

**Filipponi Trust, Thompson Trust's & Filipponi Family Partnership**  
**East Bennett Village-Parcel 1**  
Supplemental Development Statement  
Minor Use Permit  
APN 040-372-017  
**Updated July 2023**

**General Description**

The project site is a +/- 2.47-acre parcel (existing legal parcel +/- 5.63-acres) located on Las Tablas Road in Templeton, CA (APN 040-372-017). The parcel is within the Community of Templeton, Salinas River Sub Area of the North County Planning Area, and zoned Commercial Retail. The site is bordered by Las Tablas Road at the south property line, Bennett Way at the west property line and Duncan Road at the east property line. The site is bordered by a vacant parcel to the north, vacant commercial retail to the west, commercial retail to the east and commercial retail to the south. Currently the property consists of an undeveloped, vacant parcel.

**Figure 1: Vicinity Map**

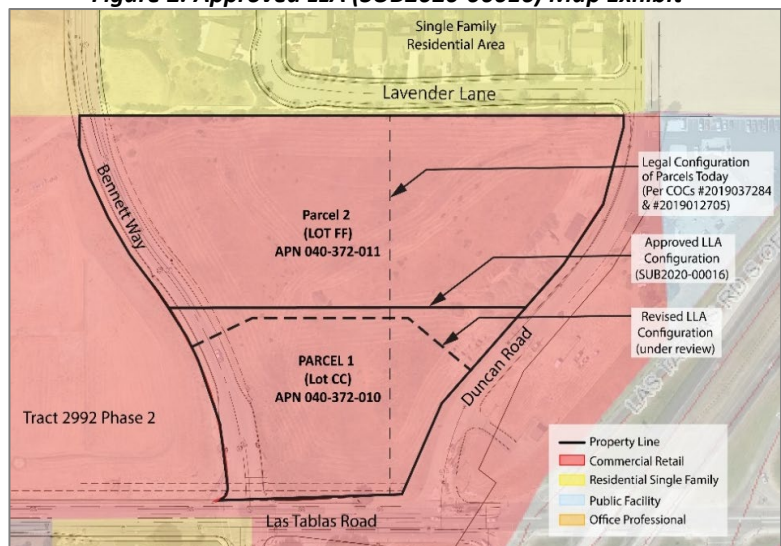


**Background**

The project site consists of two existing legal parcels: Portion of Lot FF (2019 OR 012705) and Parcel 1 of Lot Line Adjustment COAL 18-0139 (2019 OR 037284). The existing legal parcel configuration consists of a shared vertical lot line, with both parcels abutting the Residential Single Family land use to the north.

On April 23<sup>rd</sup>, 2020, a Minor Lot Line Adjustment application (SUB2020-00016-COAL20-0003) was approved by the Planning Director, allowing an adjustment of lot lines between two existing parcels. The lot line adjustment adjusted the common lot line between the parcels, so the lot line is oriented horizontal between the two parcels providing both parcels with frontage on Duncan Road and Bennett Way. The lot line adjustment resulted in a 2.96-acre parcel (Project Parcel) and a 5.88-acre parcel. An amendment (SUB2020-00055) to the approved Minor Lot Line Adjustment was

**Figure 2. Approved LLA (SUB2020-00016) Map Exhibit**



approved on May 11, 2021, to revise a small portion of the common line, resulting in a 2.47-acre Project Parcel and a 6.37-acre (Northern Parcel). Amended Certificates of compliance were recorded October 14, 2021, to correct an error with the signatures and legalize the lot configurations. As part of the Lot Line Adjustment, a water and sewer allocation adjustment was approved by the Templeton Community Services District (TCSD) allowing the reallocation of water and sewer units between the two parcels. The Lot Line Adjustment for allocated 3 water units @ 575 GPD and 6 sewer units will be assigned to this Project Parcel.

### **MUP Evolution**

April 2021: The original project request was for a Minor Use Permit to allow a 2,675-square-foot quick service restaurant (QSR) with a drive-through and a 3,200-square-foot gas station with a convenience store, including an attached 1,170-square-foot single car wash tunnel, and eight (8) fuel dispensers. The project also included onsite improvements, including two new commercial driveways, improvements to support internal circulation and parking, utility connections, trash enclosures, landscaping and lighting, drainage improvements, and frontage improvements which include road widening, curbs, gutters, and sidewalks along the Las Tablas Road, Bennett Way and Duncan Road project parcel frontages. Offsite improvements included limited offsite grading for grade continuity between the Project Parcel and the Northern Parcel and limited off-site frontage improvements to allow for transition and tapers between the Project Parcel and the Northern Parcel.

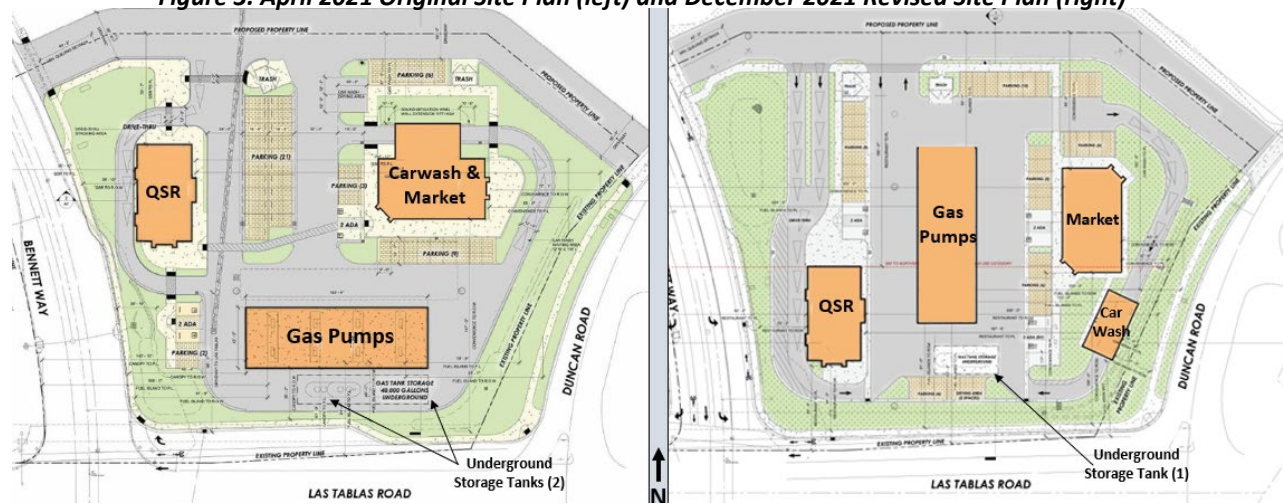
In December 2021 the projects site plan was revised based on community feedback. Site plan changes included the following:

- Separation of the market and carwash into two separate buildings.
- Reorientation of traffic toward Las Tablas Road and the Park and Ride Facility.
- Relocation of the QSR and car wash buildings to be 500+ feet away from the Residential Single Family land use category to the north.
- Enhancements to the QSR drive through to improve internal circulation (double lane entry).
- Relocation of the parking areas to divide the parking spaces into much smaller parking lot areas.
- Reduction of underground fuel storage from 40,000 gallons to 20,000.
- Elimination of some of the previous modifications to the Templeton Community Design Plan.

The December 2021 project included the following requests that warrant specific consideration through the Minor Use Permit Conditions of Approval:

- Shared parking adjustment.
- Increased signs area adjustment.
- Templeton Community Design Plan Standard V.F.3. Hours of Operation.
- Templeton Community Design Plan Standard V.F.4. Drive Through Facilities.

**Figure 3. April 2021 Original Site Plan (left) and December 2021 Revised Site Plan (right)**



The property owner and applicant team have engaged with the community and the neighbors through zoom and in person meeting over the last several years. A list of the meetings is provided below.

- 5/6/21 TAAG’s Project Review Committee Meeting
- 9/15/21 Peterson Ranch HOA Meeting
- 1/13/22 TAAG’s Project Review Committee Meeting
- 3/16/23 TAAG Meeting
- 4/20/23 TAAG Meeting

The owners and applicant team recognize community feedback and engaging in a transparent and collaborative process is an important part of the land use permit process. The project has been modified to the extent feasible to respond to, and address concerns and constructive input provided throughout the application process. This collaborative approach has led to the updated current refined project.

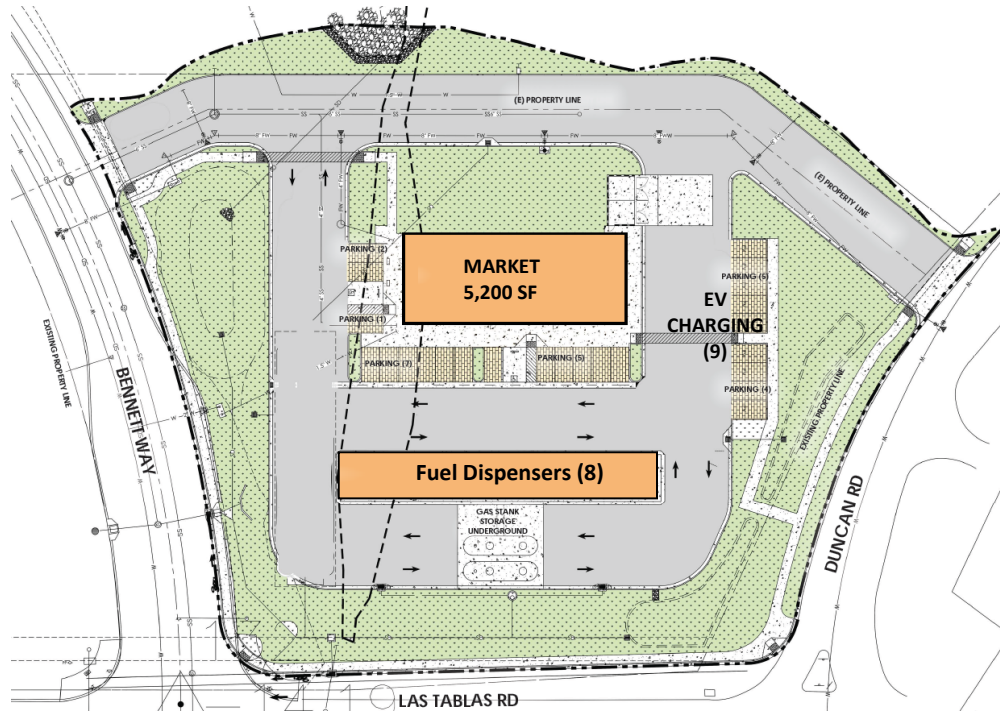
### **Current Proposal 2023**

The revised project is a request for a Minor Use Permit for the following:

- A vehicle fueling station with eight (8) fuel dispensers, nine (9) electric vehicle (EV) charging spaces, and a 5,200-square-foot market.

The project also includes onsite improvements, including two new commercial driveways, improvements to support internal circulation and parking including the nine (9) dedicated EV charging spaces, utility connections, trash enclosures, landscaping, lighting and drainage improvements. Additionally, frontage improvements which include road widening, curbs, gutters, and sidewalks along the Las Tablas Road, Bennett Way and Duncan Road Project parcel frontages. Offsite improvements include limited offsite grading for grade continuity between the Project Parcel and the Northern Parcel and limited off-site frontage improvements to allow for transition and tapers between the Project Parcel and the Northern Parcel.

Figure 4. Current Conceptual Site Design



The revised project includes three (3) operational standards that warrant specific consideration through the Minor Use Permit, one (1) of which is a Templeton Community Design Plan Standard, and two (2) are Land Use Ordinance adjustments. The specifics of which are outlined below.

1. Templeton Community Design Plan Standard V.F.3. – Hours of Operation

The Templeton Community Design Plan Standard V.F.3 limits the conduct of retail business in Templeton between the hours of 5:00 am and 2:00 am daily, and between 5:00 am and 11:00 pm daily for any retail business within 500 feet of any residential land use category unless alternative hours are approved as part of any land use permit.

The nearest residential category is Residential Single Family located approximately 397 feet from the Market to the north and Residential Multi Family located approximately 439 feet from the fueling station to the southwest across Las Tablas Road; measurements were taken from the closest proposed structure to the specific land use category boundary. Based on the proximity to the residential land use category the project’s hours of operation would be limited to the hours between 5:00 am and 11:00 pm unless alternative hours are approved through the Minor Use Permit.

The project, through the Minor Use Permit, is proposing 24-hour operation for the fueling station and market.

The intent of this standard, as stated by the Templeton Community Design Plan, is to address *potential issues with businesses that are open 24 hours*. The proposed fueling station and market, which is situated

along Las Tablas Road, proposes 24-hour operations based on its location in proximity to Twin Cities Hospital, the Las Tablas Park and Ride, and the Highway 101 on and off ramps to Las Tablas Road, all of which operate 24 hours a day. These surrounding uses are expected to be the target customers for the extended hours of operation (Hwy 101 traveling public, hospital staff shift changes, hospital trauma visitors, etc.).

The fueling station and market has been designed to orient the active use areas towards the Las Tablas Road frontage and away from the residential land uses in order to reduce the potential for conflict between the residential and commercial uses and minimize the potential for noise impacts. Further, the project site is a highly visible site and located near public safety facilities, including the Templeton CA. Highway Patrol Sub-Station, the Templeton Sheriff's Office, and the future County Public Safety Co-Location Facility. Proximity to these facilities reduces the potential for *issues that might be a concern for businesses that are open 24 hours a day.*

## 2. Land Use Ordinance Section 22.10.070 Flammable And Combustible Liquids Storage

Section 22.10.070 of the Land Use Ordinance sets quantity limitations of underground flammable liquids stored onsite not to exceed 20,000 gallons unless greater quantities are authorized through a Minor Use Permit or Conditional Use Permit approval. The project includes a request to allow more than 20,000 gallons of flammable liquids in underground storage specifically two 20,000-gallon fuel tanks, a total of 40,000 gallons of fuel storage. The increase in the amount of on-site fuel storage will have direct correlation to a reduction in the number of times large fuel trucks are required to deliver and dispense fuel to the site.

The location of the fuel storage is underground along Las Tablas Road, the furthest possible location away from the nearby residential land use categories. The tanks are more than 490 feet to the northern Single Family Residential boundary and 550 feet to the southwest Multi Family Residential with increased distances to the nearest developed residential structures. The offsite well located on the parcel to the north (APN 040-372-018) is approximately +/-450 feet away from the underground tanks.

## 3. Land Use Ordinance Section 22.20.060 – Signs Allowed – Type and Area – Area Adjustment

The project site has two points of access from two different public roads and is situated along three public road frontages: Bennett Way, Las Tablas Road and Duncan Road. The project proposes a freestanding entry sign and two directional monument signs, three project monument signs, and several wall signs. The signs, and their placement, are intended to efficiently direct traffic into the site; encourage drivers to exit the site onto Bennett Way to access Highway 101; and, prevent vehicles from entering the existing neighborhoods to the north, as well as comply with State requirements for displaying information to consumers.

The project includes a request to increase the site's total allowed signage area from 237 square feet to 802 square feet in accordance with Land Use Ordinance Section 22.20.040.A.2 – Sign Permit Requirements. Greater numbers of signs or sign areas than the allowances permitted by Section 22.20.060 are allowed with approval of a Minor Use Permit. Additional signage is necessary and



warranted based on the location of the project site and nature of the proposed use (i.e. the highway oriented / providing traveler services).

Additionally, the signage program is consistent with the adjacent approved development (SUB2008-00018) for continuity between commercial developments.

Refer to the sign program square footage in Table 2 below.

**Table 2: Sign Program**

SIGN PROGRAM TABLE					
LOCATION	WALL SIGN (UP TO 80 SF)	MONUMENT SIGN (UP TO 60 SF)	FREE STANDING ENTRY SIGN (UP TO 60 SF)	DIRECTIONAL MONUMENT SIGN (UP TO 60 SF)	SIGNAGE SUBTOTAL
OVERALL SITE		2	1	2	300
GAS STATION	4	1			380
CONVENIENCE STORE	2				122
TOTAL SIGNAGE REQUESTED (SF)					802

**Access, Circulation & Parking Design**

Access to the project is proposed by a shared access road, shared with the parcel directly north (APN 040-372-018 ) with direct access on to Bennett Way and Duncan Road. The shared access road has two points of access into the project site. Primary access will be from the west driveway closest to Bennett Way and a second access will be from the eastern driveway closest to Duncan Road. The eastern drive aisle will serve back of house uses including trash pick-up and market deliveries.

An onsite circulation plan has been designed for the proposed project to ensure efficient flow of both large and passenger vehicles throughout the project site. The circulation plan includes two-way circulation throughout the Project Parcel to manage the movement of vehicles entering and exiting the site, as well as through the site and around the fuel dispensers. Once at the site, the vehicles will enter through the western primary access driveway, circulate around the fuel dispensers and exit at the same location. The proposed circulation pattern is presented in Figure 5.

**Figure 5. Onsite Circulation Plan**



Additionally, the parking areas were designed to comply with the Templeton Community Design Plan parking standards. There are a total of 26 parking spaces proposed including nine (9) EV charging spaces. The parking areas are divided into smaller parking lots of

seven (7) spaces or less. The main parking areas are located on the west and south side of the market and the additional nine (9) dedicated EV charging spaces are located east of the market. All parking areas include landscaping and pedestrian connections.

A minimum of 5-feet is provided between the buildings and parking areas, except where walkways are provided. A Conceptual Landscape Plan has been provided which shows the proposed landscaped areas including a total of 56 trees in addition to shrubs, grass and groundcover intended to break up parking areas and provide visual relief throughout the site.

### **Traffic**

A traffic and circulation study was prepared by Associated Traffic Engineering (ATE) to analyze existing and future traffic conditions within the study-area, evaluate the project's consistency with County transportation policy and analyze the project's Vehicle Miles Travelled (VMT). The original traffic analysis determined the project will not generate significant traffic impacts as a significant percentage of project generated traffic will be "pass-by" in nature and trips that are already travelling on the community of Templeton's street system. Given its size and location (less than 50,000 square feet), the project is considered "local serving". The location of the project will provide a convenient local-serving market for local Templeton residents and commuters that will divert traffic currently traveling to other similar uses, which will shorten trips and reduce vehicle miles traveled.

The revised project represents a significant reduction in the overall use area and eliminates the Quick Service Restaurant (QSR) and car wash components. The remaining components of the project, namely the market and fuel dispensers, will significantly reduce traffic trips and on-site queuing compared to drive-through operations. ATE reviewed the revised project and issued a Supplemental Trip Generation Analysis dated 6/19/23 and determined the revised project generates an estimated 3,286 average daily trips, 200 AM peak hour trips and 224 PM peak hour trips, this is a reduction of 1,509 average daily trips, 117 AM peak hour trips and 111 PM peak hour trips from the original project. ATE states *"The development conditions in the study-area have not substantially changed since November of 2021, the addition of traffic generated by the current Project would not have an adverse effect on the operation of the study-area intersections. The updated trip generation does not appreciably change the findings of the initial November 2021 traffic and circulation study prepared for the Project."*

The site is located within Area A of the County's Templeton Road Fee Program and will be required to pay into the road fee program to offset its contribution to cumulative impacts. Currents impact fees are assessed on a peak hour trip (pht) basis and are \$8,917.00 per pht.

### **Noise**

An Acoustical Analysis was prepared by 45dB to evaluate noise impacts of the original project (2021) which proposed car wash, drive-through quick service restaurant, gas station and market to verify compliance with County Land Use Ordinance standards. The Acoustical Analysis dated February 13, 2021, identified noise sources and predicted noise impacts of the proposed project using a noise propagation model (SoundPLAN®). Noise levels were modeled using reflection from buildings and terrain, attenuation due to ground cover, air properties and stationery and transportation noise sources. Predicted noise levels were evaluated for compliance with the County Land Use Ordinance Maximum Allowed Exterior

Noise Level Standards for the project site as well as the two nearest residential neighborhoods to the south and north.

The revised project represents a significant reduction in the overall use area and eliminates both the Quick Service Restaurant and car wash components. In addition to reducing potential traffic impacts, the revised project also eliminates associated noise sources such as order speakers and kiosks that are typically found in drive-through operations. The remaining project components, the market and fuel dispensers, significantly reduce noise levels by eliminating the prominent noise sources from the original project analysis. 45dB reviewed the current proposed project and determined that *“the predicted noise levels due to the fueling station (without car wash or drive-through restaurant) at this proposed project are well below the existing levels and the overall levels with the project in place are not expected to exceed the existing daytime and nighttime hourly levels nor the maximum levels specified by the Code.”*

### **Air Quality and Greenhouse Gas Emissions**

An Air Quality and Greenhouse Gas Emissions (GHG) Impact Analysis was prepared by LSA Associates, Inc (LSA) following the guidelines within the SLO County APCD’s *California Environmental Quality Act (CEQA) Air Quality Handbook*, an assessment of criteria pollutant emissions and an assessment of the project’s greenhouse gas emissions.

The analysis used the California Emission Estimator Model (CalEEMod) program to calculate short-term emissions impacts for on-site construction equipment and worker and vehicle trips to the site. The analysis determined construction emissions associated with the project would be below significance thresholds set by APCD. CalEEMod was used to analyze emissions related to long-term operation of the project as well which were found to be well below the significance thresholds set by APCD. The closest sensitive receptors to the project site include the single-family residences located approximately 427 feet north of the project site across Lavender Lane. These residences would be located over 500 feet north of where the proposed fuel dispensers would be located. Emissions are not likely to have a significant impact on these residences given the distance and the dispersion that would occur. The proposed pump stations would be required to comply with SLO County APCD rules for gasoline vapor recovery, including Rule 424, Storage and Transfer of Gasoline and Rule 425, Storage of Volatile Organic Compounds. Compliance with SLO County APCD rules would further limit doses and exposures, reducing potential health risk related to gasoline vapors to a level that is not significant. Therefore, sensitive receptors are not expected to be exposed to substantial pollutant concentrations during project construction and operation.

During project construction, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. The fuel dispensers could release localized odors; however, the gasoline dispensers would be equipped with vapor recovery systems. The proposed project would not include any activities or operations that would generate objectionable odors and once operational, the project would not be a source of odors.

Greenhouse gas emissions were analyzed using CalEEMod to quantify emissions related to short-term construction activities and long-term project-related operational emissions. APCD has not adopted a threshold of significance for construction-related GHG emissions, however lead agencies are encouraged



to quantify and disclose GHG emissions that would occur during construction. Amortized Construction Emissions would be approximately 2.5 metric tons of CO<sub>2</sub>e per year and total Operational Emissions would be approximately 896.8 metric tons of CO<sub>2</sub>e per year, for a total project annual emission of 899.3 metric tons of CO<sub>2</sub>e per year. This is below the numeric threshold of 1,058 metric tons CO<sub>2</sub>e which indicates the project would not have a significant effect on the environment related to GHG emissions. The project is consistent with the applicable measures within the County's EnergyWise Plan and would comply with existing State regulations adopted to achieve the overall GHG emission reduction goals identified in AB 32, the AB 32 Scoping Plan, Executive Order B-30-15, SB 32, and AB 197.

The revised project shows a significant reduction in use area by eliminating the QSR and carwash, while maintaining the 5,200 square foot market and fuel dispensers. The revised project, with its overall decrease in building square footage and fewer vehicle trips generated, would not lead to any more severe air quality or greenhouse gas (GHG) emissions than what is described in the Air Quality and GHG Technical Report. LSA reviewed the current proposed project and provided a Memorandum concluding *"The revised project would result in an overall decrease in building square footage and would generate fewer vehicle trips. As such, the revised project would not result in any more severe air quality or GHG emissions than what is described in the Air Quality and GHG Technical Memorandum."*

### **Health Risk Assessment**

A Health Risk Assessment (HRA) was prepared by LSA Associates, Inc (LSA). The HRA estimated the increased cancer and non-cancer health risk level for people living and working near the project. The HRA concluded that the increased health risk associated with the original project would be 0.12 in 1 million, which is well below the threshold of 10 in 1 million, while acute and chronic risks would also be less-than-significant.

LSA reviewed the revised project and determined that since the revised project includes the same number of fueling stations the conclusions of the original study remain applicable. LSA concluded *"As these results show, all health risk levels to nearby residents from project-related emissions of TACs would be well below the San Luis Obispo County APCD HRA thresholds. As such, no significant health risk would occur from project-related emissions."*

HARP modeling reports and AERMOD information were included in the HRA.

### **Visual**

The project site consists of one parcel located on the north side of Las Tablas Road with Bennett Way to the immediate west and Duncan to the east. The parcel is currently undeveloped and contains gently to moderately sloping terrain with little existing vegetation. The surrounding area is characterized by commercial uses.

This project has been designed to generally comply with the Templeton Community Design Plan standards by clustering structures, preserving natural topography, and providing architectural interest that replicates Templeton's history. Building coverage is approximately 5% of the site and all development meets appropriate minimum setback standards. Parking areas are obscured from view from public streets by landscaping and will consist of landscaped parking islands, including a variety of

trees, shrubs and native grasses and textured pedestrian pathways. This approach aims to enhance the aesthetics of the parking areas while also providing visual screening from public streets. Sidewalk connections at front and side locations and along public roads are included in the site design to encourage pedestrian traffic from other nearby developments.

The proposed market and fuel station canopy are under 27 feet in height. The market entrance has an architectural feature at 27 feet in height with the rest of the building under 25 feet in height. The color and materials of the market and the canopy structures relate to one another and are designed to be cohesive with the adjacent Commercial Center across Bennett Way west of the project site. The large storefront, varied rooflines, recessed entrances and windows and different materials for siding and surfaces (stucco, wood, stone and metal) and colors (earth tones with accents to add visual interest).

The proposed project will be visible from major roadways in Templeton, specifically Highway 101, Las Tablas Road and surrounding minor roadways including Bennett Way, Lavender Lane, and Duncan Road. The proposed building types are consistent with the surrounding area in volume, aesthetic style and materials and use. Additionally, the project proposes extensive landscaping that once mature, will visually blend the project in with existing uses in the area.

### Biological Resources

Terra Verde Environmental Consulting (Terra Verde) prepared a Biological Resources Assessment for the proposed project site and adjacent vacant parcel to the north (APN 040-372-018), a total survey area of 8.84-acres. A series of surveys were completed in March, April and May 2018 for the entire site with a 100-foot buffer and visual scan of surrounding areas with a follow-up botanical inventory in May 2020. The surveys included botanical and wildlife species inventory, analysis of jurisdictional waters and wetlands and a habitat assessment.

The project site consists of degraded and disturbed annual grassland with a significant component of non-native, ruderal vegetation. The abundance and density of non-native species substantially exceeds that of native species and many of the native species documented on site are characteristic of roadsides and other disturbed areas.

The entire site consists of annual grassland habitat surrounded by public roads and urban developments with no direct connectivity to other areas of contiguous natural habitat. Grassland habitat provides habitat for a variety of species but is predominantly a source of forage rather than permanent cover. Flowing water was observed on site during the winter season in which the study was completed and provides additional wildlife habitat. A total of 13 wildlife species were identified during field surveys,

Figure 8. Biological Survey Area



more are likely present throughout different seasons.

While there is potential suitable habitat for six (6) special-status botanical species to occur onsite none were observed during any of the field surveys. Based on the lack of observed occurrences, special-status botanical species are not expected to occur on the site.

There is suitable habitat for two (2) special-status wildlife species to occur on the site, therefore the proposed commercial development has the potential to directly and/or indirectly impact special-status wildlife species and migratory nesting birds and mitigation measures provided.

The surveyed area has two unnamed ephemeral drainages flowing southward toward an existing culvert under Las Tablas Road, referred to here as Drainage 1 and Drainage 2. Only portions of Drainage 1 is located on the project site. Both drainages fall under the jurisdiction of the California Department of Fish and Wildlife (CDFW) and the Regional Water Quality Control Board (RWQCB) but not under the U.S. Army Corps of Engineers (Corps). The project proposes for a portion of Drainage 1 to be channelized and placed in a culvert. The project will obtain permits from CDFW and RWQCB and an Approved Jurisdictional Determination from Corps to verify the absence of Corps jurisdiction.

The following mitigation measures are incorporated into the project to reduce impacts to biological resources and includes:

- Measure 1: Environmental Awareness Training
- Measure 2: Site Maintenance and General Operations
- Measure 3: State Waters (protect hydrologic resources on site)
- Measure 4: Preconstruction Survey for Sensitive and Nesting Birds

### **Archeological and Paleontological Resources**

A Phase 1 Archeological Survey and Paleontological Survey was performed by Cogstone Resource Management on October 11, 2020, to determine potential impacts of the project to cultural and paleontological resources. The survey area consisted of 8.84 acres including the project site as well as the adjacent vacant parcel to the north. No cultural or paleontological resources were observed during the survey.

A Cultural and Paleontological Resources Assessment prepared by Cogstone Resource Management dated November 2020 and has been included for reference. The Assessment includes findings and recommendations. While no paleontological resources were observed during the survey, based on known Paleontological resources existing in the vicinity, a Paleontological Resources Impact Mitigation Plan is recommended to be developed and implemented for the project. The Paleontological Resources Impact Mitigation Plan will include the development of a Paleontology Worker Environmental Awareness Program and outline the requirements for paleontological monitoring. No cultural resources were observed during the survey and no further cultural resources work is recommended for the project. However, in the event of an unanticipated discovery, all work must be suspended within 50 feet of the find until a qualified archaeologist evaluates it. In the unlikely event that human remains are encountered during Project development, all work must cease near the find immediately.

**Water and Sewer**

The project is located with the Templeton Community Services District (TCSD) therefore the project's potable water and sewer will be provided by TCSD. TCSD, Wallace Group, and Kirk Consulting collaborated to determine realistic expectations for water and sewer demand for the original project. The result of the effort is provided in the Water Demand Analysis dated April 9<sup>th</sup>, 2021, completed by Wallace Group. The original project's total potable water demand is 1,725 Gallons Per Day (GPD) which included the QSR demand estimated to be 1,150 GPD and the fueling station demand estimated to be 575 GPD. The revised project eliminates the QSR and carwash, therefore total potable water use of the revised project is estimated to be 575 gallons per day.

Excluded from the potable water calculation is water demand for the landscaping irrigation. Landscape irrigation water will be provided from an existing well located on the parcel north of the project (under common ownership). Estimated peak irrigation demand is 2,300 gallons per day.

TCSD has issued a Water Availability Letter. The letter dated March 22, 2021, confirms the allocation of 3 water units at 575 Gallons Per Day and 6 sewer units at 300 Gallons Per Day to this project parcel (APN 040-372-017). The water demand analysis confirms the project's water and sewer use is within the TCSD allotment for water / sewer units.

## Ordinance Evaluation

**Below is a detailed evaluation of how the project is consistent with LUO requirements provided in the LUO as well as the guidelines in the Templeton Community Design Plan.**

### Land Use Ordinance Permit Requirements

The entire project is subject to a Minor Use Permit based on Land Use Ordinance Section 22.104.090.A.2. Templeton Community Standards require a Minor Use Permit for most new construction in Templeton. Notwithstanding the blanket Minor Use Permit requirement, the permit requirements for individual uses are listed below for informational purposes only.

- Automobile and Service Station/Gas Station: Automatic MUP in Table 2-2

**Table 2-2 Allowable Land Uses and Permit Requirements**

LAND USE (1)(2)(8)	PERMIT REQUIREMENT BY L.U.C. (3)							Specific Use Standards
	OP	CR	CS	IND	OS	REC	PF	
<b>RETAIL TRADE USES</b>								
Agricultural Retail Sales						SP(6)		22.30.075
Auto, Mobile Home & Vehicle Dealers - Indoor		A1	A1	A1				22.30.110
Auto, Mobile Home & Vehicle Dealers - Outdoor		MUP(5)	MUP	MUP				22.30.330
Automobile Service Stations/Gas Stations		MUP	SP	SP		MUP		22.30.130
Building Materials and Hardware		A1	A1	A1				22.30.140
with retail "ready-mix" concrete sales			CUP	A1				22.30.140
Convenience & Liquor Stores	MUP	A1	A1	SP		CUP		22.30.570
Farm Equipment & Supplies Sales			A1	A1				22.30.210
Fuel Dealers			A1	A1				22.30.220
Furniture, Home Furnishings & Equipment		A1	A1					
General Retail		A1	A1			CUP		
Grocery Stores	MUP	A1	A1	SP		CUP		22.30.570
Mail Order & Vending		A1	A1	A1				
Outdoor Retail Sales	A2	A2	A2	A2		A2	A2	22.30.330
Restaurants	MUP	A1	A1	MUP		CUP		22.30.570
Sales Lots			A2	A2				22.30.530
Swap Meets			MUP	MUP				22.30.530



**22.30.130 - Automobile Service Stations And Gas Stations**

Gas stations, and vehicle fuel sales businesses with incidental service facilities shall comply with the following standards.

**A. Location criteria.**

1. **Location adjacent to RSF prohibited.** No new gas station shall be located adjacent to a lot in the Residential Single-Family land use category.

*Response: The proposed gas station site is not located adjacent to a Residential Single-Family land use category.*

2. **Access.** An automobile service station shall be approved only at locations which meet the following standards for street access:

- a. At any intersection where at least one intersecting street is a collector or arterial; or

*Response: The project site is located at intersections of an arterial and collector road (Las Tablas Road & Bennett Way and Las Tablas Road & Duncan Road).*

- B. **Minimum site area.** 15,000 square feet, with minimum dimensions of 125 feet on all street frontages.

*Response: The project site is approximately 107,593 square feet (2.47 acres). All street frontages are greater than 125 feet, approximately 300+ feet at a minimum.*

- C. **Site design criteria.** The following standards apply to gas stations in addition to the other applicable standards of this Title.

1. **Setbacks.**

- a. **Pump islands.** 18 feet from any street right-of-way.
- b. **Buildings.** 10 feet from any street right-of-way.
- c. **Adjacent to multi-family use.** A 10-foot landscaped setback shall be provided along the total length of any property line abutting a multi-family residential use.

*Response: The pump islands will be set back +/-50 feet or greater from the street-right-of-way (Las Tablas Road, Bennett Way and Duncan) and the market is set back +/-40 feet or greater to the street-right-of-way. The proposed gas station is not adjacent to a multi-family residential use.*

- 2. Access driveways.** Driveways providing access to service station sites shall be a minimum width of 30 feet and shall no closer than 20 feet from the nearest curb line of any intersecting street.

*Response: The access driveways providing access to the gas station are 35 feet wide and greater than 10 feet from the nearest curb line of any interesting street.*

- 3. Parking requirement.** One space, plus two spaces per service bay.

*Response: A total of 1 parking space is required for the gas station use. A total of 17 parking spaces are proposed for the entire project but is proposing 26 spaces to incorporate nine (9) dedicated EV charging spaces. The project does not include service bays.*

- 4. Landscaping.** A landscaping strip with a minimum width of five feet shall be located adjacent to all street frontages, exclusive of driveway areas. The total area of landscaping shall be a minimum of 20 percent of the total site area.

*Response: At minimum, a 10-foot landscaping strip will be located adjacent to all street frontages, exclusive of driveway areas. The total area of landscaping is 39,685 square feet (including basins) just over 36% of the total site area (2.47 acres).*

- 5. Signs.** Signage shall be as provided by Chapter 22.20 (Signs) of this title.

*Response: A signage plan has been prepared, please see Sign Program SE1 – SE3. All signage will comply with Title 22. An expanded master sign program has been requested to allow up to 802 SF of signage.*

- D. Repair activities.** All areas set aside for repair activities allowed by Section 22.06.030 Table 2-2 in conjunction with a service station shall be entirely within a building.

*Response: No repair activities are proposed.*

## **22.18.050 – Parking and Loading Standards**

- 7. Retail Trade Uses.** Parking required for a retail use shall be a minimum of two space for each use or separate tenancy, except where more spaces are required as follows:

USE	PARKING SPACES REQUIRED	PARKING LOT TURNOVER	LOADING BAY INTENSITY
Eating & Drinking Places: Restaurants & Bars (on-site consumption)	Customer Spaces: 1 per 60 sf. of customer area plus; Employee Spaces: 1 per 360 sf. of customer area, and 1 per 100 sf. of kitchen**.	High	Medium
Fast Food (includes drive-ins. If patron tables provided, use must also meet restaurant customer space requirement).	1 per 100 sf. of kitchen.	High	Medium
General Merchandise Stores	1 per 300 sf. of sales area, 1 per 600 sf. of storage area.	Medium	Low

\*\* Kitchen includes all active food preparation areas, but not walk-in storage areas.

*Response: The project proposes a total of 26 parking spaces (9 EV spaces), whereas only 17 parking spaces are required .*

**8. Service Uses.** Parking required for a service use shall be a minimum of two spaces for each use or separate tenancy, except where more spaces are required as follows:

USE	PARKING SPACES REQUIRED	PARKING LOT TURNOVER	LOADING BAY INTENSITY
Auto Repair & Service	4 per service bay, 1 per 1,000 sf. of outdoor active use area.	Medium	Low

*Response: The project does not include auto repair and service.*

**22.20.040 - Sign Permit Requirements.**

No sign shall be constructed, displayed or altered without first obtaining a sign permit as required by this Section, except where a sign is exempted from permit requirements by Subsection B (Authorized Signs).

**A. Permit procedures.**

**1. Zoning Clearance.** The application, processing, review and approval of a land use permit for a sign shall be as set forth in Section 22.62.030 (Zoning Clearance), except where otherwise provided by Section 22.20.060 (Signs Allowed - Type and Area), for signs of specific size or height or where signs are approved as part of an overall development project land use permit.

*Response: The total area of signage for the site is 802 square feet. A modification from the sign standards outlined in Section 22.20 of the Land Use Ordinance is requested to allow an increase in sign area from 237 square feet to 802 square feet.*

- 2. Minor Use Permit.** Greater numbers of signs or areas of signing larger than the allowances permitted by Section 22.20.060, including modifications to an existing sign, require a Minor Use Permit as set forth in Section 22.62.050 (Minor Use Permit).

*Response: This application is for a minor use permit which includes a signage plan with monument signs, directional signs, and wall signs, for a total aggregate signage area of 802 square feet. Please see the Sign Program SE1 – SE3 for more details. All signage will comply with Title 22 and the Templeton Community Plan.*

- 3. Concurrent Review.** Where signs are proposed for a project subject to land use permit approval, a separate sign permit is not required. The land use permit application shall include complete information about the type, area, location and number of signs proposed, or such information is provided for Department review for conformity with the regulations of this Title before installation.

*Response: This minor use permit application includes a detailed sign program with information about the type, area, location, and number of signs proposed. Please see the Sign Program SE1 – SE3. All signage will comply with Title 22 and the Templeton Community Plan.*

- 4. Construction Permit.** If required by the Uniform Sign Code, a construction permit shall also be obtained in compliance with Title 19 of this code before the installation of any sign.

*Response: Construction permits shall be obtained prior to the installation of any signs.*

**B. Authorized signs.** The following signs are allowed without a land use permit and shall not be included in determinations on the allowable number, type or area of signs in compliance with Section 22.20.060 (Signs Allowed - Type and Area), provided that they conform to the specified standards. Nothing in this Subsection shall exempt a sign from the necessity of construction permit approval if an electrical or building permit is required by the Building and Construction Ordinance or Uniform Sign Code. This Subsection supersedes Section 303 of the Uniform Sign Code.

- 1. Temporary signs.** Temporary signs are allowed on a property for a total of 120 calendar days per year. Each sign is allowed for up to 60 consecutive days and shall be removed within 14 days after the conclusion of the purpose served by the sign. The height of any temporary sign shall not exceed 10 feet. Temporary signs shall adhere to the setback standards of the land use category of the property they are located in. The maximum aggregate sign area for temporary signage is as follows.

- a. Agriculture and Rural Lands Land Use Categories.** In the Agriculture and Rural Lands Land Use Categories, temporary signage is allowed up to a maximum aggregate sign area of 32 square feet.
  - b. Residential Land Use Categories.** In the Residential Rural, Residential Suburban, Residential Single-Family, and Residential Multi-Family Land Use Categories, temporary signage is allowed up to a maximum aggregate sign area of four square feet.
  - c. Commercial and Industrial Land Use Categories.** In the Office and Professional, Commercial Retail, Commercial Service, and Industrial Land Use Categories, temporary signage is allowed up to a maximum aggregate sign area of 24 square feet.
  - d. Special Purpose Land Use Categories.** In the Open Space, Recreation, and Public Facilities Land Use Categories, temporary signage is allowed up to a maximum aggregate sign area of 16 square feet.
- 2. Directory signs.** Wall-mounted building directory signs located at or within the entrance of a building that rents or leases space to tenants, provided that such directories do not exceed 20 square feet on any single building wall, nor a height of eight feet.
- 3. Hazard signs.** Signs warning of construction, excavation, or similar hazards so long as the hazard exists.
- 4. Historical markers.** Signs including historical plaques, memorial signs or tablets, or commemorative signs not exceeding four square feet in area, located on historical sites, buildings or areas, placed by a historical society, chamber of commerce or public agency.
- 5. Information kiosks.** Free-standing structures, located outdoors and adjacent to a building open to the public, or in a space open to the public, on which pamphlets, leaflets, and guides may be affixed to a bulletin-board type surface. The total area of kiosk display surfaces shall not exceed 40 square feet or a height of eight feet. Kiosks shall be separated from adjacent structures by a minimum of six feet.
- 6. Internal signs.** Signs located in interior areas of a building or site, and intended to be not visible or legible from public streets or adjacent properties.
- 7. Miscellaneous information signs.** Miscellaneous permanent information signs in nonresidential categories, with an aggregate area not to exceed four square feet at each public entrance nor 12 square feet total, which may indicate address, hours and days of operation, whether a business is open or closed, credit card information and emergency address and telephone numbers.



- 8. Official flags.** Official federal, state or local government flags, emblems and historical markers.
- 9. Official signs/government signs.** Official federal, state or local government traffic, directional guide and other informational signs and notices issued by any court, person or officer in performance of a public duty; notices posted by a utility or other quasi-public agency; or other signs required or authorized by law.
- 10. Prohibition signs.** "No Trespassing," "No Parking," and similar warning signs.
- 11. Residential identification signs.**
  - a. Signs located on individual residences and home occupations, limited to a total aggregate area of two square feet.
  - b. One sign with a maximum area of 20 square feet for each lot or parcel containing multi-family dwellings or subdivisions, provided such signing is approved as part of a subdivision map or land use permit for the project.
- 12. Safety and directional signing.** Parking lot and other private traffic directional signs, including handicapped access and parking signs, each not exceeding five square feet in area. Such signs shall be limited to guidance of pedestrian or vehicular traffic within the premises on which they are located, and shall not display any logo or name of a product, establishment, service, or any other advertising.
- 13. Vehicle signs.** Displays on commercial vehicles and public transit/public carrier graphics on properly licensed buses, taxicabs, and similar vehicles for hire that legally pass through the County.
- 14. Window signs.** Temporary window signs constructed of paper, cloth or similar expendable material, provided the total area of such signs shall not exceed 25 percent of the window area.
- 15. Exterior wall murals.** A hand-painted work of visual art that is either affixed to or painted directly on the exterior wall of a structure with the permission of the property owner. An original art display does not include: mechanically produced or computer generated prints or images, including, but not limited to, digitally printed vinyl; electrical or mechanical components; or changing image art display.

*Response: The project includes authorized types of signage that will conform to the specified standards.*

- C. Prohibited signs and sign materials.** In addition to any sign or sign materials not specifically in accordance with the provisions of this Title, the following are prohibited:

1. **Signs creating traffic or pedestrian safety hazards.** Signs placed, located, or displayed in such a manner as to constitute a traffic or pedestrian safety hazard shall be prohibited, including:
  - a. Any sign which simulates or imitates in size, color, lettering or design any traffic sign or signal, or makes use of words, symbols or characters so as to interfere with, mislead or confuse pedestrian or vehicular traffic.
  - b. Signs attached or placed adjacent to any utility pole, parking meter, traffic sign post, traffic signal or any other official traffic control device, as prohibited by Section 21464 of the California Vehicle Code.
  - c. Signs that obstruct use of any door, window, or fire escape.
  - d. Signs that impede normal pedestrian use of public sidewalks.
  - e. Signs that constitute a traffic hazard or obstruct the view of traffic, any authorized traffic sign, or signal device.
2. **Animated or moving signs.** Signs consisting of any moving, rotating, flashing, or otherwise animated light or component.
3. **Signs for discontinued uses.** Any sign or sign structure identifying a use or activity that has not occupied the site for a period greater than six months.
4. **Signs located in the public right-of-way or on public property.** Other than official government signs or hazard or prohibition signs required by law, no sign can be placed in or project into the public right-of-way or on public property unless authorized by a County encroachment permit and/or agreement with a public agency such as the California Department of Transportation.
5. **Signs affixed to trees or terrain.** Signs cut, burned, marked, or displayed in any manner on a tree, sidewalk, cliff, hillside, or other terrain feature shall be prohibited.
6. **Billboards.** Any permanent sign structure that is located adjacent to an Interstate or State highway, typically constructed of steel, concrete or wood that is freestanding or attached to the side of another structure that contains an advertising space that is leased, rented, or donated to advertisers other than the operator of the billboard, shall be prohibited.

*Response: The project does not include any prohibited signs or sign materials.*

#### **22.20.060 - Signs Allowed - Type and Area.**

The following permanent signs are allowed on a site subject to approval of a sign permit, in addition to any authorized signs allowed by Section 22.20.040.B.

**A. Sign area limitations by land use category.** The number and area of signs allowed on a site shall be as follows, based upon the land use category of the site, except where Subsection C. would also allow specialized signing:

**2. Commercial Retail, Commercial Service, and Industrial land use categories.** The following signs are allowed in the Commercial Retail, Commercial Service and Industrial categories, with a maximum aggregate area of 100 square feet of signing per site, or one square foot per one linear foot of the lot's largest street frontage on a public street, whichever is greater:

*Response: The total area of signage for the site is 802 square feet. A modification from the sign standards outlined in Section 22.20 of the Land Use Ordinance is requested to allow an increase in sign area from 237 square feet to 802 square feet.*

- a. Wall signs for each business or tenant, with the number of such signs allowed being equivalent to the number of building faces having a public entrance to the business. The allowed area for the wall signs shall be 15 percent of the building face, up to a maximum of 80 square feet. Such wall signs may be located on building faces other than those with public entrances.
- b. One suspended sign with a maximum area of 10 square feet for each business or tenant.
- c. One free-standing or monument sign for each 300 linear feet of site frontage or portion thereof, with a maximum area of 60 square feet each.
- d. One projecting sign with a maximum area of 20 square feet for each business or tenant.
- e. Marquee signing for each business or tenant, with a maximum area of 40 square feet.

*Response: The project includes wall signs on the south and north side of the market building and all sides of the gas station canopy structure. The project also includes monument signs, directional monument signs and freestanding entry signs. Please see proposed signage in the table below:*

Sign Program Table					
Location	Wall Sign (up to 80 sf)	Monument Sign (up to 60 sf)	Freestanding Entry Sign (up to 60 sf)	Directional Monument Sign (up to 60 sf)	Signage Subtotal (sf)
Overall Site		2	1	2	300
Gas Station	4	1			380
Market	2				122
<b>Total Signage Requested (sf)</b>					<b>802</b>

Note: Wall signs shall be 15% of building face with a public entrance, up to a maximum of 80 sf. See Wall Sign table on SE3 for more details.

**B. Location of freestanding signs.** Freestanding signs may be located within the setback areas required by Section 22.10.140, provided that the signs are:

1. Monument signs with a maximum height of three feet or less; or
2. Signs elevated above 12 feet; or
3. Authorized through Minor Use Permit approval. Freestanding signs with a height between three and 12 feet shall be located outside of the setback areas required by Sections 22.10.140 et seq.

*Response: The project proposes 1 freestanding and 4 monument directional signs, with a maximum height of three feet, and one freestanding entry sign, with a minimum height of 12 feet, within the setback areas outlined in Section 22.10.140. The project proposes four freestanding project signs with a maximum height of 10 feet outside of the required 10-foot front setback area as required by Section 22.10.140.*

**C. Specialized sign requirements.**

1. **Shopping, business or industrial center signing.** When approved as part of a Minor Use Permit, a shopping, business or industrial center with five or more separate uses or tenancies on a single site sharing common driveways and parking areas, is allowed one common identification sign with a maximum area of 60 square feet, in addition to the total sign area allowed by Subsection A. Where visible from a public street, signing on shopping center sites shall be of a uniform design throughout the center as to the size, finished framing materials and location on buildings of such signs.
2. **Community identification signs.** One community identification sign is allowed at or within an urban or village reserve line on each arterial street entering a community, with a maximum area of 100 square feet and a maximum height of 12 feet.
3. **Freeway identification signs.** In addition to the signs allowed by Subsection A., sites located in Office and Professional, Commercial Retail, and Commercial Service land use categories adjacent to Highway 101 or a Highway 101 Frontage Road may be authorized through Conditional Use Permit approval to use an on-site freeway identification sign with a maximum area not to exceed 125 square feet. The maximum height for freeway identification signs shall be 50 feet above grade, provided that the Commission may require a reduced or increased height where deemed appropriate.
4. **Viticultural area signing.** Each area of the county recognized as an American Viticultural Area by the U.S. Department of the Treasury, Bureau of Alcohol, Tobacco and Firearms (BATF), may be identified by roadside signs:

- a. **Required sign location.** On private property along a state highway, at or within the boundary of the viticultural area as determined by BATF.
  - b. **Maximum area and height.** A maximum area of 80 square feet and a maximum height of 12 feet above the elevation of the adjoining roadway.
5. **Off-premise signs.** In addition to any signs allowed by Subsection A, any existing use in the Agriculture and Rural Lands Land Use Category may also establish a maximum of two off-premise signs on private property. Each sign shall not exceed a maximum area of 32 square feet and a maximum height of 10 feet. No more than one off-premise sign shall be established per site.

*Response: The project does not include any specialized signs.*

#### **22.20.070 - Sign Construction Standards.**

The design and construction of signs shall comply with Uniform Sign Code Sections 401 through 1402, and the following:

- A. **Height.** The height of any building-mounted sign shall be no higher than the height of the building, except where otherwise provided by Section 22.20.060 (Signs Allowed - Type and Area). All other signs may not exceed a maximum of 24 feet in height.

*Response: All building-mounted signs will not be higher than the height of the building.*

- B. **Lighting and Illumination.** Signs shall be indirectly lighted by continuous, stationary, shielded light sources, directed solely at the sign, or internal to it.

*Response: All signs will be indirectly lit by continuous, stationary, shielded light sources, directed solely at the sign, or internal to it.*

#### **22.20.080 - Sign Maintenance Required.**

All signs shall be properly maintained in a safe and legible condition at all times. Whenever any sign, by virtue of its physical nature and condition, poses an immediate and serious threat to the public safety, the sign may be removed by County personnel, or repaired to the satisfaction of the County. Signing that is not in conformity with the provisions of this Chapter is subject to Section 22.72.070 (Nonconforming Signs).

*Response: All signs will be properly maintained.*



## 22.104.090 – Templeton Community Standards

The following standards apply within the Templeton Urban Reserve Line, in the land use categories or areas listed, in addition to the requirements of Section 22.94.080.

**A. Communitywide.** The following standards apply to all land use categories inside the Templeton Urban Reserve Line.

- 1. Compliance with the Templeton Community Design Plan.** All Minor Use Permit, Conditional Use Permit and subdivision applications shall be in conformity and compliance with the Templeton Community Design Plan, dated January 11, 1991 and subsequent amendments, which was duly adopted by the Board in Resolution No. 90-688 and is on file in the Office of the Clerk of the Board, and which is hereby incorporated by reference herein as though set forth in full.

Applicants and the general public are encouraged to read the Templeton Community Design Plan. The guidelines in the Templeton Community Design Plan are intended to provide for interpretation and flexibility in designing a project.

*Response: This project is in conformity with and compliance with the Templeton Community Design Plan. Refer to Compliance section.*

- 2. Permit requirements.**

- a.** Minor Use Permit approval is required for all new construction or exterior alteration of existing structures where a land use permit is otherwise required by this Title, except for the following:

*Response: This project is a Minor Use Permit to allow new construction for a gas station with market.*

**C. Commercial Retail (CR).** The following standards apply within the Commercial Retail category.

- 1. Fence and wall requirement.** This standard applies to solid fences and walls that are proposed along public roads and will be visible from the public road. Fences and walls shall be constructed of durable and high-quality materials including but not limited to: masonry, river cobblestone, stucco or a combination of wood with stone or stucco columns. Solid wood fences are not allowed unless they are continuously screened with landscaping and maintained. Refer to the Templeton Community Design Plan, page V-16 through V-18, for criteria on fence and wall materials and detailing.

*Response: The project does not propose any fences or walls along public roads or visible from the public road.*

- 1. Las Tablas Road and Vineyard Drive areas.**

- a. Streetside improvements. Curbs, gutters, sidewalks and street paving are required with all projects.

*Response: Street side improvements, including curbs, gutters, sidewalks and street paving, are included in this project.*

**c. Limitation on use**

- (1) The following applies only to the land located on Las Tablas Road, west of Highway 101. All uses identified by Section 22.06.030 (Allowable Land Uses and Permit Requirements) as being allowable, permitted, or conditional uses may be authorized in compliance with the land use permit requirements of that Section, except the following: commercial retail uses that have a floor area on any one floor of 90,000 square feet or more.

*Response: This project does not propose any commercial retail use with a floor area on any one floor of 90,000 square feet or more.*

**22.10.070 – Flammable And Combustible Liquids Storage**

The storage of flammable or combustible liquids (those with flash points below 140oF) is subject to the following standards.

**B. Permit requirements.**

1. **Health Department permit.** A permit for the underground storage of hazardous substances, including but not limited to gasoline and diesel fuel, shall be obtained as set forth in Chapter 8.14 of this Code.

*Response: A Health Department permit for underground storage of gasoline will be obtained.*

2. **Land use permit.** No land use permit is required for the storage of flammable or combustible liquids, except that where the quantity stored exceeds the limitations specified in Subsection D, Minor Use Permit approval is required unless the land use involving the storage of flammable or combustible liquids would otherwise be required by this Title to have Conditional Use Permit approval.

*Response: This project is a Minor Use Permit and requests to allow the storage of flammable liquids in excess of 20,000 gallons, to allow the storage of a total of 40,000 gallons of gasoline.*

- C. Limitation on use.** The storage of flammable or combustible liquids for sale is allowed only in the Recreation, Commercial or Industrial categories, unless authorized by Conditional Use Permit approval.

*Response: The project site is located in the Commercial Retail land use category.*

**D. Limitations on quantity.** The quantity of flammable or combustible liquids stored on a site shall be limited as follows.

**1.1. Other areas.** Storage shall be limited to the following quantities on any single building site, unless greater quantities are authorized through Conditional Use Permit or Minor Use Permit approval.

Maximum Quantity Allowed Based on Type of Storage		
Type of Liquid	Aboveground	Underground
Combustible	20,000 gallons	No limitation
Flammable	2,000 gallons	20,000 gallons

*Response: This project is for a Minor Use Permit and proposes underground storage of a total of 40,000 gallons of gasoline, (2) 20,000-gallon tanks. The project includes a request to allow the storage of flammable liquids in excess of 20,000 gallons, to allow the storage of a total of 40,000 gallons of gasoline.*

## Templeton Community Design Plan

### Non-Residential Site Planning –Outside of Downtown

The Templeton Community Design Plan identifies this property within the ‘non-residential site planning-outside of downtown’ area. The Las Tablas Road area is further described as a commercial/ office node that encourages development which attracts regional visitors and provides local employment and neighborhood daily needs. This site complies with Templeton Community Design Plan standards since the design will cluster its structures, preserve the natural topography and provide architectural interest that replicates Templeton’s history.

**Las Tablas Road:** Quiet office corridor surrounded by single-family residential tracts. Large office complexes and sites with internal drives and commanding views.

Development should consolidate buildings into campus-like clusters that are also linked to other sites. The development should fit and blend comfortably into the landscape, deferring to prominent open spaces and existing natural features.

The project proposal has been designed to incorporate many features of the design plan including the following:

#### Guideline V.E.1 Setbacks

Front and street side setbacks for non-residential buildings shall be 10 feet minimum, and parking drives and areas should setback 20 feet minimum. Industrial buildings shall be setback 25 feet minimum, per the Land Use Ordinance.

Setbacks should be landscaped to retain natural features and be compatible with the existing landscape and the rural character of Templeton and its arid environment. Low walls of native stone, wooden rail fences, berms and native rocks and boulders are recommended along streets to give them a visual definition and prominence.

Where development is located next to a residence or a residential land use category, provide a sound attenuation wall and landscaping within the setback that is required by the Land Use Ordinance, regardless if the area is fenced from view, as a buffer from nonresidential activity.

*Response: The site proposes non-residential buildings, the proposed structure is commercial retail and has a minimum 10’ setback. The market maintains more than 50’ setback on the front, side, and rear. The proposed project site is not adjacent to a residence or residential land use category. The setbacks are landscaped along Las Tablas, Bennett Way and Duncan Road.*

#### Guideline V.E.2 Building Location

Periodically locate buildings adjacent to the major road frontage of sites, with at least one public building entrance facing the street. Locate buildings on adjacent sites to orient and relate to each other. Avoid double blank walls facing one another at the property line.

*Response: The project site is bounded by Las Tablas Road, Bennett Way and Duncan Road. The market and the gas canopy face Las Tablas with the primary entrances and equivalent face towards Bennett with side entrances. The buildings are street oriented with large windows, awnings and architectural features. The architectural design of this project is cohesive with the Las Tablas Commercial Center located across from Bennett Way to this project site.*

**Guideline V.E.3 Site Alteration and Coverage**

Minimize grading and coverage with buildings and parking to 70% or less of each site exclusive of setbacks, leaving the remainder in open area, landscaped in native-type plants, incorporated within parking areas and the project’s design.

*Response: Grading and building and parking coverage will be limited to less than 70% (+/-65%) of the project site with the remainder as landscaped areas with native-type plants and landscaping incorporated within parking areas and the project’s design.*

**Guideline V.E.4 Building Footprint**

Articulate building footprints with a variety of insets, corners, and jogs in the façade that emphasize interesting entries, outdoor spaces, and circulation paths where visible from the public road.

*Response: The market has been designed to provide architectural interest with a variety of elements that create visual interest. Interesting architectural features, while maintaining compatibility in design with the approved Las Tablas Commercial Center located across the Bennett Way from the project site. A variety of materials for sidings and colors, recessed entrances and varying rooflines provide defined architectural character. In addition, landscaping buffers adjacent to pedestrian circulation paths and sidewalks and along public road frontages provide outdoor spaces and visual appeal.*

**Guideline V.E.5: Service Areas**

Locate structures to conceal all service areas and storage areas from public street view. Incorporate these areas into the main building whenever possible.

*Response: No storage or service areas will be visible from public street view.*

**Parking**

**Guideline V.E.6: Inter-Site Connections**

Parking lot design should provide for pedestrian and vehicular connection to adjacent parcels where uses are compatible and such connection is practical.

*Response: Parking lot design provides for pedestrian connectivity with surrounding land uses. Adjacent land uses comprise of commercial retail and public facilities. Site design includes sidewalk connections at front and side locations and along public roads to encourage pedestrian traffic from nearby commercial and office developments. Vehicular access off Bennett Way and Duncan Road provide connection to nearby residential areas and downtown Templeton.*

**Guideline V.E.7: Parking Lot Design**



Small parking lot areas of 30 cars or less are encouraged. When parking requirements exceed 30 spaces, separate the lot into smaller lots interrupted by planted areas and sidewalks.

*Response: The site design breaks up parking into several separate parking areas with fewer than 30 cars, 7 or less. Each area supports common uses including nine (9) EV charging stations. All parking areas are heavily landscaped with a variety of trees, shrubs, native grasses and textured pedestrian pathways.*

**Guideline V.E.8: Parking Lot – Building Transition Space**

Maintain a distance of at least 5 feet between a building and parking area. Except where walkways are provided, plant this transition space with groundcover, shrubs, and trees.

*Response: Buildings are located more than 5 feet from parking areas. Transition areas will provide walkways and landscaping.*

**Guideline V.E.9: Parking Lot Landscaping**

To provide a tree canopy, one of the following methods is recommended:

1. A planted island or break at least 5 feet wide should be provided at an interval of at least every 6 parking spaces in a row. At least 2 trees of minimum 15 gallon size should be provided in each required break.
2. One tree planted at an interval of at least every 3 parking spaces. Under this method, a continuous row of up to 12 spaces may be used. If over 12 spaces, provide a planted break. Whether using method 1 or 2, provide a planted area with at least 2 trees at the end of each row of spaces.

*Response: Parking areas are designed to meet the first method. The parking lot design incorporates a total of 26 parking spaces with more than the required tree plantings included as part of the landscaped plan.*

**Entry Location/Design**

**Guideline V.E.10: Entry Location/Design**

Where a corner location is being developed, locate parking lot entries on side streets (or the less busy street). Where this is not possible (mid-block location), design the major street site entries with an appropriately patterned concrete or pavers to differentiate it from the sidewalks. Pavers are not allowed within the right-of-way (ROW).

Parking lot entries along major streets should be located as far as possible from street intersections. Locate parking lot entries as far as possible from intersections, 200 feet is preferred. For side streets, parking lot entries should be at least 75 feet from intersection.

Access roads and/or parking lot entries for commercial developments should be located at least 200 feet apart unless a joint/shared driveway is designed. Also, separate private property driveway entries should be located a minimum of 10 feet from property lines. Driveway entries should be at least 25 feet wide and preferably 30 to 35 feet wide so that an entering vehicle does not interfere with an exiting vehicle.

*Response: The project is located north of Las Tablas Road in between the Bennett Way and Duncan Road intersections. Access locations are off the less busy side streets, Bennett Way and Duncan Road. The driveway accesses are 35 feet wide, located more than 75-feet from any intersection. Onsite circulation is restricted to one way flow of traffic, with the project site entrance off Bennett Way and exit onto Duncan Road.*

## **Site Circulation**

### **Guideline V.E.11: Pedestrian Movements**

Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for the pedestrian to cross parking aisles. Design the parking lot so that drive aisles are perpendicular to the buildings or major tenant.

The parking area should be designed in a manner which physically links the building to the street sidewalk system as an extension of the pedestrian environment. This can be accomplished by using design features such as walkways, trellis structures, and/or landscaping features.

*Response: The parking areas have been designed so that pedestrians walk parallel to moving cars. Drive aisles are designed perpendicular to the buildings. There are integrated pathways and landscaping that encourage pedestrian activity through the site and connecting to the street sidewalk system.*

### **Guideline V.E.12: Queuing Setback**

The first parking aisle which is perpendicular to a driveway or first aisle juncture, shall be set back at least 40 feet from the curb. With larger centers, significantly more setback area may be required. Without this provision, vehicles will queue into the street.

*Response: Queuing setback is well over 40' from the curb. The main access road is separate from the parking aisles/queuing areas providing plenty of space for site ingress/egress and turning movements.*

## **Screening**

### **Guideline V.E.13: Guideline V.E.13: Parking Area Screening**

Provide three feet of screening (berms, fence, walls, lower grade, etc.) between street and parking. This will aid in obscuring views of automobiles while promoting views of buildings and signs.

*Response: The project is designed so that parking is surrounded by structures and landscaped buffers, obscuring views of parking from public streets. Screening is greater than 3 feet between the street and parking.*

### **Standard V.F.1: Lighting**

All lighting shall be shielded so that neither the lamp nor the related reflector interior surface is visible from any location off site. All lighting, poles, fixtures and hoods shall be dark colored. No exterior lighting shall be installed or operated in a manner that would throw light, either reflected or directly, in an

upward direction except for flags or other objects as specified below. Lighting shall further be designed to meet the following specific criteria.

Light trespass at property line. Illumination from light fixtures on residential zoned property shall not exceed 0.1-foot candles, or on business and commercial property shall not exceed 0.5 foot candles.

Illuminated flags or other objects. Fixtures shall use a narrow cone beam of light that will not exceed 5.0-foot candles nor extend beyond the illuminated object.

Architectural and decorative lighting. Upward directed decorative lighting shall not be visible above the building roofline.

Externally illuminated building identification signs. Signs shall only use shielded light fixtures mounted on top of the sign structure and will not exceed 1 footcandle reflected at 10 feet.

Outdoor light fixtures. Shall be directed so that there will be no objectionable direct light emissions. Light fixtures near adjacent property may need shielding to prevent light trespass.

*Response: Building exterior lighting will not exceed light trespass requirements and will not exceed 5.0-foot candles. Decorative site and building lighting will use downward shielded lighting.*

**Standard V.F.2: Signs.**

Commercial signs. All signs shall be shown on land use permit applications for any commercial projects. A sign plan that specifies location, types and size of signs shall be approved as part of any land use permit application for commercial projects.

Freeway identification signs. Signs pursuant to Section 22.20.060C.3 of the Land Use Ordinance are prohibited within the Templeton Urban Reserve Line.

*Response: This application is a Minor Use Permit and includes a signage plan with monument signs, directional signs, and wall signs, for a total aggregate signage area of 802 square feet. Please see the Sign Program SE1 – SE3 for more details All signage will comply with commercial development sign requirements set forth in Section 22.20.060C.3 of the Land Use Ordinance, which excludes a Freeway identification sign is from the proposed signage program.*

**Standard V.F.3: Business Hours.**

Hours of operation. The conduct of retail business within the Templeton Urban Reserve Line, except for essential medical services, is limited to the hours between 5:00 am and 2:00 am daily, and between 5:00 am and 11:00 pm daily for any business within 500 feet of any residential land use category, unless alternative hours are approved as part of any land use permit.

*Response: The project includes a request for alternative hours of operation to allow 24-hour operation of the gas station and market.*

*The intent of this standard is to address potential issues with businesses that are open 24 hours. The proposed gas station and market which is situated along Las Tablas Road proposes 24-hour operations based on its location in proximity to Twin Cities Hospital, Las Tablas Park & Ride, and the Highway 101 on and off ramps to Las Tablas Road, all of which operate 24 hours a day. These surrounding uses are expected to be the target customers for the extended hours of operation (Hwy 101 traveling public, hospital staff shift changes, hospital trauma visitors, etc.). The gas station and market has been designed to orient the active use areas towards Las Tablas Road and away from the residential land uses in order to reduce the potential for conflict between the residential and commercial uses and minimize the potential for noise impacts. Further, the project site is a highly visible site and located in close proximity to public safety facilities, including the Templeton CA. Highway Patrol Sub-Station, the Templeton Sheriff's Office, and future Public Safety Co-Location Facility, which further reduces the potential for issues that might be a concern for businesses that are open 24 hours a day.*

These surrounding uses are expected to be the target customers for the extended hours of operation (Hwy 101 traveling public, hospital staff shift changes, hospital trauma visitors, etc.).

**Standard V.F.4: Drive-Through Facilities.**

Drive-In and Drive-Through Facilities. Retail trade or service uses which conduct business while customers remain in their vehicles, such as drive-through facilities that are accessory to a principal building, where business is conducted inside or businesses that conduct all business by means of drive-through facilities; shall be limited to areas that are more than 500 feet from any residential land use category unless specifically approved through a minor use permit.

*Response: The project does not include drive-through facilities, therefore this section is not applicable.*

**Guideline VI.C.1: Desirable Elements**

The qualities and design elements for commercial and industrial buildings that are most desirable include:

- Richness of surface and texture (see materials guideline)
- Significant wall articulation (insets, canopies, wind walls)
- Distinctive massing (barn, western false front, multi-level)
- Multi-planed pitched roofs (multi levels also)
- Wide roof overhangs
- Interesting and articulated wall surfaces
- Distinctive entries

*Response: The project utilizes rich and articulated wall surfaces and textures, distinctive entries and architectural features that are considered desirable by this standard and complementary of each other and nearby development.*

**Guideline VI.C.2: Undesirable Elements**

The elements to avoid or minimize include:

- Highly reflective surfaces
- Large blank, unarticulated wall surfaces
- Unpainted concrete block walls
- Reflective glass
- Extensive flat roofs
- Unarticulated roof lines and parapets
- Irregular or contemporary window shapes
- Steeply pitched roofs (A-frame)

*Response: The project avoids undesirable design elements such as highly reflective surfaces, large blank wall surfaces, unpainted concrete block walls, reflective glass, extensive flat roofs, unarticulated roof lines and parapets, irregular or contemporary window shapes and steeply pitched roofs.*

### **Guideline VI.C.3: Materials**

Stucco and horizontal wood siding have traditionally been the primary wall surface materials utilized throughout Templeton. Particular attention should be given to selecting an appropriate accent material.

Appropriate:

- Stucco, smooth, sand or light lace finish
- Wood as a primary and accent material, e.g., horizontal shiplap, board and batten siding
- Brick, as a primary and accent material
- River rock, as an accent material
- Unglazed tile, as an accent material and roofing material
- Board and batten siding
- Split face masonry block

Inappropriate:

- Entirely metal or aluminum building walls
- “Log cabin” look
- Unfinished concrete block
- Unfinished concrete “tilt up” construction
- Painted or white brick
- Box-like prefab metal catalog structures

*Response: Appropriate materials listed in this section will be utilized in the project development, including stucco, wood and stone siding.*

### **Guideline VI.C.4: Height**

Building heights should relate to the building bulk elements on the Templeton Vernacular Poster.

Height and scale of new development should be compatible with that of surrounding development. New development height should “transition” from the height of adjacent development to the maximum height of the proposed building. Building bulk which may need to exceed 35 feet (zoning) may be allowed if the extra height is for architectural emphasis only and not storage or habitable space.

*Response: All buildings are compatible with surrounding development and were designed to complement the approved Las Tablas Commercial Center development located across Bennett Way. The peak height is 27 feet which is an architectural feature.*

**Guideline VI.C.5: Bulk**

Large buildings which give the appearance of “square box” buildings are generally unattractive and detract from the overall scale of Templeton. There are several ways to reduce the appearance of excessive bulk in large buildings. Warehouses and industrial buildings will also be treated with these “elements”.

- Vary the planes of the exterior walls in depth and/or direction.
- Vary the height of the buildings so that it appears to be divided into distinct massing elements.
- Articulate the different parts of a building’s façade by use of color, arrangement of façade elements, or a change in materials.
- Use landscaping and architectural detailing at the ground level to lessen the impact of an otherwise bulky building.
- Avoid blank walls at the ground floor level. Utilize windows, wall articulation, change in materials or other features.
- Utilizing architectural elements that transition the bulk from the street level to the top of the parapet/roof such as canopies, porches, arcades, and awnings.

*Response: The project has been designed to incorporate all of these methods to reduce the appearance of excessive bulk in the buildings. Variation in the planes of exterior wall depth, building height and façade color and materials are incorporated into the design of both buildings, as well as landscaping and architectural details at ground level and at the roof level.*

**Guideline VI.C.6: Scale**

Scale, for purposes here, is the relationship between building size and the size of adjoining permanent structures. It is also how the proposed building’s size relates to the size of a human being. Large scale building elements will appear imposing if they are situated in a visual environment of a smaller scale as is typical in Templeton.

- Building scale can be reduced through window patterns, structural bays, roof overhangs, siding, awnings, moldings, fixtures, and details.
- The scale of buildings should be carefully related to adjacent pedestrian areas and buildings.
- Large dominating buildings should be broken up by:
  1. creating horizontal emphasis through the use of trim;
  2. adding awnings, eaves, windows, or other architectural ornamentation;
  3. use of combinations of complementary colors; and
  4. landscape materials.
- Utilize “infill” structures to create transitions in bulk and scale between large buildings and adjacent smaller buildings.

*Response: Both buildings are appropriate in scale in relationship with pedestrians and surrounding development.*

**Guideline VI.C.7: Color**

Dominant Building Color – Much of the existing color in Templeton is derived from the primary building’s finish materials such as brick, stone, wood, stucco, and terra cotta tile. Also dominant are earth tones which match these natural materials.

- The dominant color of new buildings should relate to the inherent color of the primary building’s finish materials.
- Large areas of intense white color should be avoided. While subdued colors usually work best as a dominant overall color, a brighter trim color might be appropriate.
- The color palette chosen for a building should be compatible with the colors of adjacent buildings. An exception is where the colors of adjacent buildings strongly diverge from the design guidelines of this Manual.
- Wherever possible, minimize the number of contrasting colors appearing on the building exterior.

*Response: The color palette of the proposed buildings are subdued earth tone colors that match the adjacent development.*

**Guideline VI.C.8: Accent Colors**

Depending on the overall color scheme, an accent color may be effective in highlighting the dominant color by providing contrast or by harmonizing with the dominant color.

- Primary colors shall only be used to accent building elements, such as door and window frames and architectural details. Bright or intense colors (not including fluorescent colors) can also be used to accent appropriate scale and proportion or to promote visual interest in harmony with the immediate environment.
- In buildings of a particular historical character or architectural style, exterior color should be similar to buildings of this type. An example would be the use of white, gray, and red colors for barn style.
- Architectural detailing should be painted to complement the façade.
- Accent colors for trim should be used sparingly and be limited in number for each building. Accent colors on adjacent buildings should be chosen to complement one another.

*Response: Accent colors are also earth tones that provide contrast and harmonize with the color dominant color of the buildings.*

**Guideline VI.C.9: Solid to Void**

Main (front, major entry) façade construction shall be a minimum of 30% transparent. Blank, solid end walls or side walls visible from public view shall be avoided. If such walls are necessary for interior reasons, the building’s wall shall receive some form of articulation of “add-on” elements such as awnings, cornice bands, arcades, trellises, etc.



*Response: Blank walls have been avoided through texture and materials. Both buildings will have large storefronts with decorative architectural surface accents, different windows, awnings and textured rooflines.*

**Guideline VI.C.10: Roofs**

Roofs may be flat or sloped. Partial mansard roofs are not permitted while western false fronts are allowed. The visible portion of sloped roofs should be sheathed with a roofing material having a texture meaningful at the pedestrian scale, such as standing seam metal roofing, or wood shingle.

The roof form should be designed in conjunction with its mass and façade, so that the building and its roof form a consistent and integrated composition.

The roof should be designed to screen rooftop equipment.

Radical roof pitches which create overlay prominent or out-of-character building such as A-frames or chalet style buildings are discouraged in Templeton.

*Response: Metal seamed roofs and awnings and varied roof lines provide visual interest and pedestrian scale.*