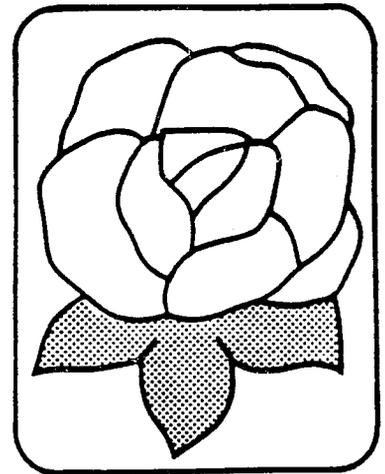

General Plan



Temple City

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GENERAL PLAN

CITY OF TEMPLE CITY

Adopted: April 21, 1987

Amended:

Cotton/Beland/Associates, Inc.
1028 North Lake Avenue, Suite 107
Pasadena, California 91104

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INTRODUCTION

1.1 Purpose of the General Plan

State law requires that every county and city prepare and adopt a comprehensive, long-range plan to serve as a guide for the physical development of that jurisdiction. The plan must consist of an integrated and internally consistent set of goals, policies, and implementation measures. In addition, the plan must focus on those issues that are of the greatest concern to the community and be written in a clear and concise manner.

The current Government Code (Section 65302) requires that a general plan contain seven elements: 1) Land Use, 2) Circulation, 3) Housing, 4) Conservation, 5) Open Space, 6) Noise, and 7) Safety. The following descriptions appear in the State General Plan Guidelines:

Land Use Element - The Land Use Element must designate the general location, distribution, and extent of the various land uses proposed for that particular jurisdiction. The Element must clearly identify standards for population density and residential development intensities and identify those areas that may be prone to flooding.

Circulation Element - The Circulation Element must identify the general location and the extent of the existing and proposed roadways, highways, railroads and transit routes, terminals, and public utilities and facilities.

Housing Element - The Housing Element must identify the existing and projected housing needs and establish goals, policies, objectives, and programs for the preservation, improvement, and development of housing to meet the needs of households of all income levels in the community. State Code is very specific about what is required for inclusion in the Housing Element.

Conservation Element - The Conservation Element provides for the conservation, development, and use of natural resources including water, forest, soils, rivers, lakes, harbors, fisheries, wildlife, minerals, and other natural resources.

Open Space Element - The Open Space Element details plans and measures for the preservation of open space as well as management of natural resources, outdoor recreation, and public health and safety. For the Temple City General Plan, the Conservation and Open Space Elements are combined in the Resource Management Element.

Noise Element - The Noise Element examines noise sources and provides information which may be used in setting land use

policies to encourage noise-compatible uses and to aid in the enforcement of a local noise ordinance.

Safety Element - The Safety Element establishes standards and plans for the protection of the community from a variety of hazards including fire and geologic.

General Plan requirements have changed over time. Some of these changes were due to legislation, and some were due to litigation which served to make the requirements more specific. These changing requirements have necessitated an update of the Temple City General Plan. The last General Plan Update was in 1975; however, some of the elements have not been updated since 1971. Because of the changing requirements, the 1975 Temple City General Plan needs updating. For example:

Land Use Element - The General Plan land use designations and zoning designations now have to be consistent with each other. For example, an area zoned low-density residential with a high-density residential General Plan designation is not consistent. The 1975 General Plan shows inconsistencies between the land use designations and zoning.

Housing Element - The Housing Element must be updated every five years.

Noise Element - Information on existing and projected noise levels is required. In addition, noise contours must be shown and stated in terms of community noise equivalent level (CNEL). The 1975 General Plan Noise Element does not state the noise contours in terms of the CNEL.

Generally, the data base for the 1975 General Plan needs to be updated since more recent data are now available (i.e. the 1980 U.S. Census).

I.2 Organization of the General Plan

The Temple City General Plan consists of three major components: 1) the General Plan, containing the required elements; 2) the The Environmental Impact Report; and 3) The Technical Report.

The Technical Report serves as the support document and contains all of the analysis and data for the General Plan elements. Background information has been collected and analyzed on major issue areas including demographics, land use, traffic, public facilities, public safety, and economic characteristics. The resulting analysis identified opportunities, problems, and trends which will provide the basis for the setting of goals and the direction of General Plan policies. The Technical Report also serves as a support document for the Environmental Impact Report.

The elements contained in the City of Temple City General Plan are as follows:

- LAND USE ELEMENT
- CIRCULATION ELEMENT
- HOUSING ELEMENT
- RESOURCE MANAGEMENT ELEMENT
- NOISE ELEMENT
- PUBLIC SAFETY ELEMENT

The individual elements are divided into three sections: (1) Introduction, (2) Issues and Opportunities, and (3) Goals, Policies and Implementation Measures. The Introduction provides information concerning the rationale for the inclusion of this particular element into the General Plan with special attention given to any statutory requirements. The Issues and Opportunities section identifies specific problems, opportunities and issues identified in the Technical Report. The third section of each element contains goals, policies and implementation measures for those goals and policies. Goals are very broad statements of purpose that reflect a general consensus of the community and local government. The policies provide a more detailed elaboration of how the City proposes to fulfill the goals. The implementation measures which correspond to each policy statement are designed to carry out the goals and policies of the General Plan. These suggested measures are not meant to represent the only means available to fulfill the goals and policies of the General Plan. Over time, other measures may be evolved that also accomplish the goals and policies of the General Plan. Implementation measures should be flexible to allow for changing circumstances.

This General Plan and its elements will replace the previous Plan and elements. The previous General Plan was adopted in the early 1970s and contained nine elements. This General Plan Update reformats and, in some instances, combines several earlier elements into a single element. In addition, a number of the goals and policies included in the previous General Plan have been incorporated into the elements contained in this General Plan.

The Environmental Impact Report will serve to evaluate the environmental impacts that could be expected to occur with the implementation of the revised General Plan. The EIR will quantify, as much as possible, the impacts associated with the proposed changes that may be expected as a result of implementation of the goals and policies of this General Plan.

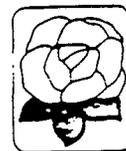
I.3 Use of the General Plan

The State recognizes the dynamic nature of the General Plan and provides for periodic review of the document to insure that it is consistent with the conditions, values, expectations, and needs of the community. The General Plan Guidelines state:

"The General Plan is a dynamic document because it is based on community values and an understanding of existing and projected conditions and needs, all of which continually change. Local governments should plan for change by establishing formal procedures for regularly monitoring, reviewing, and amending the General Plan."

The State requires a Housing Element update to be conducted every five years and revisions to be made as necessary to reflect "new conditions, local attitudes, and political realities." It may also be appropriate for a comprehensive review of the entire General Plan to be made along with any subsequent revisions at a time which is concurrent with the Housing Element update.

The format of the Temple City General Plan is designed to facilitate the updating and amending of the General Plan by the City. General Plan Amendments will be added directly to the text. A list of General Plan Amendments will be included in the Contents Section of the General Plan and the specific amendments will be incorporated into the individual elements.



Temple City
General Plan

Land Use Element

1.0 INTRODUCTION

1.1 State Requirements

The Land Use Element is concerned with the physical development of the City and its appearance. This element designates future land use patterns and specifies the appropriate density and intensity of development. In addition, the Land Use Element addresses an overall design framework for the City and its implementation.

The Temple City Land Use Element meets the State requirements for the inclusion of a land use element into the General Plan. Section 65302(a) of the Government Code states that the Land Use Element must contain the following:

- a. A designation of the proposed general location, distribution, and extent of land uses including land for housing, business, industry, open space, agriculture, natural resources, recreation, public facilities, and other categories of land use;
- b. A statement concerning the standards of population density and building intensity recommended in those areas covered by this plan; and
- c. The identification of land uses in those areas subject to flooding.

The land use element is the central element of the General plan and the goals and policies it contains have a common link to the other elements.

The land use element should, wherever appropriate, rely on maps and diagrams to identify the patterns of land use the community seeks to establish through the element. In addition, the General Plan Guidelines state that the land use element should:

"Promote a balanced and functional mix of land uses consistent with community values;

Guide public and private investments;

Reflect the opportunities and constraints affecting land use identified in other elements of the General Plan; and

Reduce the loss of life, injury, damage to property, and economic and social dislocation resulting from flooding."

1.2 Issues and Opportunities

The City of Temple City is almost completely developed with the general location and distribution of land uses having been previously determined. In addition, changes to the City's incorporated boundaries within the near future are not anticipated. Therefore, any decisions regarding growth and change in the City are most likely to involve the conversion or replacement of existing uses and the opportunity for growth must be provided through the re-use of those parcels currently developed. The policies and goals of this element are concerned with the proposals for land use during the planning period of this plan, which is approximately 20 years.

The major issues and opportunities facing the City at the present time include the following:

- Residential land uses occupy approximately 67 percent of Temple City's total land area.
- In 1986, approximately 86 percent of the total housing units within the City were single-family units, and about 9 percent were buildings with five or more units.
- Substantial areas which are now predominantly developed with single-family housing could develop to higher densities under their existing zoning and/or General Plan designation. Recently, in some areas with low density land use where the zoning and/or General Plan allow for higher densities, single-family uses have transitioned to higher residential densities, causing land use conflicts.
- Commercial land uses account for approximately 4 percent of Temple City's total land area and they are concentrated along Rosemead and Las Tunas Boulevards.
- Industrial land uses in the City are concentrated in the south by Lower Azusa Road and Encinita Avenue. These uses are, in some cases, abutting or adjoining residential uses.
- In comparing the distribution of land uses within Temple City to other Southern California cities, the City has a greater-than-average percentage of land devoted to residential land use and less than average proportions of industrial land uses.
- The City of Temple City maintains a Redevelopment Agency that has been active in the revitalization of selected commercial areas of the City.

- Temple City has a designated commercial revitalization area along portions of Las Tunas Drive and Temple City Boulevard. This area contains buildings in need of rehabilitation, a number of vacant storefronts and inadequate parking for some of the commercial uses.

2.0 PROPOSALS

2.1 Land Use Plan

The Land Use Element of the Temple City General Plan designates five major categories of land use which roughly corresponds to existing development patterns. They are (1) residential, (2) commercial, (3) industrial, (4) institutional facilities, and (5) parks. The residential designation is further subdivided into three density ranges - low, medium, and high. The distribution of these uses is shown in Figure L-1, and the acreage for each use is shown in Table L-1.

Low Density Residential - Residential dwelling unit densities in this category range from one (1) to six (6) units per acre. This particular land use designation is characterized by single-family detached units and is found throughout the City. The population intensity with maximum development is approximately seventeen persons per acre assuming an average household size of 2.75 persons per unit (the 1986 average household size).*

Medium Density Residential - This land use designation applies to those areas of the City in which the allowable densities for residential development range between seven (7) and twelve (12) units per acre. Housing units within this density range typically include a mix of single-family detached and attached units and duplexes. Medium Density Residential is concentrated in the far eastern, southwestern and northeastern sections of the City. The population per acre ranges between nineteen and thirty-three persons assuming the average household size of 2.75 persons remains constant.

High Density Residential - This land use designation refers to those areas of the City where the allowable residential densities are between thirteen (13) and twenty-four (24) units per acre. This designation identifies those neighborhoods where triplexes, fourplexes and apartment buildings are located. The potential population intensity per acre ranges from approximately thirty-six to sixty-six persons per acre.

Commercial - The commercial land use designation is concentrated along Rosemead Boulevard and Las Tunas Drive, with some scattered sites on Lower Azusa Road and Baldwin Avenue. The commercially designated areas on Baldwin Avenue are intended for neighborhood uses, with the community-wide

*State Department of Finance estimate.

and/or regional uses located in the other commercially designated area. The Zoning Code for the City contains development standards for the various commercial zones which limits the intensity of development in commercial areas.

The floor area ratio (F.A.R.) also helps to limit the intensity of development in commercial areas. Floor area ratio is defined as the total floor space of all buildings on a parcel divided by the total area of the parcel.

A floor area ratio (F.A.R.) of 2.8 is allowed on commercially zoned properties. Greater F.A.R.s may be allowed with a site plan review.

Institutional - The institutional land use designation refers to those land uses that are operated and maintained for the public services, welfare, or use. Public facilities include educational facilities, utilities, and other government activities. This land use designation also includes quasi-public uses which include public utilities easements, private schools, churches and synagogues, and convalescent hospitals.

Manufacturing - This land use designation is located in the southwestern part of the City, along Encinita Avenue and south of Lower Azusa Road. According to the City Zoning Code, the Light Manufacturing areas are allowed a maximum lot coverage of 50%. Development in the Heavy Manufacturing Zone has no specific development standards (except in a case where the property adjoins a residential use), but is subject to site plan review.

Parks - There are two parks in the City - Live Oak and Temple City Park. School sites also offer parks and recreation facilities.

The General Plan land use is described in the following section. The distribution of land uses in the City is summarized in Table L-1.

The City's ultimate population if residential development occurs at the maximum densities as outlined in the Land Use Element will be approximately 37,818 persons⁽¹⁾. This assumes that the average household size of 2.75 persons per unit will remain constant for the entire planning period. Population projections are shown in Table L-2.

(1) Assumes that all residentially designated land is developed to its maximum allowable density. This is unlikely, since development standards such as minimum lot sizes and setbacks will limit the ability to develop to maximum densities.

TABLE L-1: PLANNED LAND USE DISTRIBUTION IN ACRES
GENERAL PLAN LAND USE ELEMENT

LAND USE	AREA	PERCENT
Residential:		
Low Density	1,346 acres	67
Medium Density	253	13
High Density	110	5
SUBTOTAL	1,709	85
Parks	18	1
Commercial	117	6
Industrial	52	2
Institutional	121	6
TOTAL	2,018 acres	100

Source: Cotton/Beland/Associates, Inc.

Note: Acreage does not include streets or flood control channels.

TABLE L-2: GENERAL PLAN POPULATION PROJECTIONS (1)

YEAR	POPULATION
1985 (2)	30,735
1990	31,257
1995	31,788
2000	32,328
2005	32,877
2010	33,436
Plan Buildout (Date Undetermined)	37,818

(1) Based on the growth rate for the Regional Statistical Area (RSA) in which Temple City is located (RSA25). The average growth rate for the RSA from 1980 to 1984 was used for the above projections.

(2) State Department of Finance estimate as of 1/1/85.

2.2 Land Use Policy

The Residential land use designation comprises approximately 85 percent of the City's acreage. Most of the residential area (67 percent) is low density single-family residential. Medium and high density residential make up the remainder of the residential area (13 percent medium density and 5 percent high density). Much of the medium and high density residential land use is concentrated along and around primary and secondary roadways. This concentration will serve to some extent as a buffer between the high through traffic streets in the City and single-family residential areas. Approximately 117 acres of land is designated for commercial use. These areas are heavily concentrated along Las Tunas Drive and Rosemead Boulevard, with some areas designated as commercial along Lower Azusa Road and Baldwin Avenue. Locating most of the City's commercial land use designations along primary and secondary roadways will help buffer low density residential use from high traffic streets and discourage some through traffic on local streets.

The industrial land use designation is located in the southwestern section of the City, in proximity to the Southern Pacific Railroad along Encinita Avenue and Gidley Street. Land with a residential designation is adjacent to these industrial areas.

Approximately 18 acres of open space have been designated. This open space includes Live Oak Park and Temple Park. Institutional land use are scattered throughout the City. The institutional land use category includes schools, places of worship, convalescent hospitals and city-owned land.

- Low Density Residential (8 - 6 (W/ACR))
- Medium Density Residential (11 - 12 (W/ACR))
- High Density Residential (13 - 24 (W/ACR))
- Institutional
- Commercial
- Industrial
- Parks
- Flood Control

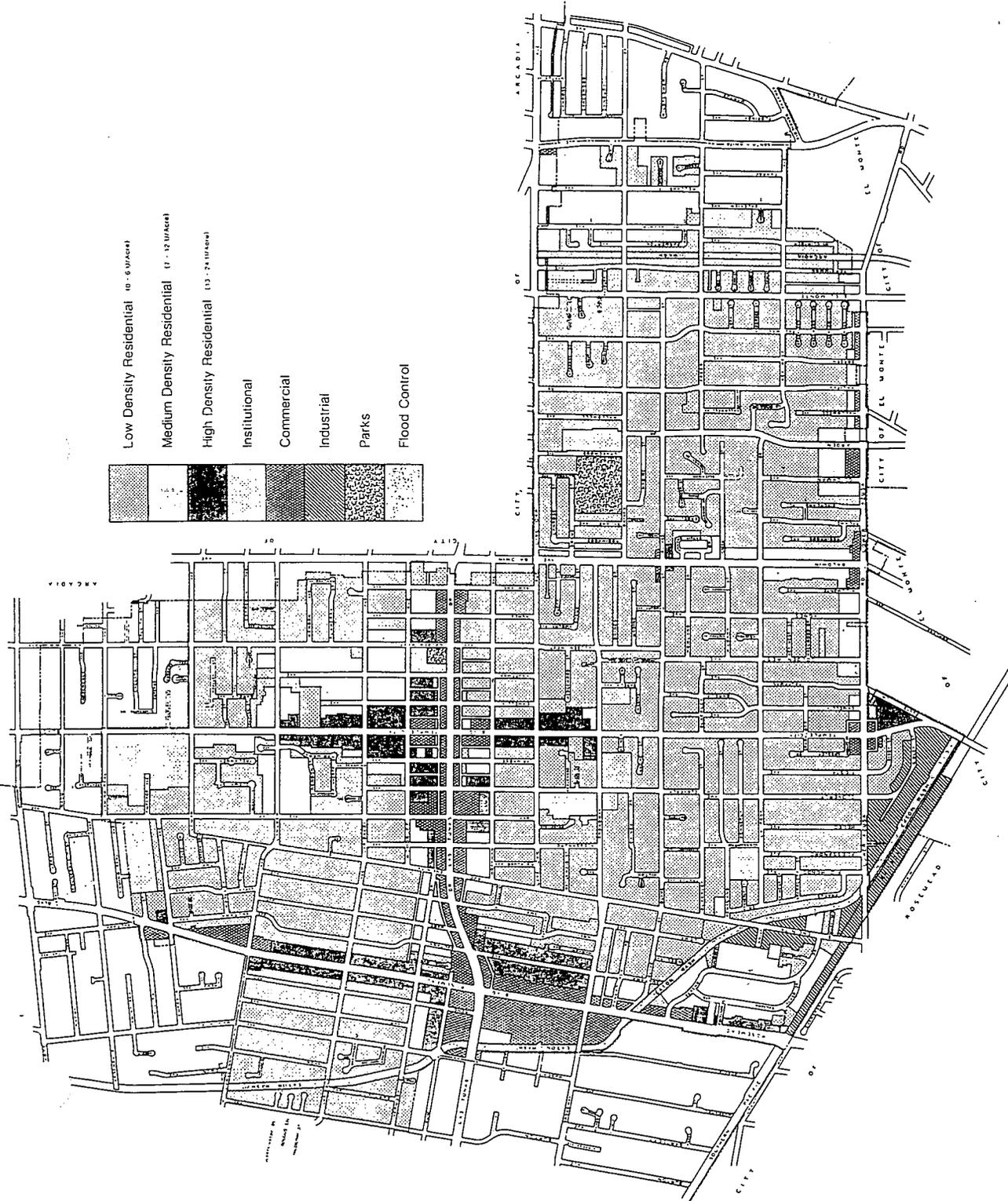
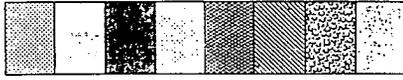


Figure L-1
General Plan
Land Use Policy Map



Temple City
General Plan

Adopted: 4/21/87
Amended:

LE-9

2.3 Relationship of Land Use Element and the Zoning Ordinance

The Temple City Zoning Ordinance is the primary implementation tool for the goals and policies contained in the various General Plan elements. Therefore, it is important that the two documents support each other.

The State Laws concerning the consistency between a community's General Plan and Zoning Ordinance are very specific and the particular areas of concern include the following:

Consistency of Uses and Standards - The General Plan and the Zoning Ordinance both must contain maps and text identifying particular uses and development standards. Those development standards identified in the zoning ordinance, (e.g., height, bulk, density, lot size, etc.), must correspond with the development standards outlined in the General Plan.

Consistency of Spatial Patterns - The spatial distribution of land uses included on the zoning map should be similar to those uses displayed on the maps contained in the General Plan. The two maps are not required to be identical since the zoning map must be very specific while the general plan maps are more non-specific in nature. An attempt has been made to design the Land Use Policy maps included in the Land Use Element so that the land use boundaries correspond as closely as possible with those indicated on the City's Zoning Map. Special attention was given to the delineation of boundaries between differing land use designations so that the boundaries indicated in the Land Use Policy Map corresponded with those indicated on the Zoning Map.

Consistency of Timing - The City of Temple City General Plan is a long-range plan which will guide future development in the City for the life of the Plan. The Zoning Ordinance, on the other hand, responds to more current and short-term needs of the community while gradually fulfilling the land use policies contained in the General Plan.

Table L-3 shows a matrix which indicates which General Plan land use designations correspond with which Zoning Ordinance categories.

TABLE L-3

ZONING ORDINANCE/GENERAL PLAN CONSISTENCY MATRIX
Zoning District

General Plan Land Use Designation	R-1	R-2	R-3	R-4	RPD	C-1	C-2	C-3	M-1	M-2	OS
Residential											
low density	X				X						
medium density		X			X						
high density			X	X	X						
Parks	X	X	X	X	X	X	X	X	X	X	X
Commercial				X		X	X	X	X	X	
Industrial									X	X	
Institutional	X	X	X	X		X	X	X	X	X	X

Source: Cotton/Beland/Associates, Inc.

3.0 GOALS, POLICIES AND IMPLEMENTATION MEASURES

GOAL 1: STABILIZE AND ENHANCE THE EXISTING SINGLE-FAMILY AREAS IN THE CITY.

Policy 1a - Restrict further construction of multiple-family units in those neighborhoods that are predominantly single-family and restrict the location of future high density residential development to those areas designated for high density.

Policy 1b - Provide for buffering between lower density residential uses and adjacent higher density residential uses to lessen land use conflicts and other incompatible land uses.

Policy 1c - Actively enforce the building and zoning codes to insure that properties are maintained.

Policy 1d - Require that every new residential unit of a density greater than six dwelling units per acre be equipped with two resident parking spaces and that additional guest parking is provided.

Implementation

Measure 1a - The City will adopt the Land Use Element of this General Plan.

Implementation

Measure 1b - Additional development standards that provide for buffering of multiple-family dwelling units from lower density residential uses will be adopted as part of the Zoning Code. Examples of such buffering include landscaped setbacks, earth berms and concrete block walls.

Implementation

Measure 1c - The Planning Department will continue to implement the Environmental Quality Program.

Implementation

Measure 1d - A parking standard will be adopted as part of the Zoning Code that requires all residential development with more than one dwelling unit per parcel to provide guest parking off-street.

GOAL 2: ENCOURAGE THE DEVELOPMENT OF A VARIETY OF COMMERCIAL AND INDUSTRIAL ACTIVITIES IN THE CITY.

- Policy 2a - Concentrate commercial land use along Las Tunas Drive and Rosemead Boulevard.
- Policy 2b - The City, through zoning and other appropriate land use controls, will encourage the enhancement of a major commercial district.

Implementation

- Measure 2a - The City will consider performance as opposed to conventional zoning standards for inclusion in the Zoning Code to encourage the enhancement of a major commercial district. Performance zoning standards will allow more flexibility in design and use while accomplishing the same goals as the conventional zoning.

GOAL 3: ENCOURAGE THE REVITALIZATION OF THE DOWNTOWN BUSINESS DISTRICT ALONG LAS TUNAS DRIVE.

- Policy 3a - Review currently permitted uses in the Downtown Business District in order to consider allowing a wider mix of commercial use than is currently permitted.
- Policy 3b - Establish design and development standards and a design review process for the Downtown Business District which would include signage and street furniture standards.
- Policy 3c - Devise a parking plan for the Downtown Business District to insure that adequate parking is provided for all permitted uses.
- Policy 3d - Improve pedestrian access to the Downtown Business District.
- Policy 3e - Consider establishment of a low-interest loan program to assist tenants or property owners in making improvements to their property.

Implementation

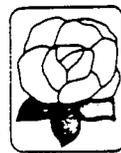
- Measure 3a - The City will continue with development of the Revitalization Plan for Las Tunas Drive in cooperation with the Revitalization Plan Committee.

GOAL 4: IN THE EVENT OF ANNEXATION OF ANY COUNTY LANDS ADJACENT TO THE CITY, PROVIDE FOR THE TRANSFER OF THESE LANDS TO THE CITY.

Policy 4a - Land located outside City limits but within the City Planning Area shall have the same General Plan land use designation as adjacent City land unless otherwise specified.

Implementation

Measure 4a - The City shall adopt General Plan land use designations for Planning Areas that are the same as adjacent City lands unless otherwise specified.



Temple City
General Plan

Public Safety Element

1.0 INTRODUCTION

1.1 State Requirements

The Public Safety Element is concerned with natural and man-made hazards which may affect the City. This Element specifically examines the potential risk from these hazards to those who live and work in Temple City. The Public Safety Element is also concerned with identifying ways of reducing the risks, property damage, injuries, or loss of life in the event of a natural or man-made disaster.

The State of California General Plan Law and Guidelines was recently amended and some of those changes concern specific issues related to public safety. Prior to these changes made in 1985, State law required every general plan to have a Safety Element and a Seismic Safety Element or the required components of the two incorporated into an existing or optional element. The recent changes have eliminated the requirement for a separate Seismic Safety Element, though the contents previously required must now be incorporated into an expanded Safety Element.

State law, as amended, requires that every safety element include the following components:

- ° The identification, mapping, and appraisal of seismic hazards which should be of concern including areas subject to liquefaction, ground-shaking, surface rupture, or seismic sea waves (Section 65302(f));
- ° An appraisal of mudslides, landslides, and slope stability which might occur as a result of a seismic disturbance (Section 65302(f)); and
- ° The identification of the potential for fires and other natural and man-made disasters and measures designed to reduce the loss of life, injury, and damage to property (Section 65302(i)).

The Public Safety Element meets the requirements of State law as it relates to the safety element.

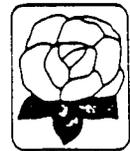
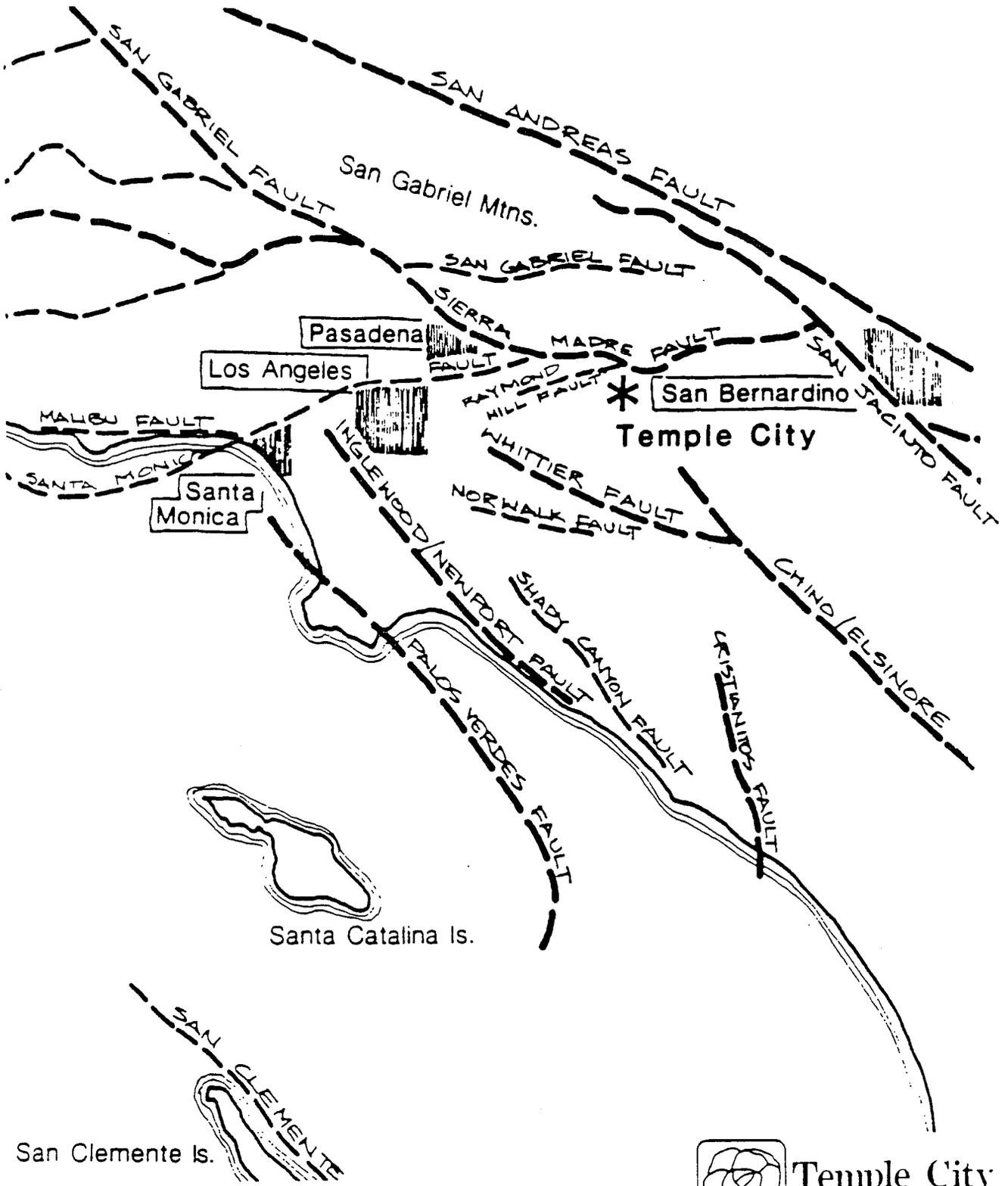
1.2 Issues and Opportunities

There are several hazards issues which could affect residents of Temple City. These issues are:

- There is a 50% probability that an earthquake with a Richter scale magnitude of 8.3 will occur within the next 20 to 30 years on or near the San Andreas Fault, which could, of course, impact Temple City (Figure P-1).
- The City of Temple City does not contain any flood plain areas as identified by the Federal Emergency Management Agency (FEMA). However, in the event of a complete collapse of the Santa Anita Dam, a small part of the City, mostly east of the Arcadia Wash, could be inundated (Figure P-2).

In addition, portions of the extensive flood control network in the Los Angeles basin could be overwhelmed in the event of a 50-year storm.

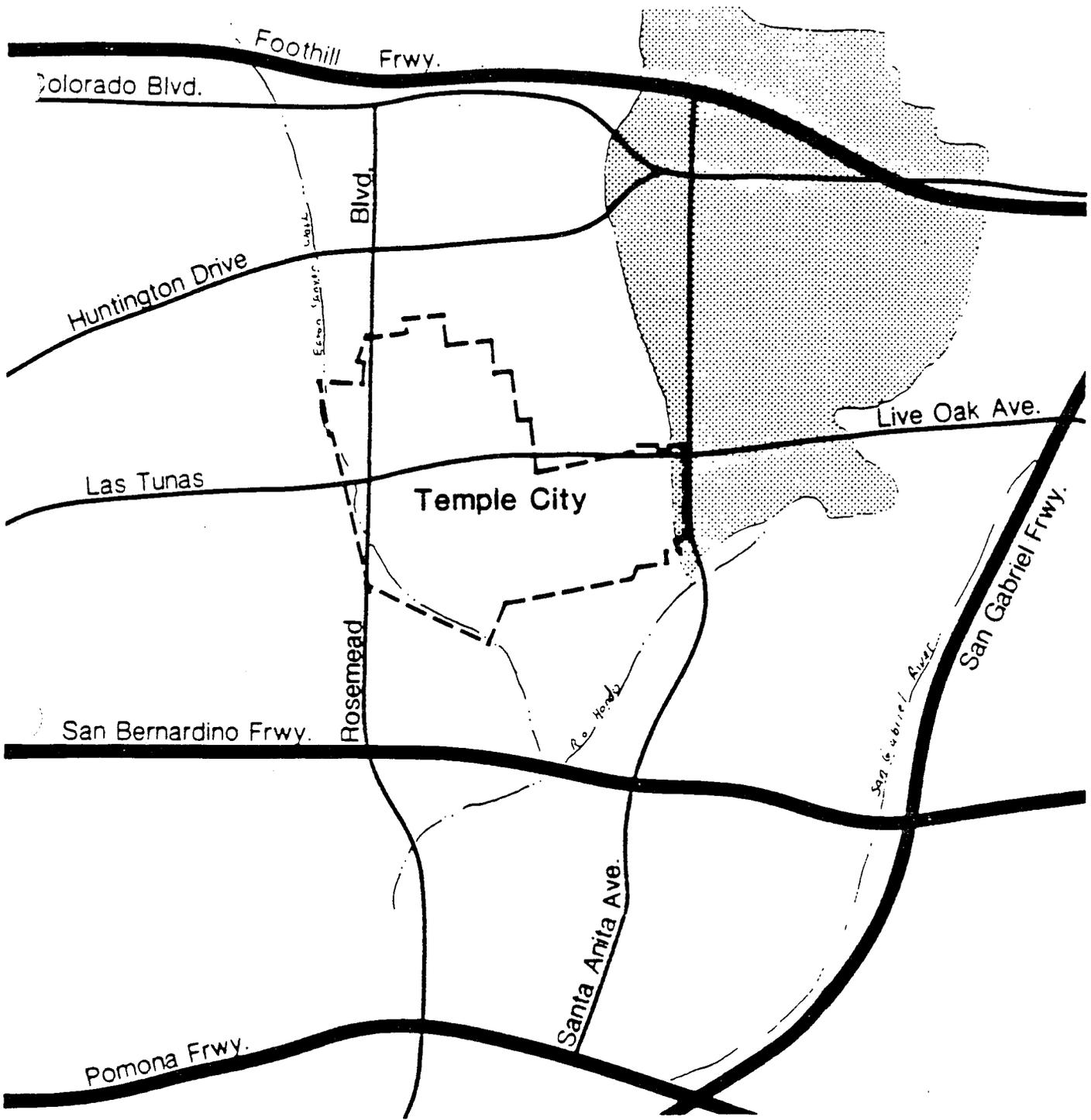
- Hazardous materials used in some commercial and industrial processes by businesses operating in the City could pose a threat to public safety if an accident involving these materials occurs. Spills from vehicles transporting hazardous materials are also a potential threat to public safety.
- Risk of a major fire in Temple City is low to negligible.



Temple City
General Plan

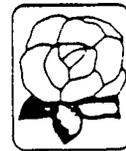
CSA

Figure P-1
Seismic Map



 Flood Inundation Potential

▲ North



Temple City
General Plan

Figure P-2
Flood Hazard

2.0 GOALS, POLICIES AND IMPLEMENTATION MEASURES

GOAL 1: THE PREVENTION OF SERIOUS INJURY AND LOSS OF LIFE RESULTING FROM NATURAL AND MAN-MADE HAZARDS OF THOSE WHO LIVE AND WORK IN TEMPLE CITY.

- Policy 1a - The City should sponsor public awareness and education programs in disaster and emergency preparedness.
- Policy 1b - All new construction should be in conformance with seismic modifications of the City building code.
- Policy 1c - All seismically unsafe structures should be identified and monitored. Any improvements to these structures shall include bringing them up to the current Building Code.
- Policy 1d - Critical facilities (such as hospitals, fire and law enforcement) should be constructed to higher seismic and fire hazard standards than non-critical facilities. These facilities shall not be built in areas of high liquefaction or inundation probability.
- Policy 1e - The City should continue to refine and update its Emergency Operations Plan and distribute appropriate sections to residences and businesses in the City.
- Policy 1f - New construction in those portions of the City subject to intense ground motion and liquefaction due to a major earthquake shall be given special consideration in terms of their design and construction.
- Policy 1g - Encourage local school districts to present seismic and public safety findings using visual aid presentations and workshop meetings to schools, agencies related to aged, handicapped and susceptible industries.
- Policy 1h - Establish appropriate media for reaching different segments of community and conduct presentations.
- Policy 1i - Encourage Federal, State and other governmental agencies to intensify research on flood inundation and seismic geological hazards.

Policy 1j - Relate findings of the Public Safety Element to other elements of the General Plan (land use, circulation, housing, open space).

Policy 1k - Review and upgrade applicable City ordinances.

Policy 1l - Make available to local builders and realtors findings of the Public Safety Element.

Implementation

Measure 1a - The Safety Services Department will review the Emergency Operations Plan on a regular basis in order to update and add information on emergency operations and services.

Implementation

Measure 1b - The Safety Services Department will develop a public education program that could include a speaker's bureau, informational brochures, demonstrations, distribution of the Emergency Operations Plan and encouragement of local school districts in presenting safety programs.

Implementation

Measure 1c - The Planning Department shall, in the course of its code enforcement and permit processing activities, identify and keep a list of all masonry structures in the City or any inhabited structure considered seismically unsafe. Any improvements to the buildings must include seismic upgrading.

Implementation

Measure 1d - During permit processing of new construction projects, the Planning Department will give special consideration to the construction, design and location of critical facilities and the construction and design of buildings in areas subject to intense ground motion and liquefaction.

Implementation

Measure 1e - The Safety Services Department shall regularly contact State, Federal and local governmental agencies to obtain updates on recent research on flood inundation and seismic safety hazards.

GOAL 2: SUPPORT THE EFFORTS OF THE LOS ANGELES COUNTY FIRE DEPARTMENT IN THE PREVENTION AND SUPPRESSION OF FIRES

Policy 2a - Insure that the public and private water distribution and supply facilities have ade-

quate capacity to meet both the water supply needs of the community and the required fireflows.

Policy 2b - All street signs should be clearly marked and visible to emergency personnel.

Policy 2c - The Fire Department will be included in the environmental review process of any large development to insure that fire prevention and suppression features have been considered in the overall design.

Policy 2d - Those structures identified as being deficient in fire protection or suppression devices will be required to make the recommended improvements in a time frame established by the Fire Department.

Policy 2e - The Fire Department must be provided those facilities that are deemed necessary to enable it to provide the services at levels desirable to both the City and the County.

Implementation

Measure 2a - The Planning Department shall monitor the City's water purveyors on a regular basis to ensure that adequate capacities are available.

Implementation

Measure 2b - The Public Works Department shall, in the course of other field work, conduct an ongoing survey of all street signs. A repair plan will be developed and implemented for any signs not clearly marked and visible to emergency personnel.

Implementation

Measure 2c - The Fire Department will continue to be included in the environmental review process of any large development and will establish a time frame for improving structures deficient in fire protection and/or suppression devices.

GOAL 3: ENSURE THE SAFETY OF ALL CITY RESIDENTS AND WORKERS FROM HAZARDOUS WASTES AND THE HAZARDS ASSOCIATED WITH THE TRANSPORT OF SUCH WASTES

Policy 3a - Initiate the identification of all producers, users, and transporters of hazardous materials and wastes and the establishment of a system to monitor the handling, transport, and disposal of such wastes. Maintain a list of the

producers, users and transporters that is updated on a regular basis.

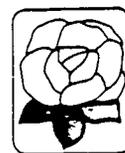
Policy 3b - Initiate the identification of hazardous materials transport routes as well as those vehicles transporting hazardous materials. Maintain a list of the transport routes and transporters that is updated on a regular basis.

Implementation

Measure 3a - The Safety Services Department shall maintain a list of all hazardous waste producers in the City as well as a map showing the location of each producer. The list and map will be updated on a regular basis.

Implementation

Measure 3b - The Safety Services Department will maintain a list of hazardous waste transporters and transportation routes. This list will be updated on a regular basis.



Temple City
General Plan

Resource Management Element

1.0 INTRODUCTION

1.1 State Requirements

The State requires every general plan to have an open space element (Section 65302(e)) and a conservation element (Section 65302(d)). The conservation element should serve to protect and maintain the State's natural resources and to prevent their wasteful exploitation and destruction. The open space element must include an inventory of private and public open space. In addition, the open space element must identify goals and policies for managing these open space areas, and specific measures to implement them as defined in the general plan.

The purpose of the open space component of the Resource Management Element is to guide and set a policy framework for the existing and future open space uses within the City of Temple City. Open space is intended to encourage and contribute to the economic, social and physical health, safety and welfare of the City's residents. Open space should provide a variety of amenities by adding aesthetic relief to developed areas in addition to providing areas for active and passive recreation.

This Resource Management Element includes the components which are required in the open-space and conservation elements. The Resource Management Element considers four major issue areas to be addressed by the General Plan and the goals and policies contained in this element. The issue areas include; water resources, air resources, recreational/open space resources, and cultural resources.

1.2 Issues and Opportunities

Temple City is almost completely developed with few vacant parcels of land remaining. No rare or endangered plants and animal species are known or suspected to exist within the City. The soils do not contain any known mineral resources and there are no designated mineral resource areas in the City.

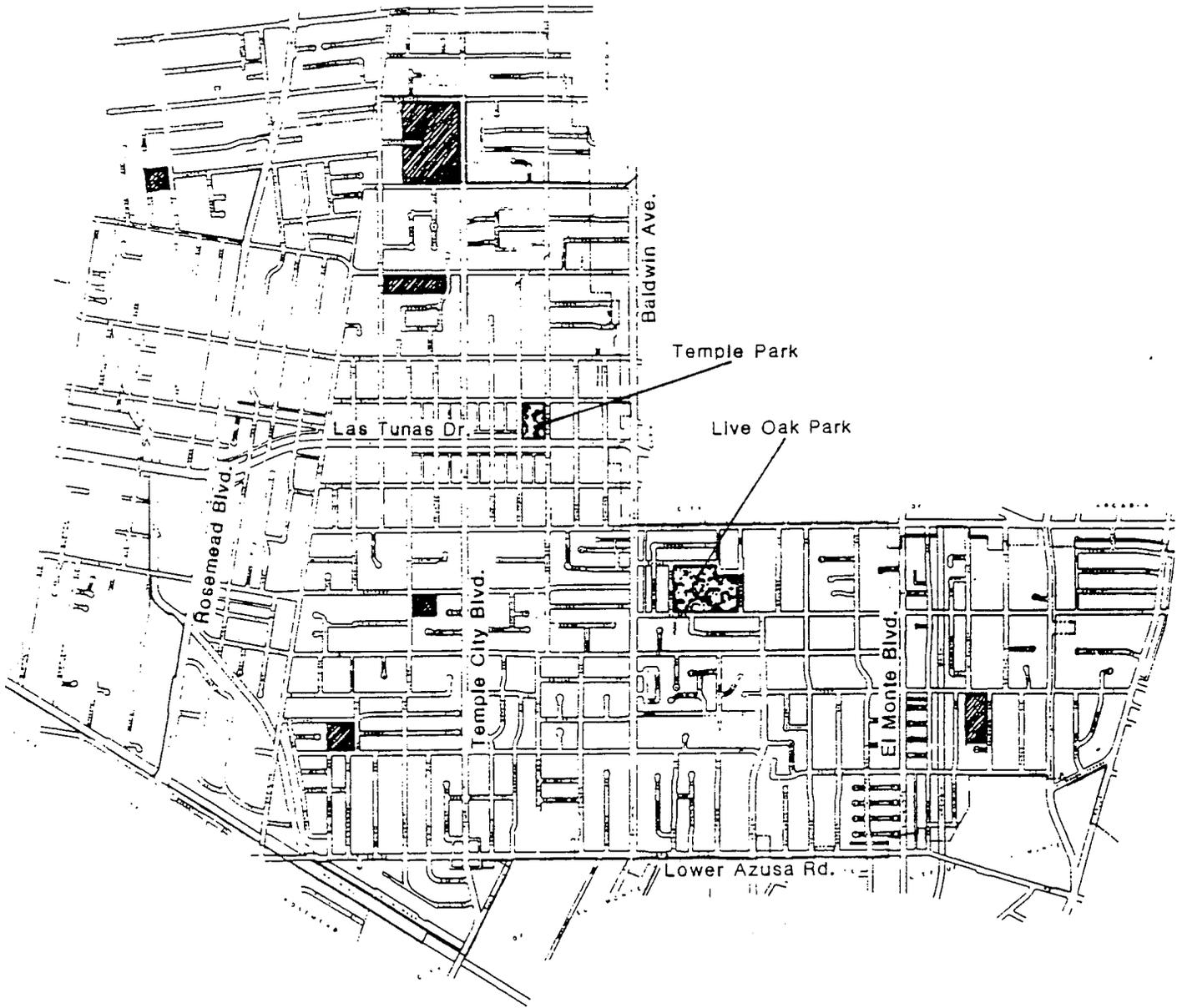
Open space in the City is generally limited to that which is normally found in an urban environment. Private lawns, landscaping, and public open space in parks, playgrounds, and civic facilities comprise the City's open space. The Zoning Code requires that a certain proportion of all residential property be kept as open space.

Water Quality: All water for the City is pumped from 33 local wells, which draw from the Raymond Basin and the San Gabriel Water Basin. The quality of the water from these sources is considered safe.

Air Quality: Temple City is located in a region which consistently exceeds State and Federal air quality standards. The prevailing winds and atmospheric temperature inversions exacerbate the air pollution problem in the Basin.

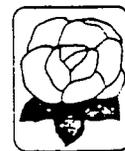
Recreational and Open Space Resources: The City of Temple City could have an ultimate population of approximately 37,818 persons if demographic trends remain constant and development occurs as outlined in the Land Use Element. Standards for recommended park space vary; the National Parks and Recreation Association (NPRRA) recommends a minimum of 2.5 acres of park space per 1,000 persons compared to the Southern California Association of Governments recommendation for a minimum of 4 acres per 1,000 persons. In addition, other standards recommend an optimal service area of certain types of parks which vary according to the particular standard. Based on the City's projected population of approximately 32,328 persons for the year 2000, the City would require a total of 80.8 acres of park land to meet the NRPA standards.

A total of 80.8 acres of park land for Temple City is not realistic, since the City has little vacant land. However, Temple City is located in proximity to public park and recreation areas in the San Gabriel Valley such as the San Gabriel Mountains and the Whittier Narrows Dam County Recreation Area. Recreation and open space areas within the City are shown in Figure RM-1.



-  School Playgrounds and Facilities
-  Parks

 North
 0 2500
 scale in feet



Temple City
General Plan

Figure R-1
 Parks and Recreation Facilities

Live Oak Park is classified as a community park. A community park is defined as a park which is over 10 acres in area (Live Oaks is 15 acres), and because of the nature of facilities provided, serves 10,000 to 30,000 residents, and has a service area ranging from one-half to one mile.

Temple City Park, a three acre facility, is classified as a neighborhood park. Neighborhood parks are generally between two to ten acres and have a service area ranging from one-quarter to one-half mile. This type of park has some facilities for active recreation such as playgrounds.

Temple City also has four acres of school sites available for recreation use.

Park and recreation usage for the 1986 fiscal year is shown in Table R-1. These numbers include all types of use of the Parks and Recreation facilities.

Cultural Resources: Temple City has no designated National, State or Local historic landmarks. However, the City has never been surveyed for cultural resources, so sites that may be eligible for some type of landmark status have not been identified. There are no known or suspected archaeological sites in the City.

TABLE R-1 PARK USAGE - FISCAL YEAR 1986 (1)	
Site	Number of Users
Live Oak:	
Departmental (2)	101,695
Non-Departmental	51,176
School Sites:	
Clemenson	4,545
Cloverly	4,133
Emperor	3,094
La Rosa	3,557
Longden	4,400
Oak Avenue/Temple City High School	2,997
TOTAL	175,597

Source: Temple City Parks and Recreation Department

(1) Number of users was not available for Temple City Park.

(2) Departmental uses are those sponsored by the Parks and Recreation Department. Non-Departmental uses are those sponsored by other parties, such as Little League.

2.0 GOALS, POLICIES AND IMPLEMENTATION MEASURES

GOAL 1: CONSERVE AND PROTECT NATURAL RESOURCES IN THE CITY.

- Policy 1a - Encourage conservation of water and non-renewable fuel resources in residential, commercial and industrial development.
- Policy 1b - Cooperate as necessary with Federal, State, County Agencies and surrounding jurisdictions in the maintenance and improvement in the quality of local groundwater.
- Policy 1c - Support the goals and plans of the South Coast Air Quality Management District in reducing the level of air pollution in the Southern California region.

Implementation

- Measure 1a - The Planning Department should, in all new construction, require installation of low-flush toilets; low-flow showers and faucets; and insulation of hot water lines in water re-circulating systems.

Implementation

- Measure 1b - The City should at regular intervals obtain information on the quality of the groundwater that supplies the City.

Implementation

- Measure 1c - The City shall ensure that all areas have adequate fire flow. No additional housing units or commercial construction should be allowed in areas that currently have inadequate fire flow.

Implementation

- Measure 1d - As a part of the development review process, the goals and plans of the South Coast Air Quality Management District shall be used wherever possible.

GOAL 2: MAINTAIN EXISTING PARK, RECREATION AND OPEN SPACE AREAS AND FACILITIES SO THEY CAN PROVIDE THE BEST FACILITIES POSSIBLE FOR THOSE WHO LIVE AND WORK IN TEMPLE CITY.

- Policy 2a - Enforce local laws regarding vandalism of park property and encourage citizen involvement in reporting incidents of vandalism.

- Policy 2b - Encourage citizen involvement in maintaining park facilities.
- Policy 2c - Require that all property owners in the City maintain their landscaping in an attractive manner.
- Policy 2d - Train Parks and Recreation personnel to effectively supervise areas and enforce rules.
- Policy 2e - Install security lighting for safety and security as necessary.
- Policy 2f - Redesign or modify existing areas and buildings to facilitate control and supervision and to discourage vandalism.
- Policy 2g - Provide a sufficient number of personnel at all parks and recreation facilities.

Implementation

- Measure 2a - The Parks and Recreation Department will continue to develop a program(s) that will encourage public involvement with park and recreation area upkeep and activities.

Implementation

- Measure 2b - The Parks and Recreation Department shall assess the cost of improved lighting and building modification to discourage vandalism.

Implementation

- Measure 2c - The Parks and Recreation Department will establish ongoing staff training program under full time professional guidance.

GOAL 3: CONTINUE TO ACQUIRE AND DEVELOP ADDITIONAL PARKS, RECREATION AND OPEN SPACE FACILITIES.

- Policy 3a - Consider improvements to the open land abutting the Eaton and Arcadia Wash flood control channels so that they can provide additional open space for recreation.
- Policy 3b - Consider adopting a policy of acquiring vacant lots in residential and commercial areas for mini-parks.

Implementation

- Measure 3a - The Parks and Recreation Department will determine the cost and feasibility of improving the areas around the flood control channels and of acquiring and improving vacant lots for use as open space.

Implementation

- Measure 3b - The Planning Department should consider expanded landscaping and maintenance requirements as part of the zoning code.

Implementation

- Measure 3c - The Parks and Recreation Department will continue in its present agreement with the school districts for use of playgrounds and recreation facilities and possibly expand the agreements to include additional sites.

Implementation

- Measure 3d - The Parks and Recreation Department will continue to investigate the development of school and park sites in the north and west ends of the City.

GOAL 4: PROVIDE ACTIVE AND PASSIVE RECREATION OPPORTUNITIES FOR ALL AGE GROUPS THROUGHOUT THE CITY.

Policy 4a - Conduct a wide variety of recreation programs and activities.

Policy 4b - Maintain an active role to seek out new services for youths, adults, and older adults.

Policy 4c - Make every effort to provide facilities and activities needed and desired.

Policy 4d - Coordinate programs with surrounding cities to provide variety and interest.

Implementation

Measure 4a - The Parks and Recreation Department will conduct a needs assessment to determine what types of parks and recreation facilities and activities residents would like.

Implementation

Measure 4b - The Parks and Recreation Department will provide residents with information about recreation opportunities in surrounding cities.

GOAL 5: ESTABLISH A LONG RANGE DEVELOPMENT PROGRAM FOR PARK AREA AND FACILITIES TO BETTER MEET FUTURE REQUIREMENTS.

Policy 5a - Establish a program for park and facility improvement to meet current and future needs.

Policy 5b - Determine priorities for identifying greatest need.

Policy 5c - Prepare a plan to carry out the identified needs.

Policy 5d - Protect current areas from encroachment of other uses.

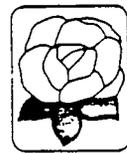
GOAL 6: ESTABLISH SUFFICIENT FUNDING AND RESOURCES TO PROVIDE OPTIMAL RECREATIONAL USE OF ALL PARKS AND FACILITIES.

Policy 6a - Identify funding for all proposed new facilities before development.

Policy 6b - Provide continued funding to maintain and operate all existing facilities.

Policy 6c - Determine need to initiate fees and charges to offset certain use or optional expenses.

Policy 6d - Identify the acquisition and development requirements of parks and recreational facilities in the City's Capital Improvements Program.



Temple City
General Plan

Circulation Element

1.0 INTRODUCTION

1.1 State Requirements

The Circulation Element serves as a guide for public improvements as they relate to the long-range planning process in the City of Temple City. The incorporation of this Element into the General Plan is recognition of the importance of considering traffic requirements in any future development in Temple City.

The State Law requires that every general plan include a circulation element, which must contain, at a minimum, the "general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the land use element of the general plan" (Section 65302(b)). The General Plan Guidelines identify certain features that may be important to the community. Those items mentioned in the General Plan Guidelines that are of particular concern to the City of Temple City include:

- ° Streets and highways;
- ° Parking facilities;
- ° Transit and rapid transit;
- ° Railroads;
- ° Paratransit (e.g., carpooling, van pooling, and taxi service);
- ° Bicycle and pedestrian facilities; and
- ° Utilities transmission facilities.

The Circulation Element serves to fulfill State requirements for a circulation element (Section 65302). In addition, the Circulation Element is concerned with the continued maintenance and expansion of the sewer system and utilities to meet the future need of the City.

1.2 Issues and Opportunities

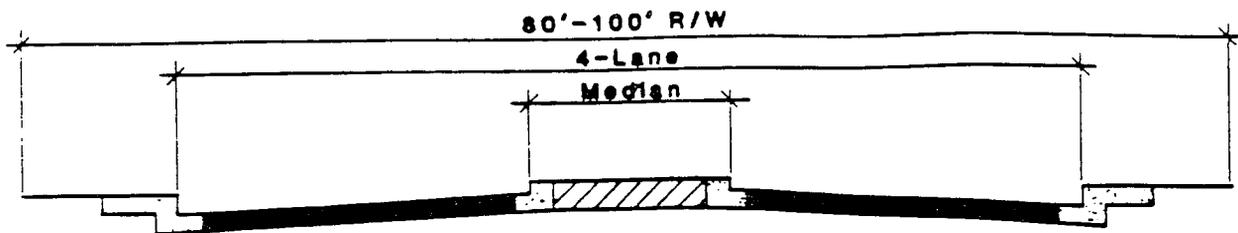
The circulation system for the City of Temple City has developed over the years as the City has become more urbanized. Due to the maturity of the majority of the City, major modifications to the overall system are not required. The existing system is compatible with land use patterns in most areas of the City.

The existing street classification system is illustrated in Figure C-1. These street classifications conform to those used by Los Angeles County as do the streets in the surrounding area. On-street parking during the day is generally permitted on all streets with some restrictions near intersections. On-street parking overnight is restricted through a permit requirement. There are also some parking prohibitions on Rosemead Boulevard. Major intersections have been signalized and traffic controls appear to be appropriate for most existing conditions. A traffic signal control study was conducted by Willdan Associates in June, 1986, to investigate concerns some residents and members of the business community had about the timing of some of the signals. The study recommended establishment of a program to upgrade existing traffic signals in the City. The improvements involve safety as well as operational improvements to the traffic signal systems. The recommended improvements and the priority of each is shown in Table C-1. The City has completed most of the priority 1 improvements, and is working on completing the remaining improvements.

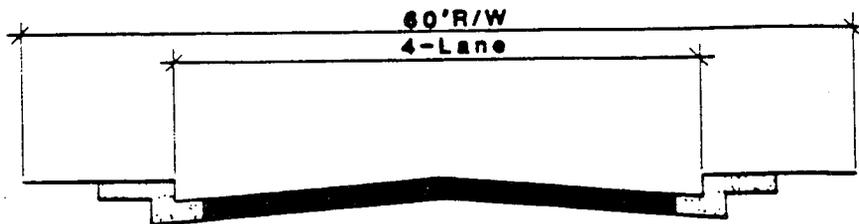
These improvements on Las Tunas Boulevard will provide better pedestrian access and slow down traffic. Better pedestrian access and slower traffic will serve to contribute to the commercial revitalization of Las Tunas Boulevard.

Existing daily traffic volumes on selected primary, secondary, collector and local streets are illustrated on Figure C-2. These data were provided by a survey conducted by Newport Traffic Studies in May, 1986. Typical daily capacities for various street cross sections and Levels of Service are listed in Table C-2.

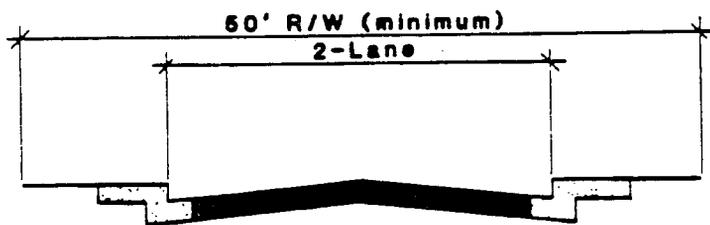
As indicated in Table C-2, several street segments are currently operating at a Level of Service (LOS) of E or F, which means that they are at or near their design capacity. These streets currently operating at an LOS of E or F are Rosemead Boulevard, Las Tunas Drive (between Rosemead and Temple City Boulevards) and Lower Azusa Road (from Baldwin Avenue to Pal Mal Avenue). In addition to the above streets, Las Tunas Drive (from Temple City Boulevard to Baldwin Avenue), Lower Azusa Road (between Temple City Boulevard and Baldwin Avenue), Baldwin Avenue (from Olive Street to Las Tunas Drive), and Temple City Boulevard (from Las Tunas Drive to Camino Real) are projected to operate at LOS E or F in the future.



Major and Secondary Arterial
(Primary and Secondary Roadway)

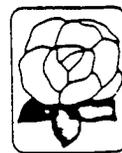


Collector



Local

North
0 2500
scale in feet



Temple City
General Plan

SOURCE: County of Los Angeles Road Department
Standard Plans, 1980.

Figure C-1
Existing Street Classification

TABLE C-1

TRAFFIC OPERATIONAL IMPROVEMENTS

<u>Priority</u>	<u>Intersection</u>	<u>Recommendation</u>
1	Temple City/ Las Tunas	Install KMC-8000 w/NIC coordination module for system master, presence and advance detection, pedestrian push buttons, conduit and rewire.
1	Temple City/ Longden	Install KFT-1800 controller, pedestrian push buttons to cross Temple City Blvd., and vehicle detection on Longden.
1	Temple City/ Live Oak	Install KFT-1800 controller, pedestrian push buttons to cross Temple City Blvd., and vehicle detection on Live Oak.
1	Temple City/ Broadway	Install KFT-1800 controller, pedestrian push buttons to cross Temple City Blvd., and vehicle detection on Broadway.
1	Temple City/ Olive	Install KFT-1800 controller, pedestrian push buttons to cross Temple City Blvd., and vehicle detection on Olive.
1	Temple City/ La Rosa	Install KFT-1800 controller, pedestrian push buttons to cross Temple City Blvd., and vehicle detection on La Rosa.
1	Temple City/ Lower Azusa	Install KMC-8000 w/NIC coordination module, presence and advance detection, conduit, and rewire.
2	Las Tunas/ Sultana	Install KFT-1800 controller and pedestrian push buttons on signal poles at northwest and southwest corners.

TABLE C-1
(Continued)

TRAFFIC OPERATIONAL IMPROVEMENTS

<u>Priority</u>	<u>Intersection</u>	<u>Recommendation</u>
2	Las Tunas/ Loma	Install KFT-1800 controller
2	Las Tunas/ Encinita	Install KFT-1800 controller
2	Las Tunas/ Alessandro	Install KFT-1800 controller

TRAFFIC SAFETY IMPROVEMENTS

1	Temple City Bl. and Las Tunas Dr. Systems	Replace night time flashing operation with normal operation at all intersections.
1	Las Tunas Dr. at Encinita Avenue	Install 3-12" vehicle head near side NW corner for eastbound traffic.
1	Baldwin Ave. at Lower Azusa Road	Install left turn phasing on Baldwin Avenue.
1	Temple City Bl. at Woodruff Ave.	Return to traffic actuated operation and install larger ppb's. Stencil sidewalks.
1	Temple City Bl. at Olive Avenue	Replace southbound mast-arm vehicle indication with 3-12" lenses.
2	Temple City Bl. at Lower Azusa Road	Install 3-12" vehicle head near side SW corner for northbound traffic.
2	Temple City Bl. at Broadway	Replace 8" mast-arm indications with 12" lenses for northbound, southbound and eastbound.

TABLE C-1
(Continued)

<u>Priority</u>	<u>Intersection</u>	<u>Recommendation</u>
2	Baldwin Ave. at Live Oak Ave.	Replace southbound 8" mast-arm indications with 3-12" lenses.
2	Santa Anita Ave at Freer St.	Replace northbound and southbound mast-arm indications with 12" lenses.

Source: Willdan Associates, City of Temple City Traffic
Signal Control Study Final Report. June, 1986.

TABLE C-2
OPERATING LEVEL-OF-SERVICE FOR PRIMARY AND SECONDARY
ROADS AND SELECTED COLLECTOR AND LOCAL STREETS
IN TEMPLE CITY

Road Name	Design	24-Hour Volume	Design Capacity (ADI)	Use Ratio	Level of Service ³	Future ⁴ Volume	Year 2005 Levels	
							Use Ratio	Future LOS
PRIMARY ROADS								
Rosemead Blvd.	4-lane	35,000	24,000	1.46	F	40,000	1.67	F
Lower Azusa Rd to Las Tunas Dr	4-lane	36,500	24,000	1.52	F	40,000	1.67	F
Las Tunas Dr to Duarte Rd	4-lane	36,500	24,000	1.52	F	40,000	1.67	F
Las Tunas Drive								
Muscotel Av to Rosemead Bl	6-lane	9,599	36,000	0.27	A	26,900	0.75	C
Rosemead Bl to Temple City Bl	4-lane	24,032	24,000	1.00	E	23,500	0.98	E
Temple City Bl to Baldwin Av	4-lane	21,116	24,000	0.88	D	23,600	0.98	E
Santa Anita Avenue								
Grand Av to Live Oak Av	4-lane	18,406	24,000	0.77	C	20,600	0.86	D
Lower Azusa Road								
SPRR to Temple City Bl	4-lane	14,087	24,000	0.59	A	15,800	0.66	B
Temple City Bl to Baldwin Av	4-lane	20,004	24,000	0.83	D	22,400	0.93	E
Baldwin Av to Pal Mal Av	4-lane	28,576	24,000	1.19	F	32,000	1.33	F
Baldwin Avenue								
Lower Azusa Rd to Olive St	4-lane	18,534	24,000	0.77	C	20,700	0.86	D
Olive St to Las Tunas Dr	4-lane	20,652	24,000	0.86	D	23,100	0.96	E
Temple City Boulevard								
SPRR to Lower Azusa Rd	4-lane	14,439	24,000	0.60	A	16,100	0.67	B
Lower Azusa Rd to Las Tunas Dr	4-lane	14,746	24,000	0.61	B	16,500	0.68	B
Las Tunas Dr to Camino Real	4-lane	19,805	24,000	0.83	D	22,100	0.92	E
SECONDARY ROADS								
El Monte Avenue								
Lower Azusa Rd to Olive St	4-lane	5,411	24,000	0.23	A	6,100	0.25	A
Olive St to Live Oak Av	4-lane	6,854	24,000	0.29	A	7,700	0.32	A
Broadway ²								
Between Acacia St and Rosemead Bl	4-lane	17,883	24,000	0.75	C	20,000	0.83	D
Between Rosemead Bl and Temple	4-lane	5,482	24,000	0.23	A	6,100	0.25	A
City Bl	2-lane	5,482	12,000	0.46	A	6,100	0.51	A

¹ Traffic counts for Rosemead Blvd. from CalTrans 1984 Traffic Volumes. All other traffic counts are from Newport Traffic Studies, 1986.

² Newport Traffic Studies 1984 Count

³ For explanation of Level of Service, see Page CE-9

⁴ Year 2005. Assumed to increase at the same rate of housing construction in Temple City since 1970.

TABLE C-2
 OPERATING LEVEL-OF-SERVICE FOR PRIMARY AND SECONDARY
 ROADS AND SELECTED COLLECTOR AND LOCAL STREETS
 IN TEMPLE CITY

(Continued)

Design	24-Hour Volume	Design Capacity (ADI)	Use Ratio	Level of Service ³	Future Volume ⁴	Year 2005 Levels		Future LOS
						Use Ratio	Future Use Ratio	
COLLECTOR STREETS								
Longden Avenue								
Lemon Ave. to Rosemead Blvd.	4-lane	24,000	0.27	A	7,200	0.30		A
Rosemead Ave. and Temple City Bl.	4-lane	24,000	0.31	A	8,200	0.34		A
Temple City Bl. to Golden West Ave.	4-lane	24,000	0.27	A	7,200	0.30		A
Live Oak Avenue								
Encinita Ave. to Temple City Bl.	4-lane	24,000	0.19	A	5,200	0.22		A
Temple City Bl. to Baldwin Ave.	4-lane	24,000	0.24	A	6,300	0.26		A
Baldwin Ave. to El Monte Ave.	4-lane	24,000	0.33	A	8,900	0.37		A
LOCAL STREETS								
Olive Street								
Rosemead Bl. to Temple City Bl.	2-lane	12,000	0.18	A	2,400	0.20		A
Temple City Bl. to Bladwin Ave.	2-lane	12,000	0.36	A	4,800	0.40		A
Baldwin Ave. to El Monte Ave.	2-lane	12,000	0.27	A	3,600	0.30		A

¹ Traffic counts for Rosemead Blvd. from CalTrans 1984 Traffic Volumes. All other traffic counts are from Newport Traffic Studies, 1986.

² Newport Traffic Studies 1984 Count

³ For explanation of Level of Service, see Page CE-9

⁴ Year 2005. Assumed to increase at the same rate of housing construction in Temple City since 1970.

Prediction of future traffic volumes in Temple City depends to a large extent on development in the region, not Temple City alone. This is especially true on the primary roads, which are often used for driving through Temple City to other destinations. It is unlikely that the general plan policies, based on conservation of existing neighborhood densities, will have as much of an impact on future traffic as will development in surrounding areas.

CalTrans has predicted that the traffic volume on Rosemead Boulevard through Temple City would reach 40,000 vehicles per day by the year 2005. This represents an average annual growth of 0.63 percent from 1984 on the segment from Lower Azusa Road to Las Tunas Drive, which had 35,000 vehicles per day measured in 1984. From Las Tunas Drive to Duarte Road, the average annual increase is predicted to be 0.44 percent, from 36,500 vehicles per day in 1984.

This growth rate for traffic corresponds closely to the observed housing unit growth rate, which has increased annually by 0.59 percent between 1970 and 1986. It also falls within future regional population growth predicted by SCAG, which estimated future growth at 0.0 to 1.0 percent from the present through the year 2010. Since the number of housing units can be correlated with traffic generation, and taking into account SCAG's regional prediction, the observed rate of housing growth in Temple City was used to predict future traffic volumes on primary and secondary roads and selected collector and local streets as shown in Table C-2. Levels of service are expected to decline slightly on most roads, with most noticeable effects occurring during peak hours.

The ability of a roadway or intersection to handle the current traffic load can be described in terms of level-of-service. The level-of-service is the ratio of the road's design capacity to the existing volumes. The resulting ratio then permits the road to be placed into one of six level-of-service categories. The six levels-of-service are generally described as follows.

Level of Service A: This is a condition of free flow, accompanied by low traffic volumes and high speeds. Traffic densities will be low, with uninterrupted flow speeds controlled by driver desires, speed limits, and physical roadway conditions. There is little or no restriction in maneuverability due to the presence of other vehicles and drivers can maintain their desired speeds with little or no delay.

Level of Service B: This occurs in the zone of stable flow, with operating speed beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation. Reductions in speed are not unreasonable with a

low probability that traffic flow will be restricted. The lower limit (lowest speed, highest volume) of this level-of-service has been used in the design of rural highways.

Level of Service C: This is still in the zone of stable flow, but speeds and maneuverability are more closely controlled by the higher traffic volumes. Most of the drivers are restricted in their freedom to select their own speed, change lanes, or pass. A relatively satisfactory operating speed is still obtainable with service volumes suitable for urban design practice.

Level of Service D: This level-of-service approaches unstable flow, with tolerable operating speeds being maintained though significantly affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. In an urban setting such as Temple City, operating conditions described in this category are acceptable.

Level of Service E: This level-of-service cannot be described by speed alone but represents operations at lower operating speeds, generally about 30 miles per hour, with traffic volumes at or near the design capacity of the roadway. Traffic flow is unstable and there may be stoppages for short periods. This level of service is associated with the operation of a facility at design flow.

Level of Service F: This level-of-service describes a forced-flow operation at low speeds where volumes are above the design capacity of the roadway. In the extreme cases, both speed and volume can drop to zero. These conditions usually result from queues of vehicles backing up from a restriction downstream. The section of the roadway under study will serve as a storage area during parts or all of the peak hour period. Speeds are substantially reduced and stoppages may occur for short or long periods of time because of the downstream congestion.

The level of service can be calculated if the design capacity for average daily traffic (ADT) and the existing traffic volumes (ADT) are known. For urban design purposes, a level of service (LOS) of C is desirable though in most urbanized areas such as Temple City, the LOS of D is generally considered to be acceptable. The actual capacity of a roadway is dependent on numerous factors, foremost among them is the number of travel lanes.

Bus service is provided by the Southern California Rapid Transit District (SCRTD) with routes throughout the City. Bus routes the SCRTD operates in Temple City include Rosemead and Temple City Boulevards, Baldwin, Santa Anita and Live Oak Avenues, and Lower Azusa Road.

These existing conditions provide a basis for the development of goals and policies for the Circulation Element. This element will provide guidelines and policy to assist in maintaining a satisfactory circulation system. The relationship between land use and circulation is an important factor in planning. Any change in land use has an effect on circulation, and any change in circulation has an effect on land use.

2.1 Standards

There are several types of street classification systems. All of these systems divide streets into categories based upon the street's primary function. The roadway standards in this General Plan are based on the classification system used by the Los Angeles County Road Department which categorizes roadways according to their pavement and right-of-way widths.

Primary Roads - A facility on which geometric design and traffic control measures are used to expedite through traffic movement. Access to abutting properties and on-street parking is restricted. A primary road is the principal urban thoroughfare. Roadways in this category generally have right-of-way widths of approximately 100 feet and may have daily traffic volumes in excess of 20,000 vehicles on any given segment. Rosemead Boulevard is a designated State Highway (Hwy. 19) and is currently handling the greatest traffic load of any roadway in the City. Other primary roadways in the City are Las Tunas Drive, Santa Anita Avenue, Lower Azusa Road, Baldwin Avenue and Temple City Boulevard.

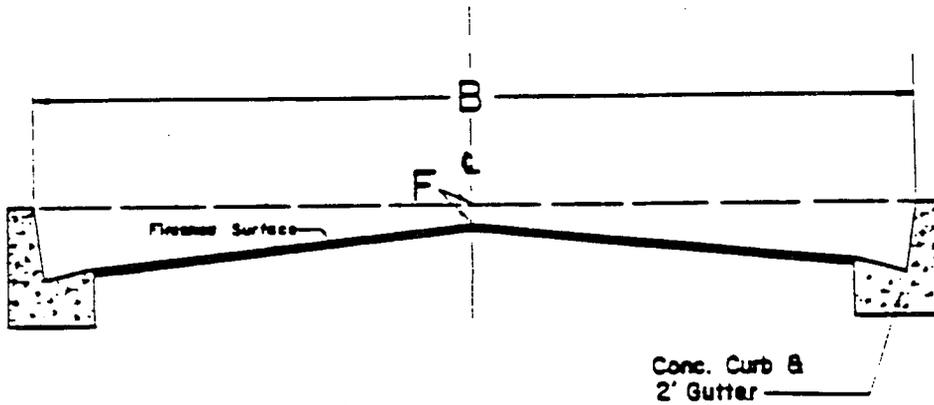
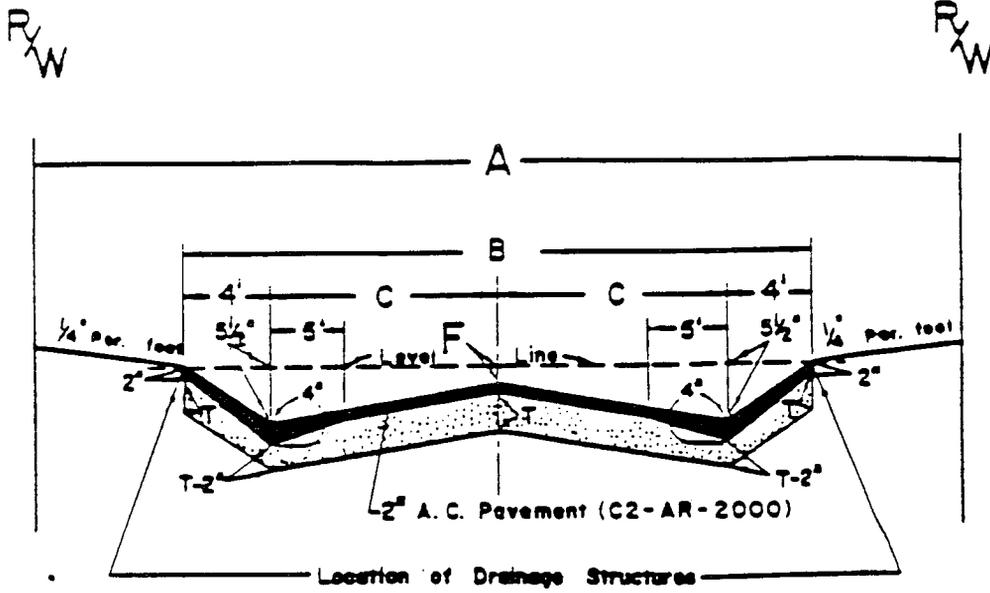
Secondary Roads - Roadways in this category serve a similar function as major roads except that the design capacities are not as great. In addition, these roadways do not generally carry the large volumes or through traffic commonly operating on the primary roadways. Secondary roads have an average maximum right-of-way width of 80 feet and daily traffic volumes averaging between 10,000 to 20,000 vehicles per day.

Roadways in this category include El Monte Avenue, Broadway, and Duarte Road.

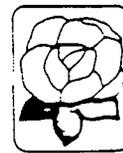
Collector Roads - Collector roads are designed to carry traffic from the local streets to the primary roads. The right-of-way of this type of road averages 60 feet. Traffic volumes range from 10,000 to 15,000 vehicles per day. Roads having this classification include Encinita, Live Oak, Longden, Cloverly, Golden West and Garibaldi Avenues.

Local Street - This type of street is designed to connect individual parcels with the rest of the circulation system. City streets not classified in the above categories are considered to be local streets.

Cross sections of the above described roads are shown in Figure C-3.



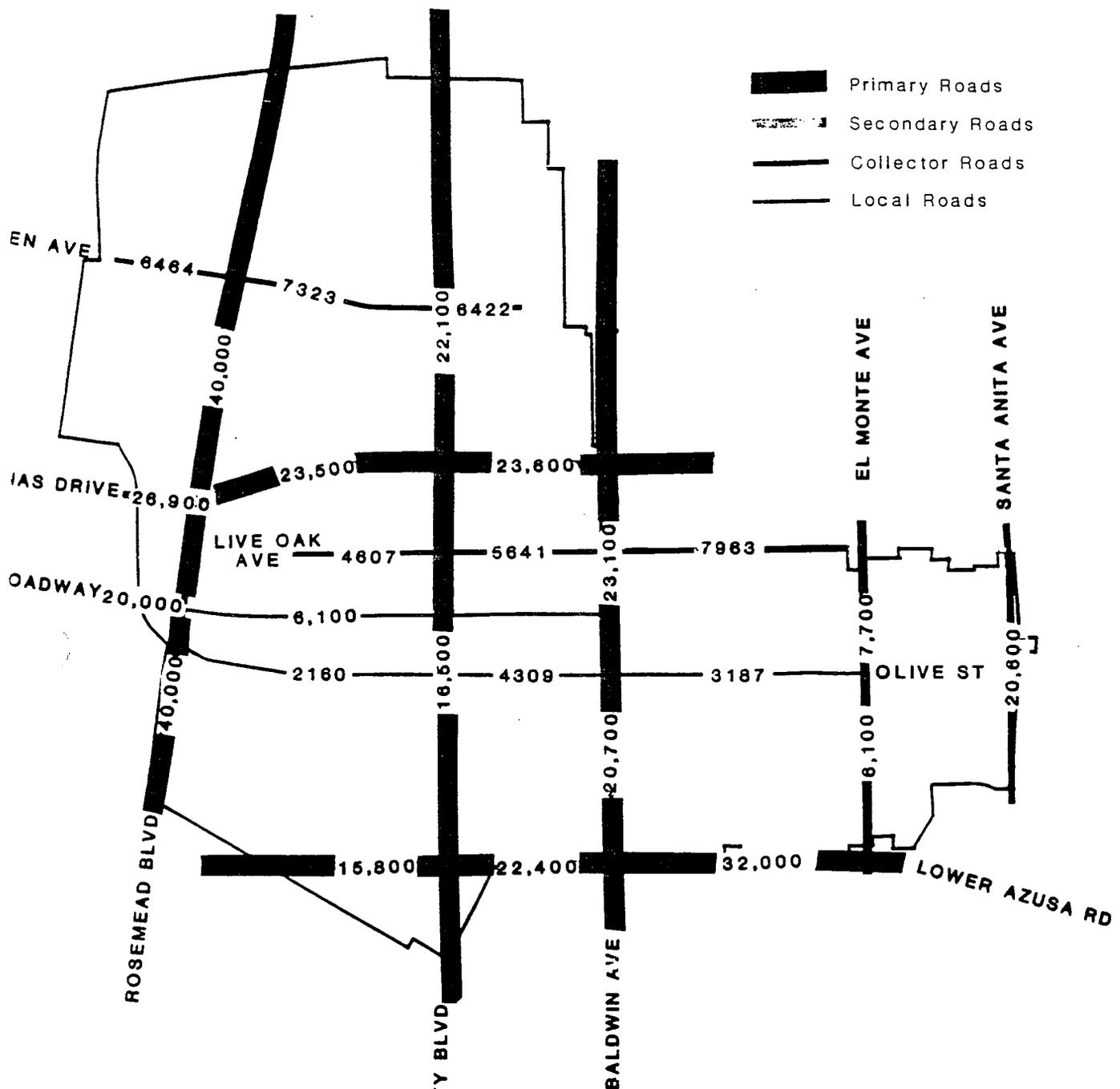
◀ North
 0 2500
 scale in feet



Temple City
 General Plan

SOURCE: County of Los Angeles Road Department
 Standard Plans, 1980

Figure C-3
 Typical Street Cross Sections



North
 0 2500
 scale in feet



SOURCE: C/B/A, 1986

Figure C-4
 Future Traffic Volumes

2.2 Proposed Circulation System

Review of the existing daily volumes, design capacity and future traffic volumes, as shown in Table C-2, provides an indication of the adequacy of the street system. As for existing conditions, Rosemead Boulevard remains with a capacity deficiency and is operating at LOS F. Lower Azusa Road east of Baldwin Avenue also handles traffic beyond its design capacity.

Since the City of Temple City is relatively fully developed, the growth in traffic would be a result of redevelopment of existing areas, in-fill or intensification of areas and regional growth. These potentials for increased traffic are discussed in this section of the report.

However, there are several areas of the City where significant land use changes are being proposed which could impact the circulation system.

Rosemead Boulevard Redevelopment Project - The City has designated an area along Rosemead Boulevard bounded by Elm Avenue and Eaton Wash as a redevelopment area. The Plan for this area is not as yet defined as to specific uses, but the project will involve additional commercial and office uses. These uses will generate some additional traffic.

Additional development and/or redevelopment may occur in other locations throughout the City. The circulation plan will allow for this kind of development; however, any major changes in land use must be carefully evaluated to ensure that they can be supported by the circulation system.

The decrease in residential density in some areas of the City will result in a smaller increase in traffic from residential use than there would be if the densities were not reduced. Estimated future traffic volumes are shown in Figure C-4.

The west side of Rosemead Boulevard between Garibaldi and Longden has been redesignated from low to high density residential. This will, of course, result in increased vehicle trips to and from this area. However, these increased trips will to some extent be offset by the decreases in allowable residential densities in other areas.

Regional development is similar to that of the City and is not anticipated to result in significant increases on the arterial system. Increased regional demands upon the freeway system could result in congestion and diversion of trips to surface streets. The City will monitor the regional transportation planning processing to voice concerns and present alternatives to any planning that could impact the City street system.

The City should continue to work with SCRTD to provide bus service and encourage the use of public transportation. Regional transportation service should be monitored to evaluate the impact of any changes upon Temple City.

3.0 GOALS, POLICIES AND IMPLEMENTATION MEASURES

GOAL 1: PROVIDE A PLAN FOR A COORDINATED STREET CIRCULATION SYSTEM FOR THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS.

- Policy 1a - The City will develop a street circulation system that is capable of adequately serving expected increases in future traffic.
- Policy 1b - The City will adopt and implement standards for roadways for future street improvements in the City.
- Policy 1c - The City will improve the circulation system for pedestrians so that it is safer and more convenient.
- Policy 1d - The City will consider the needs of the handicapped in all development plans.
- Policy 1e - Adequate parking will be provided for all public and private uses in the City in such a way as to minimize congestion on primary roadways.
- Policy 1f - Consider modifications to Las Tunas Boulevard in the commercial revitalization area as detailed in the May, 1986 Revitalization Plan prepared by the Revitalization Plan Committee and Downtown Focus.
- Policy 1g - Review and assess ways to increase the LOS on all streets with an LOS of E or F including a change in signalization patterns, street widening or diversion of traffic to other streets.
- Policy 1h - The City will coordinate its efforts to improve primary roadways with the efforts of other County and State agencies.

Implementation

- Measure 1a - Continue with the Public Works Department street improvement schedule.

Implementation

- Measure 1b - The City will adopt the street classification standards described in this General Plan as an ordinance.

Implementation

- Measure 1c - The City Planning and Public Works Departments will assess the suggested improvements to Las

Tunas Drive that are contained in the May, 1986 Revitalization Plan.

Implementation

Measure 1d - The City Planning and Public Works Department will evaluate the parking standards contained in the current zoning ordinance to determine their adequacy.

Implementation

Measure 1e - The Sheriff's Department will continue to enforce the prohibition of overnight street parking without a permit.

Implementation

Measure 1f - The City Public Works Department, in coordination with Caltrans, will conduct an assessment of the signalization patterns, the possibility of street widening and traffic diversion to other streets from Rosemead Boulevard in order to improve the LOS of that street.

Implementation

Measure 1g - The City will make every effort to provide the following minimum levels of service (LOS) by type of street:

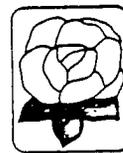
Primary Roads - LOS "D"
Secondary Roads - LOS "C"
Collector Roads - LOS "C"
Local Roads - LOS "B"

GOAL 2: TO SEPARATE TRAFFIC ASSOCIATED WITH COMMERCIAL AND INDUSTRIAL USES FROM RESIDENTIAL AREAS.

Policy 2a - The circulation system will be designed to minimize through traffic in low density residential areas.

Implementation

Measure 2a - The City will discourage through traffic on local streets through limiting commercial land use designations in these areas.



Temple City
General Plan

Noise Element

1.0 INTRODUCTION

1.1 State Requirements

The State requirements governing the preparation of noise elements are the most specific in terms of required content and the methods used in the analysis and preparation. The goals and policies contained in the noise element are concerned with protecting residents from noise that might affect their health and welfare.

The Noise Element of a General Plan is a comprehensive program for including noise control in the planning process. It is a tool for local planners to use to achieve and maintain land uses compatible with environmental noise levels. The Noise Element identifies noise sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing programs to ensure that Temple City residents will be protected from excessive noise intrusion. In addition, the Noise Element requires the consideration of any possible adverse impacts related to noise in future decision-making concerning future development. For this reason, the goals and policies in the Noise Element must be considered when implementing policies outlined in the Land Use Element.

The Noise Element follows the recently revised State guidelines in the State Government code Section 65302.1(f) and Section 46050.1 of the Health and Safety Code. Government Code, Section 65302.1(f) states that a noise element should be prepared according to guidelines established by the Office of Noise Control in the State Department of Health Services. The Government Code further requires that the noise element contain an analysis and quantification, "to the extent practicable", of existing and projected noise levels for the following:

- (1) Highways and freeways;
- (2) Primary arterials and major local streets;
- (3) Passenger and freight on-line railroad operations and ground rapid transit systems;
- (4) Commercial, general aviation, heliport, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation;
- (5) Local industrial plants, including, but not limited to railroad classification yards; and

- (6) Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

In addition, the Government Code, as amended January 1, 1985, provides some specific direction in the preparation of noise elements. Section 65302.1(f) states:

"Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive.

The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the State's noise insulation standards."

The Temple City General Plan Noise Element quantifies the community noise environment in terms of noise exposure contours for both near and long-term levels of growth and traffic activity. The information will become a guideline for the development of land use policies to achieve compatible land uses and provide baseline levels and noise source identification for local noise ordinance enforcement.

The technical analysis conducted in conjunction with the preparation of the Noise Element is included in the Background Report.

1.2 Issues and Opportunities

The predominate noise sources in Temple City involve mobile noise sources with vehicular traffic responsible for the majority of noise in the City. The Los Angeles County-El Monte Airport is located near the southern border of Temple City in the City of El Monte. However, noise from airplanes does not affect residents of Temple City to a significant degree. The 65 dba noise contour around the airport extends no further than the runway. The major generators of noise which are responsible for much of the noise in the City include the following:

- Local and through traffic traveling on the primary and secondary roadways in the City including Rosemead Boulevard, Temple City Boulevard, Las Tunas Drive, Baldwin Avenue, El Monte Avenue and Lower Azusa Road.

Secondary stationary noise impacts originate from the operation of park and school facilities located throughout the City. Some noise and vibration is also generated from commercial and industrial activities located in the City and trains which run along the southwest border of the City.

The primary source of noise in Temple City in the future will continue to be traffic. With much of the area south of Lower Azusa Road re-designated from industrial use to residential use, industry will have less potential to be a major noise generator. However, conflicts will still exist between existing residential and industrial uses which indicate a need for noise buffers between these uses. Future airport operations at the Los Angeles County-El Monte Airport are not expected to be significantly higher than current levels.

Traffic has been predicted to increase by nearly 12 percent over current levels by the year 2005. Noise generated from increased traffic volumes will be partially offset by lower vehicular speeds on those roads with future levels of service of D, E, or F. The existing noise contour map shown in Figure N-2 will not change significantly from either land use policies or from future regional growth predicted by SCAG. Table N-1 shows future noise level projections. The proportion of residents living in a noise environment above 60 dB (CNEL) is not expected to change either as land use policies will conserve existing land use to a large extent.

It is expected that approximately 40 percent of the population will continue to live in areas with a Community Noise Equivalent Level above 60 dBA. Land use policies in Temple City will not be effective in reducing this exposure as much of the noise is generated from other areas. In addition, residential land uses cannot be easily relocated from some of the major roads. Effective mitigation techniques would have to be primarily based on reducing the noise impact on the receiver, since the source cannot easily be controlled.

TABLE N-1
ESTIMATED NOISE LEVELS FROM STREET TRAFFIC (CNEL)

STREET	2005 ADT	DISTANCE FROM MEDIAN				
		50 feet	100 feet	200 feet	400 feet	800 feet
Rosemead Blvd.						
Lower Azusa Rd-Las Tunas Dr	40,000	73.3	70.3	67.3	64.3	61.3
Las Tunas Dr-Duarte Rd	40,000	73.3	70.3	67.3	64.3	61.3
Temple City Blvd.						
S.P.R.R. - Lower Azusa Rd	16,100	68.0	65.0	62.0	58.9	55.9
Lower Azusa Rd-Las Tunas Dr	16,500	68.1	65.1	62.1	59.0	56.0
Las Tunas Dr-Camino Real	22,100	69.3	66.3	63.3	60.3	57.3
Baldwin Avenue						
Lower Azusa Rd-Olive St	20,700	69.1	66.1	63.0	60.0	57.0
Olive St-Las Tunas Dr	23,100	69.5	66.5	63.5	60.5	57.5
Santa Anita Avenue						
Grand Ave-Live Oak Ave	20,600	69.0	66.0	63.0	60.0	57.0
Las Tunas Drive						
Muscatel Ave-Rosemead Blvd	26,900	70.2	67.2	64.2	61.2	58.2
Rosemead Blvd-Temple City Blvd	23,500	69.6	66.6	63.6	60.6	57.6
Temple City Blvd-Baldwin Ave	23,600	69.6	66.6	63.6	60.6	57.6
Lower Azusa Road						
S.P.R.R.-Temple City Blvd	15,800	67.9	64.9	61.9	58.9	55.8
Temple City Blvd-Baldwin Ave	22,400	69.4	66.4	63.4	60.4	57.4
Baldwin Ave-Pal Mal Ave	32,000	71.0	67.9	64.9	61.9	58.9

2.0 GOALS, POLICIES AND IMPLEMENTATION MEASURES

GOAL 1: PROVIDE A SUITABLE ENVIRONMENT FREE OF EXCESSIVE SOUNDS AND NOISE.

Policy 1a - Establish appropriate standards and criteria for desirable sound levels in various land use categories, as shown in Table N-2.

Policy 1b - In accordance with State standards, any new multiple-family construction located in areas with noise levels greater than 60 db shall use sound attenuation measures that reduce interior noise levels to 45 db.

Policy 1c - Establish mitigation techniques for all construction where noise levels exceed compatible use standards.

Implementation

Measure 1a - The City will continue to enforce the Noise Regulations in the Zoning Code.

Implementation

Measure 1b - The City will adopt as an ordinance standards and criteria for desirable sound levels in various land use areas.

Implementation

Measure 1c - In accordance with State standards, the City will assess new multiple-family development to determine if there is a need for noise attenuation. The City could also apply this standard to single-family developments as well (although it is not required by State law).

Implementation

Measure 1d - The City will consider an amendment to the Zoning Code that will limit the hours of construction activity.

GOAL 2: REDUCE NOISE LEVEL FROM ALL SOURCES IN THE COMMUNITY AND PREVENT NOISE INTRUSIONS INTO PRESENTLY QUIET AREAS.

Policy 2a - Pursue a policy of an effective enforcement program in noise abatement.

TABLE N-2
INTERIOR AND EXTERIOR NOISE STANDARDS

LAND USE CATEGORIES		ENERGY AVERAGE CNEL	
<u>CATEGORIES</u>	<u>USES</u>	<u>INTERIOR(1)</u>	<u>EXTERIOR(2)</u>
Residential	Single Family, Duplex Multiple Family		
	Mobile Home	---	65 (4)
Commercial Industrial Institutional	Hotel, Motel, Transient Lodging	45	65 (5)
	Commercial Retail, Bank Restaurant	55	---
	Office Building, Research and Development, Professional Offices, City Office Building	50	---
	Amphitheatre, Concert Hall Auditorium, Meeting Hall	45	---
	Gymnasium (Multipurpose)	50	---
	Sports Club	55	---
	Manufacturing, Warehousing, Wholesale, Utilities	65	---
Institutional	Movie Theatres	45	---
	Hospital, Schools' classroom	45	65
	Church, Library	45	---
Open Space	Parks	---	65

(1) Indoor environment excluding: Bathrooms, toilets, closets, corridors.

(2) Outdoor environment limited to:

Private yard of single family

Multi-family private patio or balcony which is served by a means of exit from inside.

Mobile home park

Hospital patio

Park's picnic area

School's playground

Hotel and motel recreation area

(3) Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.

(4) Exterior noise level should be such that interior noise level will not exceed 45 CNEL.

(5) Except those areas affected by aircraft noise.

- Policy 2b - Pursue a policy designed to increase community awareness and participation in the reduction of noise in the City.
- Policy 2c - New commercial or manufacturing developments abutting or adjoining residential uses shall construct some form of noise barrier to shield the residential use from excessive noise.
- Policy 2d - New medium and high density residential development abutting or adjoining single-family residential uses shall include some form of noise barrier to shield the single-family residential use from excessive noise.
- Policy 2e - Consider noise impacts and mitigation measures in designing improvements to primary roadways.
- Policy 2f - Continue to monitor and enforce existing speed limits on Primary and Secondary roads throughout the City.
- Policy 2g - Encourage enforcement of Motor Vehicle Codes that require adequate mufflers on all vehicles traveling within the City.

Implementation

- Measure 2a - As a part of its code enforcement program, the Planning Department will monitor sources of excessive noise.

Implementation

- Measure 2b - The City will encourage residents to participate in any City-sponsored noise abatement programs.

Implementation

- Measure 2c - The City shall adopt as an ordinance standards for noise barriers between incompatible land uses requiring minimal setbacks and sound barriers such as earth berms or concrete block walls.

Implementation

- Measure 2d - The Public Works Department shall consider the construction of noise barriers when designing improvements to primary roadways.

Implementation

- Measure 2e - The Sheriff Department will make an effort to enforce Motor Vehicle Codes that require adequate mufflers on all vehicles travelling within the city.

GOAL 3: ESTABLISH COMPATIBLE LAND USE ADJACENT TO MAJOR TRANSPORTATION ROUTES.

Policy 3a - Regularly update the noise contour map that will identify the major sources of noise in the City. The noise contour map for 1986 is shown in Figure N-1.

Implementation

Measure 3a - The Planning Department shall update or oversee an update of the noise contour map every five years.

Implementation

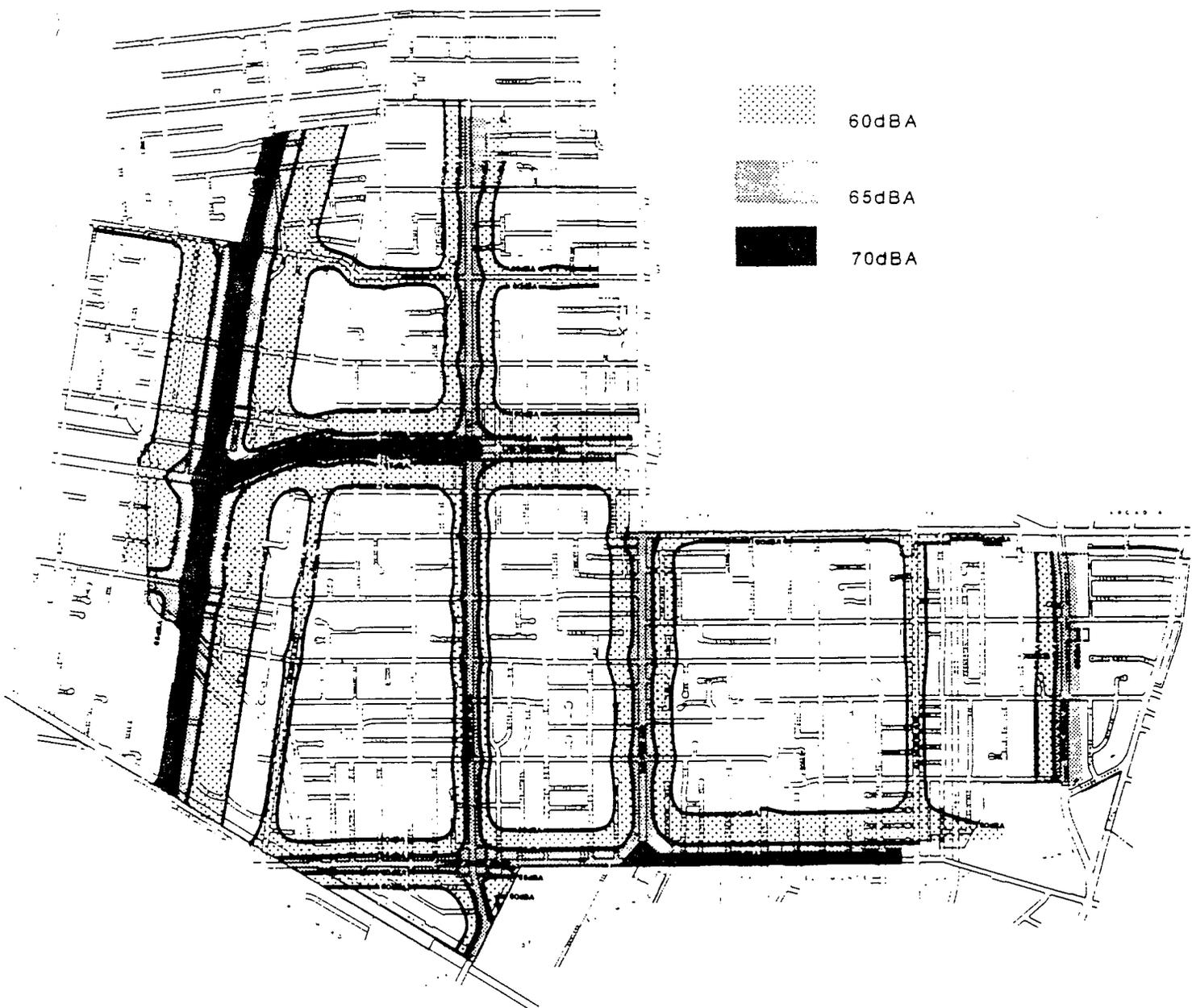
Measure 3b - The City shall adopt the land use designations contained in this General Plan.

GOAL 4: MAKE RECOMMENDATIONS TO THE COUNTY, STATE, AND OTHER GOVERNMENTAL AGENCIES RELATIVE TO THE REDUCTION OR CONTAINMENT OF THE LEVEL OF NOISE IN THE CITY.

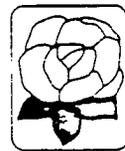
Policy 4a - Maintain communications with other agencies which call for joint efforts to study and control noise.

Implementation

Measure 4a - The Planning Department shall maintain communication regarding noise control with the State Office of Noise Control, neighboring jurisdictions and other relevant agencies.



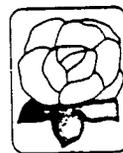
Based on model by U.S. Dept. of Transportation:
 FHWA Highway Traffic Noise Prediction Model, 1978



Temple City
 General Plan

Figure N-1
 Existing Noise Contour Map (CNEL)

SOURCE: Cotton/Beland/Associates, Inc., September 1986



Temple City
General Plan

Housing Element

1.0 INTRODUCTION

1.1 State Requirements

State Law is very specific concerning the preparation and content of the Housing Element. State Law also makes it clear that the provision of affordable housing is the responsibility of all local governments and, using vested powers, each jurisdiction should make a conscious effort to see that there are housing opportunities for all income groups (Section 65580). The intent of the State housing element requirements is based on the following concerns (Section 65581):

- ° Local governments should recognize their responsibilities in contributing to the attainment of the State's housing goals.
- ° Cities and counties should prepare and implement housing elements coordinated with State and Federal efforts in achieving the State's housing goal.
- ° Each local jurisdiction should participate in determining the necessary efforts required to attain the State's housing goals.
- ° Each local government must cooperate with other local governments to address regional housing needs.

The specific State requirements concerning the preparation and content of housing elements are summarized in Table H-1. In addition, the sections that address each requirement are also indicated.

Prior to the hearings, a number of public workshops and study sessions were held for the elected officials in the City. Five neighborhood meetings were held at which input from the public was obtained. In addition, the public was encouraged to respond to the draft Temple City General Plan at a series of public hearings before the Planning Commission and the City Council.

Table H-1
State Requirements for Housing Elements

Required Housing Element Component	Reference
A. <u>Housing Needs Assessment</u>	
1. Analysis of population trends in Temple City	Technical Report
2. Analysis of employment trends in Temple City	Technical Report
3. Projection and quantification of Temple City's existing and projected housing needs for all income groups	Housing Element
4. Analysis and documentation of Temple City's housing characteristics including the following:	
a. level of housing cost compared to ability to pay;	Technical Report
b. overcrowding;	Technical Report
c. housing stock condition.	Technical Report
5. An inventory of land suitable for residential development including vacant sites and sites having redevelopment potential and an analysis of the relationship of zoning, public facilities and services to these sites	Land Use Element Housing Element
6. Analysis of existing and potential governmental constraints upon the maintenance, improvement, or development of housing for all income levels	Housing Element
7. Analysis of existing and potential non-governmental (private sector) constraints upon maintenance, improvement, or development of housing for all income levels	Housing Element
8. Analysis of special housing needs: (handicapped, elderly, large families, farm workers, and female-headed households)	Technical Report
9. Analysis concerning the number of homeless persons in Temple City	Technical Report

Table H-1 (cont.)
State Requirements for Housing Elements

Required Housing Element Component	Reference
<p>10. Analysis of opportunities for energy conservation with respect to residential development</p>	Housing Element
<p><u>B. Goals, Objectives, and Policies</u></p>	
<p>1. Identification of Temple City's community goal relative to maintenance, improvement, and development of housing</p>	Housing Element Goals and Policies
<p>2. Quantified objectives and policies relative to the maintenance, improvement, and development of housing in Temple City</p>	Housing Element Goals and Policies
<p><u>C. Implementation Program</u></p>	
<p>An implementation program should do the following:</p>	
<p>1. Identify adequate sites which will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels</p>	Implementation Plan Housing Element
<p>2. Program to assist in the development of adequate housing to meet the needs of low and moderate income households</p>	Implementation Plan Housing Element
<p>3. Identify and, when appropriate and possible, remove governmental constraints to the maintenance, improvement, and development of housing in Temple City</p>	Implementation Plan Housing Element
<p>4. Conserve and improve the condition of the existing affordable housing stock in Temple City</p>	Implementation Plan Housing Element

1.2 Issues and Opportunities

An analysis of demographic and housing characteristics in the City of Temple City identified the following trends and characteristics:

- Temple City has experienced a slight overall decrease in household size from 1970 to 1980, and a slight increase in average household size between 1980 and 1986.
- Approximately 14% of the City's population in 1980 was over 65 years of age.
- Approximately 10% of all households in 1980 were female-headed.
- Temple City had a higher 1980 median income than surrounding cities (except Arcadia) and the County as a whole.
- The minority population in the City increased between 1970 and 1980.
- As a proportion of the total number of housing units, multiple-family housing units have increased between 1970 and 1980.
- Almost 90% of low income renters spent more than 30% of their household income on rent.
- In 1980, over 65% of the occupied housing units in Temple City were owner-occupied.
- The City has a relatively low vacancy rate.
- Temple City has little vacant land suitable for residential development, but there is land in low density residential development that could be recycled to a higher density.

2.0 PROPOSALS

2.1 Summary of Housing Need

A primary goal of the City of Temple City is to assure that all social and economic segments of the City's existing and future population have adequate housing. To implement this goal and related policies, the City must target its programs and assistance to those households with the greatest need. This section of the housing element identifies those categories of housing need defined by Federal and State law and consists of four major categories: those needs resulting from increased population growth, substandard housing in need of rehabilitation or replacement, households that are paying in excess of what they can afford for housing, and those households with special housing needs such as female-headed households or households with at least one handicapped member. Many of those households falling into one or more of these categories include lower income households which, in addition, may be elderly, minority, or single-parent households.

Growth Needs: According to the Southern California Association of Governments (SCAG) Regional Housing Allocation Model (RHAM), the housing needs for the five-year period between 1986 and 1990 will be 122 units. Projections for the year 2000 and 2010 estimate that the City's population in those years will be 32,328 and 33,436 respectively. These projections are based on the SCAG-82 Regional Growth Forecast which provides future population projections for the regional statistical area in which the City is located. The projections assume that the City's population will increase at the same rate as the RSA projected increase.

Substandard Housing: Generally, the housing stock in Temple City is well kept and in good repair. However, there are an estimated 91 housing units that are substandard. Most of these units are in need of some type of major repair and some need to be replaced. A number of the owners of these units may need financial assistance in order to repair or replace their dwelling units.

Housing Affordability: The Federal Department of Housing and Urban Development (HUD) adopted a national standard that is used to identify those households with housing costs in excess of what they are able to afford. These standards indicate that a household paying in excess of thirty percent of its gross monthly earnings for housing may be paying more than what it can afford. The assumption is that any proportion greater than 30% allocated for housing will result in less money available for food, clothing, health care, and other necessities.

According to the data supplied by the 1980 U.S. Census, there were 1,268 households with annual incomes of less than \$10,000 paying in excess of 30 percent of their gross annual income for

housing. Of those low income households paying in excess of 30 percent of their monthly incomes for housing, 879 households were occupied by renters. The low income renter households are especially vulnerable to the increased costs of housing since their incomes do not generally keep pace with the increased living costs. In addition, they do not have the option of selling their homes to take advantage of any equity that may be in the property.

The future housing need for the year 1990 can be estimated using the SCAG '82 - Regional Growth Forecast. Based on the projections provided by SCAG which are required by the State to be included in this element, the City of Temple City will have to accommodate an additional 19 very-low income households and 23 low income households through 1990. A complete breakdown of future housing needs in Temple City is provided in Table H-2.

Special Housing Needs: In addition to those categories of housing need identified above, the housing needs analysis contained in the Background Report found that there were 620 households with at least one handicapped member in 1980. In addition, there were 2,452 households where the household head was 65 years of age or older. Many of those households in the City fall into both categories.

The 1980 Census identified 1,204 households with five or more family members which represented approximately 11 percent of the total number of households in the City in 1980. In addition, the 1980 Census reported that there were 363 overcrowded households (more than 1.01 persons per room) in Temple City. Households in this latter category comprise approximately 3 percent of the total number of households in the City.

TABLE H-2
HOUSING NEEDS SUMMARY

A. Growth Needs: (Source: SCAG-82 Modified Forecast, Department of Finance)				
Year	Very-Low Income	Low Income	Moderate Income	High Income
1985-1990	19 (15%)*	23 (19%)	23 (19%)	57 (47%)

*Source: 1983-1988 Regional Housing Allocation Model-- Future Housing Unit Needs by Income Category

B. Overpayment for Housing (Source: 1980 U.S. Census)				
Tenure	Very-Low	Moderate	High	Total
Owners	389	263	324	976
Renters	879	403	27	1,309
Total	1,268	666	351	2,285

C. Housing Condition (Source: CBA Estimate, 1986)			
	Number of Units	Percent of City Total	City Total (1986)
Deteriorated units	91	0.8%	11,447

D. Special Needs* (Source: 1980 U.S. Census)		
Special Need	Number of Households	Percent Total Households in City
Elderly	2,462	23.0
Handicapped	307	2.9
Large Families	1,176	11.0
Overcrowding	363	3.4
Minority	1,445	13.5
Female-headed Families Below Poverty Level	1,074	10.0
	577	5.4

* Some households may be classified into more than one category.

2.2 Constraints to Housing Production

The City of Temple City recognizes the need for sound, decent and safe housing that is accessible to all income levels. This goal is difficult to achieve because the resources available to the City towards this end are limited. Temple City does not produce housing and those factors that encourage private developers to construct housing are limited to those forces operating in the marketplace. In addition, there are certain constraints that serve to inhibit the construction of additional housing within the City. This element is concerned with those constraints.

Land Inventory: Temple City has a limited supply of vacant land suitable for residential development.

Physical Constraints: There are two categories of physical constraints that can limit future residential development in Temple City; infrastructure and environmental. These constraints are described below.

Infrastructure - The City has five different water purveyors. The East Pasadena Water Company, which serves a large portion of Planning Area 4, is in the process of upgrading their system. At this time, part of the area served by this company has inadequate fire flows; water main size is substantially smaller on average than in other areas; the density of fire hydrants is less than in other parts of the City; and water rates for equivalent usage are up to twice as expensive as other parts of the City. This situation precludes additional development in the East Pasadena Water Company service area until the deficiencies in the system are corrected.

Environmental - Although not located in an Alquist-Priolo Special Studies Zone, seismicity does represent a constraint on residential development in the City. During an earthquake, Temple City would experience seismic hazards such as surface rupture and ground motion. Unreinforced structures in the City would be vulnerable to damage.

Noise: Noise is another environmental constraint that can limit future residential development in the City. The principal source of noise in Temple City is traffic. Residential development near high traffic roadways can be more expensive than development in low traffic because of the additional buffering, insulation and other noise attenuation measures required.

Market Constraints: The cost of all housing rose between 1970 and 1980 as the cost of land, labor, materials, and financing rose. Housing costs have stabilized somewhat, and the cost of each of these will vary significantly depending on the location of the development and the type of house being built. Land in some areas costs more per square foot than land in other areas.

Construction costs also vary according to the type of development with multi-family housing being generally less expensive to construct than single family housing. There is a wide variation within each type depending on the size of the unit and the number and quality of the amenities offered. This includes such obvious items as the inclusion of fireplaces, swimming pools and tennis courts, as well as the less obvious decisions on the grade of carpeting and tiles used, types of appliances and light fixtures, and quality of cabinetry and other woodwork.

The factor which has most impacted housing costs in recent years is the cost of financing. Developers as well as home buyers have found it difficult to acquire financing even if they could afford the high interest rates. The recent reduction in interest rates has led to increased development activity throughout the County, including Temple City. Interest rates will eventually rise again, however.

The interrelationship of the cost components is very complex and shifts significantly from area to area and development to development. For example, where a developer has owned a piece of land for five or ten years (speculating that it would be valuable in the future) the cost of land per unit would be less than if it had been recently purchased.

Governmental Constraints: Local government can constrain the production of adequate affordable housing by (1) limiting the amount of land zoned for residential development or the densities at which it can develop; (2) unduly delaying the processing of development applications; or (3) charging fees which increase the final cost to the consumer beyond the affordable range.

The majority of the land in the City is zoned for residential development.

The City's current permit processing fees and procedures do not represent a significant constraint on residential development. Most residential developments in the City are single family home construction or other small projects and do not require environmental impact reports, which increase processing time and costs. The processing fees and application requirements for Temple City as of 1986 are summarized in the Background Report (refer to Table H-19). These figures may be subject to change over the lifetime of this element.

In Southern California heating and cooling account for approximately 50% of residential energy use, water about 30% and lighting and appliances the remaining 20%. Because heating and cooling represent such a large portion of energy use, improvements in the building envelope designed to control heat loss and gain represent the greatest opportunity for reduction of total energy use. The goal of most energy conservation measures is to increase the energy efficiency of the house by minimizing heat loss through walls, windows and roof; maximizing solar heat gain through windows in winter; and minimizing heat gain through all building elements in the summer months.

The public utilities companies offer a wide range of rebate programs to encourage energy conservation by residential customers.

3.0 GOALS AND POLICIES

An effective housing program must be responsive to the needs, values and desires of community residents. Stated another way, the housing program must be directed to overall community goals.

Goals are general statements of purpose which guide actions toward a desired end. By definition, goals are broad and long-range. Policies, on the other hand, describe more specific statements of intent, which provide a link between overall goals and individual actions.

The City of Temple City has adopted the following housing goals and policies.

GOAL 1: PRESERVE AND ENHANCE THE QUALITY OF EXISTING RESIDENTIAL NEIGHBORHOODS IN THE COMMUNITY.

Policy 1a - Routinely inspect all residential neighborhoods to ensure compliance with the Temple City Environmental Quality Program.

Comment: The Temple City Environmental Quality Program was created for the purpose of improving and maintaining the appearance and character of the City. The program provides for the housing needs of all residents of the community by preventing deterioration of the City's housing stock.

GOAL 2: ENCOURAGE THE USE OF NEW DEVELOPMENT TECHNIQUES AND INNOVATIVE SITE DESIGN IN NEW HOUSING PROJECTS.

Policy 2a - Investigate new zoning tools which allow for greater flexibility in site design and construction techniques.

Comment: Examples include zero lot line development and mixed use zoning. Existing provisions for "residential planned development" in the Temple City Zoning Code allow for more flexibility and diversification in the housing types and location of structures, which can result in overall cost savings which are passed on to home buyers and/or tenants. Since a minimum lot of one acre is required for RPD's, use of this device will be limited in the future as remaining available land is developed.

GOAL 3: TO ENCOURAGE THE DEVELOPMENT OF A RANGE OF HOUSING TYPES AND PRICE RANGES TO MEET THE NEEDS OF ALL ECONOMIC SEGMENTS OF THE COMMUNITY.

Policy 3a - Develop an ordinance to grant density bonuses or other incentives of equivalent financial value where the project includes housing units which are affordable to lower income households.

Comment: California Government Code Sections 65915-65918 requires that cities and counties grant density bonuses or other incentives of equivalent financial value when (a) 10 percent of the units in a proposed project are affordable to low-income households, or (b) 25 percent are affordable to low- and moderate-income households. "Affordable" can be locally defined.

GOAL 4: TO IMPROVE AND EXPAND COMMUNITY FACILITIES AND INFRA-STRUCTURE WHERE NECESSARY TO SPUR NEW RESIDENTIAL CONSTRUCTION.

Policy 4a - Evaluate future capital improvement projects on the basis of their impact on existing and future housing development, and continue to improve and upgrade community facilities where needed.

Comment: The City has promoted on-going improvements to a private water system serving over 10% of the City's land area, and is actively pursuing other public improvements in cooperation with Los Angeles County. CDBG funds have been used to provide new curb and gutters in a lower income neighborhood, and future capital improvements could be funded under this program.

GOAL 5: TO PROVIDE FOR THE SPECIAL NEEDS OF THE ELDERLY AND THE HANDICAPPED IN NEW RESIDENTIAL CONSTRUCTION.

Policy 5a - Investigate potential development incentives for new residential construction which includes features which enhance accessibility and/or include special amenities for the handicapped or elderly.

Comment: Development incentives may include density bonuses, relaxed design standards, reduced fees, or other incentives of equivalent financial value.

GOAL 6: ENCOURAGE THE REHABILITATION OF DETERIORATING OR SUBSTANDARD HOUSING UNITS.

Policy 6a - Investigate and consider participation in one of several federal, State or county programs to provide housing rehabilitation loans or grants to low and moderate income persons, or develop a local program of rehabilitation assistance.

Comment: Federal housing programs have been subjected to funding cutbacks in recent years as the administration and congress deal with the growing federal deficit. Thus, local funding sources and programs to finance housing rehabilitation will become increasingly more significant.

GOAL 7: TO REVITALIZE THE LOCAL ECONOMY THROUGH COMMUNITY REDEVELOPMENT PROJECTS WHICH CREATE JOBS AND/OR IMPROVE THE PUBLIC INFRASTRUCTURE.

Policy 7a - Utilize Community Development Block Grant funds for economic development and capital improvement projects which create jobs and improve local economic conditions; ultimately resulting in greater housing opportunities for community residents.

Comment: The Community Development Block Grant program is administered by the U.S. Department of Housing and Urban Development and is designed to prevent or eliminate deterioration and blight, and to provide for other community development needs of low and moderate income households. Temple City receives CDBG funds through the Los Angeles Community Development Commission.

GOAL 8: TO PROMOTE FAIR HOUSING PRACTICES THROUGHOUT THE COMMUNITY.

Policy 8a - Continue to provide fair housing counseling through the County Fair Housing Program.

Comment: The County of Los Angeles currently funds the Fair Housing Congress of Southern California to provide a Fair Housing Program on behalf of all cities participating in the County's CDBG program. The Fair Housing Congress, an administrative, informational, and coordination agency, subcontracts with seven Fair Housing Councils throughout the County to provide all direct fair housing services.

GOAL 9: TO PROVIDE FOR THE HOUSING NEEDS OF LOW AND MODERATE INCOME HOUSEHOLDS IN THE COMMUNITY.

Policy 9a - Allow for the development of a mix of housing types and prices in the City.

GOAL 10: TO STREAMLINE THE DEVELOPMENT REVIEW PROCESS FOR NEW HOUSING PROJECTS.

Policy 10a - Review and update provisions of the Temple City Zoning Code and consolidate or simplify the regulations as needed, and develop more efficient development review procedures to minimize delays in the approval process.

Comment: Although the length of time required to process a development project in Temple City is equivalent to other communities, there are opportunities for "fine-tuning" the system to achieve greater efficiency.

GOAL 11: TO PROMOTE THE USE OF ENERGY CONSERVATION TECHNIQUES IN NEW AND EXISTING HOUSING.

Policy 11a - Promote the installation of energy conservation improvements in existing housing, and investigate new development standards which encourage the use of energy saving design features in new construction.

Comment: Temple City currently utilizes the Los Angeles County Building Code which incorporates a comprehensive set of energy conservation standards adopted by the California Energy Commission. However, additional measures could be taken, including development incentives established by ordinance. Energy conservation in existing housing could be encouraged through a promotional and educational campaign.

3.1 Implementation Measures

Implementation of the goals and policies for the provision of housing in the City will be accomplished in a variety of ways. These implementation measures are described below.

Implementation

Measure 1a - Land Use Element of the General Plan - Since the Land Use Element is the principal means of allocating and controlling land use in the City, it follows that it is an important factor in the implementation of housing policies. The Land Use Element has designations for different residential densities so that there will be a mix of different housing types and densities.

Implementation

Measure 1b - Zoning Code - The Zoning Code implements the Land Use Element by detailing the different densities and development criteria for each land use designation. The "Residential Planned Development" provision in the Temple City Zoning Code provides for flexibility and diversity in housing types. Other provisions such as density bonuses can be adopted to implement affordable housing policies and policies regarding housing for the handicapped and elderly.

Implementation

Measure 1c - The City will continue with its capital improvements program.

Implementation

Measure 1d - The City will continue to provide fair housing counseling through the Los Angeles County Fair Housing Program.

Table H-4 shows the number of housing units that will be constructed, conserved and rehabilitated over the next five years. The majority of these units will not be affordable to low and very low income households. All of the new housing will be affordable to moderate and upper income households.

**TABLE H-3
HOUSING PROGRAMS**

Program	Responsible Agency	Funding	Expected Accomplishments 1986-90
Land Use Element	City of Temple City	City of Temple City	Revise Land Use Element by 12/87 to conserve existing housing units
Zoning Code	City of Temple City	City of Temple City	Revise by 12/88 so it is consistent with the General Plan
Environmental Quality Program	City of Temple City	City of Temple City	Continue Code Enforcement (approximately 500-600 inspections per year)
Fair Housing	Los Angeles County	Los Angeles County	Continue
Capital Improvement Projects	City of Temple City	CDBG/Private Sources	Continue
Energy Conservation	City of Temple City	City of Temple City	Continue to enforce State Code regarding energy conservation in new construction

TABLE H-4
PROJECTED NUMBER OF HOUSING UNITS TO BE
CONSTRUCTED, REHABILITATED AND CONSERVED
1986 - 1990

Housing Type	New Construction(1)	Rehabilitated(2)	Conserved(3)
Low Density (0-6 D.U./acre)	7 - 15	5 - 10	91
Medium Density (7-12 D.U./acre)	52 - 105	5 - 10	36
High Density (13-24 D.U./acre)	15 - 30	5 - 10	26
TOTAL	75 - 150	15 - 30	153

- Notes: (1) Assumes new construction will continue at the same average rate as the last five years (approximately 30 units/year).
- (2) The estimated number of units that will be rehabilitated as a result of code enforcement.
- (3) The estimated number of units that will be conserved as a result of a change in their General Plan land use designation to residential.