












# CROSSROADS SPECIFIC PLAN

## CITY OF TEMPLE CITY | APRIL 17, 2018
## ORDINANCE NO. 1729

The City Council designated the west side of Myda Avenue Low Density Residential. See Attachment H of the Council Staff Report dated December 5, 2017

TEMPLE CITY

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# INTRODUCTION

The City of Temple City is a highly desirable place to call home. Temple City is home to attractive residential neighborhoods, quality schools, a traditional downtown district, and vibrant commercial corridors. The City has witnessed significant public and private investment and improvements in recent years, including development and infrastructure projects located at or near the intersection of two of the community's primary streets, Las Tunas Drive and Rosemead Boulevard. The Crossroads Specific Plan area represents one of the few areas of the City offering an opportunity for large-scale infill and revitalization, due to a combination of large parcels and underutilized properties in the area. Given the recent development activity and possibility of future revitalization and infill development, it is the purpose of this Temple City Crossroads Specific Plan (Crossroads Plan or Specific Plan) to provide a roadmap for future investment and development for this key intersection and its surrounding properties.

## WHAT IS A SPECIFIC PLAN?

A Specific Plan is a policy and regulatory tool authorized by State Legislation intended for the systematic implementation of the General Plan. Its applications vary from large scale areas to project-level developments. Generally, in the case of Temple City, it is intended to guide the development of multiple properties to achieve cohesive and integrated development, design, and infrastructure and streetscape improvements consistent with policies set forth in the General Plan.

California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457, allows cities and counties to prepare Specific Plans to develop policies, programs, regulations, and guidelines to implement the jurisdictions adopted General Plan. As prescribed by law, a Specific Plan includes text and diagrams that generally describe the following:

- The distribution, location, and extent of all land uses.
- The proposed distribution, location, extent, and intensity of major components of public infrastructure, such as transportation and utility systems.
- The standards and criteria by which new development will proceed.

» A program of implementation measures, such as financing measures, policies, regulations, and public works projects.

## WHERE IS THE CROSSROADS SPECIFIC PLAN?

The Crossroads Specific Plan area is located on the western edge of Temple City, approximately 15 miles east of downtown Los Angeles, and 8 miles southeast of Pasadena in the west central San Gabriel Valley, as displayed in Figure 1-1 Regional Location.

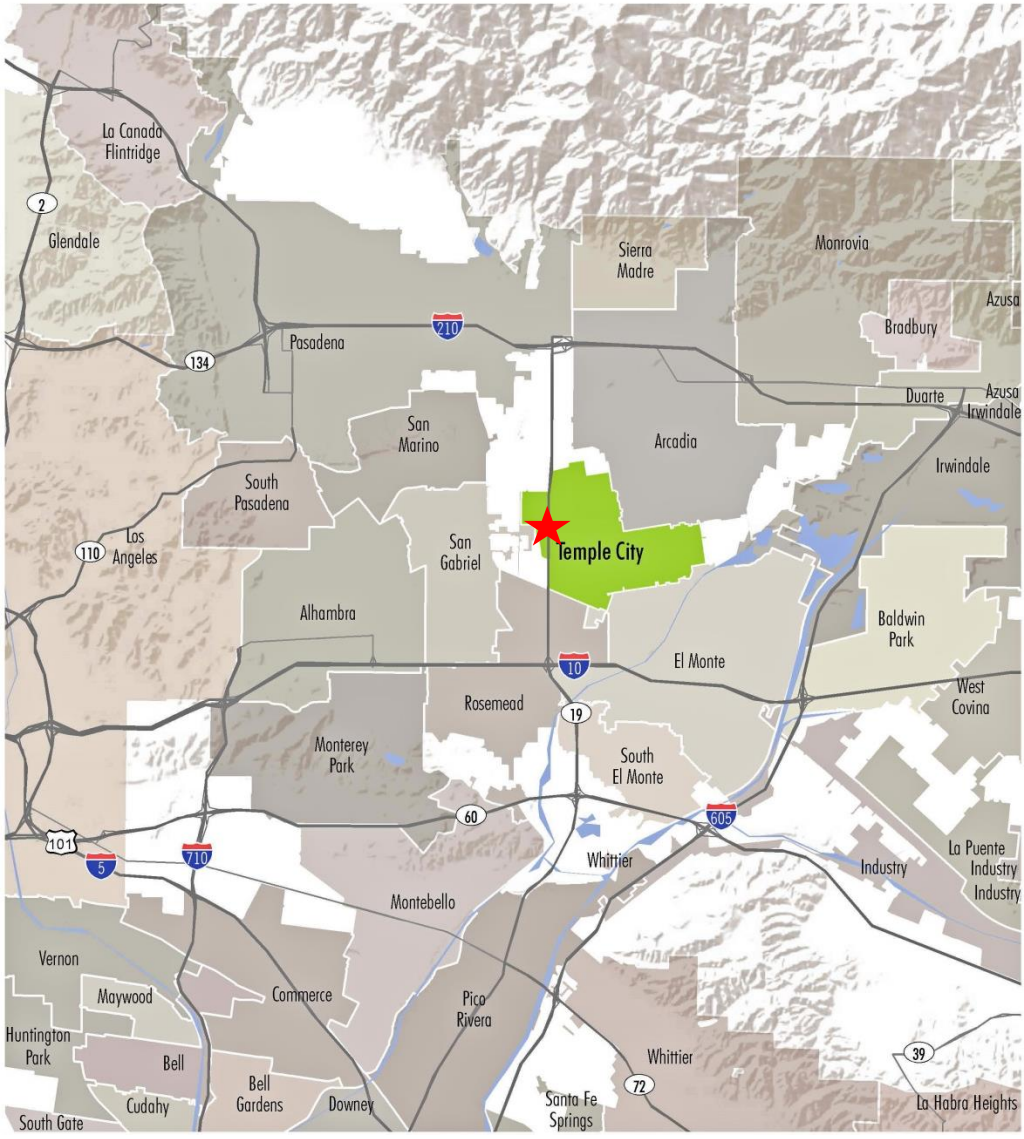
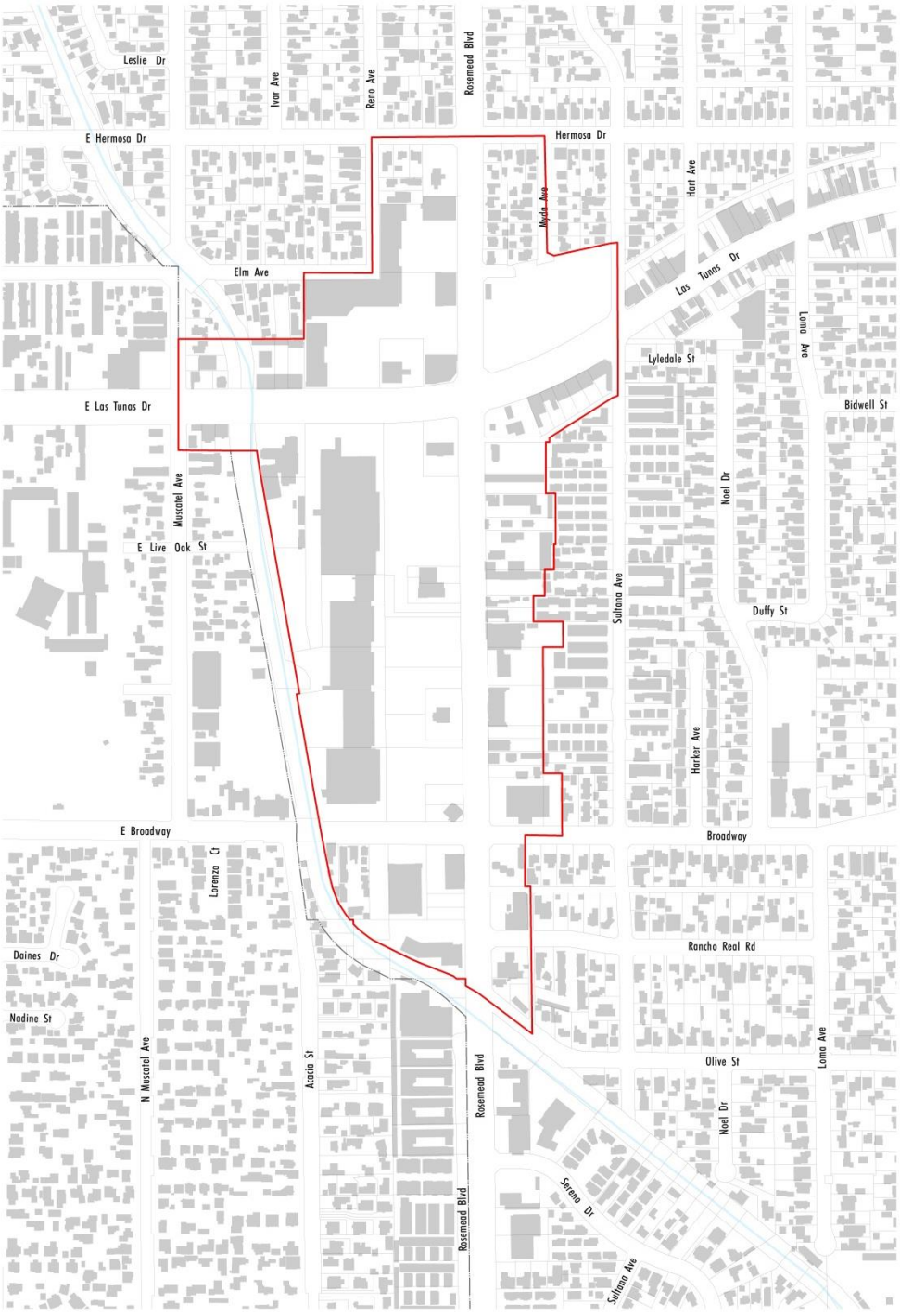



Figure 1-1: Regional Location

As displayed in Figure 1-2, The 72.5 acre plan area is generally bound by Hermosa Drive to the north, Muscatel Avenue to the west, the Eaton Wash flood control channel to the west and south, Olive Street to the south, and Sultana Avenue to the east  Rosemead Boulevard, which travels north/south bisecting the Specific Plan area, provides direct access to Interstate 210 (I-210) to the north and Interstate 10 (I-10) to the south.  Local access to the Specific Plan area is provided by Las Tunas Drive, traversing east/west connecting the Specific Plan area to downtown Temple City to the east and western San Gabriel Valley communities to the west.




Temple City Crossroads Specific Plan | Community Diagram

PLACEWORKS

Figure 1-2: Project Area Map

## WHY A SPECIFIC PLAN FOR THE CROSSROADS AREA?

The Crossroads Plan has been prepared to provide an essential link between City of Temple City plans and policies and the physical development of the plan area. Functioning as a regulatory document, the Crossroads Specific Plan provides a means of implementing the General Plan and detailing specific requirements and guidelines for future development in the Specific Plan area. In this regard, all future development plans, tentative parcel, and/or tract maps or other similar entitlements shall be consistent with the standards and regulations set forth in this document and with all applicable City regulations.

### *Mid-Century General Plan*

Temple City adopted an updated General Plan on December 5, 2017, the Temple City 2050 Mid-Century General Plan (Mid-Century Plan). The Plan's goals and policies provides for the area's evolution as a distinct and vital pedestrian-oriented district, envisioning a mixed-use village encompassing retail, office, and residential uses with streetscape and open space amenities for the Plan area. The Mid-Century plan establishes a new land-use designation for the Specific Plan area "Mixed-Use Specific Plan" intended to:

Promote the intensified development of underutilized commercial properties with expansive areas of surface parking for higher economic value uses including a mix of multi-family housing with retail, office, and service uses. Housing is permitted but not required; however, a substantially higher FAR is applied to incentivize mixed use development on these properties. The mix of uses may be vertically integrated into buildings or developed in single use structures on the site. Development will be located and designed to convey a pedestrian-oriented "village" character with buildings clustered around common open spaces and pedestrian sidewalks and parking will be located in centralized structures. A Specific Plan for this area provides detailed guidance for mix and distribution of uses, parking layout, urban design and infrastructure improvements, design and development standards, and implementation programs.



Crossroads Specific Plan community workshop

### *Zoning Code*

Contained in Title 9 of the Temple City Municipal Code, the City's Zoning Ordinance is the regulatory tool to implement the land use goals, policies, and actions established by the General Plan. The Zoning Ordinance identifies specific zoning districts within the City and provides development standards and regulations that apply to each district. Figure 1-3 Existing Zoning displays existing zoning classifications in the plan area.

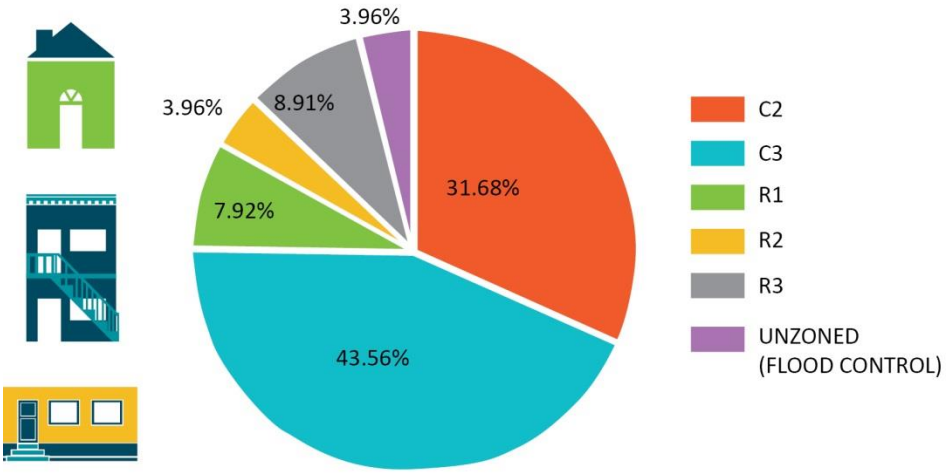


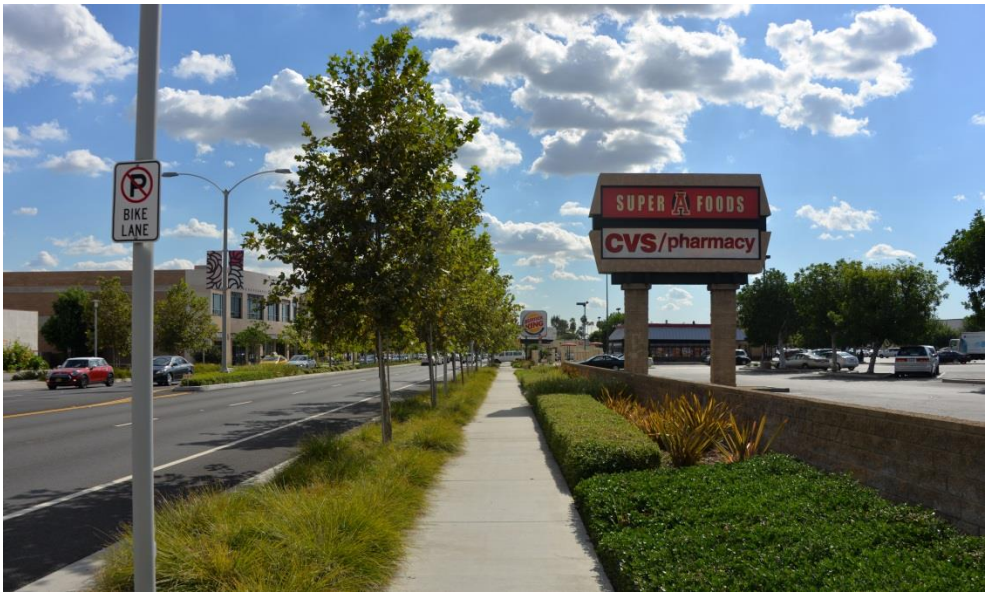

Figure 1-3: Existing Zoning

As a regulatory document adopted by ordinance, the Specific Plan establishes new land use districts, including permitted uses, and development and off-street parking standards for the Specific Plan area, replacing the current zoning.

## HOW IS THE SPECIFIC PLAN ORGANIZED?

This Crossroads Plan is intended to allow for and encourage the transformation of the Rosemead Boulevard corridor into an active, vibrant, people-friendly, mixed-use destination. Following this Introduction chapter, the Specific Plan includes the following chapters:

- Chapter 2: Vision, Guiding Principles, and Goals and Policies
- Chapter 3: Land Use Plan
- Chapter 4: Mobility Plan
- Chapter 5: Infrastructure Plan
- Chapter 6: Administration and Implementation




Crossroads Specific Plan Area, Rosemead Boulevard facing south

## WHAT DO WE KNOW ABOUT THE CROSSROADS AREA?

### *Existing Land Use*

Existing land uses in the Specific Plan area consist primarily of commercial uses, which occupy over 80 percent of the total land area, as illustrated in Figure 1-4 Existing Land Use. Other land uses include single-family and multi-family residential, institutional, and public/semi-public uses.

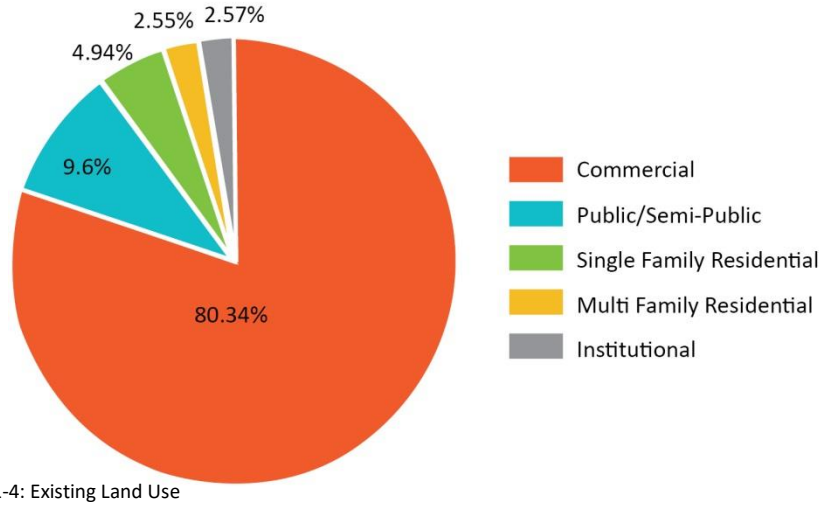



Figure 1-4: Existing Land Use

Commercial uses flank both sides of Rosemead Boulevard for its length through the plan area. On the west side of Rosemead Boulevard, commercial uses consist of auto-oriented retail and service uses, including big-box retail, convenience retail, a supermarket, restaurants, and personal services. Commercial uses on the east side of Rosemead Boulevard are generally smaller in scale, consisting of auto-oriented commercial strip retail and service uses.

Residential uses, including both single and multi-family homes make up a small percentage (7.5%) of the plan area. Single-family residential land uses are clustered in the northeast and northwest corners of the Specific Plan area. Single-family lots in the Specific Plan area have direct access from the street, via individual driveways, due to the lack of alleys in the plan area. The plan area contains a small number of "tiered " single-family lots, which contain two or more dwelling units on the same lot. Multi-family residential uses in the plan area are located in small clusters, intermixed with commercial uses on the east side of Rosemead Boulevard and on a small parcel on Broadway, adjacent to the Eaton Wash.

Other uses include public/semi-public (9.6%), and institution (2.6%) uses. These uses are located in small pockets throughout the plan area.

### *Parcels*

The Specific Plan area contains individual parcels ranging in size from approximately five acres (4.93 acres) to less than one-tenth of an acre, as indicated in Figure 1-5 Parcel Size. Eleven of the parcels are larger than one-acre, the majority of which are located on the west side of Rosemead Boulevard on the block between Broadway and Las Tunas Drive.

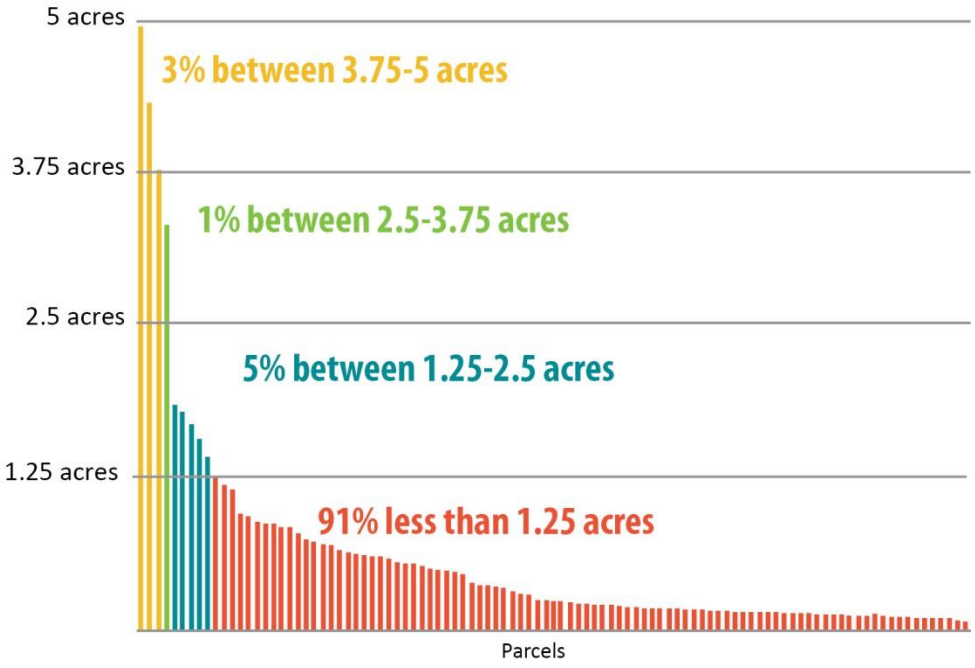
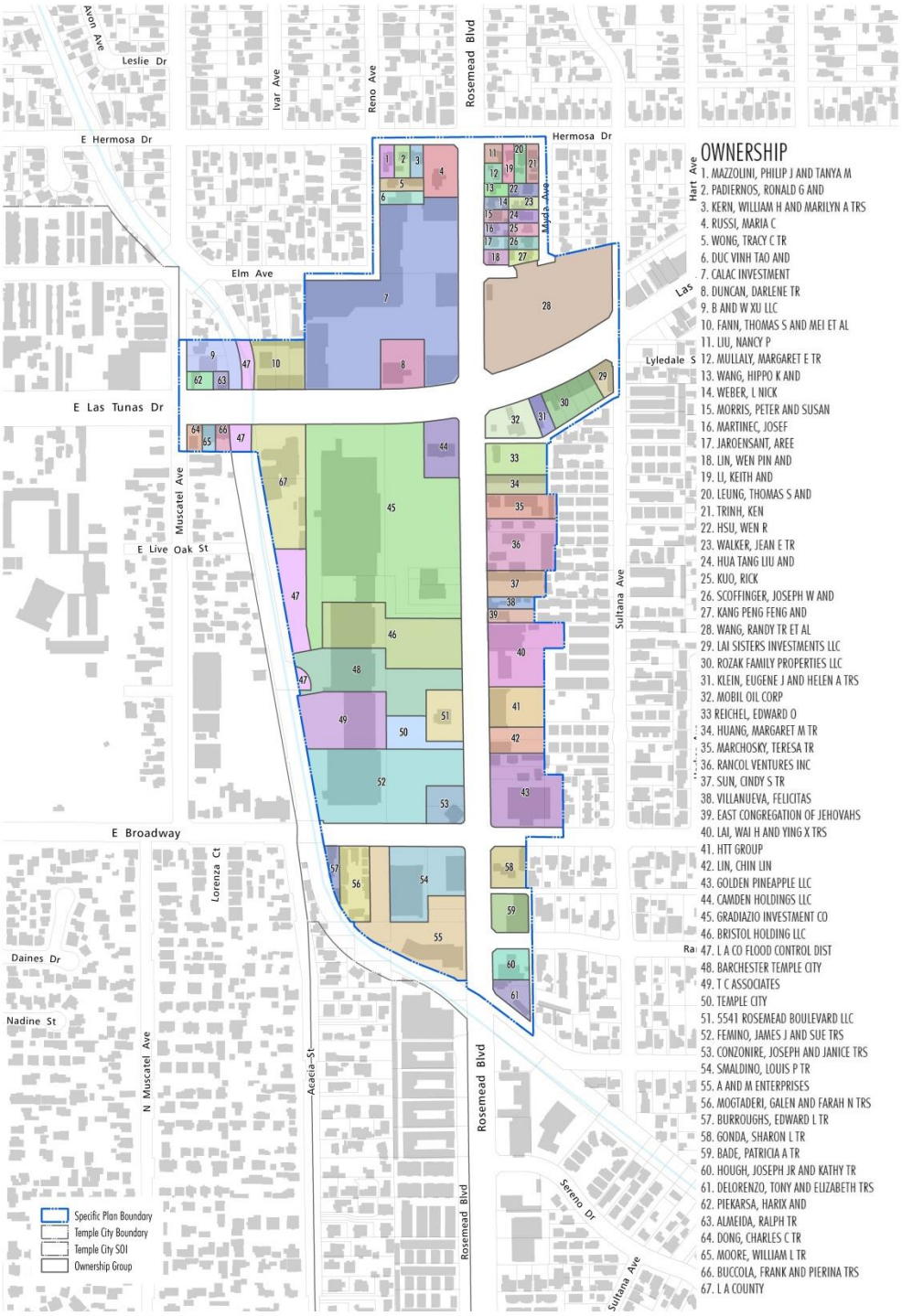



Figure 1-5: Parcel Size

### *Land Ownership*

The majority of the land (90.4%) in the plan area is privately owned, while only 9.6% is publicly owned. Figure 1-6 Consolidated Parcel Ownership illustrates the composition of existing ownership in the Specific Plan area, consolidating adjacent individual parcels owned by a common property owner. As displayed in Figure 1-6, certain property owners own multiple adjacent parcels, forming large contiguous tracts of land under common ownership in the plan area.

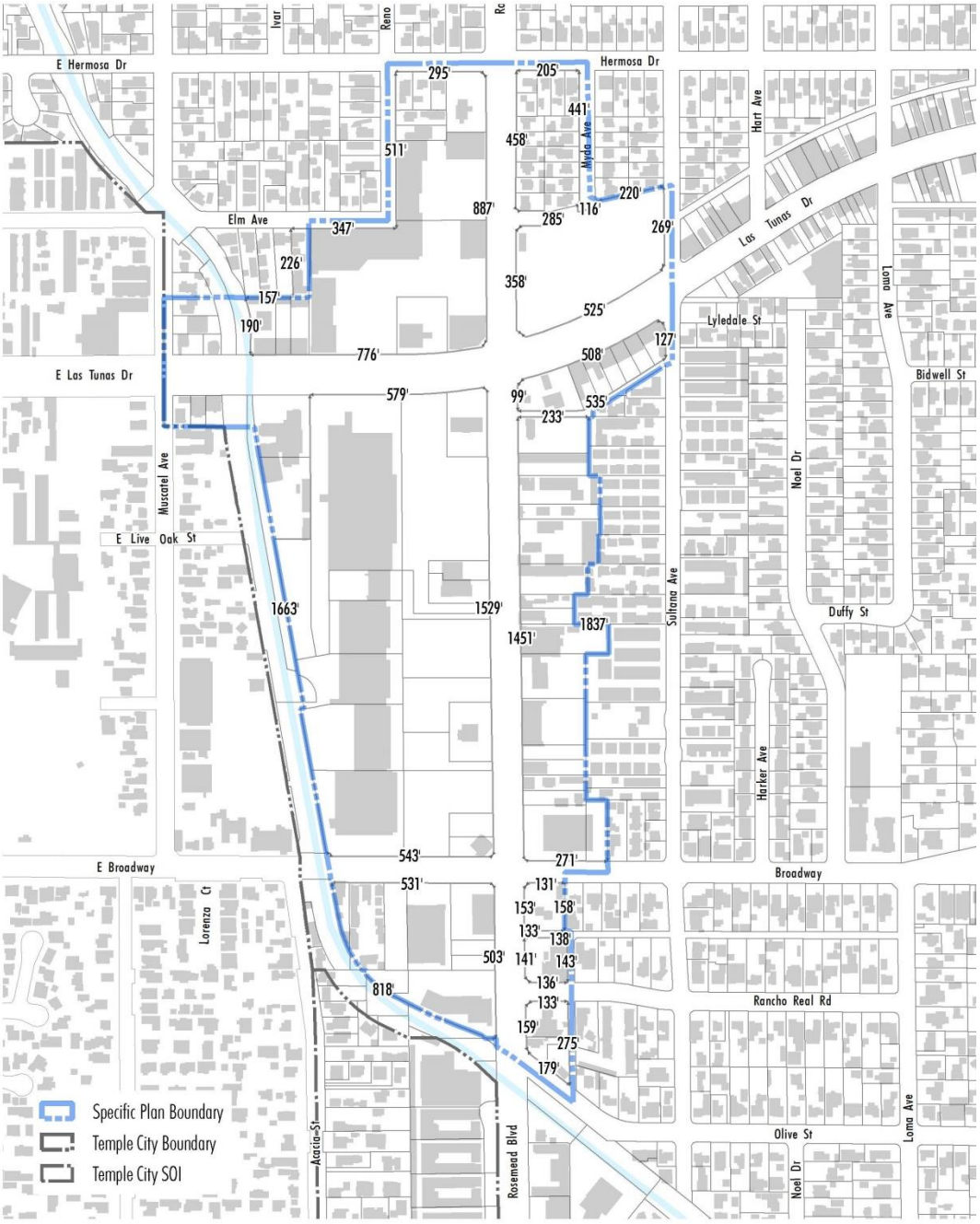



**Temple City Crossroads Specific Plan** | Consolidated Parcel Ownership

Figure 1-6: Consolidated Parcel Ownership

### *Block Structure*

The block structure of the plan area, as displayed in Figure 1-7 Block Structure, is formed by the three streets traversing the plan area. Rosemead Boulevard, a primary street traveling north/south, bisects the plan area for its entire length. Las Tunas Drive, also a primary street, travels east/west near the northern plan boundary, while Broadway, a local street, travels east/west near the southern boundary. With the exception of smaller blocks south of Broadway on the east side of Rosemead Boulevard these streets form a series of large blocks that lack internal or external connectivity and feature a generally poor pedestrian environment. Blocks and parcels are generally deeper on the west side of Rosemead Boulevard than they are on the east side. This is particularly true between Las Tunas Drive and Broadway, where parcel consolidation has occurred in both the first and second rows of parcels in from Rosemead Boulevard.




**Temple City Crossroads Specific Plan | Block Structure**

Figure 1-7: Block Structure

# VISION, GUIDING PRINCIPLES, GOALS AND POLICIES

Building on the foundation established by the Mid-Century Plan's vision, guiding principles, and goals and policies, the Crossroads Specific Plan establishes a new vision for the Specific Plan area.

## VISION

The Crossroads Specific Plan area plays a vital role in the lives of Temple City residents. It is a neighborhood, providing quality housing for residents of all incomes; it is a destination, offering a unique mix of retail shops, services, restaurants, and entertainment options; it is a recreation area home to public open space and bicycle and pedestrian paths and trails; it is sustainable, featuring environmentally friendly buildings and landscapes; it is multi-modal, where people travel to and through the area by foot, bike, bus, or car; and finally it is a source of community pride, a place that Temple City residents can bring visiting family and friends, meet neighbors, and enjoy the quality of life that Temple City offers.




Visioning exercise conducted with community

## GUIDING PRINCIPLES

The guiding principles along with the Plan's vision provide the foundation for the land use diagram and design and development standards contained in the Plan and serve as a benchmark for the analysis of future land use, urban design, transportation, and infrastructure decisions to determine if they are supportive of the vision and intent of the Specific Plan.




Visioning exercise conducted with the community

***Mix of Uses.***

The Crossroads Area will transition from its predominately auto-oriented, commercial-strip development pattern into an attractive and desirable community destination, home to distinct sub-districts that provide a mix of uses and functions serving Temple City residents and visitors from across the San Gabriel Valley.

***Sustainability and Healthy Living.***

The Specific Plan area will be a model of sustainable development and healthy living concepts. Buildings, landscaping, and infrastructure will be energy and water efficient and the area's development pattern and mix of uses will encourage active transportation and physical activity, social interaction, and provide access to healthy foods, health and wellness facilities, and education.

***Enhanced Public Spaces.***

New public and semi-public open spaces, such as plazas, pocket parks, and greenways, will create a network of useable and passive recreation areas suited to a variety of activities, including relaxation, reflection, recreation, performance spaces, and art and cultural activities.

***Mobility and Circulation.***

Residents, employees, and visitors will enjoy safe, comfortable, and well connected bicycle and pedestrian facilities. These facilities will allow individuals the opportunity to walk, bike, or use other forms of active transportation for recreation or daily trips. Additionally, the Crossroads plan area will embrace advances in automobile transportation such as ride-sharing and on-demand vehicle use.

***Economic Vitality and Diversity.***

The Plan will support a diverse and vibrant economic base to ensure the long-term fiscal health and sustainability of the Crossroads area and the City as a whole. The mix of possible uses includes innovative start-up and local businesses, national retailers, and high-tech companies, as well as the necessary infrastructure, services, and amenities to support these.

***Development Scale.***

Existing large blocks within the Crossroads Specific Plan area will be sub-divided into more walkable, pedestrian-oriented blocks by new streets, paseos, and multi-use paths. The scale and character of development will respect existing neighborhoods and contribute to an active, vibrant, people-focused environment.

***Community Context.***

The Plan area's buildings and public spaces will be located, designed, and scaled to respect adjacent residential neighborhoods and recognize the existing physical form and context of the community. Buildings and public spaces will embrace a range of architectural styles and feature durable materials demonstrating investment, longevity, and encouraging people to stop, linger, and enjoy the area.

## GOALS AND POLICIES

The Temple City 2050 Mid-Century Plan establishes goals and policies for the City's mixed-use districts, including the Crossroads Specific Plan area. These goals and policies, listed below, are focused on the mix of uses, development scale, development compatibility, design integration, and on-site amenities. The Crossroads Specific Plan's vision, guiding principles, standards and guidelines seek to implement the goals and policies for the area established by the Mid-Century Plan.




Images reflecting the Goals and Policies of the Mid-Century Plan

### *Mid-Century Plan*

- 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.

### *Crossroads Specific Plan Policies*

In addition to the goal and policies developed for the Specific Plan area in the Mid-Century Plan, the following policies support the vision for the Crossroads area




Images reflecting the Goals and Policies of the Crossroads Specific Plan

and have guided the preparation of this Specific Plan.

- Crossroads Policy 1: Accommodate the transition of the Specific Plan area from an auto-oriented commercial corridor to a mixed-use, multi-modal area with housing, retail and services, restaurants, and recreation and open space.
- Crossroads Policy 2: Promote the development of diverse retail, personal service, and restaurant uses to serve the needs and interests of the residents of Temple City and its surrounding market.
- Crossroads Policy 3: Ensure uses within the Specific Plan area are compatible with one another and create synergy and vitality within the plan area.
- Crossroads Policy 4: Encourage the Mixed-Use Core be developed in a comprehensive, no-piecemeal manner that stablishes a critical mass of residents, employees, and visitors in the area.
- Crossroads Policy 5: Require new development to employ sustainable building and site design practices that support pedestrian activity and minimize water use and energy consumption.
- Crossroads Policy 6: Create a network of streets through the area appropriate for the mix of land uses and encourages walking, biking, and transit use.
- Crossroads Policy 7: Create new connections, especially pedestrian and bicycle connections, and recreation and open space in concert with new development and public improvements.
- Crossroads Policy 8: Encourage the development of new public open space improvements, including improving and activating the Eaton Wash, as part of new development projects or through acquisition of land with fees collected from developers or other methods.
- Crossroads Policy 9: The City's business attraction efforts should focus on attracting (1) tenants that provide services and goods in a high-quality environment, (2) regional and national retailers, and (3) a diverse set of tenants. (Amended by Ordinance 21-1054)

# LAND USE PLAN - DEVELOPMENT STANDARDS, ALLOWABLE USES, AND DESIGN GUIDELINES

This chapter defines detailed regulations for land use development within the Crossroads Specific Plan area, and is intended to facilitate the transformation of the plan area from an auto-oriented commercial corridor to the mixed-use, multi-modal destination consistent with the Specific Plan's vision. This chapter includes the following components:

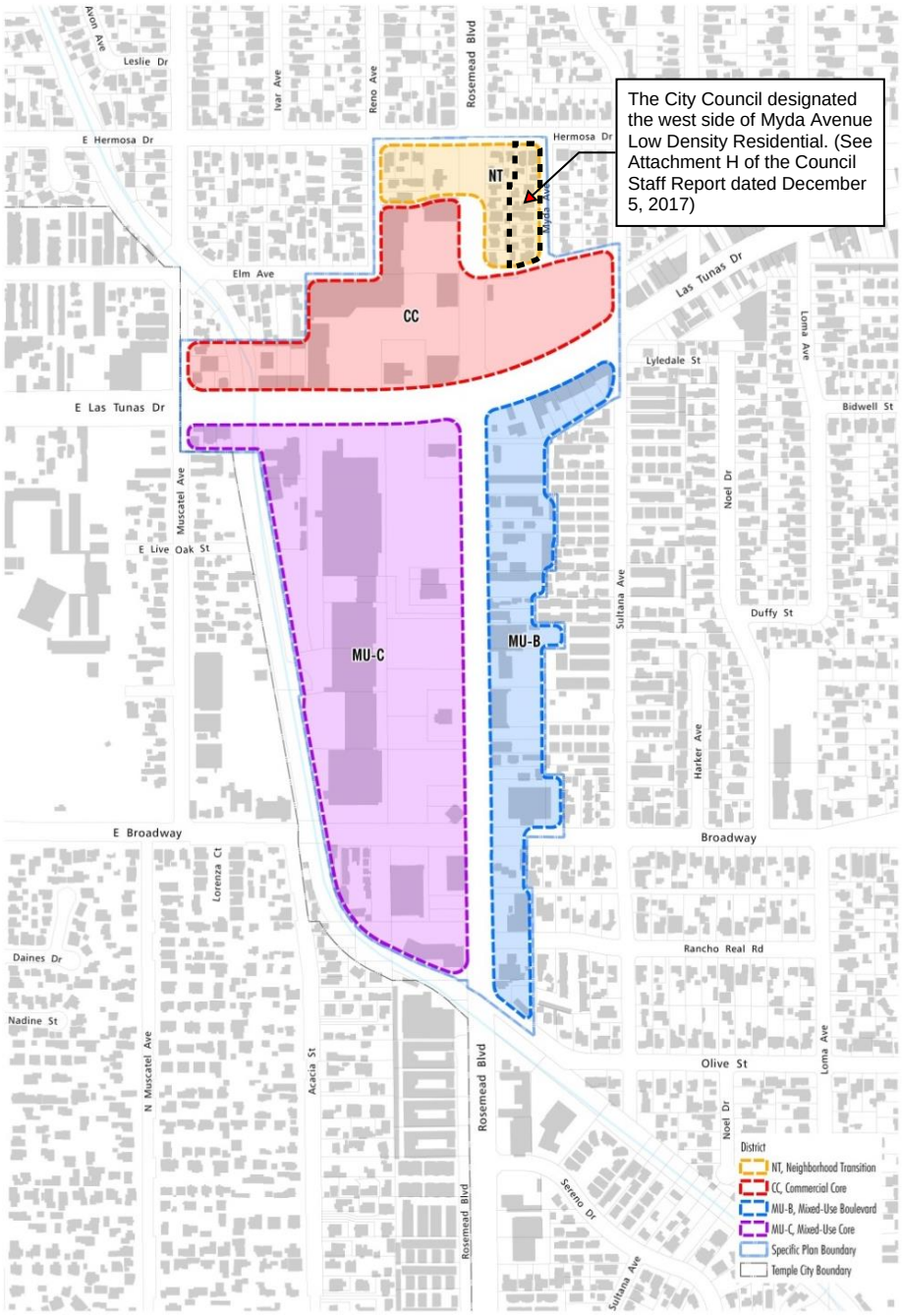
- **Land Use Diagram:** The Land Use Diagram establishes and depicts the distribution of four land use districts within the Specific Plan boundaries, and serves as the official zoning map for entitling of development within the Specific Plan area.
- **Permitted Uses, Special Use Standards, and Off-Street Parking:** This section specifies land uses that are permitted, prohibited, conditionally permitted, allowed as an accessory or temporary use, and uses permitted above the ground floor of a mixed-use building. Special Use Standards (SUS's) provide standards uniquely applicable to certain land uses permitted within the Specific Plan boundary. Finally, this section specifies the off-street parking standards for land uses permitted in the area.
- **Development Standards:** The development standards establish the densities and intensities of development permitted within each of the four districts and regulate the features of site development and buildings that contribute to the urban form and affect the public realm, such as dwelling units per acre and floor area ratio, building height and setback, lot coverage, and open space requirements.
- **Design Guidelines:** This section specifies guidelines contributing to the built form and character that complement the Plan's development standards. Design Guidelines address building siting and scale, access and circulation, landscape, streetscape, and public art.

## APPLICABILITY

The provisions of this Specific Plan are applicable to all parcels within the Crossroads Specific Plan area and shall supersede all such provisions contained in the Temple City Municipal Code. The City of Temple City shall administer the provisions of this chapter in accordance with the State of California Government

Code, the Mid-Century Plan, and the Temple City Municipal Code. If this Specific Plan is silent on an issue, the provisions of the Temple City Municipal Code shall apply.

All conditional use permits (CUPs) that exist prior to the adoption of the Specific Plan continue to be effective and the businesses and sites must maintain compliance with those conditions. The terms and conditions of CUPs existing prior to the adoption of the of the Specific Plan for uses which do not conform to the Specific Plan are transferrable upon sale of the business or property upon the site.




**Temple City Crossroads Specific Plan** | Community Diagram

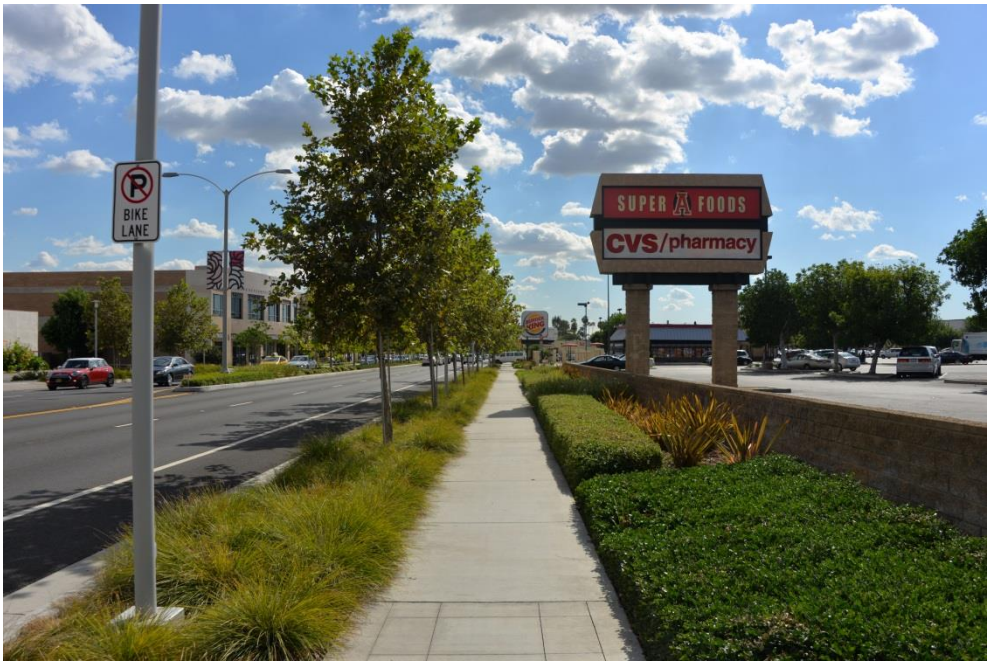
PLACEWORKS

Figure 3-1: Crossroads Specific Plan Land Use Diagram

## LAND USE DISTRICTS AND DEVELOPMENT STANDARDS

As displayed in Figure 3-1, the Crossroads Specific Plan establishes the four land-use districts within the plan area. It delineates the boundaries of these districts and assigns a specific designation to each individual property within the Specific Plan area. The location of each district is based on the desired distribution and mix of uses, development densities, and urban form characteristics within the Specific Plan area. The four districts within the plan area include the following:

Rosemead Boulevard, South Facing




***Neighborhood Transition***

The Neighborhood Transition (NT) district is intended to accommodate a range of residential uses including single-family, multi-family, and live work units, while respecting the character and scale of the existing residential development. The NT district provides an area of transition from the higher-intensity mixed-use and commercial core districts of the plan area to the adjacent residential neighborhoods. The NT district allows residential development up to thirty units per acre.

### *Commercial Core*

The Commercial Core (CC) district accommodates a diversity of commercial uses serving residents, employees, and visitors. The range of commercial uses include retail stores (supermarkets, furniture, appliances, etc.), general services (beauty stores and barbershops, copy shops, etc.), and restaurants and dining options. Commercial uses may be developed at a maximum 0.5 FAR in the CC district.

### *Mixed-Use Core*

The Mixed-Use (MU-C) district provides for the development of an active mixed-use environment for Temple City and San Gabriel Valley residents to live, work, dine, be entertained, recreate, and relax. It allows for the intermixing of a diversity of land uses that facilitate walking, biking, and other forms of active transportation.

Mixed-use buildings are encouraged in the MU-C district, integrating commercial uses with multi-family residential units. The housing units on lots fronting Rosemead Boulevard must be constructed above or to the rear of street-facing non-residential uses. Mixed-use projects may be built to a maximum of 2.0 FAR, including a maximum 0.5 commercial FAR and maximum 1.5 residential FAR.

### *Mixed-Use Boulevard*

The Mixed-Use Boulevard (MU-B) district is intended to allow for the development of a mixed-use corridor along Rosemead Boulevard between Las Tunas Drive and Olive Street. The MU-B district concentrates mixed-use development at key street intersections, while allowing stand-alone multi-family residential and commercial buildings in the interior of the corridor. Like the MU-C district, the mix of uses will be unified by their urban form and relationship to street frontages and adjoining parcels. Mixed-use projects may be built to a maximum of 1.75 FAR, including a maximum 0.5 commercial FAR and maximum 1.25 residential FAR. Stand-alone multi-family residential buildings may be developed at a maximum density of 55 dwelling units per acre.

## *Development Standards*

The Land Use Diagram is supported by Development Standards which identify the densities and intensities to be permitted for each land use district and regulates the features of site development and buildings that contribute to the urban form and affect the public realm, including building height, property setbacks, required on-site open space, building types, streetscape design, and signage.

The following section provides development standards for each of the Crossroads Specific Plan Land Use Districts, as well as a description of the intent of each district, an annotated figure (Figures 3-2 to 3-8) illustrating the type and scale of development that can be achieved in the respective district, and precedent photographs that provide a conceptual background of this type and scale of development.

***Land and Air Subdivisions:***

Commercial condominiums are prohibited. For mixed-use projects, the commercial component may be a separate parcel from the residential component. The commercial portion of mixed-use project must not be subdivided into multiple parcels. If subdivision of the airspace for a commercial component is necessitated by the layout of the site, the commercial parcels must be owned by one entity.

Residential condominiums are permitted where mixed-use or residential uses are allowed.

The following subdivision regulations apply in the MU-C zone east of the Los Angeles County Flood Control District.

- Any new land lot must have a minimum width and depth of 200 feet.
- No new lot may be combined or adjusted in a way so that the lot is smaller than any of the original lots. Lots required for the creation of a private street are exempt.
- Future lot line adjustments and subdivisions must provide frontage on a public street or a private street with the widths shown in this CSP.

(Amended by Ordinance 21-1054)

# NT Residential

The Neighborhood Transition (NT) district is intended to maintain the scale and form of the City's traditional residential neighborhoods while accommodating a range of residential products including single-family, multi-family, and live work development. The NT district provides a transition from the higher-density mixed-use and commercial areas of the Specific Plan to the established residential districts those immediately adjacent to the north of the plan area, while allowing for the preservation and enhancement of the residential homes within the NT district. The NT district allows residential development up to 30 units per acre.

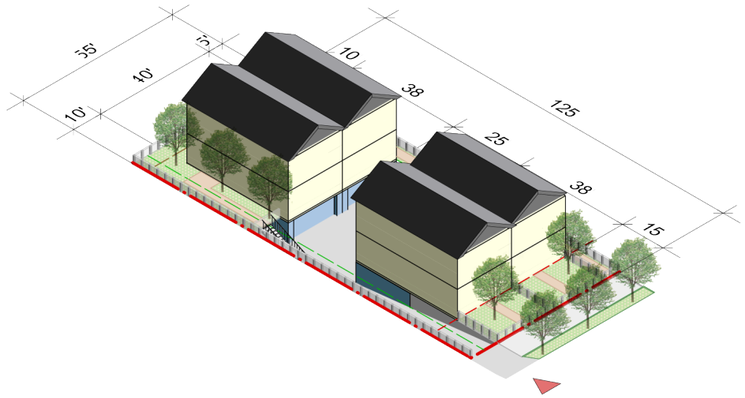
Single-family structures shall adhere to the Zoning Code R-1 code requirements.

A Conditional Use Permit (CUP) is required for projects with frontage on Myda Ave. or Reno Ave. to ensure that siting and design of the building(s) achieve an effective transition in function, scale, and bulk with adjoining residential neighborhoods.

## Illustrative Example

100% residential @ 30 du / acre

| *with Total Density* | *with Commercial Density* | *with Residential Density* | *with Lot Coverage* | *with Open Space* |
|---|---|---|---|---|
| **@ 30 du per acre** | **-** | **@ 30 du per acre** | **@ 40%** | **@ 20%** |




For Illustrative Purposes Only



Duarte, Duarte Courts - Low Density Housing




From Placeworks Presentation



From Placeworks Presentation

## NT DEVELOPMENT STANDARDS SUMMARY

| | Building Intensity | | | | | Building Placement | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NT | Residential | Mixed-Use building | Commercial only | Lot coverage (min/max) | Usable open space[1] (min) | Front setback (min) | Build-to-zone[2] (min/max) | Minimum % of building width in build-to-zone | Side setback (min) | Rear setback adjacent to non-residential zone (min) | Rear setback adjacent/across from a residential zone (min) | Vertical Setback | Principal structure height (max)[3] | Accessory structure height (max) |
| | 30 du/acre | N/A | N/A | 40% / 80% | 15% | 15 ft. | N/A | N/A | 5 ft. | 5 ft. | 15 ft. 1st and 2nd st. / 30 ft. 3rd st. and up | N/A | 31 ft. (2-st.) or 43 ft. (3-st.) | 15 ft. |

1. Usable open space is measure as a minimum % of lot area. It may include yards, courtyards, plazas, paseos, balconies, decks, porches, roof decks, and patios. Usable open space does not include driveways, aisles, parking spaces or any area less than five feet in length or width. No more than 25% of the required usable open space may be dedicated to residential private or common open space. All grade-level usable open space shall be accessible to the public. Balconies are not permitted to face residentially zoned properties.
2. Build-to-zone is measured from the minimum front setback line
3. The max height of a principal building fronting Rosemead Boulevard shall be 43 ft. (3-st.); the max height of a principal building fronting Myda Ave. or Reno Ave. in the NT zone shall be 31 ft. / (2-st.). The max allowable height shall be measured as the vertical distance from the existing grade of the site to an imaginary plane located the allowed number of feet above and parallel to the grade not including rooftop appurtenances.
4. Refer to Municipal Code for lot coverage calculation.

## MU/C Mixed Use along Rosemead

The Mixed-Use (MU-C) district is intended to encourage development of an active urban environment that exhibits the character of a distinct and vibrant pedestrian friendly village where residents live, work, dine, are entertained, and recreate, and relax. It allows for the intermixing of a diversity of land uses that facilitate walking, biking, and other forms of active transportation while reducing vehicle trips.

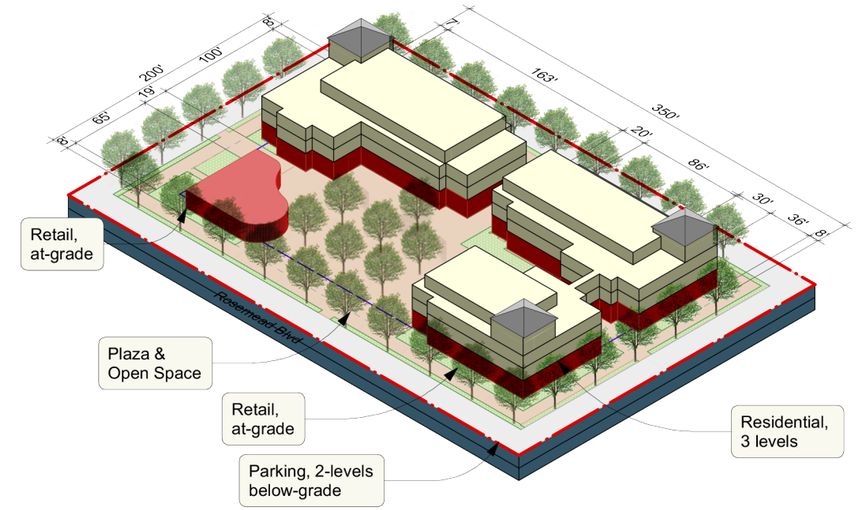
The mix of uses will be unified by their urban form and relationship to street frontages and adjoining parcels. While more than one use may be located on any block within the district, all buildings shall be placed on their lot, oriented to the street frontage, pedestrian or bicycle path, or a public open space and designed to convey an urban character.

Mixed-use buildings are encouraged in the MU-C district, integrating commercial uses with multi-family residential units. The housing units must be constructed above or to the rear of street-facing non-residential uses. Mixed-use projects may be built to a maximum of 2.0 FAR, including a maximum 0.5 commercial FAR and maximum 1.5 residential FAR. Where feasible, shared parking structures should be developed to reduce the need for multiple and inefficient driveways and parking lots and promote the continuity of the building wall along the street frontage. The street-facing frontages of such structures should be lined with retail uses.

### Illustrative Example

4-story mixed-use building with underground parking

| *with Total Density* | *with Commercial Density* | *with Residential Density* | *with Lot Coverage* | *with Open Space* |
|---|---|---|---|---|
| **@ 2.0 FAR** | **@ 0.5 FAR** | **@ 1.5 FAR** | **@ 50%** | **@ 40%** |




For Illustrative Purposes Only



From Placeworks Presentation



Santa Monica, 3rd Street Promenade



Citrus Heights California

### MU/C DEVELOPMENT STANDARDS SUMMARY

| MU/C | Building Intensity | | | | | Building Placement | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Residential** | **Mixed-Use building** | **Commercial only** | **Lot coverage (min/max)** | **Usable open space[2]** | **Front setback (min)** | **Build-to-zone[3] (min/max)** | **Minimum % of building width in build to zone[4]** | **Side setback (min)** | **Rear setback** adjacent to non-residential zone (min) | **Rear setback** adjacent/across from a residential zone (min) | **Vertical Setback[4]** | **Principal structure height (max)[5]** | **Accessory structure height (max)** |
| | 65 du/acre[1] | 2.0 max FAR (min 0.3 / max 0.5 FAR comm.) | 0.5 FAR | 50% / 90% | 10% | 0 ft. | 0 ft. /15 ft. | 90% | 0 ft. | 0 ft. | 15 ft. 1st and 2nd st. / 30 ft. 3rd st. and up | 10 ft. average | 56 ft. (4-st.) / 81 ft. (6-st.)[6] | 45 ft. |

1. Residential development in the MU/C zone must be part of a mixed-use development.
2. Usable open space is measured as a minimum % of lot area. It may include yards, courtyards, plazas, paseos, balconies, decks, porches, roof decks and patios. Usable open space does not include driveways, aisles, parking spaces or any area less than five feet in length or width. No more than 25% of the required usable open space may be dedicated to residential private or common open space. All grade-level usable open space shall be accessible to the public.
3. Build-to-zone is measured from the minimum front setback line.
4. Buildings located in the CC, MU/C, and MU/B zones shall be exempt from this requirement only when the space between the ground-floor front building face and the build-to line is occupied by usable public open space, with pedestrian or other public amenities.
5. All building elevations above the third story shall have a minimum average setback of 10 feet from the third story building face. All building elevations above the fifth story shall have a minimum average setback of 20 feet from the fifth story building face.
6. The max height of a principal structure located within 300ft. of the Rosemead Blvd. property line and 100ft. of Las Tunas Drive, and 100 ft. of Broadway properties lines shall be 56 ft. (4-st.), the max height of principal structures located beyond 300 ft. of the Rosemead Blvd. Property line and 100 ft. of Las Tunas Dr., and 100 ft. of Broadway property lines shall be 81 ft. (6 st.). The max allowable height shall be measured as the vertical distance from the existing grade of the site to an imaginary plane located the allowed number of feet above and parallel to the grade not including rooftop appurtenances. Appurtenances covering not more than 25% of the roof area may exceed the height limit established by a maximum of 15 ft. for non-residential and mixed-use structures and a maximum of 10 ft. for multi-family structures. For multi-family structures, trellised roof decks may exceed the height limit upon approval of a conditional use permit. An open railing around a roof-top garden may be allowed to exceed the height limit; provided the railing is the minimum height required under the Building Code (for safety purposes) and the railing is stepped back so as not to be visible from the public right of way.
7. Refer to Municipal Code for lot coverage calculation.
8. Areas adjacent to internal roadways, to calculate setbacks, lot coverage, and open space requirements an imaginary property line shall be considered as existing at the back of the curb. For purpose of floor area ratio, the entire lot area shall be included, including easement for access and flood control.

# MU/C Mixed Use along Wash

The Mixed-Use (MU-C) district is intended to encourage development of an active urban environment that exhibits the character of a distinct and vibrant pedestrian friendly village where residents live, work, dine, are entertained, and recreate, and relax. It allows for the intermixing of a diversity of land uses that facilitate walking, biking, and other forms of active transportation while reducing vehicle trips.

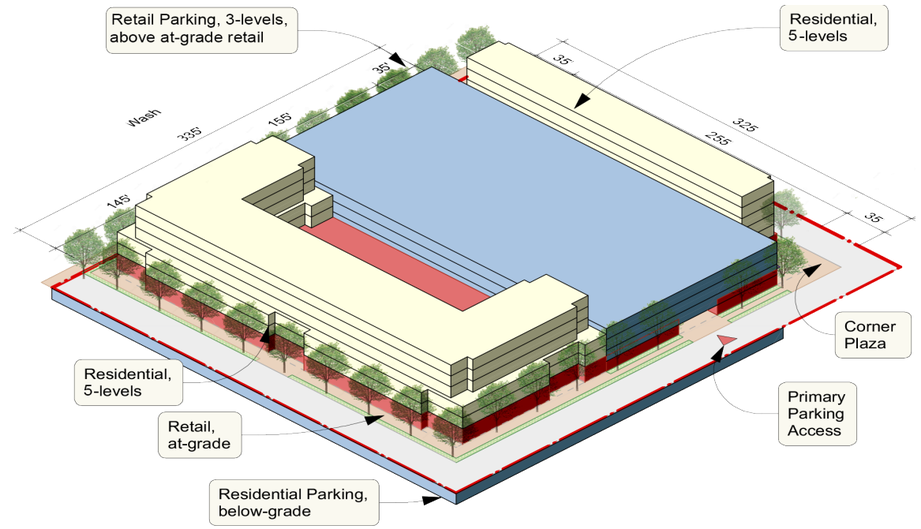
The mix of uses will be unified by their urban form and relationship to street frontages and adjoining parcels. While more than one use may be located on any block within the district, all buildings shall be placed on their lot, oriented to the street frontage, pedestrian or bicycle path, or a public open space and designed to convey an urban character.

Mixed-use buildings are encouraged in the MU-C district, integrating commercial uses with multi-family residential units. The housing units must be constructed above or to the rear of street-facing non-residential uses. Mixed-use projects may be built to a maximum of 2.0, where there is no more than 0.5 FAR may be occupied by retail uses. Where feasible, shared parking structures should be developed to reduce the need for multiple and inefficient driveways and parking lots and promote the continuity of the building wall along the street frontage. The street-facing frontages of such structures should be lined with retail uses.

## Illustrative Example

6-story mixed-use building with underground and structured parking

| *with Total Density* | *with Commercial Density* | *with Residential Density* | *with Lot Coverage* | *with Open Space* |
|---|---|---|---|---|
| **@ 2.0 FAR** | **@ 0.5 FAR** | **@ 1.5 FAR** | **@ 80%** | **@ 15%** |




For Illustrative Purposes Only



Monrovia, Parks at Station Square



Huntington Beach, Residences at Bella Terra




Portland, Tanner Place

## MU/C DEVELOPMENT STANDARDS SUMMARY

| MU/C | Building Intensity | | | | | Building Placement | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Residential** | **Mixed-Use building** | **Commercial only** | **Lot coverage (min/max)** | **Usable open space[2]** | **Front setback (min)** | **Build-to-zone[3] (min/max)** | **Minimum % of building width in build to zone[4]** | **Side setback (min)** | **Rear setback** adjacent to non-residential zone (min) | **Rear setback** adjacent/across from a residential zone (min) | **Vertical Setback[4]** | **Principal structure height (max)[5]** | **Accessory structure height (max)** |
| | 65 du/acre[1] | 2.0 max FAR (min 0.3 / max 0.5 FAR comm.) | 0.5 FAR | 50% / 90% | 10% | 0 ft. | 0 ft. /15 ft. | 90% | 0 ft. | 0 ft. | 15 ft. 1st and 2nd st. / 30 ft. 3rd st. and up | 10 ft. average | 56 ft. (4-st.) / 81 ft. (6-st.)[6] | 45 ft. |

1. Residential development in the MU/C zone must be part of a mixed-use development.
2. Usable open space is measured as a minimum % of lot area. It may include yards, courtyards, plazas, paseos, balconies, decks, porches, roof decks and patios. Usable open space does not include driveways, aisles, parking spaces or any area less than five feet in length or width. No more than 25% of the required usable open space may be dedicated to residential private or common open space. All grade-level usable open space shall be accessible to the public.
3. Build-to-zone is measured from the minimum front setback line.
4. Buildings located in the CC, MU/C, and MU/B zones shall be exempt from this requirement only when the space between the ground-floor front building face and the build-to line is occupied by usable public open space, with pedestrian or other public amenities.
5. All building elevations above the third story shall have a minimum average setback of 10 feet from the third story building face. All building elevations above the fifth story shall have a minimum average setback of 20 feet from the fifth story building face.
6. The max height of a principal structure located within 300ft. of the Rosemead Blvd. property line and 100ft. of Las Tunas Drive, and 100 ft. of Broadway properties lines shall be 56 ft. (4-st.), the max height of principal structures located beyond 300 ft. of the Rosemead Blvd. Property line and 100 ft. of Las Tunas Dr., and 100 ft. of Broadway property lines shall be 81 ft. (6 st.). The max allowable height shall be measured as the vertical distance from the existing grade of the site to an imaginary plane located the allowed number of feet above and parallel to the grade not including rooftop appurtenances. Appurtenances covering not more than 25% of the roof area may exceed the height limit established by a maximum of 15 ft. for non-residential and mixed-use structures and a maximum of 10 ft. for multi-family structures. For multi-family structures, trellised roof decks may exceed the height limit upon approval of a conditional use permit. An open railing around a roof-top garden may be allowed to exceed the height limit; provided the railing is the minimum height required under the Building Code (for safety purposes) and the railing is stepped back so as not to be visible from the public right of way.
7. Refer to Municipal Code for lot coverage calculation.
8. Areas adjacent to internal roadways, to calculate setbacks, lot coverage, and open space requirements an imaginary property line shall be considered as existing at the back of the curb. For purpose of floor area ratio, the entire lot area shall be included, including easement for access and flood control.

# MU/C Parking Structure

The Mixed-Use (MU-C) district is intended to encourage development of an active urban environment that exhibits the character of a distinct and vibrant pedestrian friendly village where residents live, work, dine, are entertained, and recreate, and relax. It allows for the intermixing of a diversity of land uses that facilitate walking, biking, and other forms of active transportation while reducing vehicle trips.

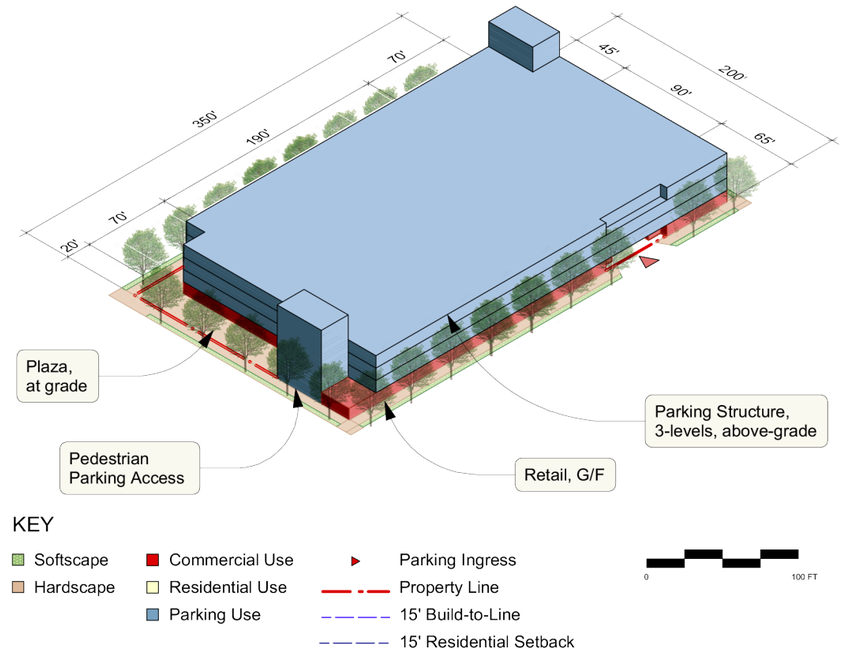
The mix of uses will be unified by their urban form and relationship to street frontages and adjoining parcels. While more than one use may be located on any block within the district, all buildings shall be placed on their lot, oriented to the street frontage, pedestrian or bicycle path, or a public open space and designed to convey an urban character.

Mixed-use buildings are encouraged in the MU-C district, integrating commercial uses with multi-family residential units. The housing units must be constructed above or to the rear of street-facing non-residential uses. Mixed-use projects may be built to a maximum of 2.0, where there is no more than 0.5 FAR may be occupied by retail uses. Where feasible, shared parking structures should be developed to reduce the need for multiple and inefficient driveways and parking lots and promote the continuity of the building wall along the street frontage. The street-facing frontages of such structures should be lined with retail uses.

## Illustrative Example

4-story structure parking lot with at-grade retail and 80% lot coverage

| *with Total Density* | *with Commercial Density* | *with Residential Density* | *with Lot Coverage* | *with Open Space* |
|---|---|---|---|---|
| **n/a** | **@ 0.5 FAR** | **n/a** | **@ 85%** | **@ 10%** |




For Illustrative Purposes Only



Boulder, Colorado



University of Houston



St Louis, Schlafly Branch Library

## MU/C DEVELOPMENT STANDARDS SUMMARY

| MU/C | Building Intensity | | | | | Building Placement | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Residential** | **Mixed-Use building** | **Commercial only** | **Lot coverage (min/max)** | **Usable open space[2]** | **Front setback (min)** | **Build-to-zone[3] (min/max)** | **Minimum % of building width in build to zone[4]** | **Side setback (min)** | **Rear setback** adjacent to non-residential zone (min) | **Rear setback** adjacent/across from a residential zone (min) | **Vertical Setback[4]** | **Principal structure height (max)[5]** | **Accessory structure height (max)** |
| | 65 du/acre[1] | 2.0 max FAR (min 0.3 / max 0.5 FAR comm.) | 0.5 FAR | 50% / 90% | 10% | 0 ft. | 0 ft. /15 ft. | 90% | 0 ft. | 0 ft. | 15 ft. 1st and 2nd st. / 30 ft. 3rd st. and up | 10 ft. average | 56 ft. (4-st.) / 81 ft. (6-st.)[6] | 45 ft. |

1. Residential development in the MU/C zone must be part of a mixed-use development.
2. Usable open space is measured as a minimum % of lot area. It may include yards, courtyards, plazas, paseos, balconies, decks, porches, roof decks and patios. Usable open space does not include driveways, aisles, parking spaces or any area less than five feet in length or width. No more than 25% of the required usable open space may be dedicated to residential private or common open space. All grade-level usable open space shall be accessible to the public.
3. Build-to-zone is measured from the minimum front setback line.
4. Buildings located in the CC, MU/C, and MU/B zones shall be exempt from this requirement only when the space between the ground-floor front building face and the build-to line is occupied by usable public open space, with pedestrian or other public amenities.
5. All building elevations above the third story shall have a minimum average setback of 10 feet from the third story building face. All building elevations above the fifth story shall have a minimum average setback of 20 feet from the fifth story building face.
6. The max height of a principal structure located within 300ft. of the Rosemead Blvd. property line and 100ft. of Las Tunas Drive, and 100 ft. of Broadway properties lines shall be 56 ft. (4-st.), the max height of principal structures located beyond 300 ft. of the Rosemead Blvd. Property line and 100 ft. of Las Tunas Dr., and 100 ft. of Broadway property lines shall be 81 ft. (6 st.). The max allowable height shall be measured as the vertical distance from the existing grade of the site to an imaginary plane located the allowed number of feet above and parallel to the grade not including rooftop appurtenances. Appurtenances covering not more than 25% of the roof area may exceed the height limit established by a maximum of 15 ft. for non-residential and mixed-use structures and a maximum of 10 ft. for multi-family structures. For multi-family structures, trellised roof decks may exceed the height limit upon approval of a conditional use permit. An open railing around a roof-top garden may be allowed to exceed the height limit; provided the railing is the minimum height required under the Building Code (for safety purposes) and the railing is stepped back so as not to be visible from the public right of way.
7. Refer to Municipal Code for lot coverage calculation.
8. Areas adjacent to internal roadways, to calculate setbacks, lot coverage, and open space requirements an imaginary property line shall be considered as existing at the back of the curb. For purpose of floor area ratio, the entire lot area shall be included, including easement for access and flood control.

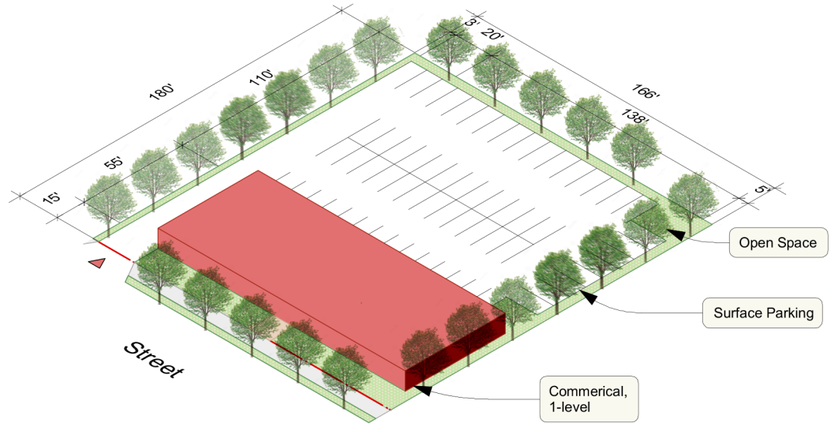
# CC Stand-alone Commercial

The Commercial Core (CC) district accommodates a diversity of commercial and personal service uses serving residents within and adjoining the Specific Plan area. Retail stores (supermarkets, furniture, appliances, etc.), general services (beauty stores and barbershops, copy shops, etc.), and dining are illustrative of the range of possible uses in this district. Development densities of up to 0.5 Floor Area Ratios (FAR) are permitted in the CC district.

## Illustrative Example

One-story commercial building

| *with Total Density* | *with Commercial Density* | *with Residential Density* | *with Lot Coverage* | *with Open Space* |
|---|---|---|---|---|
| **@ 0.5 FAR** | **@ 0.5 FAR** | **n/a** | **@ 50%** | **@ 15%** |




For Illustrative Purposes Only




Santa Monica, Main Street




Los Angeles, Larchmont Boulevard




Malibu, Country Mart

## CC DEVELOPMENT STANDARDS SUMMARY

| | Building Intensity | | | | | Building Placement | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CC | Residential | Mixed-Use building | Commercial only | Lot coverage (min/max) | Usable open spac)[1] | Front setback (min) | Build-to-zone[2] (min/max) | Minimum % of building width in build to zone[2] | Side setback (min) | Rear setback adjacent to non-residential zone (min) | Rear setback adjacent/across from a residential zone (min) | Vertical Setback[4] | Principal structure height (max)[5] | Accessory structure height (max) |
| | N/A | N/A | 0.5 FAR | 50% / 85% | 15% | 0 ft. | 0 ft./15 ft. | 90% | 0 ft. | 0 ft. | 15 ft. 1st and 2nd st. / 30 ft. 3rd st. and up | N/A | 43 ft. (3-st.) | 25 ft. |

1. Usable open space is measured as a minimum % of lot area. It may include yards, courtyards, plazas, paseos, balconies, decks, porches, roof decks and patios. Usable open space does not include driveways, aisles, parking spaces or any area less than five feet in length or width. No more than 25% of the required usable open space may be dedicated to residential private or common open space. All grade-level usable open space shall be accessible to the public.
2. Build-to-zone is measured from the minimum front setback line. Buildings located in the CC, MU/C, and MU/B zones shall be exempt from this requirement only when the space between the ground-floor front building face and the build-to line is occupied by usable public open space, with pedestrian or other public amenities.
3. The max allowable height shall be measured as the vertical distance from the existing grade of the site to an imaginary plane located the allowed number of feet above and parallel to the grade not including rooftop appurtenances. Appurtenances covering not more than 25% of the roof area may exceed the height limit established by a maximum of 15 ft. for non-residential structures.
4. Refer to Municipal Code for lot coverage calculation

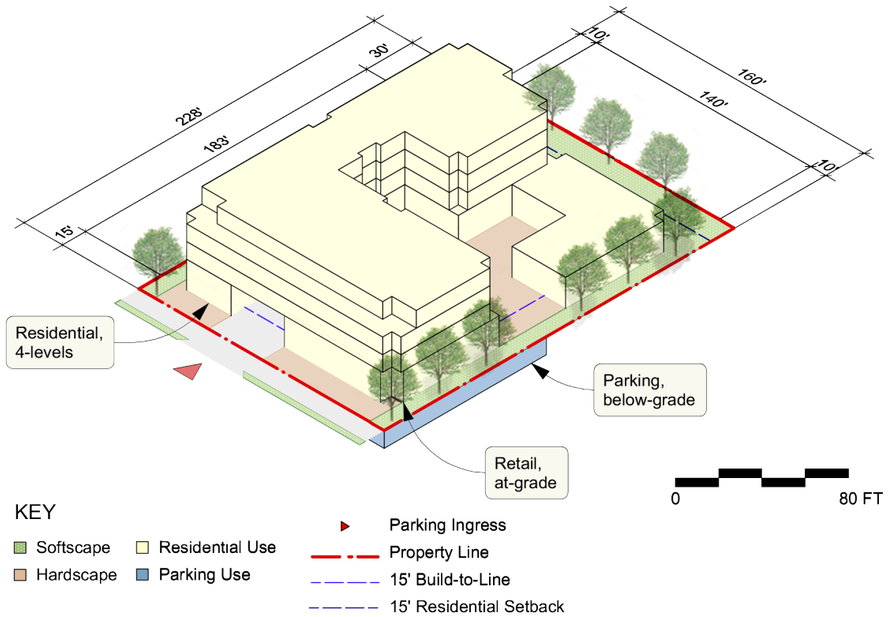
# MU/B Medium Density Residential

The Mixed-Use Boulevard (MU-B) district is intended to encourage development of a mixed-use corridor along Rosemead Boulevard between Las Tunas Drive and Olive Street. The MU-B district concentrates mixed-use development at key street intersections, while allowing stand-alone multi-family residential and commercial buildings in the interior of the corridor. Like the MU-C district, the mix of uses will be unified by their urban form and relationship to street frontages and adjoining parcels.

## Illustrative Example

4 story building with below-grade parking and potential retail space

| *with Total Density* | *with Commercial Density* | *with Residential Density* | *with Lot Coverage* | *with Open Space* |
|---|---|---|---|---|
| **@ 55 du/acre** | **n/a** | **@ 55 du/acre** | **@ 70%** | **@ 25%** |




For Illustrative Purposes Only



Hollywood, Kanner Architects




From Placeworks Presentation



Santa Monica, Santa Monica Boulevard

## MU/B DEVELOPMENT STANDARDS SUMMARY

| | Building Intensity | | | | | Building Placement | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MU/B** | **Residential** | **Mixed-Use building** | **Commercial only** | **Lot coverage (min/max)** | **Usable open space[1]** | **Front setback (min)** | **Build-to-zone[2] (min/max)** | **Minimum % of building width in build to zone[3]** | **Side setback (min)** | **Rear setback adjacent to non-residential zone (min)** | **Rear setback adjacent/across from a residential zone (min)** | **Vertical Setback[4]** | **Principal structure height (max)** | **Accessory structure height (max)** |
| | 55 du/acre | 1.75 FAR (min 0.3 / max 0.5 FAR comm.) | 0.5 FAR | 50%/90% | 10% | 0 ft. | 0 ft. /15 ft. | 90% | 0 ft. | 0 ft. | 15 ft. 1st and 2nd st. / 30 ft. 3rd st. and up | 10 ft. average | 56 ft./4-stories | 30 ft. |

1. Usable open space is measured as a minimum % of lot area. It may include yards, courtyards, plazas, paseos, balconies, decks, porches, roof decks and patios. Usable open space does not include driveways, aisles, parking spaces or any area less than five feet in length or width. All grade-level usable open space shall be accessible to the public. Balconies are not permitted to face residentially zoned properties.
2. Build-to-zone is measured from the minimum front setback line.
3. Buildings located in the CC, MU/C, and MU/B zones shall be exempt from this requirement only when the space between the ground-floor front building face and the build-to line is occupied by usable public open space, with pedestrian or other public amenities.
4. All building elevations above the third story shall have a minimum average setback of 10 feet from the third story building face.
5. The max allowable height shall be measured as the vertical distance from the existing grade of the site to an imaginary plane located the allowed number of feet above and parallel to the grade not including rooftop appurtenances.

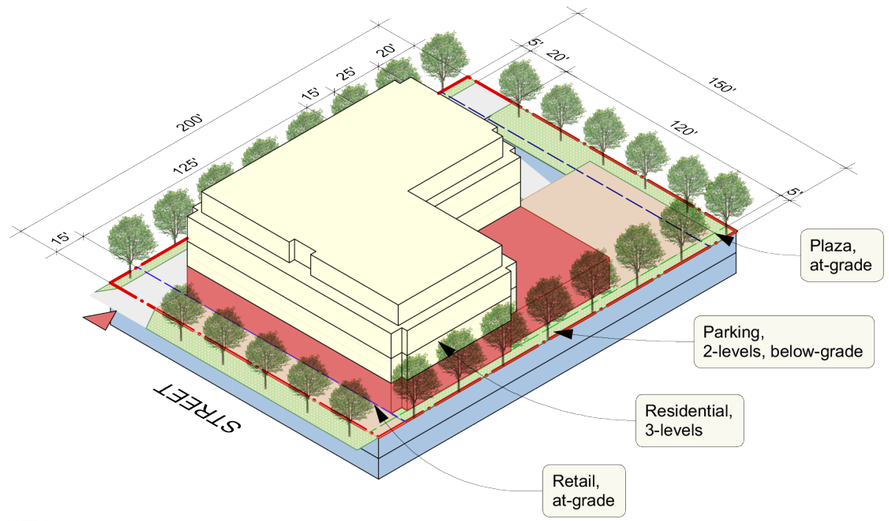
# MU/B Medium Density Mixed-Use

The Mixed-Use Boulevard (MU-B) district is intended to encourage development of a mixed-use corridor along Rosemead Boulevard between Las Tunas Drive and Olive Street. The MU-B district concentrates mixed-use development at key street intersections, while allowing stand-alone multi-family residential and commercial buildings in the interior of the corridor. Like the MU-C district, the mix of uses will be unified by their urban form and relationship to street frontages and adjoining parcels.

## Illustrative Example

4-story mixed use building with below-grade parking

| *with Total Density* | *with Commercial Density* | *with Residential Density* | *with Lot Coverage* | *with Open Space* |
|---|---|---|---|---|
| **@ 1.75 FAR** | **@ 0.5 FAR** | **@ 1.25 FAR** | **@ 70%** | **@ 25%** |




For Illustrative Purposes Only



San Diego



From Placeworks Presentation

## MU/B DEVELOPMENT STANDARDS SUMMARY

| MU/B | Building Intensity | | | | | Building Placement | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Residential | Mixed-Use building | Commercial only | Lot coverage (min/max) | Usable open space[1] | Front setback (min) | Build-to-zone[2] (min/max) | Minimum % of building width in build to zone[3] | Side setback (min) | Rear setback adjacent to non-residential zone (min) | Rear setback adjacent/across from a residential zone (min) | Vertical Setback[4] | Principal structure height (max) | Accessory structure height (max) |
| | 55 du/acre | 1.75 FAR (min 0.3 / max 0.5 FAR comm.) | 0.5 FAR | 50%/90% | 10% | 0 ft. | 0 ft. /15 ft. | 90% | 0 ft. | 0 ft. | 15 ft. 1st and 2nd st. / 30 ft. 3rd st. and up | 10 ft. average | 56 ft./4-stories | 30 ft. |

1. Usable open space is measured as a minimum % of lot area. It may include yards, courtyards, plazas, paseos, balconies, decks, porches, roof decks and patios. Usable open space does not include driveways, aisles, parking spaces or any area less than five feet in length or width. All grade-level usable open space shall be accessible to the public. Balconies are not permitted to face residentially zoned properties.
2. Build-to-zone is measured from the minimum front setback line.
3. Buildings located in the CC, MU/C, and MU/B zones shall be exempt from this requirement only when the space between the ground-floor front building face and the build-to line is occupied by usable public open space, with pedestrian or other public amenities.
4. All building elevations above the third story shall have a minimum average setback of 10 feet from the third story building face.
5. The max allowable height shall be measured as the vertical distance from the existing grade of the site to an imaginary plane located the allowed number of feet above and parallel to the grade not including rooftop appurtenances.




From Placeworks Presentation

# NT Residential

The Neighborhood Transition (NT) district is intended to maintain the scale and form of the City's traditional residential neighborhoods while accommodating a range of residential products including single-family, multi-family, and live work development. The NT district provides a transition from the higher-density mixed-use and commercial areas of the Specific Plan to the established residential districts those immediately adjacent to the north of the plan area, while allowing for the preservation and enhancement of the residential homes within the NT district. The NT district allows residential development up to 30 units per acre.

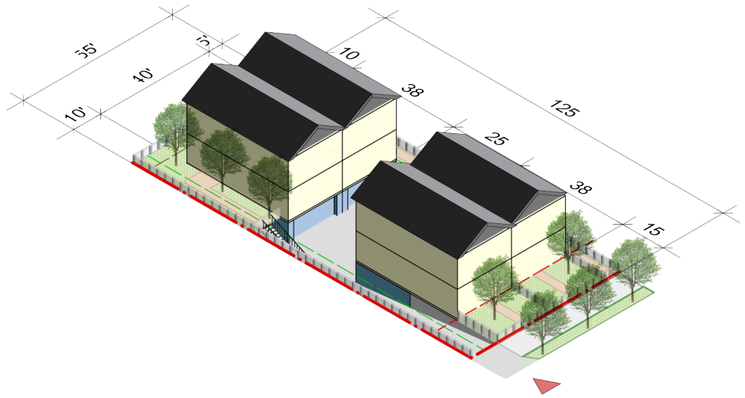
Single-family structures shall adhere to the Zoning Code R-1 code requirements.

A Conditional Use Permit (CUP) is required for projects with frontage on Myda Ave. or Reno Ave. to ensure that siting and design of the building(s) achieve an effective transition in function, scale, and bulk with adjoining residential neighborhoods.

## Illustrative Example

100% residential @ 30 du / acre

| *with Total Density* | *with Commercial Density* | *with Residential Density* | *with Lot Coverage* | *with Open Space* |
|---|---|---|---|---|
| **@ 30 du per acre** | **-** | **@ 30 du per acre** | **@ 40%** | **@ 20%** |




KEY

- Softscape
- Hardscape
- Commercial Use
- Residential Use
- Parking Use
- Parking Ingress
- Property Line
- 15' Build-to-Line
- 15' Residential Setback

0 40 FT

For Illustrative Purposes Only



Duarte, Duarte Courts - Low Density Housing




From Placeworks Presentation



From Placeworks Presentation

## NT DEVELOPMENT STANDARDS SUMMARY

| | Building Intensity | | | | | Building Placement | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NT | Residential | Mixed-Use building | Commercial only | Lot coverage (min/max) | Usable open space[1] (min) | Front setback (min) | Build-to-zone[2] (min/max) | Minimum % of building width in build-to-zone | Side setback (min) | Rear setback adjacent to non-residential zone (min) | Rear setback adjacent/across from a residential zone (min) | Vertical Setback | Principal structure height (max)[3] | Accessory structure height (max) |
| | 30 du/acre | N/A | N/A | 40% / 80% | 15% | 15 ft. | N/A | N/A | 5 ft. | 5 ft. | 15 ft. 1st and 2nd st. / 30 ft. 3rd st. and up | N/A | 31 ft. (2-st.) or 43 ft. (3-st.) | 15 ft. |

1. Usable open space is measure as a minimum % of lot area. It may include yards, courtyards, plazas, paseos, balconies, decks, porches, roof decks, and patios. Usable open space does not include driveways, aisles, parking spaces or any area less than five feet in length or width. No more than 25% of the required usable open space may be dedicated to residential private or common open space. All grade-level usable open space shall be accessible to the public. Balconies are not permitted to face residentially zoned properties.
2. Build-to-zone is measured from the minimum front setback line
3. The max height of a principal building fronting Rosemead Boulevard shall be 43 ft. (3-st.); the max height of a principal building fronting Myda Ave. or Reno Ave. in the NT zone shall be 31 ft. / (2-st.). The max allowable height shall be measured as the vertical distance from the existing grade of the site to an imaginary plane located the allowed number of feet above and parallel to the grade not including rooftop appurtenances.
4. Refer to Municipal Code for lot coverage calculation.

## PERMITTED USES, SPECIAL USE STANDARDS, AND OFF-STREET PARKING

### *Permitted Uses*

A lot or building within the Specific Plan area shall only be occupied by the land uses identified in Table 3-A Permitted Uses and Off-Street Parking. All uses must be consistent with the Special Use Standards, Off-street Parking Standards and Development Standards of this chapter.

All land uses not listed in Table 3-A are prohibited, except that the Community Development Director shall have the authority to interpret, in cases of uncertainty, the intent of this ordinance as to whether an unlisted land use shall be designated Y, N, C, A, T, or U subject to verification by the Planning Commission upon appeal by the applicant. Consideration of a prohibited use may only be accomplished through approval of a Specific Plan Text Amendment consistent with the Temple City Zoning Code.

**Uses identified in Table 3-A Permitted Land Uses are allowed as follows:**

- (Y) Permitted
- (N) Prohibited
- (C) Permitted by Conditional Use Permit
- (A) Permitted as Accessory Use
- (T) Permitted as Temporary Use
- (U) Permitted Use on Upper Stories Only

Special Use Standards (SUSs) provide specific standards and regulations for specific land uses within the Crossroads Specific Plan area. The SUS's are intended to ensure compatibility with surrounding uses, to implement the vision of the Crossroads Plan, and to protect the general health, safety, and welfare of the community.

All CUPs that exist prior to the adoption of the Specific Plan will Continue to be effective and the business and sites shall maintain compliance with those conditions.

**Off-Street Parking**

The purpose of this section is to ensure the provision of an adequate supply of off-street parking facilities in proportion to the unique characteristics of the Crossroads

area and the demand of the different uses permitted by this Specific Plan. These off-street parking standards and the alternative parking strategies discussed in Section 4-7 Alternative Parking Strategies of the Mobility Chapter are intended to provide the necessary balance of standards and flexibility to ensure that uses in the plan area do not burden neighboring businesses or adjacent residential neighborhoods, while also avoiding the excessive auto-oriented surface parking lots that have historically defined the Plan area.

**Table 3-A Permitted Land Uses** (Amended by Ordinance 25-1086)

| *Use Type* | *NT* | *CC* | *MU/C* | *MU/B* | *Special Use Standards* | *Specific Plan Auto Min.* | *Specific Plan Auto Max* | *Specific Plan Bicycle* |
|---|---|---|---|---|---|---|---|---|
| ***Residential Uses*** | | | | | | | | |
| Dwelling, Artist Studio/Live Work Unit | Y | N | U | U | SUS 3.a | 1/333 SF | | |
| Community Care Facility/Small | Y | N | N | N | | 2/unit | | |
| Community Care Facility/Large | C | N | C | C | | | | |
| Dwelling, Multi-family | Y | N | N | Y | SUS 3.b | 1.5/unit & 1/10 units (guest space) | 2/unit | 2/5 units |
| Dwelling, Multi-family within Mixed-use Development [4] | N | N | Y | Y | SUS 3.c | 1.5/unit & 1/10 units (guest space) | 2/unit | 2/5 units |
| Dwelling, Single-family | Y | N | N | N | | 2/unit (in a garage) | | |
| ***Public and Institutional Uses*** [4] | | | | | | | | |
| Business/Trade/ Vocational School | N | Y | U | U | | 1/285 SF & 2 drop off spaces | 125% of min. | 1/1,250 SF |
| Church, Temple, & Other Places of Worship | N | N | U/C | U/C | | 1/5 fixed seats or 1/50 SF | 125% of min. | 1/1,250 SF |
| College/University | N | C | U | U/C | | 1/3 students & 1/3 employees | 125% of min. | 1/2 students & 1/10 employees |

| *Use Type* | *NT* | *CC* | *MU/C* | *MU/B* | *Special Use Standards* | *Specific Plan Auto Min.* | *Specific Plan Auto Max* | *Specific Plan Bicycle* |
|---|---|---|---|---|---|---|---|---|
| **Public and Institutional Uses [4]** | | | | | | | | |
| Community Center | N | Y | Y | Y | | 1/400 SF | 125% of min. | 1/1,250 SF |
| Community Clinic | N | Y | U | Y | | | | |
| Daycare, Adult | N | Y | U | U | | 1/500 SF | 125% of min. | 1/10 employees |
| Child Daycare, Small (8 or Less Children) | N | Y | U | U | | 1/500 SF | 125% of min. | 1/10 employees |
| Child Daycare, Large (8 -14 Children) | N | N | N | N | | | | |
| Government Offices, Public Safety/Fire Station or Sub-Station | N | Y | U | U | | 1/333 SF | 125% of min. | 1/1,250 SF |
| Library or Museum | N | Y | Y | Y | | 1/500 SF | 125% of min. | 1/1,250 SF |
| Lodges, Social Clubs, Senior Citizen or Youth Center | N | C | U/C | U/C | | 1/100 SF | 125% of min. | 1/1,250 SF |
| Post Office | N | C | U/C | U/C | | 1 /333 SF | 125% of min. | 1/1,250 SF |
| Pre-school (Public or Private) | N | N | N | N | | | | |
| Elementary or Middle School | N | N | N | N | | | | |
| High School | N | N | N | N | | | | |

| *Use Type* | *NT* | *CC* | *MU/C* | *MU/B* | *Special Use Standards* | *Specific Plan Auto Min.* | *Specific Plan Auto Max* | *Specific Plan Bicycle* |
|---|---|---|---|---|---|---|---|---|
| ***Commercial Uses[1,4]*** | | | | | | | | |
| ***Auto-Oriented Businesses*** | | | | | | | | |
| Automobile Repair & Specialty Maintenance Shops | N | N | N | N | | | | |
| Automobile, RV, Trailer and/or Boat Sales (New or Used) | N | N | N | N | | | | |
| Car Wash | N | N | N | N | | | | |
| Fuel/Service Station | N | N | N | N | | | | |
| Parking, Structure | N | Y | Y | Y | SUS 3.d | | | |
| Parking, Surface Lot | N | N | N | N | | | | |
| ***Office*** | | | | | | | | |
| Professional Services (Accounting, Advertising, Architecture, Artist Studio, Bookkeeping, Business Headquarters, Computer Programming, Consulting, Contracting, Engineering, Insurance, Law, Marketing, Photography, Professional Care, Psychiatry, Psychology, Real Estate, Tax Preparation) | N | Y | U | Y | | 1/250 SF | 125% of min. | 1/2,500 SF |

[1] All Commercial Spaces Operating between midnight and 6:00 a.m. require a conditional use permit.
[2] Parking requirements are per tenant.
[3] For MU/C any retail more than 60,000 square feet requires a CUP.
[4] New construction in the MU-C district east of the Los Angeles County Flood Control District must be mixed-use with a minimum density of 50 dwelling units per acre. This does not apply to public and institutional uses marked with a "Y", open space, hotels, and parking structures.
[5] Establishments consisting of over 90,000 SF are not allowed.

| *Use Type* | *NT* | *CC* | *MU/C* | *MU/B* | *Special Use Standards* | *Specific Plan Auto Min.* | *Specific Plan Auto Max* | *Specific Plan Bicycle* |
|---|---|---|---|---|---|---|---|---|
| ***Office*** | | | | | | | | |
| Office, General | N | U | U | Y | | 1/250 SF | 125% of min. | 1/2,500 SF |
| Office, Medical, Chiropractic or Acupuncture | N | Y | U | Y | | 1/200 SF | 125% of min. | 1/2,500 SF |
| Veterinary Clinic, General Services & Animal Care | N | C | C | C | | 1/333 SF | 125% of min. | 1/2,500 SF |
| ***Personal Services*** | | | | | | | | |
| Bank or Financial Institution | N | Y | Y | Y | | 1/250 SF | 125% of min. | 1/2,500 SF |
| Day Spa | N | C | C | C | | | | |
| Health/Wellness Club, Gym, Studio, or Indoor Recreation | N | Y | Y | Y | | 1/200 SF for large scale ( >1,500 SF) or 1/333 SF for small scale (<1,500 SF) | 125% of min. | 1/2,500 SF |
| Laundromat/Dry Cleaners - except Central Cleaning Facilities | N | Y | U | U | | 1/333 SF | 125% of min. | 1/2,500 SF |
| Personal Services (Barber/Beauty Shop, Nutrition Center, Locksmith, Mail Box Rental, Nail Shop, Bicycle Sales/Repair, Tailor, Shoe Repair, Tanning Salon, Travel Agent) | N | Y | Y | Y | | 1/333 SF | 125% of min. | 1/2,500 SF |
| Tattoo parlor | N | N | N | N | | | | |
| ***Restaurant & Food Service*** | | | | | | | | |
| Banquet facility | N | C | U / C | U / C | SUS 3.e | 1/100 SF | 125% of min. | 1/2,500 SF |

| *Use Type* | *NT* | *CC* | *MU/C* | *MU/B* | *Special Use Standards* | *Specific Plan Auto Min.* | *Specific Plan Auto Max* | *Specific Plan Bicycle* |
|---|---|---|---|---|---|---|---|---|
| ***Restaurant & Food Service*** | | | | | | | | |
| Bar/Lounge | N | C | C | C | SUS 3.e | 1/100 SF | 125% of min. | 1/2,500 SF |
| Restaurant (with or without Ancillary Alcohol Services) | N | Y | Y | Y | SUS 3.e & 3.f | 1 /100 SF | 125% of min. | 1/2,500 SF |
| Restaurant, Fast-food | N | Y | Y | Y | SUS 3.e | Up to 1,500 SF: 1/250 SF<br>1,501 to 1,999 SF: 1/250 SF & 3/every 100 SF in excess of 1,500 SF (Max. of 20)<br>2,000 SF or more: 1/100 SF | 125% of min. | 1/2,500 SF |
| Restaurant with Dancing and/or Other Entertainment | N | C | C | C | SUS 3.e | 1/100 SF | 125% of min. | 1/2,500 SF |
| Restaurant with Drive-through Facility | N | N | N | N | SUS 3.e | 1/100 SF & 5 queueing spaces | 125% of min. | 1/2,500 SF |
| ***Retail[2]*** | | | | | | | | |
| Alcohol Sales (Off-Site Consumption) | N | Y/C | Y/C | Y/C | SUS 3.I | 1/333 SF | 125% of min. | 1/2,500 SF |
| Bridal Shop | N | Y | Y | Y | SUS 3.g | 1/333 SF | 125% of min. | 1/2,500 SF |
| Flower or Newspaper Stand - not Accessory to Another Use | N | Y | Y | Y | | 1/333 SF | 125% of min. | 1/2,500 SF |
| Lawn Care, Pool, or Pest Control Service | N | N | N | N | | | | |
| Plant Nursery | N | N | N | N | | | | |

[1] All Commercial Spaces Operating between midnight and 6:00 a.m. require a conditional use permit.
[2] Parking requirements are per tenant.
[3] For MU/C any retail more than 60,000 square feet requires a CUP.
[4] New construction in the MU-C district east of the Los Angeles County Flood Control District must be mixed-use with a minimum density of 50 dwelling units per acre. This does not apply to public and institutional uses marked with a "Y", open space, hotels, and parking structures.
[5] Establishments consisting of over 90,000 SF are not allowed.

| *Use Type* | *NT* | *CC* | *MU/C* | *MU/B* | *Special Use Standards* | *Specific Plan Auto Min.* | *Specific Plan Auto Max* | *Specific Plan Bicycle* |
|---|---|---|---|---|---|---|---|---|
| Public Food Market | N | C | C | C | 9-1T-20 | Per CUP | Per CUP | Per CUP |
| Public Market/ Specialty Retail Food Store (with or without Ancillary Seating) | N | Y | Y | Y | | 1/333 SF | 125% of min. | 1/2,500 SF |
| Retail Sales (< 6,000 SF) | N | Y | Y | Y | | 1/333 SF | 125% of min. | 1/2,500 SF |
| Retail Sales (6,000-90,000 SF) | N | Y | Y/C[3] | Y | | 1/333 SF | 125% of min. | 1/2,500 SF |
| Retail Sales (90,000-150,000 SF) | N | N | Y/C | N | | 1/333 SF | 125% of min. | 1/2,500 SF |
| Retail Sales (> 150,000 SF) | N | N | C | N | | 1/333 SF | 125% of min. | 1/2,500 SF |
| Thrift Retail Store | N | Y/N[5] | Y/C[3] | Y/N[5] | 9-1T-23 | 1/333 SF | 125% of min. | 1/2,500 SF |
| ***Other*** | | | | | | | | |
| Cinema/Multi-plex or Stage Theater | N | C | C | C | | 1/5 fixed seats | 125% of min. | 1/2,500 SF |
| Hospital/Medical Facility | N | C | U | U | | 3/bed | 125% of min. | 1/2,500 SF |
| Hotel/Motel | N | C | C | C | | 1/room | 125% of min. | 1/2,500 SF |
| Internet Gaming | N | N | N | N | | | | |
| Karaoke, Primary Use | N | N | N | N | | | | |
| ***Open Space*** | | | | | | | | |
| Community Garden | Y | Y | Y | Y | | | | |
| Park or Greenway | Y | Y | Y | Y | | | | |

[1] All Commercial Spaces Operating between midnight and 6:00 a.m. require a conditional use permit.
[2] Parking requirements are per tenant.
[3] For MU/C any retail more than 60,000 square feet requires a CUP.
[4] New construction in the MU-C district east of the Los Angeles County Flood Control District must be mixed-use with a minimum density of 50 dwelling units per acre. This does not apply to public and institutional uses marked with a "Y", open space, hotels, and parking structures.
[5] Establishments consisting of over 90,000 SF are not allowed.

| *Use Type* | *NT* | *CC* | *MU/C* | *MU/B* | *Special Use Standards* | *Specific Plan Auto Min.* | *Specific Plan Auto Max* | *Specific Plan Bicycle* |
|---|---|---|---|---|---|---|---|---|
| ***Open Space*** | | | | | | | | |
| Playground or Children's Play Area | Y | Y | Y | Y | | | | |
| Public Square or Plaza | N | Y | Y | Y | | | | |
| ***Accessory Uses*** | | | | | | | | |
| ATM | N | A | A | A | | | | |
| Billboards | N | N | N | N | | | | |
| Child Daycare, Large (8 - 14 Children), Accessory to a Residence | A | N | C | C | | | | |
| Child Daycare, Small (8 or Less Children), Accessory to a Residence | A | N | A | A | | | | |
| Dancing or Entertainment, Accessory to a Principal Use | N | C | C | C | | | | |
| Drive-through Business | N | N | N | N | | | | |
| Home Occupation | A | N | A | A | SUS 3 | | | |
| Karaoke, Accessory | N | A | A | A | SUS 3.j | | | |
| Massage | N | N | N | N | | | | |
| Other Accessory Uses & Structures Associated with & Subordinate to the Principal Use | N | A | A | A | | | | |
| Pool/Billiard Tables, Game Machines (5 or Less Tables or Machines) | N | A | A | A | | | | |

| Use Type | NT | CC | MU/C | MU/B | Special Use Standards | Specific Plan Auto Min. | Specific Plan Auto Max | Specific Plan Bicycle |
|---|---|---|---|---|---|---|---|---|
| **Accessory Uses** | | | | | | | | |
| Recycling Collection Containers | N | A | A | A | SUS 3.j | | | |
| Residential Swimming Pools/Spas | A | A | A | A | | | | |
| Renewable Energy Equipment | A | A | A | A | | | | |
| **Temporary Uses** | | | | | | | | |
| Farmers Market | N | T | T | T | | | | |
| Fundraising Sales, including Hand-carwashes | N | T | T | T | | | | |
| Special Outdoor Community Events | N | T | T | T | | | | |
| Temporary Holiday-Related Sales, including Christmas Trees, Pumpkins, Flowers, etc. | N | T | T | T | | | | |
| Wireless Communications Facilities (WCF's) | -- | -- | -- | -- | SUS 3.k | | | |
| **Prohibited Uses** | | | | | | | | |
| Adult and/or Sexually Oriented Businesses | N | N | N | N | | | | |
| Check Cashing, Payday Loans, Cash for Gold | N | N | N | N | | | | |
| Any Use Prohibited by Federal and/or State Law | N | N | N | N | | | | |
| Marijuana Dispensaries | N | N | N | N | | | | |

| *Use Type* | *NT* | *CC* | *MU/C* | *MU/B* | *Special Use Standards* | *Specific Plan Auto Min.* | *Specific Plan Auto Max* | *Specific Plan Bicycle* |
|---|---|---|---|---|---|---|---|---|
| ***Prohibited Uses*** | | | | | | | | |
| Mini/Self-Storage & Warehousing | N | N | N | N | | | | |
| Sale or Repair of Firearms, Ammunition, or Other Weapons | N | N | N | N | | | | |

## *Special Use & Development Standards*

**3.a Dwelling, Artist studio/live work unit**

- The non-residential use must be operated by a resident of the live-work dwelling.
- No more than one non-resident employee is permitted in addition to the resident(s) of the dwelling.
- The use of on-site outdoor storage to support the non-residential use is prohibited.

**3.b Dwelling, Multi-family**

- Stand-alone multi-family uses are not permitted within 250 feet of the intersection of any two primary streets (Rosemead, Las Tunas, Broadway) in the MU/C and MU/B districts, as measured from the intersection of the property lines forming the corner of the corner property in a single straight line.
- Parking must be subterranean, within a structure, or within enclosed garages. Non-residential parking may be used to meet the guest parking requirement, with the submittal of a parking study and the administrative approval of the Community Development Director.

**3.c Dwelling, Multi-family within Mixed-Use development [4]**

- Multi-family residential uses are not permitted on the ground floor of buildings in the MU/C district. Multi-family residential uses are not

permitted within 250 feet of the intersection of any two primary streets (Rosemead, Las Tunas, Broadway) in the MU/B district, as measured from the intersection of property lines forming the corner of the corner property in a single straight line.

- Parking must be subterranean, within a structure, or within enclosed garages. Non-residential parking may be used to meet the guest parking requirement, with the submittal of a parking study and the administrative approval of the Community Development Director.

**3.d Parking, structure**

- Parking structures, when constructed as a principal use, shall be lined by commercial space available for occupancy, not less than 35-feet in depth along all facades facing the public right-of-way and internal access roads.
- The vertical surfaces of above-grade and underground parking structures shall be painted in a light or neutral color with a light reflectance value (LRV) of 50 or higher. (Amended by Ordinance 25-1086)
- Underground parking structures shall have a minimum of 1-foot candle of lighting throughout the structure as determined by a photometric study.

**3.e Restaurant. All**

- A restaurant with a bar area exceeding 500 square-feet or 30 percent of the dining area shall be classified as a bar/lounge.
- Hours of operation shall be limited to 6:00 a.m. to midnight, seven days a week. Restaurants operating between midnight and 6:00 a.m. must obtain a conditional use permit.
- No deliveries (food, linens, etc.) or maintenance/repairs (used cooking oil, grease trap cleanout, HVAC, etc.) shall occur during peak lunch (11:00 a.m. - 2:00 p.m.) and peak dinner (5:00 p.m. - 7:30 p.m.) hours. Delivery and maintenance vehicles shall be prohibited from parking in residential neighborhoods.
- The emptying of bottles and glass containers into trash or recycling bins is prohibited between the hours of 9:00 p.m. and 7:00 a.m.
- The property and restaurant owner(s) shall be responsible for controlling loitering, smoking (pursuant to California State Government Code), and

other conduct of individuals on the premises or immediately outside the premises.

- Adequate waste collection service shall be acquired and maintained to the satisfaction of the Community Development Director. The restaurant owner shall provide proof of waste collection service prior to the issuance of the City business license.
- The applicant shall be responsible for training employees and ensuring that lids of trash dumpsters are closed after disposing of waste to reduce odors for neighboring properties, reduce pest infestation, and prevent trash from falling onto the ground and entering the City's storm drain.
- The restaurant shall be responsible for maintaining (clean and free from trash) the sidewalk and parking spaces located in front of the unit to the satisfaction of the Community Development Director.
- Restaurants will be responsible for providing adequate pest control services to the satisfaction of the Community Development Director. If the restaurant is located within a multi-tenant development that provides pest control services, the Community Development Director shall have the ability to increase pest control service for the development or require the restaurant to provide its own pest control service.

**3.f Restaurant, with ancillary alcohol services**

- Restaurants are limited to serving alcohol only to customers ordering food.
- A video surveillance system shall be installed, and the camera locations shall be subject to the review and approval of the Community Development Department. The video surveillance shall be recorded during regular business hours and kept on a tape/CD/DVD/hard drive that shall be stored for a minimum of 14 days.

**3.g Bridal Shop**

- A bridal shop must be located at least 250 feet from an existing such use, as measured from front door to front door by a single straight line.

**3.h Home Occupation**

- The home occupation use must be conducted entirely within the principal dwelling or permitted accessory buildings.

- No business involving on-site retail sales of goods on the premises is permitted.
- No person not a member of the household residing on the premises shall work on the premises.
- Not more than 25 percent of the gross floor area of the principal dwelling shall be devoted to the home occupation.
- Total storage of materials or products used in the business shall not exceed three hundred cubic feet. There shall be no outdoor storage or storage occupying required off-street parking spaces.
- Home occupations shall not include or involve motor vehicle or equipment repair, the sale of weapons or hazardous materials, or any other activity that would constitute a nuisance.
- All home occupations that require a business license form the City or the state of California shall maintain a valid license at all times and shall operate in compliance with the terms of that license.
- A bridal shop must be located at least 250 feet from an existing such use, as measured from front door to front door by a single straight line.
- A restaurant with a bar area exceeding 500 square-feet or 30 percent of the dining area shall be classified as a bar/lounge.

**3.i Karaoke, accessory**

- Karaoke shall be permitted as an accessory use only.

**3.j Recycling collection container**

- All recycling collection containers must be located within a permanent structure.

**3.k Wireless communications facilities (WCFs)**

- All WCFs in the Crossroads Specific Plan area shall be subject to Section 9-1 T-8 of the Temple City Zoning Code. For the purposes of interpreting the WCF Ordinance all properties shall be considered to be in the DSP zone.
- Non-residential buildings, excluding mixed use buildings, over three stories in height shall provide sufficient space for wireless communications equipment and develop a design concept plan for any future wireless facilities at the site.

**3.l Alcohol sales, off-site consumption**

» Off-site sales of alcohol requires a CUP. A store over 10,000 square feet where the offsite sale is incidental to the sale of groceries and general merchandise, the use is allowed without a CUP.

***Non-Conforming Uses & Buildings***

» The specific plan allows for the general repair, maintenance, exterior façade improvement, interior remodeling, and other modifications (for example seismic retrofitting, water and energy efficiency upgrades, painting, stucco repair, and parking lot re-configuration) of non-conforming uses and buildings necessary to maintain the non-conformity, but disallows the expansion or intensification (such as additions to the ground floor or second stories and expanding the number of drive-thru windows) of non-conforming uses or buildings.

***New Construction***

» A structure will be considered new when demolition exceeds that show in the table below.

**Table 1**

| Original structure size in square feet | Defined as a new structure if the following is demolished |
|---|---|
| Less than 40,000 | 50 percent |
| 40,000 – 90,000 | 40 percent |
| + 90,000 | 25 percent |

» Demolition of the roof and walls will be calculated to determine the percentage of the structure demolished at a rate of 30 and 70 percent, respectively. For example, a 30,000 square foot building could remove the roof and up to one side of the structure and it would not be counted as a demolition.

### *Future Tenant Subdivisions*

The following standards apply to the MU-C zone, south of Las Tunas Drive and east of the Eaton Wash.

- Future tenant subdivisions will use the ministerial zoning clearance process.
- Future tenant subdivisions in the MU-C zone of the CSP and east of the Eaton Wash must meet the standards show in the table below. The minimum width and depth of new tenant spaces in this area is 25 feet and 50 feet, respectively. Existing buildings that contain spaces less than 25 feet wide would be able to maintain and re-subdivide spaces so that the tenant space is 20 feet or wider.

| **Existing Size* (sq. ft.)** | **Subdivision Allowance** |
|---|---|
| 60,000+ | One unit must be 50,000 square feet, or more<br>No unit may be less than 20,000 square feet |
| 40,001– 60,000 | One unit must be 30,000 or more<br>No unit may be less than 20,000 square feet |
| 20,001 – 40,000 | No further subdivision |
| 7,501 – 20,000 | No further subdivision |
| 1,000 – 7,500 | No less than 1,250 |

**The existing size as of February 2021*

- Proposals that do not meet the requirements of the above table must submit a conditional use permit. The Planning Commission will review, approve, approve with conditions, or deny such a conditional use permit application.
- The minimum tenant space in other districts of the CSP must meet the minimums in the Zoning Code.

- The façade and the parking lot landscaping must be improved proportional to the interior improvements. The goal of the parking lot landscaping improvements should be to bring the parking lot into conformance with the standards in the CSP. Exterior improvements should, when financially proportional, include the installation of electric vehicle charging stations. Improvements to the exterior should be ten percent of the costs of the interior improvements. The maximum should not exceed the amount needed to bring the site into compliance with the CSP.

- All future tenant subdivisions must be done in such a way that the tenant space has exterior doors and windows facing Rosemead Boulevard, Las Tunas Drive, or Broadway. New exterior windows and doors installed on the west elevation will not be counted toward meeting this requirement. New exterior windows and doors installed to meet this requirement that do not face Rosemead Boulevard, Las Tunas Drive, or Broadway, must be part of a conditional use permit for a "lifestyle center" center and must face a courtyard.

- Tenant subdivisions (not new construction) aimed at creating a lifestyle center are allowed through a conditional use permit and would not be required to meet the requirement of the above table. Such tenant spaces would not require exterior windows and doors facing Las Tunas Drive, Rosemead Boulevard, or Broadway, but must have exterior windows and doors facing a courtyard, plaza, or other similar alley with a minimum width of 20 feet. Such connecting space must have pedestrian improvements (such as benches, permanent landscaping, pavers, public art, water features, etc.) to the standard of a bona fide shopping mall. The application must include a lighting plan that provides safety using high quality, aesthetically pleasing lighting. A lifestyle center is defined as an outdoor shopping center typically built around a paseo, courtyard, or square. A lifestyle center with a residential component will be considered a mixed-use project, not a lifestyle center.

  (Amended by Ordinance 21-1054)

## DESIGN GUIDELINES

The design guidelines contained in this section are intended to promote high-quality, well-designed, site-appropriate development within the Crossroads Plan area. These design guidelines are meant to augment the development standards found in this chapter, in support of the community's vision for the Crossroads area. Whereas the Development Standards are mandatory requirements for new development to follow, Design Guidelines provide flexibility and can potentially be fulfilled by designers in different ways. Taken together, the Development Standards and Design Guidelines provide a framework for property owners, designers, and City staff to follow when planning and reviewing development projects.

### *Building Siting, Access, and Circulation*

#### Building Siting and Organization

» Buildings should be designed and configured to provide edges and enclose streets and open space, create linkages and gateways, and frame views of the San Gabriel Mountains, as displayed in Figure 3-9.

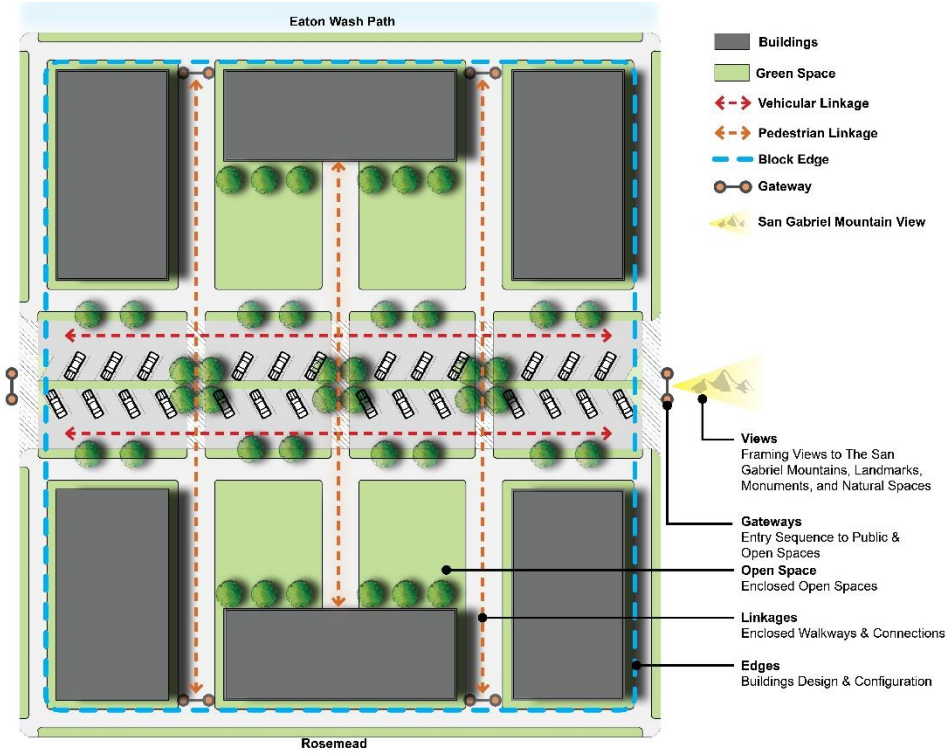



Figure 3-9 Building Siting : Organization that provides edges, encloses streets and open spaces, and frames views



Buildings oriented towards the street encourage pedestrian activity



Corner entrance on commercial building is visible from multiple angles

» Buildings should be oriented towards the street or public open spaces and away from parking areas to stimulate pedestrian activity and invigorate the public realm.

» Primary entrances of non-residential uses should be visible and accessible from the public right-of-way or public open spaces. Corner commercial uses should have a corner entrance or an entrance oriented toward each street and shall turn (wrap around) the corner for a minimum depth of 50 feet.

» Required off-street parking should be provided underground, in above-ground structures, or behind street-facing buildings within interior parking courts. If surface parking lots are necessary, those surface parking lots should be located in areas behind buildings and away from the street, open spaces, and corners.

» Shared parking arrangements and strategies are encouraged to reduce the total land area dedicated to parking lots and structures, as well as facilitate a “park once” environment for residents, employees, and visitors.

» Loading and service access areas, utilities, and trash and recycling receptacles should be located on the rear portion of a parcel or development, screened from the public right-of-way, open space, and adjacent properties. Loading and service areas should not be a hazard to or conflict with the movement of automobiles, pedestrians, or bicycles. Off-street loading areas shall be located as far as possible from the residential units and shall be completely screened from view from the residential portion of the project. Loading areas shall not be located within required setbacks.

» Areas for the collection and storage of refuse and recyclable materials shall be located on the site in locations that are convenient for both the residential and nonresidential uses. There shall be separate refuse and recycling trash collection areas for the residential and non-residential uses. Trash collection areas shall be located and screened so that noise and odors do not affect residential units.

» If the loading of furniture and household goods for residential units occurs on the street, it shall be limited to the hours of 9:00 a.m. to 2:00 p.m. and

7:00 p.m. to 10:00 p.m. on weekdays and 9:00 a.m. to 10:00 p.m. on weekends.

**Street Frontage**



Transparent frontages enhance the pedestrian environment

» At least 50 percent of the ground floor façade of commercial and mixed-use buildings fronting the public right-of-way, a pedestrian or bicycle path, or public or semi-public open space should consist of transparent, non-reflective windows and doors allowing for a connection and interaction between individuals and activities inside and outside of the buildings.

» Attention to detail and architectural quality should be used at the ground floor facade of buildings, which should be designed to activate the streetscape and provide an engaging and interesting pedestrian experience, as displayed in Figure 3-10.




Figure 3-10 Street Frontage: Dwelling units oriented toward the street with identifiable entrances

» Where permitted, ground-floor residential dwelling units should be oriented toward the street, and include identifiable entries.

» The minimum height of the ground floor of all non-residential and mixed-use projects shall be 15 feet measured from the floor of the first story to the floor of the second story. If there is no second story, the height shall be measured to the average height of the roof. The minimum dimension for

ground floor residential uses with 50 feet of Rosemead and interior streets is 20 feet.

» The lobbies, recreation, or community rooms associated with stand-alone multi-family residences and mixed-use buildings, when located at the ground level, should provide large windows that look out onto and activate the street frontage.

**Site Access and Circulation**



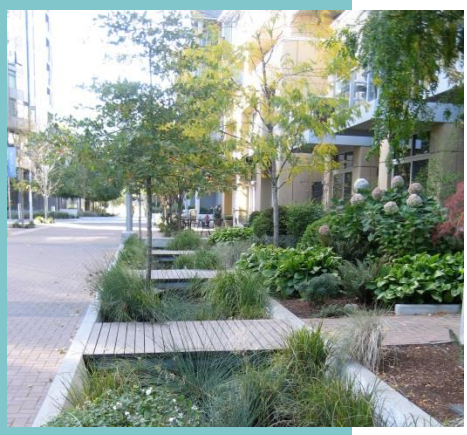
Bicycle racks accommodate bicyclists at new development

» Block sizes, generally less than 500 feet in length, are encouraged throughout the Specific Plan area, particularly in the MU-C district to make the area more walkable and enhance the pedestrian environment.

» Where appropriate, new development should be designed to accommodate all modes of transportation, including integration of bicycle, pedestrian, and transit-serving facilities and amenities, allowing for the use and enjoyment by all community members regardless of age, physical ability, or mode of transportation.

» Buildings and open spaces within a development should be linked to and connected by pedestrian and bicycle facilities, including sidewalks and bike and pedestrian paths.

» The number and distribution of driveways/curb-cuts should be limited. Buildings located on the same block should use common or shared driveways/curb-cuts where feasible. Where a driveway crosses a sidewalk or bicycle path, the sidewalk or bicycle path should be clearly demarcated across the entire width of the driveway.



Landscaping and paving materials enhance the pedestrian environment

» Pedestrian amenities, such as special paving materials, landscaping, pedestrian-scaled lighting, water fountains, shade features, trash and recycling receptacles, and street furniture should be provided along sidewalks and bike and pedestrian paths.

» Bicycle services and amenities, such as clearly marked wayfinding signage, “fix-it” stations, and shower facilities should be provided as part of all large development projects and located throughout the Crossroads area where appropriate and feasible.

» Development in the MU/C will consider all regulations and standards from the FAA and the State of California in relation to possible impacts on the Los Angeles Sherrif’s Department (LASD) heliport.

» The Temple Station is a critical facility providing essential police service to a large service area. Development proposed within the MU/C will consider impacts on the function of the Station and consider all feasible methods of mitigating reasonable concerns regarding possible impacts on the Station.

### *Building Massing, Form, and Design*

#### Building Massing

» New development should respect the scale and character of existing neighborhoods by providing appropriate height, mass, and setbacks and by limiting the general scale of development near existing single-family residences, as displayed in Figure 3-11.




Figure 3-11 Building Massing: Development that respects the scale and character of existing neighborhood



Variations in design articulate larger buildings, providing distinctions of the scale

» Individual buildings on the same lot or part of the same development should be modulated to ensure development is consistent with the existing character and scale of Temple City.

» Large development projects should be designed to appear as a collection of appropriately-scaled buildings, and should integrate public open space, including plazas, pocket parks, and the like.

» Buildings should be designed to include vertical and horizontal articulation to reduce the perception of large-scale, monotonous development.

» The maximum width of a blank facade without any vertical or horizontal architectural design feature or articulation should not exceed 25 feet in length.

**Architectural Design**



Use of different colors, materials, balconies, and awnings enhance visual interest

» Variations in façade materials, textures, colors, and window patterns should be used to enhance visual interest and encourage pedestrian activity. When buildings include accent materials or design treatments, the materials and treatments should be used on all facades of the building.

» Non-residential buildings should be constructed of high quality, durable materials such as wood, brick, and stone to develop long-lasting buildings that can be adaptively reused over time.

» Buildings and developments should be designed to respect and be compatible with adjacent and surrounding development, while allowing for innovative architectural design complimentary to overall scale and urban form. Structures will not be required to have the same architectural style as structures on adjacent lots.

» Upper stories of buildings should be designed to allow solar access, light, and air to circulate to adjacent structures, open spaces, and adjoining land uses, including windows situated to take advantage of natural light and be operable to allow residents to create and enjoy natural ventilation, as displayed in Figure 3-12.

» Buildings and development projects within the Specific Plan area should be designed and constructed using the sustainable, energy efficient materials and should incorporate strategies for the conservation of water, energy, and other natural resources.

» White or green roofs, non-reflective coatings, low-emissivity glass, and external shade devices should be used to control heat and glare, while the use of pavement, asphalt, and other heat producing surfaces should be minimized to reduce the heat island effect.

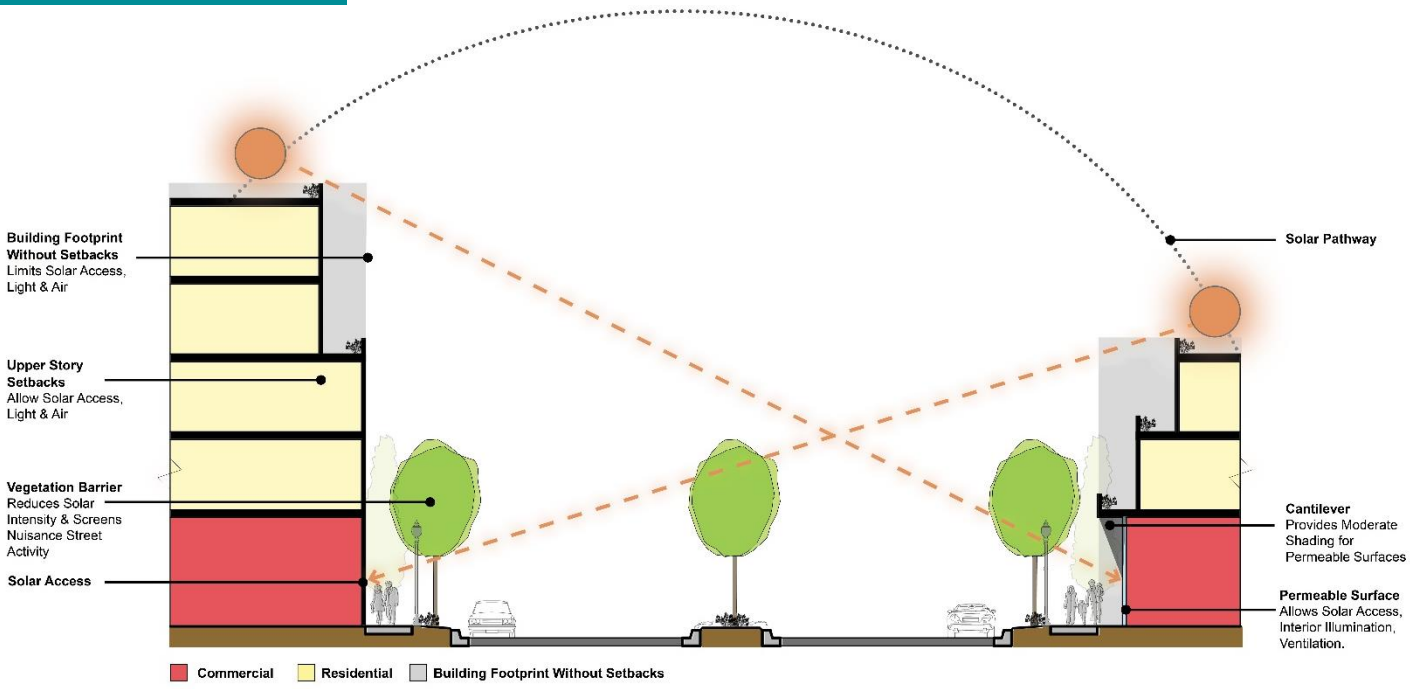



Figure 3-12 Architectural Design: Buildings designed to allow solar access, light, and air to circulate to adjacent structures, open spaces, and adjoining land uses

## Parking Facilities



Parking structure integrated into the design of the surrounding context

» Parking facilities should be designed in a similar architectural style, using the same materials and treatments as surrounding buildings and structures, particularly if part of a larger development project.

» The façade of parking structures should include vertical and horizontal articulation to break up the façade and provide a visual separation between each floor.

» Projecting elements, awnings, signs, or other features should be used to visually delineate pedestrian entrances into parking structures.

» Bicycle parking and storage facilities, including bike racks and storage lockers, should be located in well-lit, highly-visible areas near building entrances, as displayed in Figure 3-13.

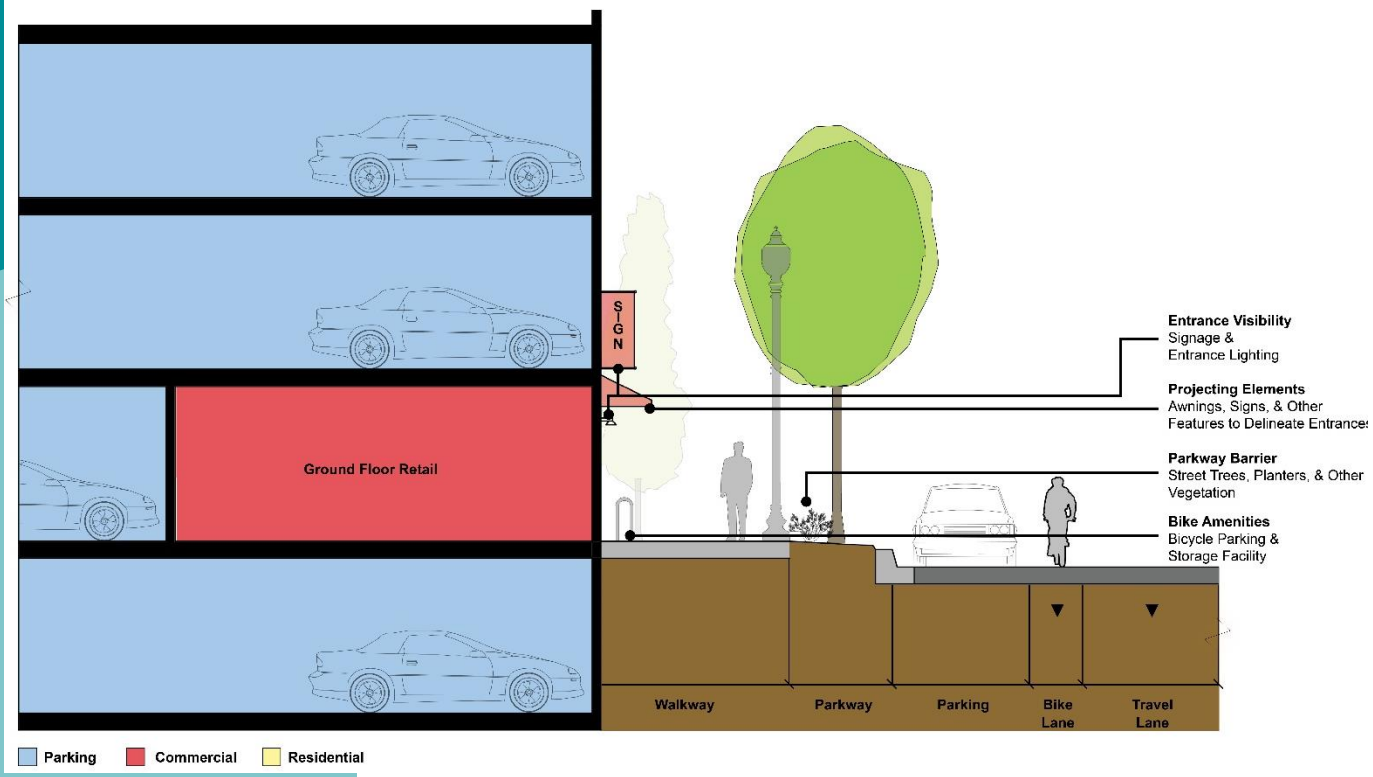



Figure 3-13 Parking Facilities: A parking structure with clearly delineated pedestrian entrance and streetscape amenities.

» City Permits for overnight parking on City streets shall not be issued for residential and mixed-use development projects built in compliance with these regulations. Residential tenants shall be advised of the unavailability of on-street overnight parking permits when leasing or purchasing a property.

## *Neighborhood Transitions*

### Transitions



New development minimizes impact of shade and shadows

» The impact of shade and shadow, lighting, noise, and other elements should be minimized, particularly when projects are adjacent to existing residential uses.

» Buildings should be oriented to provide a landscape or open space buffer between new development and adjacent single-family residential uses. Open space should be designed to respect and not negatively impact adjacent residential uses.

» The placement of windows on buildings adjacent to existing residential uses should be carefully considered to protect the privacy of those neighboring residences, as displayed in Figure 3-14.

» New development should include safe, convenient, and accessible pedestrian and bicycle connections to key destinations and amenities within the development to adjacent and surrounding neighborhoods.

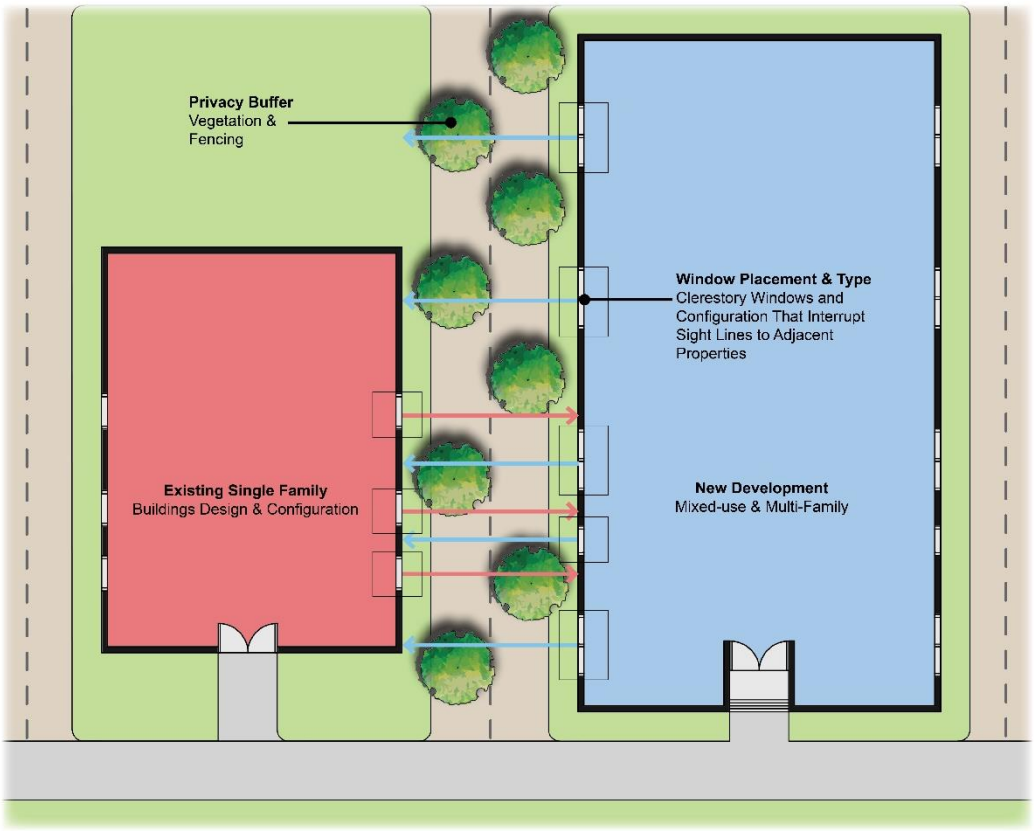



Figure 3-14 Neighborhood Transitions: Window placement that protects the privacy of

## *Landscape, Streetscape, and Open Space*

### Landscaping



Native, drought tolerant plants used to reduce water usage

» Landscaping should be used to enhance the public and private realm, shade walkways, gathering areas, and parking areas, and screen utilities or mechanical equipment.

» Landscape areas should be regularly maintained to keep sites aesthetically pleasing, and to remove unsightly dead or dying plants.

» Native, drought-tolerant, or plant species well-adapted to Temple City's climate should be used to reduce water usage and maintenance.

» Landscaping, including street trees, planters, and other forms of vegetation, should provide a physical barrier between automobile traffic and pedestrians, as displayed in Figure 3-15.

» Landscaping shall be evenly distributed within surface parking lots with a minimum of one tree for every four (4) vehicle parking spaces provided. The trees should achieve a shade canopy covering 20% of the non-building lot area within a minimum of 10 years after planting. All trees within the parking area shall be planted in boxes with a minimum dimension of 24-inches. Trees shall be located so that pedestrians are not required to cross landscaped areas to reach building entrances from parked vehicles. This should be achieved through proper orientation of the landscaped fingers and islands.



Bioswales and tree wells mitigate stormwater impacts

» Sustainable, water-efficient landscaping practices, including micro–irrigation, drip systems, and weather-based irrigation controllers, should be used to reduce water usage associated with landscaping.

» Low Impact Development (LID) features and best management practices, such as the planting of trees, use of rain gardens, swales, or rain barrels should be incorporated into development projects to conserve, capture, and reuse stormwater run-off.

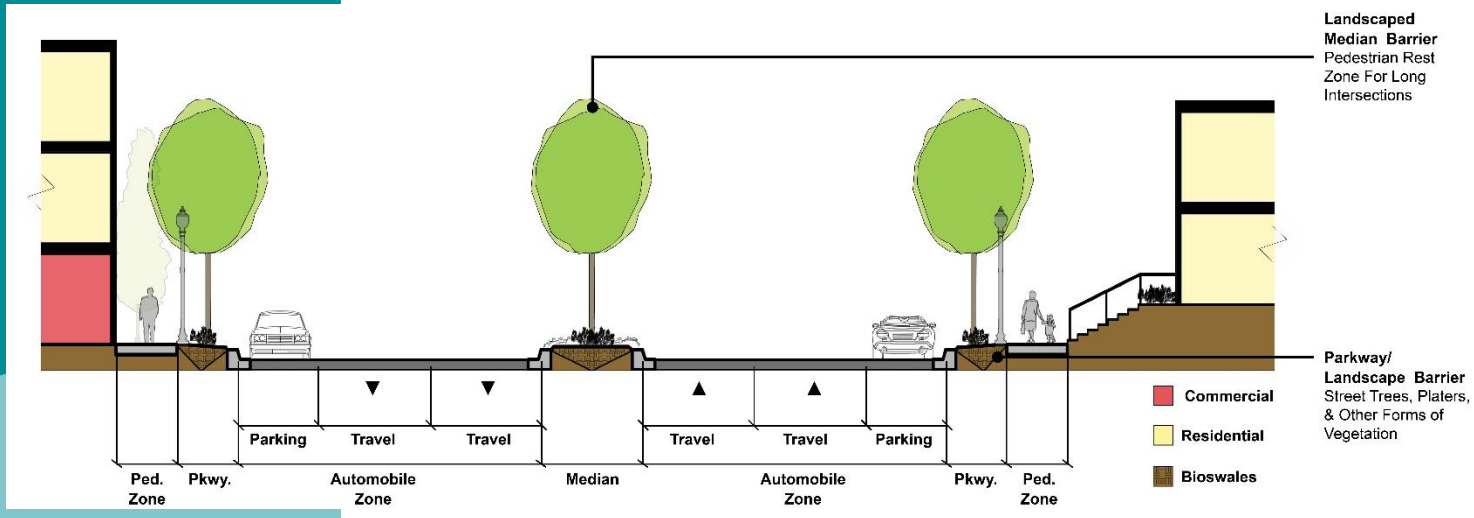



Figure 3-15 Landscaping: Landscaping integrated into streetscape concepts providing physical barriers for

## Open Space



Lighting for evening use integrated into the public sphere

» Public open space should be designed and programmed to be inviting and serve a variety of needs and interests, including the incorporation of areas for physical activity and recreation, relaxation, and socialization.

» Larger projects should contribute to and connect with a comprehensive network of integrated open spaces throughout the Specific Plan area. This comprehensive network should be linked by pedestrian and bicycle paths with larger parks and open spaces outside of the Specific Plan area such as Live Oak Park and Temple city park.

» Owners of properties adjacent to Eaton Wash should participate in collective efforts to enhance and improve the area fronting the Wash, by providing landscaping, open space, and paths or walkways along the Wash.

» Usable open space shall be provided as indicated in the table below:

| *Zon* | *Minimum Percentage of Total Lot Area Dedicated to Usable Open Space* | *Maximum Percentage of Total Usable Open Space that shall be Private* | *Minimum Percentage of Total Usable Open Space that shall be Common* | *Minimum Percentage of Total Usable Open Space that shall be Public* |
|---|---|---|---|---|
| NT | 15 | 30 | 70 | 0 |
| CC | 15 | 0 | 0 | 100 |
| MU- | 10 | 30 | 70 | 0 |
| MU- | 10 | 10 | 15 | 75 |

- The minimum and maximum private, common, and public space requirements may be modified by ten percent if determined to be necessary by the Community Development Director.
- A utility easement may be credited toward fulfilling the total usable open space requirement if it is properly landscaped in compliance with the design guidelines.
- Required front and/or corner side setbacks shall not be credited toward fulfilling total open space requirement.
- Public open spaces should be designed for day and evening use. Lighting fixtures and systems should be integral in the design of open spaces.
- Common space shall include both indoor and interior space and outdoor open space. An indoor recreational room may be credited toward fulfilling this common space requirement.
- Common open space shall have at least one minimum dimension of 15 feet and the other dimensions shall be at least 5 feet.
- Private open space, such as balconies, should be directly accessible from individual units and large enough to permit outdoor living activities, a minimum of five feet in both dimensions.
- Balconies may project no closer than five feet to an interior or rear property line and four feet into a front or corner side setback. Balconies that are designed to project over the public right-of-way shall have prior approval from the Community Development Director.

## Streetscape



Street benches enhance the pedestrian environment

» The streetscape should be designed to enhance the pedestrian experience and encourage walking as a form of transportation and leisure.

» Street furniture should serve a variety of purposes and uses, be of a consistent design character, and should not be located in areas that conflict with pedestrian and bicyclist movement.

» Pedestrian and bicycle-oriented lighting should be provided to facilitate safe and comfortable walking and bicycling in the Crossroads area in the early morning, evening, and nighttime.

» Sidewalks or pedestrians walkways should be included within surface parking lots providing safe pedestrian travel from parking spaces to uses served by the parking.

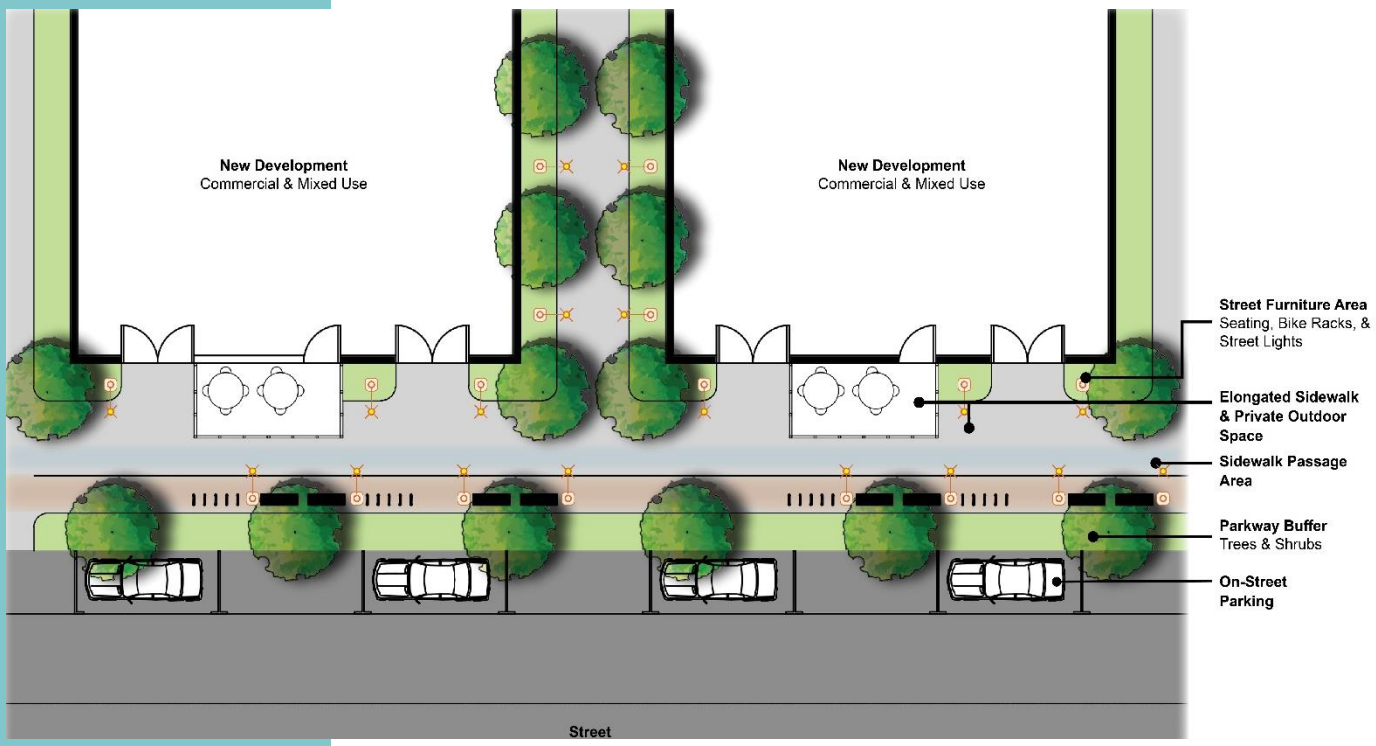



Figure 3-16 Streetscape: A clear sidewalk zone allowing safe and uninterrupted pedestrian movement.

» Sidewalks should include a clear zone allowing for the safe and uninterrupted passage of pedestrians between a building façade and curb.

- A variety of special colored, textured, and/or permeable paving or surface treatments should be used to delineate areas for pedestrians, bicyclists, and other non-motorists within the street-scape, including the use of raised or textured crosswalks.
- The use of green infrastructure, including pervious materials, bioswales, planting strips, and other sustainable landscape features are strongly encouraged.



Mural on business enhances public realm

### *Public Art, Signage, and Lighting*

**Public Art**

- Public art should provide visual interest to the streetscape and enrich the resident, employee, and visitor experience in the Crossroads area.
- Public art should be incorporated early during the development design process, and be located in a location that maximizes the number of tenants, visitors, and other passerby to enjoy it.
- Public art should be incorporated into walls and buildings in the form of murals and other installations, as well as in streetscape elements such as statues or sculptures.
- The design and placement of public art should not disrupt vehicle, bicycle, or pedestrian movement or safety.




Signs not to project above the edge of the roofline

**Signage**

» On-premise signs should be designed to complement the materials, textures, and colors of the primary building façade of which it is located. Signs existing prior to the adoption of the Specific Plan may be repaired, maintained, and improved to provide energy efficiency in a manner consistent with the originally approved size, style, design, pattern, coloring, and materials. When re-facing cabinet signs, new faces must have opaque backgrounds with three-dimensional push through letters.

» Signs should be placed in a location that does not interrupt or cover a building's architectural or design features.

» Signs should not interfere with or detract from the general pedestrian experience within the Specific Plan area.

» Signs should not project above the edge of the rooflines and should not obstruct windows or doorways

» The location of proposed signage should be shown on façade improvement plans and new building plans.

» Signs should be legible and convey a coherent message about the respective business where they are located.

» Sign illumination should be minimal and used only as a secondary or accent feature.



Lighting oriented towards pedestrian

**Lighting**

» Light fixtures installed in the public right-of-way, in parking areas, along pedestrian or bicycle paths, and elsewhere in the interior of a building or development project should be pedestrian scaled and directed towards the ground to avoid light pollution and spill-over to surrounding residential areas.

» Lighting for commercial uses shall be appropriately shielded to not negatively impact the residential units.

» Lighting should enhance a building's architecture and augment the street and sidewalk experience at night.

» Lighting and illumination should be used to highlight main building entrances and ground floor retail and restaurant spaces to encourage pedestrian activity.

- Lighting of public open spaces should be motion-activated when possible to limit unnecessary energy use.
- Natural light should be utilized as much as possible, to limit the use of and reliance on artificial light sources. Artificial lighting should consist solely of energy efficient bulbs, lamps, and the like.

**Noise**

- Residents of a mixed-use development project shall be notified that they are living in an urban area and that the noise levels may be higher than in a typical residential area.
    - The signature of the residents shall confirm receipt and understanding of this information.
    - The disclosure shall be within a future lease or in escrow document on the purchase of a property.

- Building owners in the MU/C will disclose to lessees the proximity of the LASD heliport and the possible exposure to noise from helicopters.
- Residential and the residential portion of mixed use developments in the MU/C will provide an interior sound study to ensure residents will not be exposed to a significant noise impact from the LASD heliport.

# MOBILITY PLAN

To implement the vision for the Crossroads Specific Plan, the proposed Mobility Plan is predicated on the philosophy that the Crossroads area will become a multi-modal area supporting all types of travel. The focus of this Mobility Plan is improving circulation and access for pedestrians, bicycles, transit users, and vehicular travel. This Plan envisions that the existing and new uses described in Chapter 4: Land Use Plan will be knitted together through a series of multi-modal connections. Because the Specific Plan area does not function within a vacuum, it is imperative that new connections be established to the larger local and regional mobility and circulation network.

This chapter provides guidance for future improvements to the existing public right-of-way and potential new streets associated with new development projects. It also describes multi-modal mobility concepts for the area, including pedestrian, bicycle, transit, and vehicular networks, with potential improvements to each of these systems to best serve residents, employees, and visitors. The Mobility Plan is not prescriptive, as future improvements will be implemented gradually and opportunistically in coordination with future development; rather it provides a conceptual framework to achieve the vision of a multi-modal transportation network for the area. Additional analysis and engineering will be necessary at the time of development to determine the exact dimensions of transportation improvements.

## PEDESTRIAN CONCEPT PLAN

Improved pedestrian access and circulation is a key component of the Crossroads Specific Plan area, including enhanced pedestrian connections to the plan area from adjacent residential neighborhoods and commercial districts and greater internal circulation for pedestrians within the area. As such, this Crossroads Specific Plan proposes an improved pedestrian access and circulation concept focusing on potential new pedestrian connections, crossings, amenities, and a new multi-use pedestrian and bicycle path along Eaton Wash, as displayed in Figure 4-1. The proposed pedestrian improvements are envisioned to facilitate a more inviting and comfortable pedestrian environment that encourages walking for transportation, recreation, or leisure.

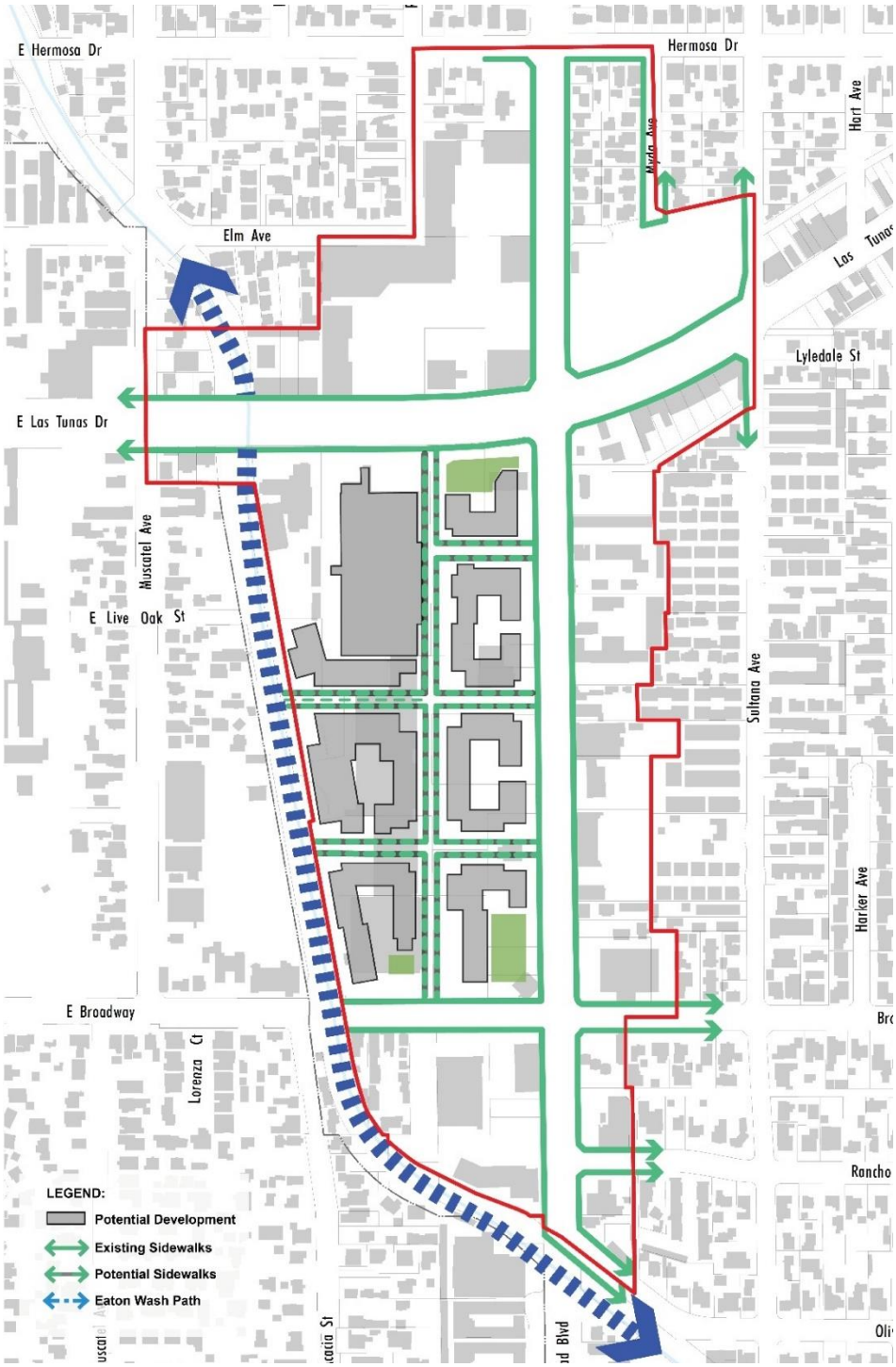



Figure 4-1: Pedestrian Concept Plan[4]

[4] Building locations are conceptual.

***Key components of the Pedestrian Concept Plan include:***

- **Internal Circulation.** Enhanced internal circulation, including a focus on providing safe, accessible, and well-defined routes through the MU-C, will facilitate the pedestrian-friendly, park-once, built environment envisioned for the area. Improved internal circulation will help break-up existing large blocks within the Specific Plan area, providing a more walkable, better connected environment that is easier to navigate and more enjoyable for pedestrians.
- **Street crossings.** Enhanced street crossings, including the use of bulb-outs, special materials or textures, and lighting at key street intersections, are particularly important to an improved pedestrian environment given the character and function of Rosemead Boulevard and Las Tunas Drive. Enhanced street crossings will improve pedestrian circulation within the plan area, particularly east/west across Rosemead Boulevard and north/south across Las Tunas Drive, as well as improve access to the Plan area from adjacent residential neighborhoods and commercial districts.
- **Pedestrian Amenities.** The addition of pedestrian amenities, such as street furniture, street trees, and greenery will enhance the pedestrian experience in the Specific Plan area. Street trees and landscaping provide shade during warm seasons, add visual interest for pedestrians, and generally soften the appearance of the built environment. Street trees can also add to the sense of safety for the pedestrian by providing a physical separation from vehicular traffic, as well as a sense of comfort and enclosure. Street furniture should not impede pedestrian circulation or interfere with vehicular safety, and should be of a high quality design and constructed of durable materials.

## BICYCLE CONCEPT PLAN

With its relatively flat topography, pleasant climate, and grid system of streets, bicycling provides an attractive mode of transportation in Temple City. Current bicycle facilities in the Specific Plan area consist of a Class II bike lane with protected and buffered portions along both sides Rosemead Boulevard. These bike lanes provide dedicated facilities for bicyclists traveling north/south along Rosemead Boulevard to and through the Specific Plan area.

The City of Temple City has a Bicycle Master Plan features proposed improvements to the bicycle network throughout the city. Proposed improvements in the Crossroads area consist of a Bicycle Boulevard along Olive Street as well as a proposed Class II bicycle lane along Las Tunas Drive. With the proper cycling infrastructure and facilities in place and secure bicycle storage and amenities available at key destinations, many trips to and within the Specific Plan area can be achieved by bicycle.

The Crossroads Plan Bicycle Concept Plan, displayed in Figure 4-2, is intended to leverage the City's existing investment in bicycle infrastructure through additional amenities and enhancements, enable safe, convenient, and accessible bicycle transportation and recreation for residents, employees, or visitors of all ages and abilities.

***Key components of the Bicycle Concept Plan include:***

- **Bicycle Storage.** Secure and well-lit bicycle storage facilities ensure that cyclists are able to confidently store their bicycles without concern of bikes being stolen, vandalized, or otherwise harmed. Secure bicycle parking should be provided at key destinations throughout the Specific Plan area, including as part of mixed-use developments, open space and recreation areas, and nodes of activity and gathering spaces.
- **Bicycle Parking.** Requiring on-site bicycle parking as part of a development and allowing this parking to contribute to the overall parking requirement for a development will further the viability and awareness of bicycling within the Specific Plan area.
- **Internal Circulation.** Much like the pedestrian environment, enhanced internal bicycle routes, particularly through the MU-C district, will greatly improve the ability of residents to bicycle for transportation, recreation, or leisure within the Crossroads area. While the Class II bike lanes on Rosemead Boulevard provide local and regional connectivity, internal routes are necessary to provide access to destinations within the Specific Plan area from Rosemead Boulevard.
- **Bicycle Amenities.** Bicycle amenities, such as "fix-it" stations, water fountains, way-finding signage, and shaded areas help to make bicycle riding a more inviting option, particularly to those residents, employees, and visitors who are less experienced cyclists. Helping to alleviate or

reduce the fear of being stranded, lost, or exhausted is a key consideration in encouraging residents, employees, and visitors to bicycle within the Specific Plan area.

» **Eaton Wash Multi-Use Path.** The Crossroads Specific Plan Mobility Plan provides the Temple City community with an opportunity to reimagine the Eaton Wash channel and land immediately adjacent to the channel. The Eaton Wash has the potential to become a community amenity that invites residents to walk and bicycle as a mode of transportation and exploration, as well as a place to linger, meet, and connect with one another. Additionally, the Eaton Wash can provide greatly needed open space and recreation facilities for the community.

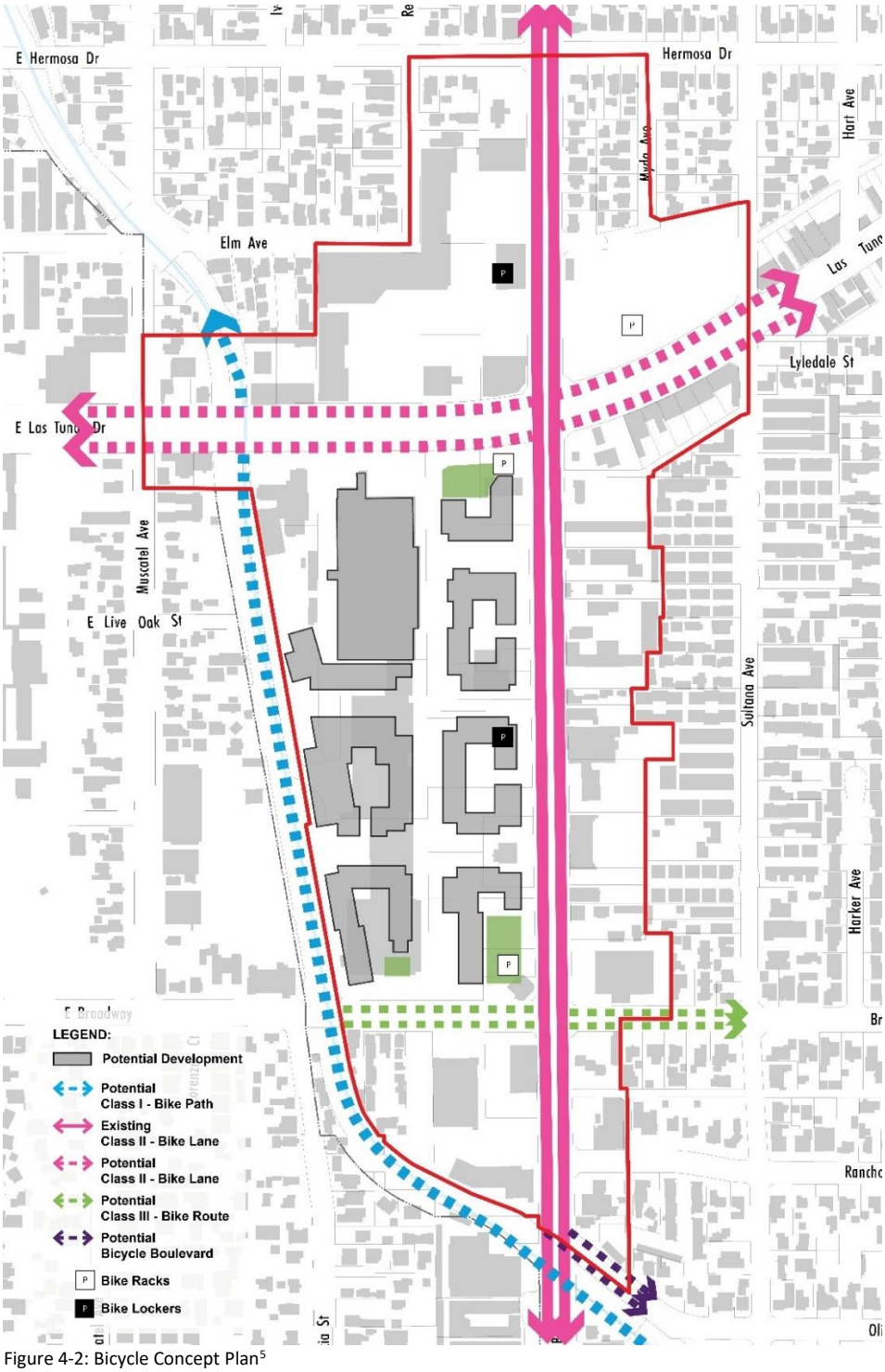



Figure 4-2: Bicycle Concept Plan[5]

[5] Building locations are conceptual.

## STREET CONCEPT PLAN

Major roadways in the Specific Plan area include Rosemead Boulevard, Las Tunas Drive, and Broadway, as shown in Figure 4-3 Street Concept Plan. These roadways provide users with both local and regional connections to the Specific Plan area.

Rosemead Boulevard, also known as State Route 19, is a four-lane divided roadway through the Specific Plan area until south of Broadway where it is no longer divided and the median is replaced by a two-way left turn lane. There are a large number of curb-cuts and driveways in both the northbound and southbound direction along Rosemead Boulevard, providing right-in, right-out access due to the raised median along Rosemead Boulevard. This limits access to Rosemead Boulevard in the area, and can create extra congestion as drivers make U-Turns to access located on the opposite side of Rosemead Boulevard.

Las Tunas Drive is a four-lane roadway with a two-way left turn lane within the Specific Plan area. On-street parking is currently allowed on both sides of Las Tunas drive east and west of Rosemead Boulevard. Broadway is a four-lane roadway through the study area with two-way left turn lane present to the west of Rosemead Boulevard. Between 2010 and 2013 there were a total of ten collisions in the Specific Plan area, all of which occurred at the intersection of Rosemead Boulevard and Las Tunas Drive, or along Las Tunas Drive.

### *Key components of the Street Concept Plan include:*

- **Internal Circulation.** Due to its location, the Crossroads area will continue to accommodate local and regional pass-through traffic, particularly along Rosemead Boulevard and Las Tunas Drive. As development intensifies within the Specific Plan area, particularly in the MU-C district, there will be an increased need for enhanced multi-modal internal circulation. The street concept therefore proposes an internal circulation pattern that embraces and implements the themes and policies for the area noted in the Mobility Element of the Mid-Century General Plan.
- **Breaking up the Super Block.** Large street blocks are often inconvenient and unsafe for all modes of transportation, except for vehicular traffic. Large blocks commonly restrict crossing only at intersections, in effect restricting access and circulation for all users, and potentially encouraging unsafe mid-street crossings by bicyclists and pedestrians. Additionally,

large blocks encourage higher vehicle speeds. Breaking up large “super blocks” such as the ones currently occupying the majority of the MU-C district, will increase the number of street crossings, providing flexibility in routes, and provide additional areas of human activity and interaction, such as street corners.

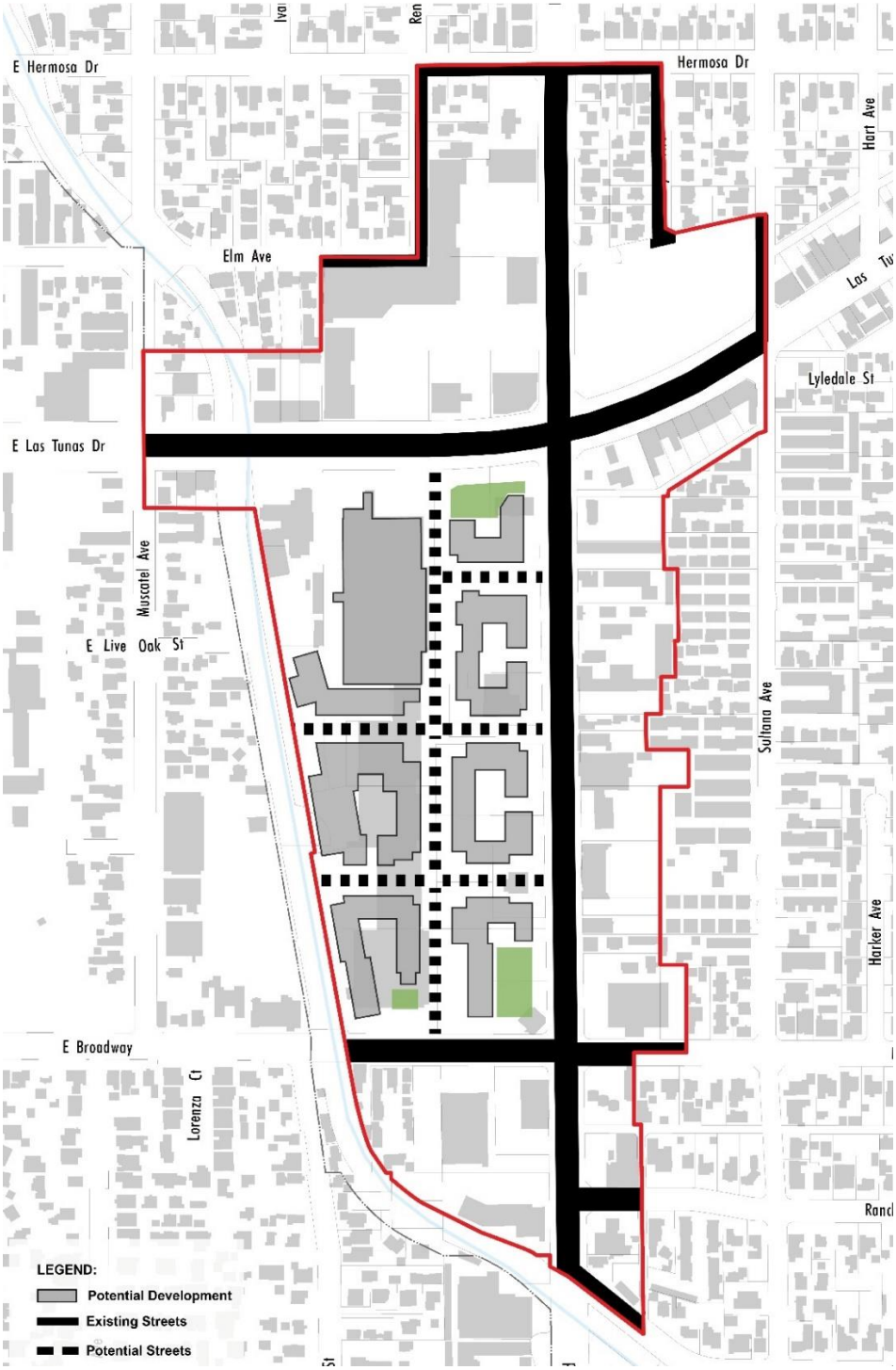



Figure 4-3: Street Concept Plan[6]

[6] Building locations are conceptual.

## TRANSIT CONCEPT

Transit service in the Specific Plan area is provided by four Los Angeles County Metropolitan Transportation Authority (Metro) routes, serving six stops, as displayed in Figure 4-4 Existing Transit Service. These routes provide headways, varying from 15-45 minutes. All of the current transit stops in the Specific Plan area have shelters and benches. The improvements discussed below will help improve public transit as a viable transportation option within the Specific Plan area.

### *Key components of the Transit Concept Plan include:*

- **Pedestrian Access.** Enhanced pedestrian access to transit stops can encourage new transit users and may also entice people who currently drive to the area and do not consider transit a viable option. Safe and convenient pedestrian access between transit stops and destinations within the Plan Area should be considered as part of all development proposals and public-realm improvements.
- **Land Use Mix.** The mix of uses within the Crossroads area has a significant impact on the transit user experience. As the Specific Plan area transitions to a more dense, mixed-use neighborhood, more residents will live within close proximity to the transit stops and likely support increased transit service. Additionally, as commercial and recreational opportunities increase in the Plan area, residents of surrounding neighborhoods and communities may be more likely to travel to the Specific Plan area via transit, as they will be able to accomplish and participate in more activities per trip.




Figure 4-4: Existing Transit Service

## CONCEPTUAL STREET CROSS SECTIONS

Figures 4-6 through 4-11 Conceptual Street Cross Sections provide an illustrative representation of the multi-modal transportation vision specifically for the MU-C district. Figure 4-5 Street Typologies Map indicates the locations of the following street typologies and should be used as a guide. The street cross sections bring together the various components of the multi-modal system discussed above, including the pedestrian, bicycle, transit and automobile concepts, to provide a conceptual framework for future transportation improvements in the Crossroads area.

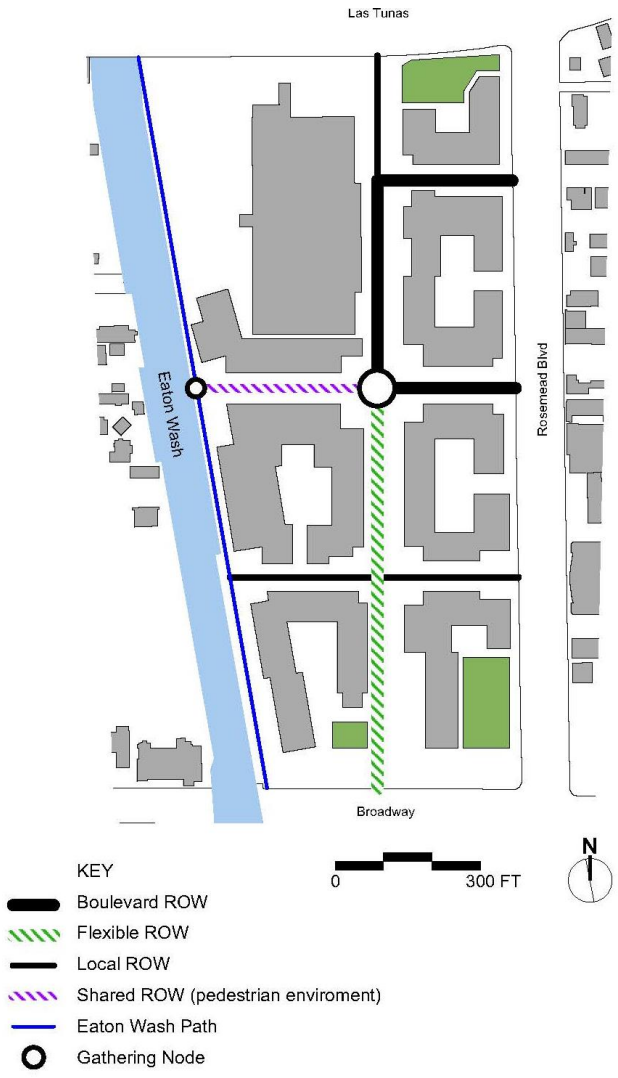



Figure 4-5 Street Typologies Map

# Boulevard Right of Way

A street with multiple vehicular lanes in each direction and wide sidewalks to accommodate pedestrian activity.

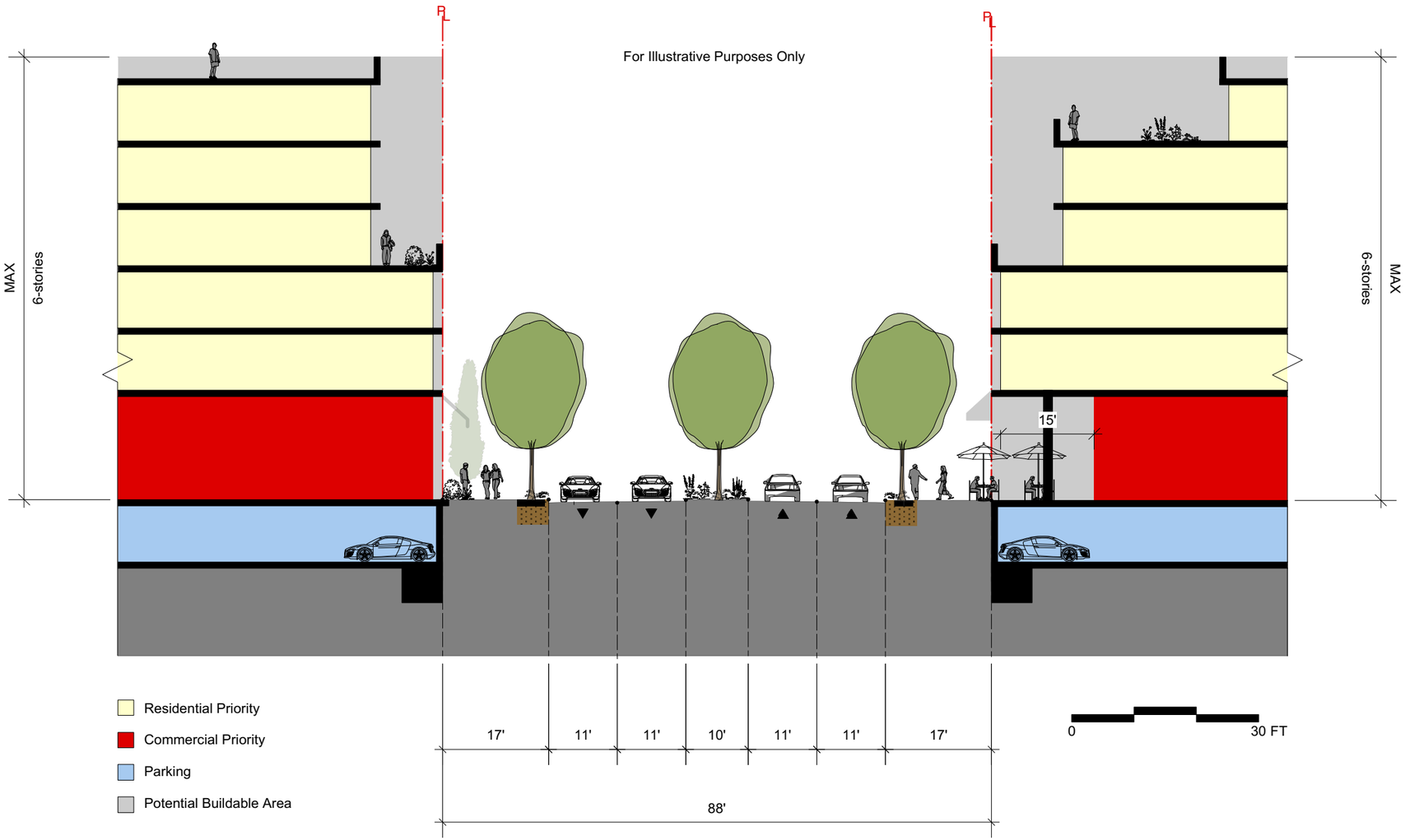



Figure 4-6 Boulevard Right of Way







Representative examples of Boulevard R-O-W style.

# Flexible Right of Way

A street with a single car lane in each direction and a shared median that can accommodate a variety of activities, including but not limited to, angled street-parking, festivals, and pedestrian activity.

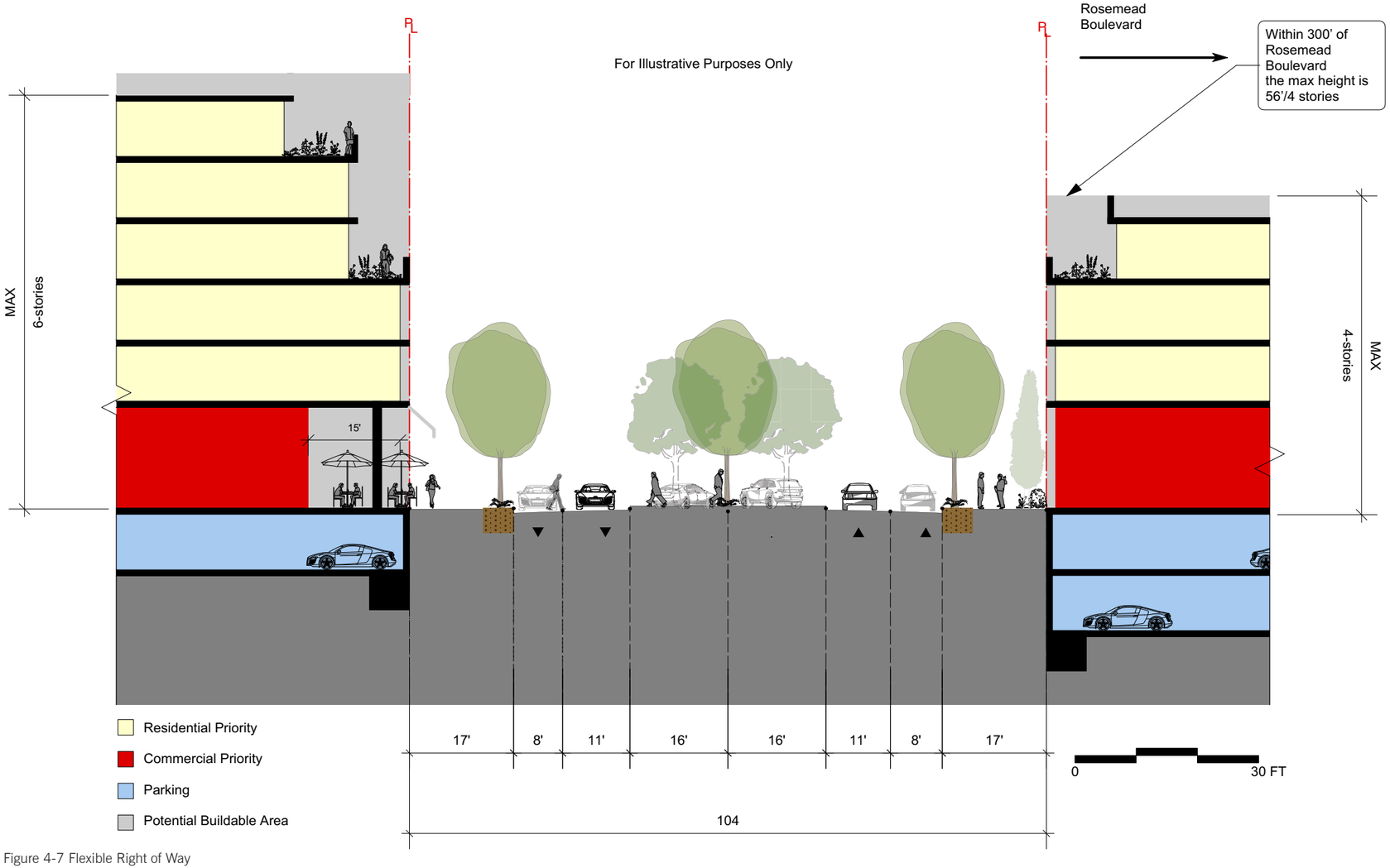



Figure 4-7 Flexible Right of Way







Representative examples of Flexible R-O-W style

# Local Right of Way

A street with a single car lane in each direction, curbside parallel parking, and a median.

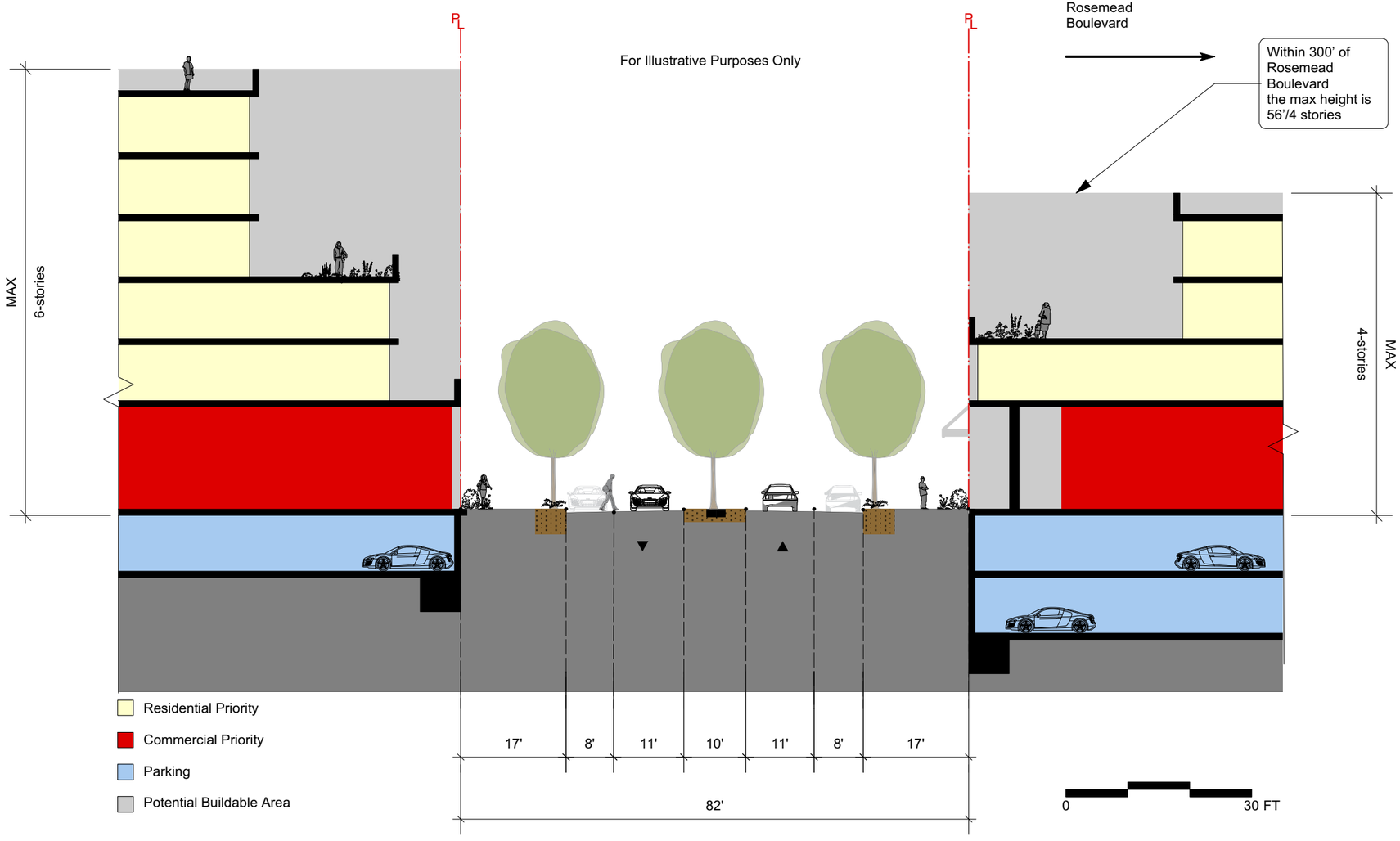



Figure 4-8 Flexible Right of Way






Representative examples of Local R-O-W style

# Rosemead Boulevard Right of Way

A street with a single car lane in each direction, curbside parallel parking, and a median.

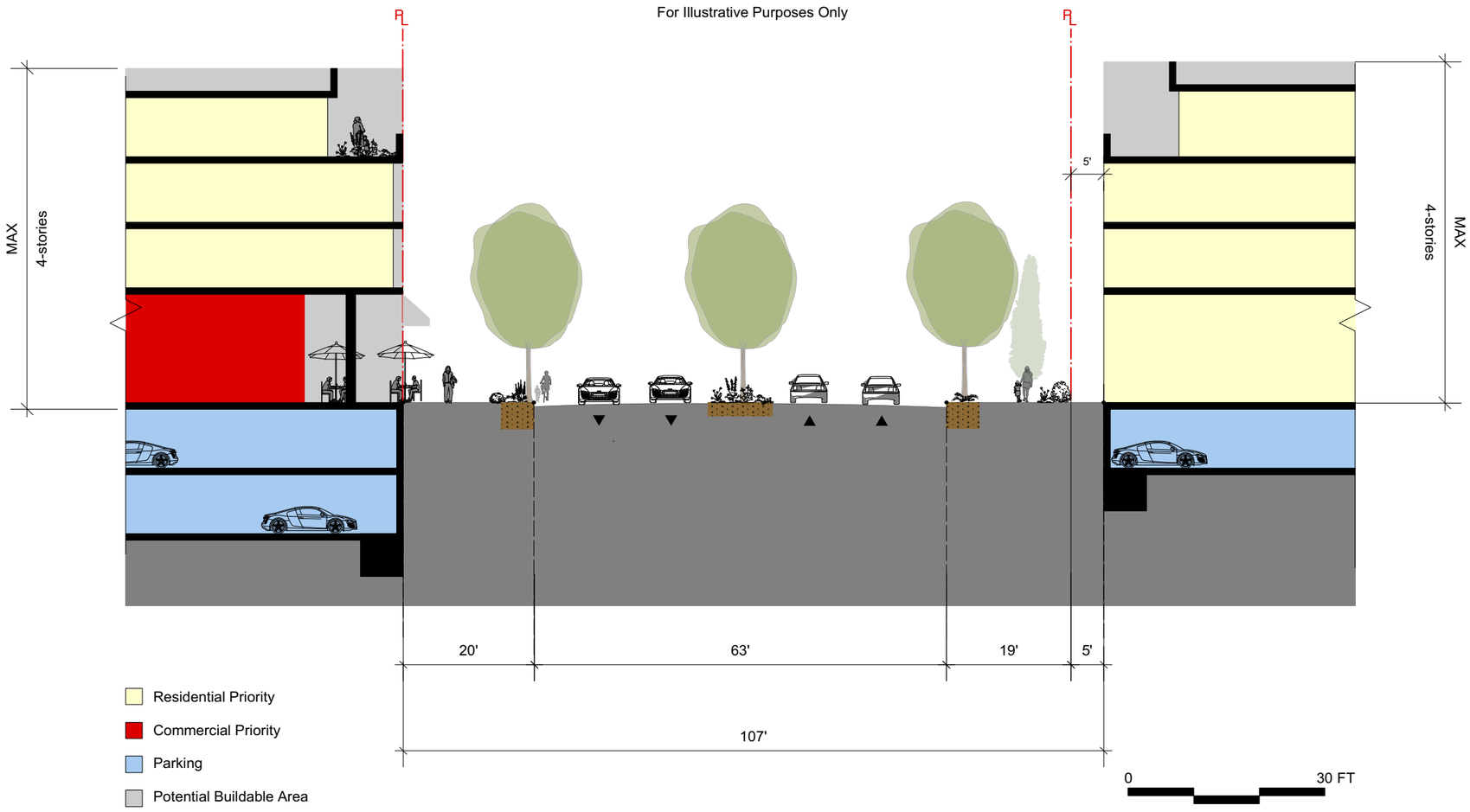



Figure 4-9 Rosemead Boulevard Right of Way








Rosemead Boulevard today

# Eaton Wash Right of Way

A landscaped multi-modal path fronted by multi-use buildings to the east and the Eaton Wash to the west. Vehicular traffic, with the exception of emergency vehicles, is prohibited.

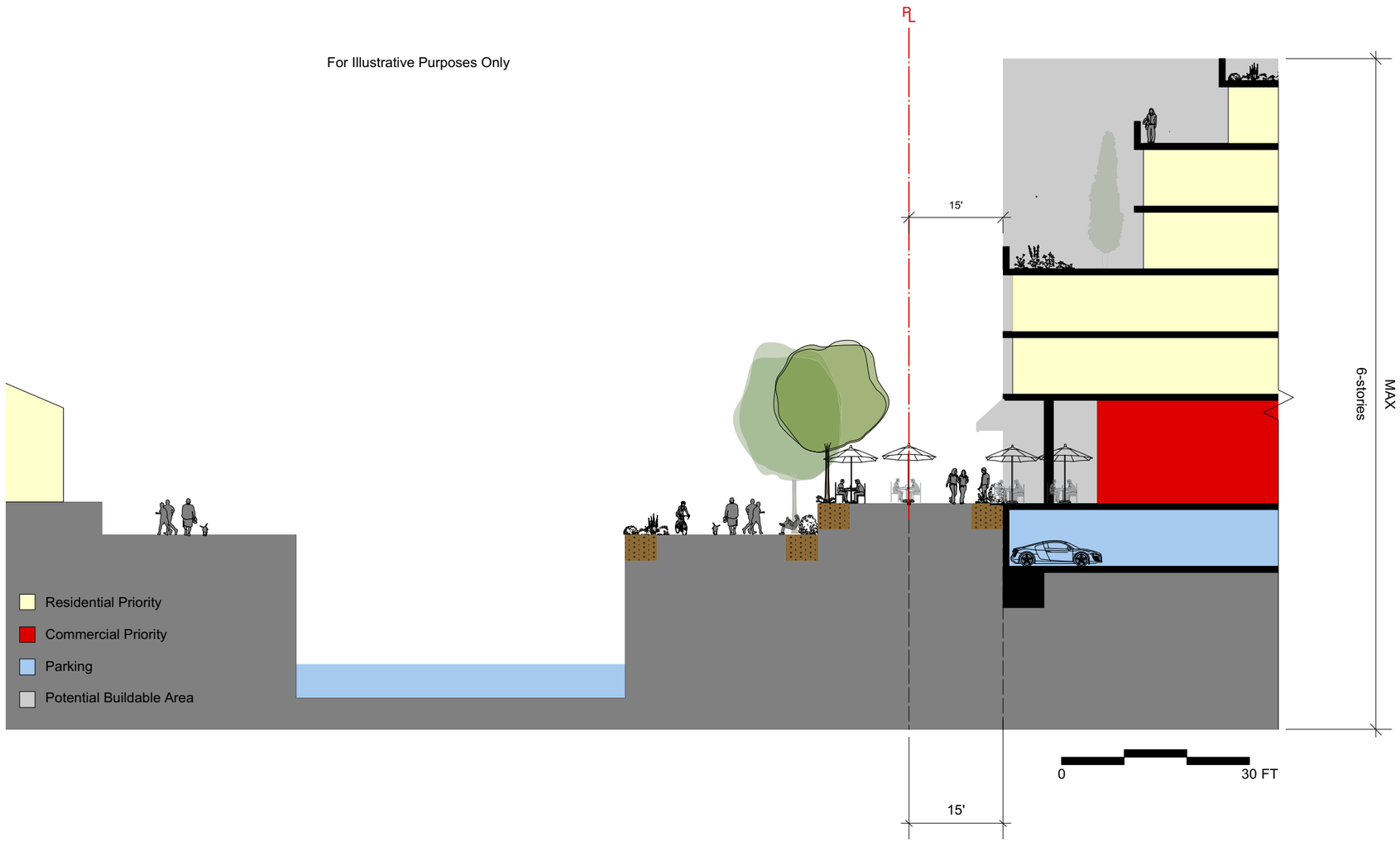



Figure 4-10 Eaton Wash Right of Way



Eaton Wash today, looking north





Representative examples of improved water-path trails

# Shared Right of Way (Pedestrian Environment)

A street fronted by buildings on both sides, with pedestrian amenities including, but not limited to, outdoor seating, dining, and public art. Vehicular traffic, with the exception of emergency vehicles, is prohibited.

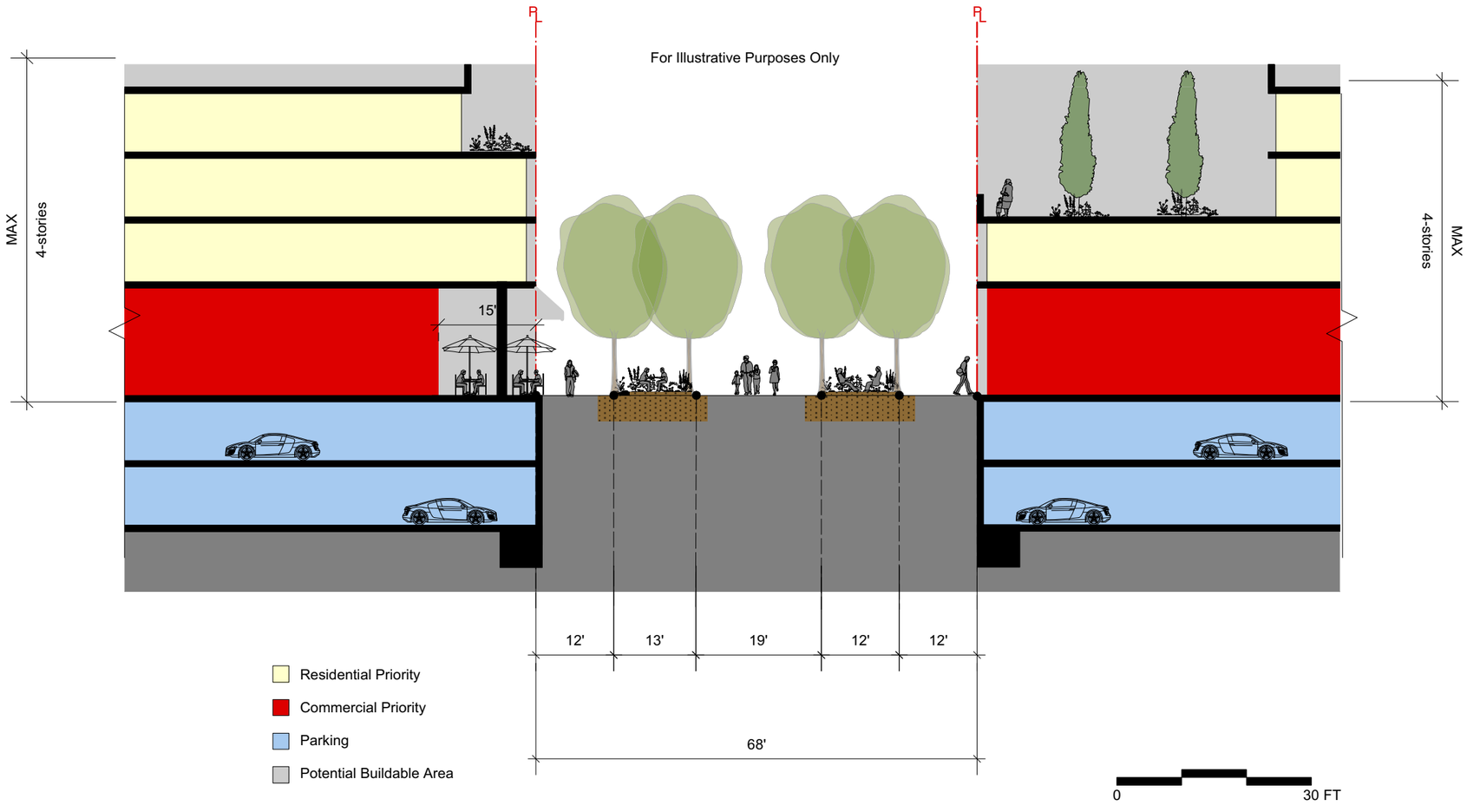



Figure 4-11 Shared Right of Way (Pedestrian Environment)







Representative examples of Shared R-O-W style



## PARKING CONCEPT PLAN

Off-street parking within the Crossroads area is currently provided by a series of large surface parking lots and by on-street parking spaces along the area's primary streets. Utilization of the surface parking areas varies throughout the Plan area, as the largest surface lots, those in the MU-C remain extremely underutilized, while those in other areas, particularly the CC area are highly utilized and sometimes result in spill-over to neighboring businesses and the surrounding neighborhood. The increased densities and greater land use mix envisioned for new development in the Plan Area create opportunities to develop improved parking management strategies while balancing goals for enhanced pedestrian, bicycle, and transit use.

New off-street parking should be provided in public and private parking structures, where possible. These structures should be considered for larger mixed-use projects that incorporate multiple uses and buildings. Shared parking facilities are particularly appropriate for developments within the MU-C. It is envisioned that some structures could be centralized and shared amongst uses, providing the opportunity for a park-once experience for residents, employees, and visitors.

When parking is provided on surface lots, the use of valet or tandem parking may be utilized to reduce the physical space dedicated to parking without resulting in an undue burden on surrounding streets and residential neighborhoods. As previously mentioned on-street parking is currently provided in the Specific Plan area on Rosemead Boulevard. Additional on-street parking may be provided, particularly as internal streets are developed within the MU/C district, creating a traditional main-street like feel on internal streets.

### *Alternative Parking Strategies*

To encourage new development to include facilities and amenities that reduce the amount of land dedicated to surface parking, projects in the Crossroads area are eligible for a parking reduction by incorporating alternative parking strategies into development proposals.

The Director of Community Development may approve a reduction in the amount of required off-street parking of up to 20% in the MU-C and MU-B and up to 10% in the CC district, when it is clearly displayed by the applicant that a proposed alternative parking strategy will effectively reduce the demand for off-street

parking. An application for a parking reduction, including a parking study and any additional requirements specific to the alternative strategies discussed below, shall be submitted to the Director of Community Development upon submittal of a development application. Alternative parking strategies applicable to reduced parking strategies include the following:

- **Shared Parking.** Shared parking in the Crossroads area is encouraged when uses with complementary parking demand are proximately located. Keys to developing effective shared parking facilities will include centrally locating parking to intended users and making the facilities accessible and pedestrian friendly. When shared parking is proposed, a shared parking agreement must be included in an applicant's parking reduction application.
- **Unbundled Parking.** Unbundled parking is the process of renting or selling parking spaces separately, rather than automatically included with the rent or purchase price of residential units or commercial property. Unbundling parking allows renters, owners, and tenants to purchase or lease only the amount of parking that they need, rather than providing a uniform number or quantity of parking spaces regardless of need. When requesting a parking reduction from unbundled parking, an applicant shall provide an analysis of anticipated parking demand shall be included in an applicant's parking reduction application.
- **Publically Accessible Parking Structures.** Publically accessible parking structures are those privately owned and operated parking structures that allow public parking in designated spots within their structures. When receiving a parking reduction for providing publically accessible parking spaces within a structure, an applicant may not charge a fee to the public parking in those spaces.
- **Mechanized Parking.** Mechanized parking systems are automated or semi-automated structures that allow vehicles to be stacked vertically, storing multiple vehicles within the footprint of one parking space. Mechanized parking or parking lifts reduce the amount of land required to provide required off-street parking and make the provision of parking more feasible in certain developments. Mechanized parking spaces should be provided at the same dimensions (length and width) as standard parking spaces.

» **Car Sharing.** Car-sharing is a neighborhood-based, short-term vehicle rental service that makes cars available to members of the service, providing an alternative to private automobile ownership. Car-sharing is particularly beneficial if located near mixed-use developments, allowing residents to conveniently travel to and from their homes in addition to providing an alternate mode of travel for retail customers and residential guests. The provision of one dedicated car-sharing space shall result in a 10% reduction in the required parking spaces for a particular use.

An applicant may apply for a parking reduction by incorporating an alternative parking strategy other than outlined above, however, the Director of Community Development has the authority to determine if the strategy will effectively reduce the need for off-street parking associated with the development proposal. The Director may require additional studies or analysis to accompany an alternative strategy not included in this section.

### *Transportation Demand Management (TDM)*

This section describes TDM strategies that could be implemented in the Specific Plan area to reduce dependence on single-occupant automobiles and the overall number of parking spaces needed to serve new development. Not everyone can carpool, take transit, or work close to home, however, there are many trips that can be modified using various TDM techniques, which include incentives to use alternative forms of travel, reduce the number of vehicle trips, or travel during nonpeak times.

This Mobility Plan supports and strengthens the City's existing TDM program by encouraging the use of alternative travel modes, including public transit, pedestrian travel, and bicycling. All development proposals within the Specific Plan shall comply with Section 9-1E-23: Transportation Demand and Trip Reduction Measures of The Temple City Municipal Code.

Large employers in the Plan area can play a key role in implementing TDM strategies, by offering employees various options for traveling to and from work. Employee TDM programs may include, but are not limited to the following:

» **Employee Boards/Kiosks.** Employers can display transit routes and schedules serving the area; carpooling and vanpooling information; and

bicycle and pedestrian paths, lanes, routes, and facility information on on-site boards/kiosks in break rooms or common areas, as well as on internal websites or manuals.

» **Commuter Benefits.** Employers may provide commuter benefits, such as allowing employees to pay for their transit or car and vanpooling expenses with pre-tax dollars, as permitted by federal law. An employer may also provide a subsidy to cover or reduce employees' monthly or annual transit or car and vanpool costs. Finally an employer may provide a free or low-cost bus, shuttle, or vanpool service from a centralized location to the employer's facilities.

» **Guaranteed Ride Home Program.** Guaranteed Ride Home programs allow transit users or bicycle or pedestrian commuters to use a complimentary or reduced price taxi or ride share service to get home in case of an emergency or when transit service is limited or not available, such as late at night or on weekends.

» **Compressed Work Weeks, Flex Times, and Telecommuting.** Compressed work weeks, such as "4/10" or "9/80" work schedules that allow employees to work longer on individual days in exchange for a shorter work week, flex times that allow employees to travel to and from work outside or traditional peak commuting hours, and telecommuting that allows employees to work remotely from home or a location close to their home, help reduce VMT and roadway congestion in and around the Specific Plan area.

# INFRASTRUCTURE PLAN

This chapter describes utility infrastructure systems that will be needed to support development in the Crossroads Specific Plan area, including drainage, sewer, and water. The findings and recommendations included in this chapter were developed in coordination with the respective infrastructure providers, including the Los Angeles County Public Works Department, Los Angeles County Sanitation District, Sunnyslope Water Company, and Golden State Water District.

## BACKGROUND

Temple City is located within the Rio Hondo watershed, which comprises 142 square miles of the larger Los Angeles River watershed. The Rio Hondo River originates in the Angeles National Forest, flows through the San Gabriel Valley, and confluences with the Los Angeles River within the City of South Gate. The western boundary of the Crossroads Specific Plan is located directly adjacent to the Eaton Wash flood control channel.



Eaton Wash

## DRAINAGE

The 72.5-acre Specific Plan area is nearly entirely built-out with approximately 91 percent of the area covered with impervious surfaces. These impervious surfaces discharge into Eaton Wash via various Los Angeles County Flood Control District owned storm drain lines, ranging in size from 18 to 48 inches, as displayed in Figure 5-1 Existing Storm Drain Facilities. Based on the relatively high existing impervious conditions of the area and the proposed build-out of the Plan area, which is generally equal to or less than existing impervious conditions, runoff associated with implementation of the Specific Plan is not anticipated to increase over existing conditions.

The Crossroads area is subject to Los Angeles County Public Works "Q-allowable" discharge limits. Q-allowable discharge limits require that proposed flows from redevelopment projects not exceed flows tabled to the existing storm drain system. In general, the Plan area south of Las Tunas Drive is located within an area where the existing conditions exceed the Q-allowable discharge limits. Therefore, it is anticipated that most projects within the Specific Plan area will require on-site detention systems to comply with the Q-allowable requirements. Q-allowable discharge limits for the Specific Plan area are displayed in Figure 5-1 Existing Storm Drain Facilities.

Additionally, all new projects within the Plan area will be required to include Low Impact Development (LID) best management practices (BMPs) to comply with the County of Los Angeles MS4 Permit. The LID BMPs are intended to ensure that run-off is sustainably managed and consistent with the prescribed hierarchy of treatment provided in the MS4 Permit: infiltration, evapotranspiration, harvest/reuse, and bio treatment.

Figure 5-1: Existing Storm Drains

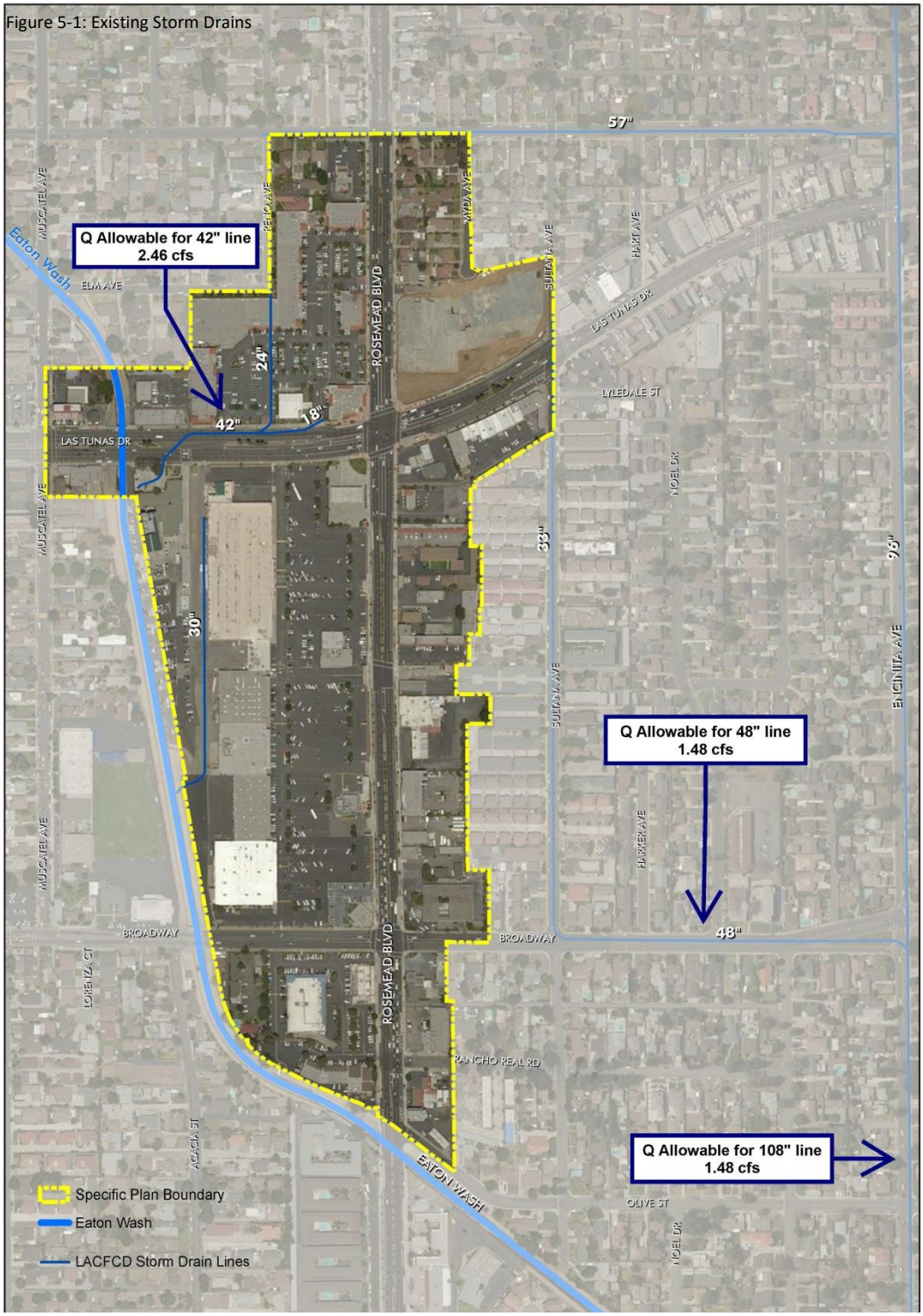



Figure 5-1: Existing Storm Drain Facilities

## SEWER SYSTEM

The Crossroad Plan area is served by Los Angeles County Sanitation District (LACSD) sewer lines ranging in size from 8 to 15 inches in diameter, as displayed in Figure 5-2 Sewer Lines. The majority of sewer flows throughout the Plan area are distributed in a southerly direction to a 15 inch line off of Broadway Avenue, owned by the County and ultimately into a larger 21 inch trunk line owned by LACSD along Encinita Avenue. The City's 2008 Sewer Master Plan identified a prioritized list of sewer facilities in the City that would require upsizing based on current conditions and a 20-year projection of future population growth and land use changes. Improvements in the Master Plan are categorized into four priority levels including Priority 1 as the most important through Priority 4 as the least important. Sewer lines in the Specific Plan area were identified as Priority 3 and Priority 4, as displayed in Figure 5-3 Proposed Sewer Improvements. In addition to the 2008 Master Plan, a study of the 15-inch sewer line located along Broadway Avenue was conducted as part of this Specific Plan to determine the existing capacity of the line, using County sewer study protocols. It was found that this 15-inch line, which serves as a tributary to the majority of the Specific Plan area, has sufficient capacity to accommodate sewer flows associated with the proposed development included in the Land Use Plan.

Figure 5-2: Sewer Lines

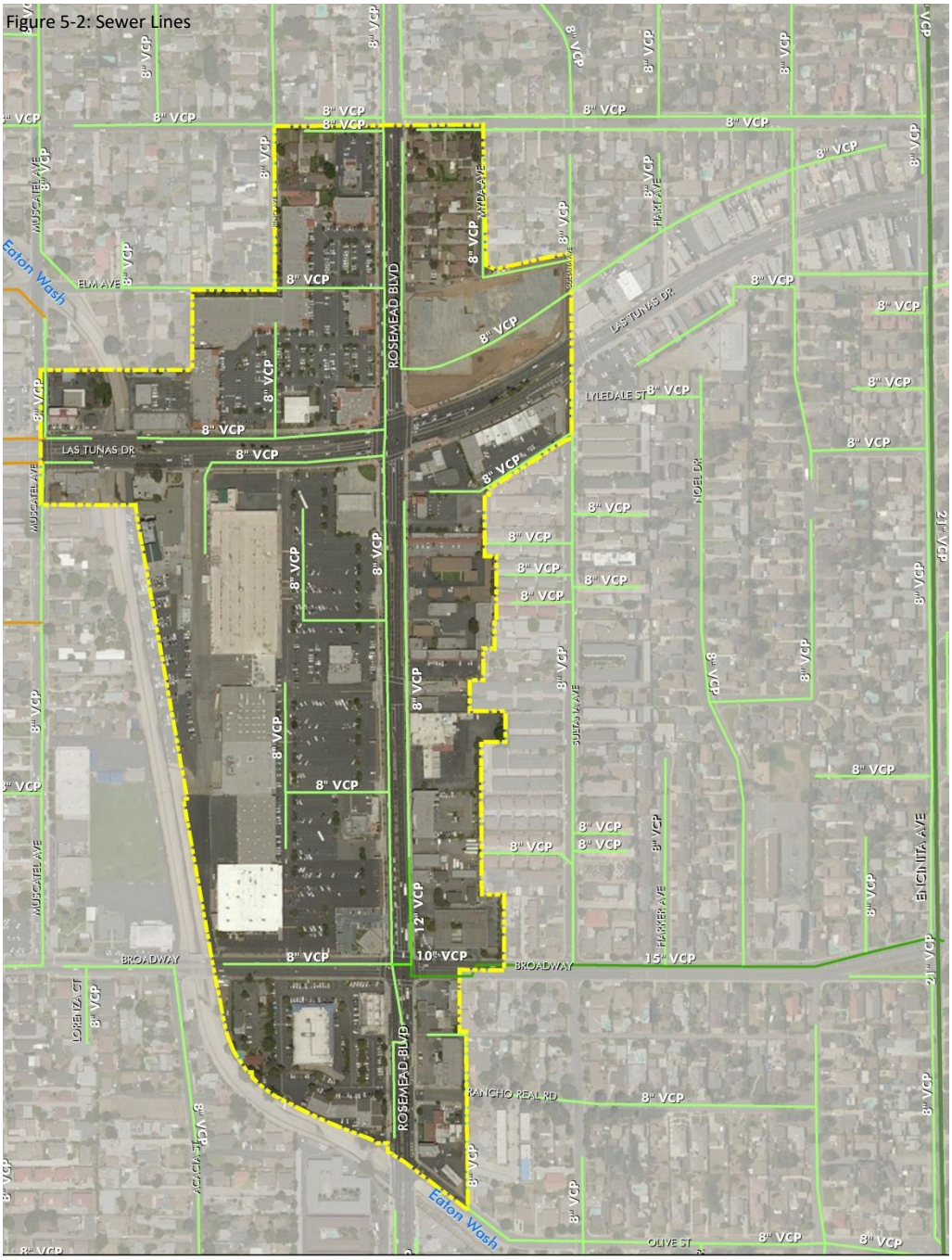
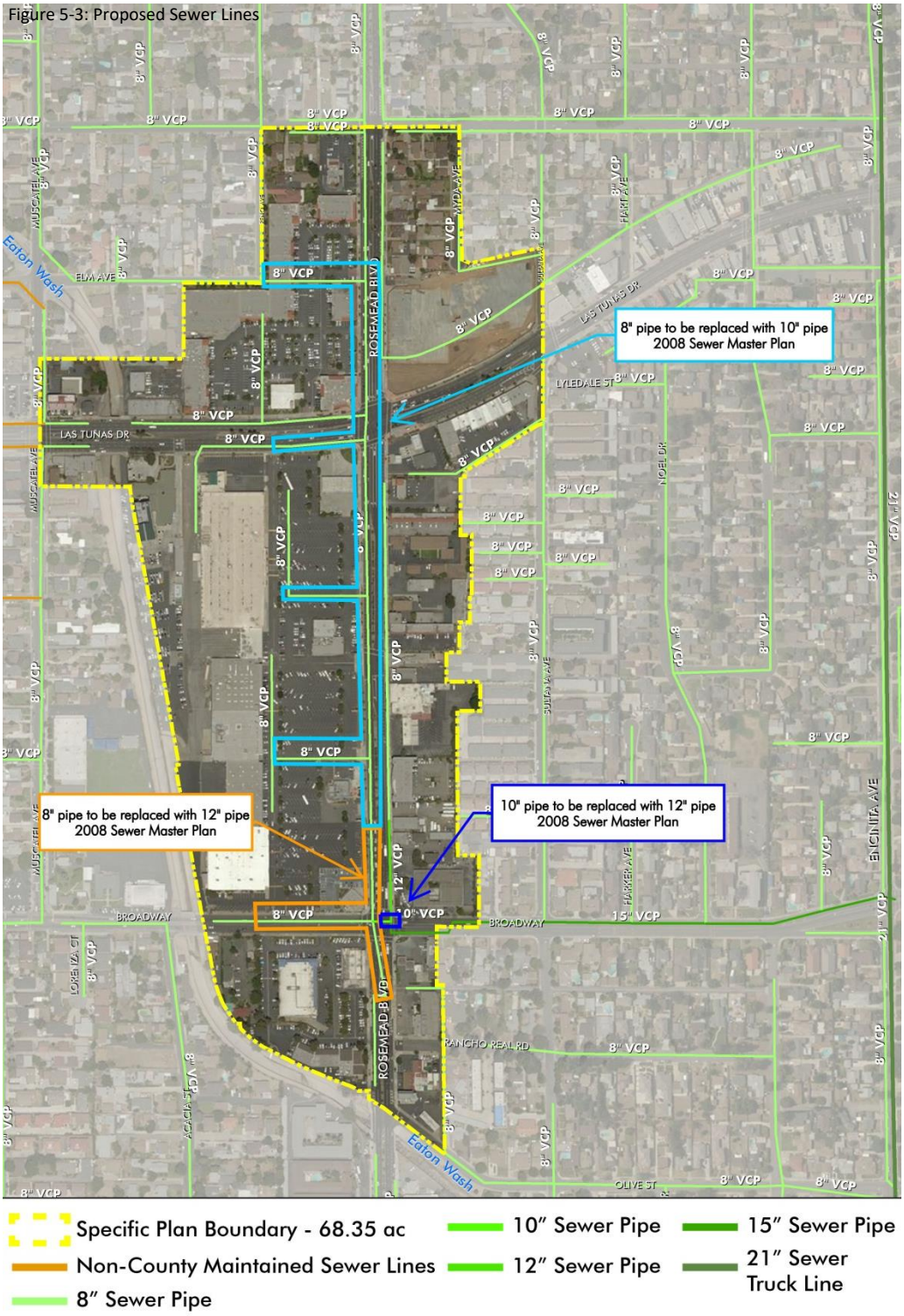


Figure 5-3: Proposed Sewer Lines



## WATER SYSTEM

The primary water provider for the Specific Plan area is Sunny Slope Water Company (Sunny Slope). In addition to Sunny Slope, Golden State Water District and San Gabriel County Water District also serve a small portion of the Specific Plan area. Sunny Slope also provides regular upkeep and maintenance to ensure long term functionality of the water system. Sunny Slope's 2014 Water Master Plan update highlights water lines that need to be replaced or installed to support existing and proposed land use changes within the Sunny Slope service area, as shown in Figure 5-4. Within the Specific Plan area, there were not any areas that were found to have deficient water lines in need of replacement or installation.

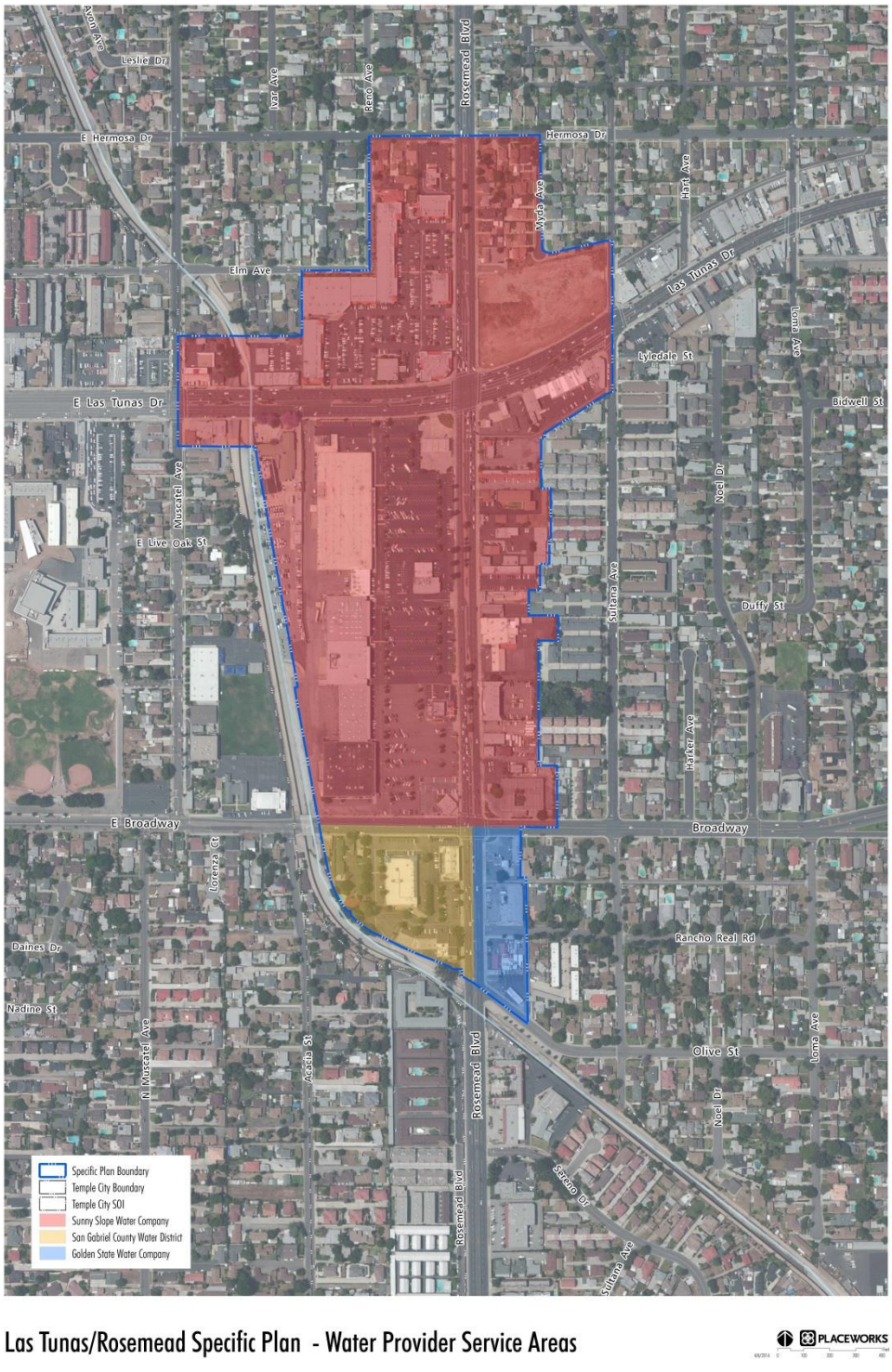



Figure 5-4: Water Service Providers

# IMPLEMENTATION PLAN

## ADMINISTRATION

This Crossroads Specific Plan was initiated and prepared by the City of Temple City pursuant to the provisions of California Government Code Sections 65450 through 65457. The law allows the preparation of specific plans for the implementation of a community's General Plan. Specific plans act as a bridge between the general plan and the physical development of a place.

The Crossroads Plan is the regulatory document guiding land use and development within the boundaries identified in this Specific Plan. Upon adoption by ordinance, this Specific Plan will serve as the official zoning for the properties involved. The Plan establishes the zoning districts and permitted uses, development standards, design guidelines, mobility and infrastructure requirements, implementation programs, and administration procedures on which subsequent project-related development activities are to be based.

## RESPONSIBILITY

The Community Development Director shall be responsible for administering the provisions of the Crossroads Specific Plan, in accordance with the provision of this Specific Plan, the State of California Government Code Sections 65450 through 65457, the City of Temple City General Plan, and all other applicable chapters of the Temple City Municipal Code.

## APPLICABILITY AND CONFORMITY WITH THE SPECIFIC PLAN

The provisions of this Specific Plan shall apply to all properties included in the Crossroads Specific Plan area. No construction, modification, addition, placement, or installation of any building or structure shall occur, nor shall any

new use commence on any parcel or lot, on or after the effective date of the Specific Plan, except in conformity with the provisions of this Specific Plan.

The provisions of this Specific Plan shall not apply to development proposals or projects for which a complete application has been received by the Community Development Department prior to the effective date of this Specific Plan. However, applications for such projects may elect to comply with the provisions herein in lieu of the former provisions. Applications for projects whose entitlements and/or permits have expired or were denied are not entitled the benefit of this section.

Any standard, regulation, or other issue not specifically covered in the Crossroads Plan shall be subject to the provisions of the Zoning Code and/or Municipal Code, or to interpretation by the Community Development Director if not specifically covered in the City's existing regulations.

In cases where development regulations and standards set forth in this Specific Plan are inconsistent with the Zoning Code, the Specific Plan shall prevail. The provisions of this Specific Plan shall also prevail where there is an inconsistency between this Specific Plan and other City ordinances, rules and regulations. However, the provisions of this Specific Plan will not prevail should there be an inconsistency between the Specific Plan and the City's General Plan. Any development regulation and standard not addressed in this Specific Plan shall be subject to the City's adopted regulations in place at the time of the individual application.

# PHASING

This section includes guidance on the phasing and financing of proposed strategies for the implementation of infrastructure, mobility, and public realm improvements within the Specific Plan area. Given the unique characteristics of the Specific Plan area, including land ownership patterns, lot configurations, and previously implemented streetscape improvements, it is anticipated that implementation of the Specific Plan and phasing of development will largely depend on private investment and development. As such, a variety of economic, market, and demographic factors will ultimately determine the timing and extent of development. Intersection, street, streetscape, and infrastructure improvements are expensive and often not necessary until enough development

is ready to occur to justify a specific improvement or identified mitigation. Flexibility on the timing of public improvements is useful for implementation, since many of the public funding sources needed to pay for improvements depend upon new development. With this in mind, the phasing plan is broken into three phases.

## *Phase 1:*

This time frame will include the very-short-term (immediate–5 years) measures necessary to lay the foundation for public-realm enhancements and new development. It is possible (and even likely) that new development projects could be proposed during this phase to take advantage of the updated mixed-use based land use designations and revised development standards. Phase 1 implementation activities should be focus on establishing long-term funding and financing mechanisms and organizational structures that will ensure sustained plan implementation. Additionally, Phase 1 should focus on developing public-realm enhancements envisioned for the Specific Plan area, including improving multi-modal access to and connectivity within the Plan area. A Public Realm Improvements Master Plan should be developed to provide guidance on public realm improvements, including standards for design, engineering, funding, and implementation.

## *Phase 2:*

This period (6-15 years) encompasses improvements that are anticipated to be associated with and/or funded by new development. The timing of these improvements will be tied closely to the timing of any new development construction. Although some improvements may occur in Phase 1, the majority will likely occur in the mid-term and long-term (Phases 2 and 3). It is anticipated that some private development projects in the Mixed-Use Core (MU-C) and Mixed-Use Boulevard (MU-B) districts could be underway or completed during this phase. The MU-C and MU-B districts are located on the west and east side of Rosemead Boulevard respectively, generally bound by Las Tunas Drive to the north and Olive Street to the south. The MU-C is the area's largest district, and currently consists of a series of large, underutilized surface parking lots and single-story retail stores. The MU-B on the other hand, consists of an assortment of one

and two story commercial buildings that form an inconsistent and building wall and streetscape environment.

Therefore, the implementation actions anticipated Phase 2 focus on capital improvements, including completing various street connections through the Plan area, as well as adding landscaping and other enhancements to pedestrian and bike improvements made during Phase 1. Although it may be necessary to initiate additional implementation activities in this time frame, these actions will primarily build on existing organizational structures, such as a possible Business Improvement District (BID), parking district, infrastructure district and/or or enhance existing services in the area, likely established in Phase 1.

### *Phase 3:*

Phase 3 (15 years and beyond) will complete the full buildout of the Specific Plan area and include all of the required infrastructure improvements to accommodate the development. Phase 3 projects will be funded by later development projects and funding and management mechanisms established in Phases 1 and 2.

## CONCEPTUAL FINANCING STRATEGY

The conceptual financing strategy outlines how various funding sources will be used to finance infrastructure, mobility, and public realm improvements identified in the Crossroads Specific Plan. Development of new land uses and buildings will be the responsibility of private land owners and developers. The conceptual financing strategy for public improvements consists of existing City funds, state, and regional funding mechanisms, and potential partnerships. The City has a variety of “major” and “non-major” funds available to finance the implementation of \ improvements within the Specific Plan project area. Each funding and financing mechanism that could potentially be deployed to implement the Plan has a unique structure, such as rules to dictate how the funding can be put in place, when payments are collected, and what funds can be used for. The implementation funding mechanisms identified below provide a framework for the implementation of improvements and programs identified in the plan.

## *City Funds/Programs*

The City's Capital Improvement Program (CIP) is a multi-year work plan designed to facilitate and implement policy decisions based on a citywide capital needs assessment and corresponding fiscal analysis. The CIP is intended to provide the City Council with a mechanism for selecting capital improvements, establishing work plan priorities, and determining funding sources for improvements. The CIP is updated on an annual basis to reflect changes in the work plan and changes in priorities, as well as changes in funding. A number of funding sources are used to fund projects identified by the CIP, including the following:

» **General Fund:** The General Fund accounts for all of the general revenues of the City not specifically levied or collected for a special purpose, and for expenditures related to the rendering of general services by the City. The City has made a deliberate effort to minimize the use of General Funds in the CIP as much as possible.

» **Proposition C:** Prop C funds are provided by a one-half cent increase in Los Angeles County Sales Tax to provide funds to benefit public transit. Eligible project expenditures include Congestion Management Programs (CMP), bikeways and bike lanes, street improvements supporting public transit service, and Pavement Management System projects.

» **Gas Tax Fund:** The Gas Tax Fund accounts for the revenues and expenditures of the City's proportionate share of gas tax monies collected by the State of California. These funds are used for street construction, street maintenance and engineering, and administrative expenses.

» **Senate Bill (SB) 821 Fund:** The SB 821 allocates funds to cities providing for construction of pedestrian and bicycle facilities, provided a plan has been developed for improvements. These funds are also allowed to be used for improvements such as ADA required curb cuts.

» **Sewer Reconstruction:** This fund accounts for special fees collected to be used for sewer line replacement.

» **Park Acquisition Fund:** The Park Acquisition Fund requires the payment of $500 per unit on any new dwelling constructed within Temple City. Funds collected are used exclusively for the acquisition or improvement of community parks, in general conformance with the priorities established by the City's General Plan.

» **Lighting & Landscape Fund:** The Lighting & Landscaping Fund pays for citywide lighting, energy, and maintenance costs as well as trees and parkways, park maintenance, and traffic signal maintenance. Revenues for the fund are collected through property tax.

Capital projects identified in the Specific Plan should be included in the City of Temple City Capital Improvement Program. Other City funding mechanisms that could be utilized to implement key provisions of the Specific Plan include:

» **Proposition A Fund:** The Proposition A fund accounts for the City's share of additional sales tax collected in the County of Los Angeles as a result of Proposition A. The fund is used to finance public transportation projects.

» **Community Development Block Grant (CDBG):** The CDBG Special Revenue fund is used to account for resources in managing the different programs under the Community Development Block Grant funded by the U.S. Department of Housing and Urban Development.

» **Bicycle and Pedestrian Fund:** The Bicycle and Pedestrian fund accounts for the revenues received from the State of California to maintain and improve the safety and practicality of bicycling and walking for everyday travel.

» **Measure R Fund:** Measure R funds are used for traffic relief and transportation upgrades citywide over the next 30 years. These funds may be for projects such as pothole repairs, major street resurfacing, left-turn signals, bikeways, pedestrian improvements, streetscapes, traffic signal synchronization, and local transit services and programs.

» **Parking Concession Fund:** The Parking Concession fund accounts for revenues and expenditures related to the operation of the parking concession agreements.

» **Congestion Mitigation and Air Quality Fund (CMAQ):** CMAQ consists of grant revenues received from the Federal Highway Administration through the California Department of Transportation to partially fund the City's Rosemead Boulevard Improvement Project.

» **Public Art Fee Fund:** The Public Art Fee fund is an optional development impact fee used to procure, commission, install and/or maintain art in public places. The fee could be used for an individual art piece per a development agreement. If the development agreement does not specify a particular art piece for the impact fee, it shall be deposited into the City's Public Art Fund.

» **Bicycle Transportation Account Fund:** The Bicycle Transportation Account fund accounts for the grant revenues received from the Department of Transportation to partially fund the City's Rosemead Boulevard Improvement Project.

» **Safe Routes to Schools Fund:** The Safe Routes to Schools fund accounts for the grant revenues received from the State of California for pedestrian improvements at various locations throughout the City.

In addition to the funds discussed above, the City may explore the use of additional funding opportunities coinciding with specific projects or development within the Specific Plan area, including:

» **Development Impact Fees:** Development impact fees are a onetime charge imposed on new development. These fees are charged to mitigate impacts resulting from the development itself and cannot be used to pay for existing deficiencies. "In-lieu" fees are similar to impact fees, but are charges paid in lieu of developers providing required on-site community benefits.

» **Development Agreements:** Development agreements are structured negotiations between cities and developers that can be conducted to obtain desired improvements in exchange for development rights. The extent to which a new project can contribute to the provision of infrastructure or other improvements depends on a number of factors, including the anticipated project revenues, construction costs, project size, site characteristics, and other factors. Therefore, the amount of public benefits that can be provided are unpredictable and must be negotiated on a case-by-case basis. The City currently offers potential developers the opportunity to enter into development agreements.

## *State Programs/Funds*

In addition to local funding mechanisms, the City could explore State programs and funds to implement transportation and infrastructure improvements, including pursuit of Active Transportation Planning (ATP) grant funds and formation of an Enhanced Infrastructure Finance District (EIFD) that could issue bonds. A key feature of the Specific Plan transportation improvements is a multimodal approach that will increase access for transit users, bicyclists, and pedestrians. Implementation of this multi-modal approach may lower carbon emissions and render the proposed improvements eligible for funding from sources tied to greenhouse gas reduction.

Beginning in January 2015, California local governments have another tool to assist communities with their economic-development efforts – Enhanced Infrastructure Financing Districts (EIFD) (Senate Bill 628). EIFDs can help replace some of the billions of dollars that cities lost when redevelopment agencies were dissolved in 2012. An EIFD may be created by a city or county to collect tax increment revenues to finance improvements. Entities participating in an EIFD can include cities, counties, and special districts. Participating entities are critical to an EIFD's success as they must voluntarily agree to allocate their tax increment to the EIFD. One or more EIFDs may be created within a city or county, and an EIFD may include properties that are not contiguous. No vote is required to form an EIFD, however, issuance of bonds requires approval by a 55 percent of voters or landowners (if fewer than 12 persons are registered to vote, then the vote is by landowners).

## *Partnerships*

Additionally, the City could facilitate or enter into a partnership to implement improvements recommended in the Specific Plan, including the creation of a BID for a specific geographic area. In a BID, property owners in a defined geographic area pay an assessment for certain infrastructure maintenance services. The assessment for each property is determined by the proportional value of services received. Although they can be initiated by local government, BIDs are generally self-imposed and self-governed. In most cases, property and business owners incorporate a non-profit organization (e.g., a downtown association), which, by contracting with the municipality, manages the funds collected and services provided. Charter cities, like Temple City, have no duration requirement for a BID's initial term. The renewal rate for BIDs after the first term is relatively high. Property-based assessments fall under the weighted majority protest vote requirements of Proposition 218.

# APPENDIX

## MITIGATION, MONITORING, & REPORTING PROGRAM

Placeholder

# AIR QUALITY & GHG MITIGATION MONITORING

**AQ-2** Project applicants/construction contractors for new development projects within the Specific Plan Area shall be required to use construction equipment that meets the US Environmental Protection Agency (EPA) Tier 4 emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower, unless it can be demonstrated to the City of Temple City Community Development Department that such equipment is not available. Any emissions-control device used by the construction contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board's regulations.

Prior to the commencement of construction activities, the construction contractor shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 4 or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Temple City Community Development Department. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.

**AQ-3** Project applicants/construction contractors for new development projects within the Specific Plan Area shall be required to prepare a dust control plan and implement the following measures during ground-disturbing activities—in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District (SCAQMD) Rule 403—to further reduce $PM_{10}$ and $PM_{2.5}$ emissions. The City of Temple City Community Development Department shall verify that these measures have been implemented during normal construction site inspections.

» Following all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering within 21 days after active operations have ceased.

- During all construction activities, the construction contractor shall sweep streets with SCAQMD Rule 1186–compliant, $PM_{10}$-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.
- During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and shall tarp materials with a fabric cover or other cover that achieves the same amount of protection.
- During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day.
- During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.

## *Stationary Source*

**AQ-5** Prior to the issuance of building permits for new development projects within the Specific Plan Area, the project applicant shall show on the building plans that all major appliances (dishwashers, refrigerators, clothes washers, and dryers) to be provided/installed are Energy Star-certified appliances or appliances of equivalent energy efficiency. Installation of Energy Star-certified or equivalent appliances shall be verified by the City of Temple City Community Development Department prior to the issuance of a certificate of occupancy.

## *Transportation and Motor Vehicles*

**AQ-6** For development projects within Specific Plan Area that generate 50 or more peak hour trips, the project applicant shall submit a Transportation Demand Management (TDM) plan to the City of Temple City Community Development Director for review and approval. TDM strategies that could be implemented include but are not limited to:

- Car sharing
- Carpool/vanpool

» Unbundled parking (parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial unit)
» Joint use (shared parking)
» Transit, bicycle, and pedestrian system improvements
» Trip reduction incentives to employees, such as free transit passes

**AQ-7** Prior to issuance of building permits for non-single-family residential and mixed-use residential development projects within the Specific Plan Area, the project applicant shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Temple City Community Development Department prior to the issuance of a certificate of occupancy.

» Electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the CALGreen Code.
» Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.

**AQ-8** Prior to the issuance of building permits for nonresidential development projects within the Specific Plan Area, project applicants shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the City of Temple City Community Development Department prior to the issuance of a certificate of occupancy.

» For buildings with more than ten tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the CALGreen Code.
» Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.
» Facilities shall be installed to support future electric vehicle charging at each nonresidential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code and the Temple City Municipal Code.

**AQ-9** Prior to discretionary approval by the City of Temple City for development projects within the Specific Plan Area that are subject to CEQA (California Environmental Quality Act) review (i.e., non-exempt projects) review and are within 25 meters (82 feet) of a sensitive land use, the project applicant shall submit a construction-related air quality study that evaluates potential localized project construction-related air quality impacts to the City of Temple City Community Development Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing localized significance thresholds (LST) air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the City of Temple City shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Community Development Department.

PLACEWORKS

TEMPLE CITY