

- » LU 3.6 Pedestrian-Active Districts. Maintain a robust network of streetscape and pedestrian amenities within the downtown core and mixed-use and commercial centers supporting pedestrian activity and enhancing walkability.
- » LU 3.7 Connected Greenways Network. Explore opportunities to develop trails along Eaton and Arcadia Wash to serve as the backbone of a citywide greenway network incorporating greenbelts, parklands, bicycle and pedestrian paths, and trails. Encourage properties that are redeveloped along their length to incorporate setbacks and landscape amenities that extend the open space character and recreational amenity into their sites.
- » LU 3.8 A Connected Community. Maintain an interconnected network of pedestrian and bicycle pathways facilitating access among residential, retail, and industrial districts, schools, open spaces, and recreation areas.
- » LU 3.9 Cohesive and Integrated Development. Promote the use of specific plans to guide cohesive and integrated development of residential, commercial, and mixed-use projects of large areas, complex or multi-parcel sites, areas with multiple property owners, or areas of particular importance to the community.
- » LU 3.10 Gateways. Define prominent points of entry to Temple City with high quality and well-designed signs, and architecture.
- » LU 3.11 Architecture that Enhances. Locate and design buildings to relate to and frame major public streets, open spaces, and cityscape.



Land Use Compatibility



All communities contain uses and functions necessary for the support and welfare of the population that have characteristics with the potential to negatively impact their setting. The following goal and policies are intended to manage the distribution and operation of such uses to assure compatibility with Temple City's neighborhoods and districts.

Goal LU 4: Compatible Land Uses.

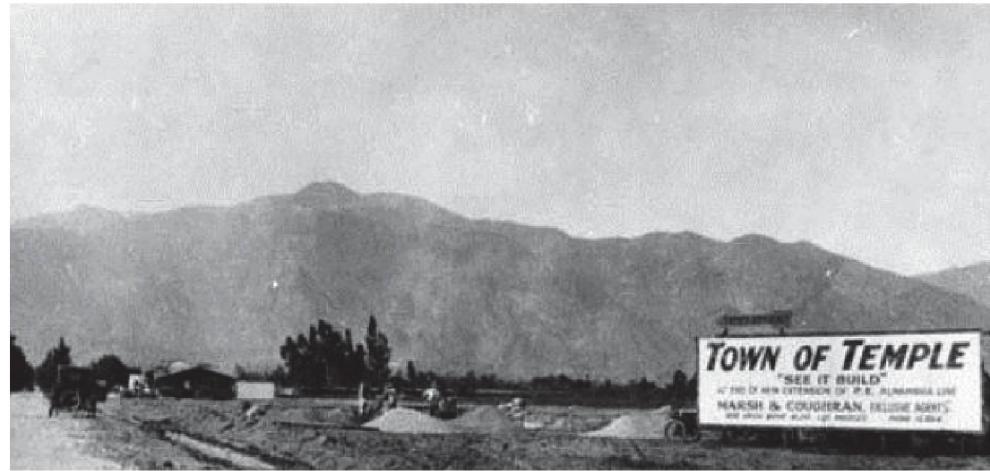
Development is located and designed to ensure compatibility among uses that differ in their activities, physical form and scale, design, and avoid negative impacts on residents and existing uses.

- » **LU 4.1 Development Compatibility.** Require that development is located and designed to assure compatibility among land uses, addressing such elements as building orientation and setbacks, buffering, visibility and privacy, automobile and truck access, impacts of noise and lighting, landscape quality, and aesthetics.
- » **LU 4.2 High-Impact Uses.** Avoid the overconcentration of uses and facilities in any neighborhood or district where their intensities, operations, and/or traffic would adversely impact the character, safety, health, and/or quality of life.
- » **LU 4.3 Care Facilities.** Allow for the development of senior daycare facilities, assisted living facilities, hospice, child care, shelters, and comparable care facilities where they can be located, designed, and managed to ensure

compatibility with and safety of adjoining uses in accordance with state legislation.

- » **LU 4.4 Assembly Facilities.** Require that assembly facilities for social, cultural, educational, and religious organizations be located, designed, and managed to ensure compatibility and avoid traffic, noise, and other negative impacts with adjoining uses.
- » **LU 4.5 Hazardous Uses.** Prohibit or control land uses that pose potential health and environmental hazards to Temple City's neighborhoods and districts.
- » **LU 4.6 Alcohol and Drug Abuse.** Regulate the location and operation of establishments selling alcohol and drugs to ensure compatibility with and the safety of adjoining uses in accordance with state legislation.
- » **LU 4.7 Development that is Compatible.** Require that development demonstrates a contextual relationship with neighboring structures and sites addressing such elements as building scale, massing, orientation, setbacks, buffering, arrangement of shared and private open spaces, visibility, privacy, automobile and truck access, impacts of noise and lighting, landscape quality, infrastructure, and aesthetics.
- » **LU 4.8 Transitions in Scale.** Require that the scale and massing of new higher density development provide appropriate transitions in building height and bulk, and lot coverage to retain the character of adjacent lower-density neighborhoods.
- » **LU 4.9 Public Safety and Community Design.** Require that neighborhoods, centers, streets, and public spaces be designed to enhance public safety and discourage crime by providing street-fronting uses ("eyes on the street") and incorporating Crime Prevention through Environmental Design (CPTED) principles.
- » **LU 4.10 Code Enforcement.** Prevent and eliminate deteriorating, unsafe, and unsightly conditions in Temple City through proactive enforcement of the Temple City Municipal Code.
- » **LU 4.11 Hazardous Uses.** Prohibit or effectively control land uses which pose potential environmental hazards to Temple City's neighborhoods.
- » **LU 4.12 Regulation of Wireless Communication Facilities.** Continue to regulate the land use zone, location, height, appearance, and placement of wireless communication facilities (e.g., commercial antennas) as permitted by federal regulations.

Historic and Cultural Resources



The following goals and policies provide for the protection of historic and cultural resources in Temple City, ensure that city, state, and federal historic preservation laws, regulations and codes are implemented.

Goal LU 5: Identification and Preservation.

Identify and preserve Temple City's historic and cultural resources to enrich our sense of place, foster stewardship and civic pride, and understand the City's prehistory and history.

- » LU 5.1 Consultation. Consult with the appropriate organizations and individuals (e.g. California Historical Resources Information System (CHRIS), the Native American Heritage Commission (NAHC), etc.) to minimize potential impacts to historic and cultural resources.
- » LU 5.2 National, California, and Local Registers. Encourage property owners of qualified resources to seek listing under the appropriate register(s) including the National Register of Historic Places, California Register of Historic Resources, and Los Angeles County Historical Landmarks and Records.
- » LU 5.3 Adaptive Reuse. Encourage adaptive reuse of historic resources when the original use of the resource is no longer feasible.
- » LU 5.4 Incentive Program. Explore the feasibility of establishing a voluntary incentive program, such as a Mills Act program, that would provide financial assistance, including property tax reductions, to owners of qualifying historic

properties, as demonstrated by owner-funded studies, for property maintenance and improvements.

- » **LU 5.5 Awareness of Historic Resources.** Support programs and policies that raise awareness of Temple City's historic buildings, sites, and contextual features.
- » **LU 5.6 Coordination with Other Entities.** Coordinate with and support public, quasi-public, and private entities in their historic preservation programs and efforts.
- » **LU 5.7 Education.** Provide information to the public on Temple City's historic and cultural resources through landmark plaques, wayfinding signage, and collateral materials that provide residents and visitors with an understanding of the City's heritage.

Community Health and Wellness



The planning and design of the community's land uses, transportation, housing, and open spaces profoundly impacts resident's physical, mental, and social health and well-being. Planning a healthy community requires a thoughtful, systemic, and collaborative approach involving many stakeholders. The goal and policies in this section are intended to remove barriers and provide opportunities to enhance the health and well-being of all Temple City residents.

Goal LU 6: Healthy Built Environment.

A built environment that supports the physical, mental, and social health and well-being of the community.

- » **LU 6.1 Land Use and Urban Design.** Regulate the distribution of land uses and implement urban design practices that promote and prioritize physical activity, access to healthy food, social interaction, mental well-being, and an overall commitment to the health and wellness of Temple City residents.
- » **LU 6.2 Healthy Building Design and Construction.** Promote a healthy built environment by designing buildings and sites for healthy living and working conditions, including enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials, and universal accessibility.
- » **LU 6.3 Aging in Place.** Support a life-long process of active aging by making Temple City an “age-friendly” city that strives to create a positive, supportive environment, with barrier-free buildings and streets, enhanced mobility and independence of people with disabilities, safe neighborhoods, and opportunities for volunteer and paid work.
- » **LU 6.4 Schools as Centers of Health and Well-Being.** Support strategies that make schools centers of health and well-being by creating environments in and around local schools that are safe, abundant in healthy goods and services, and offer opportunities for physical activity and recreation.
- » **LU 6.5 Health Care Facilities.** Promote improved access to primary and emergency health care facilities and medical services for all residents.
- » **LU 6.6 Health in Development.** Encourage public and private development to incorporate spaces and facilities that promote physical, mental, and social health into the design of significant development projects.
- » **LU 6.7 Locally Grown Healthy Food.** Promote the production and distribution of locally grown food by allowing farmers markets, food cooperatives, and use of parks, public rights-of-way, alleys, vacant lands, and rooftops for urban agriculture.
- » **LU 6.8 Unhealthy Food.** Avoid a concentration of unhealthy foods by establishing a minimum distance requirement between drive-thru restaurants and prohibiting drive-thru restaurants from locating near sensitive receptors, including schools.

- » LU 6.9 Food Security and Assistance. Support policies and programs contributing to the elimination of hunger, promote food security, and support access to food assistance for all ages.

Community Sustainability

Temple City maintains a robust program of initiatives, standards, and best practices to advance the conservation of natural resources, reduction of greenhouse gas emissions, and promotion of green infrastructure and other sustainable features. The following goal and policies build upon existing initiatives to enhance these opportunities.

Goal LU 7: Sustainable Built Environment.

A built environment that contributes to a sustainable environment, minimizes consumption of scarce environmental resources, and reduces greenhouse gas emissions.

- » LU 7.1 Sustainable Land Development. Promote land use and urban design development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and waste and noise generation. These should include practices described in the United States Green Building Council's LEED-ND rating program such as concentrating development to promote walking in lieu of the automobile, capturing and re-using stormwater onsite, managing and reusing wastewater, orienting buildings to maximize opportunities for solar energy use, use of drought tolerant and native landscapes, shading of exterior public spaces, and recycling and salvage for reuse of construction and demolition debris.
- » LU 7.2 Sustainable Design and Construction. Require new development and substantial renovations to comply with the Cal Green Code's sustainable building practices incorporating a "whole system" approach to designing and constructing buildings that consume comparatively less energy, water, and other natural resources, reduce wastes, facilitate natural ventilation, use daylight effectively, and are healthy, safe, comfortable, and durable.
- » LU 7.3 Existing Structure Reuse. Encourage the retention, adaptive reuse, and renovation of existing buildings with "green" building technologies to retain the structure's embodied energy, increase energy efficiency, and limit the generation of construction waste.

- » LU 7.4 Heat Island Effect. Reduce the heat island effect by maintaining and expanding the City's urban forest and promoting such features as reflective roofing, cool and green roofs, light-colored paving, and reducing the extent of unshaded area in existing and new parking lots or other large impervious surfaces.
- » LU 7.5 Greenhouse Gas Reduction Plans. Require major development projects to prepare greenhouse gas reduction plans consistent with the targets defined in state statutory requirements.
- » LU 7.6 Green Streets. Transform impervious street surfaces into landscape green spaces to capture and filter stormwater runoff, in appropriate and reasonable locations.
- » LU 7.7 Alternative Fuels. Provide locations for alternative fuel facilities such as electrical re-charging stations and hydrogen fuel supplies.
- » LU 7.8 Green Infrastructure. Utilize best practices that reduce natural resource consumption and impacts, as defined by the Utilities section of this Plan.

Fair and Equitable Community



Temple City strives to provide a fair and equitable distribution of community amenities and desirable land uses among all residents, while also preventing

the concentration of undesirable or hazardous land uses in specific areas of the community. The following goal and policies help the City achieve this objective and allow all residents to enjoy a high-quality of life.

Goal LU 8: Equity and Environmental Justice.

Fair and equitable access for all residents to employment, housing, education, recreation, transportation, retail, and public services.

- » **LU 8.1 Equitable Distribution of Uses and Amenities.** Strive to ensure that desirable uses, neighborhood amenities, services, public facilities, and improvements are distributed equitably throughout the City.
- » **LU 8.2 High-Impact and Hazardous Uses.** Avoid the concentration of high-impact or hazardous uses and facilities in a manner that disproportionately affects a particular neighborhood, center, corridor or population.
- » **LU 8.3 Housing Type Distribution.** Promote an equitable distribution of housing types for all income groups throughout the City and promote mixed-income developments to avoid concentrations of below-market-rate housing in particular areas.
- » **LU 8.4 Affordable Housing Provision.** Encourage the integration of affordable housing units within larger developments to meet the housing needs of the community and larger region, as specified by the General Plan Housing Element.

NEIGHBORHOODS AND DISTRICTS GOALS AND POLICIES

The following presents the goals and policies for each principal category of permitted land uses depicted on the Land Use Diagram and described earlier in this element.

Residential Neighborhoods

Temple City's residential neighborhoods are principal contributors to the City's history, identity, character, and quality of life. The goals and policies in this section provide for their conservation and maintenance regardless of density and assurance that changes and new development complement their distinguishing qualities.

Goal LU 9: Livable Neighborhoods.

A city composed of safe and livable neighborhoods with a variety of housing types that are desirable places to live, are well maintained, and contribute to the quality of life.

- » **LU 9.1 Neighborhood Conservation.** Maintain the character, amenities, and scale of Temple City's residential neighborhoods, recognizing their contribution to the City's identity, economic value, and quality of life.
- » **LU 9.2 Neighborhood Character.** Maintain elements of residential streets that unify and enhance the character of the neighborhood including parkways, street trees, and compatible setbacks.
- » **LU 9.3 New Residential Development.** Accommodate the development of new residential development that is well-conceived, constructed, and maintained in a variety of types and densities, scales, and costs.
- » **LU 9.4 Housing Additions and Replacement.** Require that additions to and/or replacement of existing housing units are located and designed to reflect the unique neighborhood character and qualities including lot size; building form, scale, and massing, and relationship to street frontages; architectural design; and landscaped setbacks.
- » **LU 9.5 Tiered, Flag, and Cul-de-Sac Lots.** Require that development on "tiered," "flag," and cul-de-sac lots in areas designated for Multi-Family Residential on the Land Use Diagram be limited to single family detached units. Require that these units, as well as those on similar properties in areas designated for Single Family Residential, be located and designed to convey the character and quality of a traditional single family neighborhood with landscaped setbacks and orientation to the street or driveway frontage.
- » **LU 9.6 Walkable Neighborhoods.** Maintain sidewalks, parkways, the urban forest, and landscaping throughout residential neighborhoods to promote a safe and pleasant pedestrian environment.
- » **LU 9.7 Connected Neighborhoods.** Ensure safe and convenient pedestrian and bicycle connectivity between residential neighborhoods and commercial centers, recreation and open spaces, schools, work places, and other community activity centers.

- » LU 9.8 Incompatible Uses. Prohibit the development of uses, structures, or infrastructure that are incompatible with or physically divide residential neighborhoods.
- » LU 9.9 Housing Maintenance. Promote the maintenance of existing residential units to assure a quality and healthy living environment for residents, consistent with the neighborhood setting.
- » LU 9.10 Senior Housing. Encourage the development of senior housing that is located near commercial goods, health care facilities, community and recreational facilities, and public transit, allowing seniors to age in place.
- » LU 9.11 Recreation and Open Space. Ensure that residents have access to a variety of high-quality, well-activated recreation and open space areas, supporting increased physical activity, social interaction, and exposure to nature.

Goal LU 10: Single-Family Neighborhoods.

Distinct and quality single-family residential neighborhoods distinguished by their identity, scale, and character.



- » LU 10.1 Neighborhood Identity. Maintain distinguishing characteristics, such as housing scale and form, and public streetscapes that define and differentiate Temple City's single-family neighborhoods.
- » LU 10.2 Second Units. Allow second units in single-family residential districts as required by state legislation.

- » LU 10.3 Residential Character. Discourage mansionization of existing single family residential units by requiring building scale and massing that is compatible with existing neighborhood development.

Goal LU 11: Multi-Family Neighborhoods.

Multi-family residential neighborhoods that provide ownership and rental opportunities, are well-designed, exhibit a high quality of architectural design, and incorporate amenities for their residents.

- » LU 11.1 Multi-Family Opportunities. Support development projects that provide high-quality, well-designed, and well-maintained and affordable multi-family residential housing.
- » LU 11.2 Multi-Family Character and Design. Design new and renovated multi-family residential development to achieve a high level of architectural design and quality of life for residents, avoiding the visual sense of (a) “blocky” and undifferentiated building mass, incorporating well-defined entries, using building materials, colors, and architectural details complementing the neighborhood; and (b) automobile-dominated streets, incorporating extensive landscaping along building frontages, minimizing long, linear driveways, and undergrounding parking in higher density projects.
- » LU 11.3 Development Transitions. Require the multi-family residential buildings are located and designed to ensure sensitive transitions with adjoining buildings in areas designated for lower residential densities.
- » LU 11.4 Open Space Amenities. Require that open space and recreational amenities to meet resident needs are provided on-site, are accessible, and of sufficient size to be usable.
- » LU 11.5 Streetscapes. Provide ample public spaces and landscaped sidewalks furnished with pedestrian amenities that contribute to comfortable and attractive settings for pedestrian activity in multi-family residential neighborhoods.

Goal LU 12: Supporting Uses in Residential Districts.

Uses that support the daily needs of residents are located and designed to be accessible to and compatible with the function of the neighborhood.

- » LU 12.1 Home Occupations. Accommodate home occupation uses in residential neighborhoods provided that they have no significant traffic,

parking, delivery, or other impacts on the neighborhood associated with the business activity.

- » **LU 12.2 Daycare Centers.** Maintain regulations for large-family daycare facilities (as defined by the State of California) and childcare centers to minimize impacts on residential neighborhoods, to the extent permitted by state law.
- » **LU 12.3 Education, Religious, and Cultural Institutions.** Allow educational, religious, and cultural institutions to locate in residential neighborhoods, provided they are designed and operated to have no significant traffic, parking, or other substantial negative effect on the neighborhood.

Commercial Districts

The following goal and policies provide for the maintenance and enhancement of diverse, economically vibrant, and well-designed commercial districts and corridors that provide a diversity of goods, services, and entertainment and contribute to a positive experience for community residents and visitors.

Goal LU 13: Diverse and Vibrant Commercial Corridors and Districts.

Flourishing and dynamic commercial corridors and districts that provide an assortment of retail goods and services and entertainment uses for residents and guests.



- » LU 13.1 Vibrant Economy. Encourage a diverse mix of vibrant and prosperous businesses and commercial districts that serve Temple City residents and attract residents from surrounding communities to provide revenue to sustain a high level of community services.
- » LU 13.2 Local Businesses. Support local businesses and entrepreneurs by providing a range of locations and flexible space opportunities in the City's commercial districts.



- » LU 13.3 Economic Vitality. Encourage the attraction of new businesses and intensification of existing commercial centers by permitting the construction of new buildings on surface parking lots.
- » LU 13.4 Differentiation of Commercial Districts and Corridors. Establish and maintain distinct identities for Temple City's commercial districts differentiating the downtown Las Tunas Drive/Temple City Boulevard core, Rosemead Boulevard/Las Tunas Drive center, and other centers at key intersections by use, scale, form of development, and amenities.
- » LU 13.5 Retail Streetscapes. Maintain, and where deficient, increase street trees, plantings, furniture, signage, public art, and other streetscape amenities that encourage pedestrian activity in retail corridors.
- » LU 13.6 Retail Parking. Develop alternative parking management strategies for commercial corridors, implementing such techniques as park once and shared lots and structures to enhance the retail shopping experience.

- » LU 13.7 Cohesive Development. Discourage the piecemeal development of commercial sites and corridors.
- » LU 13.8 Enhanced Design Character. Encourage the renovation, infill, and redevelopment of existing commercial corridors and districts to improve their aesthetic appearance, reduce the visual dominance of surface parking lots, make centers more pedestrian-friendly, reduce the visual clutter of signs, and enhance the definition and character of their street frontages and streetscapes.
- » LU 13.9 Connectivity to Neighborhoods. Link commercial corridors and districts to adjoin residential neighborhoods and other districts by well-designed and attractive pedestrian sidewalks, corridors, and trails.

Mixed-Use Districts

Mixed-use districts provide for the intermixing of housing with commercial uses, enabling residents to live close to where they shop, work, recreate, enjoy entertainment and culture, and participate in civic events. The Land Use Diagram provides opportunities for new mixed-use development in designated areas along Las Tunas Drive in the downtown core and at the Las Tunas Drive/Rosemead Boulevard intersection. Mixed-use development may occur in the form of buildings with housing above lower level retail or office uses, or horizontally distributed on a property or larger area. The goal and policies below implement these opportunities.

Goal LU 14: Mixed Use Districts.

Well-designed and cohesive districts and corridors containing an integrated mix of residential with commercial and/or office uses that create vibrant and safe pedestrian-active environments in Temple City, reducing automobile use, pollution, and greenhouse gas emissions.

- » LU 14.1 Mix of Uses. Accommodate development integrating commercial and residential land uses in mixed-use designated areas that establish places that are economically vital and pedestrian-active contributing to resident health and community sustainability.
- » LU 14.2 Development Scale. Establish development standards to assure that mixed-use development is constructed in a cohesive manner that minimizes impacts attributable to the adjacency of differing uses. This may include minimum parcel and building sizes, number of housing units, residential and

non-residential square footages, and relationships and setbacks among uses. When the mixed-use parcel is located on non-primary streets adjoining single-family neighborhoods, lower intensity residential uses shall be located along this frontage.

- » **LU 14.3 Compatibility of Residential and Non-residential Uses.** Require that buildings and sites integrating residential and non-residential uses are designed to assure compatibility between uses and public safety features, including separate accesses, fire suppression barriers, secured resident parking, noise insulation, and other similar elements.
- » **LU 14.4 Design Integration.** Require that mixed-use buildings and sites be integrated through architectural design, landscaping, and pedestrian features.
- » **LU 14.5 On-Site Amenities.** Require that mixed use projects integrating residential and commercial uses exceeding two (2) acres provide on-site areas for recreation and pedestrian-oriented amenities such as benches and trees that contribute to the living environment of the residents, or contribute in-lieu funding for their development in proximity to the project.



Industrial Districts

The following goal and policies provide for the maintenance, enhancement, and diversification of well-designed, economically vibrant light industrial uses that provide a variety of job opportunities for Temple City residents and contribute revenues to support City services.

Goal LU 15: Industrial Districts.

Industrial districts consisting of diverse light industrial uses that provide job opportunities and for Temple City residents and growth opportunities for Temple City businesses, while not unduly impacting the community.

- » **LU 15.1 Diversity of Uses.** Provide for the continued use of properties generally south of Lower Azusa Road for a variety of industrial, research and development, high-tech, digital, entertainment, and creative uses that offer quality job opportunities for Temple City's residents and revenues to the City without compromising environmental quality.
- » **LU 15.2 Adaptive Reuse.** Encourage the adaptive reuse of existing industrial buildings (especially, mid-20th century structures) for research, creative, and flex-space businesses by providing flexibility in parking standards.
- » **LU 15.3 Business Attraction.** Implement infrastructure improvements to support the evolving technological needs of industrial and creative industries.
- » **LU 15.4 Local Manufacturing.** Support small-scale, local production and manufacturing uses that provide locally-produced products to Temple City residents.
- » **LU 15.5 Impact Mitigation.** Coordinate with private businesses and adjacent residential neighborhoods to ensure that industrial uses do not negatively impact Temple City residents.



COMMUNITY PLACES GOALS AND POLICIES

The following presents goals and policies developed for the unique areas of Temple City identified by the community as places in need of special consideration.

Downtown District

The Downtown District is the primary business, retail, government, social, and recreation center of Temple City. Preservation and revitalization of this district is valued by the community and closely tied to its cultural and historical identity. The goal and policies below are intended to build upon downtown's walkable, small-town, family-friendly feel, with a mix of shopping, entertainment, restaurants, recreation, offices, and housing connected by multiple modes of transit.

Goal LU 16: Downtown Temple City.

An active and vibrant downtown where people shop, live, work, engage in cultural, civic, and social activities, and celebrate the history and life of Temple City.

- » **LU 16.1 Small-Town Character.** Accommodate a mix and density of uses in a well-designed, pedestrian-oriented environment that enhances the small-town character and identity of the Las Tunas Drive/Temple City Boulevard core as the symbolic and functional downtown of Temple City, respecting the scale and character of surrounding commercial areas and residential neighborhoods.
- » **LU 16.2 Land Use Mix.** Provide for the development of retail, office, restaurant, and other commercial uses along the street frontages, integrated with multi-family housing on abutting properties or on upper level at key intersections designated on the Land Use Diagram, which expand the customer base for local businesses, enable residents to live close to jobs, and create an active, walkable environment.
- » **LU 16.3 Pedestrian Activity.** Require that the ground floor of buildings facing Las Tunas Drive be located directly along and oriented to the sidewalk frontages and designed to foster an active pedestrian environment.

- » LU 16.4 Downtown Parking. Require that parking in the downtown core be located and accessed from the rear of buildings facing Las Tunas Drive and support the construction of shared-parking structures as an alternative to individual on-site parking.
- » LU 16.5 Lot Consolidation. Allow for development densities that incentivize the consolidation of parcels in the downtown core to support appropriately scaled commercial and mixed-use development.

Crossroads Mixed-Use Village

Goals and policies of this section of the General Plan provide for the development of properties and buildings that integrate a diversity of uses such as retail, office, restaurant, entertainment, and residential uses, which are developed as high quality village-like places to live, work, shop, and be entertained. Mixed-use development is intended to provide opportunities for an individual to participate in multiple daily activities at one location, thereby reducing automobile trips, air pollution, greenhouse gas emissions, energy consumption, and noise.

Goal LU 17: Las Tunas Drive/Rosemead Boulevard Mixed-Use Center.

A compact, pedestrian-oriented center functioning as a secondary focal point of community activity containing a mix of commercial, office, entertainment, and/or multi-family housing that is designed to establish the sense of a “village-like” environment distinctly identifiable, active, and walkable from adjoining residential neighborhoods.

- » LU 17.1 Concentrated Development. Promote the efficient and intensified economic vitality of commercially-developed properties in proximity to the Las Tunas Drive/Rosemead Boulevard intersection by constructing new buildings on surface parking lots and allowing increased building density for commercial, office, and/or multi-family housing. It may contain any single use, multiple use distributed horizontally on the property, or multiple uses in a structure with the ground floor occupied by retail or office uses and housing on the upper floors.
- » LU 17.2 Village Character and Design. Require that properties containing a mix of uses be designed to convey the character of a distinct, cohesive, and pedestrian-oriented place that is linked with and walkable from adjoining residential neighborhoods. Design elements should include a unifying

network of pedestrian walkways, plazas, courtyards, and open spaces; buildings located directly along these public spaces and designed to foster active pedestrian use; landscaped pedestrian walkways connecting parking areas with the public spaces and buildings; consolidation of parking in structures with ground level retail use; and site landscaping that is sustainable and contributes to the aesthetic and economic value of the center.

- » LU 17.3 Open Space Amenity. Require that development projects on parcels adjoining Eaton Wash are planned and designed to capitalize on it as an open space amenity, incorporating landscape setbacks, parklets, and plazas at intervals along its length and locating and orienting buildings for visual and physical access and induced economic activity (e.g., outdoor dining).

MOBILITY ELEMENT

The Mobility Element sets the vision for how Temple City will meet the future mobility and circulation needs of its residents, workers, and visitors while supporting the goals and policies of the Land Use Element. A complete and balanced multi-modal transportation system is critical to meeting the needs of all users of the city's streets, roads, and highways. This concept, outlined in Assembly Bill 1358 (The California Complete Streets Act) and known as complete streets, is an integral part of the Mobility Element. The complete streets concept ensures that the needs of motorists, commercial goods users, bicyclists, transit users, pedestrians, and the disabled are met by accommodating all roadway users with a range of transportation choices.

The state mandates that the Mobility Element identify and plan for the mobility and circulation needs of the City. The intent of its goals and policies are to safely move people, goods, and services throughout Temple City. The Mobility Element is complementary to the Land Use Element. It provides for a transportation network that supports the uses identified in the Land Use Diagram, Figure 2-1 of the Land Use Element. This element recognizes the City's priority to balance growth with the preservation of the quality of life enjoyed by Temple City residents and identifies forward thinking solutions to many of our current transportation issues and presents innovative ideas to enhance the mobility of current residents and future generations.

COMPLETE STREETS

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must "meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan," and requires a mobility element to plan for multimodal transportation accommodating all modes of transportation where appropriate, including walking, biking, car travel, and transit.

The Complete Streets Act also requires mobility elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasks the Governor's Office of Planning and Research to release guidelines for compliance with this legislation by January 1, 2014.

Implementation of complete streets principles should be tailored to the individual jurisdiction and the individual roadway. Therefore, the complete streets approach for Temple City focuses on a network-based approach that has been tailored to the needs of the City. Temple City's complete streets network comprises four types of facilities—vehicular, pedestrian, bicycle, and public transit. This complete streets approach will enable residents to choose which travel mode best suits their individual needs and abilities and ensures that streets are designed with the user in mind—accommodating for all ages and users of all modes.

RELATIONSHIP TO OTHER CITY PLANS

2011 Temple City Bicycle Master Plan

The 2011 Temple City Bicycle Master Plan proposes a 27-mile network of bike routes and infrastructure throughout the City. The plan includes a network of on-street and off-street bikeways, a plan for expanding existing regional bikeways and connecting gaps to neighboring communities, recommendations for bike education and enforcement, potential funding sources to support bike improvements, and a map of proposed bikeways.

Traffic Calming Master Plan

The Traffic Calming Master Plan assesses existing conditions related to traffic speeds, accident rates, and traffic volumes on streets throughout the City. The Plan provides traffic calming plans for high-priority corridors in the City as well as identifies a toolbox of traffic calming devices that can be implemented on Temple City streets.

Comprehensive Downtown Parking Strategic Plan

The 2012 Downtown Parking Master Plan was prepared in response to business, resident, and visitor concerns regarding public parking downtown, the

City of Temple City initiated a study and strategic plan to evaluate Downtown parking conditions, to facilitate community input, and to develop recommendations that can be phased over time to increase parking supply, manage parking, and revise parking standards.

ROADWAY CLASSIFICATIONS

This Mobility Element designates four different roadway types within the city, as displayed in Table 3-A below. Functional classification refers to how a road accommodates two characteristics: the extent to which the roadway prioritizes the movement of traffic and the level of access provided to adjacent properties. Based on these generalized characteristics, roadways often vary in terms of right-of-way, width, number of lanes, intersection and traffic signal spacing, speed, and other factors.

TABLE 3-A – Temple City Roadway Functional Classifications

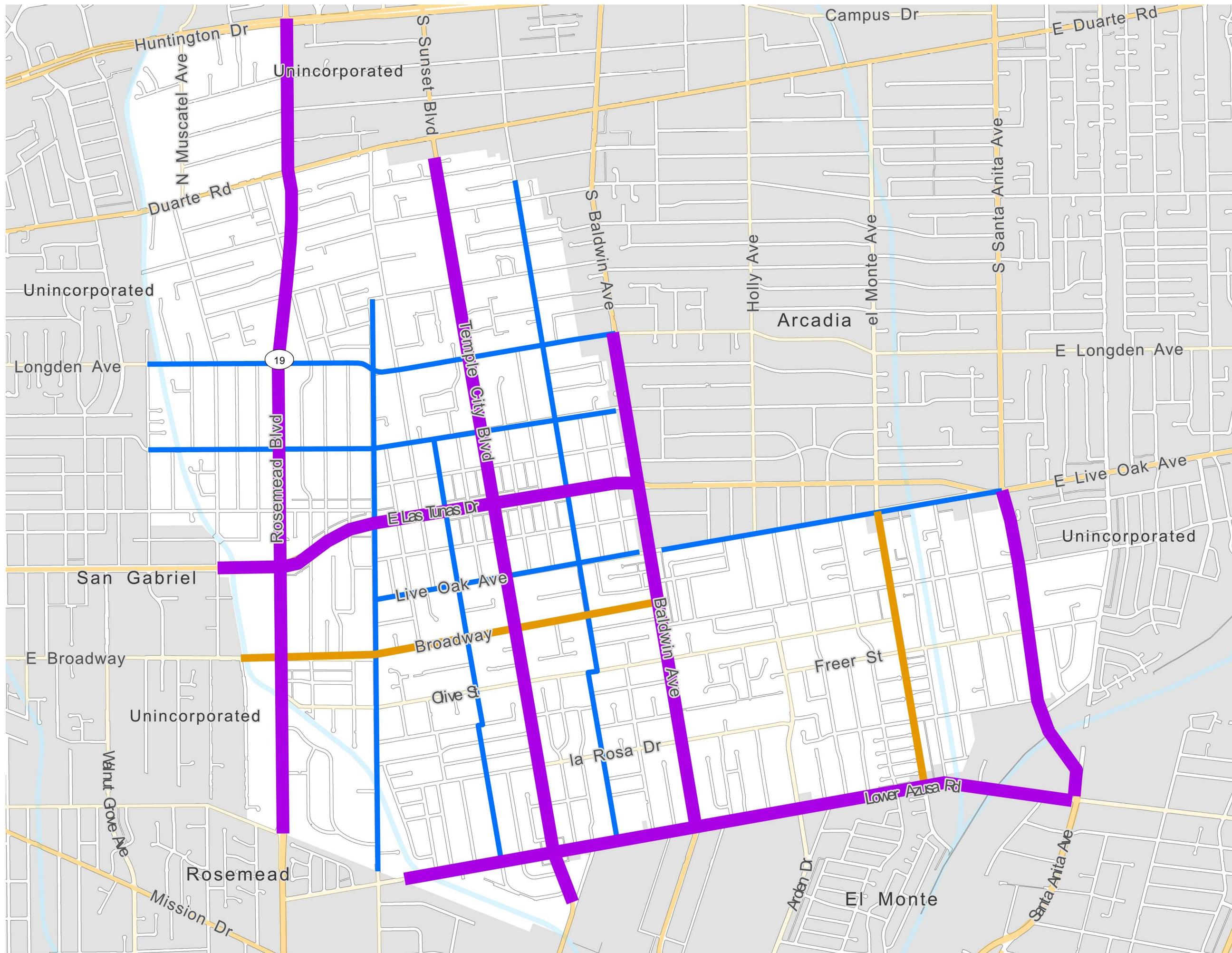
Roadway Type	Accommodation for Movement of Traffic	Level of Property Access
Primary	Primary roadway for movement of traffic at city level; prioritizes movement of traffic; can also provide regional connectivity.	Access is provided with limits on driveway spacing and turns allowed, potentially through use of traffic control devices.
Secondary	These roadways provide some level of inter-city connectivity. Collectors typically do not provide any regional access or connectivity.	Collectors typically provide some level of property access with fewer restrictions than typically found on major streets.
Collector	These roadways provide some level of intra-city connectivity, collecting traffic from local streets.	Access is prioritized similarly to a local street with more considerations for traffic flow and visibility.
Local	Local streets provide the lowest accommodation for the movement of traffic with lower connectivity and potential for cul-de-sacs.	Local streets provide the highest level of property access. Driveways are closely spaced and there are few access limitations.

Source: Temple City Traffic Calming Master Plan, 2012

As displayed in Figure 3-1 Circulation Map on the following page, the majority of Temple City's streets are classified as local roads. Primary roads, including Rosemead and Temple City Boulevards, Baldwin and Santa Anita Avenues, Las Tunas Drive, and Lower Azusa Road are the largest streets in Temple City and provide the primary north/south and east/west routes through the City. The majority of Temple City's streets are classified as local roads. Primary roads, including Rosemead and Temple City Boulevards, Baldwin and Santa Anita Avenues, Las Tunas Drive, and Lower Azusa Road are the largest streets in Temple City and provide the primary north/south and east/west routes through the City.

The roads in Temple City share certain general characteristics: They are primarily two-lane streets with no medians, shading from large trees is typical, and the roadways are generally wide as compared to other small cities. Some major arterials (Rosemead Blvd, E Las Tunas Dr) tend to have medians and four lanes of traffic. Posted speed limits within the city are typically between 25 and 40 mph. On-street parking is common throughout the city, with parallel parking common in the downtown region.

Fig. 3-1
Roadway Classifications

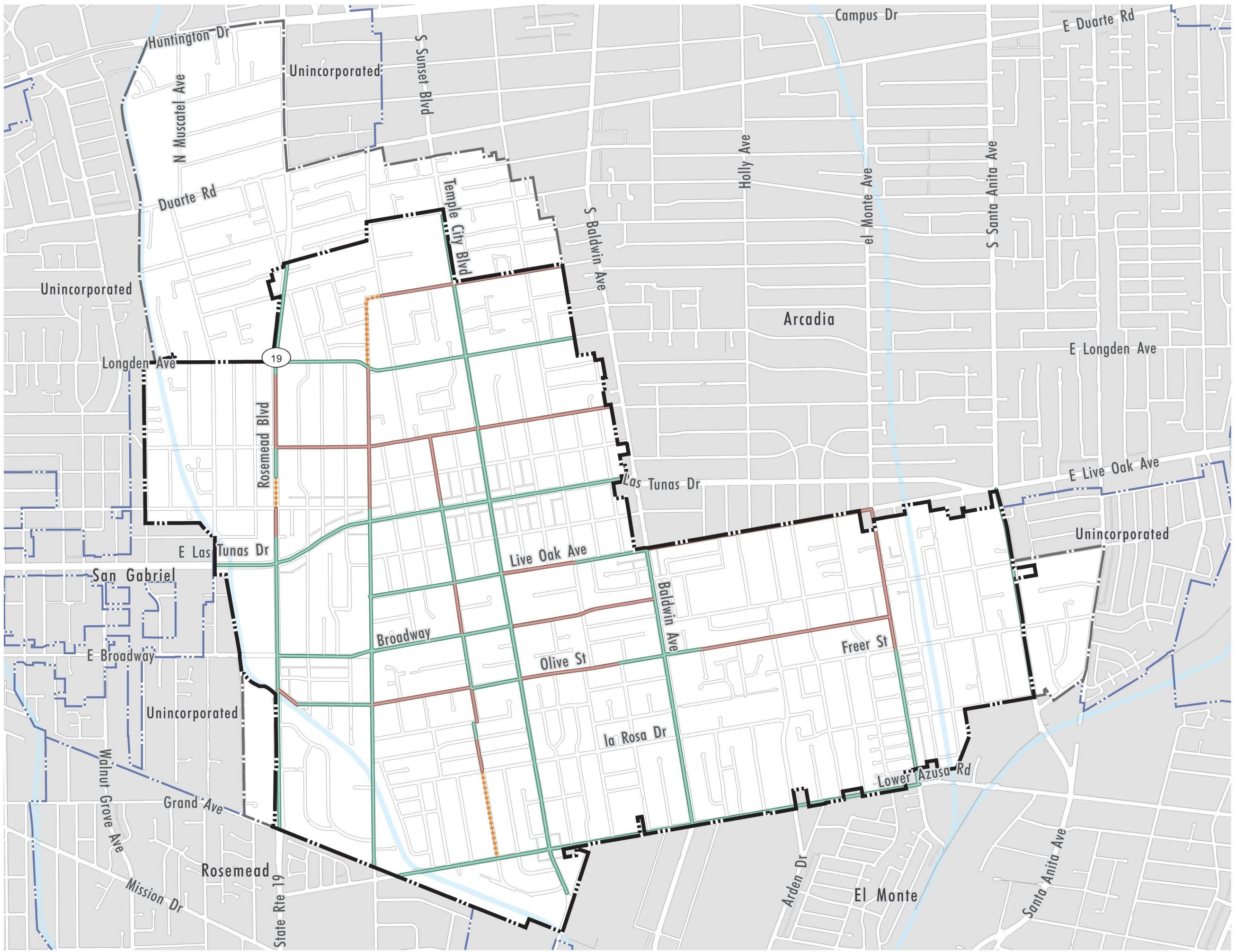


PEDESTRIAN FACILITIES

Pedestrian facilities, including sidewalks and paths, play an integral role in meeting the transportation, recreation, and physical activity needs of the community, particularly the City's most vulnerable residents, the youth and elderly. Figure 3-2 Sidewalk Locations displays the locations where sidewalks currently exist in Temple City. As reflected in the figure, sidewalk is not continuous throughout the city. There are locations where there are sidewalks present on both sides of the roadway, areas with sidewalks on only one side, and others with no sidewalks at all. Policies contained in this Mobility Element provide direction on the future expansion and maintenance of the City's sidewalks and other pedestrian facilities. Additional pedestrian facilities will be provided through the implementation of Specific Plans and other planning documents.

Fig.3-2
Existing Sidewalk Locations (2016)

- Temple City Boundary
- Temple City SOI
- Sidewalk Presence
- Both Sides
- One Side
- None



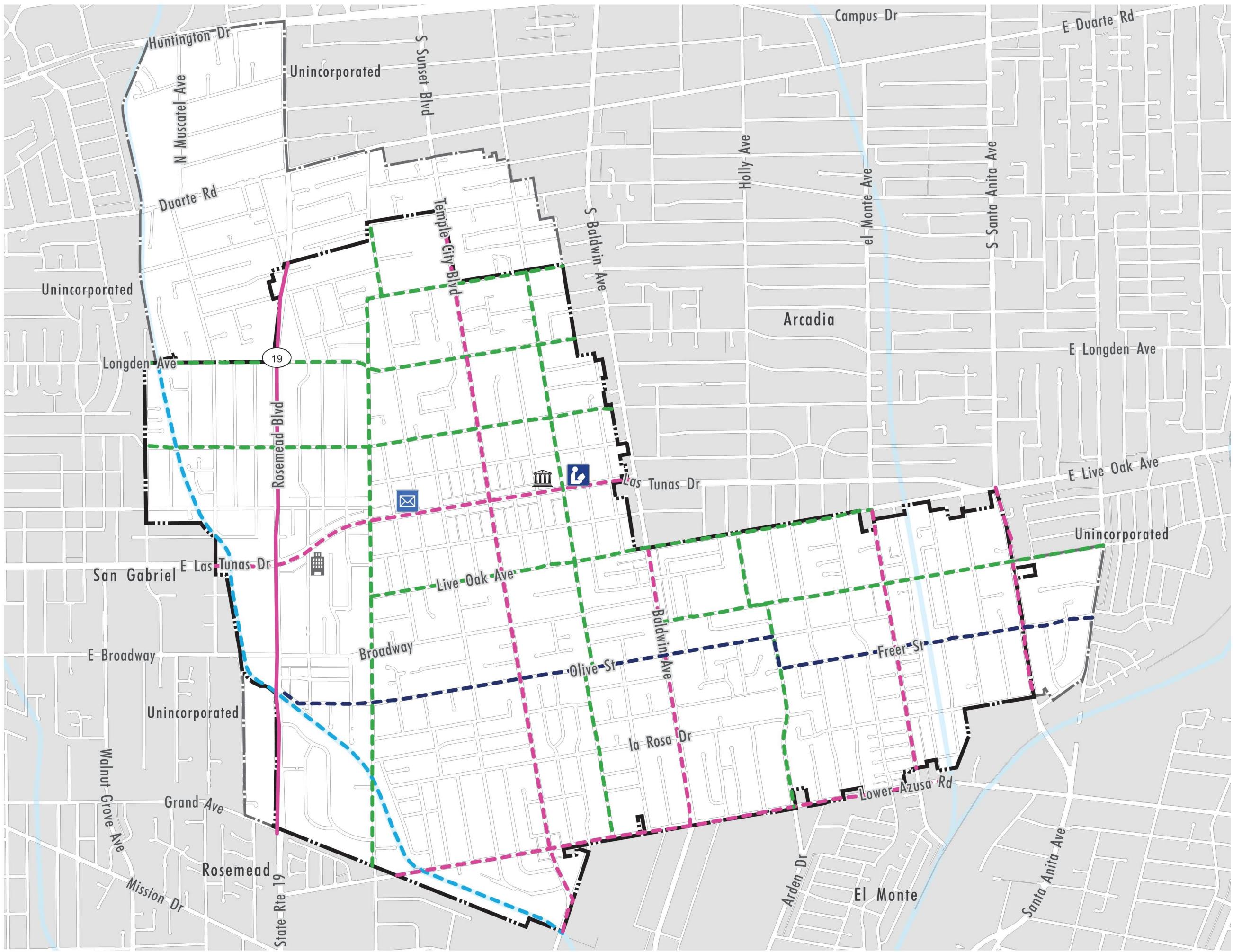
TEMPLE CITY

 CITY OF TEMPLE CITY
 LORNE OF CALIFORNIA
 1900
 CALIFORNIA
 0 0.1 0.2 0.4 0.6 Miles
 10/27/2016

BICYCLE FACILITIES

Much like pedestrian facilities, bicycle facilities are critical in providing mobility, recreation, and physical activity options to Temple City residents. Bicycle facilities in Temple City currently consist of Class II and Class III bike lanes with protected and buffered portions along the entire length of Rosemead Boulevard through Temple City. The City has a Bicycle Master Plan that provides a broad vision, strategies, and actions to improve conditions for bicycling in Temple City. The streets within the city are generally sufficiently wide to accommodate bicyclists even when parking is provided. Recommendations have been made in the Bicycle Master Plan for on-street bike lanes along Las Tunas Drive and Temple City Boulevard and for on-street bike routes along Encinita Avenue and Golden West Avenue. Figure 3-3 Bicycle Facilities displays existing and proposed bicycle facilities.

Fig. 3-3
Bicycle Plan
Updated (2016)



TEMPLE CITY

 Miles
 0 0.1 0.2 0.4 0.6
 11/16/2016

PUBLIC TRANSIT

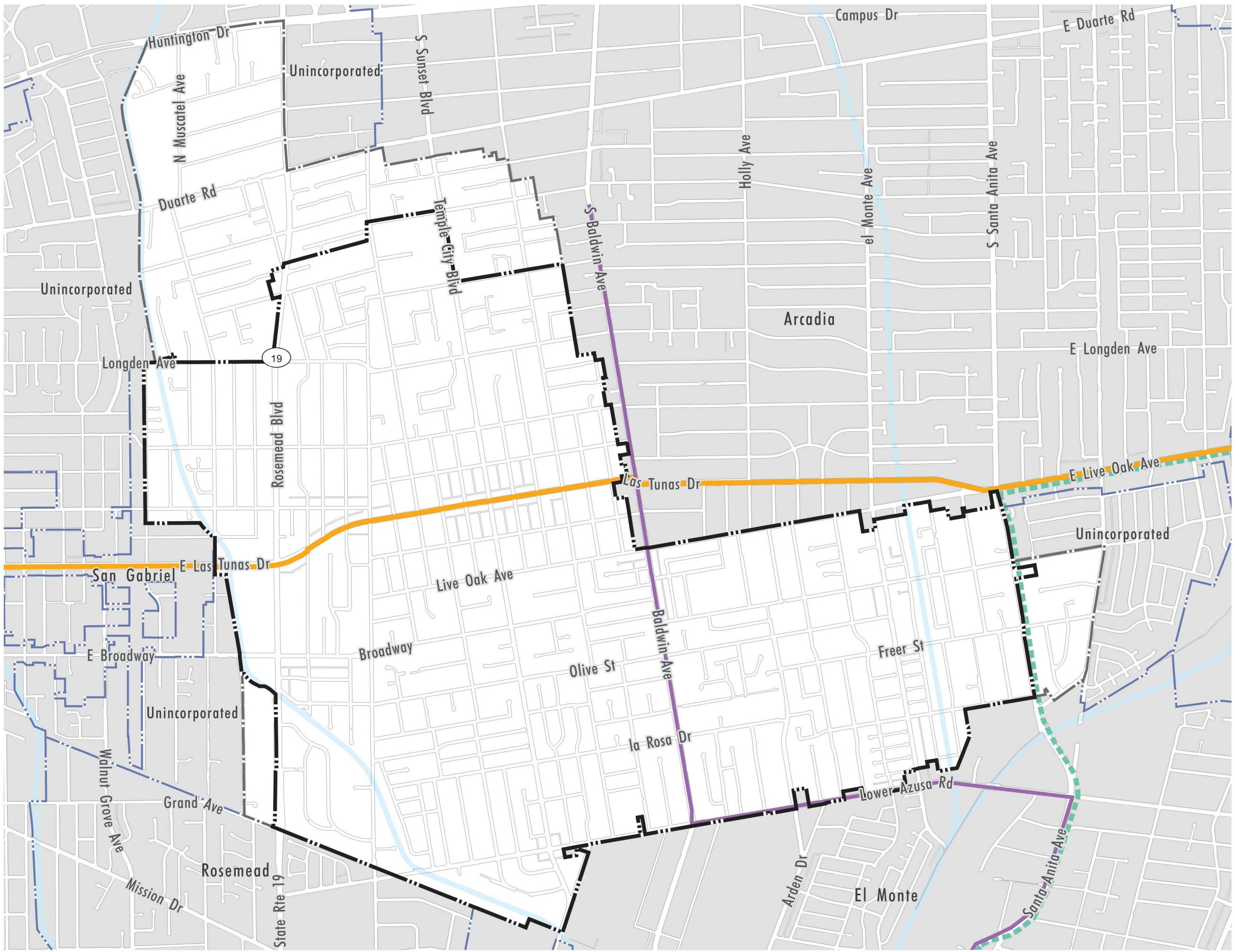
Two transportation agencies provide transit services in Temple City, Foothill Transit and the Los Angeles Metropolitan Transit Authority (Metro). Foothill Transit service includes Line 492, which runs east-west beginning in El Monte, traveling along Arrow Highway until the Montclair transit center. This line provides access to at the eastern edge of Temple City at the intersection of Santa Anita Avenue and Live Oak Avenue. This line operates on 30-minute headways during the weekday and weekend peak periods.

Metro service in 2016 includes Line 78/79/378, which runs east-west connecting the Cities of Los Angeles, Pasadena, San Marino, Alhambra, Temple City, and Arcadia. Just before Alhambra, the line splits and Line 78/378 travels along Las Tunas Drive, while Line 79 travels along Huntington Drive. This line operates on 10-30-minute headways during the weekday peak periods and 15-30 minute headways on weekends. Figure 3-4 Public Transit Lines displays the routes and stops for the lines throughout the city.

PARATRANSIT

Temple City provides fully demand-responsive transportation service through the Dial-A-Ride program. Dial-A-Ride provides same day, curb to curb transit to anyone who meets the qualification conditions: be a city resident, and be either 62 years of age or older, or disabled in a manner that makes use of regular transit unduly difficult. Any qualifying users must submit an application with the City before using the service. The service will typically not travel to destinations more than 2 miles outside of city limits, and the standard fare is \$1.00 for destinations within the city, and \$2.00 for destinations outside the city. The generally small size of the city makes this type of paratransit possible.

Fig. 3-4
Transit Facilities
(2016)



TEMPLE CITY

 0 0.1 0.2 0.4 Miles
 10/27/2016

GOALS AND POLICIES

Livable Streets

The following goal and policies are intended to provide a safe, convenient, and accessible multi-modal transportation network for users of all ages and abilities.

Goal M 1: Livable Streets.

A balanced transportation system that accommodates all modes of travel safely and efficiently while considering the community context of all transportation investments.

- » **M 1.1 Complete Streets.** Require that the planning, design, and construction of all transportation projects consider the needs of all modes of travel to create safe, livable, and inviting environments for pedestrians, bicyclists, motorists, and public transit users of all ages and abilities.
- » **M 1.2 Transportation System Impacts.** Evaluate transportation and development projects to account for the full benefits and impacts on all modes of transportation, not just automobiles.
- » **M 1.3 Transportation Improvements.** Require that the City consider improvements to add roadway or intersection capacity only after evaluating improvements to other modes of travel.
- » **M 1.4 Pedestrian and Cyclist Safety.** Balance the safety concerns of pedestrians and cyclists with motor vehicles to ensure that the safety of all users of the transportation system is considered.
- » **M 1.5 Emergency Vehicle Access.** Allow for adequate access of emergency vehicles to meet critical response times safely.
- » **M 1.6 Traffic Management.** Manage the construction and operations of streets, intersections, and traffic signals so that motorists adhere to intended speeds on all City roadways and limit intrusion into neighborhood streets.
- » **M 1.7 System Efficiency.** Prioritize traffic signal coordination and traffic signal retiming efforts to accommodate changes in travel patterns and traffic flows to limit unnecessary delay and congestion.
- » **M 1.8 Wayfinding.** Develop a comprehensive and visible pedestrian and cyclist friendly way-finding signage system in the city to direct pedestrians and cyclists to transit facilities, local and regional trails and routes, civic and cultural amenities, and visitor and recreation destinations. The way-finding

system should make an effort to connect with the region and surrounding cities.

Parking

The following goal and policies will help the City develop and implement efficient and innovate parking supply and management techniques and practices.

Goal M 2: Parking.

An integrated parking system that provides appropriate levels of public and private parking to support future development.

- » **M 2.1 Parking Management.** Manage public parking as a civic resource, relying on informational, implementation, and pricing strategies as appropriate for the local context.
- » **M 2.2 Innovative Parking Approaches.** Allow the use of shared parking, unbundled parking, public/private partnerships, and other similar methods to allow an appropriate level of flexibility for parking on privately owned sites.
- » **M 2.3Parking Intrusion.** Carefully manage the supply of parking to limit parking intrusion into residential neighborhoods.

Pedestrian Network

The following goal and policies are intended to enhance the walkability of Temple City and improve pedestrian mobility as a viable mode of transportation and an enjoyable form of physical activity.

Goal M 3: Pedestrian Network.

A safe pedestrian network that provides direct connections between residences, employment, shopping, and civic uses.

- » **M 3.1 Pedestrian Network.** Create a safe and convenient circulation system for pedestrians that addresses crosswalks; improves the connections between neighborhoods and commercial areas; provides places to sit or gather, pedestrian-scaled street lighting, buffers from moving vehicle traffic; and includes amenities that attract people of all ages and abilities.
- » **M 3.2 Pedestrian Improvement Prioritizations.** Prioritize pedestrian improvements in areas of the City with community facilities, supportive land

use patterns, and facilities that provide connectivity to other modes of travel such as bicycling and transit.

- » **M 3.3 Sidewalks for Roadways.** Require adequate and well maintained sidewalks along all City roadways to allow residents of all ages and abilities to walk in a safe and accessible manner.
- » **M 3.4 Pedestrian Connections for Development.** Require that all development or redevelopment projects provide pedestrian connections to the external pedestrian network.
- » **M 3.5 Pedestrian Education and Awareness.** Support pedestrian education, encouragement, awareness and enforcement activities for pedestrian and automobile users.
- » **M 3.6 School Accessibility.** Consider the safety of school children as a priority over vehicular movement on all streets.

Bicycle Network

The following goal and policies for improving the City's bicycle facilities are intended to enhance the City's non-motorized/active transportation system while also providing recreational opportunities for residents and visitors.

Goal M 4: Bicycle Trail Network.

A bicycle and multi-use trail network that facilitates bicycling for commuting, school, shopping, and recreational trips.

- » **M 4.1 Bicycle Networks.** Require that the City provide additional bicycle facilities along roadways in the City, where appropriate and feasible, in support of the City's Bicycle Master Plan and other planning documents.
- » **M 4.2 Priority Bike Improvements.** Prioritize improvements that address bicycling in existing areas of the City with community facilities, complementary land use patterns, and connections to other modes of travel including walking and transit.
- » **M 4.3 Bicycle Parking.** Require that public and private development in the City provide sufficient bicycle parking.
- » **M 4.4 Bicycle Share Program.** Explore the feasibility of developing a citywide bike share program. Work with the local business community to identify and coordinate with possible corporate sponsors.

- » **M 4.5 Bicycle Education and Awareness.** Encourage bicyclists and automobile users to be aware of bicycling issues, and lawful/responsible riding. Work with TCUSD, bicycle-related organizations, public-safety agencies, and other groups to support bicycle education events and classes that help new and experienced bike riders become more knowledgeable and effective at bike riding and bike maintenance.

Transit Service

The following goal and policies aim to provide efficient, reliable, and enjoyable transit service, while helping reduce traffic congestion and achieve greenhouse gas reduction goals.

Goal M 5: Transit Supportive Development Patterns.

An integrated land use and transportation network that supports opportunities to use transit.

- » **M 5.1 Transit Improvements.** Promote transit service in areas of the City with sufficient density and intensity of uses, mix of appropriate uses, and supportive bicycle/pedestrian networks.
- » **M 5.2 Local Transit Alternatives.** Work with Los Angeles County Metropolitan Transportation Authority (Metro) and other transit providers to investigate the feasibility of local transit alternatives including a local shuttle or trolley system and enhanced transit options for local students.
- » **M 5.3 Bus Stops.** Review existing bus stop locations to determine their accessibility to key destinations such as schools, residential areas, retail centers, and civic facilities. Work with Metro and other transit providers to relocate bus stop locations as needed to provide greater access to these key destinations. Prioritize those bus stop locations which are connected to bicycle and pedestrian facilities.
- » **M 5.4 Transit Supportive Development.** Encourage mixed-use development in areas with high levels of transit accessibility.
- » **M 5.5 Senior Transit.** Maintain existing paratransit service in the City to provide affordable and reliable transportation options for older adults and persons with disabilities.
- » **M 5.6 Safe Routes to Transit.** Regularly review and improve pedestrian and cyclist access to transit.

Sustainable Transportation

The following goal and policies are intended to ensure that the transportation network is designed, operated, and maintained in an economically efficient and environmentally friendly manner, while providing for the needs of the community.

Goal M 6: Sustainable Transportation.

A sustainable transportation system that can be built, operated, and maintained within the City's existing and future resource limitations.

- » **M 6.1 Fair Share Costs.** Require that new development pay for its fair share of construction costs for new and/or upgraded transportation infrastructure needed to accommodate the development.
- » **M 6.2 Operations and Maintenance (O&M) Costs.** Require that the City evaluate operations and maintenance costs in addition to construction costs for new transportation infrastructure.
- » **M 6.3 Development Contributions to O&M Costs.** Investigate the feasibility of requiring new development and redevelopment to contribute to the operations and maintenance of new transportation infrastructure.
- » **M 6.4 Existing O&M Costs.** Promote the use of allowable existing funding mechanisms and explore additional creative funding mechanisms to assist with the maintenance of existing transportation infrastructure within the City.
- » **M 6.5 Sustainable Infrastructure.** Promote the use of sustainable landscape and streetscape elements along roadways and other transportation facilities as they are constructed or reconstructed.
- » **M 6.6 Alternative Fueled City Vehicles.** Prioritize the purchase of alternative fueled vehicles for City use as appropriate within the limitations of existing City resources, the availability of support services, and anticipated O&M costs.
- » **M 6.7 Alternative Fueled Resident Vehicles.** Promote the purchase and use of alternative fueled vehicles by City residents through informational strategies such as fact sheets and materials regarding alternative fuel benefits and state and federal incentives.
- » **M 6.8 Travel Demand Management.** Encourage and promote travel demand management strategies that are aimed at reducing vehicle trips by providing greater travel options for residents, employees and visitors of Temple City.

Monitoring

The following goal and policies are intended to work with partner agencies to collaborate, monitor, and review the operation and safety of the City's transportation network.

Goal M 7: Monitoring.

An ongoing monitoring system that allows the City to regularly evaluate the performance of the transportation system.

- » **M 7.1 Ongoing Traffic Monitoring.** Require the City to regularly evaluate traffic conditions.
- » **M 7.2 Evaluation of Bicycle and Pedestrian Activity.** Encourage the City to collect data regarding bicycle and pedestrian travel on a recurring basis through City efforts and also through data collected by the Southern California Association of Governments (SCAG), Metro, and other applicable agencies.
- » **M 7.3 Transit Monitoring.** Collaborate with Metro and other transit providers to document transit ridership within the City.
- » **M 7.4 Safety Review.** Coordinate with law enforcement agencies to identify accident locations within the City, including unsafe pedestrian and bicycle areas. Regularly publish fact sheets and reports to the public about traffic safety conditions in the City.

Regional Connectivity

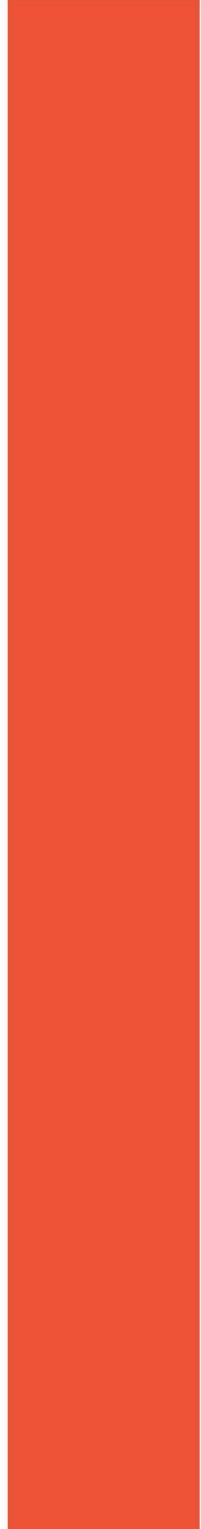
The following goal and policies are intended to assist the City in collaborating with regional partners to improve regional circulation and assist Temple City residents and employees traveling throughout the San Gabriel Valley and beyond.

Goal M 8: Regional Connectivity.

A transportation system that provides an appropriate level of regional connectivity for residents and businesses through vehicular, freight, transit, and non-motorized connections.

- » **M 8.1 Regional Transit.** Collaborate with SCAG, Metro, and other agencies to coordinate regional transit planning activities to enhance regional transit accessibility for residents, employees, and visitors.

- » **M 8.2 Regional Roadways.** Collaborate with SCAG, Metro, and other agencies to provide an appropriate level of regional roadway connectivity.
- » **M 8.3 Regional Non-Motorized Connections.** Collaborate with SCAG, Metro, and other agencies to provide connections between the City's bicycle and pedestrian network to regional facilities and destinations.
- » **M 8.4 Regional Transportation Innovations.** Collaborate with SCAG and Metro to monitor and facilitate new regional mobility approaches including shared use vehicles, first-mile/last-mile strategies, public/private partnerships, new mobility technologies, and other related topics as appropriate for use by City residents.
- » **M 8.5 Truck Routes.** Identify and designate routes for efficient truck movement that protect and reduce impacts to residential neighborhoods.



ECONOMIC DEVELOPMENT ELEMENT

A principal objective of economic development is to foster a healthy environment where residents and businesses can flourish and provide revenue to support public services desired by the community. A healthy economic environment describes a geographic setting where independent but interconnected business and lifestyle objectives can be realized such as earning a good living, running a successful business, hiring qualified workers, and prospering in relative safety. Economic development also depends on the utilization of property for housing, schools, retail shops, offices, factories, parks, roadways, and utilities needed to support the diverse economic objectives of residents and businesses. The ability to make effective use of available property resources influences the inherent capacity for continued economic growth in the community.

As a largely built out city, the available supply of vacant property in Temple City is very limited, although numerous existing properties have not been improved to their full potential. Increasing the utilization of obsolete or underutilized commercial properties will be a primary factor in future economic development in Temple City. Therefore, identifying key infill, adaptive re-use, and areas available for intensification as well as maintaining an updated inventory of developable land reflect one focus of the Economic Development goals and policies. To benefit from future targeted growth that is anticipated in Temple City, this Economic Development element identifies goals and policies to guide economic development decisions of elected officials, City staff, and community leaders tasked with enriching the lives of City residents and facilitating the success of local businesses.

EXISTING ECONOMIC CONDITIONS

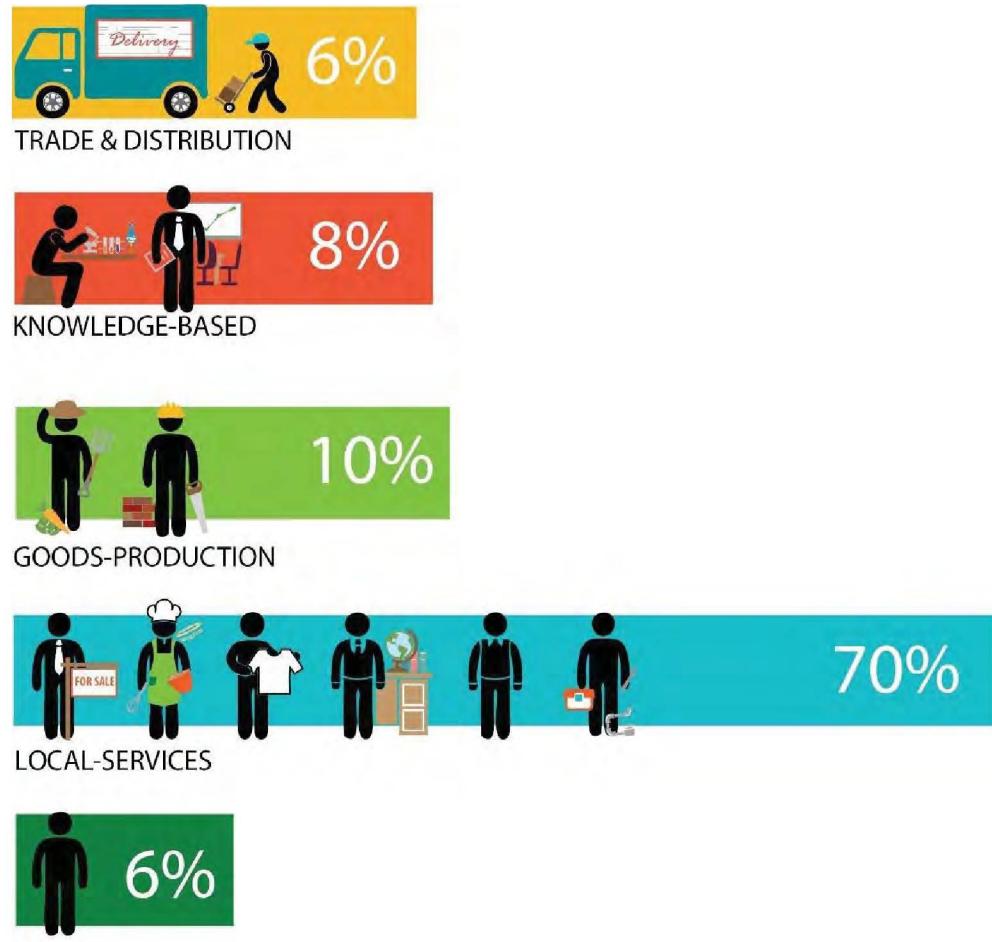


Figure 4-1 Economic Conditions (2014)

As displayed in Figure 4-1, as recently as 2014, the majority (70 percent) of total jobs in Temple City were in the local-serving sector of the economy. Goods-producing industries account for 10 percent of all jobs in Temple City, followed by the knowledge-based sector trade (eight percent) and trade and distribution (six percent) sector. Approximately six percent of all jobs are found in other sectors of the economy. However, only a small minority (6 percent) of Temple City residents who are employed actually work in Temple City. The vast majority (94 percent) are employed in other jurisdictions. While it is not uncommon for southern California residents to work in a different city in which they live, the rate of out-commuters in Temple City is very high. Therefore, the