

**TEMPLETON AREA ADVISORY GROUP**  
*Addressing the Area's Land Use Planning Since 1994*  
PO Box 1135 Templeton, CA 93465  
**REPORT TO THE COUNTY**

TO: County Board of Supervisors: John Peschong, Debbie Arnold, Vicki Janssen, Kathleen Goble, Trevor Keith, Cheryl Ku, Geoff English, Steven Neer, Monica Stillman

CC: TAAG Board members

FROM: Bruce Jones, TAAG Board Chair

SUBJECT: Report of significant recommendations during TAAG's Zoom teleconferenced **October 5, 2021 Special** Board meeting to review the DEIR for the Co-Located Emergency Services Dispatch Facility.

TAAG's Project Review Committee identified four areas of concern regarding the Co-Located Emergency Services Dispatch Facility: visual esthetics, transportation, drainage/flood control, and lighting. Documents were prepared by PRC Committee members and Community Members for each of these areas to be reviewed by the TAAG Board.

1. **Visual Esthetics**—Board members Dede Davis and Murray Powell investigated this area of concern. Below are the document recommendations that were unanimously supported by a 7-0 vote by the TAAG Board:

**TEMPLETON AREA ADVISORY GROUP (TAAG)**  
**PROPOSED TEMPLETON AREA CO-LOCATED EMERGENCY SERVICES DISPATCH FACILITY**  
**COMMENTS AND RECOMMENDATIONS REGARDING THE PROJECT'S**  
**DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) RECOMMENDATIONS**

This proposed TAAG recommendation is in response to public comments to be submitted to the SLO County Public Works Department in connection with the 240-page Draft Environmental Impact Report (DEIR) regarding the SLO County Co-Located Emergency Services Dispatch Facility located North Main Street Templeton. The 5-acre project site's west boundary borders Highway 101. The Templeton's "Gateway" Highway 101 and North Main Street interchange is approximately 600 feet north of the parcel and has an overpass over the highway. The proposed tower is clearly visible from 101 and the 101 "Gateway" interchange and from many other vantage points in the Templeton area.

This recommendation focuses on the aesthetic visual CEQA environmental impacts of the project's 140 - 160 foot Communication Tower with approximately 45 attached antennas (two-way radio antennas, microwave radio antennas, and other associated public-safety-related communications equipment). Antennas attached to the top of the 140-foot-high tower could increase the total height of the structure to 160 feet. The tower will be located within 275 feet of Highway 101 and essentially

adjacent to the 101 – Main Street “Gateway” entrance to Templeton’s historic downtown commercial, residential and tourist area.

**TAAG RECOMMENDS DENIAL OF THIS CO-LOCATED EMERGENCY SERVICES DISPATCH FACILITY PROJECT’S TEMPLETON MAIN STREET LOCATION BASED ON THE FINDINGS OF THE COMMUNICATION TOWER’S SIGNIFICANT UNMITIGATED UNAVOIDABLE ENVIRONMENTAL IMPACTS PRESENTED IN THE PROJECT’S 240 PAGE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE CO-LOCATED DISPATCH FACILITY PROJECT.**

See the DEIR at [Co-Located-Dispatch-Facility-DEIR.pdf](#)

This recommendation is essentially based on conclusions reached in the SLO County 240-page Draft Environmental Impact Report. The DEIR has determined that:

- The Communication Tower will create significant and unavoidable CEQA Class 1 impacts on aesthetic resources throughout the surrounding areas of Templeton and Paso Robles. CEQA Class 1 impacts are defined as “Significant environmental impacts that cannot be fully mitigated or avoided.” No feasible mitigation or project alternatives are identified at the project site that would reduce the adverse unavoidable visual impacts of the Communication Tower to a less-than-significant level. The visual dominance of the tower and its highly noticeable industrial – utilitarian appearance and visual contrast at its proposed location will result in significant unavoidable impacts to the visual quality and character of the project site, its surroundings and the general area of the project.
- The DEIR reports in Table ES-2 (pages ES-14 and 15) the following CEQA Class 1 unavoidable environmental visual impacts of the Tower structure.
  - **Impact AR-1.** The height and location of the communication tower would cause it to be seen extending above the horizon line and interfering with hillside views from public viewpoints in the surrounding area. The most substantial effects would occur for travelers within close range of the project site on Highway 101 and North Main Street. As a result, the project would result in an adverse visual impact to the existing scenic vistas.
  - **Impact AR-3.** Because of the visual dominance of the tower and its industrial-utilitarian appearance, but it would increase noticeability. the project would result in a significant and unavoidable visual impact to the visual quality and character of the project site and its surroundings
  - **Impact AR-5.** If required by FAA, lighting affixed to the communication tower would be visible from widely surrounding areas and would interfere with nighttime views and enjoyment of the night sky from the surrounding community.
  - **Impact AR-6.** Because of the visual dominance of the tower and its industrial-utilitarian appearance, the project would result in a significant and unavoidable cumulative visual impact.
- The DEIR has identified significant unavoidable CEQA Class 1 environmental impacts created by the 140-160 foot Communication Tower that cannot be mitigated. The visual dominance of the tower, its highly noticeable exceptional height and contrasting industrial – utilitarian appearance. Its visual contrast and its location at the 101 – Main Street “Gateway” entrance to Templeton’s historic downtown commercial, residential and tourist area will result in significant

unavoidable impacts to the visual quality and character of the project site and the general Templeton area. The 140-foot-high Communications Tower, located in close proximity to Highway 101, would be visible to portions of both near-field and far-field views from Highway 101, from North Main Street, and from other local public roads in the region. The DEIR indicates that an estimated 60,000 vehicles traveling on 1010 would pass the project location each day.

- The DEIR has determined that the 140-160 foot Communication Tower would cause an irreversible alteration to the scenic character of the site and the surrounding Templeton and Paso Robles area. This change in visual character, when experienced along with the other recent or planned projects in the area, would result in an overall degradation of visual quality along the Highway 101 corridor, along the Main Street “Gateway” entrance to the Templeton historic downtown area and to Northern San Luis Obispo County. Due in great part to the proximity to Highway 101, the adverse visual effects of the Tower would be readily experienced by large numbers of the public. Because of the tower’s height and cluttered profile, the project would be seen from a wide area and would often interrupt views of the scenic hillside backdrop and extend above the primary ridgeline.
- Communication Tower lighting would be seen from great distances and would make the exceptional height of the tower noticeable during the nighttime hours, interrupting views of the night sky from the surrounding community and resulting in adverse visual impacts. Based on the tower height and distance to the nearest airport (Paso Robles Municipal Airport) and helipad (Twin Cities Community Hospital), the Federal Aviation Administration (FAA) MAY require tower orange and white paint markings, white flashing or steady daytime lights, and/or flashing, steady, or air traffic-triggered red nighttime lights. The inclusion of lights at the top and possibly other locations on the tower would be potentially seen from great distances, providing visual evidence of the development during the dark, and potentially reducing enjoyment of the night sky.
- The SLO County General Plan provides policies for land use and specific direction for proposed developments within the County. The DEIR concludes that “The proposed communication tower would be inconsistent with the General Plan’s visual resource goals because it would be out of character with the setting, would be silhouetted against the sky from a range of near- and far-field views, and it is not possible to disguise or screen the Tower.”
- The North County Area Plan encourages development that is consistent with the North County historical character and heritage. The DEIR misleadingly implies that the inclusion of an industrial size 160-foot Communication Tower on the project site is somehow consistent with North County’s historical character and heritage. **The DEIR states the Tower complies with the North County Area Plans intent which would be implemented in the project design details.** The construction of a massive 160-foot Communication Tower adjacent to highway 101 and downtown Templeton does not meet the definition of development consistent with North County historical character and heritage.
- The Templeton Community Plan supplements the County General Plan by providing information on programs that are specific to Templeton. Regarding aesthetics, the Community Plan states: “The north county regional center site is located on a highly visible hill adjacent to Highway 101. Any development should serve as a landmark at the northern entrance to the community. Building architecture would be appropriate that is exemplary of civic functions within the

historic context of Templeton.” The DEIR states that “the proposed communication tower would be inconsistent with the Community Plan’s aesthetic screening goals. Screening or buffering of views of the proposed communication tower would not be feasible due to its height.”

- The Templeton Community Design Plan is intended to protect the historical character and environmental assets of the community. The Design Plan requires architectural designs fit desired rural, western themes and recommends that developments be designed to be compatible with the natural setting, neighboring properties, and community design goals. Although compliance with the Templeton Community Design Plan is not a requirement of a County project on County-owned land, the County attempts to design projects to be consistent with such Design Plans to the extent feasible. Accordingly, the County has reviewed the proposed project plans to ensure that the project is consistent with the guidance in the Design Plan to the extent feasible excluding the Tower.
- The project’s DEIR presents a Visual Impact Assessment study and report issued by the SLO County Public Works Department (DEIR Appendix C). The VIA report states that “development should serve as a landmark at the northern entrance to the Templeton community. Building architecture would be appropriate that is exemplary of civic functions within the historic context of Templeton. It should be complemented by landscaping, with special attention to setbacks from the highway to partially buffer views.” However, the VIA concluded that the conceptual landscaping plan would be insufficient mitigation for the aesthetic impacts of the project when considering the aggregate effects of the communication tower. The VIA comments that “Although the sight of utilities and other communication facilities are not uncommon in rural areas, the scale of the project tower and its close proximity to public roadways, including Highway 101, would make it visually unique and substantially more noticeable. The tower structure would visually dominate the project site as well as the identified community gateway setting. The proposed approximately 45 antennae and supporting elements would intensify the visual clutter and utilitarian appearance of the tower.”
- The VIA also comments that “the proposed communication tower would likely be one of the more noticeable and identifiable visual elements along the Highway 101 corridor in the County of San Luis Obispo” and concluded that the conceptual landscaping plan would be insufficient mitigation for the aesthetic impacts of the project when considering the aggregate effects of the communication tower. Although the sight of utilities and other communication facilities are not uncommon in rural areas, the scale of the project tower and its close proximity to public roadways, including Highway 101, would make it visually unique and substantially more noticeable. The tower structure would visually dominate the project site as well as the identified community gateway setting. The proposed approximately 45 antennae and supporting elements would intensify the visual clutter and utilitarian appearance of the tower. The proposed communication tower would likely be one of the more noticeable and identifiable visual elements along the Highway 101 corridor in the County of San Luis Obispo.

Submitted for TAAG Board review

Murray Powell

TAAG Vice Chair  
805-434-0707  
510-914-3753

\* \* \* \* \*

2. **Transportation**—Community member Dorothy Jennings investigated this area of concern. Below are the document recommendations that were unanimously supported by a 7-0 vote by the TAAG Board:

**TEMPLETON AREA ADVISORY GROUP**  
*Addressing the Area's Land Use Planning Since 1994*  
PO Box 1135 Templeton, CA 93465

Draft Environmental Impact Report for the Co-Located Dispatch Facility Project;  
SCH# 2020090201; Draft August 2021; Appendix A Notice of Preparation and Response; Page  
A-40 and A-40

XVII. TRANSPORTATION

*Would the project:*

*(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Change **No Impact** to **Less than Significant with Mitigation Incorporated**. That is because the following need to be taken under consideration:

In the Draft EIR, the [only] access to the North County Center is the Highway 101/North Main Street Interchange. According to a 2015 traffic study<sup>1</sup> the interchange operates at LOS C, ramps failing during PM peak hours.

Consistent with the San Luis Obispo County and Caltrans policies, LOS "C" was taken as the general threshold for acceptable/tolerable operations for rural areas, areas within Caltrans jurisdiction, and LOS "D" was taken as the general threshold for areas within the Templeton URL.<sup>1</sup>

TRAFFIC ISSUE # 1. Considering the co-location of critical services such as sheriff office, the impact of the LOS D policy at the interchange and/or its vicinity must be analyzed and addressed. Perhaps the policy should be mitigated as part of this co-located dispatch facility.

TRAFFIC ISSUE #2. The Main Street interchange and/or its vicinity will likely deteriorate below a LOS D before improvements are scheduled. Given these conditions, the impact of emergency events where traffic, "estimated 150 average daily trips" as described in this draft EIR must be analyzed and mitigated.

The Templeton Road Impact Fund (RIF) is currently paying off Certificates of Participation (COP) issued to fund the Vineyard Interchange. In 2008 the RIP incurred a bond debt of \$13 million with a 30-year payoff (2038). This debt (Project 09-01) would have to be cleared before any new obligations. The Templeton Road Impact Fund's participation in the Main Street interchange project (Project 09-02) is about \$10 million. Unless the Highway 101/46 West interchange project (Project 09-03) with \$7 million participation is raised to a higher priority due to unacceptable operations. As a result, Templeton/TAAG will have to decide whether to postpone other eligible road improvements, wait until developer fees accumulate sufficient to meet the \$10 million or \$7 million reserve level, or go back into debt. Regardless, it appears as if there will be no major improvement to the Main Street interchange in the next twenty to fifty years.

TRAFFIC ISSUE # 3. Considering the co-location of critical countywide services, the Templeton RIF's ability to participate necessitates a realistic timeline is prepared and analyzed in order determine mitigations, such as county contributing to the Main Street interchange project funding as part of the co-located dispatch facility project.

*(d) Result in inadequate emergency access?*

Change **No Impact** to **Less than Significant with Mitigation Incorporated**. That is because the following needs to be taken under consideration:

The only access route discussed in this Draft EIR is to and from the Center and Main Street interchange. However, an accident or safety emergency might occur that closes the Main Street interchange and/or Highway 101. Main Street to the south of the Center must be viewed as an "emergency access". Main Street crossing Toad Creek must be traveled regardless of which Highway 101 interchange to the south, Las Tablas or Vineyard, is selected. According to Templeton and Flood Control Study<sup>2</sup> the storm water capacity of these culverts is between a 5 year and 10-year storm. Improvements are described in the Templeton Circulation Study<sup>3</sup>.

TRAFFIC ISSUE #4. Considering the co-location of critical county-wide services, which include the sheriff office, the need for an alternate emergency access must be analyzed and mitigated, such as providing funding to improve the drainage facility on Main Street at Toad Creek to a 100-year storm water capacity (the highest Public Works standard) as part of this co-located dispatch facility project.

---

Notes:

1. 2015 Travel Demand Model (TDM) and Circulation Study Update for the Templeton Community Existing Conditions Report; prepared by Omni Means Engineering Solutions; page 12-13
2. Templeton Drainage and Flood Control Study and Project 8 Addendum, Final Report, February 2014, page 34.
3. Templeton Circulation Study, Capital Improvements Projects List, 12-03, Drainage Facility, Main Street at Toad Creek, Existing Deficiency

\* \* \* \* \*

**3. Drainage/Flood Control**—Delegates Bruce Jones and Murray Powell investigated this area of concern. Below are the document recommendations that were unanimously supported by a 7-0 vote by the TAAG Board:

**TEMPLETON AREA ADVISORY GROUP (TAAG)  
PROPOSED TEMPLETON AREA CO-LOCATED EMERGENCY SERVICES DISPATCH FACILITY  
COMMENTS AND RECOMMENDATIONS REGARDING THE PROJECT'S  
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) RECOMMENDATIONS  
SIGNIFICANT ENVIRONMENTAL IMPACTS OF PROJECT STORMWATER DRAINAGE ISSUES**

This proposed TAAG recommendation is in response to public comments to be submitted to the SLO County Public Works Department and other County agencies in connection with the 240-page Draft Environmental Impact Report (DEIR) regarding the SLO County Co- Located Emergency Services Dispatch Facility located North Main Street Templeton. The south boundary of the project site is located in a portion of the Toad Creek watershed that experiences substantial periodic flooding events to adjacent properties to the south and east of the project site and across Main Street. This project and the cumulative effect of the proposed and possible addition of development on this site greatly increase the potential for stormwater runoff and drainage into Templeton's Toad Creek. It is important that there be **no runoff** from this site because of the impact of Toad Creek flooding on offsite property damage in Templeton. Sufficient stormwater retention basins are required on the project to prevent any offsite runoff. An October 4, 2021, from Public Works staff member Monica Stillman indicated that "the project drainage design will be considering up to 50-year storm events; however, a formal drainage plan for the project has not yet been completed." The design of the project's stormwater retention design should be adequate for at least 50-year storm events.

**TAAG DISAGREES WITH THIS DRAFT ENVIRONMENTAL IMPACT REPORT'S DETERMINATION THAT STORM WATER DRAINAGE ISSUES AND POTENTIAL FLOODING IMPACTING TEMPLETON'S TOAD CREEK AREA ARE LESS THAN ENVIRONMENTALLY SIGNIFICANT. TAAG RECOMMENDS DENIAL OF THIS CO-LOCATED EMERGENCY SERVICES DISPATCH FACILITY PROJECT'S TEMPLETON HIGHWAY 101 - TEMPLETON MAIN STREET LOCATION**

This 5-acre project site's west boundary borders Highway 101 and Templeton's Main Street "Gateway" entrance from Highway 101 and the North Main Street interchange. The project site is approximately 600 feet south of the 101 highway overpass. The DEIR recognizes that the project site is located in a portion of the Toad Creek watershed. (DEIR page 3-4). The DEIR can be viewed at this website site link [\\*Co-Located-Dispatch-Facility-DEIR.pdf](#) .

The DEIR concludes that the project would be consistent with the drainage goals of an **undefined and undisclosed Design Plan** on the basis that the project design would follow the County's low impact development strategies (County 2017) to ensure stormwater runoff is adequately retained onsite to prevent exacerbation of down-gradient flood conditions. Additionally, the project would not directly affect any drainage channels, culverts, or floodplain areas.

**THE FOLLOWING COMMENTS ARE PRESENTED AS SUPPORT FOR TAAG'S RECOMMENDATION TO DENY APPROVAL OF THIS PROJECT.**

- This TAAG recommendation to deny approval of the project focuses on significant environmental impacts of the project's storm water runoff and drainage issues resulting from the proposed extensive expansion of the project site and the project's detrimental environmental impacts to Templeton's Toad Creek drainage and flooding issues. The California Environmental Quality ACT (CEQA) required a comprehensive CEQA Initial Study that was conducted by SLO County during 2020 . This Study reviewed numerous environmental issues related to the proposed project. The Initial Study documents can be found in the attached DEIR website link above on pages 96-150 of 240. This Initial Study document indicates page numbers A-1 thru A-55. Findings of the Initial Study are intended to form the basis for the DEIR's conclusions concerning potential Environmental Impacts of the project.
- The Initial Study considered the project's Hydrology and Water Quality environmental effects in Section X (pages A-31 thru A-34). This section of the Study makes the following various comments referring to the apparent existence of the project's "**low-impact development stormwater design**".
  - Long-term erosion and siltation concerns from the proposed development would be addressed in the **proposed low-impact development stormwater design**.
  - The project will increase impervious surfaces at the site. **The project's low-impact stormwater design** would address surface runoff concerns to ensure that the project would not substantially increase the amount or rate of stormwater runoff from the site. **The primary stormwater features would be stormwater detention basins, which would allow runoff from previous areas of the site to percolate into the regional groundwater.**
  - The **proposed low-impact development stormwater design for the project would ensure that stormwater runoff would not exceed the capacity of the system.** The site is not expected to generate substantial sources of pollution. Stormwater controls would be used to treat runoff from paved areas and to protect the proposed diesel fuel storage facility in the event of an accidental spill or release.
  - The project would not directly or indirectly affect the mapped floodplain to the south or any surface waters and would not impede any flood flows.

TAAG's concerns involve the undefined, undisclosed details of the "**project's low-impact stormwater design plan**". The details of this **Low Impact Stormwater Design Plan**. The Initial Study and the DEIR conclude that the project's water related environmental issues concerning drainage and stormwater issues are "less than significant" and that "no further analyses or mitigation measures are required". Requests to the County Public Works Department for a copy of the Plan and other documentation supporting the DEIR's conclusions were ignored.

- Of particular interest is the Initial Study's comment above that "**The primary stormwater features would be stormwater detention basins, which would allow runoff from previous areas of the site to percolate into the regional groundwater.**" The DEIR makes the following comment on page 3-4 (page 47 of 240) that "The project site is in a portion of the Toad Creek watershed on the west side of Main Street. **The project would be consistent with the drainage goals of the Design Plan because the project design would follow the County's low impact development strategies (County 2017) to ensure stormwater runoff is adequately retained onsite to prevent exacerbation of down-gradient flood conditions.**" However, the following comments is made on DEIR page 4-2 (page 74 of 240):



“The Initial Study evaluated a conceptual site layout that included the addition of a new stormwater retention basin. Revised analyses confirm that the existing stormwater basin on the parcel is adequate to manage any increase in runoff from the project. Therefore, the proposed stormwater basin has been eliminated from the conceptual site layout plan (Figure 4). The conclusions in the Initial Study pertaining to no significant hydrologic or water quality effects remain valid.”

**The Initial Study and the DEIR do not disclose any information supporting the conclusion that the size of the proposed or existing water retention basin(s) are adequate to manage increased storm water runoff from the project. In other words, the County altered the conclusions of the Initial Study regarding the need for additional stormwater basin(s) without providing any documentation or explanation for overriding the Study’s findings and concluding that an existing water basin is sufficient to prevent stormwater drainage offsite.**

- The reference noted above to the “County’s low impact development strategies (County 2017)” appears to refer to a 227-page County Handbook titled “Post Construction Requirements Handbook Strategies for Post-Construction Stormwater Management and Low Impact Development in New Development and Redevelopment.” This handbook can be viewed at the following website [Microsoft Word - 001 2014 01 09 TOC.doc \(ca.gov\)](#). Chapter 3 - Preparing Permit Applications. Page 3-12 of this document requires the submission of a Stormwater Control Plan (SWCP) Application for a proposed project at the time that the project’s Land use Permit application is submitted to Planning for processing and approval. This Chapter then states the following:

“If the Application is approved by Planning, the applicant can proceed in completing the SWCP.” Within 30 days of receipt of project application and SWCP, the application will be evaluated for completeness and, if necessary, additional information will be requested.”

“Once found to be complete, an environmental determination will be made on the application to determine if significant environmental impacts could potentially result from the proposed project. Mitigation measures may be required to reduce impacts to a level of insignificance, or an Environmental Impact Report may be required.”

This indicates that a Stormwater Control Plan (SWCP) should have been produced and submitted to Planning as part of the project’s initial Land Use Permit application submittal process in 2019. A written request was made to SLO County Public Works for a copy of the project’s Stormwater Control Plan (SWCP). This request was rejected with the email reply comment “Thank you for your comments. We will include these in our comments received on the Draft EIR and they will be addressed with the other comments received in the Final EIR.”

It appears that the project’s environmental Initial Study and DEIR determination process have been conducted without complying with the production of a Stormwater Control Plan (SWCP) required by the County’s Land Use Permit application process.

Submitted for TAAG Board review

Murray Powell  
TAAG Vice Chair  
805-434-0707

510-914-3753 (Cell)  
October 5, 2021

\* \* \* \* \*

- 4. Lighting**—Delegate Erik Gorham investigated this area of concern. Below are the document recommendations that were unanimously supported by a 7-0 vote by the TAAG Board:

**TEMPLETON AREA ADVISORY GROUP (TAAG)  
PROPOSED TEMPLETON AREA CO-LOCATED EMERGENCY SERVICES DISPATCH FACILITY  
COMMENTS AND RECOMMENDATIONS REGARDING THE PROJECT'S  
Lighting**

TAAG recommendation, that all lighting proposed for the Templeton area co-located emergency service dispatch facility follow the guidelines set forth by the Templeton-Design Plan. A link to the Templeton-Design Plan is attached below and section V39 is also copied below for reference the Templeton's lighting standards.

Link: <https://www.slocounty.ca.gov/Departments/Planning-Building/Forms-Documents/Plans-and-Elements/Community-Plans/Templeton-Community-Plan.aspx>

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

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.

\* \* \* \* \*

TAAG Board recommends that these four areas of concern be addressed and plans for mitigation be included before this DEIR is approved.

Respectfully submitted,

Bruce Jones, TAAG Chair