

Downtown Addition Specific Plan

City of King, California



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Downtown Addition Specific Plan

City of King, California

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Table of Contents

1. Introduction

1.1	Introduction to the Specific Plan	1-1
1.2	The Specific Plan Area	1-1
1.3	King City’s Urban Heritage	1-3
1.4	Relationship to the City of King General Plan	1-5
1.5	Plan Preparation Process	1-6
1.6	Organization of the Specific Plan	1-7
1.7	Overview of Existing Conditions	1-8
1.8	Land Use Goals, Policies and Programs	1-11

2. Form and Character

2.1	Introduction	2-1
2.2	The Downtown Addition Plan	2-1

3. Regulating Code

3.1	Purpose and Applicability	3-1
3.2	Regulating Plan and Zones	3-2
3.3	Land Use Regulations	3-13
3.4	Urban Standards	3-17
3.5	Frontage Type Standards	3-27
3.6	Building Type Standards	3-37
3.7	Architectural Standards	3-69
3.8	Thoroughfare Standards	3-159
3.9	Landscape Standards	3-181
3.10	Parking Standards	3-211
3.11	Services and Utilities Standards	3-217
3.12	Fence Standards	3-221

4. Infrastructure and Public Services

4.1	Introduction	4-1
4.2	Water Supply	4-1
4.3	Wastewater Disposal	4-2
4.4	Storm Drainage and Grading	4-5
4.5	Schools	4-6
4.6	Emergency Services	4-8
4.7	Energy (including Solid Waste)	4-8
4.8	Infrastructure Goals, Policies, and Programs	4-8

5. Implementation

5.1	Introduction	5-1
5.2	Specific Plan Regulatory Approach	5-1
5.3	Implementation Schedule	5-1
5.4	Infrastructure and Public Facilities	5-3
5.5	Financing Plan	5-5
5.6	Methods and Procedures for Implementation	5-6
5.7	Specific Plan Approvals, Amendments and Changes	5-6
5.8	Tentative and Final Subdivision Maps	5-7

Appendices

A.	Regulating Code Glossary
B.	General Plan Consistency Review
C.	Inclusionary Housing Program Outline and Framework
D.	Master Developer Design Review
E.	Building Height and Architectural Styles
F.	Off-Site Street Sections
G.	Fiscal Impact Analysis
H.	Adopting Resolutions and Ordinances
I.	Mitigation Monitoring and Reporting Program (MMRP)
J.	Precise Description of Specific Plan Area Boundary

Figures

Figure 1-1:	Regional Location Plan	1-1
Figure 1-2:	Specific Plan Area Location within King City	1-1
Figure 1-3:	1908 Spreckels Addition Tract Map	1-2
Figure 1-4:	Birdseye View of King City	1-2
Figure 1-5:	1908 Tract Map of King City	1-3
Figure 1-6:	Historical Illustration: 1895 Burbank & Devendorf Subdivision Map	1-4
Figure 1-7:	Historical Downtown King City Street Scenes	1-4
Figure 1-8:	Historical Photo of Broadway Street	1-5
Figure 1-9:	Specific Plan Requirements	1-5
Figure 1-10:	April 2005 Charrette	1-6
Figure 1-11:	San Lorenzo Creek in the Downtown Addition	1-9
Figure 1-12:	Historic Broadway Street Theater in King City	1-11
Figure 2-1:	Broadway Square - Illustrative Plan Detail	2-2
Figure 2-2:	Illustrative Broadway Street Elevation	2-2
Figure 2-3:	Rendering of Broadway Street	2-3
Figure 2-4:	Renderings of Broadway Square	2-4
Figure 2-5:	The Rosewalk - Illustrative Plan Detail	2-5
Figure 2-6:	Rendering of the Rosewalk	2-5
Figure 2-7:	San Lorenzo Creek Edge - Illustrative Plan Detail	2-5
Figure 2-8:	San Lorenzo Creek Edge - Typical Block Detail	2-6
Figure 2-9:	Rendering of the San Lorenzo Creek Linear Park	2-6
Figure 3-1:	Downtown Addition Regulating Plan	3-3
Figure 3-2:	Regulating Plan - Courthouse Plan Option A	3-5
Figure 3-3:	Regulating Plan - Courthouse Plan Option B	3-6
Figure 3-4:	Schematic Courthouse Site Plan	3-6
Figure 3-5:	Special Address Overlay A: Neighborhood Center	3-7
Figure 3-6:	Special Address Overlay B: Broadway	3-8
Figure 3-7:	Corner Emphasis and Terminated Vista Locations	3-9
Figure 3-8:	Neighborhood Center Corner Emphasis - Illustrative Examples	3-10
Figure 3-9:	Residential Corner Emphasis - Illustrative Examples	3-11
Figure 3-10:	Terminated Vista - Illustrative Examples	3-12
Figure 3-11:	Vertical Configuration of Materials	3-6
Figure 3-12:	Visible Support of Projecting Elements	3-6
Figure 3-13:	Bay Window	3-70
Figure 3-14:	Ogee Gutter Detail	3-71
Figure 3-15:	Window Configurations	3-71
Figure 3-16:	Typical Window Detail	3-71
Figure 3-17:	Shopfront Assembly	3-72
Figure 3-18:	Storefront Configurations	3-72
Figure 3-19:	Examples of Signs	3-75

Table of Contents

Figure 3-20:	Existing King City Neighborhood Streets.	3-157	Figure 3-74:	Typical Parking Lot/Street Interface B.	3-213
Figure 3-21:	Thoroughfare Type Diagram	3-158	Figure 3-75:	Typical Parking Lot/Street Interface C.	3-213
Figure 3-22:	Broadway 1 (West of Jayne) - Typical Section	3-159	Figure 3-76:	Typical Parking Lot/Alley Interface.	3-213
Figure 3-23:	Broadway Square - Typical Section	3-160	Figure 3-77:	Garage Setback without Parking.	3-214
Figure 3-24:	Broadway 2 (East of Chestnut) - Typical Section	3-161	Figure 3-78:	Garage Setback with Parking	3-214
Figure 3-25:	Oak Avenue (San Antonio Extension) - Typical Section	3-162	Figure 3-79:	Typical Utilities Configuration - Residential Properties with Alley Access	3-215
Figure 3-26:	Oak Avenue (San Antonio Extension) - Potential Future Buildout, 2-Lane Section	3-163	Figure 3-80:	Typical Utilities Configuration - Commercial and Mixed-Use Properties with Alley Access.	3-215
Figure 3-27:	Oak Avenue (San Antonio Extension) - Potential Future Buildout, 4-Lane Section	3-163	Figure 3-81:	Typical Utilities Configuration - Residential Properties without Alley Access	3-216
Figure 3-28:	Pearl Street - Typical Section	3-164	Figure 3-82:	Examples of Appropriate Utility Placement	3-217
Figure 3-29:	Chestnut Avenue, Jayne Street, and Palm Avenue and Metz Road/Ellis Street - Typical Section	3-167	Figure 3-83:	Examples of Inappropriate Utility Placement	3-217
Figure 3-30:	Neighborhood Street 1 - Typical Section	3-166	Figure 3-84:	Examples of Appropriate Standpipe Connections	3-218
Figure 3-31:	Neighborhood Street 2 - Typical Section	3-167	Figure 3-85:	Examples of Inappropriately Located Double Detector Check Valves	3-218
Figure 3-32:	Creekfront Drive - Typical Section	3-168	Figure 3-86:	Fence Types and Locations	3-219
Figure 3-33:	Lyons Street - Typical Section	3-169	Figure 3-87:	Examples of Fence Types.	3-220
Figure 3-34:	Alley - Typical Section.	3-170	Figure 4-1:	Domestic Water System Schematic Layout	4-1
Figure 3-35:	Paseo - Typical Section	3-171	Figure 4-2:	Sewer System Schematic Layout	4-3
Figure 3-36:	Trail 1 - Typical Section	3-171	Figure 4-3:	Storm Drain System Schematic Layout	4-4
Figure 3-37:	Trail 2 - Typical Section	3-171	Figure 4-4:	Conceptual Grading Plan.	4-5
Figure 3-38:	Conceptual Traffic Calming - Street Level View	3-172	Figure 4-5:	Public Services and Civic Uses	4-7
Figure 3-39:	Conceptual Traffic Calming and Pedestrian Network Diagram	3-173	Figure 5-1:	Downtown Addition Phasing Guide.	5-2
Figure 3-40:	Conceptual Traffic Calming - Plan View.	3-173	Figure E:	Typical Building Cross Sections by Zone	E-2
Figure 3-41:	Conceptual Traffic Calming - Birdseye View	3-173	Figure F-1:	First Street (between Bitterwater Road and Pearl Street) - Typical Section	F-1
Figure 3-42:	Typical Street Light Fixture	3-175	Figure F-2:	Bitterwater Road (between Metz Road and Oak Avenue) - Typical Section	F-2
Figure 3-43:	Typical Street Light Configurations	3-175	Figure F-3:	Broadway Street Crossing (between First Street and the Downtown Addition Boundary) - Typical Section	F-3
Figure 3-44:	Typical Mailboxes	3-176	Figure F-4:	Pearl Street Crossing (between First Street and the Downtown Addition Boundary) - Typical Section	F-3
Figure 3-45:	Typical Street Signs	3-177			
Figure 3-46:	Street Tree Plan	3-181			
Figure 3-47:	Open Space Schematic Plan.	3-187			
Figure 3-48:	Bitterwater Greenway Illustrative Detail	3-188			
Figure 3-49:	Typical Schematic Bitterwater Greenway Section	3-188			
Figure 3-50:	Neighborhood Park Illustrative Detail.	3-189			
Figure 3-51:	Mid-Block Common Areas Illustrative Detail	3-190			
Figure 3-52:	Mid-Block Common Areas Illustrative Detail	3-191			
Figure 3-53:	Chestnut Green Illustrative Detail	3-192			
Figure 3-54:	Rosewalk Illustrative Detail	3-192			
Figure 3-55:	Broadway Square Illustrative Detail	3-193			
Figure 3-56:	Mid-Block Common Area and Corner Plaza Illustrative Detail	3-194			
Figure 3-57:	Paseo Illustrative Detail.	3-194			
Figure 3-58:	Community Park Illustrative Detail.	3-195			
Figure 3-59:	San Lorenzo Creek Linear Park Illustrative Detail.	3-196			
Figure 3-60:	Water Quality Filtration Area Illustrative Detail	3-197			
Figure 3-61:	Public Realm Plan	3-200			
Figure 3-62:	Landscape Hydrology Plan	3-203			
Figure 3-63:	Range of Infiltration Options	3-204			
Figure 3-64:	Effective Curb Options for Infiltration	3-204			
Figure 3-65:	Typical Parkway Bioretention	3-205			
Figure 3-66:	Storm Drain Filter Systems.	3-205			
Figure 3-67:	Typical Lot Level Stormwater Management	3-206			
Figure 3-68:	Alley - Hydrology Section	3-207			
Figure 3-69:	Neighborhood Center 'Park Once' District	3-209			
Figure 3-70:	Parking Convenience and Duration	3-210			
Figure 3-71:	Neighborhood Center Parking Lot Overlay	3-211			
Figure 3-72:	Parking Lot Configuration	3-212			
Figure 3-73:	Typical Parking Lot/Street Interface A.	3-212			

Tables

Table 1-1:	Demographic Information	1-8
Table 2-1:	Land Use Summary.	2-1
Table 3-1:	Architectural Styles Allowed by Zone	3-8
Table 3-2:	Allowed Land Uses and Permit Requirements.. . . .	3-15
Table 3-3:	Primary Building Setback Overview	3-17
Table 3-4:	Frontage Types Allowed by Zone	3-27
Table 3-5:	Overview of Allowed Building Types.	3-37
Table 3-6:	Building Types Allowed by Zone	3-37
Table 3-7:	Sign Standards.	3-74
Table 3-8:	Thoroughfare Types by Street Classification	3-158
Table 3-9:	Street Light Standards.	3-176
Table 3-10:	Parking Requirements	3-210
Table 3-11:	Minimum Parking Lot Dimensions	3-212
Table 4-1:	Domestic Wastewater Generation	4-2
Table 4-2:	Student Generation - Maximum Density	4-6
Table 5-1:	Downtown Addition Phasing - Maximum Development Scenario.	5-3
Table 5-2:	Summary of On-Site Infrastructure Improvements.	5-3
Table 5-3:	Estimated Project Development Fee Revenue - Maximum Density	5-4
Table 5-4:	Entitlement and Decision Making Process	5-8
Table E:	Building Height and Architectural Style	E-1

1. Introduction

1.1 Introduction to the Specific Plan

1.1 Introduction to the Specific Plan

The City of King is located at the southern end of the Salinas Valley in Monterey County (Figure 1-1) and has a long history in agricultural production. Although it has grown significantly since its incorporation in 1911, King City retains a rural, small town charm with a compact town form and strong sense of community.

The King City Downtown Addition is a proposed new mixed-use neighborhood, located immediately adjacent to the eastern edge of the downtown, across the Union Pacific Railroad right-of-way (Figure 1-2). The Downtown Addition provides King City with a variety of housing options and business opportunities that, by connecting to the historic downtown and extending the City's existing street network and neighborhood fabric, stimulate downtown commercial activity. The planning and design of the Downtown Addition is based on the existing urban pattern and architectural heritage of King City, and the best of Monterey County's town-building heritage, so to ensure that King City's distinct character is preserved and enhanced.

This Specific Plan includes comprehensive development standards and implementation measures to ensure the creation of a vibrant, livable community with readily accessible amenities and attractive streetscapes and public places.

In addition, a continuous corridor of dedicated public open space is provided along San Lorenzo Creek to help balance the requirements of a new urbanized area with the need to protect wildlife habitat, provide recreational opportunities, and buffer neighboring agricultural activities.

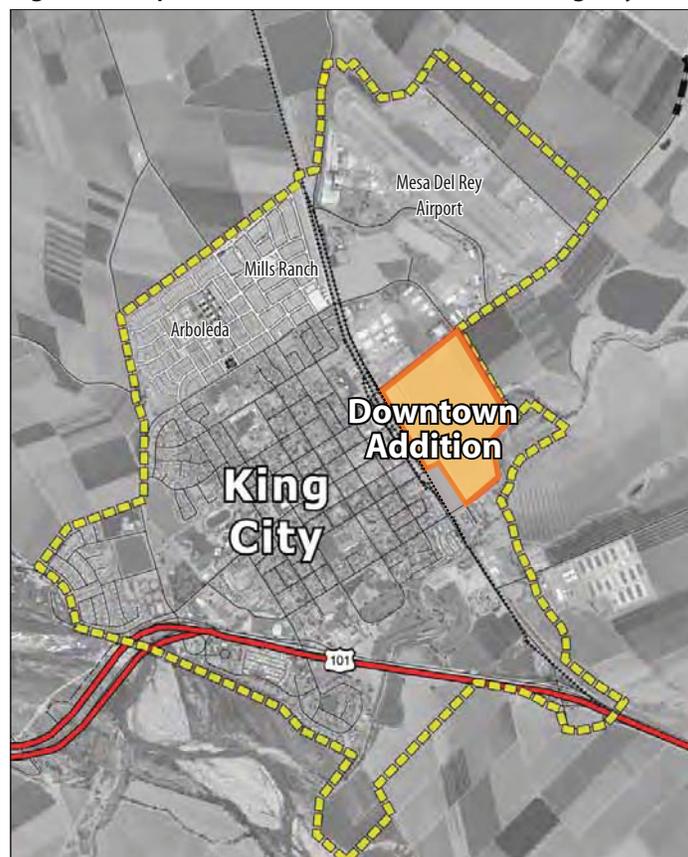
1.2 The Specific Plan Area

The Downtown Addition Specific Plan covers an area of about 110 acres within the City limits on the eastern end of downtown. Most of the Specific Plan area was subdivided into a grid pattern of streets, city blocks and hundreds of residential lots in May 11, 1908, by the recording of the "Map of the Spreckels Sugar Company's Addition to King City" (Figure 1-3). The site is identified as the Smith-Hobson Property in the General Plan and is bounded by the Union Pacific Railroad to the west, Bitterwater Road to the north, San Lorenzo Creek to the southeast, and agriculture fields to the northeast (Figure 1-4).

Figure 1-1: Regional Location Map



Figure 1-2: Specific Plan Area Location within King City



1. Introduction

1.2 The Specific Plan Area

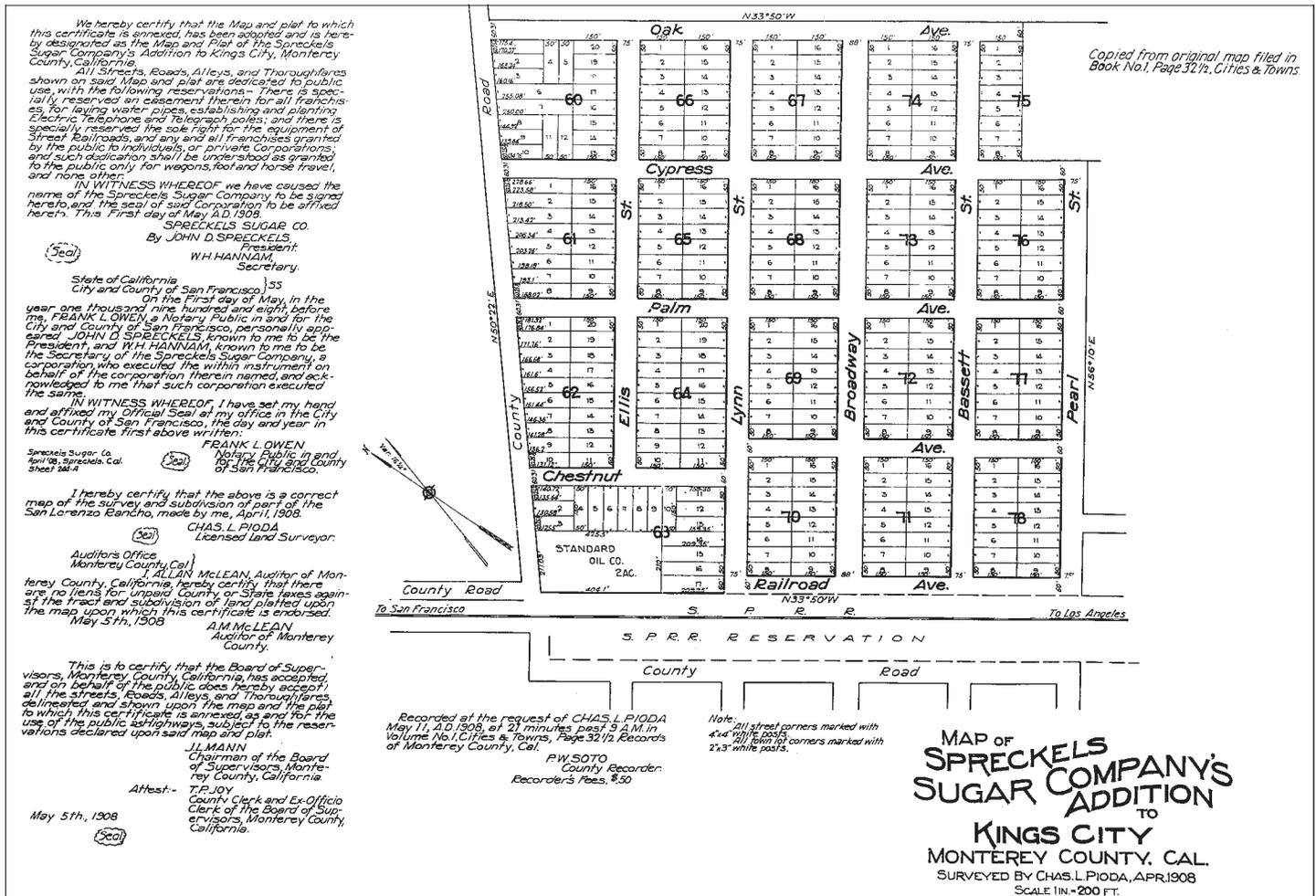
The Specific Plan area is in the former King City Redevelopment Project Area. The overall goal of the King City Redevelopment Project Area was is to alleviate conditions within the downtown that are impediments to the full and beneficial use of properties and buildings. Among the many important tools available to the Community Development Agency in accomplishing this task is the use of tax increment financing to help pay for revitalization efforts. The Downtown Addition Specific Plan will help the City meet this goal by encouraging private investment and promoting a stable and prosperous local economy.

Figure 1-4: Birdseye View of King City



This birdseye view is looking west and shows the Specific Plan area in the foreground, abutting San Lorenzo Creek, the railroad right-of-way, Bitterwater Road, and agriculture fields.

Figure 1-3: 1908 Spreckels Addition Tract Map



The 1908 Spreckels Addition tract map was the basis for the Downtown Addition Specific Plan.

1. Introduction

1.3 King City's Urban Heritage

The historic development pattern of King City has a number of very interesting and locally appropriate characteristics, as shown on the 1908 Tract map (Figure 1-5) and the historical illustration of 1895 (Figure 1-6). Historical photographs (Figures 1-7 and 1-8) provide additional information about the types of buildings for which the subdivision pattern was intended. The characteristics of this simple pattern of blocks and buildings include:

- The blocks are relatively deep, providing ample room for mid-block service access, parking, storage, or gardens;
- The downtown blocks have east-west orientation, which provides north and south exposures to building facades for solar access and light, while turning their longer and often windowless side walls to the glare and heat of morning and afternoon sun;

Figure 1-7: Historical Downtown King City Street Scenes

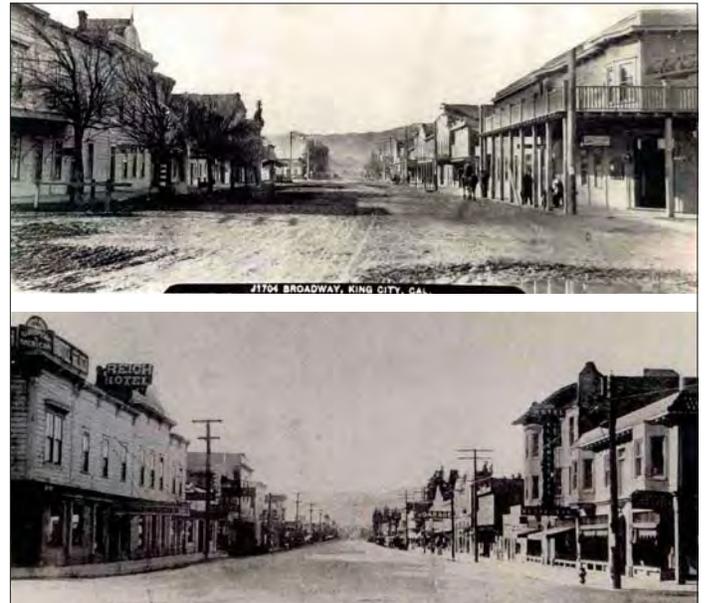
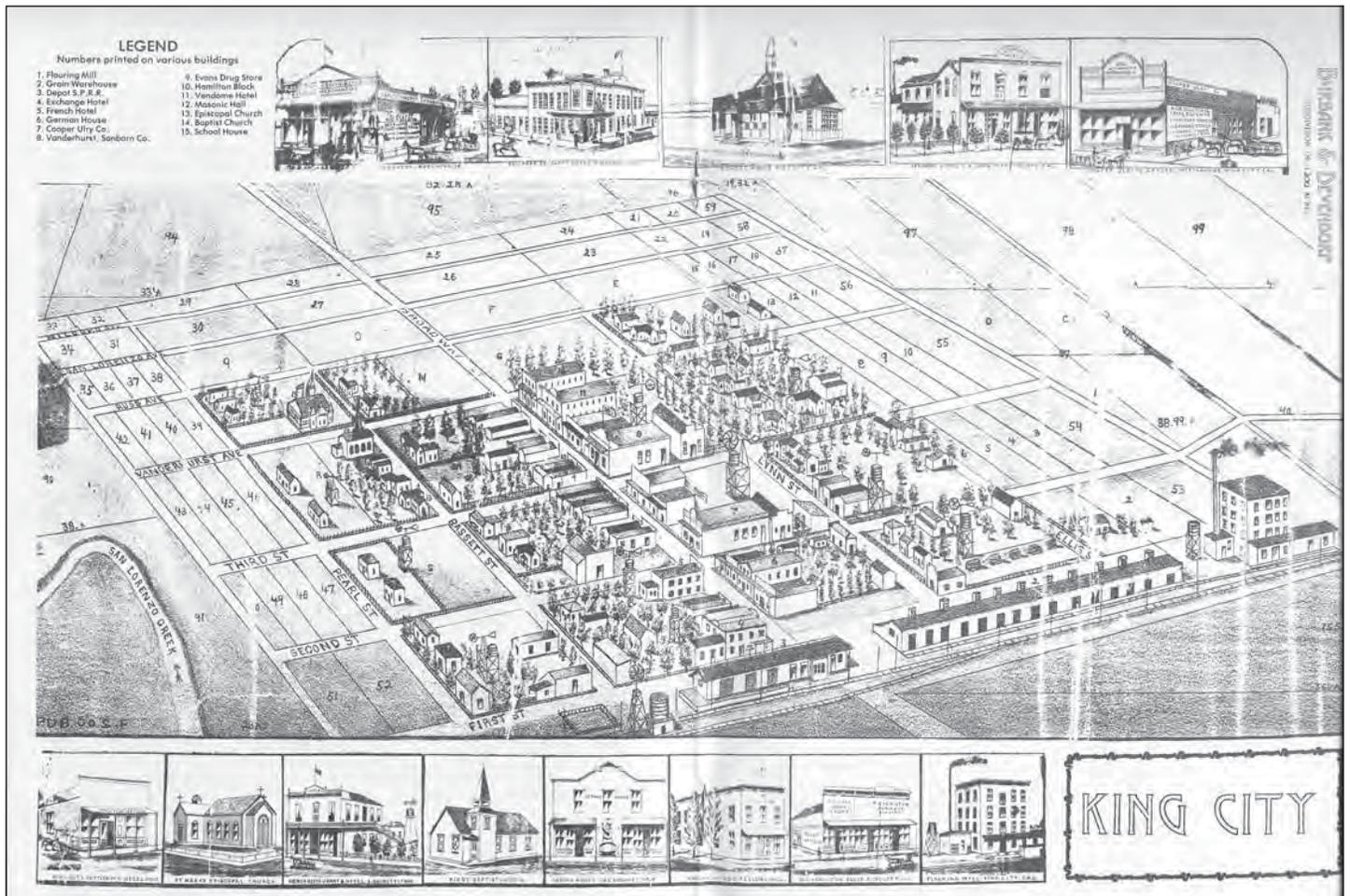


Figure 1-6: Historical Illustration: 1895 Burbank & Devendorf Subdivision Map



Source: *King City, California - The First Hundred Years, 1886-1986*, The San Antonio Valley Historical Association, July 1986.

1. Introduction

1.4 Relationship to the King City General Plan

- The east-west street rights-of-way are wider (typically 75 feet) than the north-south street rights-of-way (typically 60 feet), providing ample parkway strips for large street trees to block the strong prevailing north winds;
- Most of the buildings on Broadway Street were one or two stories in height, with the occasional three-story building interspersed. This allowed a downtown type and population density that helped support the retail uses, and the taller buildings along this street helped to cut the wind;
- Many of the original buildings employed frontage shading devices, including galleries, second floor projections and awnings, to provide shelter and comfort to shoppers and other pedestrians;
- The wide pavement of Broadway Street provided ample room for convenient angled parking for customers. This was critical because parking areas within the blocks were not generally well developed.

Figure 1-8: Historical Photo of Broadway Street



1.4 Relationship to the City of King General Plan

A Specific Plan is a tool for systematic implementation of the General Plan and, therefore, must be consistent with the City's General Plan (California Government Code Sections 65450 et. seq. - see Figure 1-9). Through detailed analysis, the Downtown Addition Specific Plan has been found to be consistent with the Goals and Policies of the City of King General Plan (See Appendix B: General Plan Consistency Review). The Downtown Addition Specific Plan also conforms to the State requirements for Specific Plans (see Section 4 for further discussion), and the requirements of KCMC Chapter 17.33 (P-D Planned Development District).

By establishing policies and standards for development of the area, the Downtown Addition Specific Plan is a valuable tool that not only implements the goals, policies and programs of the General Plan, but also describes the desired form of a new neighborhood and provides for orderly development of the area.

Under the 1998 General Plan, the Downtown Addition is primarily designated as Planned Development. The goal of the Planned Development designation is:

To provide a suitable designation for properties that require careful approaches to density and mix of uses, relationship to surrounding properties, and phasing of development in order to maintain an appropriate balance of housing types, commercial development, and open space (City of King General Plan, 1998, Land Use Element – Goal 7, p. 33).

Figure 1-9: Specific Plan Requirements

Specific Plan REQUIREMENTS
CALIFORNIA GOVERNMENT CODE
SECTION 65450

Section 65450 et seq. of the California Government Code prescribes the required contents of a Specific Plan, and describes its relation to the general plan as follows:

65450. After the legislative body has adopted a general plan, the planning agency may, or if so directed by the legislative body, shall, prepare Specific Plans for the systematic implementation of the general plan for all or part of the area covered by the general plan.

65451. (a) A Specific Plan shall include a text and a diagram or diagrams which specify all of the following in detail:

- (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- (4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

(b) The Specific Plan shall include a statement of the relationship of the Specific Plan to the general plan.

1. Introduction

1.5 Plan Preparation Process

The Downtown Addition Specific Plan carefully balances the needs of the neighborhood. Each of the neighborhood zones in the Regulating Code (see Section 3) identifies the appropriate mix of housing and/or commercial uses in a compatible and complementary layout. Zones are buffered by streets, parks, and mixed-use development as appropriate. A phasing plan for the proposed Downtown Addition development can be found in Section 5 (Implementation). Eight major phases have been established to ensure the orderly development of the infrastructure and the neighborhood. These major phases may be broken down into sub-phases that calibrate the amount of development to match the demand of the marketplace. Subsequent to its adoption, all new development proposals within the Specific Plan area must be found to be consistent with this Specific Plan.

1.5 Plan Preparation Process

To ensure that the Downtown Addition – beyond simply meeting the City’s General Plan objectives and the development objectives of Smith-Monterey KC, LLC – also provides the types of new opportunities to live, work, shop and play that meet the needs of the City of King’s existing and future residents, an open and interactive process of public engagement was developed for the Specific Plan preparation.

The core of this public engagement process was a 5-day public charrette, held in the historic train depot in San Lorenzo Park from April 13 to 17, 2005 (Figure 1-10). The charrette was a collaborative planning effort consisting of a series of meetings and discussions that involved the property owners, King City residents, City staff, City officials, other public agencies, and a consultant team with expertise in land use planning, urban design, architecture, landscape architecture, transportation, marketing, and economics.

In the weeks prior to the charrette, the design team conducted a comprehensive program of place research and people research to ensure that the design work done and presented in the charrette was relevant to King City and its residents, and based on accurate information. The pre-charrette preparation included:

- Aerial photography, surveying and title research for the site and adjoining properties;
- Review of historic maps and photographs of King City, identifying the urban design elements – primarily street

Figure 1-10: April 2005 Charrette



Public “pin-up” presentations of the draft plans during the April 2005 charrette at the historic depot in San Lorenzo Park.

1. Introduction

1.6 Organization of the Specific Plan

types and building types – that are indigenous to King City;

- Review of relevant City of King General Plan policies and zoning regulations;
- Review of available environmental data relative to the Downtown Addition area and surrounding properties;
- Review of the design and capacity of existing roadway and utility systems adjoining and serving the Downtown Addition area;
- An extensive series of pre-charrette meetings and interviews with a wide range of local residents, business owners, City officials, and other stakeholders, designed to identify community attitudes and preferences for the development of the Downtown Addition.

The charrette process provided a forum for the community to understand and discuss a range of complex issues related to land use, circulation and access, economic development, community design and character, and to develop and articulate a vision for the future. In this setting, the design team was able to begin shaping the Downtown Addition Specific Plan with the informed participation of the public, property owners, and decision-makers.

Subsequent to the charrette, the applicant (Smith-Monterey KC, LLC) held a series of workshops and presented to the Planning Commission and City Council the major design concepts on which the Specific Plan is based. These workshops were held on the dates noted below and covered the listed topic areas:

- April 18, 2007: Planning Commission – Plan Design Principles and Concepts;
- April 25, 2007: City Council – Plan Design Principles and Concepts;
- May 23, 2007: City Council – Regulating Code, Circulation, Hydrology and Drainage;
- July 18, 2007: Joint City Council and Planning Commission – Building Types, Architectural Styles, Water Quality, and Landscape Architecture;
- June 24, 2008: City Council – Project Update and Key Policy Direction.

The feedback and comments received throughout the plan preparation process guided the revisions and refinement of the Downtown Addition Specific Plan.

1.6 Organization of the Specific Plan

Based on the consensus reached in the charrette and subsequent meetings, the design team prepared this Downtown Addition Specific Plan. The Specific Plan is organized into five sections and nine appendices that address the various issues important to the planning of this area, and the topics required by the California Government Code for Specific Plans.

- 1. Introduction.** The introduction describes the intent and purpose of the Specific Plan and the Downtown Addition's context within the City, including an overview of the Specific Plan's use as a tool to implement the City of King General Plan, demographics analysis, and existing market conditions. This section also describes the land-use goals, policies and programs for the Downtown Addition.
- 2. Form and Character.** This section describes and illustrates the form, character and uses of the Downtown Addition and explains the underlying design principles.
- 3. The Regulating Code.** This section describes the physical design of the Downtown Addition, including the layout and design of streets and blocks, the location and extent of the land uses planned for the area, and the development standards that will shape new development. This Specific Plan, unlike some conventional codes and Specific Plans, places a primary emphasis on the physical form and character of new development, with a strong but secondary emphasis on the uses within the buildings. Accordingly, the core of the Specific Plan is Section 3, the Regulating Code, a graphically oriented document that clearly describes the required urban and architectural design patterns, while also carefully regulating the uses of the buildings and lots within the Specific Plan area. The Regulating Code specifies the allowed residential densities and intensity of the development that may be achieved under the Specific Plan. It also describes and regulates the design of the public space network that forms the framework and provides the infrastructure for the Downtown Addition, focusing on a circulation network that balances the use of all travel modes, including automobiles, pedestrians, bicycles and transit. The Regulating Code is intended to replace the City's Zoning Ordinance and Municipal Code where a conflicts

1. Introduction

1.7 Overview of Existing Conditions

occurs. Other sections of the Municipal Code and Zoning Ordinance remain unaffected.

- 4. Infrastructure and Services.** This section provides a summary of infrastructure systems and public services necessary to support the Downtown Addition.
- 5. Implementation.** The implementation section describes the steps leading to implementing and financing of the Specific Plan.
- 6. Appendices.** The Specific Plan contains ten appendices. The Regulating Code Glossary provides definitions of terms and phrases used in the Regulating Code, the General Plan Consistency Review discusses how the Specific Plan implements the City's General Plan, the Inclusionary Housing Program Outline and Framework describes the specific efforts the developer of the Downtown Addition will take to promote low to moderate income housing, the Master Developer Design Review outlines the approval procedure and submittal requirements, the Building Height and Architectural Styles describe the relationship between style and building height, and the Off-Site Street Sections describe roadway improvements outside the project boundary, ~~and a seventh appendix, the Fiscal Impact Analysis, is provided~~ **and economic factors under separate cover. Three additional** ~~The final three appendices are reserved for future addition and~~ include the Adopting Resolutions and Ordinances, the Mitigation Monitoring and Reporting Program, and the Precise Description of the Specific Plan Area Boundary.

1.7 Overview of Existing Conditions

Like other cities in the Salinas Valley, King City experienced significant growth and rising housing prices in the 2001 to 2007 time period. The Mills Ranch and Arboleda projects when completed will add approximately 800 new housing units and limited additional commercial space to the City. At the peak of the market a number of the homes in the Arboleda project were sold before construction started due to the shortage of new housing within the City. The market demand, price and unit size of new housing in recent years has pushed homeownership in the City out of reach for many existing households. In spite of the current slow down in the housing sector it is expected that population growth, employment growth, and housing demand in King City will continue over the next 20 years. A portion of this demand will be based on high home prices

in the Peninsula and the northern Salinas Valley, which will continue to push residential development further south in search of attainable housing. Additional market demand will be based on internal population growth, employment growth and the some equity transfers into the area by baby-boomer retirees due to the relative affordability of housing in the area.

1.7.1 Demographics

In many cases, the four towns of the central Salinas Valley, King City, Greenfield, Soledad, and Gonzalez, showed similar demographic changes since 1990, reflecting the interconnectedness of the region. Specifically for the City of King, however, the demographic data (Table 1-1) reveal that:

- The population increased almost 50 percent since 1990, from 7,634 in 1990 to 11,421 in 2004. Much of this growth occurred in the age ranges from 18 to 34 (U.S. Census and California Department of Finance);
- A significant percentage of residents are Hispanic or Latino (over 80 percent) (U.S. Census);
- The homeownership rate (about 51 percent) slightly outpaces renter-occupied housing (U.S. Census);
- The average household size (4.0 people per household) is similar to the other central valley cities, but much higher than Monterey County at 3.1 people per household (U.S. Census);
- Adjusted for inflation, the City has experienced a slight decrease in median income from \$36,100 in 1990 to

Table 1-1: Demographic Information

Characteristic	
Population	11,094
Housing Units	2,822
Households	2,736
Average Household Size	4.03
Average Family Size	4.28
Owner Occupied Housing Units	1,410
Renter Occupied Housing Units	1,326
Population by Age Group	
Under Age 5	1,090
5 – 19	3,338
20 – 34	3,085
35 – 64	2,895
65 and up	686
Population by Ethnic Group	
Hispanic or Latino	8,922
Not Hispanic or Latino	2,172

Source: Census 2000

1. Introduction

1.7 Overview of Existing Conditions

\$34,400 in 2000 (adjusted to 2000 using CPI) (U.S. Census and Claritas, Inc.).

Overall, the area is experiencing growth from a variety of household types attracted by less expensive real estate. This has significant implications for the residential and commercial real estate markets in that new development must serve a wide variety of households. Homebuyers are forecasted to include not only families that have resided in the area for a significant amount of time but also small households without children, single persons, one parent households and retirees.

1.7.2 Environmental Setting

Much of the land surrounding King City is prime farmland, broadly defined as land with the best combination of physical and chemical properties able to sustain long-term production of agricultural crops. This farmland and resulting agricultural activity has helped the City retain a rural agricultural character and provided the primary economic base of the area. The type of agricultural production has and continues to evolve over the years. One of the significant changes in recent years has been the establishment of viticulture in the region.

The elevation of the City ranges between approximately 290 and 310 feet above mean sea level, and the terrain is generally flat, sloping gently downward to the south and west. King City is bounded by the Santa Lucia Mountains and bench lands as well as the Los Padres National Forest and the Gabilan Mountain Range. The Salinas, San Antonio and Nacimiento Rivers and their tributaries are located in or near King City, as well as the San Antonio and Nacimiento Reservoirs and numerous canyons, valley and creeks.

The San Lorenzo Creek (see Figure 1-11) and Salinas River floodplains border the southwestern portion of the City and traverse the City in a northeasterly direction to intersect the Salinas River. The City and Monterey County have regulated development within the floodplain for years; thus, few buildings or homes are in the floodplain today that would be endangered by a 100-year flood.

There are no areas known to be subject to seismic hazard or geologic failure in King City. In addition, no known faults are situated within the planning area, and none of the soil types within King City are known to be subject to liquefaction (the loss of strength in saturated granular soils produced by seismic

Figure 1-11: San Lorenzo Creek in the Downtown Addition



The Specific Plan proposes the restoration of San Lorenzo Creek between the stream bed and the top of bank to prevent erosion, provide native habitat, and help improve the water quality.

shaking), except river soils located within the Salinas River and San Lorenzo Creek.

The Monterey County General Plan indicates a “low” potential for discovering archaeological resources within the Specific Plan area. However, areas higher up along San Lorenzo Creek are classified as “Moderate”, and areas along Loneoak Road, approximately two miles west of the project site, are identified as “High”.

The Mesa Del Rey Airport, a general aviation airport which is owned and operated by the City, is located over 2,000 feet northeast of the closest portion of the Downtown Addition Specific Plan Area. This airport has no control tower, one north-south runway, and has been estimated by the operator’s consultant Kimberly-Horn & Associates (10/06) to have approximately 22 flight operations per day (7,862 annual). The Downtown Addition is outside both the boundaries of the Airport Land Use Plan and the runway protection zone, but within the traffic pattern of the airport.

1.7.3 Residential Market Assessment

Overall, there is the long-term potential for a significant increase in new home development in the City of King, as population and employment growth will continue to fuel demand for housing in Salinas Valley. Moreover, the Highway 101 corridor through Monterey County, including King City, has seen increasing levels of development and appears to be poised in the long term to attract much of the residential growth for the region.

1. Introduction

1.7 Overview of Existing Conditions

According to the Association of Monterey Bay Area Governments (AMBAG), employment growth will be robust. In the central Salinas Valley, employment is forecasted to grow by 21 percent (5,100 new jobs) between 2005 and 2010. A significant portion of the new employment growth is expected to occur in Greenfield and King City. Specifically, King City employment is projected to increase by 16 percent, about 1,700 jobs, over that time period. The greatest employment growth is anticipated to occur in the industrial and farm sectors, which are lower-tier wage level jobs (2004 AMBAG Population, Housing Unit and Employment Forecasts). This projection continues current economic trends. According to the 2000 Census, median household income in King City (\$36,100) is substantially lower than in the County as a whole (\$48,305).

This employment growth in King City will result in increased residential demand in the City. AMBAG projects housing unit growth in King City from 2005 to 2015 will occur at a rate of 34 percent (1,096 units, or 219 units per year), double the countywide projected increase. In the nearby 400-unit Arboleda development, prior to the downturn in the real estate market sales averaged 10.9 units per month, or 131 units per year. These sales figures slightly exceed what the long-term projected annual average residential market demand for the King City area, which is approximately 100 units of medium to large single-family homes per year. It must be noted that the Arboleda development does not necessarily reflect the maximum demand potential in the area, since its market demand is based on its larger unit sizes and a higher price structure than normally found in the City of King.

Because of its location and demographic profile, and its smaller unit sizes, King City housing is priced lower than the County median. In 2005, 39.8 percent of resales in King City were under \$399,999 compared to seven percent countywide; 57.9 percent of resales in King City were between \$400,000 and \$599,999 compared to 41.5 percent countywide; and 2.3 percent of resales in King City were over \$600,000 compared to 51.5 percent countywide. These lower median resale prices are also reflective of the predominance of smaller single family homes in King City. Almost half (49 percent) of the houses are 1,400 square feet or smaller, and over three-quarters (76 percent) are 1,800 square or less in size. In general, the areas of the County that serve low to moderate income households are likely to continue to experience greater demand for housing.

While County growth and an overall shortage of ownership housing will continue to produce a demand for housing in the Salinas Valley, the character of demand could change.

Compact, mixed use, mixed income development which provides a full spectrum of housing opportunities is well matched to the market demand and has played a large role in the design of the Downtown Addition.

1.7.4 Commercial Market Assessment

The Downtown Addition Specific Plan area is neither visible nor readily accessible from Highway 101, the major regional traffic corridor, making it unsuitable for regional or destination retail. However, the site does have tremendous opportunity for local convenience retail, which generally relies on smaller purchases from nearby residents (e.g. convenience store, dry cleaners, and restaurants), and/or neighborhood retail. The following parameters for commercial development were taken into consideration in development of the Plan:

- The site's adjacency to the historic downtown;
- The level of housing development that will occur in the Downtown Addition and neighboring developments;
- Limited developable commercial sites in King City;
- First Street and Bitterwater Road and First and Broadway Streets are highly desirable locations for commercial development that serves not only the residents of the Downtown Addition, but also the entire City and outlying areas;
- Neighborhood retail typically has a major grocery or grocery/drug anchor and serves a larger trade area than local retail;
- The development of a larger neighborhood retail center needs to be phased with the maturation of the area market, which includes establishing a project identity for the Downtown Addition and additional residential development outside the existing city limits;
- The ability to meet an appropriate tenant mix.

While a concern has been identified that commercial development will draw business away from the historic downtown (Figure 1-12), in fact, the Downtown Addition's location is strategic to redevelopment of the downtown. A limited amount of attractive new retail just east of First Street has the potential to provide an "east anchor" for Broadway Street

1. Introduction

1.8 Land Use Goals, Policies and Programs

Figure 1-12: Historic Broadway Street Theater in King City



and increase through traffic, which will benefit the retailers in the Downtown by restoring some portion of the historic traffic volumes that were displaced when the 101 Freeway bypassed the Downtown retail core.

The Downtown Addition has been designed to take advantage of this opportunity to stimulate downtown activity and to limit the demand for new commercial development further away from downtown as new housing development proceeds to the east. It is believed that these strategies will help to solidify and strengthen the position of the downtown as the commercial and civic hub of the City.

1.8 Land Use Goals, Policies and Programs

Goal:	A desirable outcome or future condition toward which the City will work.
Policy:	A short statement intended to guide decision-making.
Program:	An implementation strategy with clearly defined responsibilities.

1.8.1 Goals

1. Create an attractive addition to the Downtown with authentic and recognizable architectural styles based on King City's heritage.
2. Establish an interconnected network of streets where people enjoy walking as an alternative to driving for many of their daily needs.
3. Connect the Downtown Addition with the rest of town, particularly the downtown, with streets that accommodate automobile traffic, but not at the expense of providing

high quality routes for pedestrians, bicyclists, and transit.

4. Establish a range of development intensities and land uses that provides a wide variety of housing and lifestyle choices within a pleasant walking distance.
5. Establish a model mixed-use and mixed-income neighborhood based on the principles of Smart Growth, Sustainable Development and Traditional Neighborhood Design.
6. Help revitalize the existing built environment and the economic climate of the surrounding areas by building upon and enhancing successful development patterns of the past.
7. Provide a range of open spaces that encourage and support informal social activity and recreation and reinforce the community's identity and connection to its natural and agricultural surroundings.
8. Conserve natural resources by building a compact and walkable mixed-use neighborhood that reduces automobile dependence, limits the development footprint, and protects and celebrates natural open space, particularly San Lorenzo Creek.

1.8.2 Policies

1. The Downtown Addition shall be scaled to the pedestrian, with many daily needs - such as shops, parks, and transit - within a short walk.
2. Commercial, mixed-use and live-work buildings in the Downtown Addition shall emphasize retail businesses and restaurants that attract foot traffic and rely on exposure to pedestrians. Ground floor retail shall be complemented by offices and residences on the upper floors.
3. The physical form of new investment in the Downtown Addition shall reflect that of the traditional California downtown fabric. New development shall avoid commercial strip and conventional suburban subdivision designs.
4. The Downtown Addition, particularly frontages along Broadway Street, shall provide a safe, attractive and pleasant environment for walking, sitting and shopping. Shops shall meet not only the daily needs of residents within walking distance, but also those of motorists on their daily commute.

1. Introduction

1.8 Land Use Goals, Policies and Programs

5. Retail and restaurant development in the Downtown Addition shall be focused along Broadway Street and the blocks surrounding Broadway Square to create a continuous line of ground floor active uses that complement existing and future uses in the downtown.
6. The City shall help create and maintain a specialty and convenience retail market niche in the Downtown Addition that creates a shopping destination that does not directly compete with existing businesses or the historic downtown.
7. Land use regulations for the Downtown Addition shall provide sufficient flexibility to take advantage of changing economic development opportunities.
8. Street trees shall be provided in the Downtown Addition to define and enhance the public ways and to provide pedestrians with shelter from wind, sun and vehicular traffic.
9. Property frontages - the public and private improvements between the curb and the building - shall be carefully designed to provide attractive streetscapes and pedestrian-oriented transitional spaces between the street and the building. This shall include:
 - a. Private frontages - front yard improvements - shall welcome the visitor or customer arriving on foot, and shall provide comfortable spaces for social interaction between residents, visitors, and neighbors;
 - b. Buildings shall generally be designed with public and semi-public rooms facing the street; and
 - c. Utilities, trash storage, and vehicular access and parking shall be located at the rear of the lot, accessed by alleys whenever possible.
10. First Street shall be enhanced as a central boulevard of the downtown and a primary gateway to the City from the south.
11. King City possesses a rich architectural heritage with fine examples of the pre-1940 tradition of building in Monterey County. This sense of authentic historic uniqueness shall be maintained.
12. The Downtown Addition shall provide a range of housing types that are well suited to the needs of a range of household sizes, types and income levels.
13. Affordable housing shall be encouraged and maintained.
14. New development shall:
 - a. Minimize risks to life and property in areas of high geologic, flood, and fire hazard;
 - b. Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area;
 - c. Be consistent with requirements imposed by the County Air Pollution Control District or the State Air Resources Control Board as to each particular development; and
 - d. Minimize energy consumption and vehicle miles traveled.
15. New development and subsequent remodeling of buildings in the Downtown Addition shall be subject to the Regulating Code contained in this Specific Plan. This will ensure that private development and public improvements will be coordinated to make a public realm that is comfortable for strolling, bicycling, sitting, shopping, gathering, and playing.

1.8.3 Programs

1. Amend the General Plan and Zoning Ordinance to reflect the land use changes and related policies of this Specific Plan. Where necessary, new zoning districts and standards applicable to the Downtown Addition shall be created.
2. Establish a clear direction for the revitalization of Broadway Street and implement development standards and design guidelines to realize that vision. Consider starting a local Main Street Program in consultation with the National Trust for Historic Preservation.
3. Use redevelopment and other funding mechanisms to help revitalize the historic downtown and other portions of the City.
4. Identify sites for compact housing and commercial development and encourage new construction that will increase the number of people living in the downtown.
5. Work with property owners, the Chamber of Commerce and other organizations to develop strategies to jointly market the Historic Downtown and the Downtown Addition to prospective businesses and to promote tourism. Develop strategies that pursue complementary uses for the Historic Downtown and the Downtown Addition.

2. Form and Character

2.1 Introduction

2.1 Introduction

This section of the Specific Plan describes and illustrates the desired form, character and uses of the Downtown Addition and explains the underlying design principles. The illustrations in this section are graphic representations of the type of development the regulations set forth in the Regulating Code (Section 3) will result in. While these illustrations are intended to paint a realistic picture of the desired development, they only represent one of a multitude of possible configurations. Actual building or streetscape configurations and designs may vary.

The Regulating Code in Section 3 implements the land use policies described in the previous section, and guides design and construction of all improvements and the location and nature of all land uses within the Specific Plan area by applying its regulations through the City's development review process. The Regulating Code is intended to ensure that all buildings, related site improvements, and public improvements are harmonious with each other in scale and architecture, and work together to define a pedestrian-oriented public realm that supports the goal to create an attractive, walkable neighborhood with the following key characteristics:

- A network of walkable streets that organize the neighborhood into small interconnected blocks;
- A mix of uses within easy walking distance of one another, including residences of diverse types – ranging from larger and smaller single-family houses to rowhouses, to modest multi-dwelling buildings that complement the neighborhood, to flexible live-work buildings that support small businesses of various types, and finally to a range of neighborhood serving commercial uses;
- Public spaces and civic facilities in the form of parks, greens, plazas and paseos; and
- Transit-oriented development with a transit center intended to be a train station in the long term and a bus depot in the near term at Broadway Street and First Street.

The Downtown Addition Specific Plan allows the development of up to ~~710 650~~ housing units, and up to ~~148,060 190,060~~ square feet of commercial space, while ensuring almost ~~234~~ acres of open space. The detailed breakdown of developed and undeveloped areas is provided in Table 2-1.

2.2 The Downtown Addition Plan

As described in Section 1 of this Specific Plan, the Downtown Addition has been designed as an extension of the original town grid and is based on the 1908 tract map for the Specific Plan area (Figure 1-3). This pattern has a number of climatic and operational benefits that are still valid a century later. Therefore, many of the blocks in the Downtown Addition are the same as originally platted in 1908, while others have been adjusted to address modified site conditions, such as the altered course of San Lorenzo Creek.

Key areas of the Downtown Addition plan are described and illustrated on the following pages. These key areas include Broadway Street and Broadway Square in the heart of the Downtown Addition's Neighborhood Center, the Rosewalk, and the San Lorenzo Creek edge.

Table 2-1: Land Use Summary

Land Use	Area [ac ¹]	Max. Commercial ² [sq.ft.]	Max. Residential ³ [DU]
Residential: Neighborhood General 1	14.47	n/a	89
Residential: Neighborhood General 2	17.52	n/a	199
Residential: Neighborhood General 3	11.45 9.53 ⁸	0 ⁴	183 ⁸ 234
Mixed Use: Neighborhood Center	13.21 ⁹ 42	167,438 ⁵ 22,622 ⁶	239 ¹⁰ 128
Public Open Space: Parks, Greens, Paseos, Mid-Block Common Areas ⁷	22.62	n/a	n/a
Street Rights-of-Way	80.70 ¹¹	n/a	n/a
Total	110.18	190,060	710 ¹² 650

No   

¹ All acreages are approximate;

² Maximum sq. ft. numbers intended to provide flexibility for each zone; Actual sq. ft. numbers shall not exceed the total;

²³ Maximum DU numbers intended to provide flexibility for each zone; Actual DU numbers shall not exceed the total;

³⁴ ~~Sq. ft. number represents the commercial potential shown on the Tentative Tract Map. Up to 15,060 sf of commercial space, including the commercial component of Live-Work units, is permitted per Table 3-2 (Allowed Land Uses and Permit Requirements) and Section 3.3.3.B (Initiation of Non-Residential Use), provided the total commercial square footage does not exceed 190,060;~~

⁴⁵ General commercial 

³⁶ Live-Work units per  Section 3 (Regulating Code);

⁵⁷ Mid-Block Common Areas may be landscaped or hardscaped, or may be converted to additional off-street parking if necessary.



2. Form and Character

2.2 The Downtown Addition Plan

2.2.1 Broadway Street and Broadway Square

Broadway Street is the historic and current spine along which most important commercial activity is organized. As the City continues to grow the east the simplest and most effective way to ensure that the new neighborhoods feel like “King City”, rather than “the new projects out by the airport”, will be to give them addresses on Broadway Street. To terminate Broadway Street at the railroad tracks would be to ensure that the new easterly growth feels like a separate community. As the town grows to the east, if Broadway is the main connector from old to new, and if other related measures are taken to revitalize this central corridor, commercial life on Broadway Street can gradually improve.

By extending Broadway Street across the railroad tracks the Downtown Addition can provide a much-needed “east anchor” with a new population of potential shoppers. The key characteristics of Broadway Street required to reinvigorate retail activity include:

- A steady volume of slow-moving through traffic, with a mix of demographics including those with a good amount of disposable income. Traffic movement must be steady enough that commuters do not get frustrated and seek other routes, but slow enough that shoppers feel safe and traffic noise levels are low;
- Convenient and well organized retail parking, including short-term on-street parking and longer term off-street parking. The parking must be managed so that short-term parking spaces are generally available, even if there is a charge for the convenient parking;
- An attractive streetscape environment, with wide sidewalks, attractive street trees, well-kept shopfronts, and frontage designs that include awnings or galleries to protect shoppers from the sun, wind and other elements;
- A range of retail and restaurant businesses that provide goods and services that residents need on a daily basis.

Figure 2-1 shows a detailed illustrative plan view of Broadway Street as it transitions from a retail street crossing the railroad tracks, to Broadway Square in the heart of the neighborhood center, and finally to a residential boulevard. Broadway Street between the railroad tracks and Jayne Street has been designed as extension of downtown’s existing commercial spine into the Downtown Addition’s mixed-use neighborhood center. Wide sidewalks with street trees provide for a pleasant pedestrian

Figure 2-1: Broadway Square - Illustrative Plan Detail

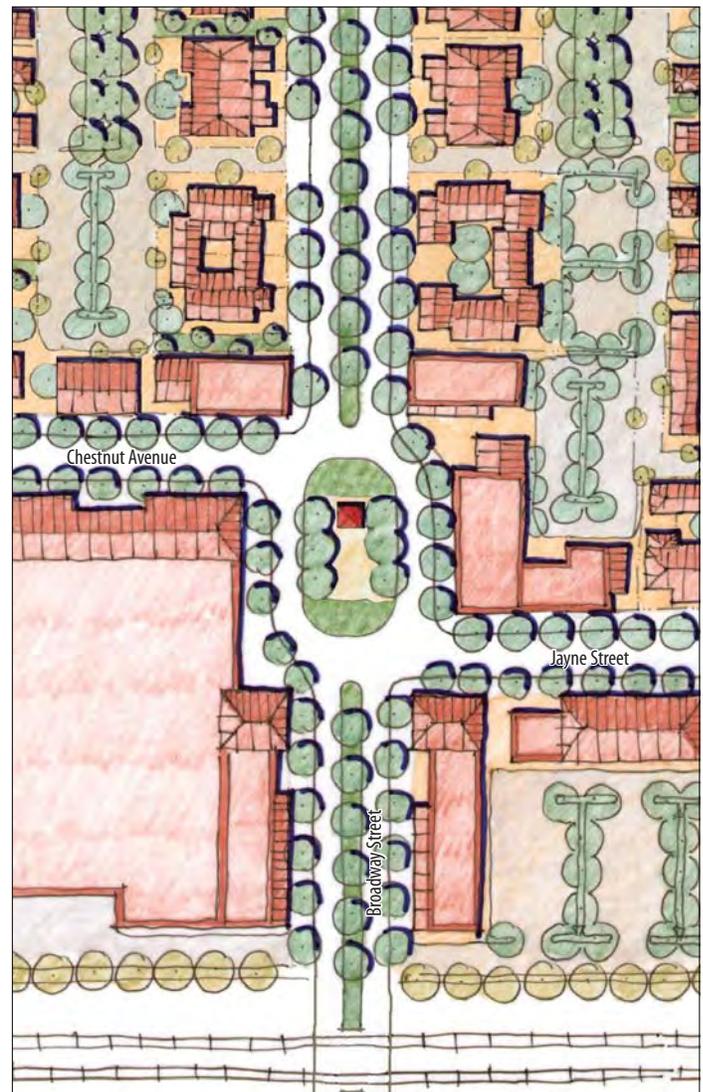


Figure 2-2: Illustrative Broadway Street Elevation



2. Form and Character

2.2 The Downtown Addition Plan

environment and enough room for outdoor merchandise display or restaurant and café seating. Between Jayne Street and Chestnut Avenue the Broadway right-of-way widens to accommodate Broadway Square, a public square in its middle. Broadway Square is the eastern terminus of Broadway's commercial "main street" character. East of Chestnut Avenue Broadway Street has been designed as a primarily residential boulevard with a landscaped median. Sidewalks are separated from the street by parkways with street trees.

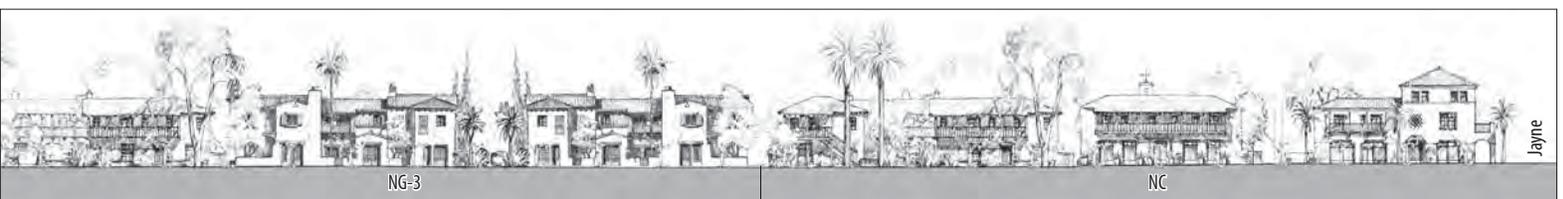
Figure 2-2 shows a conceptual sketch of a stretch of Broadway, illustrating how the street's character changes as it runs from the single-family residential Neighborhood General 1 zone to

the east (shown on the left) through Neighborhood General 2 and 3 to the mixed-use Neighborhood Center (shown on the right). The proposed building types and development intensities transition from small scale detached homes on the left, to rowhouses and villas east of Palm Avenue, to courtyards and live-work units west of Palm Avenue, and finally to mixed-use and commercial buildings surrounding Broadway Square. Figure 2-3 shows a view from Downtown King City looking east along Broadway Street as it crosses First Street and the railroad tracks. Figure 2-4 shows two artist renditions of Broadway Square, illustrating how different architectural styles might look.

Figure 2-3: Rendering of Broadway Street



View of Broadway Street at the intersection with First Street looking east. The buildings in the foreground illustrate future redevelopment of properties located west of the railroad tracks. The buildings in the background are located in the Downtown Addition.



2. Form and Character

2.2 The Downtown Addition Plan

Figure 2-4: Renderings of Broadway Square



View of Broadway Square as seen from Jayne Street looking east.

2. Form and Character

2.2 The Downtown Addition Plan

2.2.2 The Rosewalk

At one location between Bassett and Pearl Streets - only a short walk from Broadway Square - residences front on a linear park, or rosewalk, rather than a street. The rosewalk is a public right-of-way and functions much like a pedestrian street, providing some residences with a unique address and a park right outside their front door. This configuration is ideal for seniors or families with small children as it provides safe and convenient recreational or play areas. Required parking is accessed by alleys in the rear of the lots. Guests park on the adjacent streets and walk down the rosewalk to individual residences.

Figure 2-6: Rendering of the Rosewalk



Figure 2-5: The Rosewalk - Illustrative Plan Detail



Figure 2-7: San Lorenzo Creek Edge - Illustrative Plan Detail



2.2.3 San Lorenzo Creek Edge

The edge of the neighborhood along San Lorenzo Creek has been changed compared with the historic 1908 tract map to accommodate the slightly altered creek alignment and to better take advantage of the creek as a public amenity. The Downtown Addition plan delineates a curving Creekfront Drive that approximately parallels the creek and provides continuous public access to the San Lorenzo Creek Linear Park, illustrated in Figure 2-7.

Unlike a more conventional suburban neighborhood edge – which would be lots that back up to the creek rather than fronting it – this design provides views of the creek to pedestrians and motorists moving through the neighborhood rather than reserving those views for the few people who own those houses that back onto the creek.

Note: This drawing is intended for illustrative purposes only. The actual design of the San Lorenzo Creek Edge will be determined by the Master Landscape Plan (see Table 5-4). The community building at the northeastern end of the park is shown for its location only. While this Specific Plan provides the site for a community building as a grant to the City of King or a private not-for-profit entity, it does not obligate the owner or developer to finance or construct the illustrated community building or any other public or quasi-public structure.

2. Form and Character

2.2 The Downtown Addition Plan

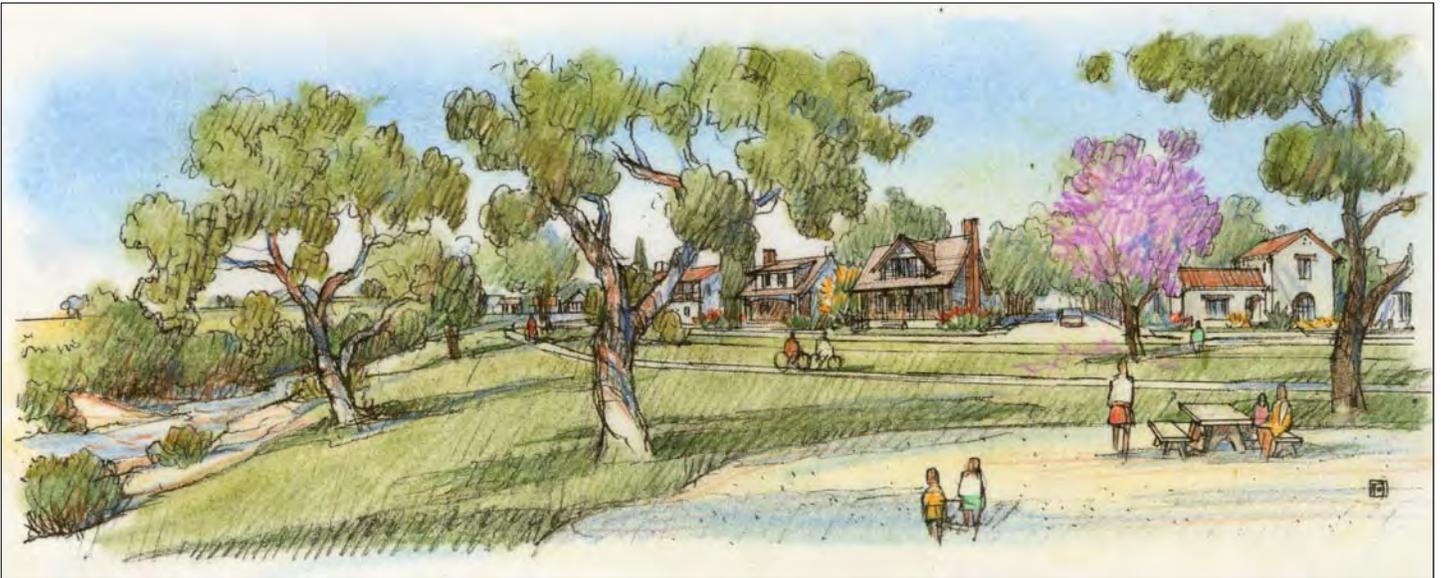
Figure 2-8 shows a conceptual layout of a block abutting the San Lorenzo Creek Linear Park. It illustrates how the largest single-family lots form the edges of the neighborhood, while mid-sized and smaller lots make up the fabric of the neighborhood between the low-density edges and the higher-density Broadway Street corridor.

Figure 2-9 illustrates a typical view from the San Lorenzo Creek Linear Park. The plan layout allows those walking or bicycling through the park to enjoy the view of fronts of houses rather than back fences. This design substantially increases the public safety in the park.

Figure 2-8: San Lorenzo Creek Edge - Typical Block Detail



Figure 2-9: Rendering of the San Lorenzo Creek Linear Park



View of the linear park along San Lorenzo Creek and the houses overlooking the park as seen from near the point where Bassett Street and Oak Avenue would intersect.

3. Regulating Code

3.1 Purpose and Applicability

3.1 Purpose and Applicability

3.1.1 Purpose

The regulations in this Regulating Code are intended to facilitate the extension of King City's downtown in a manner that successfully creates an economically vital, pedestrian-oriented, and mixed-use neighborhood that achieves the goals and objectives identified in Section 1.8 of this Specific Plan.

This graphically oriented form-based Regulating Code clearly describes the required urban and architectural design patterns, while also carefully regulating the uses of the buildings and lots within the Specific Plan area. The Regulating Code specifies the allowed densities and intensities of the development that may be achieved under the Specific Plan. It also describes and regulates the design of the public space network that provides the framework and infrastructure for the Downtown Addition, focusing on a circulation network that balances the use of all travel modes, including automobiles, pedestrians, bicycles and transit. The Regulating Code is intended to replace the City's Zoning Ordinance and Municipal Code where a conflict occurs. Other sections of the Municipal Code and Zoning Ordinance remain unaffected.

3.1.2 Applicability of the Regulating Code

A. Applicability. The requirements of this Regulating Code apply to all proposed development, subdivisions, and land uses within the Downtown Addition Specific Plan area. It shall be unlawful, and a violation of the City of King Municipal Code for any person to establish, construct, reconstruct, alter, or replace any use of land or structure, or subdivide any real property, except in compliance with the requirements of this Regulating Code. No building or grading permit shall be issued by the City and no subdivision shall be approved, unless the proposed construction complies with all applicable requirements of this Regulating Code.

B. Relationship to the Municipal Code.

1. Because this Regulating Code provides requirements for development and land uses appropriate and specific to the Downtown Addition, this Regulating Code will be the primary body of standards considered by the City in the review and approval of development within the area it covers, and it specifically supersedes

and replaces the City Zoning Ordinance provisions regarding zoning districts, allowable land uses, permit requirements for allowable land uses (i.e., permitted or conditional uses), and site development standards.

2. The standards of the City of King Zoning Ordinance which address regulatory topics not covered by this Regulating Code remain applicable to development within the Downtown Addition.

C. Conflicting requirements.

1. If a conflict occurs between requirements of this Regulating Code, the more specific or restrictive requirement shall take precedence over the more general. If a conflict occurs between a requirement of this Regulating Code and the City of King Municipal Code or other regulations of the City, the requirements of this Regulating Code shall control.
2. If a conflict occurs between a provision of the ~~Uniform California~~ Building Code and a requirement of this Regulating Code, the ~~Uniform California~~ Building Code shall control. The Building Official may, in the case of buildings of recognized historical merit, invoke the provisions of the State of California Historic Building Code.

D. Clarification of ambiguities. If ambiguity arises regarding the contents of the Specific Plan, the Planning Commission, upon its own initiative or upon written request by any person to the Director, shall ascertain all pertinent facts, and, by resolution of record, set forth their findings and interpretations. Written requests received by the Director shall be placed on a Planning Commission agenda as a non-public hearing item.

E. State, county, local agency, and school district sites and facilities. The requirements of this Regulating Code shall apply to all sites and facilities of the State of California, the County of Monterey, and any school district or other local agency to the maximum extent allowed by law.

F. Civic buildings. Civic buildings are subject to review by and recommendation from the Community Development Director and approval by the Planning Commission. It is intended that the architectural quality of civic buildings exceed the general standard for commercial and residential buildings within the Specific Plan area.

G. Minimum and exclusive standards. The requirements of this Regulating Code regarding site development and

3. Regulating Code

3.2 Regulating Plan and Zones

massing, materials, construction methods, forms and colors are mandatory; standards that do not meet these requirements are not acceptable. The requirements of this Regulating Code are also minimum standards that may be made more restrictive through Conditional Use Permits, Subdivision Review, Master Plotting Plan Review, or Design Review by the review authority (see Section 3.1.3).

- H. Appeals.** Any decision or determination of the Community Development Director or the Planning Commission in the administration or application of the provisions of this Specific Plan may be appealed to the City Council. An appeal shall be prepared, filed with the City with the appropriate fee, and processed in compliance with the appeal provisions of the City's Municipal Code.

3.1.3 Responsibility for Administration

This Regulating Code shall be administered by: the City of King City Council, hereafter referred to as the "Council"; the Planning Commission, referred to as the "Commission"; the Community Development Director, referred to as the "Director"; and the Community Development Department, hereafter referred to as the "Department". These are also individually and collectively referred to in this Regulating Code as the "review authority".

3.2 Regulating Plan and Zones

3.2.1 Purpose

This section provides the Regulating Plan that identifies the Downtown Addition zones. A different set of requirements and regulations applies to each of the zones, which are introduced in this section.

3.2.2 Regulating Plan

The Regulating Plan (Figure 3-1) defines the zones within the Specific Plan area that differentiate standards for building placement, design, and use, and identifies the specific parcels included within each zone.

The Regulating Plan is a synthesis of community and stakeholder input, research and recommendations by the design team, an analysis of present and projected market conditions, and the application of time-tested planning principles as described in Sections 1.8 and 2.

3.2.3 Zones and their Purposes

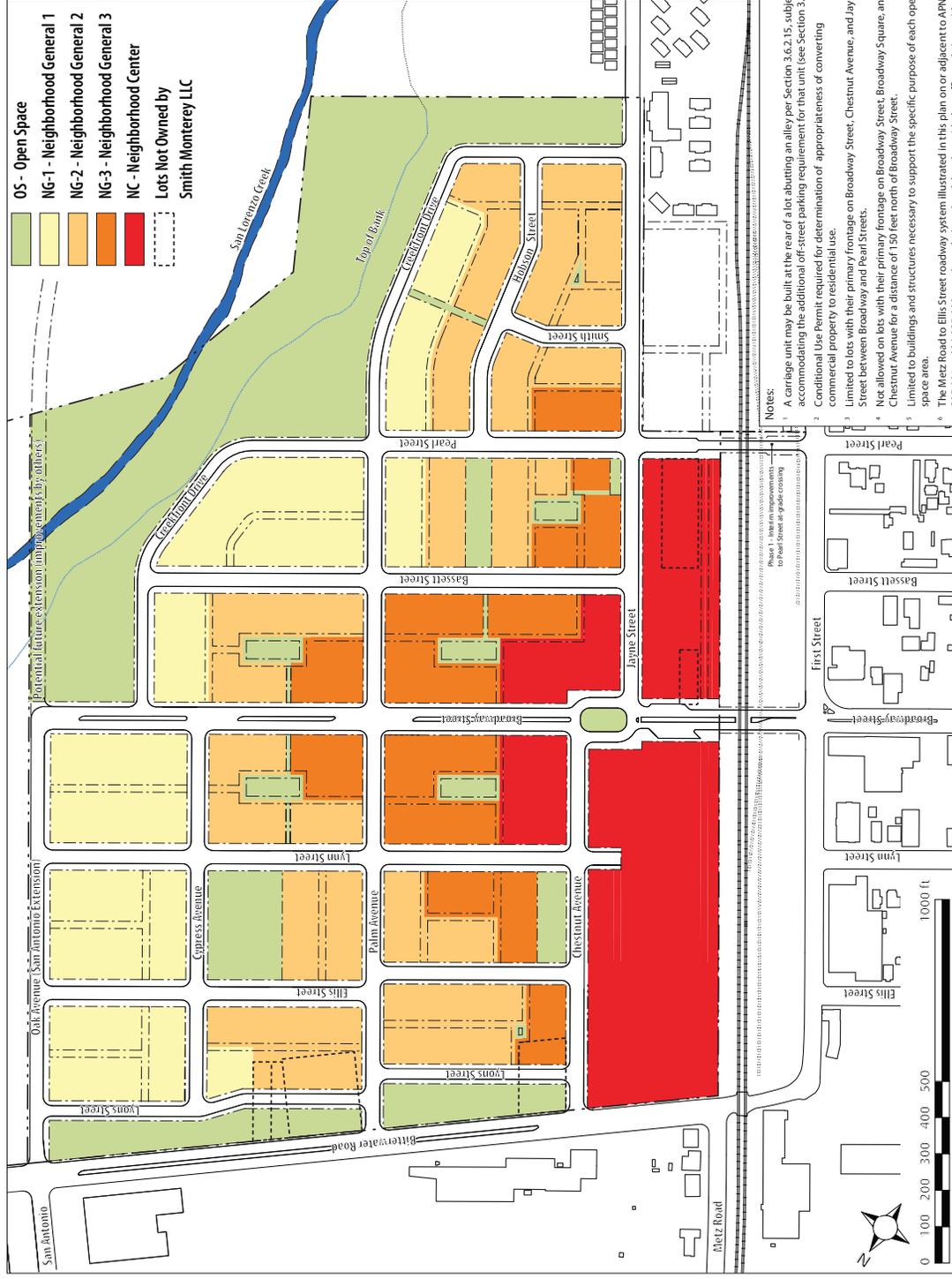
The area subject to the Downtown Addition Specific Plan is divided into the following zones, which shall be applied to property within the Specific Plan area as shown on the Regulating Plan (Figure 3-1).

- A. Neighborhood General 1 (NG-1).** The NG-1 zone is applied to areas appropriate for a mix of detached single-family homes, characterized primarily by houses on larger lots, but also allowing some houses on moderately sized lots.
- B. Neighborhood General 2 (NG-2).** The NG-2 zone is applied to areas appropriate for a variety of detached single-family homes, interspersed with duets and multigeneration houses. Houses may be arranged as bungalow courts.
- C. Neighborhood General 3 (NG-3).** The NG-3 zone is applied to areas appropriate for a wide range of residential building types that includes courtyard housing and villas, and, with limitations, rowhouses, triplexes and quadplexes, and a small number of detached houses. Live-work buildings are allowed at certain street frontages.
- D. Neighborhood Center (NC).** The NC zone is applied to the mixed-use areas closest to the historic downtown. The NC zone is appropriate for commercial and mixed-use buildings, and, with limitations, live-work and civic buildings. Residential building types may be accommodated with a conditional use permit in locations where ground floor commercial uses are not viable.
- F. Open Space (OS).** The OS zone is applied to areas intended for active and passive recreation, including community parks and greenways, neighborhood parks and squares, and creek corridor riparian habitat protection and restoration areas. Allowable development in this zone shall be limited to trails and pathways, unlit athletic fields, playground equipment, small open structures (such as a picnic shelter), and structures necessary to support the specific purposes of each individual open space site (such as a multi-purpose community center buildings in a community park).

3. Regulating Code

3.2 Regulating Plan and Zones

Figure 3-1: Downtown Addition Regulating Plan



Frontage Types Allowed by Zone - see Section 3.5

Frontage Type	Downtown Addition Zones		
	NG-1	NG-2	NG-3
Common Yard	●	●	●
Porch and Fence	●	●	●
Dooryard			●
Stoop			●
Forecourt			●
Shopfront and Awning			●
Gallery			●
Arcade			●

Key:
● = Type allowed in zone.

Building Types Allowed by Zone - see Section 3.6

Building Type	Downtown Addition Zones		
	OS	NG-1	NG-3
Large Lot House		● ¹	● ¹
Rearyard House		● ¹	● ¹
Sideyard House		● ¹	● ¹
Bungalow Court			●
Multigeneration House			●
Duet			●
Triplex/Quadplex			●
Rowhouse			●
Villa			●
Courtyard Housing			●
Live-Work Building			● ³
Mixed Use Building			● ⁴
Commercial Building			●
Civic Building			●

Key:
● = Type allowed in zone. O = Conditional Use Permit required.

- NOTES:**
- A carriage unit may be built at the rear of a lot abutting an alley per Section 3.6.2.15, subject to accommodating the additional off-street parking requirement for that unit (see Section 3.10).
 - Conditional Use Permit required for determination of appropriateness of converting commercial property to residential use.
 - Limited to lots with their primary frontage on Broadway Street, Chestnut Avenue, and Jayne Street between Broadway and Pearl Streets.
 - Not allowed on lots with their primary frontage on Broadway Street, Broadway Square, and Chestnut Avenue for a distance of 150 feet north of Broadway Street.
 - Limited to buildings and structures necessary to support the specific purpose of each open space area.
 - The Metz Road to Ellis Street roadway system illustrated in this plan on or adjacent to APN 026-285-001 to 026-285-008, may be redesigned or deleted provided a traffic study is provided by the applicant(s) making findings that adequate and safe vehicular and pedestrian access is provided to the area defined by Metz Road, Chestnut Street, Broadway Street and the UPRR and is approved by the City Engineer. In lieu of the western extension of Ellis Street depicted in this plan a system of alleys and parking lot drive aisles in conformance with section 3.10 Parking Standards may be used to provide access within the block defined by Metz Road, Pearl Street, Broadway Street and the western extension of Ellis Street, as well as provide access to the lots on these streets. Reciprocal easements may be required between the properties approved by the City Engineer and City Attorney shall be required for implementation.
 - In order to proceed without subsequent environmental review on the alternative/equivalent design system, the applicant(s) must determine that the findings needing to be made pursuant to CEQA Guidelines §15162, (Subsequent EIRs) can be made in the affirmative.

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3. Regulating Code

3.2 Regulating Plan and Zones

3.2.4 South County Courthouse Option

As requested by the City Manager an alternative plan layout was developed that would accommodate the South County Courthouse within the Downtown Addition if the court were to select this location. This section identifies two options for the placement of a Courthouse. Both potential locations would provide the court a site that functions as a centerpiece of the project and a landmark consistent with the importance, dignity, activities and stability of the judicial system.

Option A locates the Courthouse on the northern half of the block bounded by Broadway and Pearl Streets, Chestnut Avenue, and the railroad right-of-way, based on discussions with the California Judicial Council. To accommodate

the Courthouse, parking and auxiliary uses the block was significantly deepened compared with the original plan layout. Figure 3-2 shows the Regulating Plan variation for the South County Courthouse Option A. This Regulating Plan would take effect should the court ultimately select this location.

Option B utilizes the same street layout as the original plan and locates the Courthouse to the south of Broadway Square. To accommodate the Courthouse, parking and auxiliary uses the block was modified by extending the Neighborhood Center designation eastward and reducing the size of the mid-block common area compared with the original plan layout. Figure 3-3 shows the Regulating Plan variation for the South County Courthouse Option B. This Regulating Plan would take effect should the court ultimately select this location.

Figure 3-2: Regulating Plan - Courthouse Plan Option A



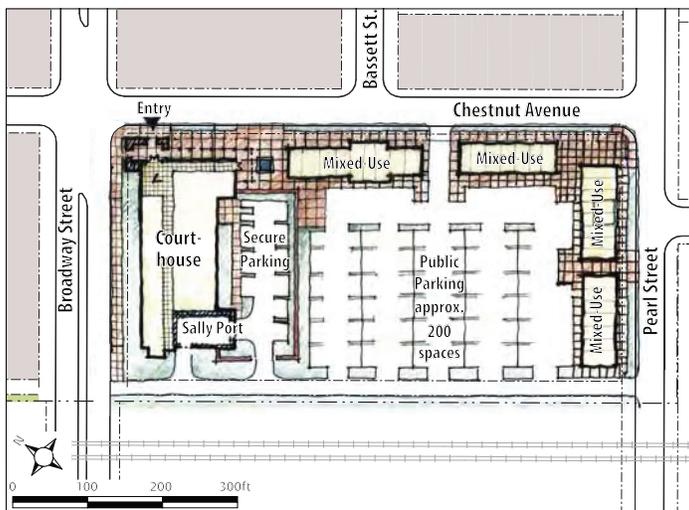
3. Regulating Code

3.2 Regulating Plan and Zones

Figure 3-3: Regulating Plan - Courthouse Plan Option B



Figure 3-4: Schematic Courthouse Site Plan



A schematic site layout for the Option A Courthouse block is shown in Figure 3-4. The Courthouse would be located along the Broadway Street frontage with its main entry at the corner of Broadway Street and Chestnut Avenue. Parking would be located behind the buildings abutting the railroad tracks. The courthouse would occupy approximately 2.7 acres of the 5.4-acre block, with mixed-use buildings containing supporting auxiliary uses (public and private office space for court related activities and services) occupying the remaining area.

3. Regulating Code

3.2 Regulating Plan and Zones

3.2.5 Special Address Overlays

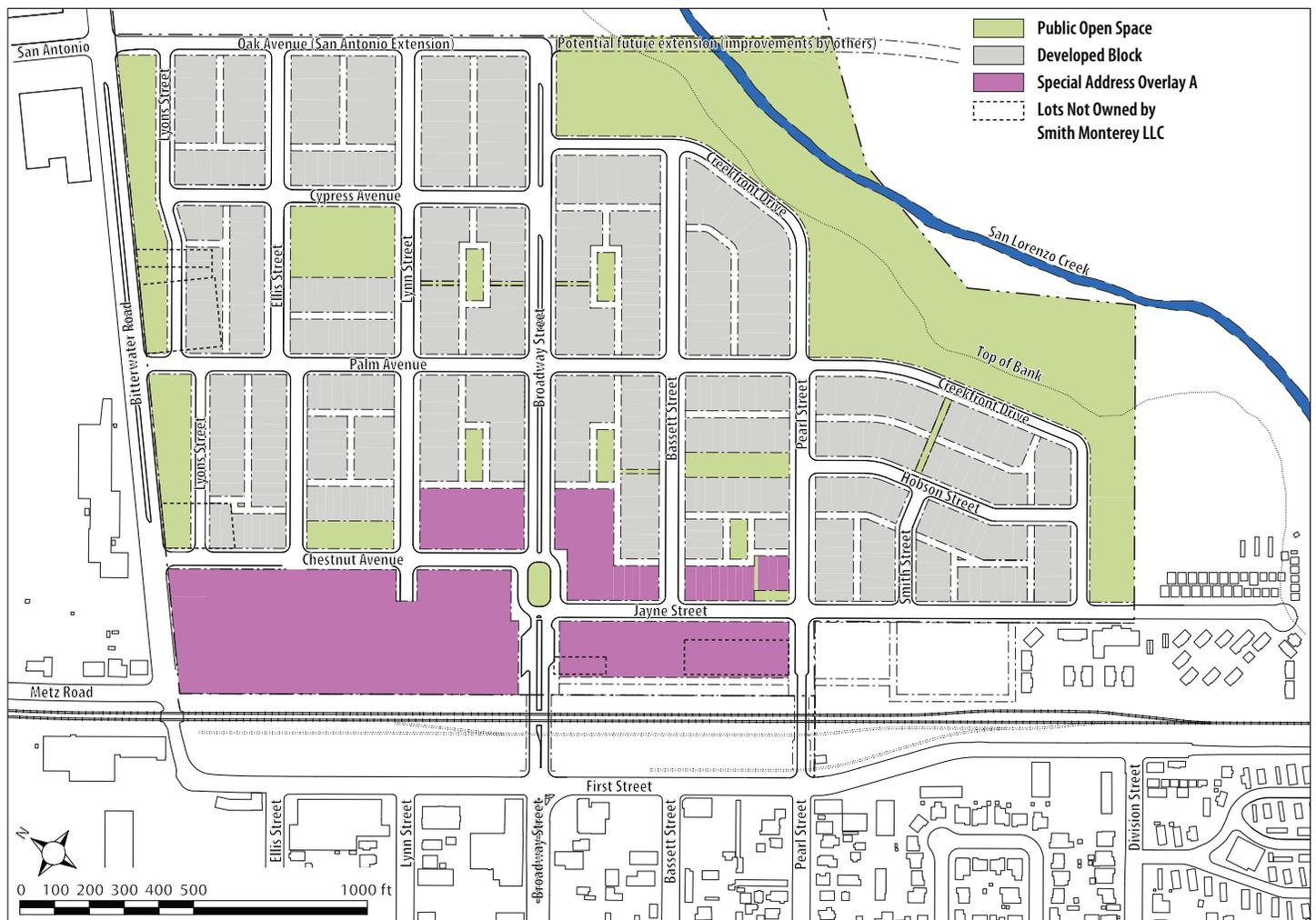
One important purpose of the Regulating Code is to ensure that the development of the Downtown Addition results in unique and distinctive places. It is intended that different parts of the neighborhood be identifiable one from the other, so residents and visitors perceive a distinct sense of place in any given location. Separately and combined, the elements of the Regulating Code - the Urban Standards, Frontage Types, Building Types, and Architectural Standards - contribute greatly in attaining that goal. Two areas of the plan have been identified as Special Address Overlays to accentuate their sense of place. The Special Address Overlays have each been assigned a distinctive mix of architectural styles as described below.

3.2.5.1 Special Address Overlay A

The primary architectural style in the Special Address Overlay A (Neighborhood Center) is the Western Storefront Style, as defined in the Architectural Standards. At least 65 percent of the buildings in Overlay A shall be designed in the primary style. The remaining buildings in Overlay A may be designed in any of the following secondary architectural styles, or a combination thereof: Monterey Style, Italianate Style, Spanish Style, and Art Deco Style. Buildings south of Bassett Street may also be designed in the Craftsman Style.

The Special Address Overlay A is shown in Figure 3-5. Determination of compliance with Special Address Overlay A will be made as part of the Design Review process and the Plotting Plan through application in groups, not lot by lot (see Table 5-4).

Figure 3-5: Special Address Overlay A: Neighborhood Center



3. Regulating Code

3.2 Regulating Plan and Zones

3.2.5.2 Special Address Overlay B

The primary architectural style in the Special Address Overlay B (Broadway) is the Spanish Style, as defined in the Architectural Standards. At least 35 percent of the buildings in Overlay B shall be designed in the primary style. The remaining buildings in Overlay B may be designed in any of the following secondary architectural styles, or a combination thereof: Monterey Style, Italianate Style, Victorian Style, and Art Deco Style. Additionally, the Craftsman Style is permitted on properties east of Palm Avenue.

The Special Address Overlay B is shown in Figure 3-6. Determination of compliance with Special Address Overlay B will be made as part of the Design Review process and the Plotting Plan through application in groups, not lot by lot (see Table 5-4).

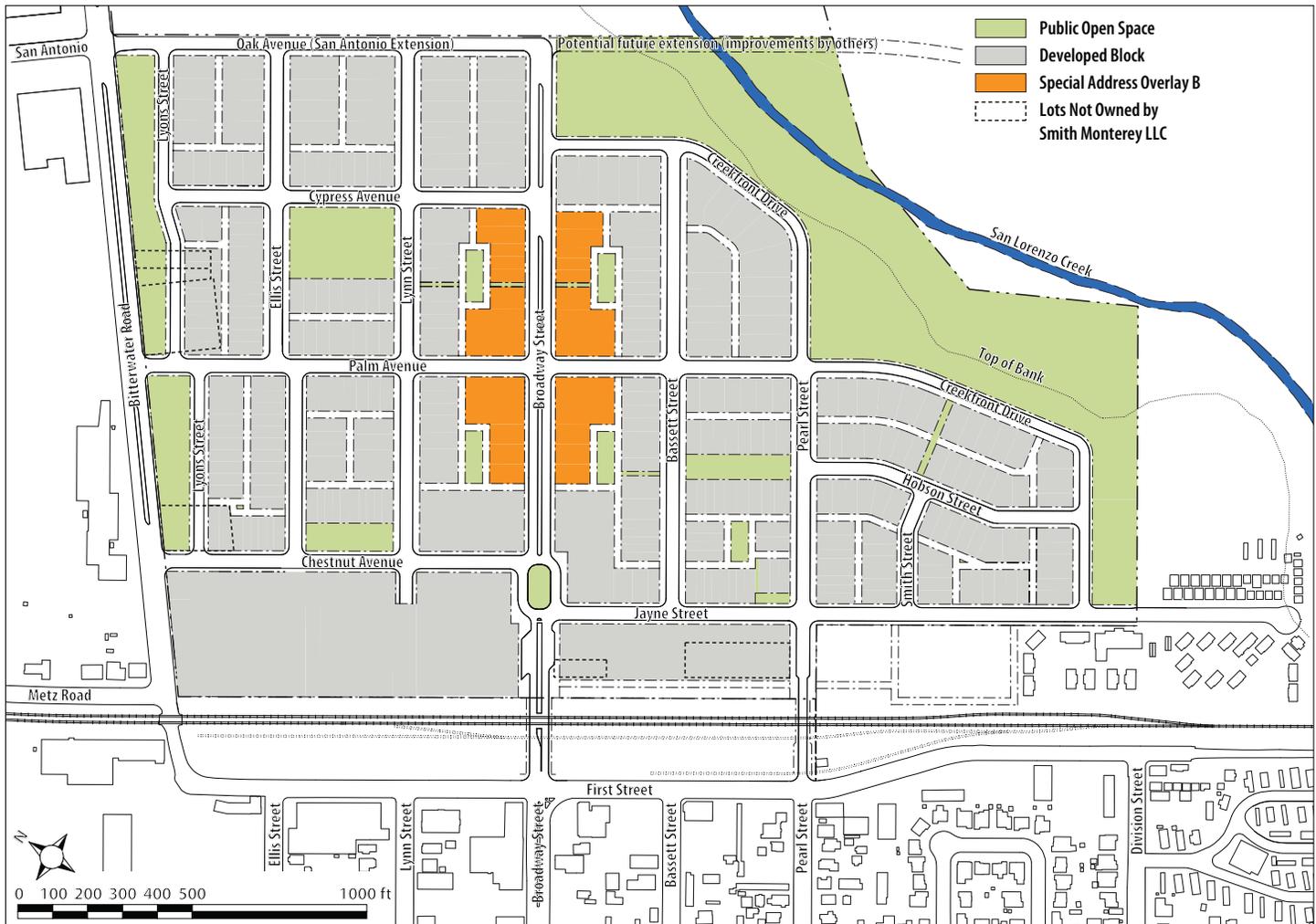
3.2.6 Architectural Styles Allowed by Zone

Table 3-1 identifies which architectural styles are permitted in each of the zones defined in the Regulating Plan. Section 3.7, Architectural Standards, describes each of the architectural styles in detail.

Table 3-1: Architectural Styles Allowed by Zone

Style by Zone	NG1	NG2	NG3	NC
Monterey	--	--	●	●
Spanish	●	●	●	●
Victorian	●	●	●	--
Italianate	●	●	●	●
Craftsman	●	●	●	●
Art Deco	--	--	●	●
Tudor	●	●	--	--
Western Storefront	--	--	--	●

Figure 3-6: Special Address Overlay B: Broadway



3. Regulating Code

3.2 Regulating Plan and Zones

3.2.7 Corner Emphasis and Terminated Vistas

Buildings on corner lots shall address both frontages through architectural means. While the typical corner lot has a distinct primary frontage with less stringent requirements for the secondary frontage, a number of lots in the Downtown Addition have frontages on two important thoroughfares and require careful articulation of their corner expression. A few lots in the Downtown Addition are located at the end of a street and are particularly prominent. These lots require special architectural treatment that provides well-articulated terminated vistas.

Figure 3-7 identifies locations where a corner emphasis or a terminated vista is required or recommended. Acceptable corner emphasis and terminated vista techniques are described below. Figures 3-8, 3-9 and 3-10 show illustrative examples.

Determination of compliance will be made as part of the Design Review process and the Plotting Plan (see Table 5-4).

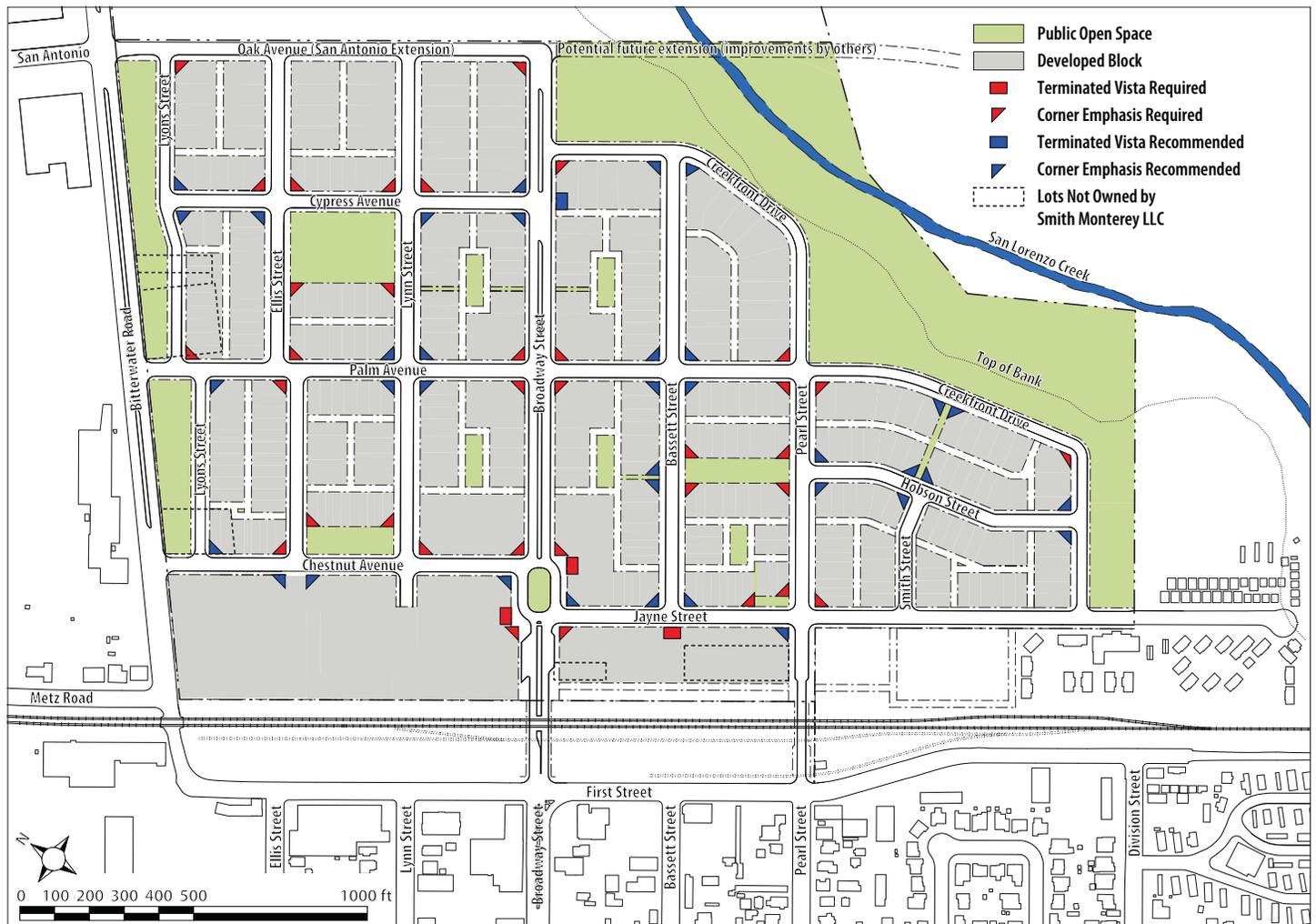
Corner Emphasis Techniques

- Building mass: taller volume at corner; chamfered corner;
- Wall elements: side street facing bay window;
- Roof elements: tower element, dormer, side street facing gable end;
- Applied elements: wrap-around porch, two-story porch.

Terminated Vista Techniques

- Building mass: taller volume centered on terminated thoroughfare;
- Wall elements: pronounced entrance with large door;
- Roof elements: tower element, partially raised roof, dormer or gable end centered on terminated thoroughfare;
- Applied elements: two-story porch, arcade or gallery.

Figure 3-7: Corner Emphasis and Terminated Vista Locations



3. Regulating Code

3.2 Regulating Plan and Zones

Figure 3-8: Neighborhood Center Corner Emphasis - Illustrative Examples



This example combines a chamfered corner and a hexagonal tower growing out of the building's main volume at the corner for special emphasis.



This example utilizes a combination of a bay window and tower element to emphasize the corner. The bay/tower combination is differentiated in color and material from the main facade and appears applied.



In this example corner emphasis is achieved by raising the height of the building mass at the corner. The hipped roof is replaced by a flat roof with parapet and strong cornice. The effect is accentuated by the taller first floor ceiling height and balcony level in the corner volume.



In this example the facade and the gallery frontage wrap the corner, making the primary and secondary frontage almost indistinguishable.



In this example the typical single-story shopfront and awning facade is replaced by a two-story volume with arcade frontage at the street intersection, creating a strong corner emphasis.



In this example the building corner is chamfered and the main entrance is prominently located at the angled facade facing the street corner.

3. Regulating Code

3.2 Regulating Plan and Zones

Figure 3-9: Residential Corner Emphasis - Illustrative Examples



This simple L-shaped house engages the primary and side streets by facing gable ends on both street frontages. The porch is open on both sides and the open L-shape embraces the corner.



In this elaborate house the corner is emphasized through a large two-story semi-circular bay at the corner that extends above the eave line and is surrounded by a wrap-around porch covering the full length of both street facing sides.



A complex roof with gable ends facing both streets and a small corner porch open to both sides provide for corner emphasis in this house.



This example uses a combination of gable ends and wrap-around porch to engage both street frontages.



In this example a bay window at the building's street facing corner is located at a 45-degree angle to emphasize the corner. The bay interrupts the roof line and has its own little gable end. A porch is located at the primary frontage.



A large two-story side porch is placed perpendicular to the primary street frontage mirroring the building's orientation. This provides a strong corner emphasis and engages both street frontages.

3. Regulating Code

3.2 Regulating Plan and Zones

Figure 3-10: Terminated Vista - Illustrative Examples



A two-story mixed-use building with a tall parapet is centered on this neighborhood center street and partially terminates the vista at a misaligned intersection.



A civic building with a clearly articulated entrance terminates the view down this main street. While the street curves to the right the building captures the eye and visually encloses the street space.



A two-story mixed-use building is terminates the vista at the end of this neighborhood street.



In this example the terminated vista is achieved by placing a two-story house with a full width porch at the end of a neighborhood street, with its door and porch steps centered on the street.



A significant two-story house is located in the view line and visually terminates this neighborhood street, which continues with a gentle curve to the left.



A duet is located off-center at the end of this street. The vista is terminated by a bay and gable end, which are centered on the street.



Two houses with street facing bays and gable ends terminate the vista down a neighborhood street. The gap between the houses is sufficiently narrow not to impede the desired visual enclosure.

3. Regulating Code

3.3 Land Use Regulations

3.3 Land Use Regulations

3.3.1 Purpose

The Land Use Regulations in this section identify the land use types allowed by the City in each of the zones established by the Regulating Plan and determine the type of City approval required for each land use type.

3.3.2 Allowed Land Uses and Planning Permit Requirements

A. Allowed land uses. A parcel or building within the Specific Plan area shall be occupied by only the land uses allowed by Table 3-2 within the zone applied to the site by the Regulating Plan. Each land use listed in Table 3-2 is defined in Appendix A (Regulating Code Glossary).

1. Establishment of an allowed use.

- a. Any one or more land uses identified by Table 3-2 as being allowed within a specific zone may be established on any parcel within that zone, subject to the planning permit requirement listed in the table, and in compliance with all applicable requirements of this Regulating Code.
- b. If a parcel is proposed for development with two or more of the land uses listed in the table at the same time, the overall project shall be subject to the highest permit level required by the table for any individual use. For example, a new multi-use building proposed with a permitted use on the second floor and a use requiring Conditional Use Permit approval on the ground floor would require Conditional Use Permit approval for the entire project.

2. Use not listed.

- a. A land use that is not listed in Table 3-2, and that is determined by the Director to not be included in Appendix A (Regulating Code Glossary) under the definition of a listed land use, is not allowed within the Specific Plan area, except as otherwise provided in Subsection A.3 below.
- b. A land use that is listed in the table, but not within a particular zone is not allowed within that zone, except as otherwise provided in Subsection A.3 below.

3. Similar and compatible use may be allowed. The Planning Commission may determine that a proposed use not listed in Table 3-2 is allowable as follows:

- a. Required findings. A determination that a proposed use is similar to, and compatible with a listed use and may be allowed, shall require that the Planning Commission first make all of the following findings:
 1. The characteristics of, and activities associated with the use are similar to one or more of the listed uses, and will not produce greater impacts than the uses listed for the zone;
 2. The use is consistent with the purposes of the applicable zone;
 3. The use is consistent with the General Plan and any applicable Specific Plan;
 4. The use will be compatible with the other uses allowed in the zone; and
 5. The use is not listed as allowed in another zone.
- b. A determination of “similar use” and the findings supporting the determination shall be in writing.
- c. When the Planning Commission determines that a proposed, but unlisted, use is similar to a listed use, the proposed use will be treated in the same manner as the listed use in determining where it is allowed, what permits are required, and what other standards and requirements of this Regulating Code apply.

B. Permit requirements.

1. Table 3-2 provides for land uses that are:
 - a. Permitted subject to compliance with all applicable provisions of this Regulating Code. These are shown as “P” uses in the table;
 - b. First-time development allowed subject to Planning Commission review and approval shown as “PC” in Table 3-2. Subsequent redevelopment is permitted subject to compliance with all applicable provisions of this Regulating Code and shall require approval of a Major Plot Plan Review Permit;
 - c. Allowed subject to the approval of a Conditional Use Permit, and shown as “CUP” uses in the table;



3. Regulating Code

3.3 Land Use Regulations

- d. Not allowed in particular zones, and shown as a “—” in the table.
2. Conditional Use Permit. Obtaining of a Conditional Use Permit shall be required as indicated in Table 3-2, except a Major Plot Plan Review Permit shall be required for subsequent development rather than a Conditional Use Permit if the Director determines that all the following circumstances exist regarding a development proposal.
 - a. The project will be occupying an existing building or will require an addition to an existing structure that will not result in an increase of more than ten (10) percent of the floor area of the structure before the addition, or one-thousand (1,000) square feet, whichever is less; and
 - b. The proposed use is the same or similar in character and intensity to the existing or prior use, as determined by the Director; and
 - c. The proposed use as conditioned by the Director will be of the same character and intensity as the existing or prior use; and
 - d. The project is exempt from CEQA review and there is no possibility of a significant impact on the environment; and
 - e. The project complies with all applicable requirements of this Specific Plan.
3. Plot Plan Review (Minor and Major). Any proposed development or site improvement increasing lot coverage or impervious area, or any addition of structures, or any building expansion or intensification after initial construction shall require a Plot Plan Review.
 - a. Minor Plot Plan Review: Required for any development or site improvement proposal that does not involve exterior utility construction, adding of curb cuts or access points, addition of dwelling units, or change or intensification of use.
 - b. Major Plot Plan Review: Required for any development or site improvement proposal that involves exterior utility construction, adding of curb cuts or access points, addition of dwelling units, or change or intensification of use.
- C. Standards for specific land uses.** Where the last column in Table 3-2 includes a section number, the regulations in the referenced section also apply to the use. Requirements in other sections of this Regulating Code may also apply.

3.3.3 Additional City Approval Requirements

- A. Additional City approval requirements.** Any land use identified as allowed by Table 3-2 may require other City permits, licenses, and approvals, including but not limited to a building permit.
- B. Initiation of non-residential use.** The initiation of a non-residential use in a live-work unit within the NG-3 residential zone requires submittal of a Major Plot Plan Review, with Planning Commission review and determination prior to the issuance of a business license by the City. The applicant shall submit to the City information regarding the nature of the business, the goods being sold, and a detailed description of the process by which any goods will be produced on the premises. In addition, the Planning Commission must make the following findings: (1) that the nature of the business, the goods being produced, and the services being rendered on the premises will not create an adverse impact on the adjoining properties; and (2) that the number and location of the required parking spaces complies with the requirements of the Regulating Code.
- C. Conversion to non-commercial uses.** A Conditional Use Permit is required to convert residential buildings and uses within the NC zone to non-residential buildings and uses.
- D. Three-story buildings elements.** ~~The construction of building with three-story architectural elements intended for architectural accentuation building in the Neighborhood Center (NC) zone may be permitted with Design Review approval pursuant to KCMC 17.50. A Conditional Use Permit (CUP) may still be required if the building contains a residential use and requires that a Conditional Use Permit be obtained prior to the issuance of a building permit by the City. The findings of the Conditional Use Permit must determine that adequate fire protection has been provided by fire sprinklers, building access to the building, standpipes, fire escapes, building materials, other design features.~~
- E. Development Potential Monitoring.** In order to ensure that new development within the Downtown Addition Specific Plan does not exceed the development potential listed in Table 2-1 (Land Use Summary), the Master Developer shall be responsible for tracking the amount of proposed development by land use and by zone and shall submit with each development application an accounting of proposed development and remaining

3. Regulating Code

3.3 Land Use Regulations

development potential. In addition, applicants wishing to change or intensify a commercial use that requires a CUP or Initial Planning Commission Major Plot Plan review per Table 3-2 below shall be responsible for ensuring that the proposed development or land use does not exceed the

development potential described in Table 2-1 (Land Use Summary).

Also refer to Section 5.7 (Specific Plan Approvals, Amendments and Changes).

Table 3-2: Allowed Land Uses and Permit Requirements

Land Use Type ¹	Permit Required by Zone					Required Parking Spaces ⁷	Reference to City of King Municipal Code and other Specific Plan Regulations
	OS	NG-1	NG-2	NG-3	NC		
Boarding and Lodging							
Bed and Breakfast Inn	—	—	—	CUP	PC	2 per unit + 1 per guest room ⁸	
Congregate Care Housing Facility	—	—	—	—	CUP	Parking Determination	DA SP Sec. 3.10
Hotel	—	—	—	—	PC	1 per guest room ⁸	
Eating and Drinking							
Restaurant (without drive-through)	—	—	—	—	PC	1 per 80 sf of customer area + 1 per 250 of preparation area ⁹	
Café, coffee shop, delicatessen (no alcoholic beverages sales)	—	—	—	CUP ⁶	PC	1 per 300 sf ⁹	
Bar, tavern, night club	—	—	—	—	CUP	1 per 80 sf of customer area + 1 per 250 of preparation area ⁹	
Mixed-Use							
Home occupation	—	P	P	P	PC	none	KC MC Ch. 17.04.250
Live-work building - residential component	—	—	—	PC ³	PC ³	2 per unit ⁸	DA SP Sec. 3.6
Live-work building - commercial component	—	—	—	PC ¹⁰	PC ¹⁰	1 per 300 sf of retail use ⁹ 1 per 400 sf of office use ⁹	DA SP Sec. 2.1, Table 2-1; Sec. 3.6
Mixed-use building - residential component	—	—	—	—	PC ³	1 per efficiency/1-bedroom unit ⁸ 1.5 for 2-bedroom unit ⁸ 2 per 3+ bedroom unit ⁸	DA SP Sec. 3.6
Mixed-use building - commercial component	—	—	—	—	PC ¹⁰	1 per 300 sf of retail use ⁹ 1 per 400 sf of office use ⁹	
Recreation, Education and Public Assembly							
Recreation facility - indoor	CUP ²	—	—	—	CUP	Parking Determination ⁹	DA SP Sec. 3.9.4
Fitness/athletic club	—	—	—	—	CUP	Parking Determination ⁹	DA SP Sec. 3.10
Library or museum	—	—	—	—	CUP	Parking Determination ⁹	DA SP Sec. 3.10
Meeting facility, public or private	CUP ²	—	—	—	CUP	Parking Determination ⁹	DA SP Sec. 3.9.4; DA SP Sec. 3.10
School - elementary, middle, secondary	—	—	—	—	—	n/a	
School - specialized education/training	—	—	—	—	CUP	Parking Determination ⁹	DA SP Sec. 3.10
Studio - art, dance, martial arts, music, etc.	—	—	—	—	PC	Parking Determination ⁹	DA SP Sec. 3.10
Theater - cinema, performing arts	—	—	—	—	CUP	Parking Determination ⁹	DA SP Sec. 3.10
Residential							
Dwelling - two, three, multiple family	—	—	P ⁴	P ⁴	CUP	1 per efficiency/1-bedroom unit ⁸ 1.5 for 2-bedroom unit ⁸ 2 per 3+ bedroom unit ⁸	DA SP Sec. 3.6
Dwelling - single family	—	P ⁴	P ⁴	P ⁴	—	2 per unit ⁸	DA SP Sec. 3.6
Carriage unit	—	P ⁵	P ⁵	P ⁵	—	1 per efficiency/1-bedroom unit ⁸ 1.5 for 2-bedroom unit ⁸	DA SP Sec. 3.6, Table 3-6

Notes:

- ¹ See Appendix A for land use definitions.
- ² Limited to the Community Park - see Section 3.9.4.
- ³ Use allowed only on an upper floor, or behind a ground-floor street-fronting use.
- ⁴ Limited to Building Types permitted in each Zone - see Section 3.6.
- ⁵ Limited as per Section 3.6, Table 3-6.
- ⁶ Limited to Live-Work buildings - see Section 2.1, Table 2-1, and Section 3.6.

- ⁷ See Section 3.10 for detailed Parking Standards.
- ⁸ Parking spaces to be provided off-street.
- ⁹ Parking spaces to be provided in shared parking facilities consisting of a combination of on-street and off-street spaces.
- ¹⁰ Subsequent change or intensification of use is subject to Major Plot Plan Review.

Key:

- P - Permitted Use
- PC - Initial Planning Commission Major Plot Plan Review required
- CUP - Conditional Use Permit required
- - Use not allowed
- n/a - Not applicable
- KC MC - City of King Municipal Code
- DA SP - Downtown Addition Specific Plan

3. Regulating Code

3.3 Land Use Regulations

Table 3-2: Allowed Land Uses and Permit Requirements (continued)

Land Use Type ¹	Permit Required by Zone					Required Parking Spaces ⁷	Reference to City of King Municipal Code and other Specific Plan Regulations
	OS	NG-1	NG-2	NG-3	NC		
Retail							
Alcoholic beverage sales - off-premise	—	—	—	—	CUP	1 per 300 sf ⁹	
Drive-through retail	—	—	—	—	—	n/a	
General retail	—	—	—	CUP ⁶	PC	1 per 300 sf ⁹	
Groceries/market (up to 50,000 sq.ft.)	—	—	—	—	PC	1 per 300 sf ⁹	
Convenience/mini-market (up to 5,000 sq.ft.)	—	—	—	—	CUP	1 per 300 sf ⁹	
Newspaper rack	—	—	—	—	PC	n/a	
Services							
ATM, bank, financial services (no drive through)	—	—	—	—	PC	1 per 300 sf ⁹	
Business support service (copy/postal center, laboratory, etc.)	—	—	—	—	PC	1 per 300 sf ⁹	
Child day care center	—	—	—	—	CUP	Parking Determination	DA SP Sec. 3.10
Child day care - Small family day care home	—	P	P	P	—	none	
Child day care - Large family day care home	—	—	P	P	—	none	
Clinic - outpatient	—	—	—	—	CUP	1 per 200 sf ⁹	
Dry cleaner (without on-site cleaning facility)	—	—	—	—	CUP	1 per 300 sf ⁹	
Equipment rental, sales, service	—	—	—	—	—	n/a	
Laundromat	—	—	—	—	CUP	1 per 300 sf ⁹	
Office - business, administrative, medical or professional	—	—	—	CUP ⁶	PC	1 per 400 sf ⁹	
Personal services (barber, beauty, nail, etc.)	—	—	—	CUP ⁶	PC	1 per 300 sf ⁹	
Repair (leather, luggage, shoes, etc.)	—	—	—	CUP ⁶	PC	1 per 300 sf ⁹	
Transportation, Communications & Infrastructure							
Automotive - sales, parts, repair, storage	—	—	—	—	—	n/a	
Parking facility, public or commercial	—	—	—	—	CUP	n/a	
Service station	—	—	—	—	—	n/a	
Telecommunications facility	—	—	—	—	CUP	n/a	
Utility facility	—	CUP	CUP	CUP	CUP	n/a	
Utility infrastructure	CUP	P	P	P	PC	n/a	
Miscellaneous Uses							
Any use found similar to the above uses, based on the findings and procedures in Municipal Code §17.02.050	see under similar use above			see under similar use above			KC MC Ch. 17.02.050 DA SP Sec. 3.3.2

Notes:

- ¹ See Appendix A for land use definitions.
- ² Limited to the Community Park - see Section 3.9.4.
- ³ Use allowed only on an upper floor, or behind a ground-floor street-fronting use.
- ⁴ Limited to Building Types permitted in each Zone - see Section 3.6.
- ⁵ Limited as per Section 3.6, Table 3-6.
- ⁶ Limited to Live-Work buildings - see Section 2.1, Table 2-1, and Section 3.6.

- ⁷ See Section 3.10 for detailed Parking Standards.
- ⁸ Parking spaces to be provided off-street.
- ⁹ Parking spaces to be provided in shared parking facilities consisting of a combination of on-street and off-street spaces.

Key:

- P - Permitted Use
- PC - Initial Planning Commission review required
- CUP - Conditional Use Permit required
- - Use not allowed
- n/a - Not applicable
- KC MC - City of King Municipal Code
- DA SP - Downtown Addition Specific Plan

3. Regulating Code

3.4 Urban Standards

3.4 Urban Standards

3.4.1 Purpose

The Urban Standards in this section regulate the aspects of each private building that affect the public realm. The standards vary according to the zone applied to each parcel by the Regulating Plan (Figure 3-1). The Urban Standards regulate building placement and profile, allowed Building and Frontage Types, and parking placement. In certain cases, these standards also regulate how specific land use types shall be operated to ensure their compatibility with adjacent uses.

3.4.2 Applicability of Setbacks

Primary street setback refers to the front setback. **Side street setback** refers to the setback from the side street right-of-way at corner lots. Street setbacks are to be measured from the applicable property line, except where a public access easement encroaches into the lot, in which case setbacks are to be measured from back of sidewalk. **Side yard setback** refers to the setback from the property line between adjacent lots. **Rear setback** refers to the setback from the rear property line, which may be an alley right-of-way or an abutting lot. Where an alley abuts the side of a lot rather than the rear, the **Side yard setback** shall be applied.

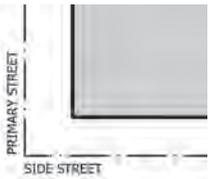
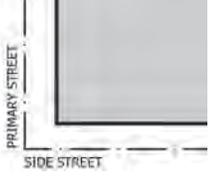
Table 3-3 provides an at-a-glance overview of the minimum setback requirements for primary buildings. Additional setbacks and requirements are listed in the following subsections.

If a conflict occurs between a provision of the Uniform Building Code and a setback requirement in Sections 3.4.4 through 3.4.7 of this Regulating Code, the Uniform Building Code shall control.

3.4.3 OS (Open Space) Zone Standards

Standards for the development of structures proposed within the OS (Open Space) zone shall be determined by the City through the Conditional Use Permit and Tentative Map process (see Table 3-2). The landscape design of the public realm shall be determined through the Master Landscape Plan and the Final Map process (see Table 5-4).

Table 3-3: Primary Building Setback Overview

Zone	Minimum Setbacks	Diagram
NG-1	Primary Street: 25 ft. Side Street: 15 ft. Side Yard: 8 ft. Rear: 25 ft.	
NG-2	Primary Street: 18 ft. Side Street: 10 ft. Side Yard: 5 ft. Rear: 25 ft.	
NG-3	Primary Street: 12 ft. Side Street: 8 ft. Side Yard: 5 ft. (unless attached) Rear: 25 ft.	
NC	Primary Street: 0 ft. Side Street: 0 ft. Side Yard: 5 ft. (unless attached) Rear: 5 ft.	

3. Regulating Code

3.4 Urban Standards

3.4.4 NG-1 (Neighborhood General 1) Zone Standards

A. Allowed lot and building types. The building types allowed in the NG-1 zone are limited to the following, which shall be placed on lots with minimum and maximum dimensions as indicated. Each building type shall be limited by the number of dwelling units allowed in the NG-1 zone, shown as the ratio of the total number of units in this zone. See Section 3.6 (Building Type Standards) for detailed standards for each building type.

Building Type	Minimum Lot Width ¹	Maximum Lot Width	Maximum Ratio of Units Permitted in NG-1 Zone
Large Lot House ²	55 ft.	88 ft.	80%
Rearyard House ³	38 ft.	55 ft.	30%
Sideyard House ³	38 ft.	55 ft.	30%

Notes:

- ¹ Lot width is measured at the primary street setback line.
- ² Large Lot House lots at street corners shall have an additional 5 ft. in width.
- ³ Rearyard House and Sideyard House lots at street corners shall have an additional 10 ft. in width.

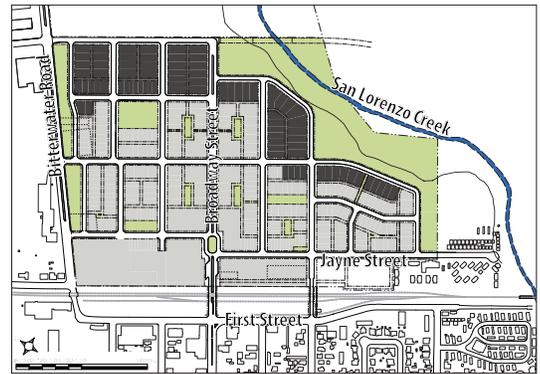
B. Building placement. Each proposed building shall comply with the following building placement requirements. Setbacks are to be measured from the applicable property line, except where a public access easement encroaches into the lot, in which case setbacks are to be measured from back of sidewalk. See section 3.4.2 for applicability of setbacks.

1. Primary building setbacks. Each primary building shall be located in compliance with the following setback requirements, as shown by the shaded area in Diagram NG1-1.

- A Primary street setback: 25 ft. min.
- B Side street setback: 15 ft. min.
- C Side yard setback: 8 ft. min.
- D Rear setback: 25 ft. min.

2. Secondary building setbacks. If permitted, each secondary building shall be located in compliance with the following setback requirements, as shown by the shaded area in Diagram NG1-2.

- E Primary street setback: 50% of lot depth min.
- F Side street setback: 18 ft. min.
- G Side yard setback: 5 ft. min.
- H Rear setback: 5 ft. min. if abutting alley;
10 ft. min. if abutting adjacent lot



The diagram above shows areas within the Neighborhood General 1 Zone shaded in dark.



Example of a typical NG-1 street.

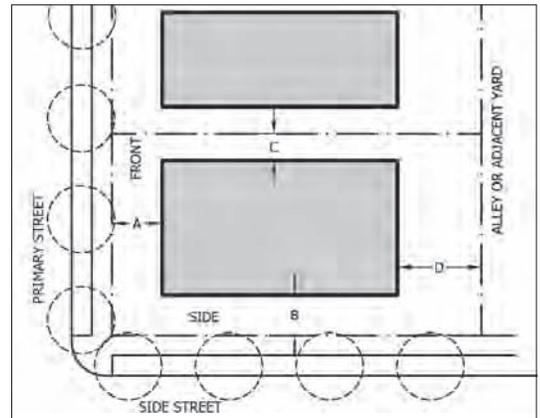


Diagram NG1-1

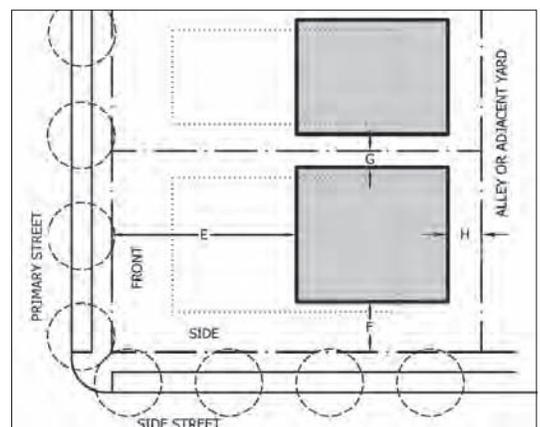


Diagram NG1-2

3. Regulating Code

3.4 Urban Standards

C. Building profile. Each proposed building shall comply with the following building profile requirements.

1. Frontage types. Table 3-4 identifies the frontage types allowed within the NG-1 zone. See Section 3.5 (Frontage Type Standards) for detailed standards for each frontage type.

2. Encroachments. The following building elements may encroach into required setbacks: porches, stoops, balconies, bay windows, chimneys, eaves and cantilevered rooms. See sidebar for porte-cochères. Encroachments are limited as follows:

- J 10 ft. max. for stoops and porches encroaching into the primary street setback;
- 5 ft. max. for stoops and porches encroaching into the side street setback;
- 3 ft. for bay windows or balconies encroaching into the primary or side street setback;
- 2 ft. max. for other encroachments.

3. Height limit. The height of primary and secondary buildings shall not exceed the following limits, as shown in Diagram NG1-3. Minimum and maximum heights are measured from average finished grade at the front setback line.

- K Primary building eave height: 20 ft. (2 stories) max.
- L Primary building first floor height: 18 in. min.; 36 in. max.
- M Secondary building eave height: 80% of primary building eave height max.

4. Fences. The location of a fence on a lot, its height, and its basic design features are defined in Section 3.12 (Fence Standards). Additional requirements are set forth in Section 3.5 (Frontage Type Standards) and in Section 3.7 (Architectural Standards).

D. Parking placement. The number of required off-street parking spaces is defined in Section 3.10. Off-street parking shall be located in compliance with the following setback requirements, as shown by the shaded areas in Diagram NG1-4. Parking may be in attached or detached garages, carports, or uncovered parking spaces. See section 3.4.2 for applicability of setbacks.

- N Primary street setback: 50% of lot depth.
- O Side street setback: 18 ft. min.
- P Side yard setback: 5 ft. min.
- Q Rear setback: 5 ft., or 25 ft. min. if abutting alley - see Section 3.10.6.; 10 ft. min. if abutting another lot directly without an alley separating the lots.
- R Driveway setback: 2 ft. min. (front accessed only)
- S Driveway width: 10 ft. max. (front accessed only)
- T Driveway width: 18 ft. max. (side accessed only)

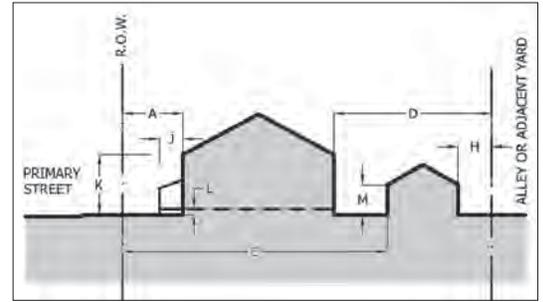


Diagram NG1-3

Standards for porte-cochères

A porte-cochère, a porch-like roof extending over a driveway, may be placed along the side of a building on lots without alley access. The porte-cochère may encroach into the side setback above the driveway and shall comply with the following setbacks:

- 2 ft. min. side yard setback
- 6 ft. 6 in. min. separation from any structure on an adjacent lot

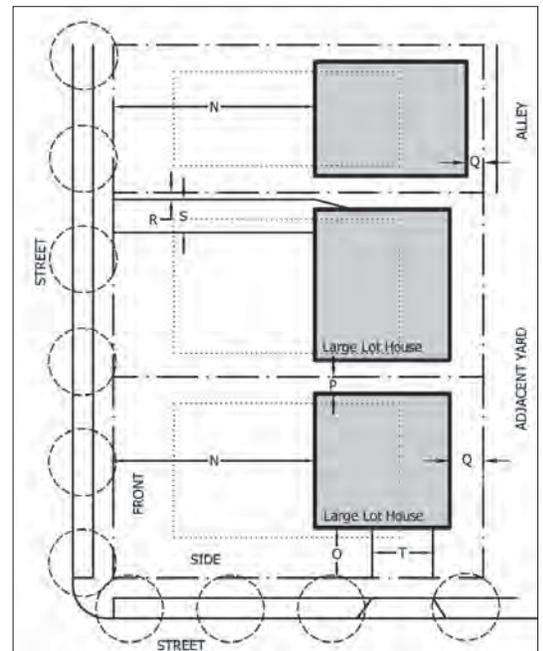


Diagram NG1-4

3. Regulating Code

3.4 Urban Standards

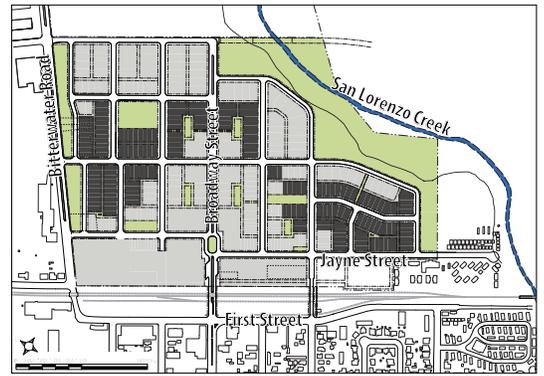
3.4.5 NG-2 (Neighborhood General 2) Zone Standards

A. Allowed lot and building types. The building types allowed in the NG-2 zone are limited to the following, which shall be placed on lots with minimum and maximum dimensions as indicated. Each building type shall be limited by the number of dwelling units allowed in the NG-2 zone, shown as the ratio of the total number of units in this zone. See Section 3.6 (Building Type Standards) for detailed standards for each building type.

Building Type	Minimum Lot Width ¹	Maximum Lot Width	Maximum Ratio of Units Permitted in NG-2 Zone
Rearyard House	33 ft.	55 ft.	60%
Sideyard House	33 ft.	55 ft.	60%
Large Lot House	55 ft.	88 ft.	40%
Bungalow Court	120 ft.	200 ft.	30%
Multigeneration House	44 ft.	66 ft.	20%
Duet	30 ft.	35 ft.	20%

Notes:

¹ Lot width is measured at the primary street setback line. Lots at street corners shall have an additional 5 ft. in width.



The diagram above shows areas within the Neighborhood General 2 Zone shaded in dark.



Example of a typical NG-2 street.

B. Building placement. Each proposed building shall comply with the following building placement requirements. Setbacks are to be measured from the applicable property line, except where a public access easement encroaches into the lot, in which case setbacks are to be measured from back of sidewalk. See section 3.4.2 for applicability of setbacks.

1. Primary building setbacks. Each primary building shall be located in compliance with the following setback requirements, as shown by the shaded area in Diagram NG2-1.

- A Primary street setback: 18 ft. min.
- B Side street setback: 10 ft. min.
- C Side yard setback: 5 ft. min.
- D Rear setback: 25 ft. min.

2. Secondary building setbacks. If permitted, each secondary building shall be located in compliance with the following setback requirements, as shown by the shaded area in Diagram NG2-2.

- E Primary street setback: 50% of lot depth min.
- F Side street setback: 13 ft. min.
- G Side yard setback: 5 ft. min.
- H Rear setback: 5 ft. min.

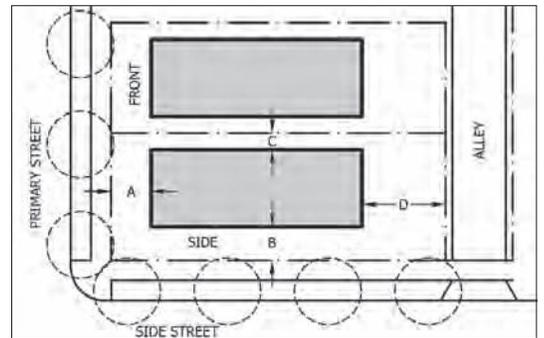


Diagram NG2-1

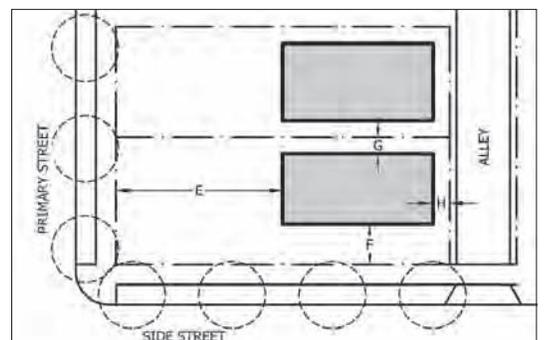


Diagram NG2-2

3. Regulating Code

3.4 Urban Standards

C. Building profile. Each proposed building shall comply with the following building profile requirements.

1. Frontage types. Table 3-4 identifies the frontage types allowed within the NG-2 zone. See Section 3.5 (Frontage Type Standards) for detailed standards for each frontage type.

2. Encroachments. The following building elements may encroach into required setbacks: porches, stoops, balconies, bay windows, chimneys, eaves and cantilevered rooms. Encroachments are limited as follows:

- J 8 ft. max. for porches and stoops encroaching into the primary street setback;
- 3 ft. max. for stoops and porches encroaching into the side street setback;
- 3 ft. for bay windows or balconies encroaching into the primary or side street setback;
- 2 ft. max. for other encroachments.

3. Height limit. The height of primary and secondary buildings shall not exceed the following limits, as shown in Diagram NG2-3. Minimum and maximum heights are measured from average finished grade at the front setback line.

- K Primary building eave height: 22 ft. (2 stories) max.
- L Primary building first floor height: 18 in. min., 36 in. max.
- M Secondary building eave height: 80% of primary building eave height max.

4. Fences. The location of a fence on a lot, its height, and its basic design features are defined in Section 3.12 (Fence Standards). Additional requirements are set forth in Section 3.5 (Frontage Type Standards) and in Section 3.7 (Architectural Standards).

D. Parking placement. The number of required off-street parking spaces is defined in Section 3.10. Off-street parking shall be located in compliance with the following setback requirements, as shown by the shaded areas in Diagram NG2-4. Parking may be in attached or detached garages, carports, or uncovered parking spaces. See section 3.4.2 for applicability of setbacks.

- N Primary street setback: 50% of lot depth.
- O Side street setback: 13 ft. min.
- P Side yard setback: 5 ft. min.
- Q Rear setback: 5 ft., or 25 ft. min.- see Section 3.10.6.

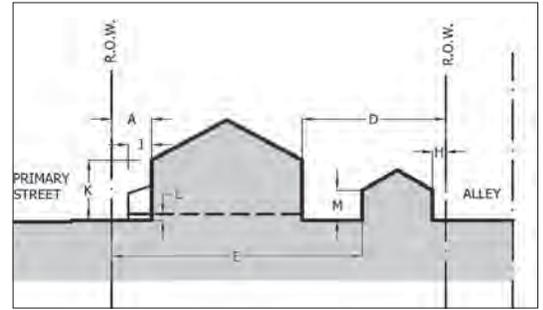


Diagram NG2-3

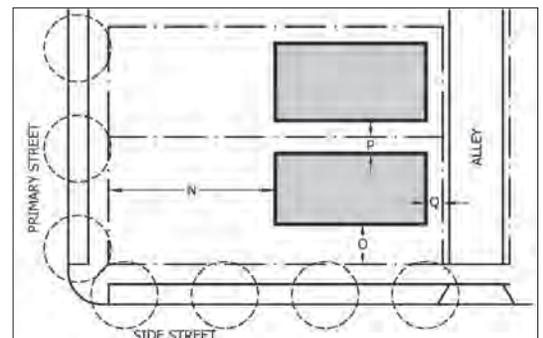


Diagram NG2-4



3. Regulating Code

3.4 Urban Standards

3.4.6 NG-3 (Neighborhood General 3) Zone Standards

A. Allowed lot and building types. The building types allowed in the NG-3 zone are limited to the following, which shall be placed on lots with minimum and maximum dimensions as indicated. Each building type shall be limited by the number of dwelling units allowed in the NG-3 zone, shown as the ratio of the total number of units in this zone. See Section 3.6 (Building Type Standards) for detailed standards for each building type.

Building Type	Minimum Lot Width ¹	Maximum Lot Width	Maximum Ratio of Units Permitted in NG-3 Zone
Courtyard Housing	120 ft.	N.A. ²	50%
Villa	66 ft.	120 ft.	30%
Rowhouse	22 ft. for middle unit; 27 ft. for end unit ³	33 ft.	30%
Duet	27 ft.	33 ft.	30%
Triplex, Quadplex	55 ft.	88 ft.	30%
Bungalow Court	120 ft.	200 ft.	30%
Multigeneration House	44 ft.	66 ft.	25%
Sideyard House	33 ft.	55 ft.	25%
Live-Work Building ⁴	22 ft. for middle unit; 27 ft. for end unit ³	33 ft.	20%
Rearyard House	33 ft.	44 ft.	10%

Notes:

- ¹ Lot width is measured at the primary street setback line. Lots at street corners shall have an additional 5 ft. in width.
- ² See Building Type Standards (Section 3.6) for facade length limitations.
- ³ End units must be provided at both ends of Rowhouse and Live-Work Buildings. See Section 3.6.2.8 (Rowhouse) and 3.6.2.11 (Live-Work Building).
- ⁴ Limited to lots with their primary frontage on Broadway Street, Chestnut Avenue, and Jayne Street between Broadway and Pearl Streets.

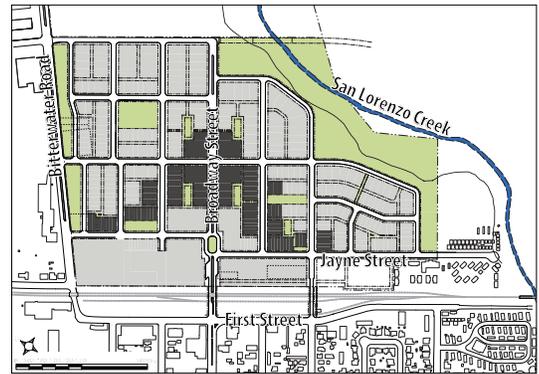
B. Building placement. Each proposed building shall comply with the following building placement requirements. Setbacks are to be measured from the applicable property line, except where a public access easement encroaches into the lot, in which case setbacks are to be measured from back of sidewalk. See section 3.4.2 for applicability of setbacks.

1. Primary building setbacks. Each primary building shall be located in compliance with the following setback requirements, as shown by the shaded area in Diagram NG3-1.

- A Primary street setback: 12 ft. min. ¹
- B Side street setback: 8 ft. min.
- C Side yard setback: 5 ft. min. if detached ²; 0 ft. if attached.
- D Rear setback: 25 ft. min.

Notes:

- ¹ 10 ft. min. for non-street frontages.
- ² Detached buildings must be separated from adjacent building(s) by a minimum of 10 feet.



The diagram above shows areas within the Neighborhood General 3 Zone shaded in dark.



Example of a typical NG-3 street.

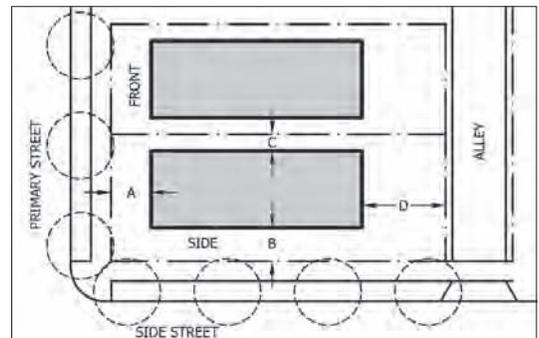


Diagram NG3-1

3. Regulating Code

3.4 Urban Standards

2. Secondary building setbacks. If permitted, each secondary building shall be located in compliance with the following setback requirements, as shown by the shaded area in Diagram NG3-2.

- E Primary street setback: 50% of lot depth min.
- F Side street setback: 10 ft. min.
- G Side yard setback: 5 ft. min. if detached; 0 ft. if attached.
- H Rear setback: 5 ft. min.

C. Building profile. Each proposed building shall comply with the following building profile requirements.

1. Frontage types. Table 3-4 identifies the frontage types allowed within the NG-3 zone. See Section 3.5 (Frontage Type Standards) for detailed standards for each frontage type.

2. Encroachments. The following building elements may encroach into required setbacks: porches, stoops, balconies, bay windows, chimneys, eaves and cantilevered rooms. Encroachments are limited as follows:

- J 7 ft. max. for porches and stoops encroaching into the primary street setback;
- 3 ft. max. for stoops and porches encroaching into the side street setback;
- 2 ft. max. for other encroachments.

3. Height limit. The height of primary and secondary buildings shall not exceed the following limits, as shown in Diagram NG3-3. Minimum and maximum heights are measured from average finished grade at the front setback line.

- K Primary building eave height: 24 ft. (2 stories) max.
- L Primary building first floor height: 18 in. min., 36 in. max.
- M Secondary building eave height: 80% of primary building eave height max.

4. Fences. The location of a fence on a lot, its height, and its basic design features are defined in Section 3.12 (Fence Standards). Additional requirements are set forth in Section 3.5 (Frontage Type Standards) and in Section 3.7 (Architectural Standards).

D. Parking placement. The number of required off-street parking spaces is defined in Section 3.10. Off-street parking shall be located in compliance with the following setback requirements, as shown by the shaded areas in Diagram NG3-4. Parking may be in attached or detached garages, carports, or uncovered parking spaces. For parking lots with 10 or more spaces see Section 3.10.5 (Parking Lot Standards). See section 3.4.2 for applicability of setbacks.

- N Primary street setback: 50% of lot depth.
- O Side street setback: 10 ft. min.;
- P Side yard setback: 5 ft. min. if detached; 0 ft. if garage is attached to adjacent garage.
- Q Rear setback: 5 ft., or 25 ft. min.- see Section 3.10.6.

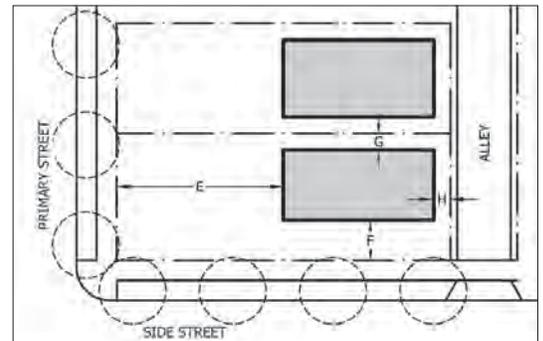


Diagram NG3-2

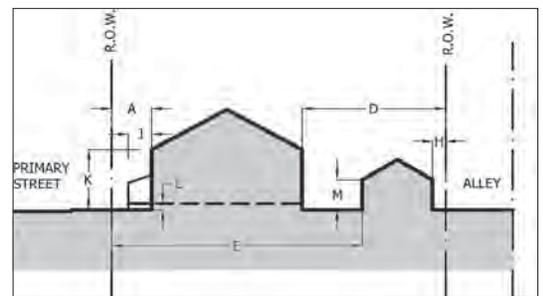


Diagram NG3-3

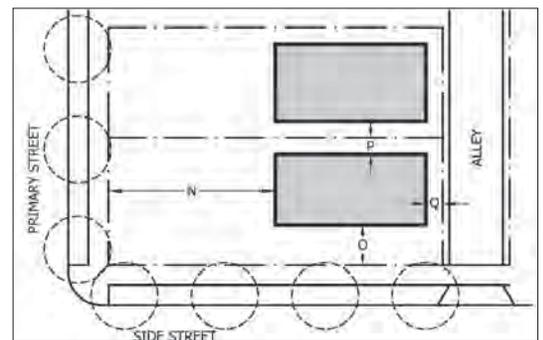


Diagram NG3-4

3. Regulating Code

3.4 Urban Standards

3.4.7 NC (Neighborhood Center) Zone Standards

A. Allowed lot and building types. The building types allowed in the NC zone are limited to the following, which shall be placed on lots with minimum and maximum dimensions as indicated. Each building type shall be limited by the number of dwelling units allowed in the NC zone, shown as the ratio of the total number of units in this zone. See Section 3.6 (Building Type Standards) for detailed standards for each building type.

Building Type	Minimum Lot Width ¹	Maximum Lot Width	Maximum Ratio of Units Permitted in NC Zone
Commercial Building	N.A.	N.A. ⁴	N.A.
Mixed-Use Building	N.A.	N.A. ⁴	100%
Live-Work Building ²	22 ft. for middle unit; 27 ft. for end unit	33 ft.	40%
Civic Building ³	N.A.	N.A. ⁴	N.A.
Courtyard Housing ³	120 ft.	N.A. ⁴	N.A.
Rowhouse ³	22 ft. for middle unit; 27 ft. for end unit	33 ft.	N.A.

Notes:

- ¹ Lot width is measured at the primary street setback line. Lots at street corners shall have an additional 5 ft. in width.
- ² Not allowed on lots with their primary frontage on Broadway Street, Broadway Square, and Chestnut Avenue for a distance of 150 feet north of Broadway Street.
- ³ Conditional Use Permit required.
- ⁴ See Building Type standards for facade length limitations.

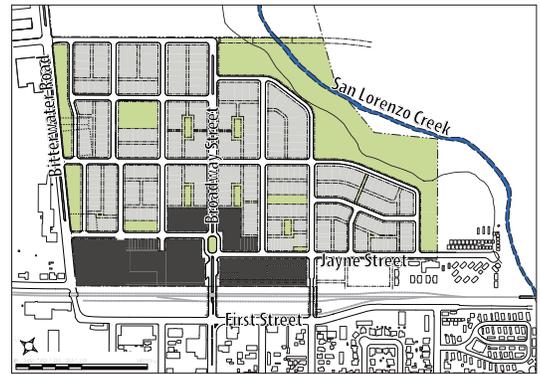
B. Building placement. Each proposed building shall comply with the following building placement requirements. Setbacks are to be measured from the applicable property line, except where a public access easement encroaches into the lot, in which case setbacks are to be measured from back of sidewalk. See section 3.4.2 for applicability of setbacks.

1. Primary building setbacks. Each primary building shall be located in compliance with the following setback requirements, as shown by the shaded area in Diagram NC-1.

- A Primary street setback: 0 ft. build-to-line for buildings with non-residential ground floor uses; 10 ft. max. for buildings with residential ground floor uses; 15 ft. max. for Forecourt frontages.
- B Side street setback: Same as primary street setback.
- C Side yard setback: 5 ft. min. if detached ¹; 0 ft. min. if attached.
- D Rear setback: 5 ft. min.

Notes:

- ¹ Detached buildings must be separated from adjacent building(s) by a minimum of 10 feet.



The diagram above shows areas within the Neighborhood Center Zone shaded in dark.



Example of a typical NC street.

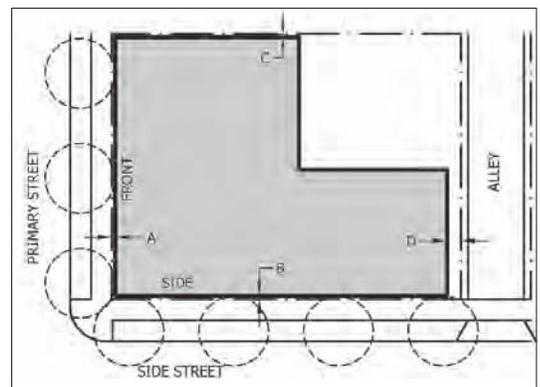


Diagram NC-1

3. Regulating Code

3.4 Urban Standards

2. Secondary building setbacks. If permitted, each secondary building shall be located in compliance with the following setback requirements, as shown by the shaded area in Diagram NC-2.

- E Primary street setback: 50 ft. min.
- F Side street setback: 5 ft. min.
- G Side yard setback: 5 ft. min. if detached;
0 ft. if attached to adjacent secondary building.
- H Rear setback: 5 ft. min.

C. Building profile. Each proposed building shall comply with the following building profile requirements.

1. Frontage types. Table 3-4 identifies the frontage types allowed within the NC zone. See Section 3.5 (Frontage Type Standards) for detailed standards for each frontage type.

2. Encroachments. The following encroachments are allowed within the NC zone. Also see “Encroachments into the public right-of-way” in the sidebar.

- J Arcades, Galleries, and Awnings may encroach into the right-of-way to within 24 to 30 inches of the curb face;
- Balconies may encroach into the right-of-way up to 6 ft.;
- Bay windows, eaves, and cantilevered rooms on upper floors may encroach into the right-of way up to 2 ft.;
- 2 ft. max. for other encroachments.

3. Height limit. The height of primary and secondary buildings shall not exceed the following limits, as shown in Diagram NC-3. Minimum and maximum heights are measured from average finished grade at the front setback line.

- K Primary building eave height: 28 ft. (2 stories) max.;
- 36 ft. (3-story) accents max. with design review approval pursuant to KCMC 17.50.
- L Primary building first floor height: 0 in min. for non-residential;
- 18 in. min., 36 in. max. for residential
- M Secondary building eave height: 80% of primary building eave height max.

D. Parking placement. The number of required off-street parking spaces is defined in Section 3.10. Off-street parking shall be located in compliance with the following setback requirements, as shown by the shaded areas in Diagram NC-4. Parking may be in attached or detached garages, carports, or uncovered parking spaces. For parking lots with 10 or more spaces see Section 3.10.5 (Parking Lot Standards). See section 3.4.2 for applicability of setbacks.

- N Primary street setback: 50 ft. min.
- O Side street setback: 10 ft. min.;
- P Side yard setback: 5 ft. min. if detached;
- 0 ft. min. if attached or in shared parking lot.
- Q Rear setback: 5 ft. min.

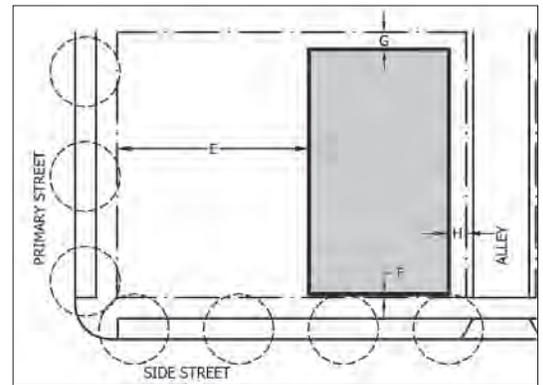


Diagram NC-2

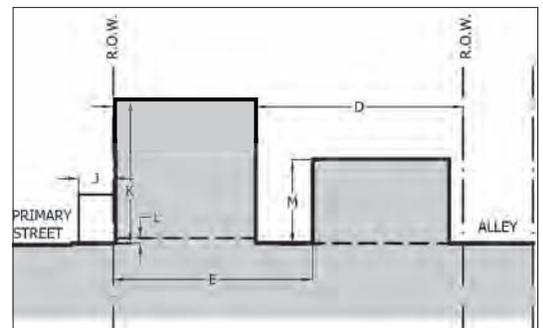


Diagram NC-3

Encroachments into the public right-of-way

The project grants the airspace above the sidewalk for private use and benefit of the user, but the airspace remains in the public domain and does not constitute a gift of public funds. An encroachment permit or license agreement may be required prior to issuance of a building permit.

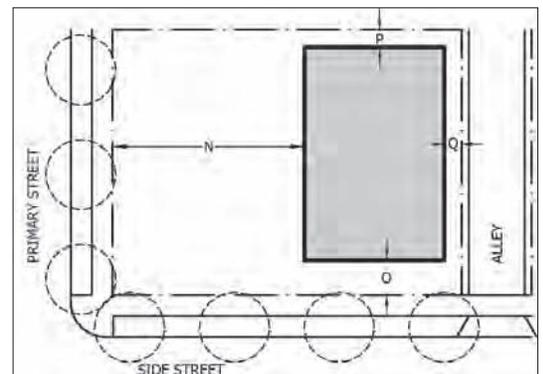


Diagram NC-4

3. Regulating Code

3.4 Urban Standards

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3. Regulating Code

3.5 Frontage Type Standards

3.5 Frontage Type Standards

3.5.1 Purpose

The Frontage Type Standards in this section describe the design characteristics and parameter of each of the Frontage Types allowed in the Downtown Addition. The Frontage Type Standards also determine which of the Frontage Types are allowed in each of the neighborhood zones established in Section 3.2 (Regulating Plan and Zones) and described in Section 3.4 (Urban Standards).

3.5.2 Frontage Type Standards

A. Frontage Types allowed by Zone. Table 3-4 identifies the Frontage Types allowed in each Zone. In some instances, the Building Type Standards further define the permissible Frontage Types for a specific building; see Section 3.6 for additional requirements.

B. Frontage Type Standards. Each of the permitted Frontage Types listed in Table 3-4 is described in detail on the following pages. The images are intended to illustrate typical conditions. The actual design and configuration of a building's frontage may vary depending on the building's architecture. See Section 3.7 (Architectural Standards) for further requirements.

Table 3-4: Frontage Types Allowed by Zone

Frontage Type	Downtown Addition Zones			
	NG-1	NG-2	NG-3	NC
3.5.2.1 Common Yard 	●	●		
3.5.2.2 Porch and Fence 	●	●	●	
3.5.2.3 Dooryard 			●	●
3.5.2.4 Stoop 			●	●
3.5.2.5 Forecourt 			●	●
3.5.2.6 Shopfront and Awning 				●
3.5.2.7 Gallery 				●
3.5.2.8 Arcade 				●

Key:
● = Type allowed in zone.

3. Regulating Code

3.5 Frontage Type Standards

3.5.2.1 Common Yard

The Common Yard is the least urban frontage type appropriate for residences at the neighborhood edges and in predominantly single-family areas. Common Yards are created by substantially setting back the building facades from the property line. Common Yards remain unfenced and are visually continuous with adjacent yards, supporting a common landscape. Where employed this frontage type should be used on both sides of the street and for the entire length of the block. Porches or stoops that provide access to the buildings may encroach into the setback.

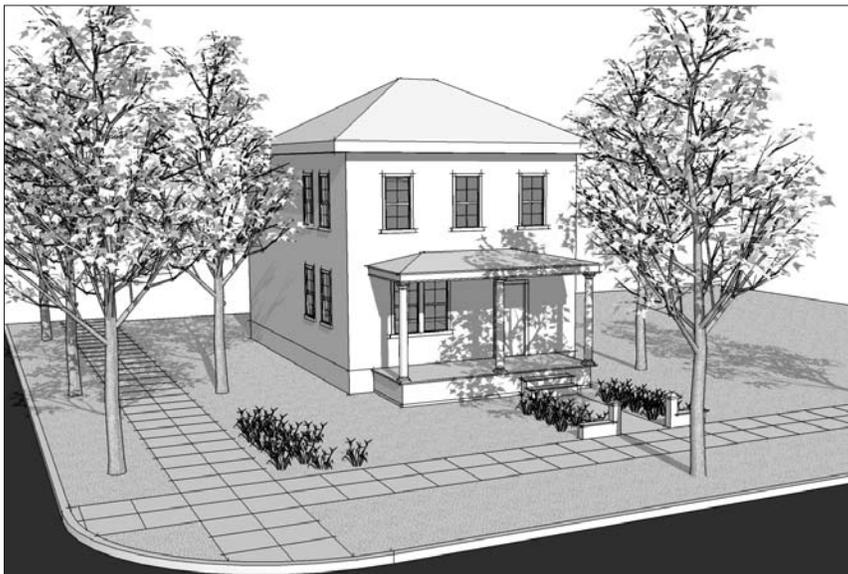
Landscaping shall not be used to visually separate a front yard from adjacent yards and is limited to lawn, grasses, low shrubs and ground covers, and low hedges. Shrubs and hedges within the front setback zone shall be limited to 36 inches at maturity. Small accent or fruit trees are permitted within the front yard setback, provided the canopies are sufficiently transparent and do not block views of the building facade. Planting of trees in a row at the property line creating a visual boundary is not permitted.

Key Design Characteristics:

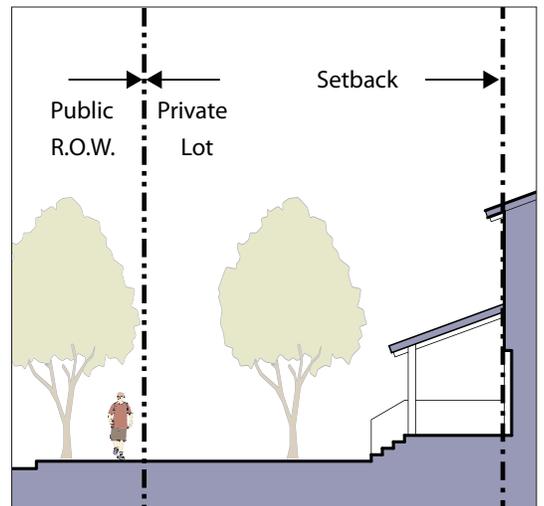
- Deep front setbacks;
- Visually continuous front yards, uninterrupted by fences or tall shrubs and hedges.



Examples of the Common Yard frontage.



Perspective view of a typical Common Yard.



Typical cross section of a Common Yard.

3. Regulating Code

3.5 Frontage Type Standards

3.5.2.2 Porch and Fence

The Porch and Fence type offers the classic American front yard and consists of a porch that encroaches into the front setback, and an optional fence that delineates the property line. Fences are only permitted if there is at least a six foot setback between the property line and the face of the porch. Porches shall be at minimum seven feet deep to provide usable space, and typically occupy at least 50 percent of the facade width. However, narrower porches may be permitted in accordance with the building's architectural style. Porches shall be raised above grade a minimum of 18 inches and a maximum of 36 inches. Fences enclosing the front yard shall not exceed 42 inches in height. Garden walls and fence/garden wall combinations may be permitted, provided that the solid wall portion does not exceed 24 inches in height. Fences or garden walls shall be placed either at the back of sidewalk or set back at minimum 12 inches to provide sufficient space for plants outside the fence line (see 3.12 Fence Standards).

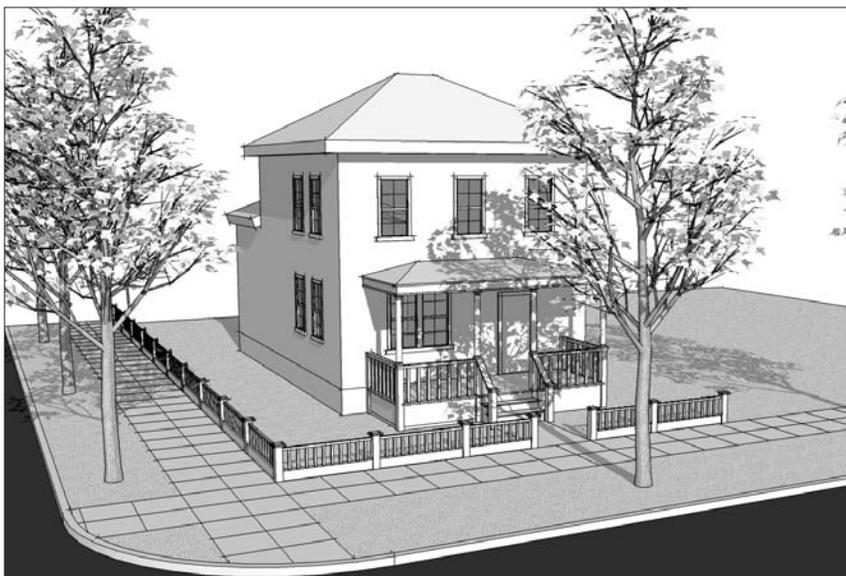
Front yard landscaping may include any combination of trees, shrubs, hedges, grasses and/or lawn. If used, tall shrubs and hedges exceeding 42 inches at maturity shall be planted next to the building facade and shall be sufficiently transparent not to block views of the building facade. The majority of the yard shall be limited to shrubs and hedges no taller than 42 inches at maturity.

Key Design Characteristics:

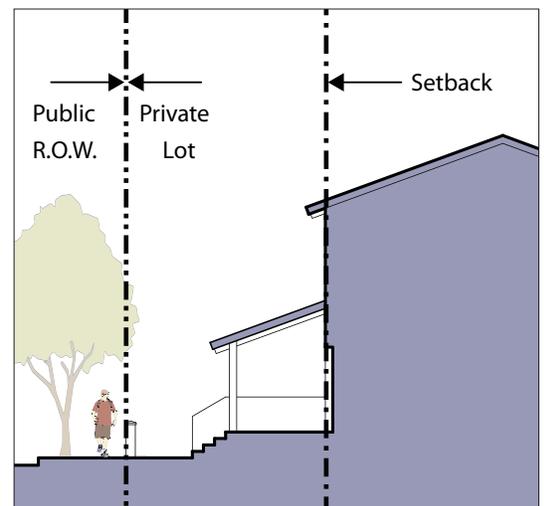
- Usable porch dominates the building face;
- Optional fence delineates the property line.



Examples of the Porch and Fence frontage.



Perspective view of a typical Porch and Fence.



Typical cross section of a Porch and Fence.

3. Regulating Code

3.5 Frontage Type Standards

3.5.2.3 Dooryard

Dooryards are elevated gardens or terraces that provide flexible outdoor space. If the building's ground floor use is residential, Dooryards are typically landscaped to provide additional buffer and privacy. If the ground floor use is commercial, Dooryards are typically hardscaped to provide outside seating or merchandise display areas.

Dooryards are enclosed by low garden walls at or near the property line, with a few steps leading from the sidewalk to the elevated yard. Building facades are set back from the property line. Buildings are accessed directly from the Dooryards. Garden walls enclosing the Dooryard shall not exceed 42 inches in height, unless necessary for structural reasons. Garden walls may be constructed of stucco, brick, or stone; a transparent metal railing may be affixed atop a garden wall if additional height is necessary for safety.

Landscaping may include any combination of grasses, vines, shrubs and trees in planters, pots or planted directly in the ground. Front yard plants shall be proportional to the building, and plants exceeding 42 inches in height shall be sufficiently transparent not to block views of the building facade.

Key Design Characteristics:

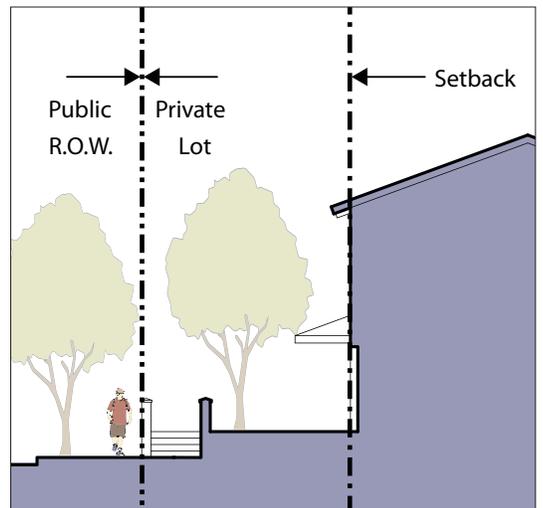
- Front yard is elevated and enclosed by a low garden wall;
- Steps lead from sidewalk to the Dooryard, which provides direct access to the building.



Examples of the Dooryard frontage.



Perspective view of a typical Dooryard.



Typical cross section of a Dooryard.

3. Regulating Code

3.5 Frontage Type Standards

3.5.2.4 Stoop

The Stoop is an urban frontage type provided for residential buildings near or within the Neighborhood Center. Stoops are exterior stairs with landings that provide access to buildings placed close to the property line. Building facades are set back just enough to provide space for the Stoop. The exterior stair of a Stoop may be perpendicular or parallel to the sidewalk. A Stoop's landing may be covered or uncovered. Stoops shall be raised above grade a minimum of 18 inches and a maximum of 36 inches to provide privacy for ground floor residences. A Stoop's landing shall be at minimum four feet in width and depth.

Landscaping on either side of the Stoop may be at grade or elevated, and may be demarcated by a garden wall that shall not exceed 24 inches in height. Plants may include grasses, vines, and small shrubs limited to 42 inches in height at maturity.

Key Design Characteristics:

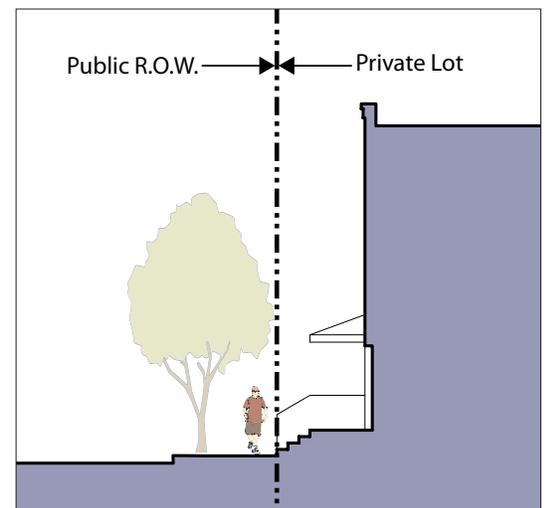
- Short stairs with small covered or uncovered landings provide access to the building;
- Stoop may be parallel or perpendicular to the sidewalk;
- Stoop may be combined with raised planting beds and low garden walls.



Example of the Stoop frontage.



Perspective view of a typical Stoop.



Typical cross section of a Stoop.

3. Regulating Code

3.5 Frontage Type Standards

3.5.2.5 Forecourt

The Forecourt is an urban frontage type appropriate for residential and non-residential uses and may be combined with other types, such as Shopfront and Awning or Stoop. Forecourts are created by setting back a portion of a building's facade, typically the middle, to create a small entry square. Forecourts often provide access to a central lobby of a larger building, but may also be combined with other frontage types that provide direct access to the portions of the facade that are close to the sidewalk. Forecourts may be landscaped or paved, depending on the ground floor uses of the building. Forecourts may be at grade or elevated above the sidewalk a maximum of 24 inches. Forecourts shall be at minimum ten feet in width and depth, however, the width of a Forecourt shall not exceed one third of the overall facade width, and the depth shall be equal to or less than the width.

Landscaping may include lawn, grasses, small shrubs or hedges not exceeding 36 inches in height at maturity, and accent trees with sufficiently transparent canopies that do not block views of the building facade. Tall shrubs and hedges are not permitted. Vines may be acceptable at the building facade and shall be planted on grade in vine pockets.

Key Design Characteristics:

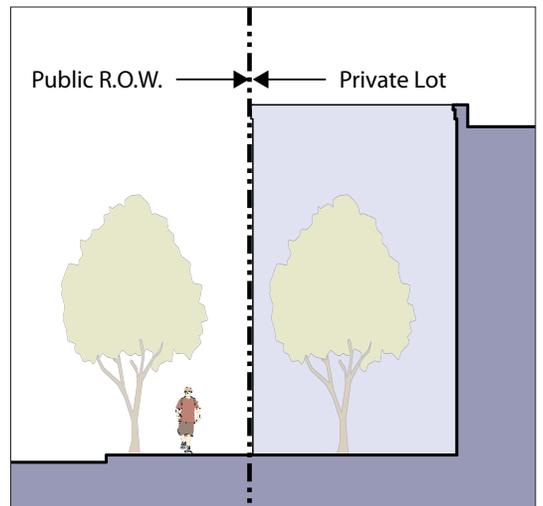
- A portion of the building, typically the middle, is set back and provides access to the building;
- Forecourt may be combined with other Frontage Types;
- Forecourt may be landscaped or hardscaped, and may be elevated.



Examples of the Forecourt frontage.



Perspective view of a typical Forecourt.



Typical cross section of a Forecourt.

3. Regulating Code

3.5 Frontage Type Standards

3.5.2.6 Shopfront and Awning

Shopfront and Awning is the primary frontage type for buildings with ground floor commercial uses and only permitted in the Neighborhood Center. Shopfront and Awning frontages are created by inserting storefronts with large transparent windows into the ground floor facade of a building. The facade is aligned with the property line, although partially recessed storefronts, such as recessed entrances, are also common. The building entrance is at sidewalk grade and provides direct access to a non-residential ground floor use.

Shopfronts are composed of storefronts, entrances, awnings or sheds, signage, lighting, cornices, and other architectural elements - see "Typical Shopfront assembly" diagram on this page and Section 3.7.6 for further detail. Awnings or sheds may encroach into the public right-of-way and cover the sidewalk to within two feet of the curb. Awnings, sheds, signage or other sidewalk encroachments shall be at minimum eight feet above sidewalk grade.

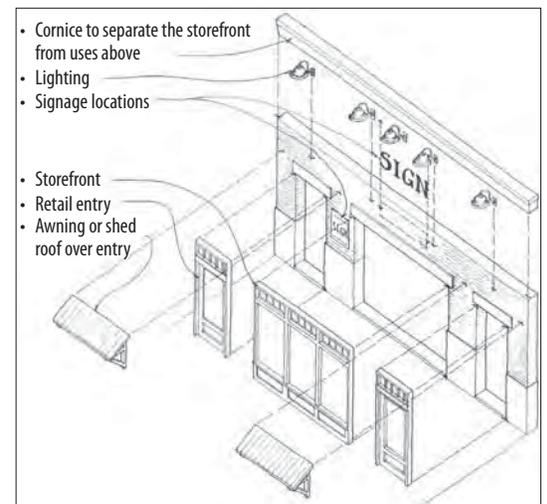
Landscaping is not required. Vines may be acceptable at the building facade and shall be planted on grade in vine pockets that may not encroach more than 18 inches into the public right-of-way.

Key Design Characteristics:

- Storefront with large, transparent windows and doors aligned with the property line;
- Entrance at sidewalk grade;
- Optional awnings project over the sidewalk.



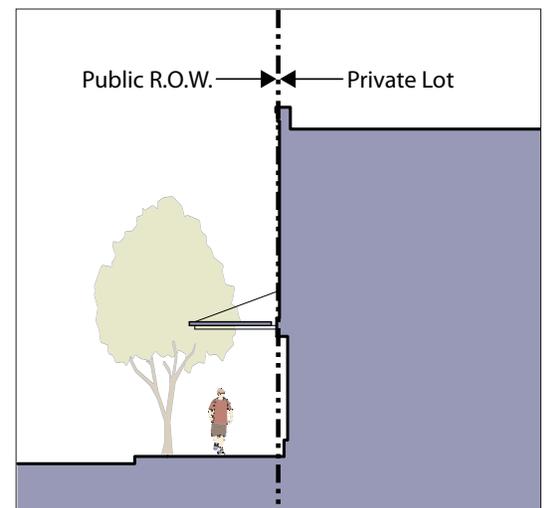
Example of the Shopfront and Awning frontage.



Typical Shopfront assembly. See Section 3.7.6 for further detail.



Perspective view of a typical Shopfront and Awning.



Typical cross section of a Shopfront and Awning.

3. Regulating Code

3.5 Frontage Type Standards

3.5.2.7 Gallery

Galleries are created by attaching a colonnade to a building facade that is aligned with or near the property line. Galleries typically contain ground-floor storefronts, making this frontage type ideal for retail use. Galleries may be two-story structures, providing a covered balcony for the upper story uses. The Gallery projects over the sidewalk and encroaches into the public right-of-way. The project grants the airspace above the sidewalk for private use and benefit of the user, but the airspace remains in the public domain and does not constitute a gift of public funds. An encroachment permit or license agreement may be required prior to issuance of a building permit.

Galleries are most effective if they are used on both sides of the street and for the entire length of the block. Galleries and Arcades may be combined to achieve this. Galleries shall provide at minimum eight feet clear between the facade and the inside of the posts or columns, and a minimum clear height above the sidewalk of ten feet. The space between the face of the curb and the outside face of the posts or columns shall be between 24 and 30 inches to provide sufficient room for overhanging bumpers but to discourage walking along the outside of the Gallery.

Landscaping is not required. Vines may be acceptable at the gallery columns and shall be planted on grade in vine pockets located between the columns and the curb. Rectangular planter boxes or pots, depth no larger than 24 inches, may be placed in between gallery columns to provide enclosure for uses such as café seating, limited to one consecutive column space.

Key Design Characteristics:

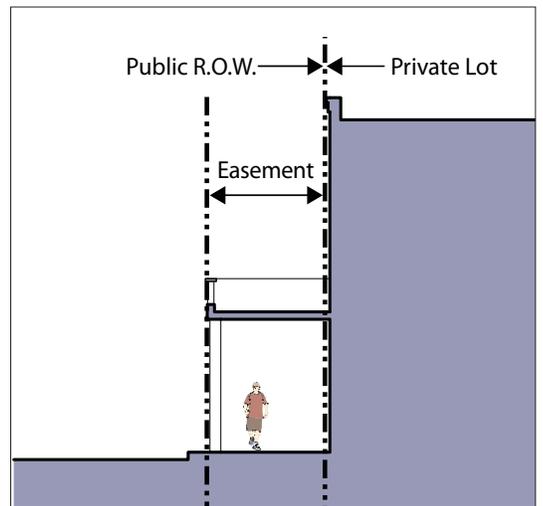
- Colonnade attached to the building facade projects over the sidewalk;
- Typically combined with storefronts.



Examples of the Gallery frontage.



Perspective view of a typical Gallery.



Typical cross section of a Gallery.

3. Regulating Code

3.5 Frontage Type Standards

3.5.2.8 Arcade

Arcades are created by projecting a building's upper floors above the sidewalk while aligning the ground floor facade with the property line. Arcades typically contain ground-floor storefronts, making this frontage type ideal for retail use. A colonnade structurally and visually supports the building mass that encroaches into the public right-of-way. The project grants the airspace above the sidewalk for private use and benefit of the user, but the airspace remains in the public domain and does not constitute a gift of public funds. An encroachment permit or license agreement may be required prior to issuance of a building permit.

Arcades are most effective if they are used on both sides of the street and for the entire length of the block, except where used to emphasize civic buildings. Arcades and Galleries may be combined to achieve this. Arcades shall provide at minimum eight feet clear between the ground-floor facade and the inside of the posts or columns, and a minimum clear height above the sidewalk of ten feet. The space between the face of the curb and the outside face of the posts or columns shall be between 24 and 30 inches to provide sufficient room for overhanging bumpers but to discourage walking along the outside of the Arcade.

Landscaping is not required. Vines may be acceptable at the arcade columns and shall be planted on grade in vine pockets located between the columns and the curb. Rectangular planter boxes or pots, depth no larger than 24 inches, may be placed in between arcade columns to provide enclosure for uses such as café seating, limited to one consecutive column space.



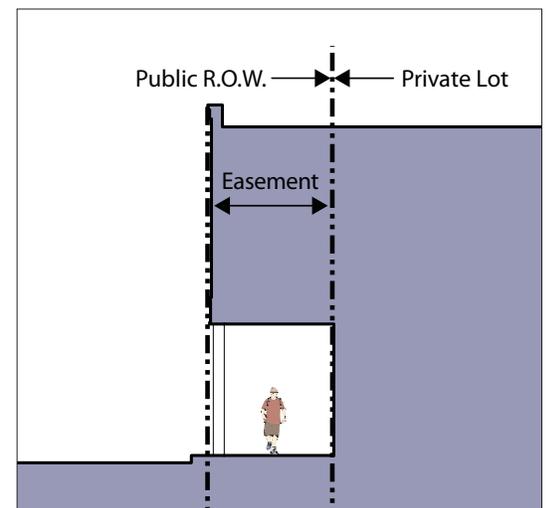
Examples of the Arcade frontage.

Key Design Characteristics:

- Upper floors project into the right-of-way;
- Colonnades support the building mass above the sidewalk;
- Typically combined with storefronts.



Perspective view of a typical Arcade.



Typical cross section of an Arcade.

3. Regulating Code

3.5 Frontage Type Standards

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3. Regulating Code

3.6 Building Type Standards

3.6 Building Type Standards

3.6.1 Purpose

The Building Type Standards in this section determine the design requirements for each of the building types allowed in the Downtown Addition, including building size and massing, frontage design, primary pedestrian access, vehicle access, parking and services, and open space and landscaping.

3.6.2 Allowed Building Types

Table 3-5 provides an overview of the building types allowed in the Downtown Addition. Table 3-6 identifies which building types are allowed in each of the zones established by Section 3.2 (Regulating Plan and Zones) and described in Section 3.4 (Urban Standards). Each of the building types is described in detail on the following pages.

Table 3-5: Overview of Allowed Building Types

Large Lot House		Rearyard House	
Sideyard House		Bungalow Court	
Multi-generation House		Duet	
Triplex/Quadplex		Rowhouse	
Villa		Courtyard Housing	
Live-Work Building		Mixed Use Building	
Commercial Building		Civic Building	

Table 3-6: Building Types Allowed by Zone

Building Types	Downtown Addition Zones				
	OS	NG-1	NG-2	NG-3	NC
3.6.2.1 Large Lot House		● ¹	● ¹		
3.6.2.2 Rearyard House		● ¹	● ¹	● ¹	
3.6.2.3 Sideyard House		● ¹	● ¹	● ¹	
3.6.2.4 Bungalow Court			●	●	
3.6.2.5 Multigeneration House			●	●	
3.6.2.6 Duet			●	●	
3.6.2.7 Triplex/Quadplex				●	
3.6.2.8 Rowhouse				●	
3.6.2.9 Villa				●	
3.6.2.10 Courtyard Housing				●	O ²
3.6.2.11 Live-Work Building				● ³	● ⁴
3.6.2.12 Mixed Use Building					●
3.6.2.13 Commercial Building					●
3.6.2.14 Civic Building	O ⁵				O

Key:

● = Type allowed in zone.

O = Conditional Use Permit required.

Notes:

¹ A carriage unit may be built at the rear of a lot per Section 3.6.2.15, subject to accommodating the additional off-street parking requirement for that unit (see Section 3.10).

² Conditional Use Permit required for determination of appropriateness of converting commercial property to residential use.

³ Limited to lots with their primary frontage on Broadway Street, Chestnut Avenue, and Jayne Street between Broadway and Pearl Streets.

⁴ Not allowed on lots with their primary frontage on Broadway Street, Broadway Square, and Chestnut Avenue for a distance of 150 feet north of Broadway Street.

⁵ Limited to buildings and structures necessary to support the specific purpose of each open space area.

3. Regulating Code

3.6 Building Type Standards

3.6.2.1 Large Lot House

A. Description of type. The Large Lot House is the least urban building type. The Large Lot House is a detached single-family house built on a lot large enough for substantial yard space on all four sides. The larger lot allows for a variety of building configurations, floor plan layouts and orientations. Large Lot Houses are typically bigger in footprint and floor area than other house types. In addition to the primary house a carriage unit may be built at the rear of lots.



B. Building size and massing.

1. Buildings shall be composed of one, one and a half, or two-story volumes and have the appearance of a house.
2. Building facades shall have an identifiable base, middle and top.
3. Buildings on corner lots shall be designed with two facades of equal architectural expression.
4. Building elevations exceeding 25 feet in length shall be designed to provide at least one vertical break created through projecting or recessing wall surfaces, changes in the roofline, and/or placement of piers, pilasters or chimneys.



Example of a typical Large Lot House.

C. Frontage.

1. The transition from public to private, indoor to outdoor at the main entrance to the building shall be created by Frontage Types appropriate for the Zone (see Section 3.5).
2. First floor living areas shall be oriented toward the front of the house rather than sleeping and service rooms.



Typical Large Lot House frontage.

3. Regulating Code

3.6 Building Type Standards

D. Primary pedestrian access.

1. The main entrance to a Large Lot House shall be located within the facade and accessed directly from the street through a permitted Frontage Type.

E. Vehicle access, parking and services.

1. For lots abutting an alley:
 - a. Parking and services shall be accessed from the alley.
 - b. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located on the alley. See Section 3.11 for detailed requirements.
2. For lots not abutting an alley:
 - a. Parking and services shall be accessed by a driveway a maximum of ten feet wide along one side of the primary building.
 - b. On corner lots, the driveway access shall be from the side street and the garage door shall be set back from the building wall by a minimum of ten feet.
 - c. Services including “dry” utility access and trash containers shall be located at minimum ten feet behind a street-facing building wall and shall be screened with a hedge or fence. See Section 3.11 for detailed requirements
3. For all lots:
 - a. At least one required parking space shall be in a garage. Other required spaces may be enclosed, covered or open. Required parking spaces shall be located in compliance with the Urban Standards for the applicable Zone (see Section 3.4).
 - b. The number of required off-street parking spaces is as defined in Section 3.10.

F. Open space and landscaping.

1. At minimum 35 percent of the lot area shall be pervious open space.
2. Impervious surfaces, accessory buildings or structures shall not be added after initial construction without obtaining a Plot Plan Review permit and a Building Permit (if required).
3. The size of the front yard is determined by the setbacks and frontage type requirements of the applicable zone.
4. Rear yards shall not be less than 20 percent of the area of each lot and not less than 20 feet in width and depth.
5. Front yard landscaping is determined by the appropriate Frontage Type.
6. See Section 3.9 (Landscape Standards) for additional landscape requirements.



Typical Large Lot House pedestrian access.



Typical Large Lot House vehicle access for lots without alley access. Typical lot and corner lot shown.



Typical front yard landscaping.



3. Regulating Code

3.6 Building Type Standards

3.6.2.2 Rearyard House

A. Description of type. The Rearyard House is the most common house type. The Rearyard House is a detached single-family house with a clear distinction between the public, street facing side, and the private side which is oriented to the yard behind the building. This configuration requires an alley and makes the Rearyard House suitable for a range of lot sizes, including lots that are quite narrow to mid-sized lots. A carriage unit may be built at the rear of the lot.



B. Building size and massing.

1. Buildings shall be composed of one, one and a half, or two-story volumes and have the appearance of a house.
2. Building facades shall have an identifiable base, middle and top.
3. Buildings on corner lots shall be designed with two facades of equal architectural expression.
4. Building elevations exceeding 25 feet in length shall be designed to provide at least one vertical break created through projecting or recessing wall surfaces, changes in the roofline, and/or placement of piers, pilasters or chimneys.



Example of typical Rearyard Houses.

C. Frontage.

1. The transition from public to private, indoor to outdoor at the main entrance to the building shall be created by Frontage Types appropriate for the Zone (see Section 3.5).
2. First floor living areas shall be oriented toward the front of the house rather than sleeping and service rooms.



Typical Rearyard House frontage.

3. Regulating Code

3.6 Building Type Standards

D. Primary pedestrian access.

1. The main entrance to a Rearyard House shall be located within the facade and accessed directly from the street through a permitted Frontage Type.



Typical Rearyard House pedestrian access.

E. Vehicle access, parking and services.

1. Parking and services shall be accessed from an alley.
2. At least one required parking space shall be in a garage which may be attached to or detached from the dwelling. Other required spaces may be enclosed, covered or uncovered. Required parking spaces shall be located in compliance with the Urban Standards for the applicable Zone (see Section 3.4).
3. The number of required off-street parking spaces is as defined in Section 3.10.
4. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located on the alley. See Section 3.11 for detailed requirements.



Typical Rearyard House vehicle access and parking.

F. Open space and landscaping.

1. At minimum 33 percent of the lot area shall be pervious open space.
2. Impervious surfaces, accessory buildings or structures shall not be added after initial construction without obtaining a Plot Plan Review permit and a Building Permit (if required).
3. The size of the front yard is determined by the setbacks and frontage type requirements of the applicable zone.
4. Rear yards shall not be less than 15 percent of the lot area and not less than 18 feet in width and depth.
5. Front yard landscaping is determined by the appropriate Frontage Type.
6. See Section 3.9 (Landscape Standards) for additional landscape requirements.



Typical front yard landscaping.



3. Regulating Code

3.6 Building Type Standards

3.6.2.3 Sideyard House

A. Description of type. The Sideyard House is a detached single-family house that is oriented toward a usable yard along one side of the building. This yard side is the “active” side of the building and may provide the main entrance, whereas the opposite building side is the “passive” side, typically located near the adjacent property line. This configuration makes the Sideyard House suitable for a range of lot sizes, including rather shallow lots that would preclude any meaningful rear yard space. This type can also be employed to protect the yard from the prevailing northerly winds. A carriage unit may be built at the rear of the lot.



B. Building size and massing.

1. Buildings shall be composed of one, one and a half, or two-story volumes and have the appearance of a house.
2. Building facades shall have an identifiable base, middle and top.
3. Buildings shall be placed on the lot in a way that creates a narrow “passive” yard on one side of the building, and a wider “active” yard on the other side. See figure on the right.
4. A Gallery frontage may be placed alongside the building facing the “active” yard.
5. On corner lots, the “active” yard of the Sideyard House shall abut the street.
6. Windows facing the “passive” yard shall have a five-foot minimum sill height to ensure privacy.
7. Building elevations exceeding 25 feet in length shall be designed to provide at least one vertical break created through projecting or recessing wall surfaces, changes in the roofline, and/or placement of piers, pilasters or chimneys.



Typical Sideyard House lot configuration.

C. Frontage.

1. Sideyard Houses may be accessed from the sideyard, rather than directly from the street, in which case the frontage types requirement are waived. If the main entrance is located in the street facing facade, the transition from public to private, indoor to outdoor shall be created by Frontage Types appropriate for the Zone (see Section 3.5).
2. First floor living areas shall be oriented toward the front or the “active” yard of the house rather than sleeping and service rooms.



Typical Sideyard House frontage.

3. Regulating Code

3.6 Building Type Standards

D. Primary pedestrian access.

1. The main entrance to a Sideyard House shall be located either within the facade and accessed directly from the street through a permitted Frontage Type, or within the elevation facing the “active” side yard.



Typical Sideyard House pedestrian access.

E. Vehicle access, parking and services.

1. Parking and services shall be accessed from an alley.
2. At least one required parking space shall be in a garage which may be attached to or detached from the dwelling. Other required spaces may be enclosed, covered or uncovered. Required parking spaces shall be located in compliance with the Urban Standards for the applicable Zone (see Section 3.4).
3. The number of required off-street parking spaces is as defined in Section 3.10.
4. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located on the alley. See Section 3.11 for detailed requirements.



Typical Sideyard House vehicle access and parking.

F. Open space and landscaping.

1. At minimum 30 percent of the lot area shall be pervious open space.
2. Impervious surfaces, accessory buildings or structures shall not be added after initial construction without obtaining a Plot Plan Review permit and a Building Permit (if required).
3. The size of the front yard is determined by the setbacks and frontage type requirements of the applicable zone.
4. The “active” side yard shall be at least 15 feet wide and shall extend alongside at least 40 percent of the building’s length, but no less than 15 feet. Major ground floor rooms shall open to the “active” side yard with windows and, where possible, french doors.
5. The “passive” side yard may be built with or without a fence at the property line. If built without a fence, an easement allowing the use of that side yard by the neighbor is required.
6. Additional rear yards may be provided but are not required.
7. Front yard landscaping is determined by the appropriate Frontage Type.
8. See Section 3.9 (Landscape Standards) for additional landscape requirements.



Typical side yard landscaping.

3. Regulating Code

3.6 Building Type Standards

3.6.2.4 Bungalow Court

A. Description of type. The Bungalow Court is an arrangement of four or more detached single-family houses around a shared courtyard or greenway, which provides direct access to all houses that do not directly front on a street. The Bungalow Court is an efficient and flexible type particularly suitable for deeper blocks. Since only the two end units abut the street, the Bungalow Court is compatible with predominantly single-family neighborhood streets.



B. Building size and massing.

1. Bungalow Courts shall be composed of an arrangement of one, one and a half, or two-story volumes, each with the appearance of a house.
2. Buildings abutting the street and the courtyard shall be designed with two facades of equal architectural expression.
3. Building elevations exceeding 25 feet in length shall be designed to provide at least one horizontal break created through projecting or recessing wall surfaces, changes in the roofline, and/or placement of piers, pilasters or chimneys.



Example of typical Bungalow Court.

C. Frontage.

1. For units facing the street the transition from public to private, indoor to outdoor at the main entrance to the building shall be created by Frontage Types appropriate for the Zone (see Section 3.5).
2. Appropriate Frontage Types for units facing the courtyard are Porch (without fence), Stoop, and Dooryard.
3. First floor living areas shall be oriented toward the front of each dwelling unit rather than sleeping and service rooms.



Typical Bungalow Court frontages.

3. Regulating Code

3.6 Building Type Standards

D. Primary pedestrian access.

1. The main entrance to each unit in a Bungalow Court shall be located within the facade and accessed directly from the street or courtyard through a permitted Frontage Type.
2. Dwelling units fronting on both a street and the courtyard shall be accessed from the street side. A secondary entrance from the courtyard may be provided but is not required.

E. Vehicle access, parking and services.

1. Parking and services shall be accessed from an alley.
2. Parking may be provided in one or more garages or carports, uncovered, or as a combination of any of the above. Required parking spaces shall be located in compliance with the Urban Standards for the applicable Zone (see Section 3.4). Lots with an alley on more than one side may provide individual parking adjacent to all those units abutting an alley.
3. The number of required off-street parking spaces is as defined in Section 3.10.
4. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located on the alley. See Section 3.11 for detailed requirements.

F. Open space and landscaping.

1. At minimum 25 percent of the lot area shall be pervious open space.
2. Impervious surfaces, accessory buildings or structures shall not be added after initial construction without obtaining a Plot Plan Review permit and a Building Permit (if required).
3. The size of the front yard is determined by the setbacks and frontage type requirements of the applicable zone. Those requirements only apply to the street facing units and shall be waived for units facing only the courtyard.
4. The courtyard shall have a minimum width of 28 feet between the fronts of encroaching porches, but no less than 45 feet between building walls. Additionally, the courtyard shall be at least 15 percent of the lot area.
5. The sideyard setback as determined in the Urban Standards for the applicable Zone shall be applied to all dwelling units of a Bungalow Court. Sideyard setback is to be understood as setback from the side lot line, irrespective of the orientation of a particular dwelling unit.
6. Private outdoor space shall not be less than eight feet in width and depth.
7. Courtyard landscaping shall not be used to visually separate the courtyard. Shrubs and hedges shall not exceed 42 inches at maturity.
8. Front yard landscaping is determined by the appropriate Frontage Type
9. See Section 3.9 (Landscape Standards) for additional landscape requirements.



Typical pedestrian access in a Bungalow Court.



Typical Bungalow Court vehicle access and parking.



Typical Bungalow Court landscaping.

3. Regulating Code

3.6 Building Type Standards

3.6.2.5 Multigeneration House

A. Description of type. The Multigeneration House provides living space for larger families where multiple generations live under one roof. Rather than one unit with multiple bedrooms, the Multigeneration House is an assembly of up to three attached dwelling units on one lot that provide sufficient privacy for each generation while preserving the street appearance of a single-family house.



B. Building size and massing.

1. Buildings shall be composed of one, one and a half, or two-story volumes and have the street appearance of a house.
2. Building facades shall have an identifiable base, middle and top.
3. Buildings on corner lots shall be designed with two facades of equal architectural expression.
4. Building volumes shall be assembled around a private courtyard.
5. On corner lots, the courtyard shall face the side street.
6. Building elevations exceeding 25 feet in length shall be designed to provide at least one vertical break created through projecting or recessing wall surfaces, changes in the roofline, and/or placement of piers, pilasters or chimneys.



Example of typical Multigeneration House.

C. Frontage.

1. For units facing the street the transition from public to private, indoor to outdoor at the main entrance to the building shall be created by Frontage Types appropriate for the Zone (see Section 3.5).
2. Appropriate Frontage Types for units facing the courtyard are Porch (without fence), Stoop, and Dooryard.
3. First floor living areas shall be oriented toward the front of each dwelling unit rather than sleeping and service rooms.



Typical Multigeneration House frontage.

3. Regulating Code

3.6 Building Type Standards

D. Primary pedestrian access.

1. The main entrance to the street facing dwelling unit of a Multigeneration House shall be located within the facade and accessed directly from the street through a permitted Frontage Type.
2. Dwelling units located in the rear of the lot shall be accessed from the courtyard or the alley.
3. At corner lots, entrances to dwellings on both street frontages are encouraged.

E. Vehicle access, parking and services.

1. For lots abutting an alley:
 - a. Parking and services shall be accessed from the alley.
 - b. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located on the alley. See Section 3.11 for detailed requirements.
2. For corner lots not abutting an alley:
 - a. Parking and services shall be accessed by a driveway a maximum of ten feet wide. The driveway access shall be from the side street and the garage door shall be set back from the building wall by a minimum of ten feet.
 - b. Services including “dry” utility access and trash containers shall be located at minimum ten feet behind a street-facing building wall and shall be screened with a hedge or fence. See Section 3.11 for detailed requirements
3. For all lots:
 - a. At least one required parking space shall be in a garage. Other required spaces may be enclosed, covered or open. Required parking spaces shall be located in compliance with the Urban Standards for the applicable Zone (see Section 3.4).
 - b. The number of required off-street parking spaces is as defined in Section 3.10.

F. Open space and landscaping.

1. At minimum 20 percent of the lot area shall be pervious open space.
2. Impervious surfaces, accessory buildings or structures shall not be added after initial construction without obtaining a Plot Plan Review permit and a Building Permit (if required).
3. The size of the front yard is determined by the setbacks and frontage type requirements of the applicable zone. Those requirements only apply to the street facing units and shall be waived for units facing only the courtyard.
4. The courtyard shall not be less than ten percent of the lot area and not less than 20 feet in width and depth.
5. Front yard landscaping is determined by the appropriate Frontage Type.
6. See Section 3.9 (Landscape Standards) for additional landscape requirements.



Typical Multigeneration House pedestrian access.



Typical Multigeneration House vehicle access and parking.



Typical courtyard landscaping of a Multigeneration House.



3. Regulating Code

3.6 Building Type Standards

3.6.2.6 Duet

A. Description of type. The Duet is a single-family house that shares a common wall with one adjacent unit in a single structure, creating the appearance of a large house. However, each dwelling unit occupies its own lot and has its own entrance.



B. Building size and massing.

1. Buildings shall be composed of one, one and a half, or two-story volumes and have the appearance of a large house.
2. Building facades shall have an identifiable base, middle and top.
3. Buildings on corner lots shall be designed with two facades of equal architectural expression.
4. Building elevations exceeding 25 feet in length shall be designed to provide at least one vertical break created through projecting or recessing wall surfaces, changes in the roofline, and/or placement of piers, pilasters or chimneys.



Example of a typical Duet.

C. Frontage.

1. The transition from public to private, indoor to outdoor at the main entrance to the building shall be created by Frontage Types appropriate for the Zone (see Section 3.5).
2. First floor living areas shall be oriented toward the front of each dwelling unit rather than sleeping and service rooms.



Typical Duet frontage.

3. Regulating Code

3.6 Building Type Standards

D. Primary pedestrian access.

1. The main entrance to each unit of a Duet shall be located within the facade and accessed directly from the street through a permitted Frontage Type.
2. At corner lots one unit shall have its entrance at the primary street frontage, the other at the side street frontage.
3. The entrances to both units shall be located at the ground floor level, even if the units are stacked. Exterior stairs to upstairs entrances are not allowed.



Typical Duet pedestrian access.

E. Vehicle access, parking and services.

1. Parking and services shall be accessed from an alley.
2. Parking may be provided in a garage, carport, uncovered, or a combination of any of the above. Required parking spaces shall be located in compliance with the Urban Standards for the applicable Zone (see Section 3.4).
3. The number of required off-street parking spaces is as defined in Section 3.10.
4. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located on the alley. See Section 3.11 for detailed requirements.



Typical Duet vehicle access and parking.

F. Open space and landscaping.

1. At minimum 18 percent of the lot area shall be pervious open space.
2. Impervious surfaces, accessory buildings or structures shall not be added after initial construction without obtaining a Plot Plan Review permit and a Building Permit (if required).
3. The size of the front yard is determined by the setbacks and frontage type requirements of the applicable zone.
4. The rear yard shall be at least 15 percent of the lot area and no portion of it shall be less than 15 feet in either width or depth.
5. Front yard landscaping is determined by the appropriate Frontage Type.
6. See Section 3.9 (Landscape Standards) for additional landscape requirements.



Typical front yard landscaping.

3. Regulating Code

3.6 Building Type Standards

3.6.2.7 Triplex/Quadplex

A. Description of type. The Triplex or Quadplex is a small multi-dwelling structure containing three or four separate units, respectively, on a single lot, each with its own entrance. The dwelling units within a Triplex or Quadplex may be arranged side by side or one on top of the other, or a combination thereof.



B. Building size and massing.

1. Buildings shall be composed of one, one and a half, or two-story volumes and have the appearance of a large house.
2. Building facades shall have an identifiable base, middle and top.
3. Buildings on corner lots shall be designed with two facades of equal architectural expression.
4. Building elevations exceeding 25 feet in length shall be designed to provide at least one vertical break created through projecting or recessing wall surfaces, changes in the roofline, and/or placement of piers, pilasters or chimneys.



Example of a typical Triplex/Quadplex.

C. Frontage.

1. The transition from public to private, indoor to outdoor at the main entrance to the building shall be created by Frontage Types appropriate for the Zone (see Section 3.5).
2. First floor living areas shall be oriented toward the front of each dwelling unit rather than sleeping and service rooms.



Typical Triplex/Quadplex frontage.

3. Regulating Code

3.6 Building Type Standards

D. Primary pedestrian access.

1. The main entrance to each unit in a Triplex or Quadplex shall be located within the facade and accessed directly from the street through a permitted Frontage Type.
2. At corner lots at least one entrance each shall be required at both street frontages.
3. The entrances to all units shall be located at the ground floor level, even if the units are stacked. Exterior stairs to upstairs entrances are not allowed.



Typical Triplex/Quadplex pedestrian access.

E. Vehicle access, parking and services.

1. Parking and services shall be accessed from an alley.
2. Parking may be provided in a garage, carport, uncovered, or a combination of any of the above. Required parking spaces shall be located in compliance with the Urban Standards for the applicable Zone (see Section 3.4).
3. The number of required off-street parking spaces is as defined in Section 3.10.
4. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located on the alley. See Section 3.11 for detailed requirements.



Typical Triplex/Quadplex vehicle access and parking.

F. Open space and landscaping.

1. At minimum 15 percent of the lot area shall be pervious open space.
2. Impervious surfaces, accessory buildings or structures shall not be added after initial construction without obtaining a Plot Plan Review permit and a Building Permit (if required).
3. The size of the front yard is determined by the setbacks and frontage type requirements of the applicable zone.
4. Each ground floor unit shall have a private or semi-private required yard of at least 150 square feet.
5. Required yards shall be at least eight feet wide, and enclosed by a fence, wall or hedge.
6. Front yard landscaping is determined by the appropriate Frontage Type.
7. See Section 3.9 (Landscape Standards) for additional landscape requirements.



Typical front yard landscaping.

3. Regulating Code

3.6 Building Type Standards

3.6.2.8 Rowhouse

A. Description of type. The Rowhouse is a single-family house on a narrow lot and shares common walls with one or two of the adjacent units. Private yard space separates the dwelling unit in the front and the garage in the rear of each lot. The Rowhouse is the most urban single-family type and is very compact, combining efficient land-use with the benefits of fee simple land ownership.



B. Building size and massing.

1. Buildings shall be composed of one, one and a half, ~~or two- or three-~~story volumes.
2. Building facades shall have an identifiable base, middle and top.
3. Groups of Rowhouses may consist of three to six attached units and shall consist of middle units flanked on both ends by end units that conform to the lot width requirements of Sections 3.4.6.A and 3.4.7.A.
4. Buildings on corner lots shall be designed with two facades of equal architectural expression.
5. Building elevations exceeding 25 feet in length shall be designed to provide at least one vertical break created through projecting or recessing wall surfaces, changes in the roofline, and/or placement of piers, pilasters or chimneys.



Example of typical Rowhouses.

C. Frontage.

1. The transition from public to private, indoor to outdoor at the main entrance to each Rowhouse shall be created by Frontage Types appropriate for the Zone (see Section 3.5).
2. First floor living areas shall be oriented toward the street, rather than sleeping or service rooms.



Typical Rowhouse frontages.

3. Regulating Code

3.6 Building Type Standards

D. Primary pedestrian access.

1. The main entrance to each Rowhouse shall be located within the facade and accessed directly from the street through an allowed Frontage Type.



Typical Rowhouse pedestrian access.

E. Vehicle access, parking and services.

1. Vehicular access shall be provided through an alley.
2. Parking may be provided in a garage, carport, uncovered, or a combination of any of the above. At least one required parking space shall be in a garage. Required parking spaces shall be located in compliance with the Urban Standards for the applicable Zone (see Section 3.4).
3. The number of required off-street parking spaces is as defined in Section 3.10.
4. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located on the alley. See Section 3.11 for detailed requirements.



Typical Rowhouse vehicle access and parking.

F. Open space and landscaping.

1. At minimum 10 percent of the lot area shall be pervious open space.
2. Impervious surfaces, accessory buildings or structures shall not be added after initial construction without obtaining a Plot Plan Review permit and a Building Permit (if required).
3. The size of the front yard is determined by the setbacks and frontage type requirements of the applicable zone.
4. Rear yards shall not be less than 15 percent of the lot area and no portion of it shall be less than 15 feet in either width or depth; however, if the lot fronts a park or common green no rear yard shall be required.
5. Front yard landscaping is determined by the appropriate Frontage Type.
6. See Section 3.9 (Landscape Standards) for additional landscape requirements.



Typical front yard landscaping.

3. Regulating Code

3.6 Building Type Standards

3.6.2.9 Villa

A. Description of type. The Villa is a small multi-dwelling building with one common main entrance and is designed to have the appearance of a large house. The dwelling units within a Villa may be arranged side by side or one on top of the other, or a combination thereof. The Villa is a very efficient building type that provides multi-dwelling units that are compatible in scale and character with a predominantly single-family neighborhood.



B. Building size and massing.

1. Buildings shall be composed of one, one and a half, or two-story volumes and have the appearance of a large house.
2. Building facades shall have an identifiable base, middle and top.
3. Buildings on corner lots shall be designed with two facades of equal architectural expression.
4. Building elevations exceeding 25 feet in length shall be designed to provide at least one vertical break created through projecting or recessing wall surfaces, changes in the roofline, and/or placement of piers, pilasters or chimneys.
5. Buildings shall not exceed 100 feet in length.



Example of a typical Villa.

C. Frontage.

1. The transition from public to private, indoor to outdoor at the main entrance to the building shall be created by Frontage Types appropriate for the Zone (see Section 3.5).
2. First floor living areas shall be oriented toward the front of each dwelling unit rather than sleeping and service rooms.



Typical Villa frontage.

3. Regulating Code

3.6 Building Type Standards

D. Primary pedestrian access.

1. The main entrance to the lobby of a Villa shall be located within the facade and accessed directly from the street through a permitted Frontage Type.
2. Each dwelling unit within a Villa shall be accessed directly from the lobby, by a corridor or by a central stairway located in the lobby.



Typical pedestrian access to a Villa.

E. Vehicle access, parking and services.

1. Parking and services shall be accessed from an alley.
2. Parking may be provided in a garage, carport, uncovered, or a combination of any of the above. Required parking spaces shall be located in compliance with the Urban Standards for the applicable Zone (see Section 3.4).
3. The number of required off-street parking spaces is as defined in Section 3.10.
4. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located on the alley. See Section 3.11 for detailed requirements.



Typical vehicle access and parking.

F. Open space and landscaping.

1. At minimum 10 percent of the lot area shall be pervious open space.
2. Impervious surfaces, accessory buildings or structures shall not be added after initial construction without obtaining a Plot Plan Review permit and a Building Permit (if required).
3. The size of the front yard is determined by the setbacks and frontage type requirements of the applicable zone.
4. Each ground floor unit shall have a private or semi-private required yard of at least 150 square feet.
5. Required yards shall be at least eight feet wide, and enclosed by a fence, wall or hedge.
6. Front yard landscaping is determined by the appropriate Frontage Type.
7. See Section 3.9 (Landscape Standards) for additional landscape requirements.



Typical front yard landscaping.

3. Regulating Code

3.6 Building Type Standards

3.6.2.10 Courtyard Housing

A. Description of type. Courtyard Housing is an arrangement of stacked and/or attached dwelling units around one or more common courtyards, which provide direct access to all dwelling units that do not directly front on a street. The courtyard is intended to be a semi-public or private space that physically or visually functions as an extension of the public realm into the private lot. Courtyard Housing is the most urban residential type allowed in the Downtown Addition and utilizes its deep blocks very efficiently while providing attractive outdoor space and a street appearance that is compatible in scale and character with a predominantly single-family neighborhood.



B. Building size and massing.

1. Buildings shall be principally composed of two- and three-story volumes. Three-story architectural elements may be buildings are allowed for architectural accentuation in the NC zone with design review approval pursuant to KCMC 17.50 (see Section 3.4). A Conditional Use Permit (CUP) may still be required if the building contains a residential use.
2. Building facades shall have an identifiable base, middle and top.
3. Buildings on corner lots shall be designed with two facades of equal architectural expression
4. Building elevations exceeding 25 feet in length shall be designed to provide at least one vertical break created through projecting or recessing wall surfaces, changes in the roofline, and/or placement of piers, pilasters or chimneys.
5. Building facade lengths shall not exceed 100 feet without a vertical setback from the base of the building to the roof line of at least 18 inches in width and depth, giving the building an appearance of multiple attached buildings.



Example of typical Courtyard Housing.

C. Frontage.

1. For dwelling units facing the street the transition from public to private, indoor to outdoor at the main entrance to the building shall be created by Frontage Types appropriate for the Zone (see Section 3.5).
2. Appropriate Frontage Types for units facing the courtyard are Stoop and Dooryard.
3. First floor living areas shall be oriented toward the front of each dwelling unit rather than sleeping and service rooms.



Typical Courtyard Housing frontage.

3. Regulating Code

3.6 Building Type Standards

D. Primary pedestrian access.

1. The main entrance to each Courtyard Housing unit shall be accessed directly from the street or the common courtyard(s) through a permitted Frontage Type.
2. Common stairs may provide access from the courtyard to no more than three second-floor units. Stairs may be open or roofed, but not enclosed.
3. Each courtyard shall be directly accessed from the street.

E. Vehicle access, parking and services.

1. Vehicular access shall be provided through an alley.
2. Parking may be provided in a garage, subterranean garage, parking structure, carport, uncovered, or a combination of any of the above. Required parking spaces shall be located in compliance with the Urban Standards for the applicable Zone (see Section 3.4).
3. Where present, entrances to subterranean or structured parking shall be located to the side or rear of the lot.
4. The number of required off-street parking spaces is as defined in Section 3.10.
5. Services, including all “dry” utility access, above-ground equipment, and trash containers, shall be located on the alley. See Section 3.11 for detailed requirements.

F. Open space and landscaping.

1. At minimum 15 percent of the lot area shall be pervious open space; on lots with subterranean parking a minimum of 10 percent of the lot area shall be pervious open space.
2. Impervious surfaces, accessory buildings or structures shall not be added after initial construction without obtaining a Plot Plan Review permit and a Building Permit (if required).
3. The size of the front yard is determined by the setbacks and frontage type requirements of the applicable zone.
4. One or more separated or interconnected courtyards shall be provided, with a cumulative total area equal to at least 15 percent of the lot area and a minimum width of 30 feet.
5. Courtyards located atop subterranean garages shall be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping.
6. Courtyard landscaping shall not be used to visually separate a courtyard. Shrubs and hedges shall not exceed 36 inches at maturity.
7. Front yard landscaping is determined by the appropriate Frontage Type.
8. See Section 3.9 (Landscape Standards) for additional landscape requirements.



Typical Courtyard Housing pedestrian access.



Typical Courtyard Housing vehicle access and parking.



Typical courtyard landscaping.

3. Regulating Code

3.6 Building Type Standards

3.6.2.11 Live-Work Building

A. Description of type. The Live-Work Building is an attached building designed to be occupied by a single dwelling unit and a single ground floor flex or commercial use on an individual lot. Similar to the Rowhouse, the Live-Work Building shares one or two common walls with adjacent buildings. Garages are located in the rear of the lots and may be attached to the primary building or separated from it by a yard, which may be associated with the flex or commercial space.



B. Building size and massing.

1. Buildings shall be principally composed of two and three-story volumes. Three-story ~~architectural elements may be buildings are~~ **buildings are** allowed ~~for architectural accentuation~~ in the NC zone with design review approval pursuant to KCMC 17.50 (see Section 3.4). **A Conditional Use Permit (CUP) may still be required if the building contains a residential use.**
2. Building facades shall have an identifiable base, middle and top
3. Groups of Live-Work Buildings may consist of two to six attached units and shall consist of middle units flanked on both ends by end units that conform to the lot width requirements of Sections 3.4.6.A and 3.4.7.A.
4. Buildings on corner lots shall be designed with two facades of equal architectural expression.
5. Building elevations exceeding 25 feet in length shall be designed to provide at least one vertical break created through projecting or recessing wall surfaces, changes in the roofline, and/or placement of piers, pilasters or chimneys.



Example of typical Live-Work Buildings.

C. Frontage.

1. The transition from public to private, indoor to outdoor at the main entrance to each use shall be created by Frontage Types appropriate for the Zone (see Section 3.5).
2. In the NC zone, Shopfront and Awning is the preferred Frontage Type. In the NG-3 zone, storefronts may be used in conjunction with Dooryards.
3. First floor commercial or flex space shall be oriented toward the street, rather than living, sleeping or service rooms.



Typical Live-Work Building frontages.

3. Regulating Code

3.6 Building Type Standards

D. Primary pedestrian access.

1. The main entrance to a Live-Work Building's ground floor flex or commercial space shall be located within the facade and accessed directly from the street through an allowed Frontage Type.
2. Access to the dwelling unit may be provided through a separate street level entrance or through a foyer shared with the flex or commercial space.



Typical Live-Work Building pedestrian access.

E. Vehicle access, parking and services.

1. Vehicular access shall be provided through an alley.
2. Parking may be provided in a garage, carport, uncovered, or a combination of any of the above. At least one required parking space shall be in a garage, which may be within the primary building, attached to it, or detached. Required parking spaces shall be located in compliance with the Urban Standards for the applicable Zone (see Section 3.4).
3. The number of required off-street parking spaces is as defined in Section 3.10.
4. Services, including all "dry" utility access, above-ground equipment, and trash containers, shall be located on the alley. See Section 3.11 for detailed requirements.



Typical Live-Work Building vehicle access and parking.

F. Open space and landscaping.

1. Pervious open space is not required. However, impervious surfaces, accessory buildings or structures shall not be added after initial construction without obtaining a Plot Plan Review permit and a Building Permit (if required).
2. The size of the front yard is determined by the setbacks and frontage type requirements of the applicable zone.
3. Private rear yards are not required, however, if provided the rear yard shall be located between the primary building and the garage and shall be no less than twelve feet in width or depth.
4. Front yard landscaping is determined by the appropriate Frontage Type.
5. See Section 3.9 (Landscape Standards) for additional landscape requirements.



Typical front yard landscaping.

3. Regulating Code

3.6 Building Type Standards

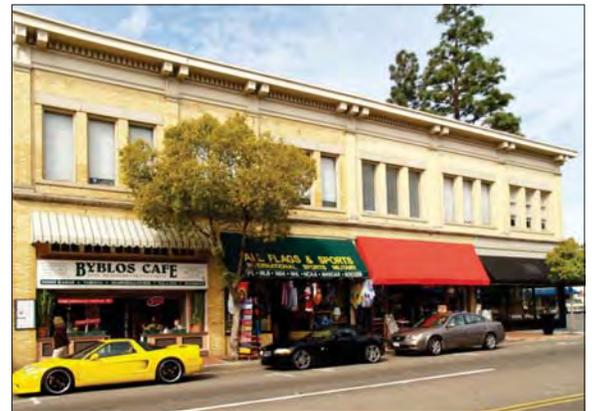
3.6.2.12 Mixed-Use Building

A. Description of type. A Mixed-Use Building is designed for occupancy by a minimum of two different uses that may be vertically or horizontally demised. Uses generating visitor or customer traffic (such as retail, restaurants, personal services) shall be located on the ground floor facing the sidewalk, whereas uses generating limited pedestrian activity (such as office or residential) shall be located on upper floors or behind street fronting commercial uses. Residential units may consist of any of three dwelling types: flats, maisonettes, and lofts.



B. Building size and massing.

1. Buildings shall be principally composed of two and three-story volumes. Three-story ~~architectural elements may be~~ buildings are allowed ~~for architectural accentuation~~ in the NC zone with design review approval pursuant to KCMC 17.50 (see Section 3.4). ~~A Conditional Use Permit (CUP) may still be required if the building contains a residential use.~~
2. Buildings on corner lots shall be designed with two facades of equal architectural expression.
3. Facades shall be composed of increments of 25 feet or less. Increments may be created through projecting or recessing wall surfaces, changes in roofline and/or placement of piers and pilasters.
4. Building facade lengths shall not exceed 100 feet without a vertical setback from the base of the building to the roof line of at least 18 inches in width and depth, giving the building an appearance of multiple attached buildings.



Example of a typical Mixed-Use Building.

C. Frontage.

1. The transition from public to private, indoor to outdoor at the main entrance to each use shall be created by Frontage Types appropriate for the Zone (see Section 3.5).
2. Retail or office space, or restaurant guest areas shall be oriented toward the street, rather than service or storage rooms.



Typical Mixed-Use Building frontage.

3. Regulating Code

3.6 Building Type Standards

D. Primary pedestrian access.

1. The main entrance to a Mixed-Use Building's ground floor commercial space shall be located within the facade and accessed directly from the street through an allowed Frontage Type.
2. Access to upper story commercial space or dwelling units shall be through a street level lobby and/or corridors accessed directly from the street.

E. Vehicle access, parking and services.

1. Vehicular access shall be provided through an alley, where available. Where an alley is not present, vehicle access may be provided through a driveway a maximum of 20 feet wide, and with two-foot minimum planters on each side.
2. Parking may be provided in a garage, subterranean garage, parking structure, carport, uncovered, or a combination of any of the above. Required parking spaces shall be located in compliance with the Urban Standards for the applicable Zone (see Section 3.4).
3. Where present, entrances to subterranean or structured parking shall be located to the side or rear of the lot.
4. The number of required off-street parking spaces is as defined in Section 3.10.
5. Services, including all "dry" utility access, above-ground equipment, and trash containers, shall be located on the alley. See Section 3.11 for detailed requirements.

F. Open space and landscaping.

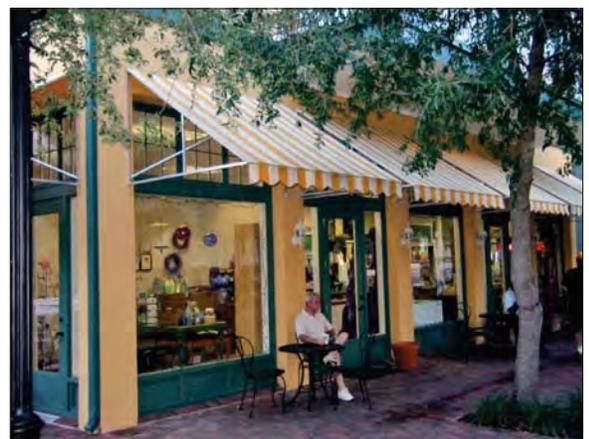
1. Pervious open space is not required. However, impervious surfaces, accessory buildings or structures shall not be added after initial construction without obtaining a Plot Plan Review permit and a Building Permit (if required).
2. The size of the front yard is determined by the setbacks and frontage type requirements of the applicable zone.
3. No front yard landscaping is required.
4. Private patios may be provided in side and rear yards.
5. See Section 3.9 (Landscape Standards) for additional landscape requirements.



Typical Mixed-Use Building pedestrian access.



Typical Mixed-Use Building vehicle access and parking.



Typical open space treatment at the frontage.

3. Regulating Code

3.6 Building Type Standards

3.6.2.13 Commercial Building

A. Description of type. A Commercial Building is designed for occupancy by commercial uses such as retail, restaurant, personal service or office uses. Commercial Buildings are typically single story structures but may also accommodate two - or three-story commercial spaces. A Commercial Building may be occupied by a single user or may be subdivided into multiple smaller commercial units, each with a separate entrance.



B. Building size and massing.

1. Buildings shall be composed of one, one and a half, or two- or three-story volumes.
2. Facades of single story buildings shall be at minimum 18 feet tall. The minimum facade height may be achieved through parapets or false fronts.
3. Buildings on corner lots shall be designed with two facades of equal architectural expression.
4. Facades shall be composed of increments of 25 feet or less. Increments may be created through projecting or recessing wall surfaces, changes in roofline and/or placement of piers and pilasters.
5. Building facade lengths shall not exceed 100 feet without a vertical setback from the base of the building to the roof line of at least 18 inches in width and depth, giving the building an appearance of multiple attached buildings.



Example of typical Commercial Buildings.

C. Frontage.

1. The transition from public to private, indoor to outdoor at the main entrance to each use shall be created by Frontage Types appropriate for the Zone (see Section 3.5).
2. Retail or office space, or restaurant guest areas shall be oriented toward the street, rather than service or storage rooms.



Typical Commercial Building frontage.

3. Regulating Code

3.6 Building Type Standards

D. Primary pedestrian access.

1. The main entrance to a Commercial Building shall be located within the facade and accessed directly from the street through an allowed Frontage Type.
2. Separate commercial spaces within the same building shall be accessed either through individual entrances directly from the street, or through a shared lobby.



Typical Commercial Building pedestrian access.

E. Vehicle access, parking and services.

1. Vehicular access shall be provided through an alley, where available. Where an alley is not present, vehicle access may be provided through a driveway a maximum of 20 feet wide, and with two-foot minimum planters on each side.
2. Parking may be provided in a garage, subterranean garage, parking structure, carport, uncovered, or a combination of any of the above. Required parking spaces shall be located in compliance with the Urban Standards for the applicable Zone (see Section 3.4).
3. Where present, entrances to subterranean or structured parking shall be located to the side or rear of the lot.
4. The number of required off-street parking spaces is as defined in Section 3.10.
5. Services, including all "dry" utility access, above-ground equipment, and trash containers, shall be located on the alley. See Section 3.11 for detailed requirements.



Typical Commercial Building vehicle access and parking.

F. Open space and landscaping.

1. Pervious open space is not required. However, impervious surfaces, accessory buildings or structures shall not be added after initial construction without obtaining a Plot Plan Review permit and a Building Permit (if required).
2. The size of the front yard is determined by the setbacks and frontage type requirements of the applicable zone.
3. No front yard landscaping is required.
4. Rear or side yards are not required.
5. See Section 3.9 (Landscape Standards) for additional landscape requirements.



Typical landscaping within the streetscape.

3. Regulating Code

3.6 Building Type Standards

3.6.2.14 Civic Building

A. Description of type. Civic Buildings are designed for occupancy by public or quasi public uses that provide important services to the community. A Civic Building contributes significantly to the quality of a place and often is the focal point of a public open space. For that reason, the architectural quality of a Civic Building shall exceed the quality of the surrounding buildings. Civic Buildings may be publicly owned and operated (e.g. city hall, post office, courthouse), semi-public (YMCA, Boys and Girls Club), or privately owned and operated (e.g. church, community center).



B. Building size and massing.

1. Buildings may be designed as free standing object buildings or integrated into the urban fabric, as deemed appropriate.
2. Buildings shall be composed of one, one and a half, or two- or three-story volumes. Three-story ~~architectural elements may be buildings are~~ allowed for ~~architectural accentuation~~ in the NC zone with design review approval pursuant to KCMC 17.50 (see Section 3.4).
3. Buildings on corner lots shall be designed with two facades of equal architectural expression.
4. Facades shall be composed of increments of 25 feet or less. Increments may be created through projecting or recessing wall surfaces, changes in roofline and/or placement of piers and pilasters.



Example of a typical Civic Building.

C. Frontage.

1. The transition from public to private, indoor to outdoor at the main entrance shall be created by Frontage Types appropriate for the Zone (see Section 3.5).
2. Active uses within the building shall be located along the primary street, rather than service rooms.



Typical Civic Building frontage.

3. Regulating Code

3.6 Building Type Standards

D. Primary pedestrian access.

1. The main entrance shall be located within the facade and accessed directly from the primary street through an allowed Frontage Type.



Typical Civic Building pedestrian access.

E. Vehicle access, parking and services.

1. Vehicular access shall be provided through an alley, where available. Where an alley is not present, vehicle access may be provided through a driveway a maximum of 20 feet wide, and with two-foot minimum planters on each side.
2. Parking may be provided in a garage, subterranean garage, parking structure, carport, uncovered, or a combination of any of the above. Required parking spaces shall be located in compliance with the Urban Standards for the applicable Zone (see Section 3.4).
3. Where present, entrances to subterranean or structured parking shall be located to the side or rear of the lot.
4. The number of required off-street parking spaces is as defined in Section 3.10.
5. Services, including all "dry" utility access, above-ground equipment, and trash containers, shall be located on the alley. See Section 3.11 for detailed requirements.



Typical Civic Building vehicle access and parking.

F. Open space and landscaping.

1. Pervious open space is not required. However, impervious surfaces, accessory buildings or structures shall not be added after initial construction without obtaining a Plot Plan Review permit and a Building Permit (if required).
2. The size of the front yard is determined by the setbacks and frontage type requirements for the applicable Zone.
3. Front yards may be landscaped or hardscaped.
4. Rear or side yards are not required.
5. See Section 3.9 (Landscape Standards) for additional landscape requirements.



Typical front yard landscaping.

3. Regulating Code

3.6 Building Type Standards

3.6.2.15 Carriage Unit

A. Description of type. An auxiliary housing unit located above or adjacent to the garage of the primary housing unit on the lot, with the front door and access directed towards an alley or side street. A carriage unit constitutes a residential second unit in compliance with the Government Code Section 65852.2 and, as provided by the Government Code, is not included in the maximum density limitations established by this Specific Plan.

B. Building size and massing.

1. The maximum length of a Carriage Unit building along an alley, including the enclosed parking for both the primary housing unit and the Carriage Unit, shall not exceed 35 feet.
2. The maximum building footprint of a Carriage Unit building, including the enclosed parking for both the primary housing unit and the Carriage Unit, shall not exceed 700 sf.
3. The habitable space of the Carriage Unit shall be between 375 square feet and 700 square feet in floor area.
4. Carriage Unit buildings may be composed of one of two massing/unit configurations:
 - a. 1-story configuration: a one-story flat located adjacent to a garage or surface parking.
 - b. 2-story configuration: a flat located above a garage.
5. Carriage Units shall be set back from the primary housing unit a minimum distance of 20 feet.
6. The design of the Carriage Unit shall relate to the architectural design and style of the primary housing unit by use of similar exterior wall materials, window types, door and window trims, roofing materials and roof pitch.



2-story Carriage Unit with flat above garage.

C. Frontage.

1. Carriage Units are not required to provide frontage types per Section 3.5.
2. Alley-facing facades may provide balconies or bay windows.
3. Alley-facing facades shall provide alley-facing windows. One alley-facing window must have a sill height no higher than 42" above finished floor.
4. Windows which face an adjoining residential property shall be designed to protect the privacy of neighbors; alternatively, fencing or landscaping shall be required to provide screening.



1-story Carriage Unit with flat adjacent to garage.

3. Regulating Code

3.6 Building Type Standards

D. Primary pedestrian access.

1. The entrance to the Carriage Unit shall face the interior of the lot (i.e., toward the backyard of the primary housing unit) or the alley and may be accessed through the side yard of the primary housing unit, directly from the side street sidewalk, or directly from the alley.
2. For corner lots, the entrance may face the side street and be accessed directly from the side street sidewalk.



Stair providing access to above-garage flat.

E. Vehicle access, parking and services.

1. Required parking may be provided in a garage, carport, uncovered, or any combination of the above. Required parking spaces shall be located in compliance with the Urban Standards for the applicable Zone (see Section 3.4).
2. Vehicular access shall be provided through an alley.
3. Surface and carport parking shall be screened from the view of the street.
4. The number of required off-street parking spaces is as defined in Section 3.10.
5. Services, including all "dry" utility access, above-ground equipment, and trash containers, shall be located on the alley. See Section 3.11 for detailed requirements.



Vehicular access provided to Carriage Units from alley.

F. Open space and landscaping.

1. Private open space may be accommodated in the sideyard or may share the backyard of the primary building.
2. Landscaping shall provide for the privacy and screening of adjacent properties.
3. See Section 3.9 (Landscape Standards) for additional landscape requirements.



Typical landscaping along alley.

3. Regulating Code

3.6 Building Type Standards

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3. Regulating Code

3.7 Architectural Standards

3.7 Architectural Standards

3.7.1 Purpose and Applicability

A. Purpose and applicability. The Architectural Standards in this section provide direction for the design of buildings, appurtenances and site elements within the Downtown Addition Specific Plan area. The materials, methods, and forms herein are standard. All other materials, methods, and forms are prohibited, unless explicitly approved in writing through Design Review, based on a finding that they conform to the design intent of this Code or are otherwise required by law.

B. Relationship to the Urban Standards. The Urban Standards in Section 3.4 define the location and massing of buildings and site elements on the lots, focusing on the relationship of the building to the lot, the block and the neighborhood. These Architectural Standards define the permitted range of architectural design possibilities, ensuring a degree of authenticity and cohesion for the overall urban design.

C. Style precedents. Eight distinct architectural styles have been selected as the basis for these Architectural Standards. These style precedents are rooted in their history and success in King City and Monterey County neighborhoods. The styles are described in detail in Section 3.7.8 (Architectural Styles).

D. Range of materials. A range of finish materials - from affordable to fine - is permitted for each architectural style. With any combination of building type and architectural style, the skilled architect will be able to design a wide range of buildings, accommodating a broad range of uses, household types and constructions budgets.

1. A key attribute required of all buildings within the Specific Plan area is that they genuinely draw from the pre-1940 tradition of building in the County. Authentic, natural building materials for a building's skin and other visible elements are preferred. These include wood, brick, smooth plaster, stone, tile, slate, and naturally weathering metals, as listed in these Standards. Such materials age gracefully, while many synthetic materials do not. Synthetic materials proposed for use within the District will be evaluated and approved for use only if:

- a. The material faithfully simulates the appearance of the natural material it imitates; and
- b. The material has a demonstrated ability to weather gracefully, aging similarly to or better than the natural material it imitates.

2. It is specifically intended that houses within the Downtown Addition Specific Plan area not be conventional "tract houses" to which a few "special details" are applied. The scale and detailing of the stylistic elements of the architecture shall be appropriate to the chosen architectural style, further described in the Architectural Styles section of these Standards.

3. While most materials and styles are permitted within all zones, it is intended that the more urban zones be characterized by heavier materials, such as brick, stone and stucco, while the less urban zones are to be characterized by a greater use of wood or wood-simulating cementitious siding material.

E. Conflicting requirements. The materials, configurations and methods in this section apply to buildings, appurtenances and site elements throughout the Specific Plan area. The following subsections concerning specific architectural styles may include requirements that are additive to, or conflicting with, these general requirements, in which case the requirements for that style shall take precedence.

3.7.2 Walls

3.7.2.1 Building Walls

A. Materials.

1. Building walls shall be clad in wood clapboard, wood shingle, wood drop siding, wood board and batten, stucco, brick or stone. Additionally, walls may be clad in cementitious siding simulating permitted wood materials if approved through Design Review.
2. Building walls shall be trimmed in wood, stone, or cast stone.

B. Configurations.

1. Two or more wall materials may be combined on one facade only with one above the other - lighter materials above those more substantial (e.g. wood above stucco or masonry, or stucco above masonry.) See Figure 3-11.

3. Regulating Code

3.7 Architectural Standards

2. All building elements that project from the building wall by more than 16 inches, including but not limited to decks, balconies, porch roofs and bays, shall be visibly supported by brackets, posts, or beams that are sized at minimum six inches in nominal width or diameter (see Figure 3-12). This requirement may be waived for cantilevered elements that are typical for a specific style, such as the Monterey Style, as described in the Architectural Styles section.
3. Exterior chimneys shall be finished in brick, stone, or stucco.
4. Walls clad in wood shall be stained or painted with colors approved through Design Review.

Figure 3-11: Vertical Configuration of Materials

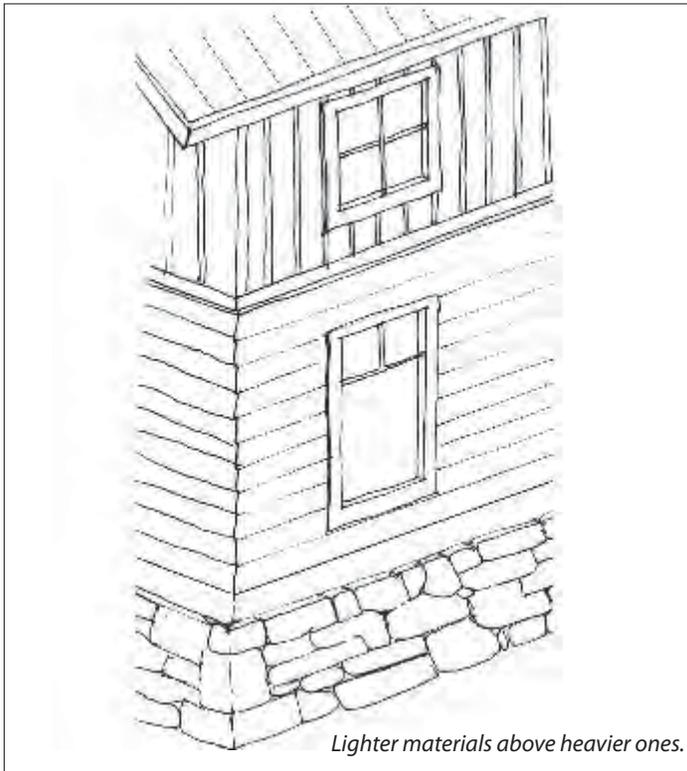
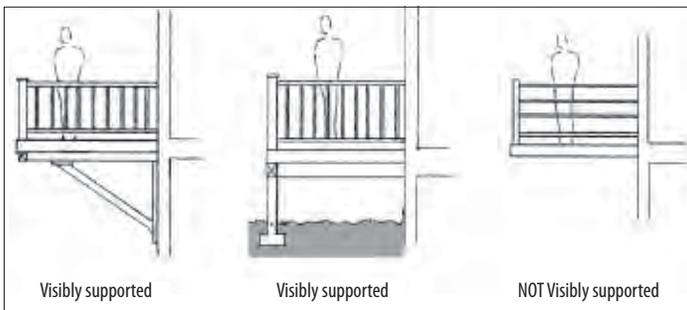


Figure 3-12: Visible Support of Projecting Elements



10. The undercroft of decks and porches shall be enclosed with lattice or vertical pickets.

C. Methods.

1. Clapboard shall not exceed six inches to the weather. Shingles shall not exceed eight inches to the weather. Drop siding shall not exceed ten inches to the weather. Board and batten shall not exceed twelve inches and four inches, alternately.
2. Board trim at corners and around openings shall not exceed six inches, except at the front door surround, which may be of any size or configuration approved through Design Review. Board trim may be applied directly to the sheathing.
3. Brick and cut stone shall be laid in true bonding pattern.
4. River and rubble stone shall be laid in the natural manner, with smooth or beaded mortar joints. River and rubble stone are not permitted in the NC Zone. Stone for these areas shall be cut with a smooth surface or cut with a textured surface (split-faced stone) and shall be in a running bond (coursed) or Ashlar style.
5. Brick and cut stone mortar joints shall be struck.
6. Stucco shall be smooth and sand finish only.
7. Exposed wood shall be painted or stained.

3.7.2.2 Fences and Garden Walls

A. Materials.

1. Garden walls, and retaining walls exposed to public view, shall be made of or clad in brick, stone, or stucco compatible with the design of the principal building.
2. Fences and trellises shall be made of finished wood or wrought iron. Wrought iron fences shall have iron posts and/or brick or stone piers.

B. Configurations.

1. Garden walls shall be no less than eight inches wide and capped by a top, overlapping the wall below by no less than one half inch on each side. Exceptions to this requirement may be allowed through Design Review for stucco walls associated with Monterey, Spanish, Art Deco, or Tudor Style buildings.
2. Wood fences and gates on Frontages shall be made of vertical pickets or lattice with no more than three-inch gaps in between. Wrought iron fences and gates

3. Regulating Code

3.7 Architectural Standards

shall be made of true wrought iron, or steel bar that faithfully simulate true wrought iron, with bars with no less than a four-inch space between. Wood fences and gates are not permitted on frontages in the NC Zone.

3. Fences built parallel to the frontage between houses or other structures shall be set back at minimum five feet behind the facade line, except walls that are an integral part of the architecture of the house, which may be flush with the facade or set back from it as approved through Design Review.
4. Retaining walls at frontages, when present, may be up to 42 inches in height, as approved through Design Review. Retaining walls within the frontage setback area - and to the line of the side yard enclosing fence or wall - shall be made of or clad in materials as specified in these architectural standards. Retaining walls behind the fence line and substantially obscured from views from the public way may be relieved of this requirement.
5. Trash receptacles shall be screened from public view by opaque walls or fences meeting the requirements of this Code.

3.7.3 Miscellaneous Building Elements

A. Materials.

1. Posts and porches shall be made of wood.
2. Columns, piers, and arches shall be made of or clad in wood, brick, cast stone, or stucco in accordance with the Architectural Styles section.
3. Porte-cochere columns, posts and beams shall match the columns, posts and beams used at the building's porch or stoop and shall complement the building's overall palette of materials.
4. Foundation piers shall be made of brick, stone, or concrete.
5. Stoops shall be made of brick, stone, or concrete.
6. Balconies shall be made of wood, wrought iron, or metal in accordance with the Architectural Styles section. Balconies may be open or covered.
7. Porch, balcony and other railings shall be made of wood, wrought iron, or metal in accordance with the Architectural Styles section.
8. Window boxes, if provided, shall be made of finished painted wood, and shall be supported by visible

brackets, detailed in a manner consistent with porch or eave details of the building.

9. Entry coverings may include canvas awnings, or projected shed or gabled roofs supported by brackets made of wood, wrought iron or metal in accordance with the Architectural Styles section.
10. Bay windows shall be made of materials identical to or compatible with the building's wall finish and windows.

B. Configurations.

1. Porches shall be elevated a minimum of 18 inches and a maximum of 36 inches above average adjacent grade.
2. Front porches shall have a minimum depth of seven feet. Depending on the buildings's architectural style the porch length may vary but shall be no less than its depth.
3. A stoop's landing shall have a minimum depth of four feet and a minimum length of four feet.
4. A porte-cochere shall complement the building's architectural style with regard to form, material, and detailing.
5. Balconies encroaching into the public right-of-way shall provide at minimum of ten feet clear in height above the sidewalk. Such balconies shall be at least five feet deep.
6. Colonnades and arcades shall have a minimum depth of 8 feet from the build-to line to the inside column face; the outside column face shall be within 24 to 30 inches from the face of curb. Colonnades and arcades shall provide at minimum 10 feet clear in height above the sidewalk.
7. Spindles and balusters on balconies, porches, and decks shall not exceed a spacing of six inches on center, or as required by the Building Code, whichever is less. Standard pipe rails, horizontal and vertical, are prohibited.
8. Bay windows shall be a maximum of eight feet in width and shall have a height that is equal to or greater than its width. Bays shall be placed a minimum of three feet from any building corner or other bay. A bay's street facing facade shall consist of at least 50 percent transparent fenestration (Figure 3-13).
9. All mechanical and electrical equipment - including, but not limited to, air-conditioning units, solar

3. Regulating Code

3.7 Architectural Standards

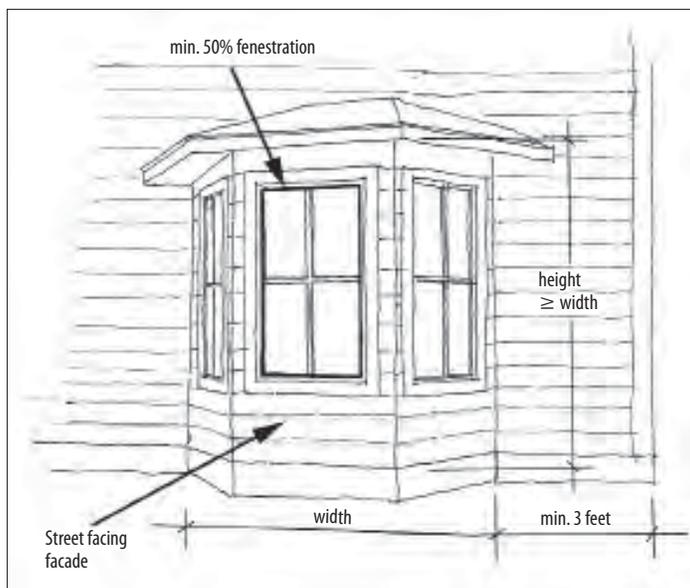
panels, antennas, and satellite dishes - whether roof-mounted, ground-mounted or otherwise, shall be completely screened from public view. Such equipment and related screening shall be shown on drawings submitted for Design Review.

10. Parapet walls along the frontage shall be articulated with corbelled patterned brick, projected cornices, or projected roofs.

C. Methods.

1. Foundation piers shall be no less than twelve by twelve inches.
2. Masonry and stucco arches (square or round) shall be no less than twelve inches in depth. Piers shall be no less than twelve by twelve inches. Wood posts shall have a minimum nominal dimension of six by six inches and shall be articulated at their base and top.

Figure 3-13: Bay Window



3.7.4 Roofs

A. Materials.

1. Roofs of buildings primarily clad in wood or wood-simulating cementitious siding shall be finished with dimensional composition shingles faithfully simulating wood shingles or shakes, in accordance with the Architectural Styles section.
2. Roofs of buildings primarily clad in stucco shall be finished with clay tile, concrete tile faithfully simulating clay tile, slate, or dimensional composite

shingles simulating slate roofing, in accordance with the Architectural Styles section.

3. Roofs of buildings primarily clad in brick or stone shall be finished with clay tile, concrete tile faithfully simulating clay tile, or dimensional composition shingles, in accordance with the Architectural Styles section.
4. Porte-cochere roofs shall match the building's porch or main roof and shall complement the building's overall palette of materials.
5. Narrow standing seam metal roofs may be used if approved through Design Review.
6. Gutters and downspouts shall be made of galvanized steel, copper, or painted aluminum.

B. Configurations.

1. Building roofs shall be gabled or hipped, and shall be sloped as shown for each of the eight permitted architectural styles, except for styles where flat roofs are typical. Where flat roofs are permitted they shall be accompanied by parapet walls.
2. Shed (monopitch) roofs shall only be attached to the principal building walls, with a minimum slope of two in twelve.
3. Porte-cochere roofs shall complement the building's architectural style with regard to roof form, scale, and detailing. Porte-cochere roofs may be extensions of the porch roof or the building's main roof, or may be independent roofs attached to the building's side wall.
3. Skylights shall be flat (non-bubble) and are not allowed in roofs visible from the public right-of-way.
4. Dormers shall be placed no closer than three feet to building sidewalls or another dormer.
5. Gutters shall be half-round or ogee (Figure 3-14).
6. Canvas awnings may cover balconies or Shopfronts, but only in shed configurations. Quarter sphere or quarter cylinder configurations are not permitted.
7. Parapet walls shall be used to conceal flat roof (minimum slope) areas. Parapets may be faced with a pitched roof appropriate for the architectural style. Exceptions include Shopfront canopy roofs and bay window roofs, which may have a minimum slope without a parapet.

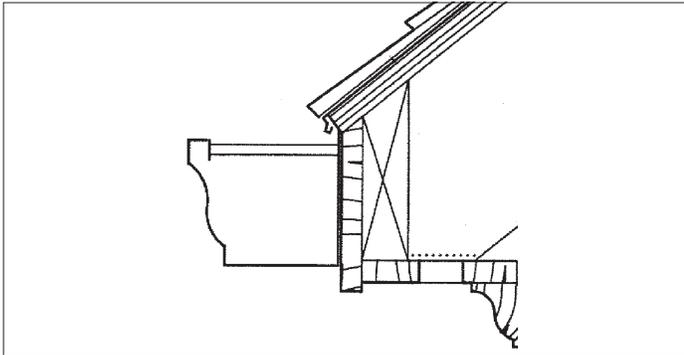
3. Regulating Code

3.7 Architectural Standards

C. Methods.

1. Overhanging eaves shall have exposed rafter tails at the tip, or shall be finished with a profiled cornice, as shown for each permitted architectural style herein.
2. Exposed rafter tails shall have a minimum nominal dimension of three inches by four inches.
3. Brackets, when provided at eaves, shall have a minimal nominal dimension of five inches.

Figure 3-14: Ogee Gutter Detail



3.7.5 Windows and Doors

A. Materials.

1. Windows and doors shall be made of wood, vinyl-clad wood, fiberglass-clad wood, aluminum-clad wood, fiberglass or metal as specified for specific styles in the Architectural Styles section. Additionally, windows made of solid PVC may be permitted upon design review approval. Permissible PVC windows shall be available in a range of colors appropriate for the applicable architectural styles and shall resemble wood windows in detailing and profile thickness so as to make them indistinguishable when seen from the public realm.
2. Glazing shall be clear glass with no more than ten percent daylight reduction (tinting). Glazing shall not be reflective (mirrored).
3. Windows may have the following accessories: shutters sized to match their openings, opaque canvas awnings (except quarter sphere and quarter cylinder configuration), and planter boxes supported by visible brackets.

B. Configurations.

1. Window openings shall have vertical proportions, or may be square (Figure 3-15).

2. Windows may additionally be circular, elliptical, octagonal or hexagonal - recommended maximum two per facade.
3. Total fenestration for facades shall be no more than 33 percent of the facade area, except within Shopfronts.
4. Windows shall be recessed no less than two inches from the building facade (Figure 3-16).
5. Garage doors shall have a maximum width of 16 feet.

C. Methods.

1. Windows on facades shall be double hung, single hung, or hinged casement, unless specified otherwise in the Architectural Styles section. On side or rear elevations not facing a public right-of-way, windows may be horizontal sliders to be located at least six feet from the facade. Horizontal sliders are not allowed on the side facades of corner buildings.

Figure 3-15: Window Configurations

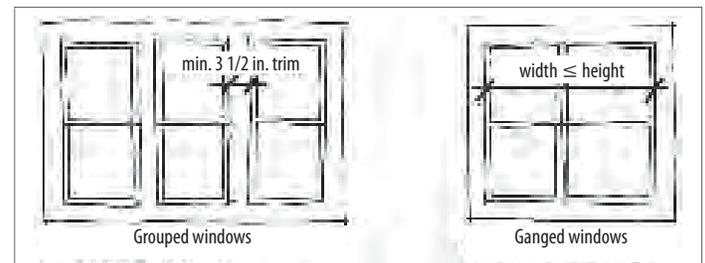
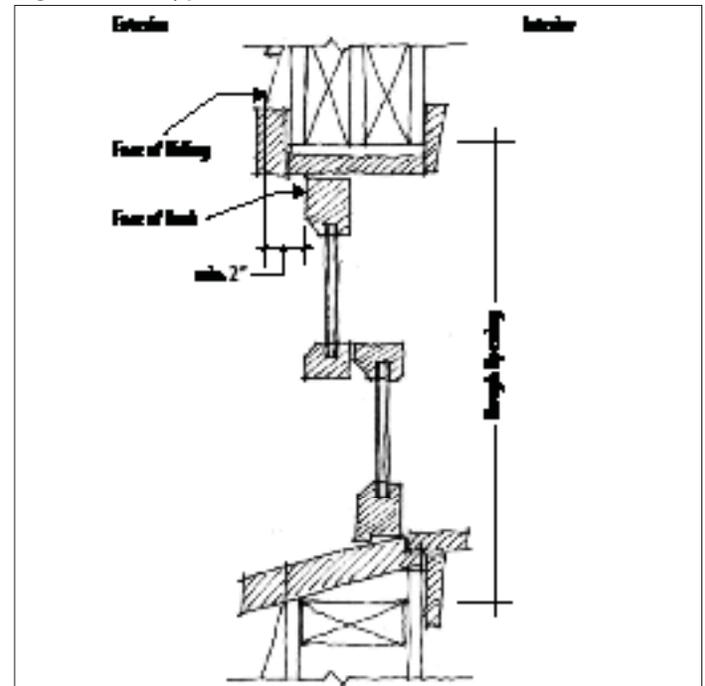


Figure 3-16: Typical Window Detail



3. Regulating Code

3.7 Architectural Standards

2. Circular or hexagonal windows may additionally be pivoted or hopper configuration.
3. Windows within storefronts may additionally be fixed.
4. Dormer windows shall be hinged casement or hopper configuration, or may be fixed.
5. Mullions shall be on the exterior of the windows.
6. All windows above the first floor shall be of a consistent proportion and arranged in a grid pattern.
7. Doors shall be only side hinged, except garage doors facing an alley which may be overhead, and sliding glass doors which may face back yards or side yards.

3.7.6 Shopfronts

Shopfronts are composed of storefronts, entrances, awnings or sheds, signage, lighting, cornices, and other architectural elements (see Figure 3-17: Shopfront Assembly, and Figure 3-18: Storefront Configurations). Shopfronts are created by inserting storefronts with substantial glazing into the ground floor facade of a building. The facade is aligned with the property line, although partially recessed storefronts, such as recessed entrances, are also common. The regulations regarding doors and windows in Section 3.7.5 apply to the doors and windows that are a part of a Shopfront.

A. Materials

1. Shopfronts shall be made of materials as described for each permitted Architectural Style (See section 3.7.8).

Figure 3-17: Shopfront Assembly

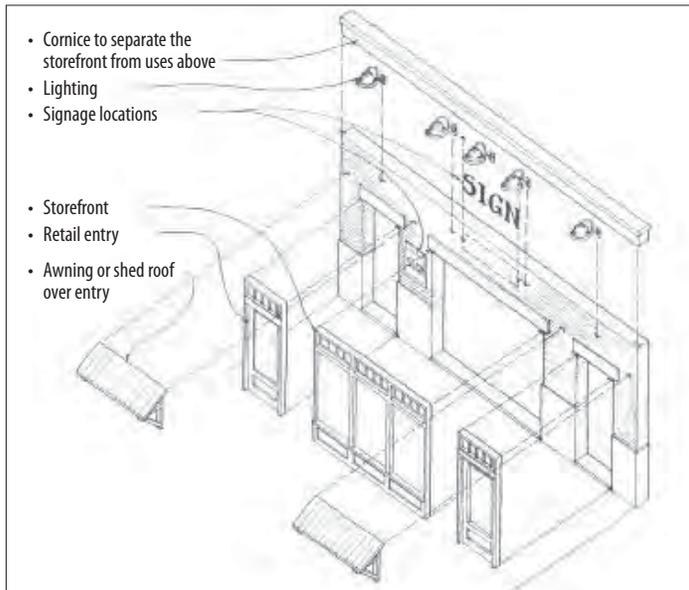
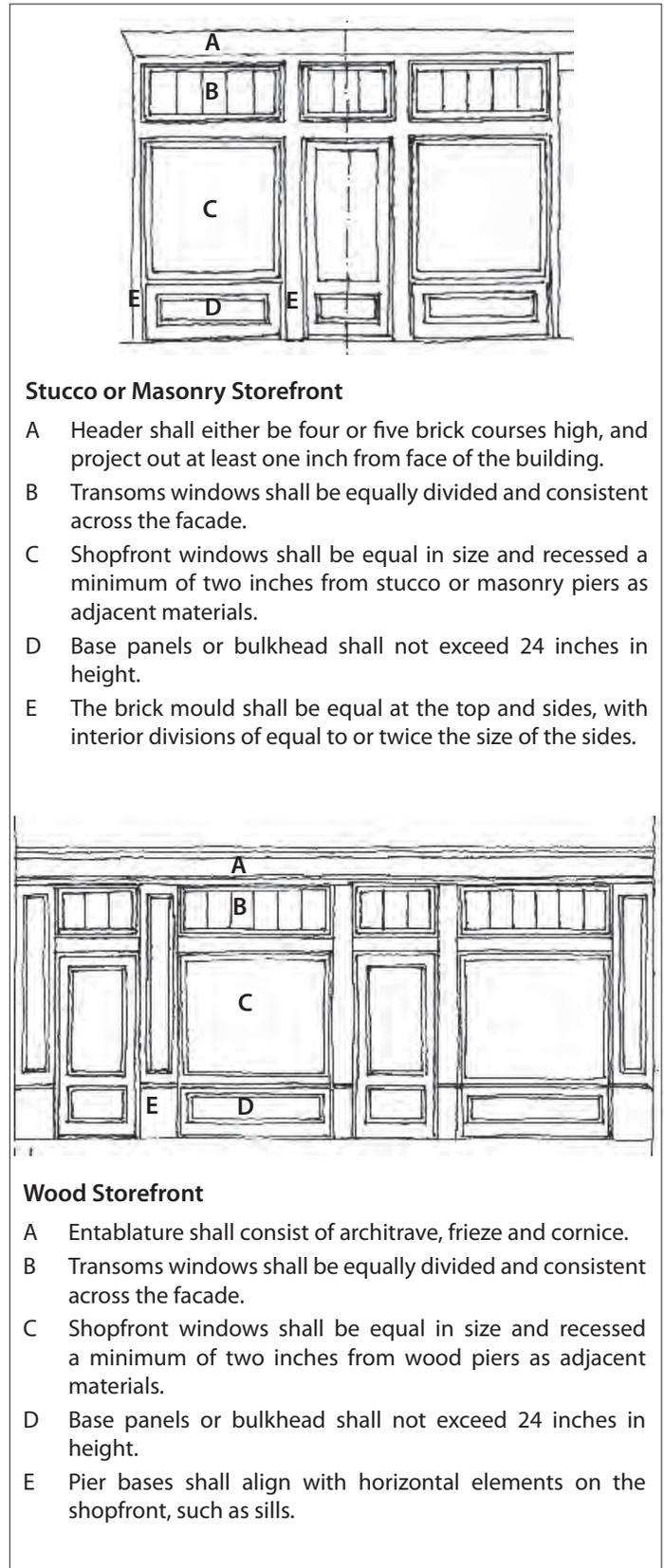


Figure 3-18: Storefront Configurations



3. Regulating Code

3.7 Architectural Standards

2. Storefront infill assemblies shall be made of painted or varnished wood. When approved by the Director through the design review process, they may additionally be made of aluminum-clad wood or painted metal.

B. Configurations

1. At minimum 50 percent of the facade area between two and ten feet above the ground floor shall consist of transparent fenestration.
2. Shopfronts shall be at minimum ten feet tall. A solid base or bulkhead shall be provided with a maximum height of 24 inches above sidewalk grade.
3. A cornice or horizontal band shall be provided to differentiate the Shopfront from upper levels of the building. In limited instances where storefronts include entablature trim, the horizontal band may be omitted with the approval of the Director.
4. Storefront infill assemblies shall be painted in semi-gloss or matte colors.
4. Awnings and shed roofs are allowed to be incorporated in the Shopfront area over entries or storefront assemblies. These shall conform to the applicable architectural styles.
5. Lighting shall be mounted on the storefront wall, preferably centered on the piers between windows/doors or centered above the windows/doors of the shopfront. In instances where projected shed roofs are used over entries the lighting may be mounted in the underside of the shed element.

3.7.7 Signage

A. Sign design. The following design criteria shall be used in reviewing the design of individual signs. Substantial conformance with each of the following design criteria is required before a sign or building permit can be approved.

1. Color. Colors on signs and structural members shall be harmonious with one another and relate to the dominant colors of the buildings on the site. Contrasting colors can be utilized if the overall effect of the sign is still compatible with building colors.
2. Design and construction.
 - a. Except for banners, flags, temporary signs, and temporary window signs conforming with the requirements of this section, each sign shall be

constructed of permanent materials and shall be permanently attached to the ground, a building, or another structure by direct attachment to a rigid wall, frame, or structure.

- b. Each permanent sign shall be designed by a professional (e.g., architect, building designer, landscape architect, interior designer, or others whose principal business is the design, manufacture, or sale of signs), or who are capable of producing professional results.
 - c. Each permanent sign shall be constructed by persons whose principal business is building construction or a related trade including sign manufacturing and installation, or others capable of producing professional results. The intent is to ensure public safety, achieve signs of careful construction, neat and readable copy, and durability, to reduce maintenance costs and prevent dilapidation.
3. Materials and structure.
 - a. Sign materials (including framing and supports) shall be representative of the type and scale of materials used on the site where the sign is located. Sign materials shall match those used on the buildings on the site and any other signs on the site.
 - b. Signs shall not include reflective material.
 - c. Materials for permanent signs shall be durable and capable of withstanding weathering over the life of the sign with reasonable maintenance.
 - d. The size of the structural members (e.g. columns, crossbeams, and braces) shall be proportional to the sign panel they are supporting.
 - e. The use of individual letters incorporated into the building design is encouraged, rather than a sign with background and framing other than the structure wall.
 4. Street address. The City can require that a sign include the street address of the site, where it determines that public safety and emergency vehicle response would be more effectively served than if the street address were displayed solely on one or more buildings on the site.
 5. Copy design guidelines. The City does not regulate the message content (copy) of signs; however, the following are principles of copy design and layout

3. Regulating Code

3.7 Architectural Standards

that can enhance the readability and attractiveness of signs. Copy design and layout consistent with these principles is encouraged, but not required.

- a. Sign copy should relate only to the name and/or nature of the business or commercial center.
 - b. Permanent signs that advertise continuous sales, special prices, or include phone numbers, etc. should be avoided.
 - c. Information should be conveyed briefly or by logo, symbol, or other graphic manner. The intent should be to increase the readability of the sign and thereby enhance the identity of the business.
 - d. The area of letters or symbols should not exceed 40 percent of the background area in commercial districts or 60 percent in residential districts.
 - e. Freestanding signs should contain the street address of the parcel or the range of addresses for a multi-tenant center.
6. Sign lighting. Sign lighting shall be designed to minimize light and glare on surrounding rights-of-way and properties.
- a. External light sources shall be directed and shielded so that they do not produce glare off the site, on any object other than the sign.
 - b. Sign lighting shall not blink, flash, flutter, or change light intensity, brightness, or color.
 - c. Colored lights shall not be used at a location or

in a manner so as to be confused or construed as traffic control devices.

- d. Neither the direct nor reflected light from primary light sources shall create hazards for pedestrians or operators of motor vehicles.
- e. For energy conservation, light sources shall be hard-wired fluorescent or compact fluorescent lamps, or other lighting technology that is of equal or greater energy efficiency. Incandescent lamps are prohibited.

B. Sign maintenance.

1. Each sign and supporting hardware, including temporary signs and awning signs, shall be maintained in good repair and functioning properly at all times. Any damage to a sign or its illumination, including the failure of illumination shall be repaired within a maximum of 14 days from the date of damage or failure.
2. A repair to a sign shall be of materials and design of equal or better quality as the original sign.
3. When an existing sign is removed or replaced, all brackets, poles, and other supports that are no longer required shall be removed.

C. Sign Standards. Each sign shall comply with the restrictions provided in Table 3-7. Examples of sign types are shown in Figure 3-19.

Table 3-7: Sign Standards

Allowed Sign Types	Maximum Sign Height	Maximum Number of Signs	Maximum Sign Area	Notes
Awning	Shall be entirely on awning valence; lettering max. 66% of valence height; valence height max. 18 in.	1 sign max per each separate awning valence	50% of the area of the valence front	
Projecting or Suspended	16 in.; Bottom of sign shall be no closer than 8 ft. above sidewalk surface below	1 sign allowed per business frontage with pedestrian entrance	6 sq.ft.; no dimension greater than 3 ft.	Sign must be redwood sandblasted, hand carved, or architecturally designed equivalent
Wall	2 ft. below parapet or eave; Individual letters 18 inches	1 sign allowed per business frontage with pedestrian entrance	1 sq.ft. per ft. of primary business frontage; Side street or rear entrance wall sign max. 50% of the primary sign area	Mounting 1-story: above 1st floor windows; Mounting multi-story: between windows
Window - Permanent	Within window area	1 sign allowed per window	15% of total window area	
Window - Temporary	Within window area	1 sign allowed per window (in addition to Permanent Window sign, if exists)	25% of total window area.	Allowed for display a maximum of 15 days at 1 time, up to 3 times in 12-month period.

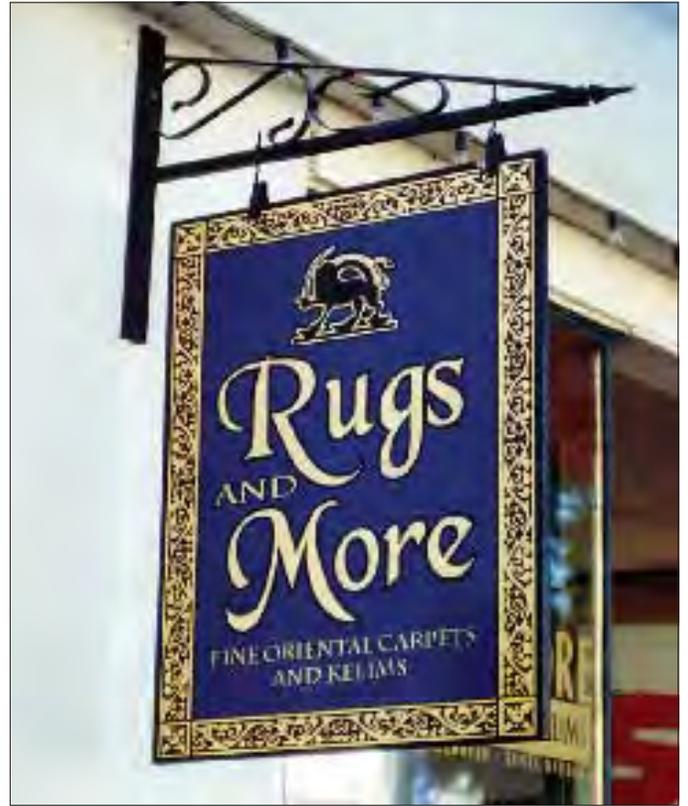
3. Regulating Code

3.7 Architectural Standards

Figure 3-19: Examples of Signs



Example of a projecting sign



Example of a projecting sign



Examples of window signs



Example of a wall mounted sign



3. Regulating Code

3.7 Architectural Standards

3.7.8 Architectural Styles

As stated above, eight distinct architectural styles have been selected as the basis for these Architectural Standards based on their history and success in King City and Monterey County neighborhoods. These styles are described in detail on the following pages. The drawings in this section are intended to illustrate designs characteristic of the Monterey County variants of these classic American styles. The illustrations convey the level of detail that is to be provided in the architecture of the buildings, but not inclusive of all possible variations of each style.

The following eight styles are described in this section and shall be limited to the neighborhood zones as stated:

1. The Monterey Style, derived from the melding of the Anglo and Spanish traditions in California and the Southwest, a



process that took place throughout the 19th century. The Monterey Style is permitted in the NG-3 and NC zones.

2. The Spanish Style, derived from the style of the missions of California, built between 1767 and 1823 during the Spanish Colonial period.



The Spanish Style is permitted in all zones

3. The Victorian Style, which draws from Carpenter Gothic and Queen Anne traditions as seen throughout California,



from the 1830s to the turn of the century. The Victorian Style is permitted in the NG-1, NG-2 and NG-3 zones.

4. The Italianate Style, popular in California from the 1830s through the 1880s. The Italianate Style is permitted in all



zones.

5. The Craftsman Style, particularly as characteristic of early 20th Century California bungalows. The Craftsman Style is



permitted in all zones.

6. The Art Deco Style, a curious blend of Modernism, history, and fantasy, adopted in America primarily for commercial



and civic buildings in the 1930s. The Art Deco Style is permitted in the NG-3 and NC zones.

7. The Tudor Style derives its inspiration from the Storybook, Normandy, and Tudor styles that appeared on the



American scene in the late 19th century and were popular through the 1940s. The Tudor Style is permitted in the NG-1 and NG-2 zones.

8. The Western Storefront Style derives its inspiration from the architecture of the "gold rush" and "railroad" towns in

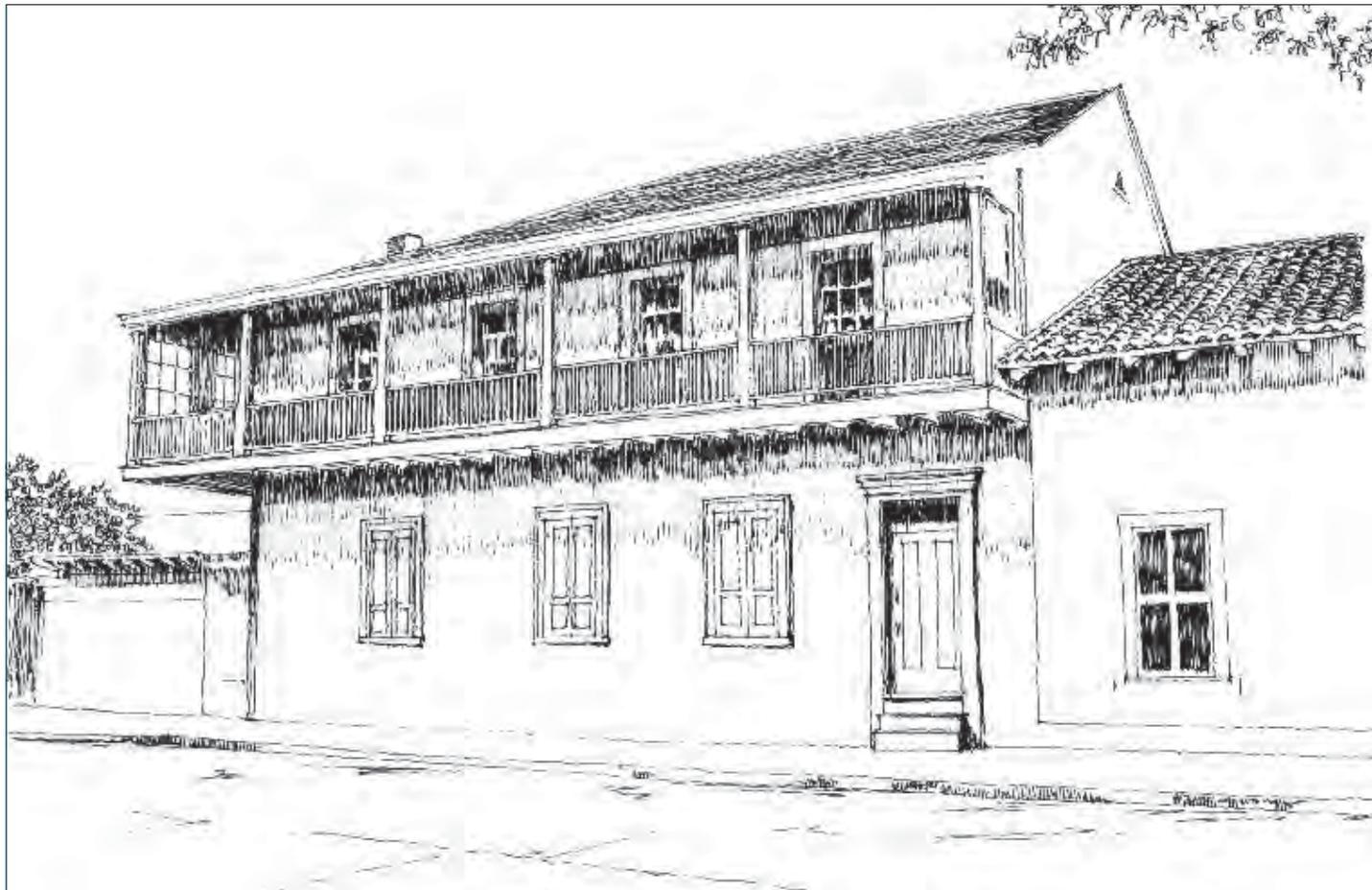


the western United States in the second half of the 19th century and the first half of the 20th century. The Western Storefront Style is permitted in the NC zone.

3. Regulating Code

3.7 Architectural Standards

3.7.8.1 The Monterey Style



A. History and Character of the Monterey Style

The Monterey Style is derived from the melding of the Anglo and Spanish traditions in California and the Southwest. This process took place throughout the 19th century and combined the Spanish folk architecture developed in those territories during and after the Spanish Colonial period with the materials and building methods that the Anglo settlers brought with them from the East, especially with the railroads in the 1880s. Adobe was still the basic building material, but wood clapboards appeared as commercial sawmills became common in the mid-1800s. Houses grew a story and gained porches and hipped and peaked roofs.

The Monterey Style is characterized by a long, cantilevered second floor balcony. This balcony usually extends along the second floor across the majority, if not all, of the main facade. The balcony is covered by an extension of the roof, and constructed of exposed wood members. On some occasions,

the vertical members of the balcony will extend to the ground, forming a “portal”. The ground below the balcony is also typically paved to create a covered patio.

B. Essential characteristics of the Monterey Style

- Simple box-like massing topped with low-sloped hipped or gabled roof forms;
- Broad, second-story cantilevered porches with integral roof forms;
- Simple, unadorned wall surfaces in stucco or siding;
- Classically proportioned windows and doors set in deep openings and framed in wood trim;
- Intimate setbacks with courtyard and open spaces urban in character.

3. Regulating Code

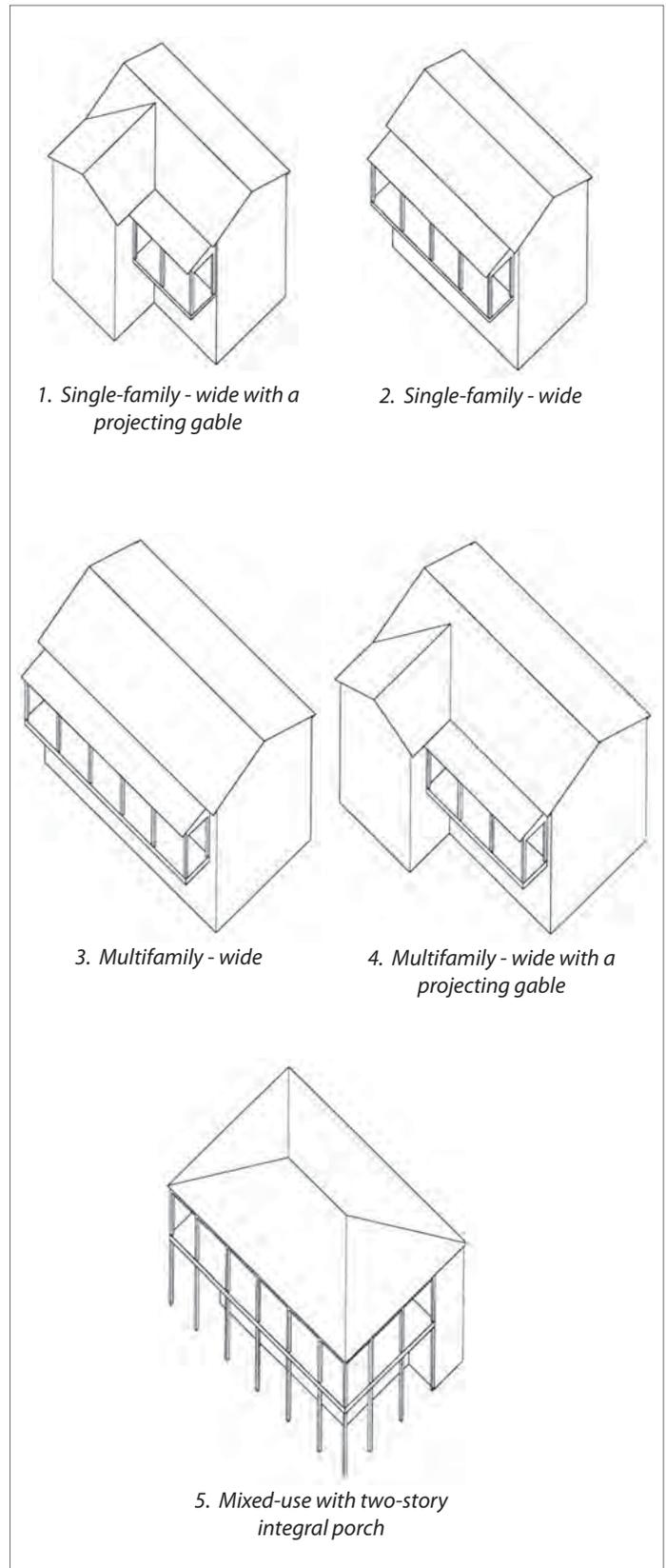
3.7 Architectural Standards

C. Monterey Style Massing and Roofs

Monterey Style buildings are characterized by simple roof forms and broad second story porches that are integral to the mass of the building.

Eaves are typically closed for more urban building types, or open for more rural types.

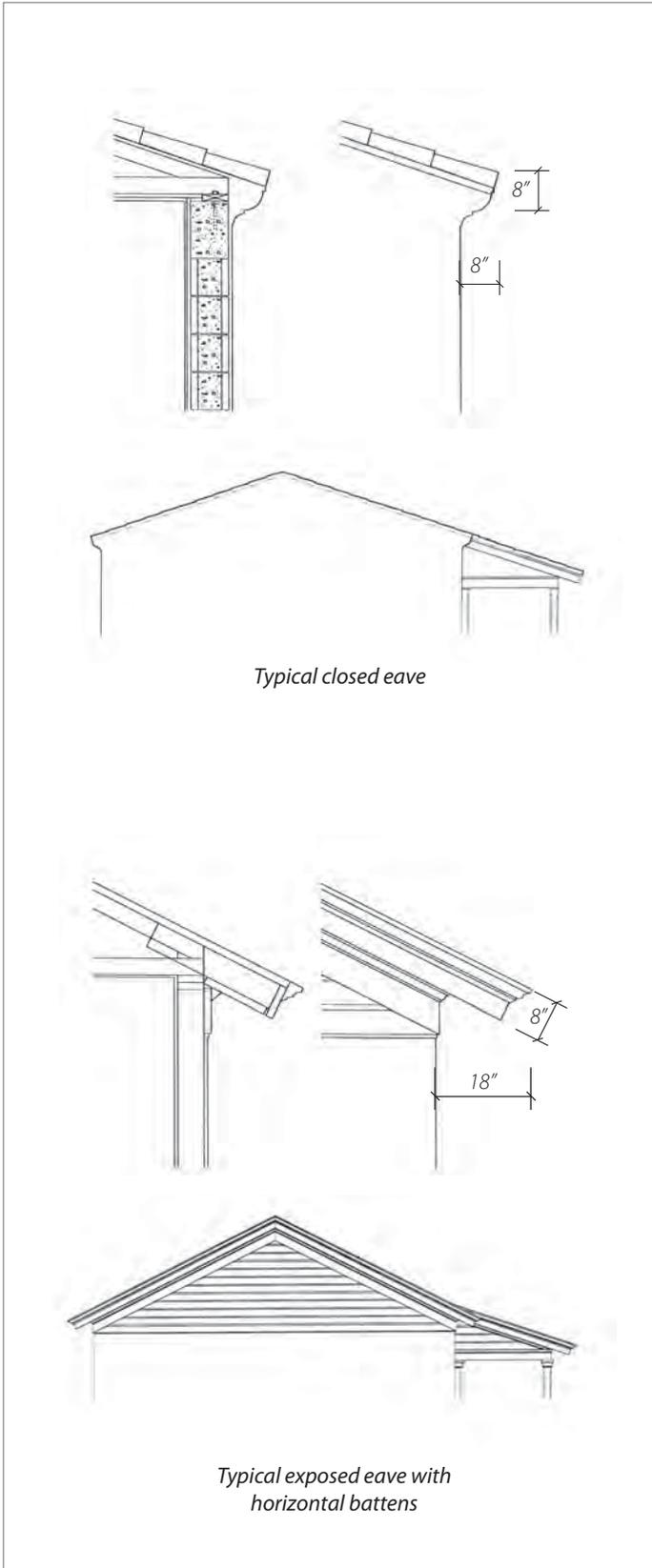
1. Single-family wide with projecting gable: roof pitches range from 4:12 to 6:12.
2. Single-family wide: classic horizontal massing with integral second story porch. Roof pitches range from 4:12 to 6:12.
3. Multifamily wide: proportions appropriate for larger multifamily or mixed use buildings. Roof pitches range from 4:12 to 6:12.
4. Multifamily wide with projecting gable: roof pitches range from 4:12 to 6:12.
5. Multifamily mixed-use: two-story integral porch/gallery with low-sloped hipped roof. Roof pitches from 4:12 to 6:12.



Typical Monterey Style massing

3. Regulating Code

3.7 Architectural Standards



Typical Monterey Style roofs and roof details

D. Monterey Style Building Height

Monterey houses are characterized by low, broad proportions. First floor ceiling heights in residential structures should be ten feet; second floor ceiling heights are typically eight feet. In commercial buildings, ground floor ceiling heights may be as much as 14 feet.

Eaves generally fall into two types: open and closed. Open eaves are inspired by vernacular wood-framing and are characterized by gable-end wood detailing, shingled or standing seam metal roofing, and overhangs of at least 18 inches. Closed eaves are more closely tied to the Spanish adobe tradition and are characterized by simple, stuccoed gable ends, clay roof tiles, and an eight inch water table in stone or stucco.

See Appendix E for style-specific building height information.



Typical Monterey Style wall elevation and section

3. Regulating Code

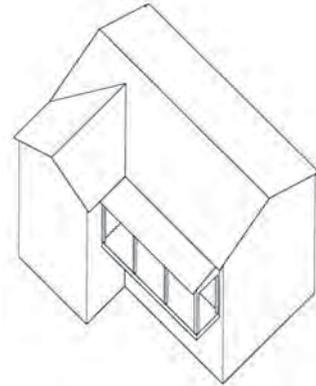
3.7 Architectural Standards

E. Monterey Style Porches and Exterior Elements

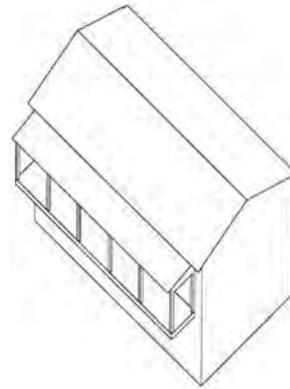
Monterey houses are characterized by consistent porches, typically cantilevered at the second floor with a roof that is integral to the overall massing of the house.

Porches are often enclosed at the ends to protect from evening breezes.

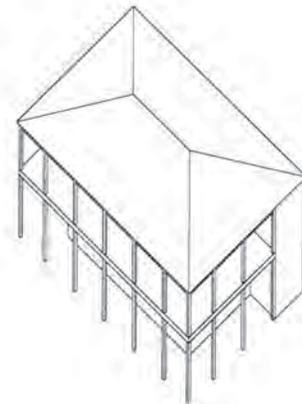
Cantilevered porches and balconies typically have concealed structural rafters behind a simple fascia-board. Porch columns are uniformly square stock, are often chamfered, and should have a minimum width of six inches.



1. Second-floor porch with gable



2. Second-floor porch

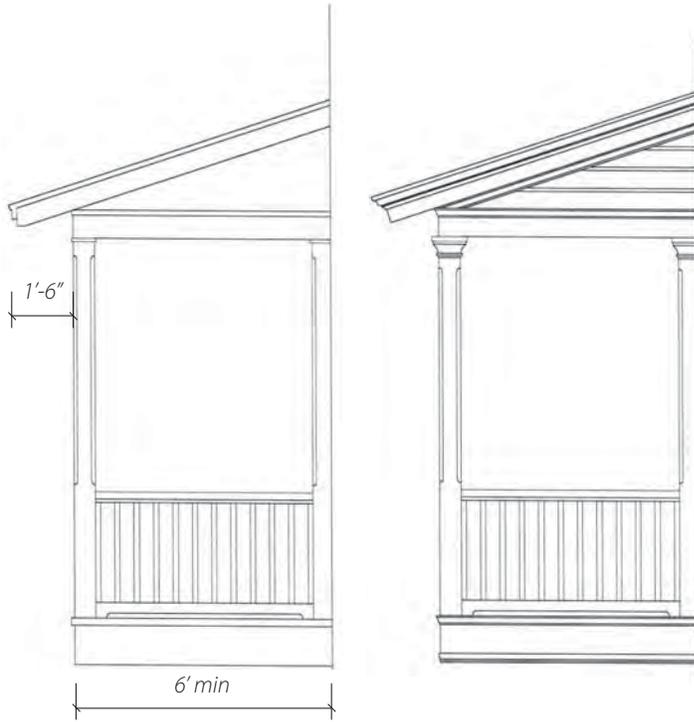


3. Double-height porch/gallery

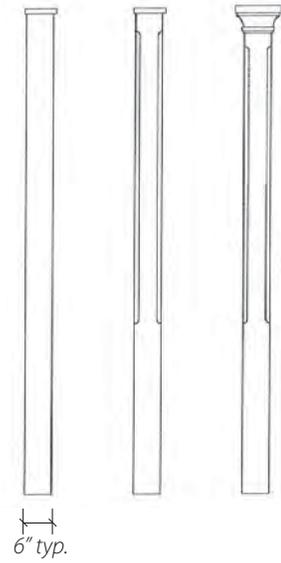
Typical Monterey Style porches and exterior elements

3. Regulating Code

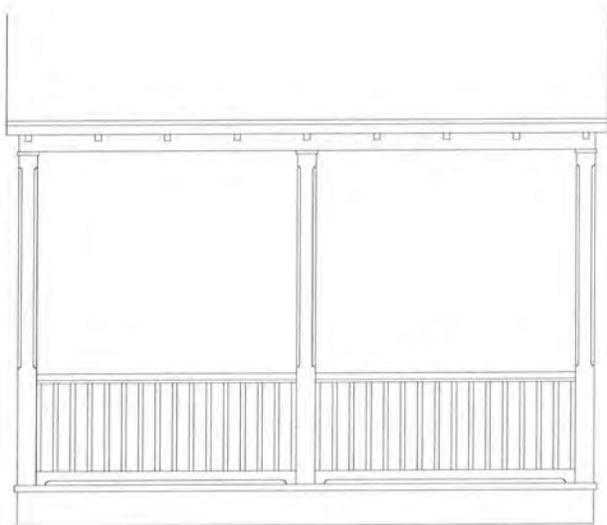
3.7 Architectural Standards



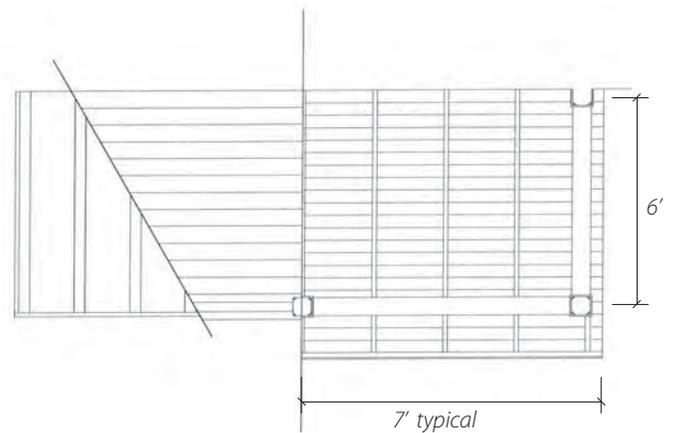
Typical cantilevered porches or balconies - side view



Typical porch columns



Typical cantilevered porch or balcony - front view



Typical cantilevered porch or balcony -
plan view / reflected ceiling view

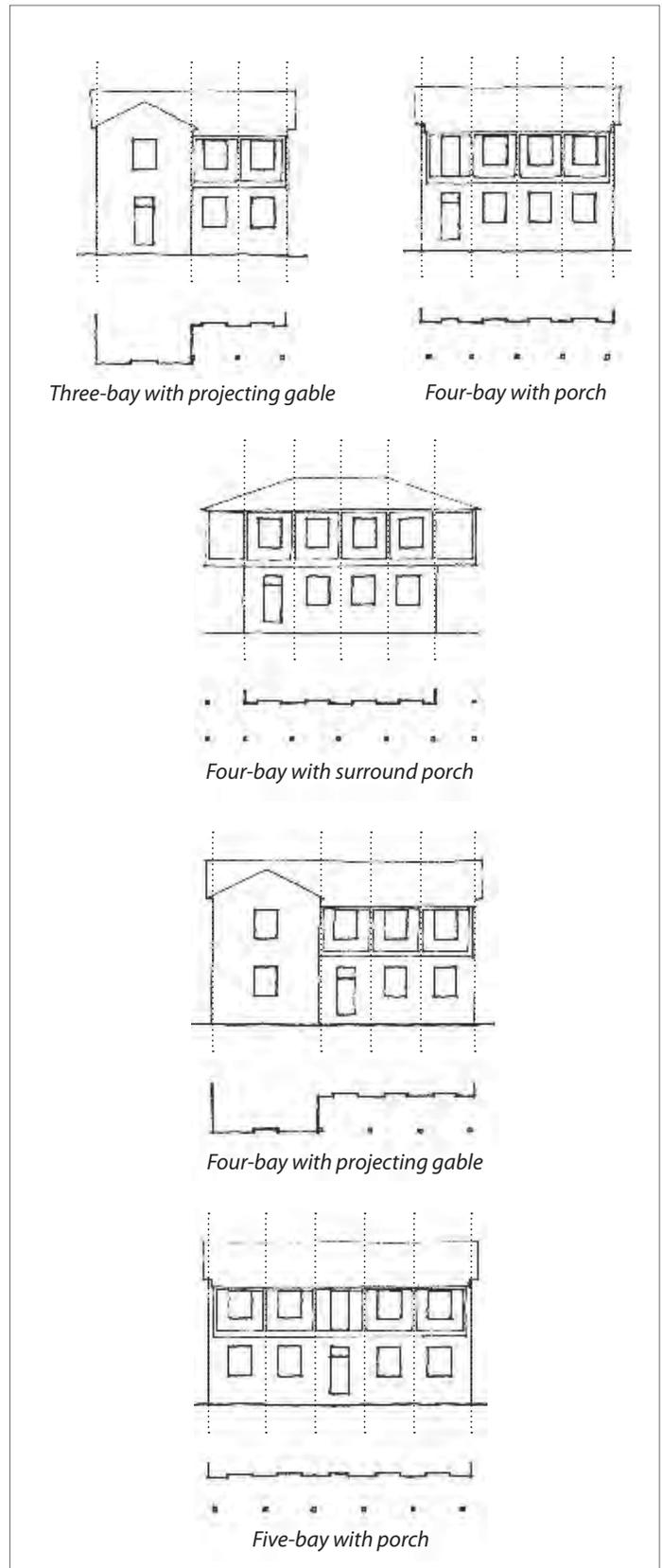
Typical Monterey Style details of exterior elements

3. Regulating Code

3.7 Architectural Standards

F. Monterey Style Doors and Windows

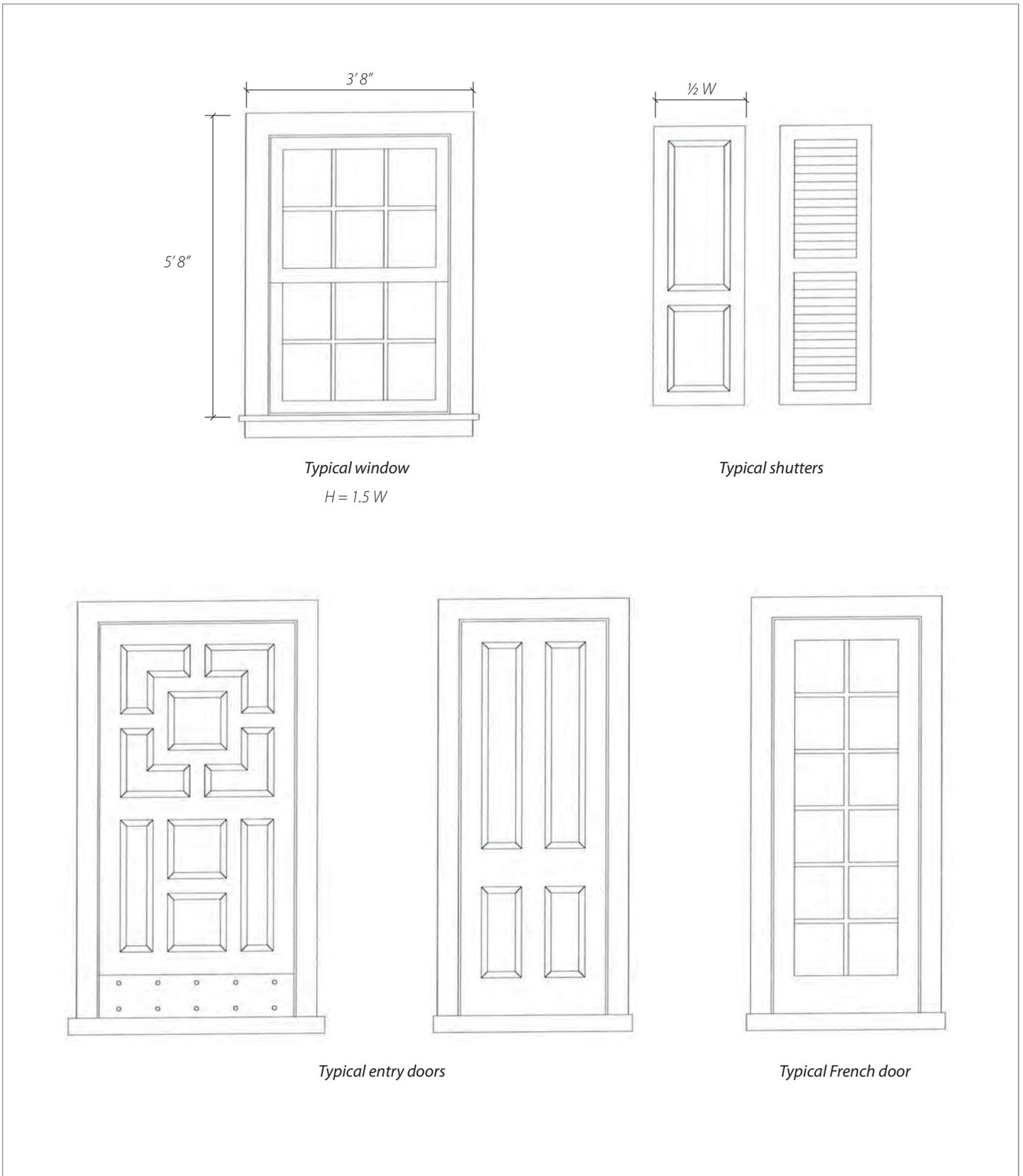
- Windows are rectangular with a vertical proportion;
- Windows are single or double hung (six over six) or operable casement. For street-facing windows, a four-inch minimum post separates multiple windows in the same rough opening;
- There is at least a three-inch setback between the glass of the windows and the surface of the exterior trim around the windows;
- Muntins divide the panes or are fixed on the interior and exterior surfaces. Panes are of square or of vertical proportion throughout the building;
- Window trim is made of wood and is simple - not ornate;
- Window shutters are louvered or paneled, and operable;
- Doors are usually heavy, panelized, and set deep from exterior walls;
- Door surrounds are either simple wood or ornate with cornice;
- Doors are detailed to make them the focal point of the principal elevation.



Typical Monterey Style door and window configurations

3. Regulating Code

3.7 Architectural Standards



Typical Monterey Style doors and windows



3. Regulating Code

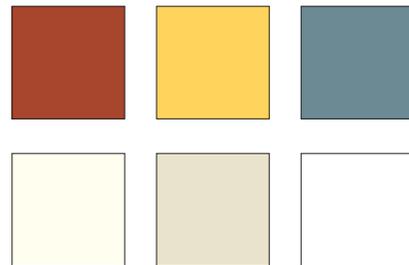
3.7 Architectural Standards

G. Monterey Style Materials

- Cladding:** Stone, stucco or siding. Stone should be of a similar color and texture to local stone in the Salinas Valley. Stucco may be cement with smooth sand finish. Siding may be wood, composition board, or fiber-cement board with horizontal shiplap, beaded lap, or beveled profile. Vertical board and batten siding may also be used in 12-16 inch widths. Vinyl siding is not permitted.
- Foundations:** Stone, cast stone, painted concrete, or stucco.
- Roofing:** Building and porch roofs shall be clay tile or concrete tile for stone or stucco buildings, or wood or composition shingles for wood buildings.
- Windows:** Wood, aluminum-clad wood, fiberglass-clad, or vinyl clad-wood with external divided lights. Additionally, windows made of solid PVC may be permitted upon design review approval - see Section 3.7.5 for additional requirements. Glass shall be clear and non-reflective.
- Doors:** Principal doors may be made of wood or fiberglass. French doors and sliders may be made of wood, aluminum-clad wood, or fiberglass.
- Trim:** Wood, composition board, fiber-cement board, and molded millwork for built-up sections. PVC trim is not permitted. For soffits and porch ceilings, GWB, plaster, T&G wood, exposed rafters, or composite. Continuous perforated soffit materials are not permitted.
- Gutters:** Half round, metal. PVC is not permitted.
- Downspouts:** Round or rectangular metal. PVC is not permitted.
- Columns:** Wood, fiberglass, or composite.
- Railings:** Straight balusters in wood.
- Chimneys:** Common brick, stone, cast stone, or stucco. Chimney tops should be either articulated brick, metal, or clay flues.
- Signage:** Painted wood or metal.

H. Monterey Style Colors

- Cladding:** Siding may be white, off-white, deep red, yellow, slate blue, or light blue. Stucco may be white, off-white, deep red, yellow, or deep green.
- Roofing:** Roof shingles are typically dark grey or black. Standing seam metal roofs may be natural, black, dark green, or dark red finish.
- Windows:** Sashes and frames may be white or off-white.
- Trim:** White or off-white. Additional accent colors conditional upon approval.
- Gutters / Downspouts:** White, off-white, painted dark green or dark red.
- Columns:** White or off-white. Additional colors conditional upon approval.
- Railings:** White or off-white. Additional colors conditional upon approval.



Illustrative color palette

3. Regulating Code

3.7 Architectural Standards



Monterey Style illustrative elevations



Monterey Style examples



3. Regulating Code

3.7 Architectural Standards

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3. Regulating Code

3.7 Architectural Standards

3.7.8.2 The Spanish Style



A. History and Character of the Spanish Style

The Spanish Style is derived from the style of the missions of California, built between 1767 and 1823 during the Spanish Colonial period. The prevailing building material was the local clay adobe, mud mixed with a chopped straw binder and used as plaster or sun-dried in bricks. Today, the style is characterized by wall surfaces that are made of flat austere stucco planes with punched, recessed openings for windows and doors. A greater percentage of the surface is wall than opening, and detail is achieved through the proportional location of openings. Windows occasionally are elaborated with small metal balconies, grilles or awnings, but have no exterior trim. Exterior trim is reserved for main doorways, which have elaborate pilasters, columns and capitals. Wood detailing is spare, seen as rafter tails or heavy timber brackets supporting cantilevers or openings. Roofs are always tile, typically barrel mission tile and occasionally flat cement tile. The typical open spaces for this style are patios and courtyards, which can be open to streets and yards via loggias and arcades.

B. Essential Characteristics of the Spanish Style

- Low-pitched roofs clad with red clay barrel tiles;
- Asymmetrical massing compositions, accented by towers, chimneys, and balconies;
- Covered patios, porches, and loggias, often defined by enclosed or semi-enclosed courtyards;
- Stucco surfaces with deeply recessed doors and windows, often with arched openings;
- Mediterranean color palettes, with creams, whites, and other hues accented by wood and wrought iron elements.

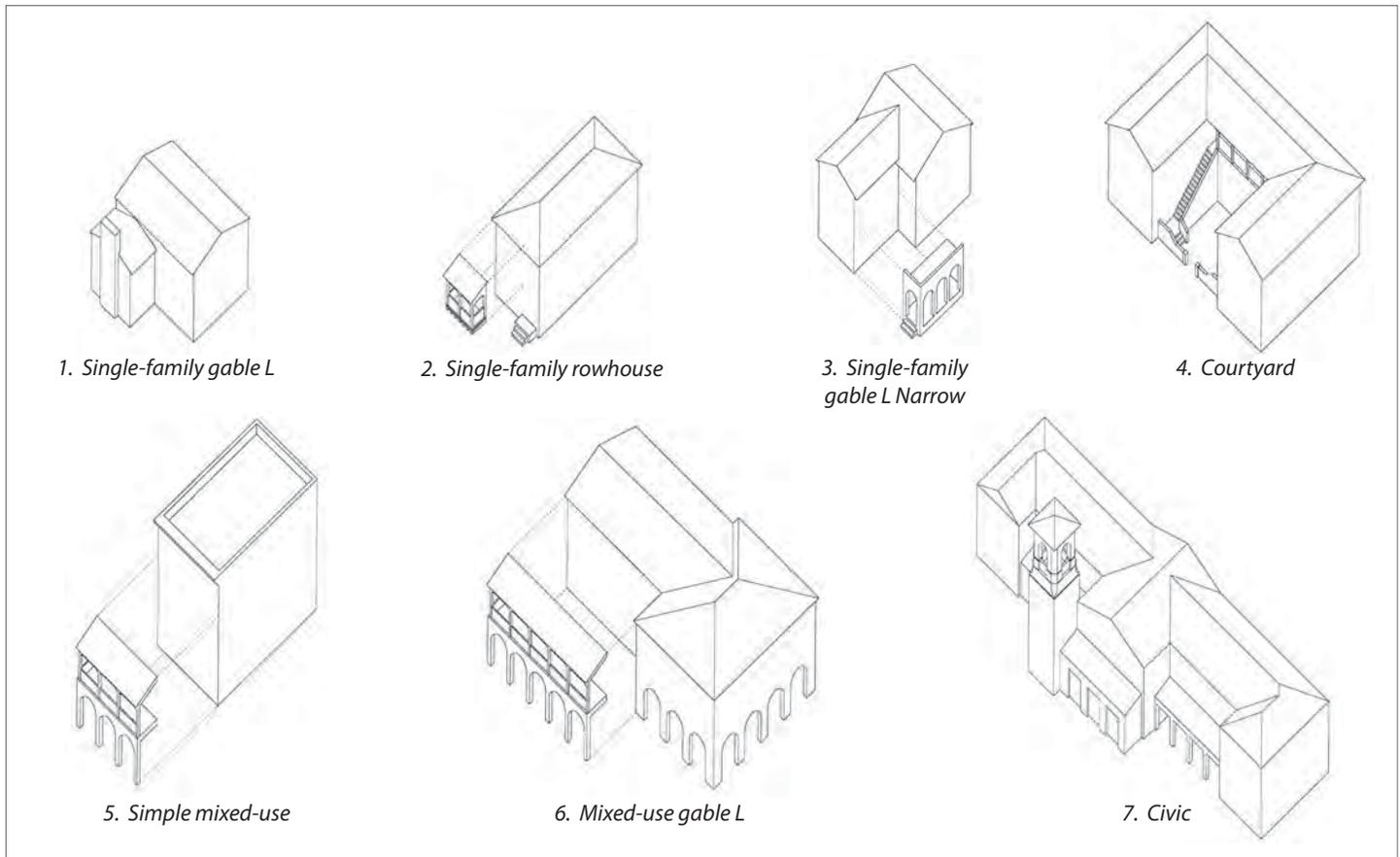
3. Regulating Code

3.7 Architectural Standards

C. Spanish Style Massing and Roofs

Most Spanish Style buildings are formed from variations or combinations on simple rectilinear forms capped with gabled or hipped roofs. More complex buildings have rambling, compound plans based on picturesque compositions of these rectilinear forms. In the Downtown Addition, Spanish Style buildings will fall into one of the following categories:

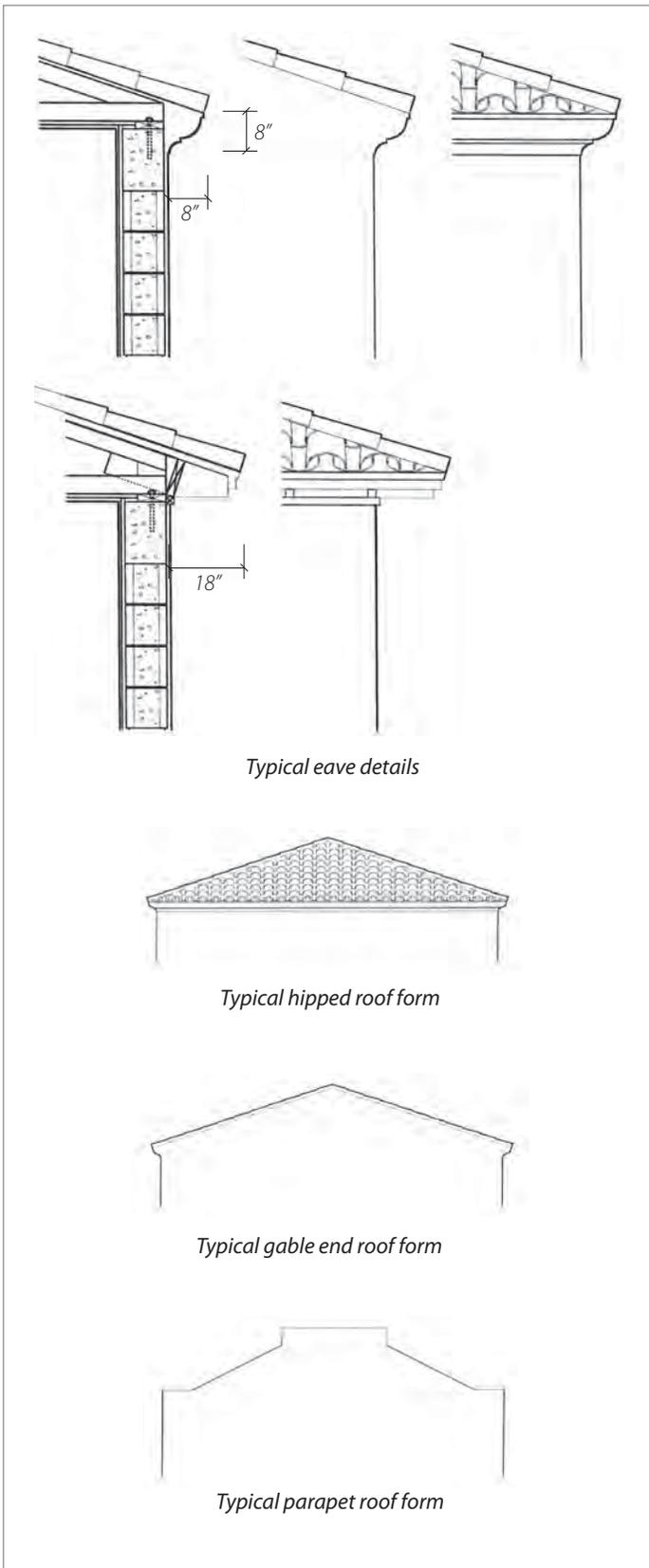
1. Single-family gable L: a simple, often two-story side-gable oriented parallel to the street edge with a one-story cross-gable end. Roof pitches range from 4:12 to 8:12. This form may also have parapets at the end gables to present a building of differing character.
2. Single-family rowhouse: a simple rectangle oriented perpendicular to the street edge and capped with a hipped roof. Roof pitches range from 4:12 to 8:12.
3. Single-family gable L Narrow: two intersecting gable-end rectangles, often with an integral side porch. Roof pitches range from 6:12 to 8:12.
4. Courtyard: Two or more rectangles composed to form a semi-private courtyard with access directly from the street. The courtyard should typically have a width and depth no less than one third of the total width of the building. Roof pitches range from 6:12 to 8:12.
5. Simple mixed-use: The basic two-story massing may be interpreted with Spanish-styled galleries. Roofs are typically flat.
6. Mixed-use gable L: Intersecting rectangles with integral arcades and/or galleries, appropriate for urban areas. Roof pitches typically range from flat to 6:12.
7. Civic: Picturesque combinations of several massing elements into rambling forms may be utilized for larger civic buildings. These buildings tend to be agglomerations of several individually composed elements (such as towers, courtyards, and mansions) rather than a centralized composition.



Typical Spanish Style massing

3. Regulating Code

3.7 Architectural Standards



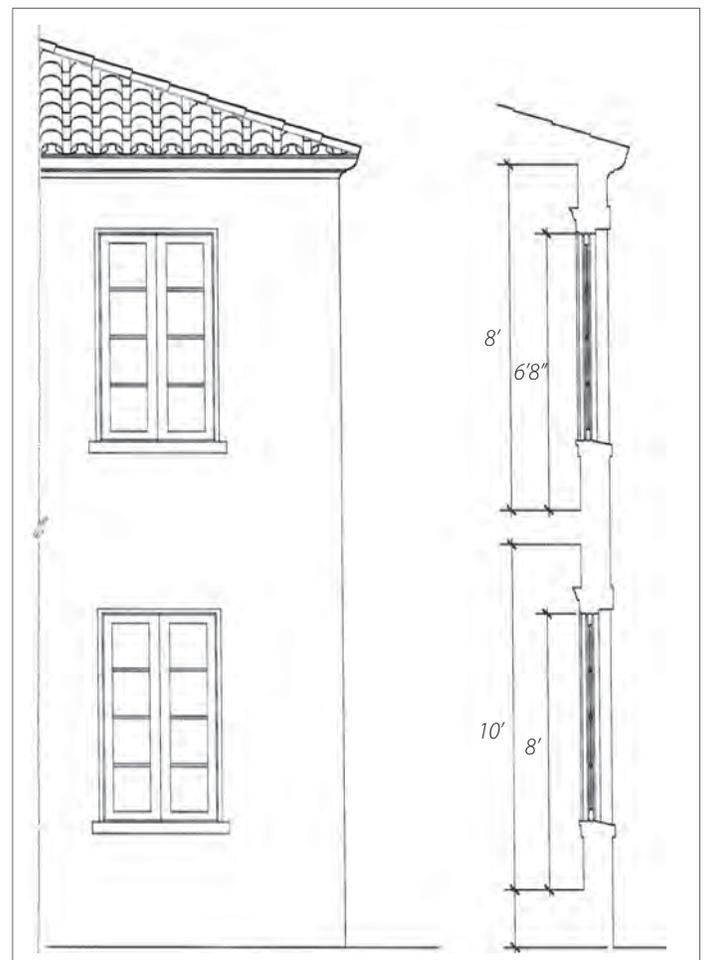
Typical Spanish Style roofs and roof details

D. Spanish Style Building Height

Spanish Style buildings typically have tall first floors and shorter upper floors. In the Downtown Addition the minimum first floor ceiling height is ten feet. Second floors may lower ceiling heights to eight feet, particularly when cathedral ceilings are used.

Eaves generally fall into two types: open and closed. Open eaves are inspired by Spanish Colonial wood-framing and are characterized by deep overhangs of at least 18 inches and exposed, often decorative, rafters. Open eaves are typically used with hipped roof forms. Closed eaves reflect an adobe masonry tradition and are characterized by simple, stuccoed gable ends, clay roof tiles, and an eight-inch water table in stone or stucco. Closed eaves are typically utilized with gable end or parapetted roof forms.

See Appendix E for style-specific building height information.



Typical Spanish Style wall elevation and section

3. Regulating Code

3.7 Architectural Standards

E. Spanish Style Porches and Exterior Elements

The Spanish Style tends to utilize a variety of exterior elements to define outdoor and semi-outdoor spaces, including arcaded and colonnaded loggias, covered balconies, galleries, courtyards, and terraces. Rather than separate entities, these elements tend to be extensions of the principal building forms.

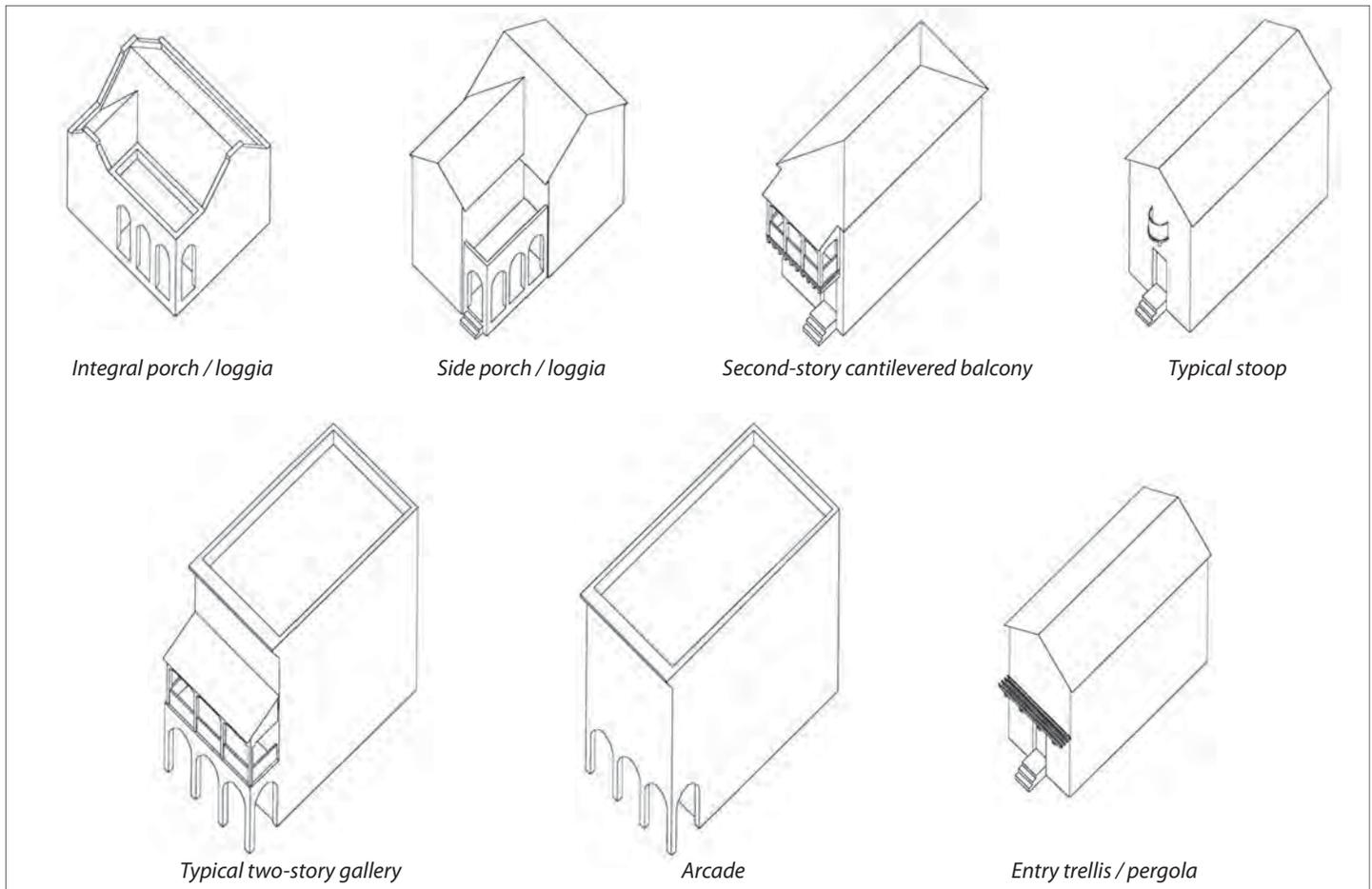
These elements include:

- Loggia spaces, often defined by arcades. These spaces are typically not enclosed;
- Covered balconies, with detailing similar to the Monterey Style, but with more substantial structural members and exposed supporting rafters;
- Galleries, often with arched openings;

- True arcades in urban areas;
- Well-detailed structural canopies, such as pergolas and trellises.

Chimneys, often with elaborate tops and small, tiled roofs, are also used as defining special elements in Spanish Style compositions.

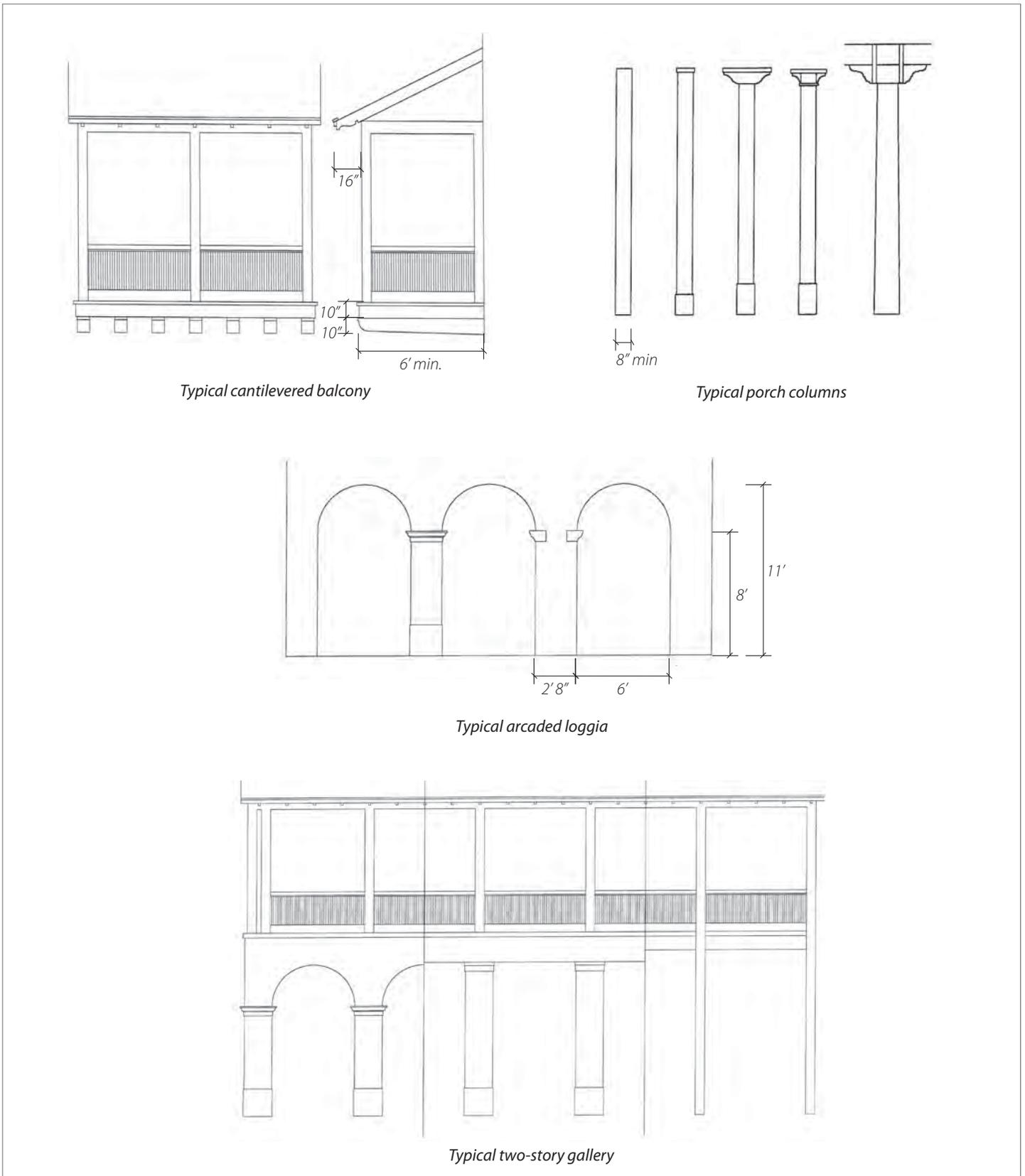
Porch and balcony columns are typically square-stock and eight inches in diameter, often with bracketed capitals.



Typical Spanish Style porches and exterior elements

3. Regulating Code

3.7 Architectural Standards



Typical Spanish Style details of exterior elements

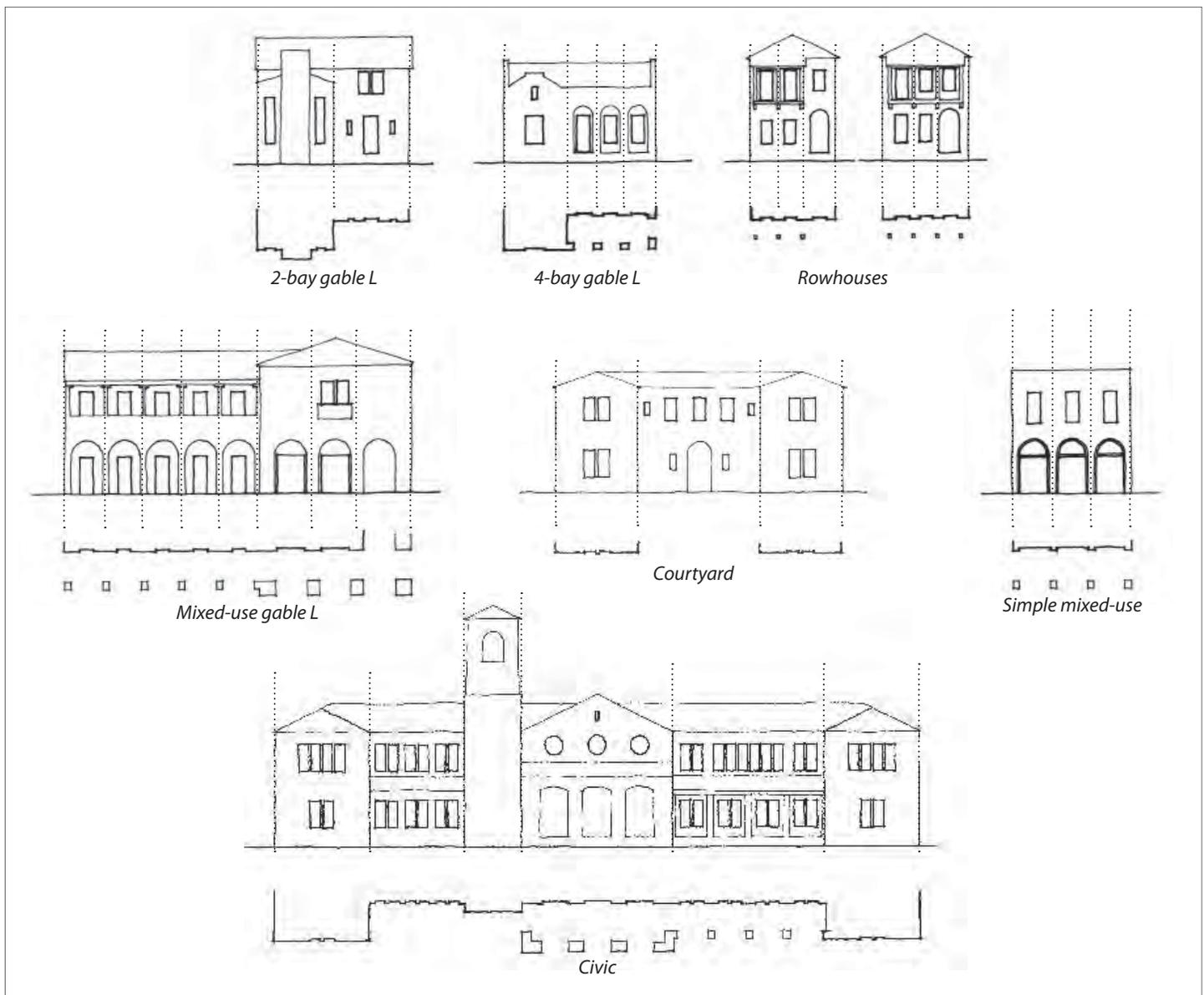


3. Regulating Code

3.7 Architectural Standards

F. Spanish Style Doors and Windows

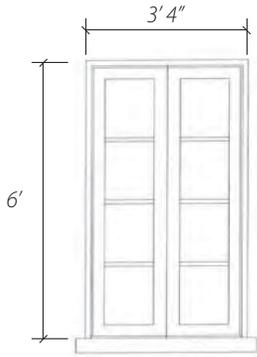
- Windows are square or rectangular with a vertical proportion;
- Windows are operable casement. For street-facing windows, a four-inch minimum post separates multiple windows in the same rough opening;
- There is at least three-inch setback between the glass of the windows and the surface of the exterior trim around the windows;
- Muntins divide the panes or are fixed on the interior and exterior surfaces. Panes are of square or of vertical proportion throughout the building;
- Window shutters are louvered or paneled, and operable;
- Doors are usually heavy, panelized, and set deep from exterior walls;
- Trim is of high-grade lumber at entry only, and built-up.



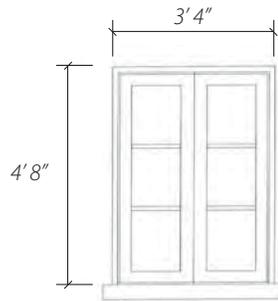
Typical Spanish Style door and window configurations

3. Regulating Code

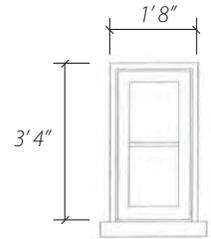
3.7 Architectural Standards



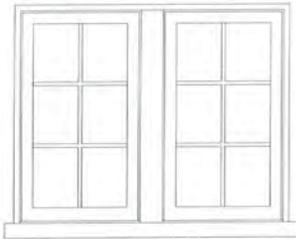
Typical 1st floor window
 $H = 1.8W$



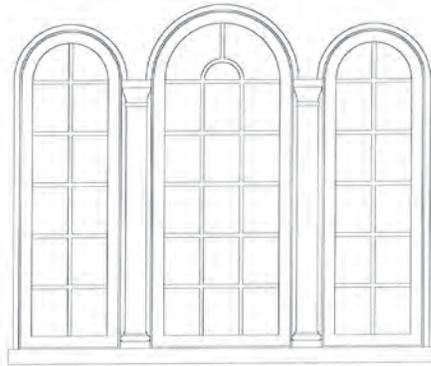
Typical 2nd floor window
 $H = 1.4W$



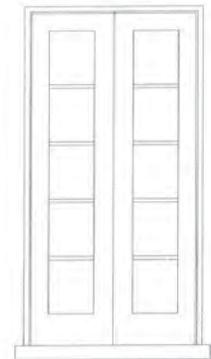
Small window (Special)



Double window (Special)



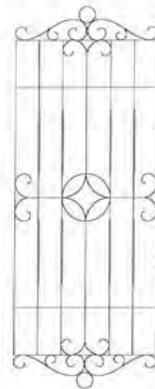
Round-top window (Special)



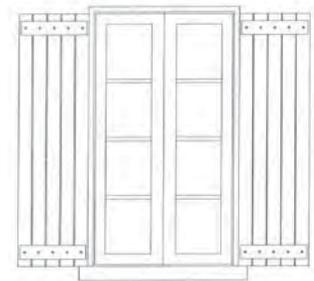
Typical French door



Typical doors



Typical window grille



Typical shutters

Typical Spanish Style doors and windows



3. Regulating Code

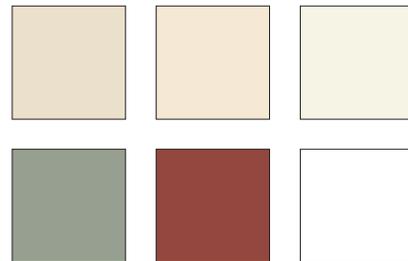
3.7 Architectural Standards

G. Spanish Style Materials

- Cladding:** Stone or stucco. Stone should be of a similar color and texture to local stone in the Salinas Valley. Stucco may be cement with smooth sand finish.
- Foundations:** Stone, cast stone, painted concrete, or stucco.
- Roofing:** Building and porch roofs shall be clay tile or concrete tile, preferably straight barrel, tapered barrel, or American Spanish mission tiles.
- Windows:** Wood, aluminum-clad wood, fiberglass-clad, or vinyl-clad wood with external divided lights. Additionally, windows made of solid PVC may be permitted upon design review approval - see Section 3.7.5 for additional requirements. Glass shall be clear and non-reflective. Grilles are wrought-iron.
- Doors:** Principal doors may be made of wood or fiberglass. French doors and sliders may be made of wood, aluminum-clad wood, or fiberglass.
- Trim:** Wood, composite board, and molded millwork for built-up sections. PVC trim is not permitted. For soffits and porch ceilings, GWB, plaster, T&G wood, exposed rafters, or composite. Continuous perforated soffit materials are not permitted.
- Gutters:** Half round copper or metal. PVC is not permitted.
- Downspouts:** Round or rectangular, copper or metal. PVC is not permitted.
- Columns:** Wood, fiberglass, or composite.
- Railings:** Straight balusters in wood, or wrought iron.
- Chimneys:** Common brick, stone, cast stone, or stucco. Chimney tops should be elaborated with clay tile caps.
- Signage:** Painted wood or metal with wrought iron armatures.

H. Spanish Style Colors

- Cladding:** Stucco may be white, off-white, light gray, cream, or yellow. Stone should be of a similar color and texture to local stone in the Salinas Valley.
- Roofing:** Clay tiles are typically variegated reds or browns.
- Windows:** Sashes and frames to be dark stained or painted white, off-white, cream, light red, light green, or light blue. Additional colors conditional upon approval.
- Trim:** Dark stained or painted white or off-white. Additional colors conditional upon approval.
- Gutters / Downspouts:** Natural copper finish, black, dark red, dark green.
- Columns:** Dark stained or painted white or off-white.
- Railings:** Wood railings dark stained or painted white or off-white. Wrought iron grilles and rails to be painted black.



Illustrative color palette

3. Regulating Code

3.7 Architectural Standards



Small single-family



Courtyard housing



Mixed-use building

Spanish Style illustrative elevations



Spanish Style examples



3. Regulating Code

3.7 Architectural Standards

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3. Regulating Code

3.7 Architectural Standards

3.7.8.3 The Victorian Style



A. History and Character of the Victorian Style

The Victorian Style draws from Carpenter Gothic and Queen Anne traditions as seen throughout California, from the 1830s to the turn of the century. In the Carpenter Gothic, cross gables with steeply pitched decorated gables are common. In the Queen Anne, bays and turrets are common with surface shingle patterns gaining importance. In both variants, the porches receive the most details. A variation of the Victorian Style, the highly picturesque Stick Style is thought to have developed as a resort architecture in the mid-1800s. The Stick Style was characterized by bright, contrasting paint colors, ornamental brackets and bargeboards, lacy openwork balconies, overhanging eaves, colored shingles, and the purely decorative criss-cross timbers, or stick work. By the 1860s, elaborate Stick Style confections were appearing across the country, and the style remained popular in resorts, suburbs, and small towns well into the 1870s. West Coast Stick Style houses usually have bay windows with straight sides. In addition, the bay window

area most often has a gabled roof above it, and the windows are more likely to have flat tops. The decorative brackets usually line up with the sides of the windows and with the corners of the house and extend down into long vertical strips in these locations. There is sometimes a pattern of short verticals along the cornice line.

B. Essential Characteristics of the Victorian Style

- Steeply pitched gable roofs;
- Wide projecting eaves and decorated gable rakes;
- Tall vertical proportions for windows and doors;
- Highly detailed window and door head trim;
- Walls of brick, clapboard, board and batten, shingle, or stone;
- Highly detailed wooden porches, shopfronts, galleries, arcades and balconies.

3. Regulating Code

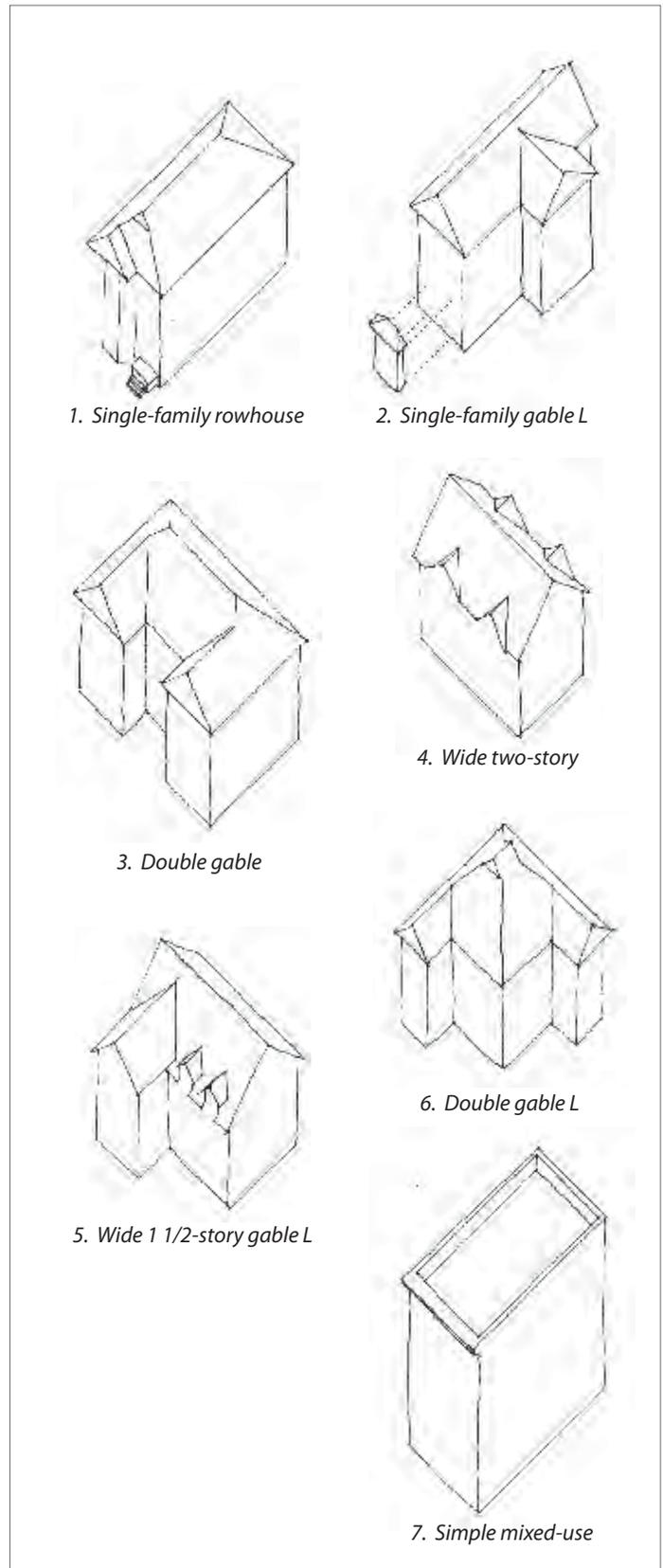
3.7 Architectural Standards

C. Victorian Style Massing and Roofs

Victorian buildings are typically characterized by picturesque massing and tall proportions. Massing types are commonly based on combinations of gable-end forms with perpendicular “gable ends.” Some basic ratios include 2 to 1 “gable L” types, 2 to 3 “gable L” types, and 2 to 3 to 2 “double gable L” types. More formal massing types retain this picturesque character through the application of Carpenter Gothic-styled decorative brackets along porches and eaves. Roofs are typically steeply pitched, with highly detailed eaves.

In the Downtown Addition, buildings will tend to fall into one of the following massing categories:

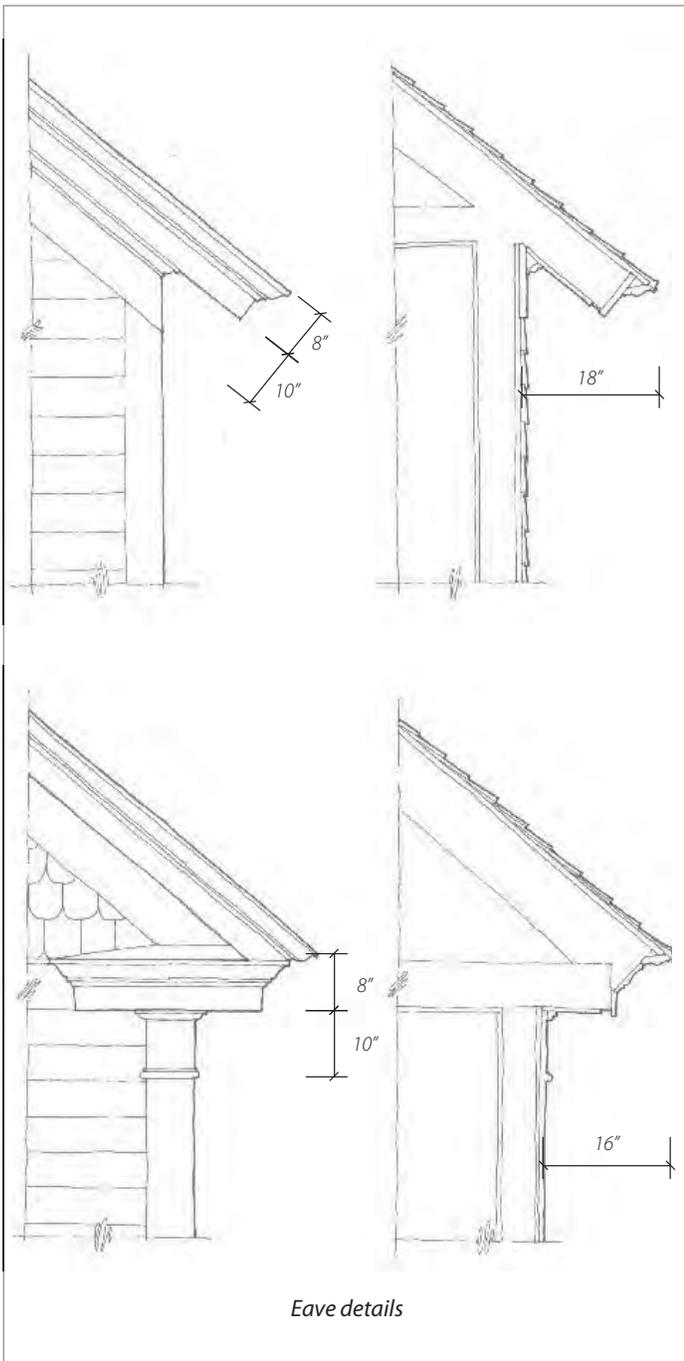
1. Single-family rowhouse: 2 to 1 gable L massing with hipped or gable-end roof form. Roof pitches range from 10:12 to 12:12.
2. Single-family gable L: 2 to 1 gable L massing with front-facing gable end and hipped or gable-end cross gable. Roof pitches typically 10:12.
3. Double gable: Suitable for multifamily buildings and created by the combination of two basic gable L types. Roof pitches typically 10:12.
4. Centerhall: Broad cross gable, often with one or more dormers facing the street, Roof pitches on the main body typically range from 8:12 to 10:12, while dormer pitches may extend up to 16:12.
5. Wide gable: 2 to 2 or 2 to 3 gable L massing with front-facing gable end and gable-end cross gable, often 1 1/2 stories. Roof pitches typically range from 8:12 to 10:12, while dormer pitches may extend up to 16:12.
6. Double gable L: Suitable for live-work, multifamily, and large multifamily buildings and characterized by the combination of two gable L forms. Roof pitches typically 10:12.
7. Simple mixed-use: the simple two-story massing is often adorned with a Victorian-style cornice and a two-story porch or gallery. Roofs are typically flat.



Typical Victorian Style massing

3. Regulating Code

3.7 Architectural Standards



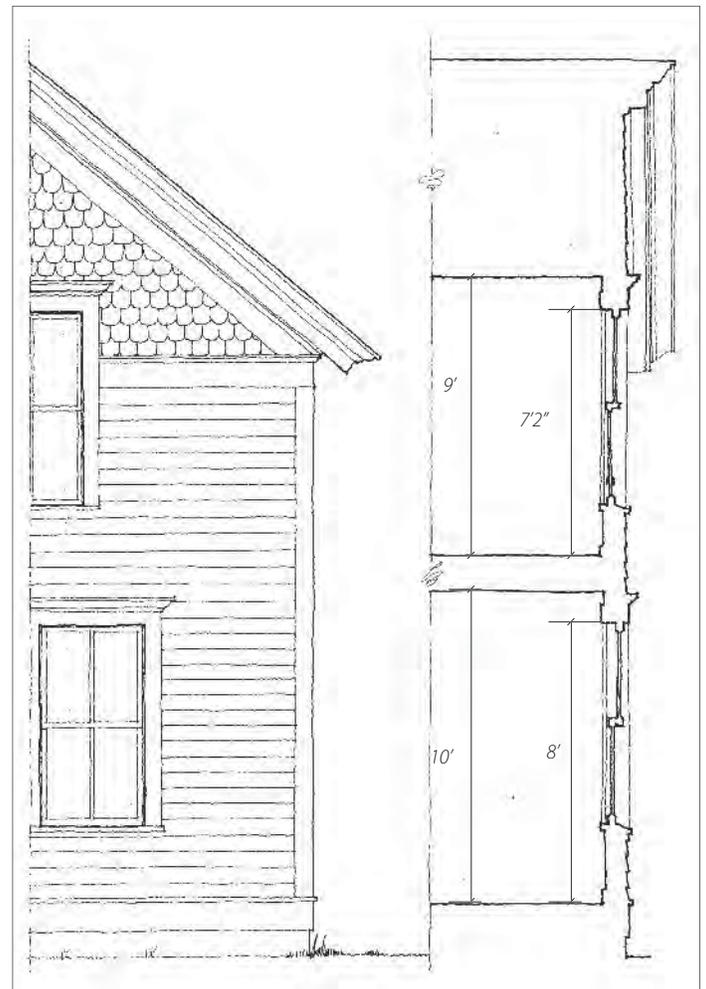
Typical Victorian Style roof details

D. Victorian Style Building Height

Victorian buildings are characterized by tall proportions. First floor ceiling heights should be at least ten feet. Second floor ceiling heights may be shorter (nine feet minimum), but ten feet is not uncommon.

Victorian buildings may utilize one of two different eave types. Open eaves are appropriate for more vernacular buildings, particularly in rural settings. Returned eaves are appropriate for formal gable fronts and to facilitate facade material changes.

See Appendix E for style-specific building height information.



Typical Victorian Style wall elevation and section

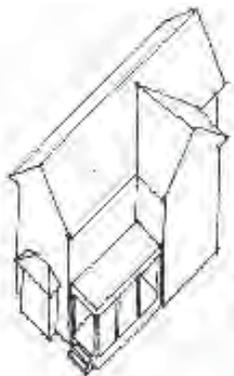
3. Regulating Code

3.7 Architectural Standards

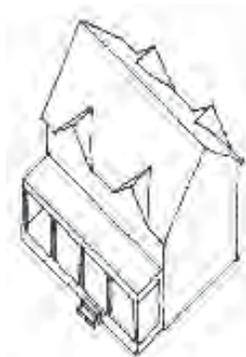
E. Victorian Style Porches and Exterior Elements

Porches are typically central to Victorian houses. Gable L types typically have side or wraparound porches while centerhall types typically have full-width front porches.

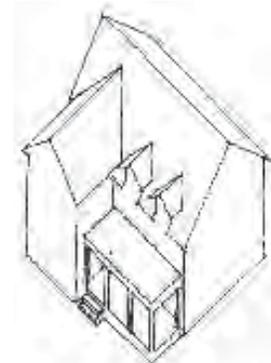
Porches typically exhibit a great deal of variety in detailing, but are usually derived from classical proportions and moldings. Porch columns may be square-stock, square tapered, or turned with brackets and/or fretwork. Porch columns should be eight inches minimum in diameter. Porch railings may have square balusters, turned spindles, or decorative panelwork.



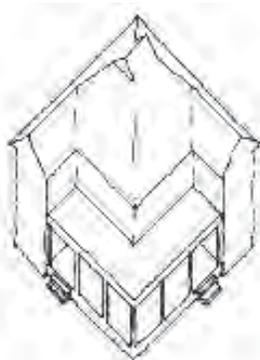
1. Side porch 1



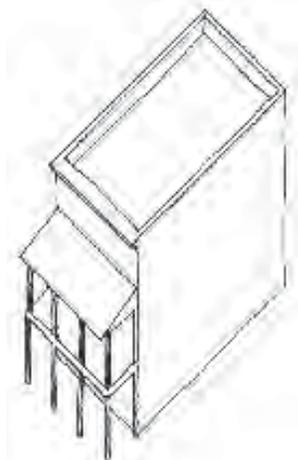
2. Full-front porch



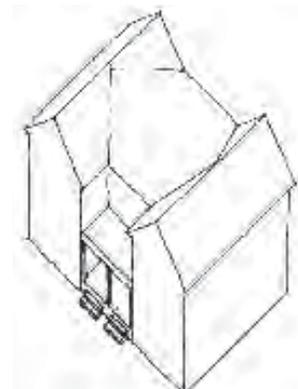
3. Side porch 2



4. Wrap around porch



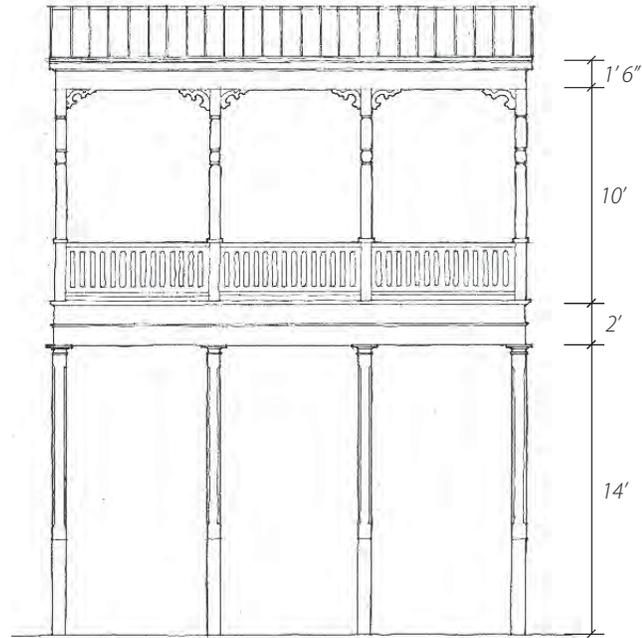
5. Gallery



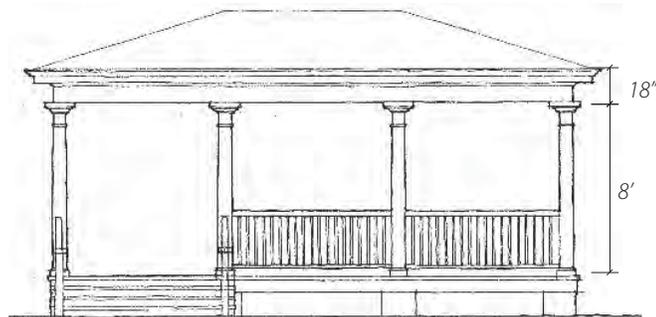
6. Shared porch

Typical Victorian Style porches and exterior elements

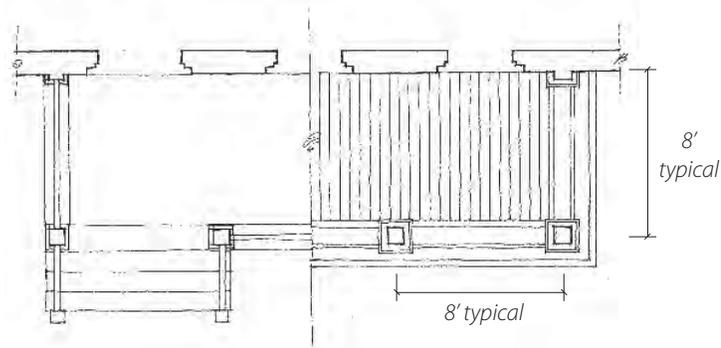
3. Regulating Code
3.7 Architectural Standards



Typical double height porch/gallery - front view



Typical full width porch - front view



Typical full width porch -
plan view / reflected ceiling view

Typical Victorian Style details of exterior elements



3. Regulating Code

3.7 Architectural Standards

F. Victorian Style Doors and Windows

Windows and doors are tall and narrow in proportion. On brick or stone houses there is a minimum 3 1/2-inch wide brick mould with a brick or stone lintel. On wood sided or shingled houses window and door trim is generally around 5 1/2 inches wide and there are usually additional trim caps, brackets or other details over the window head.

Doors can be paneled, or a combination of paneled and glazed, and occur single or paired. They can also have sidelights and transoms. In most cases the trim surround is more ornate than the window trim.

Windows are double hung with one over one, and two over two paned divisions. They can have flat, half-round or segmental arched tops.

Specialty windows can be used to accentuate architectural features. Paired and triple windows frequently appear. Box and angled bay windows are also used as accents.

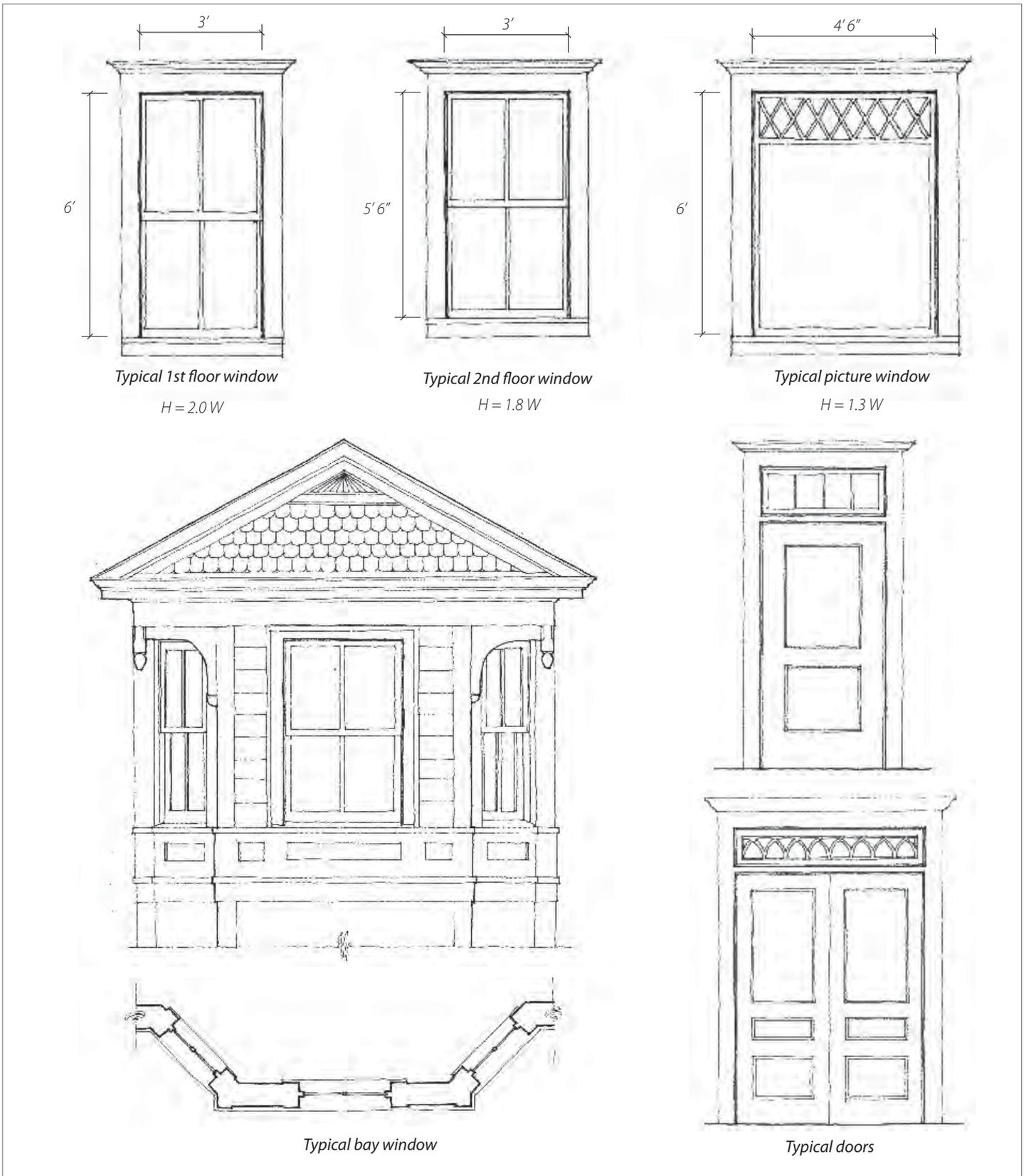
House masses are usually divided into three or five equal bays with the windows, doors, and accents elements centered in these divisions.



Typical Victorian Style door and window configurations

3. Regulating Code

3.7 Architectural Standards



Typical Victorian Style doors and windows



3. Regulating Code

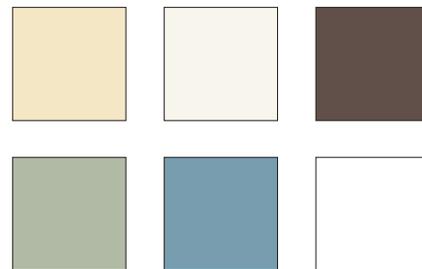
3.7 Architectural Standards

G. Victorian Style Materials

- Cladding:** Siding may be wood, composition board, or fiber-cement board with horizontal shiplap, beaded lap, or beveled profile. Vertical board and batten siding may also be used in 12 to 16-inch widths. Half-round siding may be used in decorative gable ends and on dormers. Vinyl siding is not permitted.
- Foundations:** Stone, cast stone, painted concrete, or brick face.
- Roofing:** Building and porch roofs shall be wood shingles, composition shingles, or narrow standing seam metal if approved through Design Review.
- Windows:** Wood, aluminum-clad wood, fiberglass-clad, or vinyl-clad wood with external divided lights. Additionally, windows made of solid PVC may be permitted upon design review approval - see Section 3.7.5 for additional requirements. Glass shall be clear and non-reflective.
- Doors:** Principal doors may be made of wood or fiberglass. French doors and sliders may be made of wood, aluminum-clad wood, or fiberglass.
- Trim:** Wood, composite board, fiber-cement board, and molded millwork for built-up sections. PVC trim is not permitted. For soffits and porch ceilings, GWB, plaster, T&G wood, exposed rafters, or composite. Continuous perforated soffit materials are not permitted.
- Gutters:** Half round or ogee-profile copper or metal. PVC is not permitted.
- Downspouts:** Round or rectangular, copper or metal. PVC is not permitted.
- Columns:** Wood, fiberglass, or composite.
- Railings:** Square balusters, turned spindles, decorative panelwork in wood.
- Chimneys:** Common brick, stone, or cast stone.
- Signage:** Painted wood or metal.

H. Victorian Style Colors

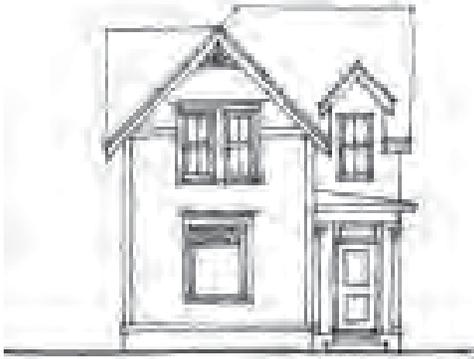
- Cladding:** Primary siding colors may be white, off-white, cream, gray green, gray blue, or brown. Highlight colors should be chosen to match primary siding colors in keeping with historic Victorian color palettes.
- Roofing:** Roof shingles are typically dark grey or black. Standing seam metal roofs may be natural, black, dark green, or dark red finish.
- Windows:** Sashes and frames may be white or off-white. Additional colors conditional upon approval.
- Trim:** White or off-white. Additional colors conditional upon approval.
- Gutters / Downspouts:** Natural copper finish or white, to match primary trim colors.
- Columns:** White or off-white.
- Railings:** White or off-white



Illustrative Color Palette

3. Regulating Code

3.7 Architectural Standards



Small single-family



Large single-family



Duet

Victorian Style illustrative elevations



Victorian Style examples



3. Regulating Code

3.7 Architectural Standards

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3. Regulating Code

3.7 Architectural Standards

3.7.8.4 The Italianate Style



A. History and Character of the Italianate Style

The Italianate Style was popular in California from the 1830s through the 1880s. Providing square towers, asymmetrical plans, broad roofs, and generous verandas, this style was widely adapted for urban rowhouse architecture in the mid-1800s, characterized by ornate door and window designs, weighty bracketed cornices, and high stoops with robust stair rails. Many rowhouses in San Francisco and other northern California cities were built of wood, in the Italianate Style. Early in the style the massing was simple with little detailing. The later houses were usually more decorated and had more complex massing, as exemplified by the San Francisco high Victorian Italianates.

The Downtown Addition Italianate Style is intended to be a formal, classically-inspired style, appropriate for rowhouses, single-family homes, and mixed-use buildings.

B. Essential Characteristics of the Italianate Style

- Low pitched, hipped or gable-end roofs;
- Wide projecting eaves supported by decorative wood brackets;
- Tall vertical proportions for windows and doors;
- Highly detailed window and door head trim;
- Walls of brick, clapboard, stucco or stone;
- Highly detailed, classically proportioned porches.



3. Regulating Code

3.7 Architectural Standards

C. Italianate Style Massing and Roofs

In more picturesque versions wings project from the mass toward the street with gabled or hipped roof forms. In more detailed examples of the high style towers, cupolas, and projecting bays are added.

Larger Italianate buildings tend to be simple, boxlike forms accented by towers, cupolas, and projected bays.

Large eave projections with cornice brackets are characteristic of the style. Frequently the area between the brackets is detailed with panels. Brackets can occur singly or in pairs, but are always equally spaced across the facade.

1. Rowhouse: gable-L massing with tall false cornice or mansard roof. Roof pitches range from 6:12 to 10:12.

2. Single-family narrow: L-shaped massing with a front facing, composed, hipped-roof facade, often with a projecting box bay.

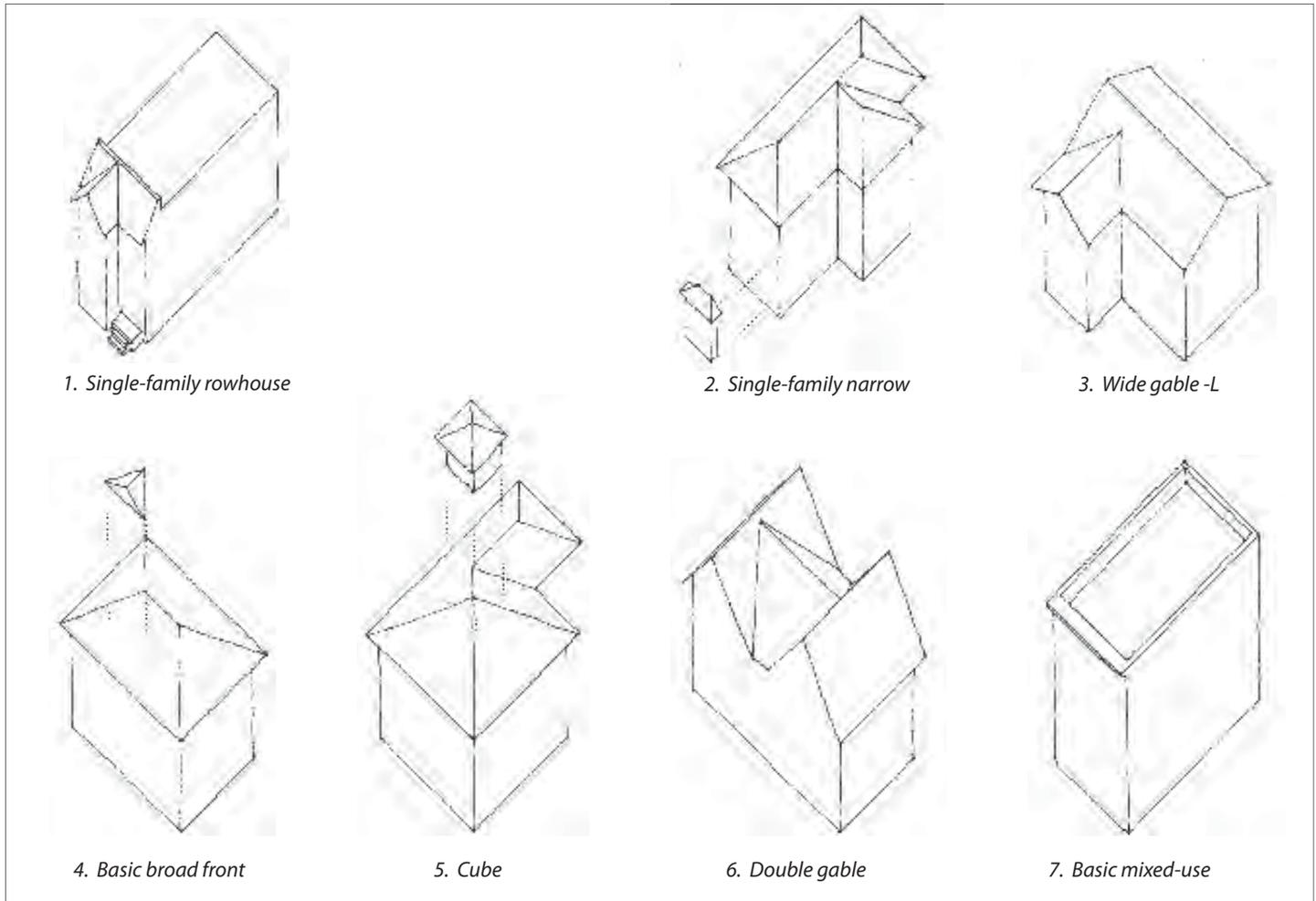
3. Wide gable L: broad front with a projecting front gable, appropriate for large houses and multifamily buildings. Roof pitches range from 6:12 to 10:12.

4. Basic Box: broad front with hipped roofs, 4:12 to 8:12. Formal, classical compositions are common.

5. Cube: square proportions with classically composed windows and doors, often capped with a cupola or tower.

6. Double gable: three-part massing with pair of projecting gables toward the street, roof pitches range from 6:12 to 10:12.

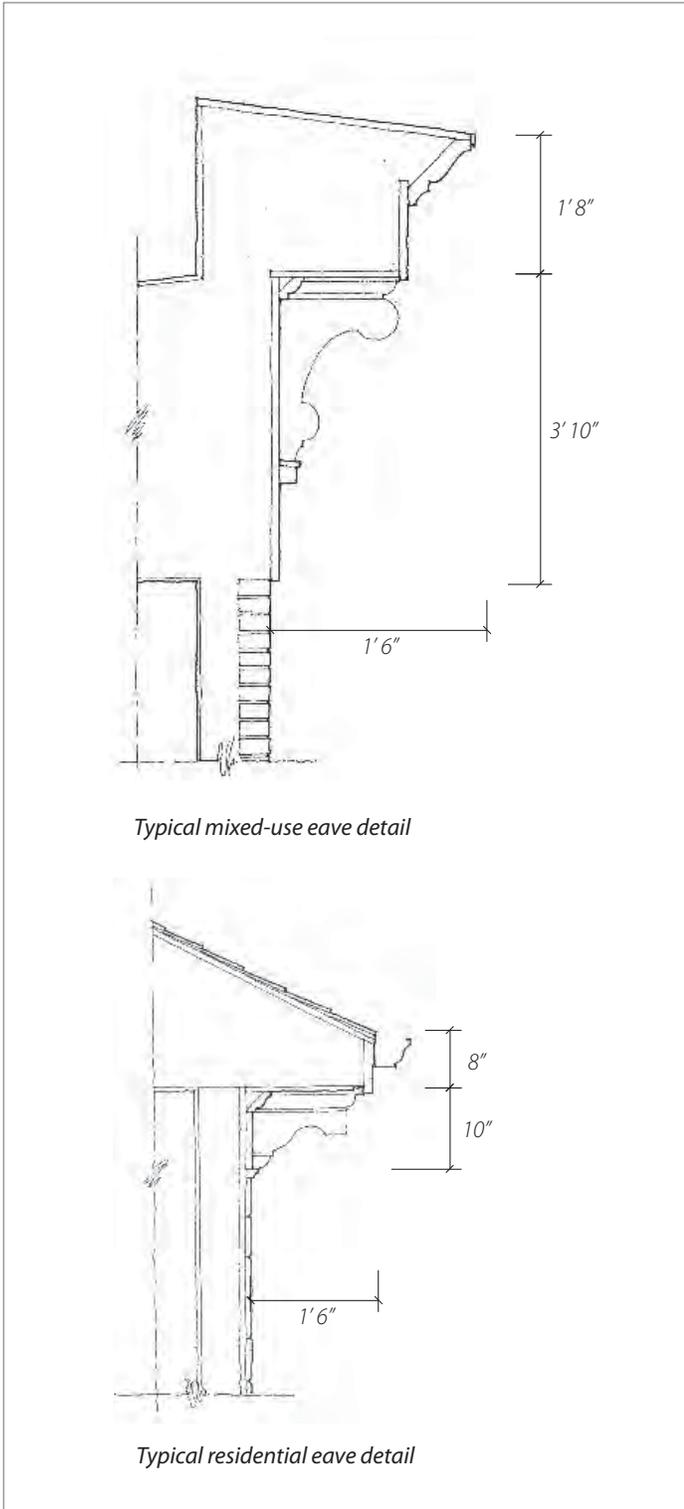
7. Basic mixed-use: typically at least two stories, with a tall, projecting cornice and low-sloped shed roof (3:12).



Typical Italianate Style massing

3. Regulating Code

3.7 Architectural Standards

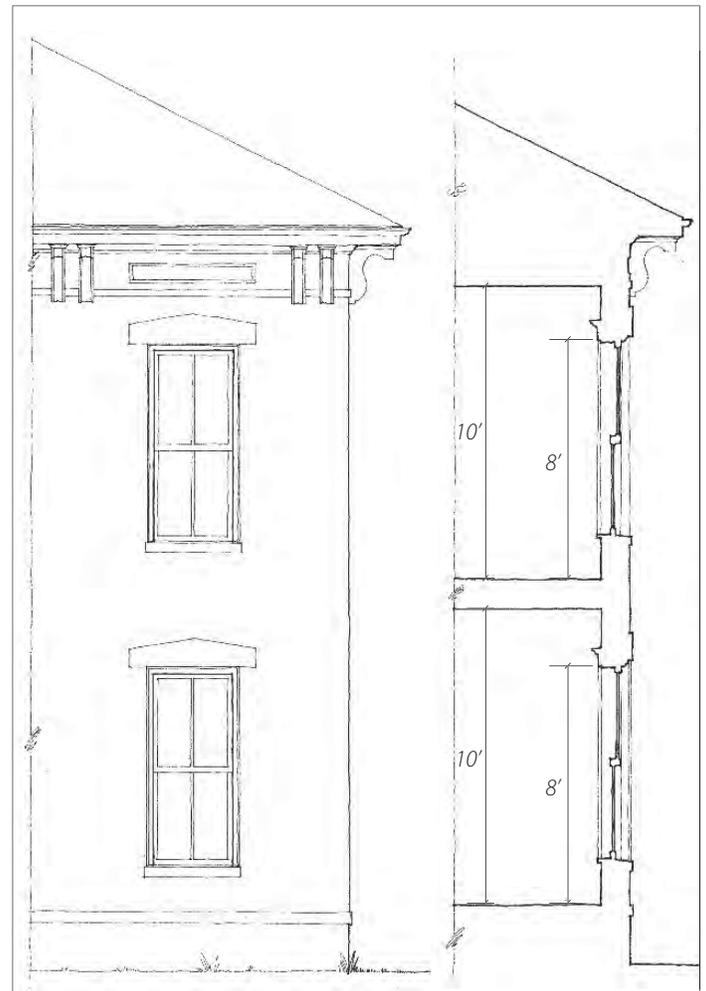


Typical Italianate Style roof details

D. Italianate Building Height

Italianate houses are generally vertically-proportioned. Porches are usually elevated at least two feet from grade. First floor ceiling heights should be ten feet; second floor ceiling heights can be shorter but usually require ten feet to accommodate the detailed cornice. Italianate eaves typically have classical proportions and detailing with deep entablatures, decorative paneling, and substantial brackets. Mixed-use buildings often have very tall cornices that may incorporate building signage and tall bracketing.

See Appendix E for style-specific building height information.



Typical Italianate Style wall elevation and section



3. Regulating Code

3.7 Architectural Standards

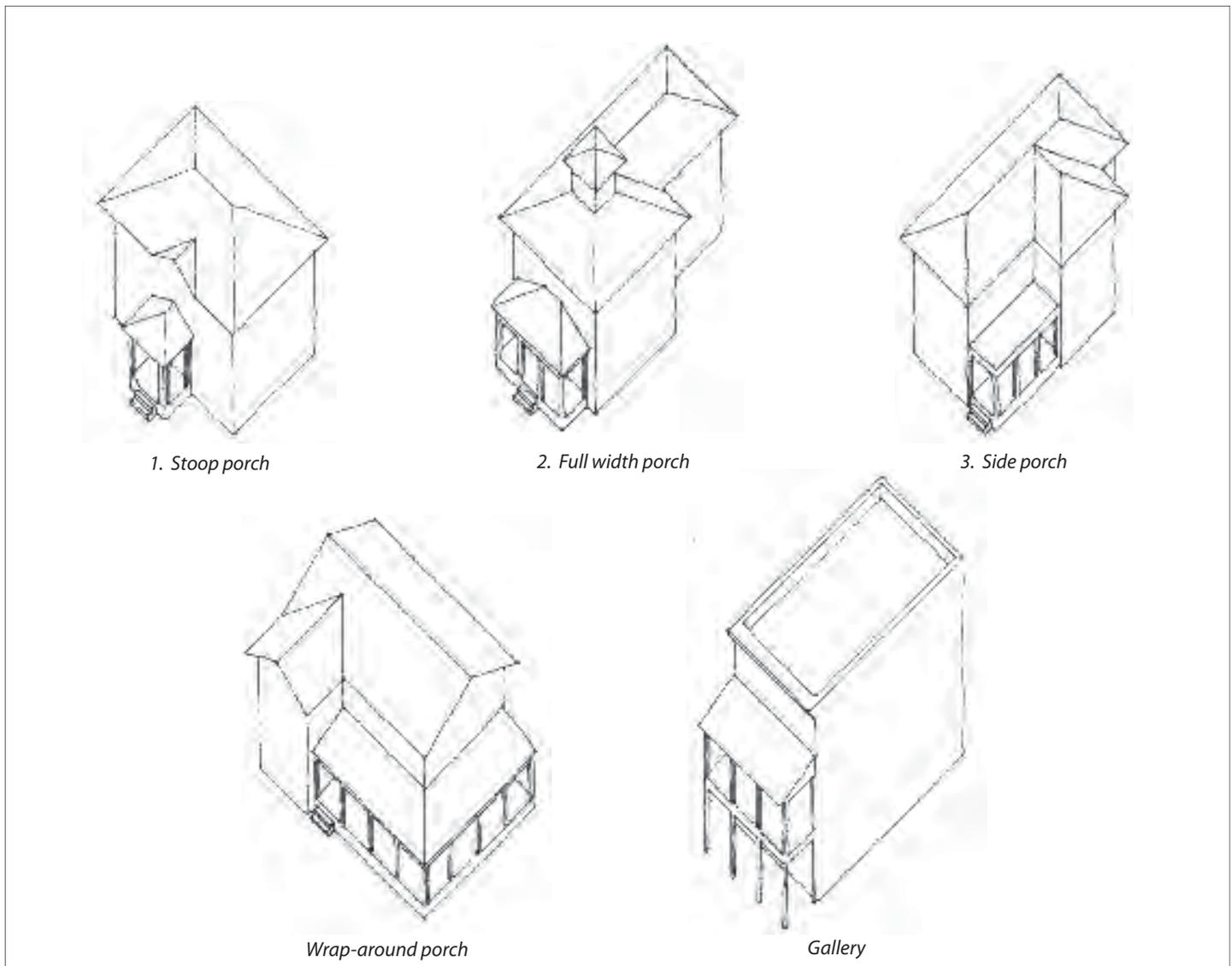
E. Italianate Style Porches And Exterior Elements

There are three basic types of porches that may be added to the house.

1. Stoop porches are small covered porches at the front door, typically centered on the main body massing of the house and measure one bay in width.
2. Full width porches run the full width of the house and are typically centered on the main body of the house, and measure three to five bays in width.
3. Side porches are typically found along the side of a projecting wing leading to the entry.

Mixed-use buildings often have two-story galleries which extend over the sidewalk.

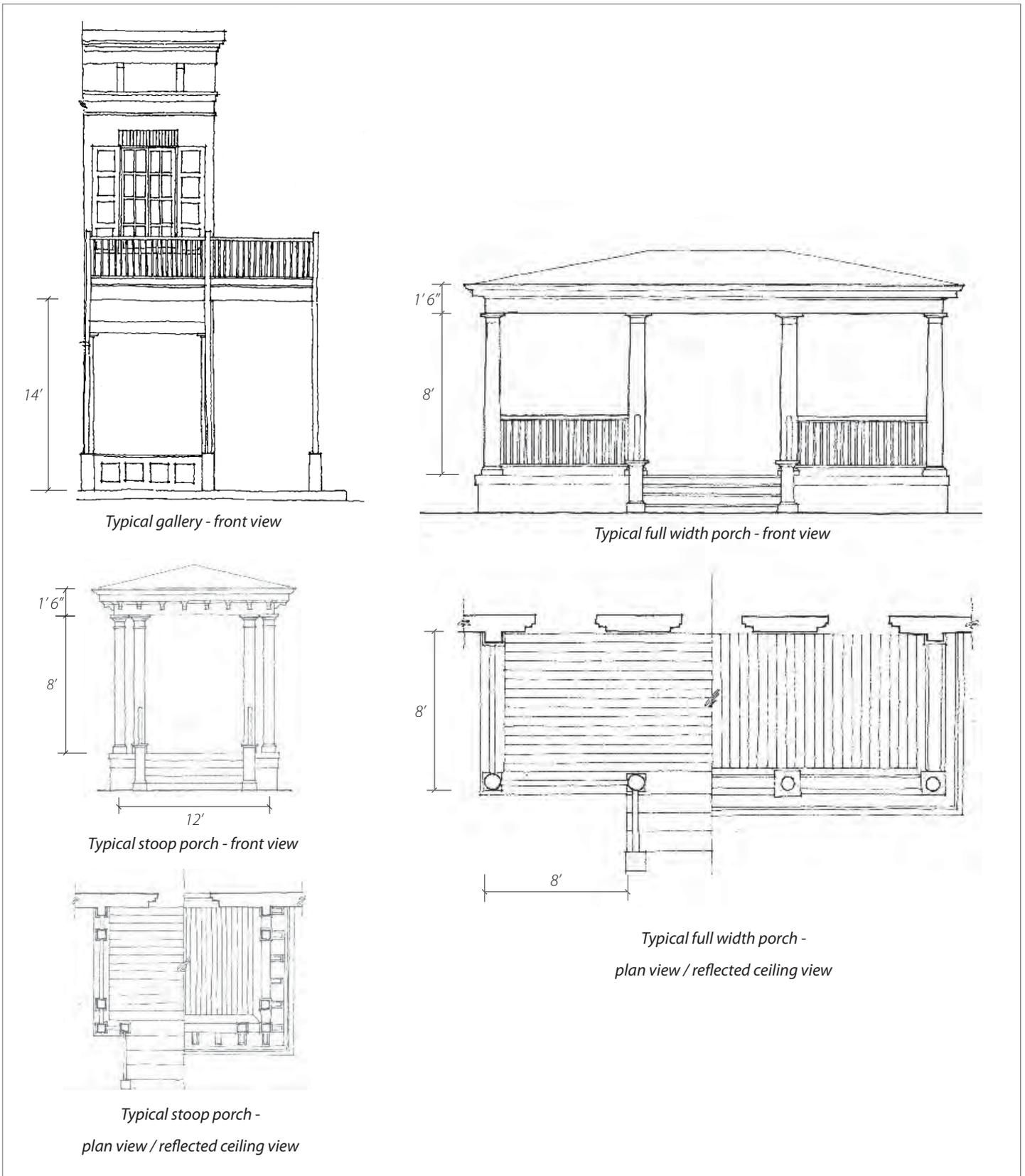
Porch details are typically classical in nature and vertical in proportion. Classically-correct Tuscan and Ionic columns, and square-stock columns are common. Entablature often have deep overhangs with brackets. Railings may have square balusters or turned spindles. Porches typically have a depth of eight feet. Porch columns are typical at least eight inches in diameter.



Typical Italianate Style porches and exterior elements

3. Regulating Code

3.7 Architectural Standards



Typical Italianate Style details of exterior elements

3. Regulating Code

3.7 Architectural Standards

F. Italianate Style Doors and Windows

Windows and doors are tall and narrow in proportion. On stone or brick houses there is a minimum 3 1/2-inch wide brick mould with a brick or stone lintel. On clapboard houses window and door trim is generally around 5 1/2 inches wide, and usually there are additional trim caps, brackets or other details over the window head.

Doors can be paneled, or a combination of paneled and glazed, and occur single or paired. They can also have sidelights and transoms. In most cases the trim surround is more ornate than the window trim.

Windows are double hung with one over one, and two over two paned divisions. They can have flat, half-round or segmental arched tops.

Specialty windows can be used to accentuate architectural features. Paired and triple windows frequently appear on tower elements. Box and angled bay windows are also used as accents.

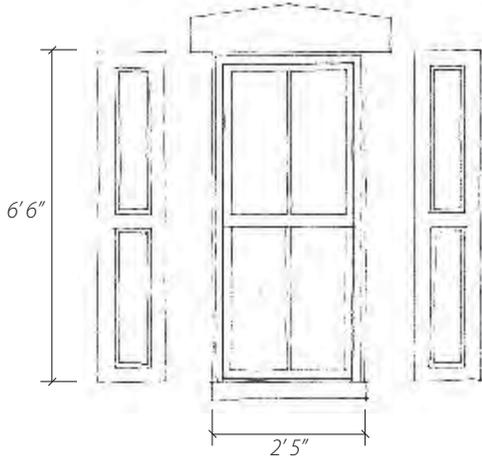
House masses are usually divided into three or five equal bays with the windows, doors, and accents elements centered in these divisions.



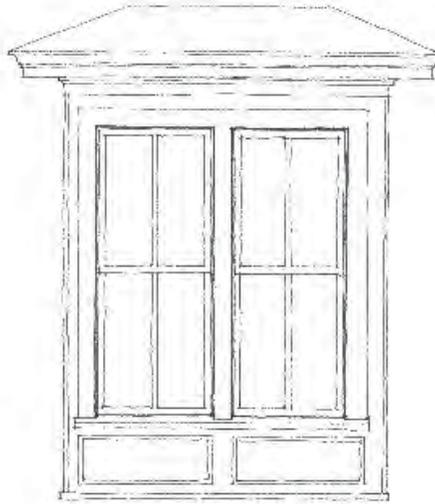
Typical Italianate Style door and window configurations

3. Regulating Code

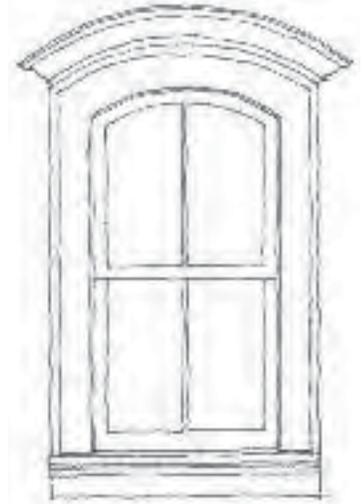
3.7 Architectural Standards



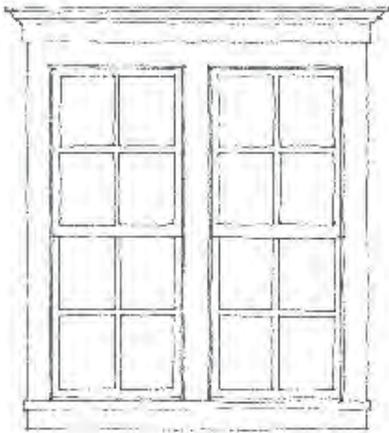
Typical first/second floor window
 $H = 2.25 W$



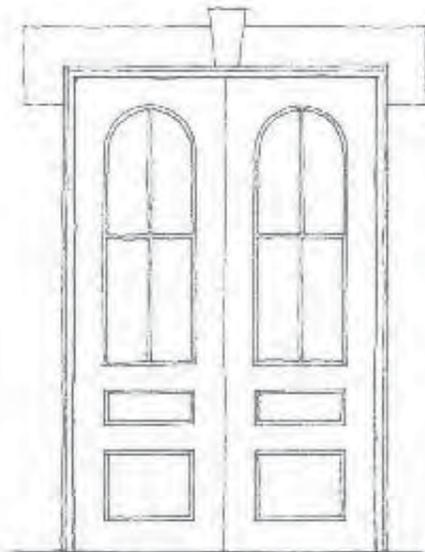
Typical box bay window



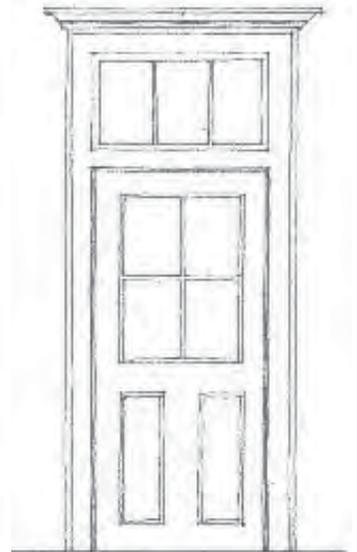
Typical round-top window



Typical double window



Typical doors



Typical Italianate Style doors and windows



3. Regulating Code

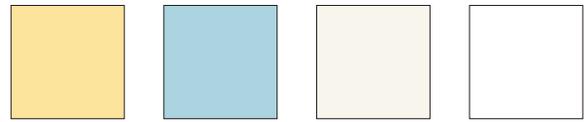
3.7 Architectural Standards

G. Italianate Style Materials

- Cladding:** Siding, brick, or stucco. Siding may be wood, composition board, or fiber-cement board with horizontal shiplap, beaded lap, or beveled profile. Vinyl siding is not permitted. Stucco may be cement with smooth sand finish.
- Foundations:** Stone, cast stone, painted concrete, or brick face.
- Roofing:** Building and porch roofs shall be slate tile or composition shingles simulating slate for brick or stucco buildings, or wood or composition shingles for wood buildings. Narrow standing seam metal roofs are allowed if approved through Design Review.
- Windows:** Wood, aluminum-clad wood, fiberglass-clad, or vinyl-clad wood with external divided lights. Additionally, windows made of solid PVC may be permitted upon design review approval - see Section 3.7.5 for additional requirements. Glass shall be clear and non-reflective.
- Doors:** Principal doors may be made of wood or fiberglass. French doors and sliders may be made of wood, aluminum-clad wood, or fiberglass.
- Trim:** Wood, composite board, fiber-cement board, and molded millwork for built-up sections. PVC trim is not permitted. For soffits and porch ceilings, GWB, plaster, T&G wood, exposed rafters, or composite. Continuous perforated soffit materials are not permitted.
- Gutters:** Ogee-profile copper or metal. PVC is not permitted.
- Downspouts:** Round or rectangular, copper or metal. PVC is not permitted.
- Columns:** Wood, fiberglass, or composite.
- Railings:** Square balusters, or turned spindles in wood.
- Chimneys:** Common brick, stone, cast stone, or stucco.
- Signage:** Painted wood or metal.

H. Italianate Style Colors

- Cladding:** Siding and stucco colors may be white, off-white, cream, yellow, light blue, dark green, or dark blue. Brick may be red or painted white, off-white, or red.
- Roofing:** Roof shingles are typically dark grey or black. Standing seam metal roofs may be natural, black, dark green, or blue finish.
- Windows:** Sashes and frames may be white or off-white. Additional colors conditional upon approval.
- Trim:** White or off-white. Additional colors conditional upon approval.
- Gutters / Downspouts:** Natural copper finish or white, black, dark red, or dark green.
- Columns:** White or off-white.
- Railings:** White or off-white.



Illustrative color palette

3. Regulating Code

3.7 Architectural Standards



Single-family



Live-work



Villa

Italianate Style illustrative elevations



Italianate Style examples



3. Regulating Code

3.7 Architectural Standards

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3. Regulating Code

3.7 Architectural Standards

3.7.8.5 The Craftsman Style



A. History and Character of the Craftsman Style

The Craftsman Style represented an independent western movement in American architecture. Its guiding force was the English Arts and Crafts movement, which favored the beauty and honesty of traditional hand-craftsmanship and natural materials. In America, these ideas and the style that derived from them were espoused and disseminated by Gustav Stickley. The style was adapted for countless small houses and bungalows from the 1900s to the 1940s but found its most sophisticated expression in the California work of Pasadena architects Greene and Greene. The Craftsman bungalow became widely popular during that era. Since that time, the Craftsman Style has developed various interpretations that have adapted it to multifamily and mixed-use prototypes. Typically, it is a snug one-and-a-half-story home with detailed eaves and a wide overhanging roof, surrounded by deep porches, and simple interior with built-in cupboards and cozy inglenooks.

B. Essential Elements of the Craftsman Style

- Low, horizontal proportions, characterized by low-pitched gable roofs, horizontal materials, and broad windows and doors;
- Deep, broad porches that are integral to the overall building form;
- Wide, projecting eaves with exposed rafter tails, supporting beams or braces, and timber-frame decoration in gable ends;
- Ganged windows and doors, vertical in proportion and trimmed with wood;
- An emphasis on natural materials, particularly wood and brick, often with natural stone foundations and piers.



3. Regulating Code

3.7 Architectural Standards

C. Craftsman Style Massing and Roofs

Craftsman buildings are typically compositions of basic squares or rectangles capped by a gable or in some instances hipped roofs. Attic spaces under gabled roof forms and dormers are common. Porch roofs can shed or telescope from the main mass.

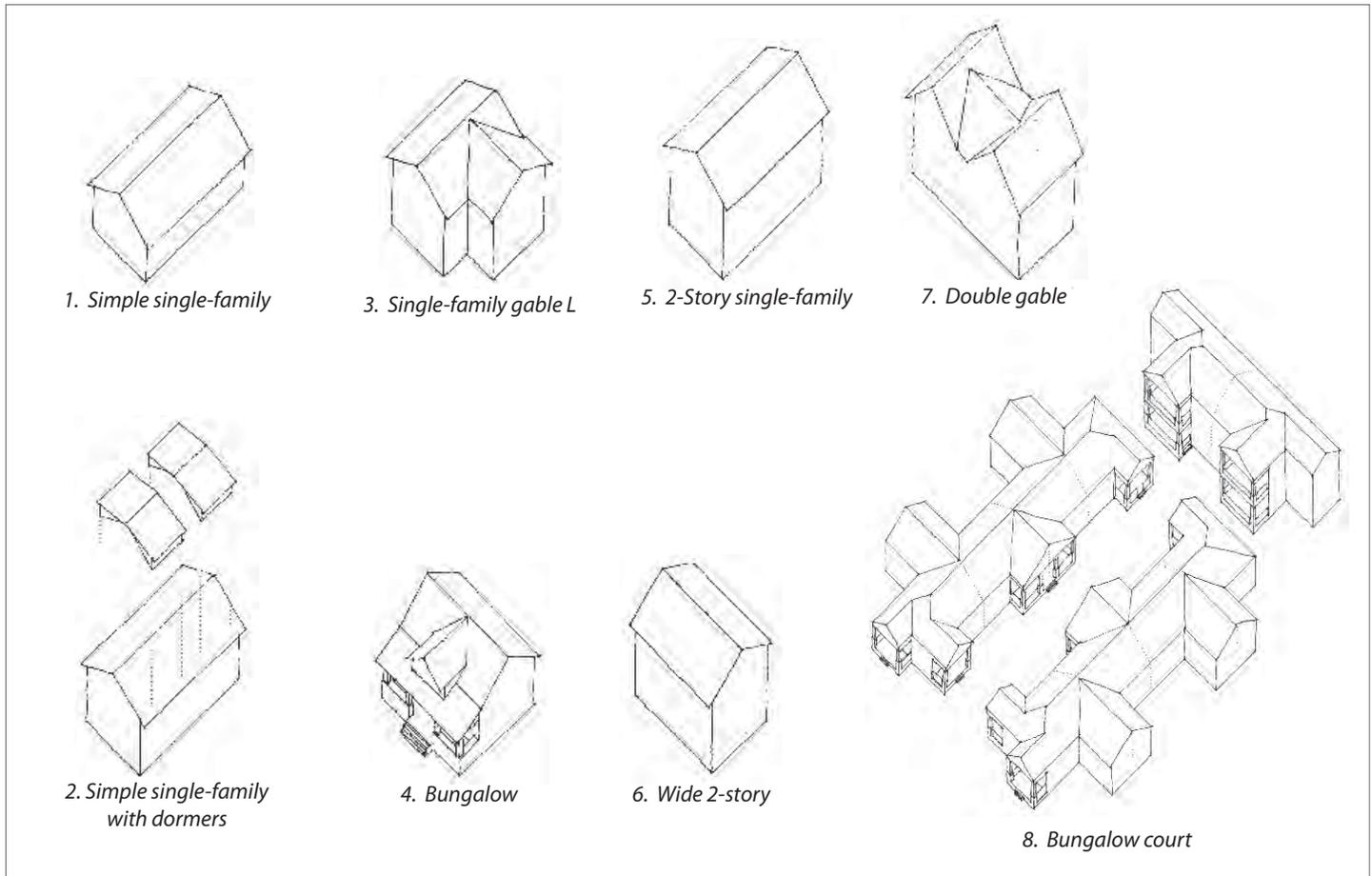
In the Downtown Addition, Craftsman buildings will typically identify with one of the following massing types:

1. Simple single-family: a one-story rectangle capped by a gable-end roof set perpendicular to the street edge. Roof pitches range from 4:12 to 10:12.
2. Simple Single-family with dormers: typically a 1 1/2-story rectangle with a shed roof and a series of shed or gabled dormers in the attic. Roof pitches range from 8:12 to 10:12.
3. Single-family gable L: two intersecting cross gables often set at a 2 to 1 ratio.
4. Bungalow: a 1 1/2 story square mass with integral porch

and large street-facing dormer. Roof pitches on the main body are typically 10:12.

5. Two-story single-family: a two-story rectangle capped by a gable end roof set perpendicular to the street edge. Roof pitches range from 4:12 to 10:12.
6. Wide two-story: a two-story rectangle capped by a gable end roof and set parallel to the street edge. Roof pitches range from 4:12 to 10:12.
7. Double gable: suitable for larger single-family houses, mixed use buildings, or multifamily structures, the double gable presents two gable-ends to the street. Roof pitches are typically 6:12 to 8:12.
8. Bungalow court: the Craftsman Style is most appropriate for the orderly arrangement of small single-family house types around a central court or green, often with integral front porches. Roof pitches range from 6:12 to 10:12.

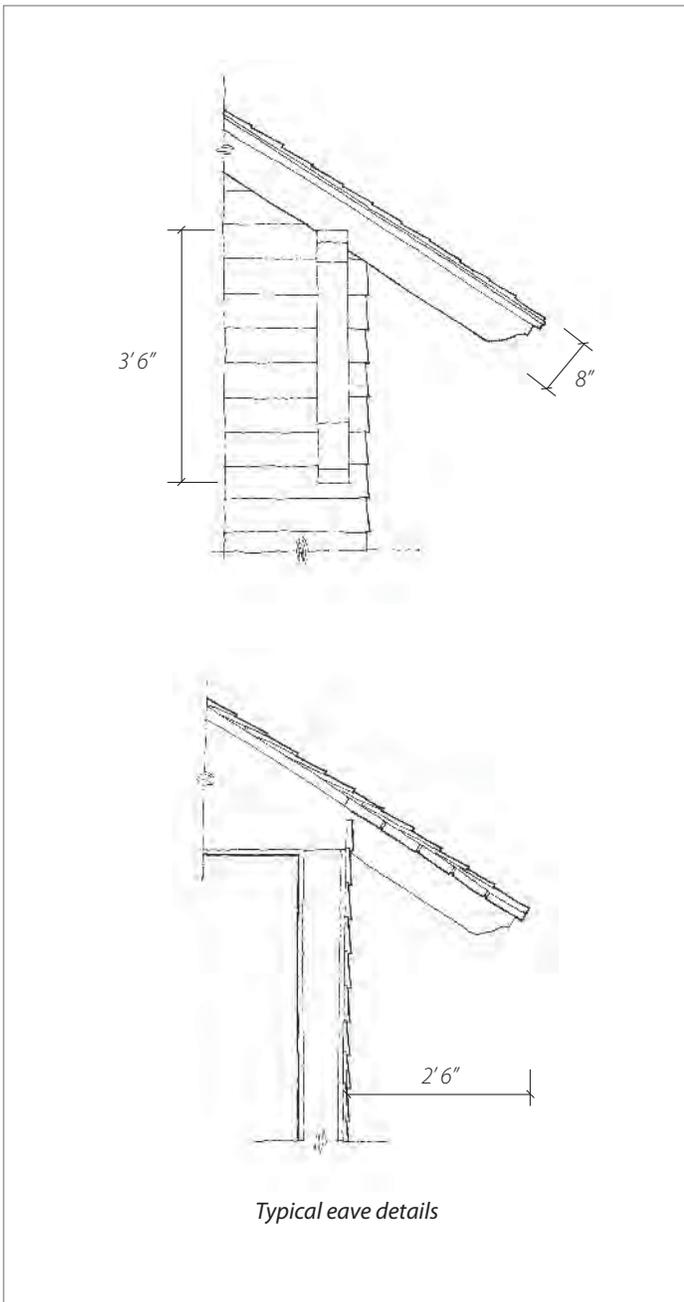
D. Craftsman Style Building Height



Typical Craftsman Style massing

3. Regulating Code

3.7 Architectural Standards

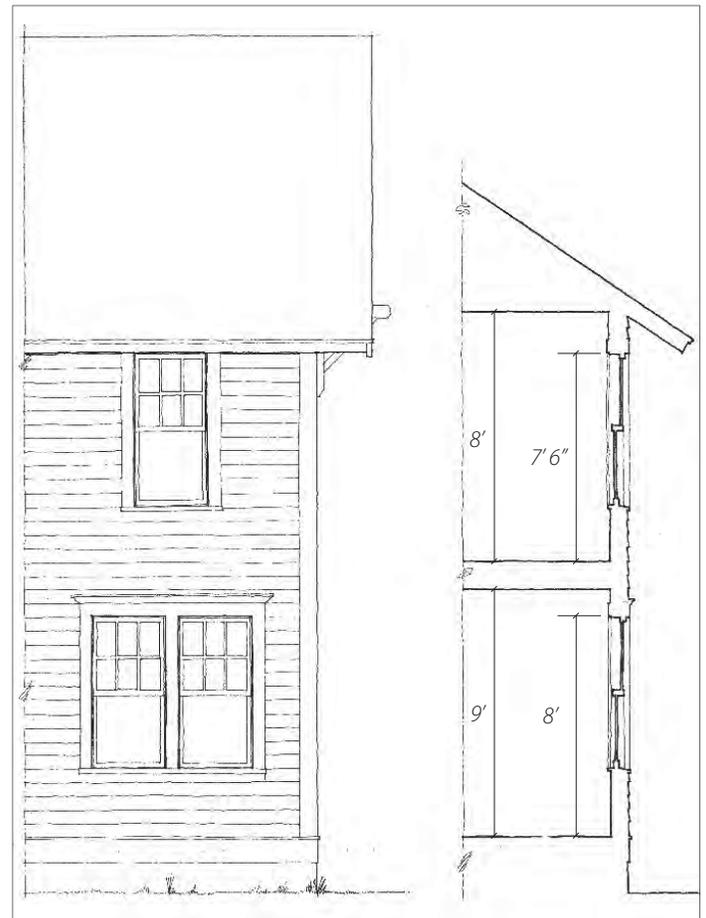


Typical Craftsman Style roof details

Craftsman houses are generally low in massing. Porches are usually elevated approximately two feet from grade. First floor ceiling heights should be nine feet, second floor ceiling heights can be shorter, but the low character is achieved in part through the broad overhang of the eaves.

Craftsman commercial buildings and row houses also are generally low in massing. The low character is achieved in part through the broad overhang of the eaves or by creating a half story at the top floor. The first floor ceiling height shall be at least 11 feet but may be as tall as 16 feet. The top floor ceiling height may range from eight to ten feet.

See Appendix E for style-specific building height information.



Typical Craftsman Style wall elevation and section

3. Regulating Code

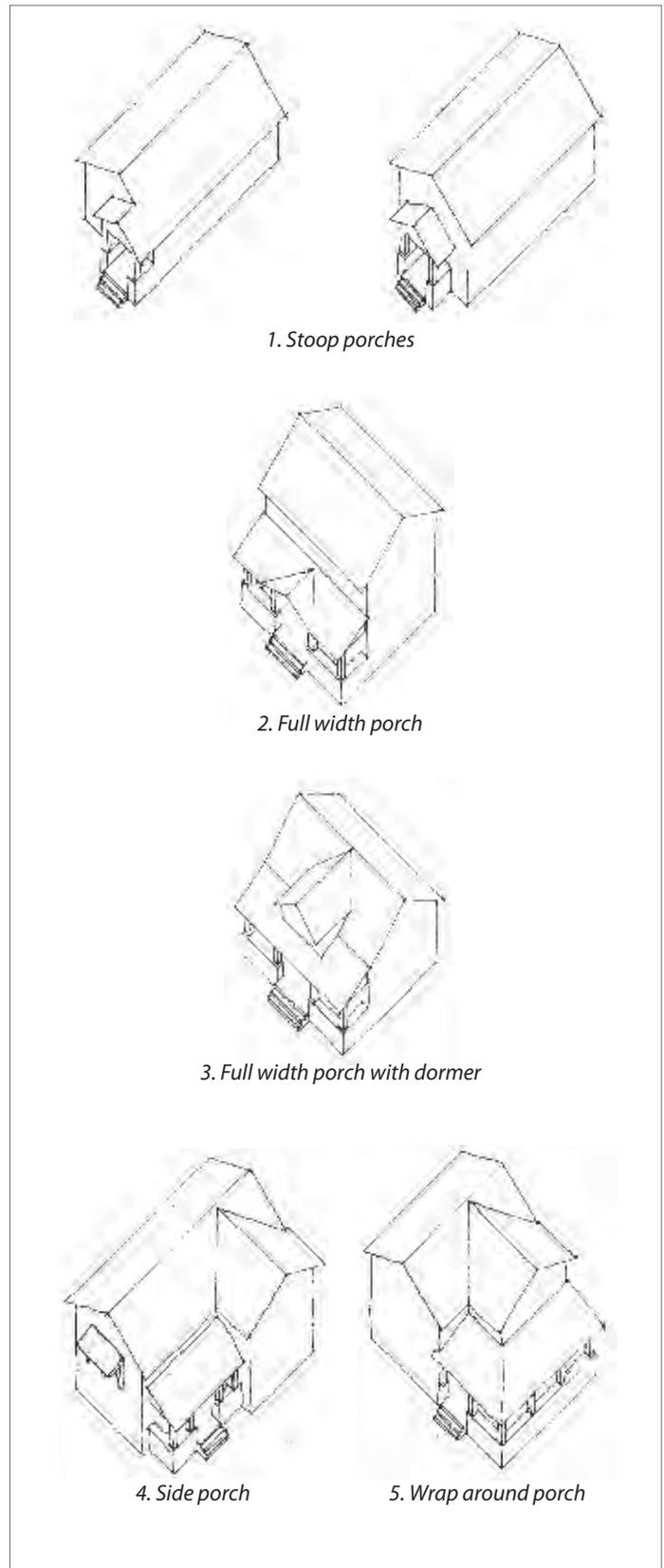
3.7 Architectural Standards

E. Craftsman Style Porches and Exterior Elements

Porches tend to be broad, even encompassing the full width of the house. The roofs on porches tend to parallel the roof of the main mass. On a house with a front gable the roof of the porch also tends to be a gable form creating a telescoping mass. Hipped roof houses tend to have hipped roof porches although shed or gable forms would not be inappropriate. Porch eave details are the same as those on the main mass, including exposed rafter tails, overhangs, and braces.

The detailing of the porches support columns can exhibit a great deal of variety. Typically short square columns rest on massive piers or even the solid balustrade. The piers or solid balustrades usually begin at grade and continue unbroken past the porch deck to rail height or even higher to support the columns. Piers and columns frequently have sloped or battered sides. Piers and balustrades can be of the same material as the main mass of the house - stone, brick, stucco, shingle, or clapboard. In some instances they are of a heavier material than the house mass - a stucco house may have stone piers.

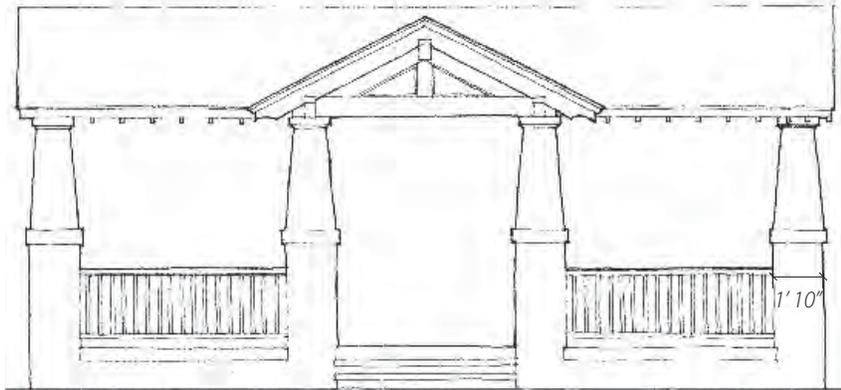
Balustrades can be a solid wall or open railing with square balusters.



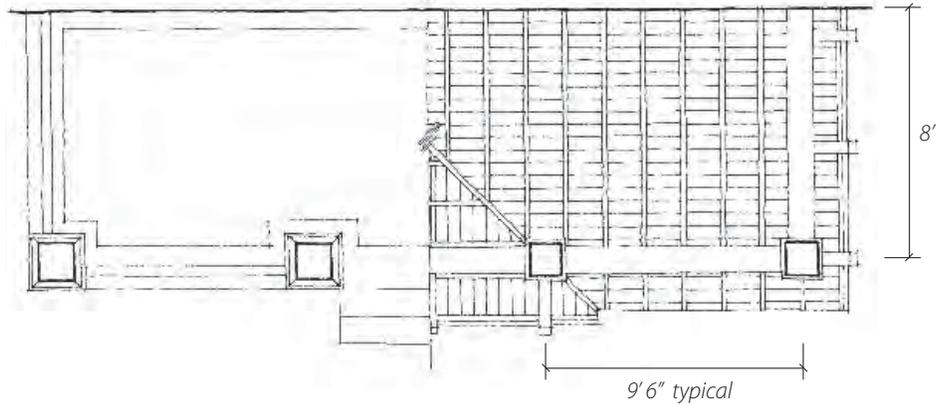
Typical Craftsman Style porches and exterior elements

3. Regulating Code

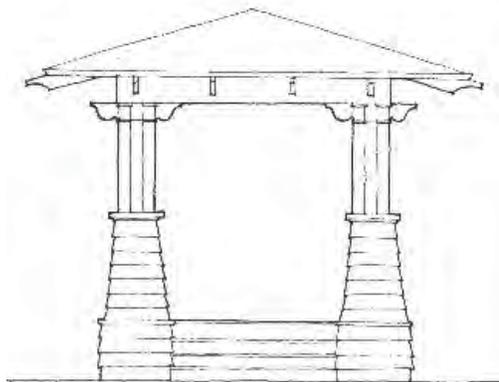
3.7 Architectural Standards



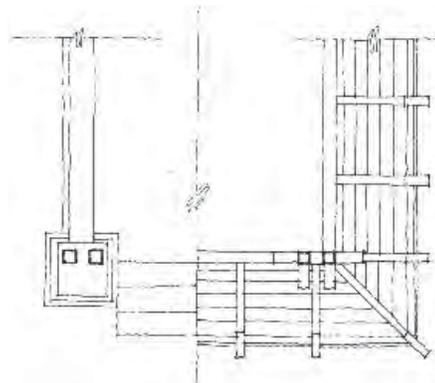
Typical full width porch - front view



Typical full width porch - plan view / reflected ceiling view



Typical stoop porch - front view



*Typical stoop porch -
plan view / reflected ceiling view*

Typical Craftsman Style details of exterior elements



3. Regulating Code

3.7 Architectural Standards

F. Craftsman Style Doors and Windows

Windows and doors are broad in proportion. On stone or brick houses there is a minimum 3 1/2-inch wide brick mould with a brick or stone lintel. On shingled and clapboard houses window and door trim is generally around 5 1/2 inches wide and there are usually additional trim caps or other details over the window head.

Doors are broad and can be paneled, or a combination of paneled and glazed, and entries usually occur singly not double. In most cases the trim surround is usually consistent with the window trim, but can be heavier.

Windows are double hung with multiple pane over one divisions being prevalent. While six over six, eight over eight, and other similar paning can occur.

Casement windows can be used as specialty windows which accentuate architectural features. Paired and triple windows frequently occur. Box and angled bay windows are also used as accents.



Typical Craftsman Style door and window configurations

3. Regulating Code

3.7 Architectural Standards



Typical first / second floor windows

$$H = 2.0W$$

Typical special window

Typical ganged windows

Typical doors

Typical bay window

Typical Craftsman Style doors and windows

3. Regulating Code

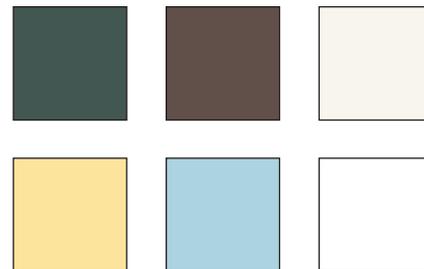
3.7 Architectural Standards

G. Craftsman Style Materials

- Cladding:** Siding, brick, or stucco. Siding may be wood, composition board, or fiber-cement board with beaded lap or beveled profile. Vinyl siding is not permitted. Stucco may be cement with smooth sand finish. Stucco is permitted only as a primary material on one-story structures, or as a base material on multi-story structures.
- Foundations:** Stone, cast stone, painted concrete, or brick face.
- Roofing:** Building and porch roofs shall be wood shingles or shakes, or composition shingles. Narrow standing seam metal roofs are allowed if approved through Design Review.
- Windows:** Wood, aluminum-clad wood, fiberglass-clad, or vinyl-clad wood with external divided lights. Additionally, windows made of solid PVC may be permitted upon design review approval - see Section 3.7.5 for additional requirements. Glass shall be clear and non-reflective.
- Doors:** Principal doors may be made of wood or fiberglass. French doors and sliders may be made of wood, aluminum-clad wood, or fiberglass.
- Trim:** Wood, composite board, fiber-cement board, and molded millwork for built-up sections. PVC trim is not permitted. For soffits and porch ceilings, GWB, plaster, T&G wood, exposed rafters, or composite. Continuous perforated soffit materials are not permitted.
- Gutters:** Half-round copper or metal. PVC is not permitted.
- Downspouts:** Round or rectangular, copper or metal. PVC is not permitted.
- Columns:** Wood, fiberglass, or composite.
- Railings:** Square balusters, in wood.
- Chimneys:** Common brick, stone, or cast stone.
- Signage:** Painted wood or metal.

H. Craftsman Style Colors

- Cladding:** Siding and stucco colors may be dark green, olive green, light brown, light blue, or natural stained. Brick may be red.
- Roofing:** Roof shingles are typically dark grey or black.
- Windows:** Sashes and frames may be white or off-white. Additional colors conditional upon approval.
- Trim:** White, off-white, dark brown, dark red, or dark green. Additional colors conditional upon approval.
- Gutters / Downspouts:** Natural copper finish or white, black, dark red, or dark green.
- Columns:** White, off-white, dark brown, dark green, or natural stained.
- Railings:** White or off-white. Additional colors conditional upon approval.



Illustrative color palette

3. Regulating Code

3.7 Architectural Standards



Small single-family



Large single-family



Bungalow court

Craftsman Style illustrative elevations



Craftsman Style examples



3. Regulating Code

3.7 Architectural Standards

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3. Regulating Code

3.7 Architectural Standards

3.7.8.6 The Art Deco Style



A. History and Character of the Art Deco Style

The Art Deco Style started to appear in Europe in the 1910s and was a curious blend of Modernism, history, fantasy, influenced by the speed-infused aesthetic of the Italian Futurists and the mystical images of Mayan, Assyrian, and Moorish cultures. Adopted in America primarily in the 1930s, the Art Deco style was seldom used for single-family houses, but reached its apogee in New York, Los Angeles, and Miami, primarily in apartment buildings and city skyscrapers, which seemed best suited to this style of applied, concentrated decoration. It was also common in civic (schools, theatres, city halls, etc.) and commercial (department stores, office buildings, etc.) buildings. Doorways, in particular, showed off the stylized forms of tropical and exotic motifs.

B. Main Characteristics of the Art Deco Style

- Simple, horizontal massing with flat roofs and accented by strong, vertical massing elements such as towers and finials, often defining a strong central axis;
- Horizontally-proportioned windows and doors, often set in horizontal bands and emphasized by sunbreakers;
- Smooth wall surfaces, typically of stucco;
- Use of stylized and geometric motifs in decorative facade elements;
- Pastel, muted color palettes.

3. Regulating Code

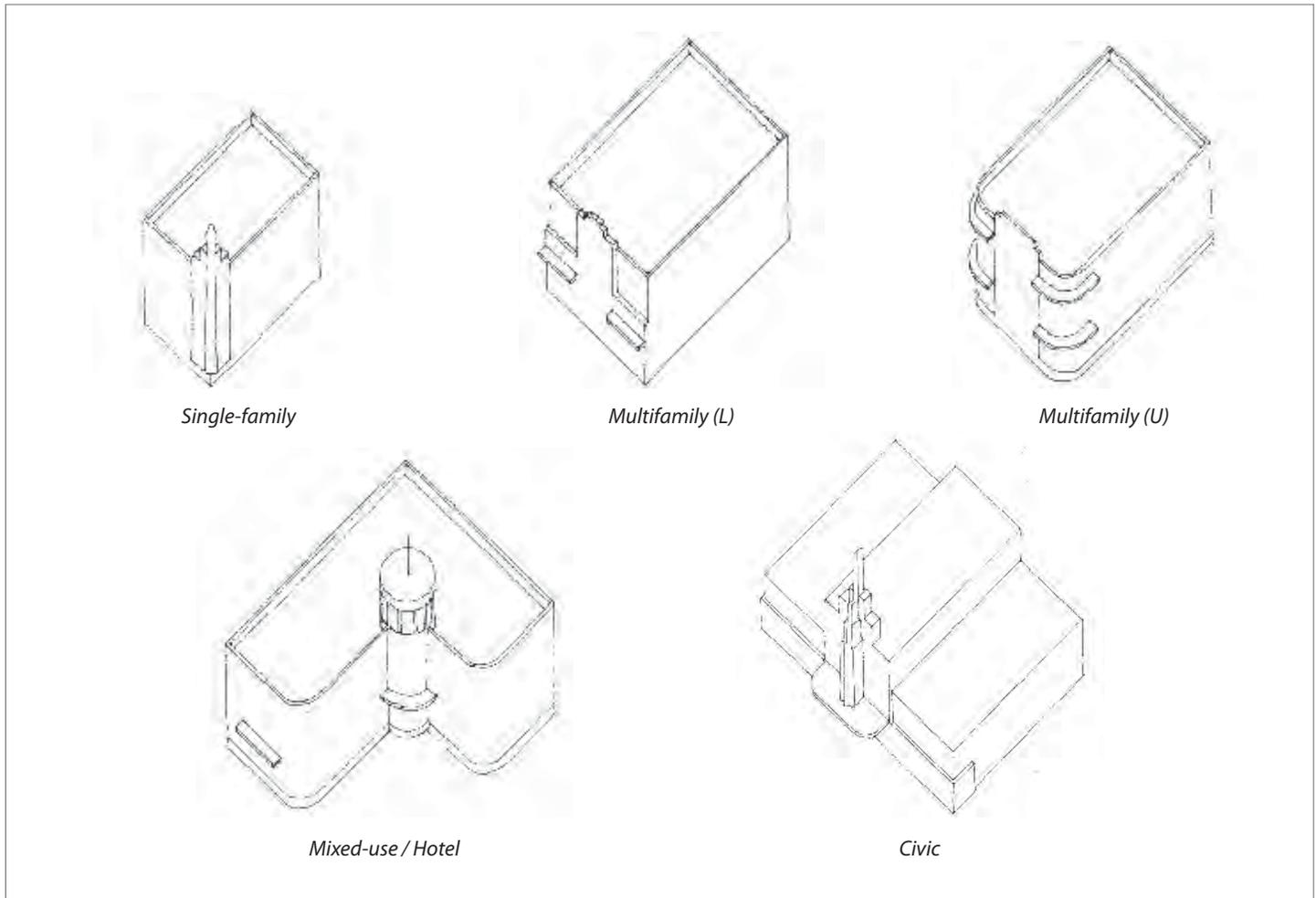
3.7 Architectural Standards

C. Art Deco Style Massing and Roofs

Art Deco-styled massing is typically characterized by simple, boxlike forms that are accented by strong vertical elements at corners or along a central axis. Primary windows are often set in bands and typically turn the corner of simple masses. Larger buildings may be constructed as combinations of one or more of these simple, boxlike elements.

Some of these basic massing types are as follows:

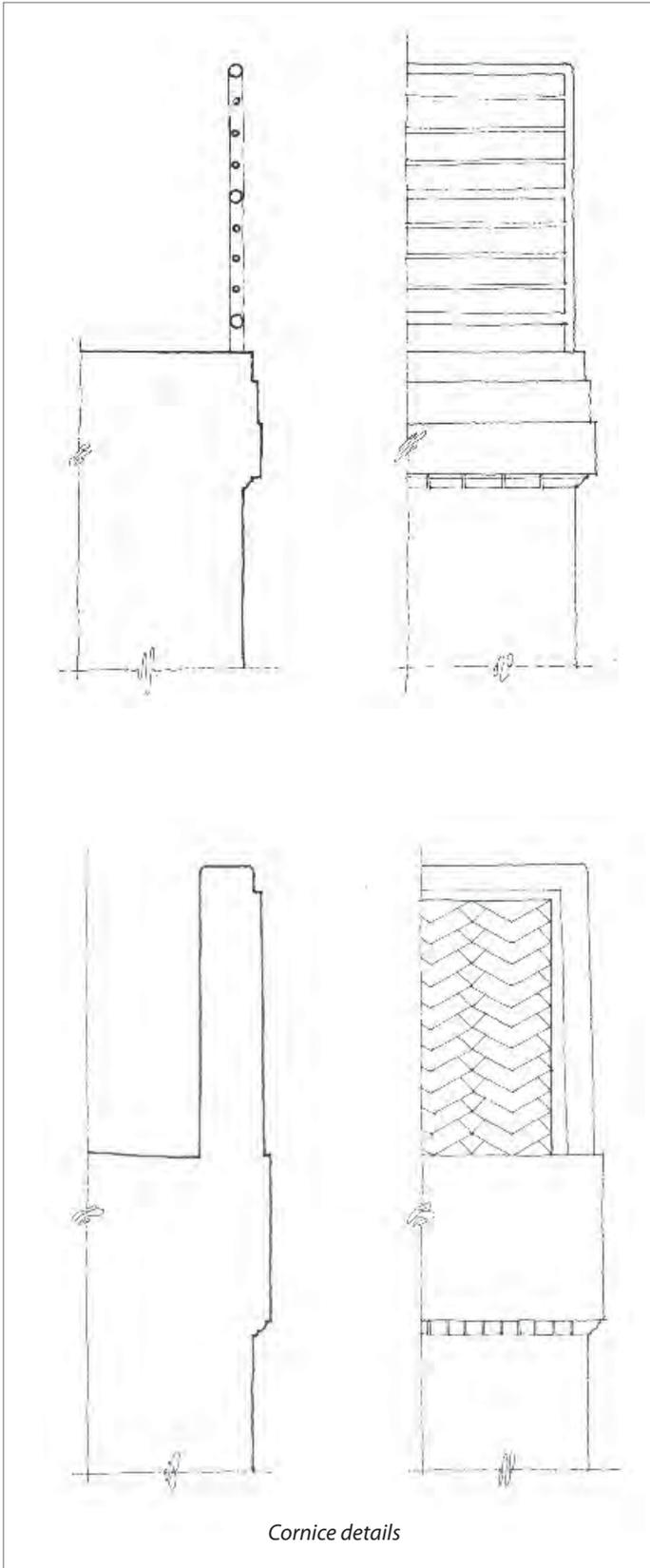
1. Single-family: a simple, one or two-story, boxlike mass with a flat roof and accented by a corner finial encasing a two-story box bay.
2. Single or multifamily centerhall: a simple, two-story, boxlike mass with a flat roof and a strong central axis often characterized by a stylized geometric motif. The second floor is often set back behind a simple water table.
3. Single or multifamily centerhall, with curved, front facade: a simple, two-story, boxlike mass with a curved front facade. Many Art Deco buildings took their primary forms from the technological advances of the day, such as boats and airplanes.
4. Multifamily courtyard: the intersection of two primary masses is often used to define multifamily courtyard buildings. Primary entry is often at the corner and accented by a strong vertical element.
5. Civic and retail: larger, two-story Art Deco Style buildings often have a very strong horizontal axis punctuated by a vertical element along a central axis. This strategy may be used for complex building types such as schools.



Typical Art Deco Style massing

3. Regulating Code

3.7 Architectural Standards



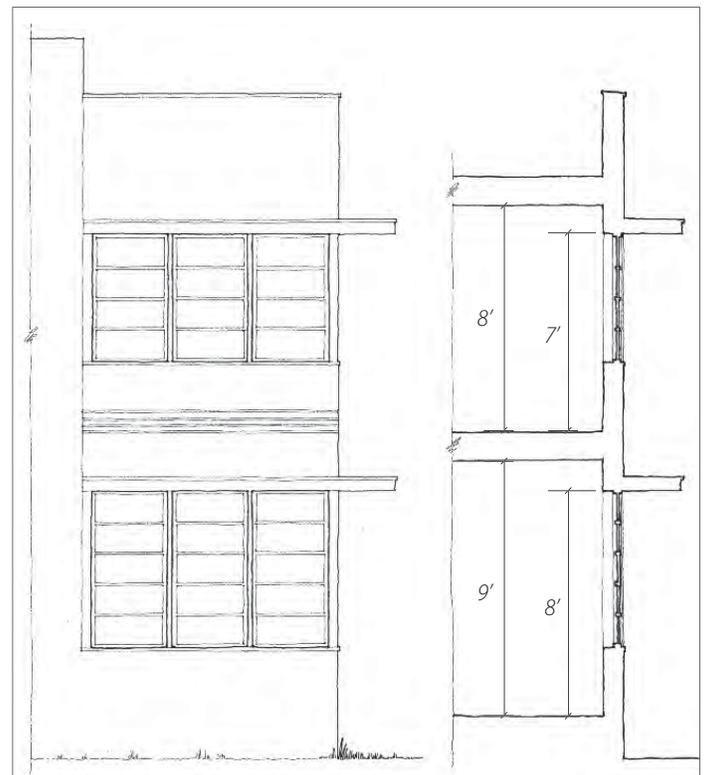
Typical Art Deco Style roof details

D. Art Deco Style Building Height

Art Deco Style buildings typically have strong horizontal proportions. First floor ceiling heights in residential buildings are typically nine feet and second floor heights are typically eight feet. Principal windows in primary living spaces are often set at the corner and capped by horizontal banding or “sunbreakers.”

Cornice types are typically quite simple but constructed to accommodate a roofdeck or outdoor terrace. The use of nautically-inspired imagery in handrails or stylized, geometric elements is common.

See Appendix E for style-specific building height information.



Typical Art Deco Style wall elevation and section



3. Regulating Code

3.7 Architectural Standards

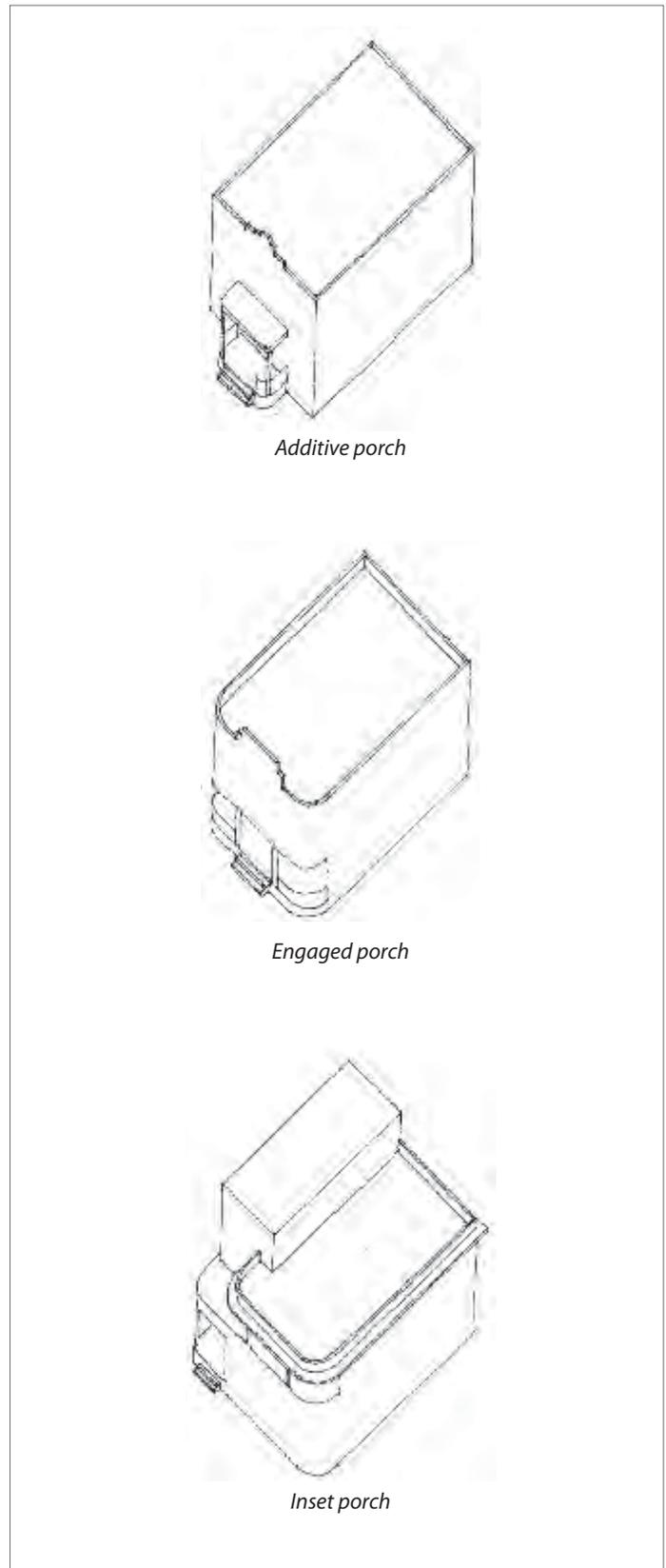
E. Art Deco Style Porches and Exterior Elements

There are three basic types of porches that are typical to Art Deco Style buildings:

1. Additive porches are seen as extensions of the primary building mass and are typically constructed with simple, geometric forms, i.e. cylindrical columns and a planar entablature.
2. Engaged porches are often cut from the first floor building mass. This strategy may be used for mixed-use buildings which aim to provide an outdoor terraced space set-back from an urban street.
3. Inset porches are often seen in more complex massing types set into the second or upper floors of residential buildings.

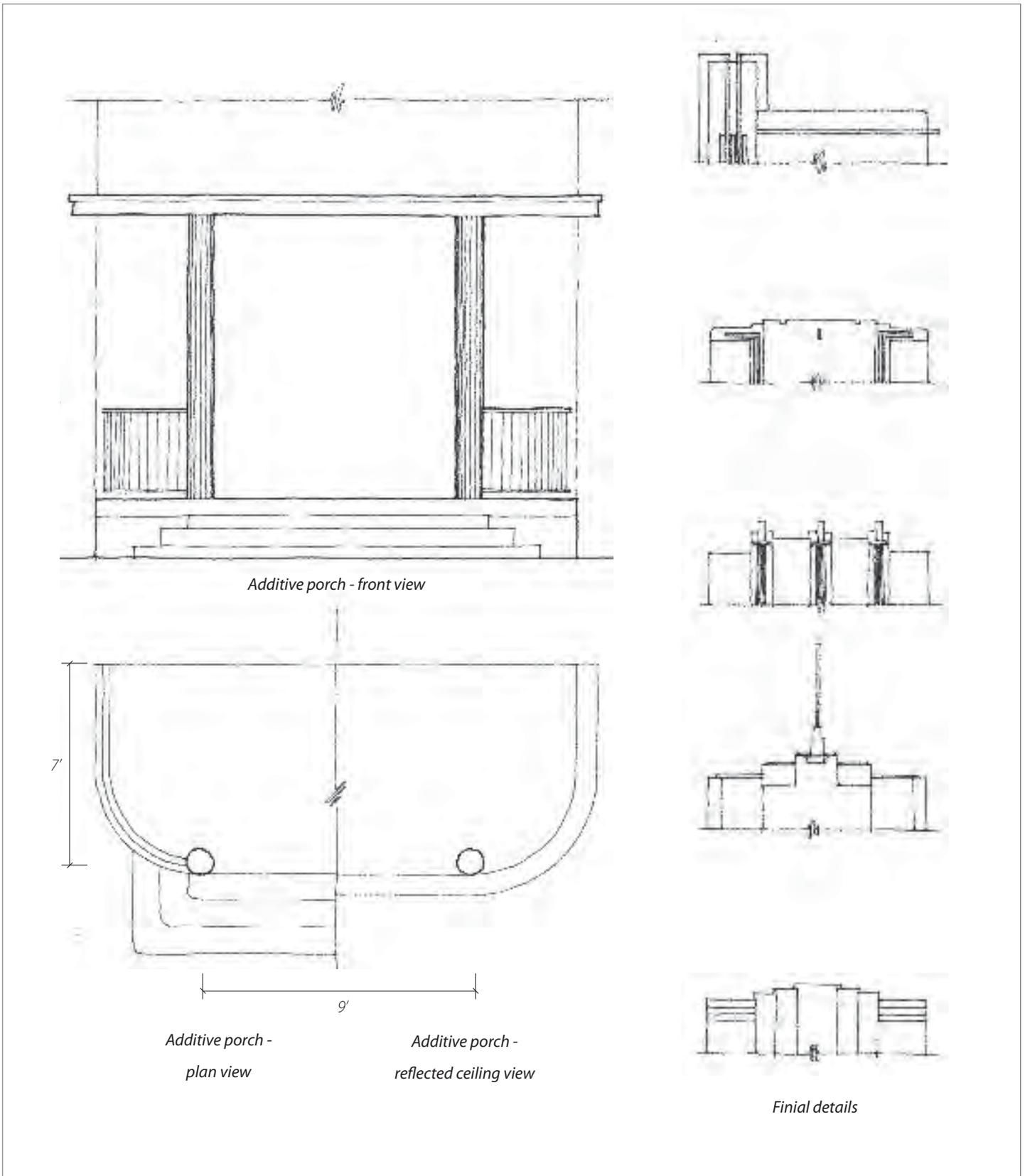
Porch details are almost invariably very simple, characterized by cylindrical or square-stock columns (“pilots”), thin, simple entablatures, and streamlined railings, often in metal. Porch columns should have a minimum diameter of eight inches.

Stylized, central elements characterize the most prevalent exterior details of Art Deco Style buildings. A few of these tops are illustrated on the following page (see “Finial details”). In mixed-use buildings, signage is often integral to this strong vertical element.



Typical Art Deco Style porches and exterior elements

3. Regulating Code
3.7 Architectural Standards



Typical Craftsman Style details of exterior elements

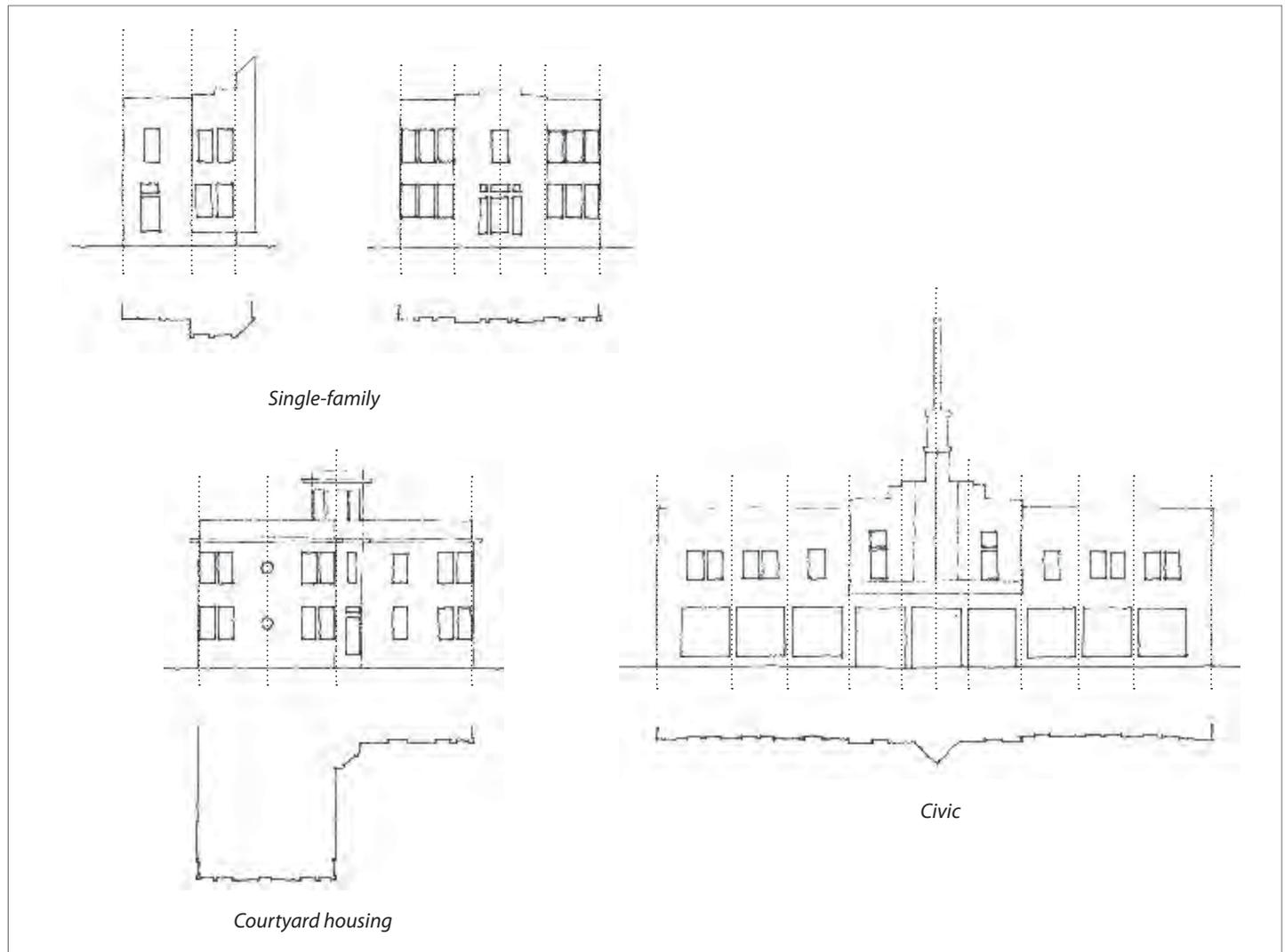
3. Regulating Code

3.7 Architectural Standards

F. Art Deco Style Doors and Windows

Windows are typically vertical in proportion but divided into horizontally-proportioned lights. They are often “jalousie” styled windows with separate awning-type window openings. On most Art Deco buildings, windows are metal and framed with a simple, two-inch brick mould. Ganged windows are extremely common and often separated by a three-inch vertical mullion. Shutters are extremely rare, but shading is often accomplished with the use of horizontal “sunbreakers” along the facades.

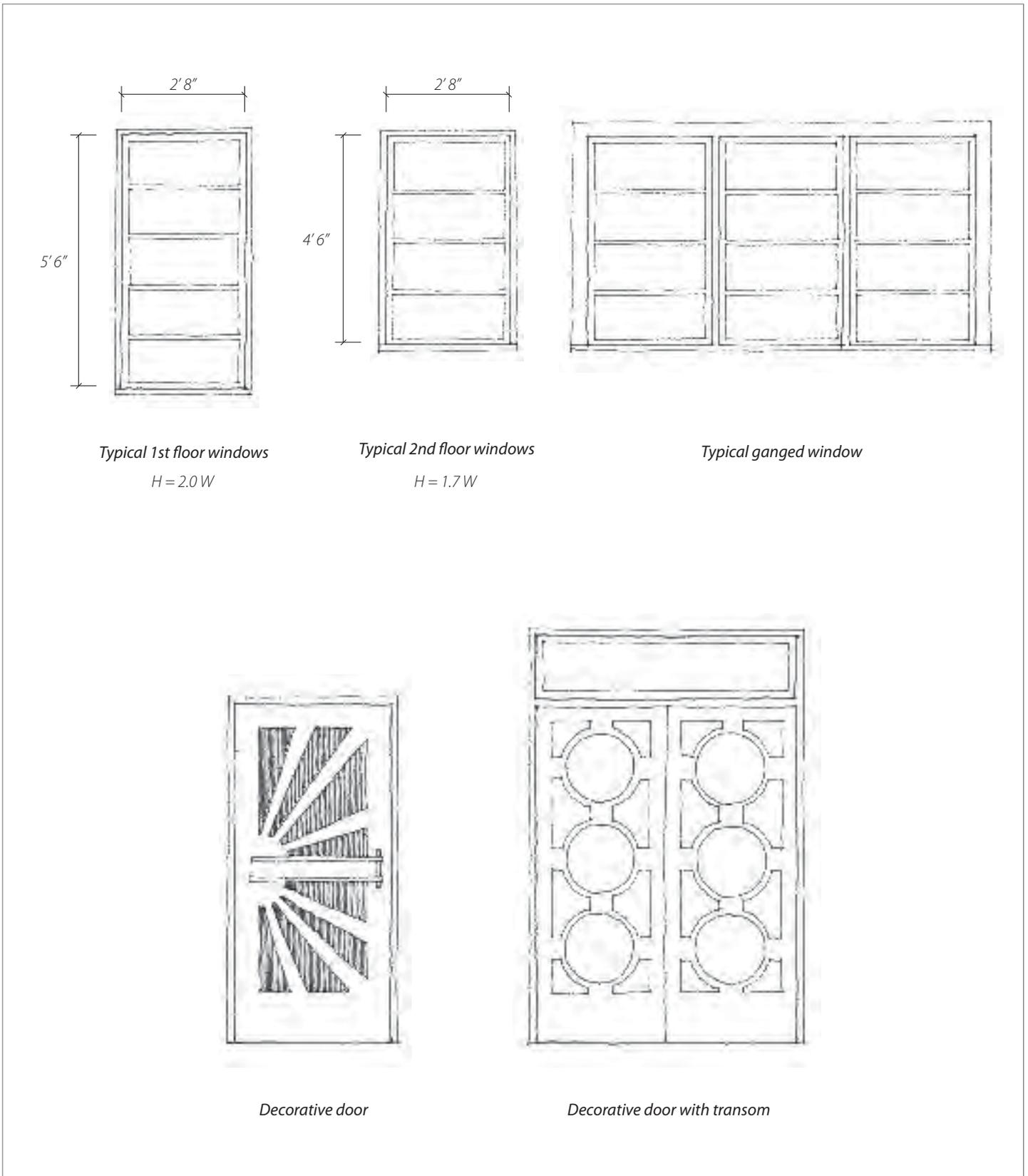
Doors are often simple, with large, glassed openings, or they may include stylized geometric forms repeated elsewhere along the facade.



Typical Art Deco Style door and window configurations

3. Regulating Code

3.7 Architectural Standards



Typical Art Deco Style doors and windows



3. Regulating Code

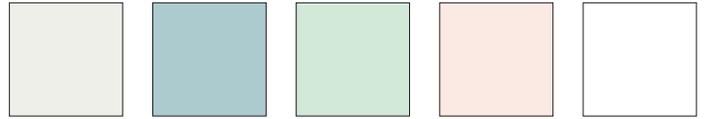
3.7 Architectural Standards

G. Art Deco Style Materials

- Cladding:** Painted concrete, stucco, or smooth-cut stone masonry. Stucco may be cement with smooth sand finish.
- Foundations:** Painted concrete, stucco, or smooth-cut stone masonry.
- Roofing:** Roofs are typically flat.
- Windows:** Aluminum-clad wood, fiberglass-clad, vinyl-clad wood, or metal, with external divided lights. Additionally, windows made of solid PVC may be permitted upon design review approval - see Section 3.7.5 for additional requirements. Glass shall be clear and non-reflective.
- Doors:** Principal doors may be made of wood or fiberglass. French doors and sliders may be made of aluminum-clad wood, vinyl-clad wood, or fiberglass.
- Trim:** Wood or composite board. PVC trim is not permitted. For soffits and porch ceilings, GWB, plaster, T&G wood, or composite. Continuous perforated soffit materials are not permitted.
- Gutters:** Half-round, galvanized steel, or anodized aluminum.
- Downspouts:** Round or rectangular, galvanized steel, or anodized aluminum. PVC is not permitted.
- Columns:** Wood, fiberglass, stone masonry, or composite.
- Railings:** Metal.
- Chimneys:** Metal.
- Signage:** Painted wood or metal.

H. Art Deco Style Colors

- Cladding:** Stucco and paint colors may be white, off-white, light blue, pink or light red, and light green. Stone should be a similar color and texture to local stone in the Salinas Valley.
- Windows:** Sashes and frames may be white or off-white or anodized metal finish. Additional colors conditional upon approval.
- Trim:** White, off-white, or anodized metal finish. Additional colors conditional upon approval.
- Gutters and Downspouts:** White, off-white, or anodized metal finish. Additional colors conditional upon approval.
- Columns:** White, off-white, or anodized metal finish. Additional colors conditional upon approval.
- Railings:** White, off-white, or anodized metal finish. Additional colors conditional upon approval.



Illustrative color palette

3. Regulating Code

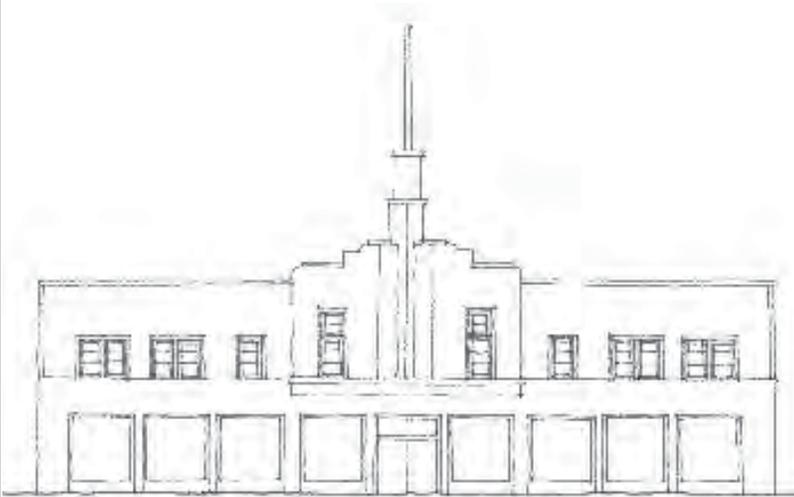
3.7 Architectural Standards



Villa



Courtyard



Civic

Art Deco Style illustrative elevations



Art Deco Style examples

3. Regulating Code

3.7 Architectural Standards

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3. Regulating Code

3.7 Architectural Standards

3.7.8.7 The Tudor Style



A. History and Character of the Tudor Style

The Downtown Addition Tudor Style derives its inspiration from the Storybook, Normandy, and Tudor Styles that appeared on the American scene in the late 19th century and were popular through the 1940s. This style finds its origins in a variety of late Medieval English prototypes, ranging from humble, thatch-roofed cottages to more elaborate, grand mansions and estates. Although initial buildings built in this style were complex, architect-designed landmarks, by the 1920s and 1930s the style had become immensely popular with the proliferation of unpretentious houses, apartments, and mixed-use structures by builders. In California, developments such as Picardy Village and Normandy Towers are demonstrative of the fine craftsmanship and imaginative interpretations that characterized this period.

B. Main Characteristics of the Tudor Style

- Picturesque combinations of steeply-pitched, gable-end roof forms, often with swaybacked, additive elements;
- Stucco wall surfaces, often enlivened by brick and stone detailing around window and door openings, combined with half-timbered gable-ends;
- Vertically-proportioned windows, typically casements of wood or metal, and frequently grouped into gangs of three or more;
- Large, elaborated chimneys, commonly placed in prominent locations on the fronts or sides of buildings, often with complex masonry or stone patterns;
- Subdued color palette based on medieval precedents and a prevalence of natural materials.



3. Regulating Code

3.7 Architectural Standards

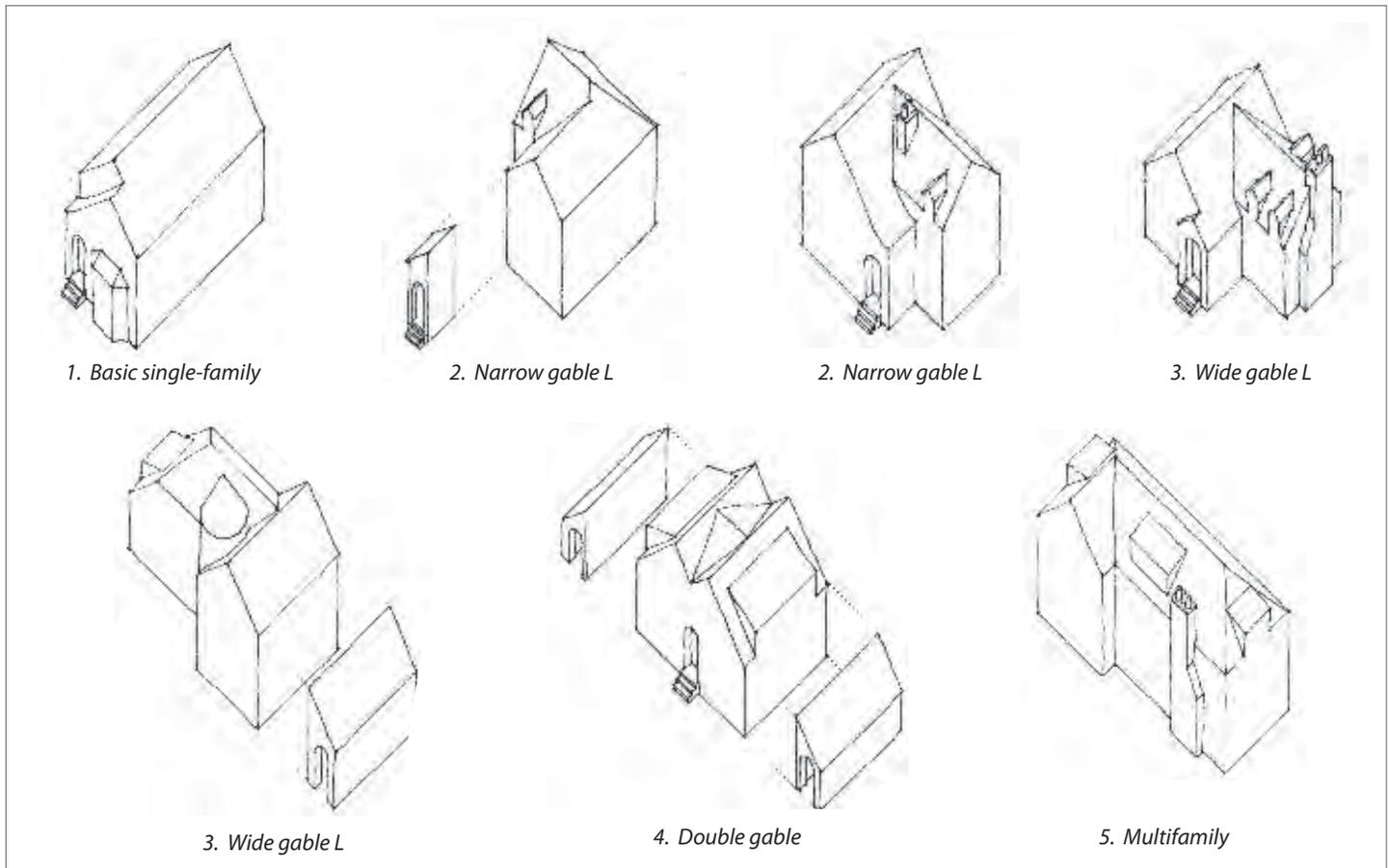
C. Tudor Style Massing and Roofs

Tudor Style buildings are typically formed from combinations of one or two rectilinear masses, capped with steeply-pitched gable-end roof forms, and set perpendicular to one another to create picturesque compositions. The addition of elements such as swaybacked roof additions, bay windows, dormers, and elaborated chimneys create finished designs.

In the Downtown Addition, Tudor buildings will typically fall into one of the following categories:

1. Basic single-family: a simple gable-end mass set perpendicular to the street edge, often with a swaybacked addition at the street. The main mass may be from one to two stories, with 1 1/2-story massing common. Roof pitches are typically 10:12 to 12:12.

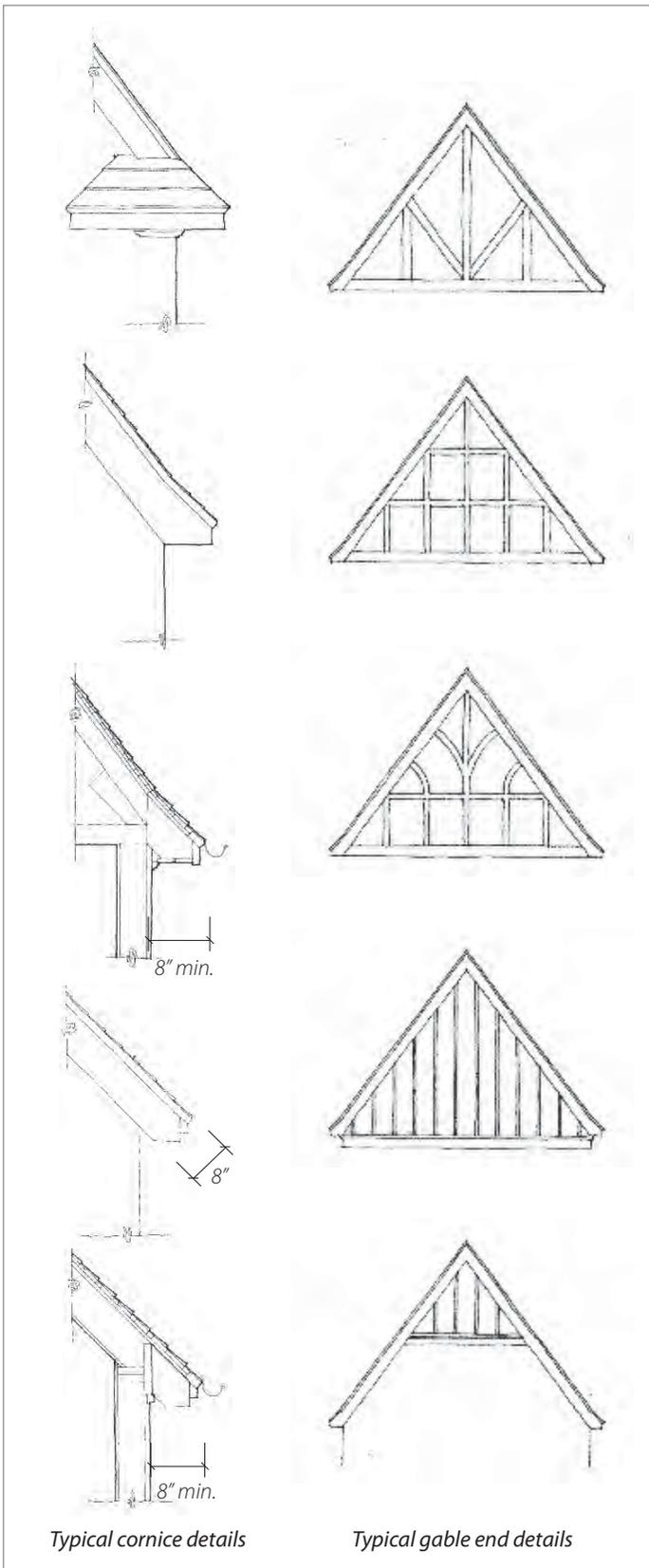
- 2. Narrow gable L: two simple gable-end masses set perpendicular to one another in a 2 to 1 ratio. Buildings may be 1 1/2 or two stories. Roof pitches are typically 10:12 to 12:12. The entry may be delineated by the addition of a swayback roof over the entrance.
- 3. Wide gable L: two simple gable-end masses set perpendicular to one another in a 1 to 1 ratio. A conical tower may be set at their intersection to mark the entrance. Buildings may be 1 1/2 or two stories. Roof pitches are typically 10:12 to 12:12.
- 4. Double gable: two intersecting gable-end masses set parallel to one another, common in larger single-family houses and multifamily structures.
- 5. Multifamily: Wider massing elements may be combined to form larger buildings appropriate for multifamily units, rowhouses, and mixed-use structures. Roof pitches range from 10:12 to 12:12.



Typical Tudor Style massing

3. Regulating Code

3.7 Architectural Standards



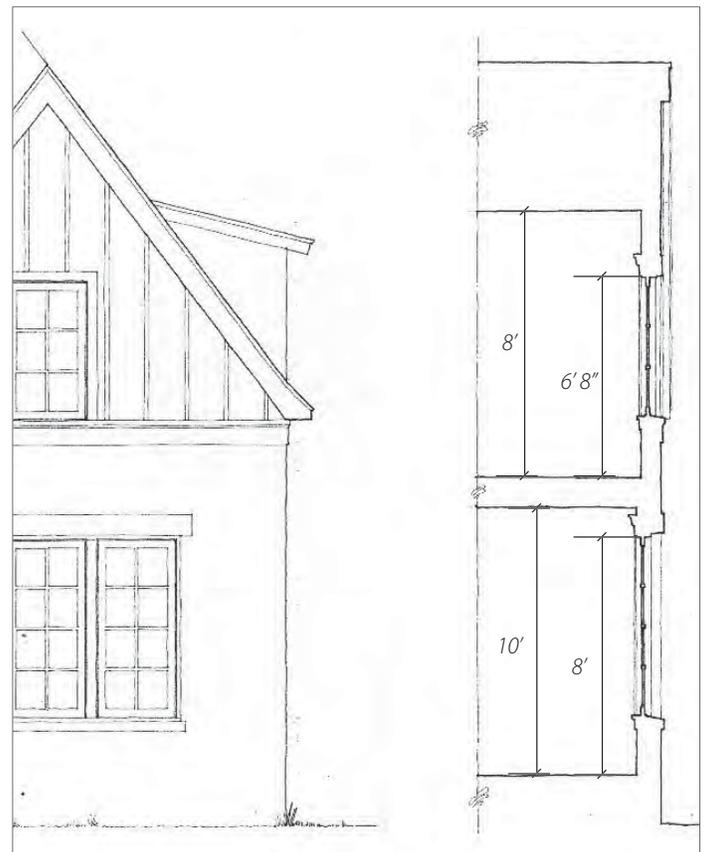
Typical Tudor Style roof details

D. Tudor Style Building Height

Second floors set under a steeply-pitched roof characterized by decorative, half-timbered gable ends and dormers are common rather than uniform plate heights. First floor ceilings typically measure ten feet while upper-story ceilings vary.

Two cornice types predominate: a simple rakeboard and a simple return. The rakeboard may have a slight swaybacked profile at the gable end. Cornice returns are typically characterized by steeply-pitched roofs in slate, wood shakes, or asphalt shingles.

See Appendix E for style-specific building height information.



Typical Tudor Style wall elevation and section



3. Regulating Code

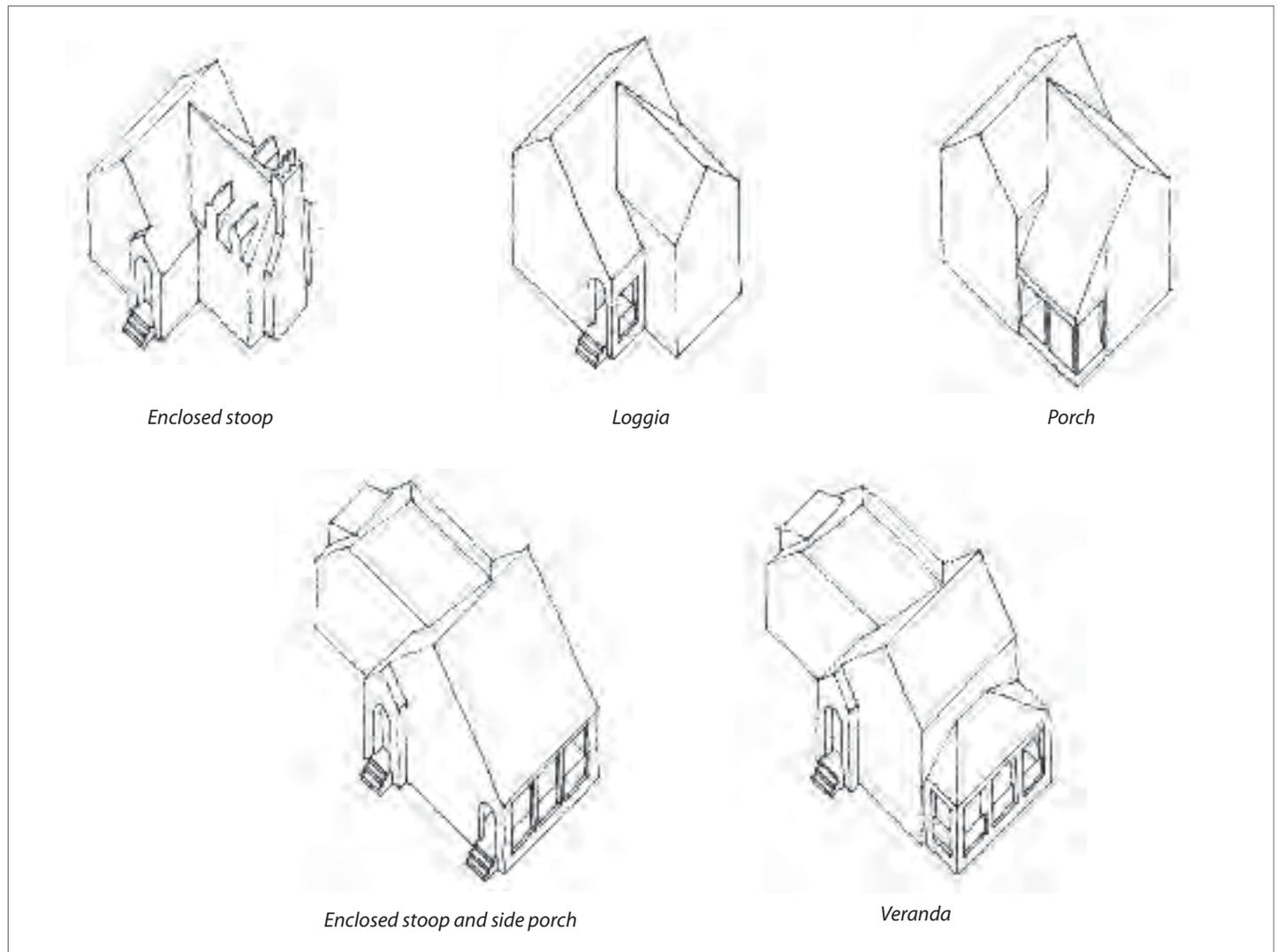
3.7 Architectural Standards

E. Tudor Style Porches and Exterior Elements

Porches are typically integral to the overall massing form of Tudor Style buildings and are characterized by arched openings in masonry, or trabeated openings with arts-and-crafts-inspired bracketing. Stoop entries with one-bay arched openings in brick or rough-cut stone are common. Upper-story balconies are often integral with shed dormers set across steeply-pitched roofs.

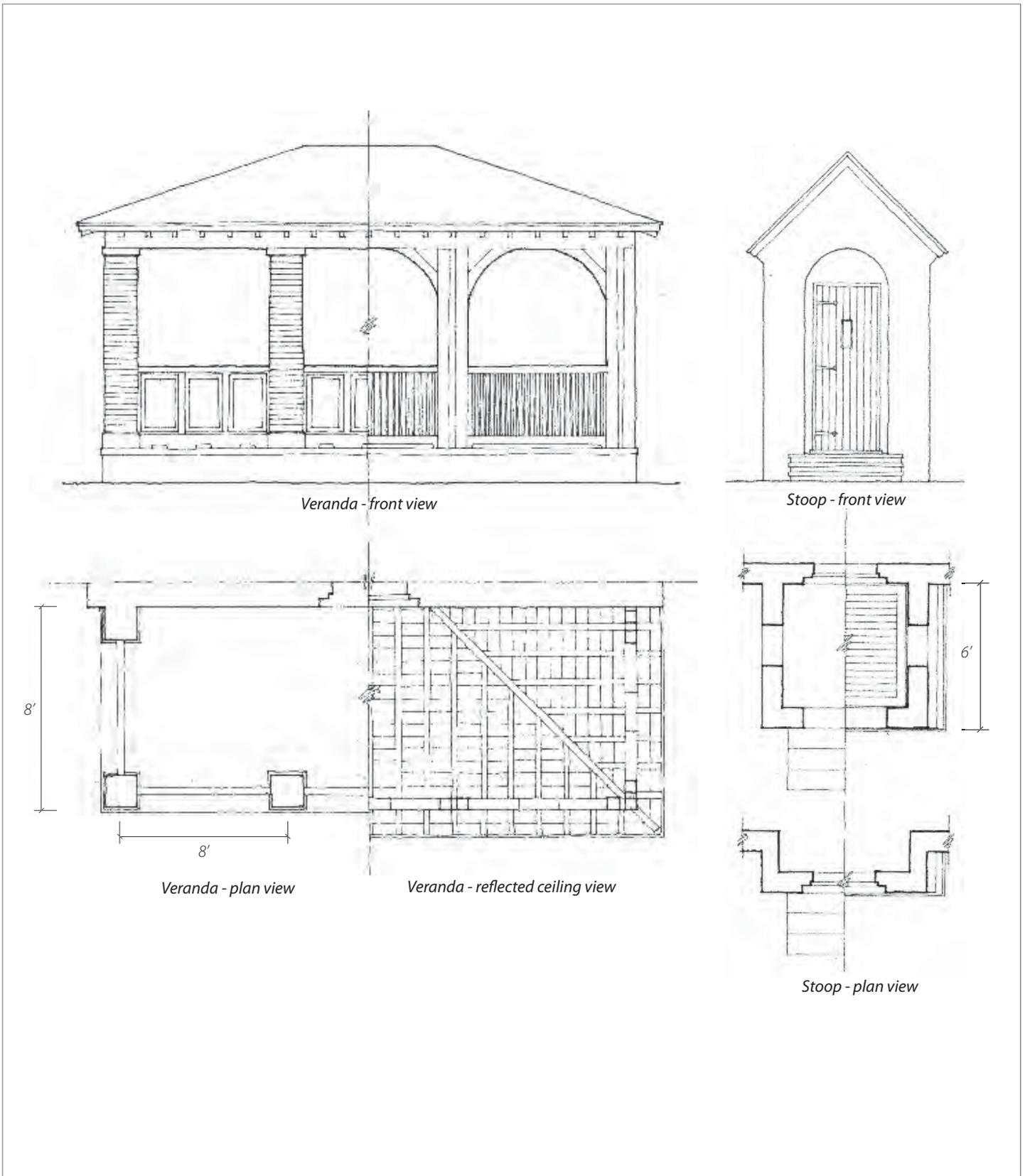
Common Porch Types

1. Entry Stoops.
2. Front engaged porches.
3. Side and end porches.



Typical Tudor Style porches and exterior elements

3. Regulating Code
3.7 Architectural Standards



Typical Tudor Style details of exterior elements

3. Regulating Code

3.7 Architectural Standards

F. Tudor Style Doors and Windows

Windows are typically vertically-proportioned casements or double-hung in wood or metal, and ganged sets of two or more windows are common. Special windows with leaded-glass patterns are also often visible. A 2 1/2-inch brick mould is common in stucco walls around all openings with six-inch cast stone or wood lintels.

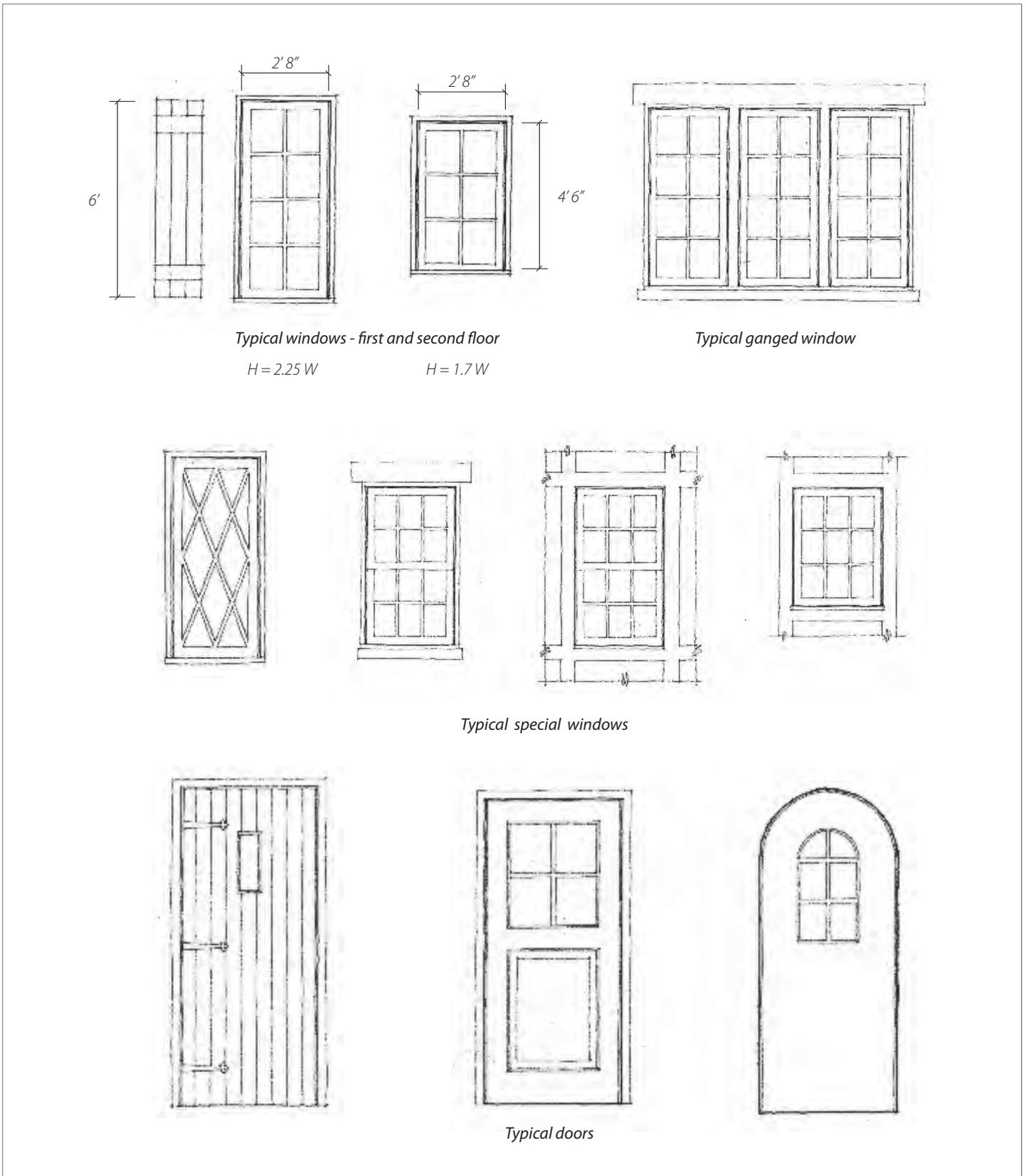
Shutters and doors are often characterized by board-and-batten compositions, and rounded-headed doors are also common.



Typical Tudor Style door and window configurations

3. Regulating Code

3.7 Architectural Standards



Typical Tudor Style doors and windows

3. Regulating Code

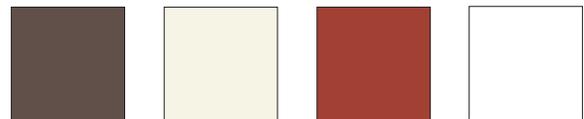
3.7 Architectural Standards

G. Tudor Style Materials

- Cladding:** Stone, stucco, or brick. Stone should be of a similar color and texture to local stone in the Salinas Valley. Stucco may be cement with smooth sand finish.
- Foundations:** Brick veneer, stone, cast stone, painted concrete, or stucco.
- Roofing:** Building and porch roofs may be composition shingle, wood shake, or slate.
- Windows:** Wood, aluminum-clad wood, fiberglass-clad, or vinyl-clad wood, with traditional wood profiles and external divided lights. Additionally, windows made of solid PVC may be permitted upon design review approval - see Section 3.7.5 for additional requirements. Glass shall be clear and non-reflective.
- Doors:** Principal doors may be made of wood or fiberglass. French doors and sliders may be made of wood, aluminum-clad wood, or fiberglass.
- Trim:** Wood, composite board, and molded millwork for built-up sections. PVC trim is not permitted. For soffits and porch ceilings, GWB, plaster, T&G wood, exposed rafters, or composite. Continuous perforated soffit materials are not permitted.
- Gutters:** Half round copper, primed, or prefinished metal. PVC is not permitted.
- Downspouts:** Round or rectangular, copper, primed, or prefinished metal. PVC is not permitted.
- Columns:** Wood, fiberglass, composite, or brick piers.
- Railings:** Milled-wood top and bottom rails with square balusters in wood, or wrought iron.
- Chimneys:** Common brick, stone, cast stone, or stucco.
- Signage:** Painted wood or metal with wrought iron armatures.

H. Tudor Style Colors

- Cladding:** Stucco may be off-white, light gray, or beige. Stone should be of a similar color and texture to local stone in the Salinas Valley. Brick may be red.
- Roofing:** Natural slate or shake color, dark grey, or black.
- Windows:** Sashes and frames to be dark stained or painted white, off-white, cream, dark red, dark green, or dark blue. Additional colors conditional upon approval. Shutters may be painted to match sash/frame color.
- Trim:** Dark stained or painted white or off-white. Additional colors conditional upon approval.
- Gutters / Downspouts:** Natural copper finish, black, dark red, dark green.
- Columns:** Dark stained or painted white or off-white.
- Railings:** Wood railings dark stained or painted white or off-white. Wrought iron grilles and rails to be painted black.



Illustrative color palette

3. Regulating Code

3.7 Architectural Standards



Single-family



Single-family- 2-story



Triplex - 2-story

Tudor Style illustrative elevations



Tudor Style examples



3. Regulating Code

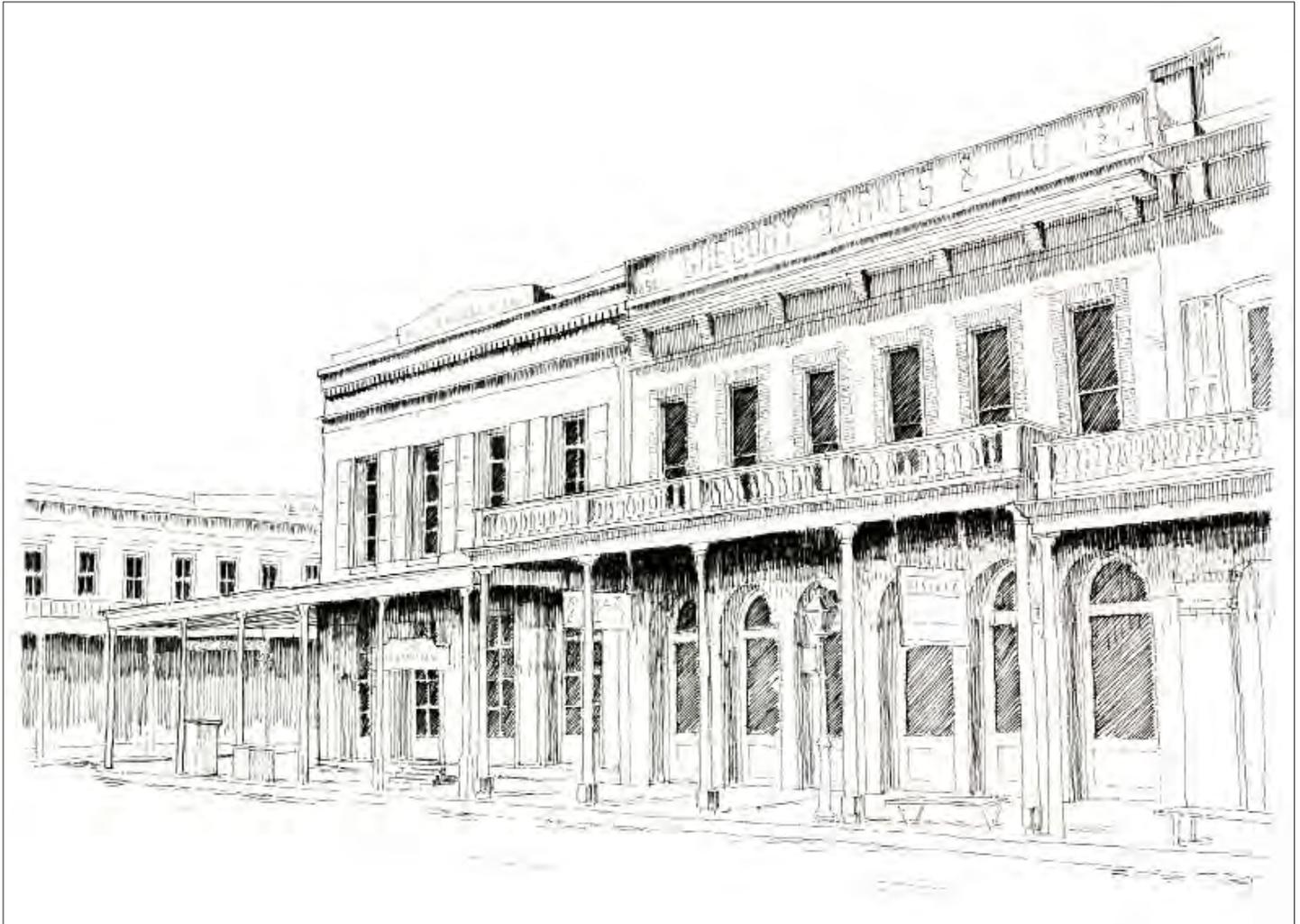
3.7 Architectural Standards

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3. Regulating Code

3.7 Architectural Standards

3.7.8.8 Western Storefront Style



A. History and Character of the Western Storefront Style

The Downtown Addition Western Storefront style derives its inspiration from the architecture of the “gold rush” and “railroad” towns in the western United States in the second half of the 19th century and first half of the 20th century. The construction and detailing of the buildings in that era reflect the rapid rate of growth and construction the typically small western towns were experiencing. The buildings typically were composed of simple forms constructed with practical methods and local materials such as stone, brick, and wood, and typically lacked intricate detailing. The minimal detailing in this style is typically limited to the parapet and heads of window and door openings and consists of either ornamental brickwork created by variations in the manner in which the brick is laid, or ornamental woodwork such as a cornice or carved brackets.

Deep galleries that engage the public realm provide shade and protection from the elements are a common element in this style.

B. Main Characteristics of the Western Storefront Style

- Simple rectilinear forms that are articulated with a regular pattern of openings;
- Buildings are capped with a cornice and parapet and grounded by a continuous base;
- Elements such as galleries and metal awnings are used to provide a secondary rhythm on the facade and engage the public realm;
- Vertically-proportioned double hung windows with vertically-proportioned panes;
- Brick or Stucco wall surfaces.

3. Regulating Code

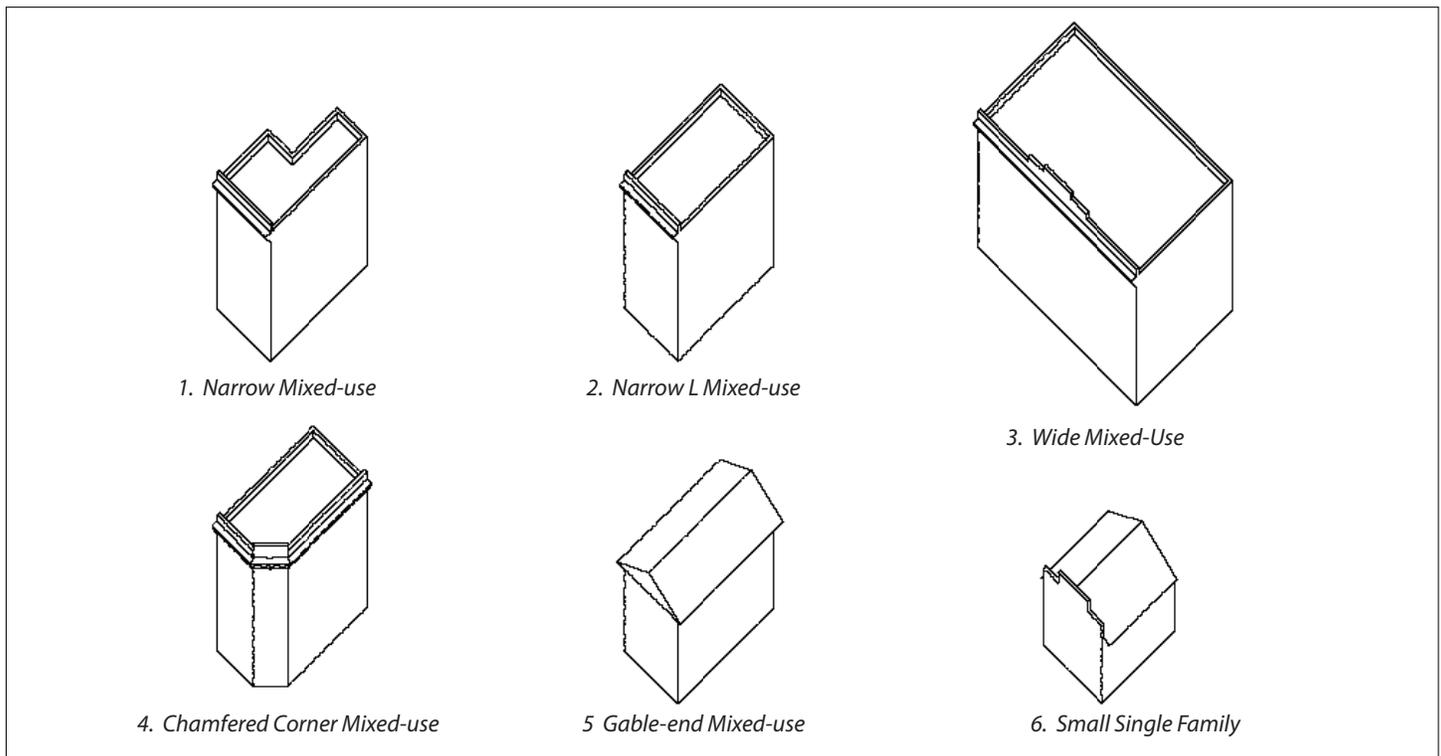
3.7 Architectural Standards

C. Western Storefront Style Massing and Roofs

Most Western Storefront Style buildings are typically a simple rectilinear form with a parapet and flat roof. Smaller building massings may have a pitched roof that is located behind a parapet or engages a two story porch.

In the Downtown Addition, Western Storefront buildings will typically fall into one of the following categories:

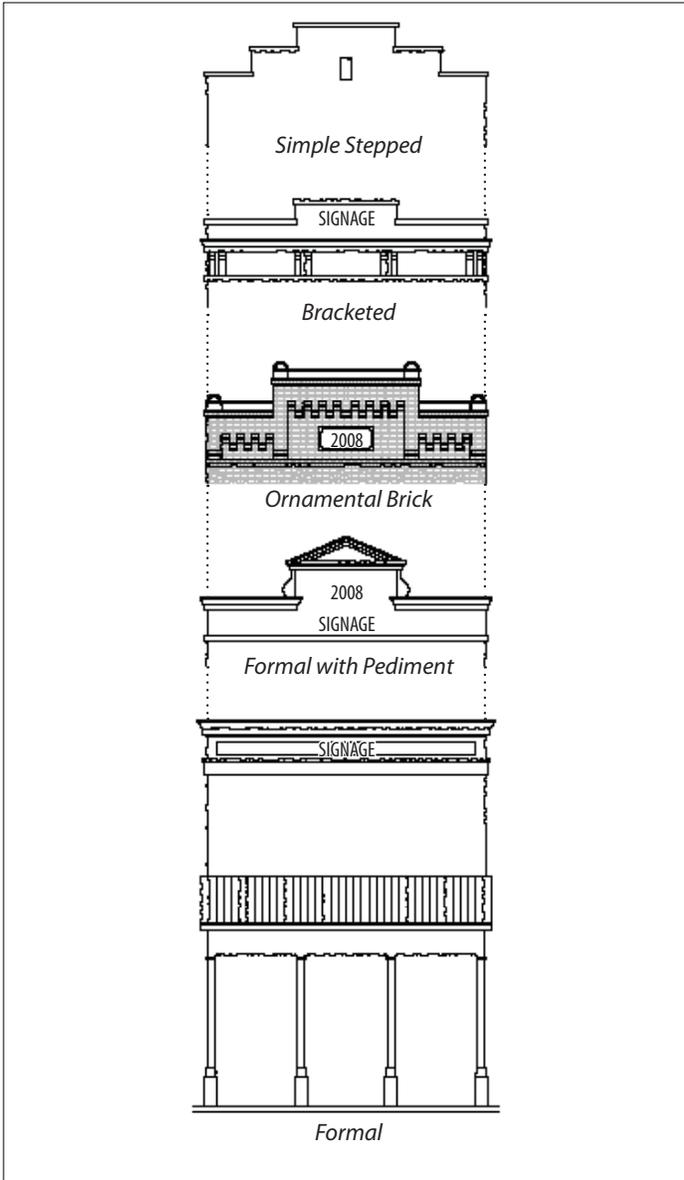
1. **Narrow Mixed-use:** A simple rectilinear form that is perpendicular to the street edge. The building massing is typically two stories, with three-story accents if permitted. These buildings typically have flat or shallow pitched roofs. Shallow pitched roofs are concealed from the street by a parapet and are sloped to the rear at a minimal pitch (less than 1:12) to allow for drainage.
2. **Narrow L Mixed-use:** A variant of the Narrow Mixed-use massing where the Narrow Mixed-use massing is broken down at the rear of the building to create rear courtyards and provide for additional natural light to rooms at the rear of the building.
3. **Wide Mixed-Use:** A simple wide rectilinear form with its long side parallel to the street edge. The building massing is typically two stories, with three-story accents if permitted. These buildings typically have flat roofs.
4. **Chamfered Corner Mixed-Use:** A simple rectilinear form with a chamfered corner on which the main entry is located. These building massings are located at intersections and typically two stories, with three-story accents if permitted. This building massing may be a variant of Wide, Narrow, or Narrow L Mixed-use buildings.
5. **Gable End Mixed-use:** A simple rectilinear gable-end massing with the ridge-line running perpendicular to the front of the building. Often the gable-end roof form is extended above a full-height gallery. These building massings more commonly found in free standing buildings and are typically two stories, with three-story accents if permitted. Roof pitches range from 3:12 to 6:12.
6. **Small Single Family:** A simple rectilinear gable-end massing with the ridge-line running perpendicular to the front of the building. The roof is concealed along the front elevation by a stepped parapet. These building massings more commonly found in free standing buildings and may be from one to two stories. Roof pitches range from 3:12 to 6:12.



Typical Western Storefront Style massing

3. Regulating Code

3.7 Architectural Standards



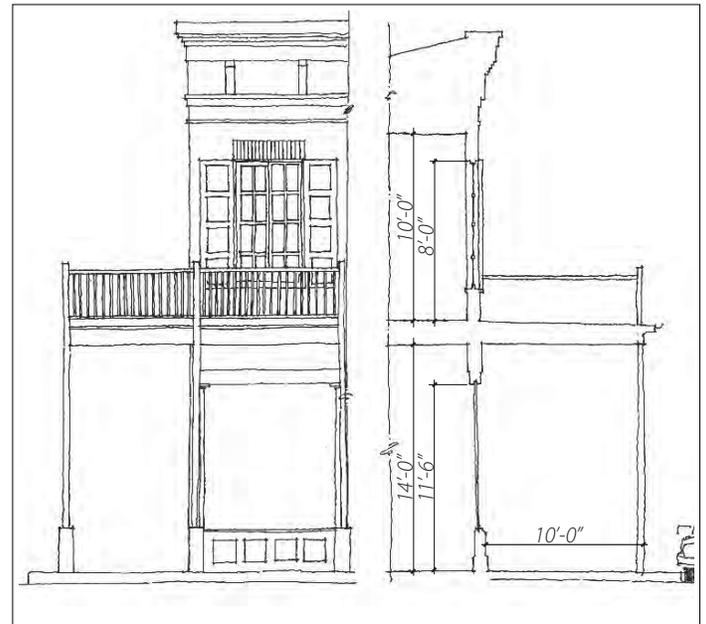
Typical Western Storefront Style cornice and parapet types

D. Western Storefront Style Building Height

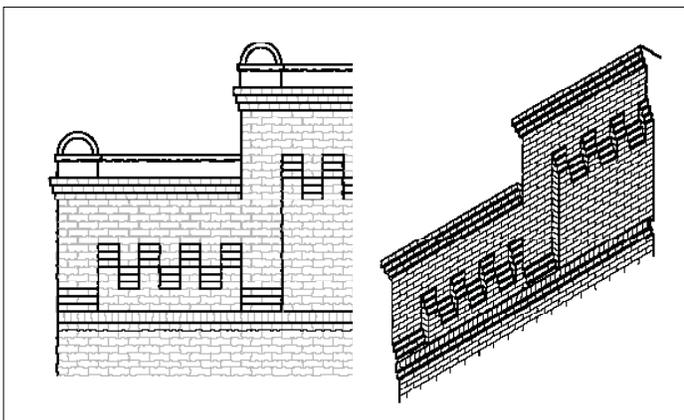
Western Storefront Style buildings typically have tall first floors and shorter upper floors. In the Downtown Addition, the minimum ceiling heights for mixed-use buildings are 14 feet for the ground floor and eight feet for upper floors. The minimum ceiling heights for residential buildings is ten feet for the ground floor and eight feet for upper floors.

The cornice and parapet detailing provides an appropriate cap to the building and takes its proportions from the architrave, frieze, and cornice of the classical orders. Typical cornice and parapet types are: Formal, Formal with Pediment, Ornamental Brick, Bracketed, Simple Stepped.

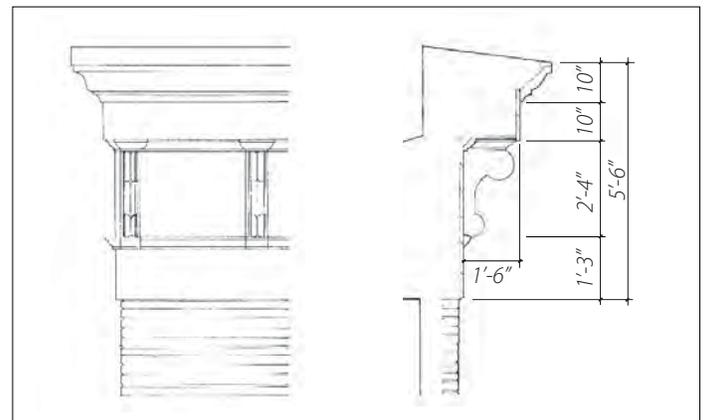
See Appendix E for style-specific building height information.



Typical Western Storefront Style wall elevation and section



Typical Western Storefront Style ornamental brick parapet type details



Typical Western Storefront Style bracketed parapet type details



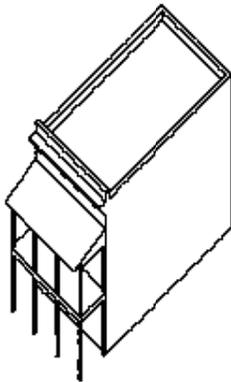
3. Regulating Code

3.7 Architectural Standards

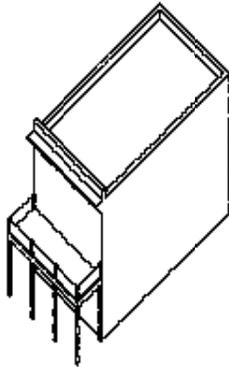
E. Western Storefront Style Porches and Exterior Elements

Galleries are typically integral to the overall massing form of the Western Storefront-style buildings, and are characterized by wood or steel structures with tall, slender or classical columns. Galleries may be one or two stories with a covered or un-covered upper floor. Galleries on corner lot buildings commonly wrap the corner. Canvas or metal awnings may be found on mixed-use buildings without galleries. Front porches may be found on Small Single-family massing buildings.

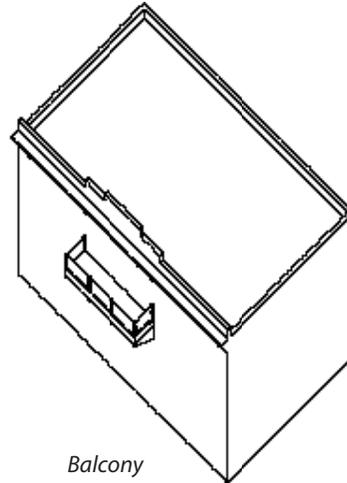
Gallery or porch columns may be wood or steel and have square, chamfered, or round forms. Columns may also be based on classical orders. Gallery or porch columns should be a 6-inch minimum diameter. Porch and balcony railings may have square balusters with square pickets or simple decorative panels.



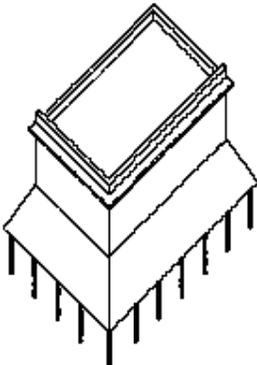
*Double Height
2-Story Gallery*



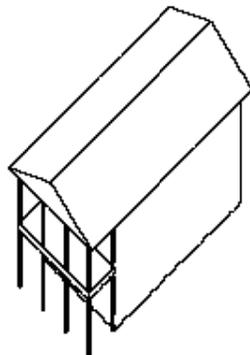
2-Story Gallery



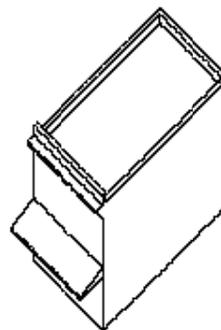
Balcony



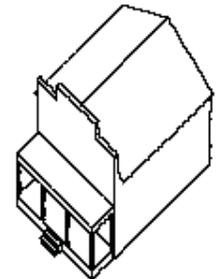
*1-Story Shed Roof Gallery
(gallery wrapping corner)*



2-Story Gable-end Gallery



Awning

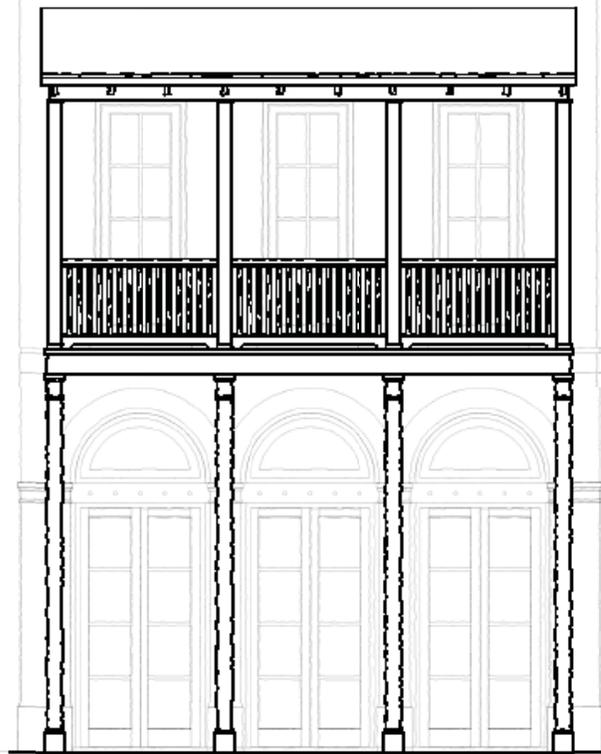


Front Porch

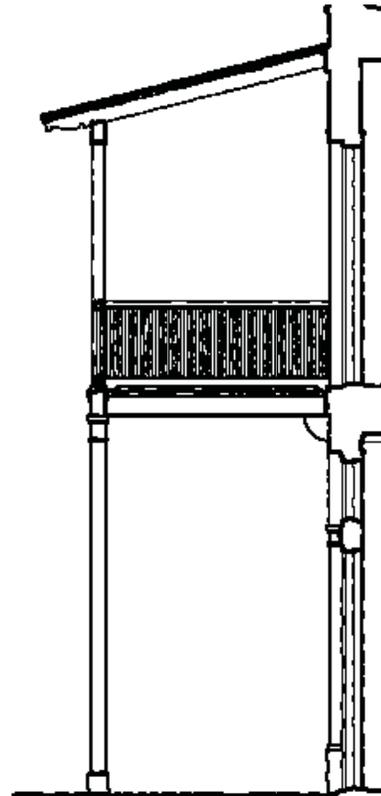
Typical Western Storefront Style porches and exterior elements

3. Regulating Code

3.7 Architectural Standards

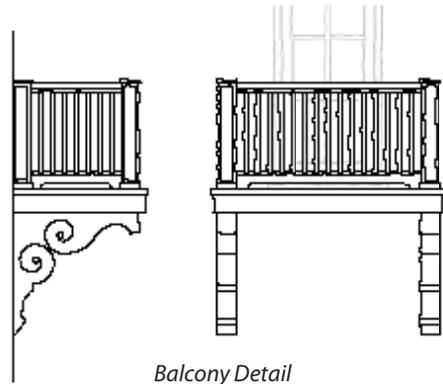
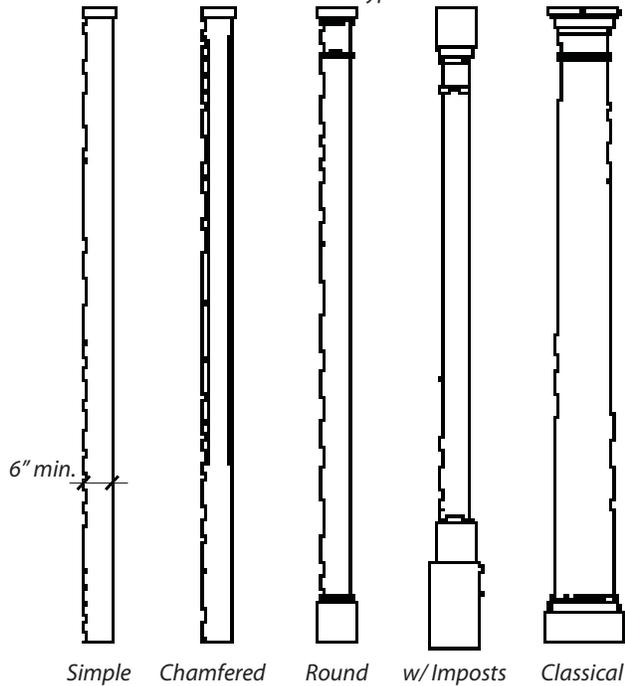


Double-Height 2-Story Gallery Elevation

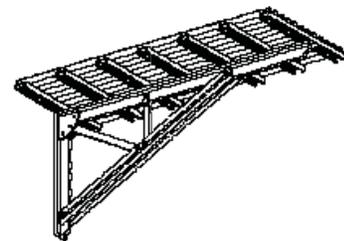


Double-Height 2-Story Gallery Section

Column Types



Balcony Detail



Metal Awning Detail

Typical Western Storefront Style details of exterior elements

3. Regulating Code

3.7 Architectural Standards

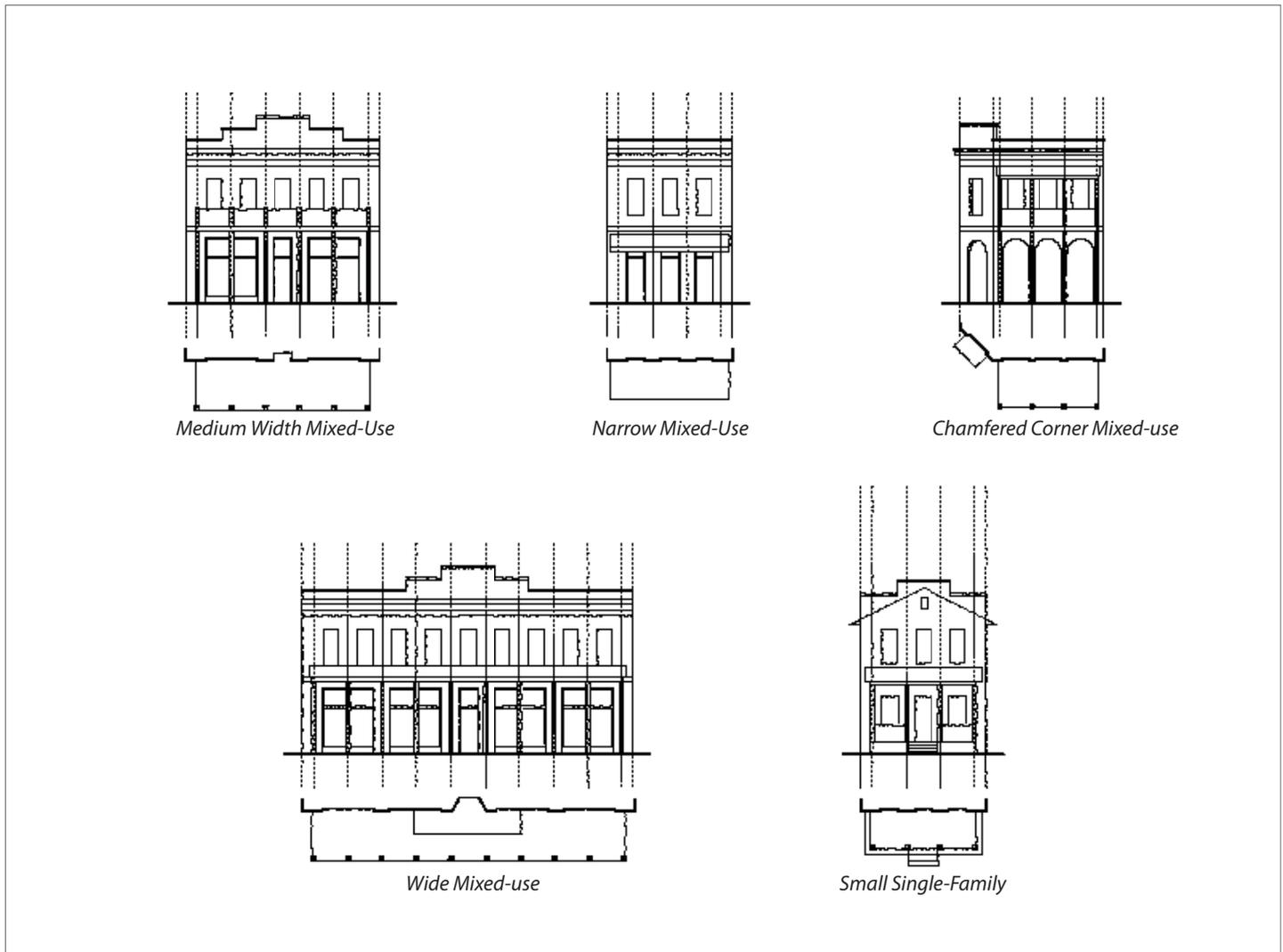
F. Western Storefront Style Doors and Windows

Windows are typically wood or metal vertically-proportioned double-hung with vertically proportioned panes in simple punched openings. Openings in brick or stucco walls have a 2 1/2-inch (min) brickmould. The window opening and surround types found in the Western Storefront style are the flat lintel, arched, classical, hooded or bracketed window crown. Shutters may be used and are typically board and batten compositions or paneled.

Doors can be single or paired and may be french doors, panelled doors, or a combination of panelling and glazing. Different types of doors along a facade may be used to denote different types of entries to residential or commercial uses.

Shopfronts may consist of punch openings, arched openings, or continuous shopfront with a recessed entry.

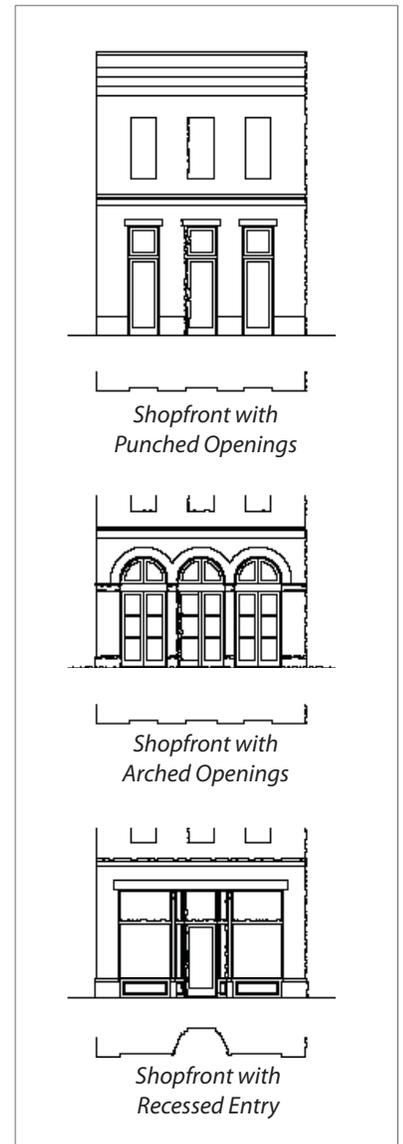
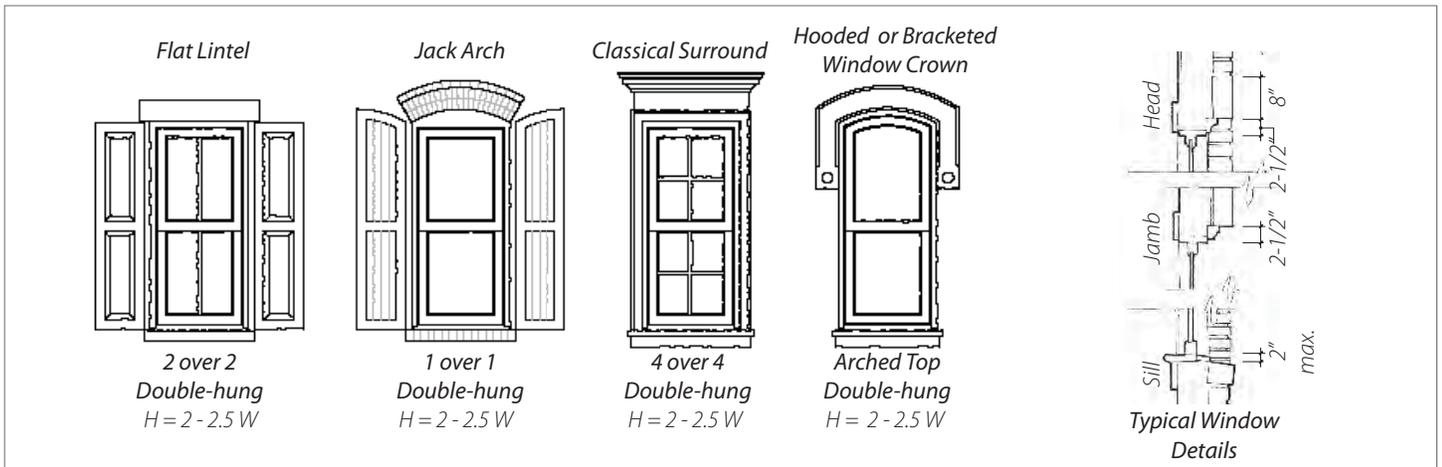
Building masses are usually divided into equal bays with windows, doors, and accent elements centered in these divisions.



Typical Western Storefront Style door and window configurations

3. Regulating Code

3.7 Architectural Standards



Typical Western Storefront Style doors and windows

3. Regulating Code

3.7 Architectural Standards

G. Western Storefront Style Materials

- Cladding:** Stone, stucco, or brick. Stone should be of a similar color and texture to local stone in the Salinas Valley. Stucco may be cement with smooth sand finish.
- Foundations:** Brick veneer, stone, cast stone, painted concrete, or stucco.
- Roofing:** Building and porch roofs may be a built-up membrane (flat roofs only) composition shingle, wood shake, slate, or corrugated or standing seam metal.
- Windows:** Wood, aluminum-clad wood, fiberglass-clad, or vinyl-clad wood, with traditional wood profiles and external divided lights. Additionally, windows made of solid PVC may be permitted upon design review approval - see Section 3.7.5 for additional requirements. Glass shall be clear and non-reflective.
- Doors:** Principal doors may be made of wood or fiberglass. French doors and sliders may be made of wood, aluminum-clad wood, or fiberglass.
- Storefronts:** Wood, aluminum-clad wood, or metal frame with simulated or true divided lights. Glass should be clear and non-reflective.
- Trim:** Wood, composite board, and molded millwork for built-up sections. PVC trim is not permitted. For soffits and porch ceilings, GWB, plaster, T&G wood, exposed rafters, or composite. Continuous perforated soffit materials are not permitted.
- Gutters:** Half round copper, primed, or prefinished metal. PVC is not permitted.
- Downspouts:** Round or rectangular, copper, primed, or prefinished metal. PVC is not permitted.
- Columns:** Wood, steel, fiberglass, or composite.
- Railings:** Milled-wood top and bottom rails with square balusters in wood, or wrought iron.
- Chimneys:** Common brick, stone, cast stone, stucco or metal stovepipe.
- Signage:** Overall building signage may be painted directly onto the wall or incorporated into inset stone or concrete panels. Individual shop signs may be painted wood or metal with wrought iron armatures.

H. Western Storefront Style Colors

- Cladding:** Stucco may be off-white, light gray, or beige. Stone should be of a similar color and texture to local stone in the Salinas Valley. Brick may be red or additional natural colors conditional upon approval.
- Roofing:** Natural slate or shake color, dark grey, or black. Metal roofs may be natural steel, copper, zinc, aluminum, or stainless steel finishes.
- Windows:** Sashes and frames to be dark stained or painted white, off-white, cream, dark red, dark green, or dark blue. Additional colors conditional upon approval. Shutters may be painted to match sash/frame color.
- Trim:** Dark stained or painted white or off-white. Additional colors conditional upon approval.
- Gutters / Downspouts:** Natural copper finish, black, dark red, dark green.
- Columns:** Dark stained or painted white or off-white.
- Railings:** Wood railings dark stained or painted white or off-white. Wrought iron grilles and rails to be painted black.



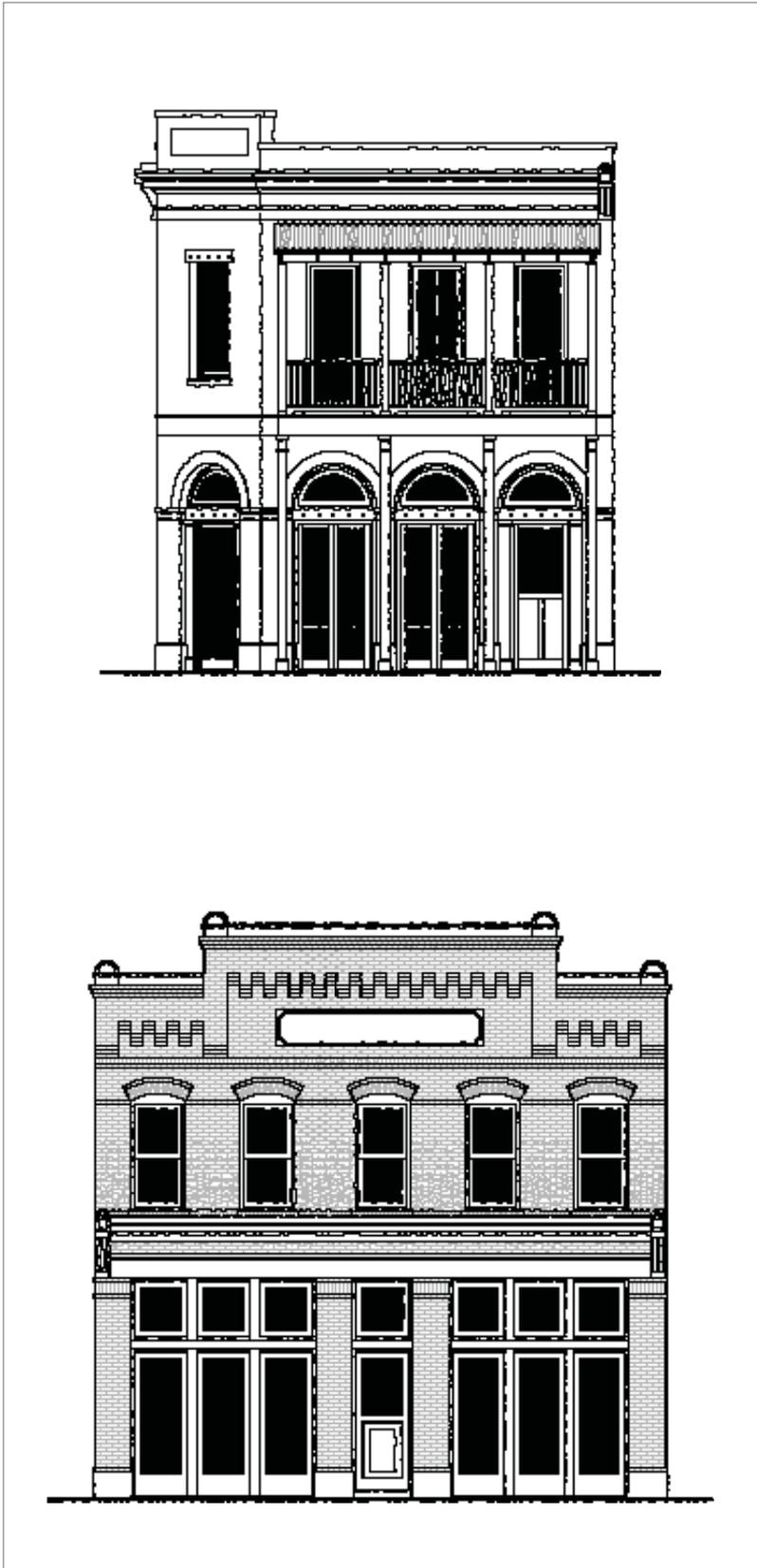
Illustrative color palette



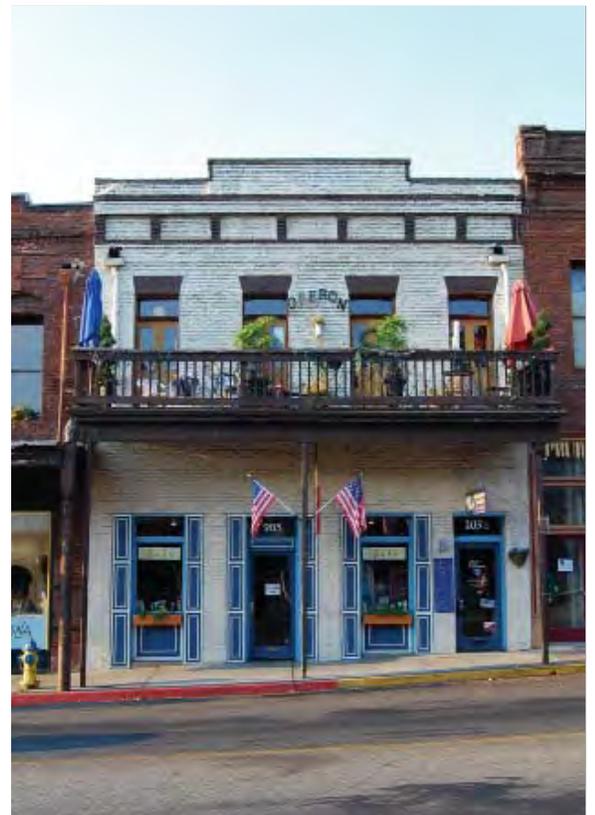
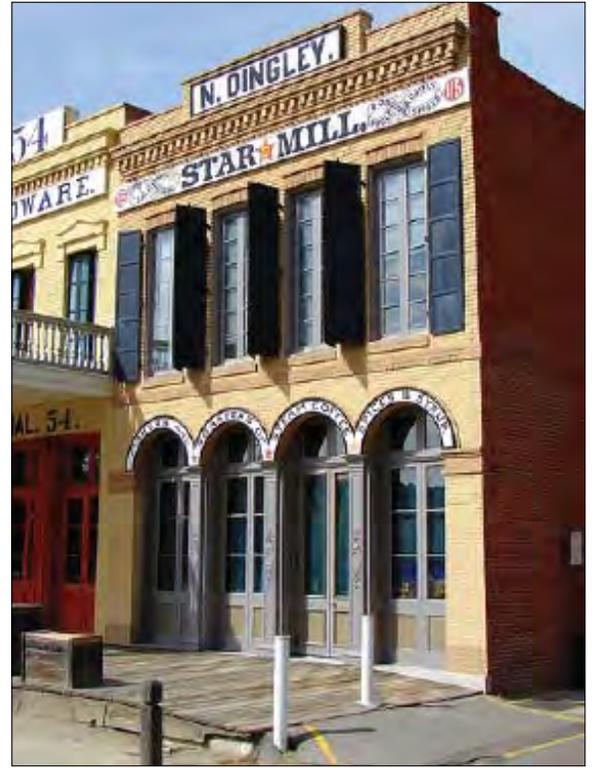
Western Storefront Style examples

3. Regulating Code

3.7 Architectural Standards



Western Storefront Style illustrative elevations



Western Storefront Style examples



3. Regulating Code

3.7 Architectural Standards

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3. Regulating Code

3.8 Thoroughfare Standards

3.8 Thoroughfare Standards

3.8.1 Purpose

This section provides standards for the Thoroughfare Types that may be located within the Downtown Addition. The approach to thoroughfare design is based on the fundamental practice of using an interconnected network of thoroughfares to serve a variety of situations and contexts based on appropriate urban design and programmatic objectives. The Downtown Addition circulation system employs an hierarchical order of Thoroughfare Types for specific physical applications. Across the Specific Plan area, these types range from plan-wide connectors to local streets and alleyways. Generally speaking, streets that carry through traffic are designed with wider sections than streets that serve only local access. This circulation pattern is characteristic of California's best and most valuable neighborhoods, including the central neighborhoods of Paso Robles, Santa Barbara, Monterey, Carmel and other cities with very strong and stable value.

This type of street hierarchy is also based on research into King City's existing development patterns. Some of the most attractive and quiet residential streets in King City include Talbot, Reich, Bassett and Seventh Streets, which are 32 to 34 feet in width (Figure 3-20). The wider east-west streets – such as Broadway, Ellis, Pearl and Division – provide convenient access to these narrower residential streets in the City Hall area. These streets are tree-lined and provide a pleasant and attractive address for buildings that are protected from the strong prevailing winds by street trees, and protected from high-speed through traffic by the layout of the network and the streetscape design of individual thoroughfares.

The Downtown Addition circulation pattern is supportive of the following neighborhood characteristics:

- Relatively compact development with a mix of land uses in close proximity to one another;
- A highly-connected multi-modal circulation network with a 'fine grain' created by relatively small blocks;
- Building, landscape and thoroughfare design that is pedestrian-scale and provides architectural and urban design detail that can be appreciated by pedestrians, bicyclists, and motorists driving slowly alike;

- Building entries that front directly on to thoroughfares without parking between the building and the public right-of-way;
- Thoroughfares and other public spaces that contribute to 'place-making' – the creation of unique locations with a strong sense of place, civic character, and lasting economic value.

Based on the approach above, the Downtown Addition uses a hierarchy of streets that contain a total of eleven (11) Thoroughfare Types. These Thoroughfare Types have been assigned to four general street classifications based on their specific purpose and function, and to address the needs of the plan.

Figure 3-20: Existing King City Neighborhood Streets



Talbot Street (top) has a 34 foot curb-to-curb pavement width. Seventh Street (bottom) has a 32 foot curb-to-curb pavement width.

3. Regulating Code

3.8 Thoroughfare Standards

3.8.2 Allowed Thoroughfare Types

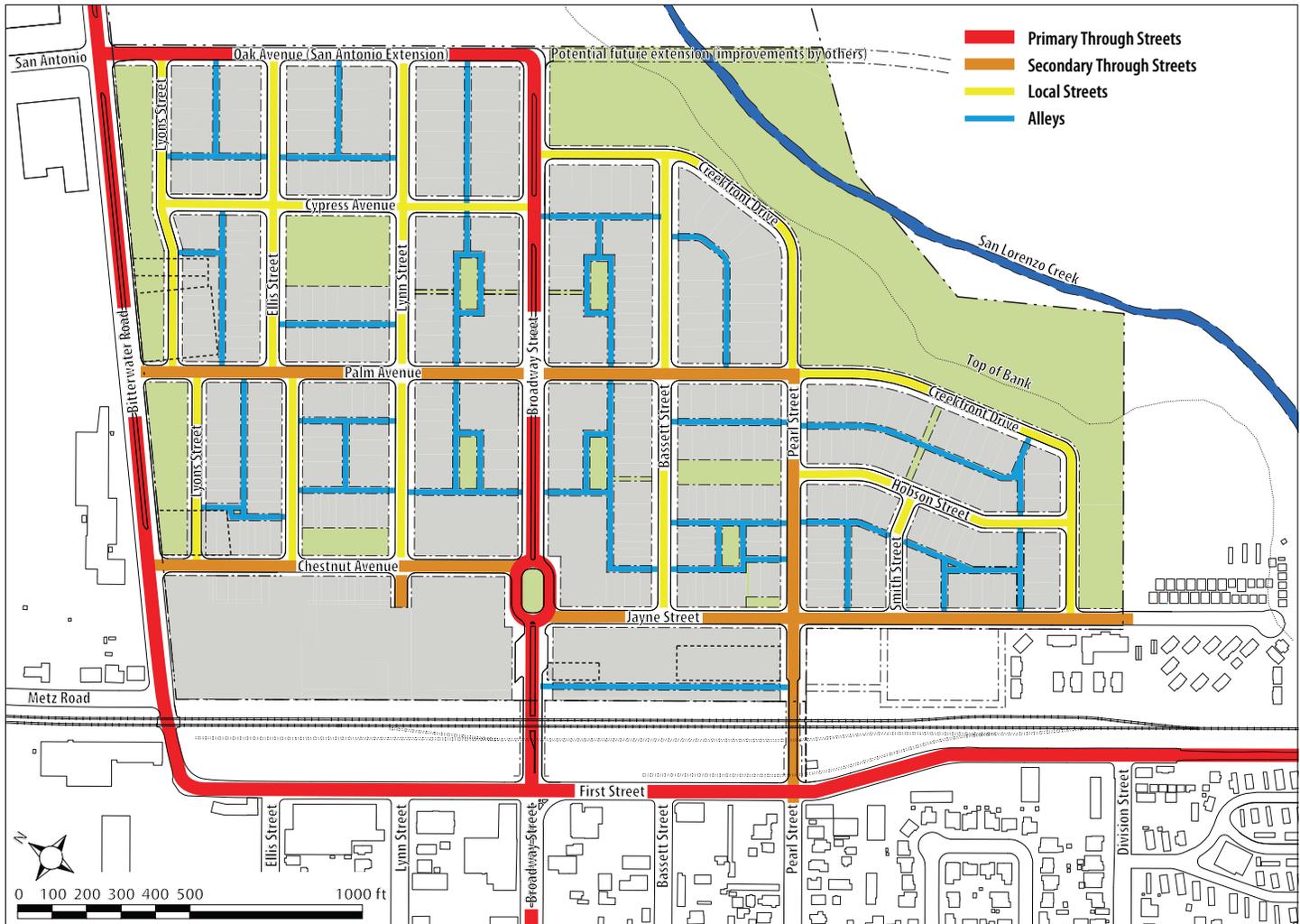
The following Thoroughfare Types are allowed within the Downtown Addition Specific Plan area. Table 3-8 summarizes each of the four classifications and their corresponding Thoroughfare Types. Figure 3-21 identifies the locations of the thoroughfares in the Downtown Addition by their classifications. In addition, Figure 3-21 identifies the locations of proposed paseos, pedestrian-only walkways that provide mid-block access on longer blocks, and access between buildings to mid-block parking.

Each Thoroughfare Type is described in greater detail on the following pages. Standards for off-site streets are discussed in Appendix F and include Bitterwater Road, First Street, and the segments of Broadway and Pearl Streets between First Street and the Downtown Addition boundary.

Table 3-8: Thoroughfare Types by Street Classification

A: Primary Through Streets	3.8.2.1	Broadway Street 1
	3.8.2.2	Broadway Square
	3.8.2.3	Broadway Street 2
	3.8.2.4	Oak Ave. (San Antonio Extension)
B: Secondary Through Streets	3.8.2.5	Pearl Street
	3.8.2.6	Chestnut Avenue, Jayne Street, Palm Avenue, Metz Road/Ellis Street
C: Local Streets	3.8.2.7	Neighborhood Street 1
	3.8.2.8	Neighborhood Street 2
	3.8.2.9	Creekfront Drive
	3.8.2.10	Lyons Street
D: Alleyways	3.8.2.11	Alley

Figure 3-21: Thoroughfare Type Diagram



3. Regulating Code

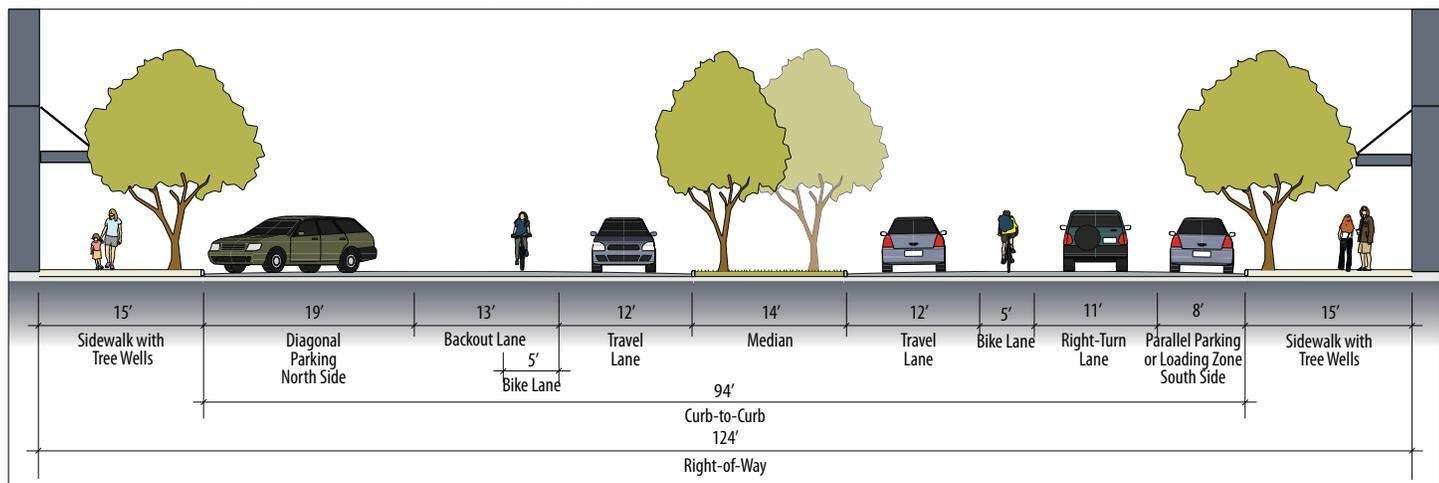
3.8 Thoroughfare Standards

3.8.2.1 Broadway Street 1

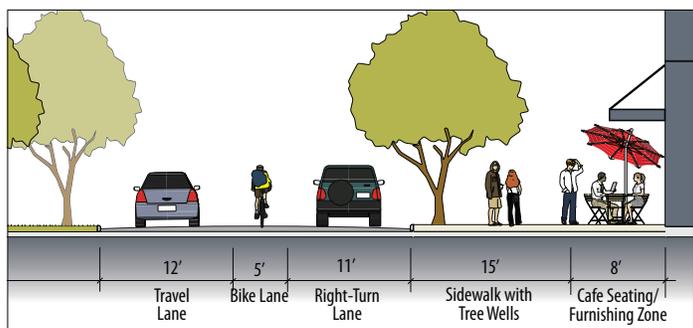
Broadway Street 1 stretches from the railroad tracks to Jayne Street and is designed as extension of downtown’s existing commercial Broadway Street into the Downtown Addition’s mixed-use neighborhood center. This segment of Broadway Street is designed with wide travel lanes that carry significant traffic loads and allow for truck access. A right-turn lane on the south side allows for easy southbound travel and helps prevent traffic from backing up into the railroad crossing. Wide sidewalks with street trees create a pleasant pedestrian environment and provide room for merchandise display or restaurant and café seating. Diagonal parking on the north side provides for opportunities to stop and shop. The south side accommodates a few parallel parking spaces an/or a drop off and loading zone. An alternative design option (shown below) provides an expanded furnishing zone instead of parking on the south side.

Broadway Street 1 (West of Jayne) Standards	
Street Classification	Primary Through Street
Design Speed / Design ADT	25 mph / <10,000 VPD
Right-Of-Way (ROW) Width	124 feet
Curb-to-Curb Pavement Width	94 feet
Travel Lanes	2 through lanes, 12 feet right turn on south side, 11 feet
Median	14 feet
Bike Lanes/Backout Lanes	5 feet /13 feet on north side 5 feet on south side
Parking Lanes	19 feet, diagonal on north side 8 feet, parallel on south side
Sidewalks	15 feet w/ tree wells
Parkways	tree wells in sidewalk
Corner Curb Radius	25 feet

Figure 3-22: Broadway Street 1 (West of Jayne) - Typical Section



Locator Map: Broadway Street 1 shaded in red.



Alternative design option for the south side of Broadway Street. Instead of parallel parking this option would provide an expanded furnishing zone to accommodate cafe or restaurant seating, merchandise display, benches, and public art.

3. Regulating Code

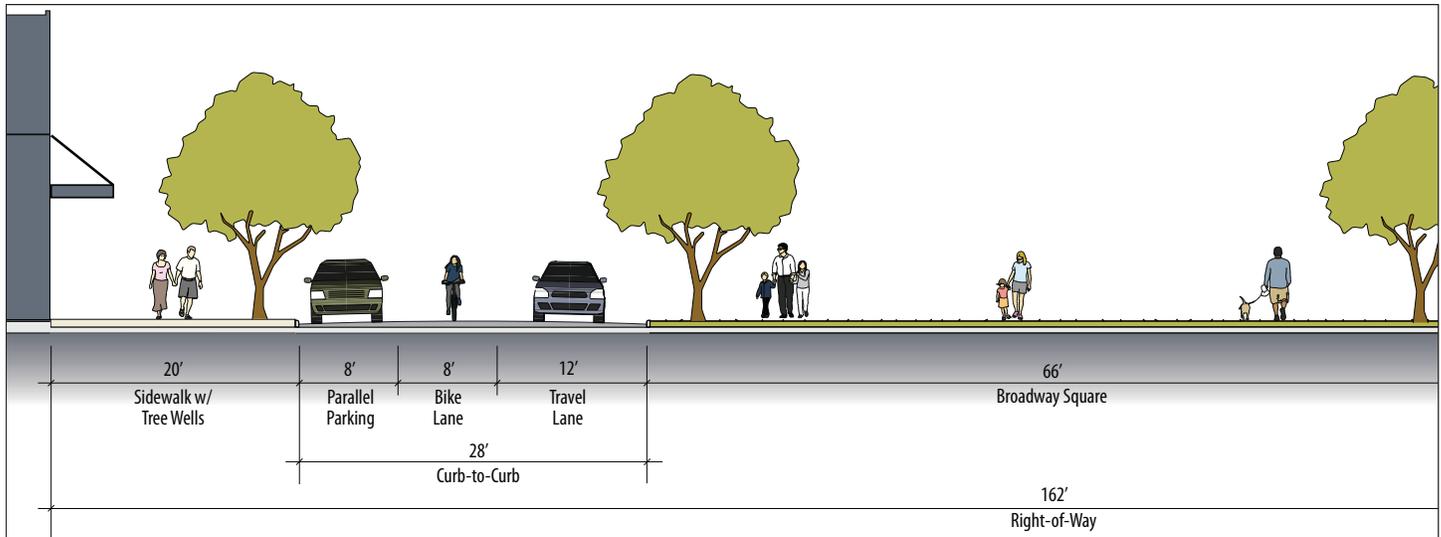
3.8 Thoroughfare Standards

3.8.2.2 Broadway Square

Between Jayne and Chestnut the Broadway right-of-way widens to accommodate Broadway Square, a public square or green in its middle, with travel lanes wrapping around its sides. Broadway Square is the eastern terminus of Broadway’s commercial “main street” character. Its geometry allows for easy turn movements for cars and trucks, while slowing down traffic in the retail core of the Downtown Addition. Parallel on-street parking on the sidewalk side of the street is separated from the travel lane by a wide bike lane that provides sufficient room for vehicles to back into parking spaces without blocking through traffic. Wide sidewalks with street trees on the building side of the street provide for a pleasant pedestrian environment and enough room for outdoor merchandise display or restaurant and café seating.

Broadway Square Standards	
Street Classification	Primary Through Street
Design Speed / Design ADT	25 mph / <10,000 VPD
Right-Of-Way (ROW) Width	162 feet
Curb-to-Curb Pavement Width	2 x 28 feet
Travel Lanes	2 lanes, 12 feet
Median	66 feet, Broadway Square
Bike Lanes	8 feet
Parking Lanes	8 feet, parallel
Sidewalks	20 feet w/ tree wells
Parkways	tree wells in sidewalk
Corner Curb Radius	25 feet

Figure 3-23: Broadway Square - Typical Section (only part shown)



Locator Map: Broadway Square shaded in red.



Artist rendering of Broadway Square.

3. Regulating Code

3.8 Thoroughfare Standards

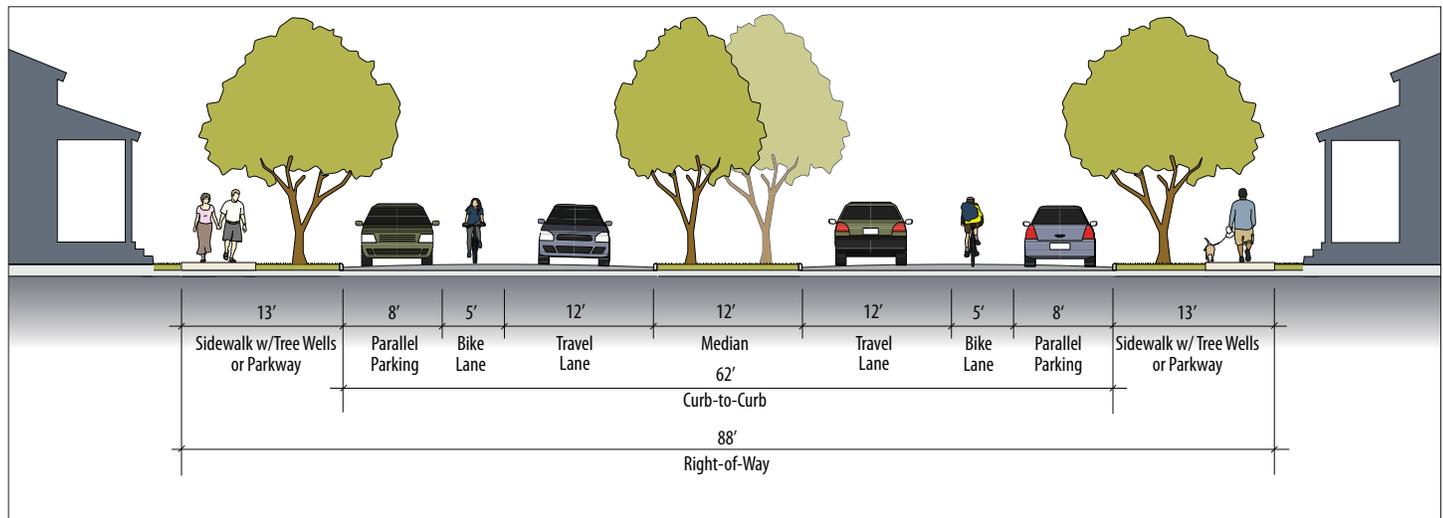
3.8.2.3 Broadway Street 2

Broadway Street 2 is the continuation of Broadway Street east of Chestnut Avenue. Broadway Street 2 has been designed as a primarily residential boulevard with one wide travel lane in each direction, and a landscaped median that is broken to provide left turn pockets where appropriate. It also has bike and parking lanes along both sides so that visitors can park in front of residences or businesses along its length. Sidewalks are separated from the street by parkways with street trees, except in the neighborhood center zone near Broadway Square, where street trees are planted in tree wells.

Broadway Street 2 (East of Chestnut) Standards

Street Classification	Primary Through Street
Design Speed / Design ADT	35 mph / <10,000 VPD
Right-Of-Way (ROW) Width	88 feet
Curb-to-Curb Pavement Width	62 feet
Travel Lanes	2 lanes, 12 feet
Median/Turn Lane	12 feet
Bike Lanes	5 feet
Parking Lanes	8 feet, parallel
Sidewalks	6 feet, or 13 feet w/ tree wells
Parkways	7 feet, or tree wells in sidewalk
Corner Curb Radius	25 feet

Figure 3-24: Broadway Street 2 (East of Chestnut) - Typical Section



Locator Map: Broadway Street 2 shaded in red.

3. Regulating Code

3.8 Thoroughfare Standards

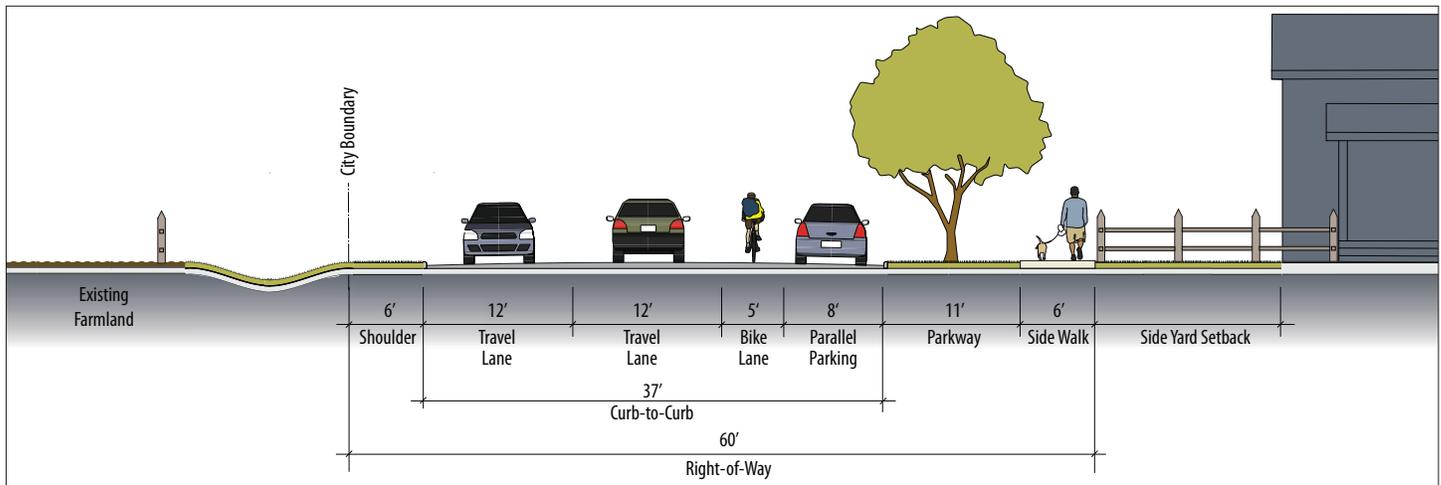
3.8.2.4 Oak Avenue (San Antonio Extension)

Oak Avenue (San Antonio Extension) connects Broadway Street to Bitterwater Road and is designed as a primary through street with wide travel lanes that accommodate truck traffic and carry significant traffic loads. Oak Avenue provides an unencumbered loop from the downtown via Broadway Street to Bitterwater Road through the Downtown Addition, and thus an alternate route to the First Street and Bitterwater connection. Figure 3-25 shows a typical section of Oak Avenue.

Oak Avenue (San Antonio Extension) may be extended to the south across San Lorenzo Creek in the future by the City to address long-term citywide traffic capacity and circulation needs, and to operate as a potential “bypass” street that would connect to First Street at Loneoak or at Highway 101 farther south.

Oak Avenue (San Antonio Extension) Standards	
Street Classification	Primary Through Street
Design Speed / Design ADT	35 mph / <10,000 VPD
Right-Of-Way (ROW) Width	60 feet
Curb-to-Curb Pavement Width	37 feet
Travel Lanes	2 lanes, 12 feet
Median/Turn Lane	--
Bike Lanes	5 feet, southbound only
Parking Lanes	8 feet, parallel west side only
Sidewalks	6 feet, west side only
Parkways	11 feet west side, 6 feet east side
Corner Curb Radius	25 feet

Figure 3-25: Oak Avenue (San Antonio Extension) - Typical Section



Locator Map: Oak Avenue shaded in red. Dashed: future extension.

3. Regulating Code

3.8 Thoroughfare Standards

Figure 3-26 provides an alternative which may be developed in-lieu of the typical section shown in Figure 3-25. This section provides one travel lane each way, separated by a landscaped median that accommodates turn pockets where appropriate. Wide 23 foot parkways provide significant buffers for pedestrians and residents from the traffic on Oak Avenue, and reserves the area required to allow the conversion to a four-lane condition (as shown in Figure 3-27) in the future when City-wide traffic capacity and circulation needs warrants additional capacity. Street trees are planted asymmetrically in the parkways to allow for the future addition of travel lanes without the removal of any trees.

The section shown in Figure 3-27 shows the full build-out option with two travel lanes in each direction, separated by a landscaped median that accommodates turn pockets where appropriate. This section assumes that Oak Avenue operates as bypass road with significant traffic volumes warranting four travel lanes. Both sections shown in Figures 3-25 and 3-26 are designed to allow conversion to this four-lane condition in the future without the removal of any trees.

Figure 3-26: Oak Avenue (San Antonio Extension) - Potential Future Buildout, 2-Lane Section

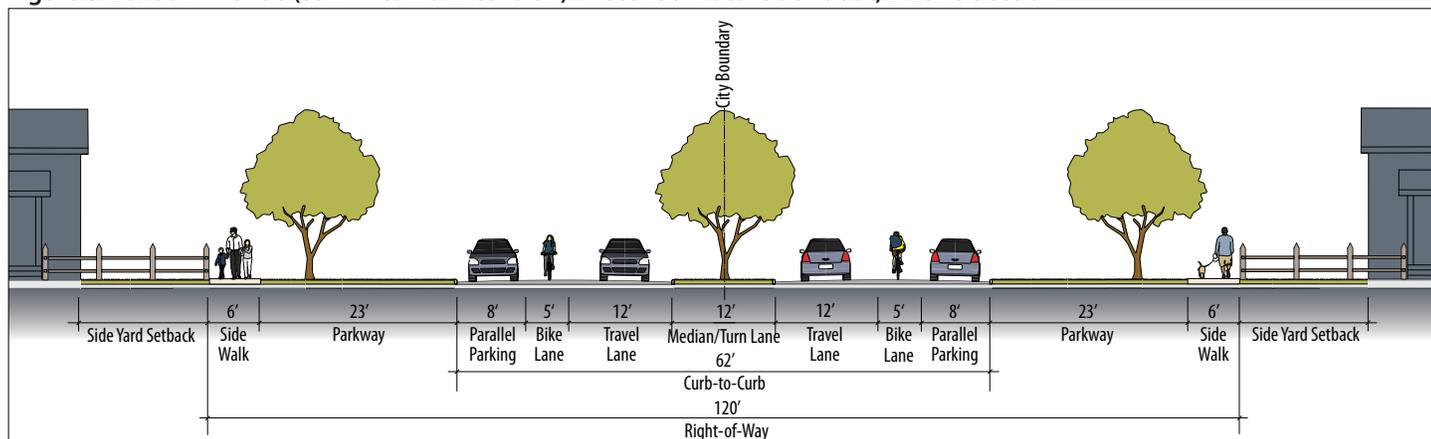
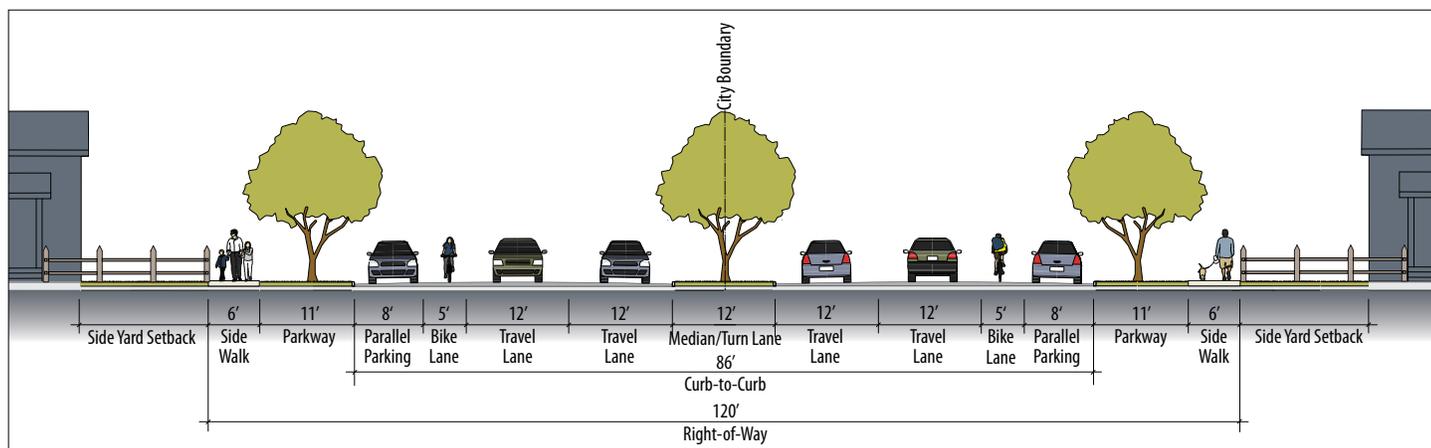


Figure 3-27: Oak Avenue (San Antonio Extension) - Potential Future Buildout, 4-Lane Section



3. Regulating Code

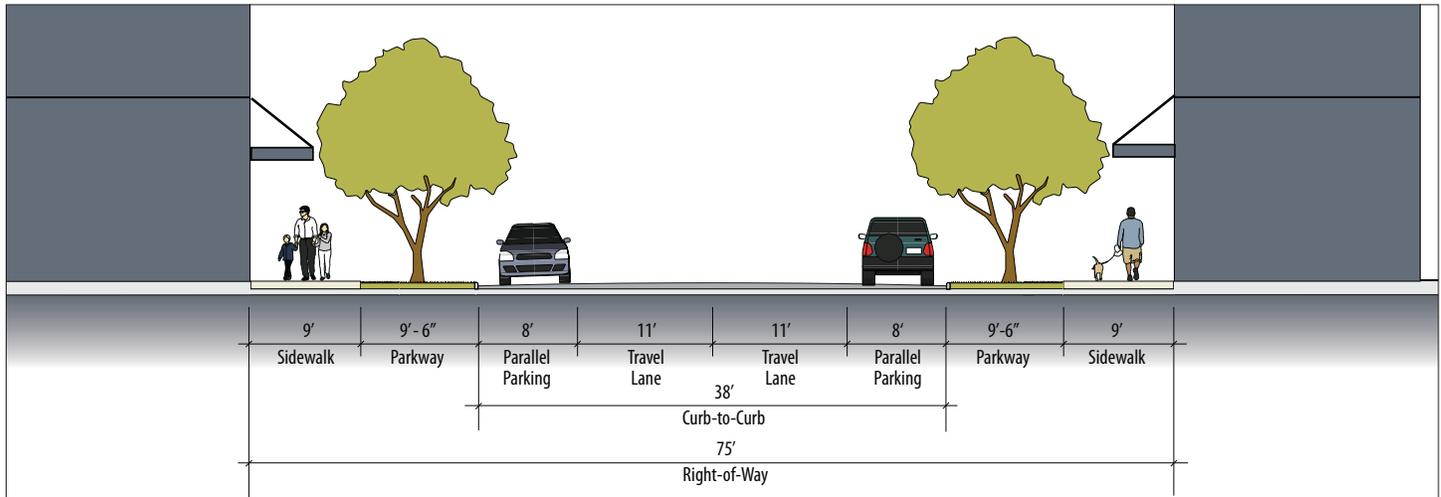
3.8 Thoroughfare Standards

3.8.2.5 Pearl Street

Pearl Street is designed as a secondary through street within the existing historic 75-foot right-of-way with relatively wide travel lanes, parallel on-street parking, and sidewalks separated from the curb by generous parkways with street trees. Pavers can be incorporated into the vegetated parkway landscape, however the primary landscape feature shall be street trees with vegetation as depicted in the Master Landscape Plan.

Pearl Street Standards	
Street Classification	Secondary Through Street
Design Speed / Design ADT	30 mph / <5,000 VPD
Right-Of-Way (ROW) Width	75 feet
Curb-to-Curb Pavement Width	38 feet
Travel Lanes	2 lanes, 11 feet
Median/Turn Lane	--
Bike Lanes	-
Parking Lanes	8 feet, parallel
Sidewalks	9 feet
Parkways	9.5 feet
Tree well (when paved)	4 feet x 4 feet min.
Corner Curb Radius	20 feet

Figure 3-28: Pearl Street - Typical Section



Locator Map: Pearl Street shaded in orange.

3. Regulating Code

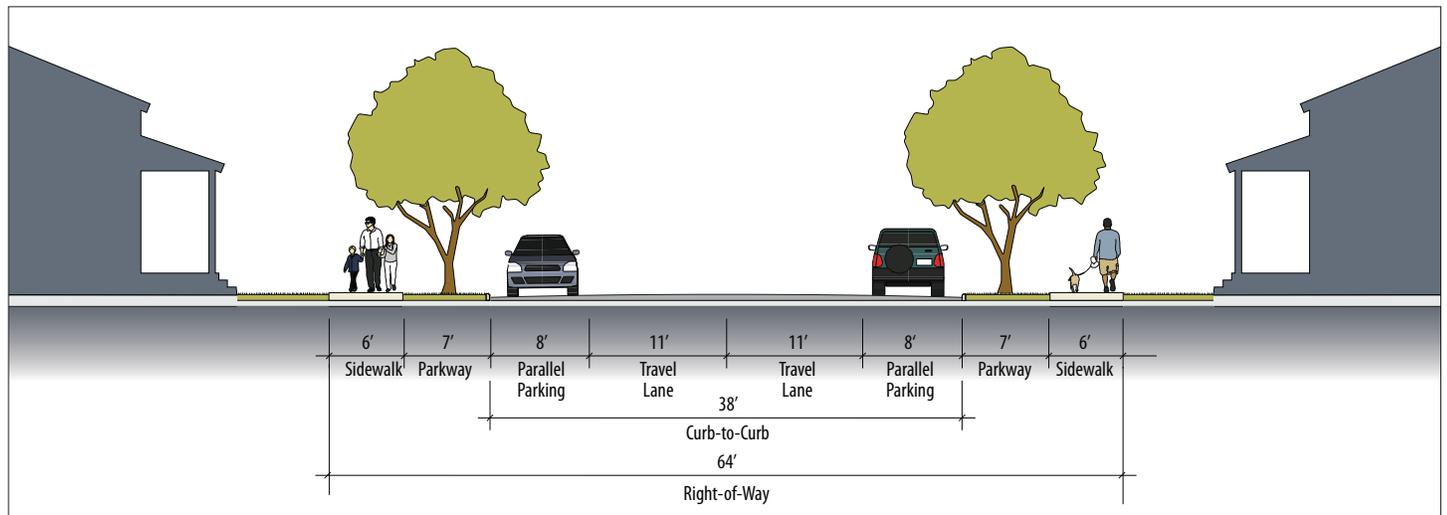
3.8 Thoroughfare Standards

3.8.2.6 Chestnut Avenue, Jayne Street, and Palm Avenue, and Metz Road/Ellis Street

Chestnut Avenue, Jayne Street, and Palm Avenue and the Metz Road/Ellis Street “dog leg” west of Chestnut Avenue are designed as secondary through streets within a 64-foot right-of-way with relatively wide travel lanes, parallel on-street parking, and sidewalks separated from the curb by parkways with street trees. In conjunction with Pearl Street these thoroughfares provide a secondary circulation network that accommodates daily traffic as well as periodic large service and emergency response vehicles.

Chestnut Ave, Jayne St., & Palm Ave & Metz Rd/Ellis St. Standards	
Street Classification	Secondary Through Street
Design Speed / Design ADT	30 mph / <5,000 VPD
Right-Of-Way (ROW) Width	64 feet
Curb-to-Curb Pavement Width	38 feet
Travel Lanes	2 lanes, 11 feet
Median/Turn Lane	--
Bike Lanes	-
Parking Lanes	8 feet, parallel
Sidewalks	6 feet
Parkways	7 feet
Corner Curb Radius	20 feet

Figure 3-29: Chestnut Avenue, Jayne Street, and Palm Avenue and Metz Road/Ellis Street - Typical Section



Locator Map: Chestnut, Jayne and Palm shaded in orange.

3. Regulating Code

3.8 Thoroughfare Standards

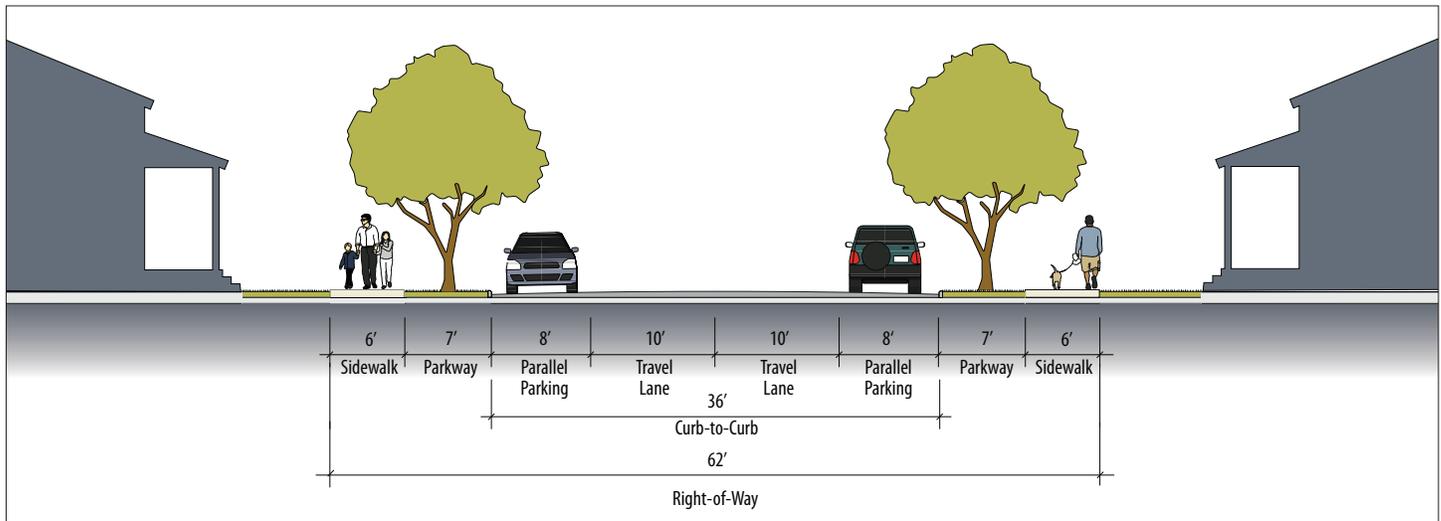
3.8.2.7 Neighborhood Street 1

The Neighborhood Street 1 is a local street within a 62-foot right-of-way with slightly narrower travel lanes, parallel on-street parking, and sidewalks separated by parkways with street trees.

Neighborhood Street 1 Standards	
Street Classification	Local
Design Speed / Design ADT	25 mph* / <1,000 VPD
Right-Of-Way (ROW) Width	62 feet
Curb-to-Curb Pavement Width	36 feet
Travel Lanes	2 lanes, 10 feet
Median/Turn Lane	--
Bike Lanes	--
Parking Lanes	8 feet, parallel
Sidewalks	6 feet
Parkways	7 feet
Corner Curb Radius	15 feet

* with traffic calming

Figure 3-30: Neighborhood Street 1 - Typical Section



Locator Map: Neighborhood Street 1 segments shaded in yellow.



Artist rendering of a typical Neighborhood Street.

3. Regulating Code

3.8 Thoroughfare Standards

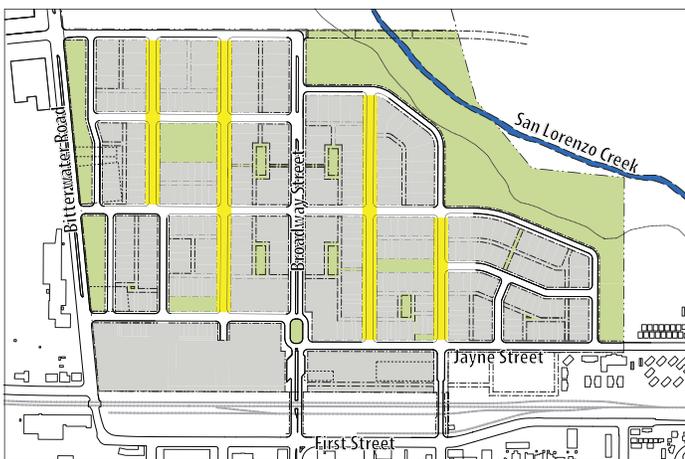
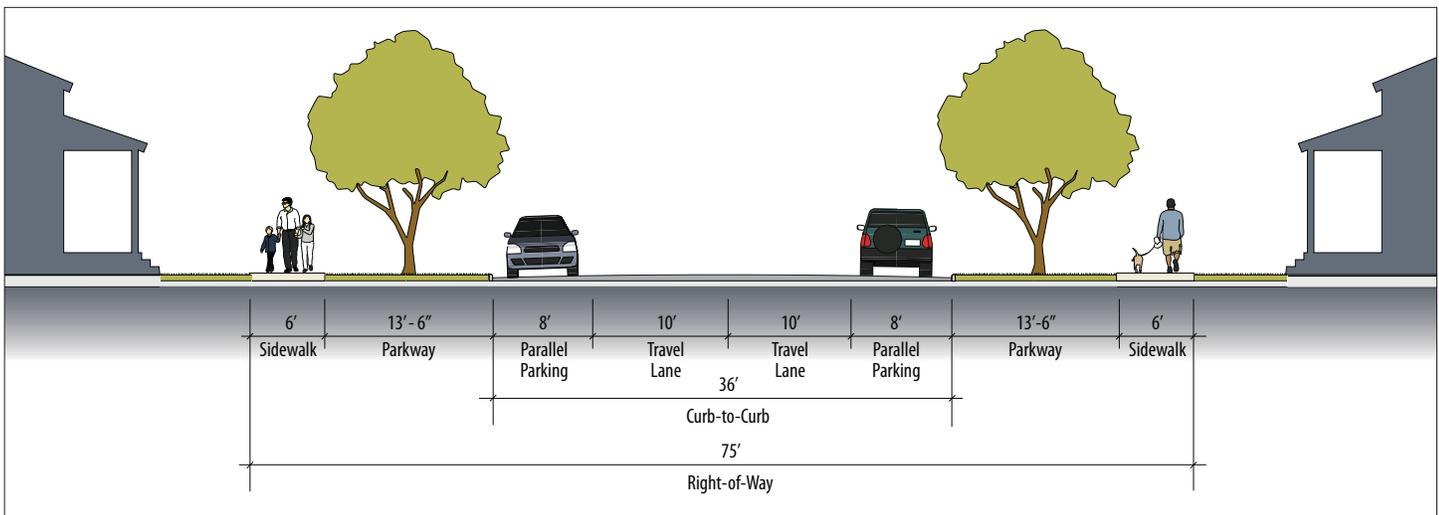
3.8.2.8 Neighborhood Street 2

Respecting the historic plat of the Downtown Addition, a number of local streets have been designed within the historic 75-foot right-of-way, which allows for more substantial parkways.

Neighborhood Street 2 Standards	
Street Classification	Local
Design Speed / Design ADT	25 mph* / <1,000 VPD
Right-Of-Way (ROW) Width	75 feet
Curb-to-Curb Pavement Width	36 feet
Travel Lanes	2 lanes, 10 feet
Median/Turn Lane	--
Bike Lanes	--
Parking Lanes	8 feet, parallel
Sidewalks	6 feet
Parkways	13.5 feet
Corner Curb Radius	15 feet

* with traffic calming

Figure 3-31: Neighborhood Street 2 - Typical Section



Locator Map: Neighborhood Street 2 segments shaded in yellow.

3. Regulating Code

3.8 Thoroughfare Standards

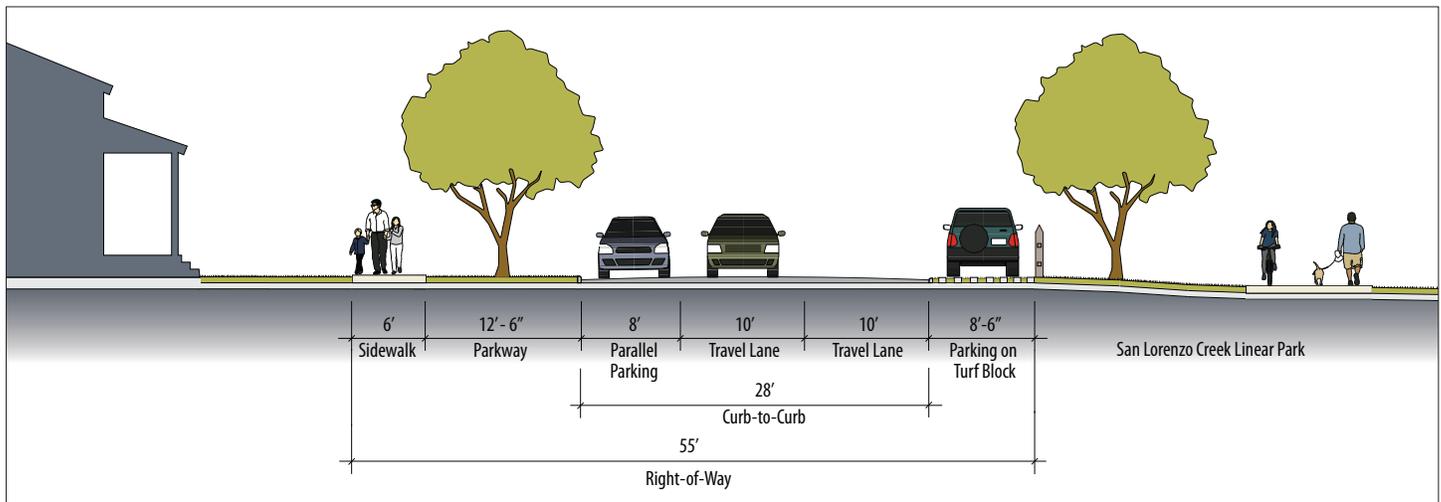
3.8.2.9 Creekfront Drive

Creekfront Drive is a local street that provides unencumbered views of and public access to San Lorenzo Creek and the adjacent public park. Creekfront Drive has been designed to provide parallel on-street parking on the building side of the street and a sidewalk separated from the curb by a generous parkway with street trees. On the park side Creekfront Drive has a strip of permeable turf blocks, which accommodates parking for park visitors while reducing stormwater runoff.

Creekfront Drive Standards	
Street Classification	Local
Design Speed / Design ADT	25 mph* / <1,000 VPD
Right-Of-Way (ROW) Width	55 feet
Curb-to-Curb Pavement Width	28 feet
Travel Lanes	2 lanes, 10 feet
Median/Turn Lane	--
Bike Lanes	--
Parking Lanes	8 feet, parallel on building side 8.5 feet parking on turf block
Sidewalks	6 feet, building side only
Parkways	12.5 feet
Corner Curb Radius	15 feet

* with traffic calming

Figure 3-32: Creekfront Drive - Typical Section



Locator Map: Creekfront Drive shaded in yellow.



Artist rendering of houses on Creekfront Drive overlooking the linear park along San Lorenzo Creek.

3. Regulating Code

3.8 Thoroughfare Standards

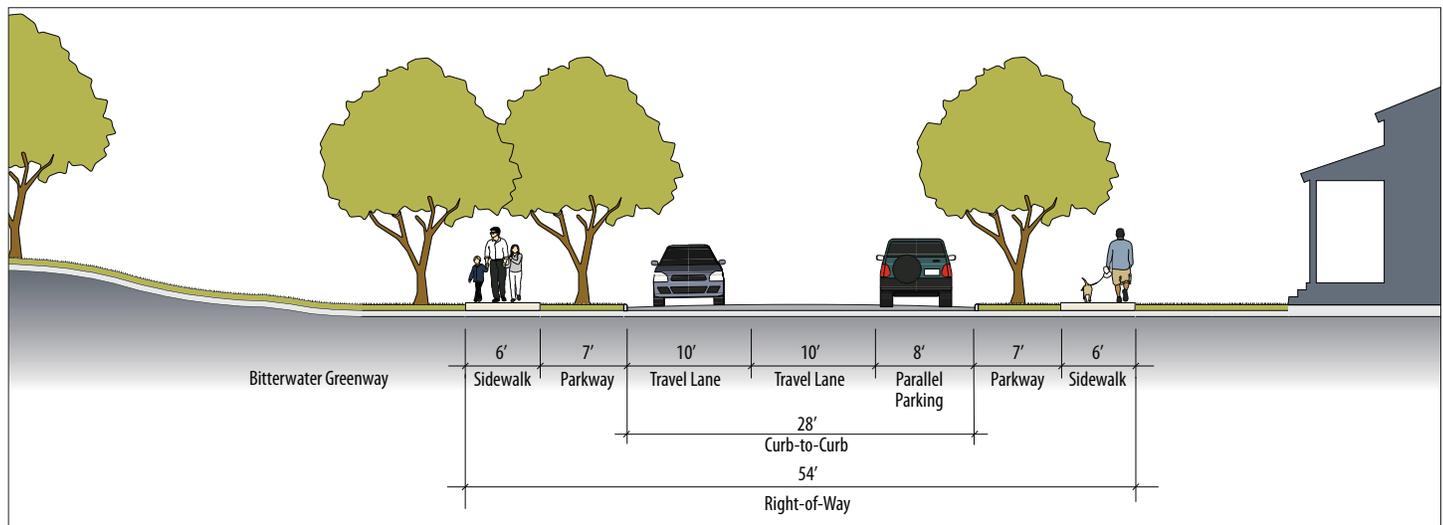
3.8.2.10 Lyons Street

Lyons Street is a local frontage street along Bitterwater Road that provides access to properties facing Bitterwater. Lyons Street is set back from Bitterwater Road to accommodate the grade difference and to allow for a substantial greenway that protects residences from traffic nuisance and wind, and provides recreational and play areas.

Lyons Street Standards	
Street Classification	Local
Design Speed / Design ADT	25 mph* / <1,000 VPD
Right-Of-Way (ROW) Width	54 feet
Curb-to-Curb Pavement Width	28 feet
Travel Lanes	2 lanes, 10 feet
Median/Turn Lane	--
Bike Lanes	--
Parking Lanes	8 feet, parallel on building side
Sidewalks	6 feet
Parkways	7 feet
Corner Curb Radius	15 feet

* with traffic calming

Figure 3-33: Lyons Street - Typical Section



Locator Map: Lyons Street shaded in yellow.

3. Regulating Code

3.8 Thoroughfare Standards

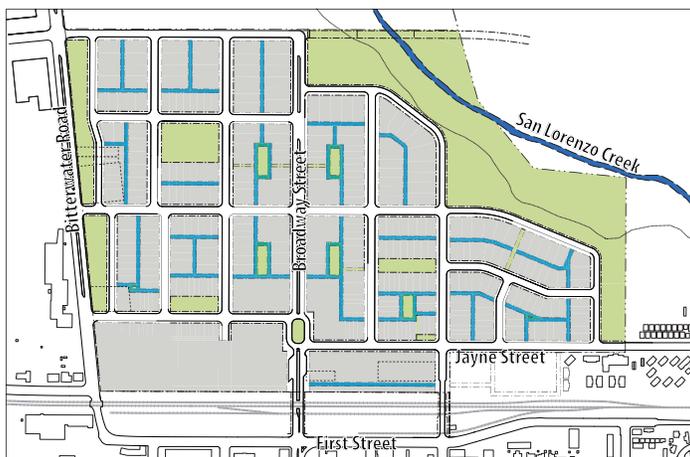
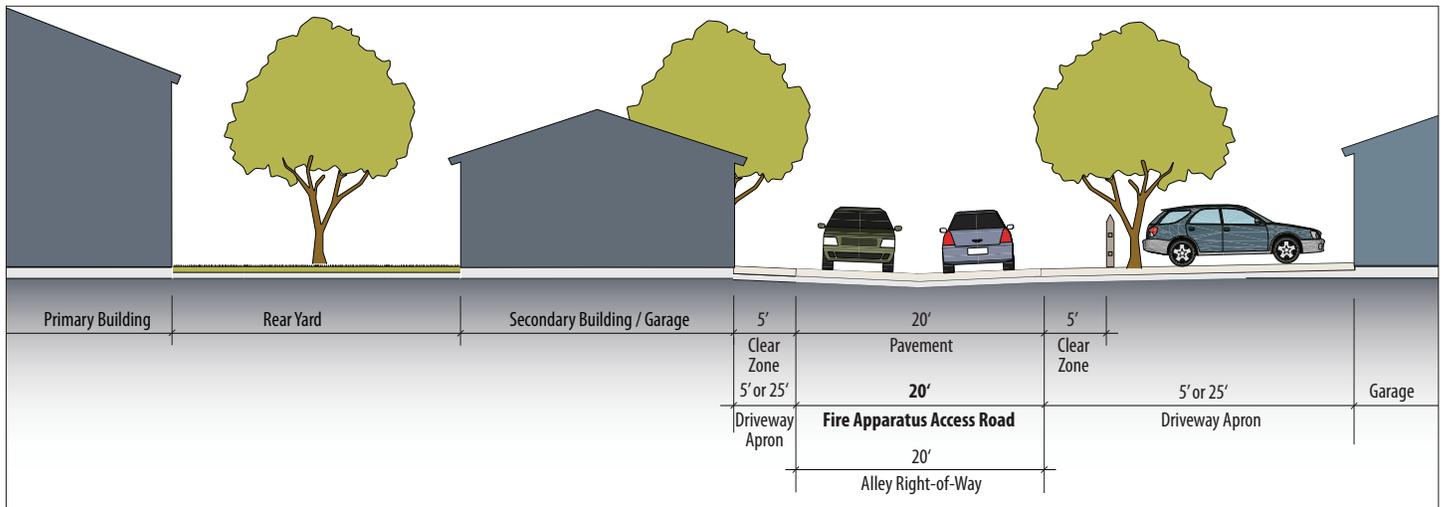
3.8.2.11 Alley

Alleys provide vehicular access to the rear of the lots. Garages are oriented to and accessed from alleys. Trash cans, gas and electric meters and other utilities are located in the rear of a lot abutting the alley. Alleys are designed to provide two 10-foot travel lanes, plus ample back-out room from garages. Alleys provide a secondary 20-foot fire apparatus access road, in addition to the street at the front of the lot. Garages are set back either 5 feet from the alley to provide areas for driveway aprons and/or landscaping, and to enable back-out motions, or they are set back at least 25 feet to allow for parking in front of the garage without blocking the minimum 5-foot clear zone along the alley. At any point where an alley turns a corner or intersects with another alley, the geometry is to be designed to ensure that trash and fire trucks can easily turn the corner.

Alley Standards	
Street Classification	Alleyway
Design Speed / Design ADT	10 mph / <500 VPD
Right-Of-Way (ROW) Width	20 feet*
Pavement Width	20 feet
Travel Lanes	2 lanes, 10 feet
Median/Turn Lane	--
Bike Lanes	--
Parking Lanes	--
Sidewalks	--
Parkways	--
Corner Curb Radius	no curb return, apron at street intersection

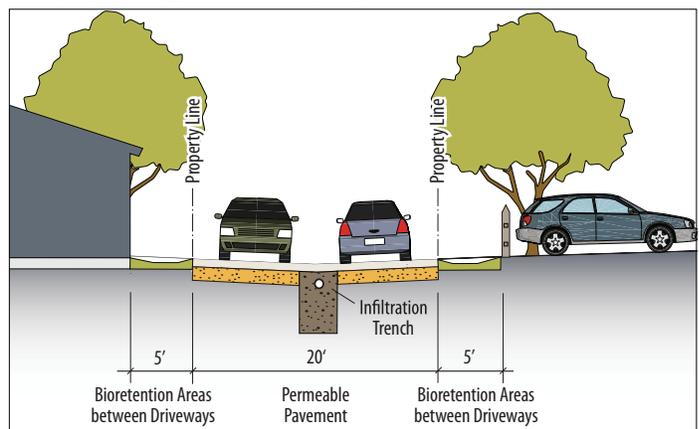
* not including the 5-foot clear zone on both sides of the alley right-of-way

Figure 3-34: Alley - Typical Section



Locator Map: Alleys shaded in blue.

Alley Hydrology & Landscaping see Sections 3.9.2 and 3.9.7.



3. Regulating Code

3.8 Thoroughfare Standards

3.8.3 Pedestrian Network and Traffic Calming

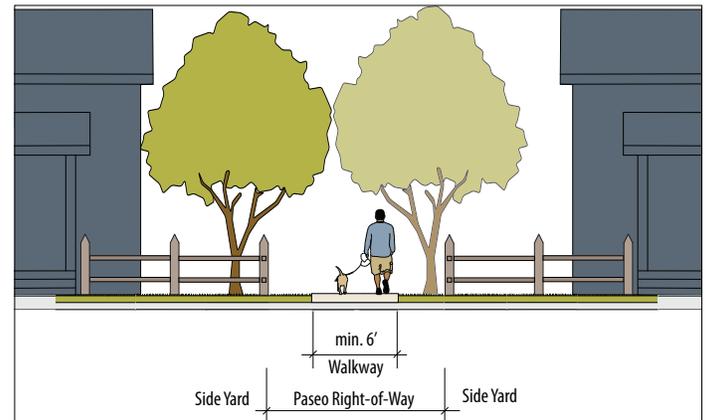
3.8.3.1 Pedestrian Network

One of the goals of the Downtown Addition, as stated in Section 1.8 of this Specific Plan, is to provide a safe, attractive and pleasant environment for walking. To achieve that, the Downtown Addition provides a variety of pedestrian ways laid out in a tight interconnected network that facilitates walking around the neighborhood and between the Downtown Addition and the historic downtown.

The pedestrian network is illustrated in Figure 3-39 and consists of:

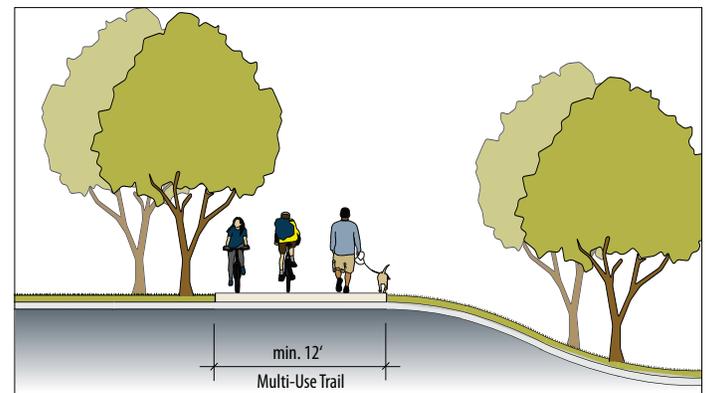
- Sidewalks: run alongside all Downtown Addition streets and are designed with sufficient width to allow two people to pass each other comfortably; are separated from the curb and traffic by landscaped parkways or trees in wells to increase pedestrian comfort and safety;
- Crosswalks: may be marked or unmarked; provide dedicated locations for safe crossing at all Downtown Addition intersections; may be reinforced by curb extensions as described in the previous section;
- Paseos: short pedestrian ways that cut through long blocks and shorten distances for pedestrians; also allow access to mid-block common areas where present; see Figure 3-35;
- Trails: allow for pedestrian and bicycle access to Downtown Addition parks and greenways; Figures 3-36 and 3-37 illustrate two permitted trail types:
 - Trail 1 (Figure 3-36) is a paved multi-use trail intended for shared use by pedestrians and bicyclists. It meanders through San Lorenzo Creek Linear Park above the top of bank where it approximately parallels Creekfront Drive. Trail 1 stretches from Jayne Street at its southern extent to Oak Avenue at its northern end (shown in Figure 3-39);
 - Trail 2 (Figure 3-37) is a pedestrian trail intended for parks and greenways throughout the Downtown Addition and may be paved with permeable materials or unpaved. Trail 2 also provides access to the lower portions of San Lorenzo Creek Linear Park, located below the top of bank where it remains unpaved (not shown in Figure 3-39).

Figure 3-35: Paseo - Typical Section



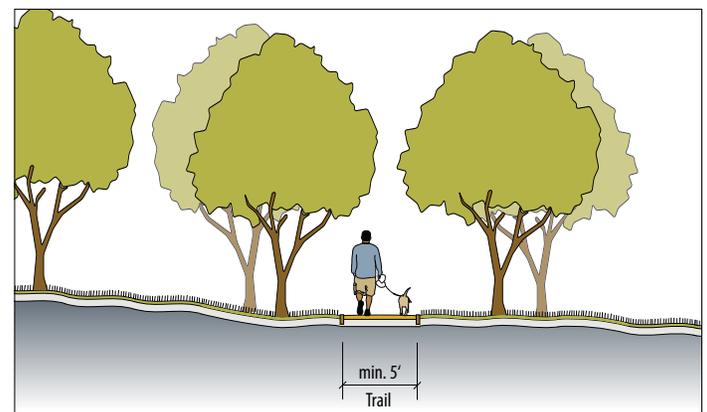
Paseos are walkways in a narrow right-of-way that provide pedestrian connections through long blocks and access to mid-block parking and common areas.

Figure 3-36: Trail 1 - Typical Section



Trail 1 is a multi-use trail that provides a north-south pedestrian and bicycle route through San Lorenzo Creek Linear Park at its upper elevations above the top of bank.

Figure 3-37: Trail 2 - Typical Section



Trail 2 may be paved or unpaved and is intended for pedestrian access to parks and greenways throughout the Downtown Addition.



3. Regulating Code

3.8 Thoroughfare Standards

3.8.3.2 Conceptual Traffic Calming Measures

The Downtown Addition’s network of thoroughfares has been designed specifically to implement the City of King General Plan Circulation Policy 3.6, which states that *“the City shall consider appropriate methods to regulate traffic speeds or volumes to assure safety and to protect the quality of life of residential neighborhoods or pedestrian amenity of the downtown. Such methods may include street trees, ‘bulb-outs’, wider sidewalks, tighter turning radii at the curb corners, and street furniture such as benches, special street lighting, or other reasonable measures.”*

A number of potential traffic calming techniques are commonly used to reduce excessive traffic speed on residential streets, which typically is the result of overly wide curb-to-curb dimensions. Based on initial cost, maintenance cost, visual benefits, the proposed hierarchy of streets, and in accordance with the above mentioned Circulation Policy 3.6, the widely used method of curb extensions, or ‘bulb-outs’, is proposed to provide traffic calming in the Downtown Addition Specific Plan area.

A series of views of curb extensions applied to an intersection in the Downtown Addition is illustrated in Figures 3-38, 3-40 and 3-41. The example shown is the intersection of a Secondary Through Street (Palm Avenue) and a Local Street (Lynn Street). The curb-to-curb widths of the approaching streets are necked down near the intersection by moving the curbs inward and

widening the parkway strips. This eliminates the parking lanes on both sides for a short distance while leaving sufficient room for the travel lanes. Necking down the roadway sections near an intersection achieves the following objectives:

- Shorten pedestrian crossing distances in order to reduce the crossing time, thus improving pedestrian safety;
- Improve visibility of both pedestrians waiting to cross the street and approaching vehicles;
- Reduce the speed of vehicles passing through the intersection, especially at right turns;
- Visually narrow the perceived street width to encourage slower speeds throughout;
- Balance pedestrian safety, streetscape aesthetics, and vehicle operations (including emergency vehicle access).

Figure 3-39 indicates the proposed locations and configurations of curb extensions in the Downtown Addition.

Figure 3-38: Conceptual Traffic Calming - Street Level View



3. Regulating Code
3.8 Throughfare Standards

Figure 3-39: Conceptual Traffic Calming and Pedestrian and Bicycle Network Diagram

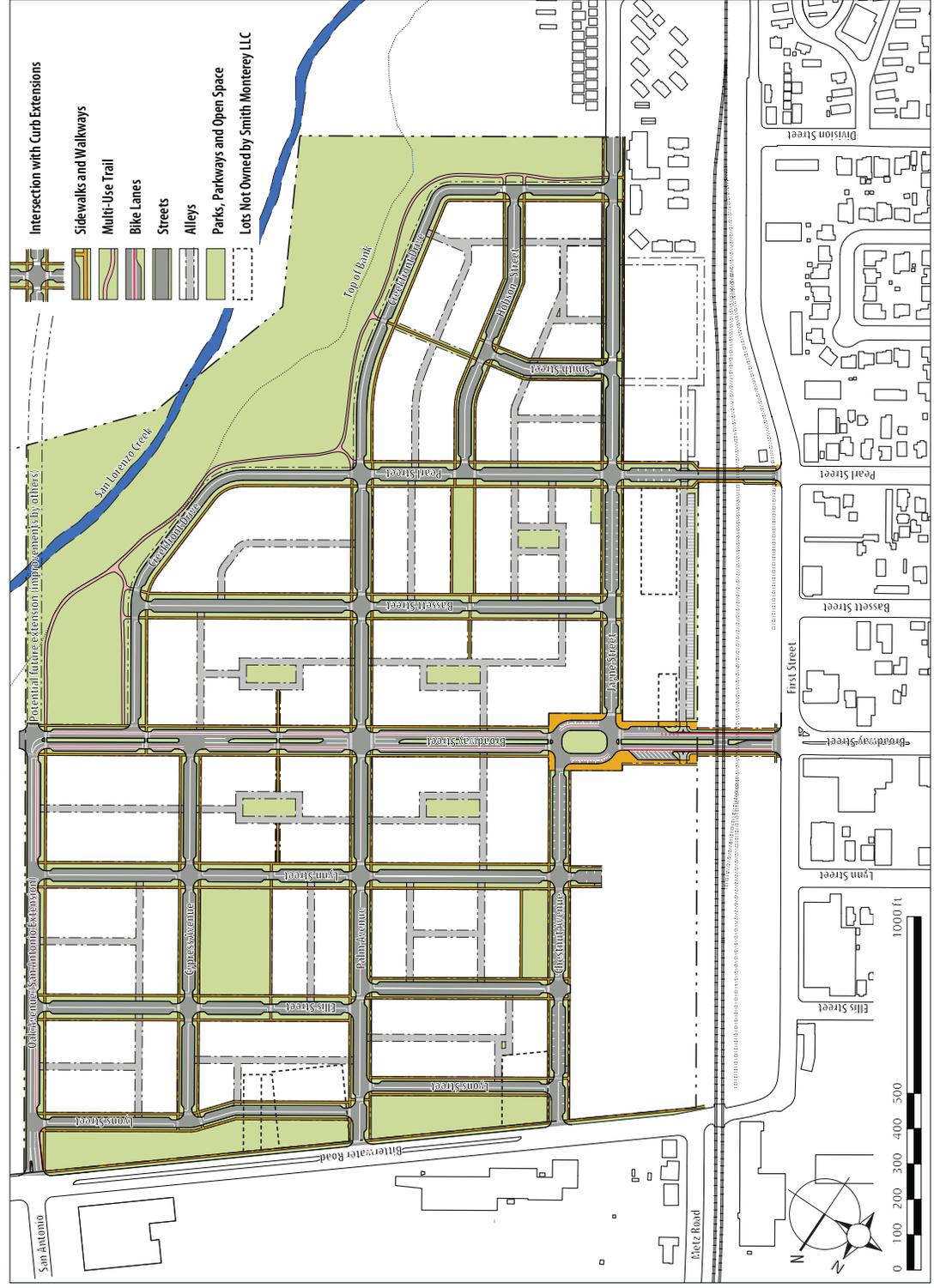


Figure 3-40: Conceptual Traffic Calming - Plan View



Figure 3-41: Conceptual Traffic Calming - Birdseye View



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3. Regulating Code

3.8 Thoroughfare Standards

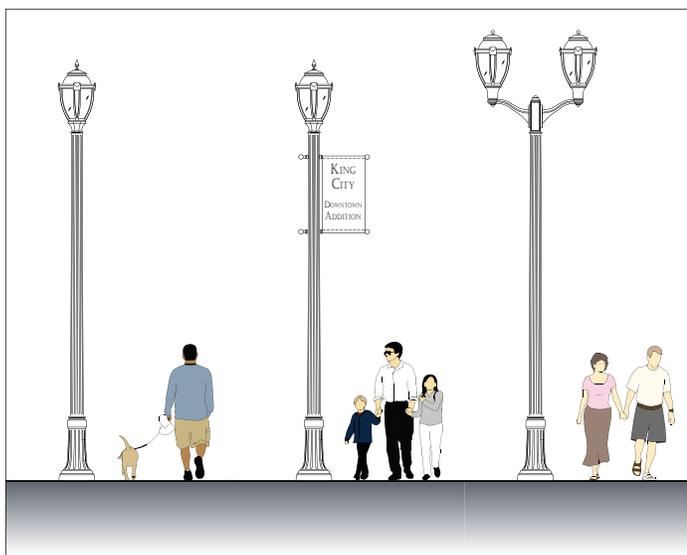
3.8.4 Street Lighting, Signage and Furniture

3.8.4.1 Street Lighting

Streets and other public spaces throughout the Downtown Addition shall be carefully scaled and detailed for the safety and comfort of pedestrians. The location and scale of street trees, street lights, street furniture, and special accent pavement shall be focused on creating comfortable spaces to walk, shop, visit and rest. Typical street lights shall be of the types illustrated in Figures 3-42 and 3-43. Banners may be affixed to lights in the Neighborhood Center (NC) zone and shall be of top and bottom mounted, wind-resistant construction.

Street lighting is intended to support and emphasize the general notion of transition from center to edge, or higher intensity to lower intensity. To achieve that street lighting shall be configured, placed and spaced according to its location in the Downtown Addition. Table 3-9 describes the street lighting standards for each of the various street types. Street lights shall be located in the parkway, or in the sidewalk where no parkway is present. Street lights shall be aligned with the street trees and located at the same distance from the curb, as specified for each thoroughfare type in Section 3.9.2. In addition, spacing of street lights shall be coordinated with the tree spacing. Wherever possible street lights shall be placed between trees at equal distances.

Figure 3-43: Typical Street Light Configurations



Typical street light configurations include: single-head light (left), double-head light (right), and lights with top and bottom mounted banners (center).

Light fixtures for parks and greens shall be placed per the individual park design and shall be of the same type and configuration as street lights.

Lighting of alleys shall be provided by adjacent properties through wall-mounted fixtures attached to the alley facing garage or secondary building wall a maximum of 12 feet above grade. Where no garage or secondary building is present pole mounted lighting shall be provided with a maximum pole height of 12 feet. Fixtures shall be shielded and directed at the

Figure 3-42: Typical Street Light Fixture



Example of a typical single-head street light. Head, pole and base depicted are typical.



3. Regulating Code

3.8 Thoroughfare Standards

alley pavement to preclude glare onto or direct illumination of adjacent properties. Alley lighting shall be operated automatically using either motion sensors or light sensors to trigger illumination.

Funding of street lighting shall be provided through a Landscaping and Lighting District - see Section 5.5, Financing Plan, for additional information.

Table 3-9: Street Light Standards

Applicable Thoroughfare Type		Street Light Standards		
Section	Thoroughfare Type	Type	Height ¹	Approx. Spacing ²
3.8.2.1	Broadway Street 1	double-head	18 feet	60 feet on center, both sides aligned
3.8.2.2	Broadway Square	double-head	18 feet	60 feet on center, building side only
3.8.2.3	Broadway Street 2	single-head	18 feet west of Palm 16 feet east of Palm	60 feet on center, both sides aligned
3.8.2.4	Oak Ave. (San Antonio Extension)	single-head	16 feet	60 feet on center, building side only
3.8.2.5	Pearl Street	single-head	16 feet	60 feet on center, staggered on alternating sides
3.8.2.6	Chestnut Avenue, Jayne Street, Palm Avenue, Metz Road/Ellis Street	single-head	16 feet	Jayne/Chestnut: 70 feet on center, both sides aligned Others: 60 feet on center, staggered on alternating sides
3.8.2.7	Neighborhood Street 1	single-head	14 feet in NG-2 12 feet in NG-1	60 feet on center, staggered on alternating sides
3.8.2.8	Neighborhood Street 2	single-head	14 feet in NG-2 12 feet in NG-1	60 or 70 feet on center, staggered on alternating sides
3.8.2.9	Creekfront Drive	single-head	12 feet	90 feet on center, building side only
3.8.2.10	Lyons Street	single-head	14 feet in NG-2 12 feet in NG-1	90 feet on center, building side only
3.8.2.11	Alley	cutoff fixture	12 feet max. ³	1 fixture per lot, 2 fixtures for lots wider than 60 feet

¹ Nominal pole height.

² Coordinate with street tree spacing.

³ Pole height, or height above grade for wall mounted fixtures.

3.8.4.1 Street Signage and Furniture

Street signs and other street furniture, including mailboxes, shall be compatible in style, material and color with the street lights to contribute to a coherent look throughout the Downtown Addition. Figure 3-44 shows appropriate mailboxes. Figure 3-45 shows appropriate street signage.

Figure 3-44: Typical Mailboxes



3. Regulating Code

3.8 Thoroughfare Standards

Figure 3-45: Typical Street Signs



3. Regulating Code

3.8 Thoroughfare Standards

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3. Regulating Code

3.9 Landscape Standards

3.9 Landscape Standards

3.9.1 Purpose

A. General requirements. Landscapes shall preserve and promote the aesthetic character and value of the King City Downtown Addition in the following ways:

1. The landscape shall define, unify and enhance the public realm in a manner that provides for important passive solar functions: shading and cooling in the summer, while allowing filtered sunlight and warmth to pass through in the winter;
2. The landscape shall provide biofiltration and retention areas for stormwater management, and the potential for stormwater harvesting and reuse in the landscape irrigation system;
3. The landscape shall screen and buffer views of parking, loading and service areas;
4. The landscape shall provide protection from the prevailing northerly winds;
5. The Downtown Addition is a pedestrian-oriented neighborhood that utilizes its proximity to San Lorenzo Creek by offering residents and visitors views of open space and natural features from the public realm. Streets with comfortable sidewalks and planted parkways are the backbone of the Downtown Addition neighborhood. Small greens and squares are placed strategically throughout the neighborhood as passive greens and focal points. The larger open spaces include the San Lorenzo Creek Linear Park with walking and bicycle trails. A community park at the north-eastern end of the San Lorenzo Creek Linear Park provides the setting for a community building. A greenway along the Bitterwater Road frontage offers park areas and functions as a buffer for wind and noise. These spaces harmonize the site and allow pedestrians to fully explore both the natural and built environments.

B. Sustainability. The Downtown Addition has been designed to integrate the practice of sustainable stormwater management known as “Low Impact Development (LID)”. LID is an approach to land development (or re-development) that works with nature to manage stormwater as close to its source as possible. Unlike a conventional system that would simply pipe uncleaned stormwater into San Lorenzo Creek, the Downtown Addition will instead employ a multi-layered LID system of distributed BMP measures to collect, infiltrate and cleanse rainwater as close to the source as feasible. This system includes: measures on individual lots, such as flow-through planters, rain gardens and biofiltration basins and vegetated swales; measures along the Downtown Addition streets, alleys and parking lots include: measures such as biofiltration basins and vegetated swales and permeable alleys, sidewalks and parking lots; and potential filtration areas in the parks and greenways. In the Neighborhood Center zone storm drain filters (Filterra, Vortechs, or equivalent units) are proposed due to design characteristics that are ideal for urban settings: they are extremely space efficient, have a minimal impact on site design, and can be contained within the right-of way, so to



Existing street trees along Broadway Street in Downtown King City.



Colorful frontyard landscaping.



San Lorenzo Creek.

3. Regulating Code

3.9 Landscape Standards

treat stormwater runoff from roads, buildings, and parking lots. A water quality filtration basin is proposed at the south-west end of the San Lorenzo Creek Linear Park for cleansing, infiltration and retention of stormwater runoff from commercial areas, with an overflow pipe or channel that releases cleansed stormwater into San Lorenzo Creek. The area between the stream bed and the top of bank will be restored to help improve the creek's water quality, support sustainable stormwater management, prevent soil erosion and sedimentation, and provide native habitat. See Section 3.9.7 for Sustainable Development practices.

C. Landscape objectives. The Downtown Addition Specific Plan addresses the following landscape objectives:

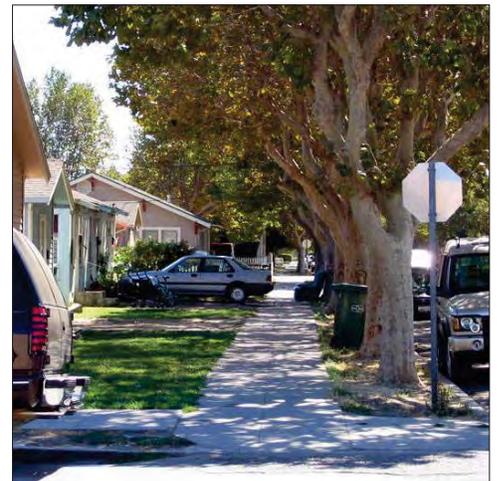
1. Plant landscapes compatible with an arid environment and use a palette of native and drought tolerant plant species conducive to eco-friendly pesticides and compatible with the natural vegetation of the area;
2. Utilize appropriate street trees that tolerate stress, provide summer shade and winter sun, and have texture or color characteristics;
3. Utilize appropriate street trees that provide protection from the prevailing northerly winds;
4. Utilize landscaping to screen unattractive areas abutting the Downtown Addition.

D. Landscape for thoroughfares.

1. General. Large trees with arching canopies shall be planted as allees in continuous parkway strips or individual tree wells parallel to the adjacent curb on both sides of the street and in street medians where appropriate. Tree spacing shall be no more than 35 feet on center. Consistency in tree species and spacing shall be used to establish a strong street identity. Broadway Street shall be planted with 36-inch box sized plant material and all other streets shall be planted from 24-inch box sized plant material.
 - a. Each Thoroughfare Types in the Downtown Addition has distinctive configurations and contextual differences. Trees on the more urban streets clarify and reinforce these with single species planted in rows as described above where the street trees establish order and unity to the public realm;
 - b. On Creekfront Drive the same pattern is found on the built edge of the street, but where the road fronts the San Lorenzo Creek Linear Park the landscape takes on a more rural pattern with native trees in irregular groupings and groves;
 - c. Street trees on Lyons Street parallel to Bitterwater Road have a dual character, with the built street edge planted in a formal pattern as in other urban character streets and the trees planted on the sloping Bitterwater Greenway adjacent to Bitterwater Road planted in two closely spaced rows of densely foliated trees for wind attenuation.
2. Landscape and sustainability. Most north-south street tree species are deciduous which allows for light and warmth in winter months while providing shade and cooling during warm summer months. East-



Typical King City street trees.



Typical King City sidewalk.



Deciduous Trees.

3. Regulating Code

3.9 Landscape Standards

west street trees are evergreen to assist with wind blockage. Foliage and branches allow partial stormwater filtering and reduced velocity. Sidewalks shall drain to planted parkways with biofiltration swales. These systems allow groundwater recharge and filtering of pollutants.

Creating more pervious surfaces both recharges groundwater supplies and minimizes the need for larger storm drain pipes to accommodate higher volumes of runoff. The goal is to respect and enhance the existing hydrology of the site. The above-mentioned objectives shall be met through an integrated stormwater management system that utilizes permeable paving of alleys and surface parking areas while providing extended distributed cleansing and retention.

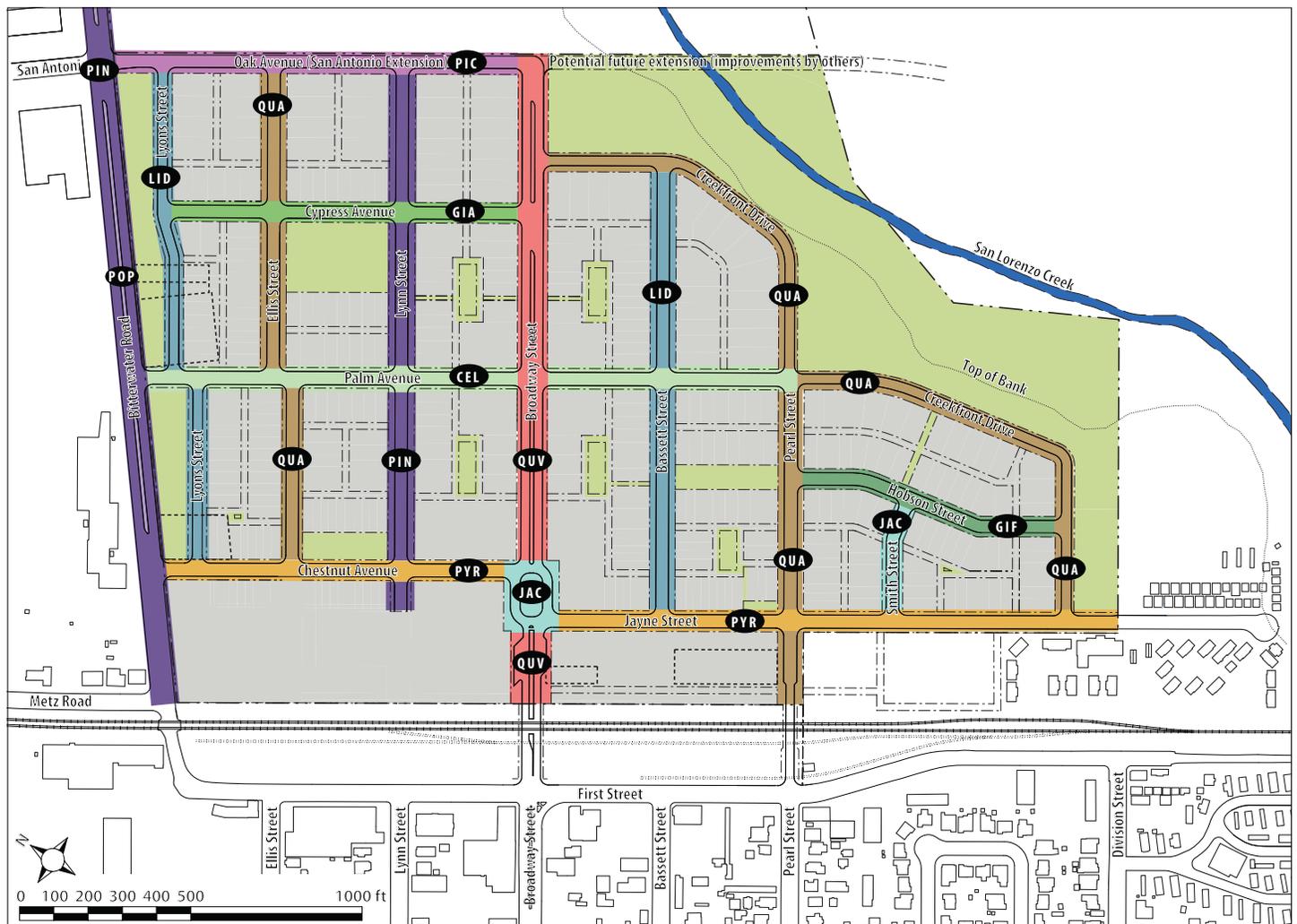
3.9.2 Specific Thoroughfare Landscape Standards

The following are the landscape standards for specific thoroughfares in the Downtown Addition. Refer to the Street Tree Plan (Figure 3-46) for street locations and supplemental information.

LEGEND

Symbol	Scientific Name/Common Name
CEL	Celtis occidentalis/Common Hackberry Spacing: 30'-0" O.C. (Deciduous)
GIA	Ginkgo biloba 'Autumn Gold'/Ginkgo Tree Spacing: 30'-0" O.C. (Deciduous)
GIF	Ginkgo biloba 'Fairmont'/Ginkgo Tree Spacing: 30'-0" O.C. (Deciduous)
JAC	Jacaranda mimosifolia/Jacaranda Spacing: 30'-0" O.C. (Deciduous)
LAG	Lagerstroemia x Faurei 'Tuscarora'/Crape Myrtle Spacing: 30'-0" O.C. (Deciduous)
LID	Lithocarpus densiflorus/Tanbark Oak Spacing: 30'-0" O.C. (Evergreen)
PIN	Pinus canariensis/Canary Island Pine Spacing: 35'-0" O.C. (Evergreen)
PIC	Pistacia chinensis/Chinese Pistache Spacing: 30'-0" O.C. (Deciduous)
POP	Populus nigra 'Italica'/Lombardy Poplars Spacing: 25'-0" O.C. (Deciduous)
PYR	Pyrus calleryana 'Aristocrat'/Callery Pear Spacing: 25'-0" O.C. (Deciduous)
QUA	Quercus agrifolia/Coast Live Oak Spacing: 30'-0" O.C. (Evergreen)
QUV	Quercus virginiana/Southern Live Oak Spacing: 30'-0" O.C. (Evergreen)

Figure 3-46: Street Tree Plan



3. Regulating Code

3.9 Landscape Standards

A. Broadway Street 1. Broadway Street 1 is designed as extension of downtown’s existing commercial Broadway Street and shall reflect its historical importance. Trees selected for this street shall have a transparent effect to the foliage canopy in order to ensure visibility of signage and storefronts.

1. **Primary street tree:** Quercus virginiana / Southern Live Oak.
 - a. Location: Planted in a tree well three feet from edge of curb.
 - b. Spacing: 30 feet on center and aligned.
2. **Median trees:** Quercus virginiana / Southern Live Oak.
 - a. Location: Two parallel rows, planted three feet from the edge of pavement on each side of median.
 - b. Spacing: 30 feet on center and aligned diagonally from edge trees.
3. **Median ground cover:** Cotoneaster d. ‘Lowfast’ / Cotoneaster.
4. **BMP:** Biofiltration swale at center of median.



Southern Live Oak.

B. Broadway Square. Broadway Square is located at the connection of Jayne and Chestnut. The right-of-way widens to provide a public square or green with travel lanes wrapping around its sides. Wider sidewalks accommodate street trees in wells.

1. **Primary street tree:** Jacaranda mimosifolia / Jacaranda.
 - a. Location: Planted in a tree well three feet from edge of curb.
 - b. Spacing: 30 feet on center and aligned.



Jacaranda.

C. Broadway Street 2. Broadway Street 2 is the eastern continuation of Broadway Street and is designed as a primarily residential boulevard with a planted median, bike lanes, parallel parking, and sidewalks separated by parkways.

1. **Primary street tree:** Quercus virginiana / Southern Live Oak.
 - a. Location: Planted centered in the parkway.
 - b. Spacing: 30 feet on center and aligned.
2. **Median trees:** Quercus virginiana / Southern Live Oak.
 - a. Location: Two parallel rows, planted three feet from the edge of pavement on each side of median.
 - b. Spacing: 30 feet on center and aligned diagonally from edge trees.
3. **Median ground cover:** Cotoneaster d. ‘Lowfast’ / Cotoneaster.
4. **BMP:** Biofiltration swale at center of median.

D. Oak Avenue (San Antonio Extension). Oak Avenue connects Broadway to Bitterwater Road and is designed as a primary through street with wide travel lanes to accommodate truck traffic and significant traffic loads.

1. **Primary street tree:** Pistacia Chinensis / Chinese Pistache.
 - a. Location: Planted centered in the parkway.
 - b. Spacing: 30 feet on center and aligned.
2. **BMP:** Biofiltration swale four feet from edge of curb.



Chinese Pistache Tree.

3. Regulating Code

3.9 Landscape Standards

E. Pearl Street. Pearl Street is designed as a secondary through street with historic wider travel lanes, parallel parking, sidewalks, and generous parkways.

1. **Primary street tree:** Quercus agrifolia / Coast Live Oak.
 - a. Location: Planted centered in the parkway.
 - b. Spacing: 30 feet on center and aligned.
2. **BMP:** Biofiltration swale four feet from edge of curb.

F. Chestnut Avenue and Jayne Street. Chestnut Avenue and Jayne Street are designed as secondary through streets with parallel parking and a parkway separating sidewalks from wide travel lanes.

1. **Primary street tree:** Pyrus calleryana 'Aristocrat' / Callery Pear.
 - a. Location: Planted centered in the parkway.
 - b. Spacing: 25 feet on center and aligned.
2. **BMP:** Biofiltration swale two feet from edge of curb.

G. Palm Avenue. Palm Avenue is a secondary through street with sidewalks, parkways, parallel parking, and wide travel lanes to accommodate daily traffic as well as periodic large service and emergency response vehicles.

1. **Primary street tree:** Celtis occidentalis / Common Hackberry.
 - a. Location: Planted centered in the parkway.
 - b. Spacing: 30 feet on center and aligned.
2. **BMP:** Biofiltration swale four feet from edge of curb.

H. Neighborhood Street 1. The Neighborhood Street 1 is a local street in a 60-foot right-of-way with sidewalks separated by parkways.

1. **Primary street tree:** Deciduous trees on north/south streets; evergreen trees on east/west streets. See Figure 3-46 (Street Tree Plan) for specific streets.
 - a. Location: Planted centered in the parkway.
 - b. Spacing: See Figure 3-46 (Street Tree Plan) for specific streets.
2. **Parkway planting:** Alta-Fescue or other filtration plants.
3. **BMP:** Biofiltration swale four feet from edge of curb.

I. Neighborhood Street 2. Respecting the historic plat of the Downtown Addition, a number of local streets have been designed within the historic 75-foot right-of-way, which allows for more substantial parkways. Neighborhood 2 Streets are in an east/west orientation.

1. **Primary street tree:** See Figure 3-46 (Street Tree Plan) for specific streets.
 - a. Location: Planted centered in the parkway.
 - b. Spacing: See Figure 3-46 (Street Tree Plan) for specific streets.
2. **Parkway planting:** Alta-Fescue or other filtration plants.
3. **BMP:** Biofiltration swale four feet from edge of curb.



Coast Live Oak.



Callery Pear.



Common Hackberry.

3. Regulating Code

3.9 Landscape Standards

J. Creekfront Drive. Creekfront Drive runs adjacent to the San Lorenzo Creek Linear Park and provides unencumbered views and public access. This thoroughfare replicates the uniform and orderly composition of the other thoroughfares in the Downtown Addition on its built edge, but on its park edge it transitions to the more natural landscape of San Lorenzo Creek Linear Park, providing permeable turf blocks for visitor parking while reducing stormwater runoff.

- 1. Primary street tree:** Quercus agrifolia / Coast Live Oak.
 - a. Location: Planted three feet from the edge of curb.
 - b. Spacing: 30 feet on center and aligned.
- 2. Parkway planting:** Drought tolerant, warm season grass on built side, park planting on the park side.
- 3. Linear park trees:** Platanus racemosa / Calif. Sycamore
Quercus agrifolia / California Live Oak
Populus fremontii / California Cottonwood
Alnus rhombifolia / White Alder
- 4. BMP:** Biofiltration swale at parkway;
Permeable paving at visitor parking (infiltration and filtration);
Slightly depressed turf areas (filtration, infiltration, sediment dropout, mini-retention).



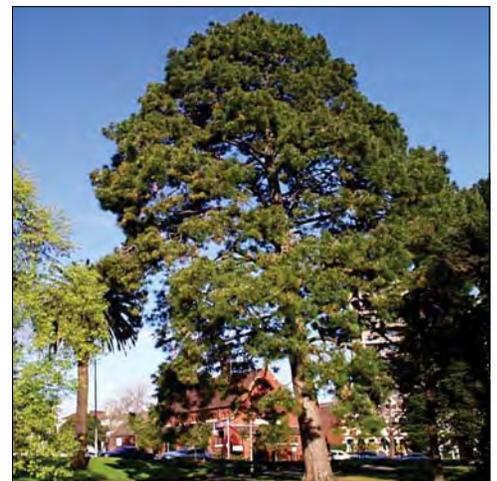
California Cottonwood.

K. Lyons Street. Lyons Street is a local frontage street along Bitterwater Road that provides access to properties facing Bitterwater. Lyons Street is set back from Bitterwater Road to accommodate the grade difference and to allow for a substantial greenway that protects residences from traffic nuisance and the prevailing northerly winds and provides recreational and play areas.

- 1. Primary street tree:** Lithocarpus densiflorus / Tankbark Oak.
 - a. Location: Planted three feet from the edge of curb.
 - b. Spacing: 30 feet on center and aligned.
- 2. Buffer planting:** Pinus canariensis / Canary Island Pine.
 - a. Location: At top of slope (along Bitterwater Road).
 - b. Spacing: Two rows, 30 feet on center.
- 3. Buffer ground cover:** Rosmarinus 'Lockwood de Forest'.
- 4. BMP:** Biofiltration swale at parkway;
Slightly depressed turf areas (filtration, infiltration, sediment dropout, mini-retention).



Tankbark Oak.



Canary Island Pine.

3. Regulating Code

3.9 Landscape Standards

L. Alley. Alleys are paved with pervious paving to minimize runoff velocity and assist with filtration. A central infiltration trench collects and filters stormwater. House gutters shall drain to rain gardens and/or alleys where possible. Underpiping shall carry overflow to the nearest filtration area, which may be a neighborhood park or the San Lorenzo Creek Linear Park.

1. Bioretention areas: Bioretention areas are located within the 5-foot clear zone between driveway aprons. Landscaping shall not interfere with vehicle operations, including trash trucks, emergency vehicles, and cars backing out of garages. Ground cover shall be drought tolerant and native in character.

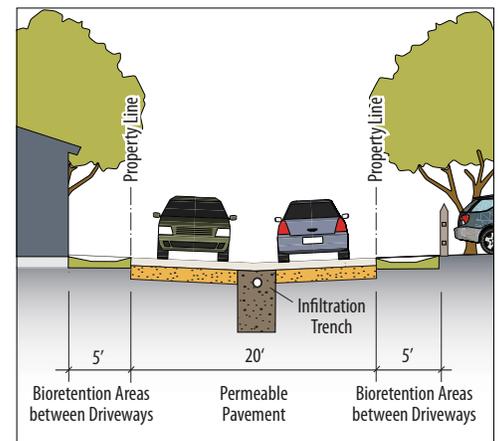
2. Alley Trees: Shall be planted at the rear of the lot to create an attractive alley edge, however, not within the 5-foot clear zone on both sides of the alley. Permitted species include:

Cercis occidentalis / Western Redbud
Chionanthus retusus / Chinese Fringe Tree
Geijera parvifolia / Australian Willow
Lagerstroemia X Faurei / Crape Myrtle
Metrosideros excelsus / New Zealand Christmas Tree

3. BMP: *Pyrus calleryana* 'Capital' / Callery Pear
Central infiltration strip; 5-foot wide bioretention areas in the clear zone between driveways on both sides of the alley (also see Sections 3.8.2 and 3.9.7).



Western Redbud.



Alley - see also Sections 3.8.2 and 3.9.7.

3.9.3 Parking Area Landscape Standards

A. General requirements. To the extent feasible and appropriate as determined by the Director, surface parking areas shall be constructed of pervious paving material to achieve filtration and partial storage during storm cycles. Permeable concrete, porous asphalt, grasscrete, and pervious paver systems are acceptable. Surface overflow shall drain to biofiltration swales through curb cuts. Underground water storage shall overflow to San Lorenzo Creek.

1. Properties that have podium or subterranean parking shall provide a cistern to collect run-off during rain events. They may be placed anywhere on the property or integrated as part of the structure. Overflow shall drain to San Lorenzo Creek.
2. Landscape of parking areas shall consist of 24-inch box sized trees which shall be provided at the rate of one tree per every eight parking spaces.

B. Parking lot trees: *Celtis occidentalis* / Common Hackberry
Koelreuteria bipinnata / Chinese Flame
Pistacia chinensis / Chinese Pistache Tree
Pyrus calleryana 'Aristocrat' / Aristocrat Pear
Quercus agrifolia / Coast Live Oak
Quercus virginiana / Southern Live Oak



Parking with permeable paving.

3. Regulating Code

3.9 Landscape Standards

3.9.4 Plazas, Squares, and Greens

- A. Purpose.** A complete system of greens, plazas and squares has been designed for the purpose of providing residents with a variety of outdoor experiences. Plazas are highly ordered spaces, usually within a cluster of buildings that tightly define exterior space. Squares are green areas often placed in front of or closely aligned with civic buildings that help define their stature 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 backyard and offer opportunities to spend time in the company of others or to find solitude.
- B. Proposed open space areas.** The Downtown Addition will have open space elements that include play fields, formal plazas, pocket parks, and a large green that runs the full length of the community along the San Lorenzo Creek front. Located in areas that are easily accessible, these open spaces offer a full range of outdoor experiences for people of all ages and abilities. Open space is integral to the success of the Downtown Addition. It is an important part of the Downtown Addition’s goals and objectives to provide places that promote the physical and emotional well-being of all residents.
- C. Acceptable trees for common plazas, squares and greens.**
- 1. Spatial defining trees:** Jacaranda mimosifolia / Jacaranda
Pinus canariensis / Canary Island Pine
Platanus racemosa / California Sycamore
 - 2. Accent trees:** Cercis occidentalis / Western Redbud
Pistacia chinensis / Chinese Pistache Tree
Prunus campanulata / Taiwan Flowering Cherry
Pyrus calleryana ‘Aristocrat’ / Aristocrat Pear



Small park with a gazebo.



Neighborhood green.



California Sycamore as park tree.

3. Regulating Code

3.9 Landscape Standards

3.9.4.1 Proposed Parks and Open Space

The Downtown Addition includes a variety of distinct open space areas. Figure 3-47 provides an overview of all open space areas. The green frames identify those open space areas described and illustrated in detail on the following pages.

Figure 3-47: Open Space Schematic Plan



LEGEND

Symbol	Type of Open Space
	Neighborhood and Community Parks
	Mid-Block Common Areas
	Paseos
	San Lorenzo Creek Restoration Area and Recreational Open Space
	San Lorenzo Creek
	Lots not Owned by Smith Monterey LLC

3. Regulating Code

3.9 Landscape Standards

A. Bitterwater Greenway. The Bitterwater Greenway is a linear park of varying width located between Bitterwater Road to the north and Lyons Street to the south. The Bitterwater Greenway fulfills a number of functions:

- it provides park space for the community;
- it buffers the Downtown Addition from the prevailing northerly winds and the traffic noise emanating from Bitterwater Road, and
- it provides for a gentle transition between the varying grades of Bitterwater Road and the neighborhood.

A double row of Canary Island Pines is planted at the top of the slope along the Bitterwater Road frontage for wind attenuation and to create a visual screen. A network of meandering trails connects tot lots, informal lawn areas, and group picnic or barbecue areas located throughout the greenway. Play areas separated from the Bitterwater Road frontage by fences, walls or berms that are integrated into the overall landscape design. Figure 3-48 illustrates a conceptual park layout for a segment of the Bitterwater Greenway. A typical cross section through the Bitterwater Greenway and the adjacent streets is shown in Figure 3-49.

Figure 3-48: Bitterwater Greenway Illustrative Detail



Locator Map: Park A is within area shaded in dark green.

Figure 3-49: Typical Schematic Bitterwater Greenway Section

