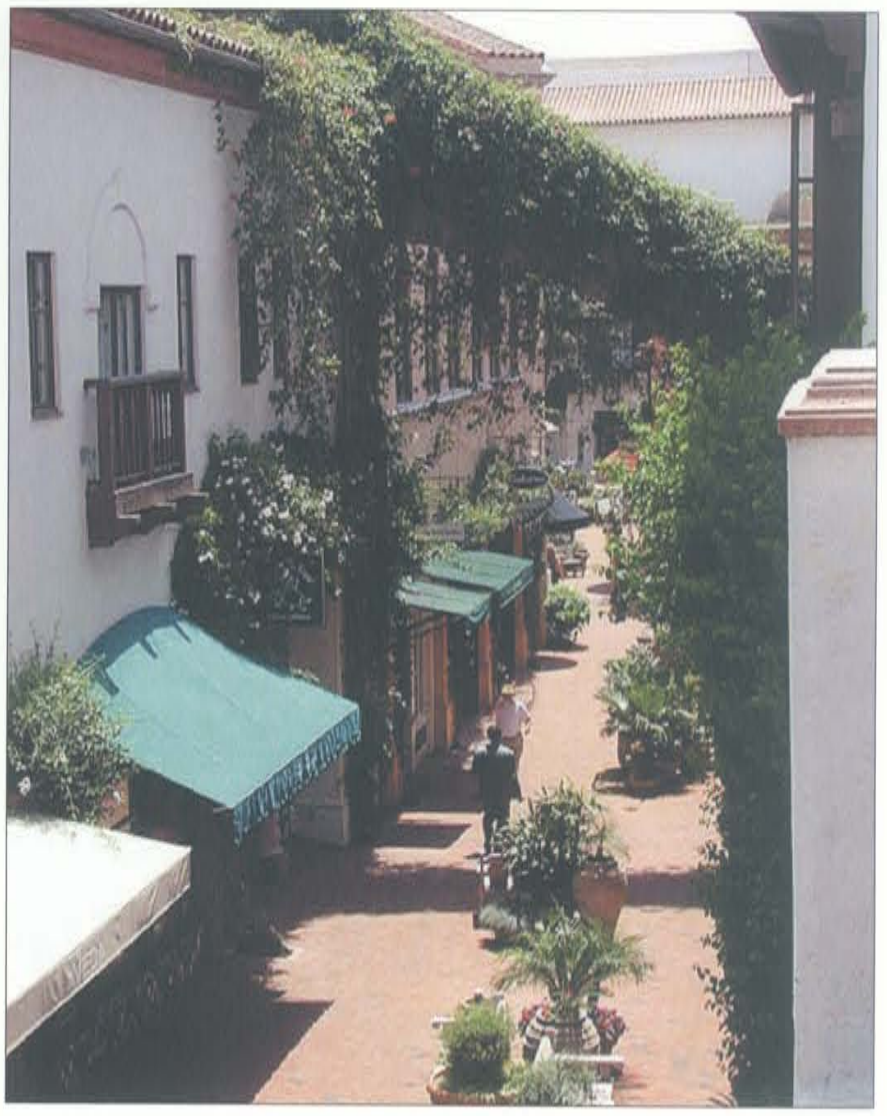
Below:
Covered passages are not long, allowing easy view of what is beyond and maintianing light.

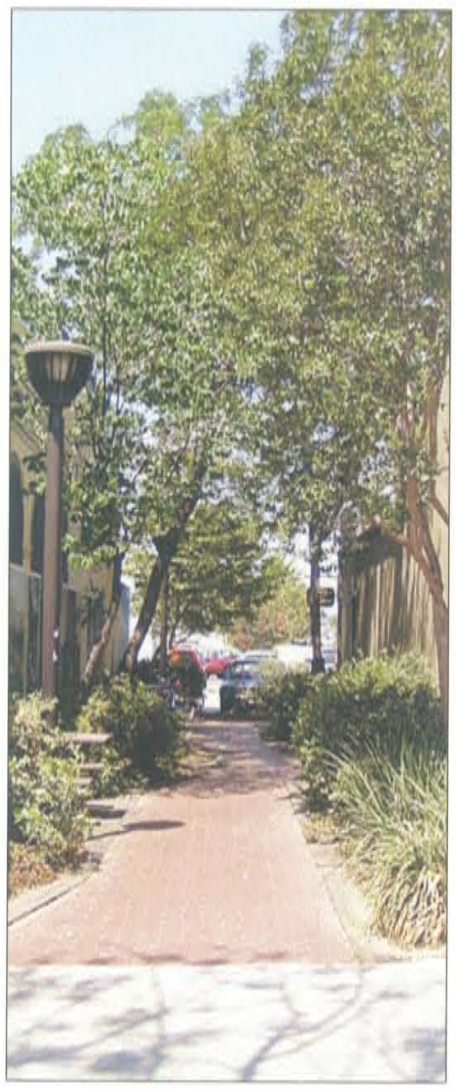


Right:
The symmetrical arrangement of trees reinforces the space formed by the buildings.

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.



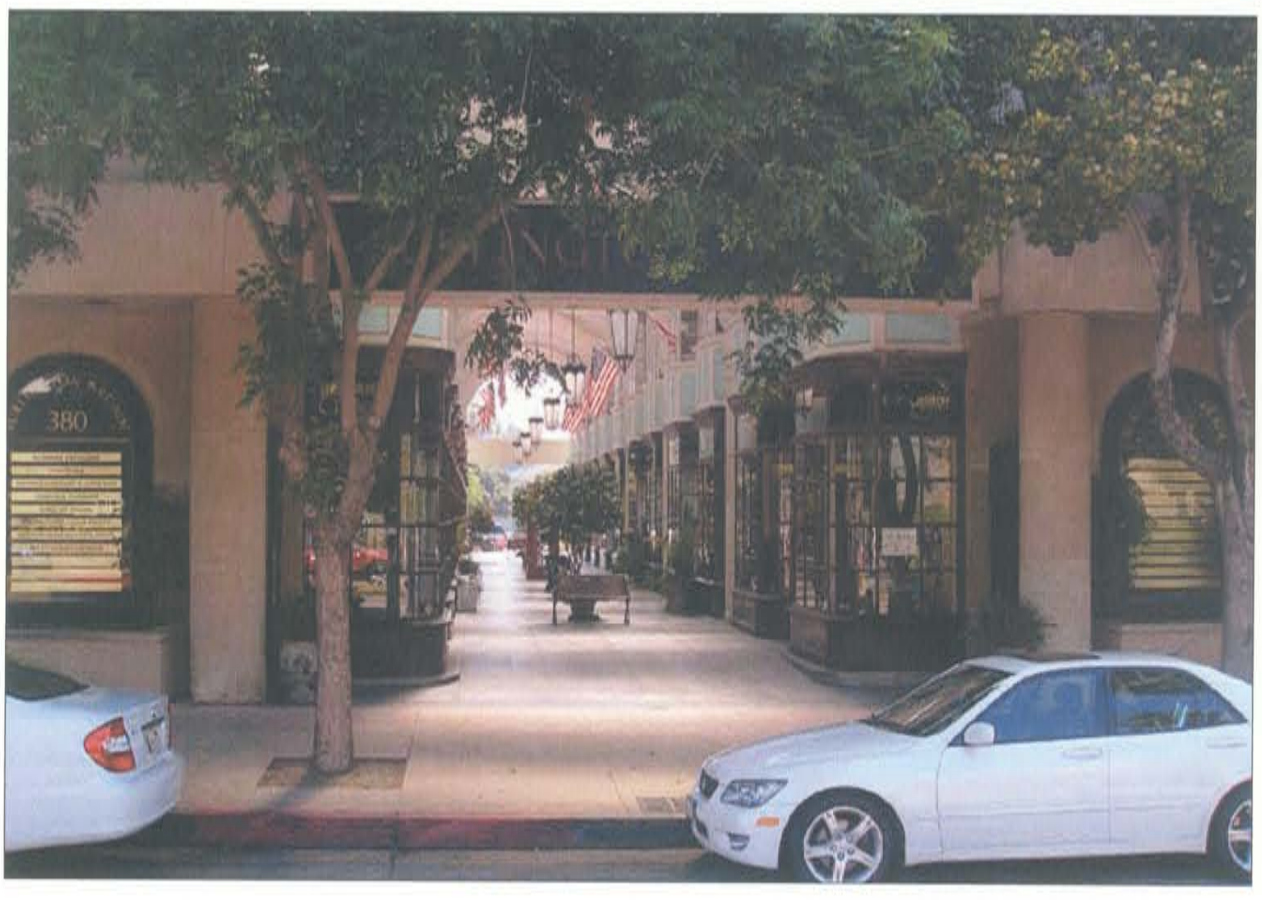


Above:
Landscape is carefully selected to be scaled to the narrow space. Drainage is often accommodated through decorative channels that call attention to infrastructure.

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.