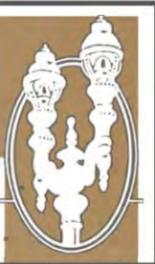


# CENTRAL CLOVIS SPECIFIC PLAN



CITY OF CLOVIS 2016



## Central Clovis Specific Plan Acknowledgements

### Central Clovis Advisory Committee

Arakel Arisian, Chair  
Alma Antuna, Vice Chair  
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Stephanie Andersen, GIS Specialist  
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## Trail Sections

- Old Town Trail, Minnewawa Trail, Pup Creek Trail *needs information*

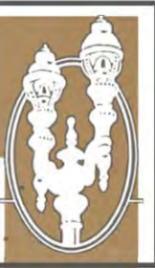
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# CENTRAL CLOVIS SPECIFIC PLAN



## INTRODUCTION





## Introduction

Central Clovis is the area that sparked the creation of a highly treasured and well-loved community. Known today for its quality services, educational programs, beautiful neighborhoods and setting, In 1912 Clovis began as a small town catalyzed by the intersection of the San Joaquin Valley Railroad and the terminus of the Fresno Flume and Lumber Company flume. Throughout the past century, the Central Clovis area has dynamically responded to the changing times, developing to meet the evolving needs of its citizens and its success stems from providing the authentic heart to a growing community.

This Central Clovis Specific Plan is an update that builds upon the successes of the original Central Clovis Specific Plan adopted in September of 1983. As with many communities throughout the country, Central Clovis suffered from the out-migration of substantial businesses out of the core to newer outlying development following the conclusion of World War II. With a vacancy rate of over 40% by 1980, the original plan was formulated and adopted to encourage the revitalization of this historic area. Today Central Clovis has a nearly 0% vacancy rate for commercial and service uses and has seen significant reinvestment in both the commercial and residential environments.

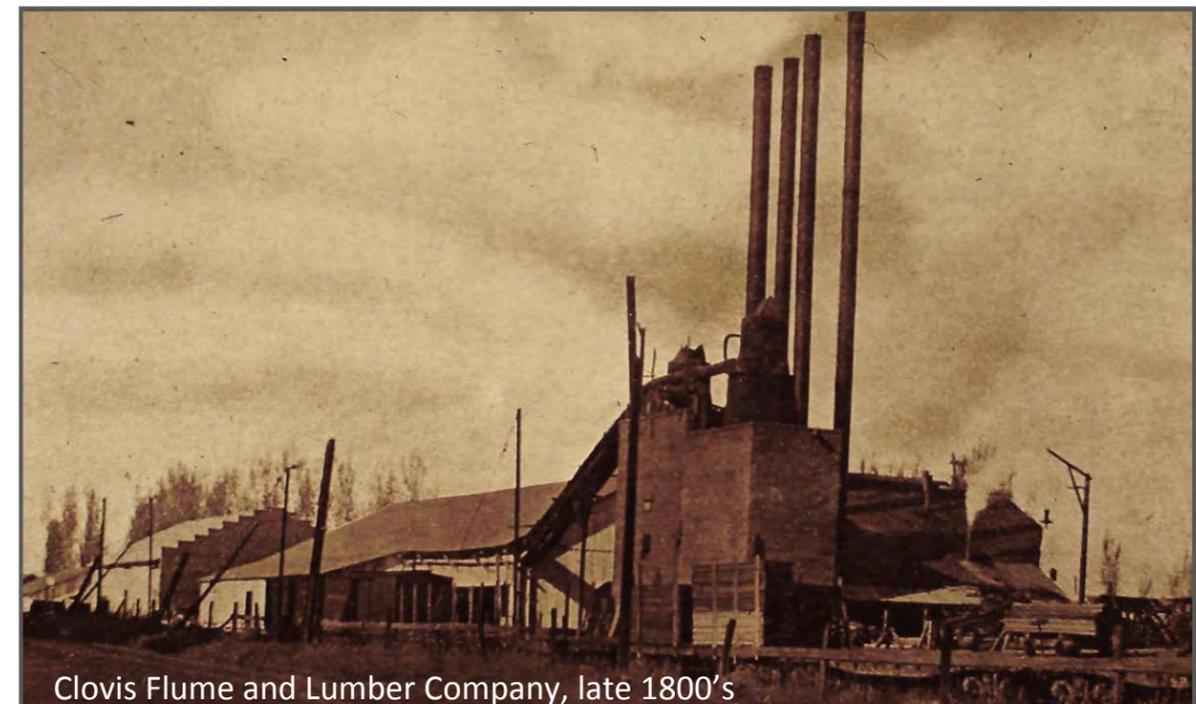
As substantiated by the General Plan update of 2014, Clovis treasures and respects the authenticity of Central Clovis and its importance as the heart of the community.

This document is intended to build upon the merits of this unique area and provide a vision and guidance for its future development and sustainability. This document will function in two ways;

1. as the officially adopted Master Planned Community (MPC) Zoning District for these sites; and
2. the official development standard and supporting document to guide future development and improvement.

The purpose of this Specific Plan is the following;

1. Identify acceptable and desirable land uses.
2. Establish an overall theme and quality for Central Clovis.
3. Illustrate and direct the intended architectural, landscape and site elements.
4. Provide criteria and examples of expected design qualities and treatments.
5. Refine and implement the Goals and Objectives of the Clovis General Plan.





## Site Description and Analysis

### Project Location

The Central Clovis Specific Plan envelops the original one square mile that was incorporated in the 1912 as the City of Clovis. The site is both physically and symbolically considered to be the heart of the present day Clovis community and is recognized throughout the region as “Old Town Clovis”. Clovis is known as the “Gateway to the Sierras” due to the grammatically incorrect but well-loved sign that is suspended over Clovis Avenue in Old Town.

The City of Clovis lies in the center of California’s San Joaquin Valley and within the Clovis/Fresno Metropolitan Area with a population of over 600,000.

The Central Clovis Specific Plan is bounded by Sunnyside Avenue to the east, Barstow Avenue to the south, Minnewawa Avenue to the west and State Route 168 and the Old Town Trail to the north.

### Existing Conditions, Land Use and Development

The Central Clovis Specific Plan area contains a broad variety of existing land uses and is nearly 100% developed. As this was the original incorporated area of the City of Clovis, a full spectrum of land uses were developed here including commercial, service, industrial and a variety of existing housing types. Initial development of this area began in the late 1800’s with the development of agricultural and lumber industries. Catalyzed by the expansion of the San Joaquin Valley Railroad in 1891, shops offering goods and services began to appear near the intersection of Clovis Avenue and Fifth Street. Development of educational and Civic facilities soon followed.

Substantial development of vacant land in the plan area continued through the 1960’s culminating with the improvement of “Countryside Estates”; a residential subdivision located near Sierra and Sunnyside Avenues.

In the early 1980’s the Clovis Community Development Agency (redevelopment) was created and the Central Clovis Specific Plan was prepared and adopted in 1983. This effort has led to substantial reinvestment in the “Old Town” commercial core as well as surrounding neighborhoods.

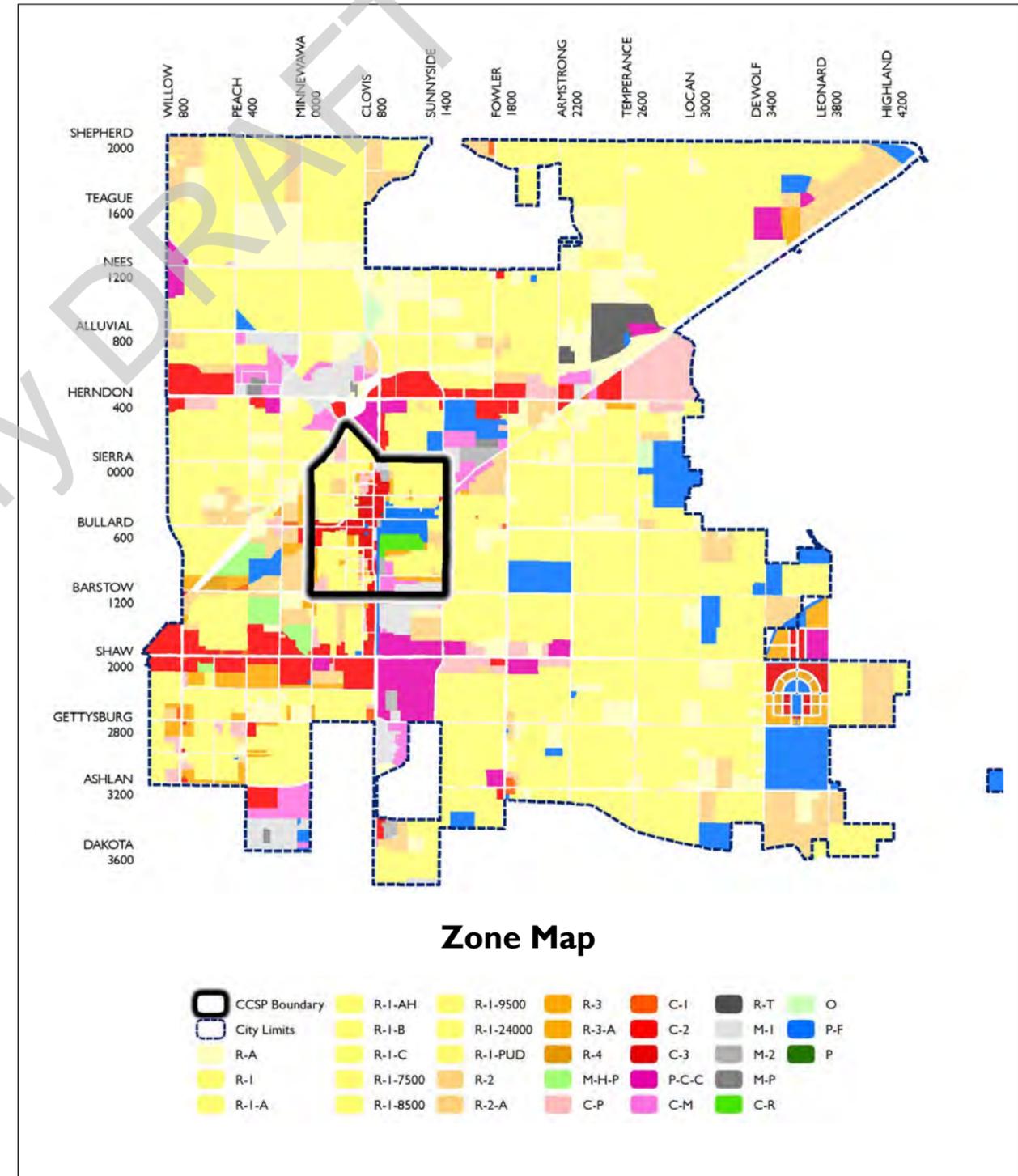
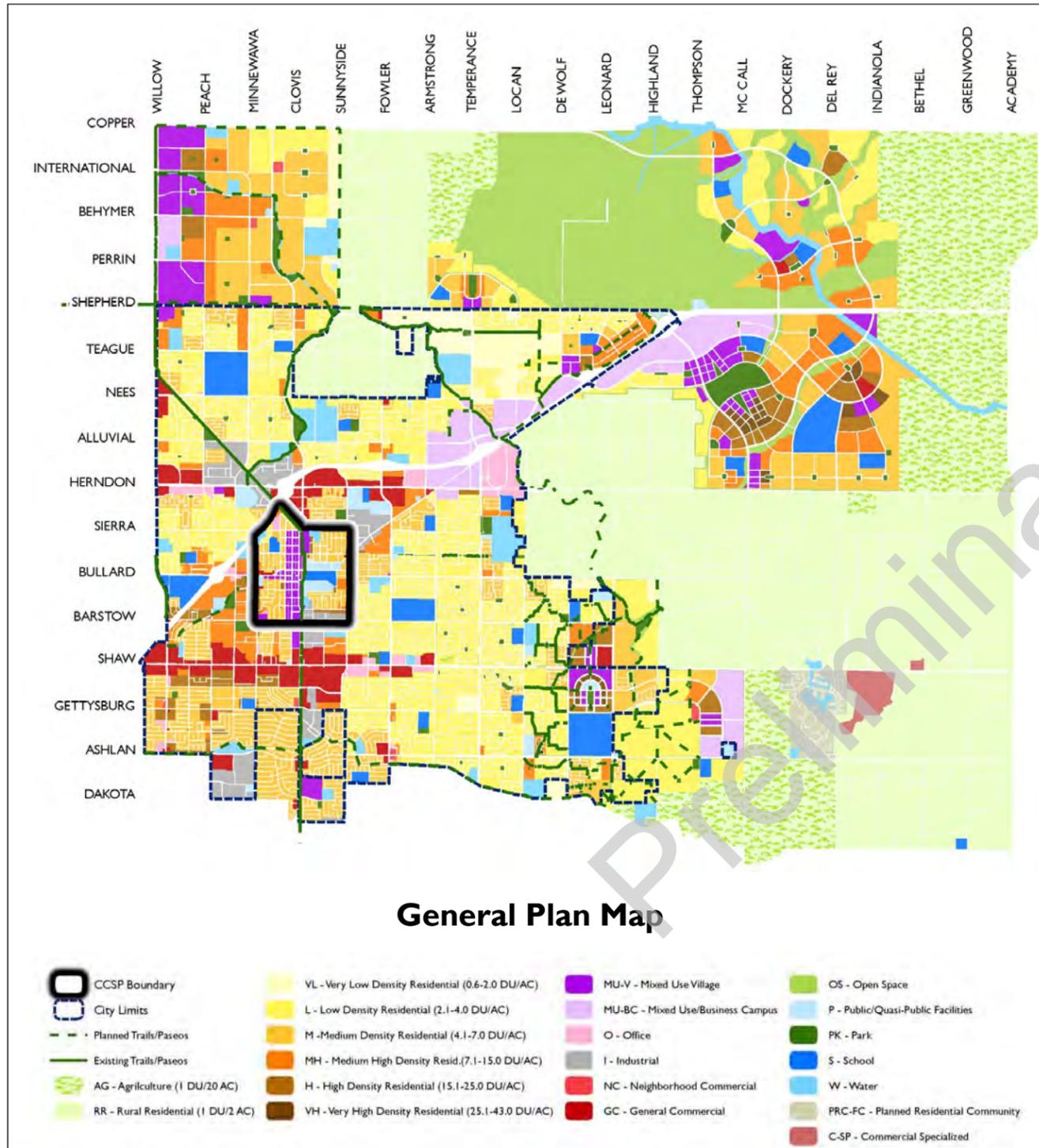
The project site contains 676 acres.





## Relationship to the General Plan

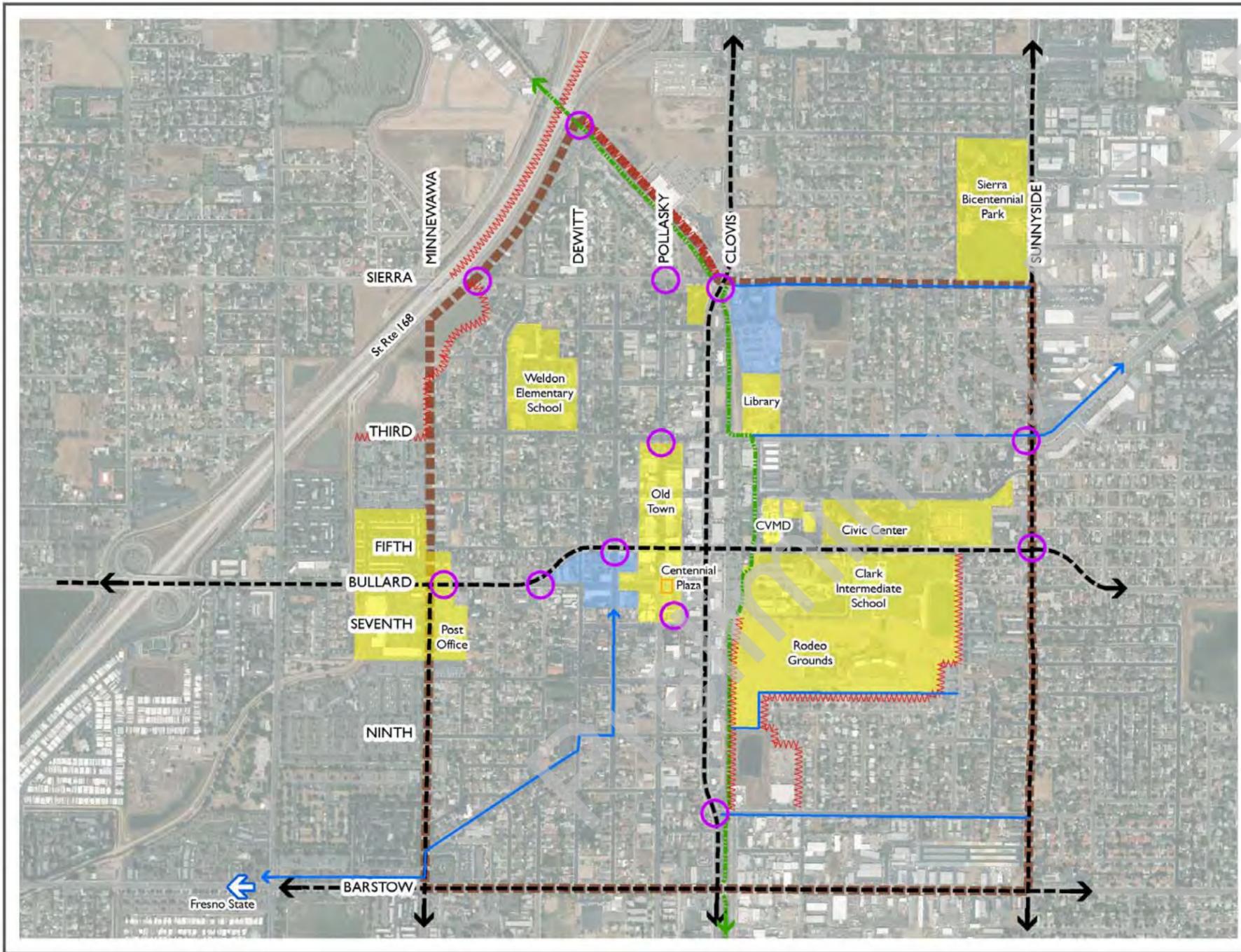
The Central Clovis Specific Plan refines and implements the General Plan. This plan provides specific guidance to land uses designated by the General Plan and adopts specific zoning standards for the plan area.





## Form, Image, Opportunities and Constraints

Various elements create the physical image of the plan area as well as define opportunities for improvement and physical constraints. These elements are outlined here and serve as the basis for the specific plan development.



**○ Gateway**  
Gateways are clear entryways into the design area. They mark a pathway and set the tone for the area being entered. Gateways carry the bulk of the people who see the downtown and are responsible for a lasting impression people have of the downtown.

**~~~~~ Edge Barrier**  
Edges/Barriers represent strong linear changes in the physical environment, either built or natural, which create distinct boundaries for the area such as State Route 168 located along the northwest boundary of the project area. Because edges are strong elements, they should be used for a positive effect and not overlooked or avoided.

**--- Major Street**  
Major Streets are basic parts of the transportation system serving the downtown area. Through their design these streets have the potential to carry traffic through the downtown efficiently, or to guide visitors to specific locations.

**--- Pedestrian Path**  
Pedestrian/Bicycle Paths delineate areas exclusively designed and built for such use that also connect to the greater community.

**— Opportunity Area**  
**Opportunity Area**  
Opportunity areas are locations that can be enhanced to integrate with and serve the Old Town area. Areas may be developable sites or locations where trails, bike lanes or other transportation enhancements can occur.

**Activity Generator**  
Activity Generators are public or private land uses which tend to pull people into the planning area. The value of activity generators goes beyond their ability to bring people in; they are also instrumental in establishing an overall impression of the area. Examples of existing activity generators include the Rodeo Grounds, Clovis Veterans Memorial District and Clark Intermediate School.

**CCSP Boundary**



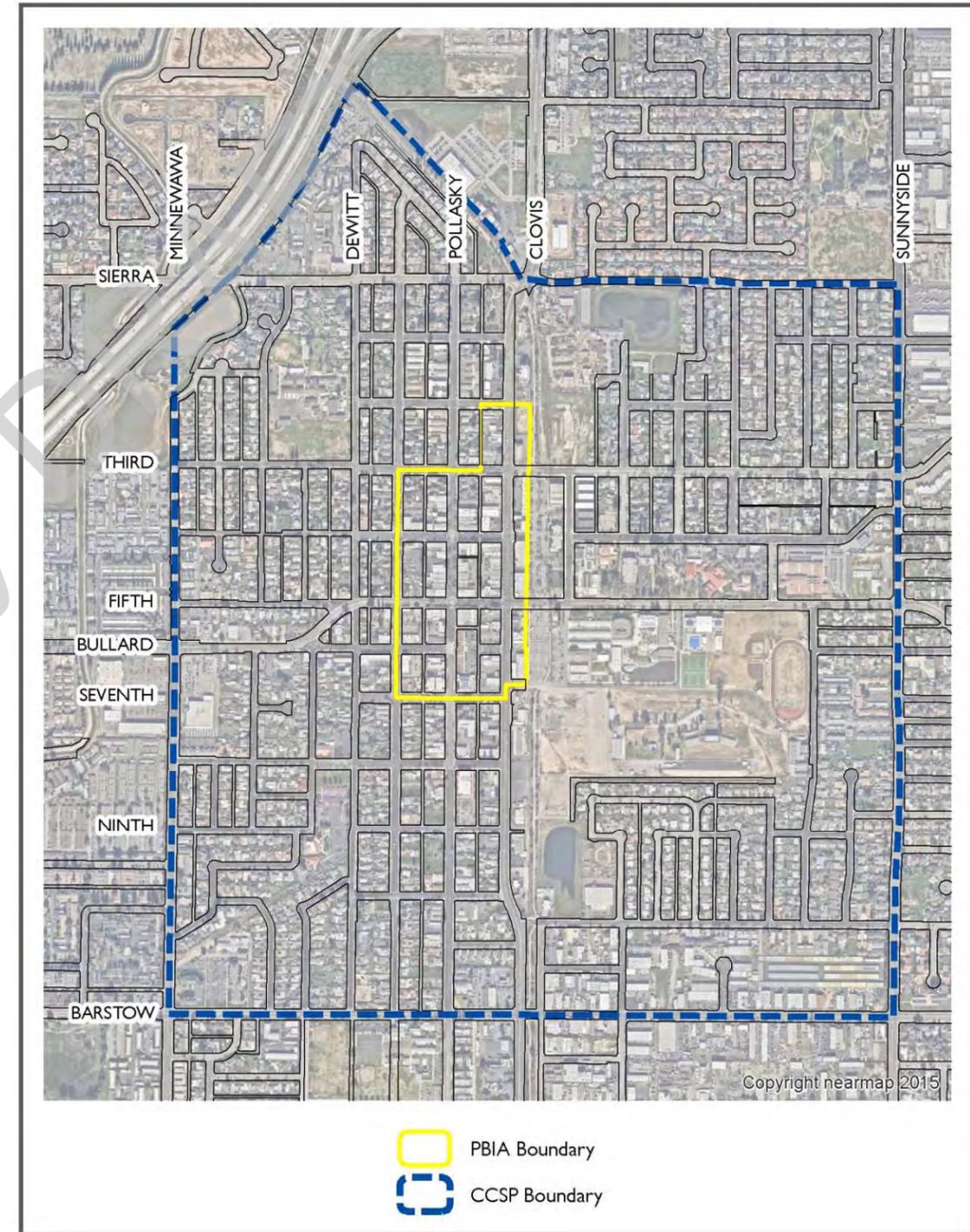


## Parking and Business Improvement Area (PBIA)

Established in 1975 the PBIA is an assessment district for portions of “Old Town” that waives off-street parking requirements for individual participating businesses. Assessments contribute to the development, maintenance and parking enforcement of public parking facilities. Portions of assessment funding also support marketing efforts for this area and the Business Organization of Old Town (BOOT).



L.W. Gibson Store 1902





## Vision and Intent

### Vision

The Central Clovis Specific Plan encompasses and embraces the historic heart of the Clovis Community. This area is comprised of a unique and broad variety of land uses that exemplify the character and values shared throughout the City. Incorporated in 1912, the one square mile of the original City has sparked the creation of a community of over 100,000 residents. Over the years it has flexed to accommodate historic events and cultural changes, has accommodated new citizens and new technologies, has weathered and rebounded through economic difficulties and yet has consistently served as the foundation of Clovis.

This plan should recognize, celebrate and preserve the unique culture and history of the central Clovis area while building upon the successes achieved over the past 100 years. It should also embrace the vision of the 2014 General Plan Update; *“A City that is committed to the Clovis Community Family, their needs, their values, and a quality way of life for all; reflecting that commitment in how it develops and in the activities it undertakes”*.

### Intent

This plan is intended to implement the *Vision, Values, Guiding Principles, Goals and Policies* of the Clovis General Plan Update of 2014. As well it is intended to provide specific guidance in land use and the design of public and private improvements within in the plan area to substantiate its importance as the “hub” of the Clovis community. It is intended to inform citizens, property owners, project designers and applicants of the community’s expectation and preferences for the quality and character of development as well as serving as the foundation for the City staff review and Planning Commission and City Council consideration of approval of projects.



Clovis Rodeo Parade Spectators at 4<sup>th</sup> and Pollasky, 1949



Amgen Tour Spectators at 4<sup>th</sup> and Pollasky, 2009





## General Plan Community Values and Guiding Principles

One word symbolizes Clovis of the past, present and future more than any other: FAMILY—not only the conventional definition, but all of the individuals and households who make Clovis their home or work place. In other words: The Clovis Community Family.

The physical place called Clovis will continue to reflect the central value of The Community Family as it moves through this century. The Vision for Clovis is the building block of our neighborhoods, schools, and civic institutions and provides the motivation for everything the City and its leaders do jointly to shape the future.

The Clovis Community Family idea embraces the following guiding principles:

**Small Town Character** Preserve the authenticity of Old Town and plan new development that creates a sense of community and place.

**Education** Support access to superior lifelong education for all Clovis residents.

**Long-term Governance** Create a sustainable community through incorporating long-term thinking into short-term decision-making.

**Lifecycle Community** Create housing, employment, and lifestyle opportunities for all ages and incomes of residents.

**Social Capital** Strengthen social networks that create pride and a commitment to action within the Clovis community.

**Public Parks, Open Space & Trails** Use and design public open space resources for trails, parks, and recreation where people live, work, and play.

**Natural Resources** Foster stewardship as a primary means of conserving and enhancing natural resources, and promoting connections to the Sierra.

**Economic Prosperity** Foster economic growth.

**Regional Engagement** Support regional efforts to work interconnectedly to improve the economy and the quality of life in the San Joaquin Valley.

Preliminary DRAFT





## Specific Plan Goals and Action Items

### A thriving local economy enriched with successful businesses.

- Study and identify compatible retailers and services that can provide value for specific downtown districts.
- Facilitate a permit process for outdoor/sidewalk dining.
- Study and identify strategies for encouraging expanded evening hours of activity.
- Promote Old Town as a bicycle and pedestrian environment that is easily accessible from metropolitan area trails.
- Consider incentives to encourage quality business, mixed use and residential development.

### A pedestrian and bicycle friendly downtown that connects to regional assets and all transportation modes.

- Study opportunities for “road diets” allowing for greater pedestrian and bicycle usage.
- Study opportunities, strategies and best practices for pedestrian access across Clovis Avenue.
- Encourage and identify areas for bicycle parking and bicyclist facilities throughout the Old Town area.
- Develop a pedestrian and bicycle oriented way finding program for Old Town that also identifies the location of area parking facilities.
- Encourage community events that celebrate pedestrians, bicyclists and those with disabilities.

### An entertainment, art and cultural center for the region that preserves, promotes and celebrates the historic heritage of Clovis.

- Promote both public and private venues for local artists and poets.
- Include performing arts as an event in Old Town.
- Encourage events that celebrate the cultural diversity of the metropolitan area.
- Catalog area auditoriums, lecture halls and other venues in the Old Town vicinity and integrate their use with Old Town events.
- Connect Old Town to the Fresno State events center, the Fresno airport, area hotels and outlying events through a bus/shuttle service.
- Incorporate safety services as an authentic function in Old Town.

### A place with distinctive gateways and thematic elements.

- Design distinctive tree and landscape pallets for significant streets in Old Town.
- Visually delineate the original city boundaries of Clovis.
- Identify gateway points and develop thematic elements which identify one’s arrival and departure in Old Town.
- Provide distinctive way finding to Old Town from State Route 168.
- Develop distinct districts in Old Town through streetscape and architectural design as well as unique sets of land uses.

### An authentic heart of the Clovis Community that offers employment, housing and lifestyle opportunities for all ages and incomes.

- Develop architectural guide lines for the various districts in Old Town that celebrate the authentic character of the community.
- Facilitate a variety of housing opportunities to serve the needs of the spectrum of community residents.
- Consider opportunities for new residential development and the development of underutilized properties.
- Incorporate safety services as an authentic function in Old Town.



Community Outreach, November 2015



# CENTRAL CLOVIS SPECIFIC PLAN



STREET SCENE,  
CLOVIS, CALIF.

Looking west on 5th Street from Front Street (Clovis Avenue).





## Introduction

The Central Clovis Specific Plan area is the authentic heart of Clovis and contains facets of Clovis' first one hundred years of history. Along with its genuine building architecture, streetscapes also portray the depth of history found here.

Successful enhancement and development of this unique district requires visual cues that distinctly set this area apart from other portions of Clovis. It is important that one knows when they are entering and exiting "Old Town" as well as helping them perceive where they are at when they have arrived. To a large part this is accomplished with the creation of thematic gateways and distinctive street themes.

## Gateways

Gateways are marked by intensified landscape and hardscape treatment at an appropriate scale. These unique entrances are intended to establish a sense of place, arrival and departure. Two types of gateways are identified; area and district gateways.

**Area gateways** are located at the periphery of the plan area and highlight the boundary of the historic core. These gateways are generally more automobile oriented although will contain some pedestrian scale amenities. Iconography such as the "lamppost" logos would be appropriately located here.

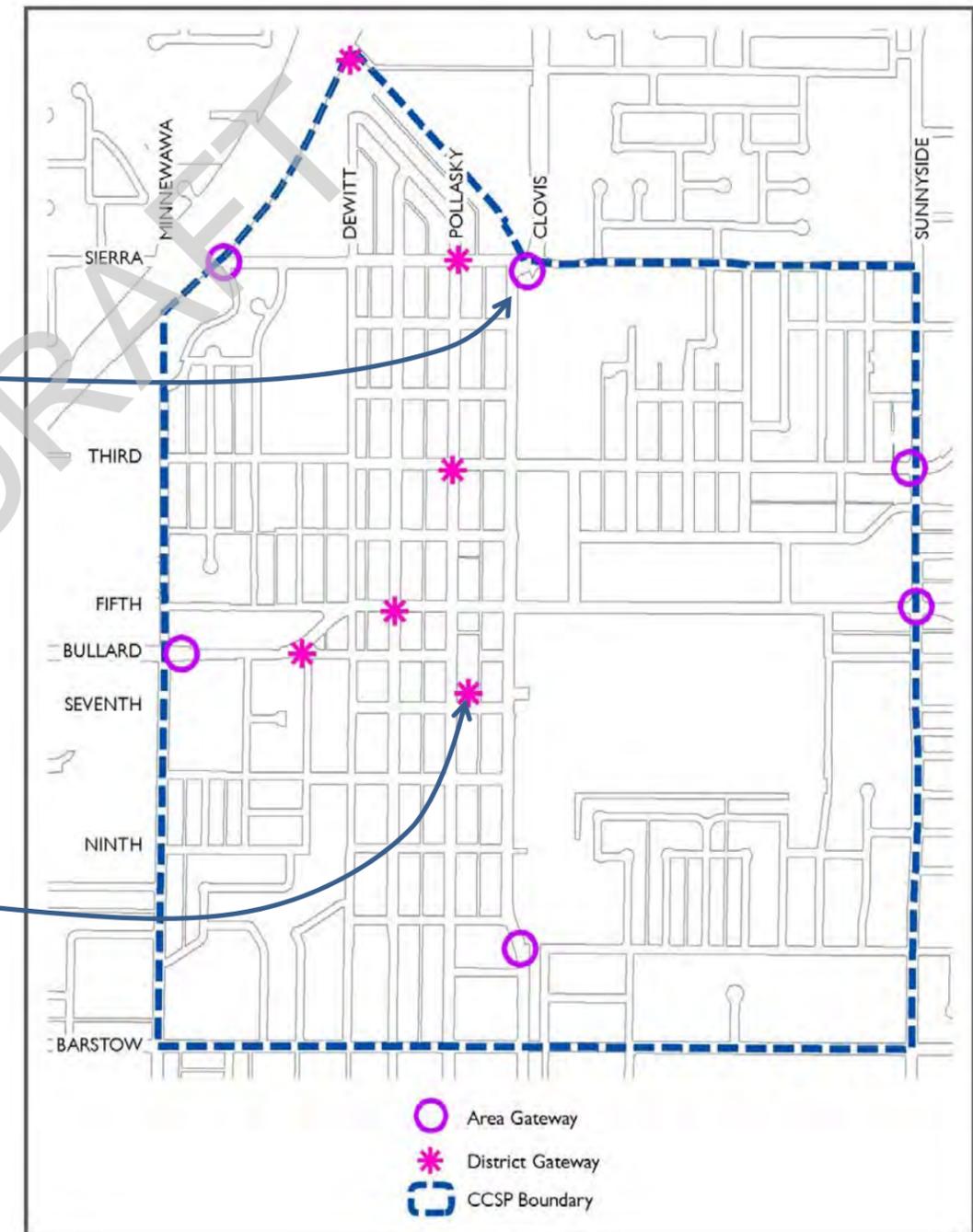
**District gateways** help users understand what area of the plan they are entering and can include a combination of distinctive pedestrian scale amenities that can include lighting, landscaping and architectural form.



Area Gateway (Clovis & Sierra)



District Gateway (Pollasky & Seventh)





## Gateways

Many gateways currently serve their intended purpose by announcing the arrival and departure from the Central Clovis area. However several gateways could be transformed to meet specific purposes of the plan update.

An example of this is the area and district gateways on Bullard Avenue east of Minnewawa Avenue.

Today the area gateway at Minnewawa Avenue is poorly defined. There are no visual clues that inform the public that they are coming up on “Old Town” and that the circulation preference is changing from an automobile orientation to a more pedestrian and bicycle friendly environment. Consequently unique monumentation, the narrowing of streets, and a change in landscape palette can define the entry and establish driver expectations of “Old Town”. It can also inform drivers that more efficient through routes may be found elsewhere rather than traversing through “Old Town”.

The district gateway found at the Bullard Avenue/Fifth Street “couplet” gives priority to vehicular traffic and diminishes the safety of bicyclists and pedestrians. A modification to this “couplet” could prioritize the use of the entertainment district found to the east for bicyclists and pedestrians while allowing for safe speed vehicular flow.

All gateways in the Central Clovis area should be evaluated for their applicability in reinforcing the plan’s goals, policies and action items.

**Bullard/Minnewawa Area Gateway**



**Before**



**After**

**Bullard/Fifth Couplet District Gateway**



**Before**



**After**





## Circulation Plan

The circulation plan for the Central Clovis area is made up of a variety of street sections. These roadways are unique to the project area and are intended to enhance connectivity for pedestrians, bicycles and automobiles. They are also important for moving vehicle traffic through the community.

Additionally the design of streets, including streetscape furniture, landscape palettes, and sidewalk designs, is pivotal to creating the unique pedestrian environment found in the various districts.

### Street Sections

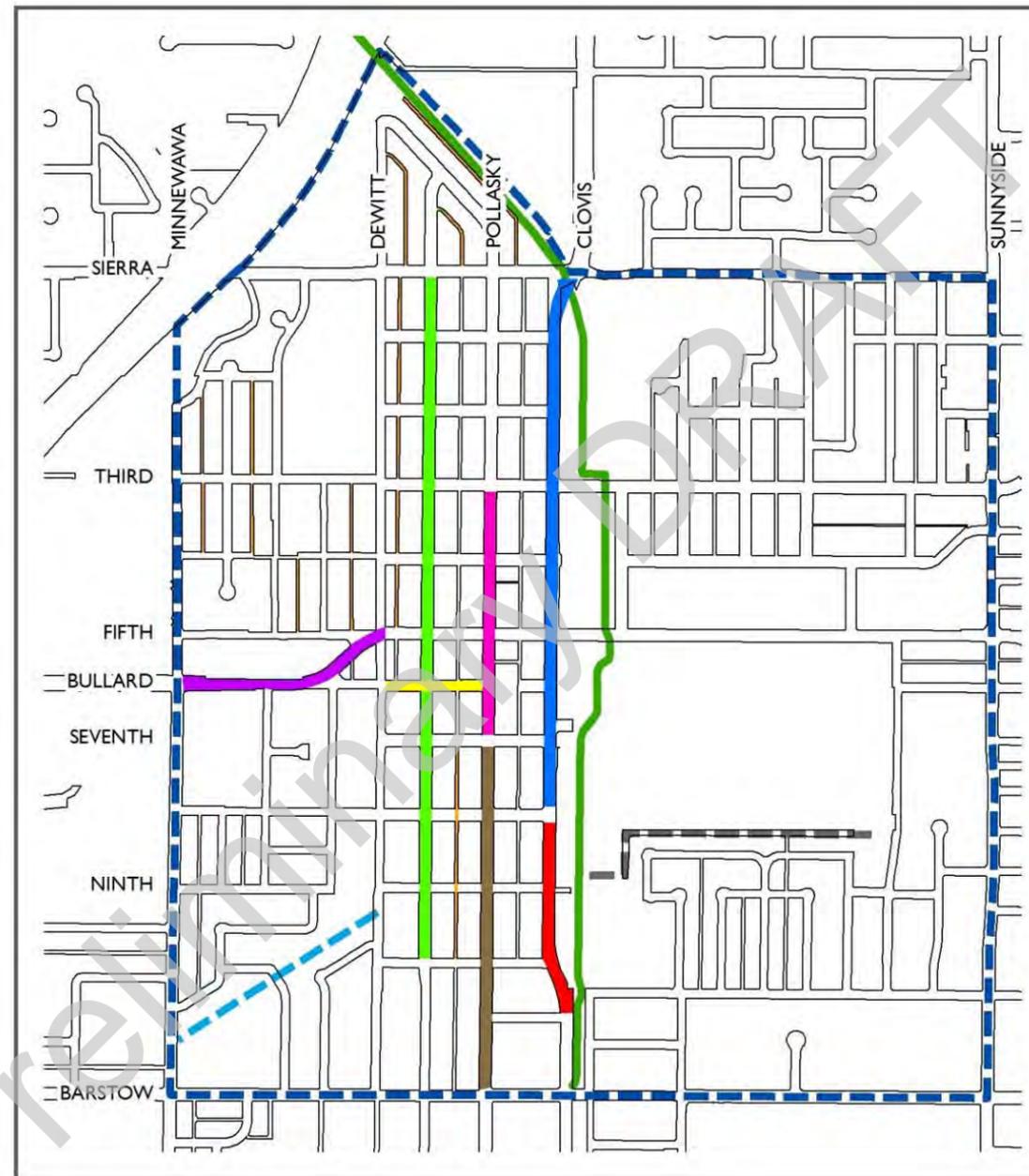
Street sections illustrate the format of various important streets in the plan area. These sections define the balance between vehicular travel ways and pedestrian spaces for specific locations. They also include, when warranted, bicycle path and lane configurations.

Many streets do not have detailed street sections and are intended to remain in their present format or to be guided by the General Plan Circulation Element.

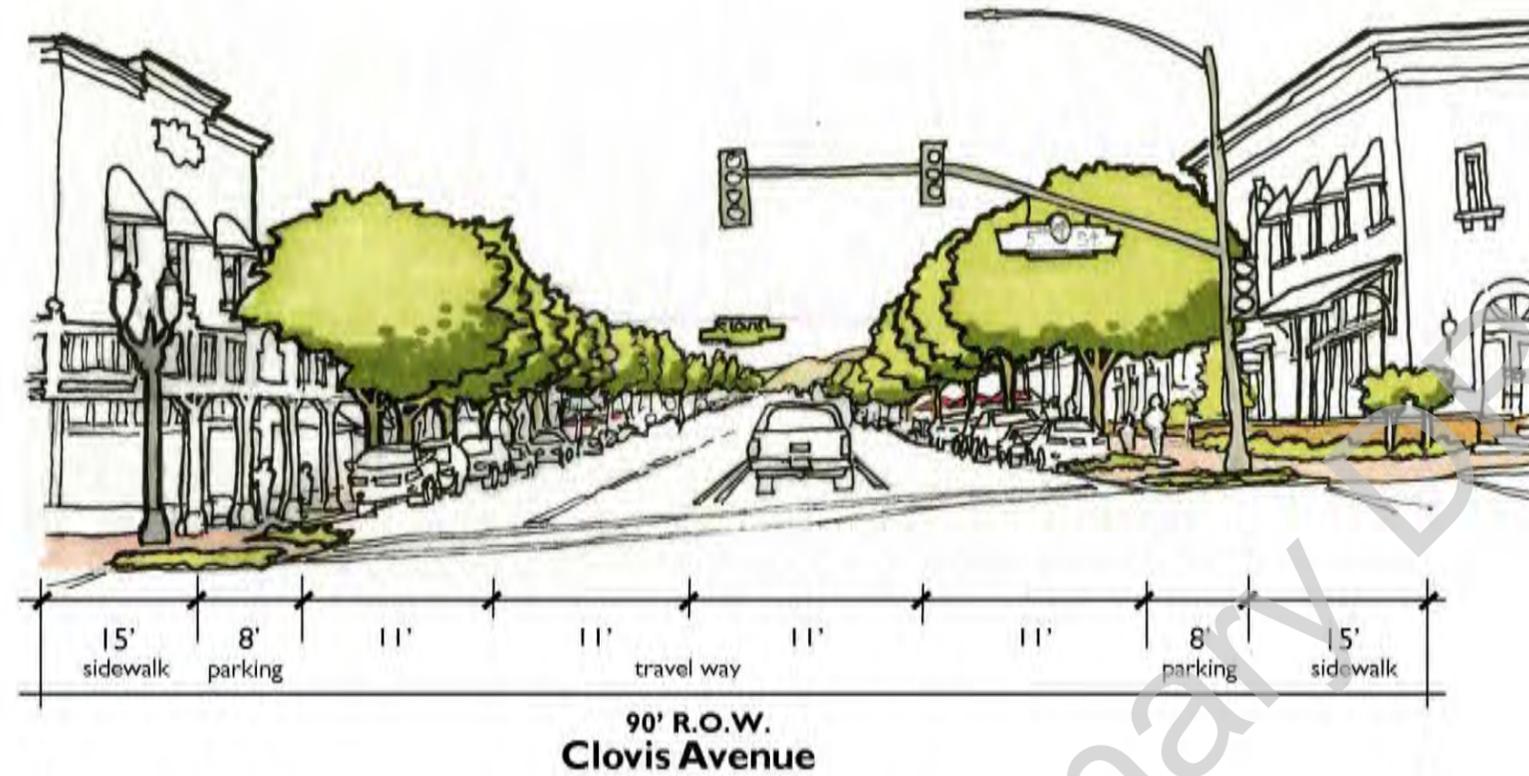
### Trail Sections

The plan area incorporates the Clovis Old Town Trail. While presently developed, the plan provides guidance in how development should address the trail.

Opportunities also exist for additional trail development. Design concepts for these trails are included here.



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



Key Map

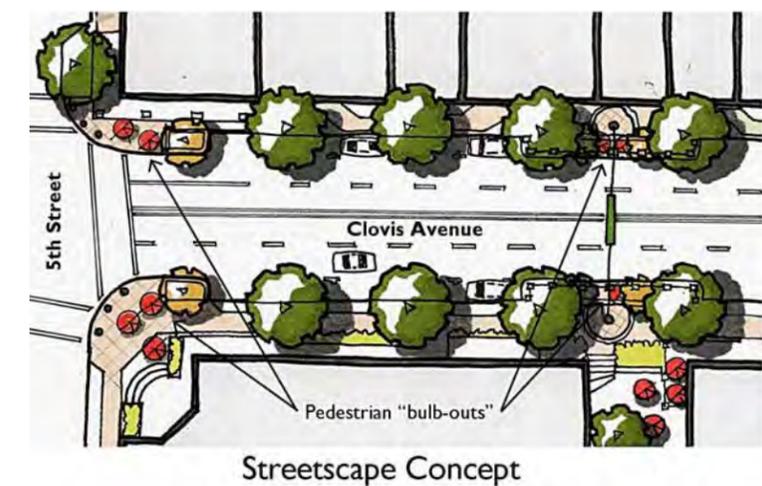


LANDSCAPE	
Tree Palette*	Chinese Pistache
*Tree Type(s) selected shall be consistently planted	
Pattern/Spacing	50' min
Groundcover	---
Tree Well	5x5' Gravel

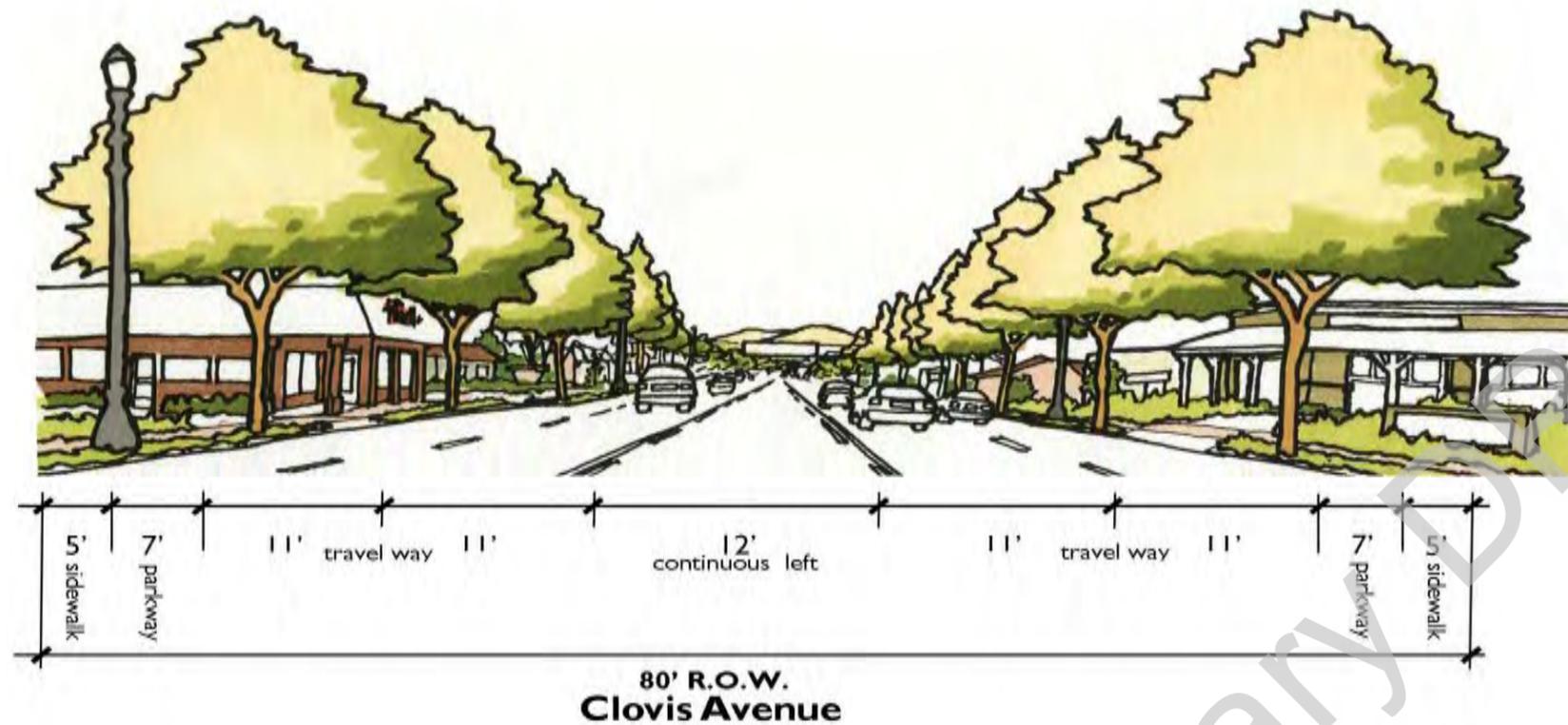
  

LIGHTING	
Light Model with banner pole option	New Frontier Post with Reading Luminaire, single fixture. Two fixtures at street intersections
Placement and spacing	To be determined at final site plan review

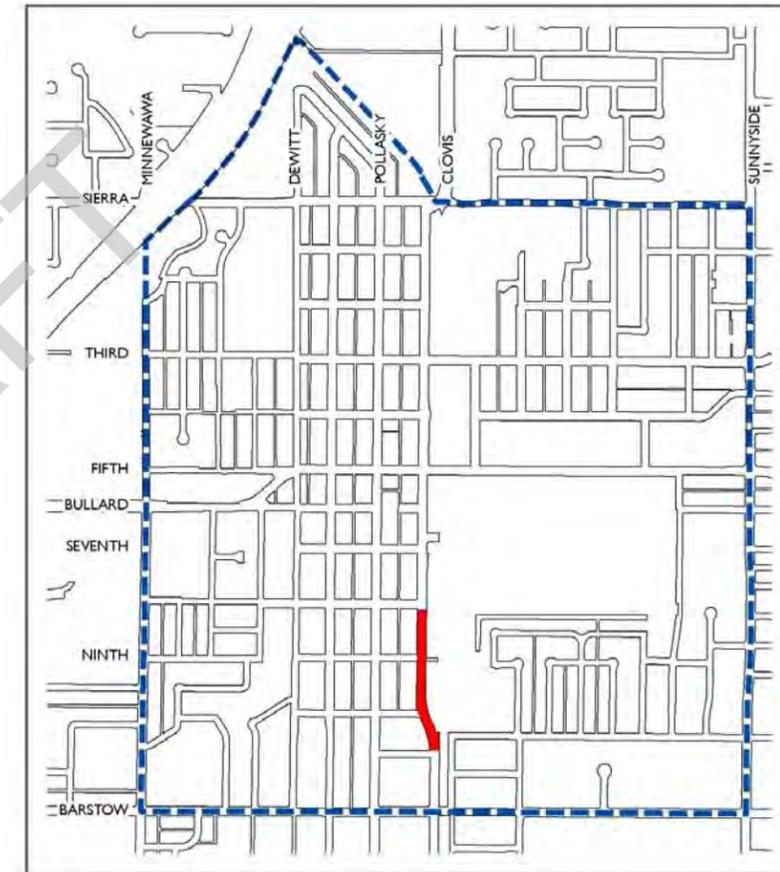
STREETSCAPE FURNITURE/OTHER	
Furnishing(s)	6' 'Pullman' Bench (P26) by Keystone Ridge Designs or equivalent; 'Midtown' Litter Round Receptacle by Keystone Ridge Designs or equivalent, size per City of Clovis standards. Color-charcoal or equivalent.
Street Sign Post	Per site plan review
Other	All other street furniture, such as newsracks, drinking fountains, bollards and bike racks, shall complement the color and design of other features. Illuminated iconic street signs shall be placed at all signalized intersections.



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



Key Map



LANDSCAPE	
Tree Palette* *Tree Type(s) selected shall be consistently planted	London Plane Tree
Pattern/Spacing	70' min
Groundcover	---
Tree Well	5x5' Gravel

LIGHTING	
Light Model with banner pole option	New Frontier Post with Reading Luminaire, single fixture. Two fixtures at street intersections
Placement and spacing	To be determined at final improvement plan approval.

STREETSCAPE FURNITURE/OTHER	
Furnishing(s)	6' 'Pullman' Bench (P26) by Keystone Ridge Designs or equivalent; 'Midtown' Litter Round Receptacle by Keystone Ridge Designs or equivalent, size per City of Clovis standards. Color-charcoal or equivalent.
Street Sign Post	Per site plan review
Other	All other street furniture, such as newsracks, drinking fountains, bollards and bike racks, shall complement the color and design of other features.



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



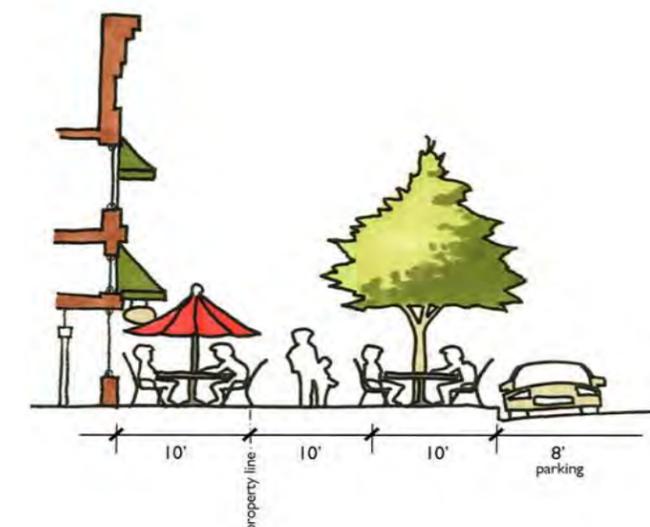
Key Map



LANDSCAPE	
Tree Palette* *Tree Type(s) selected shall be consistently planted	Tree?
Pattern/Spacing	50' min
Groundcover	---
Tree Well	5x5' Gravel

LIGHTING	
Light Model with banner pole option	New Frontier Post with Reading Luminaire, single fixture. Two fixtures at street intersections
Placement and spacing	To be determined at final site plan review

STREETScape FURNITURE/OTHER	
Furnishing(s)	6' 'Pullman' Bench (P26) by Keystone Ridge Designs or equivalent; 'Midtown' Litter Round Receptacle by Keystone Ridge Designs or equivalent, size per City of Clovis standards. Color-charcoal or equivalent.
Street Sign Post	Per site plan review
Other	All other street furniture, such as newsracks, drinking fountains, bollards and bike racks, shall complement the color and design of other features.

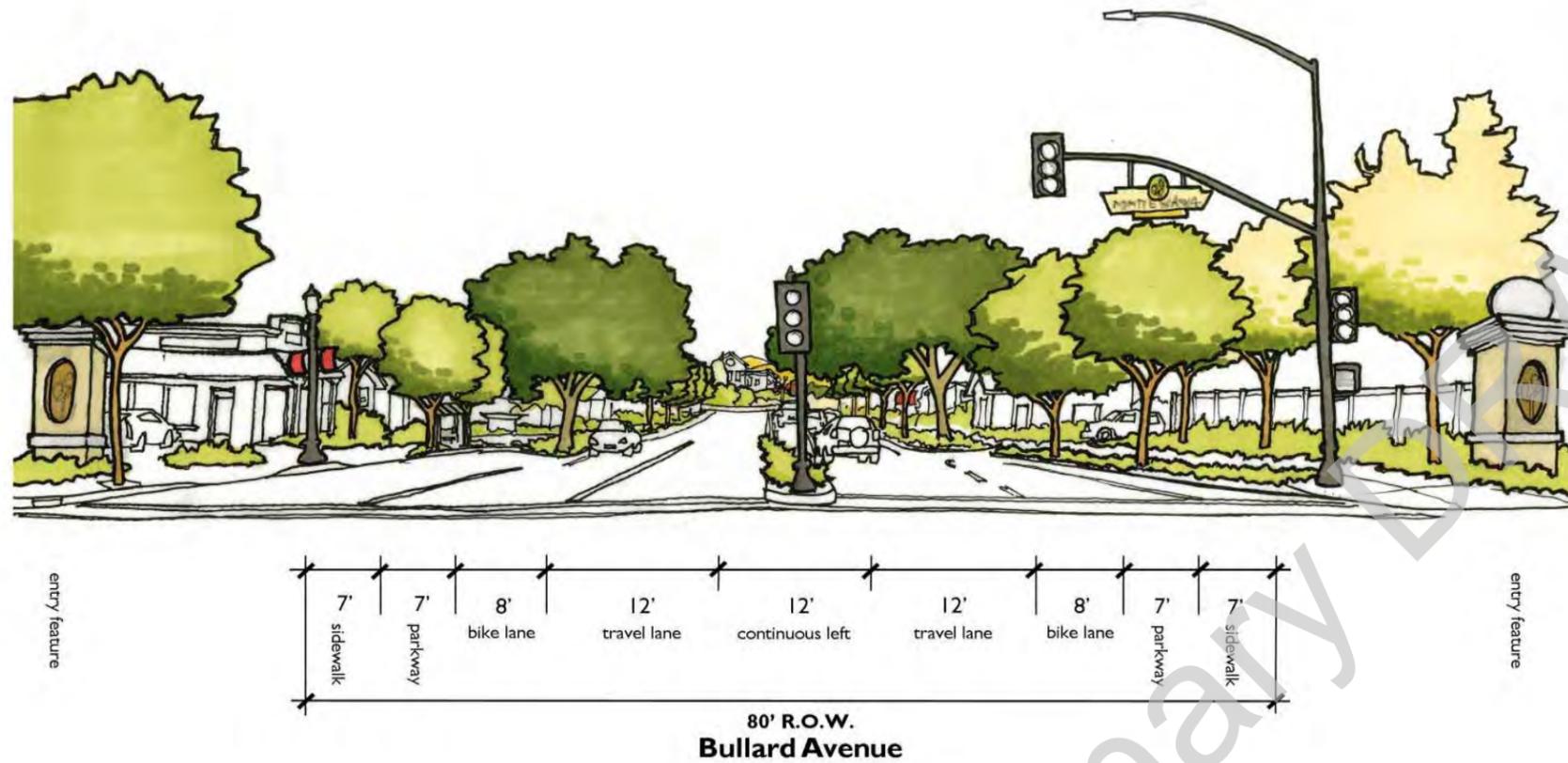


Sidewalk Dining Concept

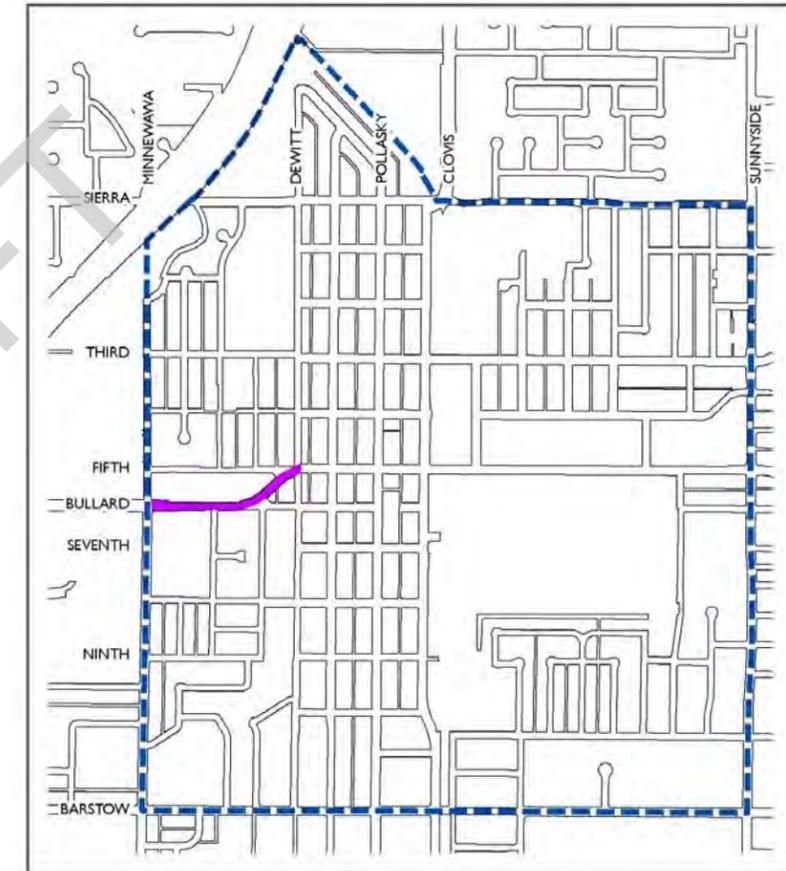
## BULLARD AVENUE – SoFi



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



Key Map



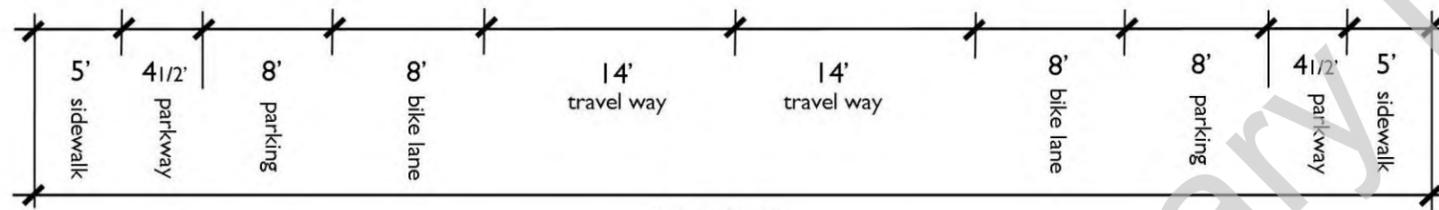
LANDSCAPE	
Tree Palette*	London Plane Tree Valley Oak "Gateway" Tree
*Tree Type(s) selected shall be consistently planted	
Pattern/Spacing	70' min
Groundcover	---
Tree Well	5x5' Gravel
LIGHTING	
Light Model with banner pole option	New Frontier Post with Reading Luminaire, single fixture. Two fixtures at street intersections
Placement and spacing	To be determined at final site plan review

STREETScape FURNITURE/OTHER	
Furnishing(s)	6' 'Pullman' Bench (P26) by Keystone Ridge Designs or equivalent; 'Midtown' Litter Round Receptacle by Keystone Ridge Designs or equivalent, size per City of Clovis standards. Color-charcoal or equivalent.
Street Sign Post	Per site plan review
Other	All other street furniture, such as newsracks, drinking fountains, bollards and bike racks, shall complement the color and design of other features. Entry features and illuminated iconic street signs shall be placed at the intersection with Minnewawa Avenue.

STREET SECTIONS



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



80' R.O.W.  
Woodworth Avenue

Key Map



LANDSCAPE	
Tree Palette*	Crepe Myrtle or equivalent Valley Oak "Gateway" Tree
*Tree Type(s) selected shall be consistently planted	
Pattern/Spacing	40' min
Groundcover	---
Tree Well	4.5x5' Gravel

STREETScape FURNITURE/OTHER	
Furnishing(s)	N/A
Street Sign Post	Per site plan review
Other	Portions of Woodworth Avenue that have diagonal parking shall utilize "sharrows" for bicycle travel.

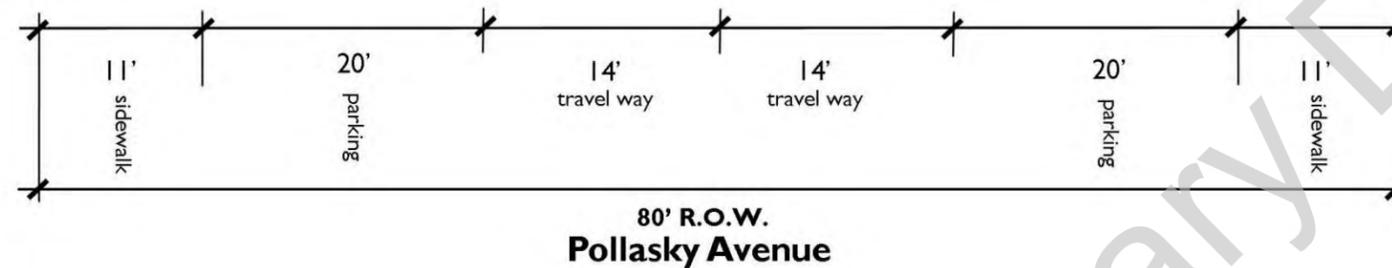
LIGHTING	
Light Model with banner pole option	PG&E supplied Halophane single globe or equivalent.
Placement and spacing	To be determined at final site plan review



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



Key Map



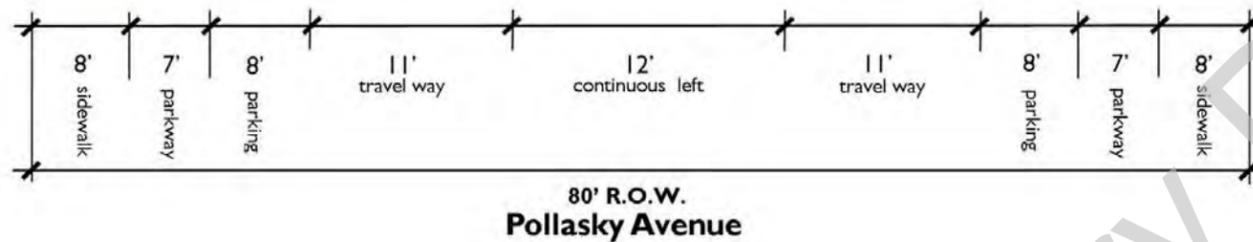
LANDSCAPE	
Tree Palette* *Tree Type(s) selected shall be consistently planted	Chinese Elm <b>Accent Trees?</b>
Pattern/Spacing	70' min
Groundcover	---
Tree Well	5x5' Gravel

LIGHTING	
Light Model with banner pole option	New Frontier Post with Reading Luminaire, single fixture. Two fixtures at street intersections
Placement and spacing	To be determined at final site plan review

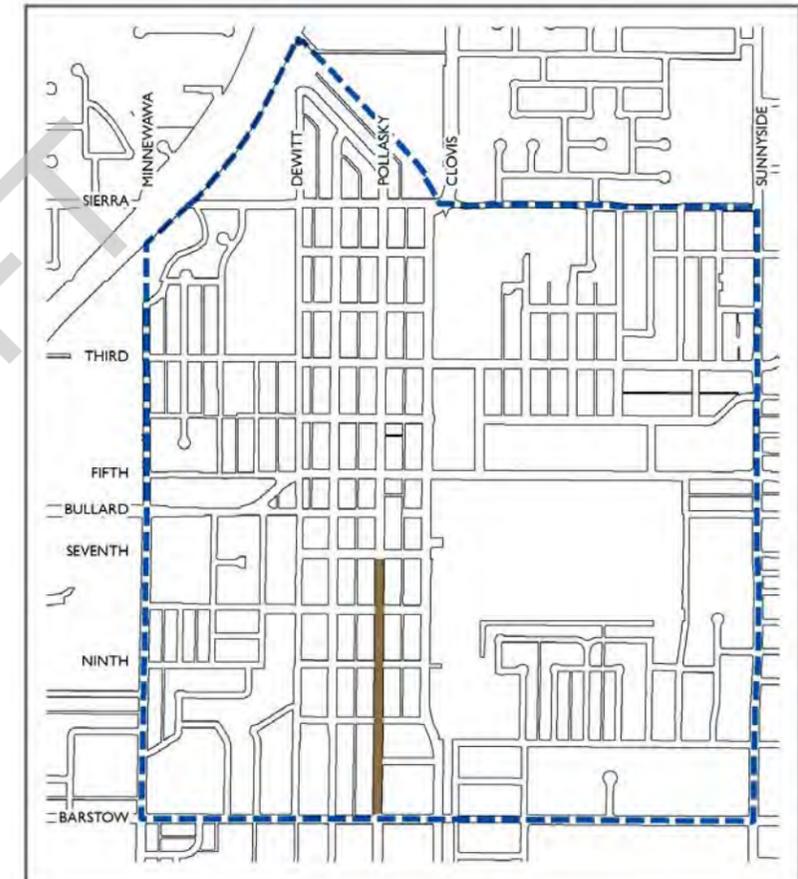
STREETScape FURNITURE/OTHER	
Furnishing(s)	6' 'Pullman' Bench (P26) by Keystone Ridge Designs or equivalent; 'Midtown' Litter Round Receptacle by Keystone Ridge Designs or equivalent, size per City of Clovis standards. Color-charcoal or equivalent.
Street Sign Post	Per site plan review
Other	All other street furniture, such as newsracks, drinking fountains, bollards and bike racks, shall complement the color and design of other features.



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



Key Map

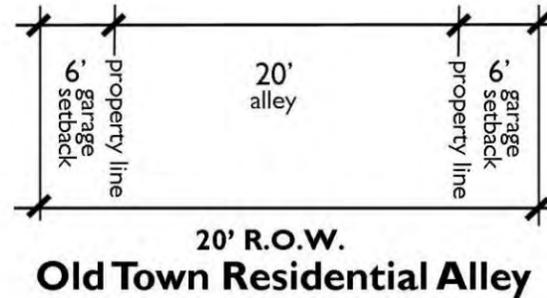


LANDSCAPE	
Tree Palette* *Tree Type(s) selected shall be consistently planted	Southern Live Oak
Pattern/Spacing	70' min
Groundcover	---
Tree Well	5x5' Gravel
LIGHTING	
Light Model with banner pole option	PG&E provided Halophane single globe or equivalent.
Placement and spacing	To be determined at final site plan review

STREETSCAPE FURNITURE/OTHER	
Furnishing(s)	6' 'Pullman' Bench (P26) by Keystone Ridge Designs or equivalent; 'Midtown' Litter Round Receptacle by Keystone Ridge Designs or equivalent, size per City of Clovis standards. Color-charcoal or equivalent.
Street Sign Post	Per site plan review
Other	All other street furniture, such as newsracks, drinking fountains, bollards and bike racks, shall complement the color and design of other features.

STREET SECTIONS





Key Map



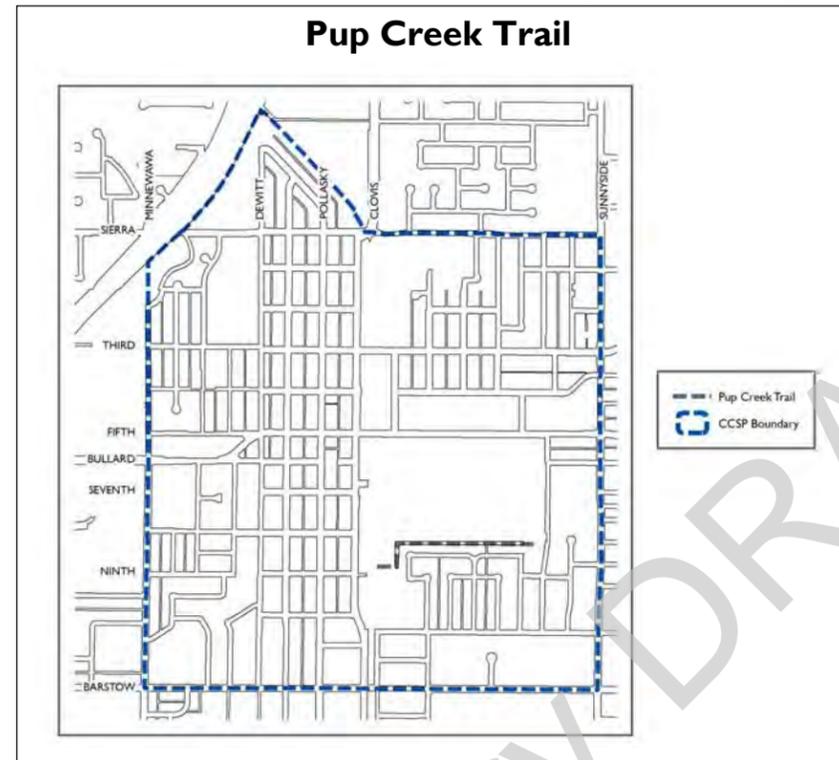
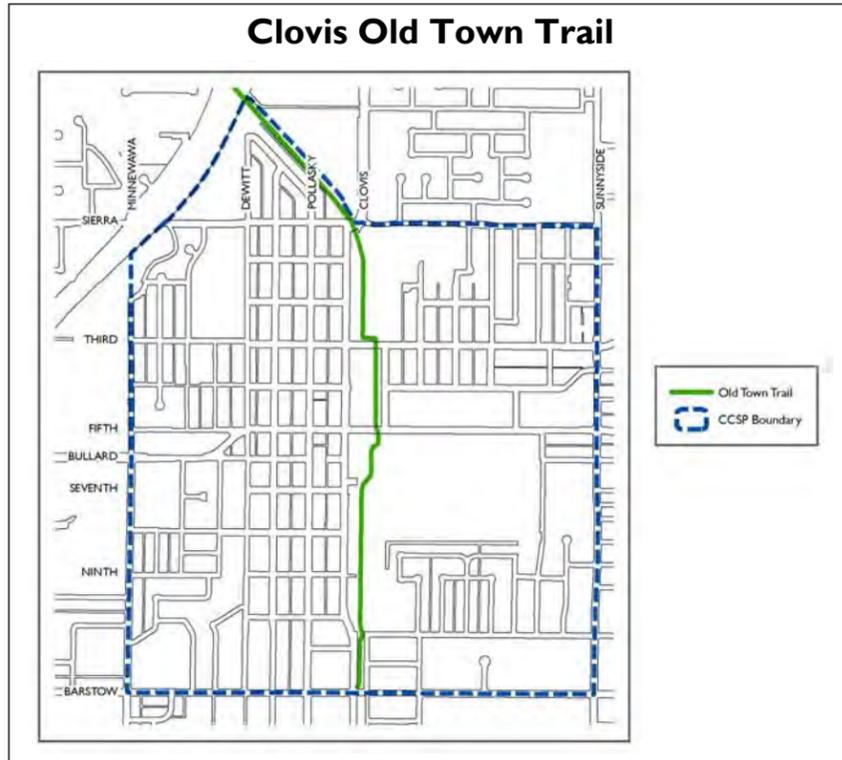
LANDSCAPE	
Tree Palette* *Tree Type(s) selected shall be consistently planted	Trees to be planted on private property, Shading trees encouraged
Pattern/Spacing	---
Groundcover	---
Tree Well	---

LIGHTING	
Light Model with banner pole option	Standard PG&E LED
Placement and spacing	To be determined at final site plan review

STREETScape FURNITURE/OTHER	
Furnishing(s)	---
Street Sign Post	At end of each Alley
Other	



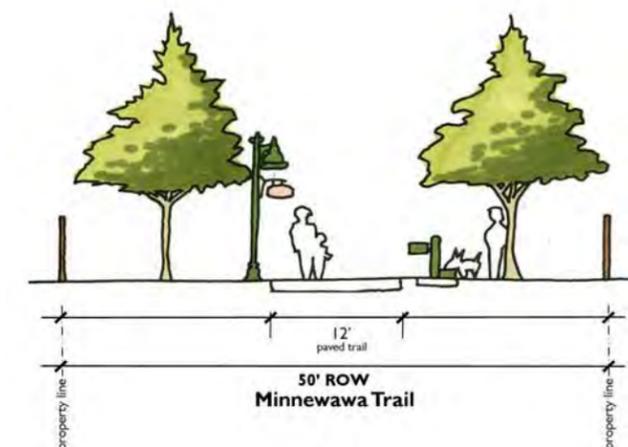
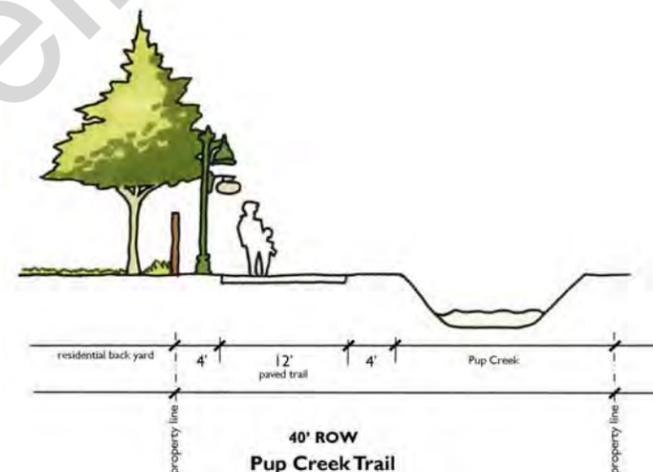
# COMMUNITY DESIGN DEVELOPMENT STANDARDS



LANDSCAPE	
Tree	
Pattern/Spacing	
LIGHTING	
Light Model	
TRAIL FURNITURE/OTHER	
Furnishings	
Other	

LANDSCAPE	
Tree	
Pattern/Spacing	
LIGHTING	
Light Model	
TRAIL FURNITURE/OTHER	
Furnishings	
Other	

LANDSCAPE	
Tree	
Pattern/Spacing	
LIGHTING	
Light Model	
TRAIL FURNITURE/OTHER	
Furnishings	
Other	



# CENTRAL CLOVIS SPECIFIC PLAN



LAND USE DEVELOPMENT STANDARDS



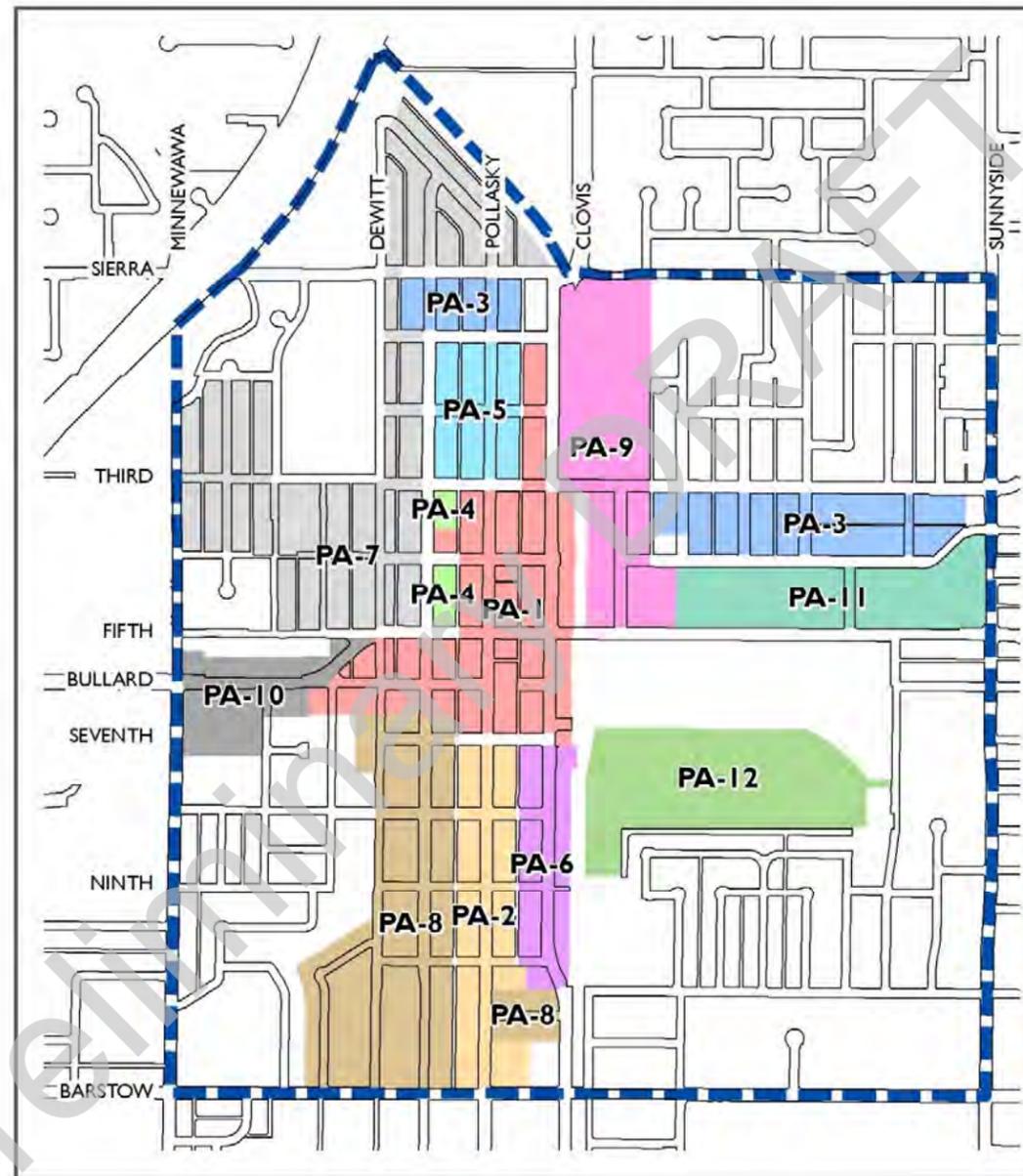


## Planning Areas

While many portions of the specific plan rely on the underlying General Plan land use designations for development guidance, several areas are provided with more detailed direction. This is done with the intent of preserving and accentuating unique “districts” with specific development characteristics.

The Central Clovis Specific Plan is composed of twelve planning areas that are also overlying zoning districts. Each planning area includes a description of the “district”, a use schedule and associated development standards.

Key Map



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



RESIDENTIAL LAND USE		LAND USE / PRODUCT	DEVELOPMENT STANDARDS		IMAGERY / PRODUCT SITE PLAN PROTOTYPE
KEY MAP		SFC (Storefront Commercial)	STANDARD	NOTES	ARCHITECTURE
		<b>DESIGNATION</b>			
		Planning Area(s)	I		
		Zone District	C-3		
		GP Density Range	15.0+ du/ac		
		Dwelling Units		Second floor and above with conditional use permit	
		Land Use	The use of land designated SFC shall comply with those uses identified in the C-3 (Central Trading District) Zone District.		
		<b>BUILDING INTENSITY</b>			
		Minimum Lot Area	None		
		Minimum Lot Width	None		
		Minimum Lot Depth	None		
Maximum Coverage	None				
Maximum Height	50 ft./4 stories	Additional Floors are allowable with a Conditional Use Permit.			
Curved/Cul-de-sac/Corner Lot	None				
<b>BUILDING SETBACKS</b>					
Front Yard	None	Structures should be sited directly upon the front property line.			
Side Yard (Interior)	None	Structures may be sited directly upon the side property line however provision of private patios and open space is allowable.			
Corner Lot/Reversed Corner Lot	None	Structures should be sited directly upon the side property line however patios and open space is allowable.			
Rear Yard	None				
<b>SFC (Storefront Commercial)</b>		<b>LAND USE TOTAL AREA</b> 53.10 acres			
<b>DESCRIPTION</b>		<b>GARAGES/STREETS/PARKING</b>			
SFC (Storefront Commercial) is a "historic" neighborhood of pedestrian oriented commercial uses. This commercial neighborhood was created with a pedestrian and equine orientation and has an authentic connection to the "turn-of-the-century" history of Clovis. This district is the "defining historic element" of Old Town Clovis and forms the visual backdrop to community events. The SFC District maintains the pedestrian quality of the area and particular architectural attention is required in refurbishing and maintaining existing structures as well as in new construction.		Sidewalks		See Streetscape Development Standard Section.	
		Parking	Off Street Parking	See Parking Standards of the C-3 Zone District	
			Within PBI (Parking Business Improvement Area)	None required when participating with PBI requirements. (see page ____)	
		Streets		See Streetscape Development Standard Section.	
		On-Street Parking		See Streetscape Development Standard Section.	
<b>PERMITTED USES</b>		<b>ACCESSORY USES</b>			
*All Uses not specifically identified in the list to the right are prohibited.	The use of land designated SFC shall comply with those uses identified in the C-3 (Central Trading District) Zone District and those listed under Permitted Uses	Outdoor Activities			
		Sidewalk Dining and Merchandising		Requires approved sidewalk merchandising permit.	
		Building Mounted Signs (including fascia, window and canopy mounted signs)	1 sq. per lineal foot of frontage with a public entrance up to 50 sq.ft.	See Storefront Commercial Design Standards	
		Pedestrian Oriented Signs	2 sq. ft./1 per business.	See Storefront Commercial Design Standards	
The Imagery conveys samples of the architectural character intended for these neighborhoods.					

## STOREFRONT COMMERCIAL



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



RESIDENTIAL LAND USE		LAND USE / PRODUCT	DEVELOPMENT STANDARDS		IMAGERY / PRODUCT SITE PLAN PROTOTYPE
KEY MAP		GOR (Gateway Office Residential)	STANDARD	NOTES	ARCHITECTURE
		<b>DESIGNATION</b>			
		Planning Area(s)	2		
		Zone District	C-P		
		GP Density Range	N/A		
		Dwelling Units	N/A		
		Land Use	The use of land designated GOR shall comply with those uses identified in the C-P (Professional Office) Zone District.		
		<b>BUILDING INTENSITY</b>			
		Minimum Lot Area	None		
		Minimum Lot Width	None		
		Minimum Lot Depth	None		
Maximum Coverage	None				
Maximum Height	35 ft./2 stories	Additional Floors are allowable with a Conditional Use Permit.			
Curved/Cul-de-sac/Corner Lot	None				
<b>BUILDING SETBACKS</b>					
Front Yard	10'	Structures should be oriented toward the Pollasky Avenue frontage with the front yard setback fully landscaped. No parking is allowed within this setback			
Side Yard (Interior)	5'				
Corner Lot/Reversed Corner Lot	10'	Street side yard setback shall be fully landscaped. No parking is allowed within this setback.			
Rear Yard	None				
<b>GOR (Gateway Office Residential)</b>		<b>LAND USE TOTAL AREA</b>			
		19.08 acres			
<b>DESCRIPTION</b>		<b>GARAGES/STREETS/PARKING</b>			
<p>GOR (Gateway Office Residential) provides a "boutique" office, residential and specialty commercial district that serves as the southern "Gateway" to the "Old Town" area. This land use type encourages the preservation and adaptive reuse of historic residential structures for both residential and office/commercial uses in a pedestrian friendly setting. Buildings are encouraged to face onto the Pollasky Avenue street frontage while utilizing private alley accessible parking facilities. Existing residential uses can be accommodated.</p>		Sidewalks		See Streetscape Development Standard Section.	
		Parking and Garages	Off Street Parking	See Parking Standards of the C-P, R-1 and R-2 Zone Districts.	
		Streets		See Streetscape Development Standard Section.	
		On-Street Parking		See Streetscape Development Standard Section.	
<b>PERMITTED USES</b>		<b>ACCESSORY USES</b>			
<p>*All Uses not specifically identified in the list to the right are prohibited,</p>	<p>The use of land designated SFC shall comply with those uses identified in the C-P (Professional Office) Zone District.</p>	Outdoor Activities		Required Administrative Use Permit.	
		Sidewalk Dining and Merchandising		Requires approved sidewalk merchandising permit.	
		Building Mounted Signs (including fascia, window and canopy mounted signs)	1 sq. per lineal foot of frontage with a public entrance up to 50 sq.ft.		
		Pedestrian Oriented Signs	2 sq. ft./1 per business.		
The Imagery conveys samples of the architectural character intended for these neighborhoods.					



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



RESIDENTIAL LAND USE		LAND USE / PRODUCT	DEVELOPMENT STANDARDS		IMAGERY / PRODUCT SITE PLAN PROTOTYPE
<b>KEY MAP</b>		<b>LDRH (Low Density Residential; Historic)</b>	<b>STANDARD</b>	<b>NOTES</b>	<b>ARCHITECTURE</b>
		<b>DESIGNATION</b>			
		Planning Area(s)	3		
		Zone District	R-1		
		GP Density Range	2.1 – 7.0 du/ac	Low/Medium Density Residential	
		Dwelling Units		One per lot excepting accessory and "Alley Neighborhood" units.	
		Land Use	The use of land designated LDRH shall comply with those uses listed under Permitted Uses (see bottom left)		
		<b>BUILDING INTENSITY</b>			
		Minimum Lot Area	6,000sqft		
		Minimum Lot Width	60'	*No lot shall have a maximum lot width to depth ratio of four to one.	
		Minimum Lot Depth	100'		
		Maximum Coverage	45% / 50%	Two-story (*convertible plan N/A)/Single-story; includes all buildings, accessory and structures.	
		Maximum Height	35'		
		Curved/Cul-de-sac/Corner Lot		For street frontage/For lot depth on one side of lot; lot to provide adequate building envelope	
		<b>BUILDING SETBACKS</b>			
		Front Yard (Collector or Local)	20' min* / 12' min	To garage/To living area and side loaded garages *To garage measured from street, not corner cut off, for lots located at entry or roundabout.	
		Side Yard (Interior)	5' min		
		Corner Lot/Reversed Corner Lot	5' min/10' min	To side yard fence/To living area; not applicable to Community Collectors	
		Rear Yard	15' min		
<b>LDRH (Low Density Residential; Historic)</b>		<b>LAND USE TOTAL AREA</b>			
		23.78 acres			
<b>DESCRIPTION</b>		<b>GARAGES/STREETS/PARKING</b>			The Imagery conveys samples of the architectural character intended for these neighborhoods.
<p>LDRH (Low Density Residential; Historic) is a "historic" neighborhood of single family detached homes. These neighborhoods have an authentic connection to the history of the Central Clovis area. Many homes in this district contain non-standard elements including garages and setbacks as well as heritage trees. The preservation and authentic enhancement of these homes is important in preserving the character of the area. The current configuration of these homes shall be deemed conforming.</p>		Sidewalks	5' wide	Sidewalks between parkway/PL; alongside yards between parkway/landscape easement.	
		Garages	2-car	20'x22'*min	
			3-car	30'x22'* min or 20'x22'* min w/ tandem 10'x18' min; swing-in garage 10'x20'min	
		*Historic garages shall be found conforming under an approved Administrative Use Permit			
		Streets	N/A	Curb-to-curb; reference <i>Street Sections</i> .	
		On-Street Parking	1 space/home min	Parking allowed on both sides of the street.	
		<b>ACCESSORY USES</b>			
<p>*All Uses not specifically identified in the list to the right are prohibited, including on-site storage of recreational vehicles.</p> <ul style="list-style-type: none"> <li>- Single Family dwellings of a permanent nature and accessory uses with not more than 1 du/lot</li> <li>- All uses permitted under an R-1 zone</li> <li>- Temporary sales offices and model homes</li> <li>- Home occupations</li> <li>- Open space</li> </ul>		Walls/Fences	6'high max	Fencing style should be reflective of the era of the home.	
		Trellises	12' high max		
		Pools and Spas	5' minimum setback	Water portion to rear and side property lines. Pool and spa may not be located in front yard.	
		Equipment		Pool, spa and fountain equipment allowed in side yard easement.	
		Detached Covered Structures	12' high max	Covered structures and building additions are allowed provided that lot coverage standards are not exceeded and that a rear yard encroachment permit is obtained if encroachment into rear yard occurs. Covered Structures and additions should harmonize with the architecture of the main structure	



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



RESIDENTIAL LAND USE		LAND USE / PRODUCT	DEVELOPMENT STANDARDS		IMAGERY / PRODUCT SITE PLAN PROTOTYPE
KEY MAP	TRC (Transitional Residential/ Commercial)	STANDARD	NOTES		ARCHITECTURE
	<b>DESIGNATION</b>				
	Planning Area(s)	4			
	Zone District	R-1			
	GP Density Range	4.1 – 7.0 du/ac	Medium Density Residential		
	Dwelling Units		One dwelling unit per lot excepting accessory residential units.		
	Land Use	The use of land designated TRC shall comply with those uses listed under Permitted Uses (see bottom left)			
	<b>BUILDING INTENSITY</b>				
	Minimum Lot Area	6,000sqft			
	Minimum Lot Width	60'	*No lot shall have a maximum lot width to depth ratio of four to one.		
	Minimum Lot Depth	100'			
	Maximum Coverage	45% / 50%	Two-story (*convertible plan N/A)/Single-story; includes all buildings, accessory and structures.		
	Maximum Height	35'			
	Curved/Cul-de-sac/Corner Lot		For street frontage/For lot depth on one side of lot; lot to provide adequate building envelope		
	<b>BUILDING SETBACKS</b>				
	Front Yard	20' min* / 12' min	To garage/To living area and side loaded garages.		
Side Yard (Interior)	5' min				
Corner Lot/Reversed Corner Lot	5' min/10' min/20'	To side yard fence/To living area/To face of garage.			
Rear Yard	15'min				
<b>TRC (Transitional Residential Commercial)</b>	<b>LAND USE TOTAL AREA</b>				
	2.24 acres				
<b>DESCRIPTION</b>		<b>GARAGES/STREETS/PARKING</b>			The Imagery conveys samples of the architectural character intended for these neighborhoods.
TRC (Transitional Residential Commercial) allows for the transition of pedestrian oriented commercial uses into established residential neighborhoods. The primary use within this planning area is single family residential homes. Commercial conversion of homes may be allowed subject to a conditional use permit when the use can be found consistent with the findings of fact and that adequate parking can be accommodated on-site. The use of residential (wood) fencing for commercial operations may be used subject to approval of a conditional use permit.		Sidewalks	5' wide	Sidewalks between parkway/PL; alongside yards between parkway/landscape easement.	
		Garages	2-car	20'x22'*min	
			3-car	30'x22'* min or 20'x22'* min w/ tandem 10'x18' min; swing-in garage 10'x20'min	
			*Historic garages shall be found conforming under an approved Administrative Use Permit		
		Streets	N/A	Curb-to-curb; reference <i>Street Sections</i> .	
Off-Street Commercial Parking	5 spaces/1000 sq.ft.	Parking allowed in rear yard setback; not allowed within side or front yard setbacks.			
<b>PERMITTED USES</b>		<b>ACCESSORY USES</b>			
*All Uses not specifically identified in the list to the right are prohibited, including on-site storage of recreational vehicles.	<ul style="list-style-type: none"> <li>- Single Family dwellings of a permanent nature and accessory uses with not more than 1 du/lot</li> <li>- All uses permitted under an R-1 zone</li> <li>- Temporary sales offices and model homes</li> <li>- Home occupations</li> <li>- Open space</li> </ul> Commercial uses that appear to adaptively reuse existing residential structures subject to a conditional use permit.	Walls/Fences	6'high max	Fencing style should be reflective of the era of the home.	
		Trellises	12' high max		
		Pools and Spas	5' minimum setback	Water portion to rear and side property lines. Pools and spas may not be located in front yard.	
		Equipment	Pool, spa and fountain equipment allowed in side yard easement.		
		Detached Covered Structures	12' high max	Covered structures and building additions are allowed provided that lot coverage standards are not exceeded and that a rear yard encroachment permit is obtained if encroachment into rear yard occurs. Covered Structures and additions should harmonize with the architecture of the main structure	

## TRANSITIONAL RESIDENTIAL/COMMERCIAL



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



PA5

PLANNING AREAS

6

RESIDENTIAL LAND USE		LAND USE / PRODUCT	DEVELOPMENT STANDARDS		IMAGERY / PRODUCT SITE PLAN PROTOTYPE
KEY MAP		Mixed Office Residential	STANDARD	NOTES	ARCHITECTURE
		<b>DESIGNATION</b>			
		Planning Area(s)	4		
		Zone District	R-1		
		GP Density Range	4.1 – 7.0 du/ac	Medium Density Residential	
		Dwelling Units		One dwelling unit per lot excepting accessory residential units.	
		Land Use	The use of land designated TRC shall comply with those uses listed under Permitted Uses (see bottom left)		
		<b>BUILDING INTENSITY</b>			
		Minimum Lot Area	6,000sqft		
		Minimum Lot Width	60'	*No lot shall have a maximum lot width to depth ratio of four to one.	
		Minimum Lot Depth	100'		
Maximum Coverage	45% / 50%	Two-story (*convertible plan N/A)/Single-story; includes all buildings, accessory and structures.			
Maximum Height	35'				
Curved/Cul-de-sac/Corner Lot		For street frontage/For lot depth on one side of lot; lot to provide adequate building envelope			
<b>BUILDING SETBACKS</b>					
Front Yard	20' min* / 12' min	To garage/To living area and side loaded garages.			
Side Yard (Interior)	5' min				
Corner Lot/Reversed Corner Lot	5' min/10' min/20'	To side yard fence/To living area/to face of garage.			
Rear Yard	15'min				
<b>TRC (Transitional Residential Commercial)</b>	<b>LAND USE TOTAL AREA</b>				
	11.06 acres				
<b>DESCRIPTION</b>		<b>GARAGES/STREETS/PARKING</b>			The Imagery conveys samples of the architectural character intended for these neighborhoods.
<p>TRC (Transitional Residential Commercial) allows for the transition of pedestrian oriented commercial uses into established residential neighborhoods. The primary use within this planning area is single family residential homes. Commercial conversion of homes may be allowed subject to a conditional use permit when the use can be found consistent with the findings of fact and that adequate parking can be accommodated on-site. The use of residential (wood) fencing for commercial operations may be used subject to approval of a conditional use permit.</p>		Sidewalks	5' wide	Sidewalks between parkway/PL; alongside yards between parkway/landscape easement.	
		Garages	2-car	20'x22*min	
			3-car	30'x22* min or 20'x22* min w/ tandem 10'x18' min; swing-in garage 10'x20'min	
		*Historic garages shall be found conforming under an approved Administrative Use Permit			
		Streets	N/A	Curb-to-curb; reference <i>Street Sections</i> .	
		Off-Street Commercial Parking	5 spaces/1000 sq.ft.	Parking allowed in rear yard setback; not allowed in side or front yard setbacks.	
<b>PERMITTED USES</b>		<b>ACCESSORY USES</b>			
<p>*All Uses not specifically identified in the list to the right are prohibited, including on-site storage of recreational vehicles.</p>	<ul style="list-style-type: none"> <li>- Single Family dwellings of a permanent nature and accessory uses with not more than 1 du/lot</li> <li>- All uses permitted under an R-1 zone</li> <li>- Temporary sales offices and model homes</li> <li>- Home occupations</li> <li>- Open space</li> </ul> <p>Commercial uses that appear to adaptively reuse existing residential structures subject to a conditional use permit.</p>	Walls/Fences	6'high max	Fencing style should be reflective of the era of the home.	
		Trellises	12' high max		
		Pools and Spas	5' minimum setback	Water portion to rear and side PLs. Pool and spa may not be located in front yard.	
		Equipment	Pool, spa and fountain equipment allowed in side yard easement.		
		Detached Covered Structures	12' high max	Covered structures and building additions are allowed provided that lot coverage standards are not exceeded and that a rear yard encroachment permit is obtained if encroachment into rear yard occurs. Covered Structures and additions should harmonize with the architecture of the main structure	

MIXED OFFICE RESIDENTIAL



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



PA6

PLANNING AREAS

7

RESIDENTIAL LAND USE		LAND USE / PRODUCT	DEVELOPMENT STANDARDS		IMAGERY / PRODUCT SITE PLAN PROTOTYPE
KEY MAP		Old Town Service	STANDARD	NOTES	ARCHITECTURE
		<b>DESIGNATION</b>			
		Planning Area(s)	4		
		Zone District	C-2		
		GP Density Range	N/A		
		Dwelling Units	N/A		
		Land Use	The use of land designated OTS shall comply with those uses listed under the C-2 Community Commercial Zone District.		
		<b>BUILDING INTENSITY</b>			
		Minimum Lot Area	6,000sqft		
		Minimum Lot Width	60'	*No lot shall have a maximum lot width to depth ratio of four to one.	
		Minimum Lot Depth	100'		
Maximum Coverage	45% / 50%	Two-story (*convertible plan N/A)/Single-story; includes all buildings, accessory and structures.			
Maximum Height	35'	Not to exceed two floors.			
Curved/Cul-de-sac/Corner Lot					
<b>BUILDING SETBACKS</b>					
Front Yard	10'	Shall be fully landscaped.			
Side Yard (Interior)	5' min				
Corner Lot/Reversed Corner Lot	10'	Shall be fully landscaped.			
Rear Yard	0'	When located adjacent to the Old Town Trail, buildings shall be architecturally treated on all elevations.			
<b>OTS (Old Town Service)</b>		<b>LAND USE TOTAL AREA</b>			
		11.90 acres			
<b>DESCRIPTION</b>		<b>STREETS/PARKING</b>		The Imagery conveys samples of the architectural character intended for these neighborhoods.	
OTC (Old Town Service) provides for an area where automobile service and community level commercial uses may be located. The intent of this district is to provide for uses that require customers to stay for a moderate period of time (such as a tire store or oil change business) and where the customer may take advantage of the amenities of the pedestrian oriented Old Town area during their wait.		Sidewalks	10' wide		Reference <i>Street Sections</i> and <i>Landscape Palette</i> .
The architecture of service uses should enhance the historic nature of the Old Town area. When located adjacent to the Old Town Trail, uses should also orient and connect to and enhance the trail frontage.			*		
		Streets			Reference <i>Street Sections</i> and <i>Landscape Palette</i> .
		Off-Street Commercial Parking	5 spaces/1000 sq. ft.		Parking allowed in rear yard setback; not encouraged in side or front yard setbacks.
<b>PERMITTED USES</b>		<b>FENCES/SIGNS</b>			
All uses allowed in the C-2 Community Commercial Zone District.		Walls/Fences	6'high max		Fencing style should be reflective of the building architecture.
		Stored Materials			Shall be visually screened from all public view
		Signs			Shall comply with the commercial sign ordinance. All signs shall either be externally illuminated or utilize individual channelized lettering in a style that harmonizes with the architecture of the building.

## OLD TOWN SERVICE



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



PA7

RESIDENTIAL LAND USE		LAND USE / PRODUCT	DEVELOPMENT STANDARDS	IMAGERY / PRODUCT SITE PLAN PROTOTYPE		
<b>KEY MAP</b>		<b>Pedestrian Residential</b>	<b>STANDARD</b> <b>NOTES</b>	<b>ARCHITECTURE</b>		
		<b>DESIGNATION</b>		  		
		Planning Area(s)	7			
		Zone District	R-1			
		GP Density Range	4.1 – 7.0 du/ac		Medium Density Residential	
		Dwelling Units			One dwelling unit per lot. Lots with side street or alley access may have one additional unit not to exceed 400 square feet.	
		Land Use			The use of land designated PR shall comply with those uses listed under Permitted Uses (see bottom left)	
		<b>BUILDING INTENSITY</b>				
		Minimum Lot Area	6,000sqft			
		Minimum Lot Width	60'		*No lot shall have a maximum lot width to depth ratio of four to one.	
		Minimum Lot Depth	100'			
Maximum Coverage	50%					
Maximum Height	35'					
Curved/Cul-de-sac/Corner Lot		For street frontage/For lot depth on one side of lot; lot to provide adequate building envelope				
<b>BUILDING SETBACKS</b>						
Front Yard	20' min* / 12' min	To garage/To living area and side loaded garages.				
Side Yard (Interior)	5' min					
Corner Lot/ Reversed Corner Lot	0'/10'/20' min / 15'/15'/20' min	To side yard fence/To living area/To face of garage.				
Rear Yard	20'min	Excepting garages and second units subject to a rear yard encroachment.				
<b>PR (Pedestrian Residential)</b>	<b>LAND USE TOTAL AREA</b>					
	58.16 acres					
<b>DESCRIPTION</b>		<b>GARAGES/STREETS/PARKING</b>		The Imagery conveys samples of the architectural character intended for these neighborhoods.		
PR (Pedestrian Residential) allows for standard Single Family Residential homes as allowed under the R-1 Zone District development standards. When an alley or side street access is available, it allows for an additional (or second) residential unit up to 400 square feet. This Planning Area encourages the creation pedestrian scale neighborhoods facing onto alleys and trails. Each second unit shall have at least one 9' x 20' covered or uncovered parking space dedicated to that unit. Separate utilities are not required.		Sidewalks	5' wide Sidewalks between parkway/PL; alongside yards between parkway/landscape easement.			
		Garages	2-car		20'x22'*min	
			3-car	30'x22'* min or 20'x22'* min w/ tandem 10'x18' min; swing-in garage 10'x20' min *Historic garages shall be found conforming under an approved Administrative Use Permit. Minimum 26'back-up area from garage door.		
Streets	N/A	Curb-to-curb; reference <i>Street Sections</i> .				
<b>PERMITTED USES</b>		<b>ACCESSORY USES</b>				
*All Uses not specifically identified in the list to the right are prohibited, including on-site storage of recreational vehicles.	<ul style="list-style-type: none"> <li>- Single Family dwellings of a permanent nature and accessory residential uses with not more than 2 du/lot</li> <li>- All uses permitted under an R-1 zone</li> <li>- Temporary sales offices and model homes</li> <li>- Home occupations</li> <li>- Open space</li> </ul>	Walls/Fences	6' high max Fencing style should be reflective of the era of the home.			
		Trellises	12' high max			
		Pools and Spas	5' minimum setback Water portion to rear and side PLs. Pool and spa may not be located in front yard.			
		Equipment	Pool, spa and fountain equipment allowed in side yard easement.			
		Detached Covered Structures	12' high max Covered Structures and additions should harmonize with the architecture of the main structure			

PLANNING AREAS

8

## PEDESTRIAN RESIDENTIAL



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



RESIDENTIAL LAND USE		LAND USE / PRODUCT	DEVELOPMENT STANDARDS		IMAGERY / PRODUCT SITE PLAN PROTOTYPE	
KEY MAP		SoFi R (Medium Density Residential)	STANDARD	NOTES	ARCHITECTURE	
		<b>DESIGNATION</b>				
		Planning Area(s)	8			
		Zone District	R-1-MD			
		GP Density Range	2.1 – 7.0 du/ac	Low/Medium Density Residential		
		Dwelling Units				
		Land Use	The use of land designated SoFi R shall comply with those uses listed under Permitted Uses (see bottom left)			
		<b>BUILDING INTENSITY</b>				
		Minimum Lot Area	4,000sqft			
		Minimum Lot Width	50'	*No lot shall have a maximum lot width to depth ratio of four to one.		
		Minimum Lot Depth	90'			
Maximum Coverage	45% / 50%	Two-story (*convertible plan N/A)/Single-story; includes all buildings, accessory and structures.				
Maximum Height	35'2 1/2 stories					
Curved/Cul-de-sac/Corner Lot		For street frontage/For lot depth on one side of lot; lot to provide adequate building envelope				
<b>BUILDING SETBACKS</b>						
Front Yard (Collector or Local)	20' min* / 12' min	To garage/To living area and side loaded garages *To garage measured from street, not corner cut off, for lots located at entry or roundabout.				
Side Yard (Interior)	5' min					
Corner Lot/Reversed Corner Lot	5' min/10' min	To side yard fence/To living area; not applicable to Community Collectors				
Rear Yard	15' min					
<b>SoFi R (Medium Density Residential)</b>		<b>LAND USE TOTAL AREA</b>				
		3.34 acres				
<b>DESCRIPTION</b>		<b>GARAGES/STREETS/PARKING</b>		The Imagery conveys samples of the architectural character intended for these neighborhoods.		
<p>SoFi R (Medium Density Residential) is a unique "historic" neighborhood of boutique scale single family detached homes. This neighborhood originally provided an area of worker housing serving the lumber mill and ancillary businesses and have an authentic connection to the history of the Central Clovis area. This area is intended to further provide boutique scale housing in context with the "SoFi" (South of Fifth) commercial district. Many homes in this district contain non-standard elements including garages and setbacks as well as heritage trees. The preservation and authentic enhancement of these homes is important in preserving the character of the area.</p> <p>The current configuration of these homes shall be deemed conforming. Multiple Family residential uses may be considered subject to a conditional use permit.</p>		Sidewalks	5' wide	Sidewalks between parkway/PL; alongside yards between parkway/landscape easement.		
		Garages	2-car	20'x22'*min		
			3-car	30'x22'* min or 20'x22'* min w/ tandem 10'x18' min; swing-in garage 10'x20' min		
		Streets	N/A	Curb-to-curb; reference <i>Street Sections</i> .		
Off-Street Parking	2 space/home min	At least one space shall be covered.				
<b>PERMITTED USES</b>		<b>ACCESSORY USES</b>				
<p>*All Uses not specifically identified in the list to the right are prohibited, including on-site storage of recreational vehicles.</p> <ul style="list-style-type: none"> <li>❖ Single Family dwellings of a permanent nature and accessory uses with not more than 1 du/lot</li> <li>❖ All uses permitted under an R-1 zone</li> <li>❖ Temporary sales offices and model homes</li> <li>❖ Home occupations</li> <li>❖ Open space</li> <li>❖ Produce sales subject to an Administrative Use Permit</li> <li>❖ Low Density Multiple Family Residential attached housing subject to a conditional use permit.</li> </ul>	Walls/Fences	6' high max	Fencing style should be reflective of the era of the home.			
	Trellises	12' high max				
	Pools and Spas	5' minimum setback	Water portion to rear and side PLs. Pool and spa may not be located in front yard.			
	Equipment	Pool, spa and fountain equipment allowed in side yard easement.				
	Detached Covered Structures	12' high max	Covered structures and building additions are allowed provided that lot coverage standards are not exceeded and that a rear yard encroachment permit is obtained if encroachment into rear yard occurs. Covered Structures and additions should harmonize with the architecture of the main structure			

## SOFI RESIDENTIAL



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



PA9

PLANNING AREAS

RESIDENTIAL LAND USE		LAND USE / PRODUCT		DEVELOPMENT STANDARDS		IMAGERY / PRODUCT SITE PLAN PROTOTYPE	
KEY MAP			STANDARD	NOTES	ARCHITECTURE		
		<b>DESIGNATION</b>					
		Planning Area	9				
		Zone District	M-U				
		GP Density Range	15.0+ du/ac(?)	Residential not to exceed 50% of Planning Area			
		Dwelling Units		Second floor and above with conditional use permit			
		Land Use	See permitted uses.				
		<b>BUILDING INTENSITY</b>					
		Minimum Lot Area	None	Established through Mixed Use Zone District master plan.			
		Minimum Lot Width	None	Established through Mixed Use Zone District master plan.			
		Minimum Lot Depth	None	Established through Mixed Use Zone District master plan.			
Maximum Coverage	None	Established through Mixed Use Zone District master plan.					
Maximum Height	50 ft./4 stories	Additional Floors are allowable with a Conditional Use Permit.					
Curved/Cul-de-sac/Corner Lot	None						
<b>BUILDING SETBACKS</b>							
Front Yard	None	Established through Mixed Use Zone District master plan.					
Side Yard (Interior)	None	Established through Mixed Use Zone District master plan.					
Corner Lot/Reversed Corner Lot	None	Established through Mixed Use Zone District master plan.					
Rear Yard	None						
<b>LAND USE TOTAL AREA</b>							
(needs name)	28.60 acres						
<b>DESCRIPTION</b>		<b>GARAGES/STREETS/PARKING</b>					
<p>_____ is a district of historic significance containing active community serving uses with an opportunity for transit oriented residential development. Predominant uses include public facilities such as a library, senior center, transit center and a community museum. Secondary uses include residential and ancillary supportive commercial. This site is a major community attractor to "Old Town" and requires a defining and comprehensive architectural style that identifies this site from adjacent areas. Development design shall incorporate the "Old Town" trail and transit center as pivotal transportation opportunities.</p>		Sidewalks		Established through Mixed Use Zone District master plan.			
		Parking	Off Street Parking		Established through Mixed Use Zone District master plan.		
			Within PBIA (Parking Business Improvement Area)		None required when participating with PBIA requirements. (see page _____)		
		Streets		Established through Mixed Use Zone District master plan.			
		On-Street Parking		Established through Mixed Use Zone District master plan.			
<b>PERMITTED USES</b>		<b>ACCESSORY USES</b>					
<p>Planning Area 9 requires the adoption of a Mixed Use (M-U) Zone District to establish a master plan a site specific land uses.</p>	<p>General Land Uses include;</p> <ul style="list-style-type: none"> <li>Public Facilities</li> <li>Supportive commercial</li> <li>Residential not to exceed 50% of the site</li> </ul>	Outdoor Activities		Established through Mixed Use Zone District master plan.			
		Sidewalk Dining and Merchandising		Established through Mixed Use Zone District master plan.			
		Building Mounted Signs (including fascia, window and canopy mounted signs)		Established through Mixed Use Zone District master plan.			
		Pedestrian Oriented Signs		Established through Mixed Use Zone District master plan.			
		The Imagery conveys samples of the architectural character intended for these neighborhoods.					

NO NAME YET

10



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



RESIDENTIAL LAND USE		LAND USE / PRODUCT	DEVELOPMENT STANDARDS		IMAGERY / PRODUCT SITE PLAN PROTOTYPE	
KEY MAP		Gateway Office/Commercial	STANDARD	NOTES	ARCHITECTURE	
		<b>DESIGNATION</b>				
		Planning Area(s)	10			
		Zone District	C-3			
		GP Density Range	15.0+ du/ac			
		Dwelling Units		Second floor and above with conditional use permit		
		Land Use	The use of land designated GOC shall comply with those uses identified in the C-3 (Central Trading District) and C-2 (Community Commercial) Zone Districts.			
		<b>BUILDING INTENSITY</b>				
		Minimum Lot Area	None			
		Minimum Lot Width	None			
		Minimum Lot Depth	None			
Maximum Coverage	None					
Maximum Height	50 ft./4 stories	Additional Floors are allowable with a Conditional Use Permit.				
Curved/Cul-de-sac/Corner Lot	None					
<b>BUILDING SETBACKS</b>						
Front Yard	10'	Measured from property line to parking or building.				
Side Yard (Interior)	5'					
Corner Lot/Reversed Corner Lot	5'	Measured from property line to parking or building.				
Rear Yard	5'	When adjacent to residential, the adjacent residential setback shall be used.				
<b>GOC (Gateway Office/Commercial)</b>		<b>LAND USE TOTAL AREA</b>				
		11.97 acres				
<b>DESCRIPTION</b>		<b>GARAGES/STREETS/PARKING</b>				
<p>GOC (Gateway Office/Commercial) provides for a boulevard style commercial/office district that serves as the western gateway to the "Old Town" area. This corridor also serves as a link between community shopping and service facilities at Minnewawa and Bullard Avenues and neighborhoods in the Central Clovis area. Buildings are encouraged to face onto Bullard Avenue however parking facilities should be accessible from the street. Grouped driveways are encouraged when practical.</p>		Sidewalks		See Streetscape Development Standard Section.		
		Parking	Off Street Parking	See Parking Standards of the C-2 and C-3 Zone Districts.		
			Streets	See Streetscape Development Standard Section.		
		On-Street Parking	See Streetscape Development Standard Section.			
		<b>PERMITTED USES</b>		<b>ACCESSORY USES</b>		
<p>*All Uses not specifically identified in the list to the right are prohibited.</p>	<p>The use of land designated GOC shall comply with those uses identified in the C-3 (Central Trading District) and C-2 Community Commercial Zone Districts and those listed under Permitted Uses. Drive-in and Drive-through uses are prohibited.</p>	Outdoor Activities		Requires Administrative Use Permit		
		Sidewalk Dining and Merchandising	n/a	Not allowed		
		Building Mounted Signs (including fascia, window and canopy mounted signs)	1 sq. per lineal foot of frontage with a public entrance up to 50 sq.ft.			
		Pedestrian Oriented Signs	2 sq. ft./1 per business.			
					The Imagery conveys samples of the architectural character intended for these neighborhoods.	

## GATEWAY OFFICE/COMMERCIAL



# COMMUNITY DESIGN DEVELOPMENT STANDARDS



RESIDENTIAL LAND USE		LAND USE / PRODUCT	DEVELOPMENT STANDARDS		IMAGERY / PRODUCT SITE PLAN PROTOTYPE
KEY MAP		Civic District (CD)	STANDARD	NOTES	ARCHITECTURE
		<b>DESIGNATION</b>			
		Planning Area(s)	11		
		Zone District	P-F		
		GP Density Range	N/A		
		Land Use	The use of land designated CD shall comply with those uses identified in the P-F (Public Facilities) Zone.		
		<b>BUILDING INTENSITY</b>			
		Minimum Lot Area	None		
		Minimum Lot Width	None		
		Minimum Lot Depth	None		
		Maximum Coverage	None		
		Maximum Height	40 ft./3 stories	Maximum heights for accessory structures shall be determined by the Director.	
		Curved/Cul-de-sac/Corner Lot	None		
		<b>BUILDING SETBACKS</b>			
		Front Yard	35'		
		Side Yard (Interior)	10'	Measured from any residential district.	
		Corner Lot/Reversed Corner Lot	10'	Measured from any residential district.	
		Rear Yard	10'	Measured from any residential district.	
		<b>GARAGES/STREETS/PARKING</b>			
		Sidewalks		See Streetscape Development Standard Section.	
		Parking	Off Street Parking	See Parking Standards of the P-F Zone District	
		Streets		See Streetscape Development Standard Section.	
		On-Street Parking		See Streetscape Development Standard Section.	
		<b>ACCESSORY USES</b>			
		Outdoor Activities		Civic events with ancillary food service.	
		Sidewalk Dining and Merchandising		Requires approved sidewalk merchandising permit.	
		Building Mounted Signs (including fascia, window and canopy mounted signs)		See Clovis Municipal Code, Division 9, Development Code standards.	
<p><b>Civic District</b></p> <p><b>LAND USE TOTAL AREA</b></p> <p>19.50 acres</p>					
<p><b>DESCRIPTION</b></p> <p>CD (Civic District) contains the Clovis Civic Center Complex and uses along the western Sunnyside Avenue frontage. The purpose of this planning area is to sustain and amplify the combining characteristics of the Civic Center.</p> <p>A focal point of the planning area shall be on Fifth Street adjacent to the Civic Center. Bus stops, pedestrian drop-off areas and a civic plaza are encouraged in this area and should integrate with Clark Intermediate School on the south side of Fifth Street.</p>					
<p><b>PERMITTED USES</b></p> <p>*All Uses not specifically identified in the list to the right are prohibited.</p> <p>The use of land designated CD shall comply with those uses identified in the C-P (Public Facilities) Zone District.</p>					
<p>The Imagery conveys samples of the architectural character intended for these neighborhoods.</p>					





# CENTRAL CLOVIS SPECIFIC PLAN



DESIGN GUIDELINES





## Introduction

These design guidelines are intended to serve as a guide for the conservation, adaptive use and enhancement of buildings and streetscapes contained within the Central Clovis Specific Plan. It is a manual designed to meet the needs of many users including architects, designers, building contractors and business owners. Each of these interests has a vital role to play in the success of Old Town.

The major content of the manual is the provision of practical guidelines for the restoration and rehabilitation of buildings and storefronts which contribute to the distinct and exceptional character of Old Town. It also serves as a guide for new replacement and infill construction within various design areas.

The information and illustrations address various facets of design when, as considered as a whole, will provide a depth and comprehensiveness in quality to the Old Town experience.

### Applicability

These design guidelines shall be used as a basis for considering and approving Site Plan Review and Exterior Amendments to Site Plan Reviews for all applicable commercial buildings.

Preliminary DRAFT





## SFC Storefront Commercial

### Background

Old Town's Storefront Commercial District was initially developed between the 1880 and 1920 and reflects the pre-automobile era. The first commercial buildings to appear in Old Town were simple wood structures often including an architecturally embellished store front. The intent of this design was to assist in the identification of the use directly from the street front and to be able to visually merchandise wares to those passing by.

As Old Town matured, building types began to transition to fire resistant masonry and brick construction while maintaining the direct street front orientation.

Most first floor environments utilized ceiling heights of 12 or more feet in conjunction with transom windows and shade awnings. This configuration allowed buildings to be passively ventilated (prior to air conditioning) during warm days through high ceiling vents while allowing natural lighting to illuminate the interior via storefront and transom windows.

Visual storefront symmetry was also an important element of the period in creating an architectural aura of "significance".

Much of the architectural "charm" of Old Town relates to these basic elements and thus it is important to incorporate these factors in the rehabilitation of authentic structures.

Over the years many Storefront Commercial buildings were replaced by new structures that reflected the design relevant to the era that they were constructed. While building orientation, setback and view ability to the street front remained important, several buildings reflect distinct architectural eras which include, "Mission Revival, stainless steel outfitted "Streamline Moderne" and mid-century concrete block. Such styles are legitimate in their own context and illustrate the depth of evolving history in Old Town.

In the 1960's and 70's many storefronts were "modernized" in an attempt to produce a contemporary character that might appeal to shoppers. These efforts generally disguised authentic storefronts with facades reflective of automobile oriented shopping centers of that time. In several cases this work caused irreparable damage to masonry structures through the application of stucco and similar materials and the destruction of transom windows. In other circumstances, many plywood facades "protected" original architectural elements allowing for their rediscovery.





## Purpose

These Storefront Commercial guidelines encourage the recognition, preservation and enjoyment of all authentic architectural styles while preserving and enhancing the pedestrian environment. They also provide guidance for new construction, signs, colors and materials.

The primary goal of the Storefront Commercial Design Guidelines is to preserve and enhance the attractiveness of the business core where people prefer to walk rather than drive and where the pleasant sidewalks, shading trees and a variety of shops, restaurants and other activities encourage people to spend time, slow their pace and engage one another. The design of buildings and setting, circulation and public spaces in Old Town have, and will continue to play a crucial role in maintaining this character and vitality.

**Street Orientation.** Buildings in the Storefront area of Old Town should be located at the back of the sidewalk unless space between buildings and sidewalk is to be used for pedestrian features such as plazas, courtyards or outdoor eating areas.

**Height, Scale.** Multi-story buildings are desirable because they can provide opportunities for upper floor offices, restaurants and residential units and can increase the numbers of potential customers for ground floor retail uses. Differing building heights that are significantly taller or shorter than adjacent buildings provide important visual interest.

- For large projects that occupy several lots, variable roof heights and architectural features that penetrate the roof line are encouraged to provide visual interest and establish a more “human-scale” environment.
- Reinforce established horizontal lines particularly those that describe the storefront commercial sidewalk setting.
- Maintain a distinction between the first and second floors by having a more transparent ground floor. On upper floors, use windows and other architectural features that reinforce the typical rhythm of upper story windows found on traditional commercial buildings and provide architectural interest on all four sides of the building.
- Large buildings should be clearly expressed at the street frontage by changing material or setback to respect the historic lot pattern and rhythm of Old Town.
- Use roof overhangs, cornices, dentals, moldings, awnings and other decorative features to decrease the vertical appearance of the walls.
- Use recesses and projections and color to visually reduce the size, bulk and scale of the building.

- Use planter walls and other pedestrian oriented features on the ground floor such as windows, wall detailing and public art.
- Consider the quality of natural and reflected light in public spaces within and around the project site and choose materials and colors to enhance lighting effects with respect to available solar exposure.





**Visible Service Infrastructure.** The following guidelines are established in recognition of the particular service demands of the buildings in Old Town. Planning for the following considerations must be done early so that proposed building designs correctly depict final construction.

- Utility boxes for phone, cable, electricity, natural gas, information systems etc. should be located along service alleys, within the building or in a sub-grade vault.
- Location of backflow prevention devices and fire sprinkler risers must be identified on project plans and shall be located inside of the building or in a permanently screened location when located on a street frontage. (see Storefront Commercial Design Guidelines).

**Façade Design.** New structures and remodels should provide storefront windows, doors, entries, transom windows, awnings, cornice treatments and other architectural features that complement existing structures, without copying their architectural style.

- **Overall Character.** In general, buildings should have either flat or stepped rooflines with parapets and essentially flat facades. Walls with round or curvilinear lines or large pointed or slanted rooflines should generally be avoided.
- **Proportions in relation to context.** Buildings should be designed with consideration of the characteristic proportions of existing adjacent facades as well as the rhythm, proportion and spacing of their existing door and window openings.
- **Storefront Rhythm.** A new building façade that is proposed to be much wider than the existing characteristic facades on the street should be divided into a series of bays or components defined by columns or masonry piers that frame windows, doors and bulkheads. Creating and reinforcing a façade rhythm helps tie the street together visually and provides pedestrians with features to mark their progress down the street.
- **Individual storefront proportions.** Storefronts should not overpower the building façade and should be confined to the area framed by the support piers and lintel above, consistent with the classic Old Town architecture.

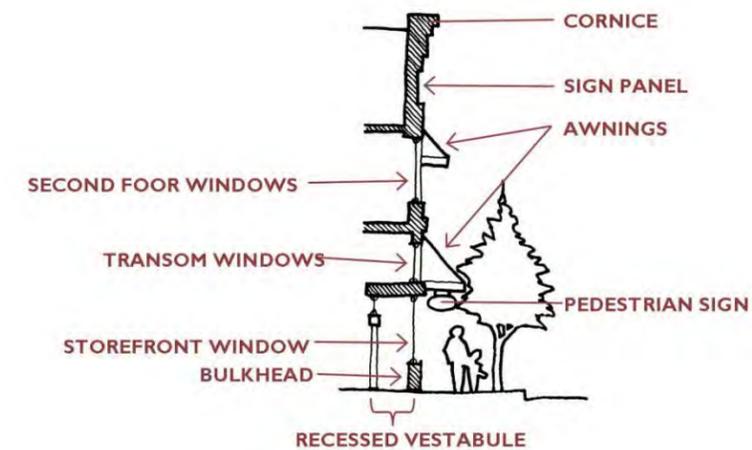




- **Wall surfaces.** Wall surfaces, particularly at the street level, should be varied and interesting, rather than unbroken and monolithic as blank walls discourage pedestrian traffic. This can be achieved in a number of ways including;
  - a) Dividing the façade in a series of display windows with smaller panes of glass;
  - b) Constructing the façade with small human scale material such as brick or decorative tile along bulkheads;
  - c) Providing traditional recessed entries; and
  - d) Careful sizing, placement and overall design of signs
- **Doorways.** Doorways should be recessed to provide a space for pedestrians to stop prior to entering a building.
- **Bulkheads.** Storefront windows should not begin at the level of the sidewalk, but should sit above the base, commonly called a bulkhead, of 18 to 36 inches in height. Bulkheads should be designed as prominent and visible elements of the building façade and should be treated sensitively to ensure compatibility with the overall appearance of the building. Desirable materials for the bulkhead facing include those already common in Old Town including wood and ornamental glazed tile.
- **Materials and architectural details.** While Old Town buildings have a variety of materials and architectural details, several consistent themes in these aspects of design have helped define its distinctive character.
- **Finish materials.** The exterior materials of the Old Town buildings involve several aspects including color, texture and materials. Materials with integral color such as smooth troweled plaster, tile, stone, and brick are encouraged. If the building's exterior design is complicated with many design features, the wall texture should be simple and subdued. However if the building design is simple, a finely textured material can greatly enrich the building's overall character. Materials should complement those on adjacent buildings.
- **Exterior Colors.** Exterior colors of all Storefront Commercial buildings shall utilize a palette complimentary to the era and style of building. Use of historic color charts and professional consulting is encouraged.



STOREFRONT COMMERCIAL DESIGN ELEMENTS



STOREFRONT COMMERCIAL DESIGN ELEMENTS





**Remodeling.** Storefront remodeling often covers original details or retains them only as visual “leftovers”. Existing details should not be wasted in remodeling efforts. If enough remain, they can be restored as part of the original design. If only a few remain, they can be incorporated as a design feature in a new storefront. In either case, the design of changes to a façade should grow out of the remaining traditional details and create a harmonious background that emphasizes those details.

- a) All exposed existing brick faces shall be preserved and shall not be painted over or covered. Removal of paint from brick surfaces shall be accomplished only through a chemical process and not sand blasted or high pressure washed.
- b) Weather-worn turn-of-the-century signs painted on brick present an authentic historical record of Old Town and shall not be damaged or covered.
- c) Alleys and parking lot sides of structures are encouraged to retain historic infrastructure including piping, fire doors, security grills etc. in maintaining the authentic utility environment of Old Town.

**Doorways.** Doors and storefront systems should be of materials and have details and ornament appropriate to the building wall materials (for example, an older brick building would more appropriately have wood and glass doors with brass fittings rather than aluminum framed doors).

- a) Storefront entrance doors should be recessed within the building façade to provide an area for pedestrians to transition from the interior space to the public sidewalk. The appropriate depth of the recess will depend upon the storefront design and available space, but should be at least the width of the entrance door.
- b) Doors themselves should be primarily of glass to avoid conflicts between entering and exiting patrons.
- c) Door and entry designs and materials should be compatible with the other storefront materials. Terrazzo and tile pavers are attractive and appropriate paving materials common to Old Town while indoor/outdoor carpeting and wood planking are inappropriate materials.

Preliminary DRAFT





**Windows.** Windows that allow pedestrians to see activities within the ground floor of Old Town buildings are important in maintaining the pedestrian orientation of Old Town. Ground floor windows adjacent to sidewalks encourage pedestrians to linger, while extensive blank walls do not.

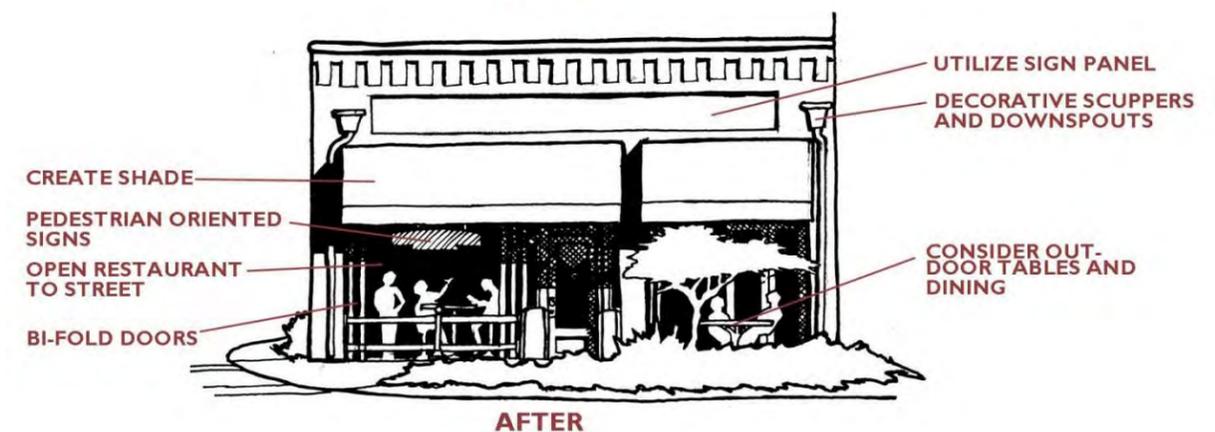
- a) When windows are added or changed, it is important that the design be compatible with the themes common in the same block.
- b) Use of clear glass (at least 88 percent light transmission) on the first floor is recommended. Introducing or changing the location or size of windows or other openings that alter the architectural rhythm or character of the original building is discouraged.
- c) Permanent fixed security grates or grills in front windows are not permitted. Any necessary security grills should be placed inside, behind the window display area.
- d) Traditional storefront transom windows should be retained whenever feasible. If the ceiling inside the structure had been lowered, the ceiling should be stepped up to meet the transom so that light will penetrate the interior of the building.
- e) Existing windows should be maintained and not “Walled-in” or darkened to provide more interior wall or storage space.
- f) Restaurants and similar uses are encouraged to utilize “foldable” windows that allow the interior space to expand into the public right-of-way.

**Awnings.** Awnings should be retained and/or incorporated where feasible and compatible with the storefront.

- a) Where the façade of a commercial building is divided into distinct bays (sections defined by vertical architectural elements, such as masonry piers), awnings should be placed within the vertical elements rather than overlapping them. The awning design should respond to the scale, proportion and rhythm created by the bay elements and fit into the space created by the bay.
- b) Awning shape should relate to the window or door opening. Barrel-shaped awnings should be used to compliment arched windows while square awnings should be used on rectangular windows.
- c) Awnings may not be internally illuminated.
- d) Awnings can either be fixed or retractable.
- e) The materials and color of awnings need to be carefully chosen. The use of second floor awnings shall be coordinated with the lower storefront awnings. Canvas is the most appropriate material for awnings. Plastic (vinyl) or other glossy materials are not appropriate. Corrugated metal awnings may be used when appropriate with the storefront architecture.
- f) Awnings should be functional and at least four feet wide.
- g) A single building face with multiple tenants should use consistent awning design and color on each floor, unless the building architecture differentiates the separate tenancies.



BEFORE



AFTER

STOREFRONT COMMERCIAL DESIGN ELEMENTS





**Other Details.** A number of other details should be incorporated into the exterior building design to add a degree of visual richness and interest while meeting functional needs. These details include such items as:

- a) Light fixtures, wall mounted or hung with decorative metal brackets
- b) Metal grillwork, at vent openings or as decorative features at windows, doorways or gates
- c) Decorative scuppers, catches and down-spouts
- d) Balconies, rail, finials, corbels, plaques, etc.
- e) Crafted artworks.
- f) Architectural lighting and outdoor dining lighting should only be allowed when it complements the design theme of the building.
- g) Seasonal lighting shall be removed following seasonal events

**Public spaces, plazas and courtyards.** Public spaces on Old Town sites should be designed as extensions of the public sidewalk by providing pedestrian amenities such as benches and fountains and by continuing the pavement treatment of the sidewalk.

- a) Plazas and courtyards are encouraged within Old Town
- b) Primary access to public plazas and courtyards should be from the street: secondary access may be from retail shops, restaurants, offices and other uses.
- c) Shade Trees or architectural elements that provide shelter and relief from direct sunlight should be provided.
- d) Courtyards should be buffered from parking areas or drive aisles by low walls, landscaping or other features to clearly define the edges of pedestrian space. Portable shade structures, umbrellas and other temporary structures that are out of context with the adjacent architecture are prohibited.
- e) Ample seating should be provided
- f) Bicycle parking should be provided

Preliminary DRAFT





**Signs.** Proper signs on storefront commercial structures in Old Town are particularly important in that they not only identify the use, but are a facet of the design of buildings and the overall streetscape. Most storefront commercial building facades incorporated sign areas in their design as well as used window and canopy signs that oriented to both the street and pedestrian environment.

- a) Fascia signs should be placed and fitted to areas provided on storefront architecture.
- b) All signs should use graphics and font types reflective of the era that the building was constructed.
- c) With the exception of the Clovis Avenue frontage, all signs shall be externally illuminated. Along the Clovis Avenue frontage individual channelized lettering and “halo” signs may be used with fonts that harmonize with the style of the structure. Plexiglas panel “can” signs and exposed raceways are expressly prohibited.
- d) Window and canopy signs are allowed and shall coordinate with the graphics of the main panel sign. Window and canopy sign square footage shall be included in calculating permissible sign area.
- e) Double sided pedestrian oriented projecting signs are limited to 2 square feet and shall coordinate with the overall sign program. Graphics that illustrate the items sold or served in the store are encouraged.
- f) Privilege, automated or flashing and illuminated “open” signs are prohibited.
- g) “A” and “I” frame signs and other portable freestanding signs are prohibited from display in the public right-of-way.
- h) Menu boards should be wall mounted and incorporated into the architectural style of the building



EXHIBIT “-”

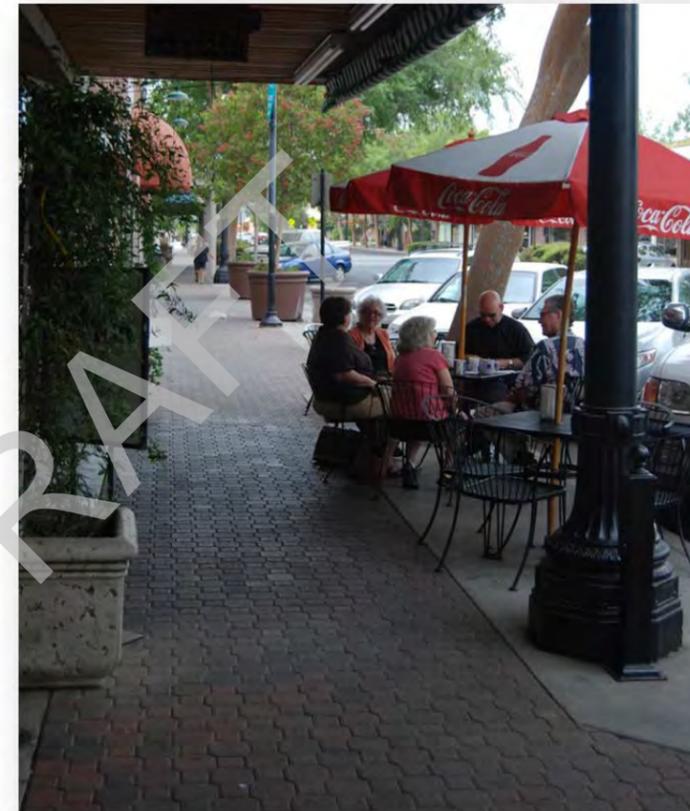
STOREFRONT COMMERCIAL AWNING & SIGN PLACEMENT





**Outdoor Merchandising.** Outdoor merchandising and sidewalk dining can add to the pedestrian experience of the Old Town area when treated in context with the business it serves and the streetscape design.

- a) Merchandise items displayed in the public right of way shall relate specifically to the adjacent business and harmonize with items displayed in the storefront windows.
- b) Outdoor dining and tables and chairs are allowed when it does not conflict with the pedestrian flow of the sidewalk and overhang of vehicles parked along the curb face.
- c) All outdoor merchandising and dining shall meet American Disabilities Act requirements and requires a permit from the City of Clovis.





## Low Density Residential; Historic

### Background

The design background of Clovis' historic residential neighborhoods is as diverse as the time periods during which they were developed. The guidelines are intended to assist in preserving the traditional character of older neighborhoods.

Planning Area #3 contains a broad variety of historic residential architectural styles developed between 1880 and 1940 and housed many of the families significant to the creation of the Clovis community.

### Purpose

The purpose of the Low Density Residential; Historic guidelines is to encourage and ensure the architectural preservation of these historic homes and neighborhoods.

### Architectural Identification

Preliminary DRAFT

