

ATTACHMENT 1

RESULT OF COMMUNITY INPUT



Question 1. Tree Preservation. The draft zoning code sets up some incentives for new construction to preserve mature trees. The City has different policy options it can choose. *Which policy should the City follow (select multiple):*

| Count | Percentage | Responses |
|-----------|-------------|---|
| 15 | 38% | Establish a tree protection ordinance to preserve mature trees. |
| 20 | 50% | Provide incentives to new construction for keeping mature trees. |
| 4 | 10% | Neither adopt a tree protection ordinance or provide incentives for keeping mature trees□ |
| 1 | 3% | Other (Please Explain)□ |
| 40 | 100% | Total |

Question 2. New Architectural Styles. To achieve one of the floor area incentives, a designer must design a house to match a historic style. Please indicate how much you agree or disagree with the following statement: *"The City should also give a floor area incentive for excellent contemporary architectural design."*

| Count | Percentage | Responses |
|-----------|-------------|-------------------|
| 6 | 17% | Strongly Disagree |
| 3 | 8% | Disagree |
| 7 | 19% | Neutral |
| 12 | 33% | Agree |
| 8 | 22% | Strongly Agree |
| 36 | 100% | Total |

Question 3. Flag Lots. The City allows large lots to be divided into flag lots – a design where a house is constructed in the rear and accesses the street by a private driveway. Flag lots have been part of this City's development pattern for more than 70 years and provides owners of large lots a source of income when the lot is subdivided. Instead of building one large house on the lot, this allowance for flag lots results in two smaller houses. On the other hand, flag lots place a new unit on the back of lot and closer to other people's houses. Please indicate how much you agree or disagree with the following statement: *"The City should continue to allow the creation of flag lots."*

| Count | Percentage | Responses |
|-----------|-------------|-------------------|
| 10 | 28% | Strongly Disagree |
| 4 | 11% | Disagree |
| 7 | 19% | Neutral |
| 8 | 22% | Agree |
| 7 | 19% | Strongly Agree |
| 36 | 100% | Total |

4. Metal Security Bars. In response to concerns about crime, some residents are installing metal bars on their windows. This not only creates a potential safety risk to the occupants in case of a fire, but it also creates the perception that the area is unsafe. Most break-ins occur on the rear of the structure by breaking a glass sliding door. The City has different policy options it can choose. *Which policy should the City follow (select one):*

| Count | Percentage | Responses |
|-----------|-------------|--|
| 13 | 38% | Prohibit the use of metal security bars on all windows. |
| 11 | 32% | Limit the use of metal security bars to side and rear windows, only. |
| 7 | 21% | Permit the use of metal security bars on any windows. |
| 3 | 9% | Other (Please Explain) |
| 34 | 100% | Total |

5. Open Ended Feedback.

The City should encourage green building construction, the use of rooftop solar systems, and drought tolerant landscaping. At a minimum all new construction should have rooftop solar systems. Many homeowners have installed rooftop solar systems. When approving a new construction, the City should evaluate whether a new construction's building height has the potential to block a neighboring property's access to sunlight when there is an existing rooftop solar system.

The city needs to fix the residential roads. They are full of potholes and deter from the aesthetic appeal of the neighborhood, giving it a "run-down" feel.

thank you!

Preserve historic homes and businesses. Provide incentives for adaptive reuse of historic buildings, including lowering parking requirements.

Lot coverage needs to be limited to no more than 40% regardless of lot size, rather than the smaller the lot the greater lot coverage

Installation of security bars shall be reviewed based on location and situation. In general, limit the use of metal security bars to side and rear windows is the preferred option. Most break-ins also come in from rear sliding door which I wouldn't imagine anyone want to install a huge security bars to it. However, to truly solve the public safety issue, improve neighborhood watch and increase patrols around the area is probably a better solution.

If the public wants security bars on their windows than allow their use. The new security bar system has safety in mind and the bars can be released if necessary in case of fire or disaster.

I would like Temple City to require that homes receive an indoor environmental quality and energy efficiency rating every time they are sold and every time a permit is issued and the existing rating is > 10 years old. These ratings should be available to the public. This action would help appraisers, real estate agents, and potential home buyers better understand to the value of a residential property -- how comfortable it keeps its occupants, how healthy the living space is, how much the home costs to operate. These are crucial components of a building's value and right now they are completely ignored in favor of more superficial aesthetic concerns. I would like the existing health and energy codes to be better understood and enforced by inspectors. I like the push to de-emphasize the perception that houses are intended to shelter cars, not humans. As such I like the incentives to push car parking to the back. I don't like that allocating sheltered space for cars is mandatory.

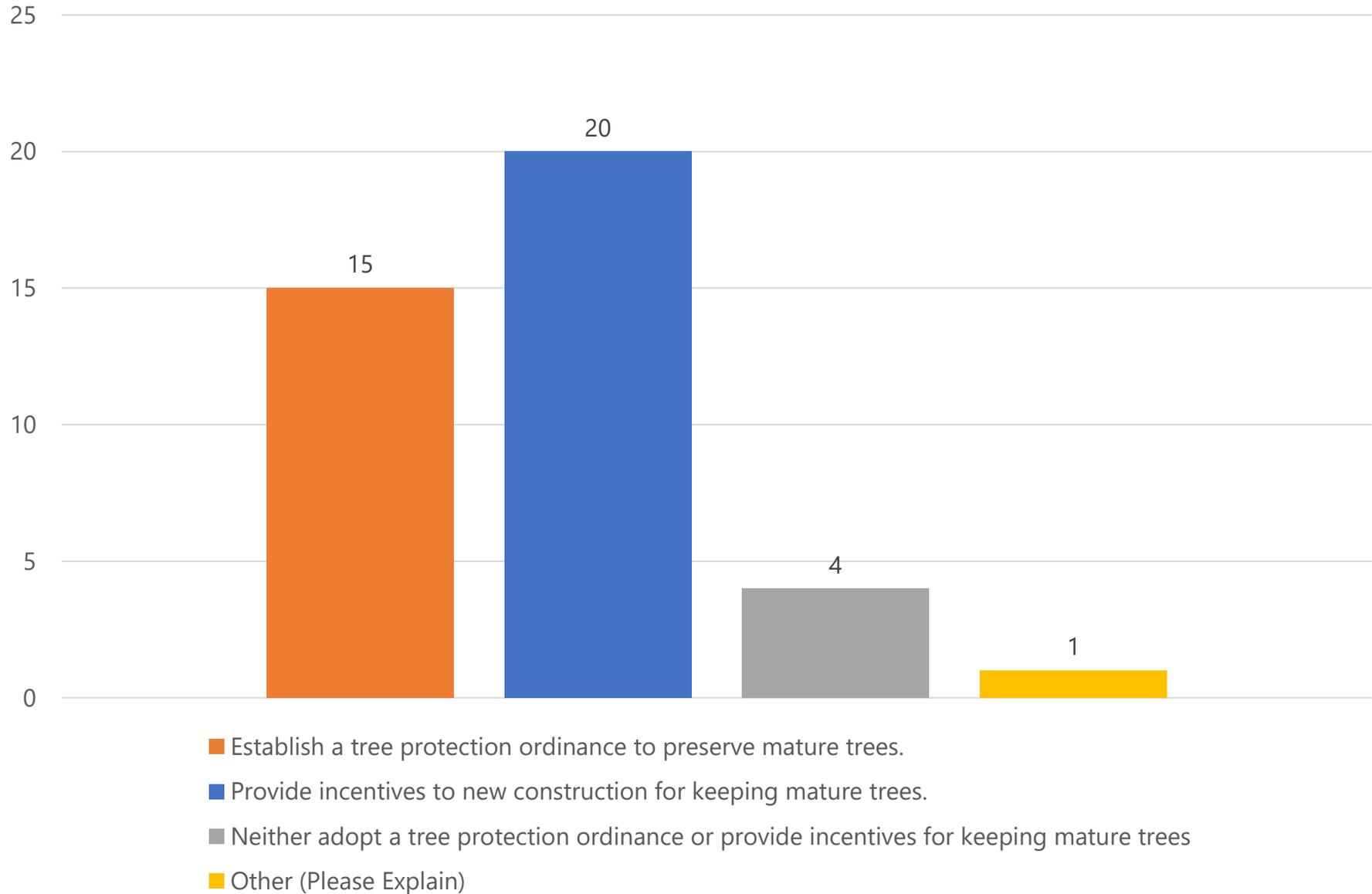
I am concerned about the proposal to limit the covered area of a large lot to 35% while allowing lot coverage to 50% for smaller lots. While I understand the aesthetic motive for this proposal, I disagree with the imposition of this requirement solely on the owners of larger lots. In addition to potentially adversely affecting the value of the larger lot, the proposal potentially burdens such lot owner with costs associated with landscaping areas where the city prevents improvement with buildings. This state and increasingly its local governments wage war against homeowners who use water to irrigate their lawns and garden and yet decry the decreases of the 'urban forest' environment. In exchange for limiting a large lot's building potential, would the city consider subsidizing the costs for watering and maintaining trees and other vegetation for the aesthetic good of the community? I would appreciate any response to the above comments. James L. Le Berthon

City should continue to give incentive to encourage front porch design because not all styles are come with a nice generous front porch. The front porch incentive for the past 14 years has encouraged hundreds of good looking houses design because of the big proportionate front porches.

"Each lot or parcel of land in zone R-1 must have—on the same lot or parcel of land—a minimum of two off-street parking spaces per main dwelling unit." As car ownership decreases in the future, this requirement won't make sense. The minimum should be reduced to one parking space, or even none at all. "Mulch or stone-type materials should be placed between plants as ground cover or backdrop, not as a replacement for live vegetation." I disagree. If people want to replace their grass lawn with mulch/stone to save water (as I have), they should be allowed to. "The front entrance of a residential structure shall be recessed a minimum of five feet from the front wall of the house." Homes are more welcoming and well lit when front doors are up in front. Why recess them? "Succulents should be minimized as a landscaped material and should be used only as an accent with appropriate architectural styles." Why limit use of succulents? They are drought tolerant and attractive.

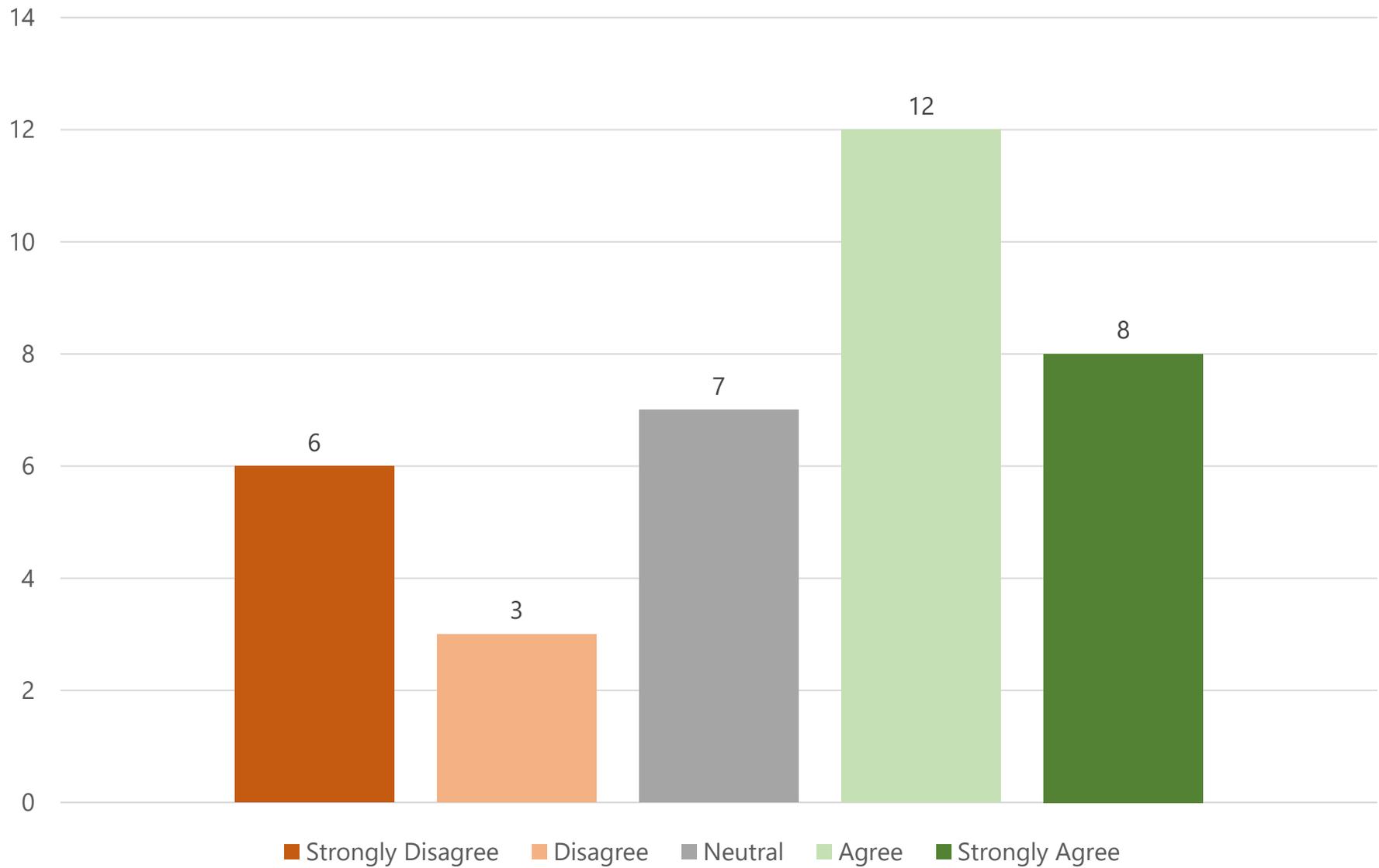
R-1, Question 1.

Tree Preservation. Which policy should the City follow (select multiple):



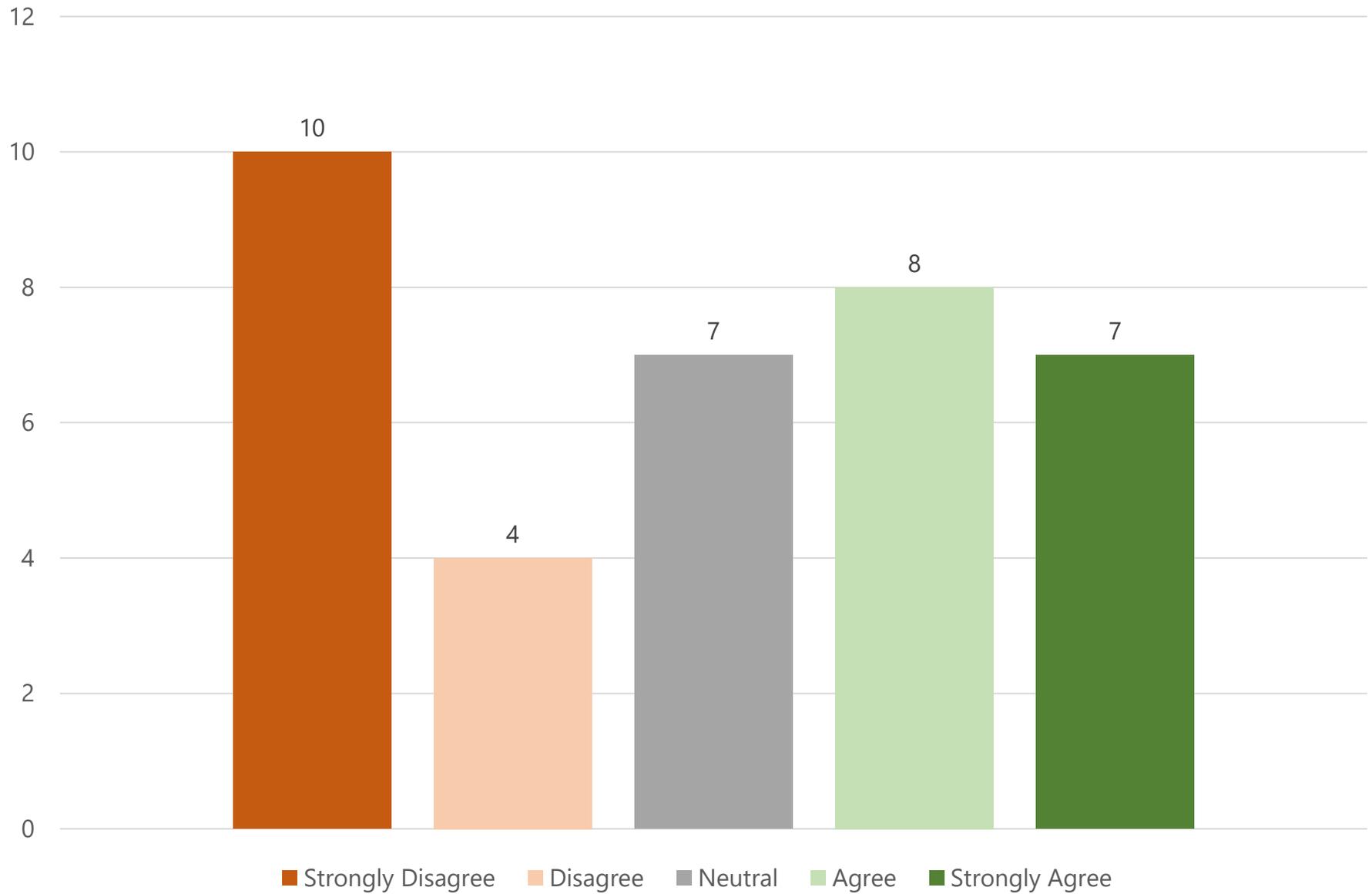
R-1, Question 2.

New Architectural Styles. *The City should also give a floor area incentive for excellent contemporary architectural design.*



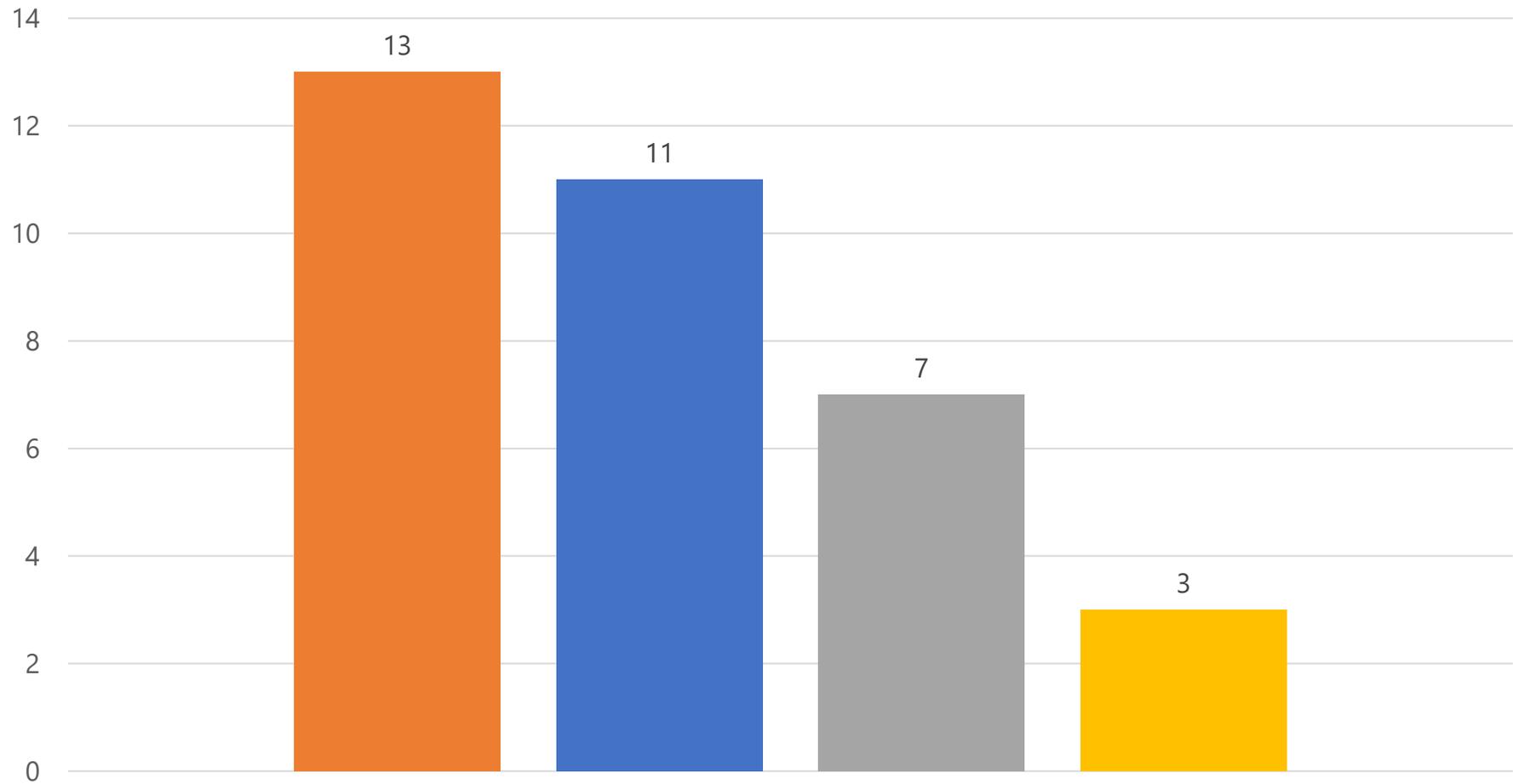
R-1, Question 3.

Flag Lots. *The City should continue to allow the creation of flag lots.*



R-1, Question 4.

Metal Security Bars. *Which policy should the City follow (select one):*



- Prohibit the use of metal security bars on all windows.
- Limit the use of metal security bars to side and rear windows, only.
- Permit the use of metal security bars on any windows.
- Other (Please Explain)

R-2 and R-3

Question 1. Common Open Space. How much do you agree or disagree with the following statement: *“New multi-family housing should change from being driveway-dominated to being designed around ground-level, common open space.”*

| Count | Percentage | Responses |
|-----------|-------------|-------------------|
| 2 | 8% | Strongly Disagree |
| 1 | 4% | Disagree |
| 1 | 4% | Neutral |
| 10 | 40% | Agree |
| 11 | 44% | Strongly Agree |
| 25 | 100% | Total |

Question 2. Expand Common Open Space Requirement. The draft Code only requires a courtyard style for R-2 projects with four units or more. How much do you agree or disagree with the following statement: *“All R-2 projects should include a courtyard, even if less than four units.”*

| Count | Percentage | Responses |
|-----------|-------------|-------------------|
| 4 | 15% | Strongly Disagree |
| 2 | 8% | Disagree |
| 3 | 12% | Neutral |
| 11 | 42% | Agree |
| 6 | 23% | Strongly Agree |
| 26 | 100% | Total |

Question 3. Garages in the Rear. When parking is provided at ground level, the courtyard functions much better when the parking is in the rear of the lot instead of the garages having direct access to each unit (see R-2 scenario 3 and 7). Please indicate how much you agree or disagree with the following statement: *“The Code should incentivize parking to be in the rear of the lot, instead of attached to individual units.”*

| Count | Percentage | Responses |
|-----------|-------------|-------------------|
| 5 | 19% | Strongly Disagree |
| 5 | 19% | Disagree |
| 4 | 15% | Neutral |
| 8 | 31% | Agree |
| 4 | 15% | Strongly Agree |
| 26 | 100% | Total |

Question 4. Wedding Cake Design. To create a less-imposing building some designers will step back upper floors away from lower floors, creating a design reminiscent of a “wedding cake.” While this design helps reduce the bulkiness of a building it also is hard to translate into a traditional architectural style. *What should be a higher priority, encouraging traditional architectural styles or stepping upper floor back from lower floors?* (Scale: 1 Prioritize Traditional architecture, 5 Prioritize Stepping back upper floors)

| Count | Percentage | Responses |
|-----------|-------------|---------------------------------------|
| 7 | 27% | Prioritize Traditional |
| 1 | 4% | |
| 3 | 12% | Neutral |
| 5 | 19% | |
| 10 | 38% | Prioritize Steeping Back Upper Floors |
| 26 | 100% | Total |

5. Open Ended Feedback.

Reduce parking requirements for multifamily buildings. Make parking spaces flexible so that car-less households still get value from them & are not forced to pay for a space they don't use. All shared parking areas should have access to 220v wiring to allow for the installation of level 2 EV charging. One of these flexible spaces could be designated as shared secure bike storage. Take measures to ensure that the shared courtyards of these buildings are pleasant & usable year-round, with shading in the summer and access to daylight in the winter. Ensure that multifamily properties have kitchen ventilation that actually vents to the outdoors! Often HOAs misguidedly prohibit the installation of vented range hoods after construction so either a common vent or a vent for each unit should be included during construction. A vented range hood is required by California code and ASHRAE 62.2, & over-the-range microwave units are prohibited because they're too loud and people won't use them.

On No. 1. The decision between driveway dominated and common space dominated should depend on the area. The big main streets like Rosemead Blvd and Temple City Blvd and Las Tunas would be better suited for the driveway dominated design. Our 'homey', old-fashioned neighborhoods are better suited to the common space dominated. Some areas, like Sultana south of Las Tunas already have a lot of driveway dominated so either style would work. We do need more parking!! Not being able to have anyone over because there is no where for friends to park is hard on some of us. Either more guest parking in the underground and/or more small community lots.

Most of the R-2 or R-3 development in Temple City are on small lots with width between 55' and 75', requiring a dedicated walkway with 3' separated from the driveway will greatly reduce the buildable width of the buildings. If a dedicated walkway is required on the other side of the units, it will take away the private yard of each units. Common yard area in small condo development is impractical because it will not be big enough to encourage residents to use for recreation, people will feel watched by others in a small common yard area. San Gabriel city changes it's open space requirement to allow private open space only in small developments.

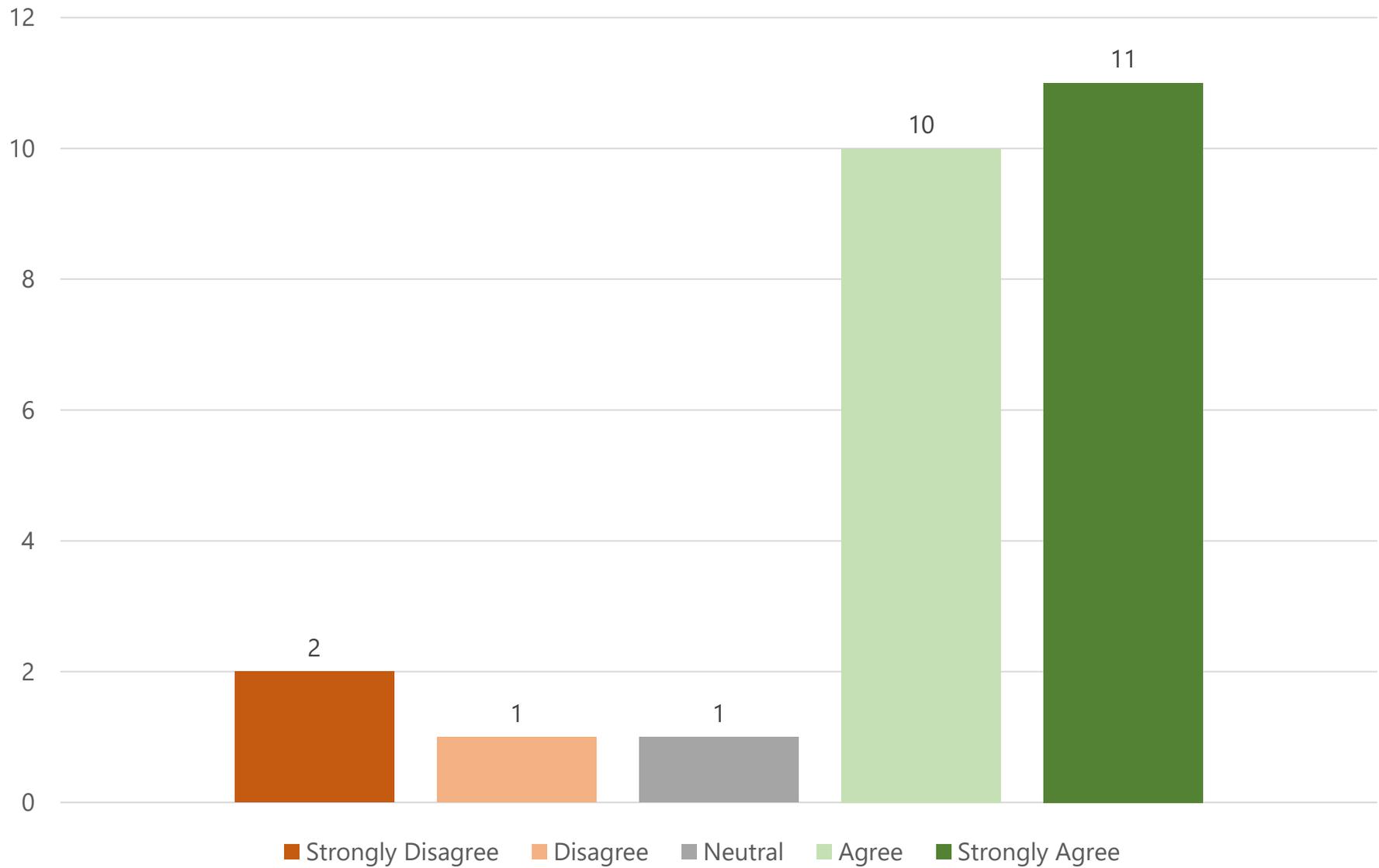
Limiting parking spaces will probably result in more parking permits and on street parking.

Instead of arbitrarily mandating common open space, we need research demonstrating that people who buy or rent such homes will actually use this space. Most people who want to live in these units could care less about common space and would rather have their own private space.

Eliminating parking spaces will probably result in more street parking permits.

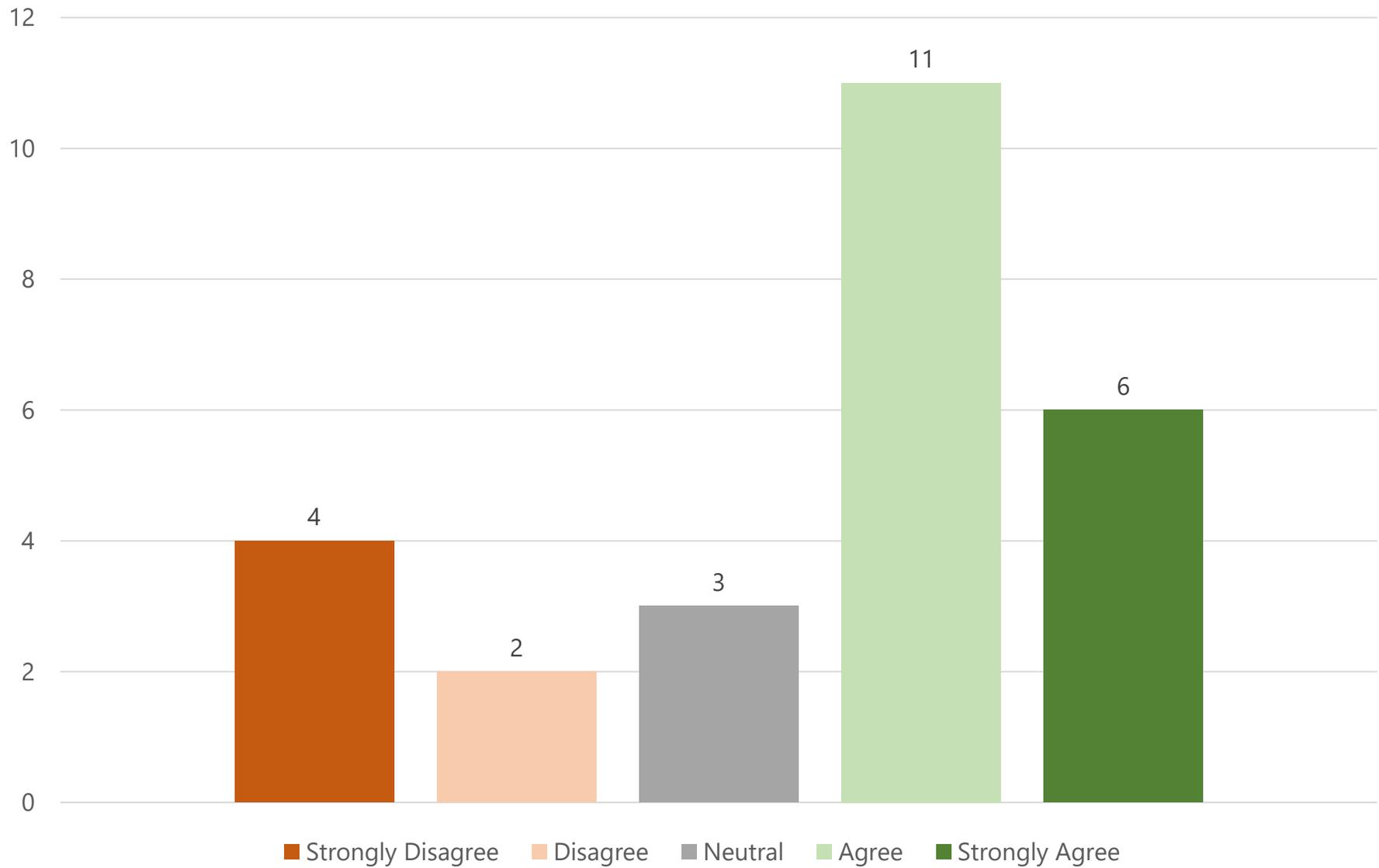
Multi-Family, Question 1.

Common Open Space. New multi-family housing should change from being driveway-dominated to being designed around ground-level, common open space.



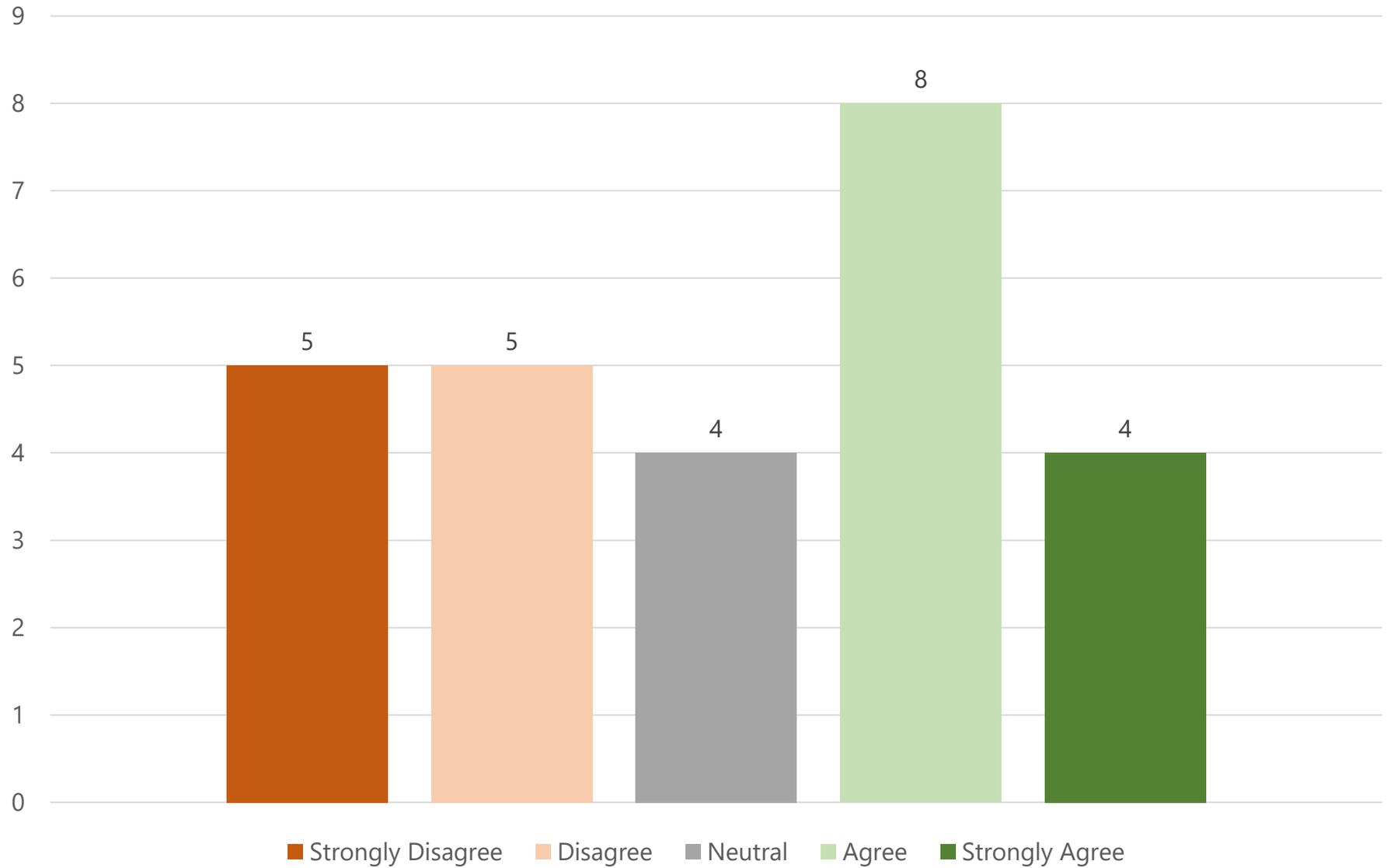
Multi-Family, Question 2.

Expand Common Open Space Requirement. All R-2 projects should include a courtyard, even if less than four units.



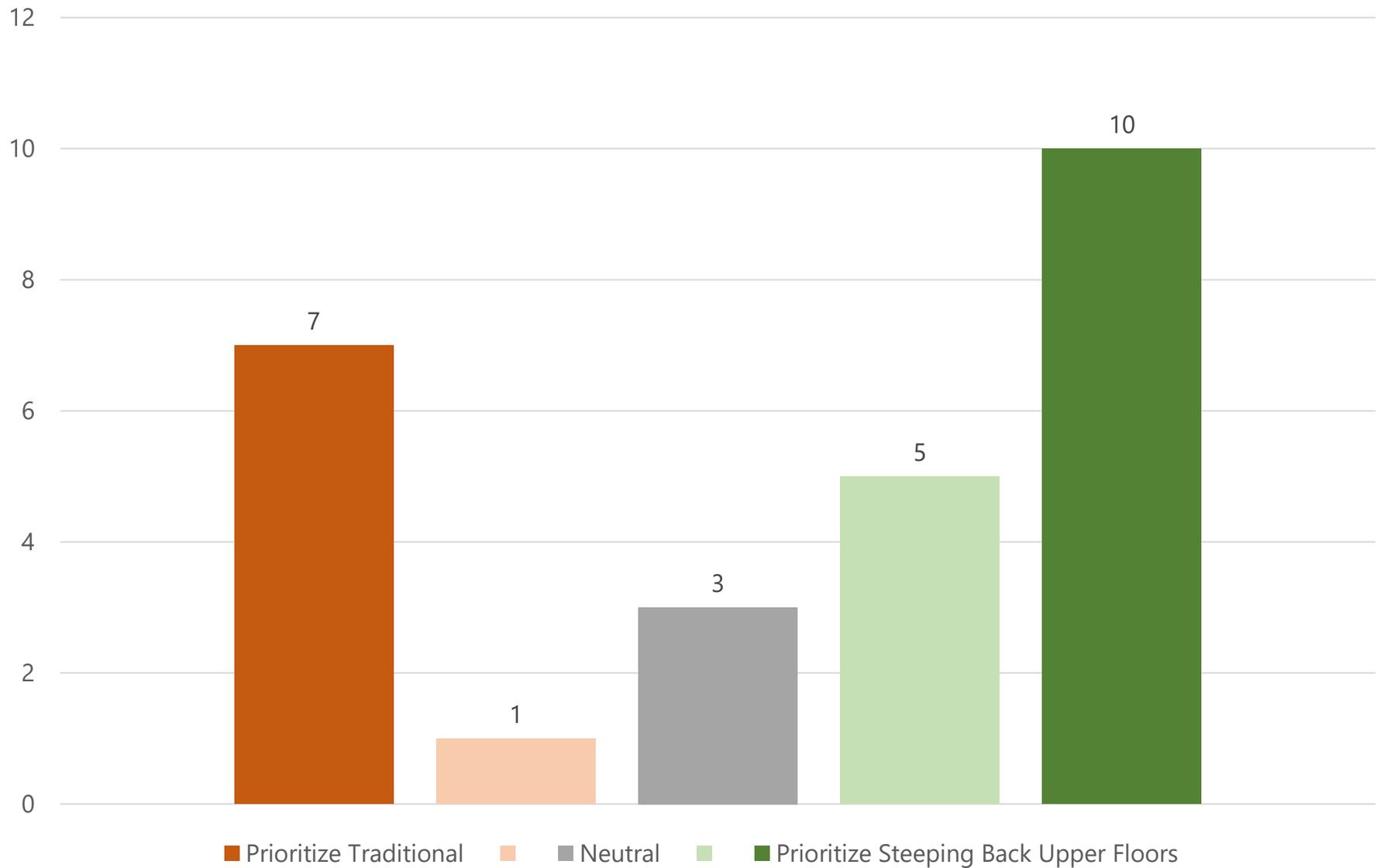
Multi-Family, Question 3.

Garages in the Rear. The Code should incentivize parking to be in the rear of the lot, instead of attached to individual units.



Multi-Family, Question 4.

Wedding Cake Design. *What should be a higher priority, encouraging traditional architectural styles or stepping upper floor back from lower floors?*



Mixed Use

Question 1. Ground Floor Uses. Mixed use districts come in different forms. In some areas the entire ground floor is commercial with residential on upper stories. Where there is a strong economy, ground floor commercial uses are usually preferable as they provide services to residents, provide interest along the street, give a sense of vitality to the district, and provide income to run city services. In other areas there is a mix of residential and commercial uses on the ground floor. Providing some ground floor residential uses is preferable when the market cannot absorb all the commercial space and the commercial unit will sit vacant. The City has different policy options it can choose. Which policy should the City follow (select multiple):

| Count | Percentage | Responses |
|-----------|-------------|---|
| 13 | 76% | Require ground floor commercial uses |
| 4 | 24% | Allow for a mixture of ground floor commercial and residential uses |
| 0 | 0% | Other |
| 17 | 100% | Total |

Question 2. Front Setbacks for Commercial Buildings/Uses. Many of the existing buildings in the commercial sections of Las Tunas Drive and Temple City Boulevard do not have front setbacks. This gives the area a more “urban” feeling, gives pedestrians something to look at, and gives a sense of vitality to a district. The draft Code allows building to continue the existing pattern of having buildings built to the front property line. It would also allow a maximum setback of up to 10 feet from the front property line if this area was used for a café, plaza, or other open-air uses. The City has different policy options it can choose. Which policy should the City follow (select multiple):

| Count | Percentage | Responses |
|-----------|-------------|---|
| 2 | 11% | Require buildings to be built to the front property line. |
| 15 | 83% | Require buildings to be built to the front property line or within 10 feet of the setback area was used for a café. |
| 1 | 6% | Do not set a maximum setback from the front property line. |
| 0 | 0% | Other |
| 18 | 100% | Total |

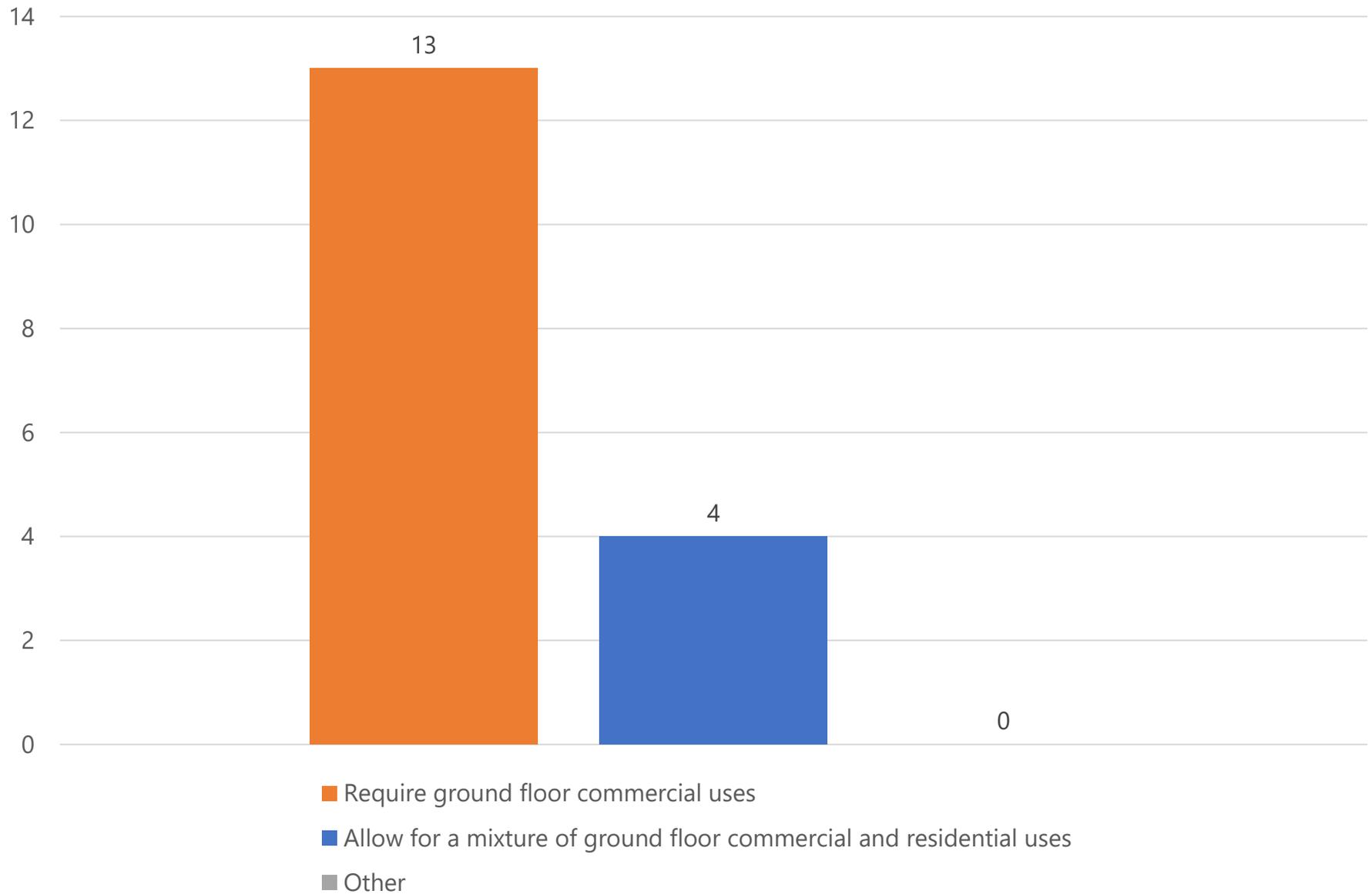
3. Open Ended Feedback.

No more than two stories high.

Las Tunas Drive needs more density if we want it to be a destination and not just a thoroughfare by which to get to more interesting places. More sidewalk engagement, patios, et cetera would help a lot but right now with the noise and pollution and dangerous speed of the vehicles on Las Tunas the sidewalk is an unpleasant place to be. To cultivate a vibrant pedestrian sidewalk culture, Las Tunas' role as a major high-speed vehicular thoroughfare must be addressed. These two uses of the street -- destination or thoroughfare -- are mutually exclusive. The city needs to decide which one it wants to predominate. I hope the City Manager and City Council will soon have the courage to again bring up a Las Tunas road diet up for discussion. Also the fetishization of free automobile parking downtown is out of control. Charge for parking! Then you will have more parking available! If things are free people will overuse them! Car drivers should pay for the privilege of using public space!

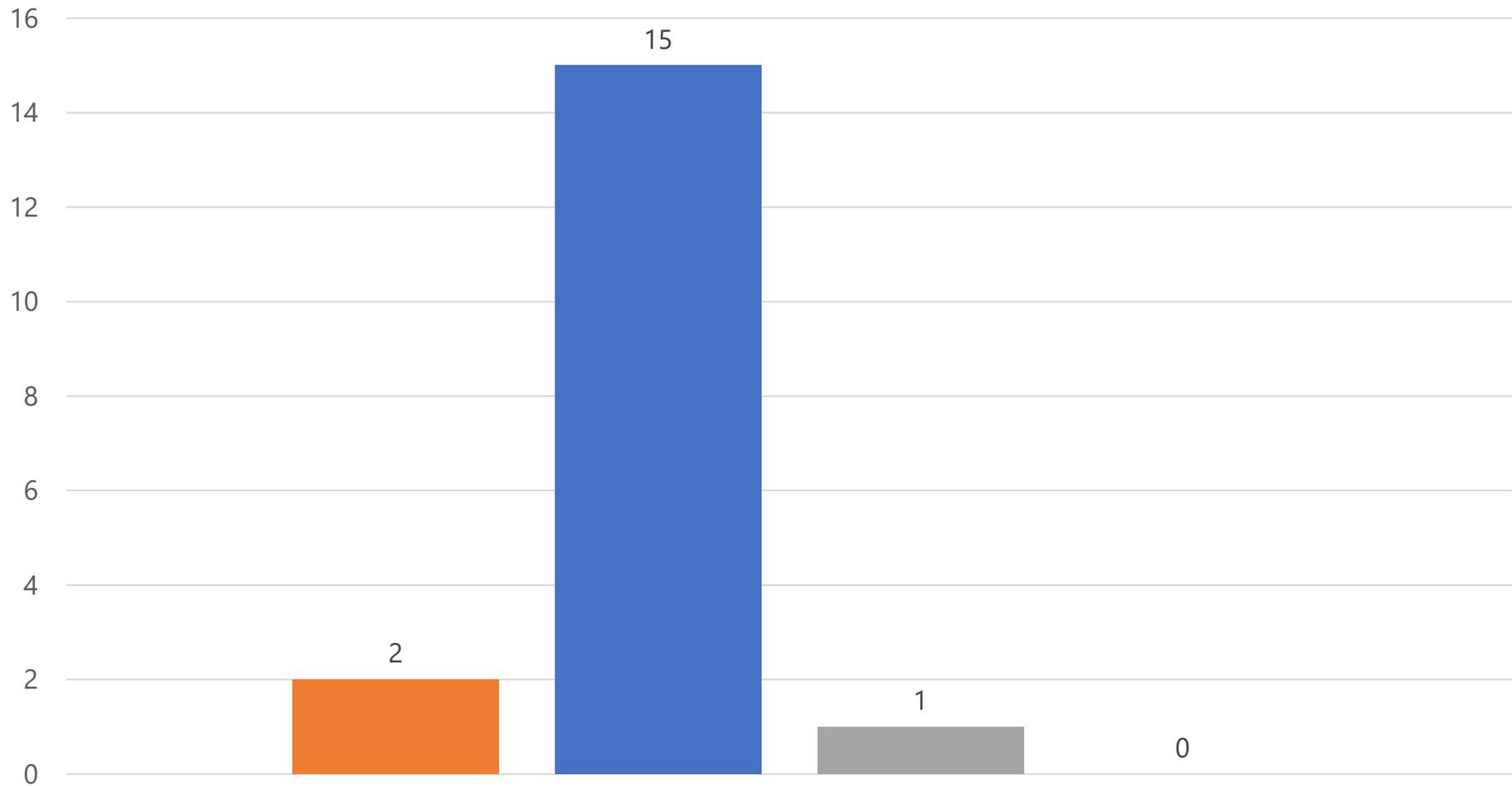
Mixed Use, Question 1.

Ground Floor Uses. *Which policy should the City follow (select multiple):*



Mixed Use, Question 2.

Front Setbacks for Commercial Buildings/Uses. *Which policy should the City follow (select multiple):*



- Require buildings to be built to the front property line.
- Require buildings to be built to the front property line or within 10 feet of the setback area was used for a café.
- Do not set a maximum setback from the front property line.
- Other

Commercial and Industrial

Question 1. Downtown Core Office Uses. There are some existing offices in the Downtown Core. While offices provide day time population to eat at restaurants, they also create uninteresting storefronts and the feeling of inactive Downtown at night. How much do you agree or disagree with the following statement: *“The draft Code should prohibit new office uses on the ground floor in the Downtown Core in favor of retail, restaurants, and personal services.”*

| Count | Percentage | Responses |
|-----------|-------------|-------------------|
| 1 | 5% | Strongly Disagree |
| 1 | 5% | Disagree |
| 2 | 10% | Neutral |
| 10 | 48% | Agree |
| 7 | 33% | Strongly Agree |
| 21 | 100% | Total |

Question 2. Downtown Restaurants Parking. Restaurants bring people and activity to a downtown. But, when a retail store converts to a restaurant it uses more than twice as much parking. How much do you agree or disagree with the following statement: *“To provide additional parking, the City should charge an annual user fee to new businesses that convert retail spaces to restaurants thus expanding the use of public parking lots.”*

| Count | Percentage | Responses |
|-----------|-------------|-------------------|
| 2 | 10% | Strongly Disagree |
| 2 | 10% | Disagree |
| 1 | 5% | Neutral |
| 8 | 38% | Agree |
| 9 | 43% | Strongly Agree |
| 22 | 105% | Total |

3. Open Ended Feedback.

Valet parking in designated city lots, perhaps in the evening, would allow for more parking between the existing parking stalls. Restaurants and other businesses, I believe would be happy to pay a reasonable fee for the added parking space and convenience for their customers. This added parking space and the convenience of being on the spot will bring more night life to this area! Give it a try! Convenient parking is my tenants main concern and complaint. Temple City is a beautiful city and is well run. This is a well thought out plan. Thanks to everybody working on this! I am a long time property owner of the HSBC Bank Building, 9601 Las Tunas Drive. Erwin H. Sokol

These all seem reasonable. I like that the NC designation discourages vehicular access and parking. I feel like the alley N of these shops on Las Tunas is currently underutilized. If the scale were smaller & the density higher & the businesses were more oriented in this direction, it could be a very pleasant place. See Pasadena's pedestrian alleyways. Would love to see this alley become pedestrian only. Way too much of downtown has been given over to free car parking. It seems strange to penalize restaurants that don't provide parking & incentivize those that do - basically a way to pass along the cost of private utilization of public land to store private property (cars) through a permit fee. This keeps the city's cost of providing parking hidden & preserves the fiction that free car parking is reasonable and expected. Instead the users that impose the cost (car parkers) should be paying that cost directly. This is more transparent & provides a market signal that could alter behavior.

Restaurants to provide a required number of parking spaces per customer(s). Require different types of food that restaurants will serve.

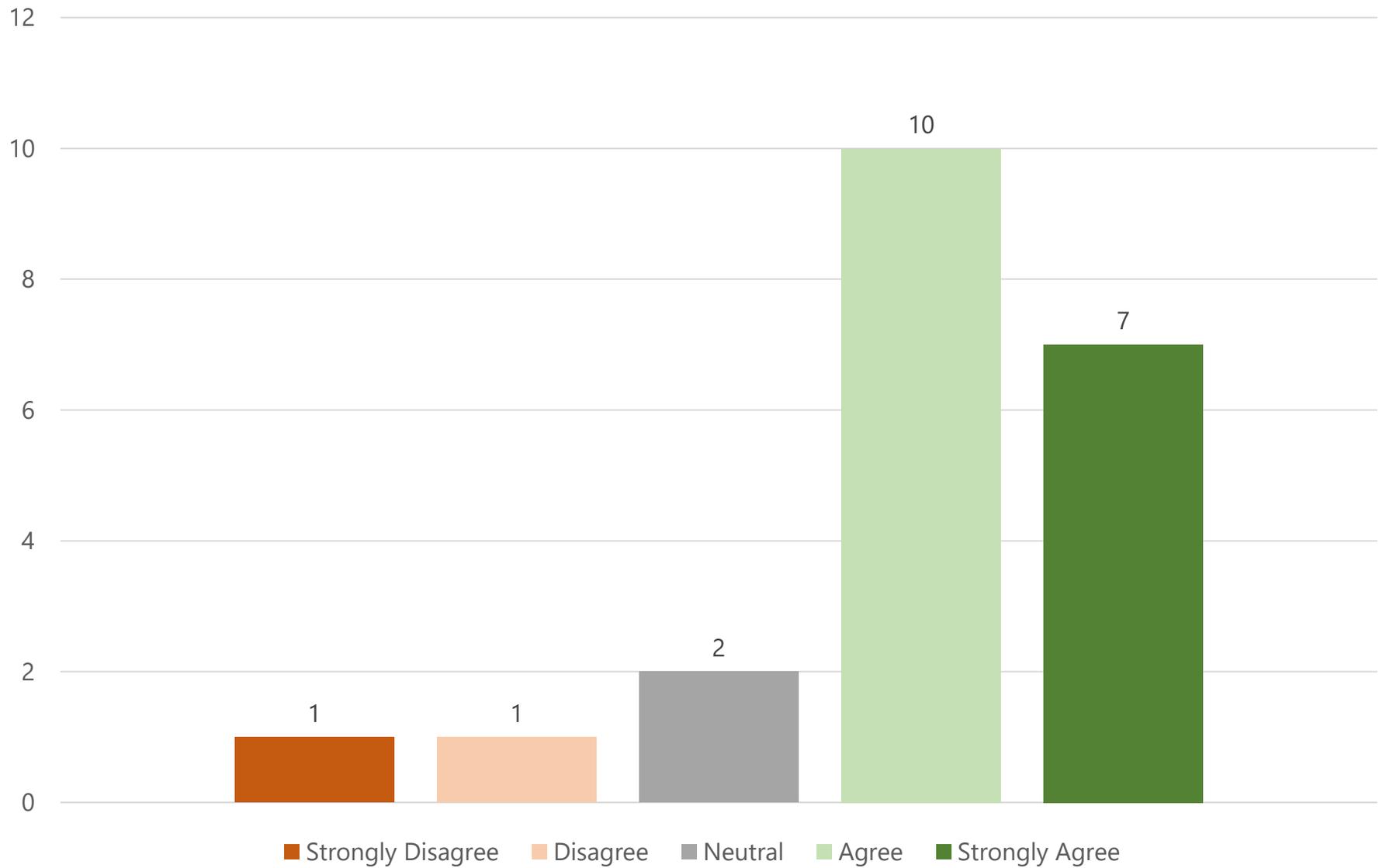
Regarding question 2 above, instead of charging a fee to businesses (which discourages development), the city could charge a parking fee to customers in the form of parking meters. Parking lots are a waste of valuable space. By charging for parking, there will be a myriad of benefits: people will not park unnecessarily which means more parking spaces will be available at any given time, people will have an incentive to carpool or travel via non-car transportation modes which means fewer cars will be on the road (resulting in less traffic and less pollution), and the city will receive additional revenue to further improve downtown. People will complain about paying for parking but they will get used to it.

How about less restaurants? On Las Tunas and more on courtyards.

A few years ago the city charged an "in lieu" fee to restaurants with insufficient parking to pay for future parking development. I believe it was deemed illegal.

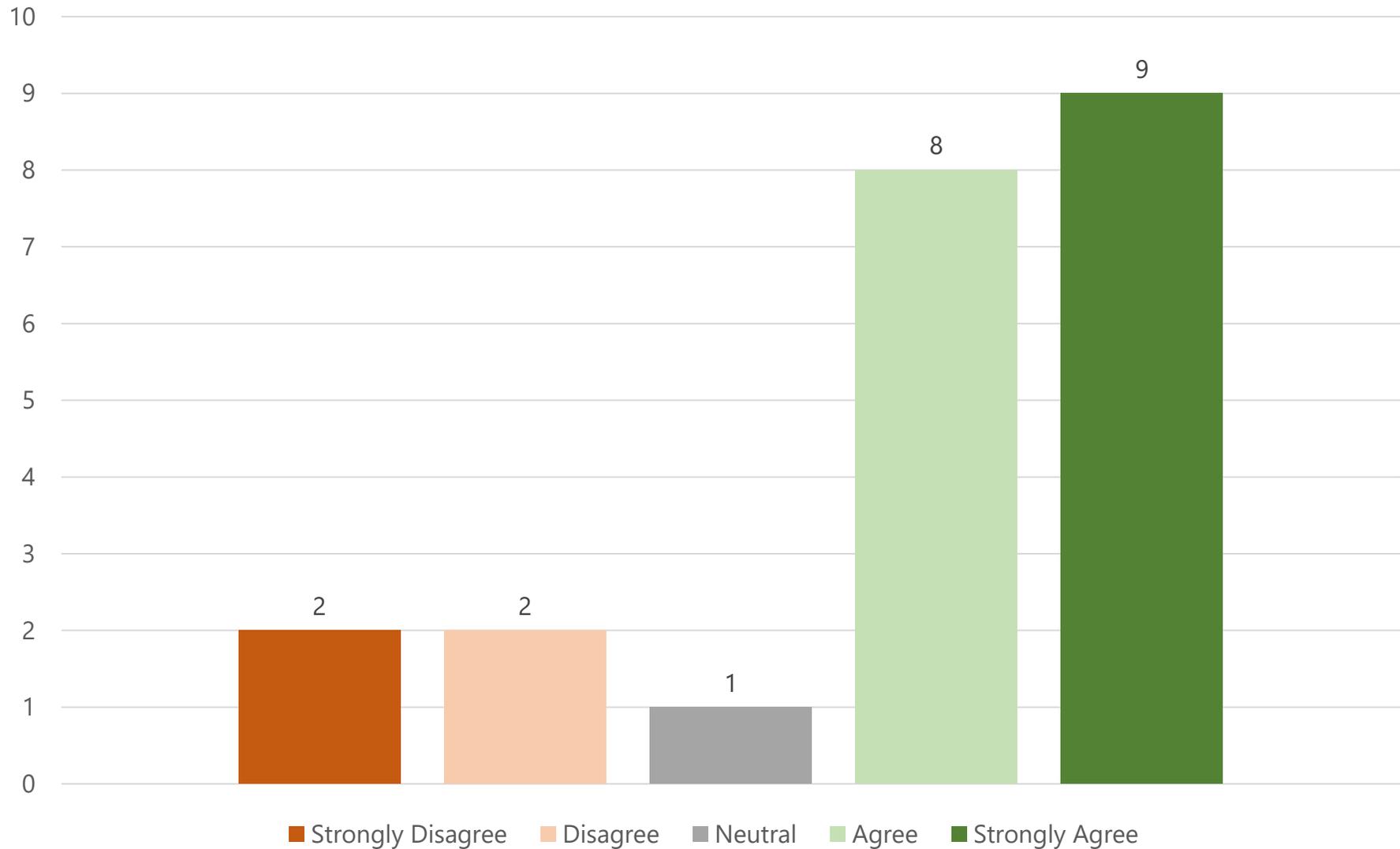
Commercial & Industrial, Question 1.

Downtown Core Office Uses. *The draft Code should prohibit new office uses on the ground floor in the Downtown Core in favor of retail, restaurants, and personal services.*



Commercial & Industrial, Question 2.

Downtown Restaurants Parking. To provide additional parking, the City should charge an annual user fee to new businesses that convert retail spaces to restaurants thus expanding the use of public parking lots.



Signs

Question 1. Historic Signs. Please indicate how much you agree or disagree with the following statement: *"The City should allow historic, iconic signs to be preserved and modified."*

| Count | Percentage | Responses |
|-----------|-------------|-------------------|
| 1 | 5% | Strongly Disagree |
| 0 | 0% | Disagree |
| 1 | 5% | Neutral |
| 7 | 32% | Agree |
| 13 | 59% | Strongly Agree |
| 22 | 100% | Total |

Question 2. Downtown Sign Standards. Please indicate how much you agree or disagree with the following statement: *"The City should apply the higher design standards from the Downtown Core to the rest of the City."*

| Count | Percentage | Responses |
|-----------|------------|-------------------|
| 2 | 9% | Strongly Disagree |
| 0 | 0% | Disagree |
| 3 | 14% | Neutral |
| 11 | 50% | Agree |
| 5 | 23% | Strongly Agree |
| 21 | 95% | Total |

3. Are there any types of signs that should be prohibited, that are not? Prohibited signs include: abandoned signs, billboards, new cabinet signs, inflated signs, signs placed in hazardous locations, new pole signs, new roof signs, vehicle signs, video or projecting signs, painted wall signs, and non-durable signs.

Signs that do not reflect actual business. (some keep old signage) Flashing video or neon signs. Limit the amount of poster/plastic banners and signs on business. Signs should have English names on them for first responder reasons. Plus, it looks ghetto.

Signs that are too bright (somehow measured by the glare they create relative to their surroundings) should be regulated/prohibited. In general, flashing lit signs should not be permitted because they are dangerous/distracting & unpleasant. These are often LED signs. LED signs that are not too bright & don't have flashing or animation should be allowed. Giant billboards should not be allowed anywhere near downtown because their scale is too large for people to engage with; they ruin the human scale of the downtown area. Billboards are for people traveling at high speed in cars, & even then they are a distracting eyesore, especially the backlit one that can be seen heading south on Rosemead Boulevard.

Signs not in keeping with the City's standards.

Should be in English...signs only in foreign language should be prohibited.

Non English signs held to a minimum,

Cabinet signs should be prohibited.

Any sign with questionable language, e.g. hate signs, obscene language etc.

All signs must be well maintained. Peeling paint not allowed. If not maintained the sign is to be disassembled and removed.

4. Open Ended Feedback.

Too many foreign signs are unwelcoming to visitors.

To have signs mounted on some kind of footing I don't believe is always necessary, sometimes there is no room for a base that the city is proposing. Depending on the area a pole with a sign on top might be the only way to go.

Signs & utility poles should not block the sidewalk. There are many places in TC where already narrow sidewalks are rendered all but impassible by utility poles, street signs, and overgrown shrubs -- this forces pedestrians into the street & tells them the City doesn't care about pedestrians. The protected bike lane on Rosemead Boulevard is routinely obstructed, especially on trash days, when the dumpsters for the multifamily buildings are placed directly in the bike lane for most of the day. Can you imagine how quickly a dumpster would be removed from a car lane if it were placed there?!? And yet it's fine to leave one blocking a bike lane for many hours each week?!? One street car parking spot for each multifamily building should be re-designated as a place to put the dumpsters during pick-up days, as to not block the bike lane. Also vehicles routinely park in ways that partially or completely block the lane and I've never seen one cited.

Is there a problem for the fire department if a business does not have an English sign?

I will not support a business if I can't understand the language the sign is written in. I have always preferred to do business with Temple City vendors. That will change for me. I will not spend another penny in a Temple City business. Immigrates usually assimilate into our society, not create a new one. A business that uses a sign I can't read doesn't want my business. And a city council that allows this, is not my city council.

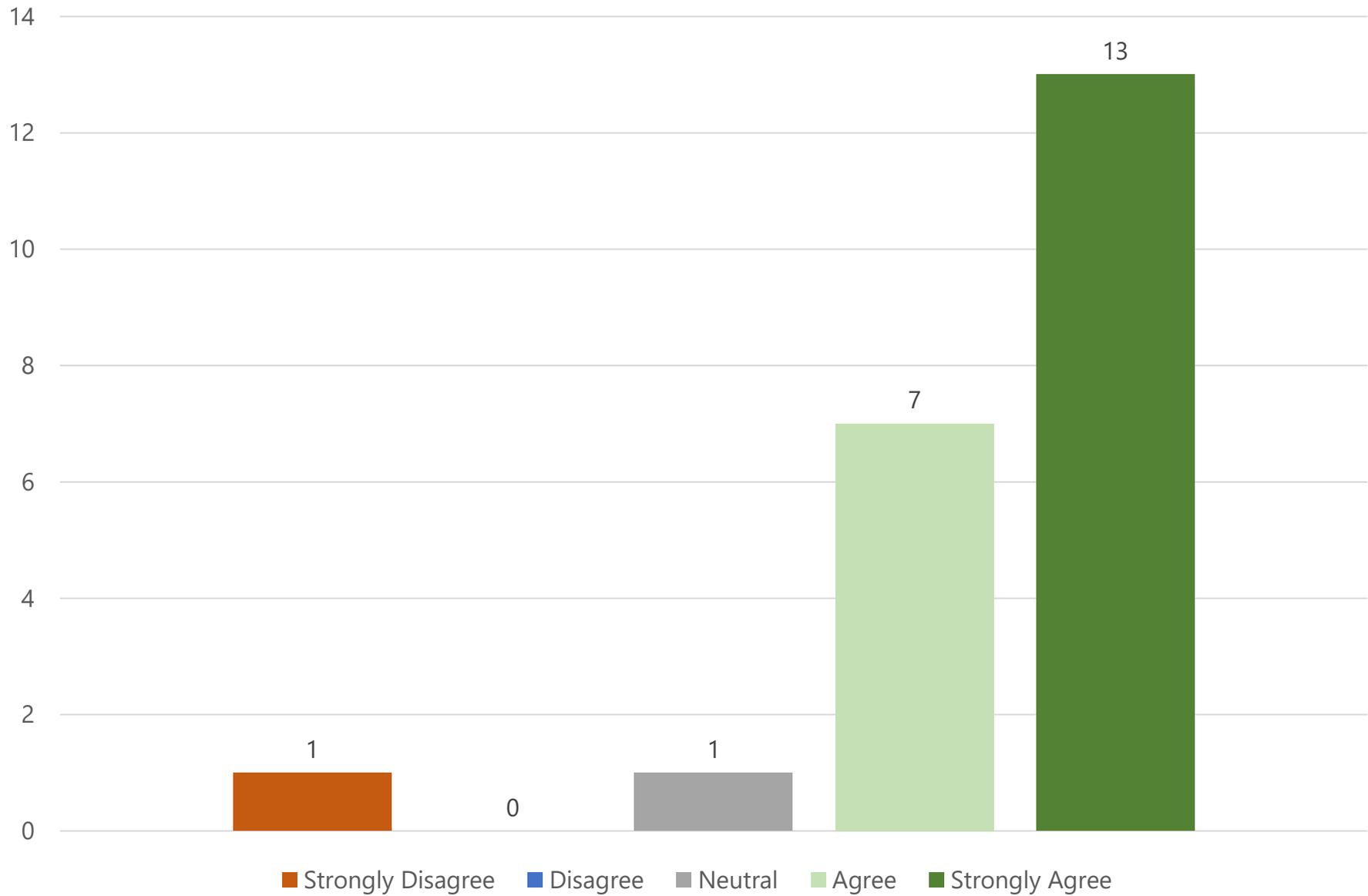
I like that photo of Scott and Andrew! (Nice tie, Scott) :)

Avoid trendy designs that will look dated in a few years.

All signs should be able to be read in the English language.

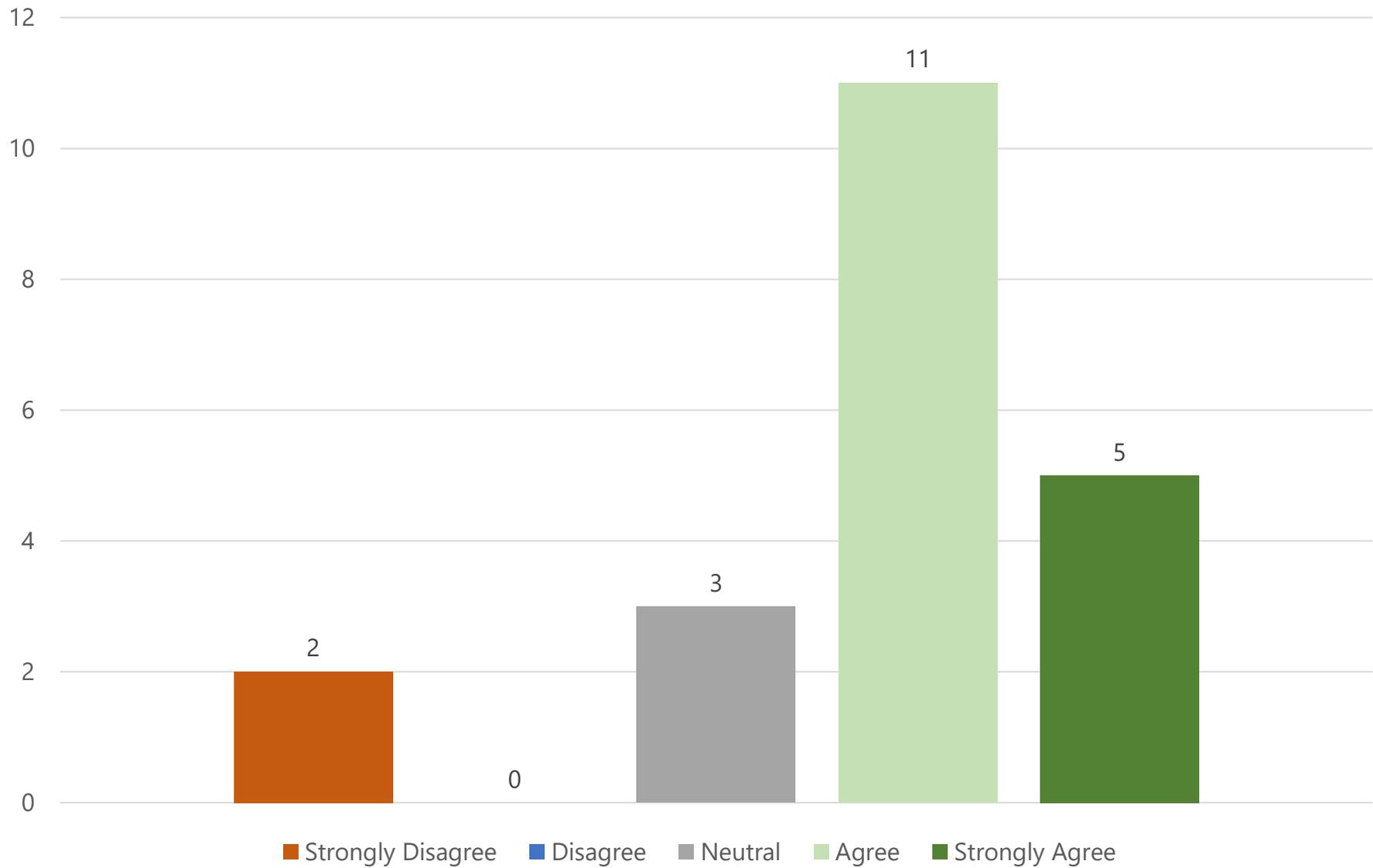
Signs, Question 2.

Downtown Sign Standards. *The City should allow historic, iconic signs to be preserved and modified.*



Signs, Question 2.

Historic Signs. *The City should apply the higher design standards from the Downtown Core to the rest of the City.*



Other Articles

Question 1. Minor Variances. To approve a minor variance, the Director must find that the variance is compatible with adjacent structures, does not adversely impact the neighbors, and is necessary since the property is unique. How much do you agree or disagree with the following statement: "The reasons for approving a minor variance should be easier."

| Count | Percentage | Responses |
|-----------|-------------|-------------------|
| 2 | 10% | Strongly Disagree |
| 2 | 10% | Disagree |
| 4 | 20% | Neutral |
| 7 | 35% | Agree |
| 5 | 25% | Strongly Agree |
| 20 | 100% | Total |

Question 2. Animal Regulations. It is becoming increasingly popular for people to purchase organic products, buy locally grown food, and even grow their own food and raise their own chickens for eggs. The City's current regulations do not allow chickens in residential zones. How much do you agree or disagree with the following statement: "The city should continue to prohibit the keeping of chickens."

| Count | Percentage | Responses |
|-----------|-------------|-------------------|
| 4 | 20% | Strongly Disagree |
| 1 | 5% | Disagree |
| 2 | 10% | Neutral |
| 5 | 25% | Agree |
| 8 | 40% | Strongly Agree |
| 20 | 100% | Total |

4. Open Ended Feedback.

The amount of bike parking available in Temple City is very low. My wife and I did a bike parking audit for TC and while there are areas with some decent parking, in general both the availability and quality of bike parking in TC is very poor. The best racks in the city are those in front of the public library. Not all bike racks are equal -- the design of the rack and its installation greatly impact its utility. The people deciding which racks are allowed and how they're installed should themselves be bike users (or regularly consult those who are) in order to have the knowledge of what an effective bike rack should entail. (Just like those designing and evaluating both the Rosemead Boulevard bike lane and a potential road diet on Las Tunas Drive should themselves bike those routes.) Bike parking should be prioritized like disabled car parking and EV parking, not just reluctantly tacked on as a perfunctory afterthought as was done with the recently completed Camellia Square project.

Since the only way that code violations are dealt with is for a neighbor to call and complain, the rabbits and chickens have taken over some neighborhoods. There are way to many coops and cages and way to many animals allowed to run free and I am tired of dealing with them and listening to them. If permits were required to have these animals and there was a city employee who would inspect them REGULARLY it might be okay to allow them but as it is now, they should be prohibited. Too many dogs and pets are also allowed.

Question number 2 appears to be confusing to me. I have seen many neighbors that has chickens in their backyard. I believe City allows up to two chickens per household? May be that only applies to rooster in lieu of chicken? Animal Regulations for Temple City shall be reviewed and published since it is not very clear.

Our city allows maximum of 3 hens and no roosters. When did that change?

I'm very supportive of the new code regarding bicycle parking, especially the minimum requirement for bike parking spots, as well as allowing swapping of car parking for bike parking. I suggest requiring minimum standards for racks. Some racks are totally impractical. Examples of bad racks: <https://i.stack.imgur.com/BiBLo.jpg> <https://goo.gl/UnRw8m> <https://goo.gl/nZAbWG> Please require bike racks that support the frame (not just the wheel) and allow cyclists to secure their frame to the rack. Examples of good racks: <https://goo.gl/o7BLQK> <https://c8.alamy.com/comp/C49FJR/circular-bicycle-racks-C49FJR.jpg> Also, please require racks to be installed effectively. Example of bad installation: https://www.sportworks.com/assets/blog/Bad-Rack_Bad-Placement-1_jpg.png And require proper setbacks so sidewalks aren't blocked: <https://www.dero.com/wp-content/uploads/images/bike-parking-guide/setbacks.gif> Wen Lee and Chris Stratton offer to be TC's free bike consultants if it's helpful. :)

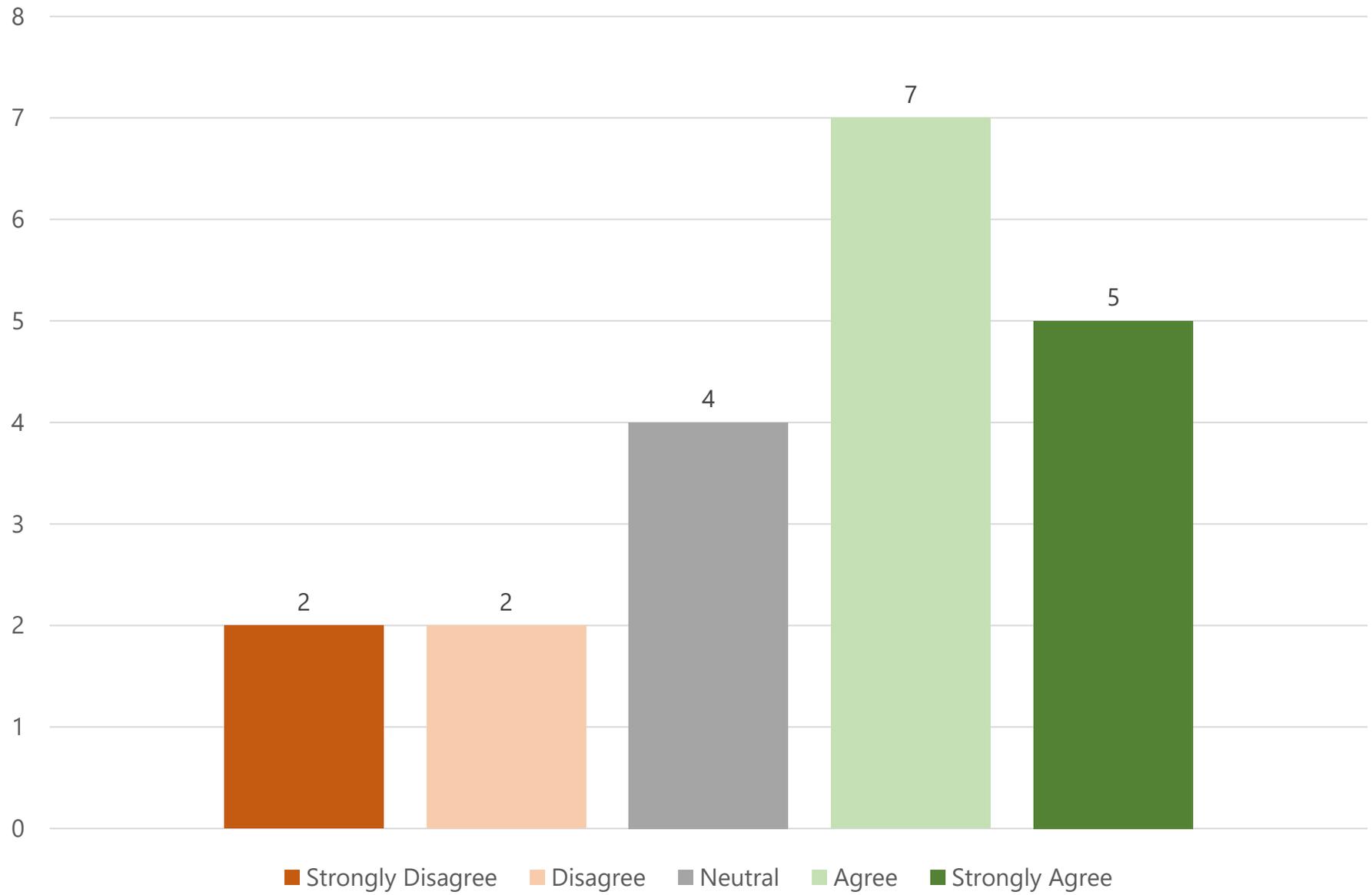
Do not allow more dogs than the code currently allows.

Are we going to make changes so old, antique homes will have a chance to be modernized whenever possible with better safety and appearance (quality of life matter) or we want to keep the City the way it looks when it was established?

1. Unique situations should be given a chance to present a case for their request. 2. No roosters!

Other Articles, Question 1.

Minor Variances. *The reasons for approving a minor variance should be easier.*



Other Articles, Question 2.

Animal Regulations. *The city should continue to prohibit the keeping of chickens.*

