



**multiple
family
residential
design
guidelines**

EXHIBIT "A"

MULTIPLE FAMILY RESIDENTIAL DESIGN GUIDELINES

Approved by the Clovis City Council on June 15, 1992

By Resolution 92-108

MULTI-FAMILY ADVISORY COMMITTEE

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RESOLUTION NO. 92-108

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS
APPROVING THE ADOPTION OF GUIDELINES FOR MULTIPLE FAMILY
RESIDENTIAL PROJECTS

WHEREAS, on September 4, 1990, the City Council did appoint an Advisory Committee to prepare development guidelines for Multiple Family Residential Development; and

WHEREAS, on April 29, 1992, the Advisory Committee did present its recommendation to the City Council and Planning Commission; and

WHEREAS, the Planning Commission by Resolution No. 92-50 did recommend approval of said guidelines; and

WHEREAS, on June 15, 1992, the City Council did hold a public hearing to consider adoption of development guidelines for Multiple Family Residential projects; and

WHEREAS, Council does find, the Multiple Family Residential Guidelines will provide a means of insuring that new multi-family residential development provide a high quality of living environment that is both durable and attractive to the community at large.

NOW, THEREFORE, BE IT RESOLVED that the City Council does adopt the attached Multiple Family Residential Design Guidelines. Said Multiple Family Residential Design Guidelines as attached and labeled Exhibit "A" shall become effective on June 15, 1992.

The foregoing Resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on June 15, 1992, by the following vote to wit:

AYES: Councilmembers Armstrong, Bryant, Sorensen, Wynne, Mayor Lawson

NOES: None

ABSENT: None

DATED: June 15, 1992



Mayor



City Clerk

MULTIPLE FAMILY RESIDENTIAL DESIGN GUIDELINES

I. INTRODUCTION

These guidelines are the result of a recognition within the community that if additional multi-family units are to be built in the City, a specific set of guidelines is necessary to give the citizenry a level of comfort and assurance that these new units will be an enhancement to the community and their neighborhood, and so that those proposing to develop multi-family units will have a clear idea of the community's expectations.

These guidelines have been drafted in the expectation that their use will encourage creativity and result in a high level of multi-family residential design. Techniques and minimum standards for achieving quality are identified. It is recognized, however, that this or any set of guidelines does not encompass the full range of possibilities for excellence. For this reason, variation from individual guidelines may be considered when compensated by a related improvement which contributes to the excellence of the project. These guidelines are to be administered with professional judgment and involvement by those affected. To help in understanding and using individual guidelines, an "intent" statement has been placed at the beginning of each section. This statement is intended to help users understand the larger intent of the guidelines.

Special consideration will be given to projects which propose low and very low income units as defined by the City's Housing Element. Good design is not always a matter of "more expensive". In the consideration of projects with low income units in them, special consideration may be given to modifying or reducing requirements to help make such units possible. Project developers will, however, be required to demonstrate the specific correlation between the special waiver and the provision of affordability. Generally, where a density bonus is granted for a project, they will be expected to meet these guidelines.

For the purpose of this document the usage of the following language applies:

"May" or "Encourage" is intended to convey the ability to do something which is seen as desirable.

"Should" is intended to express a clear standard to be followed but allows a project developer the opportunity to offer an alternative solution which clearly achieves the intent of the guidelines.

"Shall" is intended to express an unalterable standard which is to be met in all projects.

II. FUNDAMENTAL DESIGN PRINCIPLES

There are two underlying principles to be considered when applying these Guidelines. Well-designed projects are not simply the application of a cookbook compliance with minimum standards. These fundamental principles are intended to give direction to those using the Guidelines.

1. It is the intent of the City to approve projects which integrate into the neighborhood in which they are built. Projects should fit into and enhance the neighborhood not be out of touch from their surroundings. This will, over time, help increase quality of living in neighborhoods.
2. It is further the intent of the City to approve projects in which an attractive and functional living environment is created for livability and resident satisfaction. This can occur through the development of attractive, well-designed buildings and structures, through landscaping and usable open space (both common and private), and through attractive yet functional pedestrian and vehicular circulation systems which serve but do not dominate the project.

III. DESIGN GUIDELINES

A. SITE AND BUILDING SETBACKS

DEFINITION

Site setbacks are separations between the perimeter property line of a project and buildings, parking, or open space within the project.

INTENT

The way in which multiple family projects fit into the surrounding area is in part related to the manner in which it continues the existing or proposed pattern of site setbacks. The integration of new residential buildings into the surroundings are among the foremost goals of these design guidelines. Setbacks serve to buffer adjacent uses, as well as protect site residents from the intrusion of adjacent street noise. Separations between buildings insure light and air to dwelling units and protect the privacy of their occupants. Setbacks are intended to create usable open space within multiple family developments.

GUIDELINE A1: MINIMUM SITE SETBACKS

~ Minimum site setback requirements from the exterior property are as set forth in the following table:

MINIMUM PROJECT PERIMETER SETBACK REQUIREMENT (IN FEET)*								
Project Components								
	Single Story Apt.	Two Story** Apt.	Garage	Carport	Accessory Structure	Open Parking	Parking Circu. Drive	Private Open Space
Adjacent Uses								
Public Open Space	20ft	20ft	20ft	10ft	5ft	5ft	5ft	10ft
Single Family Yard	20	25	10	20	20	10	10	10
Multi-Family Residential	15	20	10	10	10	10	5	10
Parking Area	20	20	5	5	5	5	5	10
Non-Res. Building/Use	20	25	10	10	10	5	5	5
Public Street - Minor***	20	30	20	20	20	20	20	20
Public Street - Major***	30	35	20	25	30	20	20	20
Freeway	20	20	5	5	5	5	5	20

**In no case shall the perimeter setback requirement be less than that of any adjacent single family district which is in conformance with the City's General Plan. .*

***Or greater*

****All setbacks shall be measured from the Right-Of-Way line. A minor street is a designated local street. Major streets include designated collectors, arterials and expressways.*

GUIDELINE A2: DISTANCE BETWEEN BUILDINGS

The minimum distances between buildings used for human habitation shall be as follows:

- a. Between one-story parallel buildings, front to front, twenty-five (25') feet. This distance shall be increased by five (5') feet for each story of each building in excess of one story;
- b. Between one-story parallel buildings, rear to rear or front to rear, twenty (20') feet. This distance shall be increased five (5') feet for each story of each building in excess of one story;
- c. Between side walls parallel with the front or rear walls of other buildings, fifteen (15') feet for one-story building. This distance shall be increased two and one-half (2-1/2') feet for each story of each building in excess of one story;
- d. Between one-story parallel buildings, side to side, ten (10') feet. This distance shall be increased two and one-half (2-1/2') feet for each story of each building in excess of one story;
- e. In order to provide for obliquely aligned buildings, the distances specified in subsections a, b, c, and d may be decreased by five (5') feet at one building corner if increased by an equal or greater distance at the outer corner; and
- f. In no event shall the minimum space between buildings be less than ten (10') feet.

GUIDELINE A3: MINOR ARCHITECTURAL PROJECTIONS

Minor architectural projections (eaves, fireplace chimneys, bay windows, wing walls etc.) may project into any setback or building separation by at most 2 feet.

GUIDELINE A4: INTERIOR USE SEPARATIONS

Within a multi-family project, the following use separations shall be maintained:

Residential building faces with pedestrian entries from:

- 1. Parking areas, carports, parking drives.....15 ft.
(landscape areas exclusive of walkways).
- 2. Drives without parking.....10 ft.
(This area should generally remain clear of stairways and patio. Some placement of these elements may be allowed).

Residential building faces having garage entries from:

- 1. Drives.....0 ft.
The required 9 net square feet of planter area may force a setback from the drive.

Residential building faces having no entries from:

1. All parking areas, drives and sidewalks10 ft.

Balconies or patios from:

1. Balconies or patios on other buildings20 ft.
2. Windows of units in other buildings20 ft.

When visibility is obstructed by other than landscaping, these separations do not apply.

B. DRIVEWAYS, ENTRANCE DRIVEWAYS AND PRIVATE STREETS

DEFINITION

Driveways are private roadways that provide vehicular circulation through a project and vehicular access to parking and dwelling units, but do not provide primary pedestrian access to units. Pedestrian access is typically provided from a separate pedestrian pathway system.

Entrance Driveways connect the on-site circulation system with the adjacent public street. They form the visual entry to the project, identify the site and direct traffic to the on-site circulative driveways.

Private Streets are generally limited to larger planned residential developments, but may be used to break up larger multi-family projects to better handle traffic volumes. Private streets function in much the same way as local public streets.

INTENT

Driveways are intended to be used primarily for vehicular circulation and access and should be visually distinct from streets. Driveways may be bordered by parking, but efforts should be made to avoid their being visually dominated by parked cars, garages or carports. Entries to units should not generally be from parking drives which would give the appearance of the "Motel Parking" concept.

GUIDELINE B1: DRIVEWAY WIDTH

Standard driveways with two way traffic should be at least 26 feet wide. This width shall be clear and unobstructed. An additional 8 feet per side shall be added where parallel parking is provided. Adequate turning radius shall be provided for emergency and service vehicles.

GUIDELINE B2: DRIVEWAY LENGTH

Long straight drives are not encouraged. Driveways should be broken by landscape elements and/or have a curving pattern.

GUIDELINE B3: PRIVATE STREETS

The minimum width for a private street shall be 26 feet without on-street parking when posted on both sides as an emergency access road (see B6). An additional 8 feet of width shall be added for each side of the street on which parking is allowed; i.e., 34 feet for parking on one side and 40 feet for parking on both sides. On-street parking on one side only of a private street shall be marked to clearly designate parking spaces. Adequate turning radius shall be maintained on private streets for emergency and service vehicles. Sidewalks should be provided on at least one side of private streets, unless pedestrian circulation does not need to use the street for movement within the project.

GUIDELINE B4: RELATIONSHIP TO OPEN SPACE

At least part of the common open space within a project should be accessible and visible from driveways or private streets.

GUIDELINE B5: ENTRY DRIVES

The design of entry drives shall include all of the following:

1. Should be at the same grade elevation as the adjacent public street and have standard curb returns.
2. A clear driveway depth of 40 feet onto the site should be provided, so that traffic can clear the public right-of-way before it must stop or make turning movements.
3. Projects shall have clear identification signing at the entrance which is integral with the architectural and landscaping theme of the site. Color spot planting, masonry elements or special architectural features are encouraged.
4. For security projects an on-site turnaround must be provided for vehicles outside of the security gate.
5. Entry drives should have sidewalks on at least one side to connect on-site pedestrian walks with the adjacent public sidewalk.
6. For large projects on major streets, transit facilities are encouraged.
7. At least part of the common open space within a project should be accessible and visible from the entry drive.

GUIDELINE B6: EMERGENCY VEHICLE ACCESS

The City has adopted an Emergency Access Ordinance designed to prohibit parking in areas where emergency equipment may be required to enter or exit. See Clovis Municipal Code Section 4-4.104.

C. PARKING, PARKING DRIVES, PARKING COURTS

DEFINITION

In higher density projects, there are three means of accommodating parking: Parking drives, parking courts, and garages within residential buildings.

Parking drives are driveways lined with parking spaces along significant portions of their length or which provide for on site circulation of vehicles.

Parking courts are of three types: (1) Small parking lots with carports or open parking; (2) dead-end areas which provide direct vehicular access to a small number of garages which may or may not be attached to residential buildings (with primary access occurring elsewhere); (3) areas around which both garages and living units cluster and which provide both primary pedestrian and vehicular access.

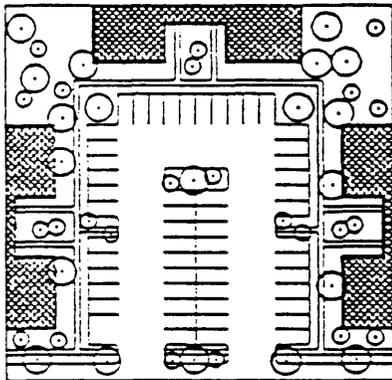


Fig. 1
Type 1 Parking Court

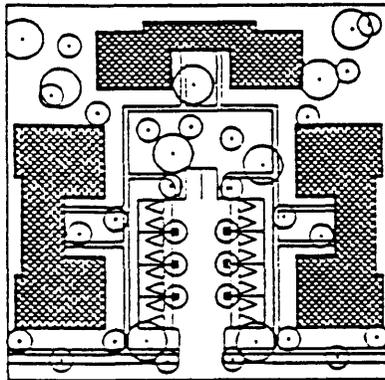


Fig. 2
Type 2 Parking Court

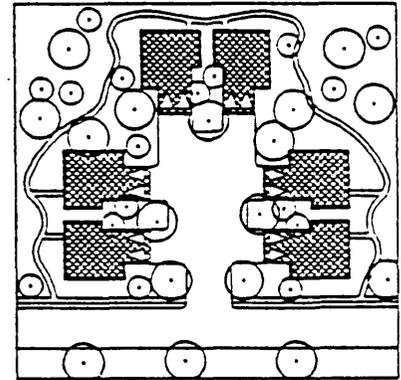


Fig. 3
Type 3 Parking Court

INTENT

Projects with either long parking drives or large parking aggregations are not desirable. When cost considerations preclude parking within residential buildings, combinations of partial and interrupted parking drives and small, dispersed parking courts are the desirable alternative.

Parking courts are a desirable alternative to parking drives. These guidelines encourage small discrete courts and discourage large parking lots which are not suitable for residential projects. For this reason the length and width of courts are limited. It is the intent of these guidelines to place parking reasonably convenient to each unit. Sites shall be designed so that on-street parking does not occur.

The sight of long lines of parked cars or blank garage doors unrelieved by planting areas and other types of screening is undesirable. The guidelines encourage parking in discrete bays, discourage long drives, and seek to give them a street-like character. When located on the periphery, parking drives isolate projects from their surroundings. Unless the new and existing adjacent uses are considered incompatible, the extent of perimeter parking drives should be minimized. Carports and detached garages should be designed as an integral part of the architecture of projects.

GUIDELINE C1: PARKING RATIOS

The number of parking spaces for new residential projects shall conform to the residential parking standards of the Clovis Municipal Code as follows:

<u>Unit Type</u>	<u>Minimum</u>	<u>Minimum</u>
~ Studio, 1 & 2 bedroom	1 covered*	1 open
~ 3 bedroom, plus units	1 covered*	2 open
~ Residential PUD	2 garage	1 open
~ Elderly units semi-dependent & dependent population	.5 spaces/unit	
~ Elderly units independent		1/unit plus 1/ employee

* Garage or Carport

GUIDELINE C2: PARKING SPACE/AISLE DIMENSIONS

Parking aisles shall have a minimum width of 26 feet. When garages with tree pockets are utilized, a minimum aisle width of 30 feet should be used between parallel garage faces. The dimensions of parking spaces are regulated by the zoning code of the City of Clovis as follows:

Open and Guest Parking	9' x 18''*
Covered Parking	10'x 18''*
Garage dimensions inside	
single	10'x 20'
double	19'x 20'

* not including any landscape overhang

GUIDELINE C3: PARKING SPACES GENERAL

1. Parking spaces shall be provided with a concrete or equivalent curb at the end of the stall as a wheel stop. Cars will not be allowed to overhang required landscape areas due to the damage they cause.
2. Parking areas can be improved through the use of colored and textured paving material to visually break up asphalt areas.

3. Notwithstanding any specific standard of this document, it is the responsibility of each project to provide on site the parking space needed by the project.

GUIDELINE C4: PARKING DRIVES

In Parking Drives:

1. There should be no more than an average of 10 spaces of uninterrupted parking, whether in garages, carports, or open parking areas.
2. Each average of 10 spaces of parking should be separated from additional spaces by a landscaped bulb not less than 12 feet wide. Architectural elements, such as trellises, porches, or stairways, may extend into the landscaped bulbs.
3. When the average number of continuous parking spaces is reduced to seven, parking should be separated from additional spaces by a landscaped bulb one car space wide.

GUIDELINE C5: PARKING COURT WIDTH

A parking court of any length should consist of no more than 2 double-loaded parking aisles adjacent to each other. (Fig 4)

GUIDELINE C6: PARKING COURT LENGTH

In parking courts:

1. There should be no more than an average of 14 parking spaces. (Fig 5)
2. Each average of 14 spaces of parking should be separated from additional spaces by a landscape bulb at least 12 feet wide. (Fig 6)

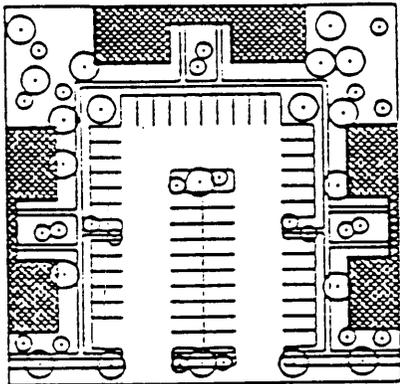


Fig. 4

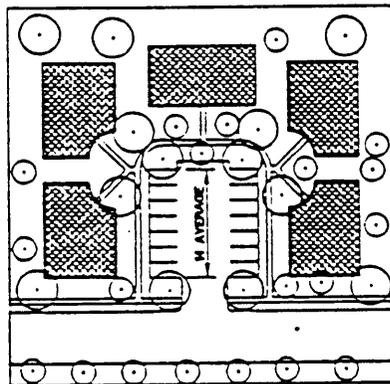


Fig. 5

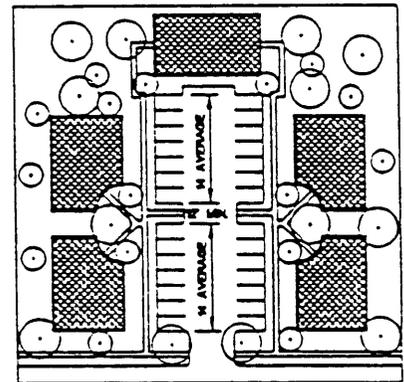


Fig. 6

GUIDELINE C7: PARKING COURT SEPARATIONS

Parking courts should be separated from each other by buildings or by a landscaped buffer not less than 30 feet wide.

GUIDELINE C8: PARKING COURT LANDSCAPING

Type 1 (Fig 1) and type 2 (Fig 2) parking courts shall be set back from adjacent streets by the front yard setback of the zone district. They should be set back from private drives or roads by the following:

1. For parking courts containing fewer than 18 cars, the width of the landscape buffer should be 10 feet.
2. For parking courts containing 18 or more cars, the width of the landscape buffer should be 20 feet.

GUIDELINE C9: ENTRY COURT LANDSCAPING

For each unit served by a type 3 (Fig 3) parking court, 200 square feet of landscaping should be provided in the court. (Fig 8)

GUIDELINE C10: LANDSCAPE BULB LOCATION

When required, landscape bulbs should be made to line up with common open space and walkways (all of which still may not average more than 10 spaces, ref C4).

GUIDELINE C11: PEDESTRIAN ACCESS

Landscape bulbs should, wherever possible, align with major building entrances to provide pedestrian access to building entrances from the parking court or drive. Bulbs that align with entrances should be at least twelve feet (12') wide and should include a pathway as well as a vertical landscape or architectural element, for example, a trellis or a tree. (Fig 9)

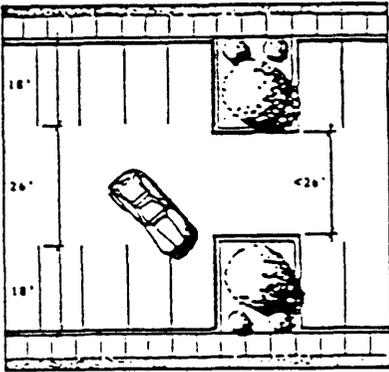


Fig. 7

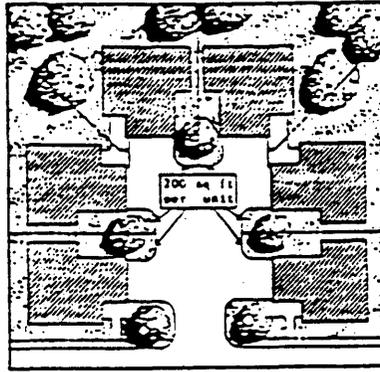


Fig. 8

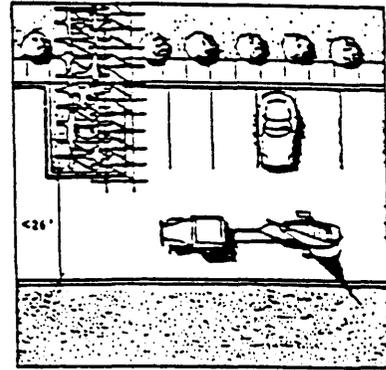


Fig. 9

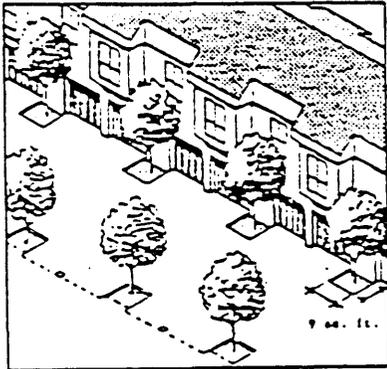


Fig. 10

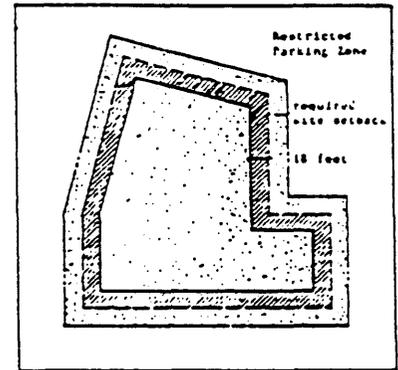


Fig. 11

GUIDELINE C12: REDUCED WIDTH AT LANDSCAPE BULBS

Where a parking drive or parking court is not required for fire access, a reduction in the width of the driveway between opposing landscape bulbs or between a landscape bulb and a landscape area may be considered for approval (Fig 7 & 9).

GUIDELINE C13: GARAGE ENCLOSURE

Individual parking spaces within residential buildings should be enclosed behind garage doors.

GUIDELINE C14: GARAGE FRONTAGE LANDSCAPING

Enclosed garages that front on parking drives should have tree pockets of not less than 9 net square feet in area between garage doors every 2 parking spaces (Fig 10). A minimum aisle width of 30 feet should be maintained between parallel garage fronts.

GUIDELINE C15: RESTRICTED PARKING ZONE

Every multi family project having more than twenty units shall have a restricted parking zone on all sides of the site. This zone commences at the required setback and extends 18 feet into the site. The percentage of the total area within this zone that may be devoted to parking, parking courts and all parking not within residential buildings should not exceed 50% (Fig 11).

GUIDELINE C16: DRIVEWAY APRON LENGTH

The length of a driveway apron in front of a garage door must be either 18 feet or more, or 10 feet or less, to adequately accommodate parking on the apron and discourage illegal parking.

GUIDELINE C17: AUTOMATIC OPENERS

Garages with parking aprons less than 18 feet in length shall have automatic garage door openers and/or sectional roll-up doors. (See C16)

GUIDELINE C18: PROTECTION FROM HEADLIGHTS

Living areas shall be screened such that automobile headlights from carports or open parking does not shine into the primary living areas of any dwelling unit.

GUIDELINE C19: GARAGES

Garages should be architecturally integrated with the project's design. Materials, colors and building scale should be consistent with the main buildings. Detached garages should be located no more than 100 feet from the units they serve. Additional personal storage space in the garage is encouraged, as is a separate pedestrian entrance door. Where garages are attached to the living unit, direct access between the garage and the unit is encouraged.

MULTIPLE FAMILY RESIDENTIAL DESIGN GUIDELINES

GUIDELINE C20: CARPORTS

Carports shall be designed to be complimentary with the architectural character of the project and should provide a level of detail and consistency with the principal structures. Large carport structures over six stalls are not desired. The color scheme, structure supports, roof covering and fascia should help enhance the overall project. Plain metal carports are not generally found to be acceptable. Carports should not generally be visible from the public street. All lighting should be integrated into the carport structure. No bare bulbs shall be permitted.

GUIDELINE C21: SCREENING FROM STREET

Parking areas adjacent to public streets shall be screened from view by a minimum three foot high earth berm, wall and/or landscape element.

GUIDELINE C22: PAVED SURFACE SHADING

50% of any paved surfaces shall be covered in shade in 15 years. Evergreen trees should be used to screen parking areas.

GUIDELINE C23: ON STREET PARKING

On-street parking shall not be used in meeting the requirement for parking. Projects shall be designed to make it unattractive for persons to use on-street parking rather than on-site parking. This can be done through a combination of unit orientation, grade separations, fences, walls or landscape barriers.

D. PLANTED AREAS

DEFINITION

All areas not covered by buildings, streets, drives, or hardscape are considered planted areas.

INTENT

Planted areas are used to frame, soften and enhance the quality of life, to buffer units from noise or undesirable views, to break up large expanses of parking, and to separate frontage roads within a project from public streets. To accomplish these design objectives, landscape elements need a vertical dimension. Trees and tall shrubs are needed in addition to grass and ground cover. Trees can also be used to provide shading and climatic cooling of nearby units.

GUIDELINE D1: BUILDER RESPONSIBILITY

Landscaping shall be provided by the builder in all planted areas, except within any rear yards or private patios when specifically approved. Developers should strive to exceed the minimum amount of required landscaping and should plant a variety of species appropriate to the valley climate.

GUIDELINE D2: SETBACK LANDSCAPING

Landscaping shall be provided by the builder in all setbacks between project walls and/or fences and the rights-of-way of public streets and sidewalks. This landscaping should be generous and should include trees and/or shrubs as well as ground cover.

GUIDELINE D3: STREET TREES AND LANDSCAPING

The builder must plant street trees of a species and size approved by the City along all public and private streets. There should be at least one tree for approximately every 25 feet of street frontage, depending on species, or at least one tree for each lot abutting the street. Areas not required for streets or sidewalks within the right-of-way should be landscaped.

GUIDELINE D4: OPEN SPACE SETBACK LANDSCAPING

Private rear yards, patios, and balconies shall be provided with an extra 10 to 20 feet of landscaped setback when adjacent to incompatible uses or close to existing decks or balconies. These extra setbacks are reflected in Guideline A1.

GUIDELINE D5: LANDSCAPE BULBS

Except where architectural elements extend into required landscape bulbs, each landscape bulb referred to in Guidelines C10, C11, and C12 should be planted with one or more trees, as well as ground cover. Shrubs may also be required. Trees and shrubs should be irrigated separately.

GUIDELINE D6: IRRIGATION

All trees and other landscaping shall be provided with automatic irrigation. Enclosed rear yard private open space should be provided with a hose bib and/or irrigation system. (See E7)

GUIDELINE D7: TREE PRESERVATION

Existing healthy major trees should be preserved and incorporated into the new project landscaping. Buildings should be located outside the drip line of major trees, and disturbance of roots and changes in ground elevation should be avoided.

GUIDELINE D8: MATERIAL SIZE

Plant sizes should generally be fifteen gallons for trees and one to five gallons for shrubs. No species shall be less than one gallon size. Larger specimen sizes are appropriate for accent plantings or where immediate effect is needed. It may sometimes be desirable to plant fast-growing species for temporary effect until slower growing permanent plantings have a chance to grow. Whenever possible, existing landscape elements should be retained and incorporated into the landscape design.

GUIDELINE D9: LANDSCAPE SCREENING

Heavy landscaping should be used to screen unattractive features such as electrical transformers, mechanical equipment, etc. To provide visual interest, more intense landscaping should be provided at the end of buildings where a lack of windows and door openings or other architectural features exist. This is particularly essential when buildings abut a street frontage and along the side and rear property lines.

GUIDELINE D10: FRONTAGE ROADS AND LANDSCAPING

Islands or medians that separate frontage roads from public streets shall be planted with trees and shrubs of sufficient density to form a solid screen at least 5 feet high and a continuous tree canopy.

E. COMMON AND PRIVATE OPEN SPACE

DEFINITION

Common open space is that outdoor space provided for the use and recreation of all residents of a project. Required common open space must be usable and only landscaped to enhance its use. Areas of decorative landscaping are not considered usable open space. Pools, tennis courts, etc. may be considered as usable common open space.

Private open space is that outdoor space provided only for the use of the residents of the living unit to which it is attached. Private open space can occur in the form of a rear yard, patio, balcony, and/or deck.

INTENT

Residents of multi-family housing projects should have access to usable open space, whether public or private, for recreation and social activities. The design and orientation of these areas should take advantage of available sunlight and should be sheltered from noise and traffic of adjacent streets or other incomparable uses.

Required open spaces should be conveniently located for the majority of units. Private open spaces should be contiguous to the units they serve, screened to provide privacy, and have usable dimensions. Projects accommodating children should have secure children's play areas that are visible from the units.

GUIDELINE E1: OPEN SPACE

There should be a minimum of 260 square feet of private and/or common open space area for every dwelling unit. Projects with fewer than 12 units need not have common open space, provided that each ground floor unit has at least 120 square feet of private open space. The minimum dimension for ground level private open space should be 10 feet. For balcony space the minimum dimension should be 6 feet.

GUIDELINE E2: CHARACTER OF FENCING

Individual unit patio or rear yard fences visible from a public street or a major project open space should not be good neighbor fencing. They should be architecturally consistent with the residential buildings and/or theme of the project.

GUIDELINE E3: HEIGHT OF FENCING

When the common open space is large and represents a major feature of the project, patio fences less than 6 feet are encouraged to permit private views of the common amenity.

GUIDELINE E4: PRIVATE OPEN SPACE SETBACKS

Minimum site setback requirements for required private open spaces from adjacent uses are as follows:

- | | | |
|----|------------------------------|---------|
| 1. | Public open spaces | 10 feet |
| 2. | Parking area and drives | 10 feet |
| 3. | Private streets | 15 feet |
| 4. | Balconies to other balconies | 20 feet |
- unless separated by a screen wall

GUIDELINE E5: MINIMUM DIMENSIONS

No townhouse/apartment patio shall have a dimension smaller than 10 feet. No balcony shall have a dimension smaller than 6 feet.

GUIDELINE E6: RELATIONSHIP TO STREETS/DRIVES

Portions of a project's common open space should be visible from and extend out to streets and drives.

GUIDELINE E7: IRRIGATION/HOSE BIB

All rear yards, and patios over 100 square feet shall be provided with an irrigation system and/or a hose bib. Water service is required in all private yards and patios.

F. PEDESTRIAN WALKWAYS, BIKE AND TRANSIT FACILITIES

INTENT

A functional on-site circulation must address the needs of pedestrians and bicyclists. The circulation system should provide for access to and from parking areas, residential units, open space/recreation areas, accessory structures such as laundry rooms and mail boxes and the adjacent public street. A good site circulation system allows for convenient, comfortable, and safe movement of pedestrians and bicyclists.

GUIDELINE F1: PROJECT ENTRANCE

The location and entrance to projects should be clearly marked and identifiable for pedestrian as well as vehicular access.

GUIDELINE F2: VEHICLE/PEDESTRIAN SEPARATION

The on-site circulation system should be designed to avoid conflicts between vehicular operation and pedestrian access. Where access must be provided from or across a parking area, drive or private street, a clearly different paving material or marking should be provided to guide pedestrians and alert motorists.

GUIDELINE F3: SIDEWALK ACCESS TO PARKING

Generally, sidewalks should connect parking to units within the project so that persons are not forced to walk through parking or landscaped areas.

GUIDELINE F4: BALCONY/CORRIDOR CIRCULATION

Common exterior balconies and corridors that provide access to units should not require circulation past adjacent unit windows and entries.

GUIDELINE F5: TRANSIT FACILITIES

Multiple family projects that are located on designated transit routes and are greater than fifty (50) dwelling units should provide for a bus pullout and furniture if feasible.

GUIDELINE F6: BICYCLE ACCESS AND PARKING

Projects located adjacent to designated bikeways containing fifty (50) or more units should provide for specific bicycle ingress and egress. All projects of fifty (50) or greater units shall provide for secure bicycle parking for at least ten (10) percent of the residents.

G. SITE AND BUILDING LIGHTING

INTENT

Adequate site lighting is important to create a safe environment for residents and guests. Insensitive placement and intensity of exterior lighting can be an annoyance to residents within a project and in the adjoining neighborhood. Lighting on the exterior of developments needs to be properly hooded and directed so as not to create a nuisance.

GUIDELINE G1: DIRECTION/SCREENING

Lighting along the perimeter of a project should be directed away from or hooded to prevent the intrusion of light into adjacent residential areas. On-site lighting should be directed so that it does not create high lighting levels in sleeping areas.

GUIDELINE G2: SECURITY

Adequate lighting of on-site pedestrian walks, unit entrances, utility areas (such as laundry and trash enclosures) and parking areas should be provided. Unit address signs and project directory signs should be adequately lit to allow for timely emergency safety service response.

GUIDELINE G3: FIXTURES

Light fixtures along a public street should match the City's standards. Special on-site fixtures matching the architectural theme of the project are encouraged. No bare bulb lighting is allowed; all lighting should be in a fixture. Fixtures should be designed and oriented to prevent glare, especially in driveways and parking areas.

H. BUILDING DESIGN AND FINISH MATERIALS

INTENT

The design and placement of buildings create the character and setting of a project. The design elements of building facades and the massing of buildings give them richness and scale. Separations, changes in plane and height, and the inclusion of elements such as bay windows, porches, arcades, dormers, and cross gables mitigate the barracks-like quality created by flat planar walls and roofs of excessive length. Secondary hipped or gabled roofs covering the entire mass of a building are preferable to mansard roofs or segments of pitched roof applied at the building's edge. Extremely long buildings, if they are richly articulated, may be acceptable; however, buildings (including garages and carports) exceeding 150 feet in length are generally discouraged. The intent of these guidelines is to give individual architects both freedom and the obligation to make appropriate use of these elements. The choice and mix of materials on facades of buildings are important in providing an attractive living environment.

GUIDELINE H1: BUILDING SCALE

New structures should be sensitive to the scale of the neighborhood. A transition from low buildings along the street or side and rear property lines to taller structures on the interior of the project is generally encouraged. Taller buildings may be appropriate adjacent to major open space areas or along major streets with special landscape setbacks. In most cases it is desirable to reduce the bulk or scale of buildings to maintain a domestic character which reflects a residential neighborhood.

GUIDELINE H2: BUILDING MATERIALS AND DETAILS

The exterior materials and architectural details of buildings should relate to each other in ways that are traditional and/or logical. For example, heavy materials should appear to support lighter ones. Buildings should be stylistically consistent. For example, "Spanish"

details are consistent with stucco buildings and with mission tile roofs. Styles, materials and detailing should be consistent with the chosen architectural theme.

GUIDELINE H3: FACADE ARTICULATION

All buildings containing three or more attached dwellings in a row shall incorporate at least one of the following for all elevations:

1. At least one architectural projection per unit. Such a projection must project no less than two feet six inches from the major wall plane, must be between four feet six inches and fifteen feet wide, and must extend the full height of a one-story building, at least one-half the height of a two-story building, and two-thirds the height of a three-story building. (Figs 12, 13 and 14)
2. A change in wall plane of at least three feet for at least twelve feet every 2 units. (Fig 15)

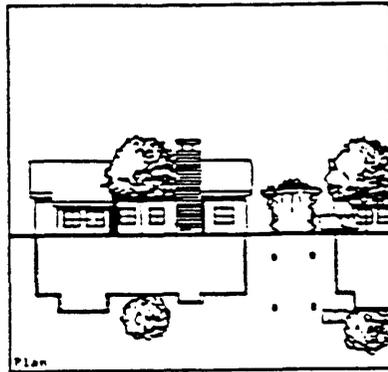


Fig. 12

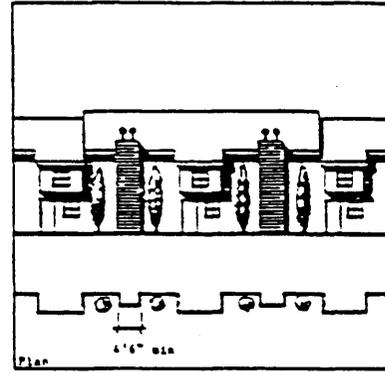


Fig. 13

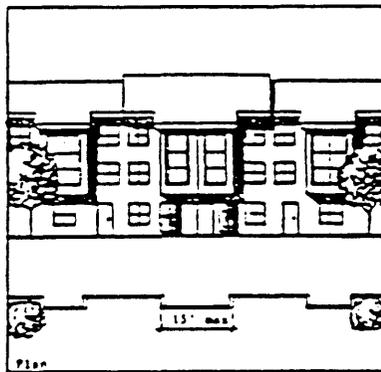


Fig. 14

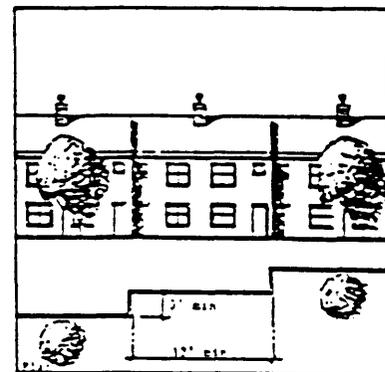


Fig. 15



GUIDELINE H4: ROOF ARTICULATION

For sloped roofs, both vertical and horizontal articulation is encouraged. Roof lines should be representative of units under them and no more than two single story inline units, or four two story inline units, or eight clustered two story units should be covered by a single, unarticulated roof (Figs 16, 17 and 18). Roof articulation may be achieved by changes in plane of no less than two feet six inches and/or the use of traditional roof forms such as gables, hips, and dormers.

GUIDELINE H5: EXTERIOR STAIRWAYS AND BALCONIES

Exterior stairways and balconies shall be stylistically consistent with the buildings they serve. They should be architecturally integrated into the building. Manufactured bolt-on stairs should be avoided. The materials and detailing of stair rails and siding should match those of the building. Balcony walls should reflect the architectural theme and materials of the building. Attention should be given to privacy and usability of balconies.



GUIDELINE H6: FENCING VISIBLE FROM THE STREET

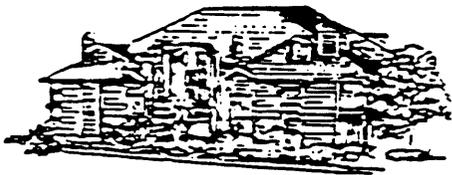
Fencing which is visible from the street of common open space should be treated as an integral part of the architecture. The materials, color, and detailing should draw from the buildings they surround or adjoin.

GUIDELINE H7: TWO STORY BUILDINGS

Two story buildings should be oriented and designed to lower the overview of private yards and patio of on-site and adjacent developments. This may be done through building orientation, screen walls or landscaping.

GUIDELINE H8: EXTERIOR COLOR

On larger projects subtle changes in the shade of exterior color is encouraged to increase visual interest and help reduce monotony. Building groups can also be painted with different colors but too frequent a change in exterior building colors is generally not encouraged.



GUIDELINE H9: ACCESSORY STRUCTURES

Accessory structures including laundry rooms, club houses, offices, storage facilities, etc., should be compatible in design and materials with the main buildings.

GUIDELINE H10: ROOF MATERIALS

Noncombustible roof material is encouraged. If fiberglass composition roofing is selected, it shall be of a texture and design incorporating random edges and a textured look resembling natural wood shakes. The material shall have a weight greater than 270 pounds per square with a Underwriters laboratory fire rating of Class

"A", with a 30-year or longer transferable warranty. This standard may be reduced in projects with low income units.

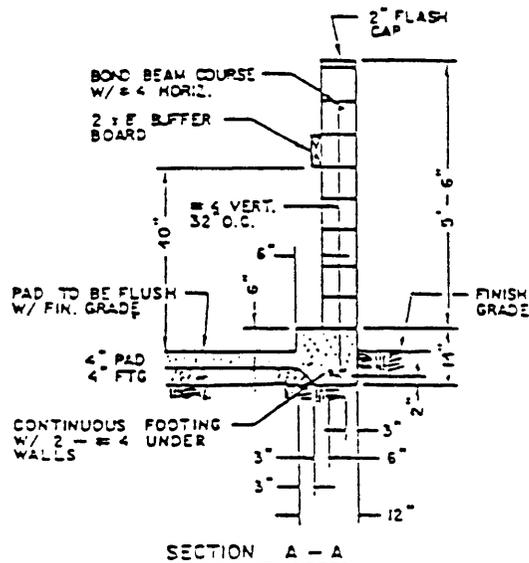
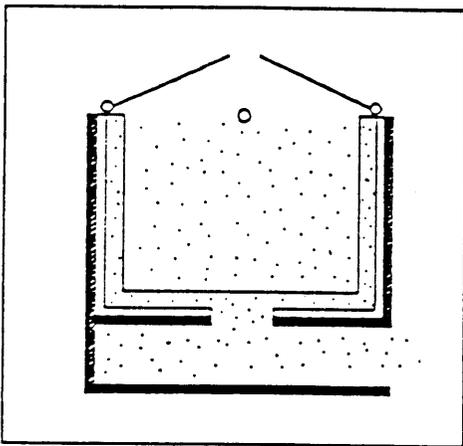
I. UTILITIES - LOCATION AND TREATMENT

INTENT

Utility facilities are often overlooked in the design of projects. The handling of these components of a project make a significant difference in their visual appearance and their use. They shall be functionally and conveniently placed without detracting from the project or assuming greater prominence than is necessary. As an example, trash enclosures, if not properly located, can detract from an otherwise nicely-designed project. These are details important in their aggregate to creating quality living environments.

GUIDELINE I1: TRASH ENCLOSURES.

1. The walls of trash enclosures shall be of a masonry material with inside protective bumper or curbs. Heavy gauge solid metal gates are the only acceptable gates. The exterior surface should be compatible with the remainder of the project.
2. Trash enclosures should not be intrusive. Their locations should be chosen to prevent the intrusion of noise, odor, insects, and dust into living areas.
3. Trash enclosures shall be constructed to allow walk-in access.
4. They shall be located where service vehicles have easy access to them without having to back up.
5. Trash enclosures shall have a trellis covering. Landscaping on the trellis is encouraged.
6. Provision for recycling bins shall provided for as provided by the design standards of the City (See Standard ST-15).
7. Generally one yard of trash bin capacity shall be provided for every four residential units.



GUIDELINE I2: HEAT/AIR CONDITIONING UNITS

Heat/air conditioning units shall be integrated into the design of buildings. Integration means that the locations are not generally discernible in their location. they may be located in roof wells, or enclosed by well-designed architectural features such as gable roof elements. If they are located on the ground, they should be screened and carefully placed so they blend into the project (Fig 20).

GUIDELINE I3: UTILITY UNDERGROUNDING

All utility service adjacent to and serving multi-family projects shall be undergrounded. Meters other than water meters and utility boxes shall be attractively screened and/or integrated into buildings.

J. GRADING

INTENT

Grading for new projects shall not adversely affect adjacent existing development. In general, grading and construction at project boundaries should be consistent with existing adjacent development in terms of building height and ground elevation changes. Privacy of adjacent existing residences should be taken into consideration.

GUIDELINE J1: RETAINING WALLS

Retaining walls should be avoided at property lines. Where they must be used, masonry material shall be used.

GUIDELINE J2: SOIL DEPTH

In order to ensure that landscape plantings have sufficient soil depth and quality for growth, topsoil should be replaced in areas where grading has removed top soil necessary to support strong plant growth.

K. PERIMETER WALLS AND FENCES

DEFINITION

Walls are defined as solid stucco or masonry barriers greater than 3 feet high. Fences are defined as solid wood barriers greater than 3 feet high. Open fences are defined as wood or metal fences greater than 3 feet high and more than 50% open.

INTENT

Long, unbroken walls and fences along the street and adjacent to open space areas in new multi family projects tend to isolate projects within the larger community. While walls and fences can be used to provide security, privacy, sound attenuation, and control of views, these same goals can also be achieved by other means. Wider setbacks and open space, earth berms, and landscaping are desirable and effective alternatives. Wall projects are not prohibited by these guidelines.

GUIDELINE K1: HEIGHT

Fences and walls should be no more than 7 feet high, except when adjacent to freeways or incompatible uses as required for sound attenuation.

GUIDELINE K2: ARTICULATION

When walls are necessary along public streets they should incorporate changes in plane, height, use of open sections, or a combination of these elements if the wall is longer than 70 feet. The minimum plane change should be 2 feet. The minimum height change should be 18 inches. Where a wall is required for sound attenuation, a change in material or substantial change in texture may be used in place of a change in height or open sections.

GUIDELINE K3: MATERIALS AND DETAILING

Walls and fences visible from the public street should be constructed from durable, good quality material, and display a level of quality in finish and detail. In general, walls should be constructed of materials matching the architecture. Walls or fences of a lesser quality of finish and detail may be approved if they are continuously screened by landscaping.

L. SIGNAGE AND ADDRESSING

DEFINITION

Project identification signs are intended to be seen from the adjacent public street. Their size is regulated by the City's Sign Ordinance. Directional/informational signs are intended to be seen from on-site and are informational and may include signs for club houses, laundry and mail facilities. They are relatively small in size with lettering generally 4" to 6" in height. Address signs identify the street address of the project and/or the individual units.

INTENT

In addition to their importance as disseminators of information, signs contribute to a sense of place in multi-family developments. Well designed sign programs can help unify a development. Signs should relate to their surroundings in terms of materials, color, graphics, size, height, shape and lighting. Clear and effective signing is also important for safety service personnel responding to calls for service.

GUIDELINE L1: SIGN ORDINANCE

Location and design of proposed signing shall be consistent with the City's Sign Ordinance. Signs shall be consistent with the design program of the development. All Project signs are subject to Sign Review and Approval. Directional/informational and address signs shall be reviewed under the Site Plan Review process.

GUIDELINE L2: DESIGN THEME

Project and interior signs should possess an interrelated theme, and should be manufactured in a similar fashion using the same materials, numbers, colors, and method of attachment.

GUIDELINE L3: SIGN ILLUMINATION

Sign illumination shall not be unnecessarily bright, or emit renegade glare or light intrusion on or off the project site. Particular care should be taken to prevent light from being an annoyance to adjacent residential neighbors.

GUIDELINE L4: ADDRESSES

Illuminated address signs shall have numbers a minimum of five inches (5") in height with a principal stroke of not less than one-half inch (1/2") in width, on contrasting backgrounds when placed on the structures. The address signs located on structures shall face the public street or the interior driveway when the building is located on the interior driveway.

When one address has multiple units, each unit shall be numbered with unit numbers located on the face of the door or adjacent to the main entrance in contrasting color using three-inch (3") numbers or letters.

Multi-family complexes shall have installed at each driveway entrance a monument sign with the complex address visible with contrasting background. The size of the address shall be a minimum of six inches (6") in height with a principal stroke of one inch (1") in width.

GUIDELINE L5: DIRECTORY SIGN

Large projects (100+ units) shall have a directory sign at the entrance(s) of the development showing the building layout, street/drive pattern and unit addresses.

GUIDELINE L6: EMERGENCY ACCESSWAY SIGN

Accessways for emergency vehicles shall be posted as follows:

1. A metal sign, sixteen inches by sixteen inches in size, mounted atop a six foot metal post with the following legend in red lettering on a white background:

EMERGENCY ACCESSWAY

NO PARKING

Violators will be towed at owner's expense.

Sec. 4-4.104
Clovis municipal code