

## 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 housing units, and up to 148,060 square feet of commercial space, while ensuring almost 23 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 <sup>1</sup> ]	Max. Commercial <sup>2</sup> [sq.ft.]	Max. Residential <sup>3</sup> [DU]
Residential: Neighborhood General 1	14.47	n/a	89
Residential: Neighborhood General 2	17.52	n/a	199
Residential: Neighborhood General 3	9.53 <sup>8</sup>	0 <sup>4</sup>	183 <sup>8</sup>
Mixed Use: Neighborhood Center	13.21 <sup>9</sup>	132,893 <sup>5</sup> 15,167 <sup>6</sup>	239 <sup>10</sup>
Public Open Space: Parks, Greens, Paseos, Mid-Block Common Areas <sup>7</sup>	22.62	n/a	n/a
Street Rights-of-Way	29.72 <sup>11</sup>	n/a	n/a
<b>Total</b>	<b>107.07</b>	<b>148,060</b>	<b>710<sup>12</sup></b>

**Notes:** The commercial square footage and residential unit counts are intended to be flexible, but not exceed the maximum for the plan area. Commercial uses include up to 15,167 square feet of live-work commercial space in the NC district, and/or up to 15,060 square feet in the NG-3 district, but not exceeding a total 134,247 square feet of commercial floor area within the specific plan.

<sup>1</sup> All acreages are approximate;

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

<sup>3</sup> Maximum DU numbers intended to provide flexibility for each zone; Actual DU numbers shall not exceed the total;

<sup>4</sup> NG-3 district can include up to 15,060 sq. ft. of commercial and/or live-work commercial transferred from the NC District.

<sup>45</sup> General commercial. Commercial floor area reduced by 34,545 square feet due to change in use from commercial/ mixed use to exclusive residential on 4.24 acres of the Bitterwater Road site (30,945 square feet) and 1.00 acres of the Jayne Street site (3,600 square feet). Live-work space reduced by 7,455 square feet on Bitterwater/Chestnut Project site.

<sup>56</sup> Live-Work units permitted per Section 3 (Regulating Code);

<sup>67</sup> Mid-Block Common Areas may be landscaped or hardscaped, or may be converted to additional off-street parking if necessary

<sup>8</sup> NG-3 district can include up to 15,060 sq. ft. of commercial and/or live-work commercial transferred from the NC district and NG-3 district residential capacity reduced by 51 units due to removal of the Jayne Street site.

<sup>9</sup> NC district reduced by 1.19 acres due to removal of Jayne Street Project site and small adjacent property and increased by 0.98 acres due to abandonment of Metz Road / Ellis Street right-of-way.

<sup>10</sup> NC district residential capacity reduced by 8 live-work units and increased by 118 workforce housing units, for a net change of 110 additional units. However, in order to provide an even total residential capacity, an additional residential unit was added to the NC district to round to 710 units.

<sup>11</sup> Streets right-of-way area reduced by 0.98 acres to reflect abandonment of Metz Road/Ellis Street right-of-way.

<sup>12</sup> Total residential capacity increased 111 units for Bitterwater/Chestnut Project site and decreased by 51 units due to removal of Jayne Street site, for a net change of 60 additional units.

## 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

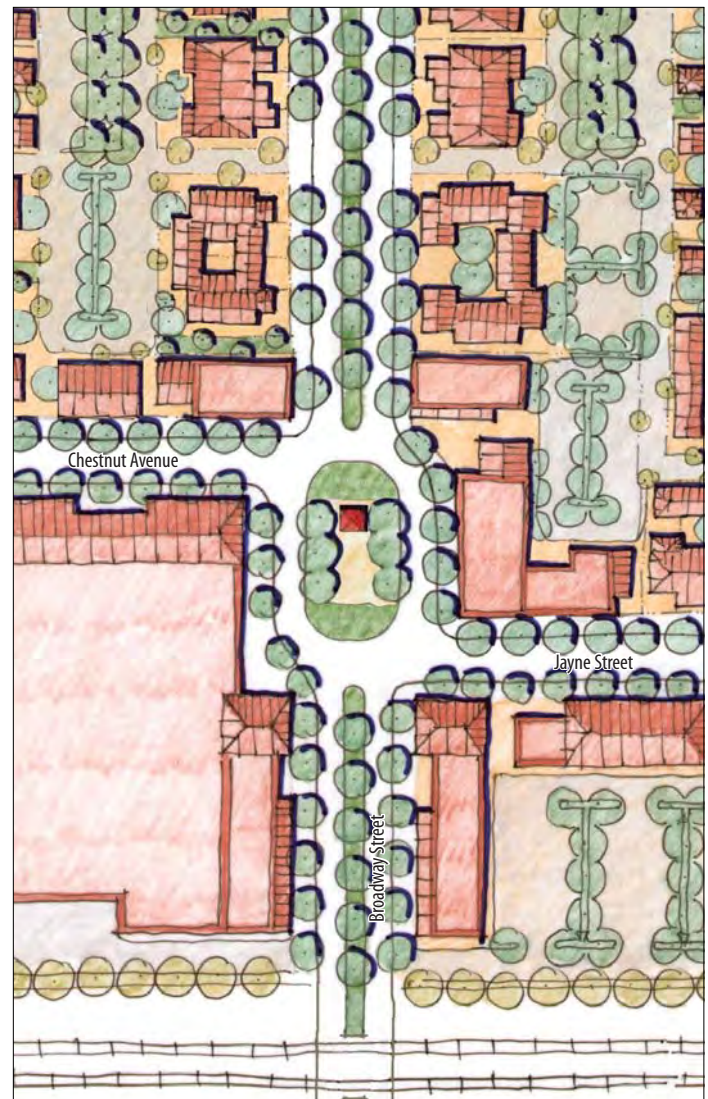


Figure 2-2: Illustrative Broadway Street Elevation



## 2. Form and Character

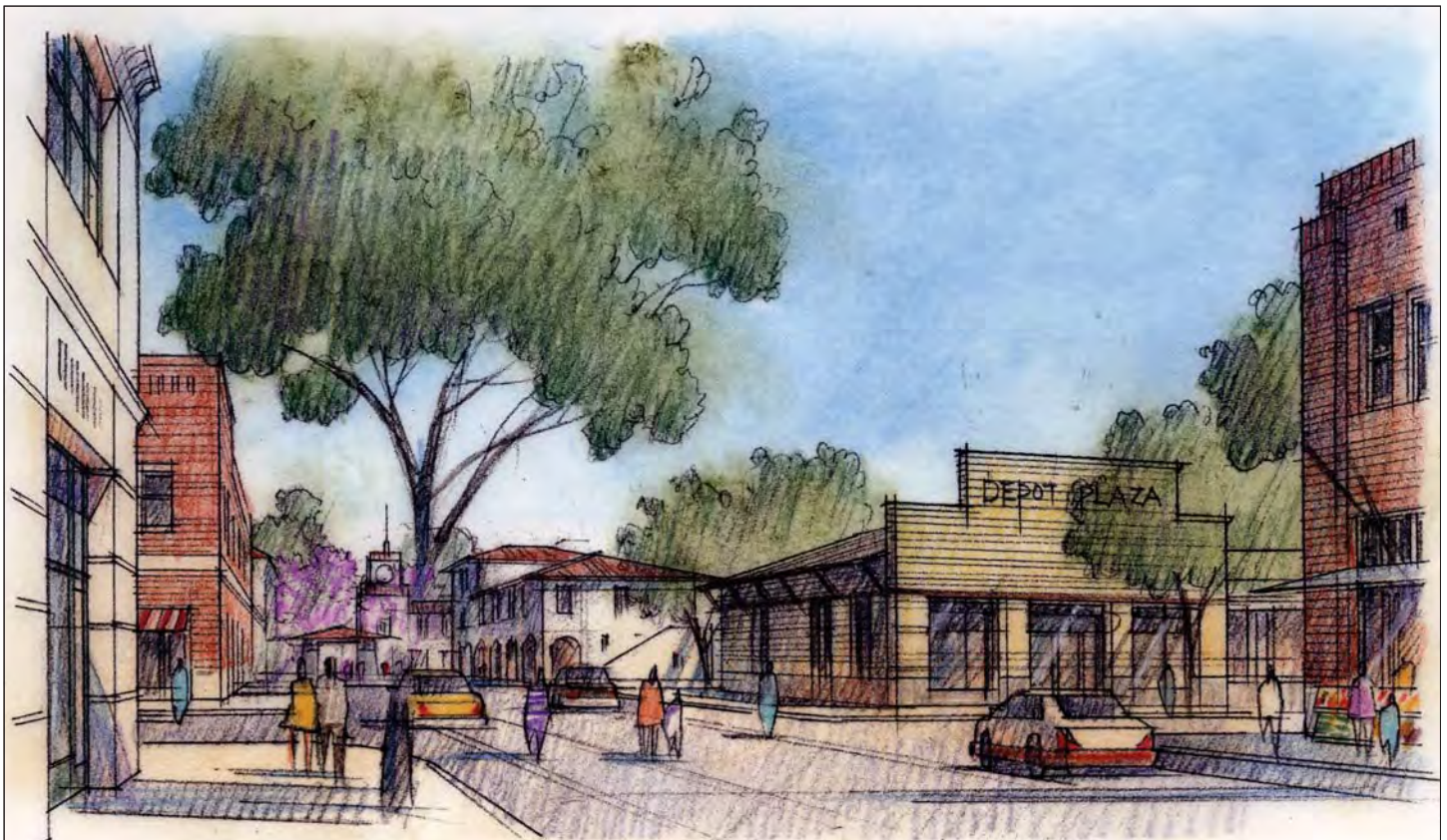
### 2.2 The Downtown Addition Plan

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.