SANTERO WAY STATION AREA SPECIFIC PLAN

Final Draft Plan

DECEMBER 2024

SANTERO WAY
SPECIFIC PLAN

cotati
The City with a Heart

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Land Acknowledgement

The City of Cotati recognizes that we're on the ancestral lands of the Coastal Miwok, who are the original caretakers of this area. We respectfully acknowledge the Indigenous peoples who have been stewarding and maintaining a relationship on this land as knowledge keepers for millennia.

The City of Cotati is dedicated to understanding and educating the public about the historical and ongoing connections between the land and culture of indigenous communities that were the original inhabitants.

We encourage indigenous members of our community to share their history, customs and values with other community members to help build understanding.

While recognizing the past injustices, we honor the resiliency and spirit of our Native community and their ability to continue to live and thrive on their ancestral lands, as well as continuing to practice their cultural ceremonies and practices.

This acknowledgement does not take the place of authentic relationships with Indigenous communities but serves as a gesture of respect to the land we are on.

Funding Acknowledgement

The Santero Way Specific Plan Update is funded by a Priority Development Area (PDA) grant, provided courtesy of the Association of Bay Area Governments and Metropolitan Transportation Commission (ABAG/MTC).

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INTRODUCTION

Project Context

The City of Cotati occupies the historic site of Coast Miwok villages dating back to at least 2000 BCE, including the namesake Kotati. Originally given to Captain Juan Castaneda in 1844 for his military services, the Mexican land-grant of Rancho Cotate included the land on which Rohnert Park, Cotati and Penngrove would be built. The settlement of Cotati was one of Sonoma County's earliest modern communities with the surrounding land purchased by Dr. Thomas Page in 1849 and the City's signature hexagonal downtown grid established in the 1890s.

The City of Cotati incorporated in 1963, shortly after the incorporation of the neighboring City of Rohnert Park. The dedication of nearby Sonoma State University in 1961 spurred incorporation and accelerated development in the twinned cities, with the greatest growth in the 1970s and 1980s.

The present-day Santero Way Specific Plan Area was once landmarked by the Cotati Speedway, a wooden racetrack built during the automotive revolution in 1921 and home to world racing records. Upon demolition the following year, the area was primarily vacant and occupied by low-density uses throughout the rest of the 20th century. The Santero Way Specific Plan (SWSP) was adopted in August 2001, and originally envisioned a mixed-use office neighborhood, adjacent to the SMART rail station. The primary objective of the original Plan was to increase the number of residents and employees within walking distance (1/2 mile) of the SMART station. Specifically, the original Plan envisioned the development of 198 new dwelling units, 339,200 square-feet of office and institutional uses, 68,000 square-feet of retail uses, and 57,000 square feet of supporting parkland/open space along Santero Way.

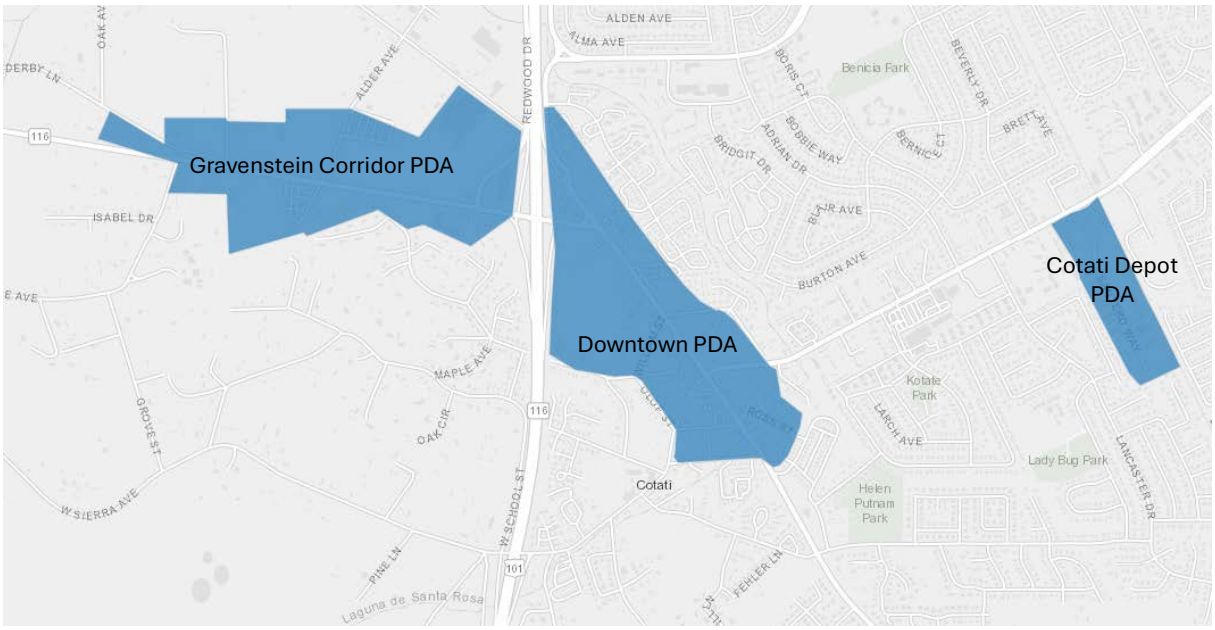
Since the adoption of the Plan, approximately 100 homes and 15,000 square-feet of live-work spaces have been constructed, with an additional 98 residential units and 5,500 square-feet of office and retail uses approved for development. While the lack of the Plan's full buildout over its 20-year life can partly be attributed to market forces, feedback has indicated that the 2001 SWSP is too prescriptive in terms of development standards (such as design type and building height) and too reliant on commercial square footage, given the economic changes since Plan adoption.

In response to the stalled redevelopment in this part of the City and to help meet local housing needs, the City has proposed to update the Plan to increase the quantity of residential development in place of the office and institutional square footage identified in the 2001 Plan. Essentially, the goal is to pivot the 2001 Santero Way Specific Plan from an office-focused, mixed-use development to a residentially-focused, transit-oriented neighborhood that also allows for transit oriented mixed-use and neighborhood-serving retail.

Priority Development Areas

The Santero Way neighborhood in combination with the Cotati downtown is designated as a Transit Rich Priority Development Area (PDA), established by the Metropolitan Transportation Commission & Association of Bay Area Governments (MTC/ABAG) to provide opportunities for compact, infill development in proximity to transit, jobs, schools, shopping and services. PDAs are an integral part of Plan Bay Area 2050, the regional sustainable growth strategy that coordinates housing plans, open space conservation efforts, economic development strategies, and transportation investments. With the collaboration of local governments throughout the Bay Area, MTC/ABAG estimates that about 80 percent of the region's future housing needs can be met within PDAs. Implementation of Transit-Oriented Community (TOC) policies promotes dense, mixed-use residential and commercial neighborhoods in areas well-served by transit. TOC policies aim to enhance neighborhood connectivity, reduce traffic congestion, air pollution and further statewide goals for climate action, through increased residential and commercial densities.

Figure 1: Priority Development Areas (PDAs), City of Cotati



SANTERO WAY SPECIFIC PLAN

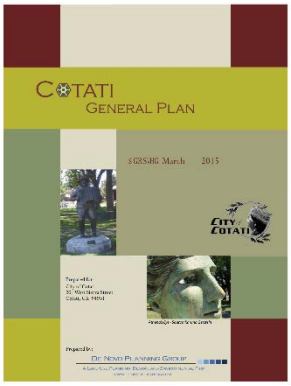
Plan Area Overview

Figure 2: Santero Way Specific Plan Area Map

Relationship to Local & Regional Plans

Various plans, studies, policies, and regulations exist for the area and the SWSP will build on the past work that has been completed. The following represent a selection of the major plans and regulations that encompass the Plan Area:

Cotati General Plan



The Cotati General Plan underwent a comprehensive update from 2011 and 2015 to ensure that information in the General Plan is current and that the General Plan's goals, action items, and land use plans are consistent with the community's vision for Cotati's future. Prior to 2015, the General Plan had not undergone a comprehensive update since its adoption in 1998. The Santero Way Specific Plan is consistent with the General Plan as adopted and implements the General Plan within its specific area.

Cotati Municipal Code

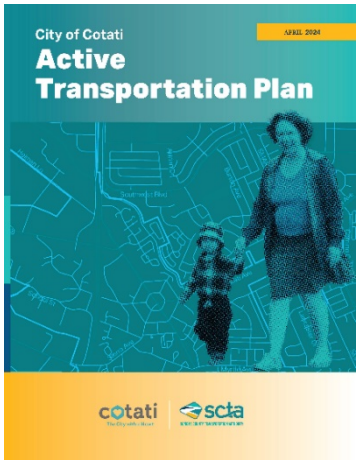
The Cotati Municipal Code (CMC) contains all the regulatory and penal ordinances and certain of the administrative ordinances of the city of Cotati. Title 17 of the CMC is the Cotati Land Use Code and regulates land use and structures to safeguard the health, safety, and general welfare of Cotati residents. Its purposes include guiding orderly growth, establishing a land use pattern, promoting pedestrian-friendly development, offering diverse housing options, and ensuring compatibility among various developments.

Cotati Housing Element

In 2023, the City of Cotati adopted the 2023-2031 Housing Element as mandated by State law. The Housing Element identifies one site within the Plan Area to accommodate the City's Regional Housing Needs Allocation, a determination of projected and existing housing needs made for all jurisdictions in California, and constraints to housing which will be duly considered during the update of the Plan. Cotati Station is the sole approved, upcoming residential development included in the Housing Element located within the Plan Area (APNs 144-320-033, 034, 035, 036, and 144-480-022). The housing project has been approved for a total of 98 residential units consisting of 79 market rate units and 19 below market rate units made affordable through a deed restriction.

Cotati Active Transportation Plan

The Cotati Active Transportation Plan (ATP), developed as part of the Sonoma County Transportation Authority's (SCTA) Countywide ATP, serves as both a stand-alone guide for Cotati's local projects and a component of the SCTA Countywide Plan to enhance coordination. Its key purposes include assessing needs, identifying improvements, providing eligibility for funding programs, acting as a resource for local actions and regional projects, and fostering cooperation for planning and GIS mapping. The ATP adopted in 2024 is an update to the local and countywide Bicycle & Pedetrian Master Plan. The purpose of the ATP is to increase access to active modes of transportation, such as walking and biking, through planning for infrastructure and supportive programs. The ATP was adopted in summer 2024.



MTC Transit-Oriented Communities Policy

The MTC's Transit-Oriented Communities (TOC) Policy aims to enhance the impact of regional transit investments by fostering community development around transit stations and corridors. Aligned with Plan Bay Area 2050, the Long-Range Transportation Plan/Sustainable Communities Strategy for the Bay Area, the TOC Policy applies within a half-mile radius of various transit stops. In the case of Cotati, it applies to parcels within a half-mile radius of the SMART station.

Plan Bay Area was jointly approved by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) in 2013 and is currently undergoing a strategic update known as Plan Bay Area 2050. As the Bay Area's Sustainable Community Strategy, mandated by Senate Bill 375, Plan Bay Area aims to reduce greenhouse gas emissions by fostering more livable, equitable, and environmentally sustainable communities. The plan integrates land use, transportation, housing, economics, and sustainability into a comprehensive regional development strategy for the Bay Area, with a particular emphasis on walkability and transit-oriented development.

METROPOLITAN TRANSPORTATION COMMISSION

Transit-Oriented Communities Framework for Land Development

The Metropolitan Transportation Commission's (MTC) Transit-Oriented Communities Policy is a framework designed to promote sustainable, equitable development around key transit hubs in the San Francisco Bay Area. This policy emphasizes the integration of housing, commercial development, and transportation infrastructure within a half-mile radius of major transit stations. The Specific Plan establishes a course for TOC compliance.

Figure 3: Transit-Oriented Communities (TOC) Area in Plan Area Context

Mobility Hub Framework for Transit Access

MTC's Mobility Hubs framework is designed to enhance regional transit access by creating strategic, well-connected locations that integrate multiple transportation modes. The framework focuses on making transportation more accessible, convenient, and sustainable by situating hubs in areas with high transit ridership potential and integrating services like bike-sharing, electric vehicle charging, and last-mile connections.

MTC's Mobility Hubs are tailored to meet the needs of different communities, emphasizing flexibility in design and functionality to improve overall mobility in the Bay Area. This framework is part of broader regional efforts to support sustainable growth and equitable access to transportation as outlined in the Plan Bay Area 2050.

Incorporating MTC's Mobility Hubs framework into the Specific Plan helps ensure that planning aligns with regional strategies, making transit more accessible, efficient, and equitable.

Figure 4: Mobility Hub Elements

Credit: Metropolitan Transportation Commission & Nelson\Nygaard Consulting Associates, Inc.

How to Use the Specific Plan

This document is organized to provide guidance to property owners, developers, and builders. The Land Use Chapter begins by describing the district designations for each property within the Specific Plan Area. Once the district designation for a property is identified, the relevant standards and guidelines for that district can be referenced. This section contains the majority of the standards and guidelines necessary for property development and also directs readers to other relevant sections of the Specific Plan, such as the Land Use Type Standards and Guidelines section, which covers allowable uses, parking standards, and more.

Property owners and developers should refer to the Land Use Chapter (Section 3), particularly the Land Use Types and Standards section, as well as the Circulation Chapter (Section 4). The Implementation Element outlines the project approval process, construction procedures, phasing requirements, costs of public improvements, and the financing strategy for these improvements.

Builders, architects, and landscape architects involved in the design and construction of buildings and open spaces should consult the building and site design standards and guidelines in the District and Public Parks and Plazas sections of the Land Use Chapter (Section 3).

The Implementation Chapter also provides guidance to the City of Cotati on the steps needed to align the Specific Plan with General Plan policies and the Zoning Ordinance. Additionally, it details the steps required to finance and construct public improvements within the Specific Plan Area.

Resources

The Plan is intended to be accessible and implementable to a variety of practitioners, developers, and community members seeking to live, work, and create in the Plan Area. The following resources were utilized to inform the document, and can support practitioners working on implementation of the Specific Plan in the years ahead:

- **City of Santa Rosa Low Impact Development (LID) Technical Design Manual**. The LID Design Manual is a stormwater approach that integrates specialized landscape features into the urban environment. Santa Rosa's best practices are shared by Cotati as neighbors in the Laguna de Santa Rosa watershed.
- **Metropolitan Transportation Commission (MTC) Regional Mobility Hub Implementation Playbook**. MTC's playbook offers a menu of tools for Bay Area communities and transportation agencies to advance mobility hubs from concept and planning to implementation and management.
- **MTC Transit-Oriented Communities Administrative Guidance**. The TOC Administrative Guidance provides detail on regional requirements for new development in transit areas. The City of Cotati is an early adopter of TOC policies, and MTC will continue to provide updated resources around TOC implementation.
- **National Association of City Transportation Officials (NACTO) Urban Street Design Guide**. The Guide, featured throughout the Specific Plan, provides a comprehensive blueprint for designing 21st century streets with the tactics cities use to make streets safer, more livable, and more economically vibrant.

Definitions

The Specific Plan includes a variety of terms specific to housing, transportation policy, and other planning concepts. Some are listed here to inform review of the Specific Plan:

- **Curb Demand Management**: The practice of actively monitoring and regulating the various uses of curb space in a city, aiming to optimize its allocation and prioritize different demands like parking, loading zones, bike sharing, ride-hailing pick-ups, electric vehicle charging and deliveries, to ensure efficient mobility and access for all users while considering factors like traffic flow and safety.
- **Curb Extension**: A widening of the sidewalk into the parking and/or travel lane to visually and/or physically narrow the roadway. Curb extensions may be utilized to provide numerous street enhancements including: safer, shorter and more visible pedestrian crossings; increased space for street furniture, plantings, and other amenities; narrowing the road width and/or tightening the intersection curb raii

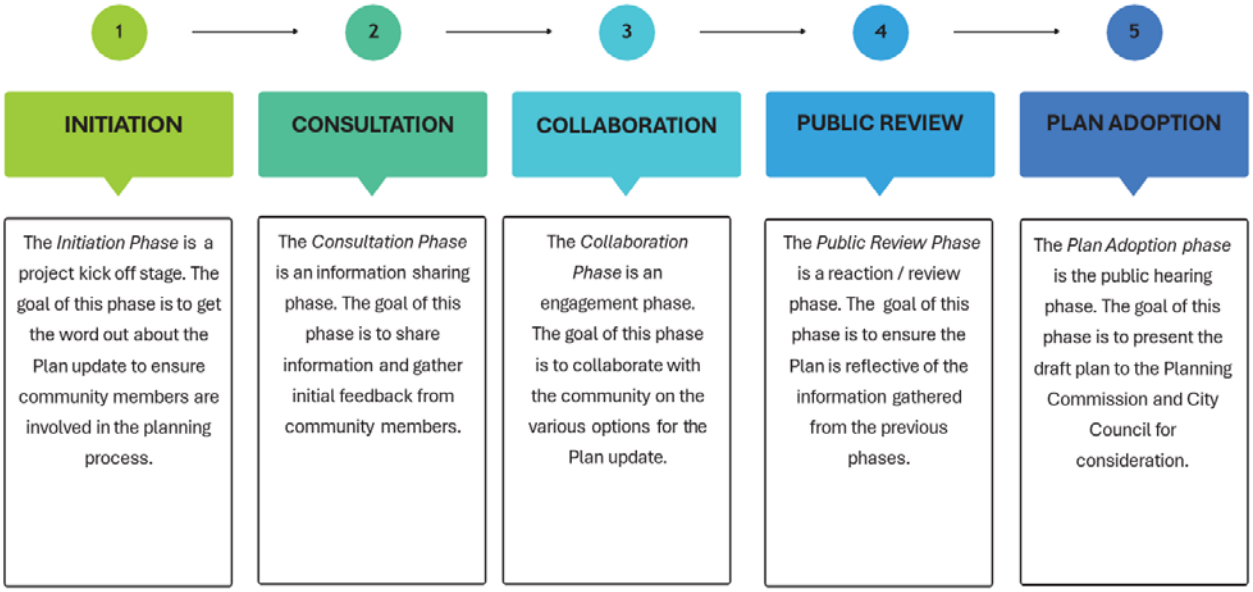
(slowing automotive turning movements). Curb extensions have multiple applications and may be segmented into various sub-categories, ranging from traffic calming to bus bulbs and midblock crossings.

- **Emergency Vehicle Access (EVA)**: A roadway or other surface that provides access for emergency vehicles to reach a building, facility, or other area. This includes fire lanes, parking lot lanes, and public or private streets.
- **Floor Area Ratio (FAR)**: The relationship between the total amount of usable floor area of a building and the total area of the lot/parcel. The Plan uses FAR for commercial development, with a range from 1.0-3.0 FAR allowed.
- **Micromobility**: Refers to a range of small, lightweight vehicles operating at speeds typically below 25 km/h and driven by users personally. Micromobility devices include bicycles, e-bikes, electric scooters, electric skateboards, shared bicycles, and electric pedal assisted bicycles.
- **Microtransit**: IT-enabled private multi-passenger transportation services, that serve passengers using dynamically generated routes, and may expect passengers to make their way to and from common pick-up or drop-off points. Vehicles can range from large SUVs to vans to shuttle buses, providing transit-like service but on a smaller, more flexible scale.
- **Mobility Hub**: Serving as a community anchor, a mobility hub is a welcoming environment that enables travelers of all backgrounds to access multiple transportation options and supportive amenities. Built on the backbone of frequent and high capacity transit, mobility hubs offer a safe, comfortable, convenient, and accessible space to seamlessly transfer across different travel modes micromobility, ride share, personal automobiles and transit, which include supportive amenities designed and incorporated into a cohesive space.
- **Objective Design & Development Standards (ODDS)**: Standards that apply to the design and build out of parcels including multifamily and mixed-use development.
- **Parking Management Plan**: A set of strategies and policies that help maximize the efficiency of parking resources and minimize impacts on surrounding properties and uses. Parking management plans focus on a variety of needs, including space usage, access control, occupancy, layout, circulation, allocation, and violation management.
- **Transit-Oriented Communities**: Standards that apply to the design and build out of parcels including multifamily and mixed-use development.
- **Transportation Demand Management (TDM)**: A set of transportation strategies aimed at providing travelers with travel choices, such as route, time of travel and mode. In the broadest sense, demand management is defined as providing travelers with effective choices to improve travel reliability and policy measures to reflect the true cost of driving, such as congestion pricing, VMT charging and parking management/pricing.
- **Zoning Code**: A set of specific local rules for what can and cannot be developed on a property.

Community Engagement

During the planning process, the City engaged several hundred community members in a variety of venues and formats. These included:

- A **Technical Advisory Committee (TAC)** consisting of subject matter experts from various agencies. The TAC's primary role is to review public input and project deliverables, as well as provide feedback based on their subject matter expertise on the SWSP Update.
- A **Community Advisory Committee (CAC)**, with representation from residents, youth, advocates, businesses, and property owners, among others. The primary role of the CAC was to provide feedback on the development of the Plan Update and served as a conduit between the Plan and the community, ensuring the community's sentiment is accurately reflected in the plan.
- **Canvassing**: Neighborhood canvassing initiatives were organized within the area, to receive input from the residential community, business community, and SMART riders.
- **Surveys**: Two comprehensive surveys were developed and distributed to solicit feedback from the community on their vision for the Plan Area, and identify land use and transportation priorities. To promote language inclusivity, the survey will be available in both English and Spanish.
- **Workshops**: A series of workshops were conducted, each focusing on specific aspects of the Plan Update.



GUILDING PRINCIPLES AND PROJECT GOALS

Major priorities for housing, transportation, connectivity, and transit-oriented community implementation were identified during the Santero Way Specific Plan process. These priorities were informed by the Community Advisory Committee (CAC), community survey responses, and policy requirements in the establishment of Guiding Principles. The land use and zoning regulations, circulation requirements, and design guidelines set forth by the Specific Plan were developed from these Guiding Principles.

Housing

- **Develop Affordable, Multifamily, and Workforce Housing**. Create new infill opportunities for high-density housing on vacant and underutilized parcels in the Plan Area.
- **Adopt Plan Area Design & Development Standards**. Encourage a vibrant neighborhood design in the Plan Area through objective standards for multifamily and mixed-use development.
- **Rezoning for Housing Opportunity**. Spur housing development in the Plan Area for people of all income levels, and identify housing production, preservation, and protection actions to affirmatively further fair housing.

Transportation & Connectivity

- **Improve Multimodal Connections**. Support a balanced, multi-modal transportation network and foster a more vibrant, pedestrian-friendly community utilizing Cotati Station and the Plan Area as a mobility hub for the city and region.
- **Enhance SMART Station Access**. Connect gaps in access to the SMART Station for people of all modalities and abilities, including connections to regional circulation infrastructure, ongoing improvements to the street and sidewalk network and last-mile amenities at the SMART Station and Depot.
- **Support Bicycle & Vehicle Parking for New & Existing Land Uses**. Maximize the availability of public parking to support the ongoing and future success of the SMART Station and Santero Way neighborhood amenities to serve the broader community.

Economy

- **Support A Mix of Commercial Uses**. Encourage the development of accessible, beneficial commercial uses that service community needs and increase foot traffic.

- **Incentivize Mixed-Use Development**. Provide incentives to maximize the utilization of available land to provide housing, retail, and other amenities for community benefit.
- **Transitional Uses.** Allow transitional uses to operate from existing buildings and sites to maintain neighborhood activity and reduce blight-related impacts associated with empty structures until such time that these properties redevelop.

Transit-Oriented Communities Policy Implementation

- **Rezone Land for Transit-Oriented Development**. To support high-density residential, commercial, and mixed-use development opportunities in compliance with regional policies, rezone applicable and underutilized parcels.
- **Promote Housing Production, Preservation, and Protection**. Continue to support local programs that encourage development, improve the existing housing stock, and protect residents from displacement.
- **Implement Mobility Hub Design Features.** Ensure visitors to the Plan Area have access to multiple transportation options and supportive amenities including micromobility, wayfinding, and travel information.

CIRCULATION & MOBILITY

The recommendations in this chapter are relevant to any public streets, bicycle and pedestrian pathways, public rights-of-way, or other transportation improvements initiated by the City or incorporated into private development projects. The network and design strategies are focused on enhancing connectivity and walkability along existing corridors like East Cotati Avenue and Santero Way, while also establishing new multi-modal connections across the broader region. This chapter details strategies for proactive transportation demand management, efficient parking solutions, and thoughtfully designed public frontages and sidewalks to improve the overall functionality and livability of the area. The transportation concepts discussed here align with and complement the land use and building design guidelines detailed throughout the rest of this Specific Plan.

The Specific Plan sets forth three key goals for transportation, circulation and mobility:

1. Activate Multimodal Connections
2. Enhance SMART Station Access
3. Support Bicycle & Vehicle Parking for New & Existing Land Uses

Street Network and Design

The Santero Way Specific Plan is comprised of two primary thoroughfares: East Cotati Avenue and Santero Way.

Private Parking

The Plan includes several private parking policy options aimed at balancing the needs of residents, businesses, and visitors while promoting sustainable transportation choices. Due to recent changes in State law and TOC policy, the Plan Area cannot apply minimum parking requirements for new developments, encouraging greater use of public transit, biking, and walking, and lowering development costs. A developer may voluntarily seek to provide private parking, but the City may not impose minimum parking requirements. Electric vehicle (EV) and Americans with Disabilities Act (ADA) parking requirements are

based on a project's proposed total parking supply, so these parking types may still be required relative to the total parking provided.

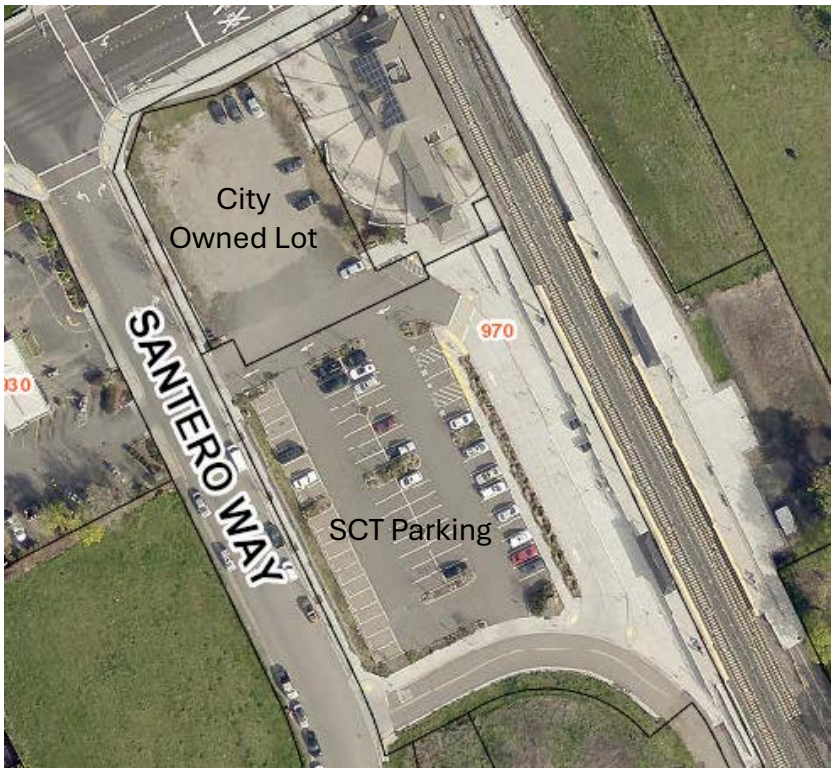
New development projects within the Plan Area are subject to private parking maximums, as required by regional TOC policy. New residential development can provide 1.5 spaces per unit or lower, and new commercial development can provide 4.0 spaces per 1,000 square feet or lower.

The Plan also proposes shared parking strategies, allowing different land uses with varying peak demand times to share parking facilities, thereby optimizing the use of available spaces. The Plan further facilitates parking pricing strategies, parking management plans and provides incentives for electric vehicle use and car share programs through an increase in dedicated charging stations and preferential parking spots. These policies are designed to support a balanced, multi-modal transportation network and foster a more vibrant, pedestrian-friendly community, while also encouraging adequate vehicular parking is provided to meet the needs of the Plan and car share programs.

Public Parking

A primary opportunity to increase the availability of public parking near the Cotati SMART Station is to leverage existing land owned by public agencies. Public parking lots serving the SMART station could be expanded, redesigned or redeveloped to provide additional transit-serving parking.

Figure 5: Public Surface Parking Lots



The City of Cotati owns an undeveloped gravel lot adjacent to the SMART Station (APN 144-320-026) that could be redeveloped. Lastly, planned and existing rights-of-way can be better configured through angled parking to allow a greater amount of available street parking. One goal should be to maximize the availability of public parking to support the ongoing and future success of the SMART Station and Santero Way neighborhood.

Vehicular Access and Circulation

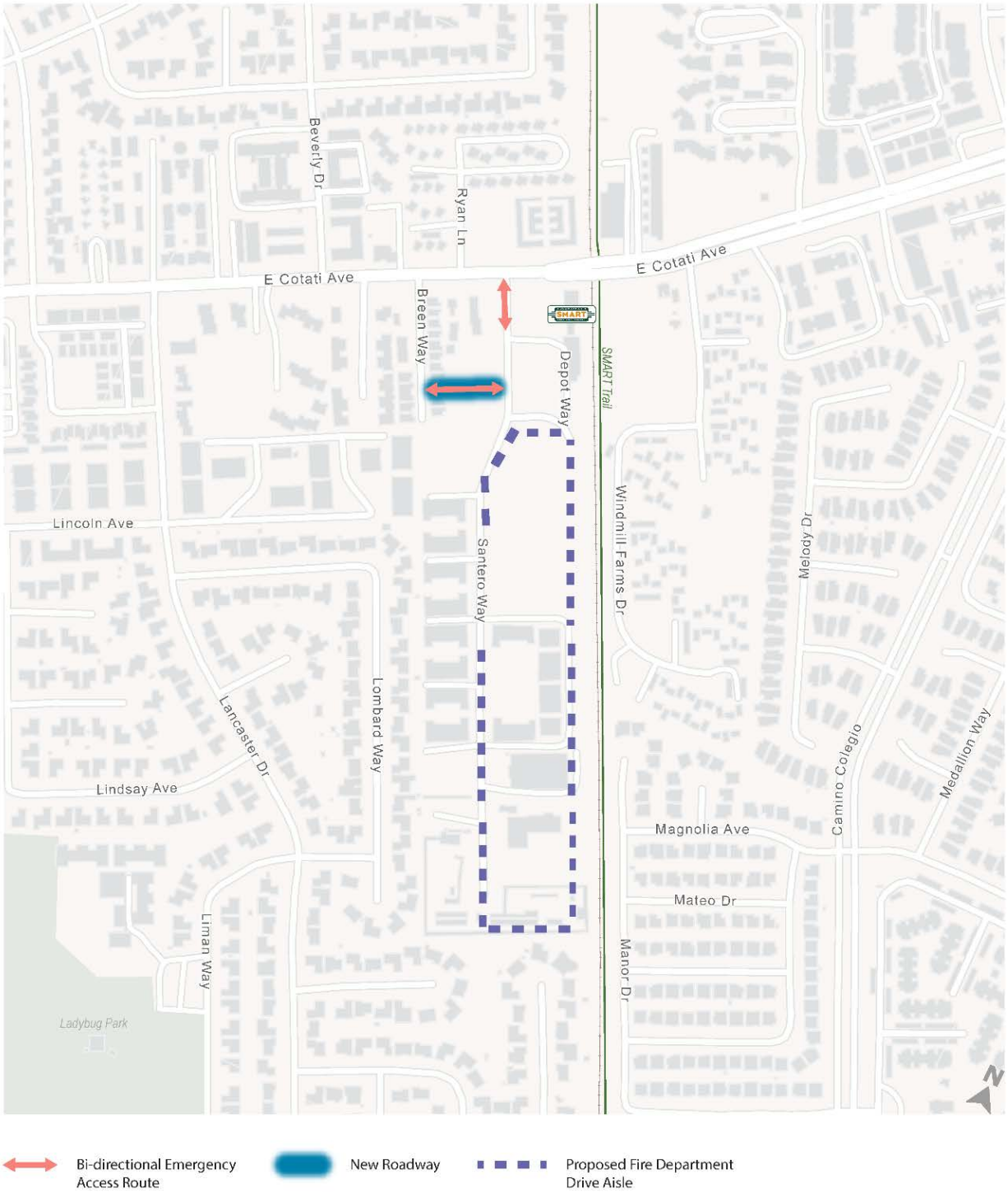
Santero Way is a one-way-in, one-way-out cul-de-sac, with a significant portion of the properties being surrounded by a separate jurisdiction (Rohnert Park). This feature of the existing street network requires the development of an emergency vehicle access (EVA) route for any development projects totaling 50 or more units.

EVA access to Breen Way shall be provided across parcel (APN) 144-302-048 serving as an emergency vehicle connection and evacuation route to Santero Way for the first project to exceed the 50-unit threshold. In addition, developments on the east side of Santero Way shall be designed to incorporate a continuous north-south circulation route providing adequate width and turning radius to allow fire engine access to the east and west facades of each building, via Santero Way and parking lots connecting to and from Depot Way.

Streets and drive aisles shall be designed to include 11-13-foot lane widths with proposed alternatives to be approved by Rancho Cotati Fire Protection District.

Figure 6: Existing Street Parking on Santero Way

Figure 7: Evacuation Circulation, Santero Way Specific Plan Area



Bicycle & Pedestrian Circulation

The sidewalk is the part of a neighborhood where people interact with each other and with neighborhood businesses and amenities most directly. Sidewalks have a desired minimum through zone of 6 feet and an absolute minimum of 5 feet. Where a sidewalk is directly adjacent to moving traffic, the desired minimum is 10 feet, providing a minimum 4-foot buffer for street furniture and utilities. Narrow neighborhood sidewalks should be redesigned to provide a wider pedestrian through zone and street furniture zone whenever practicable.

Figure 8: Example of Sidewalk Design

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The bicycle network depicted in Figure 6 is designed to connect SMART, housing, businesses, and public spaces, supporting both shorter local trips and longer journeys through and beyond the Santero Way Specific Plan Area. The following bicycle network standards and guidelines are supported by the proposed multi-modal designs for the existing arterial and collector streets, primarily East Cotati Avenue.

Figure 9: Planned Bicycle and Pedestrian Network, Santero Way Specific Plan Area

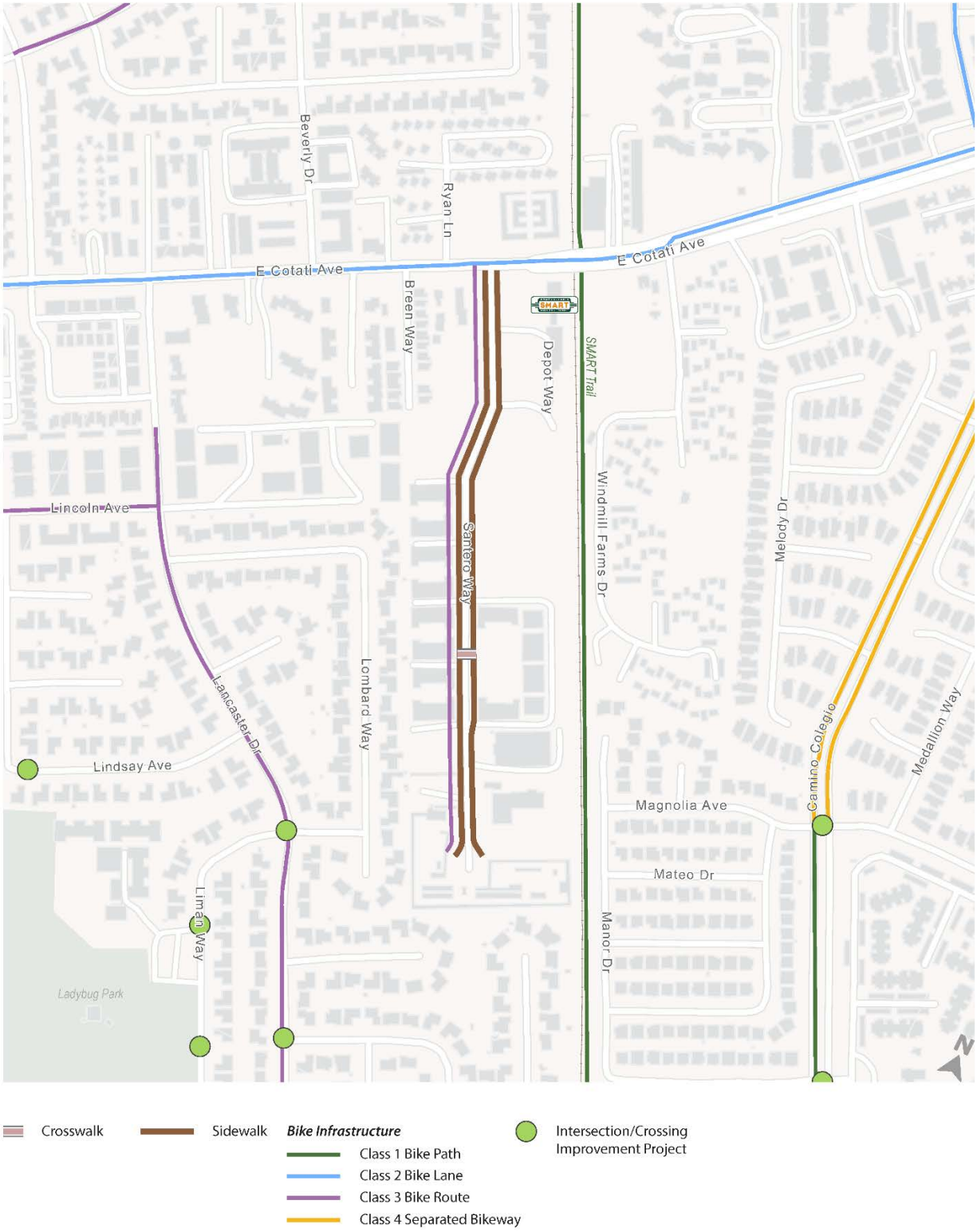


Figure 10: Existing Sidewalk Gap Map, Santero Way Specific Plan Area

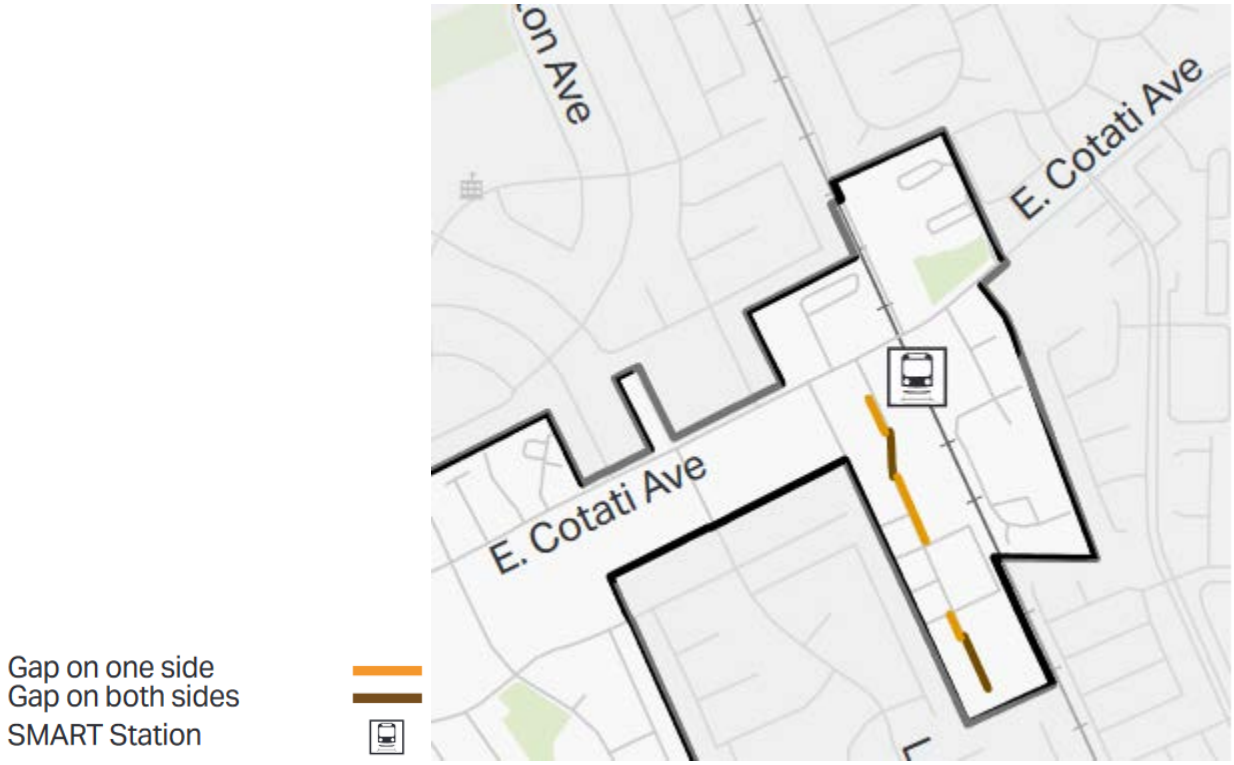
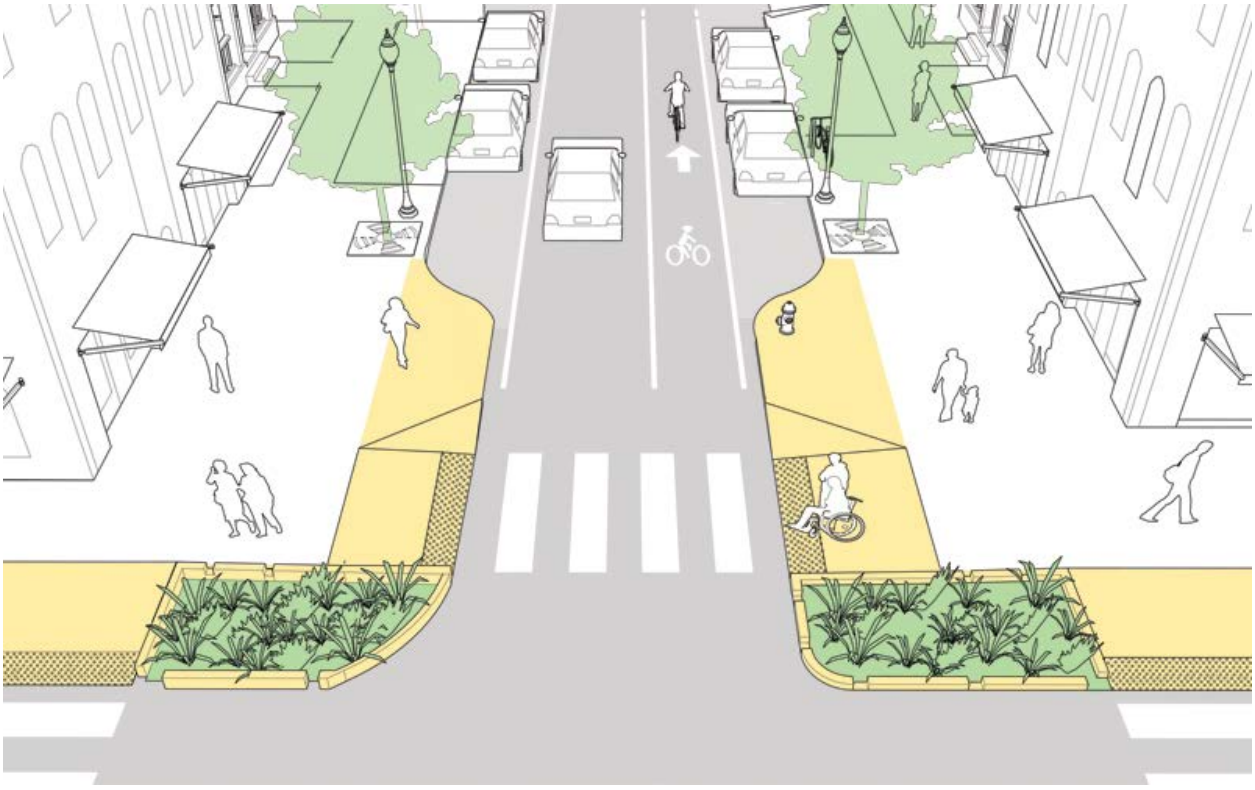


Figure 11: Existing Sidewalk Gap on Santero Way

Curb Extensions

Curb extensions are features of the built circulation network that visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. Curb extensions can also serve as a visual cue to drivers that they are entering a neighborhood street or area. A curb extension applied at an intersection can serve as a "gateway" treatment marking the transition to a slower speed street.

Figure 12: Example of Curb Extension



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Transit Network

The transit network aims to enhance connections to the Cotati SMART station and improve bus circulation to and from the station. It integrates with a broader network of local and regional buses provided by Sonoma County Transit across Cotati and greater Sonoma County.

The Plan Area includes an eastbound Sonoma County Transit (SCT) bus stop serving multiple lines on the southern side of East Cotati Avenue, adjacent to the SMART Station Depot. Enhanced westbound bus service on the north side of East Cotati Avenue is recommended to support the development of the Plan Area. The closest westbound station is currently located just east of the Plan Area, at Sunflower Park.

Figure 13: Sonoma County Transit (SCT) Bus at Cotati SMART Station Depot

SMART Track Crossings

Although increased connectivity and circulation is a goal of the Plan, currently there are no new crossing of the SMART railroad tracks identified in the Plan. Should a new crossing be proposed, SMART has indicated above or below grade crossings are the preferred approach and would be subject to individual parameters and requirements based on the specifics of the individual proposal. SMART staff have indicated significant concerns over any proposed new at-grade crossing of the railroad tracks. If there were a need for future crossings to be incorporated, the requirements and parameters outline below should be considered in any efforts to implement such a crossing.

Specifically, these parameters include:

- Any at-grade crossings should be EVA and for emergency use only.
- Any new bicycle/pedestrian crossing shall be above or below grade, and be designed to allow passive operation of the crossing with no impact on train services or operations.
- Any at-grade EVA access shall be integrated into the SMART Dispatch and control system to ensure train operations can be halted when the EVA is activated.
- Approval of any new crossing of the SMART tracks would be subject to the approval of the SMART Board of Directors and the California Public Utilities Commission (CPUC). Their review and approval, if granted, may require specific features to ensure adequate functionality of the SMART transportation network and system.

Curb Demand Management

Effective curb demand management ensures that the streetscape can respond to all needs of the surrounding development and its residents, riders, and customers. Development within the Plan Area shall include designated curb sections for rideshare, deliveries, and multimodal forms of transportation. Project-specific plans should support a variety of transportation uses, especially in the event of commercial development with a higher amount of traffic than would be generated by permanent residents alone. Curb demand management design features should seek to regulate parking for both vehicles and micromobility (e-bikes and scooters), in addition to non-transit uses of curb space including landscaping and parklets for on-street dining and recreation. Landscaped plaza areas can serve multiple uses and should seek to ensure adequate access and circulation throughout the Plan Area. The balance of necessary and beneficial community-serving uses will be considered throughout the development of the Plan Area as uses change and needs are identified.

Figure 14: Example of Curb Demand Management

Credit: NYC DOT; Urban Street Design Guide, by NACTO. Copyright © 2013 National Association of City Transportation Officials. Reproduced by permission of Island Press, Washington, D.C.

New York City DOT's Slow Zones program uses striping and signage, including interim gateway treatments), to emphasize slower speeds in 20 MPH zones.

Mobility Hub Features

Features of mobility hubs include transit infrastructure, micromobility, parking for bicycle and other forms of alternative transportation, loading zones for ride hail and deliveries, electric vehicle (EV) charging, car share services and common package delivery areas. Given the transit-oriented nature of the neighborhood, and the limited parking requirements, incorporating these design elements and features into private development projects will help to ensure successful implementation of the Plan. Many of the features identified as appropriate for mobility hubs can also play a role to enhance the built environment and improve daily use and access to alternative transportation options.

Figure 15: Examples of Mobility Hub Features

Credit: Metropolitan Transportation Commission/Nelson/Nygaard Consulting Associates, Inc.

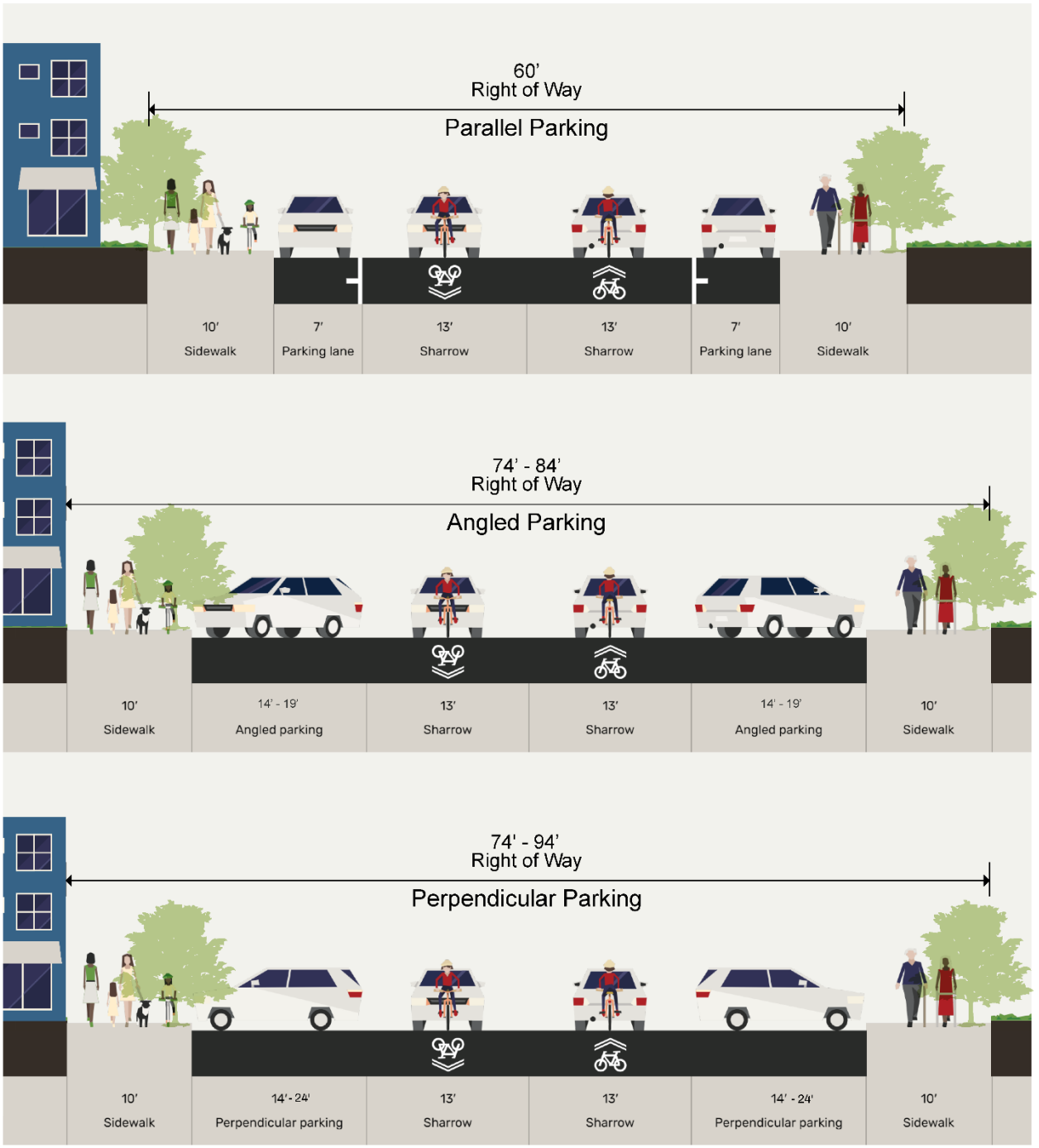
Figure 16: Existing Mobility Hub Feature – EV Charging Infrastructure at Cotati Station

Santero Way Street Sections

Santero Way will serve as a neighborhood street, but is unique in nature and therefore deserving of its own street standard. The design of the street shall provide adequate circulation for automobiles and emergency vehicle access, but should also seek to reduce traffic speeds and maximize bicycle and pedestrian safety. Street design may combine stormwater management features, curb extensions, vertical speed elements and bicycle facilities. Travel lanes may be striped to narrow the perceived width of the roadway. Street trees in wells or trees incorporated into landscaped stormwater features are required to be incorporated into the frontage improvements and are desirable over planter strips landscaped with street trees.

Publicly available perpendicular or angled street parking is critical to the success of the neighborhood. The following street section diagrams reflect the City's existing zoning diagram for street sections, to be implemented in consistency with the standards of the Specific Plan.

Figure 17: Street Cross-Section Variations



Existing & Proposed Land Uses

Properties within the Specific Plan Area have been designated to specific Land Use Districts, summarized in Table 1. The majority of Plan Area parcels were already designated within the Santero Way (SW) zoning and land use designations, and the table reflects parcels added in the update to the original Specific Plan.

Table 1: Land Use District Designations by Parcel

APN	Address	Existing Land Use	Proposed Land Use
144-301-008	955 E Cotati Ave	Commercial, East Cotati Corridor (CE)	Transit-Oriented Communities (TOC)
144-310-006	1015 E Cotati Ave	Commercial, East Cotati Corridor (CE)	Transit-Oriented Communities (TOC)
144-320-012	1038 E Cotati Ave	Neighborhood, Low Density (NL)	Transit-Oriented Communities (TOC)

Zoning & Land Use Regulations

The Santero Way Specific Plan area is made up of two separate zoning districts, Transit Oriented Communities District and the Santero Way District. The purpose of the zoning districts and the manner in which they are applied are as follows:

- **Transit-Oriented Communities (TOC)**: The TOC District is applied to all areas appropriate for a variety of higher-density mixed use development types, neighborhood-serving commercial, and light-manufacturing/maker type uses on parcels with frontage on East Cotati Avenue and the northern portion of Santero Way, closest to the train station. The allowable base density range is 25-35 units per acre (25 u/a minimum, 35 u/a maximum) and the allowable Floor Area Ratio (F.A.R.) for commercial development is a minimum of 1.0 and maximum of 3.0.
- **Santero Way (SW)**: The SW District is applied to all areas appropriate for a variety of higher-density residential and mixed-use development types, including multi-family housing, condominiums, and townhomes. The allowable residential density range is 25-35 units per acre (25 u/a minimum, 35 u/a maximim) and the allowable Floor Area Ratio (F.A.R.) for commercial development is a minimum of 1.0 and maximum of 3.0. Commercial uses are limited to neighborhood serving retail and live-work applications associated with a residential development project. Unlike the TOC District, 100% commercial development is not allowed in the SW District. Additionally select allowances for low-intensity industrial land uses are applied to

parcels with existing buildings to facilitate maximum functionality prior to anticipated redevelopment.

The following figure highlights the bifurcation of the Plan Area to support development of the TOC District and SW District. Scenarios in the following section focus on undeveloped parcels within the Plan Area, and consider existing conditions of Santero Way, including residential communities and the community-expressed need to minimize commercial traffic at the terminus of the cul-de-sac.

Figure 18: Proposed Zoning Designation Changes

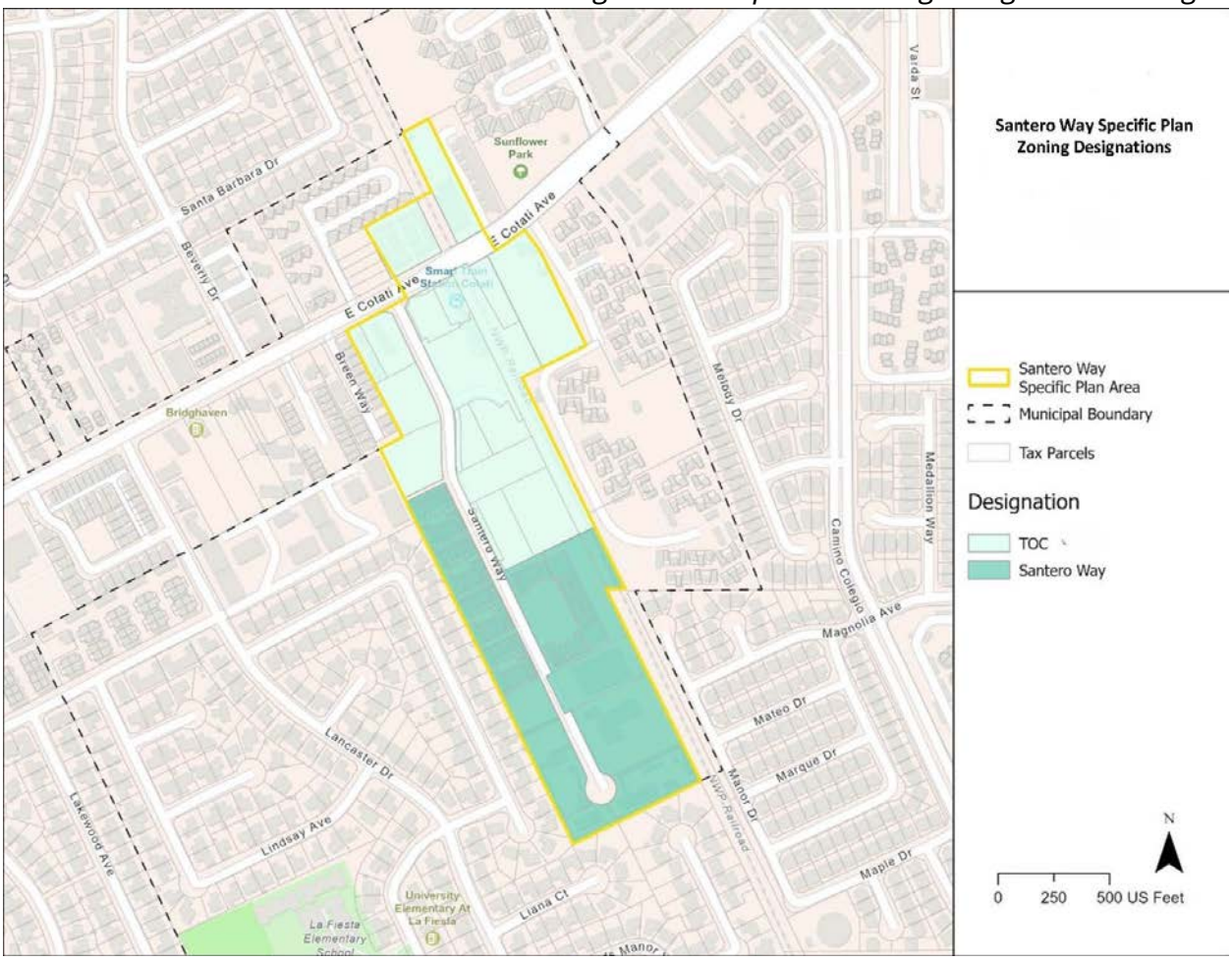
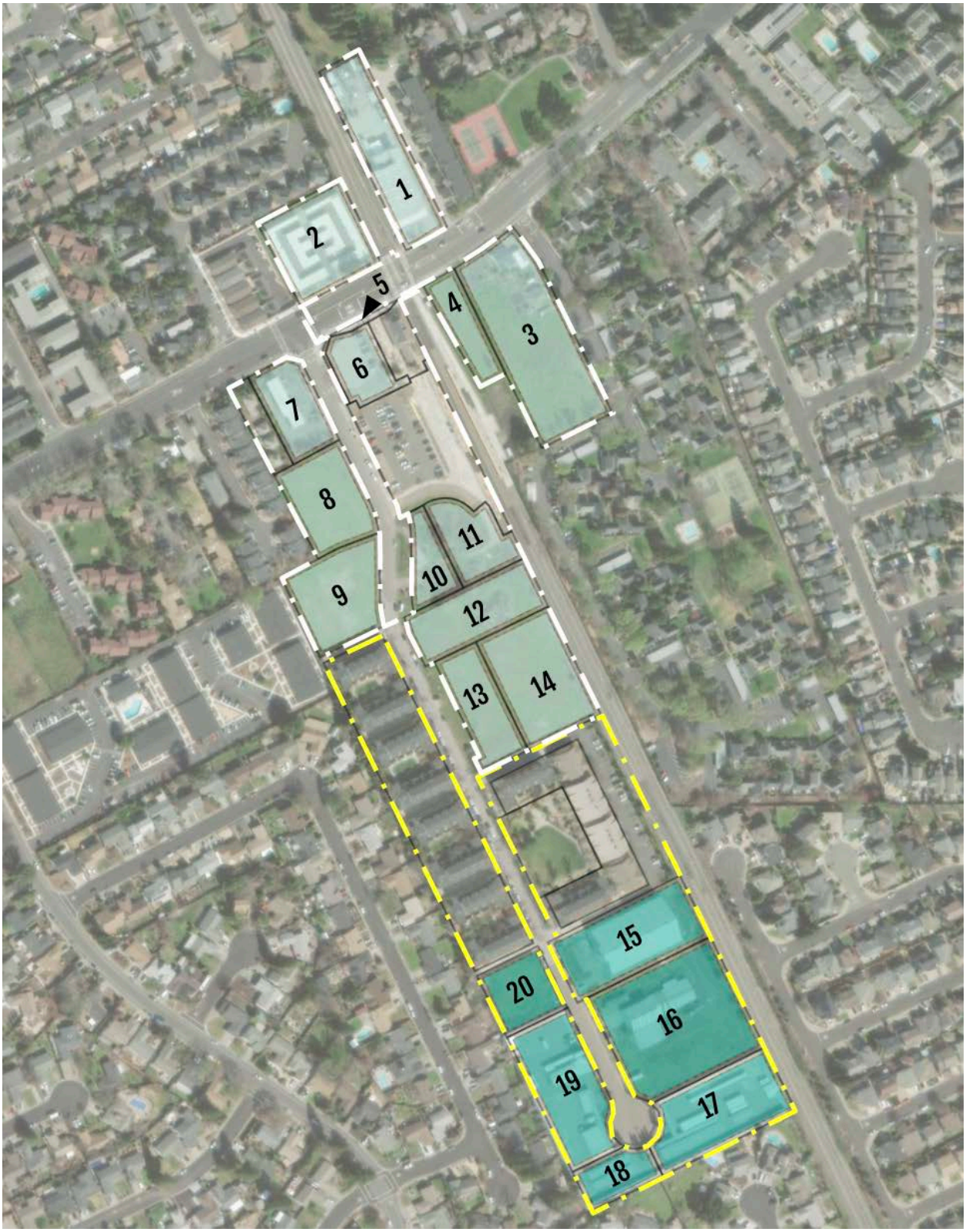


Figure 19: Rezone Parcels in TOC and SW Districts, Santero Way Specific Plan Area



Objective Design Standards

The City has Objective Design Standards that apply to all multifamily residential projects. These standards will be utilized, with amendments identified below as applicable to developments within the Santero Way Specific Plan Area.

CMC Section 17.39.030 will be applied with the following exemptions within the Plan Area. These amendments address input on material standards for the Specific Plan to allow a greater flexibility on style without compromising building quality:

- **Design Features** 17.39.030(B)(1): The Plan Area design will be inclusive of "traditional design features," as required citywide, but a greater variety of contemporary design styles will be allowed on parcels in the TOC District.
- **Roof Standards** 17.39.030(B)(1)(a): The City's Design Standards contain restrictions on flat roofs. Flat roofs will be allowed in the Plan Area for structures of three or more stories, in the instance of functional elements being incorporated within the project design, such as public or private open space, rooftop terraces, or other such features. Rooftop terraces shall be accessible to residents or customers, as applicable, within hours compliant with the City's Noise Ordinance. Other functional flat roof elements not providing access to residents or the public shall be screened using architectural treatments such as mansard roof designs, hip-roofs with a deck, gabled, arched or sloping parapets with coping or other roof designs providing traditional elements.
- **Window Surrounds** 17.39.030(B)(1)(d): Metal window surrounds allowed in the same manner as wood, or 'trim less" designs shall be permissible in the TOC District.
- **Exterior Wall Materials** 17.39.030(B)(1)(f): Allowable materials amended *for parcels along East Cotati Avenue* to include high performance, *LEED-certified* façades including aluminum, glass, steel, concrete, and (non-wood) composite.
- **Ground-Level Porches** 17.39.030(B)(1)(h): Private open space fronting plazas, parks or courtyards will still be required but are not required to be the unit's primary entrance. Stoops can be utilized in place of porches. Ground-level units fronting onto East Cotati Avenue are not required to provide porches. Cantilevered roofs are allowed on porches and stoops.
- **Façade Articulation** 17.39.030(B)(7): Not required on elevations fronting East Cotati Avenue.
- **Roofline Articulation** 17.39.030(C)(3): Not required in Plan Area for projects three stories or greater.
- **Amenities** 17.39.030(D)(1)(c): List of additional usable open space amenities expanded for Plan Area to include commercial use offering food (restaurant, café, or market). *A commercial food operation may count as two amenities*.

- **Screened Parking** 17.39.030(F)(4): Amended to prohibit surface parking lots fronting onto East Cotati Avenue or Santero Way. Tuck-under or screened ground floor parking accessed from the right-of-way is allowed, however parking situated behind the primary structure is encouraged and preferred.

Figure 20: Existing Development, Santero Way Specific Plan Area

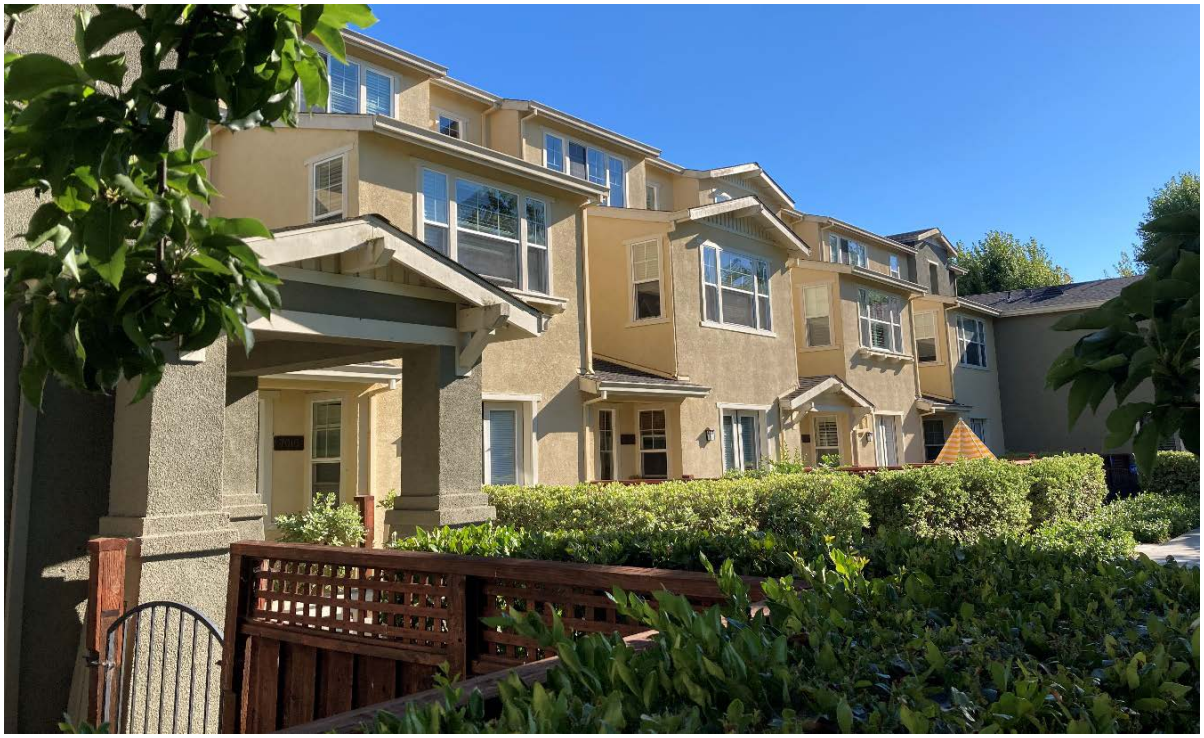
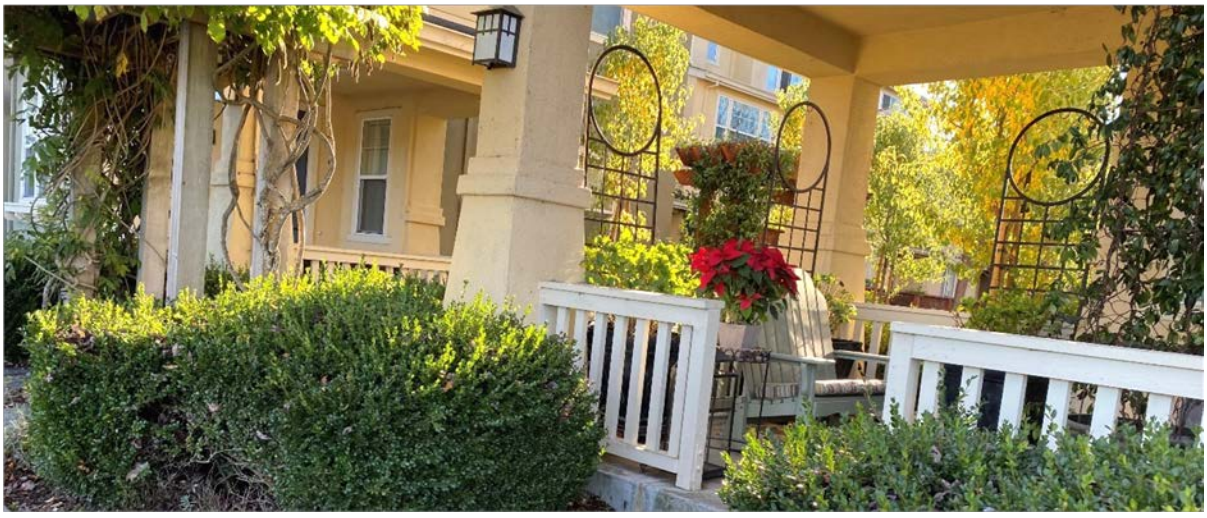


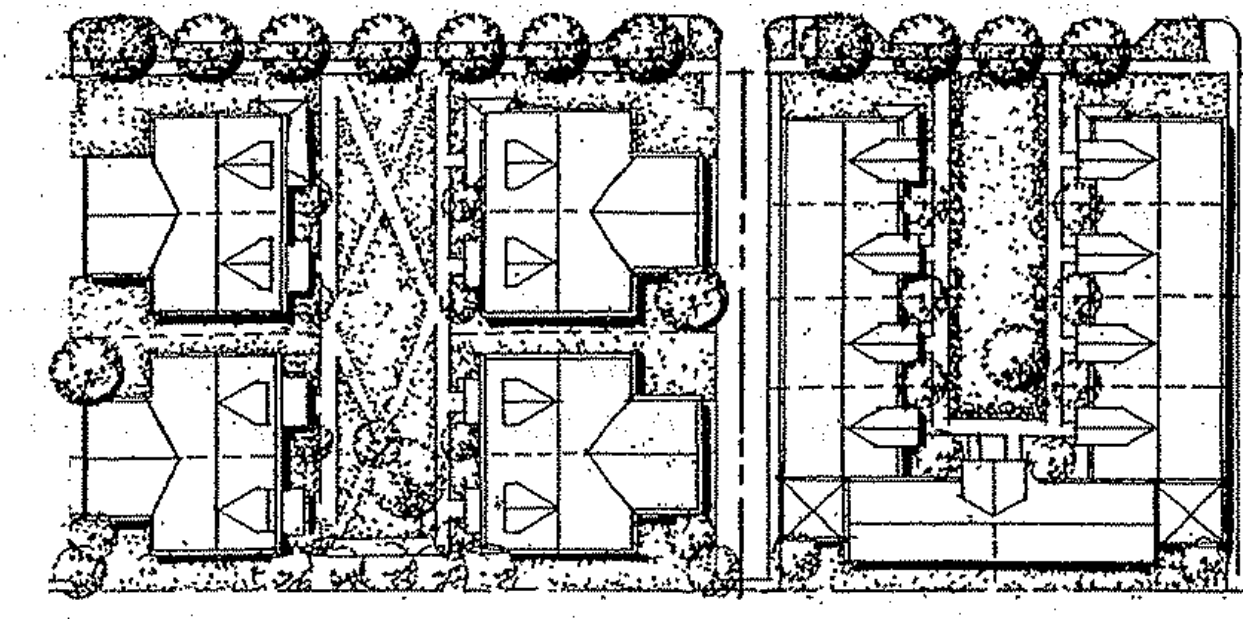
Figure 21: Existing Development, Santero Way Specific Plan Area

Open Space

The original Santero Way Specific Plan included extensive standards for the provision of open space, including courtyards within planned residential developments. The updated Specific Plan primarily defers to the City's standards for the provision of open space, which have evolved considerably since the adoption of the original Plan and establish specific criteria for open space, citywide. Courtyards are one option for developing common open space, as exhibited in the following figure. Public facing plazas and rooftop terraces are another option for the provision of open space, especially in the design of larger, podium-style development.

Figure 22: Courtyards & Open Space






Pétanque Rules

Development Criteria by District

The two zoning districts within the Plan Area set forth the following development criteria.

Table 2: SWSP Zone Standards

Development Standard	SWSP Zone Requirement
Setbacks – See CMC Section 17.30.020 for exceptions.	
Front	0-10 ft.
Side – Interior (each)	10 ft.
Side – Street side	0-10 ft.
Rear	10 ft.
Accessory structures	See CMC Section 17.42.160 (Residential accessory uses and structures)
Building frontage – Building frontage types allowed, design requirements, and allowed encroachments into setbacks. Frontage types are defined in CMC Section 17.24.040.	
Allowed frontage types	Porch, forecourt, stoop, common yard, gallery
Allowed encroachments	See CMC Section 17.30.020(F), Table 3-1
Site coverage – Maximum percentage of site area that may be covered by structures.	
Maximum coverage	75%
Height limit – Maximum allowable height of structures. See CMC Section 17.30.040 for height measurement, and height limit exceptions. See Figure 2-2.	
Main structure	40 ft.

Table 3: TOC Zone Standards

Development Standard	TOC Zone Requirement
Setbacks – See Section 17.30.020 of the CMC for exceptions.	
Front	0-10 ft.
Side – Interior (each)	10 ft. abutting a residential zone, none required otherwise
Side – Street side	0-10 ft.
Rear	20 ft. abutting a residential zone, 10 ft. required otherwise
Accessory structures	See CMC 17.42.160 (Residential accessory uses and structures)
Building frontage – Building frontage types allowed, design requirements, and allowed encroachments into setbacks. Frontage types are defined in Section 17.24.040.	
Allowed frontage types	Porch, forecourt, stoop, shopfront, gallery
Allowed encroachments	See CMC Section 17.30.020(F), Table 3-1
Site coverage – Maximum percentage of site area that may be covered by structures.	
Maximum coverage	100%
Height limit – Maximum allowable height of structures. See CMC Section 17.30.040 for height measurement, and height limit exceptions. See Figure 2-2.	
Main structure	45 ft.; 55 ft. with use permit
Accessory structures	See CMC Section 17.42.020

This chapter describes the existing and planned public facilities and infrastructure in the Plan Area, including wet and dry utilities, solid waste, parks and open space, schools, police and fire, and communications.

Community Assets

The Plan Area includes a variety of public and private community assets to support recreational, retail, and transportation needs.

Sonoma Marin Area Rail Transit (SMART) light rail service at the Cotati Station commenced in August 2017. Adjacent to the SMART station is a publicly owned (SCT) parking lot reserved for park-and-ride uses, protected bicycle lockers, electric vehicle charging, and a ride-share station and pilot bike share, Redwood Bikeshare, operated by Drop Mobility in partnership with the Sonoma County Transportation Authority (SCTA). SMART tracks are abutted by a parallel Class 1 bicycle and pedestrian trail, featuring a specimen albino chimera redwood tree relocated in 2014 to accommodate the arrival of SMART.

Figure 23: Existing Community Asset – Redwood Bikeshare

Figure 24: Existing Community Asset – Bike Parking at Cotati Station

The Cotati Station Depot building is located at the original site of the depot that once served as a stop of the Northwestern Pacific Railroad. The new Depot building is owned by the City of Cotati and has most recently been actively used for pop-up community events in relation to the Specific Plan Update process and regional planning efforts. Community input indicated that utilization and activation of the Depot space is an ongoing priority.

Sunflower Park is a public park directly east of the Plan Area including a tennis court, public restrooms, and an open lawn serving as a small playing field. A privately owned, but publicly accessible neighborhood park is located on the eastern side of Santero Way to serve the neighborhood residents. Additionally, private courtyard open space areas are features of existing developments on Santero Way with barbecue areas, playground equipment, homeowner's association (HOA) bulletin boards, and further amenities to support common space.

Retail assets within the Plan Area are primarily comprised of a sales and fabrication shop providing glass and glazing services, a car wash with self-service and automated options, a self-storage facility and towing company located at the terminus of Santero Way, and an additional self-storage facility located on the north side of East Cotati Avenue.

Figure 25: Existing Community Assets – Station, Depot and Glass Shop

Water

The City owns and operates a public drinking water system consisting of pipelines, wells, pumps, and tanks regulated by the State Water Resources Control Board Division of Drinking Water.

The City's water supply system consists of 30 miles of potable water distribution lines. The City water sources consist of wholesale water purchased from the Sonoma County Water Agency (Sonoma Water). The City has two Sonoma Water turnouts. The City's 2022 average day demand (ADD) was 0.64 mgd with approximately 60 percent from Sonoma Water and 40 percent from City wells. The ADD is defined as the total water delivered over the entire year divided by the number of days in the year.

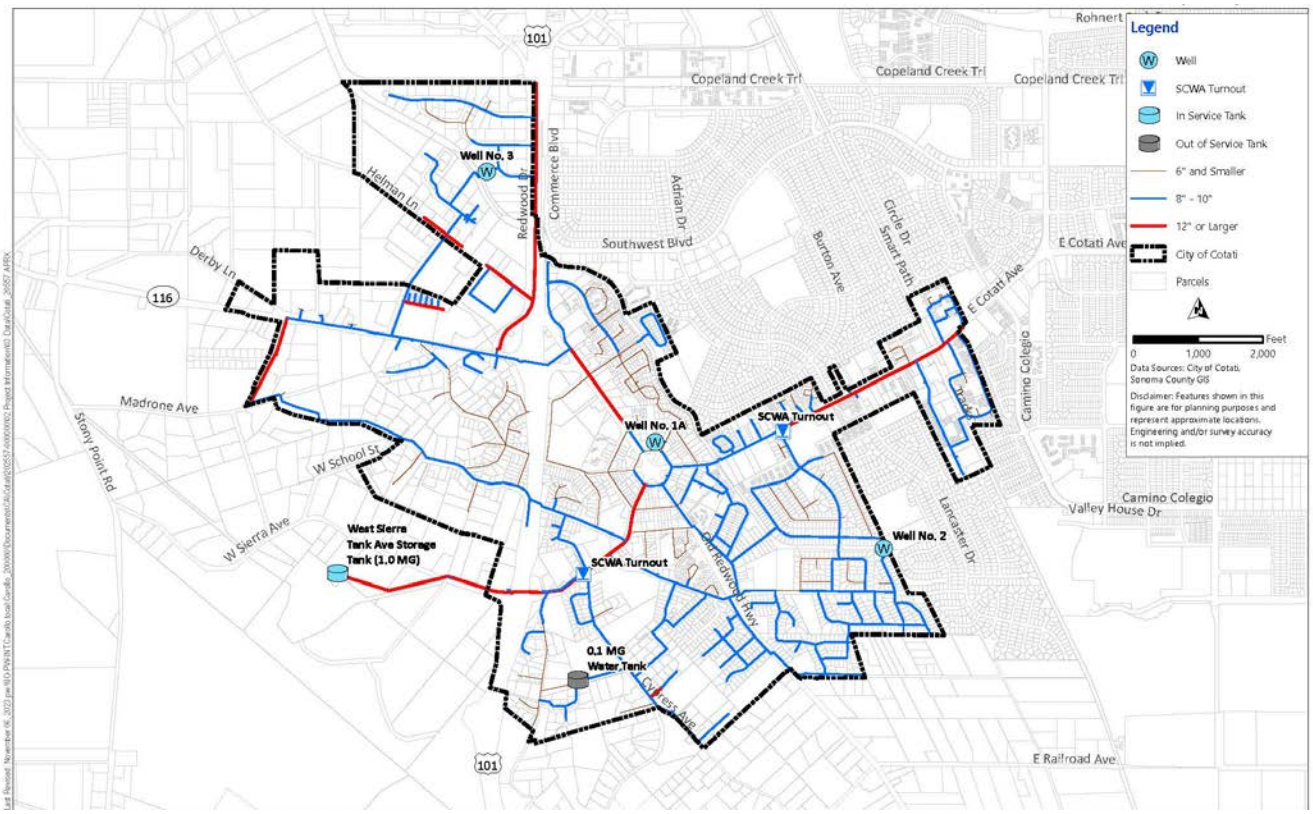
The distribution system includes two City-owned water storage facilities totaling 1.1 million gallons (MG). However, the 100,000-gallon Cypress Tank is currently out of service. Figure 9 illustrates the layout of the City's water distribution system.

The City contracted with Carollo in 2010 to develop a Water Distribution and Sewer Collection System Master Plan (2011 Master Plans). As part of the 2011 Master Plans, Carollo developed a hydraulic model in Innovyze's InfoWater modeling software.

The model was calibrated to flow monitoring data and pressure logger data collected by a consultant and City staff under direction of Carollo. The model was used to evaluate the existing water distribution system capacity and to determine if adequate capacity exists to provide adequate supply and pressure for the water system.

In October 2023, Carollo updated the water distribution hydraulic models to reflect the current systems including recently completed projects and water demands. The revised model did not have any impact on the recommended projects in the 2011 Water Distribution System Master Plan (WDSMP), though some of the projects recommended in the master plan have been implemented and are now reflected in the existing conditions model. In 2024, the model was again updated to reflect the development allowed with the proposed SWSP Update and Water Supply Assessment (WSA).

Figure 26: Water Distribution System, City of Cotati



Wastewater

The City owns and operates a public sewer collection system and sends wastewater to the City of Santa Rosa's Regional Wastewater Treatment Plant for treatment and reuse.

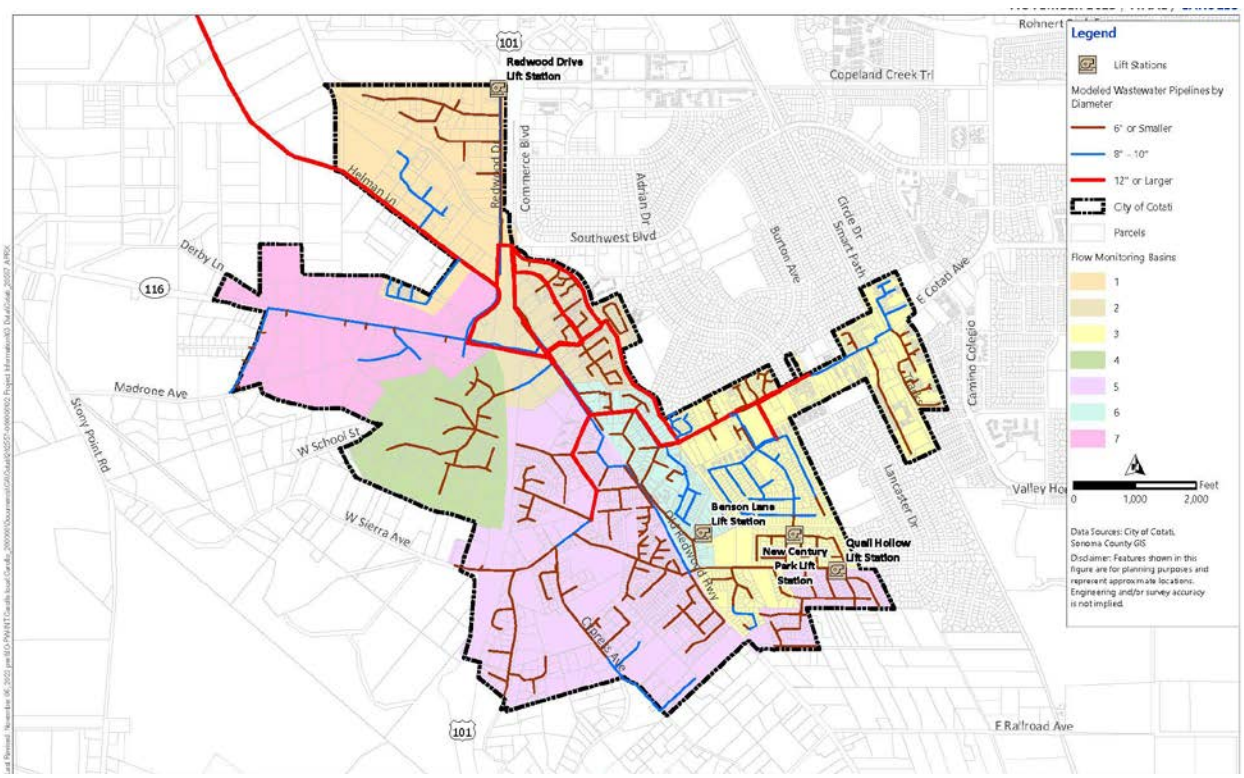
The City's wastewater collection system includes approximately 32 miles of sewer pipeline ranging in diameter from 4 inches to 24 inches, and 4 lift stations. Ultimately, all wastewater flow is conveyed to the City of Santa Rosa's Laguna Wastewater Treatment Plant via the Helman Interceptor. The existing average sewer flow generated within the City's service area is approximately 0.74 million gallons per day (mgd) based on 2023 data. Figure Y shows the existing configuration of the City's wastewater collection system.

As part of the 2011 Master Plans, Carollo developed a hydraulic model in Innovyze's InfoSWMM modeling software. The model was calibrated to flow monitoring data collected by a consultant and City staff under direction of Carollo. The models were used to evaluate the existing collection system's capacity and to determine if the wastewater collection system could convey peak flows that occur during wet weather events.

In 2017, Carollo completed a 2017 Master Plan Update which recommended several improvement projects to address existing and future deficiencies. Since the 2017 Master Plan, projects P-1, P-3, P-4, P8 and P-9 have been constructed. The construction of project P-1 was completed in 2019. Project P-1 includes the installation of a 21-inch diameter gravity main along Old Redwood Highway (starting at Saint Joseph Way), continuing along Highway 116, and finally continuing along Redwood Drive to Helman Lane. Project P-9 (upsize the 6-inch diameter pipeline on Saint Joseph Way to an 8-inch diameter pipeline) was constructed in approximately 2018. The City completed project P-3 (portion in Olof St) and P-8 in 2020 and P-3 (portion in W Sierra Avenue) and P-4 in 2022. The City completed sewer repairs, including laterals in W Sierra Avenue from Cypress Avenue to Water Road in 2022, and is planning to complete repairs to the existing 6-inch sewer in Cypress in Fall/Winter 2023 (no increase to pipe size).

In October 2023 Carollo updated the wastewater collection hydraulic model to reflect the current systems including recently completed projects and wastewater flows. The revised model did not have any impacts on the recommended projects in the 2017 Sewer Collection System Master Plan Update (SCSMP), though some of the projects recommended in the master plan have been implemented and are now reflected in the existing conditions model. In 2024, the model was again updated to reflect the development allowed with the proposed SWSP Update.

Figure 27: Sewer Distribution System, City of Cotati



Solid Waste

Solid waste, recycling, and compost pickup within Cotati is currently provided by Recology.

Energy

As of 2019, Cotati uses 100% renewable electricity through Sonoma Clean Power's EverGreen Program. Sonoma Clean Power is a customer-owned public agency operating in Sonoma and Mendocino Counties.

EV Fueling/Charging Infrastructure

Two EV charging stations (ChargePoint Charging Station) are located in the parking lot of the SMART station.

Stormwater

The City of Cotati has adopted the City of Santa Rosa Low-Impact Development (LID) Technical Design Manual for stormwater management within the City. The goal of LID is to treat and slow runoff from impervious areas created through the development process.

IMPLEMENTATION

This chapter describes the implementation policies, activities and strategies needed to fulfill the vision of the Santero Way Specific Plan. Implementation of the Specific Plan will require a comprehensive approach that includes private sector development, City actions and resources, and coordination with partners and stakeholders such as SMART, Sonoma County Transit, the City of Rohnert Park, property owners, and community members. Development standards in the Specific Plan will guide future investment, with larger residential and non-residential projects providing public benefits, and all developments contributing their fair share to district-wide improvements. Together, these projects will incrementally transform the Plan Area into a more vibrant, successful, and transit-oriented area.

Implementation Policies

SWSP Policy 1.1: Cotati Station Depot. Seek public and private partners to use and program the Cotati Depot building and surrounding public plazas, to facilitate cultural and community events occurring within the Plan Area and spur economic development.

SWSP Policy 2.1: Mobility Hubs. Implement MTC Mobility Hub features and framework to improve and enhance transit use and expand amenities throughout the Plan Area, and beyond.

SWSP Policy 3.1: Public Parking Lots. City of Cotati shall partner with Sonoma County Transit to pursue ownership of the parking lot at 6050 Santero Way (APN 144-320-027) to streamline government oversight of SWSP public resources.

SWSP Policy 4.1: Public Street Parking. Public and Private projects shall seek to maximize the amount of public street parking available within the Plan Area to ensure the long-term viability of the SMART and SCT transit services and reduce impacts on residents.

SWSP Policy 5.1: Connected Development. Public and Private development projects shall seek to increase and improve regional connectivity through expanded access to the (regional) circulation and transit network.

SWSP Policy 6.1: Emergency Access & Evacuation. Ensure adequate emergency vehicle access (EVA) and evacuation routes are provided throughout the Plan Area, including an EVA connection to Breen Way across APN 144-302-048.

SWSP Policy 7.1: Curb Demand Management. Each new development shall anticipate the need for shared curb use and facilitate this use through enhanced infrastructure design, such as curb extensions. Potential curb users include transit riders, rideshare pick-up/drop-off, delivery vehicle loading/unloading, bicycle parking, electric vehicle charging, etc.

SWSP Policy 8.1: Parking Management. Parking Management Plans are required for all projects to ensure alignment with parking policies and support neighborhood needs.

SWSP Policy 9.1: Carshare for Residential Development. Private development projects shall provide access to car share services or other alternative transportation options when less than one parking space per residential unit is provided within the development project.

SWSP Policy 10.1: Access to Adjacent Sites. The City may require vehicle and pedestrian connections to adjacent properties to provide for convenient, safe, and efficient circulation. Where provided, a joint access agreement and/or easement running with the land shall be recorded by the owners of the affected properties, as approved by the Community Development Director, to guarantee the continued availability of the shared access between the properties.

SWSP Policy 11.1: Accessibility. Curb extensions shall be installed to facilitate pedestrian crossings, announce entry onto Santero Way through the creation of a "gateway" design feature and provide traffic calming as needed throughout the Plan Area.

Figure 28: City-Owned Lot at Cotati Depot

Implementation Actions & Programs

This section outlines the implementation actions and programs necessary to achieve the vision of the Santero Way Specific Plan. The actions listed in Table 4 are categorized by timeframe—short-term, medium-term, and ongoing—and specify the party responsible for implementation. The timing of various actions may overlap or shift depending on the pace of development and the availability of funding, and these timeframes may need to be adjusted over time. Given that much of the development in the Santero Way area will be opportunistic and influenced by market forces, the precise timing of many implementation actions will depend on future development activities.

Table 4: Implementation Actions & Programs

Implementation Action	Description	Parties Involved
Short-Term Actions		
General Plan Amendments	Amend General Plan Santero Way Land Use classification to increase existing housing density.	Community Development
Zoning Map & Zoning Text Amendments	Amend the City's zoning map to reflect adoption of this Specific Plan. Amend the Zoning Ordinance to include the TOC Zone and updates to the SW Zone.	Community Development
Medium-Term Actions		
Evacuation and Emergency Vehicle Access	Work with private property owners and public agencies to establish a secondary access point into the Plan Area to provide evacuation and emergency vehicle access.	Community Development, Rohnert Park, SMART, Private Property Owners
Public Parking Strategy	Explore the feasibility of expanding public parking at the SMART Station through the development of expanded parking facilities on land owned by public agencies. Work with private developers to incorporate Parking Management Plans into each of their development projects.	Community Development, Sonoma County Transit, Public Works, Private Developers and Land Owners
Ongoing Actions		
SMART Coordination	Coordination with the Sonoma-Marin Area Rail Transit (SMART) for development of an Emergency Vehicular Access (EVA) crossing and expanded access to the SMART Class 1 pathway.	Community Development, Fire, Public Works, SMART, Private Property Owners, City of Rohnert Park
Rohnert Park Coordination	Coordination with the City of Rohnert Park and any other applicable transportation agencies associated with improvements to East Cotati	Community Development, City of Rohnert Park

	Avenue and improved connections to the regional serving bicycle and pedestrian circulation network.	
Public Benefits List	Maintain and update a prioritized list of priority public benefits projects or improvements in anticipation of future development applications.	Community Development, Public Works
Maintenance and Repair	Regularly identify, report, and repair broken or vandalized property, facilities, and public spaces in the Plan Area.	Community members, Public Works, Private Property Owners and Residents
Housing Opportunity Sites	Supporting the development of Plan Area parcels included in the Sites Inventory of the City's adopted Housing Element.	Community Development
Inclusionary Housing	Encourage new market-rate housing in the Plan Area to meet the City's inclusionary housing requirements.	Community Development
Diversity, Equity and Inclusion	Promote an integrated community with equitable access to transportation, infrastructure, housing and services.	Community Development, SMART
Mobility Hub	Enhance access to the Plan Area and SMART Station through first and last mile connections offering access to multiple travel options.	Community Development, SMART, Rohnert Park, and local Transit Agencies

Infrastructure Capital Improvements

Development of the Santero Way Specific Plan Area will necessitate capital improvements to critical infrastructure, including but not limited to projects for water, sewer, wastewater collection and treatment, reclaimed water, and street and public space improvements.

The following key projects are to be considered in the implementation of the Specific Plan and in the City's ongoing prioritization of citywide Capital Improvement Plan (CIP) projects:

- Sewer lines within Santero Way are inadequate to support the scale of development anticipated by the Specific Plan. Lines are currently 6" and will need to be expanded to 8-10" to support the flow of effluent for treatment downstream.
- Water is a critical resource for all development types, and buildings with sprinkler systems may require pressure booster pumps to ensure effective deployment in the event of an emergency.
- Circulation requirements are to be enforced to support fire access, established in project planning and through the future emergency vehicle access (EVA) planned to connect Santero Way with Breen Way.
- Bicycle and pedestrian connections will be supported in accordance with the City's Active Transportation Plan (ATP), MTC's Mobility Hub framework, and public safety to continue to support multimodal station access.

Figure 29: Site of Planned Emergency Vehicle Access (EVA) Route

Funding and Financing Strategy

A variety of potential funding sources and mechanisms exist to support the implementation of the improvements detailed in the Santero Way Specific Plan. Often, it is necessary to combine multiple funding sources to fully finance specific projects, as illustrated in Table 5. This section outlines these funding sources and mechanisms, along with their possible applications within the Plan Area.

Although the terms "funding" and "financing" are frequently used interchangeably, they have distinct meanings. "Funding" generally refers to a revenue stream, such as a tax, fee, or grant, that is used to cover the cost of an improvement. Some funding sources, like impact fees, involve one-time payments, whereas others, like assessments, require ongoing payments. "Financing," in contrast, involves borrowing against anticipated future revenues by issuing bonds or other debt instruments, which are repaid over time through taxes or fees. This strategy allows agencies to fund infrastructure projects before the full amount of revenue required is available.

Improvements in the Plan Area can be funded from several sources, including contributions from developers (both mandatory and negotiated), City resources, grants, and potentially new district-based "value capture" mechanisms. The main categories of funding sources and their examples are described below.

- **City resources** including the General Fund and Capital Improvement Program (CIP).
- **Developer contributions** established by development standards, CEQA mitigations, impact fees, in-lieu fees, and negotiated development agreements.
- **Outside sources** including regional, state, and federal grant programs, and user and service fees charged for the use of public infrastructure and/or services.
- **District-based tools** to finance improvements through bond revenues.

Figure 30: Vacant Land on Santero Way

Table 5: Summary of Major District-Based & Grant-Based Value Capture Tools

Funding Tool	Description	Uses	Considerations
Enhanced Infrastructure Financing District (EIFD)	Diverts a portion of future General Fund property tax revenues generated within the district to help fund infrastructure projects.	Infrastructure improvements, development of public facilities, affordable housing development.	Formation does not require a local vote, but bond issuance requires a vote of 55 percent of landowners by area if there are fewer than 12 registered voters residing in the district. Does not cost individual property owners additional fees and taxes. Does not divert revenues from schools. Reduces future General Fund revenues by restricting use of the district's future property tax revenue growth. Does not typically generate significant additional revenue above what the City already receives.
Infill Infrastructure Grant (IIG)	Financial assistance for Capital Improvement Projects that are an integral part of, or necessary to facilitate housing development.	Infrastructure, factory-built housing components, and adaptive reuse.	Non-profit or for-profit developers of a qualifying infill project are eligible applicants for the Infill Infrastructure Grant. Jurisdictions typically provide technical assistance to support the application, but are not the lead applicant for the grant.
One Bay Area Grant Program (OBAG)	Financial assistance for project investments in Priority Development Areas (PDAs).	Infrastructure.	Securing funds will require compliance with Transit-Oriented Communities (TOC) policies by 2026. The Plan facilitates TOC compliance and supports access to OBAG funds.
Prohousing Incentive Program (PIP)	Financial assistance for housing production and preservation.	Housing production, preservation, and protection.	Securing funds requires Prohousing Designation. The City is collaborating with regional technical assistance providers to ensure timely access to upcoming Notices of Funding Availability (NOFAs).
Affordable Housing Sustainable Communities (AHSC) Grant Funds	Grant and/or loan funding for projects that implement land-use, housing, transportation projects that reduce greenhouse gas (GHG) emissions.	Infrastructure improvements, development of sustainable transportation infrastructure and amenities, affordable housing development.	The AHSC Program identifies three eligible Project Area Types: • Transit Oriented Development (TOD) Project Areas, • Integrated Connectivity Project (ICP) Project Areas, or • Rural Innovation Project Areas (RIPA) Funds allocated through a competitive NOFA process to projects that achieve GHG emission reductions and benefit Disadvantaged Communities, Low Income Communities and Low Income Households.