COMMUNITY DESIGN PLAN

SAN LUIS OBISPO COUNTY

TEMPLETON

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING

Templeton

Community Design Plan

PREPARED BY:
URBAN DESIGN STUDIO
AND
ENGINEERING DEVELOPMENT ASSOCIATES

December 11, 1990

TEMPLETON COMMUNITY DESIGN PLAN

Board of Supervisors

Harry Ovitt, District 1
Shirley Bianchi, District 2
James Patterson, District 3
K. H. Achadjian, District 4
Jerry Lenthall, District 5

Department of Planning and Building

Victor Holanda, AICP, Director
Pat Beck, Assistant Planning Director
Kami Griffin, Supervising Planner
Jennifer Jimenez, Administrative Assistant

Templeton Community Design Plan

Table of Contents

County of San Luis Obispo

Adopted December 11, 1990

Amended

Amended October 8, 1996, Ord. 2776
Amended September 23, 2003, Ord. 3010

I. INTRODUCTION

A. PURPOSE OF THE TEMPLETON COMMUNITY DESIGN PLAN

In opinion surveys, workshops, and correspondence with the county, residents of Templeton have expressed a desire for new planning policies to protect the town's historical character and to recognize and protect its environmental assets. Local and county officials have also wanted to have an overall plan for the new streets and drainage controls that accompany new subdivisions.

The update of the Salinas River Area Plan is too broad a program for County staff to prepare such a detailed set of policies, so the design plan is a parallel effort to focus on specific development issues. The Community Design Plan is intended to protect Templeton's special environment while accommodating the substantial growth expected in the near future. With strong, coordinated design direction, Templeton can develop a historic village character different and significantly better than other growing communities, while protecting existing and new investment. The Templeton Community Design Plan serves as a guide for the design of all new commercial, residential and industrial development on land within the Templeton Urban Reserve Line.

B. WHO PREPARED THE PLAN

This Design Plan is the product of collaboration among the consultant team, Urban Design Studio and Engineering Development Associates, staff of the County of San Luis Obispo Planning and Engineering Departments, The Design Plan Advisory Committee, The Templeton Community Services District, and a large number of citizens, builders, architects, and engineers who have generously donated time and knowledge.

C. PURPOSE OF DESIGN REVIEW

Design Guidelines in this plan are intended to inform and guide property development in Templeton so that the form and character of the overall community is protected and enhanced. These guidelines are available to prospective developers so that early design decisions can be made that are consistent with the plan.

The guidelines are advisory and discretionary, to be used in the review of subdivision and development projects by County staff, the Planning Commission and the Board of Supervisors to protect the public welfare and environment. The development review process makes a careful examination of a project's quality of site planning, architecture, drainage design and important details such as signage and lighting. The purpose is to insure that every new development will carefully consider the community context in which it takes place and make a conscientious effort to develop a compatible relationship to the natural setting, neighboring properties and community design goals.

The Templeton Community Design Plan was adopted by the County Board of Supervisors on December 11, 1990 and incorporated by reference into the Salinas River Area Plan of the Land Use Element of the County General Plan. The guidelines herein are consistent with other General Plan documents, and they supercede any conflicting standards within the Land Use Ordinance. References are included with the guidelines to identify when they implement ordinance standards.

II. THE TEMPLETON COMMUNITY CHARACTER

A. INTRODUCTION

Templeton residents speak clearly, with strong consensus, about their affection for the community's natural setting, historic Main Street and the quality of life they make possible. Concern over recent subdivisions on the "west side" of the Highway 101 freeway and how the design reflects an urbanized "generic" look are also voiced with the same strong conviction. Many residents consider Templeton "the last place" where one can enjoy such a wonderful natural environment with a small town ambiance and pace associated with a bygone era. The citizens of Templeton feel strongly about the need for the community to protect its special historic character and maintain a sense of continuity between the newer, emerging west side and the established, historic east side. It is clear that the community wishes to avoid the haphazard urban development common to other growing communities and to preserve the town's historic community character.

B. TEMPLETON COMMUNITY CHARACTER

The citizens of Templeton have had the foresight to understand the importance of identity and image as factors in the creation of that illusive element called "community character".

This section is primarily intended to define the parameters within which a community character for Templeton can be identified. To do so, a number of issues have been explored; however, at the core of all discussion and investigation has been an attempt to define community character in an accurate, comprehensive and pragmatic manner.

Webster's New World Dictionary has 16 specific definitions of "character", only two of which seem appropriate for our use:

- A distinctive trait, quality, or attribute; characteristic
- Essential quality; nature; kind or sort

"Community" likewise has many definitions, of which two are useful in this context:

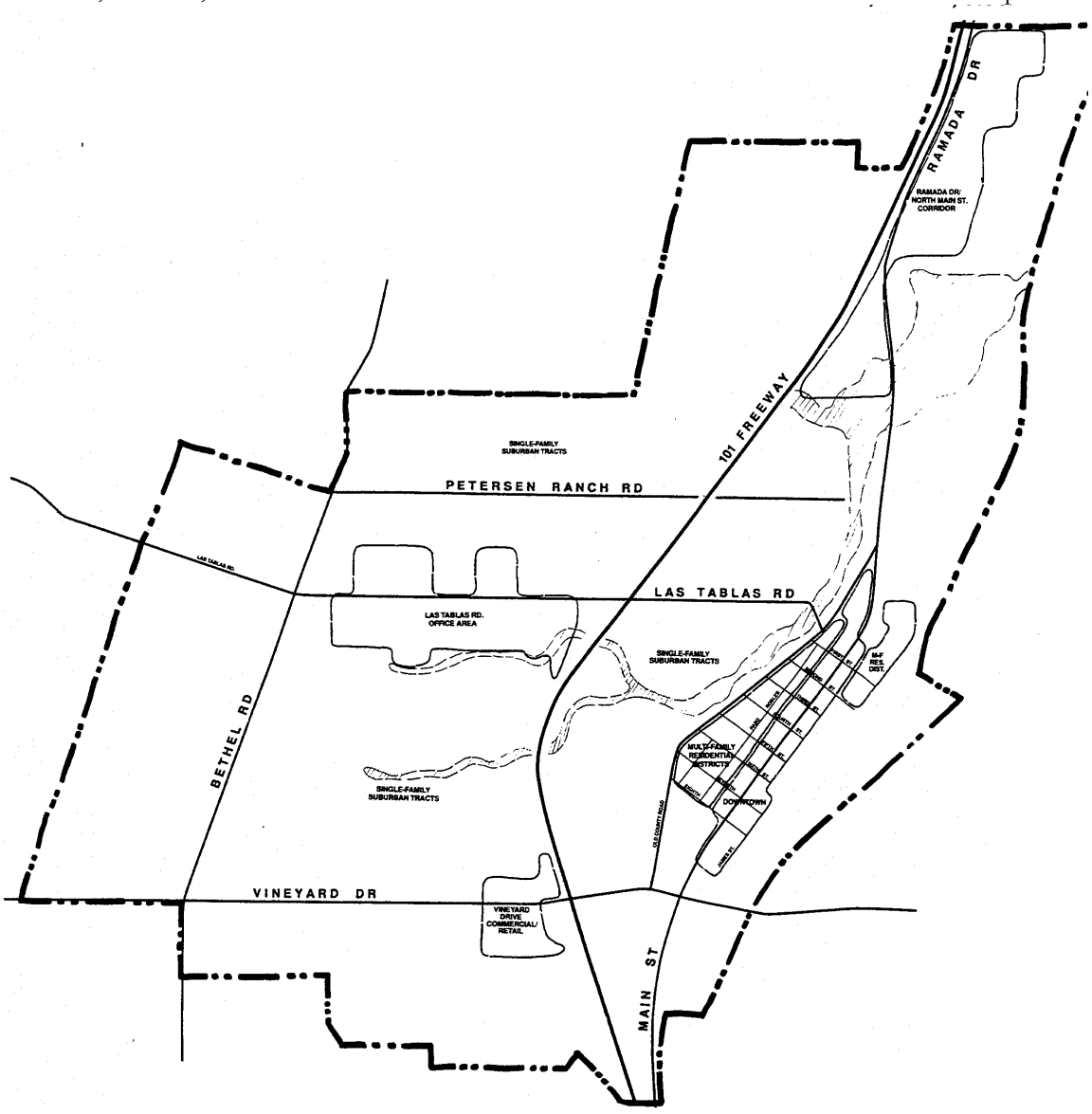
- A group of people living together as a smaller social unit within a larger one, and having interests, work, etc., in common
- The district, city, etc., where they live

The concept of community character is based not only on the visual quality of the built and natural environment but also in the activities and ways that people participate in it. The choices made in developing the town will determine the psychological and emotional reactions of people to the built result. The character of Templeton is that of a friendly, sociable and safe small town where people find it easy to walk between businesses in downtown and yet enjoy more spacious living and working areas around the core area.

However, this work is primarily focused on the creation of an aesthetic community character. Our purpose is to create a visual environment that evokes distinctive and unifying images so that the residents may be able to perceive and relate to a common character for the entire community.

As a general description, Templeton appears as a rural, western village whose nucleus remains on Main Street, surrounded by decreasingly intense residential and commercial development as one moves outward, away from the downtown.

The architectural character should continue to reflect traditional structures and buildings associated with working cattle ranches and wineries, ranch houses, barns, corrals, stock loading chutes, rail fences, varied rooflines, western building parapets, wooden structures, windmills, and other animated components of ranch life. A limited but highly recognizable selection of details, materials, textures, and theme structures characterize the architectural vernacular for Templeton.



III. DRAINAGE PLAN AND GUIDELINES

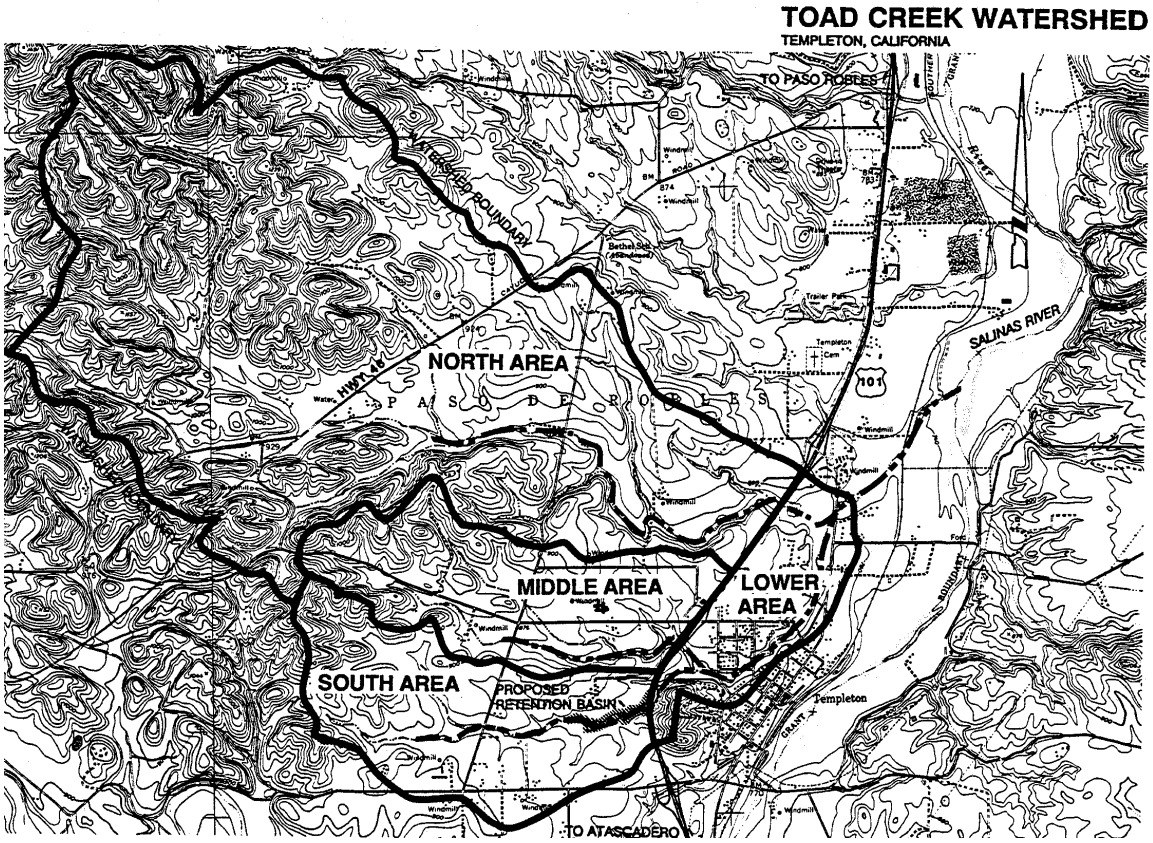
A. INTRODUCTION

Development in Templeton has caused only minor drainage problems as the areas around the lower reaches of Toad Creek have experienced increasing intensity of use. Because the area's tributary to Toad Creek west of U.S. Highway 101 is now experiencing increasing pressure for development, there is concern about the potential negative impacts on Toad Creek.

B. EXISTING CONDITIONS

The Toad Creek watershed extends from the eastern slopes of the Santa Lucia Range to the flat lands on the fringe of the Salinas River flood plain. The land varies from steep chaparral covered foothills to flat land cultivated with grain. At the Salinas River there are about 8 square miles (5,120 acres) tributary to the creek. As U.S. Highway 101 crosses the watershed, it restricts the creek and tends to moderate flow east of the highway.

The Toad Creek watershed can be divided into four sub areas.



The south sub area is tributary to the south branch of Toad Creek at U.S. 101 and contains homes on acreage or is being farmed for grain.

The middle area is the area tributary to the middle branch of Toad Creek at U.S. 101. It is very similar to the south area with one significant difference, that is, the area has experienced more development to a higher density than the south area.

The north area is the area tributary to the north branch of Toad Creek at U.S. 101. It is the largest of the four areas and encompasses the widest variety of soil types, terrain, and vegetative cover.

Finally, the lower area is the area on the east side of the highway that is tributary to Toad Creek at the Main Street culvert. Because the Downtown Core area is located in the lower area, the lower area has the largest percentage of developed area.

The freeway traversing the Toad Creek watershed limits the options available for mitigation of increased runoff yet provides fail-safe protection for an area that would otherwise be susceptible to flood damage.

The middle and south areas join just east of the freeway. Toad Creek then flows through a residential section of Templeton under Las Tablas Road and parallel to Main Street through lightly developed property until it meets the north branch of Toad Creek near the Main Street Culvert.

The north area culvert has adequate capacity to pass large storms under the freeway and, therefore, will not limit flows in the same way that the south and middle area's flows are limited. The north area flows directly to the pasture land between Main Street and the freeway.

The residential area of the east side has built up as the community developed. The culverts on residential streets were probably too small when they were installed but, because the freeway was built across the watershed, the creek flows have been limited to tolerable levels. With the exception of the Salinas Street culvert, the level of service provided by the Toad Creek stream system east of the freeway and upstream of Main Street is appropriate.

C. EFFECT OF URBANIZATION ON TOAD CREEK WATERSHED

As a watershed urbanizes, the hydrologic character of the area changes. Farmland is covered with roads and houses. Creek channels are improved and drainage systems are installed. All these improvements tend to do two things. First, they increase the amount of runoff by limiting the ability of the native soils to absorb rainfall. Second, development increases the speed with which runoff enters and flows through the creek system.

The typical problem experienced in a developing watershed is increased levels or frequency of flooding at weak points in the drainage system. Roads or yards could become flooded where no flooding occurred before. Storm drain systems may not be able to carry runoff from areas that were previously handled in an acceptable way. The Toad Creek watershed is no different. As the west side develops, more water will enter the creek faster than it has in the past.

The one thing that does make Toad Creek different from typical watersheds is that the freeway has created restrictions to flow. This has effectively eliminated any significant increase in flooding that would occur on Toad Creek in "old town" Templeton. While the freeway culverts do not eliminate all flooding problems, they do solve the single biggest drainage problem that would otherwise be experienced on Toad Creek east of the freeway.

The most significant remaining problems that must be solved occur at the culverts for both the south area and middle area. By adding the new water caused by watershed urbanization to the creek, the level of the water stored at the inlets must increase. Since both storage areas are under private ownership, development of the watershed will cause increased flooding of private property. The owners of these parcels have every right to prohibit the deposition of additional water onto their property.

The culverts passing water from the north area under the freeway are of adequate size to pass the 100 year flood unrestricted. Fortunately, the north area has experienced the least intensive development and the area east of the freeway that receives water from the north area is undeveloped. The culvert at Main Street and the "ponding area" just upstream are the facilities that would be most severely impacted by development of the north sub area.

Finally, the length of Toad Creek between Main Street and the Southern Pacific Railroad is susceptible to flooding. According to the floor hazard study, flooding will occur in this reach with a 10-year return frequency. Urbanization of the south and middle sub areas will not increase the flooding of the property because of the freeway culverts. Urbanization of the north sub area could have a very significant impact on this flooding.

D. LINEAR PARK/CREEK PRESERVATION

One concept which can help to preserve the existing natural creek while also providing recreational opportunities is that of the linear park. Basically, this concept is to provide recreational opportunities within a creek preservation zone. Ideally, this concept could also provide alternative circulation paths which could link with other circulation elements such as hiking and equestrian trails and bikeways. With specific regard to Toad Creek, a continuous strip park which runs from the Salinas River to Bethel Road would be ideal. Unfortunately, portions of the creek have already been impacted by development, including portions which have been entirely culverted. Further, the culverts under the freeway are too small to allow their use for circulation, thereby foreclosing the possibility of completing continuous community trails. However, many portions remain undeveloped, and opportunities exist to acquire easements which will allow for the passive preservation of long stretches.

Nothing in the current County ordinances prevents future developers from further culverting and channelizing the creek. The aesthetic impact of such continuing development is apparent; when taken to an extreme, the creek could all but disappear. The impact on the hydrologic function of the creek and the loss of the riparian habitat would be equally detrimental. To ensure the long term viability of the creek, it is necessary that measures be taken to protect it. The benefit would be two fold: The creek would not be subject to further culverting and channelizing and it would remain available for recreational opportunities in the future.

The priority in planning a linear park must be the enhancement of the natural function of the creek. Pollutants must be kept out, water velocities must be kept to a minimum, unnatural erosion must not be allowed to occur within the creek bed nor should undue silts be allowed to wash into the creek. Revegetation of the creek banks with natural, native plant materials would provide the shading required to keep the water temperature down and to allow the growth of a riparian habitat under story.

In attempting to utilize a creek preservation zone for recreation, one must not lose sight of the primary objective, creek preservation. Revegetation and erosion control are primary concerns. Whatever other uses are made of the creek must be secondary. For example, development of broad paved trails could be nearly as detrimental to the creek as would be the construction of a road or housing. The development of San Luis Creek through the mission in the City of San Luis Obispo is a prime example of what not to do: According to many experts, the extensive concrete walkways have turned this stretch into a "riparian desert".

In this context, only low impact recreational activities should be allowed. Hiking trails and pedestrian access picnic areas would appear to be appropriate. However, bikeways require extensive grading and paving to meet minimal design criteria and do not appear to be appropriate. Equestrian trails may also be inappropriate. In the absence of a sufficiently long route to allow for a reasonably long ride, horsemen have indicated that trails are probably not going to be utilized. Unfortunately, many stretches of Toad Creek are already subdivided and owned in small parcels which will be difficult if not impossible to acquire.

The interruption to the park which these parcels would create in the continuity of the park seem to preclude the use of the linear park for equestrians. While the Templeton Community Services District does support the preservation of the remaining undeveloped segments of the creek, it does not anticipate any recreational development of the creek under its auspices in the foreseeable future.

Guideline III.D.1: Creek Dedication

It is recommended that offers of dedication along Toad Creek be required with subdivision and discretionary land use permit applications on creek-front properties where there is a reasonable expectation that a continuous corridor can eventually be acquired. Particularly on the west side of highway 101, the opportunity to preserve the undeveloped portions of the creek still remains and must not be lost. The Templeton Community Services District would consider accepting offers of dedication for the purposes of preservation of creek-way open space and habitat once associated legal and policy issues are addressed and favorably resolved by the District Board.

E. GUIDELINES

Guideline III.E.1: Area Wide Creek Preservation

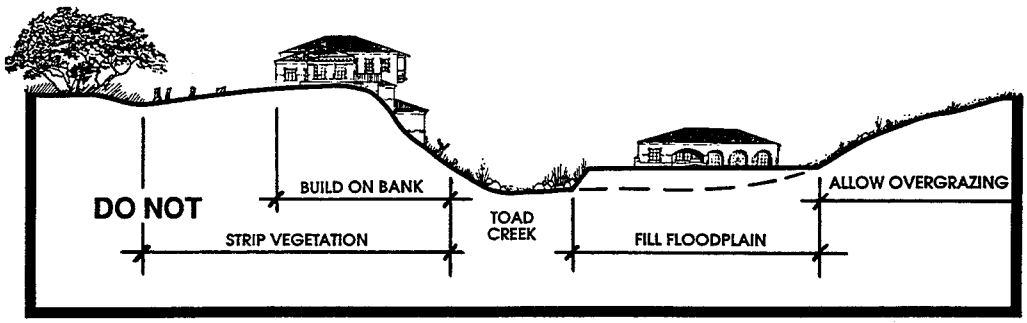
The Toad Creek Watershed should be protected through incorporation of the following:

- Don't allow culverting of creek (except at road crossings and the like).
- Don't allow significant alteration of the creek channel.
- Require adequate (50 feet) setback from the floodway to help maintain the riparian nature of the creek.
- Clean the creeks of trash and dead vegetation that could plug culverts.
- ·Acquire creek preservation and maintenance easements as a condition of the development of property along the creek.
- All development in the watershed should not be sited on known physical limitations (soils, vegetation, steep slopes, wetlands for example).
- Physical design of sites and structures should include the following considerations:
  - Buffer setback from top of creek bank (25 foot minimum, 50 feet preferred)
  - Vegetation buffers along banks and between buildings
  - Adequate sewage disposal
  - Leave existing vegetation as long as possible. Plant wildflower seed (SLO County Mix) or other cover promptly after grading
  - Keep soil on the development site – protect cut and fill slopes with temporary diversions, berms, terraces, etc. to intercept or divert storm runoff
  - Do not strip all the natural riparian vegetation along Toad Creek to prepare a development site
  - Do not fill in the floodplain resulting in a one foot rise in the 100 year flood level
  - Conduct a floodplain study on the west side of Highway 101
  - Do not place fences or walls within the banks of the creek

Intent: The intent of these guidelines is to preserve the natural characteristics and water carrying capacity of Toad Creek in Templeton.

Application: Toad Creek and its associated floodplain area.

Reference: County Flood Information Rate Maps.



INAPPROPRIATE DEVELOPMENT

Guideline III.E.2: Lower Area Creek Preservation

The first priority guidelines for preservation of Toad Creek as it passes through the Lower Area are as follows:

- Minimize blocking of existing culverts (typical culvert in "old town") by cleaning creeks of dead trees, trash, or anything that could be washed downstream and plug a culvert entrance.
- It is important to note that this does not mean to remove vegetation that is part of a riparian habitat or provides shade to a riparian habitat.
- The removal of berry bushes or willows within the entrance region of the culverts may be required to assure free flow of water at the culvert entrance. This should be judged on a case by case basis and should be done with minimum impact on the riparian habitat.
- Improve the Florence Street culvert to a higher level of protection.

A second priority guideline for lower Toad Creek is as follows:

- Eliminate the "wet crossing" at Salinas Street near Eddy Street. This could be accomplished by raising Salinas Street to eliminate the sag and building a box culvert that joins the Eddy Street culvert. A second option would be to terminate Salinas Street west of the creek crossing, adding a cul-de-sac bulb and opening the channel to the Eddy Street Culvert.
- Improve channel alignment downstream of Main Street culvert.

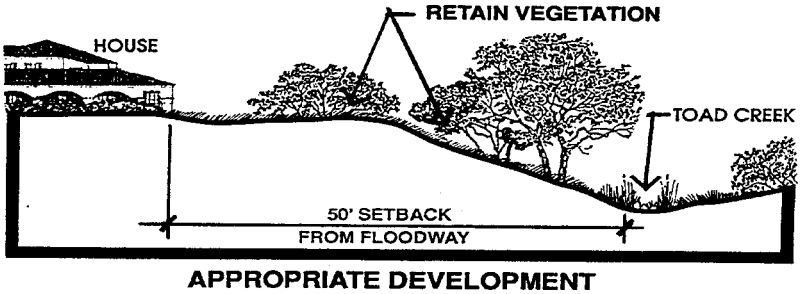
Third priority guidelines for the lower reach of Toad Creek are as follows:

- The area east of Main Street must be removed from the flood hazard zone before more intensive uses can be allowed. This can be accomplished by removing the restriction at the Southern Pacific Railroad. Focused studies may be required to determine the specific cause and severity of the flooding indicated on the Flood Information Rate Map.
- The flood hazard must also be eliminated before significant development can occur in the area immediately upstream of the Main Street culvert. After the railroad restriction is removed, increasing the size of the Main Street culvert may eliminate the majority of the flood hazard. Because of the complexity of the situation and the relationship of this problem to the railroad backwater, specific studies should be completed to determine the benefit of this remedy.

Intent: The intent of these guidelines is to make specific recommendations for the preservation of Toad Creek in the lower area.

Application: Lower Area of Toad Creek.

Reference: Flood Information Rate Maps.



APPROPRIATE DEVELOPMENT

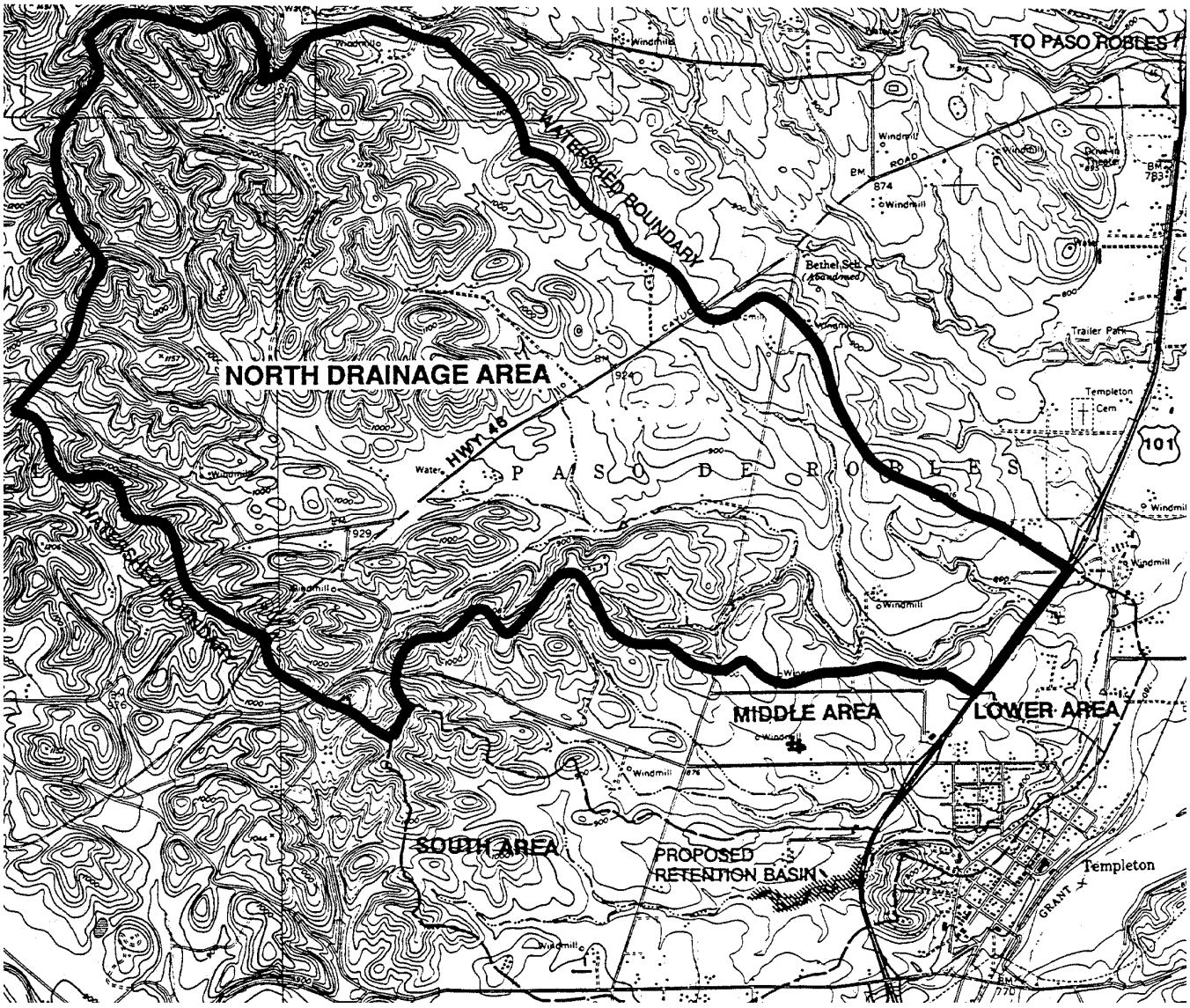
Guideline III.E.3: North Area Drainage Guideline

Because most of this area is intended for agricultural use or residential suburban uses (1 acre minimum), storm water detention should be required on a project-by-project basis. Standards currently in effect for storm water detention should be applied to all projects in this watershed.

Intent: The intent of this guideline is to promote on-site storm water detention in the North Area of Templeton.

Application: North Area of Templeton.

Reference: County Flood Information Rate Map.



Guideline III.E.4: Mid Area Drainage Guidelines

The first priority guidelines for storm water drainage in the Mid Area of the Toad Creek water shed are as follows:

- Monitor the function of the Bethel Road detention basin to establish an experience base.
- Monitor the amount of development in the mid area, paying particular attention to the average runoff coefficient of the area included within each development.
- Designate a flood hazard zone at the entrance to the freeway culvert. The flood hazard zone should include all the property below elevation 807.5.

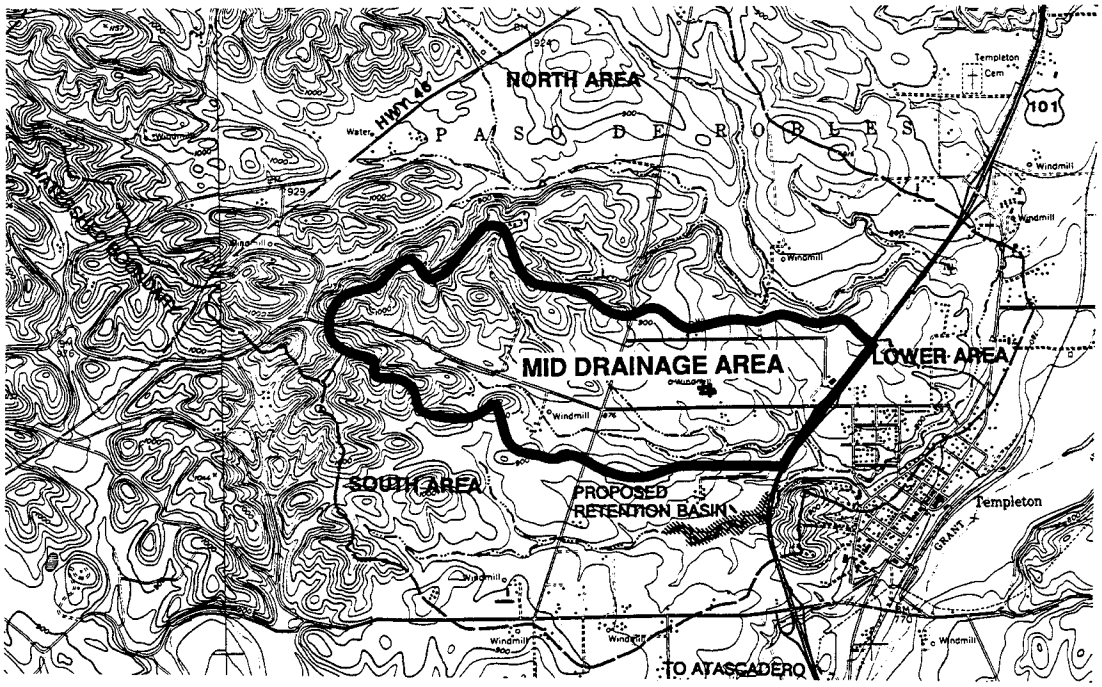
The second priority guidelines for the Mid reach of the Toad Creek water shed are as follows:

- Require on-site detention for projects that do not participate in the Bethel Road basin or for all projects after the storage in the basin is offset by development (calculated as 137 acres of development by the District's engineer).
- In lieu of requiring on-site detention (see paragraph above), the right to increase the ponding level at the freeway culvert could be acquired. Specific studies should be completed which determine the level of increased ponding.

Intent: The intent of these guidelines and recommendations is to cite sound engineering hydraulics for the Mid Area of Templeton.

Application: Mid Area of Templeton Water Shed.

Reference: County Flood Information Rate Map.



Guideline III.E.5: South Area Drainage Guideline

The first priority guidelines for storm water drainage in the South Area of the Toad Creek water shed are as follows:

- Designate the area upstream of the freeway culvert a flood hazard area. The floor hazard should include all area currently subject to flooding.
- Acquire the right to pond water on private property at the freeway culvert entrance to accommodate the increased water caused by development.

The second priority guidelines and recommendations for the South Area of the Toad Creek watershed are as follows;

- Install trash racks or other devices to prevent plugging of the culvert.
- Install a spillway (toward Templeton Hills Road).

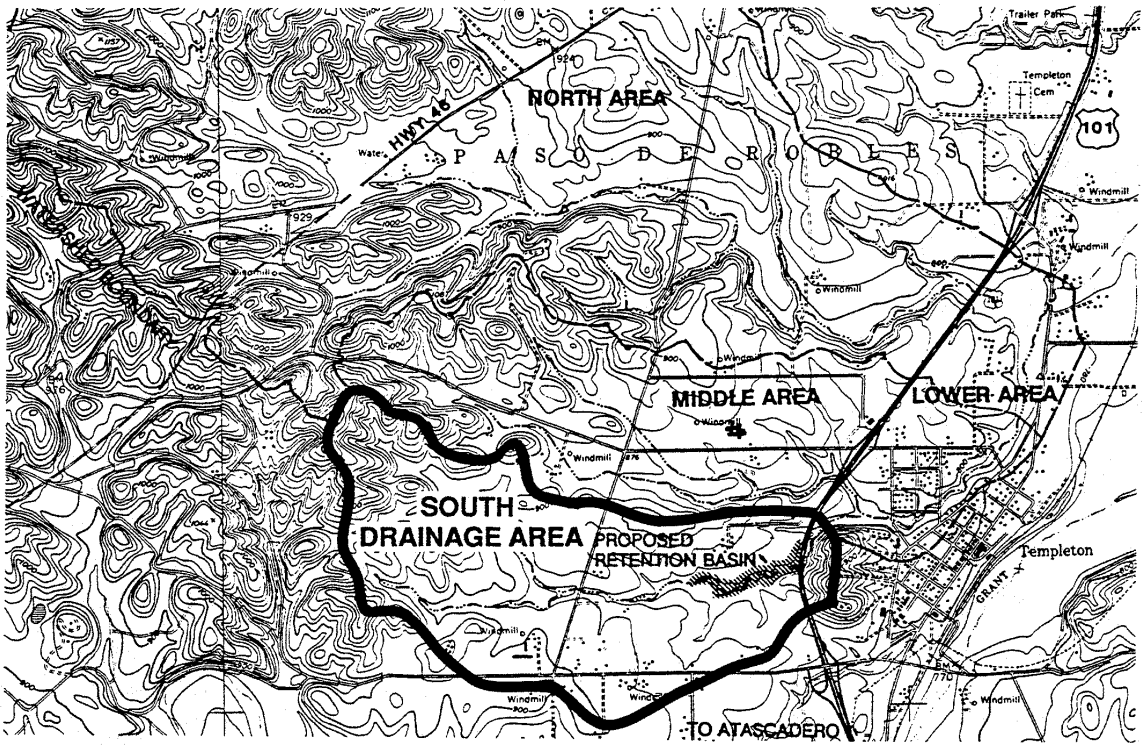
A third priority recommendation regarding Toad Creek includes:

- As the property which includes this basin develops (if it ever does), acquire the right of public access to this area of the creek.

Intent: The intent of these guidelines and recommendations is to cite sound engineering hydraulics and creek preservation techniques for the South Area of the Toad Creek watershed.

Application: South Area of watershed.

Reference: County Flood Information Rate map.



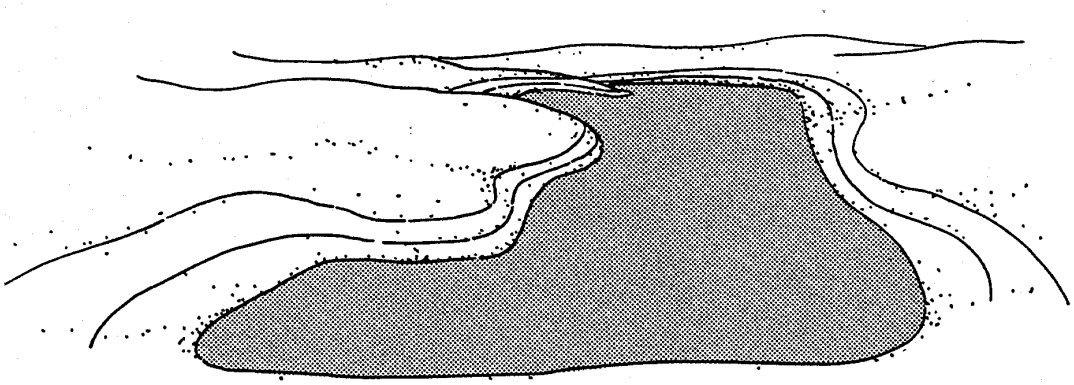
Guideline III.E.6: Retention Basin Design

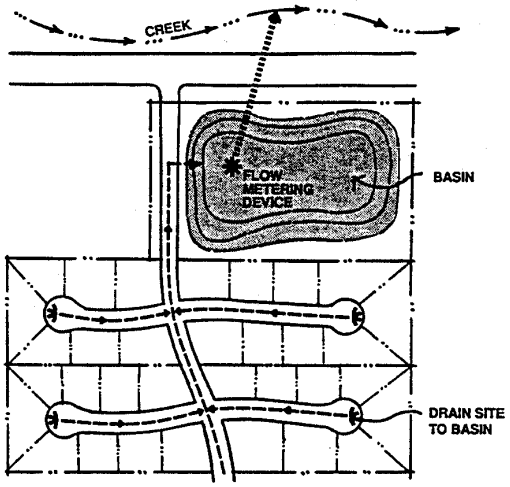
Drainage retention basins should incorporate design features to lessen their visual impact, such as:

1. design basin depth to two feet or less so that fencing is unnecessary
2. design basin shape to appear natural, avoid rectilinear forms
3. provide meandering slopes and banks

Intent: The intent is to the extent possible encourage natural looking retention basins that fit with the natural topography.

Application: Project specific and area wide retention basin design.





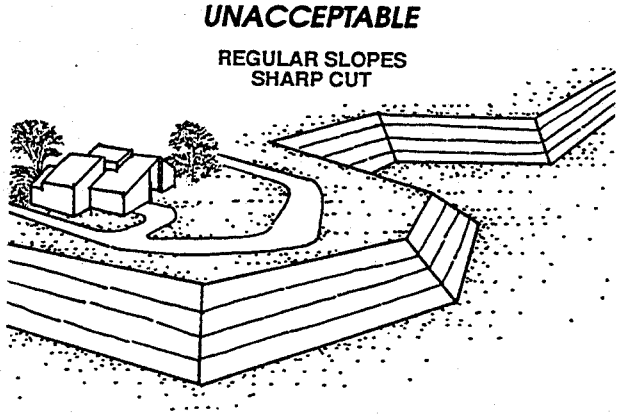
THE PRIMARY FUNCTION OF A DETENTION BASIN IS TO CONTROL THE RATE AT WHICH STORM WATER IS RELEASED FROM A DEVELOPMENT SITE. IN TEMPLETON, DETENTION IN THE UPPER REACHES OF TOAD CREEK WILL HELP TO PREVENT FLOODING IN THE LOWER REACHES. BASINS CAN PROVIDE DUAL USE FACILITIES: CAN BE USED FOR PARKS, BALLFIELDS OR OPEN SPACE.

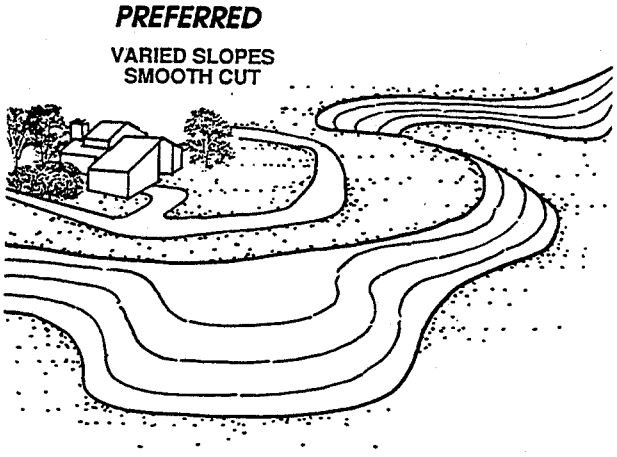
Guideline III.E.7: Site Grading

Site plan new development on the least sensitive portion of the site to preserve the natural landforms, geologic features, and vegetation. The plan must direct and provide adequate flow of surface run-off to catch basins while gracefully contouring the land to blend with existing conditions at the boundaries of the site. Gradual transitions between existing topography and man-made cut/fill slopes are encouraged.

Intent: The intent is to assure the development occurs in such a manner as to protect the natural and topographic character and identity of Templeton by insuring that development does not create soil erosion, silting of lower slopes, slide damage, flooding problems, and severe cutting or scarring.

Application: All development types.





IV. CIRCULATION AND GUIDELINES

A. INTRODUCTION

This section investigates automotive, pedestrian, bicycle and equestrian traffic in the Templeton community. Emphasis is placed on "cost of development" improvements which should be required as new properties are developed to ensure that opportunities are not lost for acquiring adequate rights of way and developer installed improvements. Improvements which minimize the "urban" appearance of the street section are encouraged.

B. IMPROVE CIRCULATION FOR AUTOMOBILE TRAFFIC

Additional local circulation routes will increase convenience and safety and provide alternatives to the existing primary routes. The recommended extension and interconnections are illustrated on the map following this page.

C. RECOMMENDED IMPROVEMENTS

Main Street, Old Country Road, Las Tables Road, Vineyard Drive and Florence Street are the primary routes linking schools, the business district and recreational opportunities.

These routes should be upgraded to include adequate pedestrian facilities and bike lanes where they are presently lacking.

Those facilities identified as being the most severely in need of improvement are:

Vineyard Drive: Because of its proximity to schools, Vineyard Drive is critical to the safety of Templeton's school children. Improvements needed are pedestrian ways, bike lanes, and speed control (dots, signs, increased sheriff patrol, speed limit) at the freeway and river overpasses. Only marginal walkways exist.

Florence Street: As a major route for children walking to school, improvements are required in the form of pedestrian ways and bike lanes. The Toad Creek crossing is of particular concern, as the road is extremely narrow and pedestrians are forced onto the traveled way.

Old County Road: Similar to Florence Street, pedestrian and bikeways should be provided.

Las Tables Road: A walkway of marginal width exists through the Highway 101 overhead crossing, and there is inadequate room for bicycle lanes. When the overhead is widened, these facilities should be provided adequately.

D. PUBLIC ROAD CROSS SECTIONAL ELEMENTS

The massing of concrete and pavement in the typical subdivision street section is regarded by many as the most objectionable urbanizing feature of new development. Guidelines are offered for several methods for "softening" the appearance of the streets while not compromising the safety for all roadway users.

Sound engineering practice dictates that the design of the street cross sections elements any given street should be based on the level of service and other functional needs for that street. Traffic volume and speed, parking requirements, bicycle traffic and pedestrian safety from the basis for determining the appropriate cross sectional configuration.

Many Templeton residents have expressed the opinion that the new streets, which are now being constructed, are wider than necessary and thus, contribute to the loss of rural ambiance in the community. However, a review of the recognized national traffic engineering standard (AASHTO) reveals that the current county standard road width specification for any anticipated traffic volume and speed is consistent with the national minimum. There does not appear to be an opportunity for reducing these standards for public streets unless greater liability for accidents is assumed.

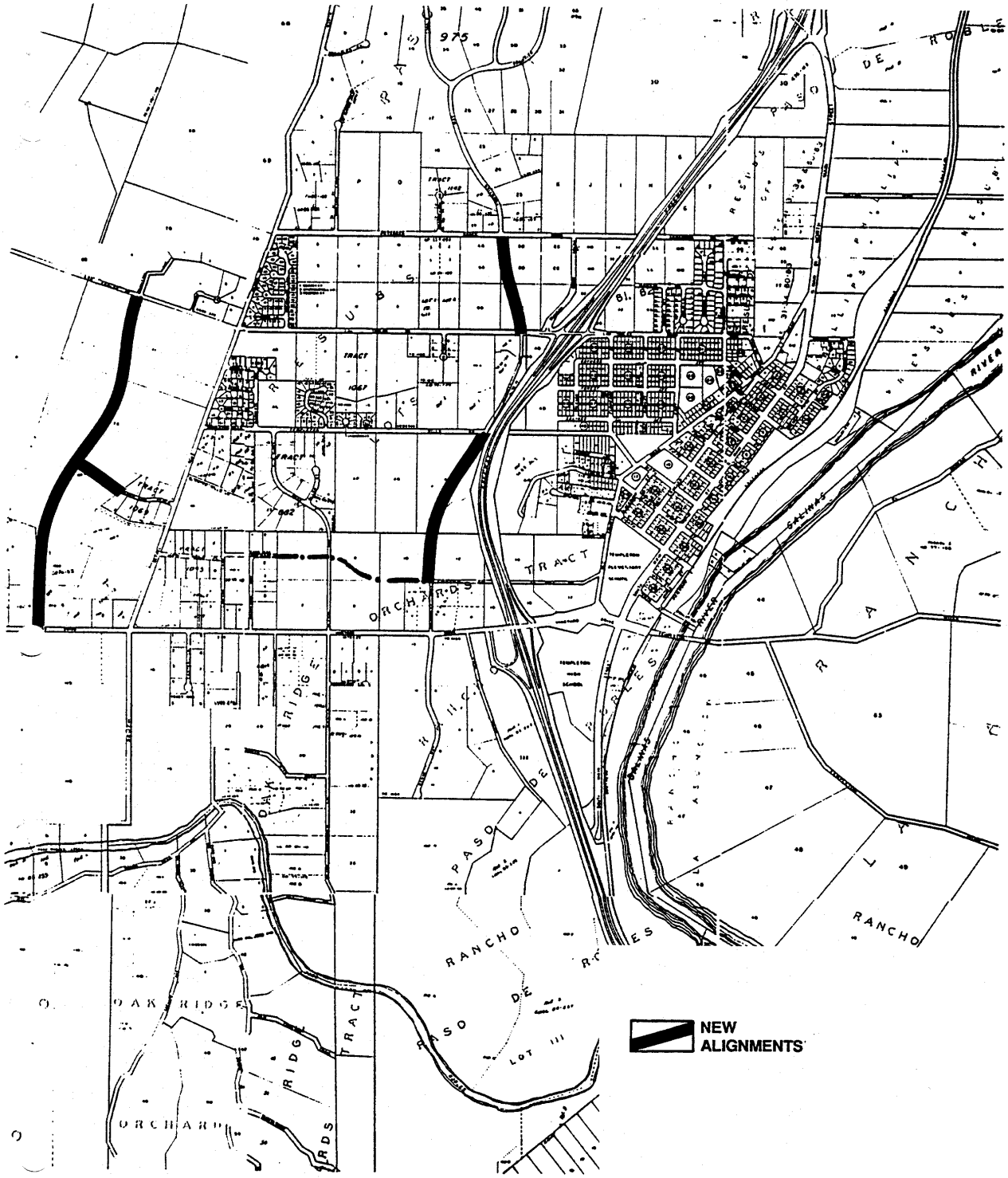
E. PRIVATE ROADS

Private roads, which do not meet the County standards, are permitted in closed, private communities with active homeowners associations, which will be responsible for street maintenance and parking regulation enforcement. For communities such as mobile home parks and Planned Unit Developments, the County does not specify the roadway requirements and an opportunity to create a more rural atmosphere is available.

The following guidelines illustrate several possibilities for minimizing the road section and creating a more rural ambiance.

F. NON-MOTOR VEHICLE COMPONENTS:

The County Air Pollution Control District is beginning to implement a major effort aimed at significantly reducing motor vehicle emissions countywide by encouraging the use of alternative transportation modes. This plan supports that effort by providing guidelines for the development of adequate bicycle and pedestrian facilities throughout the community.



NEW LOCAL ROADWAY ALIGNMENTS

G. GUIDELINES

Guideline IV.G.1: Private Roads: Rolled Curbs

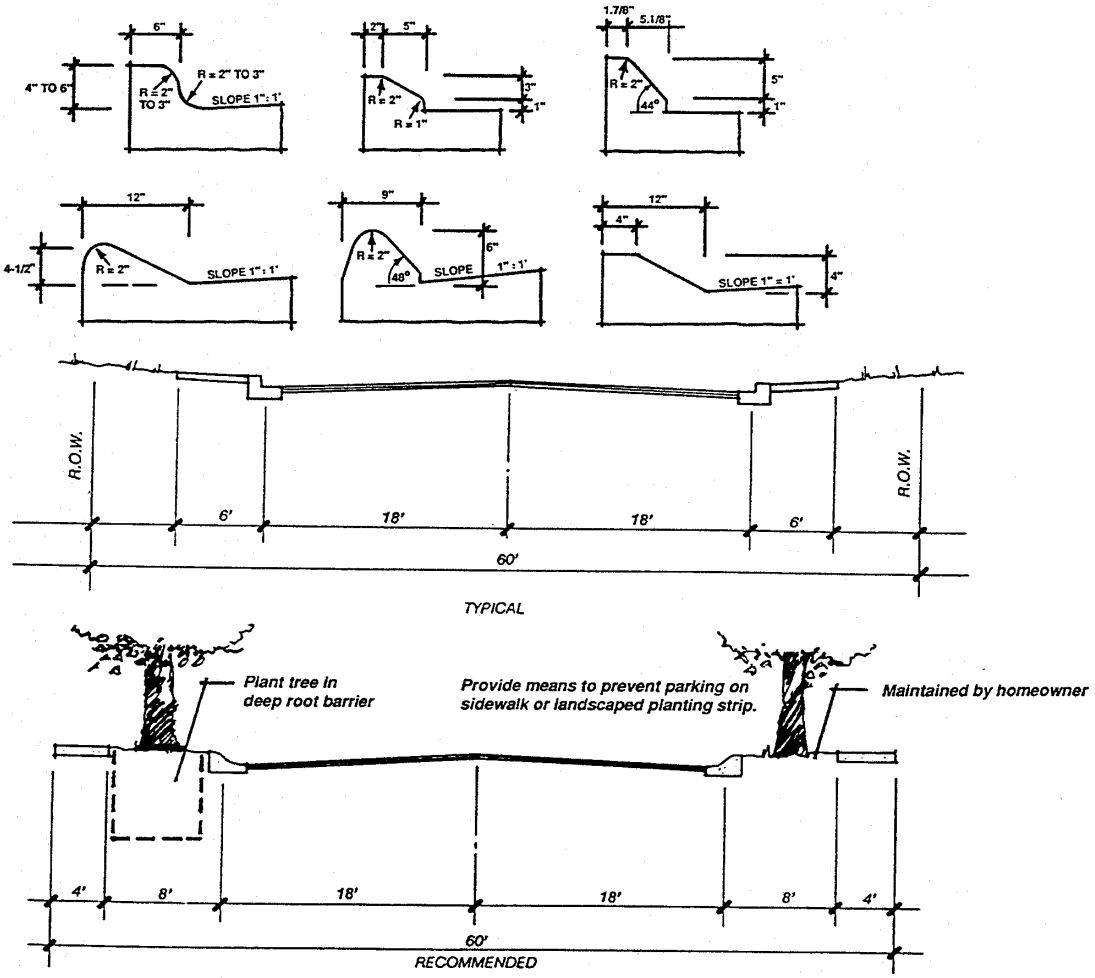
Rolled curbs should be permitted where it can be shown that vertical curbs are not required for drainage, protective barrier or for organization of parking. It is recommended that the following be considered prior to selection of a curb type.

- Speed limit
- Average daily traffic
- Location of sidewalk
- Length and type of road

Intent: The County requirement that a six inch vertical curb be provided in all higher density residential developments is an example of an unwanted "urban" appearance in Templeton. Rolled curbs provide an economical and "softer" alternative edge treatment.

Application: New subdivisions and multi family development.

Reference: Land Use Ordinance Sec. 22.05.100.



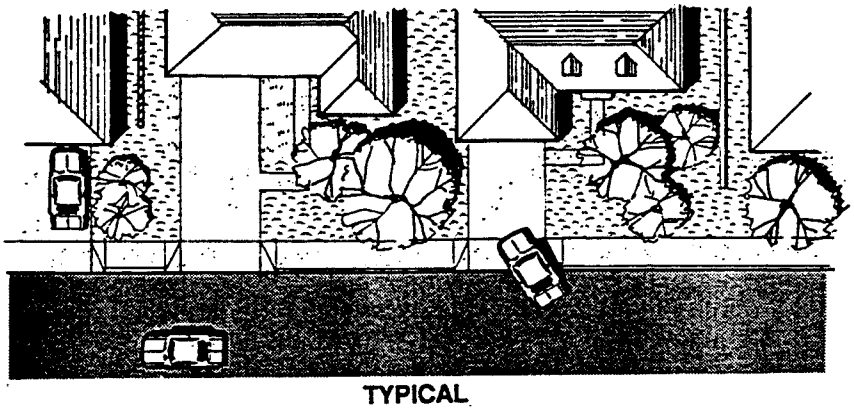
Guideline IV.G.2: Detached or Meandering Sidewalks

Detached sidewalks with fixed width parkways between the curb and sidewalk, or meandering sidewalks which vary the separation between the sidewalk and curb should be permitted to help soften the appearance and to introduce a curvilinear element. The strip between the curb and sidewalk should be landscaped and street trees provided. In addition to the County Standard right-of-way, provide ten additional feet on each side of the street for a parkway, which is to be maintained by each fronting property owner. Maintenance is to be reinforced by deed conditions or CC&R's for each subdivision. Garages and carports should be set back further than the residential portions of buildings to minimize their dominant appearance from the street.

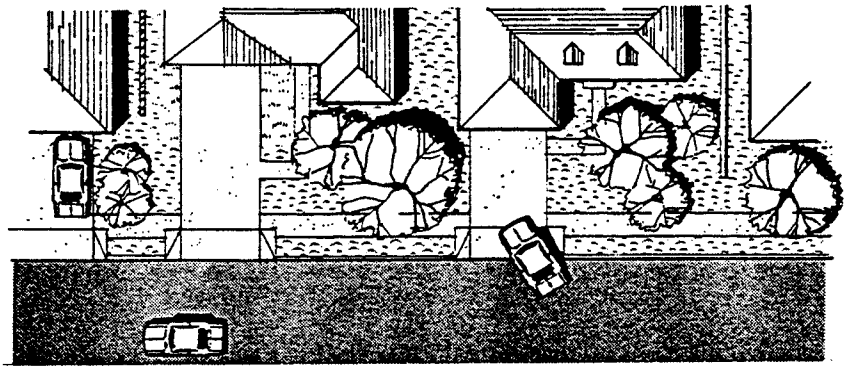
Intent: Sidewalks that are required on both sides of the street in typical residential developments create an "urban" appearance. A more open, suburban village character can be achieved by providing parkways along streets.

Application: New subdivision and multi family development.

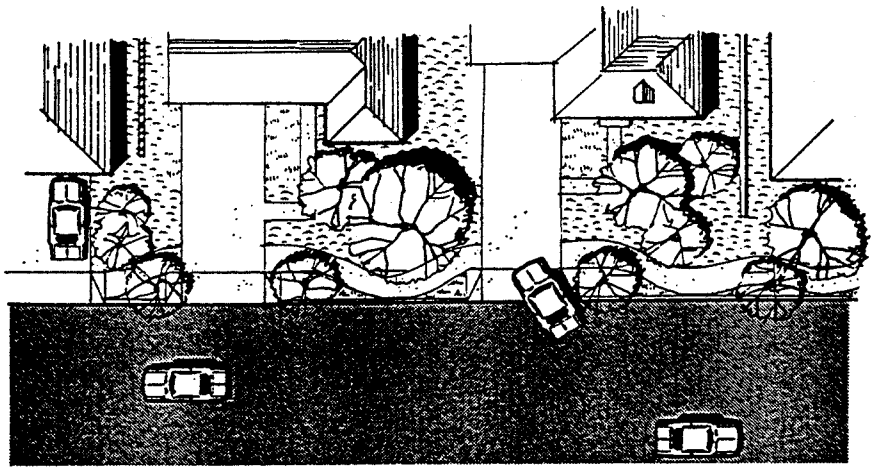
Reference: Land Use Ordinance Sec 22.04.108 and 22.05.100.



TYPICAL



ACCEPTABLE

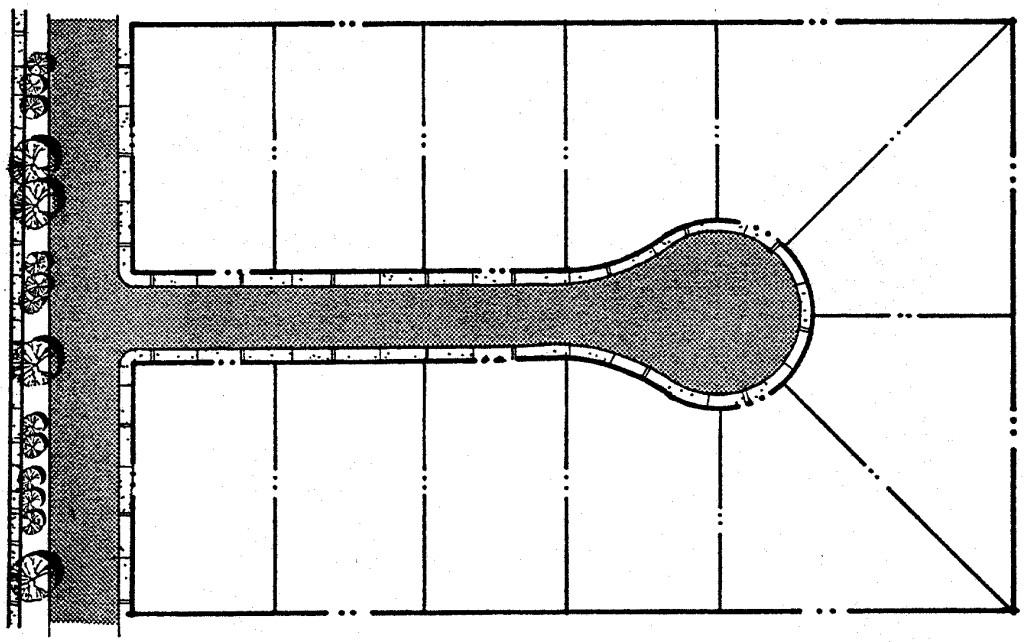


PREFERRED

Provide opportunity for landscaping along street.
Provide greater visual interest.
Provides additional margin of safety for pedestrians.

Guideline IV.G.3: Eliminate One Sidewalk

In cul-de-sacs serving twelve or fewer dwelling units, permit the elimination of the sidewalk with curb and gutter required. Also eliminate street parking where the sidewalk is eliminated.



TYPICAL SIDEWALK LAYOUT

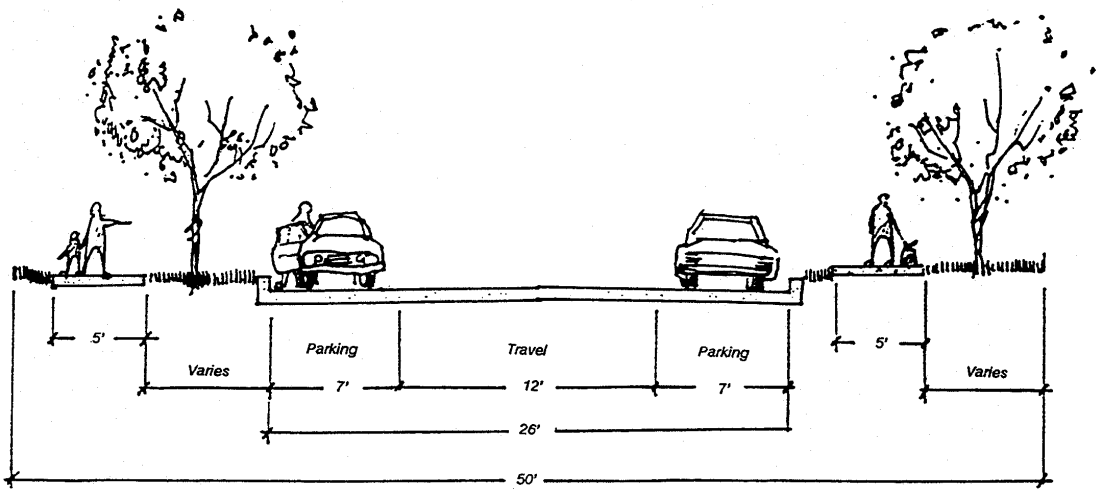
Guideline IV.G.4: Private Road: Elimination of One Travel Lane

On residential streets in areas of Templeton where the primary function is to provide residential service and foster a safe and pleasant environment, one travel lane may be eliminated when:

- The travel lane aisle is provided on both sides
- A 7 foot parking aisle is provided on both sides
- The dwelling units are single family
- Private road length is less than ½ mile long

Intent: To provide narrow private lanes within single family subdivisions.

Application: Single family subdivisions.

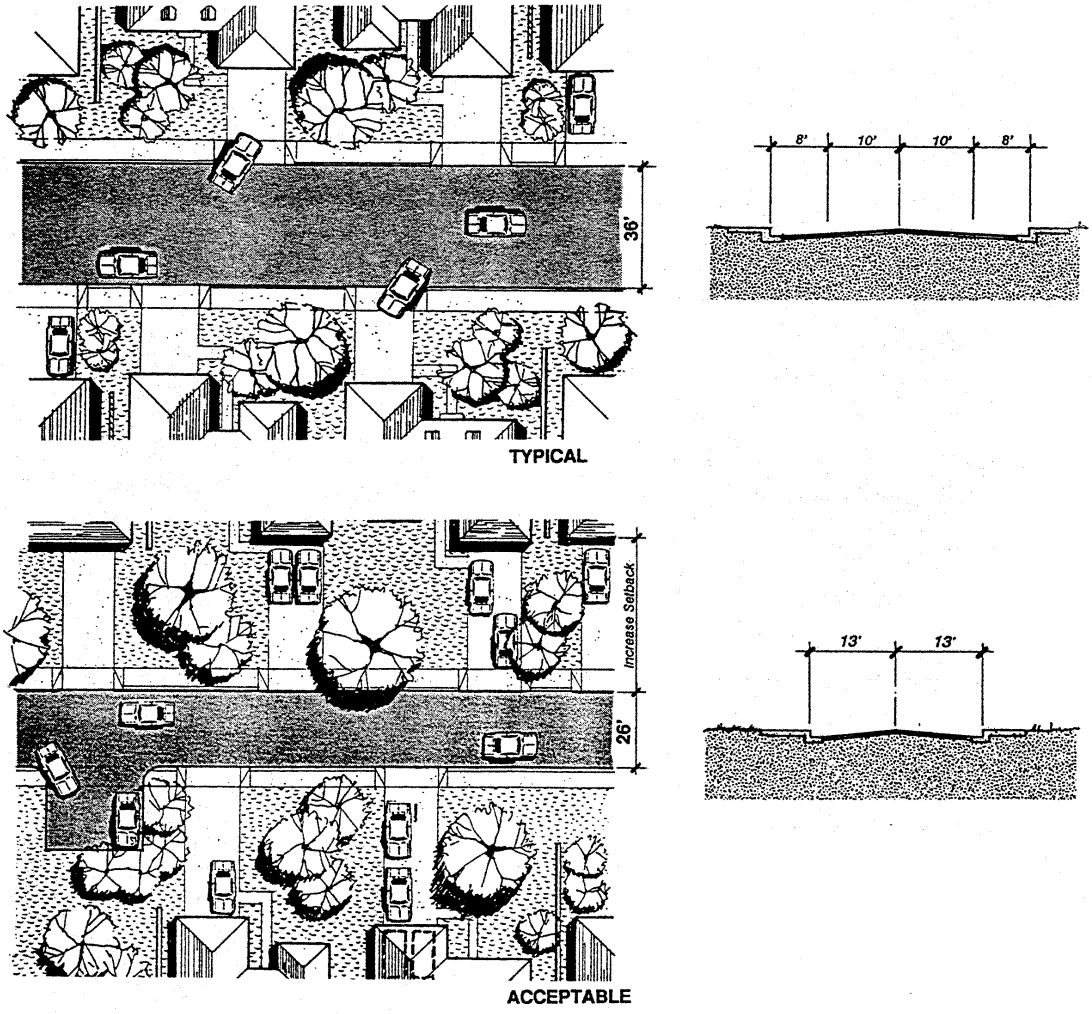


Guideline IV.G.5: Private Road: Eliminate On-Street Parking

Off-street parking on private streets is permitted to replace on-street parking that would otherwise be required if driveway lengths are increased or guest parking bays are provided to accommodate the typical on-street spaces.

Intent: To provide narrower private roads in residential areas for a suburban village character.

Application: Subdivisions and multi family development.



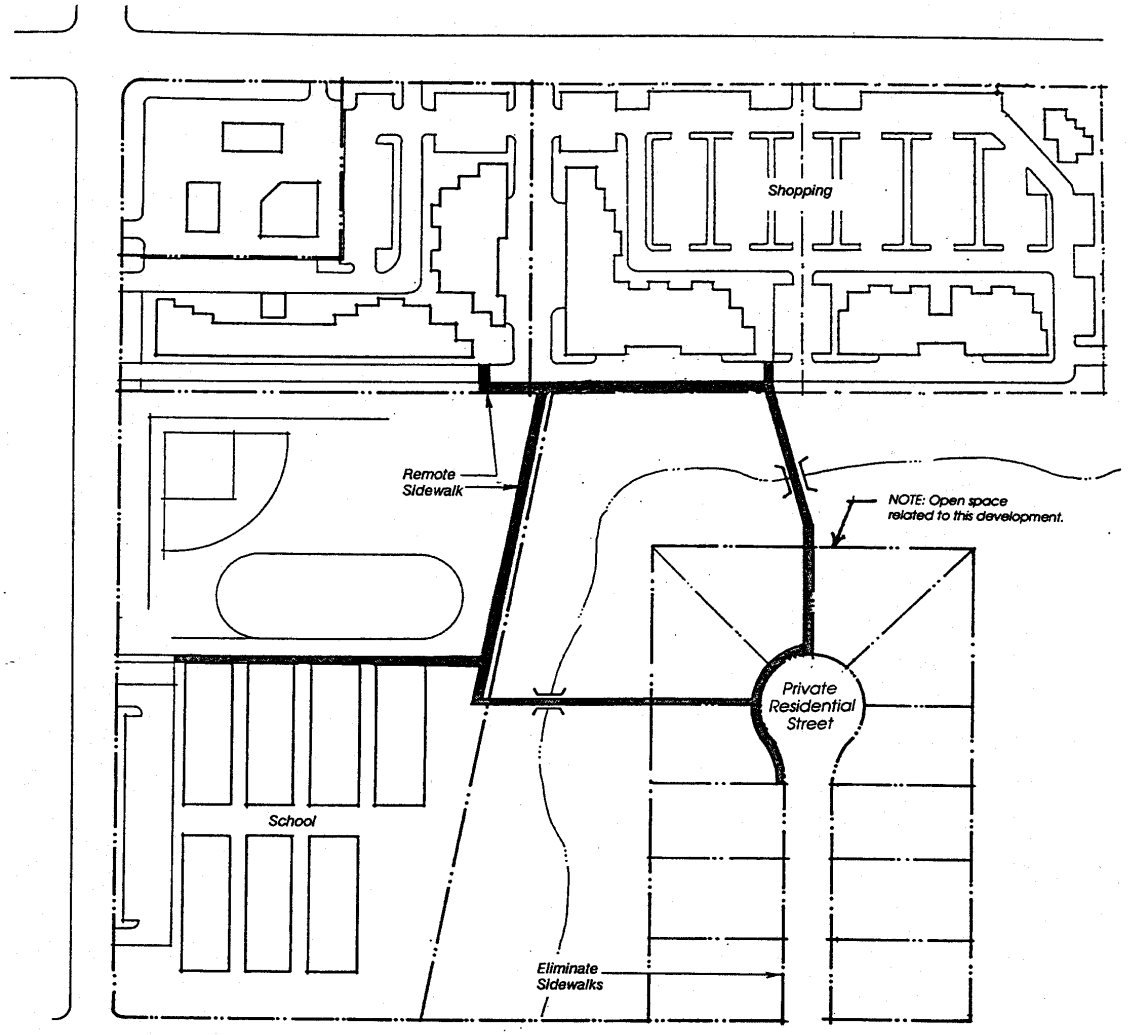
Reduce curb-to-curb street width from 36 to 24 feet for typical 50 ACT to 1500 ADT road section. Best suited to short loop roads where little through traffic can be expected.

Provide 2 parking spaces per dwelling unit in addition to the County's off street parking requirement.

Guideline IV.G.6: Private Road: Eliminate Sidewalks

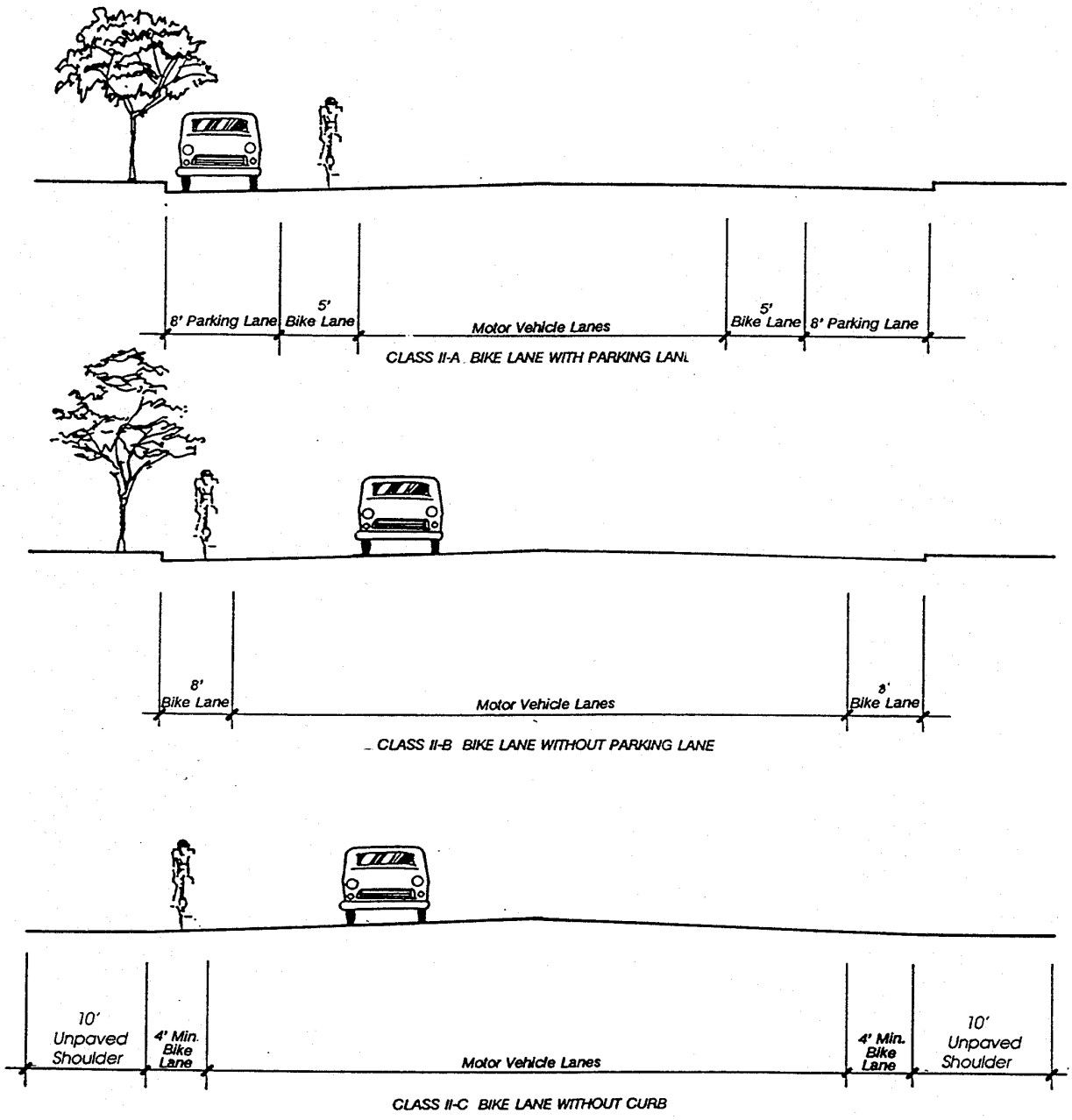
Sidewalks on the private roadway sections can be eliminated by providing alternate pedestrian routes to destinations. Remote sidewalks can often provide more direct access to pedestrian destinations if linkages to other project sites are feasible. Sidewalk safety should be provided by emergency vehicle access, lighting and visibility from adjacent residents.

Intent:	Provide alternative sidewalk access to typical destinations to keep the street edge rural in appearance.
Application:	Subdivisions and multi family projects.
Reference:	Land Use Ordinance Sec. 22.05.100.



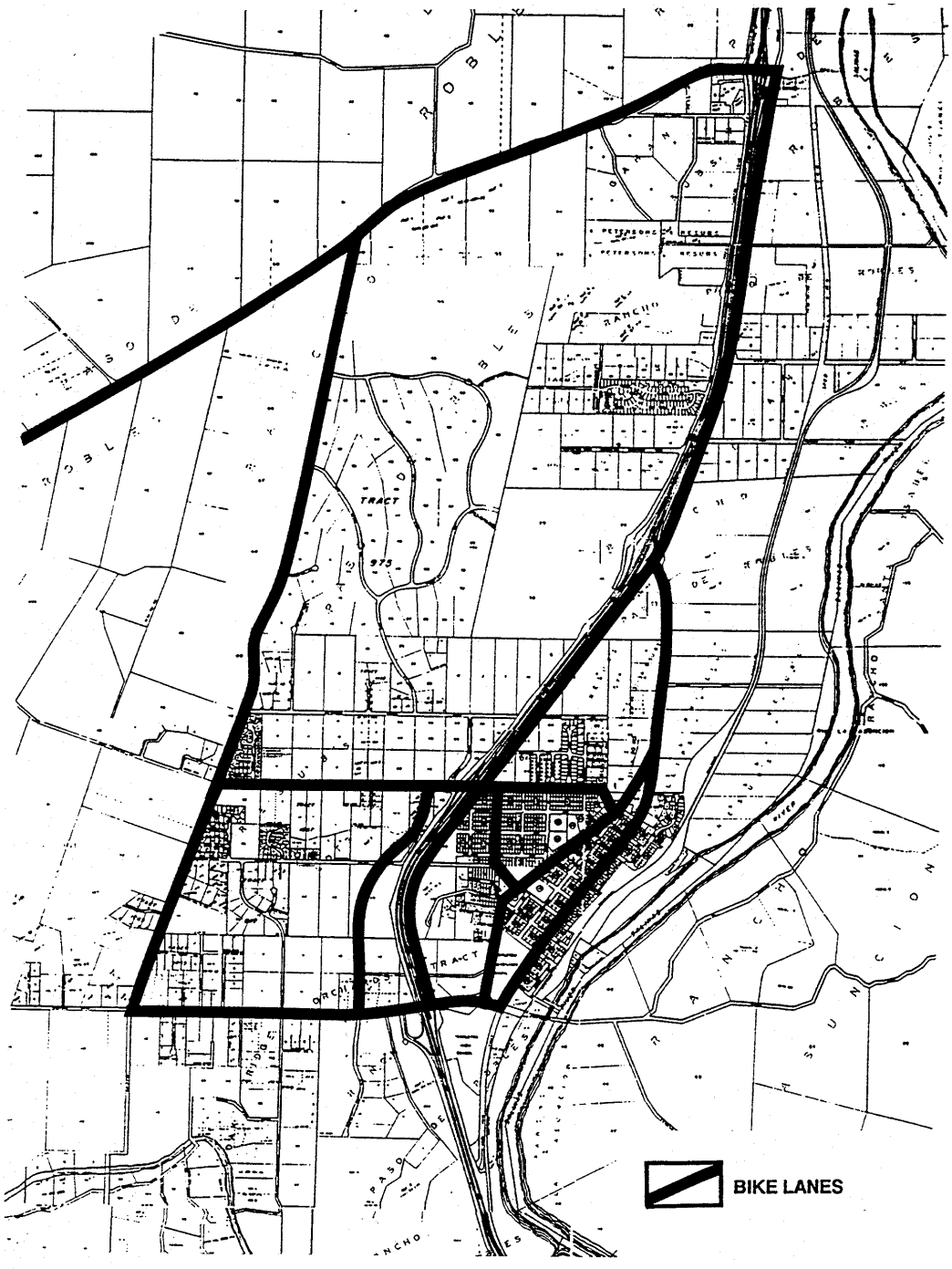
Guideline IV.G.7: Bike Lanes

Provide bike lanes where safety and the anticipated bicycle traffic warrant. Class II bikeways should be clearly marked to distinguish them from automobile travel lanes. Where conditions allow, off-street bikeways may be provided.



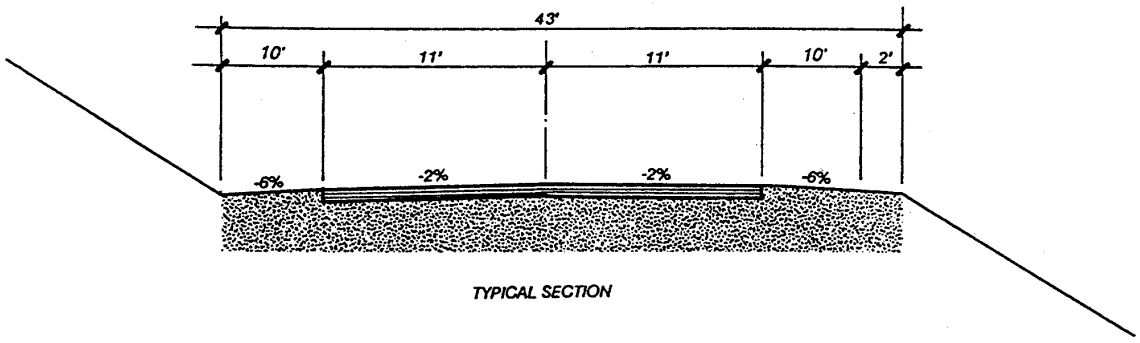
Guideline IV.G.8: Recommended Bike Lane Locations

Recommended commuting and recreational bicycle routes are identified on the following map.



Guideline IV.G.9: Gravel Pedestrian Ways

The development requirements of the County Engineering Department are adequate to ensure that the needs of pedestrians are met when new projects are developed; where high traffic volumes and/or speeds are anticipated, sidewalks are required, in areas within the Residential Suburban Land Use category, gravel shoulders which can be used by pedestrians are to be provided.

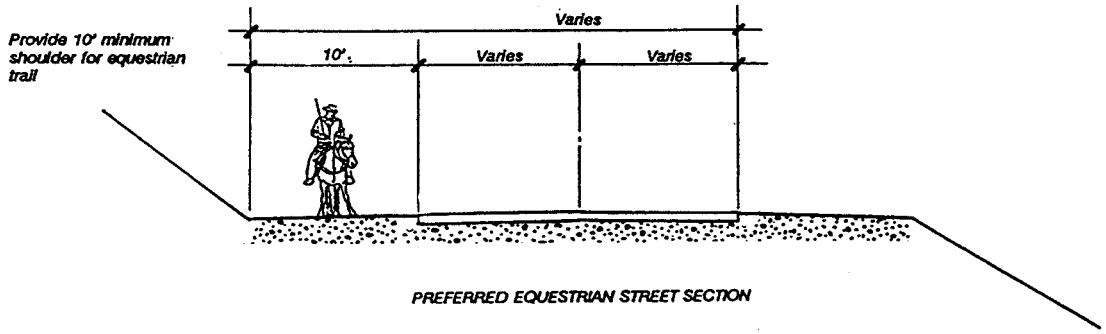


TYPICAL SECTION

Guideline IV.G.10: Gravel Base Shoulders Along Rural Roads for Pedestrians and Equestrians

Roadside equestrian trails should be provided only where very light and low speed traffic can be assumed using a decomposed granite trail on one side of the road. In the interest of safety for both the equestrian and vehicular traffic, equestrian trails should not be located along any of the major transportation corridors or urban streets.

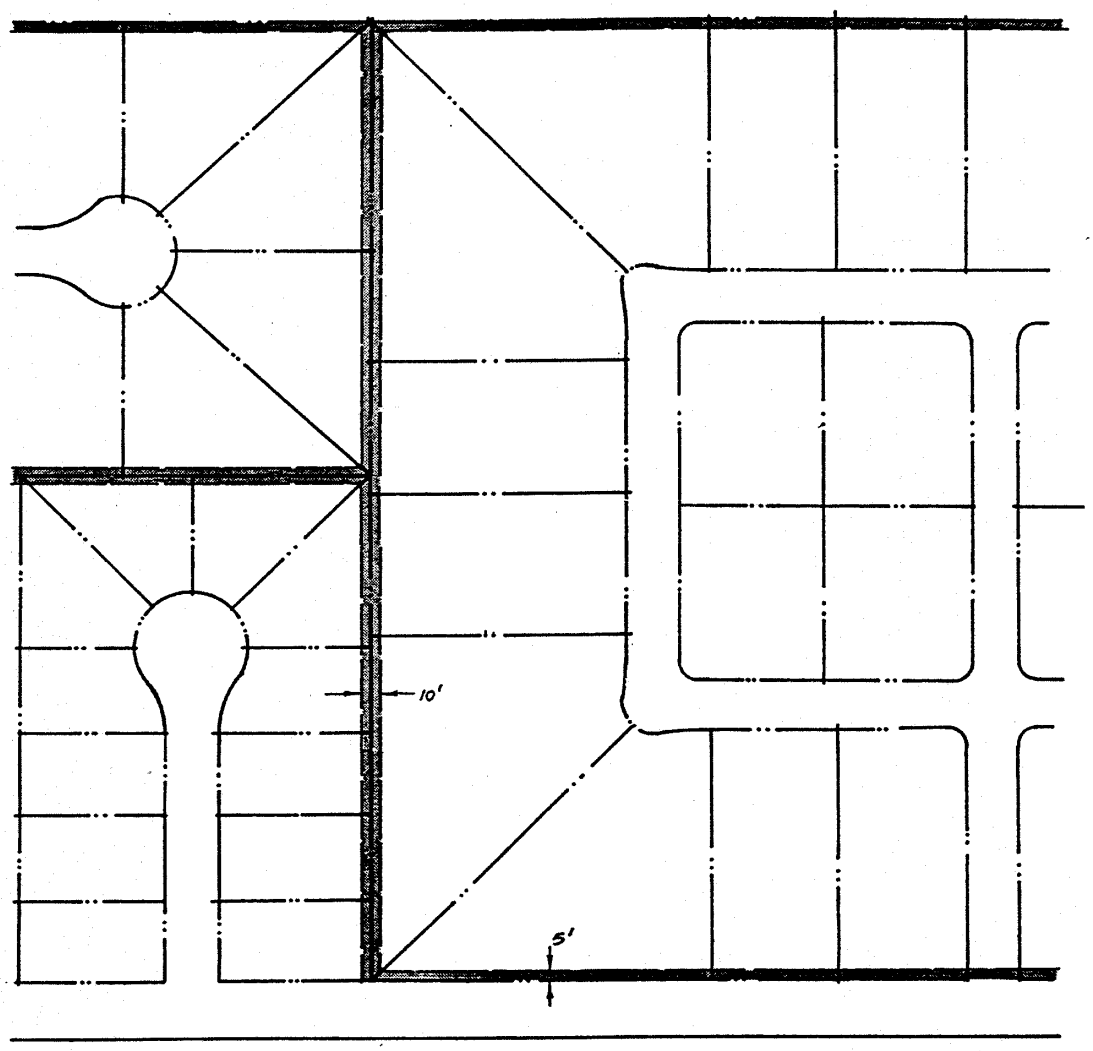
A 10 foot decomposed granite shoulder width should be provided on one side of the road to accommodate equestrians in those rural areas where horse ownership can be anticipated.



PREFERRED EQUESTRIAN STREET SECTION

Guideline IV.G.11: Equestrian Trails Around Development Perimeter

Where lot size allows horses, trail easements around each project perimeter should be provided. By so doing, a network of trails away from vehicular traffic can be created. Acceptance and maintenance by a property owners association or an equestrian group/club should be implemented before development of the trail.



V. SITE PLANNING GUIDELINES

Site design or planning is the process of arranging open spaces, buildings and other improvements such as planting, walkways, and roads on the land. Good site planning will shape useful and enjoyable outdoor spaces while working with the existing landscape and community character.

A. SINGLE FAMILY AND SUBURBAN RESIDENTIAL SUBDIVISON AND DEVELOPMENTS

Design guidelines for the site planning of single family dwellings are intended to restore the presence of dwellings along streets and to expand upon standard subdivision regulations to maintain a "village" atmosphere and create an aesthetic environment with traditional neighborhoods. While these guidelines are specifically intended to discourage the construction of residential streets continuously lined with repetitious facades and garage doors, they do not limit the accessibility of dwellings by cars or reduce parking requirements.

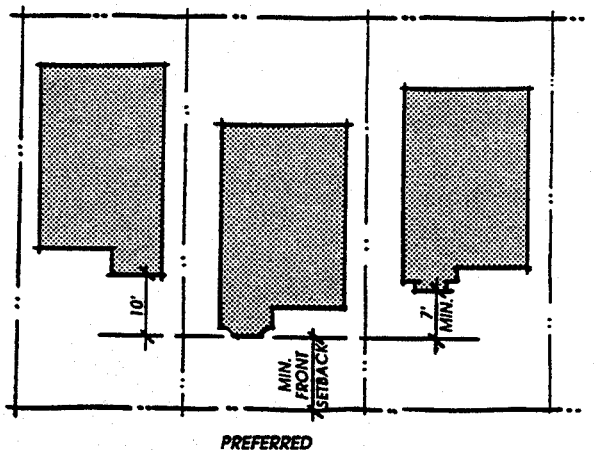
The following guidelines and illustrations show several alternatives for residential site planning, which can be used to implement "new" rural village concepts versus the suburban sprawl so common to California communities.

Typical scale of downtown residential structures.

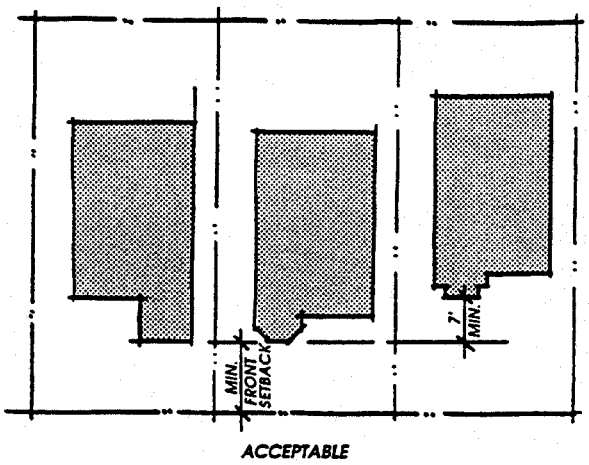
Guideline V.A.1: Varied Front Yard Setbacks

Each group of three adjacent houses should contain at least one house whose front yard setback differs from those of its neighbors by a minimum of 7 feet. Minimum setbacks may not be reduced to accommodate this variation.

Intent:	To create more variety, interest, and individuality in new residential development, and to avoid bland, uniform, mass produced appearance along local street.
Application:	Subdivision and Development Plan Applications.
Reference:	Land Use Ordinance Sec 22.04.108, Title 21 of the County Code.



PREFERRED



ACCEPTABLE

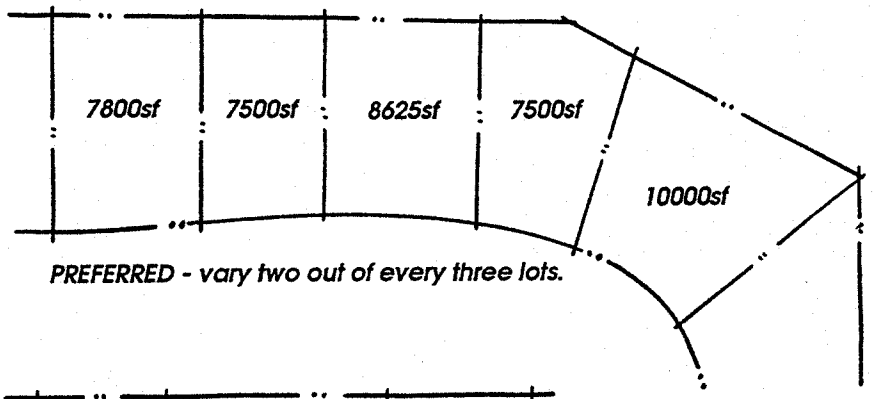
Guideline V.A.2: Lot Shape Variety
(West side only or severe topography on East site)

Each group of three adjacent lots should vary their lot sizes by containing one lot whose size or width should differ from those of the group by a minimum of 15%. Minimum lot sizes may not be reduced to accommodate this variation.

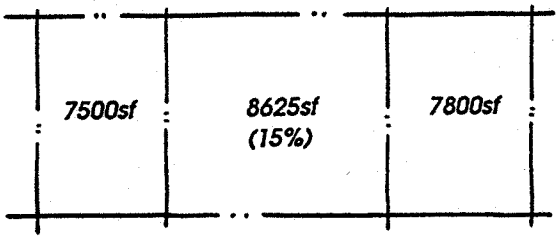
Intent: To provide a less "measured" or "planned" look for new subdivision design while allowing significant flexibility for topographic variety.

Application: Subdivision maps for standard or clustered subdivision.

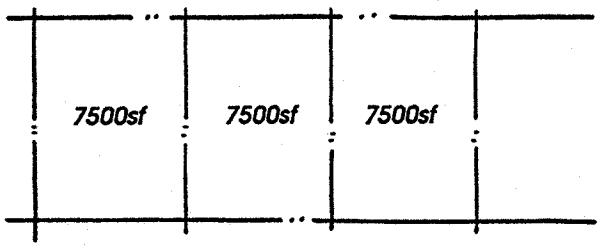
Reference: Land Use Ordinance Sec. 22.04.020.



PREFERRED - vary two out of every three lots.



ACCEPTABLE - vary one out of every three lots.



UNACCEPTABLE - lot sizes all the same.

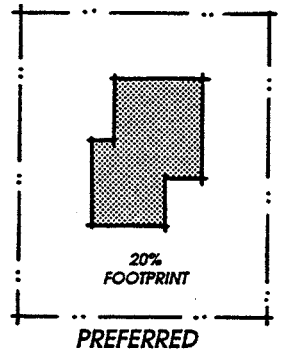
Guideline V.A.3: Percent of Building Footprint to Lot Size

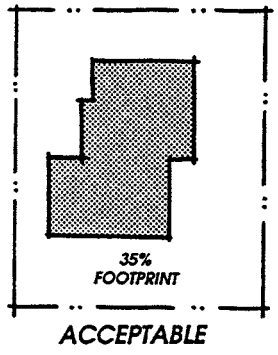
The total square footage of a house and garage footprint should not exceed 35% of the total lot size. Side setbacks should be wider than normal between residences as a priority in providing open spaces.

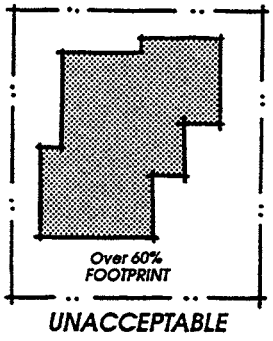
Intent: Larger than normal lot sizes in subdivisions do not guarantee that the development will not look "tight" or shoe-horned in. Larger houses have been placed on these lots thereby reducing the open space per lot. Generous separations between houses will scale them to appear to be in a lower density neighborhood.

Application: Subdivision and Development Plan Application.

Reference: Title 21 of the County Code.







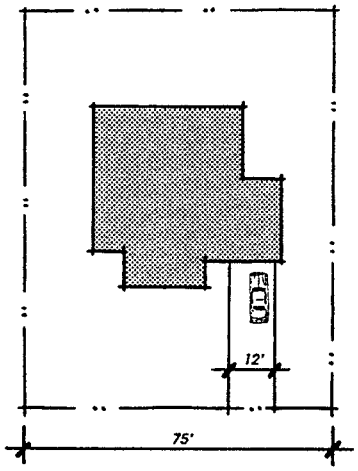
Guideline V.A.4: Driveway Frontage and Garage Location

No more than a total of 25% of a lots' frontage may be utilized for a driveway opening, however, 16 foot width is allowable for a two car drive for any lot. (This guideline does not apply to flag lots on a cul-de-sac bulb). Garages and carports should be located no closer to the street than the front of the residence and preferably further back than the front.

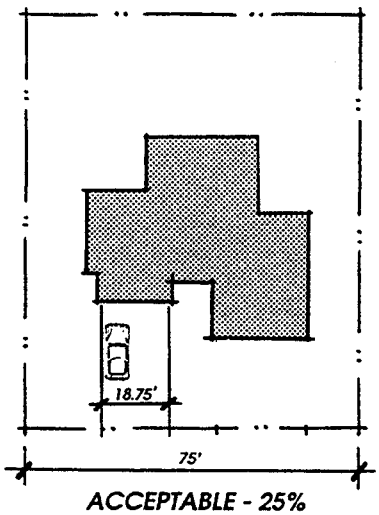
Intent: Local streets which exhibit a high percentages of driveway openings appear too high density and urban. It is the intent of this guideline to maximize the landscape edge along the local street. Driveway widths may "flare" to accommodate garage door openings. Locations of garages and carports are an important determination of residential character. Streets lined with residences, with garages subordinate to the residential façade, can restore the historical pattern of residential streets in Templeton.

Application: Subdivision and Development Plan Applications.

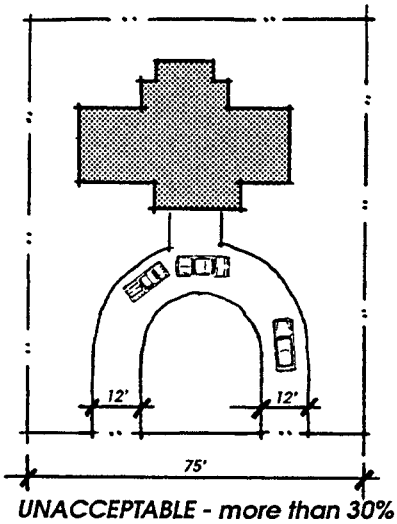
Reference: Land Use Ordinance Sec. 22.04.164a(2).



PREFERRED - 16%



ACCEPTABLE - 25%



UNACCEPTABLE - more than 30%

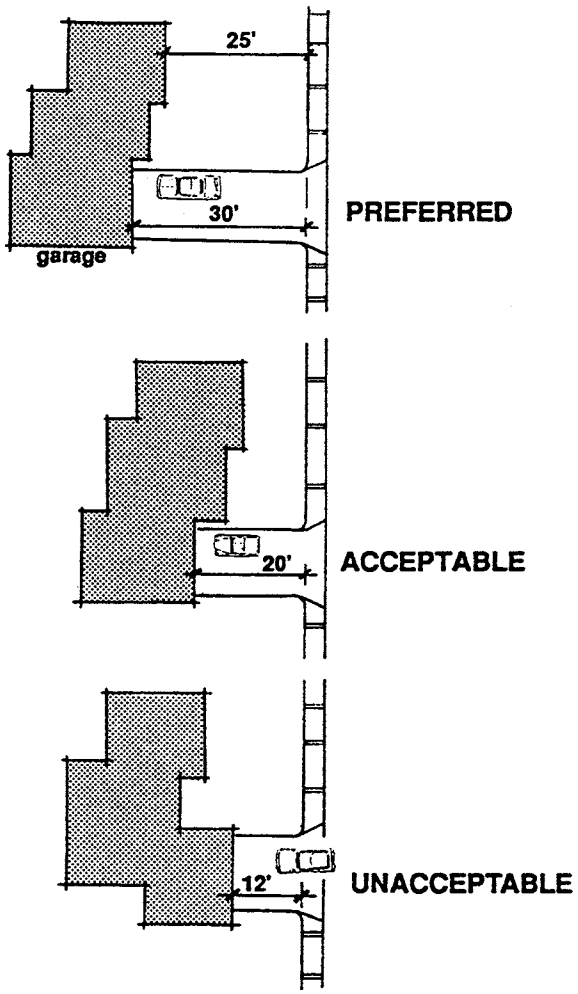
Guideline V.A.5: Driveways

Driveways should be over 20 feet long to prevent automobiles from protruding across sidewalks or into the street, creating traffic hazards for pedestrians and autos.

Intent: Clustered subdivisions, planned developments, and subdivisions may create unsafe and hazardous conditions if automobiles parked in driveways protrude over the sidewalk or into the street. The intent of this guideline is to allow more driveway so that the car will have plenty of room.

Application: Land use permit for a building permit.

Reference: Land Use Ordinance Sec. 22.04.163a.



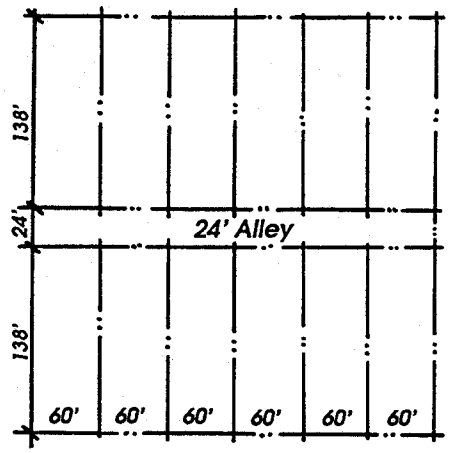
Guideline V.A.6: Village Block Preservation (east side only)

For new subdivisions on the East side in the downtown, the traditional grid lot layout should be protected and repeated where topography permits in all new or replatted subdivision designs.

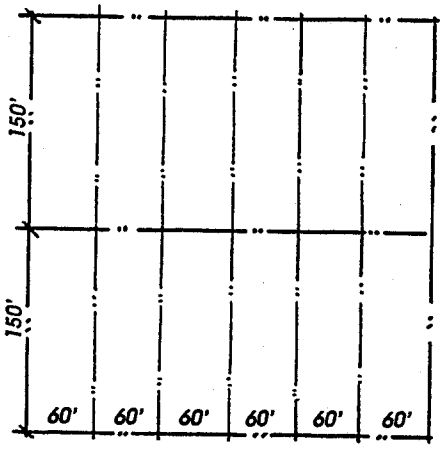
Intent: To protect the historic grid pattern of subdivision design on the East side of Templeton where flat topography will allow.

Application: Subdivision and Development Plan Applications.

Reference: Title 21 of the County Code.



EASTSIDE - PREFERABLE
Grid with alleys



EASTSIDE - PREFERABLE
Standard Grid
fits existing lot layout context

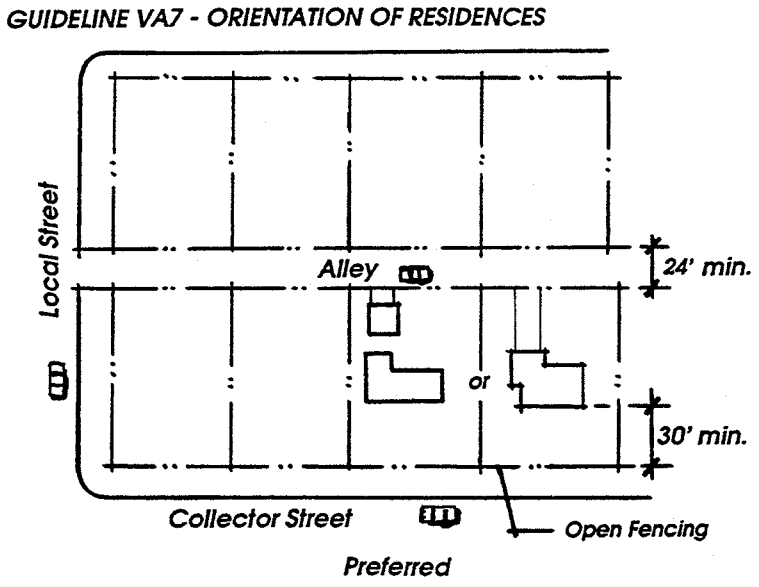
Guideline V.A.7: Orientation of Residences

Where a proposed subdivision is adjacent to a collector street, locate residences to face the collector street with driveways and garages fronting onto a rear alley. Front yard setbacks should be a minimum of 30 feet.

Intent: In typical subdivisions, residences are often orientated away from the perimeter streets with rear yard fences backing up against the perimeter street. This guideline encourages the residence to face the busier perimeter street with driveway access to alleys behind residences.

Application: Subdivision and Development Plan Applications.

Reference: Title 21 of the County Code.



Guideline V.A.8: Street Tree Requirement

Within new development, plant one tree for every 25 feet adjacent to a street within 15 feet of the property line, or in the public right-of-way where no setback is required. Clustering trees is preferable to equal spacing. The preferable minimum size is 15 gallons. Preferred species: Valley Oak, Coast Live Oak, London Plane, Chinese Elm, Maple, Camphor, Liquidambar, Honey Locust, or other trees from the Templeton Tree List. Street trees should be located at least three feet from curbs and sidewalks unless a root barrier is installed with the tree.

Intent: To provide a shade canopy along street edges and a vegetative screen and to frame all development within a natural setting.

Application: Subdivision and Development Plan Applications.

Reference: Land Use Ordinance Sec. 22.04.182.

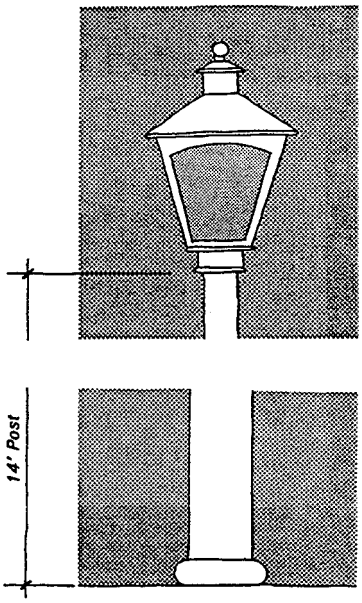
Guideline V.A.9: Street Lighting

When new street lighting is planned within residential development, the preferred type and height of fixture is a decorative "post top lamp" similar to those installed in the downtown area on Main Street, as indicated below, except at main intersections where the taller "cobra-head" style of fixture may be necessary.

Intent: To provide street lighting within residential areas that is in harmony with the character and scale of dwellings and to protect the ambiance of the night sky.

Application: Subdivision and Development Plan applications and individual lighting projects.

Reference: Land Use Ordinance Sec. 22.04.320.



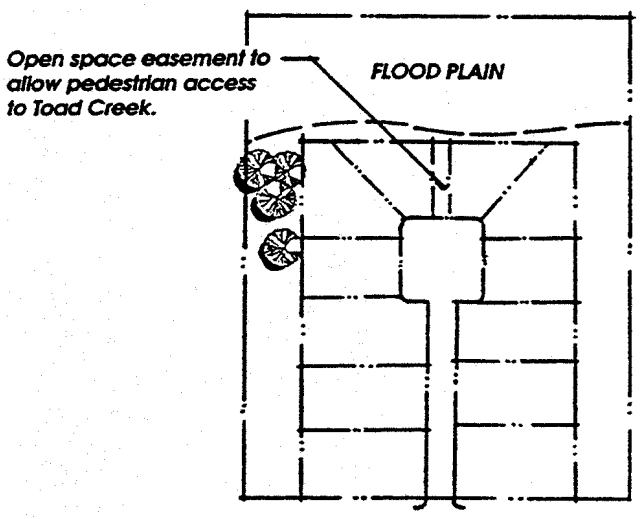
Guideline V.A.10: Cluster Development

Cluster development is strongly encouraged if the site layout design will result in the preservation of unique landforms, vegetation, views, open space, or if the open space offers a distinct function or advantage.

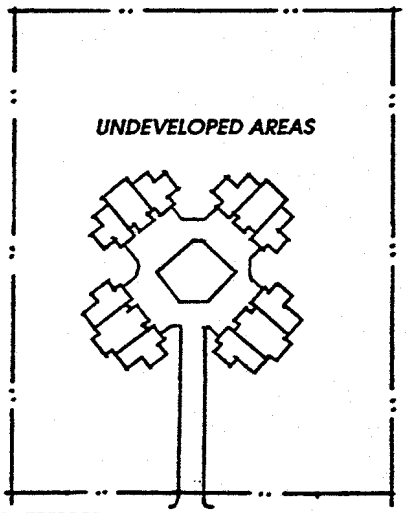
A bonus in density is allowed for clustered development by using gross site area instead of net area for density calculations. In clustering, the allowed number of lots can then be arranged in smaller sizes than the usual minimum required in a land use category, ranging from typical single-family lots down to airspace condominiums, depending on the applicable land use category. The remaining land is then preserved as open space by easements or other means.

Lots are organized around courts, cul-de-sacs or short loop streets, or in the case of small lots or attached units, they are arranged around parking compounds or in private courts. In Templeton, a combination of the two types that will respond to and respect site problems and assets are acceptable, and clusters of attached units that maximize open space are preferred.

Intent:	Provide clustered development which will retain open common areas, minimize mass grading and respect natural features, hazards and resources.
Application:	Subdivision and Development Plan Applications.
Reference:	Land Use Ordinance Sec. 22.04.036 Cluster Divisions, and Sec 22.04.028d, Condominiums.



ENCOURAGED
In the first type of clustering, dwellings are arranged on lots smaller than those typically permitted. (12 units)



PREFERRED
In the second type of clustering, a cluster of attached units is arranged around a parking court or private court. Greater opportunities exist for natural site features when lot sizes are decreased and houses clustered. Maintain undeveloped areas as natural open space. (12 units)

Guideline V.A.11: Emphasize Entry Drive Design

Locate project entry areas to provide the resident and visitor with an overview of the project. They should provide an open window with landscaping, common mailbox locations, and project directories. Special attention should be given to hardscape and landscape treatments to enhance the image. Colored textured paving treatment at entry drives is encouraged, however, pavers are not permitted within public street right-of-ways.

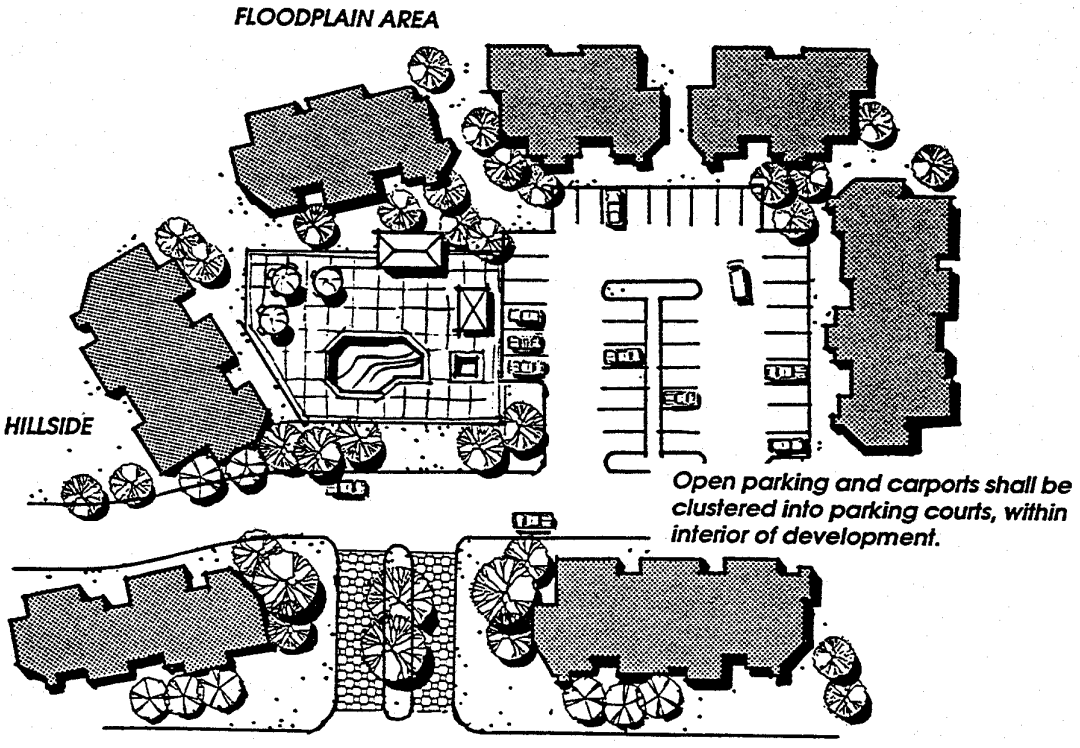
Intent: The intent is to provide a distinct location within the overall cluster design to provide a distinct window of the overall project without having to drive throughout the cluster to locate important facilities.

Application: Apartments, condominiums, and attached cluster subdivisions.

Reference: Land Use Ordinance Chapters 4 and 5.

Appropriate:

- Textured paving, especially at project entries, major public spaces and pedestrian paths.
- Use of landscaping and walls to screen parking areas from public streets.
- Accent strips of brick or textured paving to define pedestrian walkways.
- Additional building setbacks.



Orient project entry toward open space

B. MULTI-FAMILY RESIDENTIAL SITE PLANNING

Although flexibility in multi-family residential site planning is desired, the aggregate effect of residential developments being unrelated to one another and the community as a whole often produces isolated "compounds" with little concern for the public environment. Residential developments surrounded by high walls, parking lots and rows of carports along public streets are examples of practices to be avoided.

The following "appropriate" and inappropriate" site planning guidelines shall determine if a particular development meets these site planning guidelines for multi-family housing.

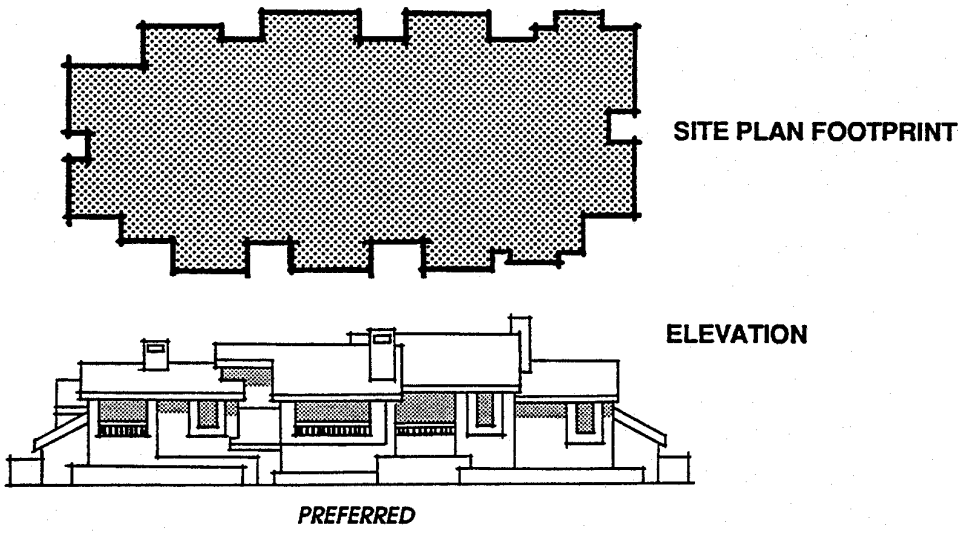
Residential developments which ignore streetscape edge treatments are discouraged.

Guideline V.B.1: Vary Building Footprints

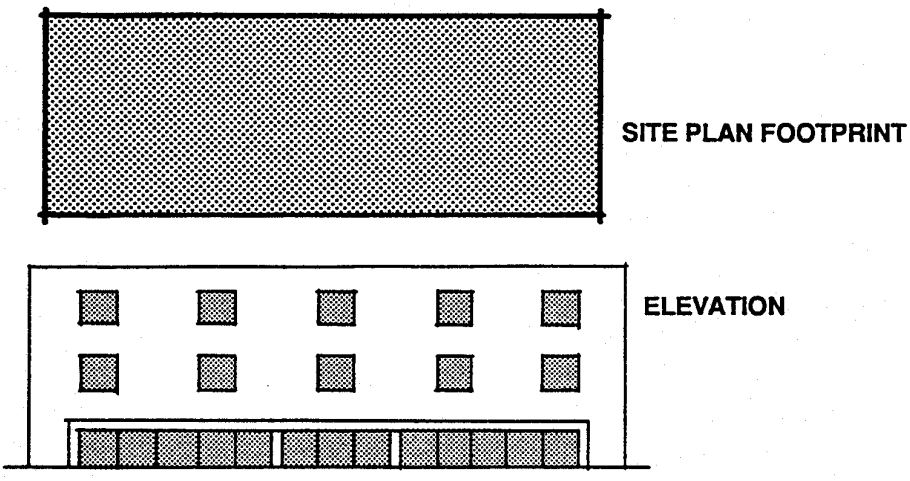
Design buildings to minimize the appearance of a large, single, rectangular mass and to provide intimate or human scale. Avoid long, unbroken building facades and simple box forms. To the extent possible, each of the dwelling units should be individually recognizable. This can be accomplished with the use of balconies and setbacks.

Intent: The intent is to avoid monotonous, unarticulated, rectangular building facades reminiscent of 1950's apartment complexes. The desirable footprint will vary in depth and appear to be broken into smaller geometric forms.

Application: Apartments, condominiums, and attached cluster subdivisions.



PREFERRED



UNACCEPTABLE

Guideline V.B.2: Clustering and Massing

Clustering of three to six multi-family units shall be a consistent site planning element. Buildings composed of a series of simple yet varied plans assure compatibility and variety in overall singular structures.

Intent: The intent of this guideline is to encourage clustering of three to six units together in a singular structure while incorporating various horizontal and vertical articulation.

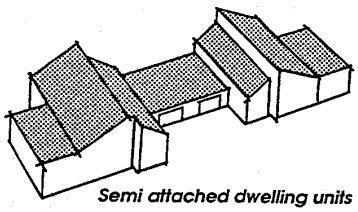
Application: Apartments, condominiums, and attached cluster subdivisions.

Appropriate:

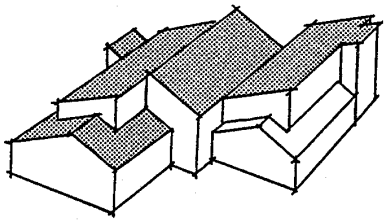
- Varying dwelling unit setbacks within the same three to six unit building.
- Staggered and jogged unit plans
- Use of reverse building plans to add articulation.
- Maximum of two adjacent units with identical wall and roof lines.

Inappropriate:

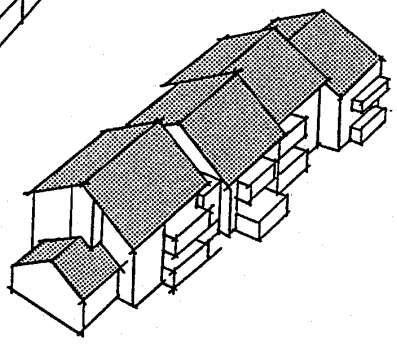
- Long buildings with straight unbroken facades.
- No eave overhangs.
- Long, unbroken roof planes.
- Seven or more dwelling units per cluster.



Semi attached dwelling units



Attached Dwelling Units



Multi-Family attached dwelling units

Guideline V.B.3: Limit the Number of Attached Units

The maximum number of attached dwelling units in one cluster structure should not exceed six. Most cluster structures should vary the number of units between three and six.

Intent: The intent is to maintain a rural or suburban scale with multi family residential structures.

Application: Apartments, condominiums, and attached cluster subdivisions.

Guideline V.B.4: Open Parking and Carports

Cluster open parking and carports along internal private drives (outside of the front setback) to enhance security. Incorporate the following recommendations into parking plans:

Open Parking

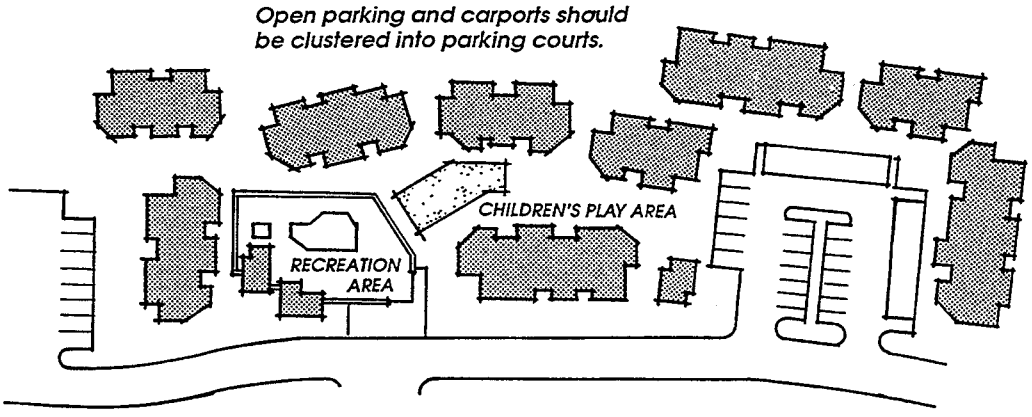
- Should be landscaped at perimeter
- Every 7th space should be a landscaped island
- Provide special paving at entries

Carports

- Prefabricated metal carports are discouraged
- Carport structure should be architecturally compatible with adjacent residential structures
- Integrate carports with patio or building walls whenever possible
- Single carport structures should be limited in length to 10 parking spaces

Intent: The intent of this guideline is to reduce the negative visual impact that open parking and carports can have on a multi family development

Application: Apartments, condominiums, and attached cluster subdivisions.



C. PERIMETER WALLS AND FENCES

Guideline V.C.1: Walls and Fences

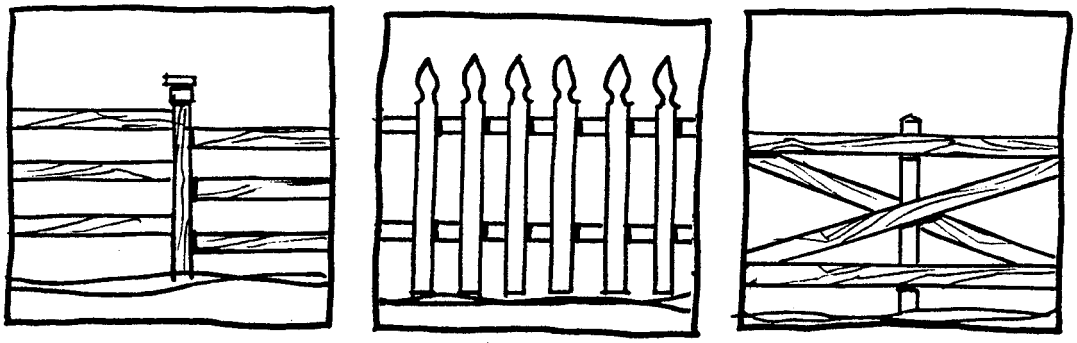
Intent: Walls and fences in Templeton play a major role in defining the character of a residential subdivision or development. As such, this section attempts to assure compatibility with the rural village character being sought for the community.

Long walls and fences around new residential projects, especially those along public streets, tend to turn them into isolated enclaves within the larger community. While walls and fences can be used to provide security, privacy, sound attenuation, and control of views, these same goals can usually be achieved by other means. Wider setbacks and open spaces, frontage roads, and landscaped drives or courts are desirable and effective alternatives. Areas of landscaped common open space within a project should, whenever possible, be visible from the street. Continuous perimeter walls should be avoided if other types of fencing, for example, individual walls around private patios, can be used instead. Continuous perimeter walls should be considered only in extreme circumstances, when there is no alternative means of creating an acceptable living environment.

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

Application: Land use permits and subdivisions.

Reference: Land Use Ordinance Sec. 22.04.190.



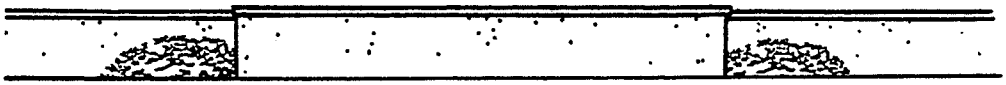
Height

Fences and walls should be no more than 6 feet –6 inches high, except when adjacent to freeways, railroads, or incompatible uses, or when they are required by the County or State for sound attenuation and no other alternative is available.

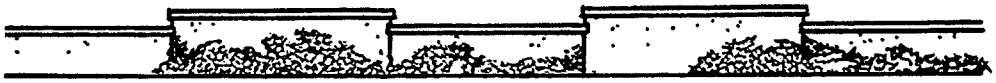
Articulation

Walls and solid fences 50 feet to 80 feet or longer should incorporate at least two of the following for at least 10 feet at intervals of 60 feet or less.

1. A minimum 2 foot job in vertical plane.
2. A minimum 1 foot 6 inch change in height.
3. A change in basic materials such as from wood to masonry.
4. For walls required for sound attenuation, a change in material or substantial change in texture may be substituted for 2 or 3.



Elevation of Staggered Wall



Elevation of Wall with Breaks

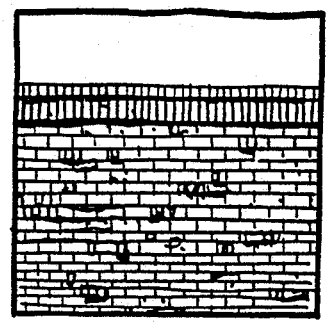
Walls and fences continuous for more than 50 feet to 80 feet along public streets must have a minimum 10 foot landscaped setback from the property line. This landscaping should be installed by the developer and should be maintained by the property owner along all minor streets and along major streets that provide access to the project. All required landscaping shall be drought tolerant, native species, from an approved list provided by the Templeton Community Services District and/or the County.

Guideline V.C.2: Fence/Wall Materials and Detailing

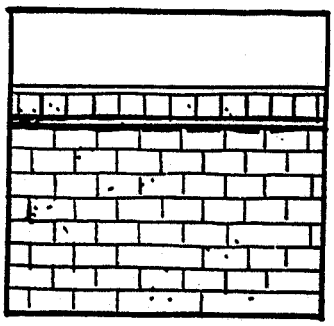
Fences and walls visible from public streets should be constructed of durable, high-quality materials and should display a high level of quality in finish and detail. In general, walls should be constructed of unit masonry, river cobblestone or should complement and be harmonious with the project building architecture. Walls with a lesser quality of finish and detail may be considered for approval if they are continuously screened by landscaping. Unfinished precision block concrete walls are unacceptable. See acceptable examples below.

Intent: The intent is to recommend durable wall and fence materials consistent with the rural environment of Templeton.

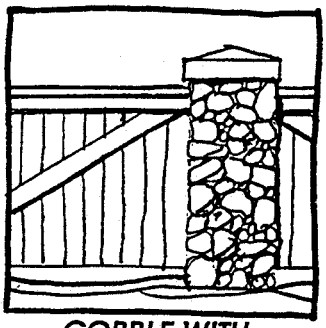
Application: All walls in Templeton.



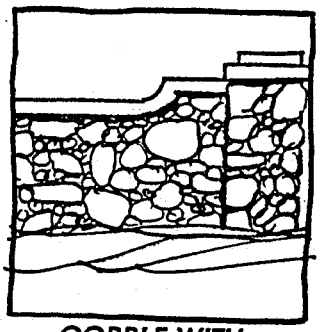
BRICK



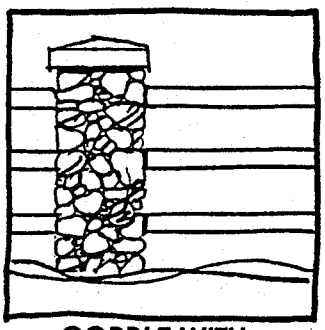
SLUMPSTONE



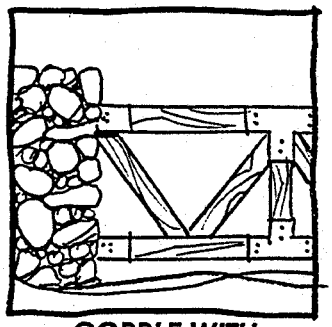
COBBLE WITH WOOD FENCING



COBBLE WITH CONCRETE CAP



COBBLE WITH OPEN RAILING



COBBLE WITH WOOD TRUSS

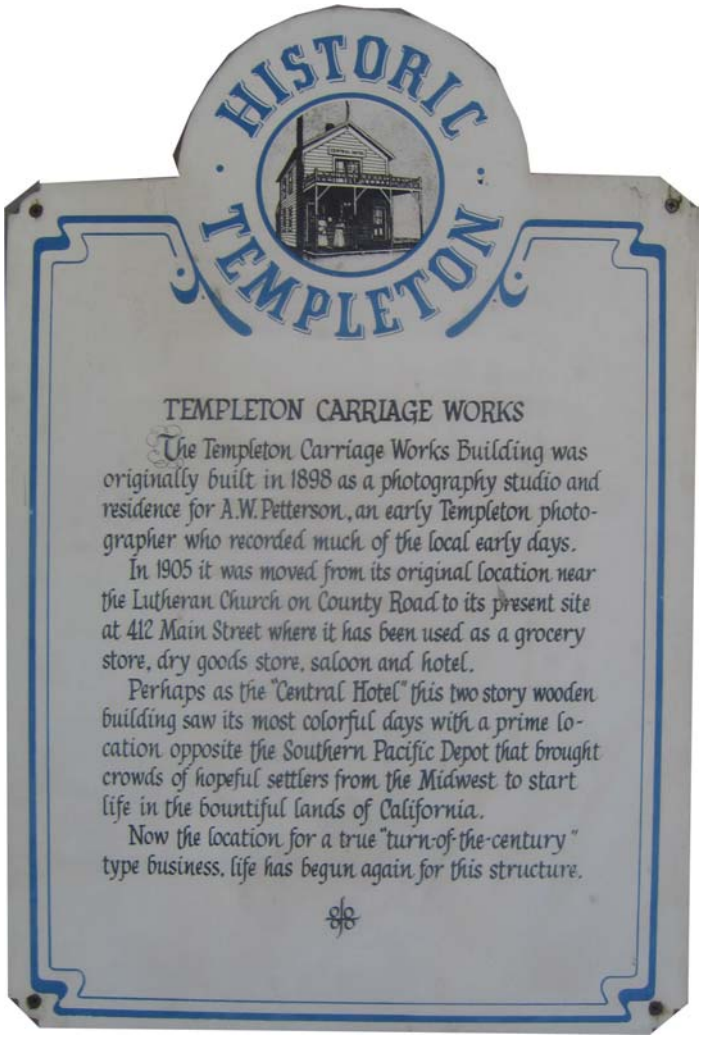
D. DOWNTOWN COMMERCIAL SITE PLANNING

Introduction

The central commercial core of Templeton is typical of many small town/rural main streets. The buildings are predominantly side by side, forming a fairly continuous street wall, and are not set back from the right-of-way or sidewalk. The pedestrian quality of this relationship is enhanced by the arcades, mature trees, benches, and lack of emphasis on parking lots and parked cars.

The blocks between First and Eighth Street are the oldest and most cohesive streets in the downtown, however, some exceptions exist that do not contribute to the cohesiveness of the area. This cohesiveness is lost whenever parking lots are placed between the public right-of-way and the front of the building. These storefront parking lots have been allowed instead of requiring new buildings to maintain the continuous street wall.

It is the intent of these site planning guidelines to intensify the pedestrian activity which characterizes this area through requiring side and rear parking lots. Pedestrian passages to parking areas adjoining mid-block alleys are allowed to facilitate the parking lot locations.



Site Planning

Guideline V.D.1: Building Location

The ground floor of any building located in the Downtown Core (Central Business District) should be built at the front property line and side lot line if adjacent to the public right-of-way.

Intent: The intent of this guideline is to maintain and enhance the pattern of building facades being located at the back of the sidewalk (called sidewalk adjacent).

Application: Commercial structures in the downtown Core of Templeton.

Reference: Land Use Ordinance Sec. 22.04.100 – Setbacks.

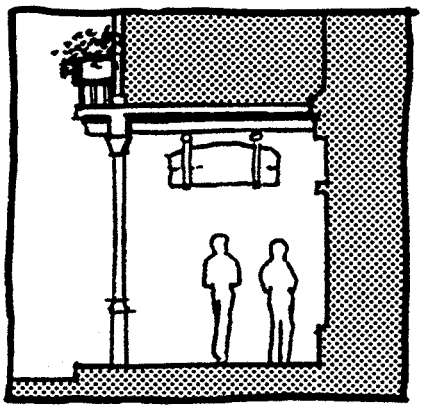
Guideline V.D.2: Guideline V.D.2: Pedestal Buildings

Pedestal buildings (building with only the first floor setback from the front property line while upper floors are projecting out to the front property line) are allowed if the space between the sidewalk and the first floor building face is open and usable to the general public.

Intent: The intent is to allow upper floors of a building to project out to the front property line while the ground floor is setback from the front property line.

Application: Commercial structures in the Downtown Core of Templeton.

Reference: Land Use Ordinance Sec. 22.04.100 – Setbacks.



PEDESTAL BUILDING EXAMPLE

Guideline V.D.3: Awning Projection

Awnings, trellises and other accessory building structures which are relatively open and do not restrict pedestrian or vehicular movement may project into the front right-of-way.

Intent: The intent is to provide shade for pedestrians while providing colorful articulation to the building façade.

Application: Commercial structures in the Downtown Core of Templeton.

Reference: May require encroachment permit.

Guideline V.D.4: Pedestrian Amenities

Any building located at a corner intersection should incorporate architectural features and spaces at the ground floor which emphasize the importance of pedestrian movement. These features may include building cut-offs, walk-through covered arcades, trellis structures, and other elements which do not obstruct visual sight lines for vehicles.

Intent: The intent is to provide pedestrian comfort.

Application: Commercial structures in the Downtown Core of Templeton.

Guideline V.D.5: Mature Trees

New development should preserve and protect all existing mature trees in the downtown area, except that all "Tree of Heaven" (Ailanthus altissima) should be removed and replaced with an approved tree elsewhere on the property.

Intent:	The intent is to retain the healthy mature trees in the downtown core. These trees provide much of the special visual aesthetic qualities for the area. However, Trees of Heaven are objectionable because of their odor and rapid proliferation.
Reference:	Land Use Ordinance Sec. 22.05.060 – Tree Removal.

Street Orientation

Guideline V.D.6: Parallel Wall

Orient the front building wall to be parallel to Main Street. Slight modifications will be allowed although entire frontages set at wide angles to the street are not consistent with current development patterns and are not acceptable.

Intent: The intent is to provide a continuous pedestrian route directly adjacent to commercial storefronts.

Application: Commercial structures in the Downtown Core of Templeton.

Example of parallel wall

Guideline V.D.7: Pedestrian Entry

Major pedestrian access for all buildings should be oriented to Main Street. Secondary rear pedestrian entries are allowed.

Intent: The intent is to preserve and enhance pedestrian traffic along Main Street.

Application: Commercial structures in the Downtown Core of Templeton.

Example of enhanced sidewalk paving detail.

Public Improvements

Guideline V.D.8: Street Widening

The County should protect to the maximum extent possible all mature street trees along Main Street when considering any street widening.

Intent: The intent is to protect Templeton's most dominant natural resource in the Downtown area.

Application: Central Business District.

Guideline V.D.9: Street Trees

The County should encourage the planting of street trees along Main Street which reflect a village scale. The trees should be placed approximately 50 feet on center. New development as well as rehabilitation to existing structures should be conditioned to provide one street tree per 50 feet of frontage.

Intent: The intent is to reinforce the exiting urban forest existing in Downtown Templeton.

Application: Central Business District.

Guideline V.D.10: Sidewalks

The County should continue to require "curb adjacent" sidewalks of all new development along Main Street. Consideration should be given to a capital improvements project which would install new sidewalks in front of old existing buildings.

Intent: To reinforce the continuous pedestrian paths along storefronts in the Downtown.

Application: Central Business District.

Guideline V.D.11: Underground Utilities

The community should support existing County Programs to place electrical utilities underground along the commercial area of Main Street.

Intent: To reinstate the turn-of-the-century character of downtown and reduce the visual clutter of electrical poles and wires.

Application: Central Business District.

E. NON-RESIDENTIAL SITE PLANNING – OUTSIDE OF DOWNTOWN

Introduction

Outside of Templeton's Central Business District, there are several commercial, office and industrial areas that have the greatest potential for non-residential growth. Each area has unique characteristics. The areas include:

> **North Main Street:** Entry to the downtown with rolling hills, Toad Creek floodplain, scattered oaks and prominent vacant sites along the 100 foot Main Street right-of-way.

Development should have more open space and setbacks as one leaves the downtown, to create a transition and sense of entry to the core downtown area.

> **Ramada Drive:** A corridor of large sites with development facing the freeway. Structures tend to be very large.

Development should leave frontages open with appropriate landscaping while drawing vehicular traffic into the interior of the site, with strong pedestrian linkages between adjacent projects where appropriate and feasible.

> **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.

> **Vineyard Drive Commercial:** This area establishes the "gateway" to the west side of the community with suburban residential surroundings, deeply cut drainages and scattered mature valley oaks.

Development should locate buildings to act as a gateway and to attract daily convenience shopping. Careful attention to protecting prominent site features will be required in this area.

In general, site coverage for all non-residential developments should be moderated in favor of leaving open areas that contain prominent natural features and steeper slopes. Existing undeveloped properties within the viewshed of Highway 101 should develop with generous open areas and large interior landscaping screens, with a serious attempt to retain the existing suburban/rural qualities of the viewshed.

Site Planning

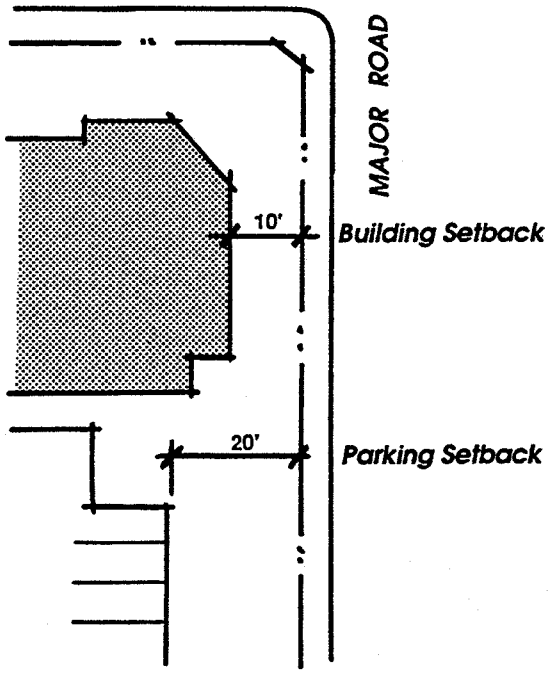
Guideline V.E.1: Setbacks

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 if fenced from view, as a buffer from non-residential activity.

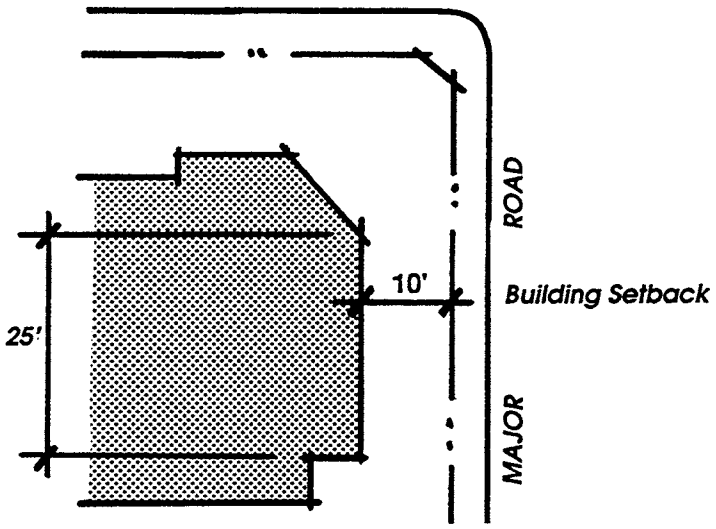
Intent:	To preserve a feeling of spacious streets and strengthen Templeton's rural identity, setbacks should be generous and landscaped with a tree canopy interrupted with views of open space or important features.
Application:	Non-residential structures outside of the Downtown Core of Templeton.
Reference:	Land Use Ordinance Sec. 22.04.100 – Setbacks.



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.

Intent:	The intent of this guideline is to avoid parking lot dominance of Templeton's non-residential streetscapes by introducing more building architecture close to the right-of-way.
Application:	All non-residential structures outside of the Downtown Core of Templeton.
Reference:	Land Use Ordinance Sec. 22.04.100 – Setbacks.



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.

Intent: The most important features outside of downtown are open space and the views of oaks, creeks and distant hills that they provide. Development should fit within this landscape and leave significant amounts of natural areas.

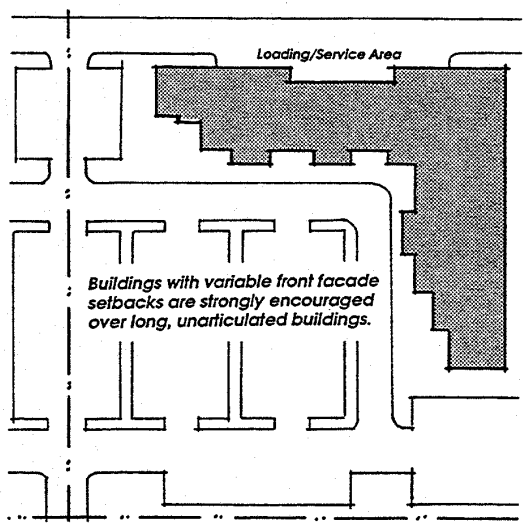
Application: All non-residential structures outside of the Downtown Core of Templeton.

Guideline V.E.4: Building Footprint

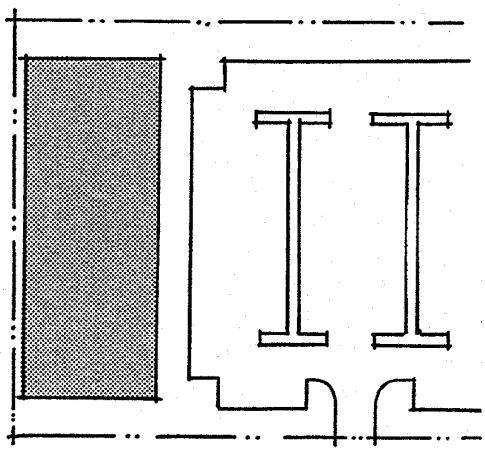
Articulate building footprints with a variety of insets, corners, and jogs in the façade that emphasize interesting entries, outdoor spaces, and circulation paths where visible from the public road.

Intent: Building edges should have a varied form or pattern composed of insets, entries, corners, and jogs that create visual variety and interest, and give a sense of small-scale intimacy.

Application: All non-residential structures outside of the Downtown Core of Templeton.



PREFERRED



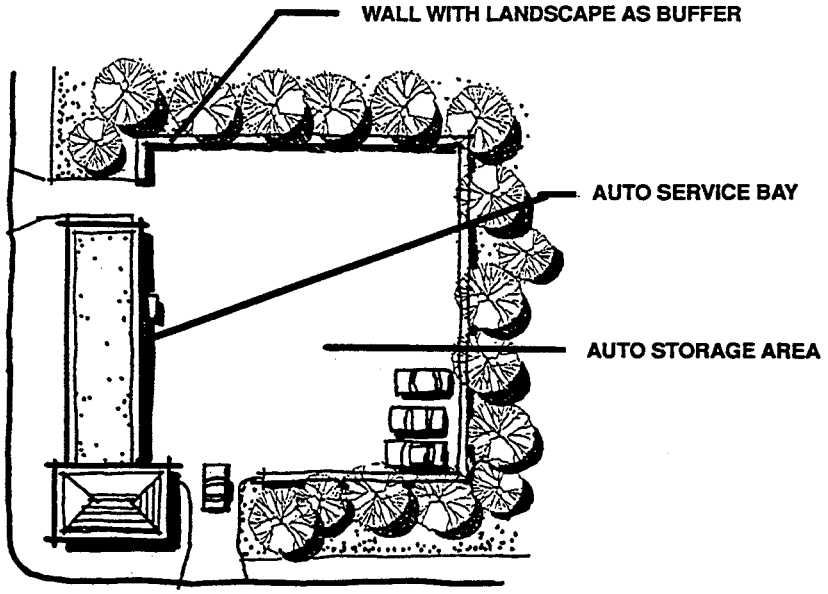
UNACCEPTABLE

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.

Intent: The intent of this guideline is to promote building developments that appear clean and efficient.

Application: All non-residential structures outside of the Downtown Core of Templeton.



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.

Intent: The intent of this guideline is to encourage interaction between adjacent sites without requiring pedestrians or vehicles to re-enter.

Application: All non-residential structures outside of the Downtown Core of 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.

Intent: The intent of these guidelines is to avoid parking lot dominance of the built environment.

Application: All non-residential developments outside of the Downtown Core of Templeton.

Reference: Land Use Ordinance Sec. 22.04.160 – Parking.

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.

Intent: The intent of this guideline is to avoid parked cars directly adjacent to exterior building walls.

Application: All non-residential developments outside of the Downtown Core of Templeton.

Reference: Land Use Ordinance Sec. 22.04.160 – Parking.

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.

Intent:	The intent of the guideline is to assure a proper tree canopy for parking lots.
Application:	All non-residential projects outside of the Downtown Core of Templeton.
Reference:	Land Use Ordinance Sec. 22.04.160 – Parking.

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).

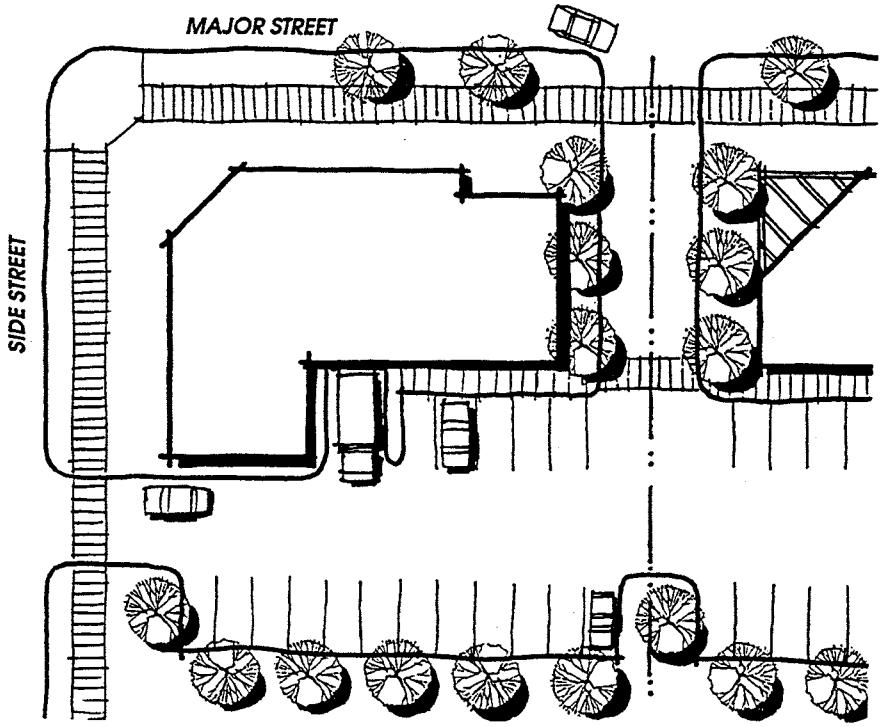
Parking lot entries along major streets should be located as far as possible from street intersections. Locate parking lot entries as far as possible from intersections, 200 feet is preferred. For side streets, parking lot entries should be at least 75 feet from intersection.

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.

Intent: The intent of these four guidelines is to maximize landscaping and minimize pedestrian/vehicular conflicts.

Application: All non-residential developments outside of the Downtown Core of Templeton.



Site Circulation

Guideline V.E.11: Pedestrian Movements

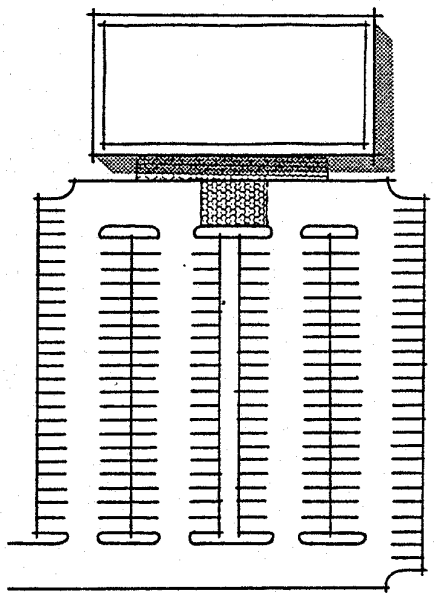
Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for the pedestrian to cross parking aisles. Design the parking lot so that drive aisles are perpendicular to the buildings or major tenant.

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.

Intent: The intent of these guidelines is to minimize vehicular/pedestrian conflict points in on-site parking areas.

Application: All non-residential development outside of the Downtown Core of Templeton.

PREFERRED AISLE ARRANGEMENT.



UNACCEPTABLE AISLE ARRANGEMENT.

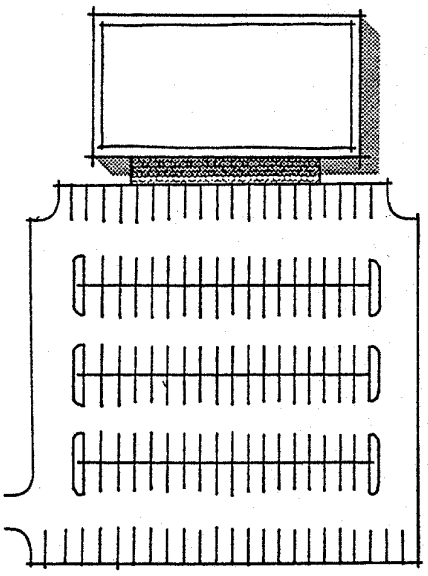


FIGURE 1

TEMPLETON
NON RESIDENTIAL
SITE PLANNING EXAMPLE

Whenever possible, divide the parking into a series of smaller connected lots, as shown in the far left lot below.

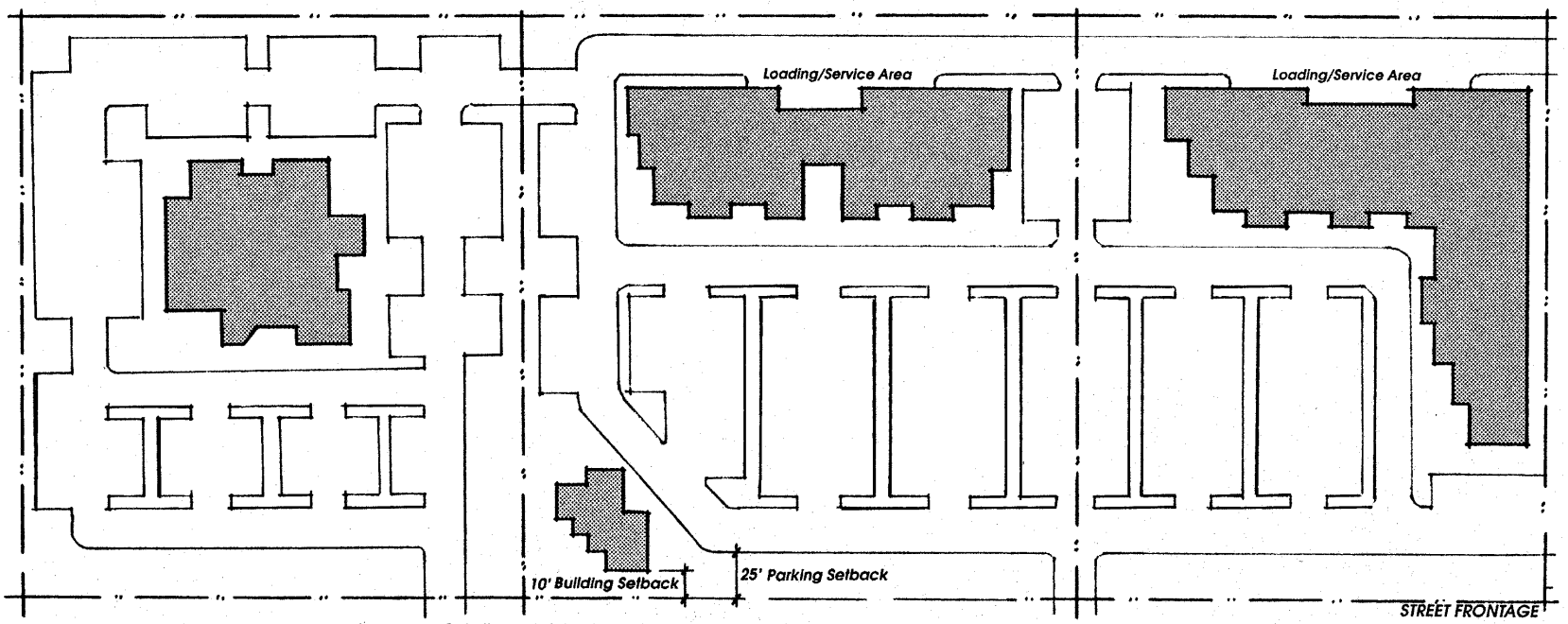
Recognize the importance of creating pedestrian spaces within this auto oriented site design.

In essence, buildings should be located on "islands" of turf or other landscape material. Parking adjacent to a building wall is discouraged.

Provide special paving to accentuate pedestrian crossing.

Buildings with variable front facade setbacks are strongly encouraged over long, unarticulated buildings.

Orient all service doors/bays away from vehicular view.



Driveway entries should be at least 25' wide and preferably 30'-35' wide.

A dense landscape buffer should be developed along the street R.O.W. consisting of trees, berms, and other drought tolerant plant materials.

Smaller satellite structures are encouraged at the front property line, while larger structures are placed to the rear.

Buildings should orient their public entrances toward the public R.O.W. and pedestrian areas as much as possible.

Driveway entries on seperate properties should be located as far from one another as possible.

Design parking so that pedestrians walk parallel to moving cars. Minimize the need for pedestrians to cross the traffic aisles.

Common driveways which provide vehicular access to more than one site are encouraged.

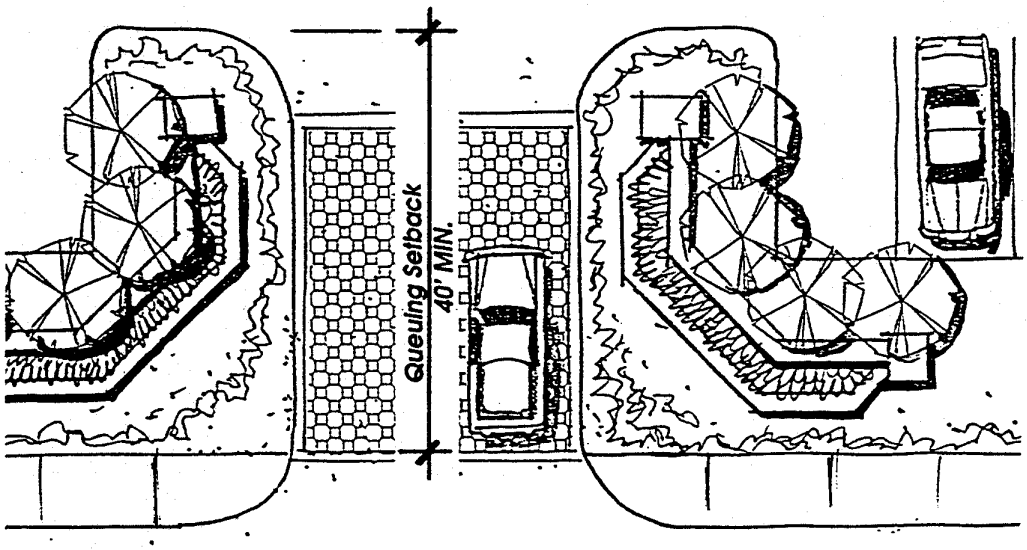
Parking shall be separated from buildings, sidewalks, plazas and landscaped area with a six inch curb or wheelstop.

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.

Intent: The intent of this guideline is to provide a queuing or "waiting" area off of the street so that if a vehicle is parking or leaving the stall nearest the street, there is room for at least one vehicle to queue while waiting for the other vehicle to park/exit.

Application: All non-residential developments outside the Downtown Core of Templeton.

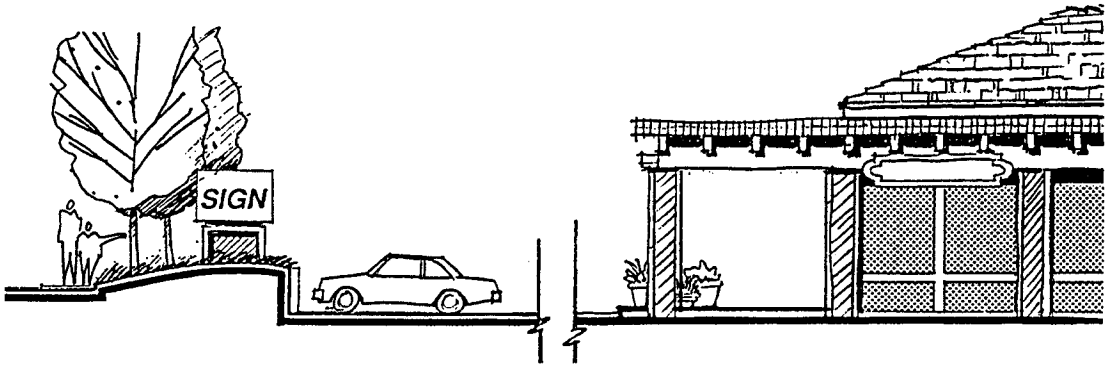


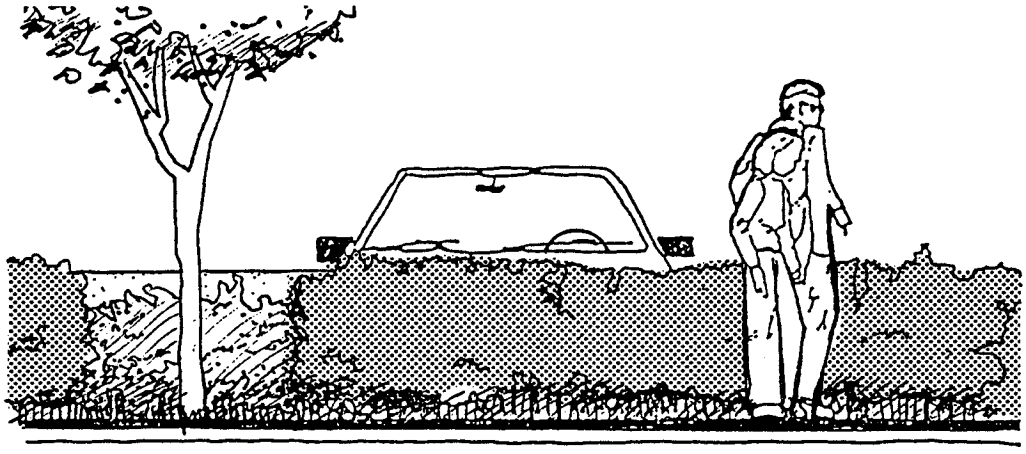
Screening

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.

Intent:	The intent of this guideline is to minimize the visual aesthetic impact commercial parking areas will have upon Templeton.
Application:	All non-residential developments outside the Downtown Core of Templeton.
Reference:	Land Use Ordinance Sec. 22.04.160 – Parking.





F. LIGHTING, SIGNS, HOURS OF OPERATION AND DRIVE-THROUGH STANDARDS

Introduction

The following are standards that apply to all development subject to a land use permit or any request for a land division within the Templeton Urban Area. These are standards that must be adhered to in all circumstances. Any current violation of the lighting standards shall be brought into compliance within one year of notification by code enforcement.

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.

Intent: The intent of the following Standard is to assure that the value of the ambiance of the night sky continues in the Templeton Urban Area.

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.***

Intent: The intent of the following Standard is to assure that the value of the ambiance in Templeton as a "small town" is appropriate with small town businesses.

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,y unless alternative hours are approved as part of any land use permit.***

Intent: The intent of the following Standard is to address potential issues with businesses that are open 24 hours.

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.***

Intent: The intent of the following Standard is to address potential conflicts between drive-through windows and residential areas.

VI. ARCHITECTURAL GUIDELINES

The Town of Templeton currently contains a lively mix of architectural styles and designs, many of which contribute to an overall sense of scale and compatibility. These styles include Old West, Mission Revival, Victorian, California Bungalow, and Barn.

These guidelines do not seek to impose an over-riding style, a specific color palette or an artificial theme, but to enhance and coordinate the best of the building designs in the area into a "Templeton Architectural Vernacular."

The concept of "compatible" design is one of the most important concepts in understanding these guidelines. Compatible designs do not seek to imitate neighboring buildings, but do reflect their surroundings in terms of Templeton Architectural Vernacular. In short, compatible designs are in harmony with the best "design features" of surrounding buildings in Templeton.

A. TEMPLETON ARCHITECTURAL VERNACULAR (POSTER)

So, what is Templeton's Architectural Vernacular? To start with, we must understand that it is not simply the exterior building materials embodied in the best design features in surrounding buildings. Rather, it includes specifics in terms of:

- Building mass
- Roof types/shapes
- Wall materials
- Eaves, canopies, and arcades
- Entries and doors
- Windows
- Corner details
- Decorative elements
- Fences and walls

For each one of these architectural elements, the Templeton Architectural Vernacular allows considerable discretion to the design professional. By utilizing Architectural Vernacular poster (see figure following page VI-2), the designer is free to use a variety of elements, styles, and materials.

* The illustrated examples on the Templeton Vernacular Poster are intended as images which communicate ideas and should not be viewed as design solutions. More examples of desirable details can be observed on existing buildings in Templeton for further reference.

B. DOWNTOWN COMMERCIAL BUILDINGS

The following section provides numerous written and illustrated design directions related to the basic quality of downtown commercial building architecture, color, and scale. This portion of the manual addresses each of these elements and establishes the basic principles and "specific architectural guidelines". This section "paints the overall picture" for the design principles felt to be important in the downtown.

Guideline VI.B.1: Desirable Elements

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

- Richness of surface and texture
- Significant wall articulation (insets, porches, canopies, dormers, etc.)
- Multi-planned, pitched roofs, roof parapets, false fonts
- Roof overhangs
- Articulated mass and bulk not exceeding three stories in height
- Interesting and articulated wall surfaces
- Regular or traditional storefront window rhythm

Intent: The intent of this guideline is to encourage architectural excellence and use of quality materials in the Downtown.

Application: All non-residential structures in the Downtown Core of Templeton.

FIGURE 2

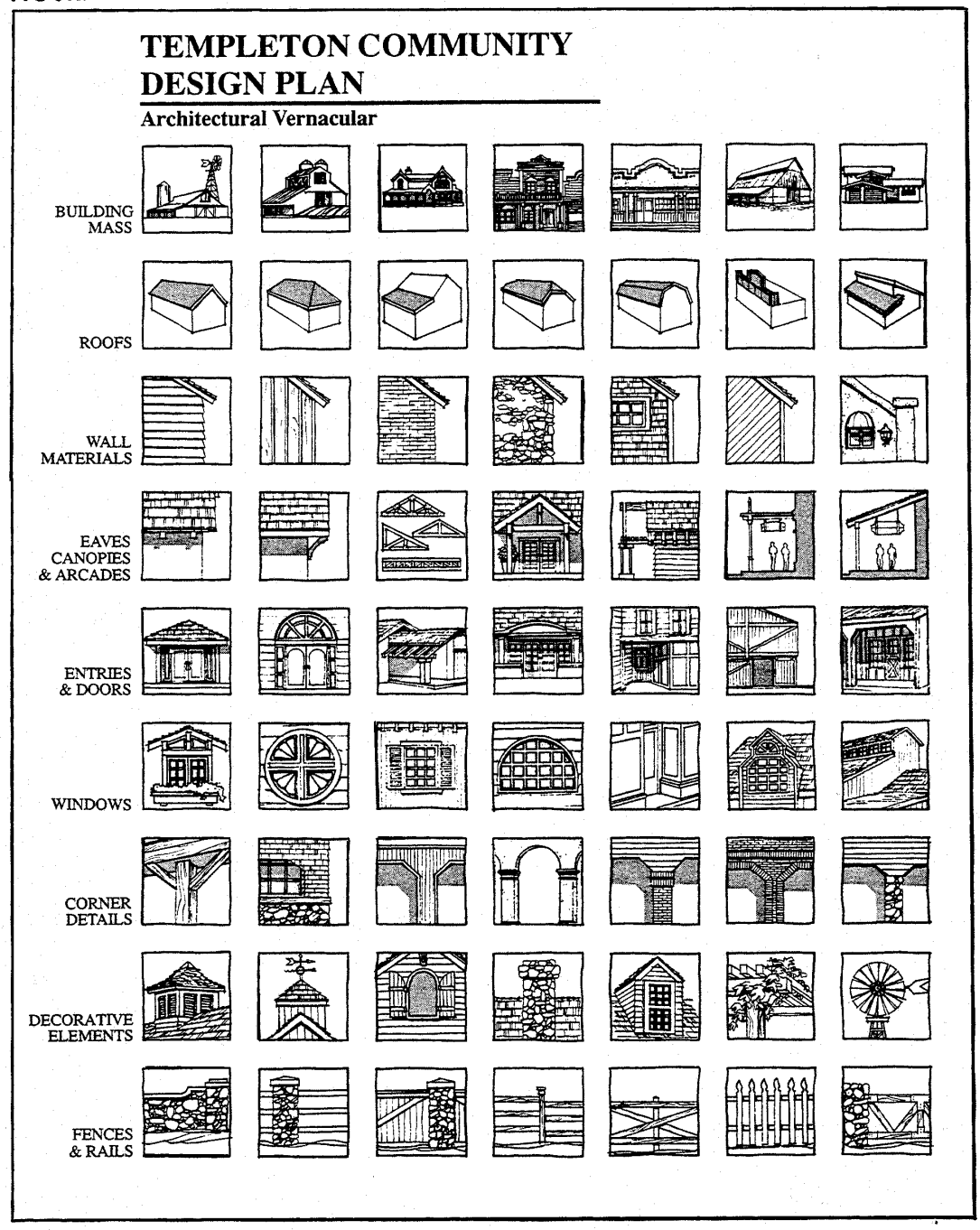
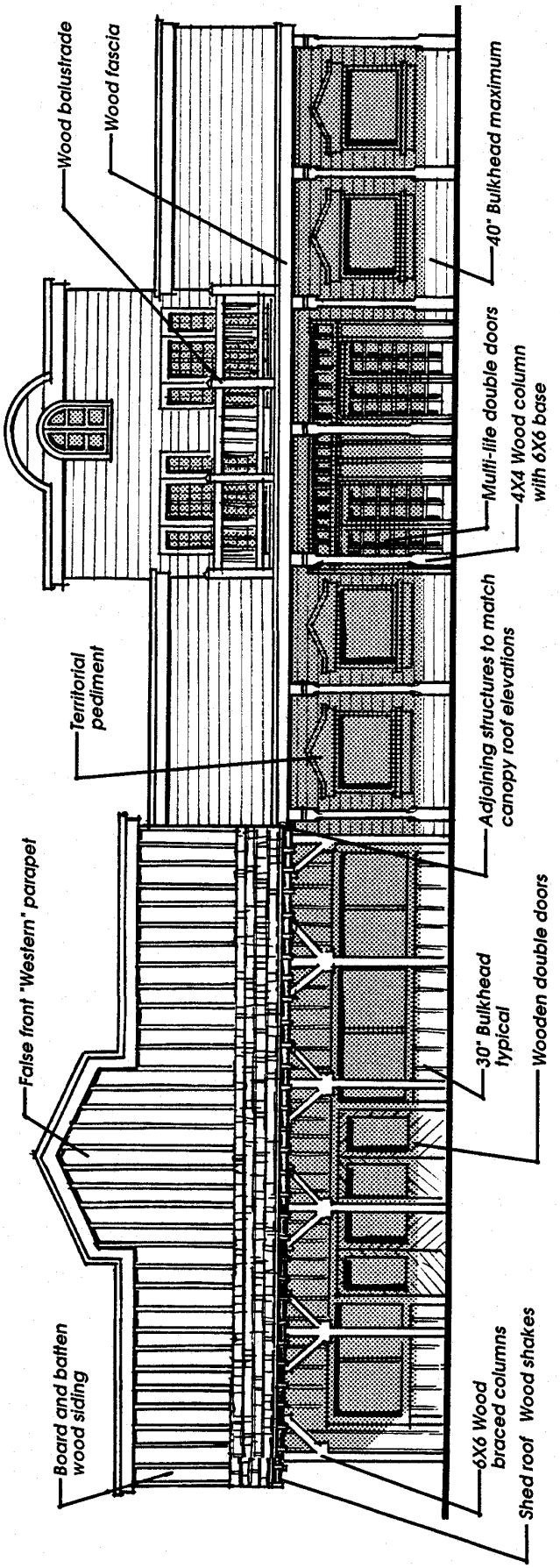

TEMPLETON COMMUNITY
DESIGN PLAN
Architectural Vernacular
BUILDING MASS
ROOFS
WALL MATERIALS
EAVES CANOPIES & ARCADES
ENTRIES & DOORS
WINDOWS
CORNER DETAILS
DECORATIVE ELEMENTS
FENCES & RAILS

FIGURE 3

MAIN STREET
STOREFRONT TYPICALS



Guideline VI.B.2: Undesirable Elements

The elements to avoid or minimize include:

- Highly reflective surfaces
- Large blank, unarticulated wall surfaces
- Unpainted concrete precision block walls
- Reflective glass
- High tech plastic appearing siding
- Irregular, modernistic window shapes and rhythm
- Square "boxlike" buildings
- Standing seam metal walls on the main façade
- Mix of unrelated styles (i.e. rustic wood shingles and polished chrome)

Intent: The intent of this guideline is to discourage certain architectural features and inappropriate building materials in the Downtown.

Application: All non-residential structures in the Downtown Core of Templeton.

Guideline VI.B.3: Solid to Void

Storefront construction should be approximately 60% transparent (void) with a maximum of 80% transparency.

Blank, solid end walls or side walls visible from public view should be avoided. If such walls are necessary for interior reasons, the building wall should receive some form of articulation of "add-on" elements such as awnings, cornice bands, arcades, trellises, etc.

Intent: The intent of this guideline is to assure certain amounts of wall (solid) to window, doorway, or porch (void) feature. This assures that storefronts will appear open and inviting, consistent with current storefront types.

Application: All non-residential structures in the Downtown Core of Templeton.

Good example of commercial façade utilizing pedestrian scale elements.

Guideline VI.B.4: Roofs

Roofs may be flat or sloped. Steep mansard roofs are discouraged. Western false fronts are encouraged, but blank parapet walls around roofs are discouraged without architectural decoration. 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, wood shingle, or tile.

Roof form should be consistent and integrated into the building composition.

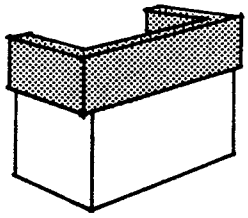
The roof should be designed to screen rooftop equipment.

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

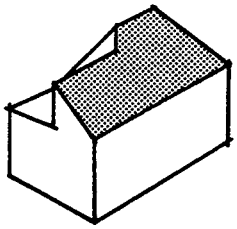
Roofs or parapet walls should 'wrap around' the entire building.

Intent: The intent of this guideline is to encourage roofs similar to those currently existing in the community.

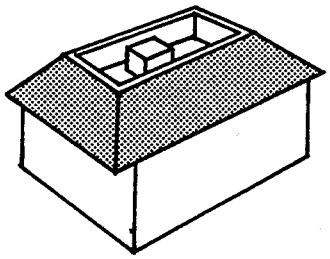
Application: All non-residential structures in the Downtown Core of Templeton.



PARTIAL MANSARD ROOF PROHIBITED



CLIPPED ROOF TO HIDE ROOFTOP EQUIPMENT



FULL MANSARD ROOF WILL HIDE ROOFTOP EQUIPMENT

Guideline VI.B.5: Height

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.

Intent: The intent of this guideline is to assure that building heights relate to open spaces to allow maximum sun and ventilation, and protection from prevailing winds.

Application: All non-residential structures in the Downtown Core of Templeton.

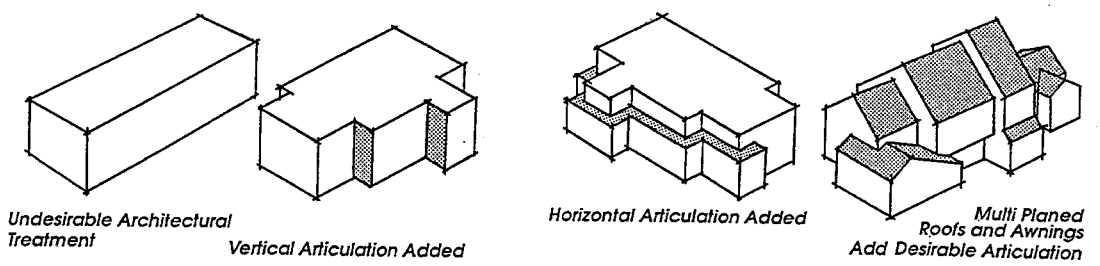
Guideline VI.B.6: Bulk

There are several ways to reduce the appearance of excessive bulk in large buildings including:

- Vary the planes of the exterior walls in depth and/or direction.
- Vary the height of the building 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.
- Utilize architectural elements that transition the bulk from street level to the top of the parapet/roof, such as canopies, porches, arcades, and awnings.

Intent: The intent of this guideline is to discourage large buildings, which give the appearance of "square box" buildings which are generally unattractive and detract from the overall scale of the buildings in the downtown. There are several ways to reduce the appearance of excessive bulk in large buildings.

Application: All non-residential structures in the Downtown Core of Templeton.



Guideline VI.B.7: 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.

Intent: The intent of this guideline is to maintain downtown Templeton's small town, historic appearance.

Application: All non-residential structures in the Downtown Core of Templeton.

Guideline VI.B.8: 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.
- 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 gray and brown wall colors for Western Style.
- Architectural detailing should be painted to complement the façade and tie in with adjacent buildings.

Intent: The intent of this guideline is to assure compatibility with surrounding structures in Downtown Templeton. Color can dramatically affect the visual appearance of buildings and must be carefully considered in relation to the overall design intent of the building. Color can also affect the apparent scale and proportion of buildings by highlighting architectural elements such as doors, windows, fascias, cornices, lintels, and sills.

Application: All non-residential structures in Downtown Core Templeton.

Guideline VI.B.9: Style

To the extent possible, the historic character of the downtown should be maintained and improved through the use of architectural design features which emphasize each building's unique identity within the Templeton Architectural Vernacular. Most important are:

- Covered sidewalks
- Porches
- False front building facades
- Parapet walls
- Paint treatment and colors
- Window and door styles
- Canopies and awnings

Intent: The intent of this guideline is to maintain the present character of Downtown Templeton.

Application: All non-residential structures in the Downtown Core of Templeton.

C. OTHER COMMERCIAL/INDUSTRIAL BUILDINGS

While there is no singular architectural "style" proposed for all non-downtown commercial and industrial buildings, all new building construction should focus on utilizing the Templeton Architectural Vernacular in their design solutions. Architectural styles such as modernistic, post modern, and neo classical are discouraged. The criteria presented here strives for "quality" architecture which relates to a scale appropriate for a village versus a large city. In this regard the following guidelines describe the appropriate and inappropriate architecture for Templeton commercial and industrial structures. Development on Las Tables, west of 101, shall be compatible with existing development on Las Tablas.

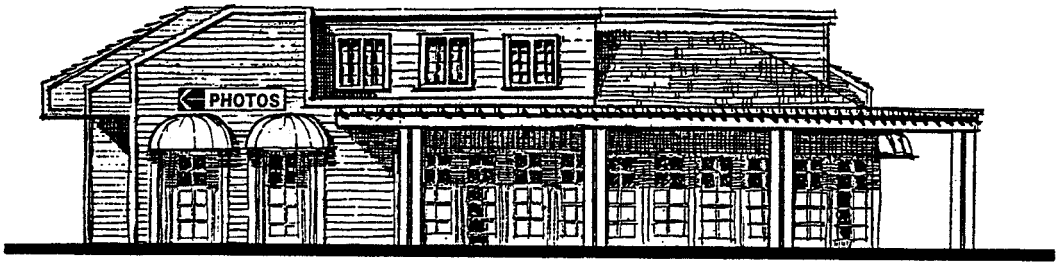
Guideline VI.C.1: Desirable Elements

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

Intent: The intent of this guideline is to encourage architectural excellence and use of quality materials in non-residential structures.

Application: All non-residential structures outside of the Downtown Core of Templeton.



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)

Intent: The intent of this guideline is to discourage certain architectural elements and materials in non-residential structures.

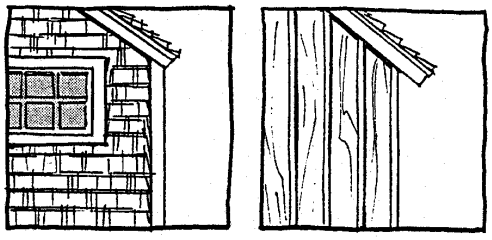
Application: All non-residential structures outside of the Downtown Core of Templeton.

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

Intent: The intent of this guideline is to direct architects and designers to select appropriate primary and accent materials in Templeton.

Application: All non-residential structures outside of the Downtown Core of Templeton.

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.

Intent: The intent of this guideline is to encourage new development to maintain the scale of existing structures within the community.

Application: All non-residential structures outside of the Downtown Core of Templeton.

Reference: Land Use Ordinance Sec. 22.04.120 – Heights.

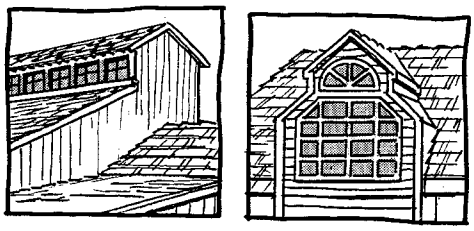
Guideline VI.C.5: Bulk

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.

Intent: The intent of this guideline is to encourage new development to maintain the scale of existing structures within the community.

Application: All non-residential structures outside of the Downtown Core of Templeton.



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.

Intent: The intent of this guideline is to encourage new development to maintain the scale of existing structures within the community.

Application: All non-residential structures outside of the Downtown Core of Templeton.

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.

Intent: Color can dramatically affect the visual appearance of buildings and must be carefully considered in relation to the overall design intent of the building. Color can also affect the apparent scale and proportion of buildings by highlighting architectural elements such as doors, windows, fascias, cornices, lintels, and sills.

Application: All non-residential structures outside of the Downtown Core of Templeton.

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.

Intent: The intent of this guideline is to encourage new development in Templeton to blend with the existing color schemes on structures.

Application: All non-residential structures outside of the Downtown Core of Templeton.

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.

Intent: The intent of this guideline is to assure certain amounts of wall (solid) to window, doorways, or openings (void). This assures that non-residential uses appear open and inviting consistent with other structures.

Application: All non-residential structures outside of the Downtown Core of Templeton.

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.

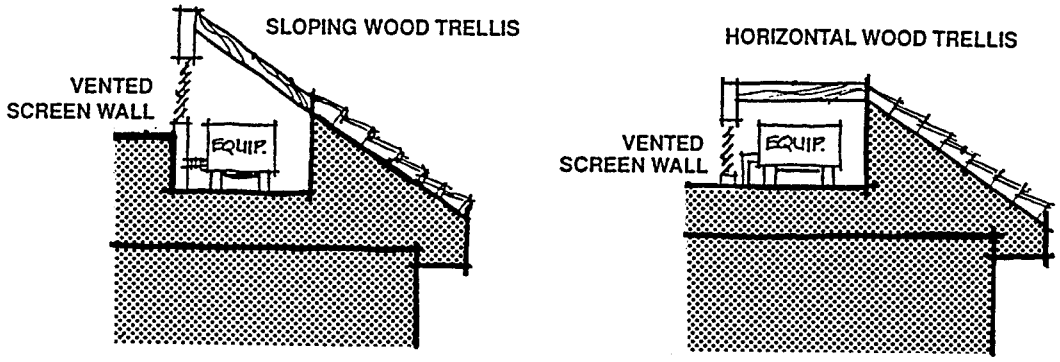
The roof form should be designed in conjunction with its mass and façade, so that the building and its roof form a consistent and integrated composition.

The roof should be designed to screen rooftop equipment.

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

Intent: The intent of this guideline is to encourage roofs similar to those currently existing in the community.

Application: All non-residential structures outside of the Downtown Core of Templeton.



D. RESIDENTIAL ARCHITECTURAL GUIDELINES

There is no particular "style" proposed for single family or multi-family residential structures in Templeton, but the focus should be on constructing a high quality residential environment which is sensitive to the Templeton Architectural Vernacular. The criteria presented here strives for this "quality" architecture through the descriptions of appropriate and inappropriate materials and architectural expression. While none of these elements is mandatory for custom homes on existing lots of record, they are recommended and encouraged.

Guideline VI.D.1: Wall Articulation

Avoid long uninterrupted exterior walls on all structures. All structured walls shall have relief to create an interesting blend with landscaping, buildings, and the casting of shadows. The integration of varied texture, relief, and design accents on building walls can soften the architecture.

Intent: The intent of this guideline is to discourage stark, uninteresting residential structures in Templeton.

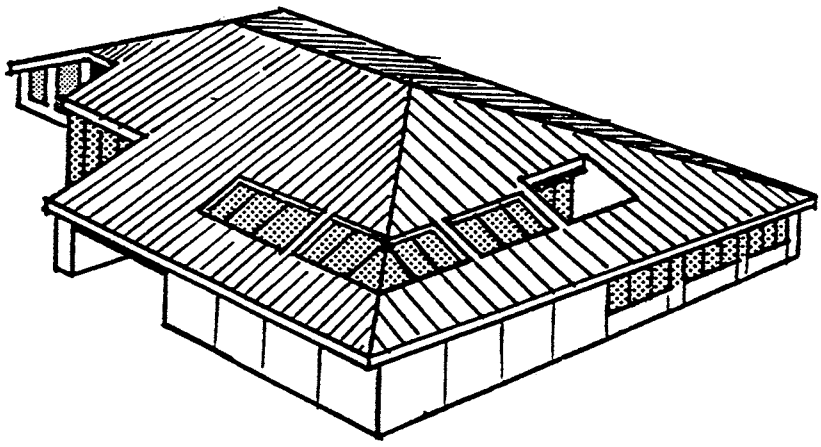
Application: All residential buildings in the community.

Guideline VI.D.2: Energy Efficiency

Architectural planning and design shall take full advantage of energy efficiency, e.g., natural heating and/or cooling, sun and wind exposure, and solar energy opportunities.

Intent: The intent of this guideline is to assure building design sensitive to Templeton's climatic differences.

Application: All residential buildings in the community.

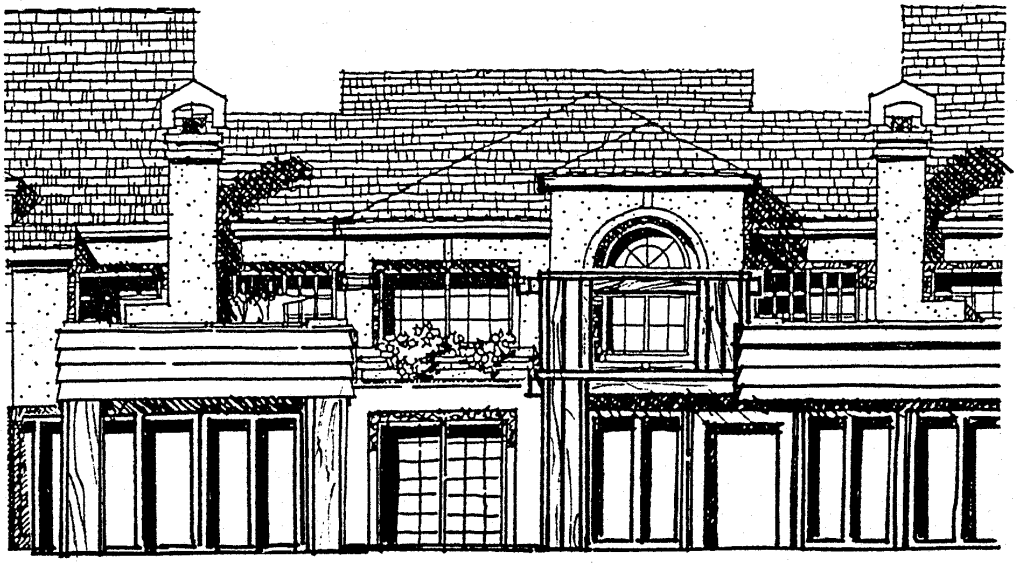


Guideline VI.D.3: Multi-Family Entries

Avoid the use of long access balconies or corridors which are monotonous and impersonal. To the extent possible, the entrances to individual units should be plainly visible.

Intent: The intent of this guideline is to assure residential design which is sensitive to each dwelling unit.

Application: All residential types in the community.



Guideline VI.D.4: Structure Groups

Break large projects into groups of structures.

Guideline VI.D.5: Mass Articulation

Change roof levels and ground planes to break up the mass and bulk of buildings.

Guideline VI.D.6: Private Patios

Make extensive use of private enclosed patios and balconies to provide residents with a greater degree of control over their living environments. Balconies should be at least 6 feet deep and 10 feet wide if used as a private upstairs patio space. Private ground level patios should be at least 10 feet x 15 feet to provide sufficient useable area.

Guideline VI.D.7: Maximum Building Length

In attached multi-family projects, buildings longer than 120 feet should be avoided.

Guideline VI.D.8: Architectural Form Criteria

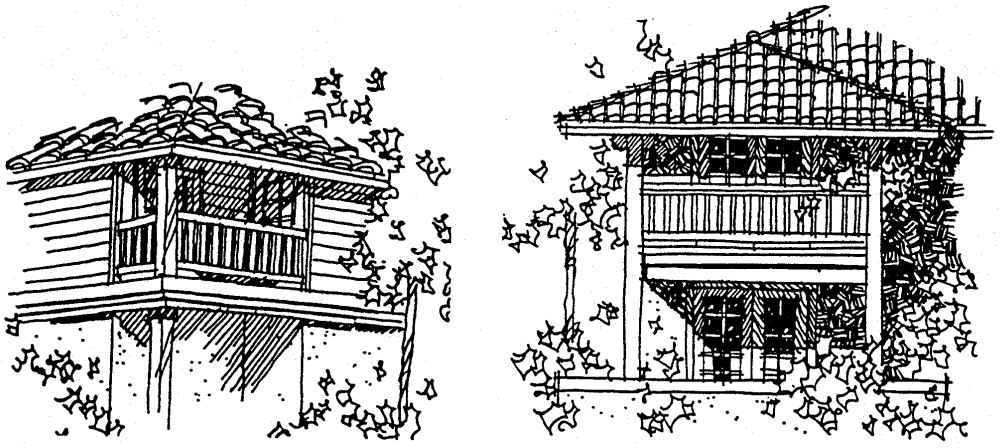
The following appropriate and inappropriate architecture shall determine if a development meets the general architectural criteria.

Appropriate:

- Articulation of wall planes
- Projections and recesses to provide shadow and depth
- Well defined entries
- Pleasing architectural forms

Inappropriate:

- Unarticulated, vast expanses of wall surface
- "Box-like" homes without horizontal and vertical wall articulation
- Steeply pitched or flat roofs (more than 10:12 or less than 2:12)



E. SPECIFIC RESIDENTIAL ARCHITECTURAL DETAILS

Guideline VI.E.1: Materials

Stucco and horizontal wood siding have traditionally been the primary wall surface materials utilized throughout Templeton for residential structures.

Appropriate:

- Stucco, smooth, sand or light lace finish
- Wood, as a primary and accent material
- Old brick, as a primary and accent material
- River rock, as an accent material
- Unglazed tile, as an accent material and roofing material
- Composition shingle
- Treated wood shake

Inappropriate:

- Metal or aluminum siding (including carports)
- "Log cabin" look
- Unfinished concrete block
- Unfinished concrete "tilt up" construction
- Painted or white brick

Intent: The intent of this guideline is to state which architectural materials should and should not appear in new residential structures.

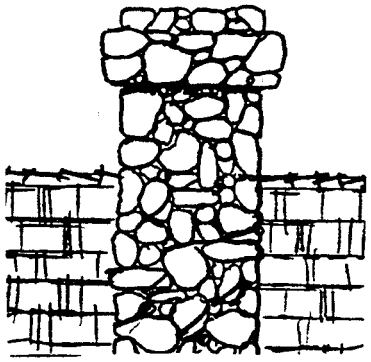
Application: All residential structures.

Guideline VI.E.2: Roofs

While no roof types for residential structures will actually be prohibited by these guidelines, the following should be considered prior to final selection.

Appropriate:

- Gable, shed, and hip roofs
- Combining roof types
- Creating articulation in ridgeline plane
- Varying ridge height



Inappropriate:

- Large expanses of flat roof
- Gambrel roofs
- Mansard roofs
- A-frame type roofs

Intent: The intent of this guideline is to direct the design of roofs on residential structures toward the best design solutions in the community.

Application: All residential structures.

Guideline VI.E.3: Windows

Windows are typically rectangular or round headed openings with various forms. The appearance of the window being recessed into the wall is an important element for weather protection, shade, and to provide additional wall articulation.

Appropriate:

- Bay windows
- French doors
- Rectangular windows
- Clerestory windows
- Canvas or vinyl awnings
- Round windows
- "Greenhouse" windows
- Wood or painted window frames

Inappropriate:

- Metal awnings
- Silver or gold window frames
- Reflective glass
- Untrimmed windows flush with wall surface

Intent: The intent of this guideline is to avoid out of character window solutions in the community.

Application: All residential structures.

Guideline VI.E.4: Main or Front Doors

Appropriate:

- Double wood doors
- Single wood doors
- Wood doors with windows

Inappropriate:

- Glass doors
- Non-anodized aluminum frame doors

Intent: The intent of this guideline is to assure appropriate residential door design.

Application: All residential structures.

Guideline VI.E.5: Exterior Stairs

Simple, clean, bold projections of stairways are encouraged to complement the architectural massing and form of a building. Stairways shall be smooth stucco, plaster, or wood with accent trim of complementary colors.

Appropriate:

- Side walls of smooth or sand finish stucco, wood, or other opaque building material
- Accent trim cap or banding of tile

Inappropriate:

- · Exposed prefabricated metal stairs

Intent: The intent of this guideline is to avoid industrial metal stairway design on residential structures.

Application: All residential structures.

Guideline VI.E.6: Balconies, Porches, and Patios

The incorporation of balconies, porches, and patios onto or within the building form is encouraged for both practical and aesthetic value. These elements should be integrated to break up large wall masses, offset floor setbacks, and add human scale to buildings.

Appropriate:

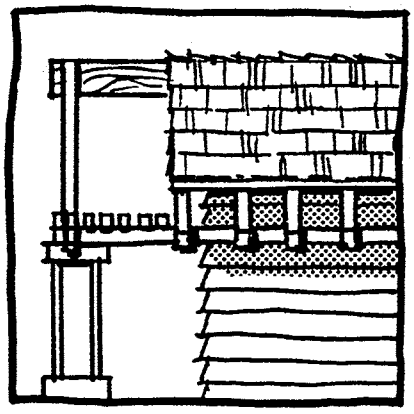
- Smooth, sand or light lace finish stucco
- Simple, clean, projections
- Articulated wall surfaces
- Large wooden beam, posts, and brackets
- Wood railings/balustrades

Inappropriate:

- Single or double pipe rail painted with accent color
- Lack of porches or covered entries

Intent: The intent of this guideline is to encourage variety in building form through the introduction of these elements.

Application: All residential structures.



F. OTHER RESIDENTIAL ARCHITECTURAL ELEMENTS

The intent of the following guidelines is to assure quality and compatibility in the smaller, less conspicuous architectural elements on all residential structure.

Guideline VI.F.1: Garage Doors

As with doors and windows, the garage door should appear to be set into the walls rather than flush with the exterior wall to provide shadow relief. Garage door design should be kept simple and clean yet be a major visual element.

Guideline VI.F.2: Chimneys

Chimneys as an architectural form should be simple and boldly project from main wall surfaces. Accents and articulation details are encouraged. It is recommended that exposed flues and extravagant metal fireplace caps not be used.

Guideline VI.F.3: Gutters and Downspouts

Gutters and downspouts should be concealed unless designed as a continuous architectural feature. Exposed gutters used as an architectural feature should be colored to match fascia or wall material. Exposed downspouts should be colored to complement the surface to which they are attached.

Guideline VI.F.4: Mechanical Equipment

Roof mounted mechanical equipment shall be screened from view in a manner consistent with the building façade. Ground mounted mechanical equipment shall be screened from view with landscaping or fencing.

Guideline VI.F.5: Skylights

Skylights should be designed as integral parts of the roof. Skylight glazing should be clear or bronze. White glazing is discouraged. Skylight framing material must be colored to match the room. Flat skylights are encouraged.

Guideline VI.F.6: Vents

Locate all vents and pipe stacks to the rear or side of roof away from the street. All vent stacks and pipes should be colored to match the roof or wall material.

Guideline VI.F.7: Paving

Textures, patterns, and colors are encouraged in the design of paved areas in public places. Modulation of surface should occur to define direction of walkways and location of major modes such as recreation facilities, entries, etc. Large monolithic areas of single color un-textured paving are discouraged.

Guideline VI.F.8: Solar Panels

Solar panels are to be integrated into the roof design, flush with the roof slope. Frames must be colored to match roof colors. Natural aluminum finish is strongly discouraged. Support solar equipment shall be enclosed and screened from view.

Guideline VI.F.9: Awnings

Awnings of solid accent colors are permitted in moderation.

Guideline VI.F.10: Accessory Structures

Patio trellises, and other exterior structures may be of stucco, metal, or wood as permitted by County codes, with finishes compatible with the overall color palette.

Guideline VI.F.11: Parking and Service Lighting

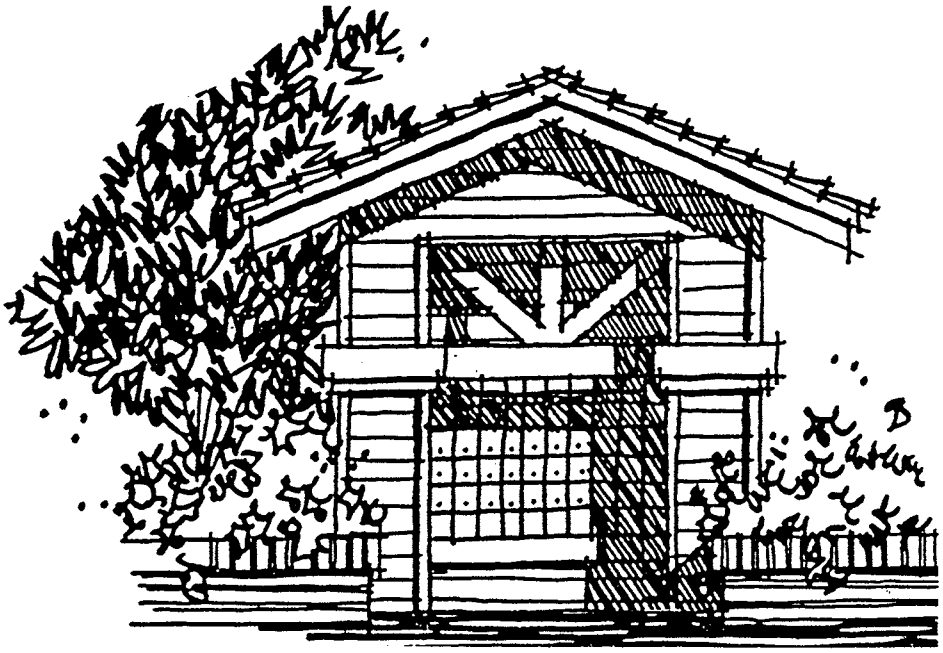
Parking lots should be lit with a high enough intensity to discourage vandalism and help create security. The design of the pole and fixture should be coordinated with other site architecture. Poles must be protected from auto bumpers, either by placing them far enough away from bumper overhangs, or place the light standard on a 24 feet concrete pedestal. Hooded lights are recommended for parking areas to increase efficiency. Care should be taken in placing lights to avoid light penetration into upstairs windows of housing units or adjacent properties.

Guideline VI.F.12: Support Facilities

Any support buildings within multi-family residential areas, such as laundry facilities, recreation buildings, and sales/lease offices, should be consistent in architectural design and form as previously illustrated for the residences. Temporary sales offices should be compatible with these standards.

Guideline VI.F.13: Mailboxes

Where common mailbox services are provided, they should be located close to the project entry or near recreational facilities. The architectural character should be similar in form, materials, and colors to the surrounding buildings. Mailbox locations must be approved by the U.S. Postal Service.



Guideline VI.F.14: Trash Disposal

Trash bins should be fully enclosed within 6 feet stucco, brick, wood, or cobblestone walls and solid gates and softened with landscaping. Recommended locations include inside parking courts or at the end of parking bays. Location should be conveniently accessible for trash collection and maintenance.